

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3-2 2.1

HEARING DATE: November 14 ~~December 12, 2019~~ *January 9, 2020*

CASE NUMBER: ZAP1386MA19 – Core 5 Industrial Partners (Representative: EPD Solutions)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190028 (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 from aircraft

MAJOR ISSUES: The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) The applicant has identified a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The proposal provides for 164,300 square feet of solar panels on the buildings with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. This proposal would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

~~At the time this staff report was written, the Air Force has not completed its review of the solar glare study and has not given their acceptance. On November 7, 2019, the Air Force consultant advised that the airport management operations group of the Base had reviewed the solar glare study and had no objections. On November 13, 2019, the consultant had indicated that the pilot squadron wing of the Base had not yet completed its review of the glare study, which is the reason~~

why the item was continued to the December hearing.

As of the time of the December 12, 2019, meeting, the Air Force had not reported having completed its review of the solar glare study, and, therefore, the Commission continued this project to its January 9, 2020 hearing. The Air Force has since provided informal comments indicating no objections to the project. It is anticipated that official comments will be provided to the ALUC before the January 9 meeting.

RECOMMENDATION: ~~Staff recommends that the Commission CONTINUE the matter to the January 9, 2020 meeting, pending completion of the Air Force solar glare study review.~~

Staff recommends that the Commission find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct a 197,856 square foot industrial manufacturing building with mezzanines on 10.96 acres. Also proposed are rooftop solar panels totaling 164,300 square feet.

PROJECT LOCATION: The site is easterly of Harvill Avenue, northerly of Daytona Cove, westerly of the 215 freeway, and southerly of Orange Avenue, in the unincorporated community of Mead Valley, approximately 18,740 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 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 March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a 197,856 square foot industrial manufacturing building with mezzanines, accommodating 989 people, resulting in an average intensity of 90 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data).

Based on the number of parking spaces (174 spaces) and truck trailer spaces (33 spaces) provided, the total occupancy would be estimated at 294 people for an average intensity of 27 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use 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 consist of 43,560 square feet of manufacturing area and 6,480 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 250 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 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project, specifically the rooftop solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, we were still awaiting **complete** comments from the Air Force regarding this project.

As of the time of the December 12, 2019, meeting, the Air Force had not reported having completed its review of the solar glare study, and, therefore, the Commission continued this project to its January 9, 2020 hearing. The Air Force has since provided their informal comments indicating no objections to the project. It is anticipated that official comments will be provided to the ALUC before the January 9 meeting.

Renewable Energy and Flight Hazards: The applicant proposes that photovoltaic (PV) panel structures totaling 164,300 square feet be located on the rooftop of the industrial buildings within Compatibility Zone C2.

The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.)

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) is not an acceptable level of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 164,300 square feet of solar panels on the building rooftop with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runway 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 for the approach. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image (“green” level glare) in the C-17/KC-135 runway 14 downwind traffic pattern, totaling annually 1,026 minutes of “green” level glare, and would last up to 15 minutes a day from November to February between 2:30 p.m. to 3:30 p.m. (standard 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 is no radar transmission or receiving facilities within the site.

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 outside the 60 CNEL range from aircraft noise. Therefore, no special mitigation for aircraft-generated noise exposure is required.

Part 77: The site is located approximately 18,740 feet from the southerly terminus of Runway 14-32 at March, but the closest public use airport is Perris Valley Airport, with its Runway 15-33 having an elevation of 1,413 feet above mean sea level (AMSL). The site is located 15,000 feet from the runway, so Federal Aviation Administration Obstruction Evaluation Service (FAA OES) notice and review would be required for any structures with top of roof exceeding 1,563 feet AMSL. The site’s finished floor elevation is 1,510 feet AMSL and the proposed building height is 45 feet, for a top point elevation of 1,555 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is not required.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.

6. Any detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. 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.
8. This project has been evaluated for a total of 197,856 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
9. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. Panels shall have a tilt of 10 degrees and orientation of 180 degrees. Solar panel areas shall be limited to 164,300 square feet.
10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of

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

Y:\AIRPORT CASE FILES\March\ZAP1386MA19\ZAP1386MA19jansr.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)

Rull, Paul

From: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CEV <douglas.waters.2@us.af.mil>
Sent: Thursday, December 12, 2019 4:45 PM
To: Housman, Simon
Cc: Rull, Paul; SHAW, DAVID N Maj USAF AFRC 452 MSG/CD; PARTRIDGE, ALAN J Lt Col USAF AMC 452 OG/CC; HOSEY, KELLY E Col USAF AFRC 452 MSG/CC; CORTNEY, SHARON T Lt Col USAF AFRC 452 OG/CD
Subject: RE: Glare study projects pending with ALUC near March ARB.

Mr. Housman,

With Lt Col Courtney's concurrence, which I was waiting for to give you the all clear and based on the remainder of reviews my office has completed, March ARB has no objections to the ZAP1386MA19 City of Perris – Solar Glare Study for Harvill Daytona Business Park nor the ZAP1388MA19 City of Moreno Valley – Solar Glare Study for Amazon Bldg. 24208 . The remainder of the actions for the January meeting are still in work.

As of this day, I remain the POC for March ARB on your ALUC actions and have the responsibility for ensuring review by all impacted elements on the base. As I indicated to you on the phone, I will do my best to get you timely responses. I realize we failed in this endeavor on these two actions for December 12. Mr. Pacino will be working with you as the lead.

Doug Waters, PE, CEM,
Chief Engineering Flight
452 MSG/CEC
US Air Force Reserve Command
610 Meyer Dr., Bldg 2403
March ARB, CA 92518-2188

Douglas.waters.2@us.af.mil
Office- 951-655-2197
Cell- 928-304-2451
DSN- 447-2197

Rull, Paul

From: Pacino, Brian <Brian.Pacino@jacobs.com>
Sent: Thursday, November 7, 2019 8:19 AM
To: Rull, Paul; carlos.soto-lorenzo@us.af.mil
Subject: RE: ZAP1388MA19 solar glare study Amazon Bldg 24208 San Michele Rd

Paul,

Thanks for the quick turnaround on revised study. I will forward this over to March ARB Airfield Management for review/comment.

As to the ZAP1386MA19 solar hazard analysis reports for Harvill Daytona Business Park, March ARB Airfield Management staff have reviewed those impact studies and have no objections.

Brian J. Pacino, AICP | Jacobs | Buildings, Infrastructure & Advanced Facilities |
949.224.7635 office | 703.627.3010 mobile | brian.pacino@jacobs.com | www.jacobs.com

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Thursday, November 07, 2019 6:57 AM
To: Pacino, Brian <Brian.Pacino@jacobs.com>; carlos.soto-lorenzo@us.af.mil
Subject: [EXTERNAL] RE: ZAP1388MA19 solar glare study Amazon Bldg 24208 San Michele Rd
Importance: High

Good Morning Brian,

Please find the attached HMMH solar glare study that includes the ATCT in the analysis (see page 73 of pdf document), resulting in no glare.

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

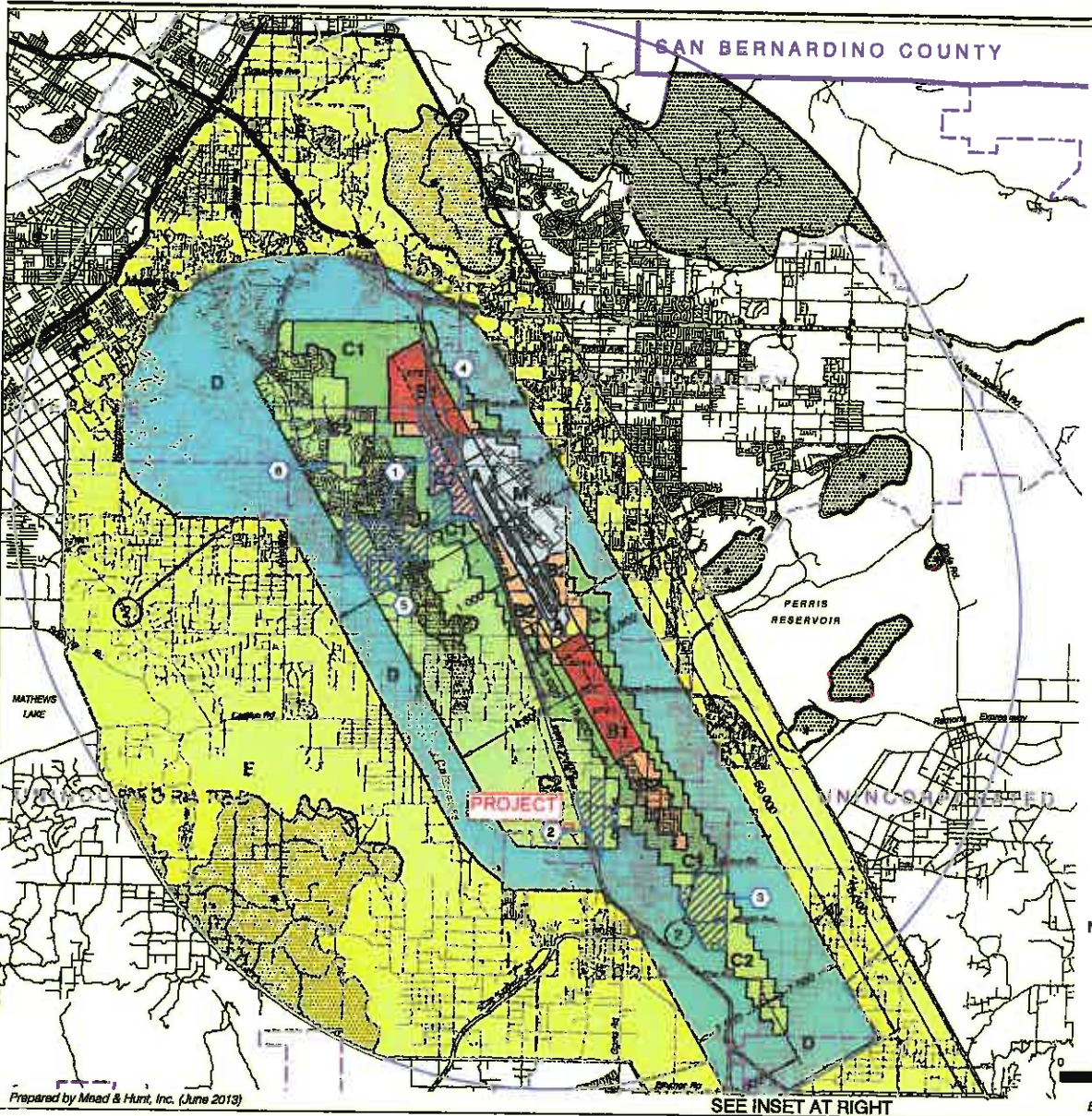
Paul Rull
ALUC Principal Planner



Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-8893
(951) 955-5177 (fax)
PRULL@RIVCO.ORG
www.aluc.com

From: Pacino, Brian [<mailto:Brian.Pacino@jacobs.com>]
Sent: Tuesday, November 5, 2019 2:45 PM
To: Rull, Paul <PRull@RIVCO.ORG>; carlos.soto-lorenzo@us.af.mil
Subject: RE: ZAP1388MA19 solar glare study Amazon Bldg 24208 San Michele Rd

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LEGEND

Compatibility Zones

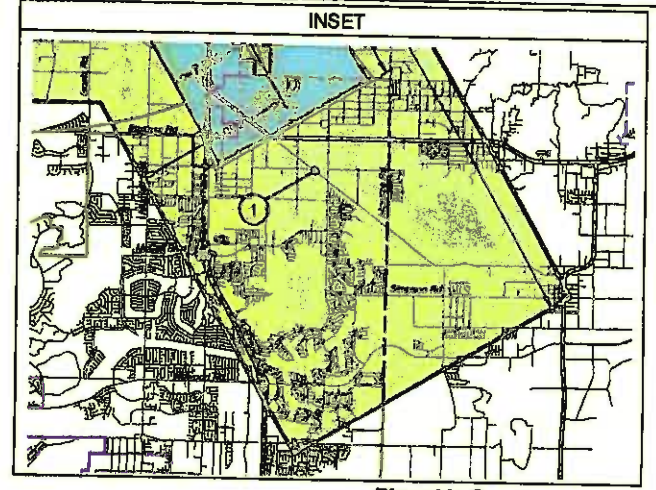
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

- ① 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)**

Map MA-1

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

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

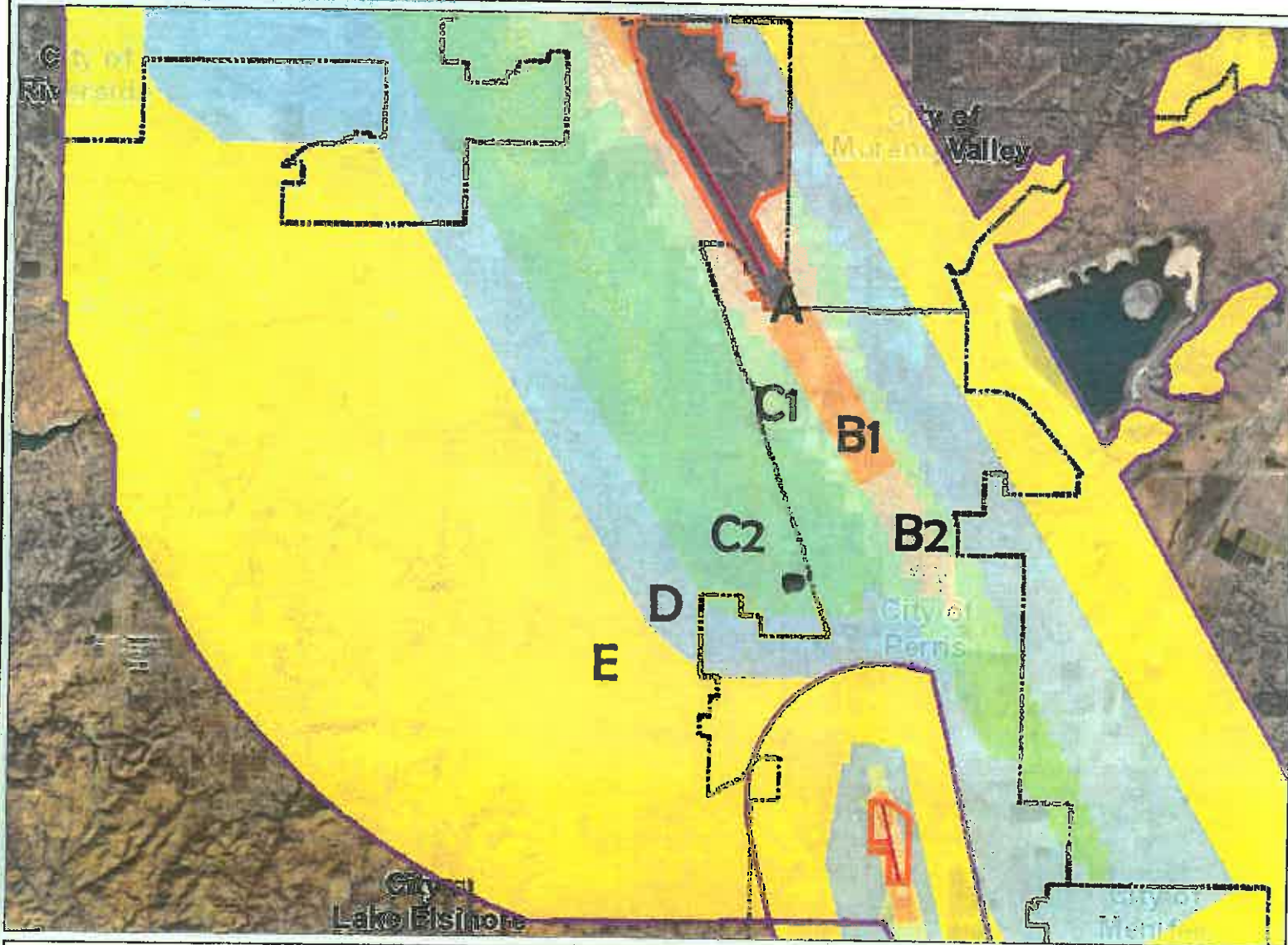


Base map source: County of Riverside 2013

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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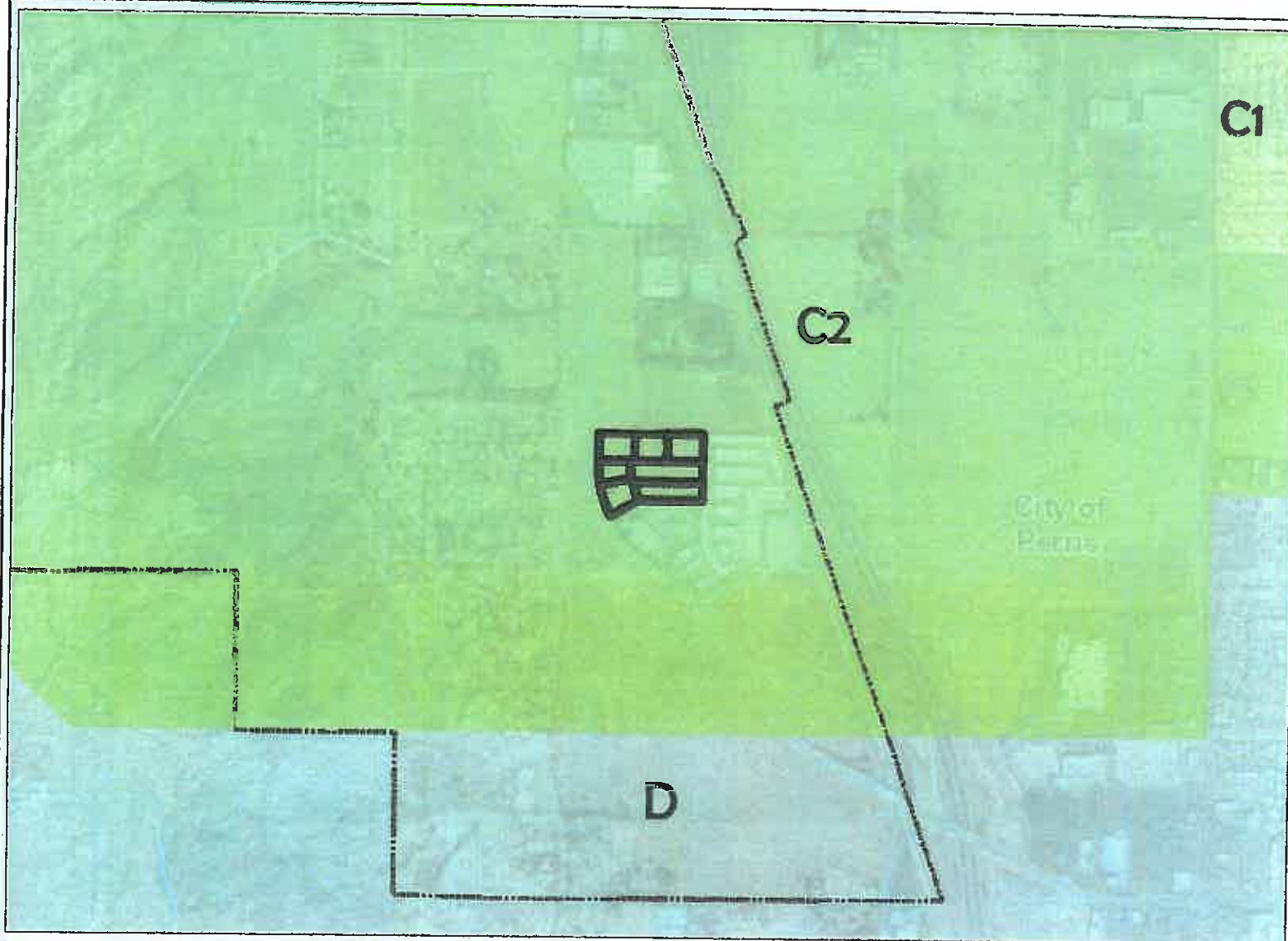


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Notes

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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Map My County Map



Legend

-  City Areas
-  World Street Map



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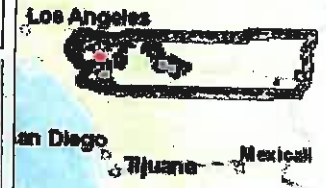


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- Blueline Streams
- City Areas
- World Street Map



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-  Blueline Streams
-  City Areas
-  World Street Map



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Map My County Map

Los Angeles



San Diego Tijuana Mexico

Legend

- Blue Line Streams
- City Areas
- World Street Map

City of
Perris



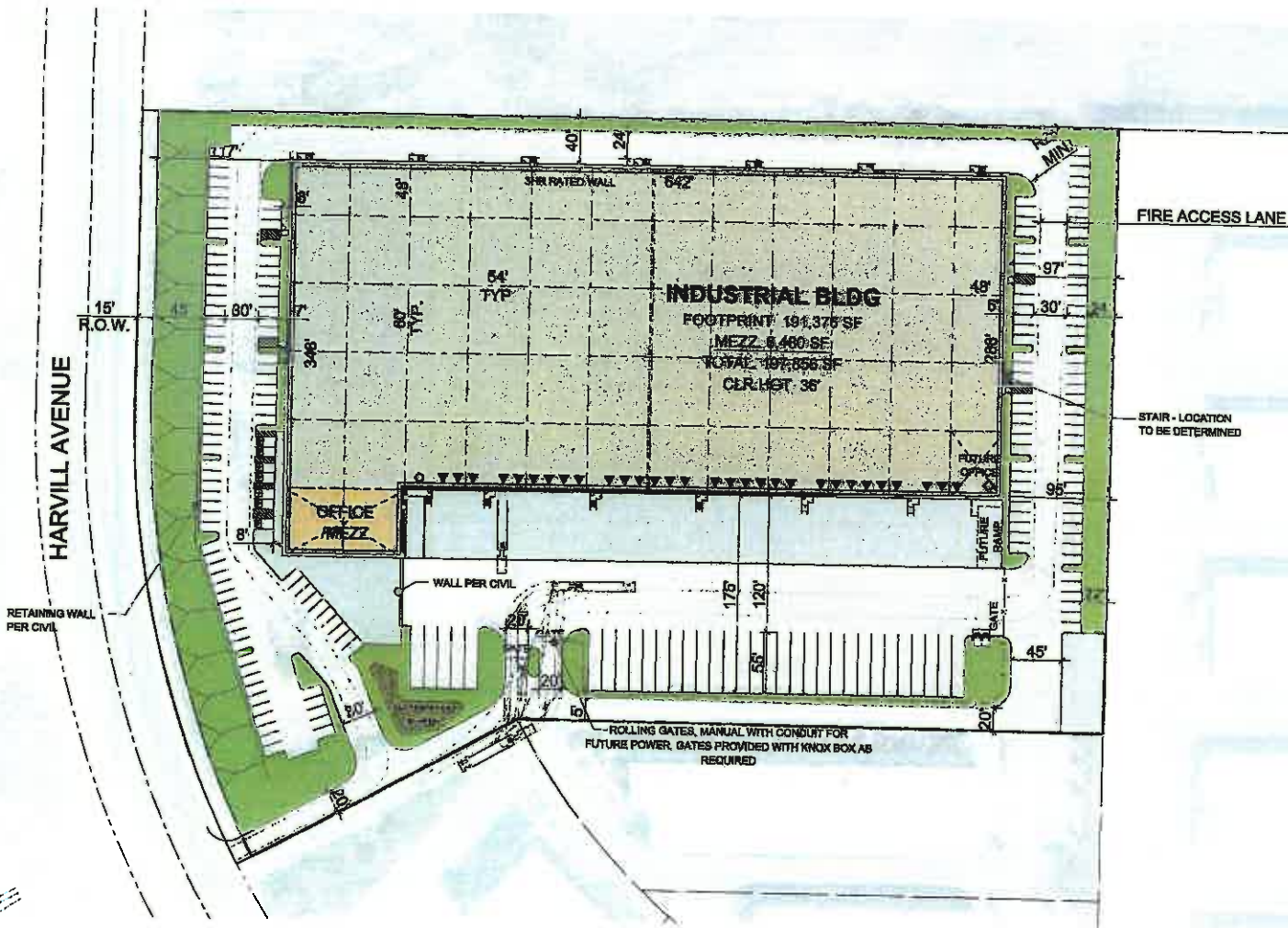
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

0 758 1,516 Feet

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Notes



PROJECT DATA:

SITE AREA:	
GROSS:	10.96 AC
NET:	477,882 SF
R.O.W.	10,064 SF
NET:	10.73 AC
BUILDING AREA:	467,318 SF
FOOTPRINT:	191,376 SF
MEZZANINE:	5,400 SF
TOTAL BUILDING AREA:	197,856 SF
BUILDING USE:	
WAREHOUSE:	184,896 SF
OFFICE:	12,960 SF
FAR:	
GROSS:	0.41
NET:	0.22
PARKING REQUIRED:	
WAREHOUSE:	1/2000 SF 92 STALLS
OFFICE:	1/200 SF 65 STALLS
TOTAL:	157 STALLS
PARKING PROVIDED:	
AUTO:	174 STALLS
REG. ACCESSIBLE:	8 (1/6/2000 SF)
FUTURE GRADE-LEVEL DOORS:	6 STALLS
TRAILER:	33 STALLS
TRUCK DOCKS:	
A DOCK-HIGH DOORS:	30
B GRADE-LEVEL DOORS:	1
C FUTURE GRADE-LEVEL DOORS:	1
LANDSCAPE:	14% 68,834 SF

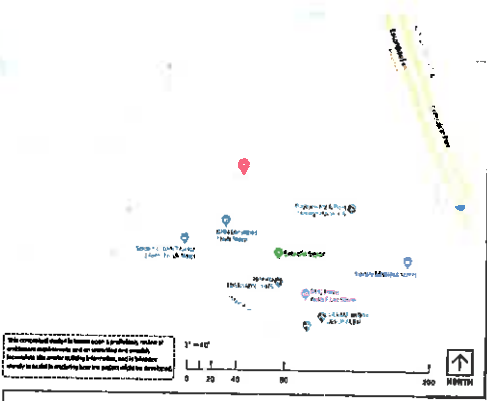
DEVELOPMENT STANDARDS:

ZONING:	M-H
MAX. F.A.R.:	N/A
MAX. COVERAGE:	N/A
MAX. HEIGHT:	40 FT
BUILDING SETBACKS:	
FRONT:	25 FT
SIDE:	0 FT
REAR:	0 FT
LANDSCAPE SETBACKS:	
FRONT:	10 FT
SIDE:	0 FT
REAR:	0 FT
LANDSCAPE REQ.:	10%
OFF-STREET PARKING:	
STANDARD:	9x18
COMPACT:	8.5x16
COMPACT %:	20%
DRIVE AISLE:	24 FT
FIRE LANE:	30 FT
OVERHANG:	0 FT
TREE WELL:	N/A
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2000 SF
OFFICE:	1/200 SF

NOTES:

1. VEHICULAR AND PEDESTRIAN ACCESS AS IDENTIFIED UNDER THE CD & R'S NON-EXCLUSIVE JURISDICTION APPLICABLE THEREON.

ASSESSOR'S PARCEL NUMBERS
305-170-041, 042, 043, 044, 047, 048



DATE	REVISION
08/24/2018	PLOT PLAN SUBMITTAL 1



OWNER / APPLICANT
CORE5 Industrial Partners
288 Spectra Center Drive Suite 800 Irvine, CA 92618
D 949.442.2200 C 949.702.4548
jelly@cp.com

JON KELLY
Vice President Development

PLOT PLAN

Conceptual Site Plan

Harvill Daytona Business Park
Riverside County, CA

WARE MALCOMB

UTV16-010-00
10.01.2018

SHEET



1



2



3



LOCATION MAP



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.

PLOT PLAN

SITE PHOTOGRAPHS
HARVILL DAYTONA BUSINESS PARK
 RIVERSIDE COUNTY, CA - IRV19-0130-00

DATE	REMARKS
08/24/2019	PLOT PLAN SUBMITTAL 1

WARE MALCOMB

10.01.2019

PAGE 2



DATE	REMARKS
08/24/2019	PLOT PLAN SUBMITTAL 1



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.

PLOT PLAN

PERSPECTIVE

HARVILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - IRV19-0130-00

WARE MALCOMB

10.01.2019

PAGE
3



DATE	REMARKS
08/24/2019	PLOT PLAN SUBMITTAL 1



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PLOT PLAN

PERSPECTIVE

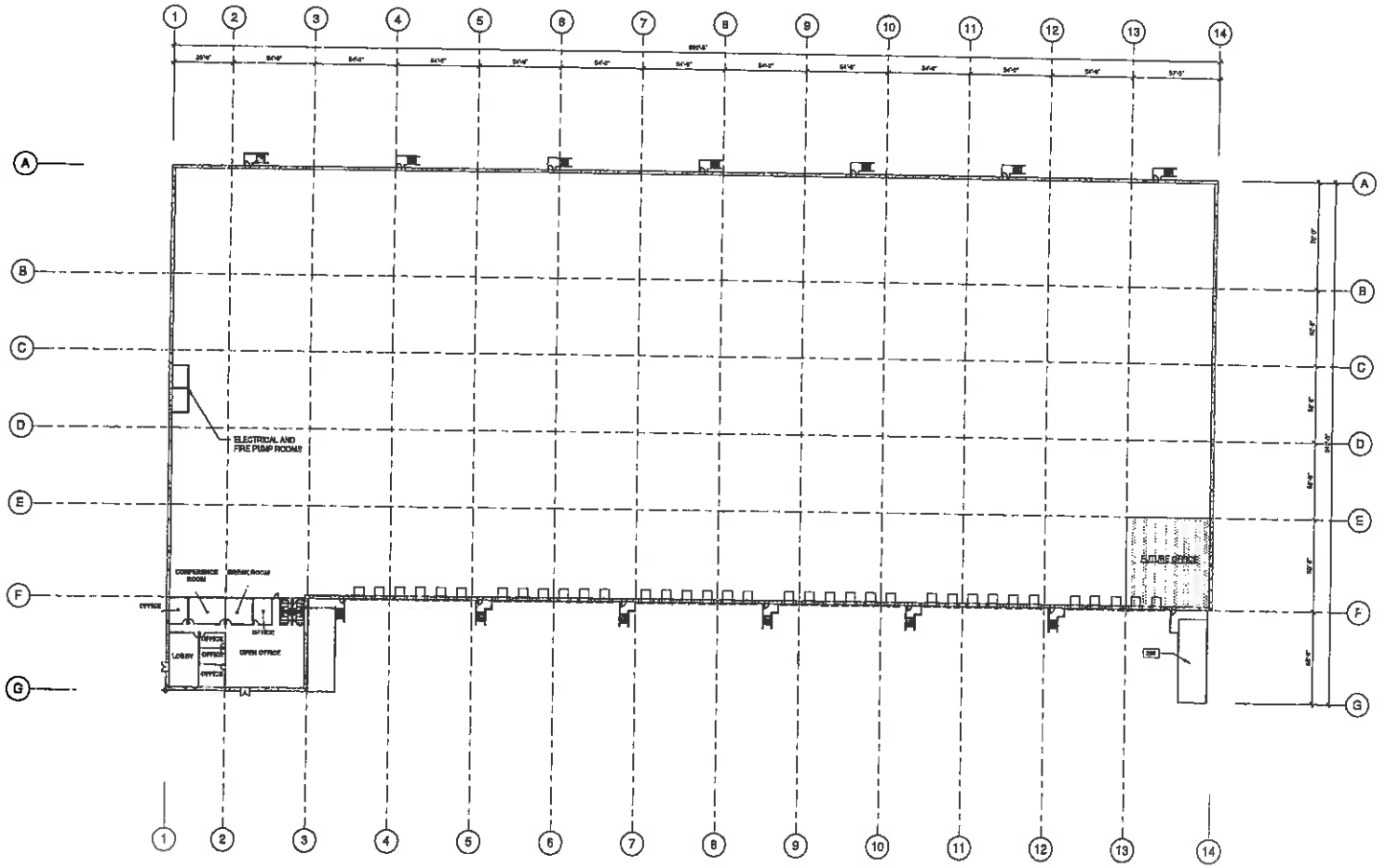
HARVILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - IRV19-0130 -00

WARE MALCOMB

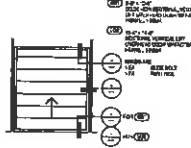
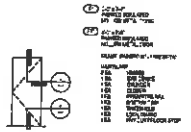
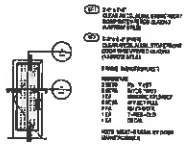
10.01.2019

PAGE
4

NOTES:
 1. ALL DIMENSIONS IN FEET AND INCHES.
 2. UNLESS OTHERWISE NOTED.



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



WALL LEGEND

- 1. 1/2" CONCRETE WALL
- 2. 1/2" CMU WALL
- 3. 1/2" GYP BOARD WALL
- 4. 1/2" GYP BOARD PARTITION

This conceptual floor plan is intended to provide a general overview of the project and is not intended to be used for construction. It is intended to be used for informational purposes only. It is not intended to be used for construction.

DATE	REMARKS
09/24/2018	FLOOR PLAN SUBMITTAL 1

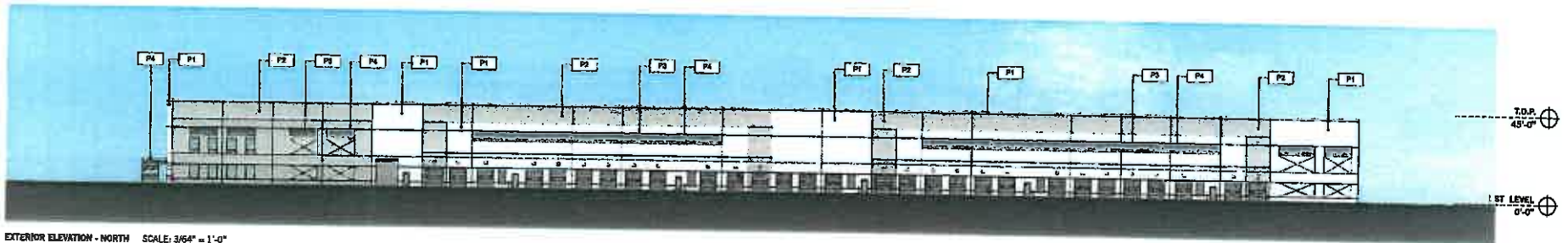


Conceptual Floor Plan

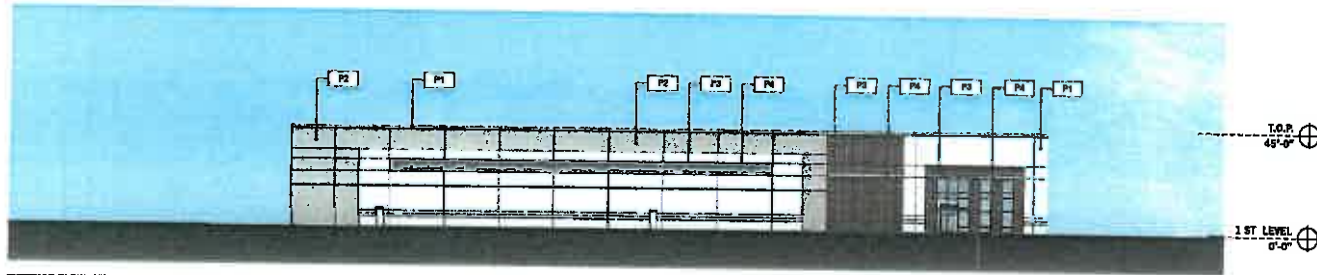
Harvill Daytona Business Park
 Riverside County, CA

WARE MALCOMB

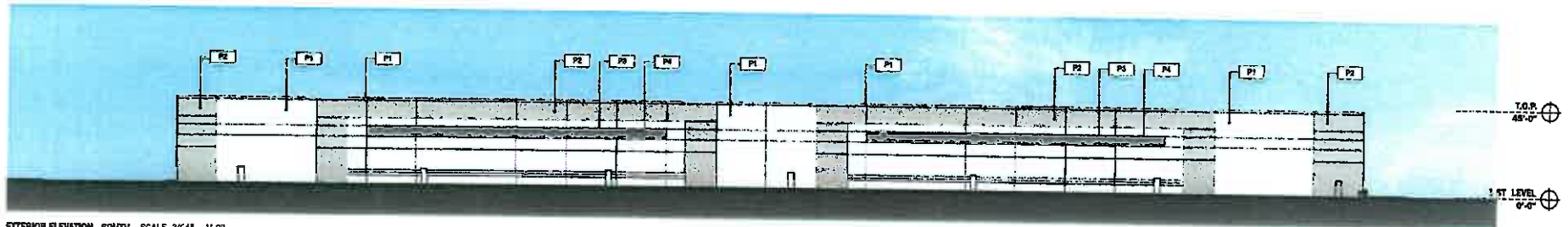
IRV18-0120-00
 10.01.2018



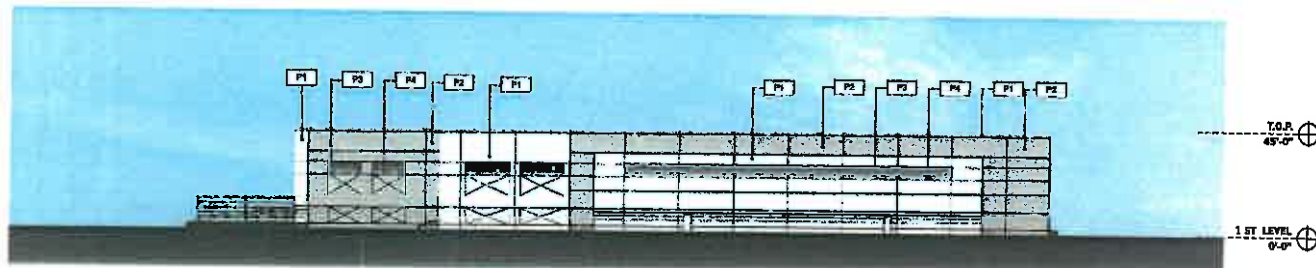
EXTERIOR ELEVATION - NORTH SCALE: 3/64" = 1'-0"



EXTERIOR ELEVATION - WEST SCALE: 3/64" = 1'-0"



EXTERIOR ELEVATION - SOUTH SCALE: 3/64" = 1'-0"



EXTERIOR ELEVATION - EAST SCALE: 3/64" = 1'-0"

PAINTS LEGEND

- P1 SW 7006 EXTRA WHITE
- P2 SW 9163 TIN LIZZIE
- P3 SW 7068 GRIZZLE GRAY
- P4 SW 9151 DAPHNE

DATE	REVISIONS
09/24/2018	PLOT PLAN SUBMITTAL 1



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PLOT PLAN

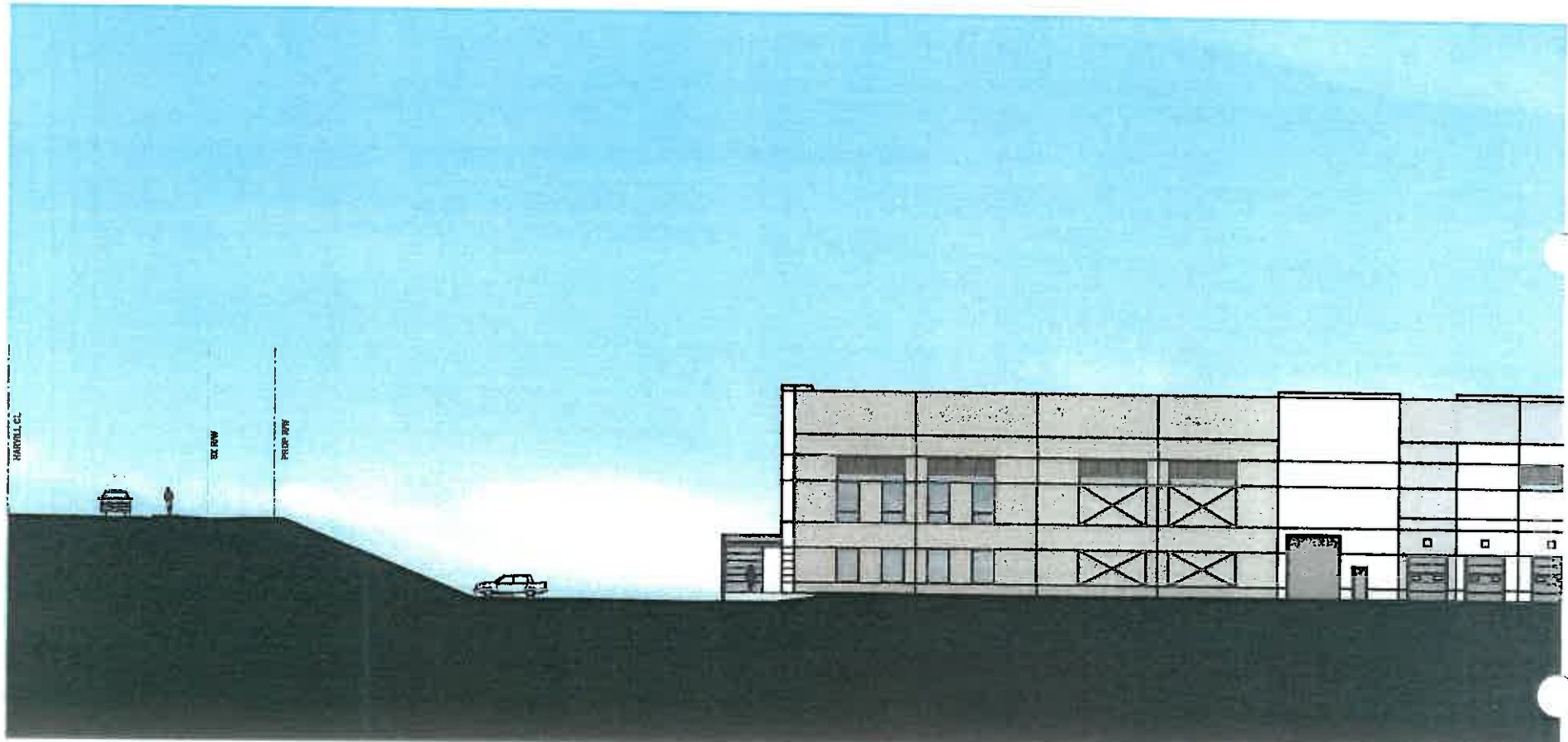
ELEVATIONS

HARVILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - IRV19-0130 -00

WARE MALCOMB

10.01.2019

PAGE 6



EAST / WEST SITE SECTION



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PLOT PLAN

SITE SECTION

HARVILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - IRV19-0130 -00

DATE	REMARKS
08/04/2019	PLOT PLAN SUBMITTAL 1

WARE MALCOMB

10.01.2019

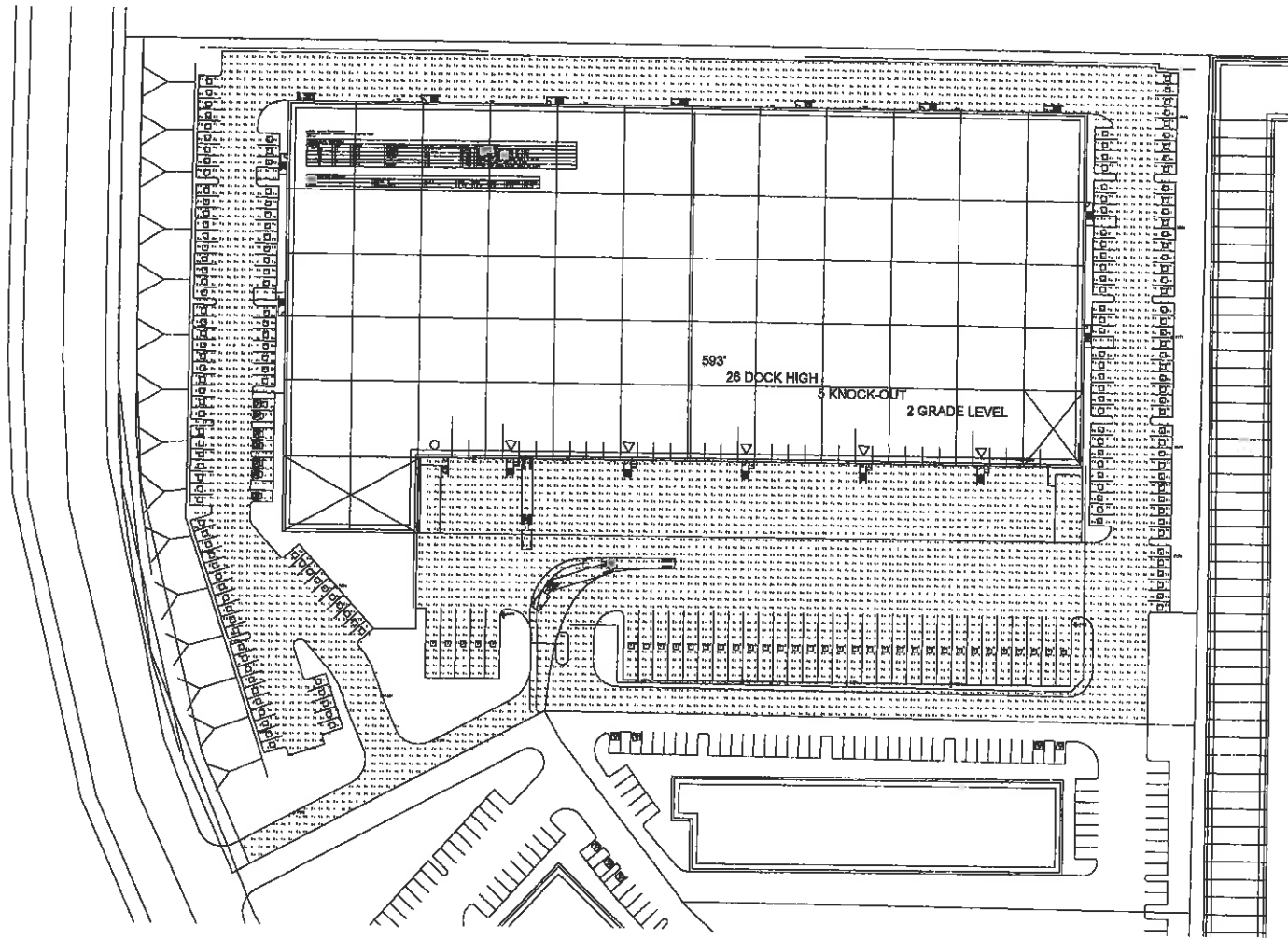
PAGE
7



Commercial Lighting Industries
 81661 Indio Boulevard, Indio, CA 92201
 Tel: 800-735-4155 | Fax: 780-263-8840

No. Proj. _____
 Date _____

1 DRAWING SUBMISSION 10-01-19



**HARVILL DAYTONA
 BUSINESS PARK**

ALL PLANS AND DIMENSIONS ARE THE PROPERTY OF
 COMMERCIAL LIGHTING INDUSTRIES. NO PART OF THIS
 DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS
 WITHOUT THE WRITTEN PERMISSION OF COMMERCIAL LIGHTING INDUSTRIES. THE
 CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS
 AND APPROVALS FROM THE LOCAL AUTHORITIES. THE CONTRACTOR SHALL BE
 RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM
 THE LOCAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING
 ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

TITLE: LIGHTING & PHOTOMETRIC PLAN

Scale: 1/32" = 1'-0"
 Date: 10.01.19
 Drawn By: [Name]
 Checked By: [Name]
 Job No.: [Number]
 Sheet No.: [Number]
 LDE-1

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
HARVILL DAYTONA BUSINESS PARK - PLOT PLAN NO.
A CORE 5 INDUSTRIAL PARTNERS DEVELOPMENT

OWNER:
 PERFORM CENTER AVENUE STORAGE
 2111 HANCOCK STREET, SUITE 100
 CORONA, CA 92709

APPLICANT:
 CORE 5 INDUSTRIAL PARTNERS
 JIM KELLY
 800 SPECTRUM CENTER DRIVE, SUITE 800
 RIVERSIDE, CA 92503
 PHONE: (951) 497-4500

ENGINEER:
 ALBERT A. HERR ASSOCIATES
 2240 HILLMAN
 3700 MCDONALD STREET
 RIVERSIDE, CA 92503
 PHONE: (951) 494-4700
 FAX: (951) 506-1256

TOPOGRAPHY:
 BLAND AERIAL SURVEYS, INC.
 177 ANDERSON AVE. SUITE A
 RIVERSIDE, CA 92503
 TEL: (951) 501-2025
 DATED: JULY 1, 2017

PROJECT DATA

ADDRESS:
 GROSS SITE AREA: 47722 S.F. 1.09 AC
 NET SITE AREA: 44792 S.F. 1.025 AC

BUILDING AREA:
 MEZZANINE: 6480 S.F.
 FLOORPLAN: 12168 S.F.
 TOTAL AREA: 18648 S.F.

LOT COVERAGE PROVIDED: GEN. MAX. ALL OTHERS, N/A

PARKING REQUIREMENTS:
 HARDWARE @ 1/1000 S.F. 42 STALLS
 OFFICE @ 1/200 S.F. W/ 50% OFFICE USE OR 1/1000 S.F. 80 STALLS
 TOTAL PARKING REQUIRED: 122 STALLS

PROVISION FOR OFFICE AREA COVERAGE: LESS THAN 10% OF THE TOTAL GROSS SQUARE FOOTAGE OF THE BUILDING SHALL BE INCLUDED IN THIS CALCULATION.

PARKING PROVIDED:
 AUTO: STANDARD FRONT HARDWARE (FOOT) 81 STALLS
 75 STALLS
 TOTAL: 156 STALLS
 307 STALLS

LANDSCAPED AREA:
 LANDSCAPED AND UNIMPROVED: 108 S.F.
 LANDSCAPED AREA PROVIDED: 108 S.F.
 LANDSCAPED AREA PROVIDED: 65,824 S.F.

ACREAGE:
 GROSS AREA: 1.09 ACRES
 NET AREA: 1.025 ACRES
 NET AREA: 1.025 ACRES

EARTHWORK ESTIMATE:
 CITY: 3000 CY
 SUBCONTRACTOR: 140 CY

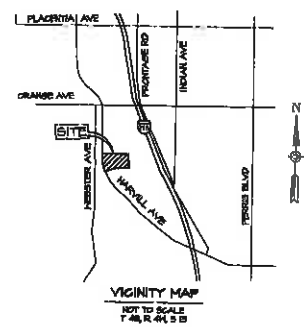
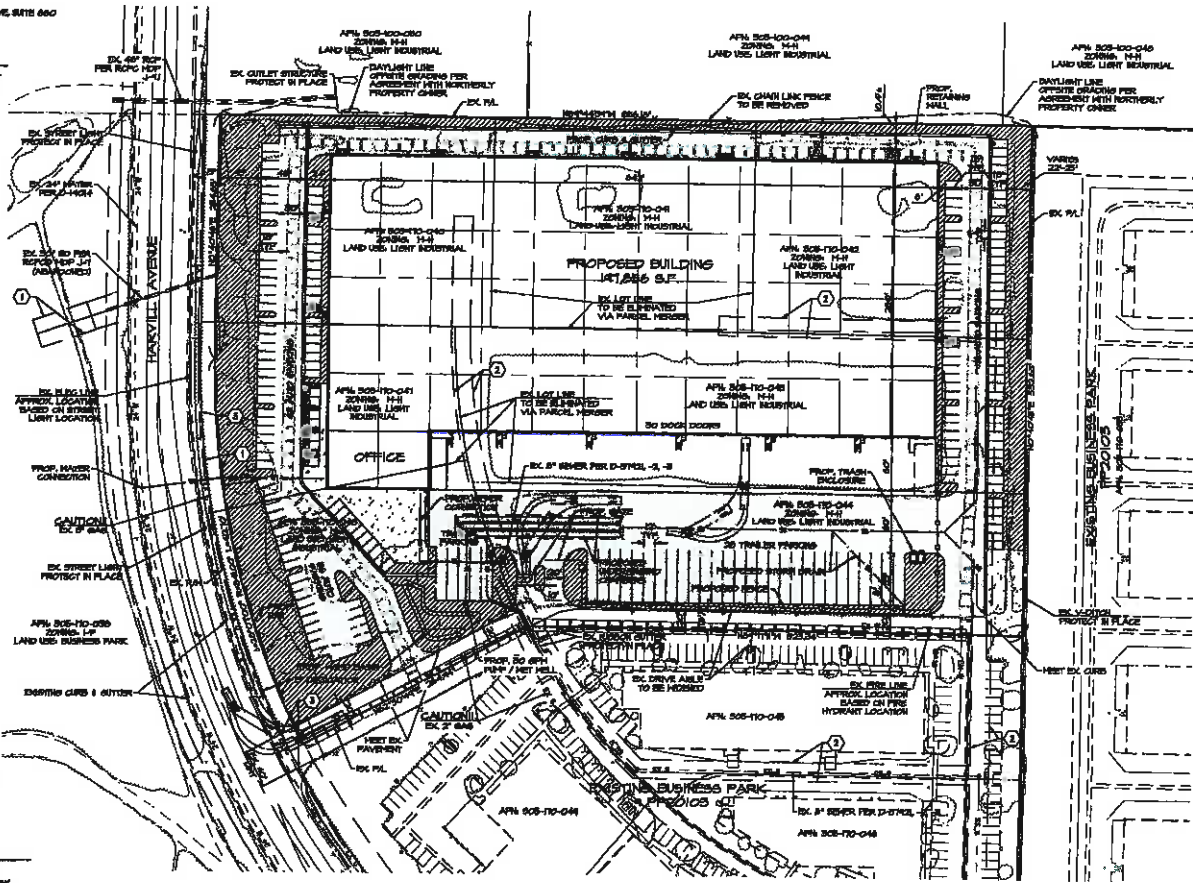
SCHOOL DISTRICT:
 VAL VERDE UNIFIED SCHOOL DISTRICT

UTILITY COMPANIES:
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 SEWER: EASTERN MUNICIPAL WATER DISTRICT
 ELECTRIC: SOUTHERN CALIFORNIA Edison
 TELEPHONE: FRONTIER COMMUNICATIONS
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 CABLE: CHARTER COMMUNICATIONS

LAND USE/ZONING:
 EXISTING LAND USE: VACANT/COMMERCIAL
 PROPOSED LAND USE: HARDWARE FACILITY
 EXISTING & PROPOSED ZONING: LIGHT INDUSTRIAL LU
 RIVERSIDE COUNTY SPECIFIC PLAN: 7A STREET

LEGEND

[Symbol]	PROPOSED CONCRETE PAVEMENT	[Symbol]	PLAN LINE
[Symbol]	PROPOSED AC PAVEMENT	[Symbol]	SEWER BREAK
[Symbol]	PROPOSED LANDSCAPE AREA	[Symbol]	GROUND
[Symbol]	PROPOSED FIRE ACCESS	[Symbol]	BLANK
[Symbol]	PROPOSED INTERSECTIONS	[Symbol]	PROPERTY LINE
[Symbol]	PROPOSED ADA ACCESS	[Symbol]	ROOF DRAIN
[Symbol]	EXISTING CHAINLINK FENCE	[Symbol]	ROOF OF HAY
[Symbol]	PROPOSED STEEL FENCE	[Symbol]	TYPICAL
[Symbol]	EXISTING POWER POLE	[Symbol]	CL
[Symbol]	PROPOSED POWER POLE	[Symbol]	STREET LIGHT
[Symbol]	PROPOSED WATER DRAIN	[Symbol]	ELECTRICAL
[Symbol]	PROPOSED WATER LINE	[Symbol]	
[Symbol]	EXISTING WATER LINE	[Symbol]	
[Symbol]	EXISTING SEWER LINE	[Symbol]	
[Symbol]	EXISTING SEWER DRAIN	[Symbol]	
[Symbol]	EXISTING GAS LINE	[Symbol]	
[Symbol]	EXISTING ELECTRICAL LINE	[Symbol]	

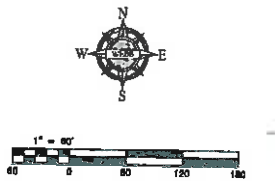


ASSESSOR'S PARCEL NUMBER(S):
 808-710-040-0, 041-0, 042-0, 043-0, 044-0, 047-1, 048-0

SITE ADDRESS:
 EAST OF HARVILL AVENUE AND NORTH OF DAYTONA COVE

PROJECT DESCRIPTION:
 THE PROJECT CONSISTS OF A 147,886 S.F. HARDWARE ON 1.025 ACRES ALONG HARVILL AVENUE AND ADJACENT TO AN EXISTING SHOPPING CENTER.

LEGAL DESCRIPTION:
 THE LAND REFERRED TO HEREIN IS LOCATED IN THE UNINCORPORATED AREA OF COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 PARCELS 1, 2, 3, 4, 5, 6 AND 7 OF PARCEL MAP NO. 8486, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED IN BOOK 259, PAGE 8 THROUGH 14, OF 1949, RECORDS OF SAID COUNTY.
 PARCELS 8 AND 9 ARE SUBJECT TO EASEMENTS AS SHOWN ON THE COGNATE DIVIDED TITLE MAP OF HARVILL AVENUE AND DAYTONA COVE, RECORDED IN BOOK 259, PAGE 8 THROUGH 14, OF 1949, RECORDS OF SAID COUNTY.

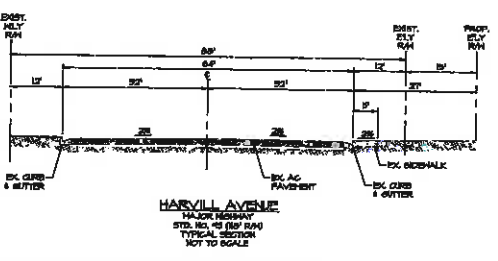


EASEMENT NOTES:

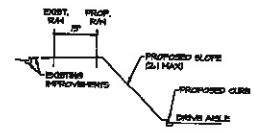
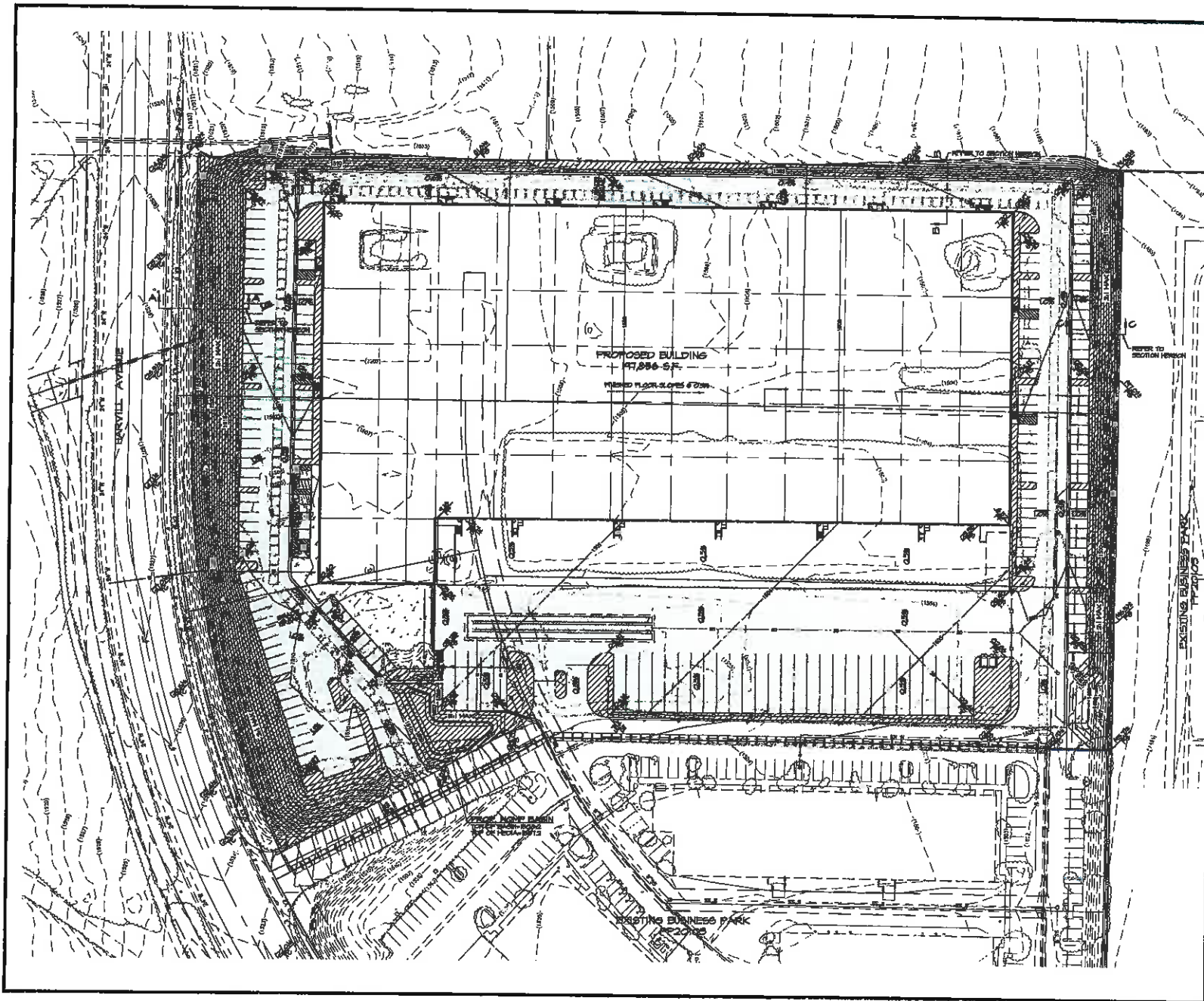
- AN EASEMENT FOR PROPERTY CONTRIBUTION AND INCIDENTAL PURPOSES, RECORDED MAY 4, 1998 AS INSTRUMENT NO. 2008-000245 OF OFFICIAL RECORDS, IN FAVOR OF COUNTY OF RIVERSIDE.
- AN EASEMENT FOR PUBLIC UTILITIES, SERVICES AND INCIDENTAL PURPOSES, RECORDED JANUARY 4, 2009 AS INSTRUMENT NO. 2009-000245 OF OFFICIAL RECORDS, IN FAVOR OF DARTMOUTH MUNICIPAL WATER DISTRICT.
- ADJUTED RIGHTS OF WAY AND EASEMENTS TO OR FROM HARVILL AVENUE, EXCEPT THE GENERAL EASEMENT OF TRAVEL, ALSO EXCEPTING TWO ADJACENT PROPERTY ACCESS OPERATIONS, HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCELS MAP 0448 G.P. FILED IN BOOK 259, PAGE 8-14, OF PARCELS MAP.

NOTES:

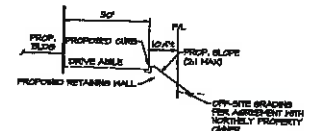
- 2009 TYPING BRGS. MAP-PAGE 171, BRD 126.
- THIS AREA IS SUBJECT TO LOH LISENFRACTION POTENTIAL AND IS SUSCEPTIBLE TO SUBSIDENCE.
- FEMA COMMUNITY PANEL NO. 800603404M, ZONE X, COUNTY OF RIVERSIDE.
- THIS PROJECT IS A SPACING PLAN (A) STREET CORRIDOR ROOF.
- THIS PROJECT IS LOCATED WITHIN ZONE 5 OF THE HANCOCK AIR RESERVE BASE AIRPORT COMPATIBILITY ZONES AND WILL RESERVE REVERSE BY AIRPORT LAND USE CORRIDOR (ALUC).
- NO EXISTING POWER POLES ADJACENT TO SITE.



COUNTY OF RIVERSIDE		HARVILL DAYTONA BUSINESS PARK	
PLOT PLAN NO. _____		A CORE 5 INDUSTRIAL PARTNERS DEVELOPMENT	
SCALE: 1/4" = 10'	DATE: 07/17/17	DESIGNED BY: ALBERT A. HERR ASSOCIATES	NO. 17-009
CHECKED BY: ALBERT A. HERR ASSOCIATES	DATE: 07/17/17	PROJECT NO.: 17-009	SHEET: 1 OF 2 SHEETS
PLN. CHK. REY.:			PHS. NO. _____



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE

- LEGEND**
- PROPOSED CONCRETE PAVEMENT
 - PROPOSED AG PAVEMENT
 - PROPOSED LANDSCAPE AREA



COUNTY OF RIVERSIDE		HARVILL DAYTONA BUSINESS PARK CONCEPTUAL GRADING PLAN	
A CORE & INDUSTRIAL PARTNERS DEVELOPMENT			
SCALE: 1/4" = 10'	DATE: 7/20/11	DESIGNED BY: ALBERT & ASSOCIATES	SHEET NO. 2
APPROVED BY: [Signature]	DATE: 7/20/11	REGISTERED PROFESSIONAL ENGINEER	NO. OF SHEETS: 2
PLN. OR. REP.:		STATE OF CALIFORNIA	DRAW. NO.:
		REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT	
		NO. 45114	
		NO. 10727/11/11	



FORGESOLAR GLARE ANALYSIS

Project: **Test, Ver3**

Site configuration: **Harvill Daytona**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 07:13 on 27 Sep, 2019.

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
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

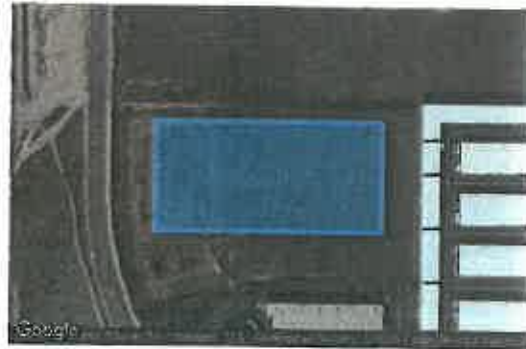
Analysis Parameters

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: 31544.5738



PV Array(s)

Name: Harvill Daytona Business Park PV
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: 1600.0 kW
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	33.811220	-117.242500	1506.47	20.00	1526.47
2	33.811224	-117.240400	1503.37	20.00	1523.37
3	33.810359	-117.240400	1502.47	20.00	1522.47
4	33.810360	-117.242500	1505.77	20.00	1525.77

Flight Path Receptor(s)

Name: C/KC, Rwy 14 Base
Description: None
Threshold height: 0 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	33.922394	-117.325047	1500.07	1500.07	3000.15
Two-mile	33.931244	-117.309014	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Crosswind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



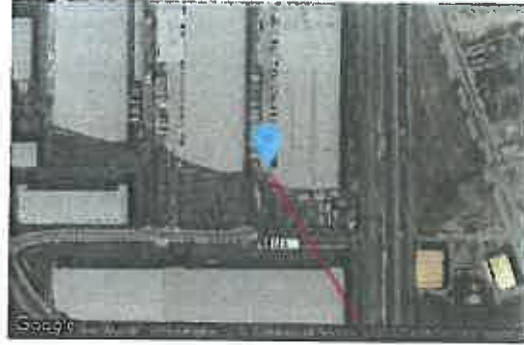
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.821961	-117.228367	1500.07	1500.07	3000.15
Two-mile	33.813147	-117.244350	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Downwind
Description: None
Threshold height: 0 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	33.819225	-117.262269	1500.07	1500.07	3000.15
Two-mile	33.908131	-117.325528	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Final
Description: None
Threshold height: 0 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	33.925156	-117.291061	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

Name: C/KC, Rwy 14 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



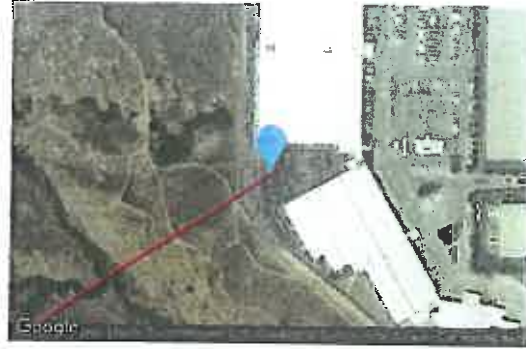
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864894	-117.248281	1500.07	0.00	1500.07
Two-mile	33.836269	-117.227869	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Base
Description: None
Threshold height: 0 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	33.813147	-117.244350	1500.07	1500.07	3000.15
Two-mile	33.821961	-117.228367	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Crosswind
Description: None
Threshold height: 0 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	33.931244	-117.309014	1500.07	1500.07	3000.15
Two-mile	33.922394	-117.325047	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Downwind
Description: None
Threshold height: 0 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	33.908131	-117.325528	1500.07	1500.07	3000.15
Two-mile	33.819225	-117.262269	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



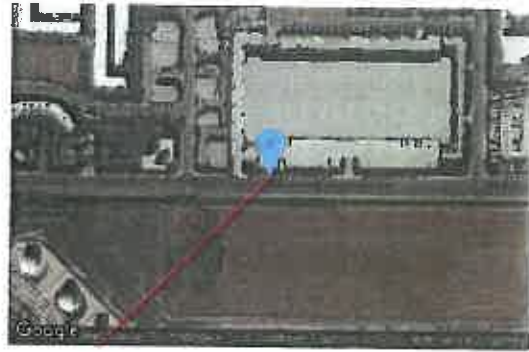
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836269	-117.227869	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

Name: C/KC, Rwy 32 Upwind
Description: None
Threshold height: 0 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	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.925156	-117.291061	1500.07	1500.07	3000.15

Name: GA, Rwy 12 Base
Description: None
Threshold height: 0 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	33.910322	-117.264967	1500.07	1300.06	2800.14
Two-mile	33.905592	-117.270622	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Crosswind
Description: None
Threshold height: 0 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	33.876081	-117.235119	1500.07	1300.06	2800.14
Two-mile	33.880814	-117.229467	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Downwind
Description: None
Threshold height: 0 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	33.887897	-117.229483	1500.07	1300.06	2800.14
Two-mile	33.910333	-117.256469	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



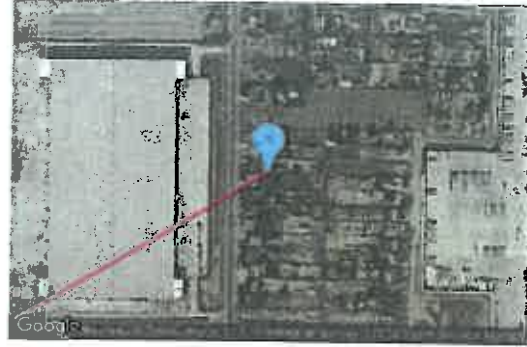
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.898508	-117.270808	1500.07	1300.06	2800.14
Two-mile	33.890258	-117.260681	1500.07	0.00	1500.07

Name: GA, Rwy 14 Base
Description: None
Threshold height: 0 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	33.904833	-117.292903	1500.07	1500.07	3000.15
Two-mile	33.908242	-117.286017	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Crosswind
Description: None
Threshold height: 0 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	33.848078	-117.243236	1500.07	1500.07	3000.15
Two-mile	33.844669	-117.250119	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Downwind
Description: None
Threshold height: 0 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	33.846422	-117.258344	1500.07	1500.07	3000.15
Two-mile	33.897972	-117.295011	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Final
Description: None
Threshold height: 0 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	33.906486	-117.277783	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

Name: GA, Rwy 14 Upwind
Description: None
Threshold height: 0 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	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

Name: GA, Rwy 30 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



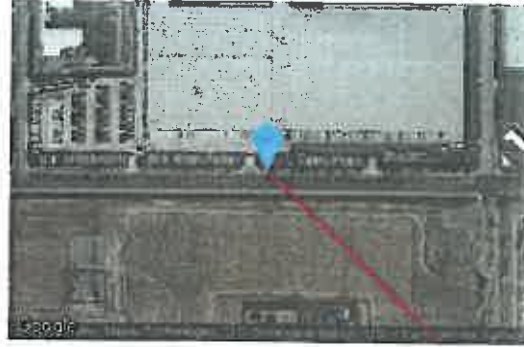
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.880814	-117.229467	1500.07	1300.06	2800.14
Two-mile	33.876081	-117.235119	1500.07	1300.06	2800.14

Name: GA, Rwy 30 Crosswind
Description: None
Threshold height: 0 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	33.905592	-117.270622	1500.07	1300.06	2800.14
Two-mile	33.910322	-117.264967	1500.07	1300.06	2800.14

Name: GA, Rwy 30 Downwind
Description: None
Threshold height: 0 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	33.910333	-117.256469	1500.07	1300.06	2800.14
Two-mile	33.887897	-117.229483	1500.07	1300.06	2800.14

Name: GA, Rwy 30 Final
Description: None
Threshold height: 0 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	33.876069	-117.243611	1500.07	1300.06	2800.14
Two-mile	33.884319	-117.253536	1500.07	0.00	1500.07

Name: GA, Rwy 30 Upwind
Description: None
Threshold height: 0 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	33.890258	-117.260681	1500.07	0.00	1500.07
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

Name: GA, Rwy 32 Base
Description: None
Threshold height: 0 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	33.844669	-117.250119	1500.07	1500.07	3000.15
Two-mile	33.848078	-117.243236	1500.07	1500.07	3000.15

Name: GA, Rwy 32 Crosswind
Description: None
Threshold height: 0 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	33.908242	-117.286017	1500.07	1500.07	3000.15
Two-mile	33.904833	-117.292903	1500.07	1500.07	3000.15

Name: GA, Rwy 32 Downwind
Description: None
Threshold height: 0 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	33.897972	-117.295011	1500.07	1500.07	3000.15
Two-mile	33.846422	-117.258344	1500.07	1500.07	3000.15

Name: GA, Rwy 32 Final
Description: None
Threshold height: 0 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	33.854942	-117.241136	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

Name: GA, Rwy 32 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



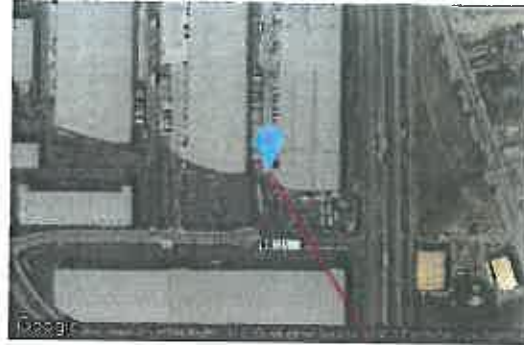
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

Name: OHead, Rwy 14 Downwind
Description: None
Threshold height: 0 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	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.908131	-117.325528	1500.07	2000.10	3500.17

Name: OHead, Rwy 14 Final
Description: None
Threshold height: 0 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	33.925156	-117.291061	1500.07	2000.10	3500.17
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

Name: OHead, Rwy 14 Initial
Description: None
Threshold height: 0 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	33.968036	-117.322128	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

Name: OHead, Rwy 32 Downwind
Description: None
Threshold height: 0 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	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.819225	-117.262269	1500.07	2000.10	3500.17

Name: OHead, Rwy 32 Final
Description: None
Threshold height: 0 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	-117.227869	1500.07	2000.10	3500.17
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

Name: OHead, Rwy 32 Initial
Description: None
Threshold height: 0 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	33.793375	-117.196878	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

Name: Rwy 12-Upwind
Description: None
Threshold height: 0 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	33.884319	-117.253536	1500.07	0.00	1500.07
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.87	18.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
Harvill Daytona Business Park PV	10.0	180.0	1,026	0	3,406,000.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	1026	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
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	0	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Results for: Harvill Daytona Business Park PV

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	1026	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
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	0	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

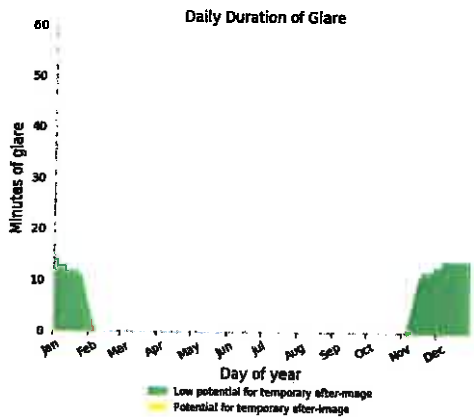
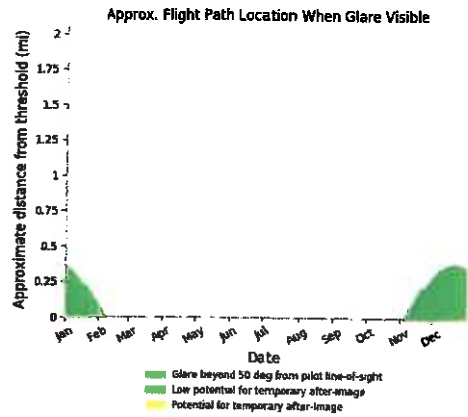
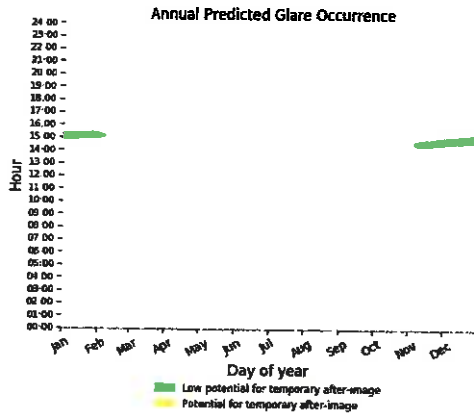
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

1026 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

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
0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
0 minutes of green glare

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

0 minutes of green glare

Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare

0 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

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 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
0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

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 Downwind

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

Flight Path: Rwy 12-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 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.



ENERTIS

Report prepared for:
EPD Solutions, Inc

**Owner's Engineering Report for
Solar Glare Hazard Analysis,
Harvill Daytona Business Park PV System
Perris, California**

September 26, 2019



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1. EXECUTIVE SUMMARY

EPD Solutions, Inc (hereinafter, EPD or the Client) is supporting development a property, entitled Harvill Daytona Business Park, and located near Perris, California (hereinafter, the Project). The project is planning to have roof-mounted photovoltaic modules and arrays mounted on building roof, and as the project is within range of nearby March Air Reserve Base (March AFB) the base and USAF request Solar Glare Hazard Analyses be complete in order to prove no excessive glint or glare will be created by the Project to interfere with pilots operating at this facility.

Enertis Solar, LLC (hereinafter, Enertis, Owner's Engineer or OE) has completed the required analysis using acceptable solar glare hazard (SGH) analysis software, and found the project to PASS analysis compliant with FAA and USAF regulations. Inputs, model parameters and results from this analysis program are documented and included in the Appendices.

Enertis also completed preliminary PV system designs and specifications, in order to most accurately model the proposed system. A summary of this design information is included in this report as well. Enertis Solar can provide more detailed project specifications, design service, energy production estimating, etc if and when the project may require such services.



Figure 1-1 Area Plan

SOLAR GLARE HAZARD ANALYSIS, METHOD and RESULTS

1.1. Solar Glare Analysis Tools and Standards

The potential impact of glint and glare from photovoltaic modules, concentrating solar collectors, receivers, and other components has received increased attention as a potential hazard or distraction for pilots, air-traffic control and other personnel. Hazards from reflected solar radiation include the potential for permanent eye injury (e.g., retinal burn from concentrated sunlight) and temporary disability or distractions (e.g., glint, glare, after-images).

Sandia National Laboratories (National Technology and Engineering Solutions of Sandia, LLC.) developed early Solar Glare Hazard Analysis Tools (SGHAT); programs for modeling and analyzing potential hazards from solar glare, which have been adopted as a standard for FAA and other airport / user reviews.

Due to new cybersecurity restrictions at Sandia, SGHAT is now available for internal Sandia use only. All external use of SGHAT is restricted, however the glare tool source code and algorithms were made available for licensing. The organization at Sims Industries (d/b/a ForgeSolar) pursued this option, is licensed for such IP sharing, and offers comparable tools for this FAA-certifiable glare analysis.

The firm at ForgeSolar offers **GlareGauge** a Solar Glare Hazard Analysis Tool technology based on the work and code at Sandia National Laboratories (www.ForgeSolar.com). Key aspects of GlareGauge include:

- No other tool uses the comprehensive SGHAT algorithms for analyzing entire flight paths and discrete receptor points.
- Analyze continuous flight paths, not just scattered points, for comprehensive and accurate results.
- Improved, updated glare-check algorithms, based on Sandia code, to provide repeatable, rigorous results.
- Cloud-based operation, for team collaboration and aiding in model tracking and configuration management

The GlareGauge program (version as available September 2019) was used for this successful evaluation.

1.2. Customer-provided Information

The following information was provided to Enertis, for review and inclusion in the final glare modeling and analysis. The accuracy of this report and analysis is dependent on this information, and the assumptions and methods documented or implied.

Customer-Supplied Information	
Item	Description
2019-09-03_Core 5_Harvill.pdf	Harvill Daytona Bus Park, by Ware Malcom and Core 5 Industrial Partners. 6-page summary, presentation and renderings. Exterior elevation information. Dated 09/03/2019.

Table 0-1 Summary of reference information provided to date

1.3. Preliminary Photovoltaic Array Design

Enertis Solar was requested and required to make initial selections around the Project, in order to allow modeling of the reflective surfaces and their potential for glare hazards.

Knowing that the Project is planned to be a fixed-tilt, roof-mounted modern photovoltaic project, Enertis applied best practices and selected likely product components, based on best practices and common project selections in our extensive portfolio.

The preliminary PV system capacity value (kWatts DCp) of the rooftop system is entered into GlareGauge. The program then uses an estimate of solar production for the specified system and azimuth, and is able to use the approximate resulting value of absorbed solar energy in its reflectivity calculations.

The PV system summary is included below:

Photovoltaic Design Parameters and Information	
Parameter	Selection, Description or Information
PV Modules	Canadian Solar, M#CS3U-375 (up to -395) or equal. High efficiency monosilicone PERC PV modules; 1000V / 1500V DC No Anti-Glare coating or treatment is assumed as coating and benefits may degrade with age
PV Racking Systems	<ol style="list-style-type: none"> 1. Unirac, RM10 series; 2. Panel Claw, clawFR series; 3. or equal 10 Degree fixed tilt ballasted roof-top PV racking system Possible walkway widths (Row Gap), and resulting roof coverage ratio : <ul style="list-style-type: none"> • 11" Row Gap yields an 80% roof coverage ratio • 14" Row Gap, 75% roof coverage ratio • 17" Row Gap, 70% roof coverage ratio
Inverters, Balance of System	Likely 1000-volt DC-rated PV system (rated peak voltage); connected to string-level inverters, 60-120kW AC each;

	<p>These sub-systems have no significant reflective surfaces or impact to the glare analysis. Electrical enclosures, less than 2 square feet roof area per unit, housed in finished, exterior-rated gray metal or fiberglass enclosures.</p>
<p>Assumed buildable PV array roof area, and resulting Approximate PV System Sizes</p>	<p>Gross rectangular is approximation of potential PV array area, based on Customer-supplied information.</p> <p>Area estimates do not include any significant space offsets for HVAC systems, vertical structures creating shading offset areas, etc.</p> <p>Roof coverage areas possible in PV areas are 70-80%, as noted above. Assumed available roof area is set at 65% in the following calculation, allowing some allowance for HVAC, fire department and other space offsets.</p> <p>PV Module power density is approximately 19 watts DCp per square foot of active PV area, based on the PV module class listed.</p> <p>Rooftop Arrangement: Approx 642' east-west x 280' north-south, with a protrusion to the south-west for building lobby. 180 deg (south facing) azimuth and front building façade;</p> <p>Allow for service and mechanical aisles, each 100-150', in each direction;</p> <p>Approx 620'x 265' PV array area, without lobby space;</p> <p>65% Roof Coverage Ratio, for active PV area to total roof area;</p> <p>19 watts DCp per square foot;</p> <p>Maximum PV system size approximately 2,000 kW DCp, without set-aside area for HVAC or other obstructions;</p> <p>A value of 1600kW DCp (~1,200kW AC) was used in GlareGauge modeling, to accommodate potential compromises in project area or use of lower power class of module.</p>

Table 0-2 Summary of Preliminary Photovoltaic Design

1.4. Air Force / Base Requirements

Enertis wishes to thank Paul Rull, Principal Planner at Riverside County Airport Land Use Commission (ALUC), who quickly and amicably provided the basic information, and the enhanced USAF requirements, as applies to Solar Glare Analysis and PV approvals near March AFB.

- The FAA Interim Policy for Solar Glare identifies only the 2-mile approach as the flight path that needs to be analyzed for glare impacts.
- However, for March Air Reserve Base, the Air Force has stated that they would like all of their active as well as their alternate and special-use flight paths be reviewed for glare impacts.
- The Riverside ALUC also provided the coordinate list for the Air Force flight paths (FP), to be input into solar glare model calculations for rectangular analysis



The coordinate list for USAF FPs is included in Appendix 2. Partial examples of Flight Paths are in the following figure.

Also shown is the FP, as translated into the GlareGauge program. Coordinate set had to be translated from simple text file to allocated text strings. The USAF coordinates also used a coordinate basis of degrees:minutes:seconds, but the analysis tool requires a decimal coordinate system. Values were individually translated and used in analysis programming.

	USAF FP			2-mile point		
	Lat	Lon	Elev.	Lat	Lon	Elev.
Rwy 12/30 GA Rectangular Anemostat						
GA, Rwy 12 Upwind	N 33° 53' 09.55"	W 117° 15' 12.73"	1,500	N 33° 52' 33.85"	W 117° 14' 37.00"	2,800
	33.8843194	-117.2535361		33.8760694	-117.2436111	
GA, Rwy 30 Final	N 33° 52' 33.85"	W 117° 14' 37.00"	2,800	N 33° 53' 09.55"	W 117° 15' 12.73"	1,500
	33.8760694	-117.2436111		33.8843194	-117.2535361	
GA, Rwy 30 Base	N 33° 52' 50.93"	W 117° 13' 46.08"	2,800	N 33° 52' 33.89"	W 117° 14' 06.43"	2,800
	33.8808139	-117.2294667		33.8760806	-117.2351194	
GA, Rwy 12 Crosswind	N 33° 52' 33.89"	W 117° 14' 06.43"	2,800	N 33° 52' 50.93"	W 117° 13' 46.08"	2,800
	33.8760806	-117.2351194		33.8808139	-117.2294667	
GA, Rwy 12 Downwind	N 33° 53' 16.43"	W 117° 13' 46.14"	2,800	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800
	33.8878972	-117.2294833		33.9103333	-117.2564694	
GA, Rwy 30 Downwind	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800	N 33° 53' 16.43"	W 117° 13' 46.14"	2,800
	33.9103333	-117.2564694		33.8878972	-117.2294833	
GA, Rwy 12 Base	N 33° 54' 37.16"	W 117° 15' 53.88"	2,800	N 33° 54' 20.13"	W 117° 16' 14.24"	2,800
	33.9103222	-117.2649667		33.9055917	-117.2706222	
GA, Rwy 30 Crosswind	N 33° 54' 20.13"	W 117° 16' 14.24"	2,800	N 33° 54' 37.16"	W 117° 15' 53.88"	2,800
	33.9055917	-117.2706222		33.9103222	-117.2649667	
GA, Rwy 12 Final	N 33° 53' 54.63"	W 117° 16' 14.19"	2,800	N 33° 53' 24.93"	W 117° 15' 38.45"	1,500
	33.8985083	-117.2706083		33.8902583	-117.2606806	
GA, Rwy 30 Upwind	N 33° 53' 24.93"	W 117° 15' 38.45"	1,500	N 33° 53' 54.63"	W 117° 16' 14.19"	2,800
	33.8902583	-117.2606806		33.8985083	-117.2706083	

Figure 0-1 Sample of USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB

Name: GA, Rwy 14 Upwind
Description: None
Threshold height: 0 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	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

Name: GA, Rwy 30 Base
Description: None
Threshold height: 0 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	33.880814	-117.229467	1500.07	1300.06	2800.14
Two-mile	33.876081	-117.235119	1500.07	1300.06	2800.14

Figure 0-2 USAF FP requirements, as represented in GlareGauge modeling

1.5. Results

Enertis finds that the Project as modeled and specified will PASS glare hazard model criteria, with zero minutes per year outside the 'green zone' of acceptable reflected energy.

The complete glare report is submitted under a separate file.

FORGESOLAR GLARE ANALYSIS

Project: EPD Solutions, March AFB

3 sites, Riverside County March AFB

Site configuration: Harville Daytona

Analysis conducted by Mark Burton (Mark.Burton@Enerjis.com) at 06:22 on 27 Sep, 2019.

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
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


Figure 0-3 Report and system summary, GlareGauge


2. APPENDICES

2.1. Appendix 1 – Technical Reference Sheets

Canadian Solar, Monocrystalline, High efficiency PV modules











KuMax

HIGH EFFICIENCY MONO PERC MODULE




CS3U-375 | 380 | 385 | 390 | 395MS

(1000 V / 1500 V)

MORE POWER

-  Low power loss in mC connection
-  Low $NOCT: 45 \pm 0.5^\circ\text{C}$
Low temperature coefficient (Power) $-0.32\% / ^\circ\text{C}$
-  Better shading tolerance
-  High PTC rating of up to 35.11 %

MORE RELIABLE

-  Lower hot spot temperature
-  Multiple micro-cracks
-  Heavy mass: load up to 5400 Pa, wind load up to 2400 Pa*

25 **linear power output warranty***

12 **product warranty on materials and workmanship***


*According to the applicable Canadian Solar Ltd. and Warranty Statement.

MANAGEMENT SYSTEM CERTIFICATES

ISO 9001:2015 / Quality management system
ISO 14001:2015 / Standards for environmental management system
OHSAS 18001:2007 / International standards for occupational health & safety

PRODUCT CERTIFICATES*

IEC 61215 / IEC 61730: VDE / CE / CCC / MCS / IS / INMETRO
UL 1709 / IEC 61215 performance: CEC (NREL) (60)
UL 1703 / CSA / IEC 61701 (620:100) / IEC 62716: VDE / IEC 62040-2-40: SCS
TUV-solar



* As there are different certification requirements in different markets, please contact your local Canadian Solar sales representative for the specific certification applicable to the products in the region in which the products are to be used.

CANADIAN SOLAR INC. is committed to providing high quality solar products, solar system solutions and services to customers around the world. No. 1 module supplier for quality and performance-price ratio in ENE Module Customer Insight Survey. As a leading PV project developer and manufacturer of solar modules with over 23 GW deployed around the world since 2001.

* For detailed information, please refer to the Installation Manual.

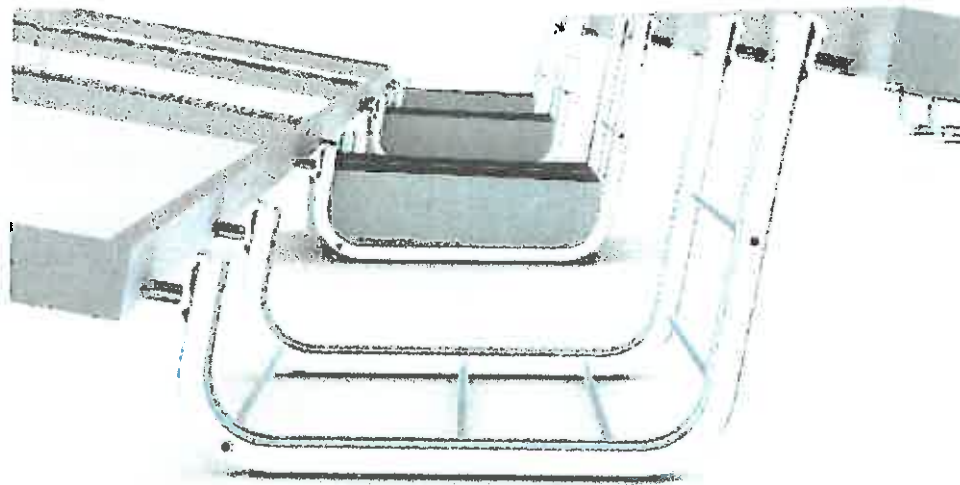
CANADIAN SOLAR INC.
545 Speersville Avenue West, Guelph, Ontario N1K 1E6, Canada, www.canadiansolar.com, support@canadiansolar.com

Unirac, Roof Mount RM10 series PV racking solution

ROOFMOUNT



ROOFMOUNT introduces the Power of Simplicity to the ballasted flat roof solar industry. The system consists of only two major components, minimizing preparation work and installation time. Seamlessly design around roof obstacles, support most framed modules and bond the system with just the turn of a wrench.



SIMPLE DESIGN • FAST INSTALLATION
SIMPLE DESIGN • AVAILABILITY • DESIGN TOOLS • QUALITY PROVIDER

2.2. Appendix 2 – USAF Flight Path Coordinate Requirements

As received from Riverside County Airport Land Use Commission representatives.

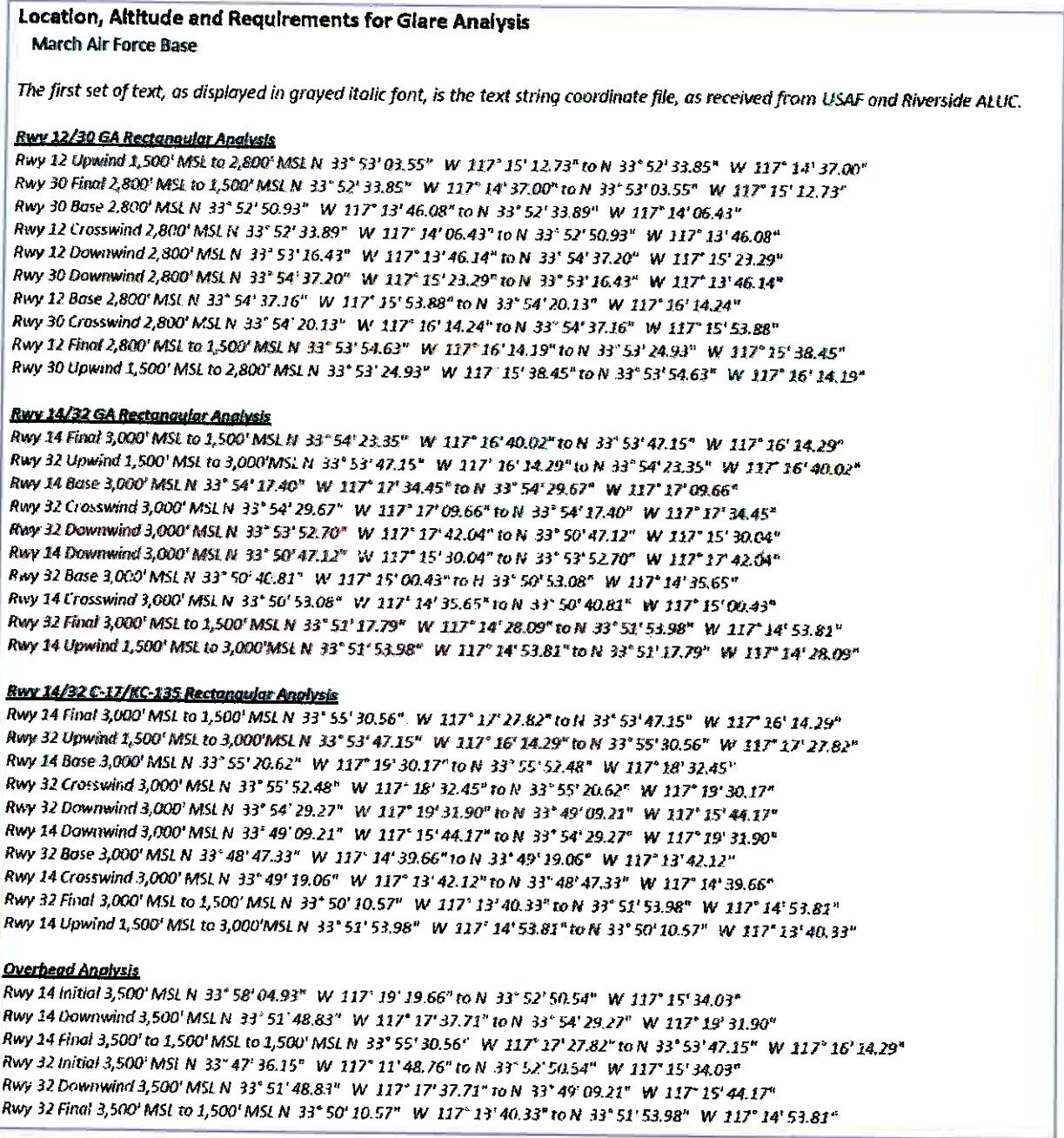


Figure 2-1 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB

The following table reflects allocated fields / values, coordinate system conversion, and the setting of initial and final altitudes to achieve the FP rectangle described.

Point	Lat	Lon	Elev.	Point	Lat	Lon	Elev.
Run 12/20 GA Rectangular Analysis							
GA, Run 12 Upwind	N 33° 52' 03.55"	W 117° 15' 12.73"	1,500	N 33° 52' 33.85"	W 117° 14' 31.00"		2,800
	33.8643194	-117.2535361		33.8750694	-117.2436111		
GA, Run 30 Final	N 33° 52' 33.85"	W 117° 14' 37.00"	1,500	N 33° 53' 09.55"	W 117° 15' 12.73"		1,500
	33.8750694	-117.2436111		33.8843194	-117.2535361		
GA, Run 30 Base	N 33° 52' 50.93"	W 117° 13' 46.08"	2,800	N 33° 52' 33.85"	W 117° 14' 37.00"		2,800
	33.8809139	-117.2294661		33.8750694	-117.2436111		
GA, Run 12 Crosswind	N 33° 52' 33.85"	W 117° 14' 06.43"	2,800	N 33° 52' 50.93"	W 117° 13' 46.08"		2,800
	33.8750694	-117.2351154		33.8809139	-117.2294661		
GA, Run 12 Downwind	N 33° 53' 16.48"	W 117° 13' 46.24"	2,800	N 33° 54' 37.20"	W 117° 15' 23.29"		2,800
	33.8878972	-117.2294661		33.9103333	-117.2561694		
GA, Run 30 Downwind	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800	N 33° 55' 16.43"	W 117° 13' 46.14"		2,800
	33.9103333	-117.2561694		33.8878972	-117.2294661		
GA, Run 12 Base	N 33° 54' 37.16"	W 117° 15' 59.88"	2,800	N 33° 54' 20.13"	W 117° 16' 14.24"		2,800
	33.9103277	-117.2649607		33.9055917	-117.2706727		
GA, Run 30 Crosswind	N 33° 54' 20.13"	W 117° 16' 14.24"	2,800	N 33° 54' 37.16"	W 117° 15' 59.88"		2,800
	33.9055917	-117.2706727		33.9103277	-117.2649607		
GA, Run 12 Final	N 33° 58' 54.63"	W 117° 16' 14.15"	2,800	N 33° 58' 34.93"	W 117° 15' 38.45"		1,500
	33.8965093	-117.2705085		33.8905581	-117.2600001		
GA, Run 30 Upwind	N 33° 58' 24.93"	W 117° 15' 38.45"	1,500	N 33° 58' 34.93"	W 117° 16' 14.15"		2,800
	33.8905581	-117.2600001		33.8965093	-117.2705085		
Run 14/18 GA Rectangular Analysis							
GA, Run 34 Final	N 33° 54' 23.35"	W 117° 16' 46.02"	3,000	N 33° 53' 47.25"	W 117° 16' 14.29"		1,500
	33.9048611	-117.2777833		33.8864306	-117.2762881		
GA, Run 32 Upwind	N 33° 53' 47.15"	W 117° 16' 14.29"	1,500	N 33° 54' 23.35"	W 117° 16' 46.02"		3,000
	33.8964306	-117.2706361		33.9048611	-117.2777833		
GA, Run 34 Base	N 33° 54' 17.40"	W 117° 17' 34.45"	3,000	N 33° 54' 23.35"	W 117° 16' 46.02"		3,000
	33.9048335	-117.2929026		33.9048611	-117.2777833		
GA, Run 32 Crosswind	N 33° 54' 25.57"	W 117° 17' 06.64"	3,000	N 33° 54' 17.40"	W 117° 17' 34.45"		3,000
	33.9082412	-117.2866647		33.9048335	-117.2929026		
GA, Run 32 Downwind	N 33° 53' 52.70"	W 117° 17' 42.04"	3,000	N 33° 50' 47.12"	W 117° 15' 30.04"		3,000
	33.8979722	-117.2950111		33.8461222	-117.2563444		
GA, Run 14 Downwind	N 33° 53' 47.12"	W 117° 15' 30.04"	3,000	N 33° 53' 52.70"	W 117° 17' 42.04"		3,000
	33.8964222	-117.2563444		33.8979722	-117.2950111		
GA, Run 32 Base	N 33° 50' 46.81"	W 117° 15' 03.43"	3,000	N 33° 50' 53.06"	W 117° 14' 35.65"		3,000
	33.8446631	-117.2501194		33.8480778	-117.2432351		
GA, Run 14 Crosswind	N 33° 50' 39.08"	W 117° 14' 35.65"	3,000	N 33° 50' 46.81"	W 117° 15' 03.43"		3,000
	33.8446631	-117.2432351		33.8446631	-117.2501194		
GA, Run 32 Final	N 33° 51' 27.75"	W 117° 14' 28.09"	3,000	N 33° 51' 33.80"	W 117° 14' 55.81"		1,500
	33.8549417	-117.2411361		33.8649944	-117.2482606		
GA, Run 14 Upwind	N 33° 51' 53.96"	W 117° 14' 53.81"	1,500	N 33° 51' 27.75"	W 117° 14' 28.09"		3,000
	33.8649944	-117.2482606		33.8549417	-117.2411361		
Run 16/30 C-17/KC-135 Rectangular Analysis							
C/KC, Run 24 Final	N 33° 55' 30.56"	W 117° 17' 27.62"	3,000	N 33° 53' 47.15"	W 117° 16' 14.29"		1,500
	33.9251350	-117.2910611		33.8864306	-117.2762881		
C/KC, Run 32 Upwind	N 33° 53' 47.15"	W 117° 16' 14.29"	1,500	N 33° 55' 30.56"	W 117° 17' 27.62"		3,000
	33.8964306	-117.2706361		33.9251350	-117.2910611		
C/KC, Run 34 Base	N 33° 55' 20.62"	W 117° 19' 39.17"	3,000	N 33° 55' 52.48"	W 117° 18' 31.45"		3,000
	33.9228944	-117.3250472		33.9312444	-117.3090135		
C/KC, Run 32 Crosswind	N 33° 55' 52.48"	W 117° 18' 31.45"	3,000	N 33° 55' 20.62"	W 117° 19' 39.17"		3,000
	33.9312444	-117.3090135		33.9228944	-117.3250472		
C/KC, Run 32 Downwind	N 33° 54' 29.27"	W 117° 19' 31.90"	3,000	N 33° 49' 09.21"	W 117° 19' 44.17"		3,000
	33.9051306	-117.3250135		33.8154250	-117.2622694		
C/KC, Run 14 Downwind	N 33° 48' 08.21"	W 117° 15' 44.17"	3,000	N 33° 54' 29.27"	W 117° 19' 31.90"		3,000
	33.8154250	-117.2622694		33.9051306	-117.3250135		
C/KC, Run 32 Base	N 33° 48' 47.33"	W 117° 14' 39.66"	3,000	N 33° 45' 19.06"	W 117° 13' 42.12"		3,000
	33.8131472	-117.2493506		33.8219611	-117.2283667		
C/KC, Run 34 Crosswind	N 33° 49' 18.06"	W 117° 15' 42.12"	3,000	N 33° 48' 47.33"	W 117° 14' 39.66"		3,000
	33.8219611	-117.2493506		33.8131472	-117.2493506		
C/KC, Run 32 Final	N 33° 50' 10.57"	W 117° 13' 40.33"	3,000	N 33° 51' 53.96"	W 117° 14' 53.81"		1,500
	33.8302694	-117.2278694		33.8649944	-117.2482606		
C/KC, Run 24 Upwind	N 33° 51' 53.96"	W 117° 14' 53.81"	1,500	N 33° 50' 10.57"	W 117° 13' 40.33"		3,000
	33.8649944	-117.2482606		33.8302694	-117.2278694		
Overhead Arrivals							
Overhead, Run 26 Initial	N 33° 58' 04.98"	W 117° 15' 19.66"	3,500	N 33° 52' 50.54"	W 117° 15' 34.63"		3,500
	33.9686351	-117.2517777		33.8807055	-117.2584528		
Overhead, Run 34 Downwind	N 33° 51' 48.63"	W 117° 17' 37.71"	3,500	N 33° 54' 29.27"	W 117° 19' 31.90"		3,500
	33.8615039	-117.2932083		33.9051306	-117.3250135		
Overhead, Run 34 Final	N 33° 55' 30.66"	W 117° 17' 27.62"	3,500	N 33° 53' 47.15"	W 117° 16' 14.29"		1,500
	33.9251356	-117.2910611		33.8864306	-117.2762881		
Overhead, Run 32 Initial	N 33° 47' 36.15"	W 117° 11' 48.76"	3,500	N 33° 52' 50.54"	W 117° 15' 34.63"		3,500
	33.7933750	-117.1968778		33.8807055	-117.2584528		
Overhead, Run 32 Downwind	N 33° 51' 48.63"	W 117° 17' 37.71"	3,500	N 33° 49' 09.21"	W 117° 19' 44.17"		3,500
	33.8615039	-117.2932083		33.8154250	-117.2622694		
Overhead, Run 32 Final	N 33° 50' 10.57"	W 117° 13' 40.33"	3,500	N 33° 51' 53.96"	W 117° 14' 53.81"		1,500
	33.8302694	-117.2278694		33.8649944	-117.2482606		

Figure 2-2 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB; Translated

2.3. Appendix 3 - GlareGauge Report Document

(See file, submitted separately)



ENERTIS

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Fernando Solis at (951) 955-8254.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday November 11 (Veterans Day), and by prescheduled appointment on Friday, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: November 14, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1386MA19 – Core 5 Industrial Partners (Representative: EPD Solutions) – County of Riverside Case No. PPT190028 (Plot Plan). A proposal to construct a 197,856 square foot industrial manufacturing building with mezzanines on 10.96 acres located easterly of Harvill Avenue, northerly of Daytona Cove, westerly of 215 freeway, and southerly of Orange Avenue. The applicant also proposes rooftop solar panels totaling ##### square feet (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

March
CA

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1386 MA19 DATE SUBMITTED: October 2, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Core 5 Industrial Partners</u>	Phone Number	
Mailing Address	<u>300 Spectrum Center Dr Suite 880</u> <u>Irvine CA 92618</u>	Email	<u>jkelly@c5ip.com</u>
Representative	<u>EPD Solutions</u>	Phone Number	<u>949-226-1854</u>
Mailing Address	<u>2 Park Plaza Suite 1120</u> <u>Irvine CA 92614</u>	Email	<u>norah@epdsolution.com</u>
Property Owner	<u>Perris Citrus Avenue Land LP</u>	Phone Number	
Mailing Address	<u>6741 Gemende Dr Unite A</u> <u>Riverside CA 92504</u>	Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>County of Riverside</u>	Phone Number	<u>951-955-8254</u>
Staff Contact	<u>Fernando Solis</u>	Email	<u>fersolis@rivco.org</u>
Mailing Address	<u>4080 Lemon St 12th Floor</u> <u>Riverside CA 92501</u>	Case Type	<u>Plot Plan</u>
Local Agency Project No	<u>PPT190028</u>	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

PROJECT LOCATION

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

Street Address			
Assessor's Parcel No.	<u>305-170-040, 041, 042, 043, 044, 047, 048</u>	Gross Parcel Size	<u>11 acres</u>
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)	<u>Site is currently vacant</u>

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3-2 2.2

HEARING DATE: ~~December 12, 2019~~ **January 9, 2020**

CASE NUMBER: ZAP1388MA19 -- REC Solar (Representative: Tomas Mendez)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN19-0200 (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 C1

Noise Levels: 60-65 CNEL from aircraft

MAJOR ISSUES: The proposal provides for 235,547 square feet of solar panels on the buildings with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. ALUC review was required because the tilt and orientation of the proposed panels are different from the original proposal. Analysis of the new proposal indicates that the project would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

~~At the time this staff report was written, the Air Force had not completed its review of the solar glare study and had not given their acceptance.~~

As of the time of the December 12, 2019, meeting, the Air Force had not reported having completed its review of the solar glare study, and, therefore, the Commission continued this project to its January 9, 2020 hearing. The Air Force has since provided their informal comments indicating no objections to the project. It is anticipated that official comments will be provided to the ALUC before the January 9 meeting.

RECOMMENDATION: ~~Staff recommends that the Commission CONTINUE the matter to the January 9, 2020 meeting, pending completion of the Air Force solar glare study review.~~

Staff recommends that the Commission find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal for the installation of a 2,804 kilowatt solar rooftop panel system (ONT6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel.

The Commission had previously determined ZAP1215MA16 consistent at its November 2016 hearing, for a proposal for the installation of a 4,014.36 kilowatt solar rooftop panel system (ONT6) on the same site. The City approved the project with the entitlement set to expire on November 23, 2019. A new application was required because of a change in solar company, and ALUC review was required due to the change in panel tilt and orientation.

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

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C1, which limits average intensity to 100 people per acre and 250 people per single acre. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C1 easterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project, specifically the rooftop solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

As of the time of the December 12, 2019, meeting, the Air Force had not reported having completed its review of the solar glare study, and, therefore, the Commission continued this project to its January 9, 2020 hearing. The Air Force has since provided their informal comments indicating no objections to the project. It is anticipated that official comments will be provided to the ALUC before the January 9 meeting.

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

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 235,547 square feet of solar panels on the building rooftop with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. (The original solar panel project proposed a fixed tilt of 8 degrees and an orientation of 270 degrees located on the 1,173,709 square foot building rooftop.) The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 3.0 degrees for the approach. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation indicates that the panels would result in low potential for temporary after-image ("green" level glare) within each of the Air Force traffic patterns, during early mornings and mid-afternoons throughout the year.

The total amount of glare time experienced annually is 37,295 minutes for "green" level glare (all within the Air Force traffic patterns).

- A total of 3,621 minutes (annually) of low potential "green" glare is projected to occur within the Runway 12/30 General Aviation traffic pattern, and would last up to 60 minutes a day from November through February between 7:00 a.m. to 3:30 p.m. (standard time).
- A total of 8,279 minutes (annually) of low potential "green" glare is projected to occur within the Runway 14/32 General Aviation traffic pattern, and would last up to 10 minutes a day throughout the year between 6:00 a.m. to 7:00 a.m. (standard and daylight savings time).
- A total of 3,874 minutes (annually) of low potential "green" glare is projected to occur within the Runway 14/32 C-17/KC-135 traffic pattern, and would last up to 5 minutes a day throughout the year between 6:00 a.m. to 7:00 a.m. (standard and daylight savings time).
- A total of 21,521 minutes (annually) of low potential "green" glare is projected to occur within the Runway 14/32 Overhead traffic pattern, and would last up to 30 minutes a day

throughout the year between 6:00 a.m. to 8:00 a.m. (standard and daylight savings 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 in an area between 60-65 CNEL range from aircraft noise. As a non-noise sensitive use, no mitigation measures are necessary.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 2,900 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1517 feet AMSL. The maximum finished floor elevation is 1,480 feet AMSL. The existing building height is 40 feet, and the original height of the inverter rack solar panels is 3.5 feet (solar panels are 9.8 inches in height), resulting in a top point elevation of 1523.5 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required.

Determination of No Hazard letters (2016-AWP-3704-OE, 2016-AWP-3705-OE, 2016-AWP-3706-OE, 2016-AWP-3707-OE, 2016-AWP-3708-OE, 2016-AWP-3709-OE, 2016-AWP-3710-OE, 2016-AWP-3711-OE) dated May 3, 2016 were issued by the FAA OES for the original rooftop solar panel project. The FAA OES concluded that the project’s structures would not be a hazard to air navigation, provided conditions are met.

The proposed rooftop solar panel project is not increasing the height of structures beyond what was originally reviewed and approved by the Commission and the FAA OES. Therefore, the original FAA OES conditions are still appropriate.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
5. All photovoltaic panels installed on the project site shall have received an anti-reflective coating to minimize the potential for hazardous glare to occur to aircraft.

6. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
7. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
8. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
9. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study Nos. 2016-AWP-3704-OE, 2016-AWP-3705-OE, 2016-AWP-3706-OE, 2016-AWP-3707-OE, 2016-AWP-3708-OE, 2016-AWP-3709-OE, 2016-AWP-3710-OE, and 2016-AWP-3711-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.

10. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
11. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

NOTICE OF AIRPORT IN VICINITY

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

Rull, Paul

From: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CEV <douglas.waters.2@us.af.mil>
Sent: Thursday, December 12, 2019 4:45 PM
To: Housman, Simon
Cc: Rull, Paul; SHAW, DAVID N Maj USAF AFRC 452 MSG/CD; PARTRIDGE, ALAN J Lt Col USAF AMC 452 OG/CC; HOSEY, KELLY E Col USAF AFRC 452 MSG/CC; CORTNEY, SHARON T Lt Col USAF AFRC 452 OG/CD
Subject: RE: Glare study projects pending with ALUC near March ARB.

Mr. Housman,

With Lt Col Courtney's concurrence, which I was waiting for to give you the all clear and based on the remainder of reviews my office has completed, March ARB has no objections to the ZAP1386MA19 City of Perris – Solar Glare Study for Harvill Daytona Business Park nor the ZAP1388MA19 City of Moreno Valley – Solar Glare Study for Amazon Bldg. 24208 . The remainder of the actions for the January meeting are still in work.

As of this day, I remain the POC for March ARB on your ALUC actions and have the responsibility for ensuring review by all impacted elements on the base. As I indicated to you on the phone, I will do my best to get you timely responses. I realize we failed in this endeavor on these two actions for December 12. Mr. Pacino will be working with you as the lead.

Doug Waters, PE, CEM,
Chief Engineering Flight
452 MSG/CEC
US Air Force Reserve Command
610 Meyer Dr., Bldg 2403
March ARB, CA 92518-2188

Douglas.waters.2@us.af.mil
Office- 951-655-2197
Cell- 928-304-2451
DSN- 447-2197



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

Aeronautical Study No.
 2016-AWP-3704-OE

Issued Date: 05/03/2016

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

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

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

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

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

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

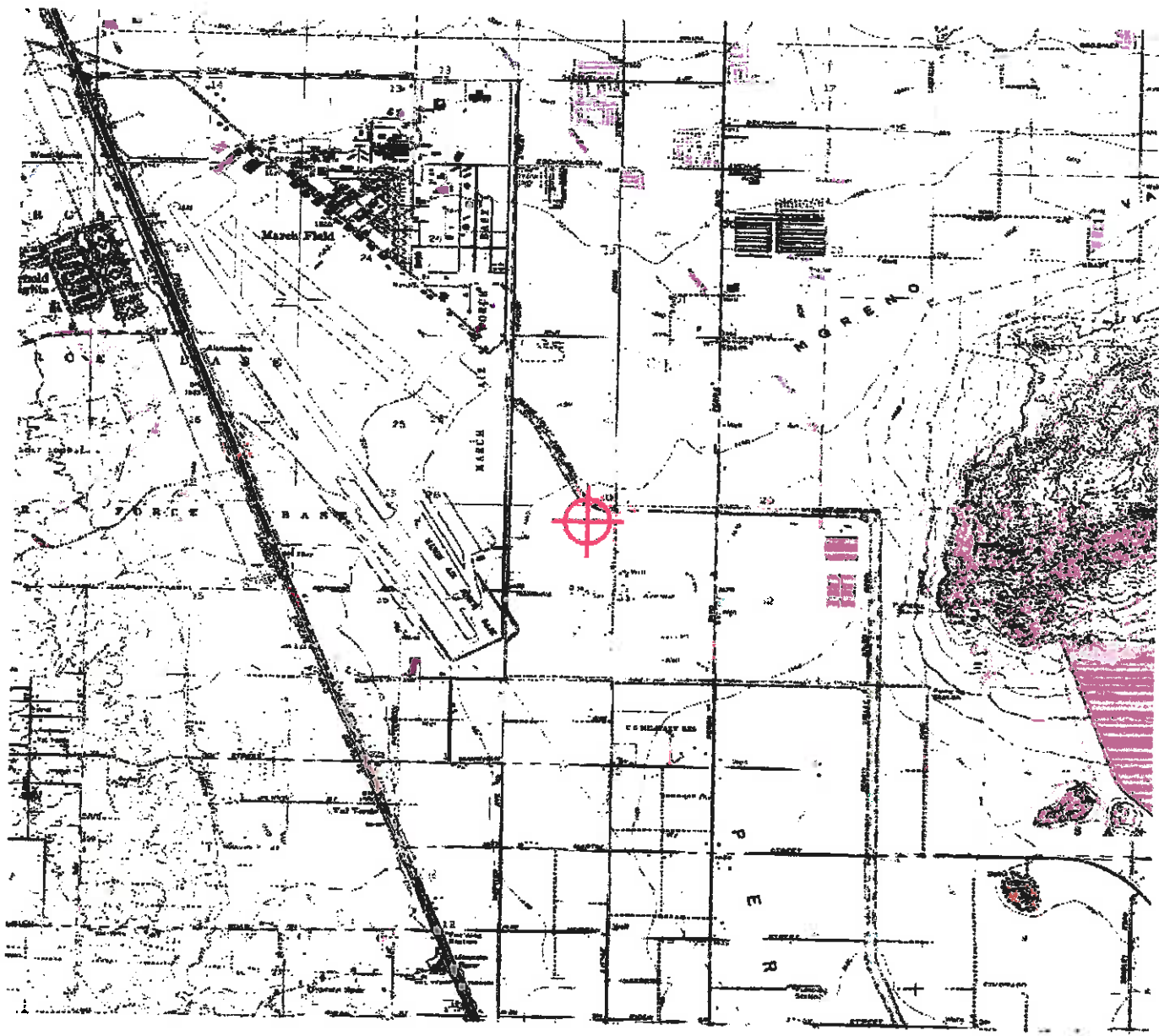
Signature Control No: 289099471-290848213
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3704-OE





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

Aeronautical Study No.
2016-AWP-3705-OE

Issued Date: 05/03/2016

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

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

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

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

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

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

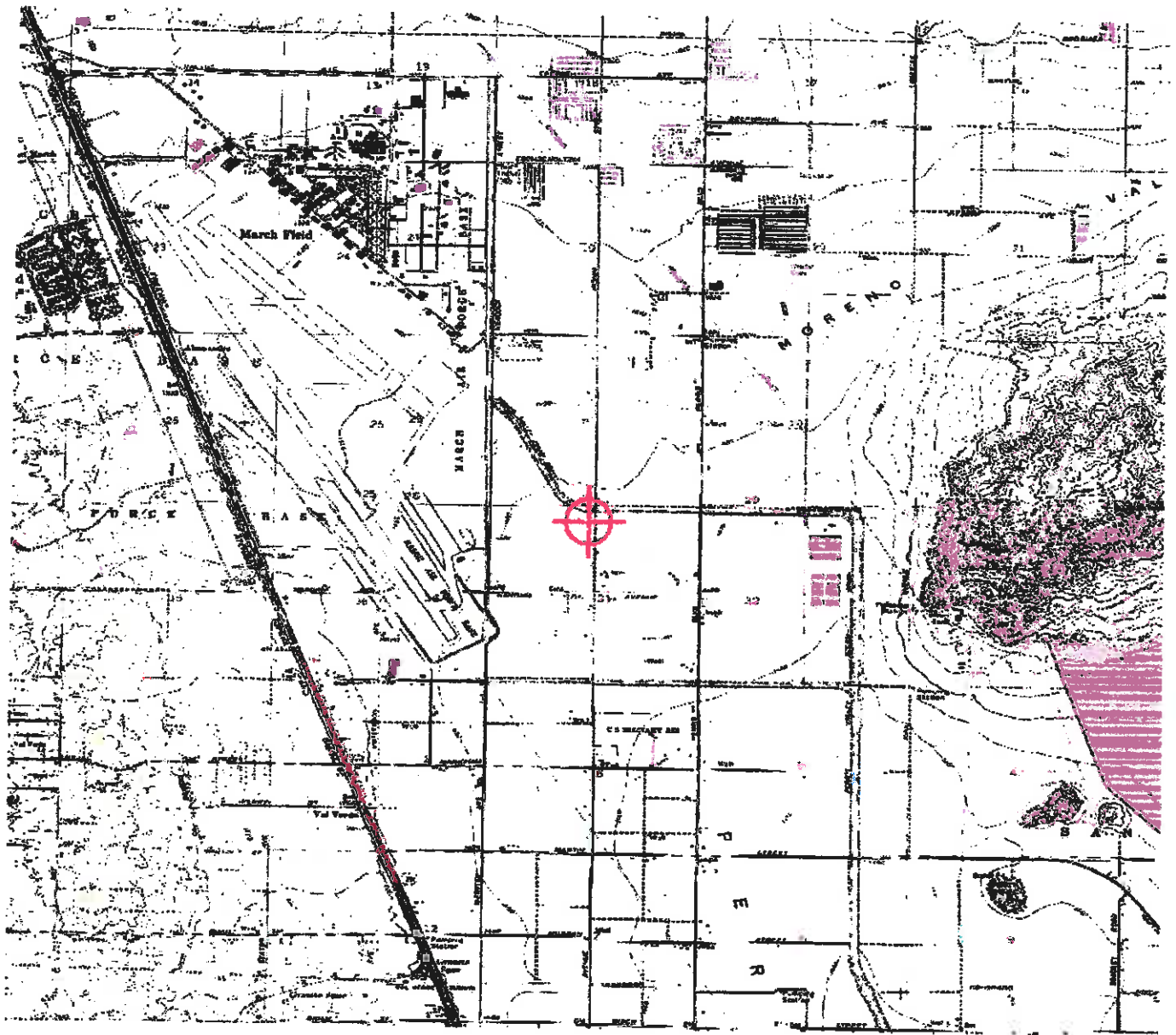
Signature Control No: 289099472-290848215
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3705-OE





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

Aeronautical Study No.
2016-AWP-3706-OE

Issued Date: 05/03/2016

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

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

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

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

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3706-OE.

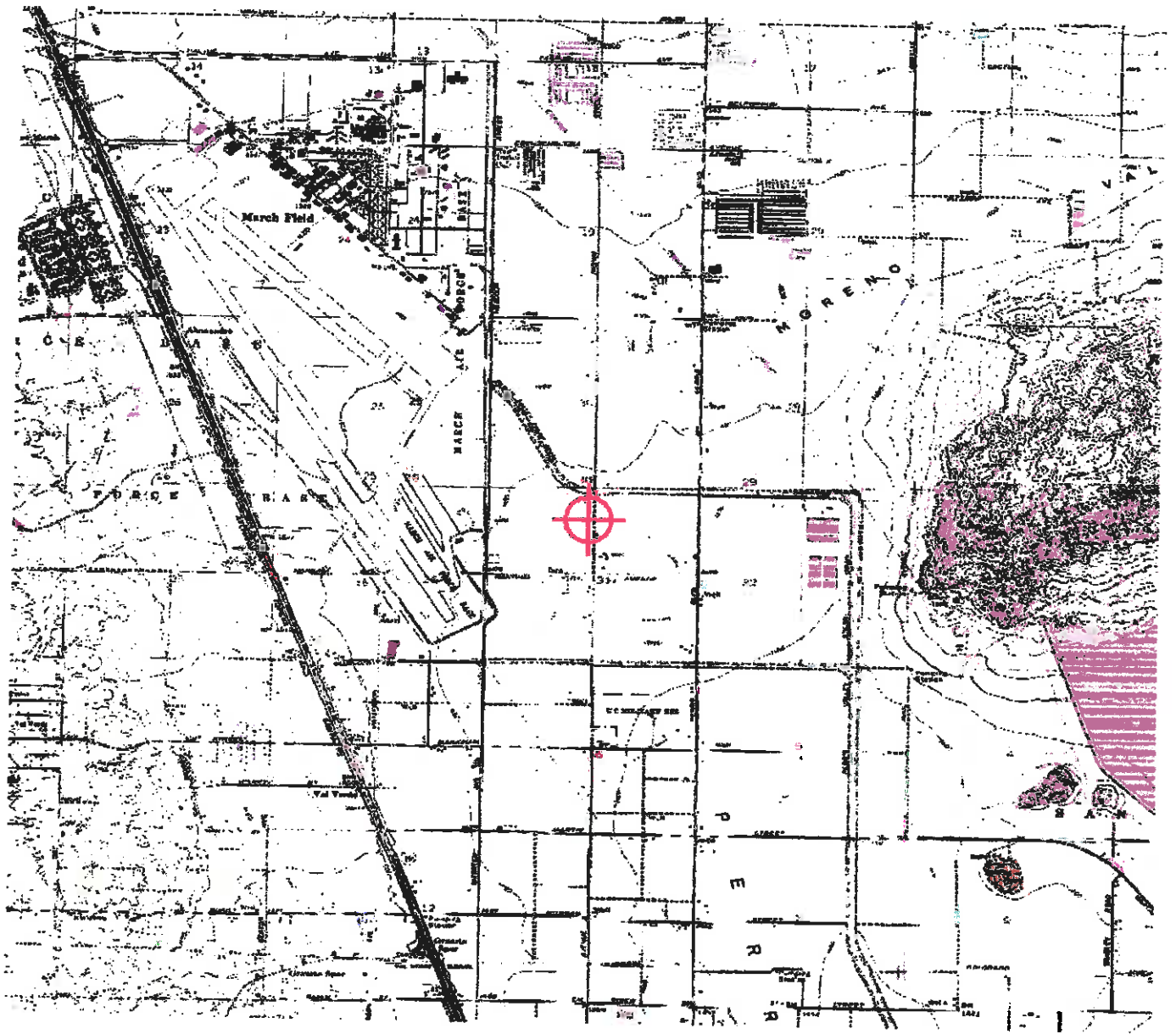
Signature Control No: 289099473-290848216
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3706-OE





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

Aeronautical Study No.
 2016-AWP-3707-OE

Issued Date: 05/03/2016

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

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

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

Structure: Solar Panel Amazon ONT6-East Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-16.33N NAD 83
 Longitude: 117-14-13.76W
 Heights: 1475 feet site elevation (SE)
 41 feet above ground level (AGL)
 1516 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3707-OE.

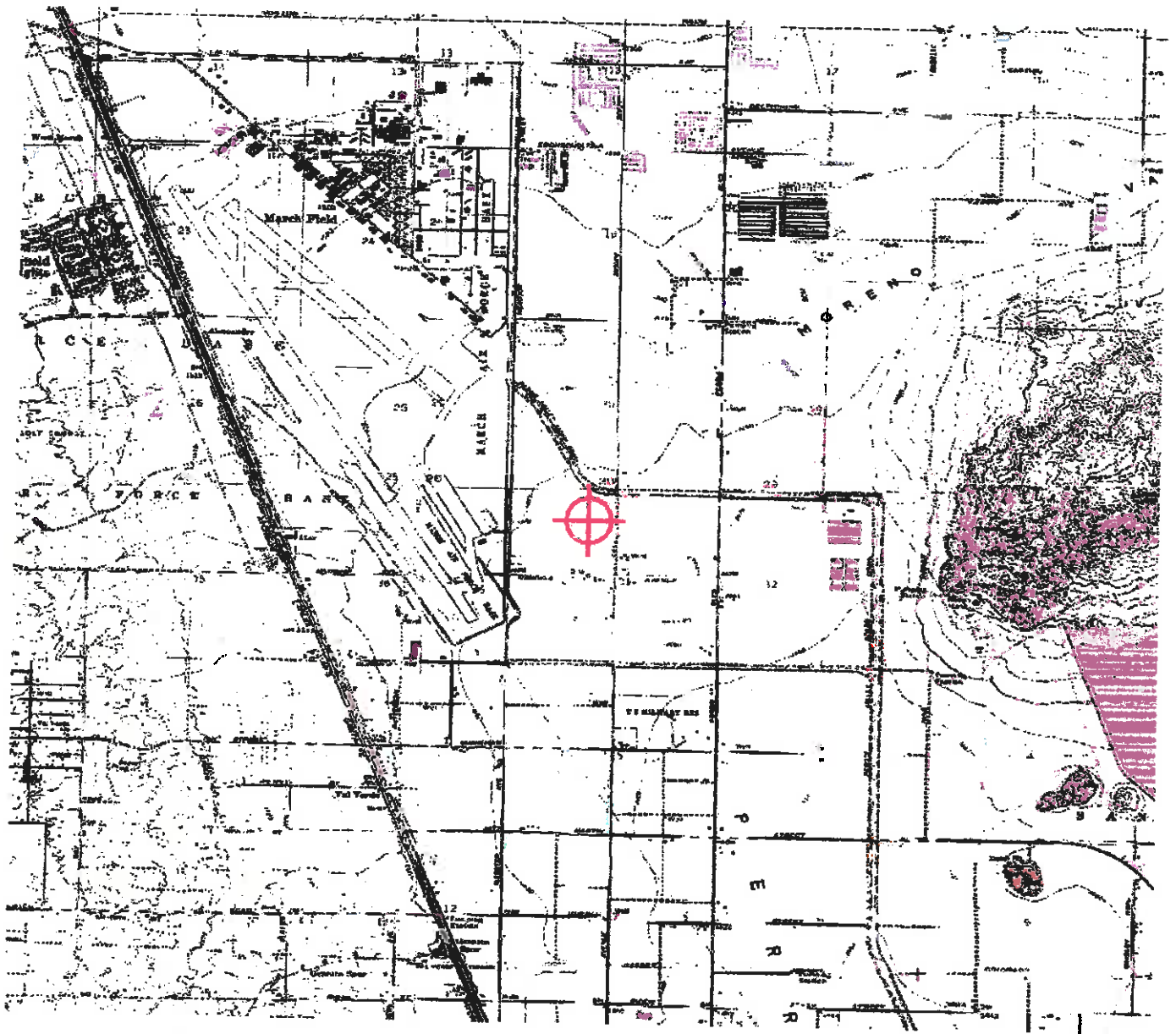
Signature Control No: 289099474-290848214
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3707-OE





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

Aeronautical Study No.
2016-AWP-3708-OE

Issued Date: 05/03/2016

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

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

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

Structure: Solar Panel Amazon ONT6-West Moreno Valley Solar Project
Location: Moreno Valley, CA
Latitude: 33-52-21.30N NAD 83
Longitude: 117-14-27.43W
Heights: 1473 feet site elevation (SE)
41 feet above ground level (AGL)
1514 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3708-OE.

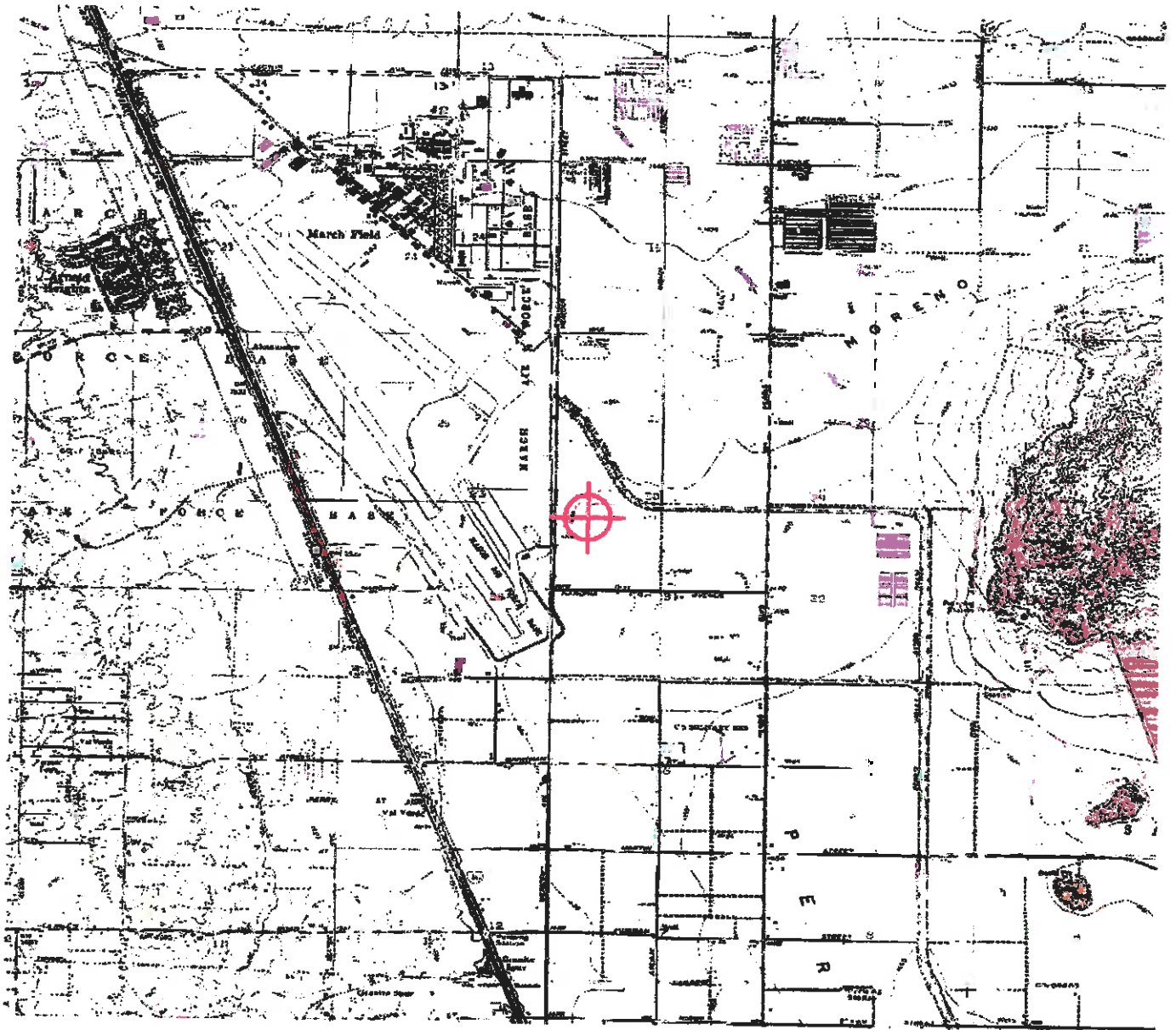
Signature Control No: 289099506-290849465
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3708-OE





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

Aeronautical Study No.
 2016-AWP-3709-OE

Issued Date: 05/03/2016

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

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

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

Structure: Solar Panel Amazon ONT6-West Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-21.30N NAD 83
 Longitude: 117-14-20.95W
 Heights: 1471 feet site elevation (SE)
 41 feet above ground level (AGL)
 1512 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3709-OE.

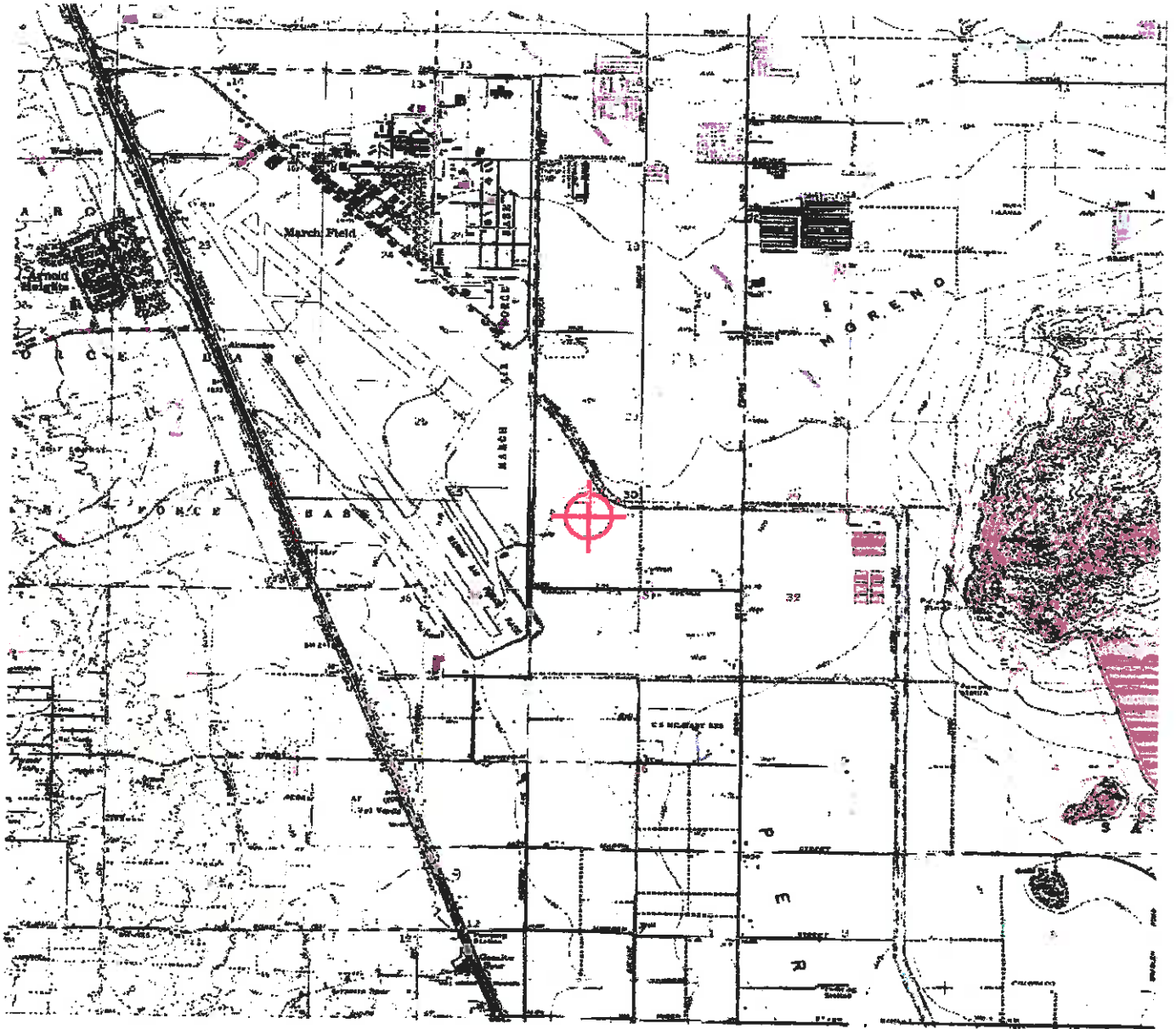
Signature Control No: 289099507-290849462
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3709-OE





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

Aeronautical Study No.
 2016-AWP-3710-OE

Issued Date: 05/03/2016

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

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

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

Structure:	Solar Panel Amazon ONT6-West Moreno Valley Solar Project
Location:	Moreno Valley, CA
Latitude:	33-52-16.61N NAD 83
Longitude:	117-14-20.95W
Heights:	1475 feet site elevation (SE)
	41 feet above ground level (AGL)
	1516 feet above mean sea level (AMSL)

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

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

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- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

This determination expires on 11/03/2017 unless:

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- (b) extended, revised, or terminated by the issuing office.
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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3710-OE.

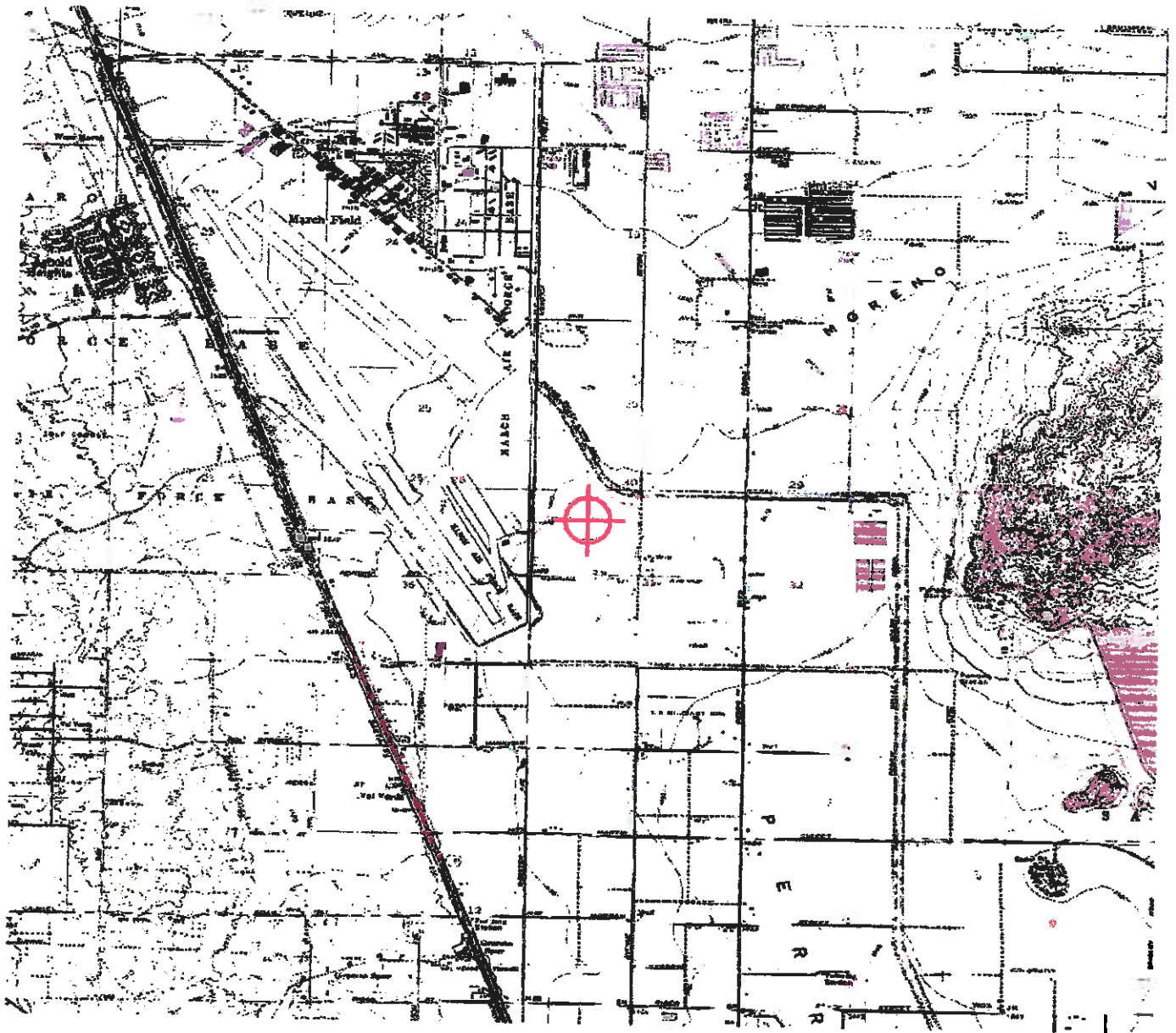
Signature Control No: 289099508-290849464
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3710-OE





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

Aeronautical Study No.
2016-AWP-3711-OE

Issued Date: 05/03/2016

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

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

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

Structure: Solar Panel Amazon ONT6-West Moreno Valley Solar Project
Location: Moreno Valley, CA
Latitude: 33-52-16.61N NAD 83
Longitude: 117-14-27.43W
Heights: 1476 feet site elevation (SE)
41 feet above ground level (AGL)
1517 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3711-OE.

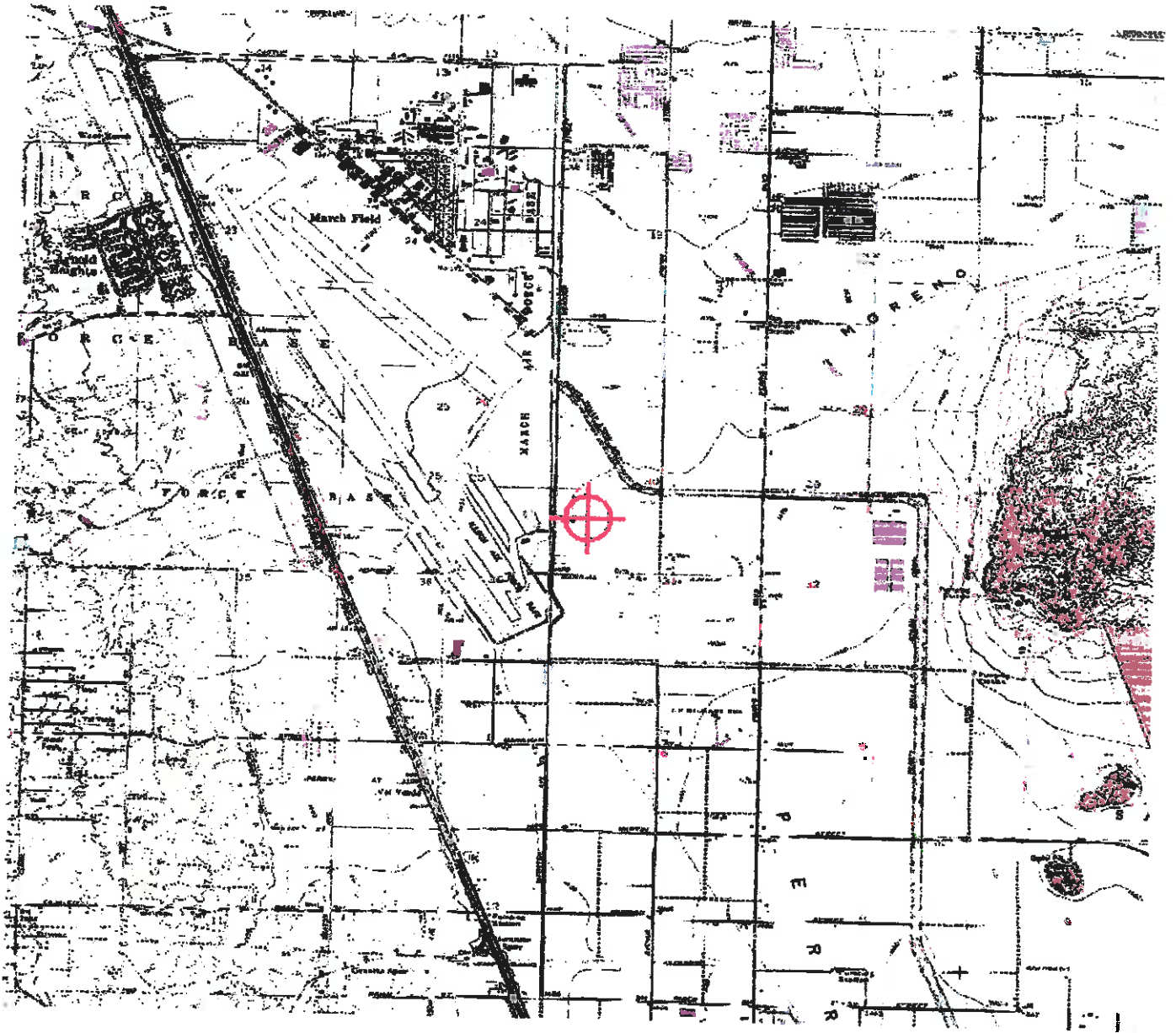
Signature Control No: 289099509-290849463
Karen McDonald
Specialist

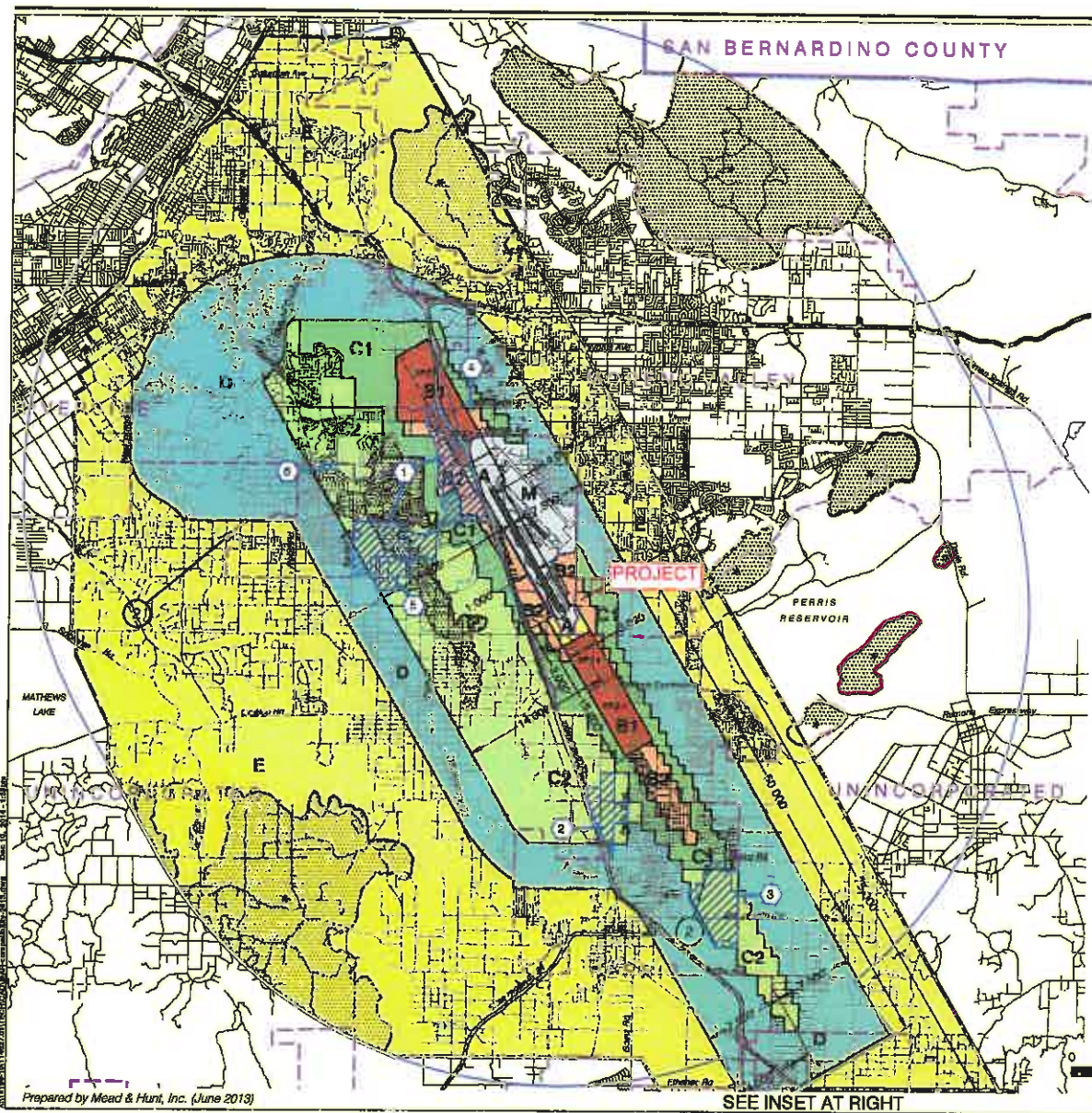
(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3711-OE





LEGEND

Compatibility Zones

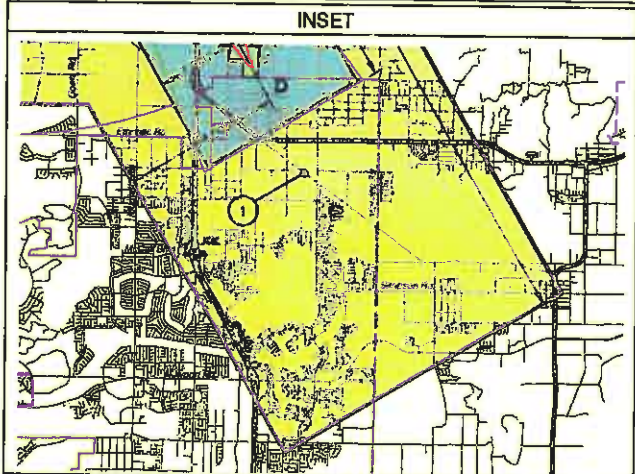
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

- 1 Point at which aircraft on Runway 32 (LS) approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 5,000 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)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

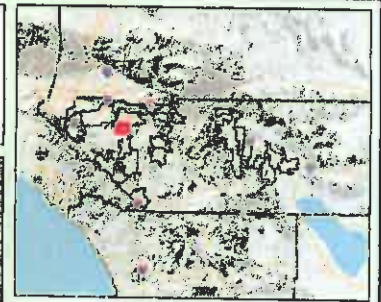
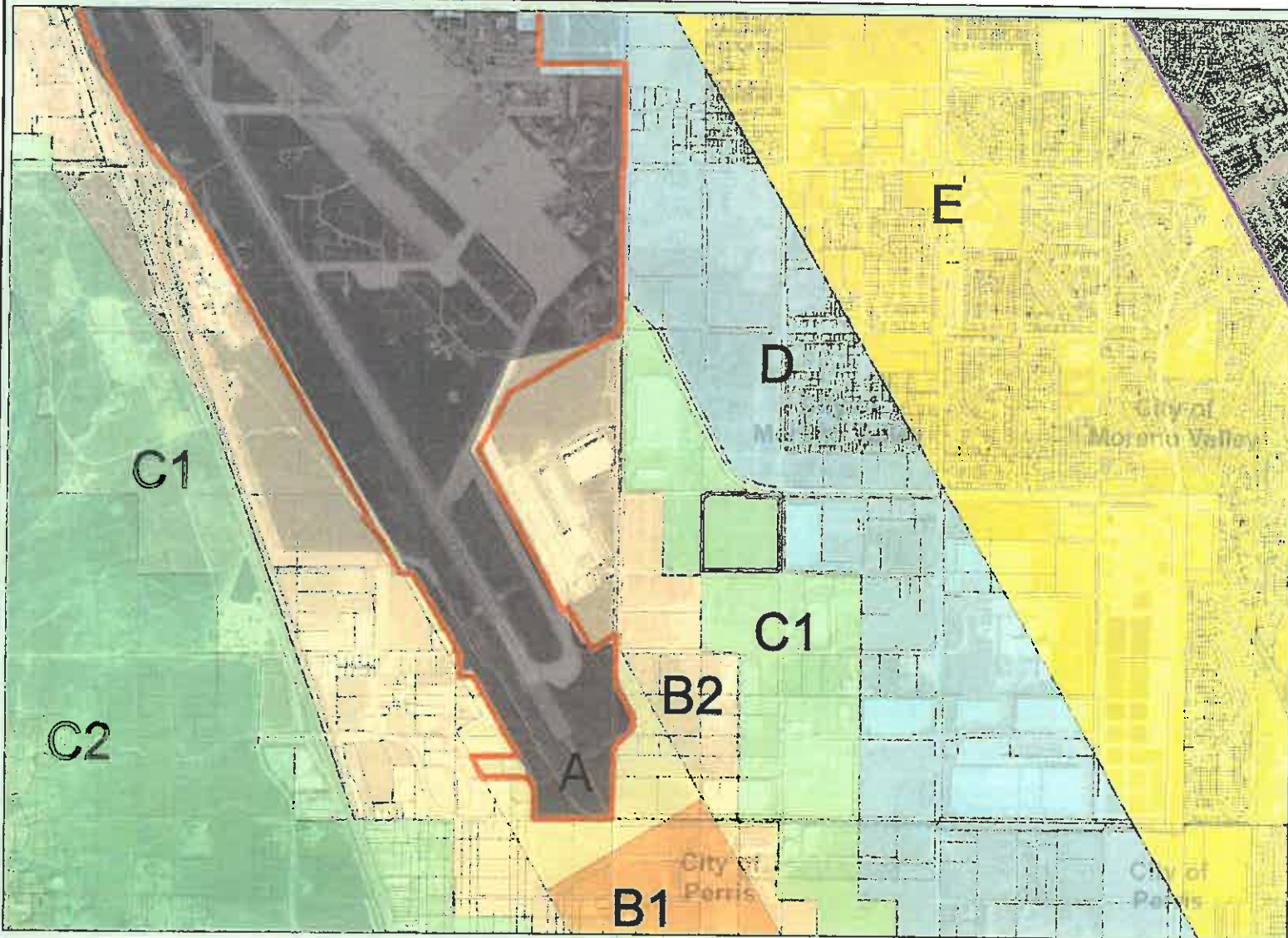
Note:
All dimensions are measured from
runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

My Map



Legend

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



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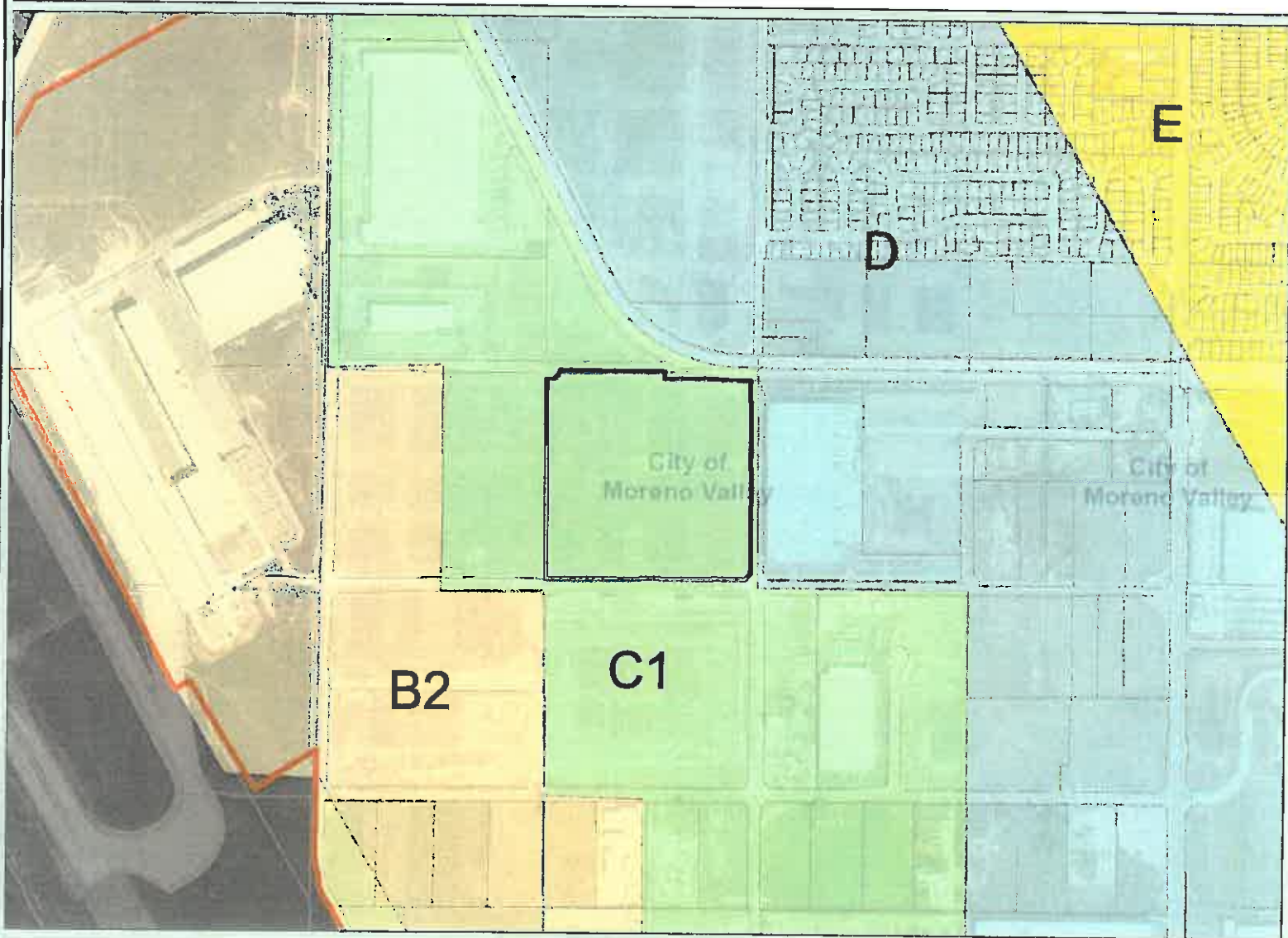
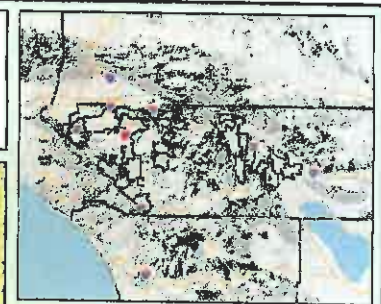
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



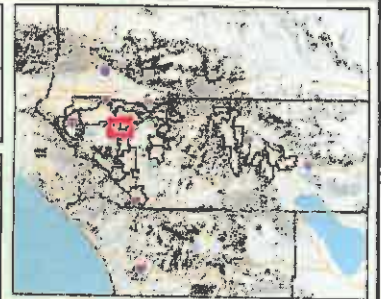
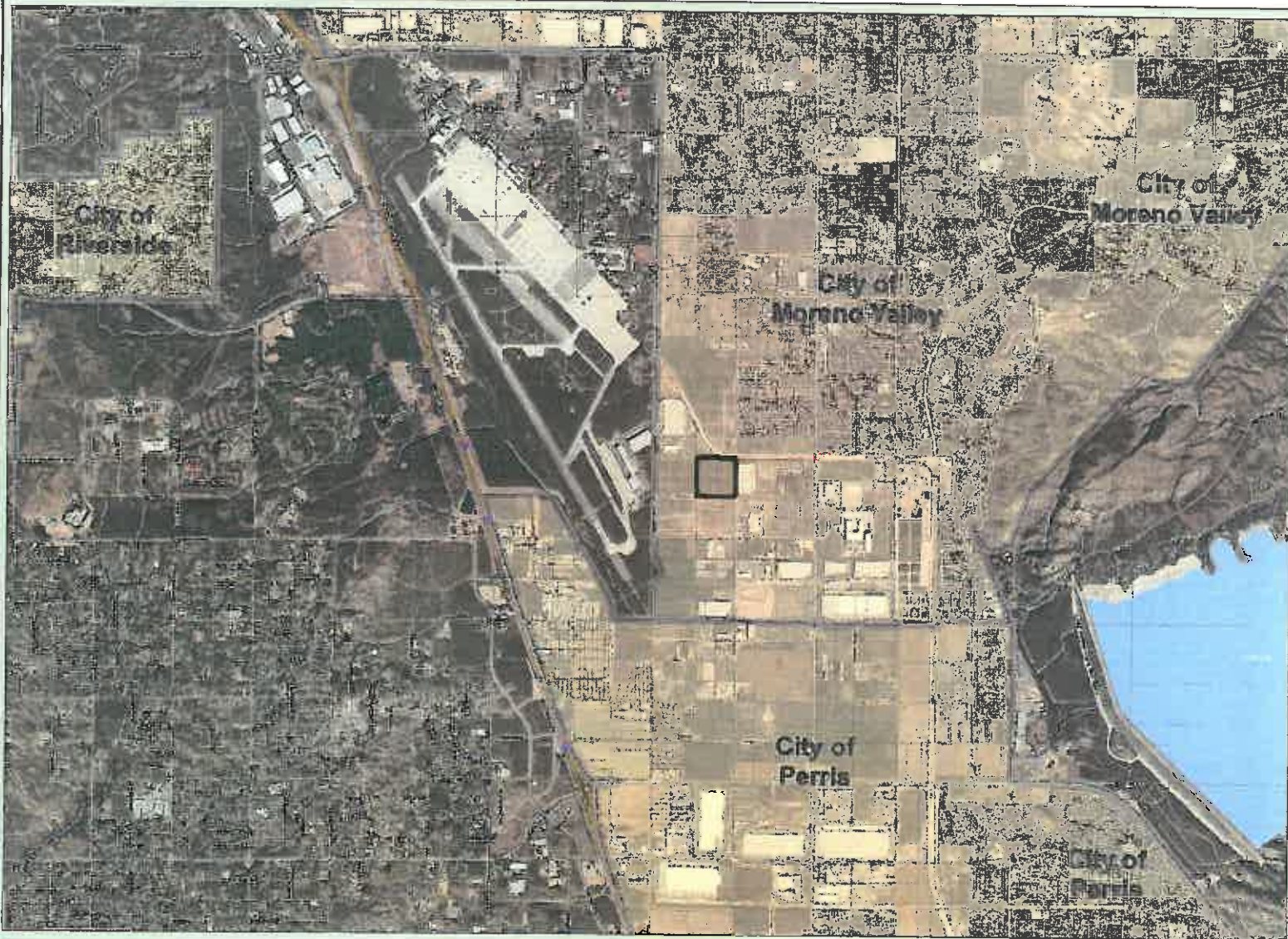
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Notes

My Map



- ### Legend
- City Boundaries
 - Cities
 - highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
 - majorroads
 - counties
 - cities
 - hydrographylines
 - waterbodies**
 - Lakes
 - Rivers



0 6,133 12,266 Feet



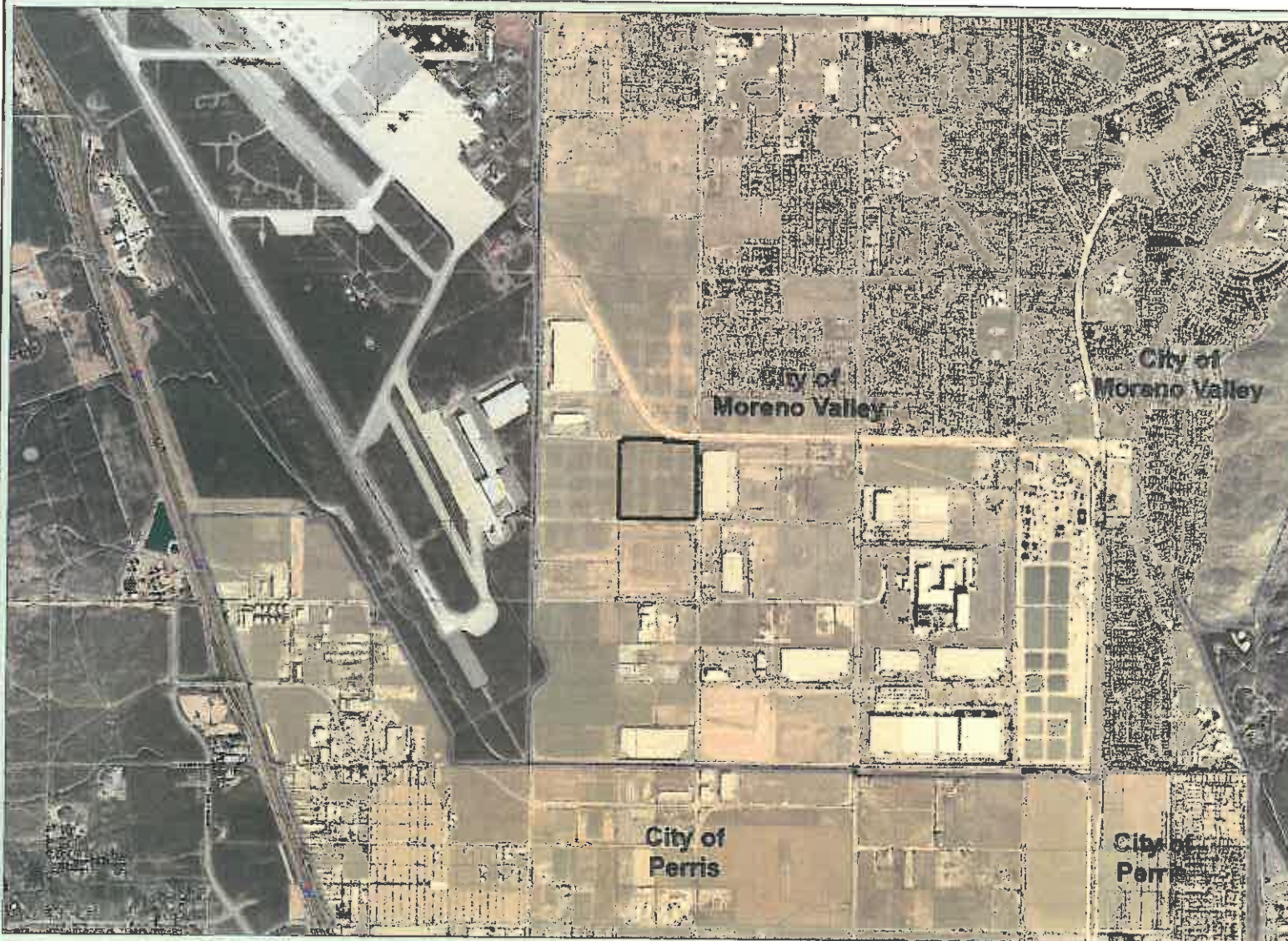
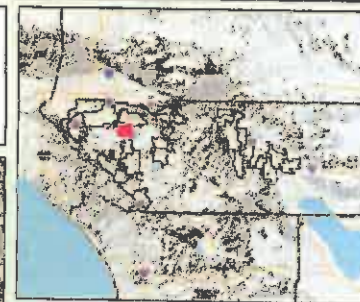
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Notes

My Map



Legend

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



0 3,067 6,133 Feet



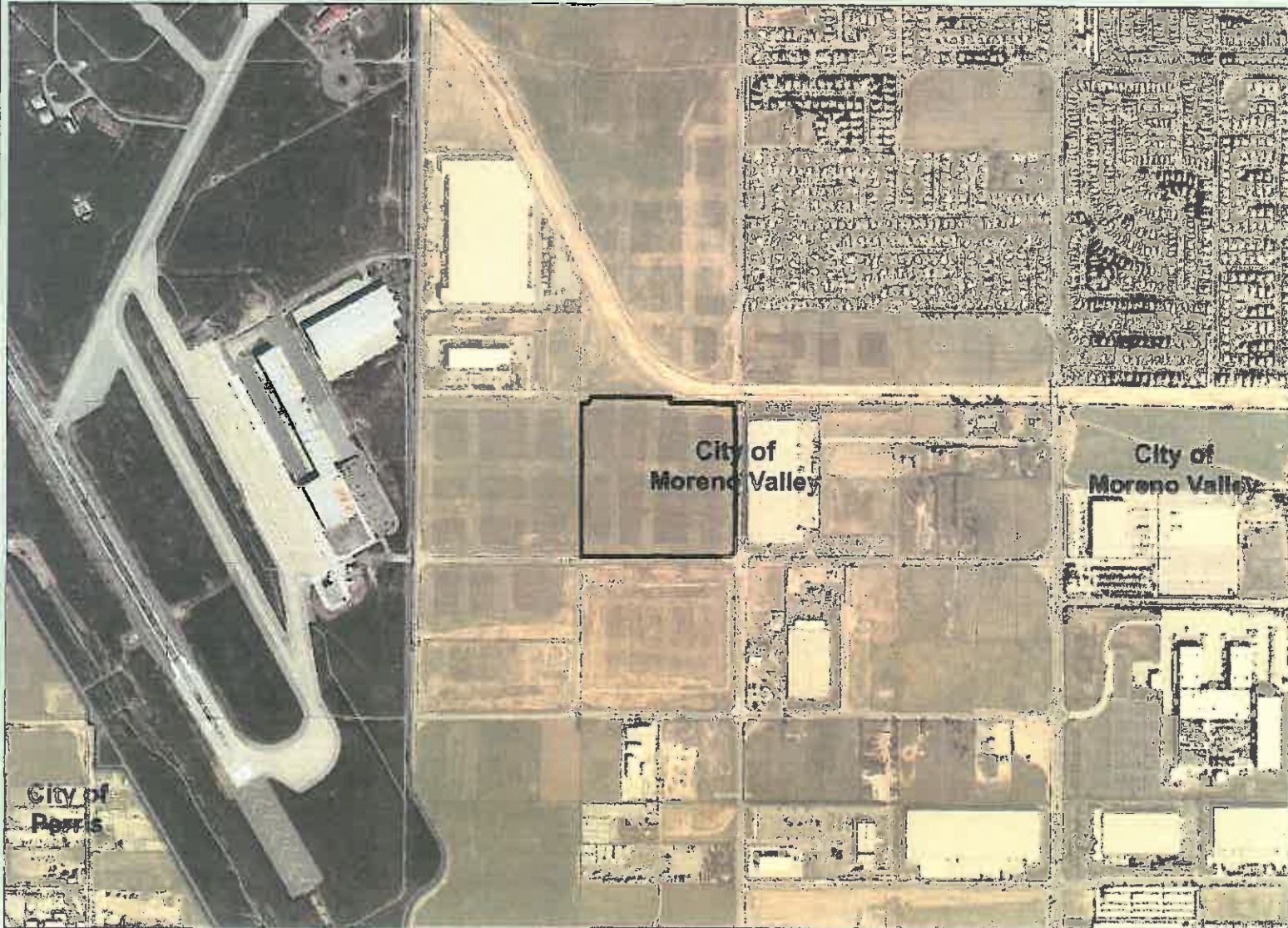
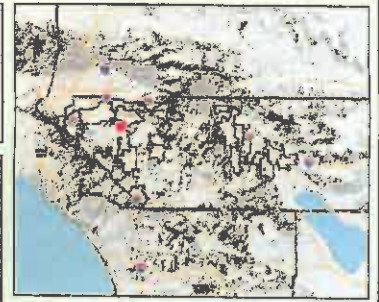
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Notes

My Map



Legend

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



0 1,533 3,067 Feet



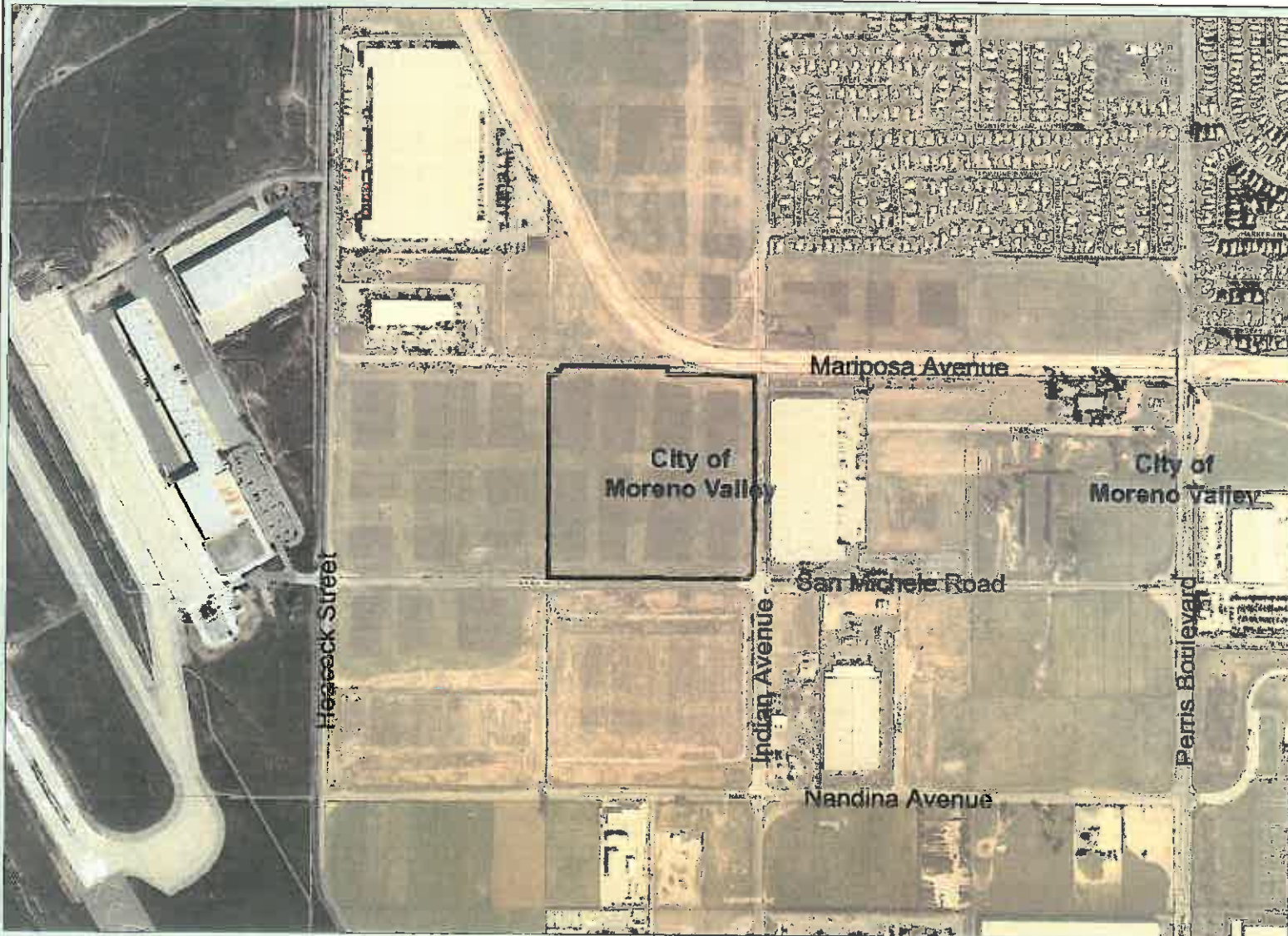
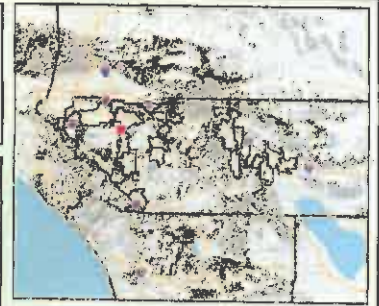
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

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



0 1,146 2,292 Feet



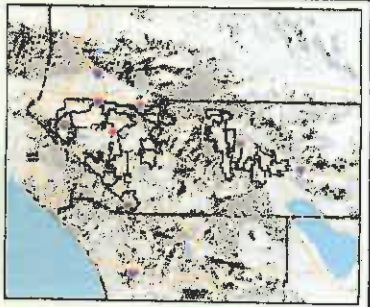
"IMPORTANT" Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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Notes

My Map



Legend

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



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

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Notes

REC SOLAR

AMAZON - ONT6 ROOFTOP SOLAR ARRAY - REVISION 1

IFP SET - AUGUST 2, 2019

Engineer:
DLR Group
 Architecture Engineering Planning Interiors
 3000 SHAW BLVD, SUITE 100
 MORENO VALLEY, CA 92553

Developer:
REC SOLAR
 300 SHAW STREET, SUITE 100
 MORENO VALLEY, CA 92553

Client:
amazon
 2100 NORTH A ST., P.O. BOX
 550000, WA 98085

INDEX OF DRAWINGS

- 001 COVER SHEET & AREA MAP
- 002 GENERAL NOTES & GENERAL NOTES
- 003 QUALITY CONTROL PLAN
- 004 GENERAL NOTES
- 005 ROOF PLAN-ARRAY A
- 006 ROOF PLAN-ARRAY B
- 007 ROOF PLAN-ARRAY C
- 008 ROOF PLAN-ARRAY D
- 009 ROOF PLAN-ARRAY E
- 010 ELECTRICAL ROOF PLAN-ARRAY A
- 011 ELECTRICAL ROOF PLAN-ARRAY B
- 012 ELECTRICAL ROOF PLAN-ARRAY C
- 013 ELECTRICAL ROOF PLAN-ARRAY D
- 014 ELECTRICAL ROOF PLAN-ARRAY E
- 015 DISCONNECT DIAGRAM
- 016 PANEL DIAGRAM - ARRAY A
- 017 PANEL DIAGRAM - ARRAY B
- 018 PANEL DIAGRAM - ARRAY C
- 019 PANEL DIAGRAM - ARRAY D
- 020 PANEL DIAGRAM - ARRAY E
- 021 DETAILS COVER
- 022 PV SYSTEM DETAILS - ARRAY A
- 023 PV SYSTEM DETAILS - ARRAY B
- 024 PV SYSTEM DETAILS - ARRAY C
- 025 PV SYSTEM DETAILS - ARRAY D
- 026 PV SYSTEM DETAILS - ARRAY E
- 027 EQUIPMENT CANNOTERS

CODE INFORMATION

- BUILDING CODE: 2018 CALIFORNIA BUILDING CODE (CBC)
- POWER CODE: 2018 CALIFORNIA ELECTRICAL CODE (CEC)
- DESIGN CODE: 2018 CALIFORNIA ELECTRICAL CODE (CEC)
- DESIGN CODE: 2018 CALIFORNIA ELECTRICAL CODE (CEC)

PROJECT DESCRIPTION

THIS PROJECT WILL CONSTRUCT A ROOFTOP SOLAR SYSTEM AT THE AMAZON ONT6 FULFILLMENT CENTER IN MORENO VALLEY, CA. THE ROOFTOP SOLAR SYSTEM WILL BE INSTALLED ON THE ROOF OF THE BUILDING AND WILL BE USED TO PROVIDE POWER TO THE BUILDING.

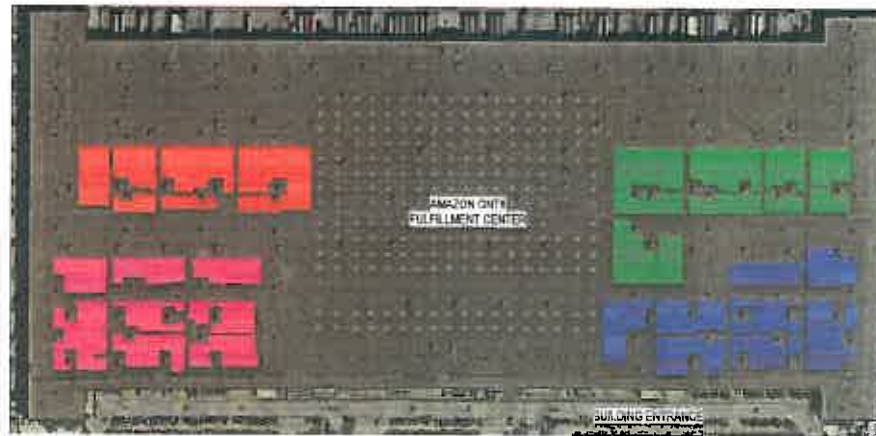
CONTACT INFORMATION

- CLIENT: AMAZON
- DESIGNER: REC SOLAR
- INSTALLER: REC SOLAR
- DATE: 08/02/19
- PROJECT NO: 19-001
- PROJECT NAME: AMAZON ONT6 FULFILLMENT CENTER
- PROJECT ADDRESS: 24208 SAN MICHELE RD, MORENO VALLEY, CA 92553
- CONTACT: (951) 480-0000

PV SYSTEM INFORMATION											
ARRAY	MODULE MODEL	MODULE WATTAGE	MODULE QUANTITY	MODULE VOLTAGE	STROKES PER INCH	NO. OF STROKES	STROKE RATE (PER MIN)	ARRAY AREA (SQ FT)	ARRAY VOLTAGE (V)	ARRAY CURRENT (A)	ARRAY POWER (W)
1	REC SOLAR REC160M100	375	108	60	11.4	12	37	67.9	1000	37.9	2572.5
2	REC SOLAR REC160M100	375	108	60	11.4	12	37	67.9	1000	37.9	2572.5
3	REC SOLAR REC160M100	375	108	60	11.4	12	37	67.9	1000	37.9	2572.5
4	REC SOLAR REC160M100	375	108	60	11.4	12	37	67.9	1000	37.9	2572.5
5	REC SOLAR REC160M100	375	108	60	11.4	12	37	67.9	1000	37.9	2572.5
					ARRAY TOTAL		189	339.5	3990	189.5	12862.5
SYSTEM VOLTAGE:									1000		
SYSTEM TILT:									17		
INVERTER/CONVERTER MODEL:									REC1000-17		
INVERTER/CONVERTER SERIAL:									REC1000-17		
INVERTER/CONVERTER MAKE:									REC		
INVERTER/CONVERTER MODEL:									REC1000-17		
INVERTER/CONVERTER SERIAL:									REC1000-17		
INVERTER/CONVERTER MAKE:									REC		
INVERTER/CONVERTER MODEL:									REC1000-17		
INVERTER/CONVERTER SERIAL:									REC1000-17		
INVERTER/CONVERTER MAKE:									REC		

24208 SAN MICHELE RD
 MORENO VALLEY, CA 92551

PROJECT LOCATION
 (33.87, -117.23)



SYSTEM LAYOUT PLAN - OVERALL

ARRAY LEGEND	
ARRAY A	Red
ARRAY B	Green
ARRAY C	Blue
ARRAY D	Yellow

Sheet



REV	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	08/02/19
2	REVISED FOR REVISION 1	08/02/19
3	REVISED FOR REVISION 2	08/02/19
4	REVISED FOR REVISION 3	08/02/19
5	REVISED FOR REVISION 4	08/02/19
6	REVISED FOR REVISION 5	08/02/19
7	REVISED FOR REVISION 6	08/02/19
8	REVISED FOR REVISION 7	08/02/19
9	REVISED FOR REVISION 8	08/02/19
10	REVISED FOR REVISION 9	08/02/19

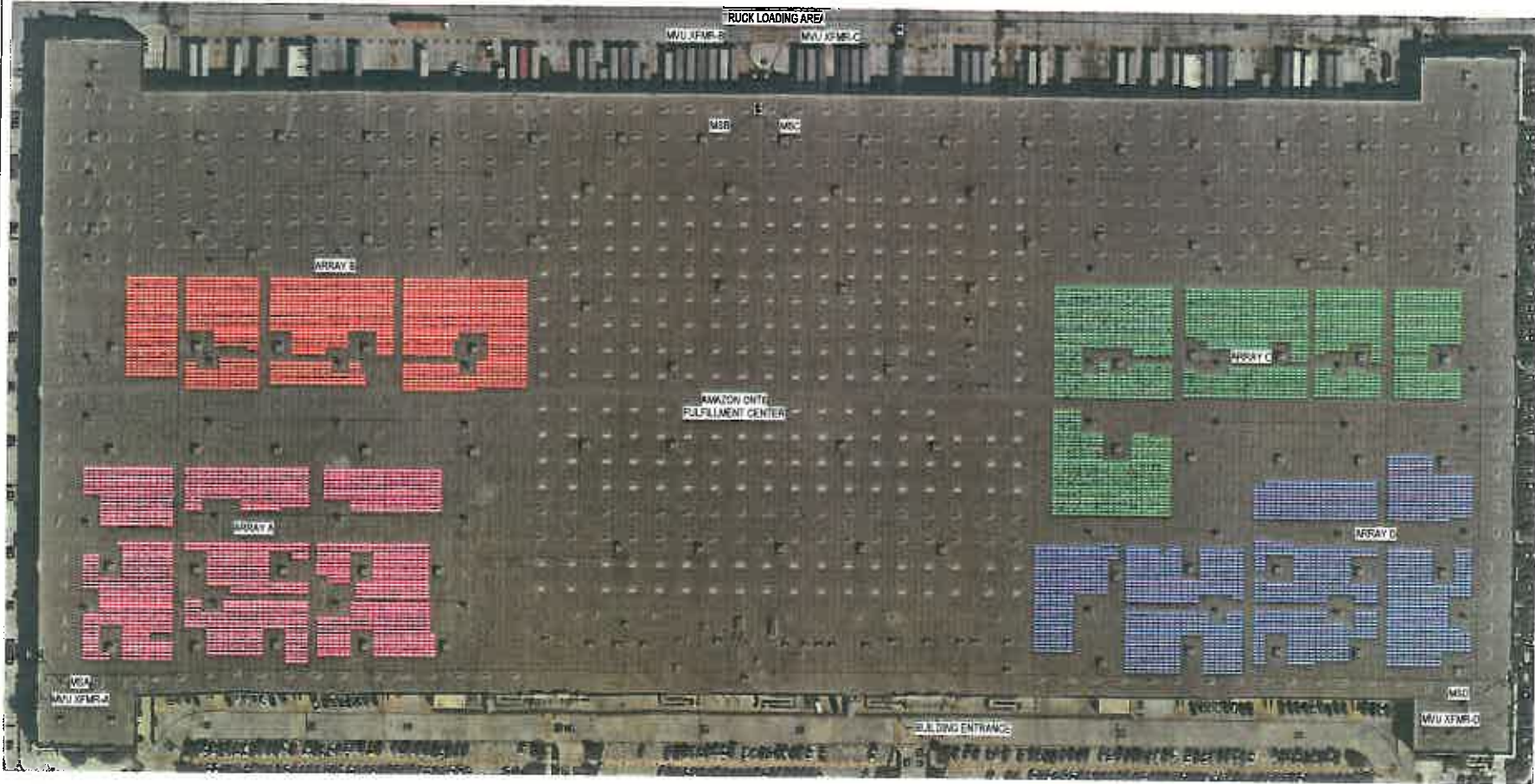
Project Name:
AMAZON - ONT6 SOLAR ARRAY

Project Address:
 24208 SAN MICHELE RD,
 MORENO VALLEY, CA 92551

Sheet Name:
COVER SHEET & AREA MAP

Project No: 75-19009-00
 Sheet No: **GO.1**

SOLAR ARRAY SCHEDULE									
Array ID	MODULE MANUFACTURER	MODULE MODEL	TOTAL # OF MODULES	NOMINAL MODULE POWER (Wp)	SYSTEM DC2 OPTC	AZIMUTH	TILT (DEGREES)	MODULES PER STRING	# OF STRINGS
ARRAY A	REC SOLAR	RECINTP8720V	1564	579 W	780.0 MW	180°	10°	18	152
ARRAY B	REC SOLAR	RECINTP8720V	1181	271 W	534.1 MW	90°	10°	18	82
ARRAY C	REC SOLAR	RECINTP8720V	2642	278 W	734.2 MW	180°	10°	18	114
ARRAY D	REC SOLAR	RECINTP8720V	2652	278 W	736.8 MW	180°	10°	18	114
				7578	2863 MW				

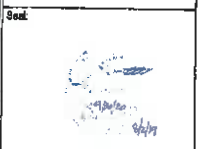


OVERALL SITE PLAN
DATE: 7-1-2024

Engineer:
DLR Group
 Architecture Engineering Planning Interiors
 18200 101 Street, #1000, Irvine, CA 92614
 (949) 453-1000

Developer:
REC SOLAR
 380 BRAND STREET, SUITE 400
 SAN JOSE, CA 95128

Client:
amazon
 2200 SAN MICHELE RD, #100
 MORENO VALLEY, CA 92551



REV	DESCRIPTION	DATE
1	ISSUED FOR PERMIT APPLICATION	6/14/24
2	FOR REVISIONS	6/14/24
3	FOR REVISIONS	6/14/24
4	FOR REVISIONS	6/14/24
5	FOR REVISIONS	6/14/24
6	FOR REVISIONS	6/14/24
7	FOR REVISIONS	6/14/24
8	FOR REVISIONS	6/14/24
9	FOR REVISIONS	6/14/24
10	FOR REVISIONS	6/14/24

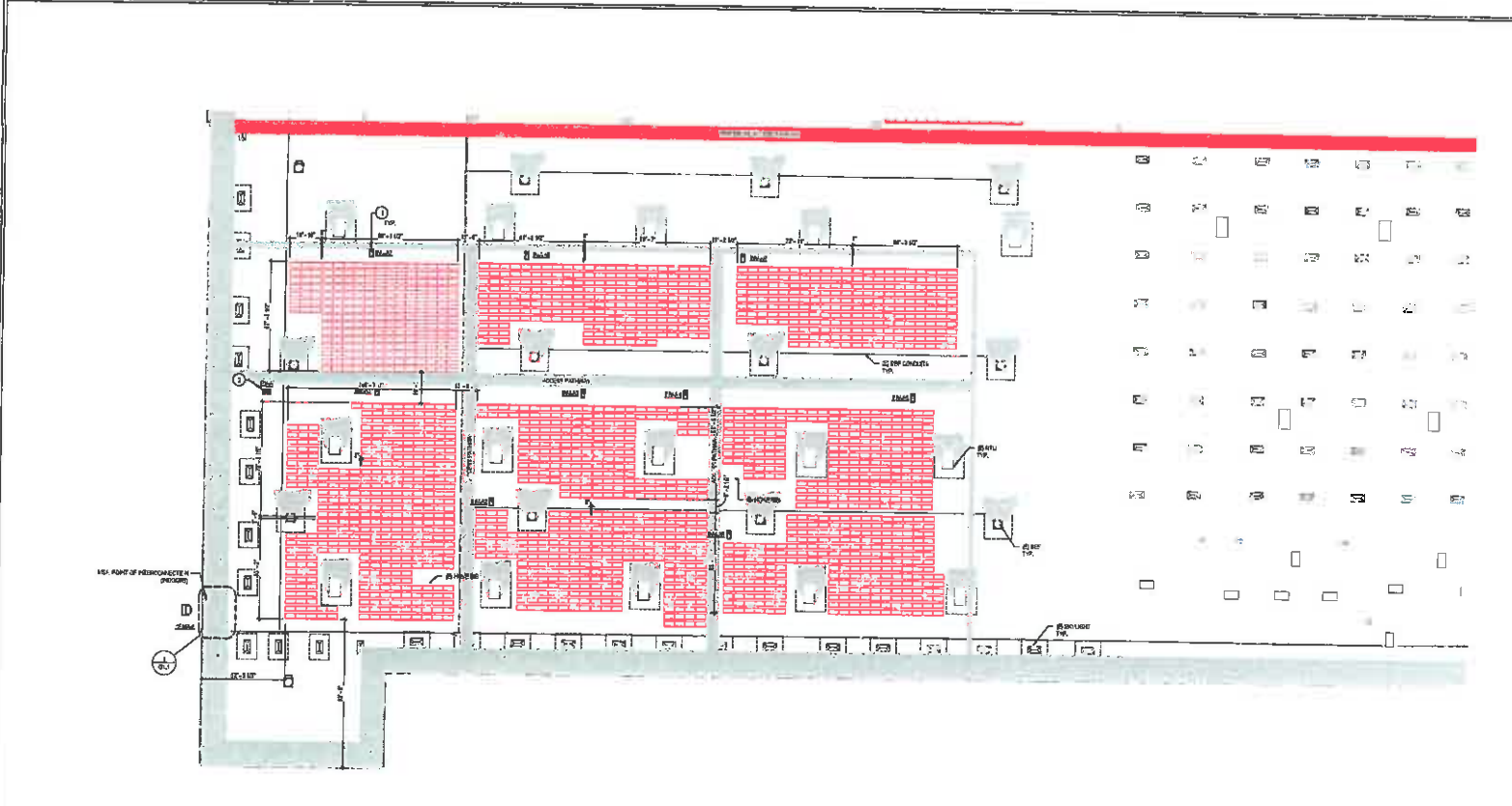
Project Name:
AMAZON - ONT6 SOLAR ARRAY

Project Address:
 24208 SAN MICHELE RD,
 MORENO VALLEY, CA 92551

Sheet Name:
OVERALL SITE PLAN

Project No: 75-19008-00
 Sheet No:
G1.0

ARRAY LEGEND	
ARRAY A	Red
ARRAY B	Green
ARRAY C	Blue
ARRAY D	Purple



LEGEND NOTES

1. THIS PROJECT AND ALL DIMENSIONS AND MATERIALS SHOWN THEREON SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE NATIONAL ELECTRICAL CODE (NEC) UNLESS OTHERWISE SPECIFIED.

2. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED.

3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE NATIONAL ELECTRICAL CODE (NEC) UNLESS OTHERWISE SPECIFIED.

4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE NATIONAL ELECTRICAL CODE (NEC) UNLESS OTHERWISE SPECIFIED.

5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE NATIONAL ELECTRICAL CODE (NEC) UNLESS OTHERWISE SPECIFIED.

Engineer:
DLR Group
 Architecture Engineering Planning Interiors

Developer:
REC SOLAR

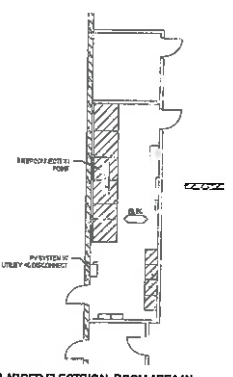
Client:
amazon

3426 SAN NICHELE RD, 4TH FLOOR
 MORENO VALLEY, CA 92551

REV

NO.	DESCRIPTION	DATE
1	REVISIONS	11-21-18
2	REVISIONS	11-21-18
3	REVISIONS	11-21-18
4	REVISIONS	11-21-18
5	REVISIONS	11-21-18
6	REVISIONS	11-21-18

ROOF PLAN - ARRAY A
 SCALE: 1/4" = 1'-0"



SYSTEM INFORMATION - ARRAY A

ARRAY	MODULE	MODULES PER ROW	ROWS PER ARRAY	TOTAL NO. OF MODULES	NO. OF INVERTERS	SYSTEM DC VOLTAGE	SYSTEM AC VOLTAGE	SYSTEM AC FREQUENCY	SYSTEM AC PHASES	SYSTEM AC WATTAGE	SYSTEM AC EFFICIENCY	SYSTEM AC LOSS
A	REC SOLAR RVS50-360P	100	100	10000	11	110 V	480 V	60 HZ	3	5400 KW	0.97	150 KW

SYSTEM DATA:
 SYSTEM NO.: 107
 INTERCONNECTOR/INVERTER: 480 V 475 AMP/400
 INVERTER/AC VOLTAGE: 480
 INVERTER/AC CURRENT: 400
 INVERTER/AC PHASES: 3

NOTES:
 1. REFER TO ELECTRICAL SCHEDULE FOR ALL ELECTRICAL SYMBOLS AND CONNECTIONS.

ARRAY LEGEND

- ARRAY A: Red
- ARRAY B: Yellow
- ARRAY C: Green

- ### GENERAL NOTES
- ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE NATIONAL ELECTRICAL CODE (NEC) UNLESS OTHERWISE SPECIFIED.
 - ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE NATIONAL ELECTRICAL CODE (NEC) UNLESS OTHERWISE SPECIFIED.
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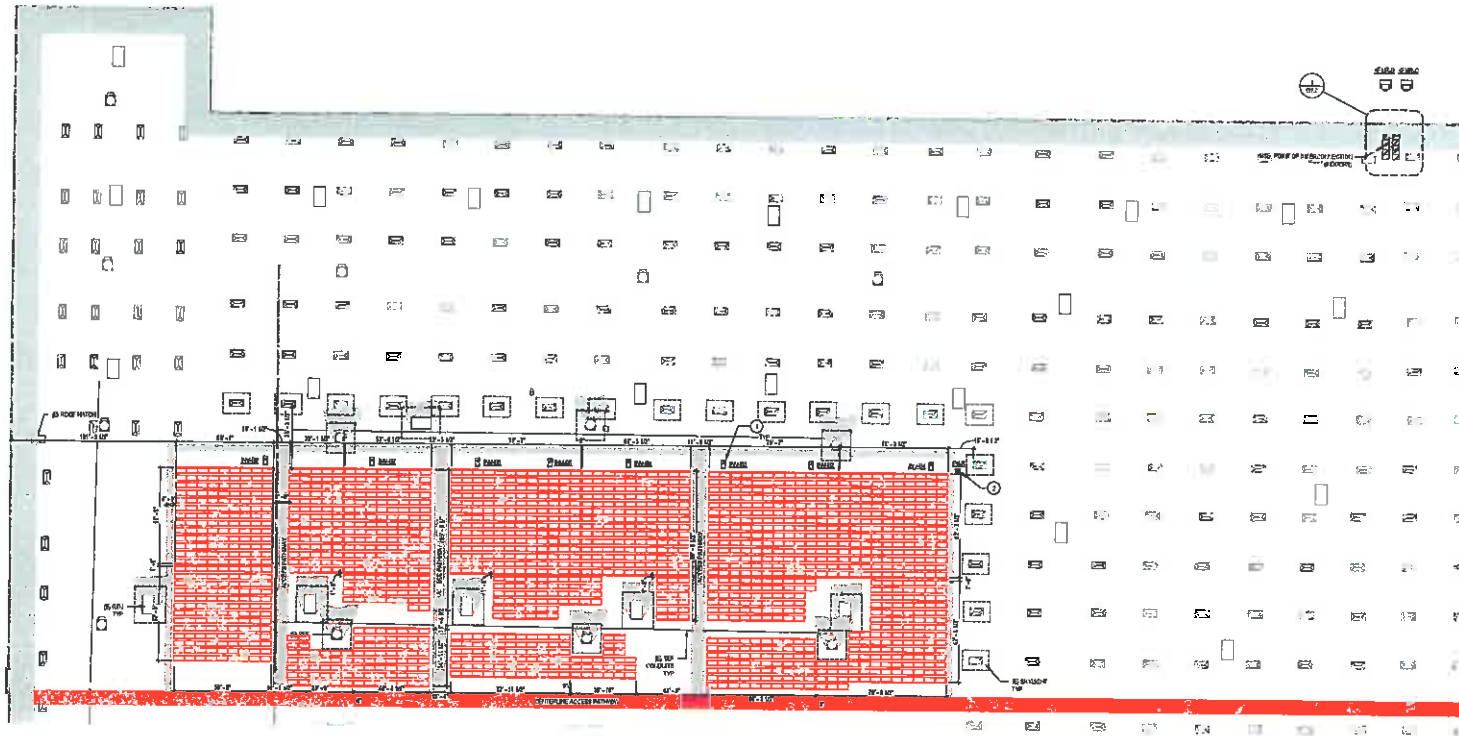
KEY PLAN

B	C
A	D

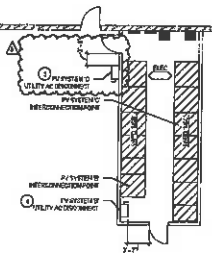
Sheet Name:
ROOF PLAN - ARRAY A

Project No: 75-19580-00
 Sheet No: **G1.1**

C:\PROJECTS\75-19580\DRAWINGS\75-19580-00-G1.1.DWG



ROOF PLAN - ARRAY B
SCALE: 1" = 32'-0"



ENLARGED ELECTRICAL ROOM AREAS 'B' & 'C'
SCALE: 12" = 1'-0"

PV SYSTEM INFORMATION - ARRAY B										
ARRAY	MODULE	MODULES PER STC	MODULE QUANTITY	MODULE POWERING	MODULE VOLTAGE	NO. OF STRINGS	CONDUCTOR TYPE	CONDUCTOR SIZE	CONDUCTOR LENGTH	CONDUCTOR AREA
B	360 WATT MONOCRYSTALLINE	770	568	4	16.14 V	142	12GA	14	121	121
SYSTEM SUMMARY: SYSTEM SIZE: 92 KW SYSTEM VOLTAGE: 480V AC DC WIRE TYPE: PV-1 CONDUCTOR TYPE: PV-1 CONDUCTOR SIZE: 12GA CONDUCTOR LENGTH: 121 FT CONDUCTOR AREA: 121 SQ FT										

ARRAY LEGEND	
ARRAY A	[Red Box]
ARRAY B	[Blue Box]
ARRAY C	[Green Box]
ARRAY D	[Yellow Box]

LEGEND NOTES

- ALL ELECTRICAL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL AND STATE CODES. ALL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL AND STATE CODES.
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Engineer:
DLR Group
Architecture Engineering Planning Interiors
1415 15th Street, Suite 100, San Jose, CA 95127
Tel: 408.297.9000

Developer:
REC Solar
1415 15th Street, Suite 100, San Jose, CA 95127
Tel: 408.297.9000

Client:
amazon
3755 Central Expressway, Suite 100, San Jose, CA 95127
Tel: 408.297.9000

Scale:
[Signature]

REV	DESCRIPTION	DATE
1	ISSUE FOR PERMITTING	10/14/19
2	ISSUE FOR PERMITTING	10/14/19
3	ISSUE FOR PERMITTING	10/14/19
4	ISSUE FOR PERMITTING	10/14/19
5	ISSUE FOR PERMITTING	10/14/19
6	ISSUE FOR PERMITTING	10/14/19
7	ISSUE FOR PERMITTING	10/14/19
8	ISSUE FOR PERMITTING	10/14/19
9	ISSUE FOR PERMITTING	10/14/19
10	ISSUE FOR PERMITTING	10/14/19

GENERAL NOTES

- ALL ELECTRICAL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL AND STATE CODES.
- ALL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL AND STATE CODES.
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- ALL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL AND STATE CODES.

KEY PLAN

A	C
B	D

Project Name:
AMAZON - ONT6 SOLAR ARRAY

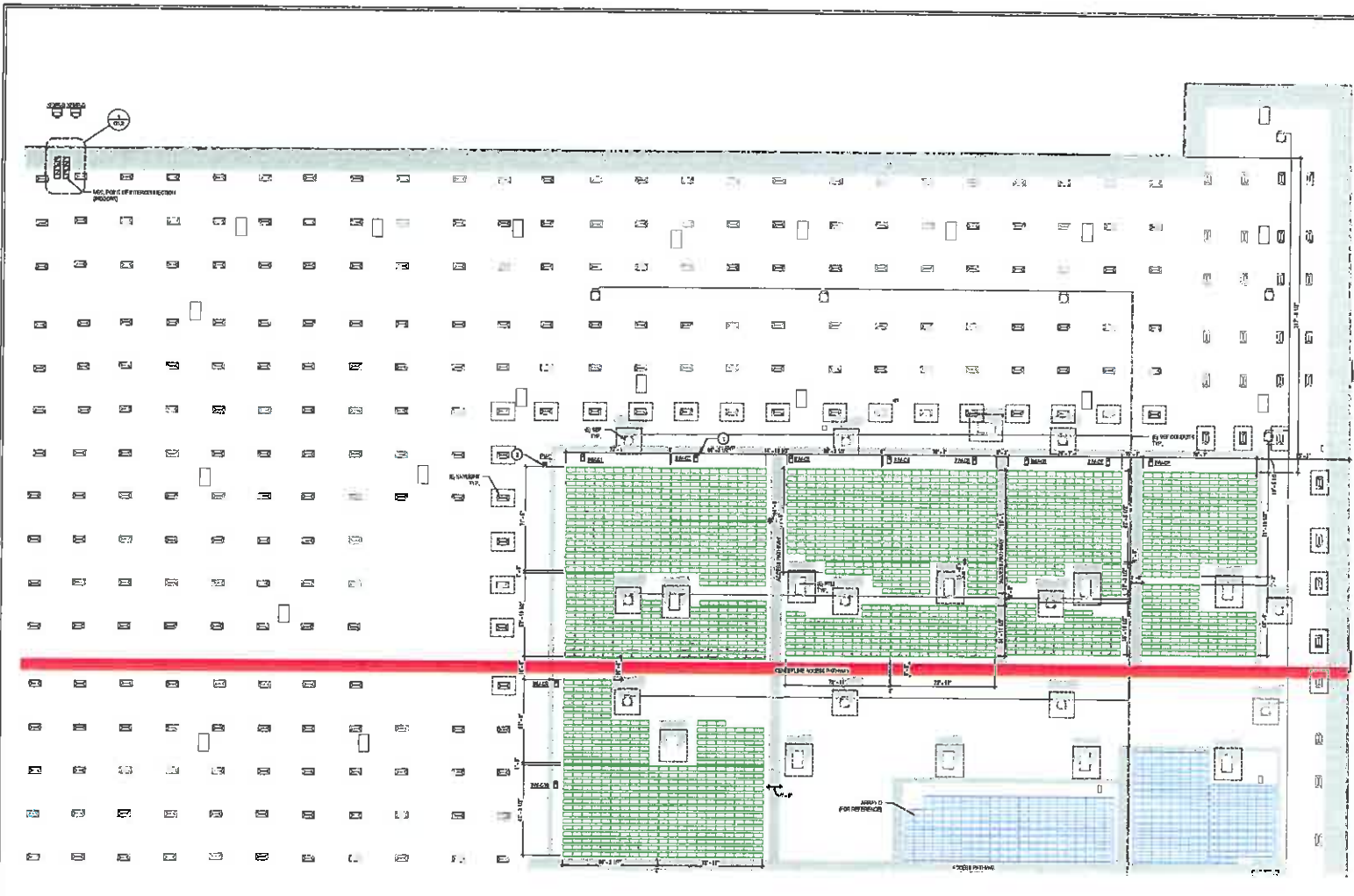
Project Address:
24208 SAN MICHELE RD.
MORENO VALLEY, CA 92551

Sheet Name:
ROOF PLAN - ARRAY B

Project No: 75-19090-00

Sheet No: G1.2

19/08/2019 10:51 AM
 19/08/2019 10:51 AM
 19/08/2019 10:51 AM
 19/08/2019 10:51 AM



ROOF PLAN - ARRAY C
SCALE: 1/8"=1'-0"

PV SYSTEM INFORMATION - ARRAY C											
ARRAY	MODULE TYPE	MODULE WATTAGE	MODULE DIMENSIONS	MODULES PER STRING	STRINGS PER INVERTER	NO. OF INVERTERS	SYSTEM NET CAPACITY	INVERTER TYPE	INVERTER DC INPUTS	INVERTER DC OUTPUTS	DC VOLTAGE
C	REC-VOLVO BHQ-VOLVO	330	3642	16	11	11	363	ELECTRICAL PHASE 1	12	18	480

SYSTEM ADDRESS: 3P
 SYSTEM ID: 3P
 INTERCONNECTOR VENDOR: ARNETTY-3P-140
 MAX SYSTEM PANEL: 60A
 CONTROLLER/INVERTER: SMA
 VENDOR: MORENO VALLEY ELECTRIC 30A



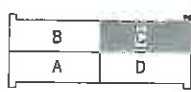
LEGEND NOTES

- SEE ALL BACKGROUND INFORMATION FOR THE PROJECT. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE.
- ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTERLINE UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTERLINE UNLESS OTHERWISE NOTED.

GENERAL NOTES

- VERIFY ALL EXISTING EQUIPMENT IS LOCATED ON THE ROOF PER THE AS-BUILT DRAWINGS.
- VERIFY ALL EXISTING EQUIPMENT IS LOCATED ON THE ROOF PER THE AS-BUILT DRAWINGS.
- VERIFY ALL EXISTING EQUIPMENT IS LOCATED ON THE ROOF PER THE AS-BUILT DRAWINGS.
- VERIFY ALL EXISTING EQUIPMENT IS LOCATED ON THE ROOF PER THE AS-BUILT DRAWINGS.

KEY PLAN



Engineer:
DLR Group
 Architecture Engineering Planning Interiors

Developer:
REC SOLAR

Client:
amazon

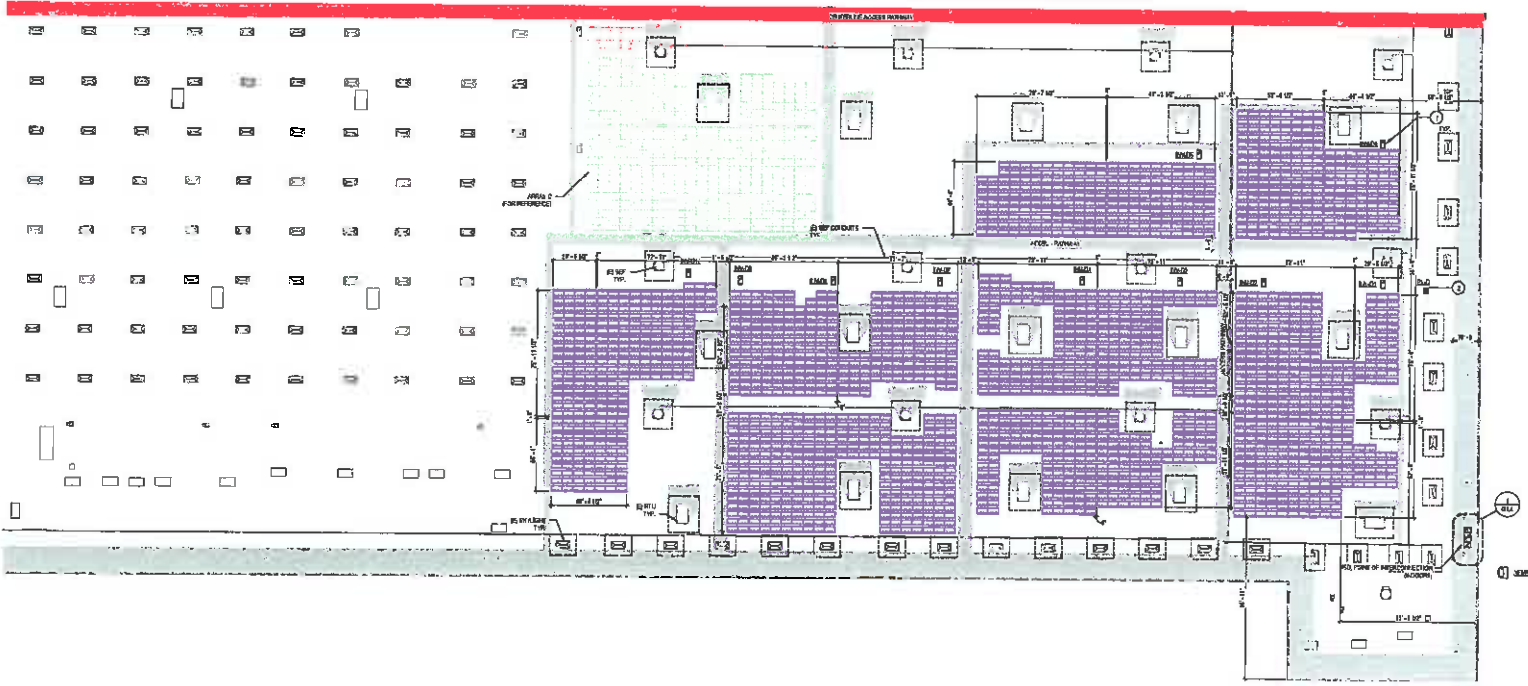
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2	REVISED FOR PERMIT	12/10/19
3	REVISED FOR PERMIT	12/10/19
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7	REVISED FOR PERMIT	12/10/19
8	REVISED FOR PERMIT	12/10/19
9	REVISED FOR PERMIT	12/10/19
10	REVISED FOR PERMIT	12/10/19

Project Name:
AMAZON - ONT8 SOLAR ARRAY

Project Address:
 2428 SAN MICHELE RD.
 MORENO VALLEY, CA 92551

Sheet Name:
ROOF PLAN - ARRAY C

Project No: 75-18959-04
 Sheet No: **G1.3**



LEGEND NOTES

YOUR HARDWARE REQUIRED TO PRE-INSTALL AND MOUNT THE SOLAR PANELS IS NOT SHOWN. THE HARDWARE IS TO BE PROVIDED BY THE INSTALLER. THE HARDWARE IS TO BE PROVIDED BY THE INSTALLER. THE HARDWARE IS TO BE PROVIDED BY THE INSTALLER. THE HARDWARE IS TO BE PROVIDED BY THE INSTALLER.

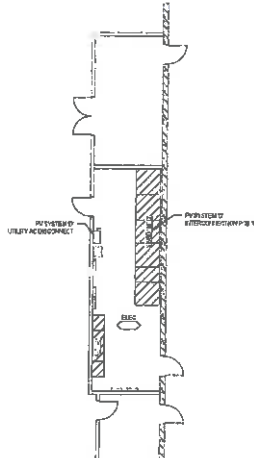
ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

Engineer:
DLR Group
 Architecture Engineering Planning Interiors
 24268 San Michele Rd, Moreno Valley, CA 92551
 (951) 251-1111

Developer:
REC Solar
 24268 San Michele Rd, Suite 100
 Moreno Valley, CA 92551

Client:
amazon
 2700 N. 1st Street
 Seattle, WA 98109

ROOF PLAN - ARRAY D
 DATE: 7-2024



ENLARGED ELECTRICAL ROOM AREA 'D'
 DATE: 10-2024

PV SYSTEM INFORMATION - ARRAY D

ARRAY	MODULES	MODULE WIDTH (INCHES)	MODULE HEIGHT (INCHES)	MODULES PER ROW	SPACES PER ROW	NO. OF ROWS	SYSTEM AREA (SQ. FT.)	INVERTER MODEL	INVERTER AND INVERTER RATIO	INVERTER QUANTITY	SYSTEMS AC INVERTER RATIO (KW)	DCR RATIO
D	REC BR40	39"	59"	8	1	14	114	PH2	1000W/1000W	14	100	1.2

SYSTEM VOLTAGE: 150V
 INVERTER VOLTAGE: 480V
 INVERTER TYPE: PH2
 INVERTER RATIO: 1000W/1000W
 UTILITY: MORENO VALLEY ELECTRIC CO. #22



GENERAL NOTES

- FIELD VERIFY ALL EXISTING EQUIPMENT LOCATION ON THE ROOF PRIOR TO LAYOUT OF ARRAY D.
- FIELD VERIFY ALL EXISTING EQUIPMENT LOCATION ON THE ROOF PRIOR TO LAYOUT OF ARRAY D.
- FIELD VERIFY ALL EXISTING EQUIPMENT LOCATION ON THE ROOF PRIOR TO LAYOUT OF ARRAY D.
- FIELD VERIFY ALL EXISTING EQUIPMENT LOCATION ON THE ROOF PRIOR TO LAYOUT OF ARRAY D.
- FIELD VERIFY ALL EXISTING EQUIPMENT LOCATION ON THE ROOF PRIOR TO LAYOUT OF ARRAY D.

KEY PLAN

Project Name:
AMAZON - ONT8 SOLAR ARRAY

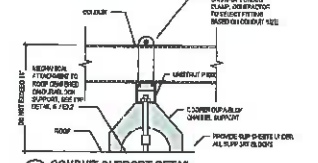
Project Address:
 24268 SAN MICHELE RD,
 MORENO VALLEY, CA 92551

Sheet Name:
ROOF PLAN - ARRAY D

Project No: 75-18009-20
 Sheet No: **G1.4**

NOTE: WHERE CONDUIT ARE ADJACENT TO THE ROOF EDGE, THE CONDUIT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.

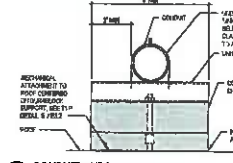
PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.



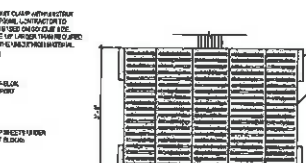
1 CONDUIT SUPPORT DETAIL
1/8\"/>

NOTE: WHERE CONDUIT ARE ADJACENT TO THE ROOF EDGE, THE CONDUIT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.

PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.



2 CONDUIT SUPPORT SECTION
1/8\"/>



ELEVATION



KEY NOTES

- CONNECT EQUIPMENT TO THE ROOF EDGE USING THE FOLLOWING METHOD: THE EQUIPMENT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- CONDUIT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.

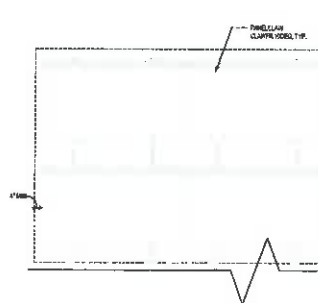
GENERAL NOTES

- INSTALL CONDUIT TO BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- CONDUIT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.

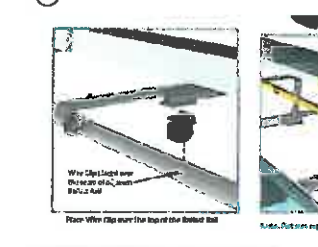


3 ROOFTOP CONDUIT PIPING CROSSOVER STAIR
1/8\"/>

4 PANEL CLAW GROUNDING ONE-LINE
1/8\"/>



5 PANEL CLAW INTER-ROW CONDUIT PLAN
1/8\"/>

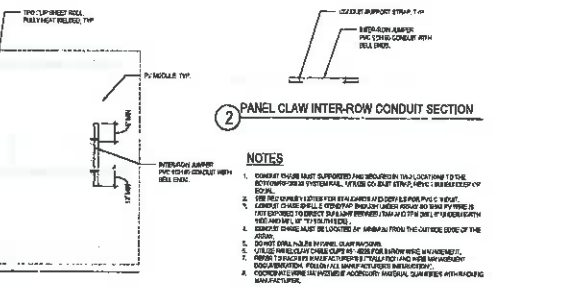


6 PANEL CLAW IN-ROW WIRE MANAGEMENT
1/8\"/>

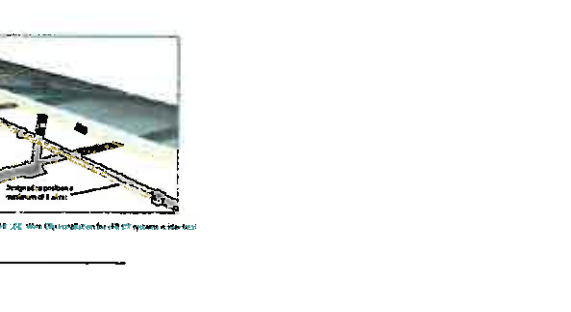


7 PANEL CLAW WIRE MANAGEMENT DETAILS
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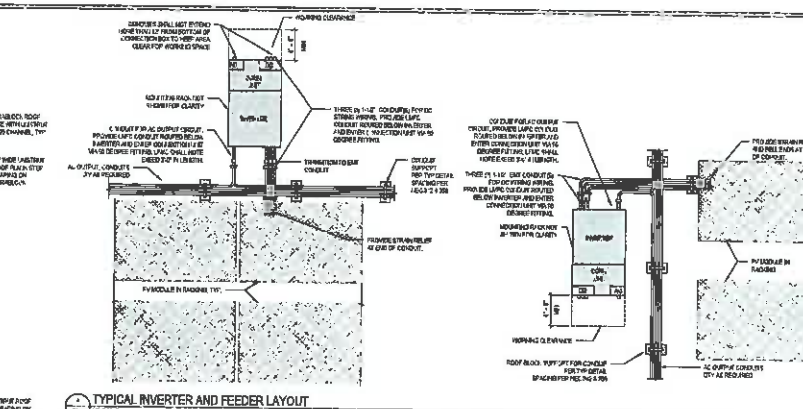
8 PANEL CLAW INTER-ROW CONDUIT SECTION
1/8\"/>



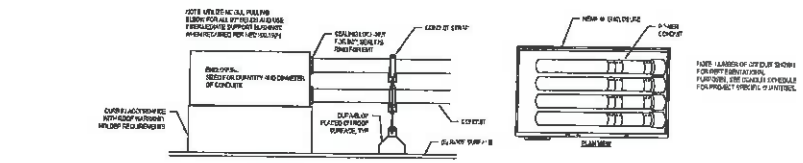
9 STRING WIRING DIAGRAM
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10 INVERTER MOUNTING
1/8\"/>



11 TYPICAL INVERTER AND FEEDER LAYOUT
1/8\"/>



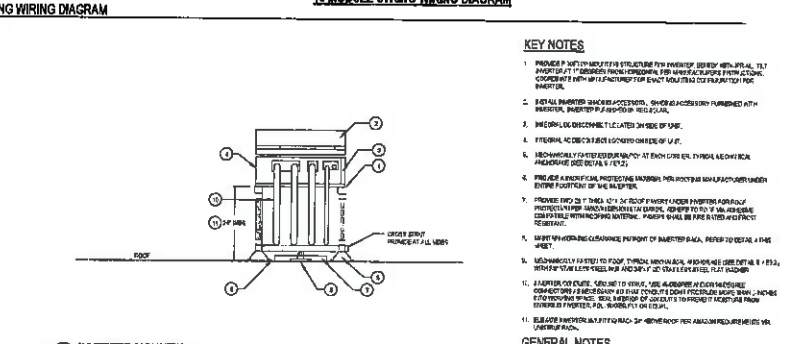
12 CONDUIT THRU ROOF-ENCLOSURE
1/8\"/>

GENERAL NOTES

- EQUIPMENT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- CONDUIT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.

KEY NOTES

- PROVIDE SPACING CONNECTION TO EACH INVERTER AND FEEDER AS SHOWN IN THE STRING WIRING DIAGRAM.
- ALL WIRING SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- PROVIDE AN ANCHOR ATTACHMENT IF THE CONDUIT IS NOT TO BE SUPPORTED FROM THE STRUCTURE. SEE SHEET 18 FOR ADDITIONAL INFORMATION.
- CONDUIT SHALL BE SUPPORTED FROM THE STRUCTURE TO AVOID THE RISK OF CONDUIT BULGING. SEE SHEET 18 FOR ADDITIONAL INFORMATION.



14 MODULE STRING WIRING DIAGRAM

Engineer:
DLR Group
Architecture Engineering Planning Interiors

Developer:
REC
24000 STREET, SUITE 100
MORANO VALLEY, CA 94551

Client:
amazon

Sheet Name:
DETAILS

Project Name:
AMAZON - ONT8 SOLAR ARRAY

Project Address:
24000 SAN MICHAEL RD,
MORANO VALLEY, CA 94551

Sheet No:
75-19908-00

Sheet No:
E3.1

DRAWING NUMBER: 75-19908-00
DATE: 11/14/2018

Scale:

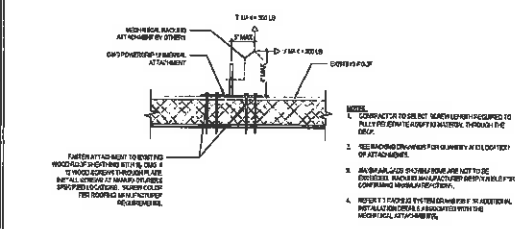
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9	REVISED PER COMMENTS	08/14/18
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18	REVISED PER COMMENTS	08/14/18
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20	REVISED PER COMMENTS	08/14/18

Project Name:
AMAZON - ONT8 SOLAR ARRAY

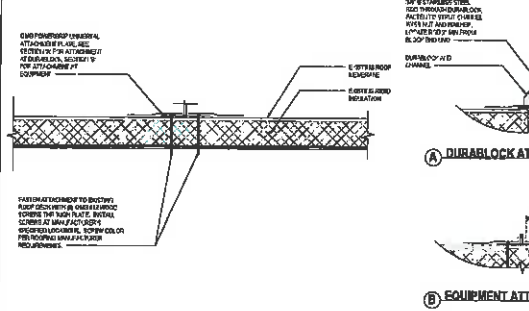
Project Address:
 24000 SAN MICHELE RD,
 MORENO VALLEY, CA 92551

Sheet Name:
DETAILS CONT.

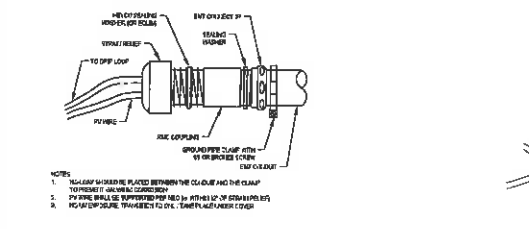
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 Sheet No: **E3.2**



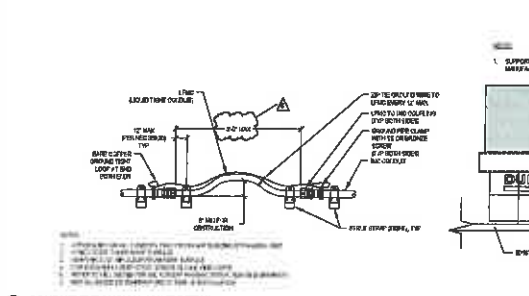
TYP RACKING ATTACHMENT TO ROOF
 1/4\"/>



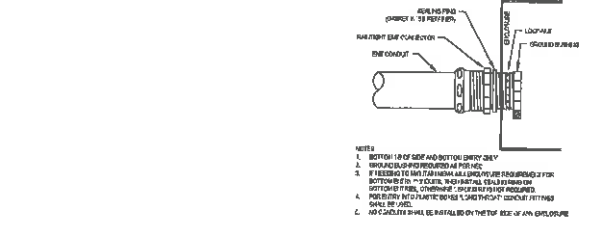
TYP MECHANICAL ATTACHMENT TO ROOF
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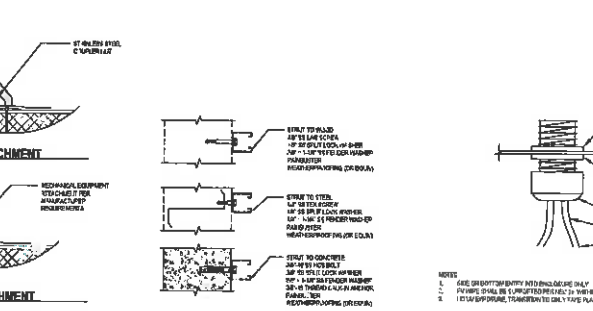
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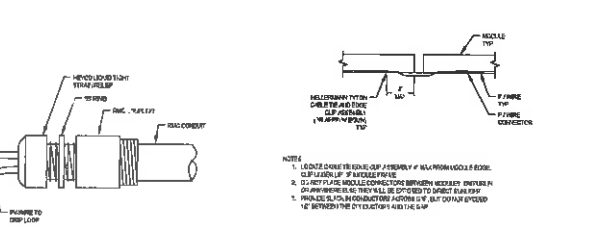
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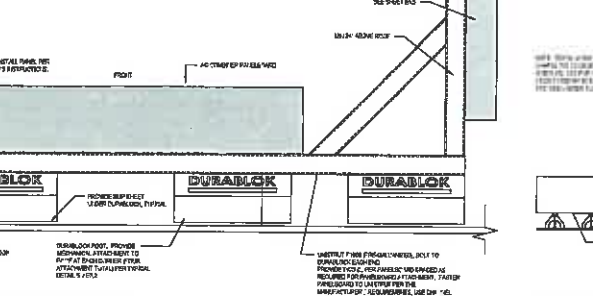
EMT INTO SIDE OR BOTTOM
 1/4\"/>



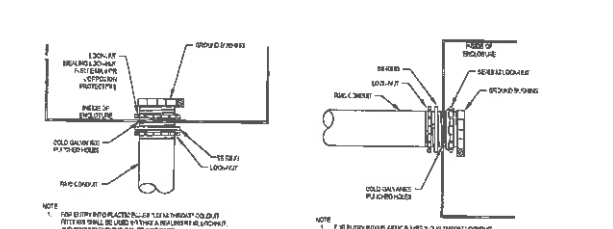
STRUT TO WALL
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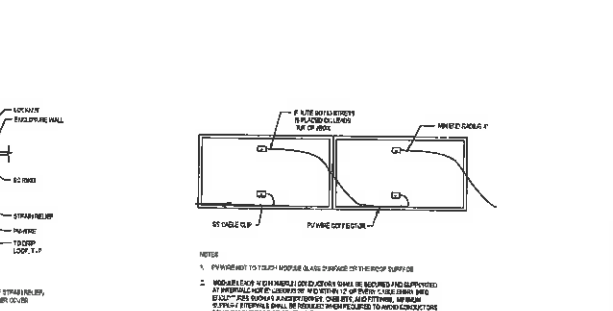
PV WIRE TO RMC
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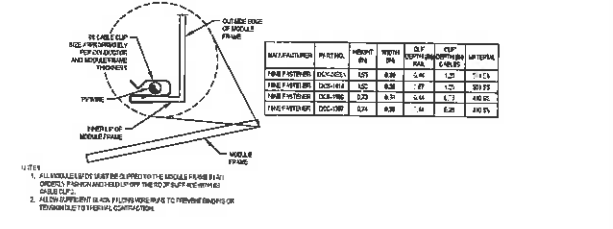
AC CONSUMER PANEL SUPPORT DETAIL
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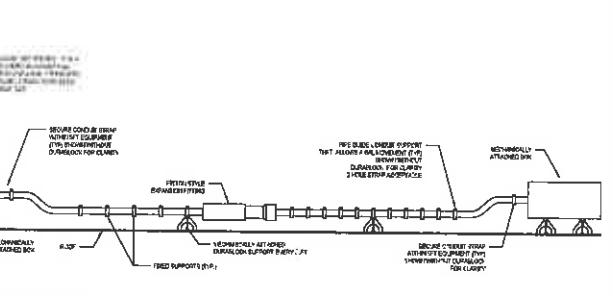
RMC INTO BOTTOM
 1/4\"/>



WIRE TO ENCLOSURE
 1/4\"/>



MODULE CABLE CLIP
 1/4\"/>



TYPICAL CONDUIT SUPPORT
 1/4\"/>

CONDUIT EXPANSION JOINT DETAIL, 9/26/18, 1/4\"/>

PV MODULE

REC TWINPEAK 25 MONO 72 SERIES

PERFORMANCE ADVANCED
100% MADE IN SINGAPORE

NOW WITH NEW WARRANTY

REGULATED MANUFACTURING IN SINGAPORE

INVERTER

YASKAWA

EXCELTA

SOLETRASOLAR

INVERTER RACK

Bentek

BENTEK INVERTER POWER RACK

Standard Features

General Product Features

Contact Bentek
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REC TWINPEAK 25 MONO 72 SERIES

REC

YASKAWA

Bentek

BENTEK INVERTER POWER RACK

The Bentek Advantage

ABOUT BENTEK

Engineer:
DLR Group
Architecture Engineering Planning Interiors

Developer:
REC

Client:
amazon

35 BROADWAY, 4TH FLOOR
MOUNTAIN VIEW, CA 94035

Site:

REV	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	01/15/19
2	ISSUED FOR PERMITTING	01/15/19
3	ISSUED FOR PERMITTING	01/15/19
4	ISSUED FOR PERMITTING	01/15/19
5	ISSUED FOR PERMITTING	01/15/19
6	ISSUED FOR PERMITTING	01/15/19
7	ISSUED FOR PERMITTING	01/15/19
8	ISSUED FOR PERMITTING	01/15/19
9	ISSUED FOR PERMITTING	01/15/19
10	ISSUED FOR PERMITTING	01/15/19

Project Name:
AMAZON - ONT6 SOLAR ARRAY

Project Address:
24500 SAN MICHELE RD,
MORENO VALLEY, CA 92551

Sheet Name:
EQUIPMENT CUT SHEETS

Project No: 75-1999-00
Sheet No: **E5.1**

AC COMBINER

MODULE RACKING

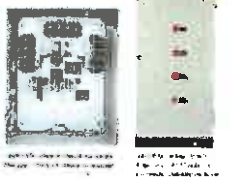
DAS

AC Combiners

COMBINE AC CURRENT FROM MULTIPLE SOLAR PANELS INTO ONE CIRCUIT FOR EASIER DISTRIBUTION AND MANAGEMENT OF POWER TO THE LOADS.

- 120V AC
- 120V AC
- 120V AC
- 120V AC

- 120V AC
- 120V AC
- 120V AC
- 120V AC



- High temperature performance
- Safety features
- High temperature performance
- Safety features

High temperature performance. Built to withstand high temperatures, Solar Bear AC combiners are designed for use in the most demanding environments.

Solar Bear AC combiners are designed for use in the most demanding environments. They are built to withstand high temperatures and are designed for use in the most demanding environments.

Polar Bear® III HD 10 Degree Flat Roof Mounting System



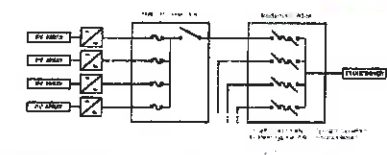
Flat roof racking that delivers cost savings and peace of mind. The new Polar Bear® III HD 10 Degree Flat Roof Mounting System is designed to provide a secure, durable, and easy-to-install mounting solution for flat roofs.

With over 1,000,000 modules installed around the world, Solar Bear® III HD is the most trusted and proven flat roof mounting system in the world.

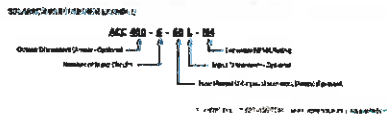


Panelclaw.com | PANELCLAW

AC Combiners



Model	Capacity	Dimensions	Weight
ACB-120-1	120V	12" x 12" x 12"	10 lbs
ACB-120-2	120V	12" x 12" x 12"	10 lbs
ACB-120-3	120V	12" x 12" x 12"	10 lbs
ACB-120-4	120V	12" x 12" x 12"	10 lbs
ACB-120-5	120V	12" x 12" x 12"	10 lbs



Polar Bear III HD 10 Degree Flat Roof Mounting System



Continued innovation. The new Polar Bear® III HD 10 Degree Flat Roof Mounting System is designed to provide a secure, durable, and easy-to-install mounting solution for flat roofs.

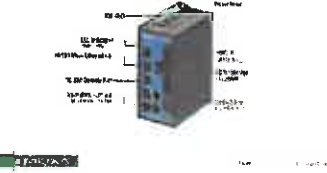
Trusted Roof Integrity. Solar Bear® III HD is designed to provide a secure, durable, and easy-to-install mounting solution for flat roofs.

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IA240/241 Series



IA240/241 Series DAS unit. This unit is designed for use in the most demanding environments. It is built to withstand high temperatures and is designed for use in the most demanding environments.



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DAS

DAS unit. This unit is designed for use in the most demanding environments. It is built to withstand high temperatures and is designed for use in the most demanding environments.

DAS unit. This unit is designed for use in the most demanding environments. It is built to withstand high temperatures and is designed for use in the most demanding environments.



Panelclaw.com | PANELCLAW

Engineer:
DLR Group
Architectural Engineering Planning Interiors

Developer:
REC
SOLAR ENERGY RESEARCH CORPORATION

Client:
amazon
JOSHUA LAKE, PHOENIX, ARIZONA

Site:
[Handwritten notes and drawings]

REV	DESCRIPTION	DATE
1	ISSUED FOR CONSTRUCTION	10/15/19
2	REVISED SET	02/20/20
3	REVISED SET	03/10/20
4	REVISED SET	03/10/20
5	REVISED SET	03/10/20
6	REVISED SET	03/10/20

Project Name:
AMAZON - ONT6
SOLAR ARRAY

Project Address:
24208 SAN MICHELE RD.
MORENO VALLEY, CA 92551

Sheet Name:
EQUIPMENT OUT SHEETS

Project No: 75-19008-00

Sheet No:
E5.2

HMMH
77 South Bedford Street
Burlington, Massachusetts 01803
781.229.0707
www.hmmh.com

MEMORANDUM

To: REC Solar - c/o Tomas Mendez, P.E.
From: Philip DeVita, HMMH
Date: November 7, 2019
Subject: Amazon Ontario ONT 6 Solar Glare Analysis-Revision 1
Reference: HMMH Job No.311130

Introduction

Harris Miller Miller & Hanson Inc. (HMMH) evaluated potential glare at nearby March Air Reserve Base sensitive observer locations from the proposed Amazon Fulfillment Center Ontario ONT 6 solar project. The proposed project would be located on the roof of the Amazon Fulfillment Center ONT6 Building just east of the March Air Reserve Base. The project will be a fixed-tilt system and is an update to a previous study dated November 4, 2016 which included the ONT6 and ONT8 PV systems. **Figure 1** shows the project location relative to the airport and its runways.



Source: Google Earth

Figure 1. Locus Map of Amazon Ontario Building ONT 6 Solar Project Relative to March Air Reserve Base

HMMH used the latest version of the GlareGauge solar glare tool, formerly known as the Solar Glare Hazard Analysis Tool (SGHAT) developed by Sandia National Laboratories to analyze potential glare at sensitive airport receptor locations and reviewed the model results relative to the Federal Aviation Administration's (FAA) Interim Policy of Solar Projects at Airports.

In deploying the model, we selected the footprint of the solar project area along with the revised ONT 6 array on the GlareGauge google map interface and input the revised project design parameters as provided by REC Solar as shown in **Table 1**.

Table 1. ONT 6 Proposed Project Design Parameter Alternatives

Solar System	System	Orientation	Tilt Angle	Panel Height (AGL) ¹
ONT 6-1 Array	Fixed-Tilt	180°	10°	42 feet
ONT 6-2 Array	Fixed-Tilt	180°	10°	42 feet

1. Denotes panel height on top of the ONT6 building.

REC Solar is proposing a fixed-tilt system with an orientation to the south at 180° and tilt angle of 10°. The project will be located on the roof of the ONT 6 building at a height of 42 feet above ground level.

To assess airport sensitive receptors, the FAA requires an evaluation of potential glare for pilots on final approach and at the air traffic control tower (ATCT). For the ATCT assessment, we used the coordinates and viewing height as provided by the Riverside County Airport Land Use Commission (ALUC). For the pilot analysis, HMMH evaluated the non-standard approach points as provided by the ALUC consistent with the previous solar glare analysis conducted for the ONT6 and ONT8 buildings dated November 4, 2016 for 36 flight paths. This analysis is an update to the previous analysis and includes a revised layout and orientation/tilt angle for Building ONT6 only for the same flight paths provided by the ALUC for comparison to the FAA ocular standards. The analysis also includes evaluation of potential glare at the ATCT for comparison to FAA ocular standards.

FAA and DOD Jurisdiction and Standards for Measuring Ocular Impact

The FAA published an Interim Policy for Solar Projects at Airports on October 23, 2013. The policy clarifies the FAA’s jurisdiction in reviewing solar projects and the standards it uses to determine if a project will result in a negative glare impact to airspace safety.

Relative to its jurisdiction, the FAA affirmed that it has jurisdiction to regulate potential glare impacts as part of its responsibilities under Federal Aviation Regulations (FAR) Part 77 to any solar project proposed on the property of a Federally-obligated airport, which includes most airports in the U.S. The FAA also clarified that it does not have jurisdiction to regulate potential glare from projects located on non-airport land. However, as stated in the Policy, “the FAA urges proponents of off-airport solar installations to voluntarily implement the provisions in this policy.” Similarly, the Department of Defense (DOD) has prepared “Procedures Memo#4: Glint/Glare Issues on or near Department of Defense Aviation Operations”² dated June 13, 2014. The memorandum outlines the use of the FAA’s interim procedures as discussed in the Federal Register including the use of SGHAT to evaluate acceptable glint and glare impacts at DOD airports.

The Policy also describes the standards for measuring ocular impact:

To obtain FAA approval and a “no objection” to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards: (1) no potential for glint or glare in the existing or planned Air Traffic Control Tower cab, and (2) no potential for glare or “low potential for after-image” (shown in green) along the final approach path.

Table 2 presents the airport sensitive receptors that must be evaluated, the potential results presented by the model and whether the result complies with the FAA ocular hazard standard presented in the Policy.

¹ http://www.acq.osd.mil/dodsc/library/Procedures_Memo_4_Glint%20Glare%20Issues%20on%20or%20near%20DoD%20Aviation%20Operations.pdf

Table 2. Levels of Glare and Compliance with FAA Policy

Airport Sensitive Receptor	Level of Glare	Color Result	Compliance with FAA Policy
ATCT Cab	No glare	None	Yes
	Low Potential for After-Image	Green	No
	Potential for After-Image	Yellow	No
	Potential for Permanent Eye Damage	Red	No
Aircraft along final approach path	No glare	None	Yes
	Low Potential for After-Image	Green	Yes
	Potential for After-Image	Yellow	No
	Potential for Permanent Eye Damage	Red	No



Any glare recorded on the ATCT is not compliant with FAA policy and will not receive a “no objection” determination from the FAA. Measurement of *low potential for after-image* or “Green” is acceptable for aircraft on final approach but greater levels (indicated in yellow and red) are not allowed.

Summary of Results – Approach Flight Paths and ATCT as Provided by the ALUC

At the request of REC Solar, HMMH analyzed the potential for the ONT6 PV site to produce glare at the ATCT and to pilots at selected observation locations associated with non- standard approach and other flight patterns specific to the airbase as provided by the ALUC. The analysis was conducted consistent with the November 2016 report and was updated to reflect the revised ONT6 layout and design at the same observation locations along with the ATCT. Based on the design and layout, GlareGauge modeling showed:

- **Runway 12/30 GA Rectangular:** No glare or green glare detected at all observation points as supplied by ALUC and REC Solar for the various flight patterns affiliated with each runway. Proposed design meets the FAA Standard for aircraft on final approach.
- **Runway 14/32 GA Rectangular:** No glare or green glare detected at all observation points as supplied by ALUC and REC Solar for the various flight patterns affiliated with each runway. Proposed design meets the FAA Standard for aircraft on final approach.
- **Runway 14/32/KC-135 Rectangular Analysis:** No glare or green glare detected at all observation points as supplied by ALUC and REC Solar for the various flight patterns affiliated with each runway. Proposed design meets the FAA Standard.
- **RWY 14/32 Overhead Analysis:** No glare or green glare detected at all observation points as supplied by ALUC and REC Solar for the various flight patterns affiliated with each runway. Proposed design meets the FAA Standard.
- **ATCT:** No glare detected, proposed design meets the FAA Standard for ATCT.

Results in Detail

To accurately model the proposed project, HMMH outlined the ONT6 project array’s on the model’s interactive google map, and the GlareGauge tool analyzed the potential glare impact from the project site. **Figure 2** shows the layout of the revised project while **Figure 3** shows the layout of the project area as input into the model.

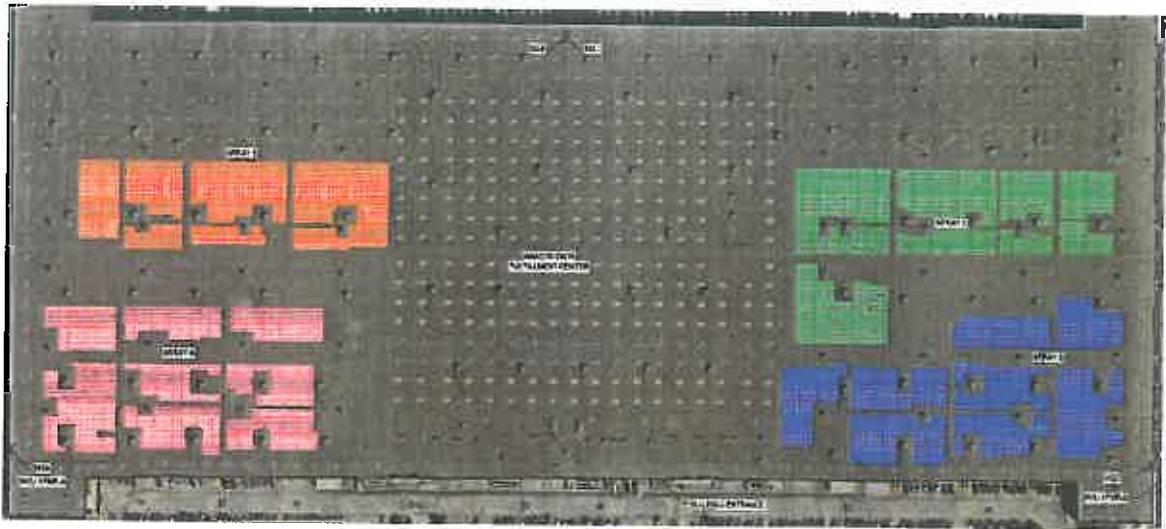


Figure 2. ONT 6 Revised Array Layout

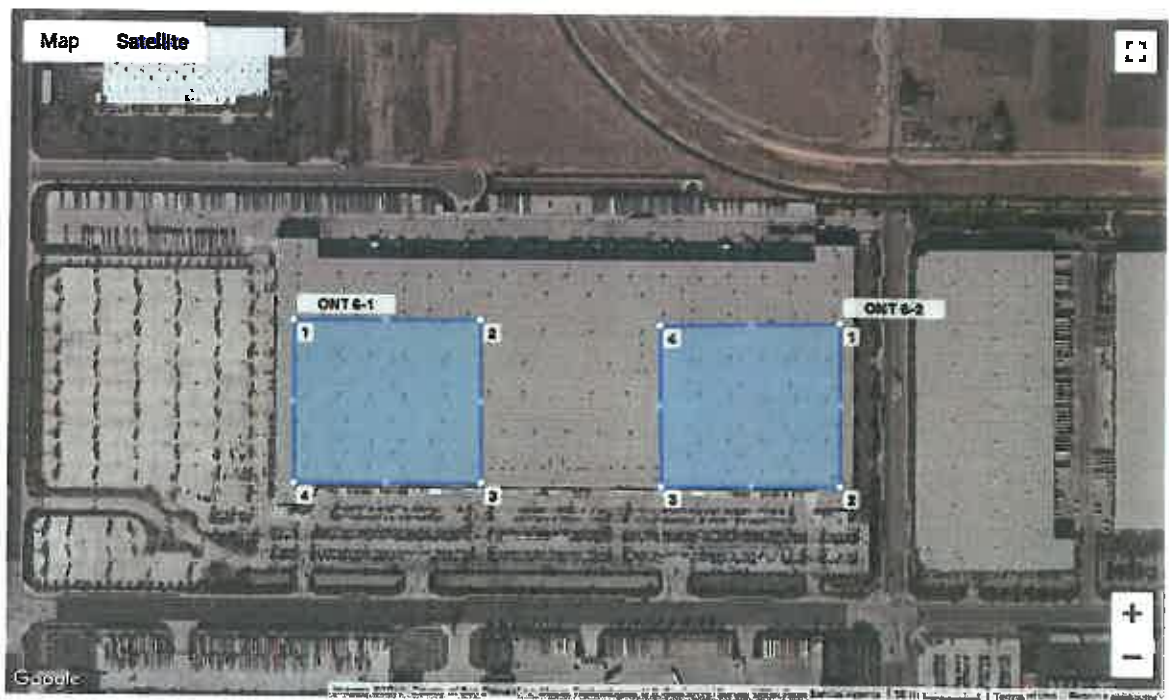


Figure 3. ONT 6 Array as Input into the GlareGauge Model

We input the specifications of the array's including a fixed-tilt system with an orientation of 180° , a tilt angle of 10° and a panel height of 42 feet above ground level (i.e. on roof of the building). We also assumed the default smooth panel surface without any anti-reflective coating to provide maximum flexibility in module selection. This is a conservative assumption as the 2016 analysis included anti reflective coating in the analysis. Modeling was then undertaken for the applicable sensitive receptors as supplied by the ALUC consistent with the November 2016 report. For each flight path receptor, the same direction, glide slope, threshold heights were used consistent with the 2016 report. In the model's flight path window, we checked the "consider pilot visibility from cockpit" box and kept the same 180° pilot viewing angle (for note, current

model default azimuth-viewing angle is 50°) so that the model would not register glare that the pilot would not see from behind the aircraft. We also kept the default downward viewing angle of 30° to eliminate false glare results from below the aircraft.

Modeling was also conducted for the ATCT location as provided by the ALUC and input into the model. **Figure 4** shows the location of the ATCT as input into GlareGauge. The cab eye-level height is 118 feet above ground level (agl). The GlareGauge results, summarized in **Table 3**, show that no glare was detected at the ATCT from the arrays located on the ONT 6 building and is compatible with the FAA Standards.



Figure 4. ATCT location as input into GlareGauge

Table 3 – GlareGauge Results (in minutes per year) for the Revised ONT 6 Project near March Air Reserve at the ATCT

Site	Fixed/Tracker System	(orientation/tilt)	ATCT	Comply with FAA Thresholds
ONT 6-1	Fixed-Tilt	180°/10°	0	Yes
ONT 6-2	Fixed-Tilt	180°/10°	0	Yes

Notes:

- G (Green)** = Low Potential for Temporary After-Image
- Y (Yellow)** = Potential for Temporary After-Image
- R (Red)** = Potential for Permanent Eye-Damage

The latest version of the model shows component results in time for the aircraft along a continuous route. **Table 4** presents the GlareGauge modeling results for each runway/pattern in terms of predicted minutes of green, yellow, or red glare for both combined array impacts.

As shown in **Table 4**, no glare or green glare was detected by the model for any of the runway/pattern locations for the fixed-tilt systems. The no glare or low potential for after image(i.e. green) result on aircraft to each runway/pattern comply with the FAA's ocular impact standard as published in the Federal Register on October 23, 2013 and shown in **Table 2** for aircraft along final approach path. It should be noted, there were locations not modeled in the analysis where there were no potential for glare (denoted in the table as NP) as the arrays would be beyond the 180 degree pilot line of site as noted in the November 2016 analysis.

Table 4 – GlareGauge Results (in minutes per year) for the Revised ONT 6 Project near March Air Reserve

Runway 12/30 GA Rectangular Analysis

Runway / Pattern	Elevation/Change	Coordinates	Green Glare (min)	Yellow Glare (min)	Red Glare (min)	Comply with FAA Thresholds
RWY 12 Upwind	1500 MSL to 2800 MSL	N 33° 53' 03.55" W 117° 15' 12.73" to N 33° 52' 33.85" W 117° 14' 37.00"	NP	NP	NP	Yes
RWY 30 Final	2800 MSL to 1500' MSL (1300' change; 30.5% slope)	N 33° 52' 33.85" W 117° 14' 37.00" to N 33° 53' 03.55" W 117° 15' 12.73"	1.78	0	0	Yes
RWY 30 Base	2800' MSL (level; 0% slope)	N 33° 52' 50.93" W 117° 13' 46.08" to N 33° 52' 33.89" W 117° 14' 06.43"	0.25	0	0	Yes
RWY 12 Crosswind	2800' MSL (level; 0% slope)	N 33° 52' 33.89" W 117° 14' 06.43" to N 33° 52' 60.93" W 117° 13' 46.08"	NP	NP	NP	Yes
RWY 12 Downwind	2800 MSL (level; 0% slope)	N 33° 53' 16.43" W 117° 13' 46.14" to N 33° 54' 37.20" W 117° 15' 23.29"	NP	NP	NP	Yes
RWY 30 Downwind	2800 MSL (level; 0% slope)	N 33° 54' 37.20" W 117° 15' 23.29" to N 33° 53' 16.43" W 117° 13' 46.14"	0	0	0	Yes
RWY 12 Base	2800 MSL (level; 0% slope)	N 33° 54' 37.16" W 117° 15' 53.88" to N 33° 54' 20.13" W 117° 16' 14.24"	0	0	0	Yes
RWY 30 Crosswind	2800 MSL (level; 0% slope)	N 33° 54' 20.13" W 117° 16' 14.24" to N 33° 54' 37.16" W 117° 15' 53.58"	NP	NP	NP	Yes
RWY 12 Final	2800' MSL to 1500' MSL (1300' change; 30.5% slope)	N 33° 53' 54.63" W 117° 16' 14.19" to N 33° 53' 24.93" W 117° 15' 38.45"	0	0	0	Yes
RWY 30 Upwind	1500' MSL to 2800' MSL	N 33° 53' 24.93" W 117° 15' 38.45" to N 33° 53' 54.63" W 117° 16' 14.19"	NP	NP	NP	Yes



Table 4 – GlareGauge Results (in minutes per year) for the Revised ONT 6 Project near March Air Reserve (cont.)

Runway 14/32 GA Rectangular Analysis

Runway / Pattern	Elevation/Change	Coordinates	Green Glare (min)	Yellow Glare (min)	Red Glare (min)	Comply with FAA Thresholds
RWY 14 Final	3000' MSL to 1500' MSL (1500' change; 35.2% slope)	N 33° 54' 23.35" W 117° 16' 40.02" to N 33° 53' 47.15" W 117° 16' 14.29"	0	0	0	Yes
RWY 32 Upwind	1500' MSL to 3000' MSL (1500' change; 35.2% slope)	N 33° 53' 47.15" W 117° 16' 14.29" to N 33° 54' 23.35" W 117° 16' 40.02"	NP	NP	NP	
RWY 14 Base	3000' MSL (level; 0% slope)	N 33° 54' 17.40" W 117° 17' 34.45" to N 33° 54' 29.67" W 117° 17' 09.66"	0	0	0	Yes
RWY 32 Crosswind	3000' MSL (level; 0% slope)	N 33° 54' 29.67" W 117° 17' 09.66" to N 33° 54' 17.40" W 117° 17' 34.45"	0	0	0	Yes
RWY 32 Downwind	3000 MSL (level; 0% slope)	N 33° 53' 52.70" W 117° 17' 42.04" to N 33° 50' 47.12" W 117° 15' 30.04"	P1 0 P2 3937	P1 0 P2 0	P1 0 P2 0	Yes
RWY 14 Downwind	3000 MSL (level; 0% slope)	N 33° 50' 47.12" W 117° 15' 30.04" to N 33° 53' 52.70" W 117° 17' 42.04"	P1 363 P2 3126	P1 0 P2 0	P1 0 P2 0	Yes
RWY 32 Base	3000 MSL (level; 0% slope)	N 33° 50' 40.81" W 117° 15' 00.43" to N 33° 50' 53.08" W 117° 14' 35.65"	0	0	0	Yes
RWY 14 Crosswind	3000 MSL (level; 0% slope)	N 33° 50' 53.08" W 117° 14' 35.65" to N 33° 50' 40.81" W 117° 15' 00.43"	NP	NP	NP	
RWY 32 Final	3000' MSL to 1500' MSL (1300' change; 35.2%)	N 33° 51' 17.79" W 117° 14' 28.09" to N 33° 51' 53.98" W 117° 14' 53.81"	0	0	0	Yes
RWY 14 Upwind	1500' MSL to 3000' MSL (1500' change; 35.2% slope)	N 33° 51' 53.98" W 117° 14' 53.81" to N 33° 51' 17.79" W 117° 14' 28.09"	NP	NP	NP	



Table 4 – GlareGauge Results (in minutes per year) for the Revised ONT 6 Project near March Air Reserve (cont.)

Runway 14/32 C-17/KC-135 Rectangular Analysis

Runway / Pattern	Elevation/Change	Coordinates	Green Glare (min)	Yellow Glare (min)	Red Glare (min)	Comply with FAA Thresholds
RWY 14 Final	3000' MSL to 1500' MSL (1500' change; 35.2% slope)	N 33° 55' 30.56" W 117° 17' 27.82" to N 33° 53' 47.15" W 117° 16' 14.29"	0	0	0	Yes
RWY 32 Upwind	1500' MSL to 3000' MSL (1500' change; 35.2% slope)	N 33° 53' 47.15" W 117° 16' 14.29" to N 33° 55' 30.56" W 117° 17' 27.82"	NP	NP	NP	
RWY 14 Base	3000' MSL (level; 0% slope)	N 33° 55' 20.62" W 117° 19' 30.17" to N 33° 55' 52.48" W 117° 18' 32.45"	0	0	0	Yes
RWY 32 Crosswind	3000' MSL (level; 0% slope)	N 33° 55' 52.48" W 117° 18' 32.45" to N 33° 55' 20.62" W 117° 19' 30.17"	0	0	0	Yes
RWY 32 Downwind	3000 MSL (level; 0% slope)	N 33° 54' 29.27" W 117° 19' 31.90" to N 33° 49' 09.21" W 117° 15' 44.17"	P1 0 P2 1629 P3 558	P1 0 P2 0 P3 0	P1 0 P2 0 P3 0	Yes
RWY 14 Downwind	3000 MSL (level; 0% slope)	N 33° 49' 09.21" W 117° 15' 44.17" to N 33° 54' 29.27" W 117° 19' 31.90"	P1 1687 P2 0 P3 0	P1 0 P2 0 P3 0	P1 0 P2 0 P3 0	Yes
RWY 32 Base	3000 MSL (level; 0% slope)	N 33° 48' 47.33" W 117° 14' 39.66" to N 33° 49' 19.06" W 117° 13' 42.12"	0	0	0	Yes
RWY 14 Crosswind	3000 MSL (level; 0% slope)	N 33° 49' 19.06" W 117° 13' 42.12" to N 33° 48' 47.33" W 117° 14' 39.66"	NP	NP	NP	
RWY 32 Final	3000' MSL to 1500' MSL (1300' change; 35.2%)	N 33° 50' 10.57" W 117° 13' 40.33" to N 33° 51' 53.98" W 117° 14' 53.81"	0	0	0	Yes
RWY 14 Upwind	1500' MSL to 3000' MSL (1500' change; 35.2% slope)	N 33° 51' 53.98" W 117° 14' 53.81" to N 33° 50' 10.57" W 117° 13' 40.33"	NP	NP	NP	



Table 4 – GlareGauge Results (in minutes per year) for the Revised ONT 6 Project near March Air Reserve (cont.)

Overhead Analysis

Runway / Pattern	Elevation/Change	Coordinates	Green Glare (min)	Yellow Glare (min)	Red Glare (min)	Comply with FAA Thresholds
RWY 14 Initial	3500' MSL (level; 0% slope)	N 33° 58' 04.93" W 117° 19' 19.66" to N 33° 52' 50.54" W 117° 15' 34.03"	P1 0 P2 0 P3 2104	P1 0 P2 0 P3 0	P1 0 P2 0 P3 0	Yes
RWY 14 Downwind	3500' MSL (level; 0% slope)	N 33° 51' 48.83" W 117° 17' 37.71" to N 33° 54' 29.27" W 117° 19' 31.90"	NP	NP	NP	
RWY 14 Final	3500' MSL to 1500' MSL (2000' change; 16.5% slope)	N 33° 55' 30.56" W 117° 17' 27.82" to N 33° 53' 47.15" W 117° 16' 14.29"	0	0	0	Yes
RWY 32 Initial	3500' MSL (level; 0% slope)	N 33° 47' 36.15" W 117° 11' 48.76" to N 33° 52' 50.54" W 117° 15' 34.03"	P1 0 P2 0 P3 1628	P1 0 P2 0 P3 0	P1 0 P2 0 P3 0	Yes
RWY 32 Downwind	3500' MSL (level; 0% slope)	N 33° 51' 48.83" W 117° 17' 37.71" to N 33° 49' 09.21" W 117° 15' 44.17"	P1 0 P2 2334	P1 0 P2 0	P1 0 P2 0	Yes
RWY 32 Final	3500' MSL to 1500' MSL (2000' change; 16.5% slope)	N 33° 50' 10.57" W 117° 13' 40.33" to N 33° 51' 53.98" W 117° 14' 53.81"	0	0	0	Yes

Notes:

G (Green) = Low Potential for Temporary After-Image

Y (Yellow) = Potential for Temporary After-Image

R (Red) = Potential for Permanent Eye-Damage

NP = Zero potential for glare, downwind (parallel) leg, the project area and arrays would be beyond the 180 deg pilot line of site, no analysis conducted consistent with November 2016 report.

Conclusions

HMMH utilized the GlareGauge model developed by the Department of Energy's Sandia National Laboratories to evaluate potential glare from the revised project design for ONT 6 fixed-tilt PV arrays located east of the March Air Reserve Base. The analysis focused on potential glare effects at the ATCT and on aircraft flight paths for RWY 12/30 GA Rectangular, RWY 14/32 C-17/KC-135 Rectangular, RWY 14/32 GA Rectangular, and Overhead as provided by the ALUC consistent with the November 2016 report.

While the project is not located on airport property and therefore not subject to FAA jurisdiction under Federal Aviation Regulations Part 77 to protect airspace safety; the proponents have sought to voluntarily comply with FAA ocular hazard standards published in the FAA's Interim Solar Policy in the Federal Register on of October 23, 2013 subsequently adopted by the DoD in 2014.

GlareGauge model results were compared to the FAA's ocular hazard standard. The model results provided in **Attachment A** show that for aircraft flight paths evaluated, GlareGauge model results for the revised project design at ONT6 result in no glare or low potential for after image (i.e. green) detected at all observer locations. In addition, the results show that no glare is detected at the ATCT. Therefore, based on our understanding of flight patterns at the airbase as input into the model, these results *comply* with the FAA standards described in the Interim Solar Policy for both pilots and at the ATCT. It should be noted, there were locations not modeled in the analysis where there were no potential for glare as the arrays would be beyond the 180 degree pilot line of site as noted in the November 2016 analysis.



Attachment A

GlareGauge Modeling Results –ONT6 GlareGauge Output Fixed-Tilt





FORGESOLAR GLARE ANALYSIS

Project: **RecSolar**

Near March Air Reserve

Site configuration: **RecSolar 1-6**

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 20:30 on 25 Oct, 2019.

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
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

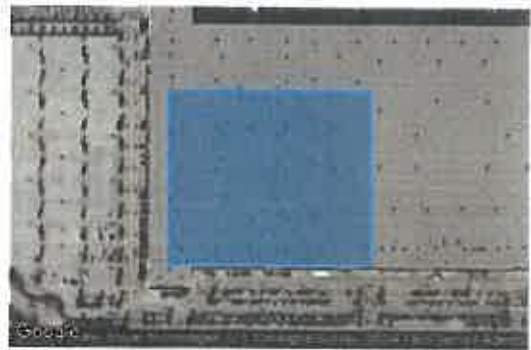
Analysis Parameters

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: 32298.5914



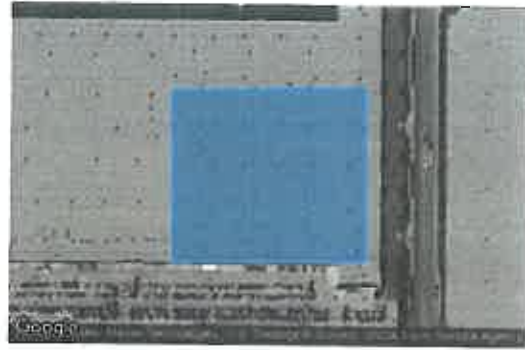
PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT 6-2
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Flight Path Receptor(s)

Name: GA REC R12 Base
Description:
Threshold height: 1250 ft
Direction: 224.9°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905607	-117.270656	1552.08	1250.06	2802.14
Two-mile	33.926084	-117.246033	1604.08	1198.06	2802.14

Name: GA Rec R12 Final

Description:

Threshold height: 0 ft

Direction: 134.8°

Glide slope: 30.5°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890316	-117.260706	1523.07	0.00	1523.07
Two-mile	33.910703	-117.285433	1542.02	6201.70	7743.72

Name: GA REC R14 Final

Description:

Threshold height: 0 ft

Direction: 149.5°

Glide slope: 35.2°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896491	-117.270704	1537.08	0.00	1537.08
Two-mile	33.921409	-117.288393	1524.07	7462.65	8986.73

Name: GA REC R30 Base

Description:

Threshold height: 1300 ft

Direction: 224.7°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876107	-117.235215	1471.07	1300.06	2771.14
Two-mile	33.896661	-117.210695	1512.07	1259.06	2771.14

Name: GA REC R30 Downwind

Description:

Threshold height: 1300 ft

Direction: 136.3°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.887942	-117.229501	1501.07	1300.06	2801.14
Two-mile	33.908848	-117.253588	1548.08	1253.06	2801.14

Name: GA Rec R30 Final

Description:

Threshold height: 0 ft

Direction: 315.3°

Glide slope: 30.5°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884414	-117.253582	1506.07	0.00	1506.07
Two-mile	33.863877	-117.229039	1468.07	6258.64	7726.72

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
ONT 6-1	10.0	180.0	443	0	-
ONT 6-2	10.0	180.0	3,178	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
GA REC R12 Base	0	0
GA Rec R12 Final	0	0
GA REC R14 Final	0	0
GA REC R30 Base	443	0
GA REC R30 Downwind	0	0
GA Rec R30 Final	3178	0

Results for: ONT 6-1

Receptor	Green Glare (min)	Yellow Glare (min)
GA REC R12 Base	0	0
GA Rec R12 Final	0	0
GA REC R14 Final	0	0
GA REC R30 Base	443	0
GA REC R30 Downwind	0	0
GA Rec R30 Final	0	0

Flight Path: GA REC R12 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA Rec R12 Final

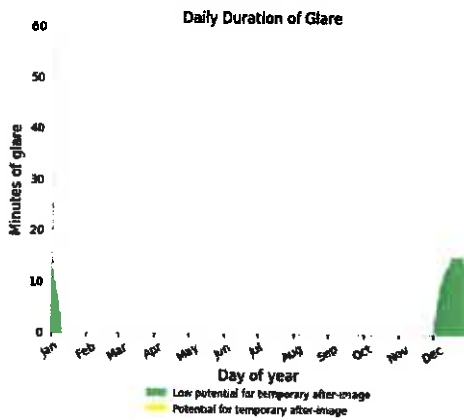
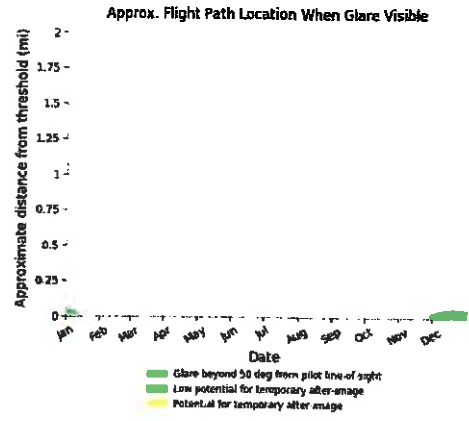
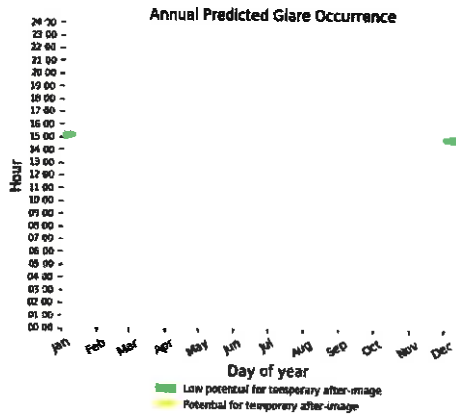
0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA REC R14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA REC R30 Base

0 minutes of yellow glare
443 minutes of green glare



Flight Path: GA REC R30 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA Rec R30 Final

0 minutes of yellow glare
 0 minutes of green glare

Results for: ONT 6-2

Receptor	Green Glare (min)	Yellow Glare (min)
GA REC R12 Base	0	0
GA Rec R12 Final	0	0
GA REC R14 Final	0	0
GA REC R30 Base	0	0
GA REC R30 Downwind	0	0

Receptor

GA Rec R30 Final

Green Glare (min)

3178

Yellow Glare (min)

0

Flight Path: GA REC R12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rec R12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA REC R14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA REC R30 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA REC R30 Downwind

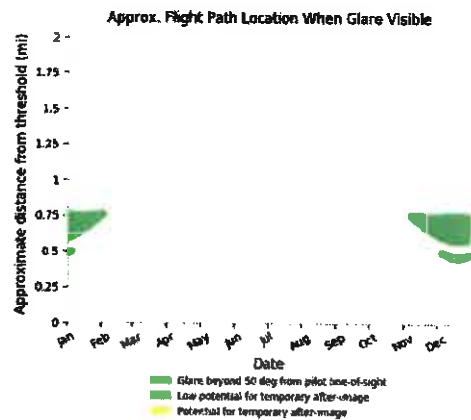
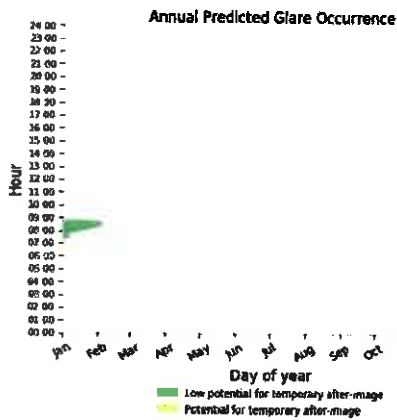
0 minutes of yellow glare

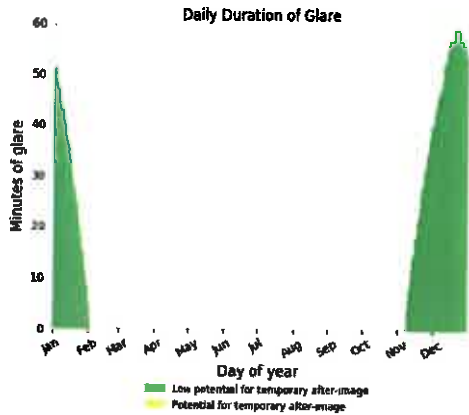
0 minutes of green glare

Flight Path: GA Rec R30 Final

0 minutes of yellow glare

3178 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 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.



FORGESOLAR GLARE ANALYSIS

Project: RecSolar

Near March Air Reserve

Site configuration: RecSolar 7-12

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 20:33 on 25 Oct, 2019.

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
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

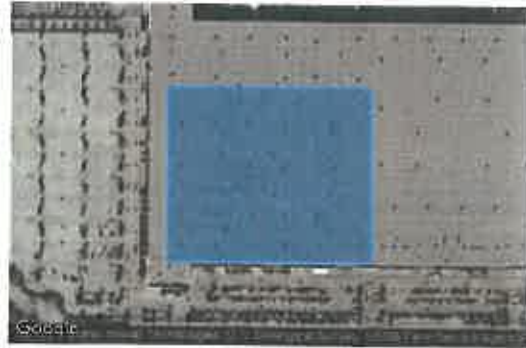
Analysis Parameters

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: 32303.5914



PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT 6-2

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 180.0°

Rated power: -

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Flight Path Receptor(s)

Name: GA REC 32 Downwind P1

Description:

Threshold height: 1400 ft

Direction: 150.0°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.873000	-117.277272	1583.08	1400.07	2983.15
Two-mile	33.898051	-117.294678	1655.08	1328.06	2983.15

Name: GA REC R14 Base

Description:

Threshold height: 1500 ft

Direction: 58.1°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908267	-117.286060	1567.08	1500.07	3067.15
Two-mile	33.892993	-117.315674	1749.09	1318.06	3067.15

Name: GA REC R14 Downwind P1

Description:

Threshold height: 1400 ft

Direction: 328.9°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.897942	-117.295108	1659.08	1400.07	3059.15
Two-mile	33.873180	-117.277105	1581.08	1478.07	3059.15

Name: GA REC R32 Base

Description:

Threshold height: 1500 ft

Direction: 58.5°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848230	-117.243280	1480.07	1500.07	2980.15
Two-mile	33.833115	-117.272991	1664.08	1316.06	2980.15

Name: GA REC R32 Crosswind

Description:

Threshold height: 1400 ft

Direction: 238.8°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.904846	-117.292929	1623.08	1400.07	3023.15
Two-mile	33.919811	-117.263087	1574.08	1449.07	3023.15

Name: GA REC R32 Final

Description:

Threshold height: 0 ft

Direction: 329.3°

Glide slope: 35.2°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.865034	-117.248416	1493.07	0.00	1493.07
Two-mile	33.840171	-117.230624	1458.07	7484.65	8942.72

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
ONT 6-1	10.0	180.0	1,201	0	-
ONT 6-2	10.0	180.0	1,011	0	-

Total annual glare received by each receptor

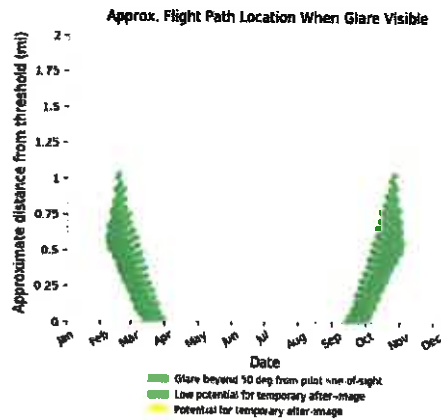
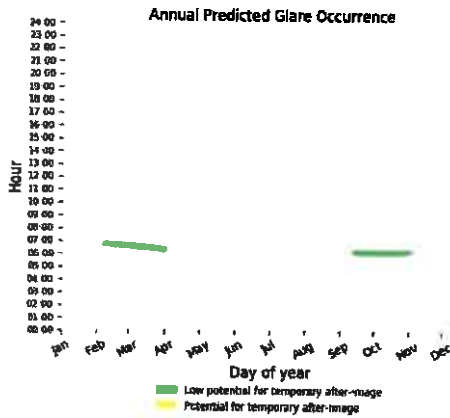
Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
GA REC 32 Downwind P1	1051	0
GA REC R14 Base	0	0
GA REC R14 Downwind P1	1161	0
GA REC R32 Base	0	0
GA REC R32 Crosswind	0	0
GA REC R32 Final	0	0

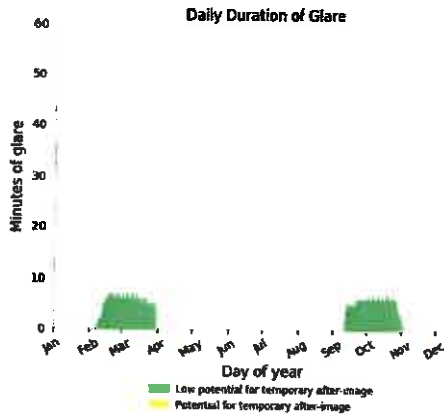
Results for: ONT 6-1

Receptor	Green Glare (min)	Yellow Glare (min)
GA REC 32 Downwind P1	570	0
GA REC R14 Base	0	0
GA REC R14 Downwind P1	631	0
GA REC R32 Base	0	0
GA REC R32 Crosswind	0	0
GA REC R32 Final	0	0

Flight Path: GA REC 32 Downwind P1

0 minutes of yellow glare
570 minutes of green glare



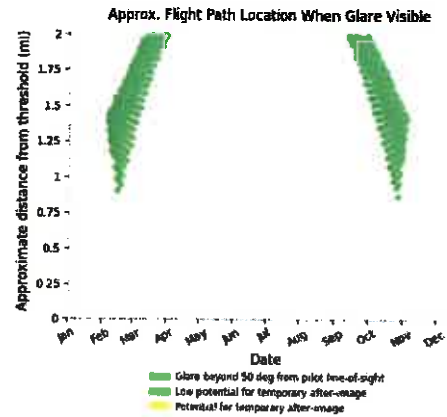
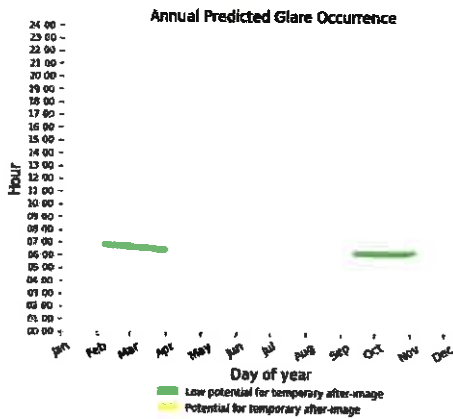


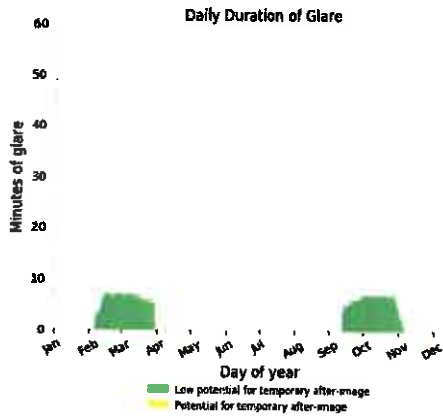
Flight Path: GA REC R14 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA REC R14 Downwind P1

0 minutes of yellow glare
 631 minutes of green glare





Flight Path: GA REC R32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA REC R32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA REC R32 Final

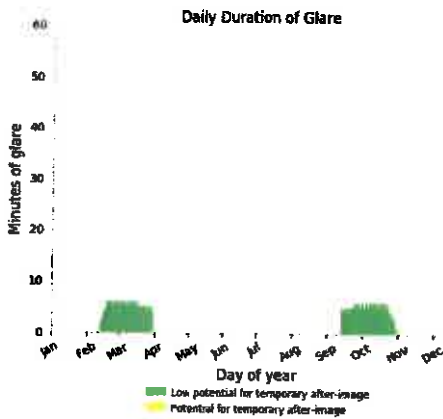
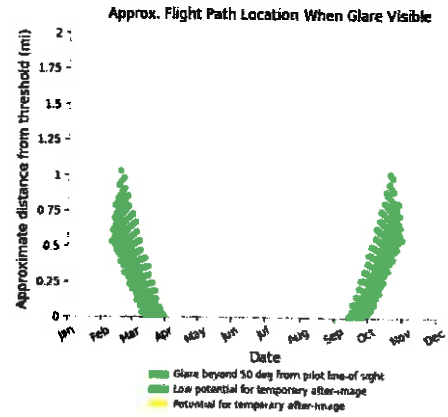
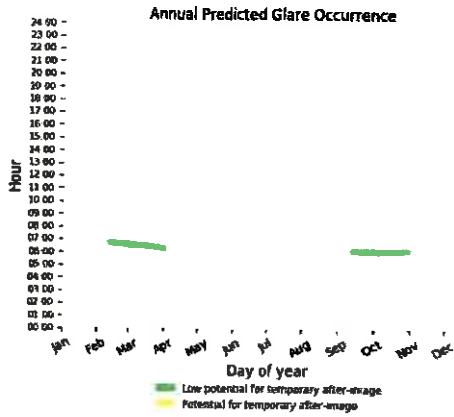
0 minutes of yellow glare
 0 minutes of green glare

Results for: ONT 6-2

Receptor	Green Glare (min)	Yellow Glare (min)
GA REC 32 Downwind P1	481	0
GA REC R14 Base	0	0
GA REC R14 Downwind P1	530	0
GA REC R32 Base	0	0
GA REC R32 Crosswind	0	0
GA REC R32 Final	0	0

Flight Path: GA REC 32 Downwind P1

0 minutes of yellow glare
 481 minutes of green glare



Flight Path: GA REC R14 Base

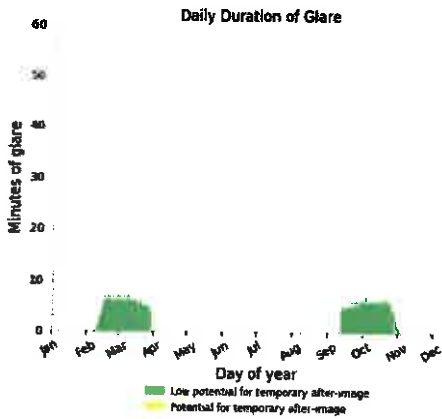
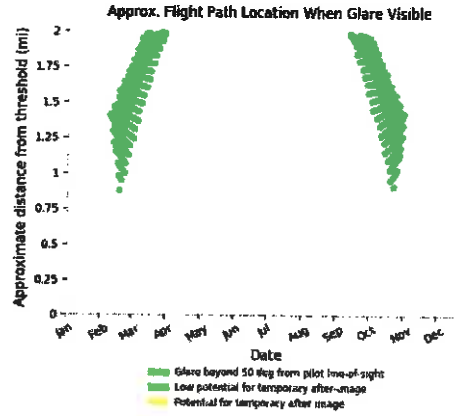
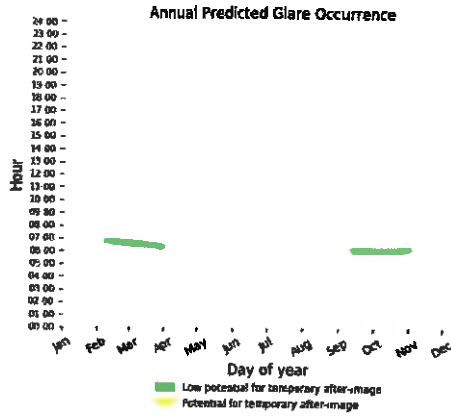
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA REC R14 Downwind P1

0 minutes of yellow glare

530 minutes of green glare



Flight Path: GA REC R32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA REC R32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA REC R32 Final

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 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.



FORGESOLAR GLARE ANALYSIS

Project: **RecSolar**

Near March Air Reserve

Site configuration: **RecSolar 13-18**

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 20:37 on 25 Oct, 2019.

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
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

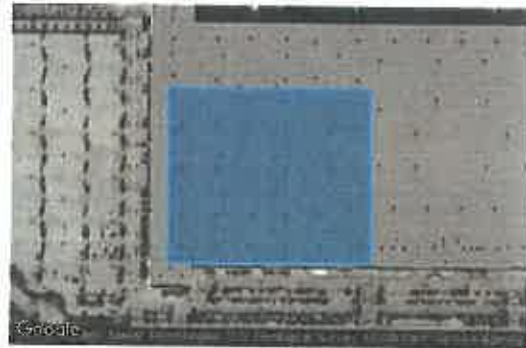
Analysis Parameters

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: 32311.5914



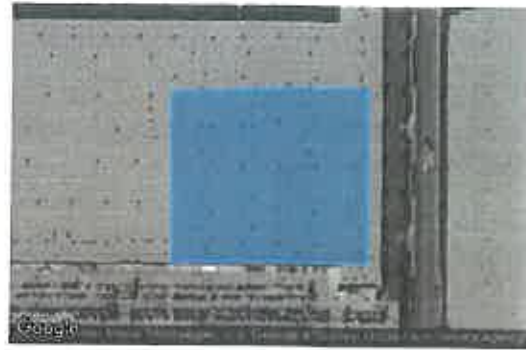
PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT6-2
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Flight Path Receptor(s)

Name: C17-K135 Rec R14 D1
Description:
Threshold height: 1300 ft
Direction: 328.4°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.870118	-117.298157	1694.08	1300.06	2994.15
Two-mile	33.845479	-117.279916	1712.08	1282.06	2994.15

Name: C17-K135 Rec R14 Final

Description:

Threshold height: 0 ft

Direction: 149.2°

Glide slope: 35.2°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896425	-117.270678	1537.08	0.00	1537.08
Two-mile	33.921273	-117.288508	1523.07	7463.65	8986.73

Name: C17-K135 Rec R32

Description:

Threshold height: 1500 ft

Direction: 236.3°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.922512	-117.325137	1629.08	1500.07	3129.15
Two-mile	33.938542	-117.296105	1537.08	1592.08	3129.15

Name: C17-K135 Rec R32B

Description:

Threshold height: 1500 ft

Direction: 57.1°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.821976	-117.228472	1438.07	1500.07	2938.14
Two-mile	33.806280	-117.257733	1839.09	1099.05	2938.14

Name: C17-K135 Rec R32 D1

Description:

Threshold height: 1300 ft

Direction: 149.2°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.819253	-117.262432	1773.09	1300.06	3073.15
Two-mile	33.844093	-117.280262	1721.08	1352.07	3073.15

Name: C17-K135 Rec R32F

Description:

Threshold height: 0 ft

Direction: 329.5°

Glide slope: 35.2°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.865058	-117.248331	1493.07	0.00	1493.07
Two-mile	33.840154	-117.230622	1458.07	7484.65	8942.72

Name: Runway 14 Base

Description:

Threshold height: 1500 ft

Direction: 56.8°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.931410	-117.309157	1524.07	1500.07	3024.15
Two-mile	33.915592	-117.338360	1569.08	1455.07	3024.15

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
ONT 6-1	10.0	180.0	846	0	-
ONT6-2	10.0	180.0	841	0	-

Total annual glare received by each receptor

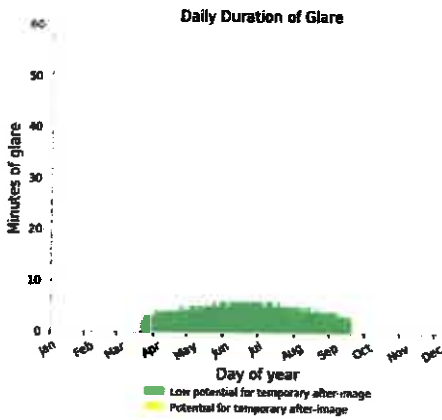
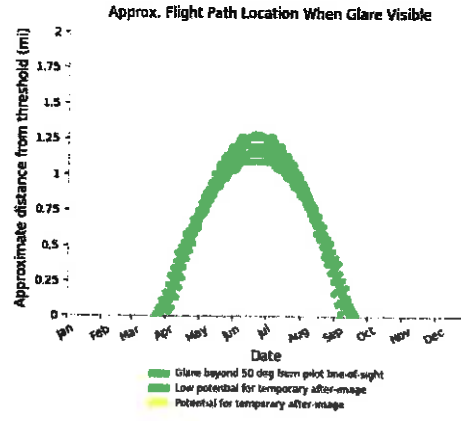
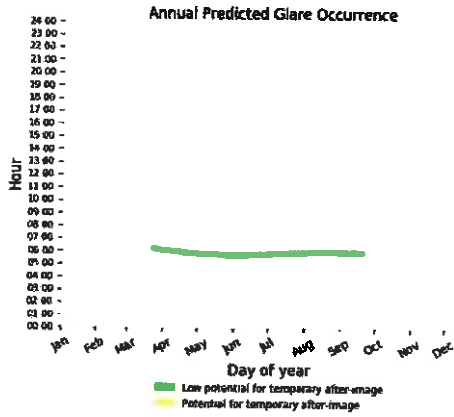
Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C17-K135 Rec R14 D1	1687	0
C17-K135 Rec R14 Final	0	0
C17-K135 Rec R32	0	0
C17-K135 Rec R32B	0	0
C17-K135 Rec R32 D1	0	0
C17-K135 Rec R32F	0	0
Runway 14 Base	0	0

Results for: ONT 6-1

Receptor	Green Glare (min)	Yellow Glare (min)
C17-K135 Rec R14 D1	846	0
C17-K135 Rec R14 Final	0	0
C17-K135 Rec R32	0	0
C17-K135 Rec R32B	0	0
C17-K135 Rec R32 D1	0	0
C17-K135 Rec R32F	0	0
Runway 14 Base	0	0

Flight Path: C17-K135 Rec R14 D1

0 minutes of yellow glare
846 minutes of green glare



Flight Path: C17-K135 Rec R14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32B

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32 D1

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32F

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Runway 14 Base

0 minutes of yellow glare

0 minutes of green glare

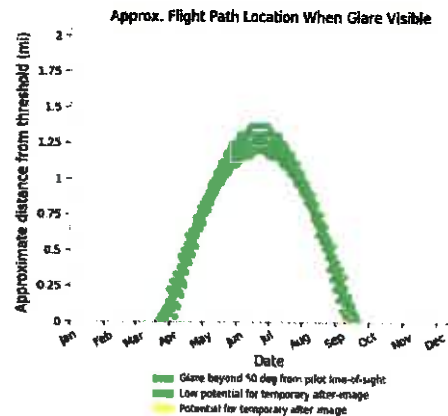
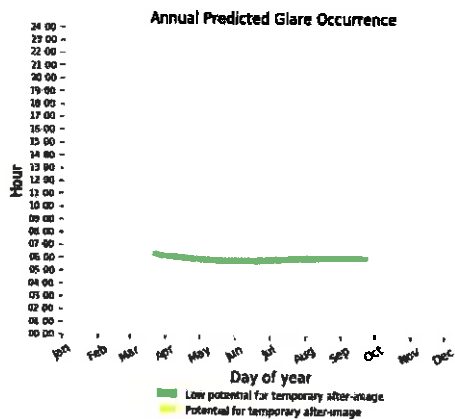
Results for: ONT6-2

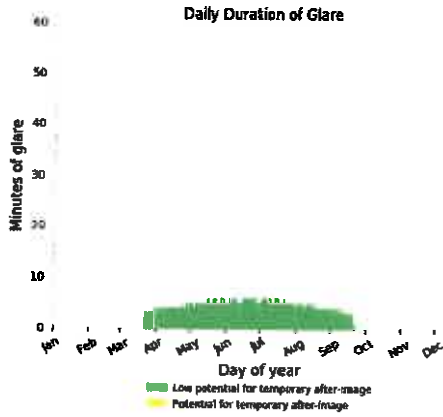
Receptor	Green Glare (min)	Yellow Glare (min)
C17-K135 Rec R14 D1	841	0
C17-K135 Rec R14 Final	0	0
C17-K135 Rec R32	0	0
C17-K135 Rec R32B	0	0
C17-K135 Rec R32 D1	0	0
C17-K135 Rec R32F	0	0
Runway 14 Base	0	0

Flight Path: C17-K135 Rec R14 D1

0 minutes of yellow glare

841 minutes of green glare





Flight Path: C17-K135 Rec R14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32B

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32 D1

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C17-K135 Rec R32F

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Runway 14 Base

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 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.



FORGESOLAR GLARE ANALYSIS

Project: **RecSolar**

Near March Air Reserve

Site configuration: **RecSolar 19-23**

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 20:41 on 25 Oct, 2019.

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
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

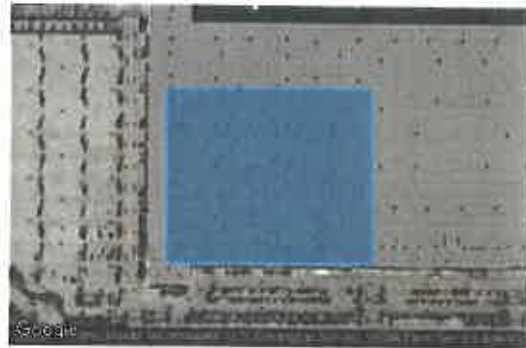
Analysis Parameters

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: 32352.5914



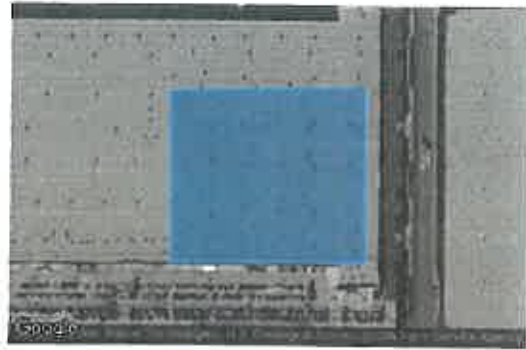
PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT 6-2
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Flight Path Receptor(s)

Name: Overhead 14 - Final
Description:
Threshold height: 0 ft
Direction: 149.3°
Glide slope: 16.5°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896782	-117.270834	1537.08	0.00	1537.08
Two-mile	33.921633	-117.288660	1523.07	3142.18	4665.25

Name: Overhead 14 - Initial P1

Description:

Threshold height: 2000 ft

Direction: 149.1°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.930856	-117.295096	1527.07	2000.10	3527.17
Two-mile	33.955678	-117.312986	1389.07	2138.10	3527.17

Name: Overhead 32 Downwind P-1

Description:

Threshold height: 1800 ft

Direction: 149.5°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.819330	-117.262423	1776.09	1800.09	3576.17
Two-mile	33.844234	-117.280122	1721.08	1855.09	3576.17

Name: Overhead 32 Final

Description:

Threshold height: 0 ft

Direction: 329.4°

Glide slope: 16.5°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.865028	-117.248318	1493.07	0.00	1493.07
Two-mile	33.840139	-117.230578	1458.07	3163.18	4621.25

Name: Overhead 32 Initial P-1

Description:

Threshold height: 2050 ft

Direction: 328.8°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.831311	-117.224028	1455.07	2050.10	3505.17
Two-mile	33.806577	-117.205982	1422.07	2083.10	3505.17

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
ONT 6-1	10.0	180.0	0	0	0
ONT 6-2	10.0	180.0	0	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Overhead 14 - Final	0	0
Overhead 14 - Initial P1	0	0
Overhead 32 Downwind P-1	0	0
Overhead 32 Final	0	0
Overhead 32 Initial P-1	0	0

Results for: ONT 6-1

Receptor	Green Glare (min)	Yellow Glare (min)
Overhead 14 - Final	0	0
Overhead 14 - Initial P1	0	0
Overhead 32 Downwind P-1	0	0
Overhead 32 Final	0	0
Overhead 32 Initial P-1	0	0

Flight Path: Overhead 14 - Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 14 - Initial P1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 32 Downwind P-1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 32 Initial P-1

0 minutes of yellow glare
0 minutes of green glare

Results for: ONT 6-2

Receptor	Green Glare (min)	Yellow Glare (min)
Overhead 14 - Final	0	0
Overhead 14 - Initial P1	0	0
Overhead 32 Downwind P-1	0	0
Overhead 32 Final	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
Overhead 32 Initial P-1	0	0

Flight Path: Overhead 14 - Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 14 - Initial P1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 32 Downwind P-1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 32 Initial P-1

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 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.



FORGESOLAR GLARE ANALYSIS

Project: RecSolar

Near March Air Reserve

Site configuration: RecSolar 24-28

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 20:44 on 25 Oct, 2019.

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
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

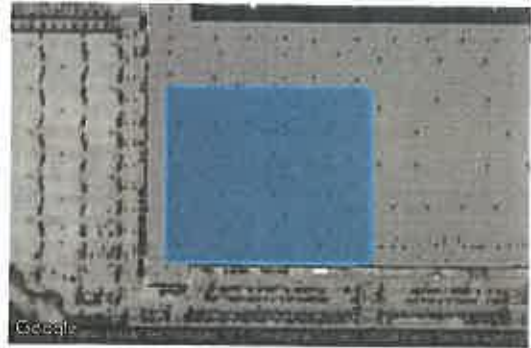
Analysis Parameters

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: 32365.5914



PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT 6-2
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Flight Path Receptor(s)

Name: C17-K135 Rec R14 D2
Description:
Threshold height: 1300 ft
Direction: 329.5°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.845900	-117.280318	1710.08	1300.06	3010.15
Two-mile	33.820983	-117.262639	1767.09	1243.06	3010.15

Name: C17-K135 Rec R32 D2

Description:

Threshold height: 1300 ft

Direction: 148.6°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844155	-117.279832	1718.08	1300.06	3018.15
Two-mile	33.868831	-117.297995	1691.08	1327.06	3018.15

Name: C17-K135 REC R32 D3

Description:

Threshold height: 1300 ft

Direction: 151.9°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.869037	-117.297620	1692.08	1300.06	2992.15
Two-mile	33.894532	-117.314062	1751.09	1241.06	2992.15

Name: GA REC R14 Downwind P2

Description:

Threshold height: 1400 ft

Direction: 329.2°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.873187	-117.277400	1582.08	1400.07	2982.15
Two-mile	33.848359	-117.259532	1527.07	1455.07	2982.15

Name: GA Rec R32 Downwind P2

Description:

Threshold height: 1450 ft

Direction: 149.6°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.846601	-117.258431	1528.07	1450.07	2978.15
Two-mile	33.871547	-117.276052	1594.08	1384.07	2978.15

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
ONT 6-1	10.0	180.0	4,265	0	-
ONT 6-2	10.0	180.0	3,983	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C17-K135 Rec R14 D2	0	0
C17-K135 Rec R32 D2	1629	0
C17-K135 REc R32 D3	558	0
GA REC R14 Downwind P2	3124	0
GA Rec R32 Downwind P2	2937	0

Results for: ONT 6-1

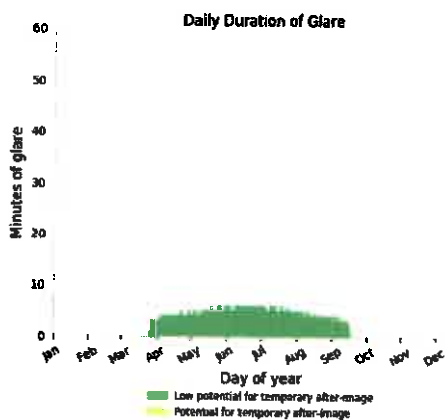
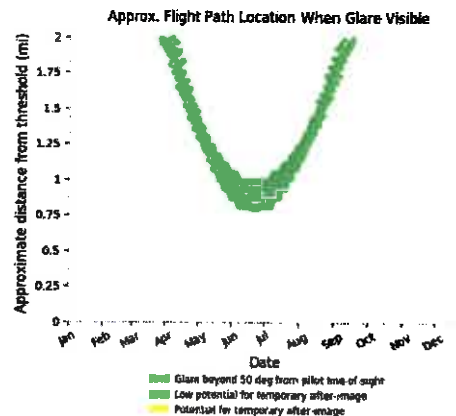
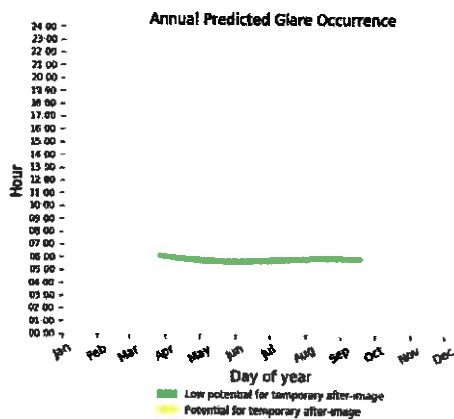
Receptor	Green Glare (min)	Yellow Glare (min)
C17-K135 Rec R14 D2	0	0
C17-K135 Rec R32 D2	816	0
C17-K135 REc R32 D3	288	0
GA REC R14 Downwind P2	1632	0
GA Rec R32 Downwind P2	1529	0

Flight Path: C17-K135 Rec R14 D2

0 minutes of yellow glare
0 minutes of green glare

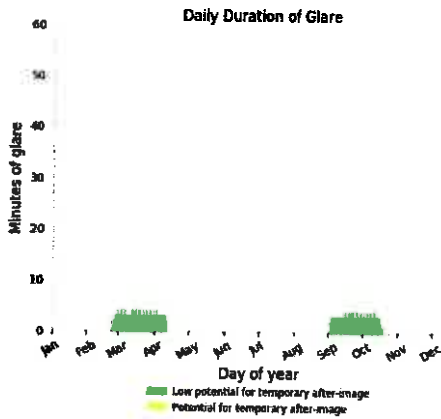
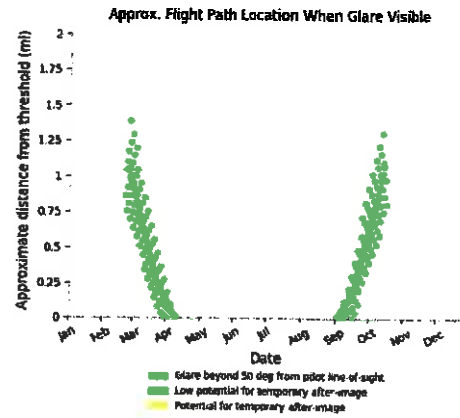
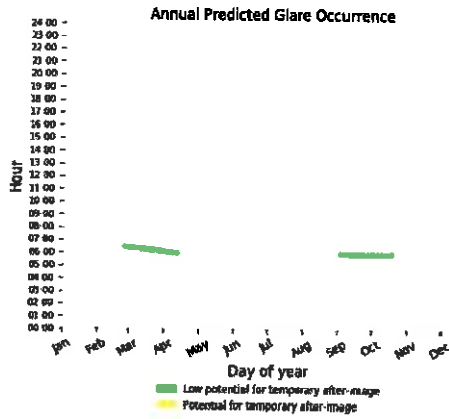
Flight Path: C17-K135 Rec R32 D2

0 minutes of yellow glare
816 minutes of green glare



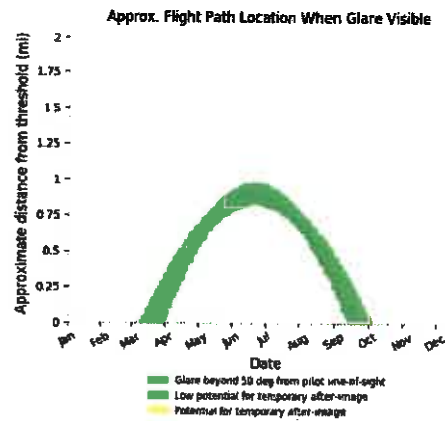
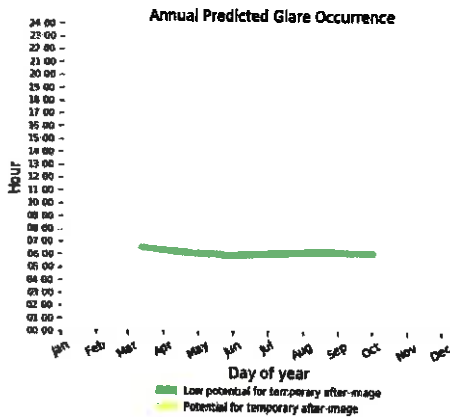
Flight Path: C17-K135 REc R32 D3

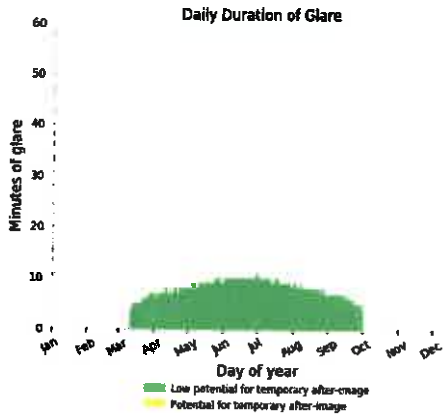
0 minutes of yellow glare
288 minutes of green glare



Flight Path: GA REC R14 Downwind P2

0 minutes of yellow glare
1632 minutes of green glare

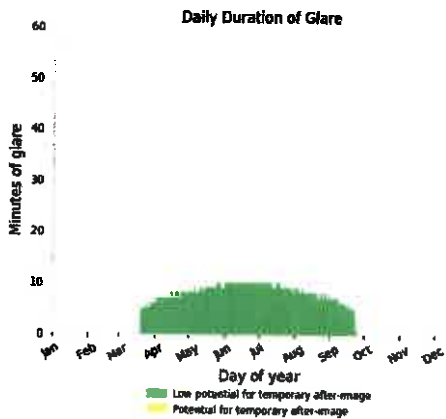
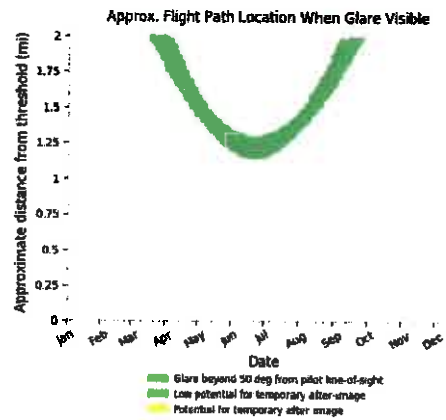
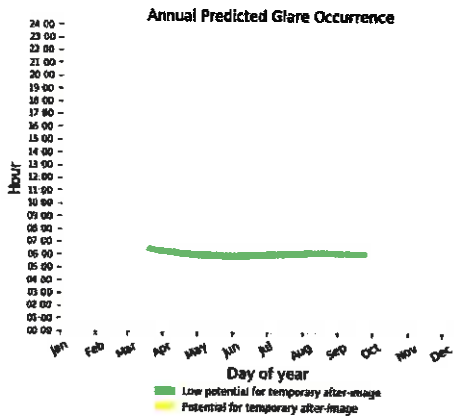




Flight Path: GA Rec R32 Downwind P2

0 minutes of yellow glare

1529 minutes of green glare



Results for: ONT 6-2

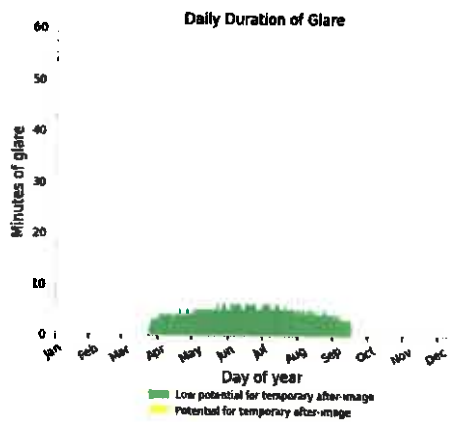
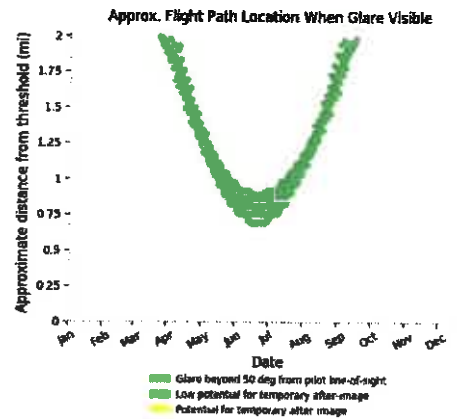
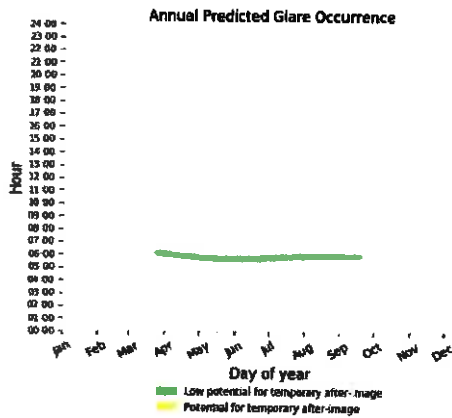
Receptor	Green Glare (min)	Yellow Glare (min)
C17-K135 Rec R14 D2	0	0
C17-K135 Rec R32 D2	813	0
C17-K135 REc R32 D3	270	0
GA REC R14 Downwind P2	1492	0
GA Rec R32 Downwind P2	1408	0

Flight Path: C17-K135 Rec R14 D2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C17-K135 Rec R32 D2

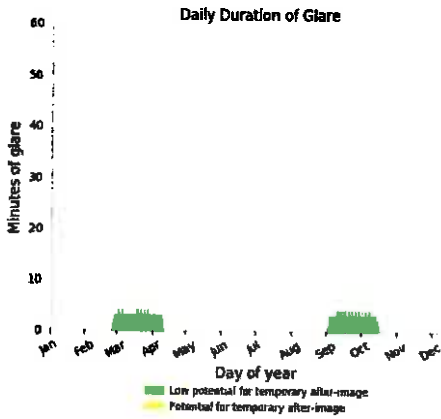
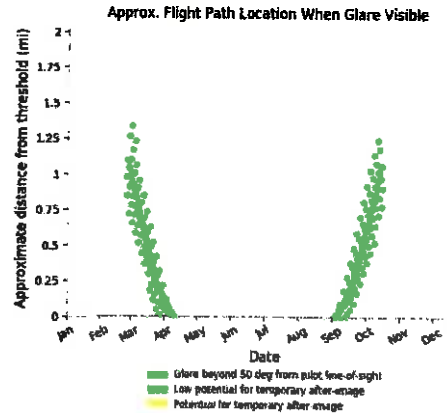
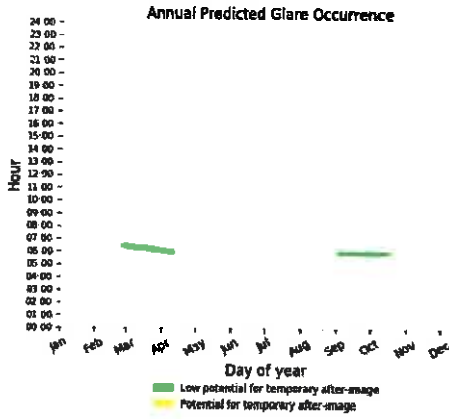
0 minutes of yellow glare
813 minutes of green glare



Flight Path: C17-K135 REc R32 D3

0 minutes of yellow glare

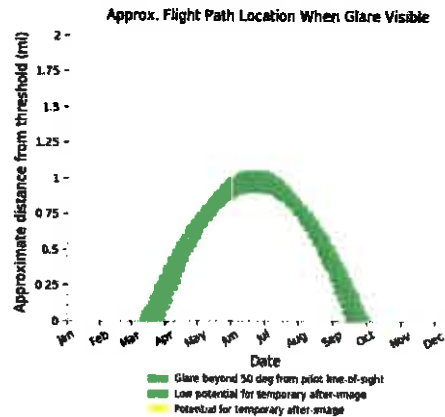
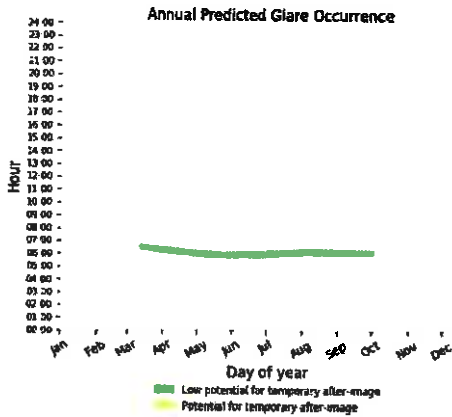
270 minutes of green glare

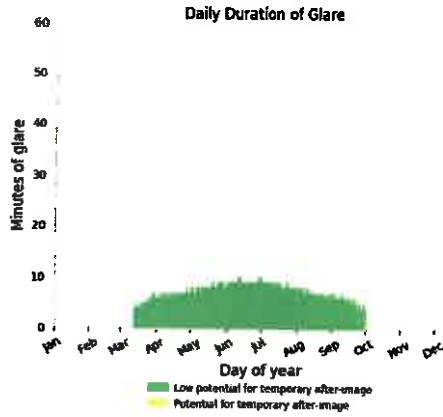


Flight Path: GA REC R14 Downwind P2

0 minutes of yellow glare

1492 minutes of green glare

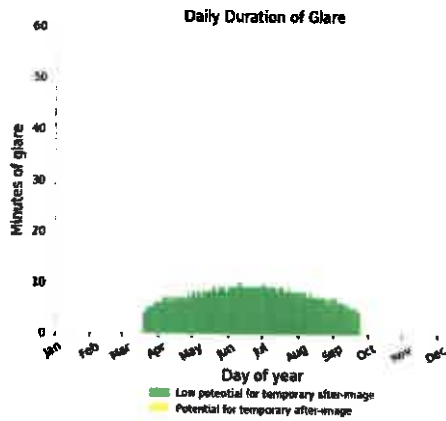
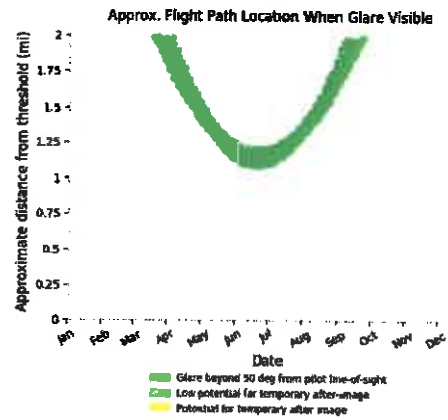
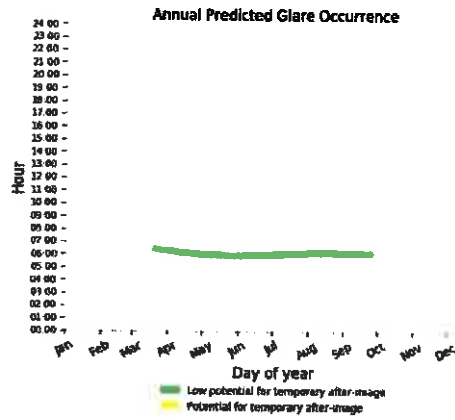




Flight Path: GA Rec R32 Downwind P2

0 minutes of yellow glare

1408 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 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.



FORGESOLAR GLARE ANALYSIS

Project: **RecSolar**

Near March Air Reserve

Site configuration: **RecSolar 29-33**

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 20:48 on 25 Oct, 2019.

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
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

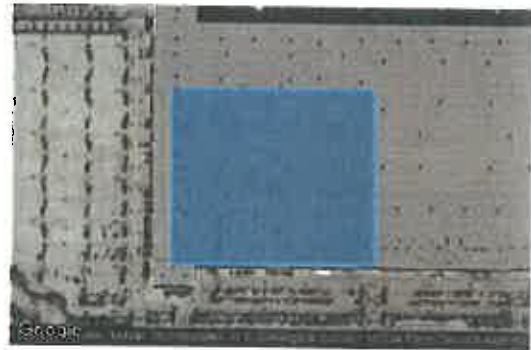
Analysis Parameters

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: 32371.5914



PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT 6-2

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

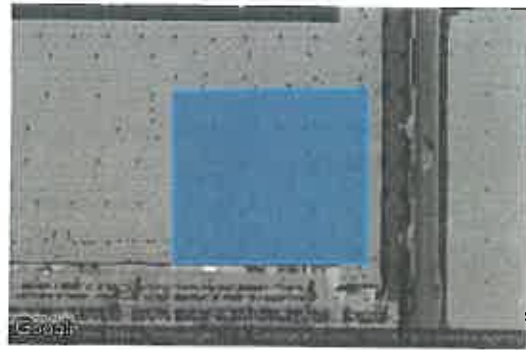
Orientation: 180.0°

Rated power: -

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Flight Path Receptor(s)

Name: Overhead 14 Initial P2

Description:

Threshold height: 2000 ft

Direction: 150.4°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905762	-117.277437	1546.08	2000.10	3546.17
Two-mile	33.930889	-117.294691	1529.07	2017.10	3546.17

Name: Overhead 14 Initial P3

Description:

Threshold height: 2000 ft

Direction: 149.5°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.880766	-117.259413	1520.07	2000.10	3520.17
Two-mile	33.905689	-117.277088	1545.08	1975.10	3520.17

Name: Overhead 32 Downwind P-2

Description:

Threshold height: 1800 ft

Direction: 149.1°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844388	-117.280365	1719.08	1800.09	3519.17
Two-mile	33.869202	-117.298252	1692.08	1827.09	3519.17

Name: Overhead 32 Initial P-2

Description:

Threshold height: 2000 ft

Direction: 331.5°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.856221	-117.242084	1468.07	2000.10	3468.17
Two-mile	33.830807	-117.225463	1460.07	2008.10	3468.17

Name: Overhead 32 Initial P-3

Description:

Threshold height: 2000 ft

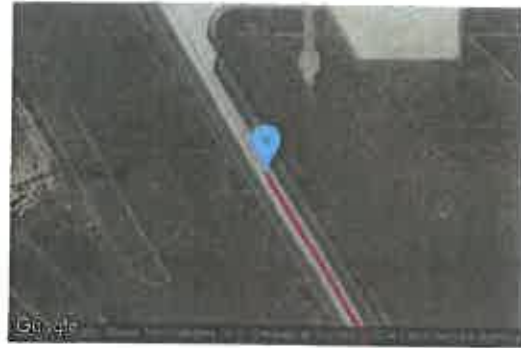
Direction: 329.4°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 180.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.880928	-117.259605	1517.07	2000.10	3517.17
Two-mile	33.856034	-117.241872	1468.07	2049.10	3517.17

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
ONT 6-1	10.0	180.0	10,311	0	-
ONT 6-2	10.0	180.0	11,210	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Overhead 14 Initial P2	0	0
Overhead 14 Initial P3	3104	0
Overhead 32 Downwind P-2	2134	0
Overhead 32 Initial P-2	0	0
Overhead 32 Initial P-3	16283	0

Results for: ONT 6-1

Receptor	Green Glare (min)	Yellow Glare (min)
Overhead 14 Initial P2	0	0
Overhead 14 Initial P3	1224	0
Overhead 32 Downwind P-2	1078	0
Overhead 32 Initial P-2	0	0
Overhead 32 Initial P-3	8009	0

Flight Path: Overhead 14 Initial P2

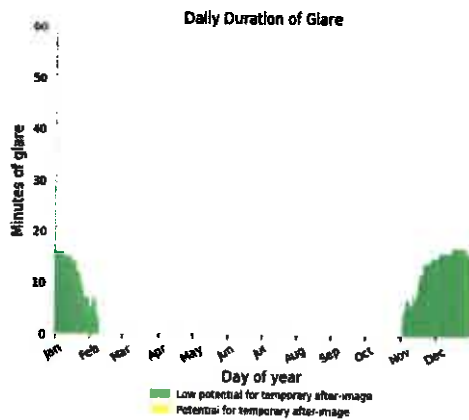
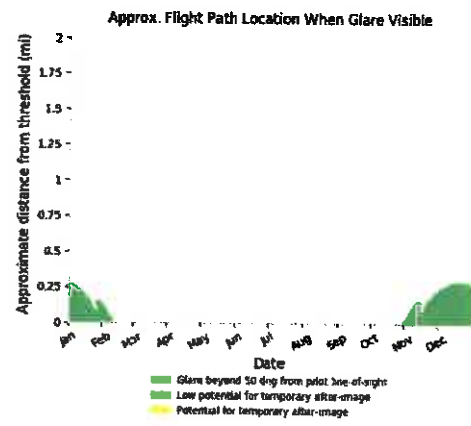
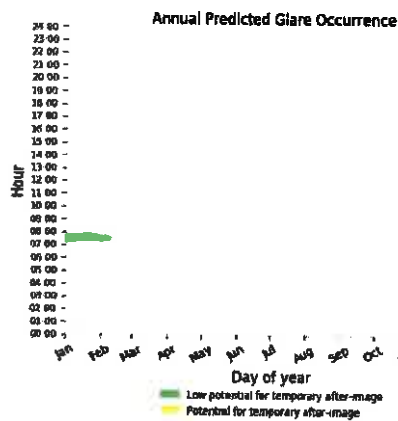
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Overhead 14 Initial P3

0 minutes of yellow glare

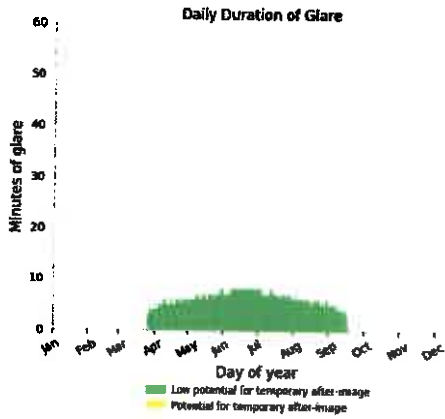
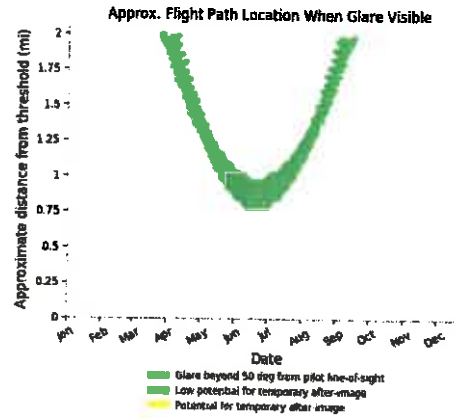
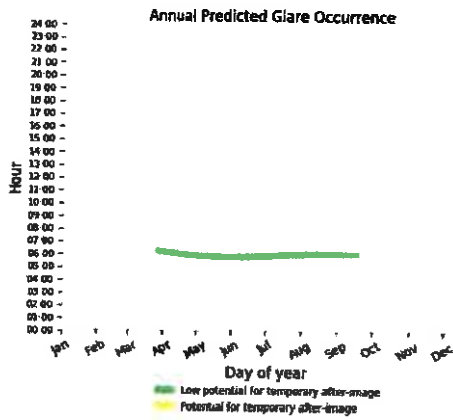
1224 minutes of green glare



Flight Path: Overhead 32 Downwind P-2

0 minutes of yellow glare

1078 minutes of green glare



Flight Path: Overhead 32 Initial P-2

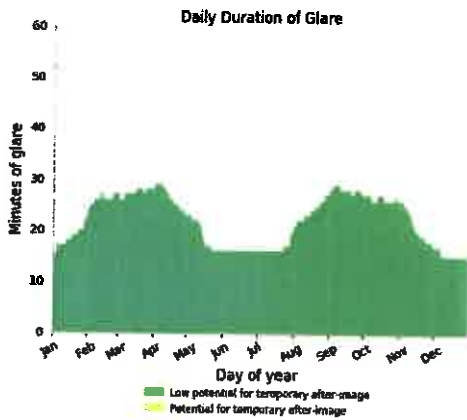
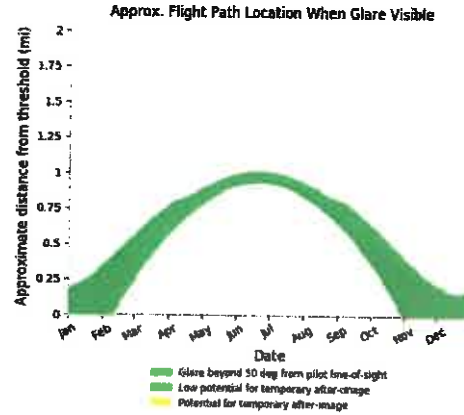
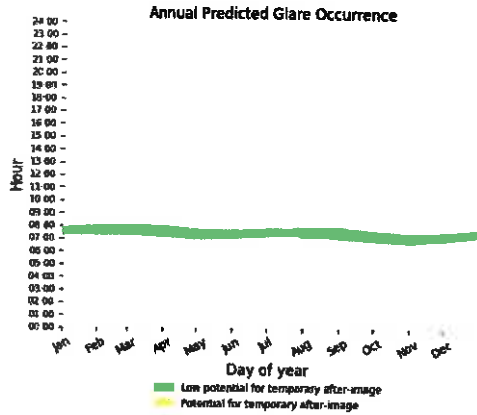
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Overhead 32 Initial P-3

0 minutes of yellow glare

8009 minutes of green glare



Results for: ONT 6-2

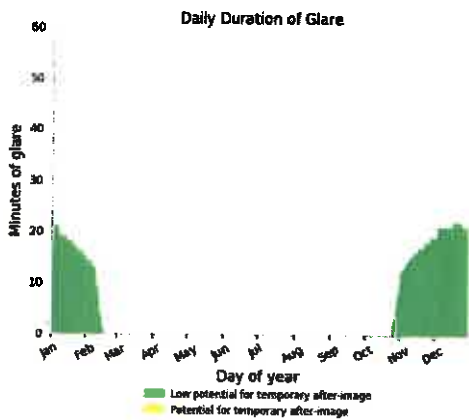
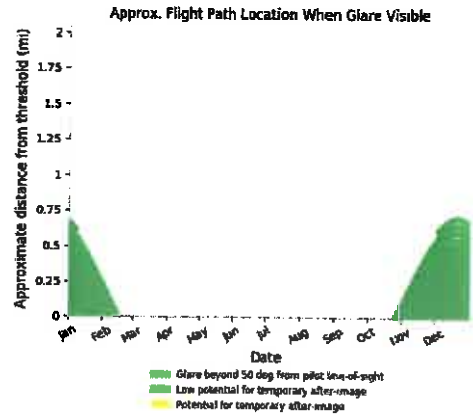
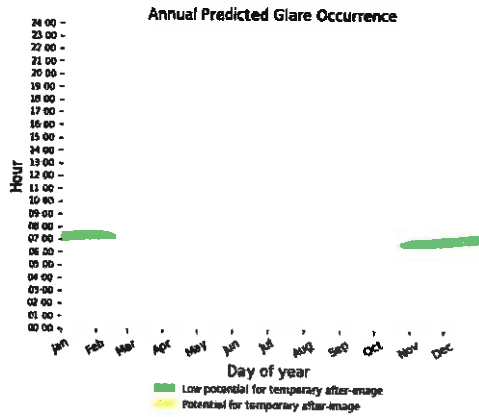
Receptor	Green Glare (min)	Yellow Glare (min)
Overhead 14 Initial P2	0	0
Overhead 14 Initial P3	1880	0
Overhead 32 Downwind P-2	1056	0
Overhead 32 Initial P-2	0	0
Overhead 32 Initial P-3	8274	0

Flight Path: Overhead 14 Initial P2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Overhead 14 Initial P3

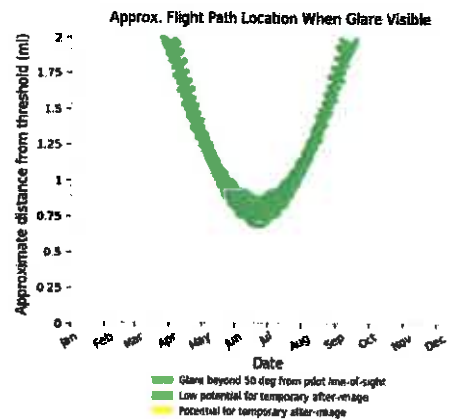
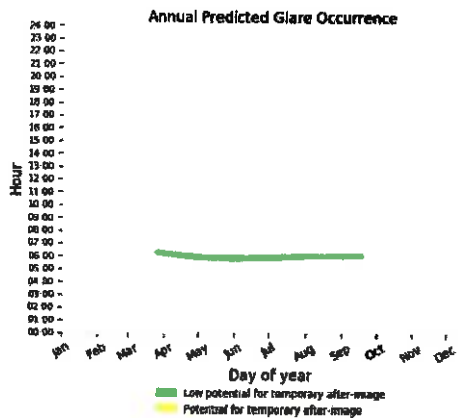
0 minutes of yellow glare
1880 minutes of green glare

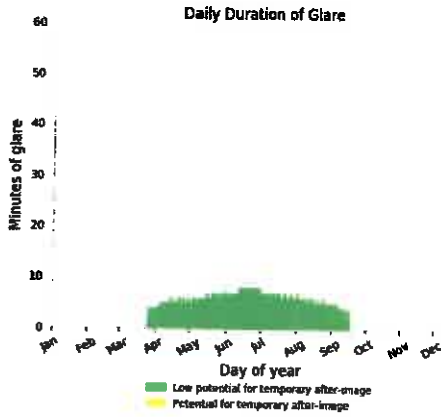


Flight Path: Overhead 32 Downwind P-2

0 minutes of yellow glare

1056 minutes of green glare



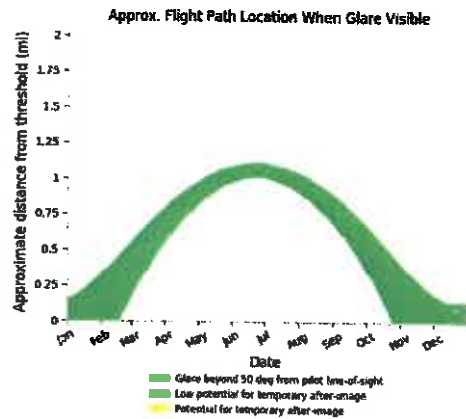
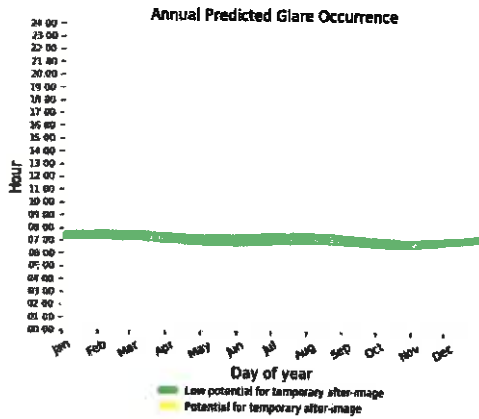


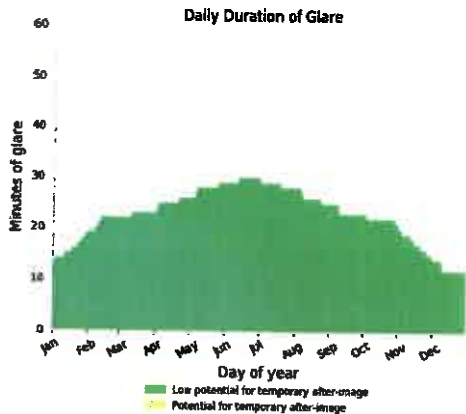
Flight Path: Overhead 32 Initial P-2

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Overhead 32 Initial P-3

0 minutes of yellow glare
 8274 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 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.



FORGESOLAR GLARE ANALYSIS

Project: RecSolar

Near March Air Reserve

Site configuration: RecSolar ATCT

Analysis conducted by Phil DeVita (pdevita@hmmh.com) at 17:04 on 06 Nov, 2019.

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
Flight path(s)	N/A	No flight paths analyzed
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

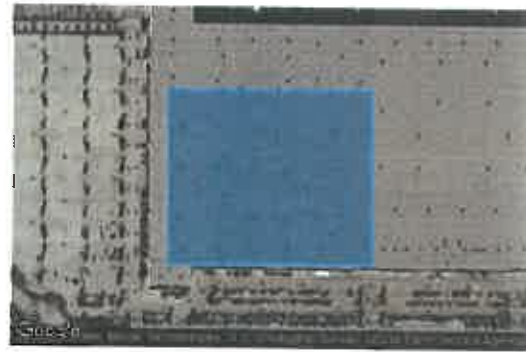
Analysis Parameters

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: 32937.5914



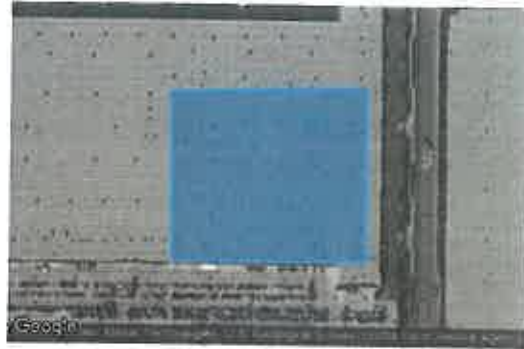
PV Array(s)

Name: ONT 6-1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872522	-117.240892	1472.07	42.00	1514.07
2	33.872531	-117.239001	1470.07	42.00	1512.07
3	33.871157	-117.238981	1474.07	42.00	1516.07
4	33.871148	-117.240882	1476.07	42.00	1518.07

Name: ONT 6-2
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.872521	-117.235407	1476.07	42.00	1518.07
2	33.871147	-117.235397	1480.07	42.00	1522.07
3	33.871138	-117.237195	1475.07	42.00	1517.07
4	33.872487	-117.237216	1471.07	42.00	1513.07

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1509.01	118.01

Map Image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
ONT 6-1	10.0	180.0	0	0	
ONT 6-2	10.0	180.0	0	0	

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
1-ATCT	0	0

Results for: ONT 6-1

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: ONT 6-2

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

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 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.

**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

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

The City of Moreno Valley Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Moreno Valley Planner Mr. Austin Dickinson at (951) 413-3233.

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday and Friday November 28 and 29 (Thanksgiving), and by prescheduled appointment on Friday, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: December 12, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1388MA19 – REC Solar (Representative: Tomas Mendez) – City of Moreno Valley Case No. PEN19-0200 (Plot Plan). A proposal for the installation of a 2,804 kilowatt solar roof top panel system (ONT 6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel located at 24208 San Michele Road. (A previous proposal to establish a 4014.36 kilowatt solar rooftop panel system on the same building had been found consistent by the ALUC, and was approved by the City's Planning Commission, but is set to expire) (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1388MA19 DATE SUBMITTED: 11/1/19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	REC Solar	Phone Number	513.638.0369
Mailing Address	3450 Broad St Suite 105 San Luis Obispo, CA 93401	Email	tmendez@recsolar.com
Representative	Tomas Mendez	Phone Number	513.638.0369
Mailing Address	139 E 4th St EM332 Cincinnati OH 45202	Email	tmendez@recsolar.com
Property Owner	Amazon, Greg Michaelson	Phone Number	206.413.4000
Mailing Address	207 Boren Ave. N. 4th Floor Seattle, WA 98109	Email	micgreg@amazon.com

LOCAL JURISDICTION AGENCY

Local Agency Name	Moreno Valley Building Department, City of Moreno Valley	Phone Number	951-413-3233
Staff Contact	Austin Dickinson	Email	austind@moval.org
Mailing Address	14177 Frederick St Moreno Valley, CA 92553	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input checked="" type="checkbox"/> Other
Local Agency Project No	PEN19-0200		

PROJECT LOCATION

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

Street Address	24208 San Michele Road Moreno Valley, California 92551	Gross Parcel Size	7,578 Modules
Assessor's Parcel No.	316-170-023	Nearest Airport and distance from Airport	March Air Reserve Base, less than 2 miles away
Subdivision Name			
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) Current location has an existing Amazon Fulfillment Center

M2001
ZONING

Proposed Land Use (describe)	We will be adding a solar photovoltaic system of 2,804 kW DC to the existing Amazon building. Roof top system will be installed on a hybrid ballasted and mechanically attached racking system.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		1
For Other Land Uses (See Appendix C)	Hours of Operation	Photovoltaic operation from Sunrise to Sunset	
	Number of People on Site	N/A	Maximum Number N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	1517	ft.
	Height of buildings or structures (from the ground)	44	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	The solar panels are composed of non-reflective glass, which might have light to moderate impact on the flight paths. A glare study will be performed to assess.	

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1389MA19 – Star Milling Company (Representative: Paul Cramer)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190002 (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 from aircraft

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to construct a 90,840 square foot animal food processing and warehouse facility on 6.74 acres.

PROJECT LOCATION: The site is located on the southeast corner of Water Avenue and Harvill Avenue, in the unincorporated community of Mead Valley, approximately 15,700 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 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 March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet,
- Breakroom – 1 person per 15 square feet,
- Warehouse – 1 person per 500 square feet.

The project proposes a 90,840 square foot animal food processing and warehouse facility, including 48,800 square feet of warehouse area, 35,220 square feet of manufacturing area, 5,000 square feet of office area, 1,570 square feet of break room area, and 250 square feet of restroom area, accommodating a maximum of 404 people, resulting in an average intensity of 60 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

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 (51 spaces) provided, the total occupancy would be estimated at 77 people for an average intensity of 11 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use 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 consist of 26,615 square feet of manufacturing area, 8,625 square feet of warehouse area, 1,570 square feet of breakroom area (and 6,750 square feet of area located outside the building), resulting in a single acre occupancy of 255 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 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

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 outside the 60 CNEL range from aircraft noise. Therefore, no special mitigation for aircraft-generated noise exposure is required.

Part 77: The site's finished floor elevation is 1,519 feet AMSL, with a proposed building height of 50 feet, resulting in a top point elevation of 1,569 feet AMSL. The site is located approximately

15,700 feet from the southerly terminus of Runway 14-32 at March Air Reserve Base/Inland Port Airport. The elevation of that runway at its southerly terminus is 1,488 feet above mean sea level (AMSL). At this distance, any structures with a top point elevation of 1,645 feet AMSL or greater would be subject to a requirement for Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review. As the projected top point elevation is 1,569 feet AMSL, FAA OES review is not required.

Staff also evaluated the FAA notification threshold from Perris Valley Airport, with its Runway 15-33 having an elevation of 1,413 feet AMSL. The site is located 18,000 feet from the runway, so the FAA OES notice and review would be required for any structures with a top point elevation exceeding 1,593 feet AMSL. As the projected top point elevation is 1,569 feet AMSL, FAA OES review relative to Perris Valley Airport was also not required.

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

Wildlife Hazards: The project proposes to manufacture animal food exclusively within the 90,840 square foot building. There is no manufacturing, processing, or storage outdoors. Therefore, there will be no bird attractant created by the project that would impact aircraft safety.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
 4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

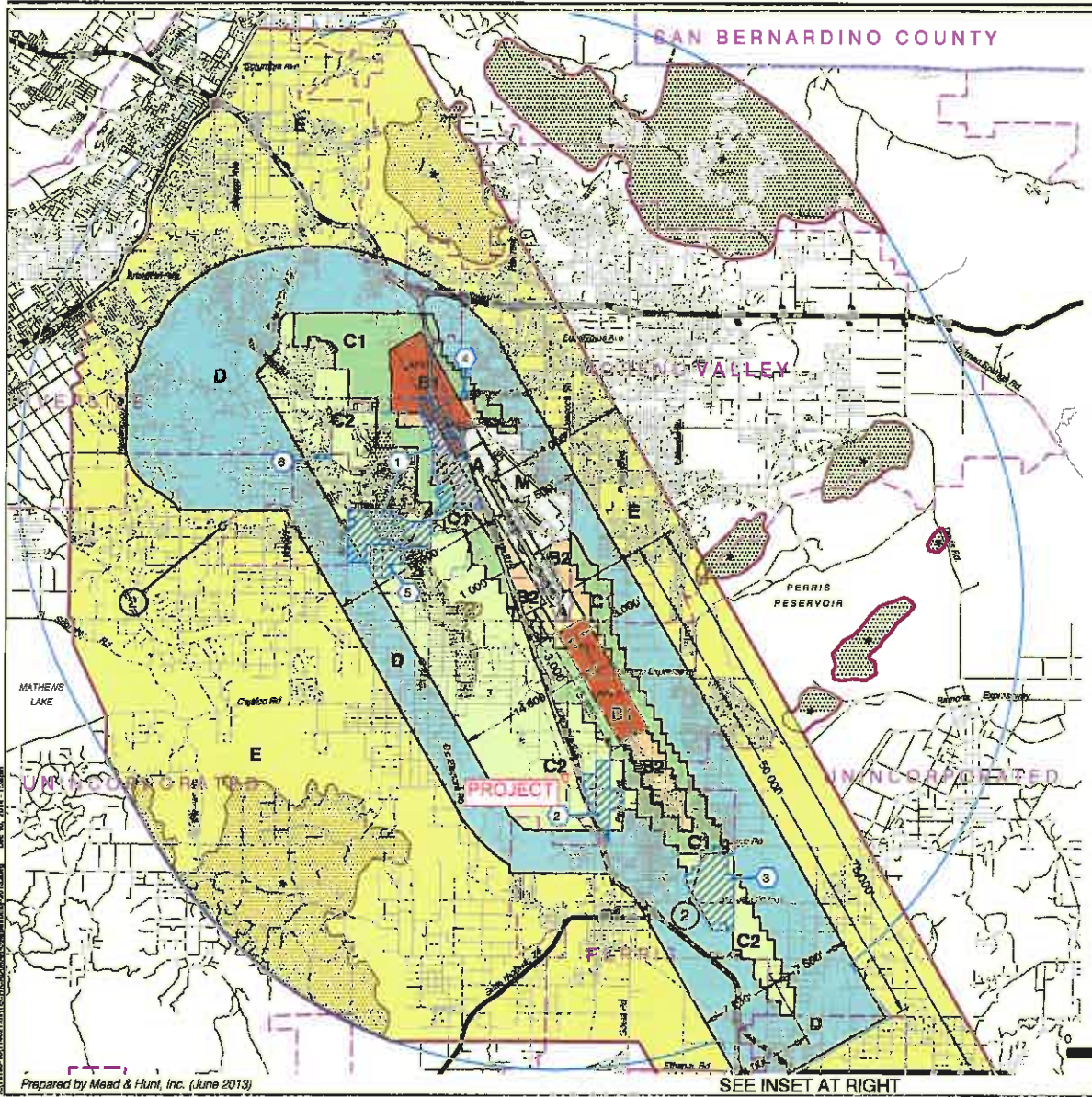
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
 5. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.
 6. Any detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 7. 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.
 8. This project has been evaluated for a total of 90,840 square foot animal food processing and warehouse facility, including 48,800 square feet of warehouse area, 35,220 square feet of manufacturing area, 5,000 square feet of office area, 1,570 square feet of break room area (and 250 non-occupant generating area). Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
 9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

10. The project shall not store, process, or manufacture food ingredients or finished products outdoors so that there is no potential attraction for birds.

Y:\AIRPORT CASE FILES\March\ZAP1389MA19\ZAP1389MA19sr.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

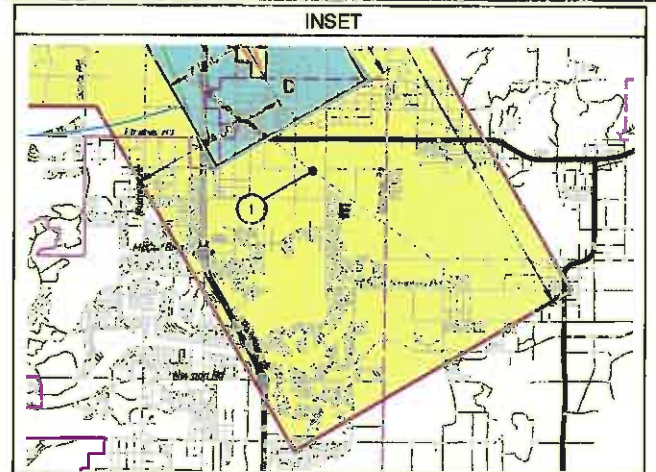
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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

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



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

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

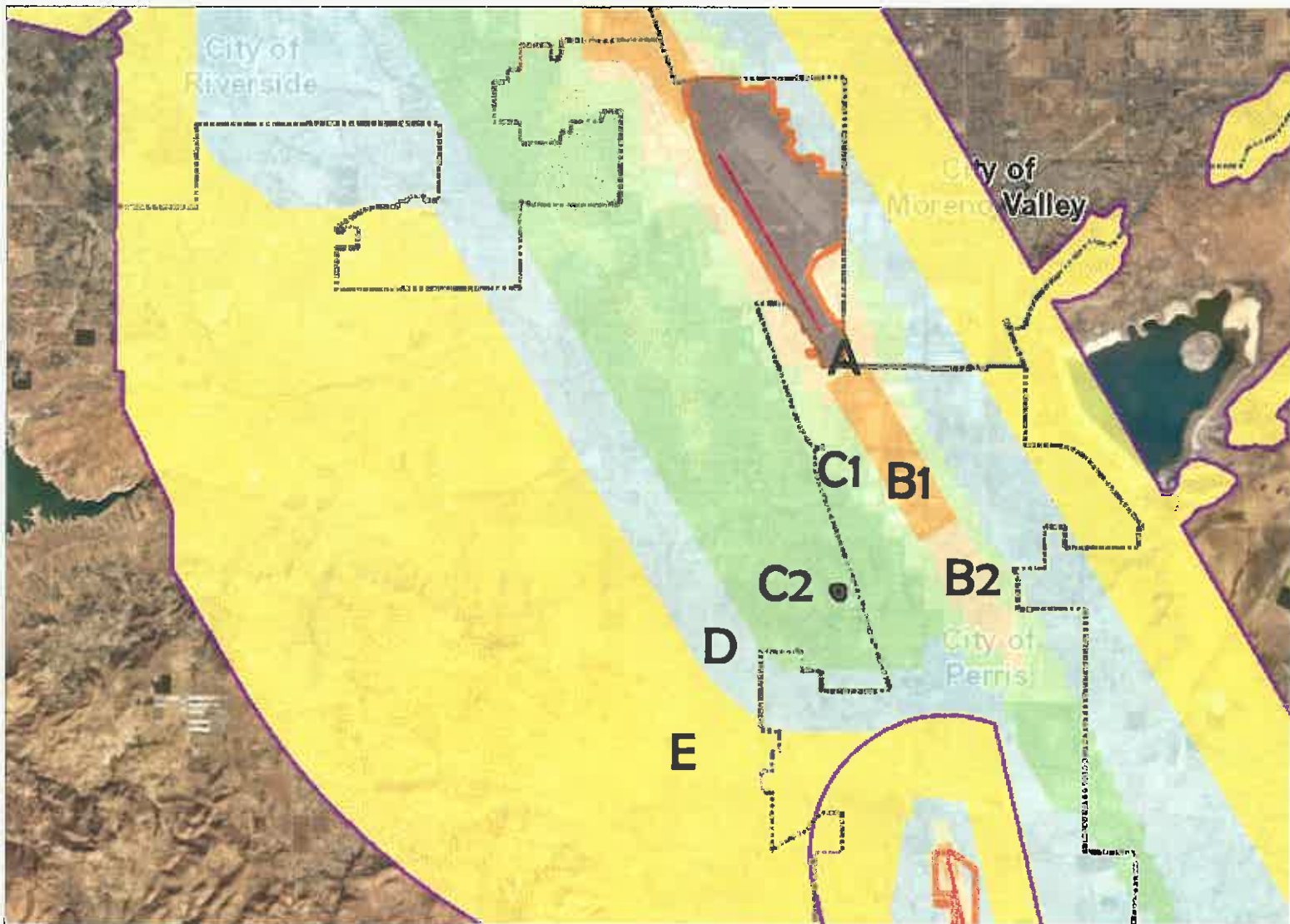
Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport



Google earth

© 2016 Google

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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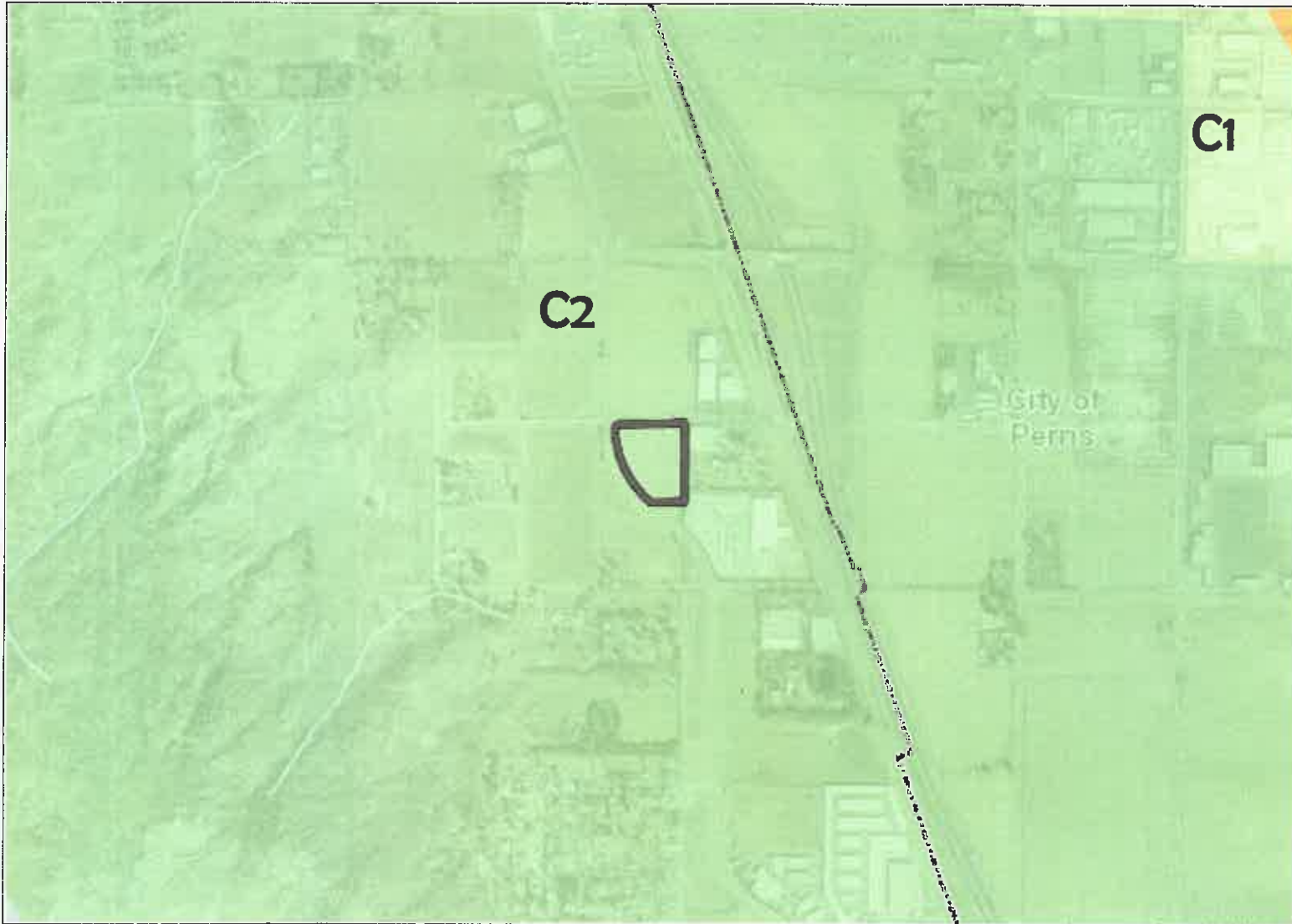


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Notes

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

- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



0 3,032 6,064 Feet

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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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0 1 3,032 Feet
516

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 758 1,516 Feet

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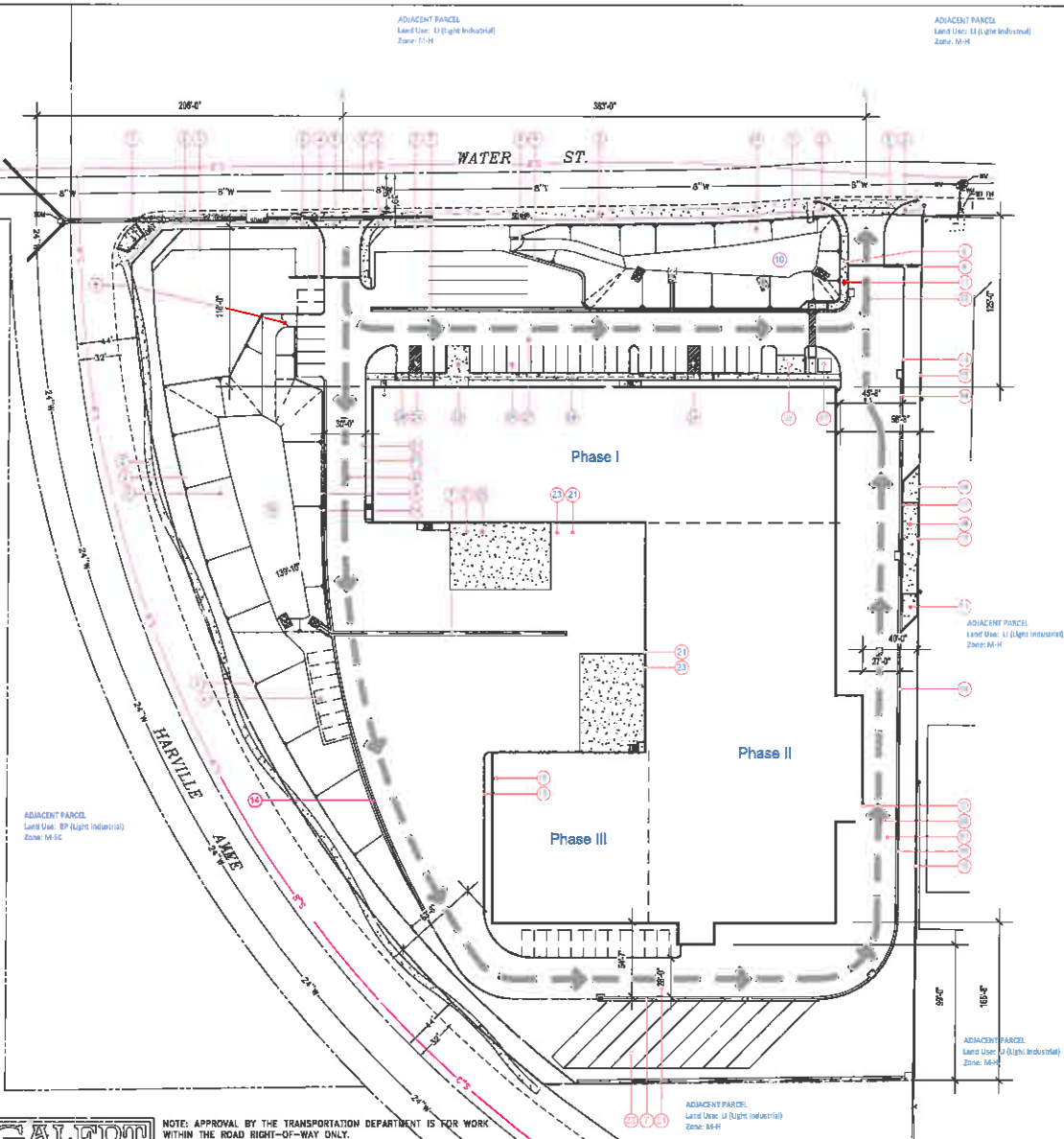
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Notes

Business Operational Plan

Applicant is proposing a 90,840 square-foot warehouse and animal food facility for use exclusively by the tenant Star Milling Company (SMC). SMC has been a business in operation for over 45 years in the Perris Valley, and would like to expand their existing operation allowing for more jobs in addition to the 83 individuals they currently employ. Applicant is submitting a proposal to construct a new 90,840 square-foot facility to be built adjacent on the parcel west of the existing operation at 23840 Rider Street, Perris, CA, which includes approximately 48,800 square feet of warehouse space; 35,220 square feet of manufacturing area (upon completion of phase 3); 5,000 square feet of office space and 1,820 of employee welfare space. This new facility when completed, will double the capacity for production and add approximately 35-40 manufacturing, management, and sales positions in the First Supervisorial District of Riverside County. General operating hours include 7 a.m. to 4 p.m., Monday through Friday. After initial operations within the new building are established, a second shift from 3:30 p.m. to 12:00 a.m. Monday through Friday, may occur.

TENTATIVE APP. PPT
 DATE SIGNED
 PLAN CHECK OVERSIGHT ULA / CD REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - BK-SITE)
 DATE SIGNED
 PLAN CHECK OVERSIGHT ULA / CD REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - ROW / RFSITE)
 DATE SIGNED
 PLAN CHECK OVERSIGHT ULA / CD REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / RFSITE)
 DATE SIGNED
 PLAN CHECK OVERSIGHT ULA / CD REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / RFSITE)
 DATE SIGNED
 PLAN CHECK OVERSIGHT ULA / CD REGISTRATION NUMBER



LEGAL DESCRIPTION
 This portion of Lot 8 in the Redwood quarter of Section 19, Township 4 South, Range 4 West, San Bernardino Basin and Meridian, as shown by: Map of Cities and Sites, a subdivision on file in book 1 map 5 of Maps, Records of Riverside County, California, being Day of the Eastern Right of Way of "C Street"; Excepting therefrom a right of way for roads as shown on said Map;
 Also including therefrom that portion thereof as conveyed to the County of Riverside, by Deed dated November 8, 1963 and recorded November 8, 1963 as instrument No. 12347 of Official Records of Riverside County, California.

- UTILITY DIRECTORY**
Cable and Broadcast
 SPECTRUM (TEL) 855-248-6892
 FIBER OPS (TEL) 656-687-5928
- Electric**
 SOUTHERN CALIFORNIA EDISON (TEL) 951-266-6450
- Gas**
 SCL GAS COMPANY (TEL) 951-453-9000
- Phone/Fios/Broadband**
 VERIZON (TEL) 951-453-9000
- Trash & Waste Disposal**
 CLEAR WASTE SERVICES (TEL) 951-270-0177
- Water & Sewer Service**
 EASTERN MUNICIPAL WATER DISTRICT (TEL) 951-426-1819
- SCHOOL DISTRICT**
 VAL VERDE UNIFIED SCHOOL DISTRICT (TEL) 951-940-1400

Feature Legend:

- New Interim Access - Same per County Standards - See Civil Engineers Exhibit
- New 2' Wide Concrete Walks per County Standards - See Civil Engineers Exhibit
- New Perimeter Fencing - See Fencing Exhibit
- New Vehicular Access Gates - See Fencing Exhibit
- New Driveway Approaches per County Standards - See Civil Engineers Exhibit
- New Pedestrian Access Gates - See Fencing Exhibit
- New Concrete Ribbon Curbs - See Civil Engineers Exhibit
- New Maintenance Access Gates - See Civil Engineers Exhibit
- New Maintenance Shop Building - See Fencing Exhibit
- New Perimeter Basin - See Civil Engineers Exhibit
- New Concrete Stormwater
- Track Rack - One way
- New Concrete Curb - See Civil Engineers Exhibit
- New Concrete Curb and Gutter - See Civil Engineers Exhibit
- Existing Chain Link Fence - Protection Place
- Form on Chain Link Fence at Pedestrian Access Ramp
- New Retaining Wall at Pedestrian Access Ramp - See Civil Engineers Exhibit
- New Pedestrian Concrete Access Ramp - See Civil Engineers Exhibit
- New Precipitometric Metal Storage Building
- Track Rack - One Way
- New Asphalt Paving - Per Civil Engineers Report
- New Crushed Miscellaneous Base at Truck Staging Area
- New Concrete Parking at Truck Loading Dock
- New Handicap Parking Stalls per County Standards
- New Parking Stalls per County Standards
- New Concrete Track Balustrade per County Standards
- Removal of Iron Valve by Landscaping
- New Unimproved Traffic Area
- Accessible Entrance

Owner
 TTM HOLDINGS, LLC
 2107 WATER STREET
 PERIS, CA 92570
 DALE CRAMER
 213 982 7285
 pmc_cramer@starmilling.com
 mrc@ttm-hillz.com

Site Architect
 TSC, INC.
 4195 CHINO HILLS PKWY,
 SUITE 322
 CHINO HILLS, CA 91709
 JERRY OWENS
 951-252-7955
 jowens@ttm-hillz.com

Civil Engineer
 PMA, INC.
 1431 FORD STREET
 SUITE 200
 REDLANDS, CA 92373
 STEVE SILVER
 866-71-0642
 steve@pma.biz

Building Architect
 Aryn & Aryn, INC.
 2446 NORTH 6TH STREET
 JERICHO, N.Y. 11754
 BRYAN WILSON
 402-45-8400
 wilson@aryn-aryn.com

Building Information:

Phase 1
 Storage Building/Office
 Occupancy: S-LR
 Construction Type: Full Sprinklered
Phase 2
 Storage Building/Office
 Occupancy: S-L
 Construction Type: Full Sprinklered
Phase 3
 Production Building Addition
 Occupancy: F-I
 Construction Type: Full Sprinklered

Hydrology
 EIC of Plans Review, Outside Flood plain
 Flood Control District: Riverside County Flood Control
 Water District: Eastern Municipal - Water District

Waste Disposal System
 Sewer connection in Water Street

Site Information:

Land Use: U (Light Industrial)
 Zone: M-H
 APN: 917-270-017
 Lot Area: 102,348 S.F. (4.84 Acres AC, 56.89 Mol AC)
 Parking Provided: PHASE 1 - 90 Spaces (16 Standard/ADA)
 PHASE 2 - 9 Spaces (9 Standard)
 PHASE 3 - 12 Spaces (2 Standard)
 Total = 111 Spaces

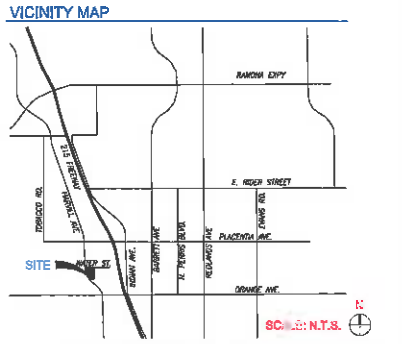
Parking Required: 15 Spaces (10 Employees / 2 x 15)

PHASE 1 AREA OF IMPROVEMENTS:
 Site Area of Imprv: 129,156 S.F. (2.94 ac)
 Building Area: 24,759 S.F. (Manufacturing)
 5,000 S.F. (Office)

PHASE 2 AREA OF IMPROVEMENTS:
 Building Area: 20,050 S.F. (Manufacturing)
 1,770 S.F. (Employee Walkway) Total = 43,840 S.F.
 PAR: 28 (Phases 1 & 2)
 Stories: 1
 Building Height: 50 FT

PHASE 3 AREA OF IMPROVEMENTS:
 Building Area: 15,000 S.F. (Manufacturing)
 PAR: 31 (Phase 1, 2 & 3)
 Stories: 1
 Building Height: 50 FT

NOTE:
 The building shell for Phase 1 and Phase 2 will be constructed by Phase 1. The interior build-out for Phase 2 and the building shell interior build-out for Phase 3 will be constructed in the future. All site improvements will be completed during Phase 1.



On-Site Recycled Water Approved By:
 EASTERN MUNICIPAL WATER DISTRICT

CIVIL ENGINEER OF SUBDIVISIONS	DATE
APPROVALS	INITIAL
PROJECT ENGINEER	DATE
OPERATION	
W.D.# XXXXX	S.A. XX
	CO-ORD XXXXX



NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

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

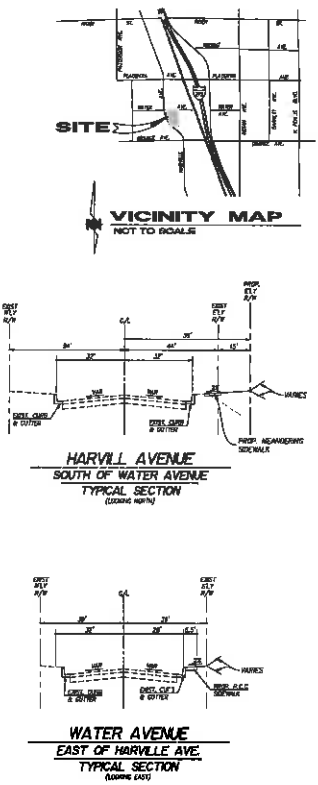
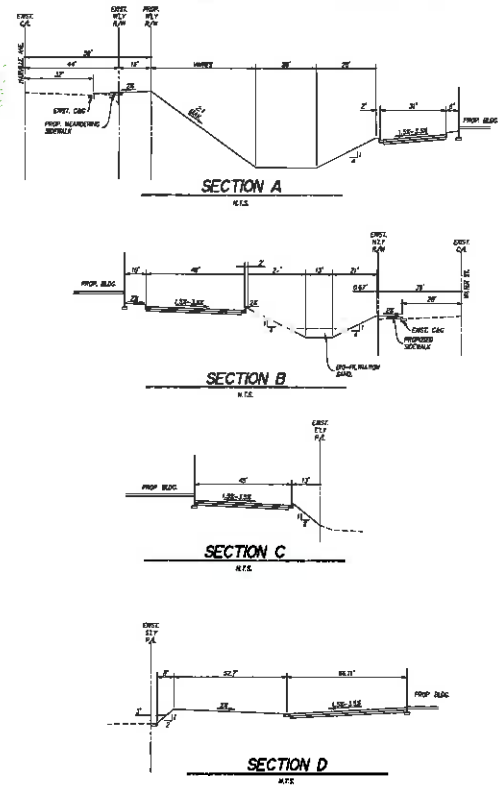
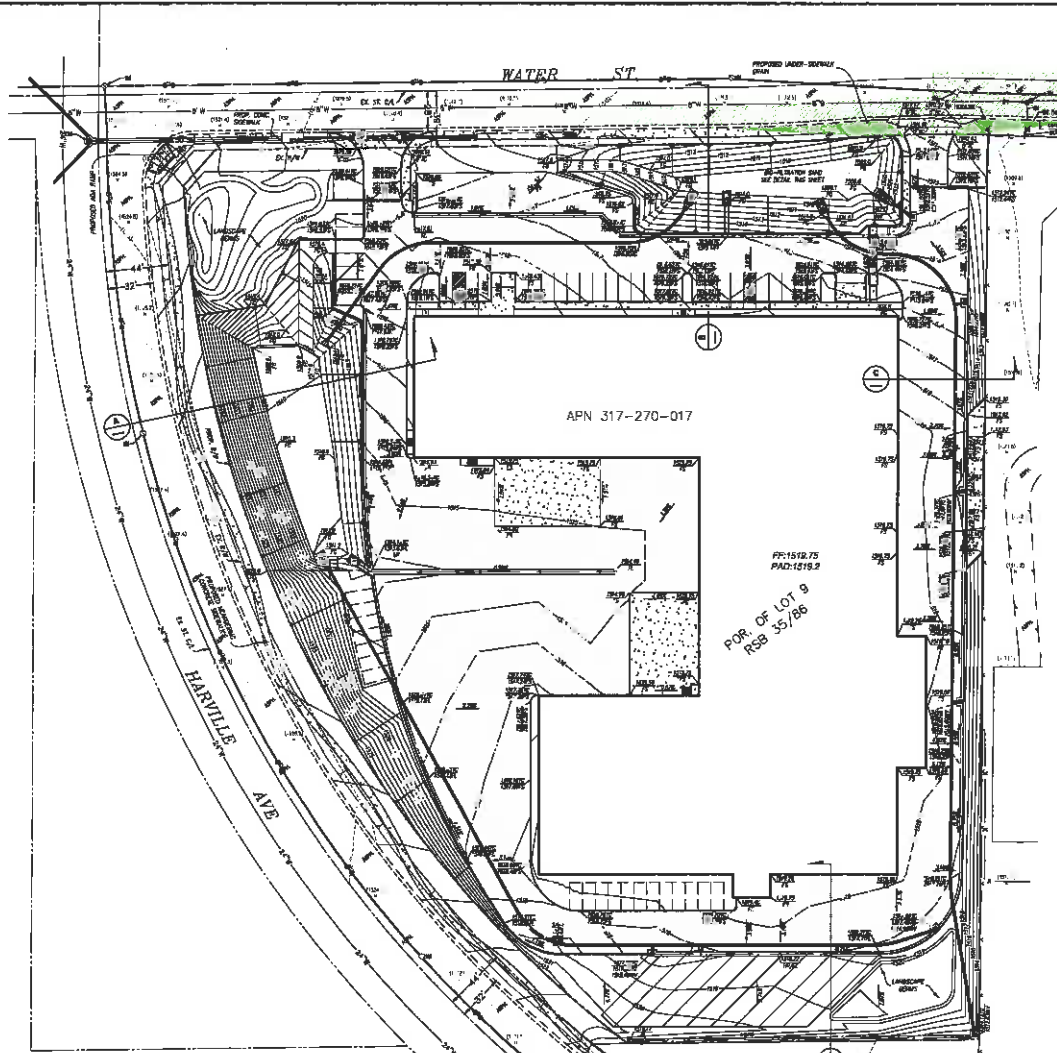
The plan's designer/contractor/engineer shall be responsible for ensuring the accuracy and availability of all data shown. In the event of discrepancies arising after contract award or during construction, the plan's designer/contractor/engineer shall be responsible for identifying the complete nature and making the plan be revised to the extent.

DATE	BY	REVISION

PREPARED BY:
 ICC, INC.
 4195 CHINO HILLS PKWY, SUITE 222
 CHINO HILLS, CA 91709
 PHONE 909-263-7995

CERT NO. XXXX, EXP XX/20XX DATE:

BENCHMARK:
 SCALE: H: V:
 FOR: PPT VALLEY PROPERTIES, L.L.C.
 21067 WILSON ST., PERIS, CA 92570
 W.D. COUNTY FILE NO.
 PPT190002 August 8, 2019
 COUNTY OF RIVERSIDE
 STAR MILLING CO.
 PERIS, CA 92570
 SITE PLANS
 SHEET NO. A-1
 OF 15 SHEETS



SCHOOL DISTRICT
 THE VENICE JAMES SCHOOL DISTRICT
 303 WEST AVENUE ST
 PLEASANTON, CA 94571
 PH: 925-468-0106

UTILITY PROVIDERS

CS&G
 2000 SHERMAN
 PH: 925-482-0587

CS&G
 370 NORTH CALIFORNIA DR. CO
 LARK SP. WOODS
 HAYWARD, CA 94544
 PH: 925-517-0388

GLADWIN
 CALIFORNIA TELEPHONE SYSTEM
 3700 MARSH ROAD
 HAYWARD, CA 94543
 PH: 925-465-0303

STERN DRAIN
 18400S COUNTY FLOOD CONTROL DISTRICT
 1840 MARKET STREET
 HAYWARD, CA 94543
 PH: 925-785-7229

REINFORCE
 18000S COMMERCIAL BLVD
 2000 SHERMAN AVENUE
 HAYWARD, CA 94543
 PH: 925-777-7028

BLUES
 18400S COUNTY FLOOD CONTROL DISTRICT
 1840 MARKET STREET
 HAYWARD, CA 94543
 PH: 925-785-7229

BLUES
 18400S COUNTY FLOOD CONTROL DISTRICT
 1840 MARKET STREET
 HAYWARD, CA 94543
 PH: 925-785-7229

WATER STREET IMPROVEMENT QUANTITIES

ITEM	QTY.
ADA RAMP	4 EA.
P.C.C. SIDEWALK	2,741 S.F.
DRIVEWAY APPROACH	1,869 S.F.

HARVILLE AVENUE IMPROVEMENT QUANTITIES

ITEM	QTY.
ADA RAMP	1 EA.
P.C.C. SIDEWALK	3,506 S.F.

OVERALL SITEWORK QUANTITIES

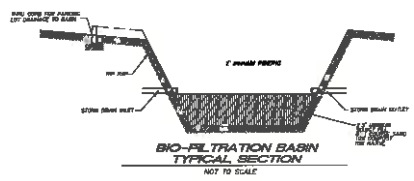
ITEM	QTY.
CURB & GUTTER	1,149 L.F.
CURB ONLY	1,351 L.F.
V-GUTTER	817 L.F.
3"/8" L.D. PAVEMENT	5,772 S.F.
3"/12" H.D. PAVEMENT	92,321 S.F.
RETAINING WALLS	197 L.F.
SD FLARED END SECTION	4 EA.
SD PIPE	1,589 L.F.
P.C.C. CHANNEL	63 L.F.

EARTHWORK ESTIMATE

ITEM	FILL	CUT
RAW	22,508 C.Y.	16,007 C.Y.
H.D. PAVING		4,274 C.Y.
L.D. PAVING		160 C.Y.
CONCRETE		124 C.Y.
BUILDING		1,943 C.Y.
TOTAL:	22,508 C.Y.	22,508 C.Y.
BALANCED SITE	0 C.Y.	

FLOOD ZONE:
 THE PROPERTY LOCATED ON THIS SHEET LIES WITHIN ZONE "1" OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY FLOOD ZONE 1-A-1. ALL WORK PROPOSED HEREON IS THE PROPERTY OF THE DATE OF ISSUE OF THIS PLAN.

- NOTES:**
- SEE DETAIL DRAWING FOR PROPOSED CURB STRAIGHTENING.
 - SEE DETAIL RESTRICTED AREA.
 - PROJECT AREA:
 DRIVEWAY APPROACH = 6.00 AC
 DRIVEWAY = 1.00 AC
 - THIS IS NOT A BIDDING DRAWING AND IS NOT SUBJECT TO BIDDING.
 - THESE ARE NOT EXISTING DIMENSIONS ON SITE.
 - FOR THE BEST INTEREST, THE PROPOSAL FOR LANDSCAPE IS CONSIDERED ONLY AS A REFERENCE TO THE PROPOSAL. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND THE SERVICE AGREEMENT OF THE DESIGN ENGINEER.
 - FOR THE BEST INTEREST, THE PROPOSAL FOR SURVEILLANCE IS CONSIDERED ONLY AS A REFERENCE.
 - THE SITE HAS A HIGH SEISMICITY (1) PALAEONTOLOGICAL RESOURCES.



PPT # 180002 DATE: 08/27/2011

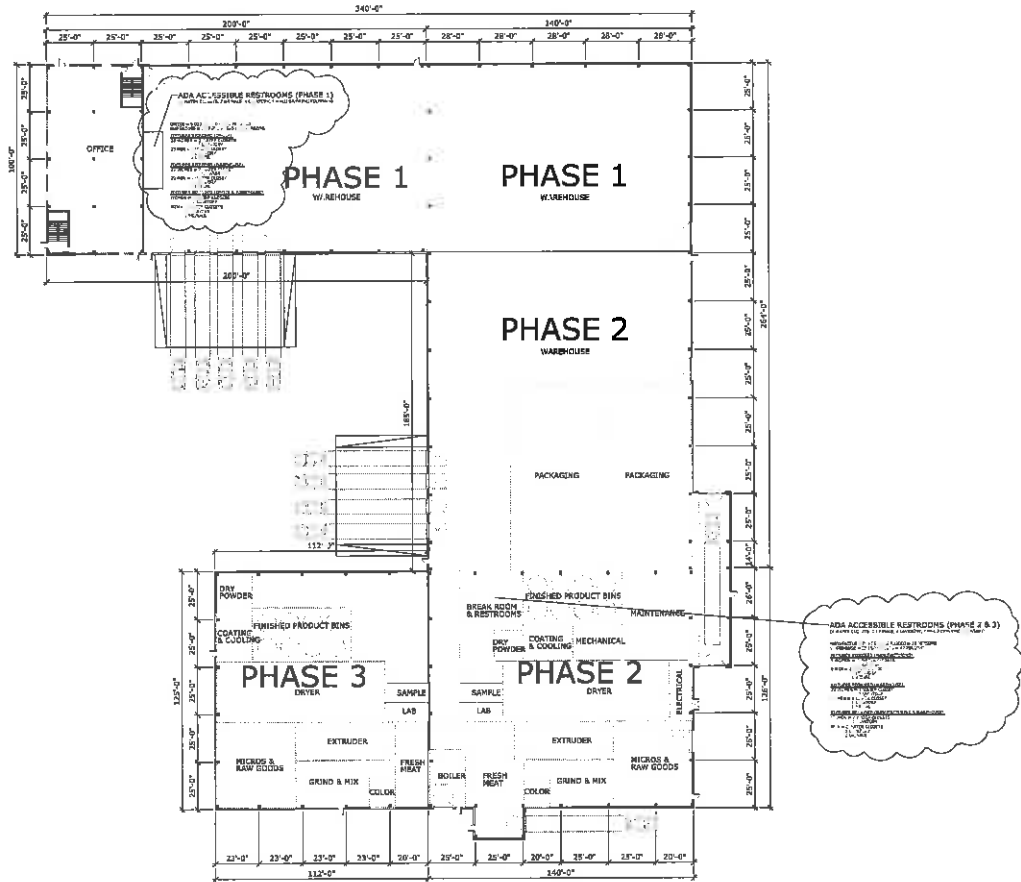
LEGAL DESCRIPTION	TOPOGRAPHY DATED 8-4-18	ASSIGNOR'S PARCEL NUMBERS	CONCEPTUAL GRADING PLAN
PORTION OF LOT 7 OF SUBDIVISION 180002 AS RECORDED IN BK 1, PG 2 OF JAMES RECORDS OF PLACER COUNTY, CA	317-270-017		STAR MILLING
PREPARED BY:	DATE:	BY:	REVISION:
STAR MILLING 24527 WATER ST PLEASANTON, CA 94570		PHILIP B. BISHOP, INC. 100 S. PLEASANT BLVD. STE 200 PLEASANTON, CA 94566 TEL: 925-798-1100 FAX: 925-798-1101	WFO 1018-20

WFO 1018-20
 SHEET 1 OF 1

PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED DRD. 859 VERSION DATE SIGNED TENTATIVE APP. PR. #

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY) - ROW / OFFSITE.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY) - ON-SITE.



On-Site Recycled Water Approved By:
EASTERN MUNICIPAL WATER DISTRICT

CIVIL ENGINEER OF SUBDIVISIONS		INITIAL	DATE
PROJECT ENGINEER		INITIAL	DATE
OPERATION		INITIAL	DATE
W.G.# XXXX	E.A. XX	CO-ORD	XXXXXX

PPT190002 August 27, 2019 SHEET NO. _____ OF _____ SHEETS

APN 317-270-017 I.P. No. 01000X
COUNTY OF RIVERSIDE
STAR MILLING CO.
PERRIS, CA 92570

SCALE: _____

FOR: PERRIS VALLEY PROPERTIES, LLC
35007 WATER ST., PERRIS, CA 92570

W.G. _____ COUNTY FILE NO. _____



NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

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

The project engineer certifies that these plans are prepared by a registered professional engineer and are in accordance with the California Engineering Code of Ethics and the California Professional Engineers Act. The engineer shall be responsible for the accuracy and completeness of the information provided on these plans and for the safety of the project.

DATE	BY	CHK	APP	DATE	BY	CHK	APP



PREPARED BY:
ICG, INC.
4185 CHINO HILLS PKWY, SUITE 222
CHINO HILLS, CA 91709
PHONE 909-203-7885

CERT NO. XXXX, EXP. XX/20XX DATE: _____

BENCHMARK:
SCALE: _____

PROJECT NO. 19-001
 PROJECT NAME: STAR MILLING CO. STAR MILLING CO. STAR MILLING CO. STAR MILLING CO. STAR MILLING CO.
 PROJECT LOCATION: STAR MILLING CO. STAR MILLING CO. STAR MILLING CO. STAR MILLING CO. STAR MILLING CO.
 PROJECT DATE: 05/26/2019
 PROJECT ENGINEER: [Signature]
 PROJECT OPERATOR: [Signature]
 PROJECT APPROVAL: [Signature]



OCCUPANCY TYPE	Sqft
PHASE 1 -	
WAREHOUSING	28,750
OFFICE	5,000
EMPLOYEE WELFARE	250
TOTAL =	34,000
PHASE 2 -	
WAREHOUSING	20,050
MANUFACTURING	21,220
EMPLOYEE WELFARE	1,570
TOTAL =	42,840
PHASE 3 -	
MANUFACTURING	14,000
TOTAL ALL PHASES =	90,840

Manufacturing Area Breakdown:	Approx. Sqft:
Packing	5,000
Fin Product Bins	6,000
Dry Powder	600
Dryer	5,650
Electrical	380
Maintenance	1,750
Boiler	570
Extruder	2,100
Color	420
Coating&Cooling	990
Micros and Raw Good	3,740
Sample	470
Lab	470
Fresh Meat	2,790
Grind and Mix	2,000
Mechanical	490
Extra Area	1,800

On-Site Recycled Water Approved By:			
EASTERN MUNICIPAL WATER DISTRICT			
CIVIL ENGINEER OF SUBMISSIONS	DATE		
PROJECT ENGINEER	INITIAL	DATE	
OPERATION			
W.Q.# 200X	S.A. XX	CO.DND 200XX	

PPT190002 May 26, 2019

APN 317-270-017 I.P. No. 0XXXX
 COUNTY OF RIVERSIDE
 STAR MILLING CO.
 23840 RIDER ST., PERRIS, CA 92570

A-2



NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

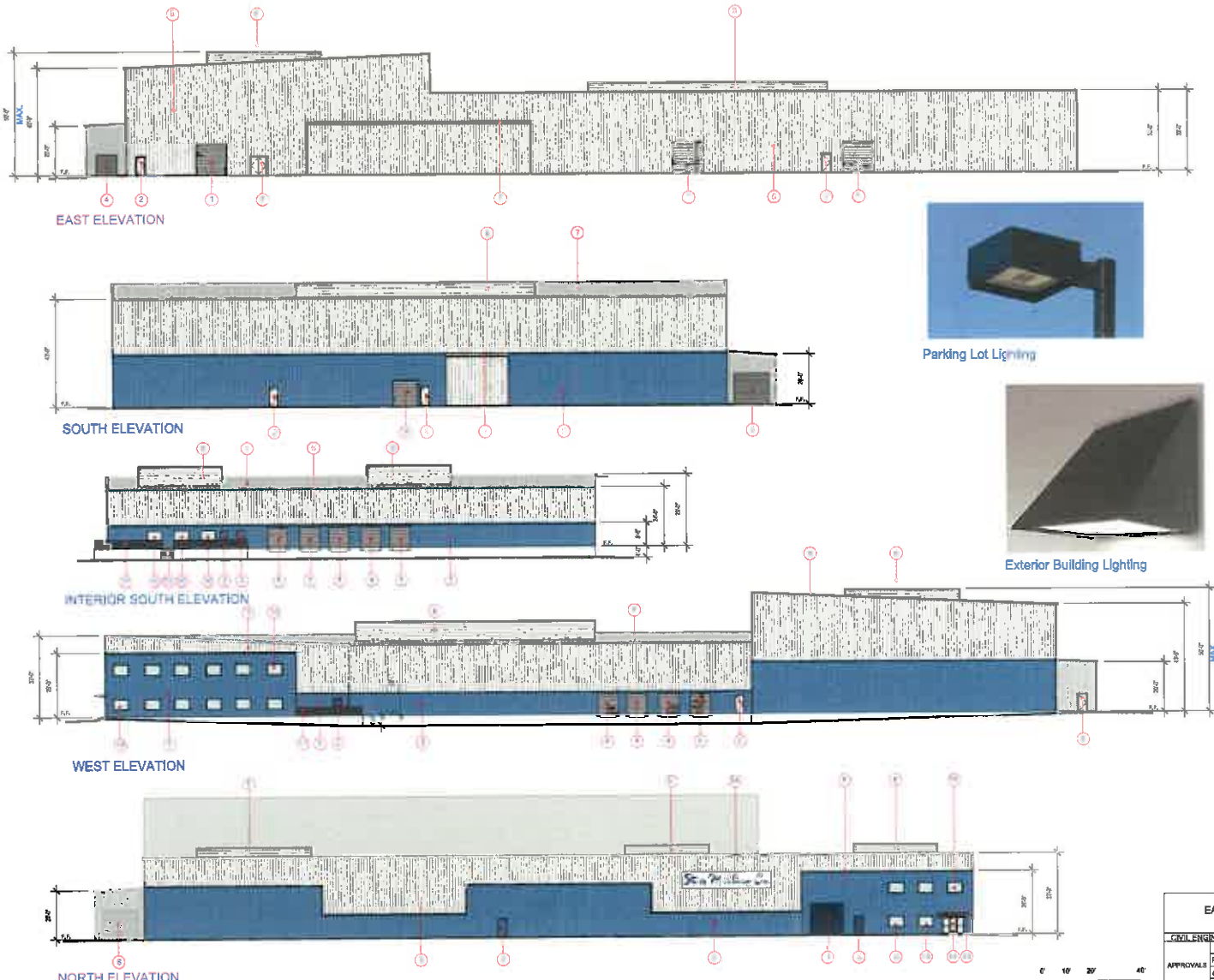
ICG, INC.
 4195 CHINO HILLS PKWY, SUITE 222
 CHINO HILLS, CA 91709
 PHONE 909-203-7892



PREPARED BY:
 ICG, INC.
 4195 CHINO HILLS PKWY, SUITE 222
 CHINO HILLS, CA 91709
 PHONE 909-203-7892

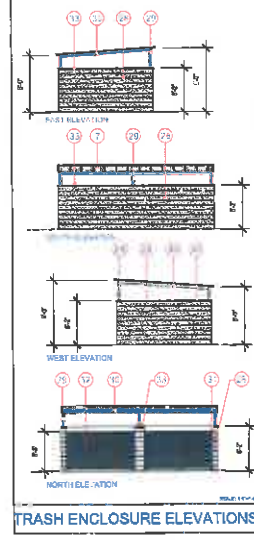
CERT NO. XXXX, EXP XX/20XX DATE:

PERMITS VALLEY PROPERTY, LLC
 10407 WATER ST., PERRIS, CA 92570



KEYNOTES:

1. 12" X 12" Flush-Up Door, Painted.
2. 3" X 7" Hollow Metal Door and Frame, Painted.
3. 3" X 7" Hollow Metal Door and Frame, Painted.
4. 3" X 7" Flush-Up Door, Painted.
5. Vertical Metal Sliding Panels, Painted.
6. Enclosed Screen With Horizontal Metal Slats, Painted.
7. Sliding Screen Metal Slats, Painted.
8. 1/2" X 12" Flush-Up Door, Painted.
9. 10" X 10" Flush-Up Door, Painted.
10. Recessed Anodized Aluminum Window With Tilted Glass, Plus Railing, Painted.
11. Plus Railing, Painted.
12. Concrete Core With Handrails.
13. Aluminum Entry Screen.
14. Recessed Aluminum Slatted Entry With Insulated Tilted Glass and 3" X 7" Slatted Metal Door.
15. Railing, Chain Link Fence - Project to Meet.
16. Recessed Chain Link Fence at Pedestrian Access.
17. New Retaining Wall at Pedestrian Access Ramp - See Civil Engineers Guide.
18. New Pedestrian Concrete Access Ramp - See Civil Engineers Guide.
19. New Pre-Engineered Metal Storage Building.
20. Truck Rack - One Bay.
21. New Asphalt Parking - Per soils Engineers Report.
22. New Crushed Stone/Gravel Base at Truck Staging Area.
23. New Concrete Trailing at Truck Loading Dock.
24. New Handicap Parking Stalls per County Standards.
25. New Parking Stalls per County Standards.
26. New Trash Enclosure per County Standards.
27. New Slatted Transformer Pad.
28. Split Face CMU Trash Enclosure Walls.
29. Tube Steel Metal Support/Panels.
30. Tube Steel Metal Panels, Painted.
31. Tube Steel Gate Jamb.
32. Steel Angle Enclosure Gate with Corrugated Metal Panels, Painted.
33. CMU Metal Gate.
34. Proposed Signage Location (Refer to Station Points).



On-Site Recycled Water Approved By:
EASTERN MUNICIPAL WATER DISTRICT

CIVIL ENGINEER OF SUBDIVISION	DATE
INITIAL	DATE
PROJECT ENGINEER	DATE
OPERATION	DATE
WALSH 20000	EA, XX DO-GRD 200000

PPT190002 August 27, 2019

APN 317-270-017 I.P. No. 000000
COUNTY OF RIVERSIDE
STAR MILLING CO.
PERRIS, CA 92570
EXTERIOR ELEVATIONS

SHEET NO. A-3

COUNTY FILE NO.



NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

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

No public hearings related to these plans is required for copying the drawings and providing to the local agency. In the event of discrepancies, the plans shall remain as shown on these drawings. The project engineer shall be responsible for obtaining all necessary permits and making the plans for record to the study.

DATE	BY	DATE	BY

PREPARED BY:
ICG, INC.
4195 CHINO HILLS PKWY, SUITE 222
CHINO HILLS, CA 91709
PHONE 909-223-7885

CERT NO. XXXX, EXP XX/20XX DATE:

BENCHMARK:
SCALE: 1"=20'

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department may hold hearings on this item and 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 prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday December 25 (Christmas Day) and Wednesday January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1389MA19 – Star Milling Company (Representative: Paul Cramer) – County of Riverside Case No. PPT190002 (Plot Plan). A proposal to construct a 90,840 square foot animal food processing and warehouse facility on 6.74 acres located on the southeast corner of Water Avenue and Harvill Avenue (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: ZAP1389MA19 DATE SUBMITTED: 11-6-19

March
C2

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Paul Cramer, Star Milling Company	Phone Number	951-657-3143
Mailing Address	24067 Water St, Perris, CA 92570	Email	paul_cramer@starmilling.com

Representative	Paul Cramer	Phone Number	213-880-2285
Mailing Address	24067 Water St, Perris, CA 92570	Email	paul_cramer@starmilling.com

Property Owner	William R Cramer Jr/ Janet Cramer	Phone Number	951-766-0989
Mailing Address	42105 Rocview Dr, Hemet, CA 92544	Email	paul_cramer@starmilling.com

LOCAL JURISDICTION AGENCY

Local Agency Name	Phone Number
Staff Contact	Email
Mailing Address	Case Type
	<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
Local Agency Project No	PPT190002

PROJECT LOCATION

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

Street Address	
Assessor's Parcel No.	317-270-017
Gross Parcel Size	6.74
Subdivision Name	Nearest Airport and distance from Airport
Lot Number	Perris Airport 4.8 Miles

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 Lot zoned MH

Proposed Land Use (describe)	90,840 sf warehouse and manufacturing facility used for animal food and pet food. Consistent with use of our current facility adjacent to the east. It will consist of 48,800 sf of warehouse space, 35,220 sf of manufacturing space and approximately 9,500 sf of office space. We will operate between the hrs of 7am-4pm Mondays through Friday. After initial operations is at capacity we will add a second shift from 3:30pm to 12 am. We will employ roughly 35-40 skilled, managerial and production positions.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation	7am to 4pm Monday-Fridays	
	Number of People on Site	30	Maximum Number 40
	Method of Calculation	Shift by people per shift	
Height Data	Site Elevation (above mean sea level)	approximately 1,500 ft.	
	Height of buildings or structures (from the ground)	50 ft.	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes	
		<input checked="" type="checkbox"/> No	
	If yes, describe	_____	

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1392MA19 – Fullmer Construction (Representative: MIG. Inc.)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN19-0213 (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 C1

Noise Levels: below 60 CNEL from aircraft

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: A proposal to establish a tractor trailer parking facility on 6.59 acres, consisting of 138 truck trailer parking spaces and 2 regular vehicle parking spaces, a 120 square foot security booth, and a 9,126 square foot detention basin.

The site was previously included in an 84.82-acre area proposed for the development of four industrial warehouse buildings totaling 1,737,518 square feet. The proposed truck parking facility will replace the portion of the original project that would have occupied Assessor's Parcel Number 316-100-048.

PROJECT LOCATION: The site is located easterly of Heacock Street, southerly of Krameria Avenue, westerly of Indian Street, and northerly of Cardinal Avenue, within the City of Moreno Valley, approximately 3,840 feet northeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C1, which limits average intensity to 100 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rate was used to calculate the occupancy for the proposed buildings in Compatibility Zone C1:

- Office – 1 person per 200 square feet (with 50% reduction)

The project proposes a 120 square foot security office, which will accommodate an occupancy of 1 person, which would result in an average intensity of less than 1 person per acre, which is consistent with Compatibility Zone C1 criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking in the absence of more precise data). Based on the 2 parking stalls and 138 truck trailer stalls provided, the total occupancy would be estimated to be 141 people. The resulting average intensity of 21 people per acre is consistent with the Compatibility Zone C1 average criterion of 100.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would be located around the 120 square foot security office building, accommodating 1 person, which is consistent with the Compatibility Zone C1 single acre criterion of 250.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C1 easterly of the runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and plans were sent electronically for their review. As of the time this staff report was prepared, no comments have been received.

The 2018 Airport Installations Compatible Use Zones (AICUZ) study identifies the Base's secondary runway (Runway 12-30) and its Clear Zones (CZ) and Accident Potential Zones (APZs). A portion of the project's most southwesterly corner, which includes proposed parking spaces, drive aisles, landscaping, perimeter walls and fencing, and security booth appears to be located within APZ I and APZ II. Appendix A of the AICUZ provides Land Use Compatibility Tables for the CZs and APZs, which cite "automobile parking" and "guard booth" (as an ancillary use to the parking yard) as

permitted uses in APZ I and II (and prohibited use in the CZ). (Note: Runway 12-30 was not a factor in the development of Compatibility Zones adopted through the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan [ALUCP].) The 2014 March Air Reserve Base/Inland Port ALUCP will need to be amended so as to be consistent with the 2018 AICUZ. However, until such time, the 2014 March ALUCP is the current adopted plan.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL aircraft noise contour. Therefore, the project would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level. At a distance of approximately 3,840 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,526 feet AMSL. The site elevation is approximately 1,481 feet AMSL. With a maximum structure height (light pole) of 30 feet, the top point elevation would be 1,511 feet AMSL. Therefore, review by the FAA OES is not required.

In addition, the project site is approximately 5,224 feet from Runway 12-30, which has a site elevation of 1,506 feet AMSL. FAA OES review would be required for any structures above 1,558 feet AMSL. The project's top elevation of 1,511 feet AMSL is below this FAA threshold, and would not require FAA OES review.

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

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

The project includes a 9,126 square foot detention basin that is greater than 100 feet in length and 50 feet in width. Detention basins areas 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 brochure titled "Airports, Wildlife and Stormwater Management" prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone C1 only if less than 30 feet in length and width and if "vegetation is selected to discourage hazardous wildlife

and reviewed by a qualified biologist.”

Therefore, conditions have been placed on the detention basin: 1) the new basin is to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC Landscaping Near Airports brochure.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children’s schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly, noise sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings, and shall be recorded as a deed notice.
4. March Air Reserve Base must be notified of any land use having an electromagnetic

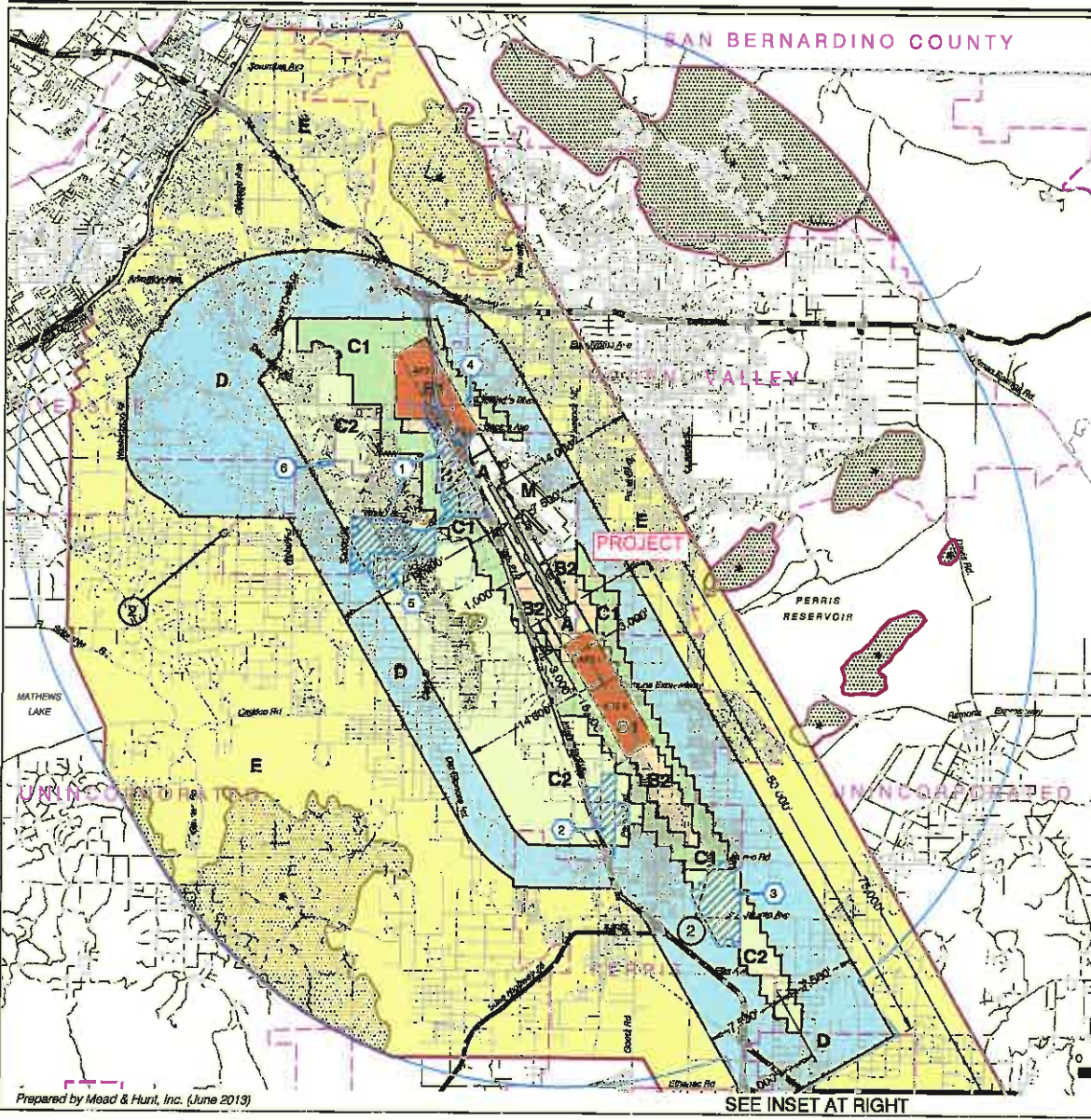
radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

5. 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.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

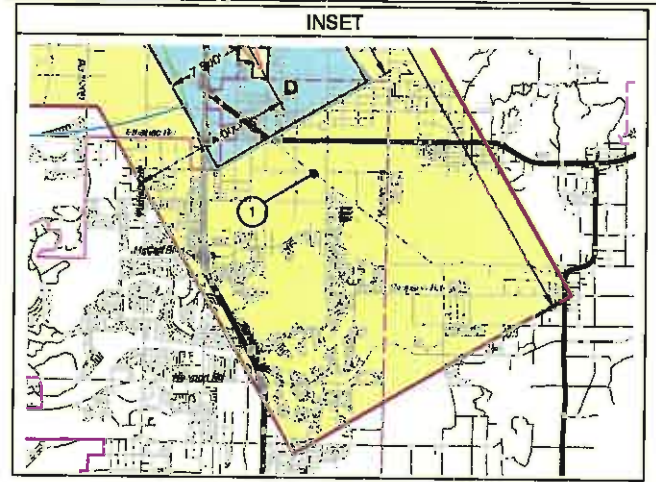
Boundary Lines

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

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

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

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



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



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

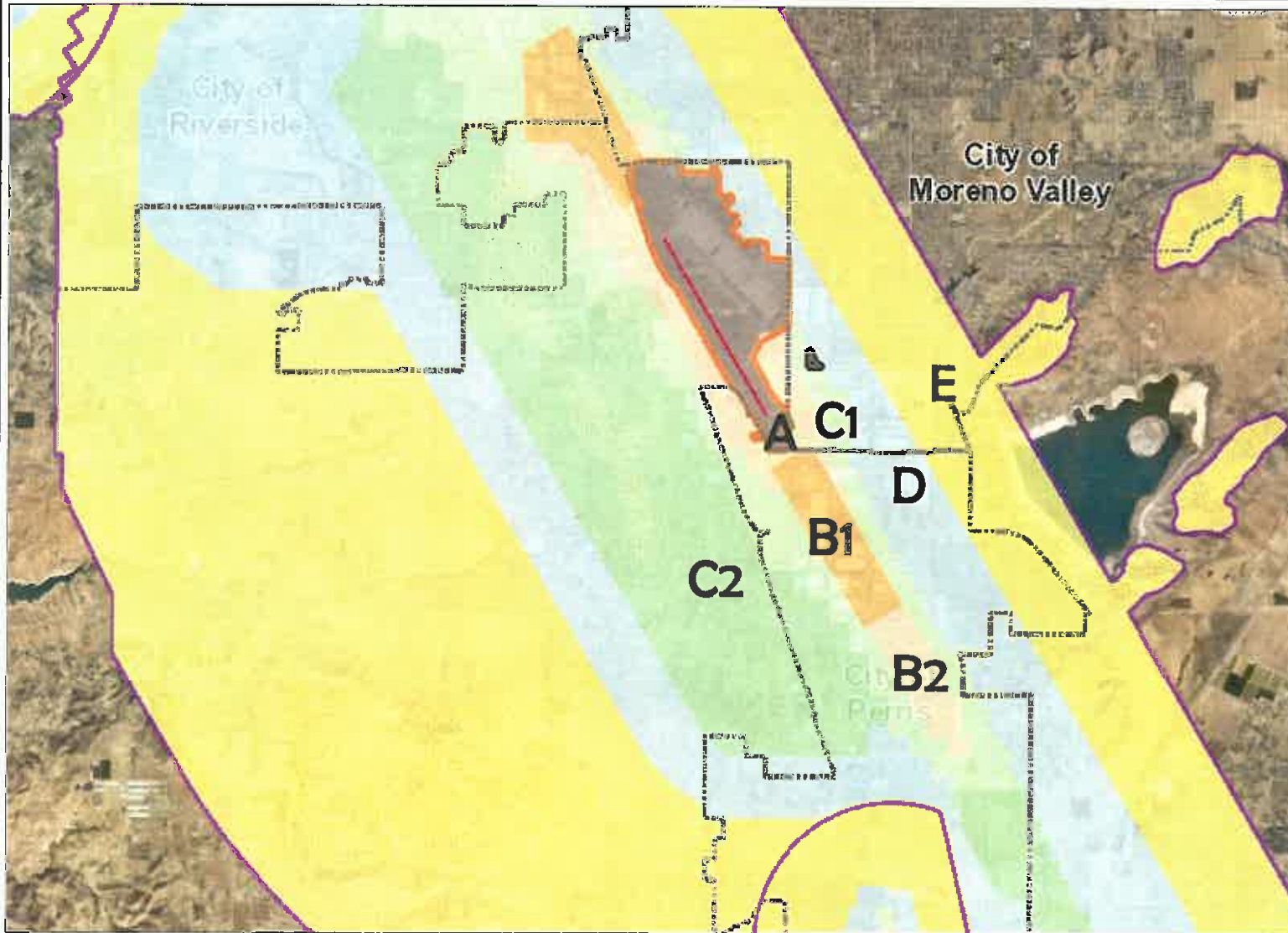
Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

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

Base map source: County of Riverside 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

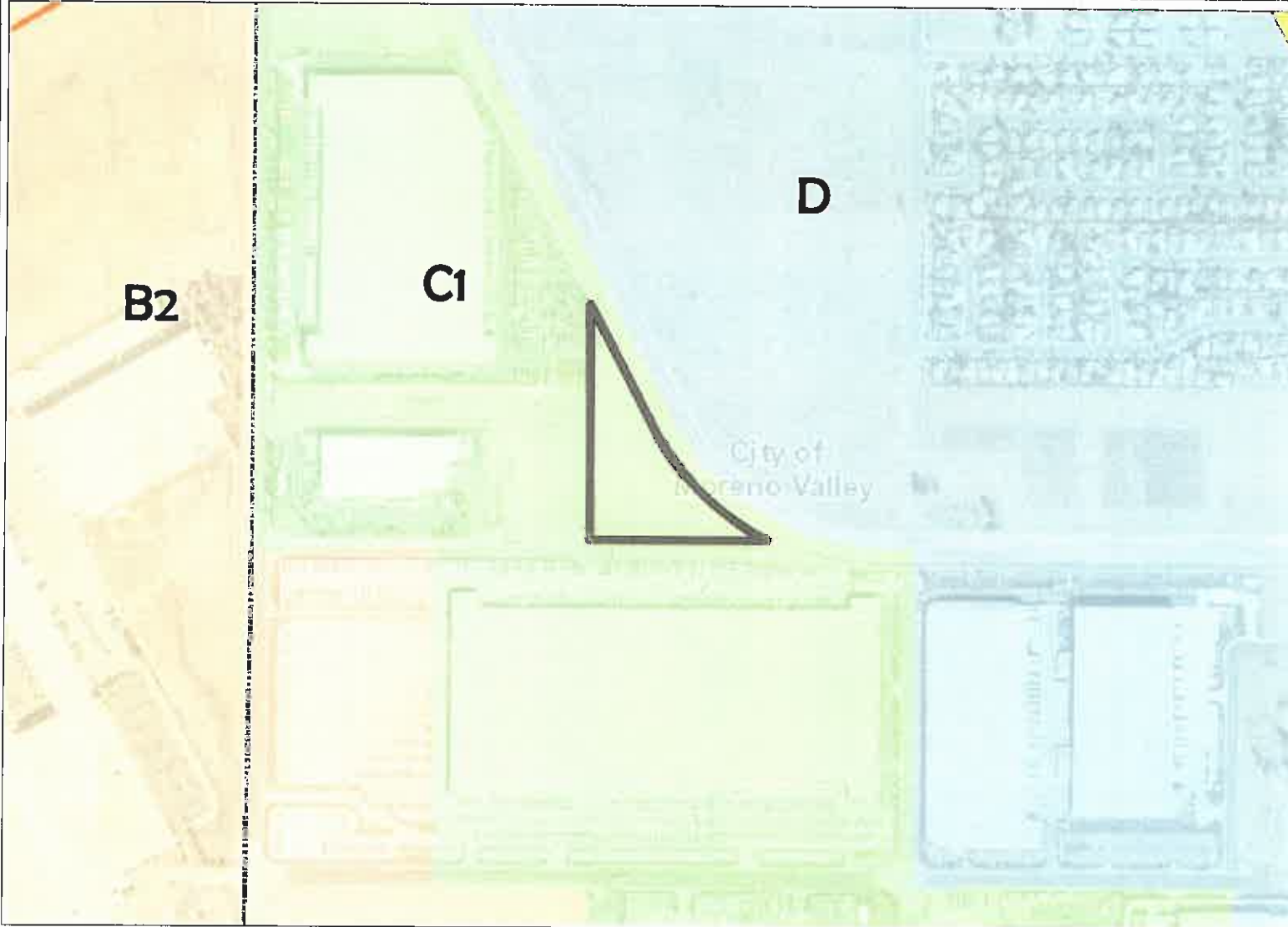


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

Notes



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

- City Areas
- World Street Map



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

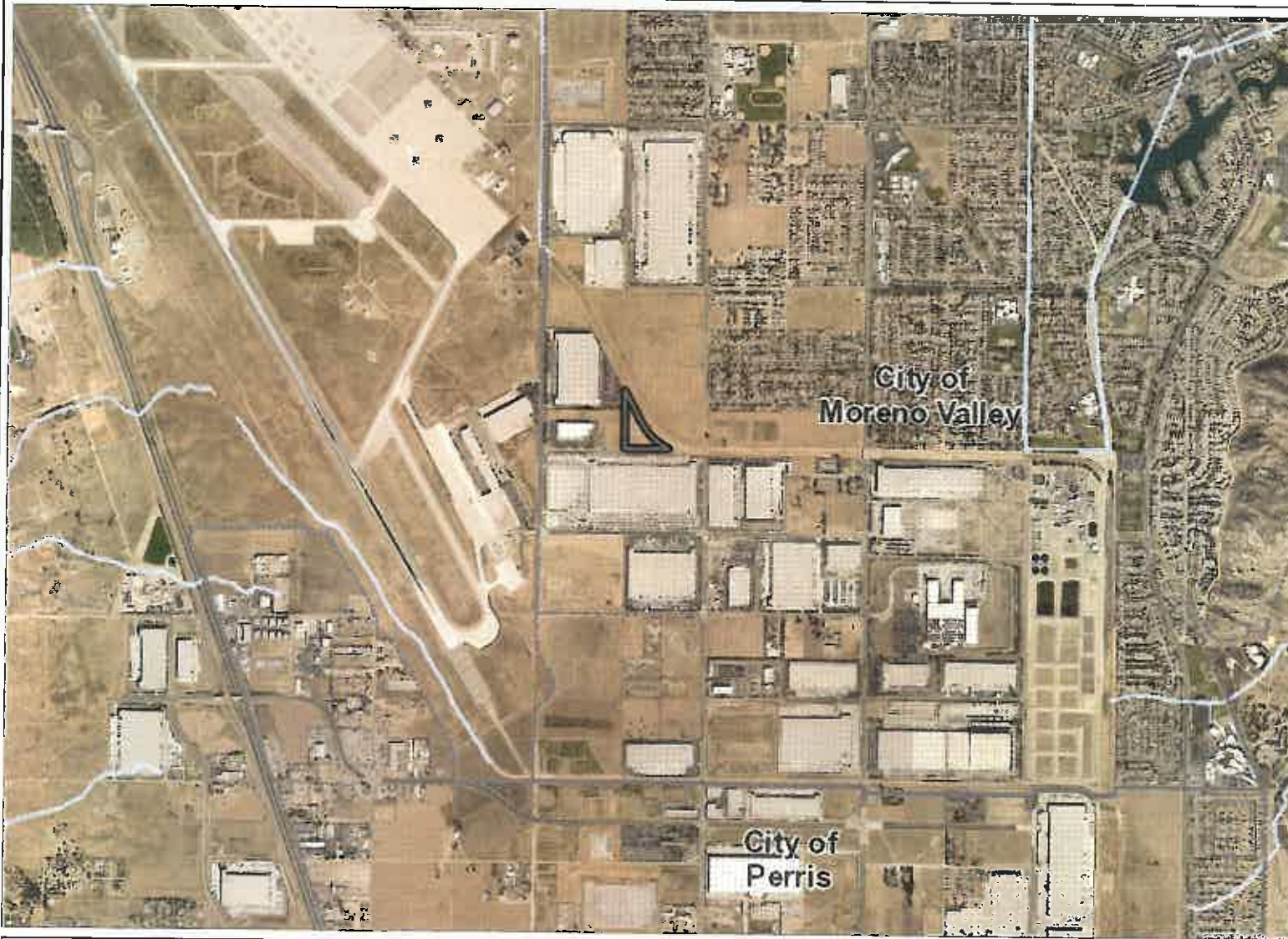
0 12 24,254 Feet

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© Riverside County GIS

Notes

Map My County Map



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



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Notes

Map My County Map



- Legend**
- Blue line Streams
 - Grid City Areas
 - World Street Map



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Notes



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Map My County Map

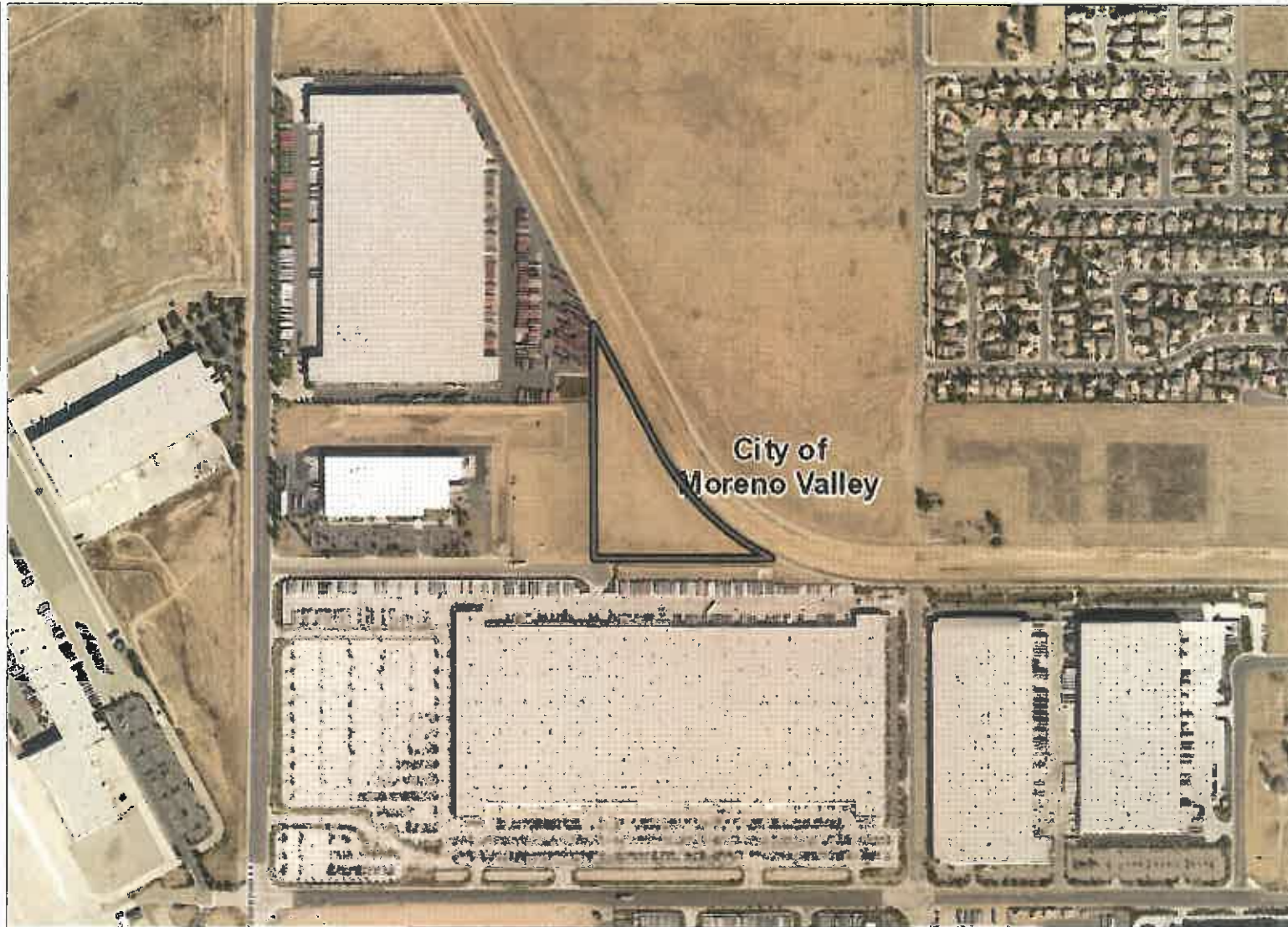
Los Angeles



San Diego

Tijuana

Mexico



Legend

Blue Line Streams

City Areas

World Street Map



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

Notes

0 758 1,516 Feet

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Acceptable
The trees above have a vertical branching structure that minimizes perching and nesting opportunities



Not acceptable
Examples of trees that are attractive to birds because of horizontal branching structure



Not acceptable
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided



Landscaping needs to be aesthetically pleasing, but it must coincide with the responsibility for aviation safety.

TABLE 2. Acceptable Plants from Riverside County Landscaping Guide

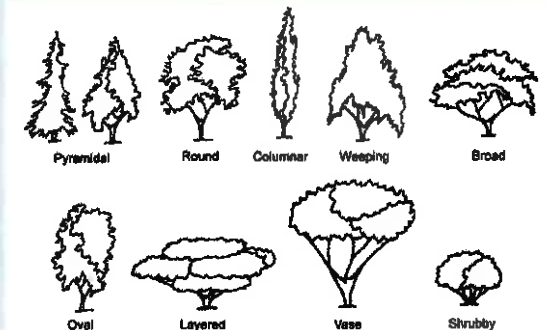
	Scientific Name	Common Name	WDEOL's Region 1, 2	Sunbelt Zone
TREES	<i>Leris occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
	<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
	<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
	<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
	<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3; 7-11, 14, 18-24
	<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
	<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
SHRUBS	<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
	<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
	<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
	<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
	<i>Gravellia Noelli</i>	Noel's Grevelia	L: 1-4; M: 6	
	<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
	<i>Langana camara</i>	Bush Lantana	L: 1-4; M: 6	
	<i>Lavendula</i> spp.	Lavender	L: 10S; M: 5-6	2-24; varies
	<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
	<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6		
GROUND COVER	<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
	<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	103, 7-14, 18-21
	<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
	<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
	<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
	<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
GRASSES	<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
	<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
	<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETO	8-9, 12-24
	<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
ACCENT GRASSES	<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
	<i>Chondropetalum lictorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
	<i>Dasyllirion</i> species	Desert Spoon	VL: 1, 4-6	10-24
	<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
	<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
	<i>Diets bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
	<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
	<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
	<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2h, 3, 7-16, 18-24
	<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
	<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
	<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
	<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
	<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species	



Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



Tree species should be selected and planted so that, at maturity, overlapping crown structures will be minimized.



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.

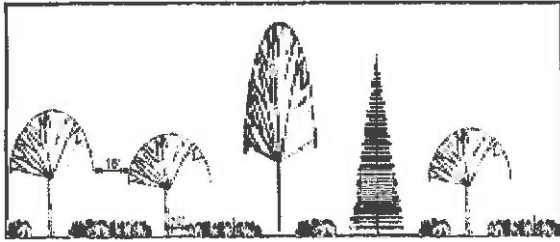


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rclma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf.)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials

TREES	<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
SHRUBS/ACCENTS/GRASSES	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
GROUNDCOVER/TURF	<p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
VINES	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm Heavenly Bamboo California Fuchsia Deer Grass Society Garlic

LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.



Figure 2. Alternative hardscapes and groundcover/turf





Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measure
Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. 	<ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities.
Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. 	<ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter.
Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. 	Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation.

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



Remains of an owl ingested by an aircraft engine.

Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard biologist (qualified biologist) to discourage wildlife
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas
Harvest and Use (P2VH) Recommended	Suitable as long as water is stored in enclosed areas
Sand Filter basins Recommended	Desirable because retaining water is needed through an underdrain system
Vegetated Filter Basins and Vegetated Swales Recommended	Desirable because neither BMP include provided water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Infiltration Basins Not recommended without Modification. Suitable only if design addresses wildlife hazards	<ul style="list-style-type: none"> ■ Unsuitable in ALU/CP Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water, and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1).
Bioretention Facilities Not Recommended without Modification (also known as rain gardens bioretention basins, infiltration basins, landscaped filter basins)	<p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zone A ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Extended Detention Basin Not Recommended	<ul style="list-style-type: none"> ■ Unsuitable in Zones A through C. ■ Should be avoided in Zones D and E. If necessary, modify design on pond to provide no visible water within 48 hours, provide steep slopes (3:1), provide landscape for birds and other, and do not provide vegetation within avian influence zone.



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



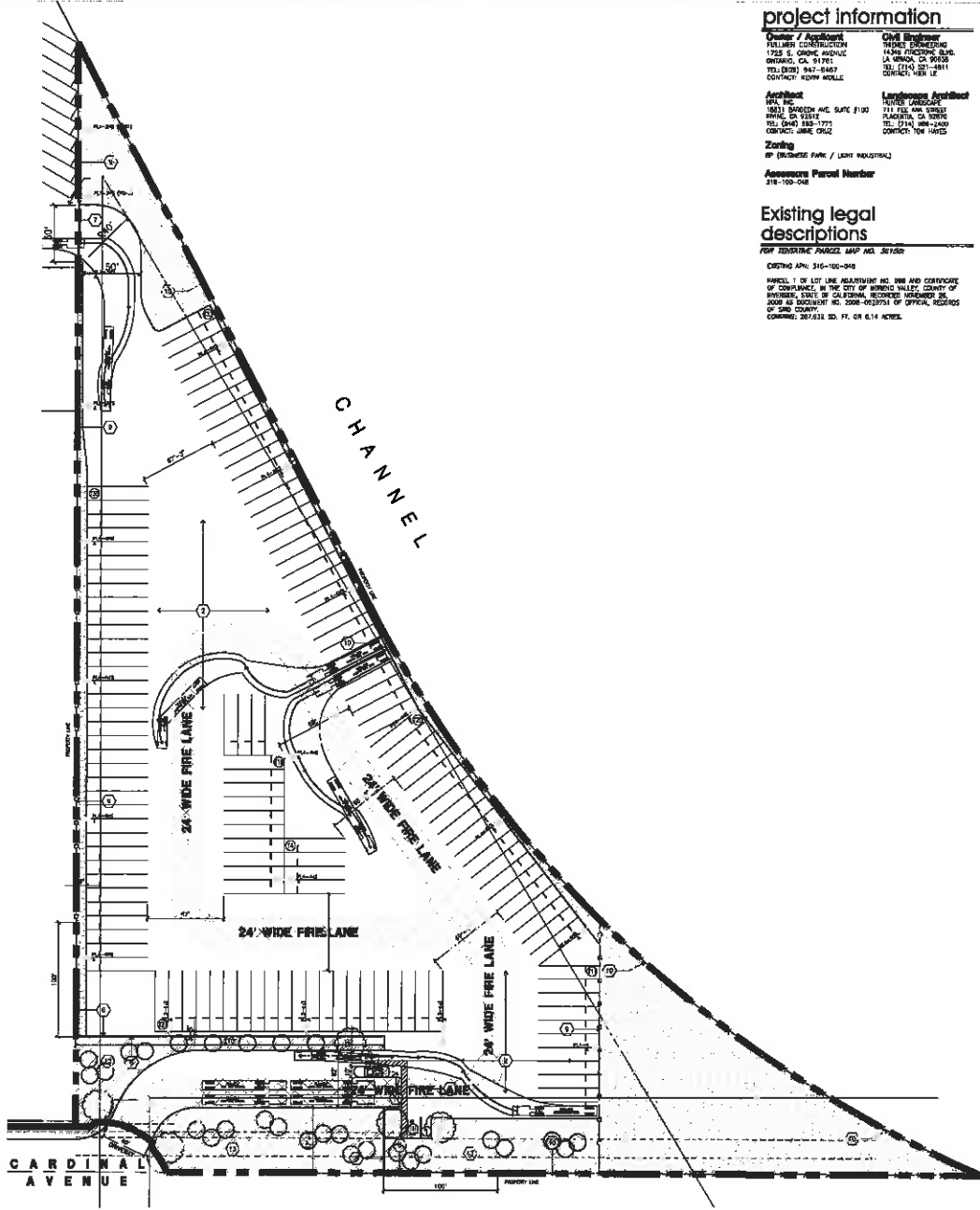
Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.



project information

Owner / Architect
PULLMAN CONSTRUCTION
 1723 S. GARDEN AVENUE
 OAKLAND, CA 94671
 TELEPHONE: 947-8843
 CONTACT: KEVIN HOLLIS

Architect
 SPS INC.
 18311 BARDON AVE. SUITE #100
 IRVINE, CA 92614
 TEL: (949) 443-1773
 CONTACT: JANE CHANG

Zoning
 RP (RESIDENTIAL / LIGHT INDUSTRIAL)
Assessor's Parcel Number
 318-100-048

Existing legal descriptions

TOP SURVEYING PARCEL MAP AND SETBACK
 CE9790 APN: 318-100-048
 PARCEL 1 IN LOT LINE ADJUSTMENT NO. 088 AND CORRECTION OF COMPLAINT, IN THE CITY OF BERKELEY, COUNTY OF ALBUQUERQUE, STATE OF CALIFORNIA, RECORDED UNDER BOOK 48 AND DOCUMENT NO. 2008-0829761 BY OFFICIAL RECORDS OF SAN JOSE COUNTY.

Landscaping Architect
 NATURE LANDSCAPE
 711 FIVE AMB STREET
 PLACENTA, CA 90966
 TEL: (914) 988-2400
 CONTACT: TONY HAYES

site plan general notes

1. THE SOILS REPORT IS TO BE PART OF THESE CONTRACT DOCUMENTS.
2. IF SOILS ARE EXTENSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL FOUNDATION WALLS TO THE EXTERIOR OF CONCRETE WALL, FACE OF CONCRETE CURB OR CURB LINE SHALL BE FINISHED.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, CUTTERS AND WALLS.
5. THE CURB PROJECT SHALL BE PERMANENTLY FINISHED WITH AN AUTOMATIC WEAR SURFACE.
6. PRIOR TO INSTALLATION IS AT LEAST 90 DAYS BEFORE BLDG. COMPLETION. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONNECTIONS TO NEARBY "C" DRAWINGS FOR ALL NEARBY UTILITY CONNECTIONS.
9. SEE "C" DRAWINGS FOR CURB AND STATIONING LOCATIONS.
10. SPECIES REFERRED TO BY A NUMBER OR "C" SHALL BE TOLERANT TO 1" O.C. SPACING/SPACING WIDTHS SHALL BE A MINIMUM OF 1" AWAY FROM WALLS. EXPOSED EDGES TO BE FINISHED WITH CONCRETE. DRAINAGE SHALL BE 1/4" DIA. SEE "C" DRAWINGS FOR FINISH. PAINT COLORS AND FINISHES SHALL BE AS SHOWN ON "C" DRAWINGS.
11. PAINT COLORS AND FINISHES SHALL BE AS SHOWN ON "C" DRAWINGS.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND PLANNING SHALL BE SUBMITTED TO THE CITY OF BERKELEY PRIOR TO SUBMITTING TO THE CITY OF BERKELEY PRIOR TO OBTAINING OF BUILDING PERMITS. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLIANCE TO PLANNING DIVISION.
13. ALL LANDSCAPE AND IRRIGATION SYSTEMS SHALL MEET CURRENT CITY PLANNING DIVISION.
14. ALL LANDSCAPE AND IRRIGATION SYSTEMS SHALL MEET CURRENT CITY PLANNING DIVISION.
15. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES OF TOP CURB.
16. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING POINT.
17. ALL ROOF DRAINAGE SHALL BE DIRECTED TO A LANDSCAPE AREA.

tabulation

Site area (in sq. ft.)	288,812 s.f.
Site area (in acres)	6.58 ac
Parking Provided	
standard (9'x18')	1 stalls
handicap (9'x18')	1 stalls
Total	2 stalls
Trailer Parking Provided	
trailers (12'x30')	138 stalls
Landscape Provided	
Percentage	19%
Area	64,666 s.f.

site plan keynotes

1. NOT USED
2. REINFORCED CONCRETE (RC) FINISH FOR SOILS ENGINEER RECOMMENDATION AS APPROVED BY THE CITY.
3. NOT USED
4. CONCRETE APPROVED TO BE CONNECTED PER CITY STANDARD LINE WORKED. PROVIDE STAMPED CONCRETE BY LIGHT BROWN FIN. AT ALL CORNER LOCATIONS. PROVIDE VERTICAL & HORIZONTAL EXPANSION JOINTS AT A MAXIMUM OF 15' O.C. BRACING.
5. NOT USED
6. 1/4" HIGH PRE-CAST STAINED CURB BROWN WALL.
7. 8" IN METAL SLIDING GATE.
8. 8" IN METAL SLIDING GATE.
9. 8" IN METAL FENCE.
10. 8" IN CHAIN LINK FENCE.
11. GUARD RAILING.
12. NOT USED
13. LANDSCAPE, SEE CONCEPTUAL LANDSCAPE PLAN.

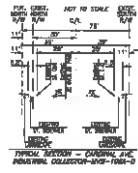
utility information

UTILITIES
 WATER: EASTERN ALABAMA WATER DISTRICT
 GAS: EASTERN ALABAMA WATER DISTRICT
 SANITARY: EASTERN ALABAMA WATER DISTRICT
 TELEPHONE: AT&T
 CABLE: CABLE ONE
 POWER: SOUTHERN POWER
 FIBER OPTIC: SOUTHERN POWER
 TELEVISION: SOUTHERN POWER
 SATELLITE: SOUTHERN POWER
 RAILROAD: SOUTHERN POWER
 AIRPORT: SOUTHERN POWER
 HIGHWAY: SOUTHERN POWER
 CANAL: SOUTHERN POWER
 DAM: SOUTHERN POWER
 PUMP STATION: SOUTHERN POWER
 TREATMENT PLANT: SOUTHERN POWER
 STORAGE TANK: SOUTHERN POWER
 CONDUIT: SOUTHERN POWER
 MANHOLE: SOUTHERN POWER
 VALVE: SOUTHERN POWER
 STRUCTURE: SOUTHERN POWER
 SIGN: SOUTHERN POWER
 LIGHTING: SOUTHERN POWER
 SECURITY: SOUTHERN POWER
 TELEPHONE: SOUTHERN POWER
 CABLE: SOUTHERN POWER
 POWER: SOUTHERN POWER
 FIBER OPTIC: SOUTHERN POWER
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 RAILROAD: SOUTHERN POWER
 AIRPORT: SOUTHERN POWER
 HIGHWAY: SOUTHERN POWER
 CANAL: SOUTHERN POWER
 DAM: SOUTHERN POWER
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 TREATMENT PLANT: SOUTHERN POWER
 STORAGE TANK: SOUTHERN POWER
 CONDUIT: SOUTHERN POWER
 MANHOLE: SOUTHERN POWER
 VALVE: SOUTHERN POWER
 STRUCTURE: SOUTHERN POWER
 SIGN: SOUTHERN POWER
 LIGHTING: SOUTHERN POWER
 SECURITY: SOUTHERN POWER

site legend

- LANDSCAPED AREA
- AS PAVED
- CONCRETE PAVING
- STANDARD PARKING STALL 9' X 18'
- HANDICAP PARKING STALL 9' X 18' BY 2' C/A
- EXISTING P.L.
- PROPERTY LINE
- ADA PATH OF TRAVEL

vicinity map



OVERALL SITE PLAN BUILDING 3



HPA

16831 Bardonia Avenue - #6, #100
 Irvine, CA 92612
 Tel: 949-453-1770
 Fax: 949-453-0851
 Email: hpa@hpaworld.com

Owner:



PULLMAN

1723 S. Garden Avenue
 Oakland, CA 94671
 Tel: 947-8843

Project:

CLARION TRAILER YARD

Cardinal Ave.
 Moreno Valley, CA 92551

Consultants:

Thames Engineering

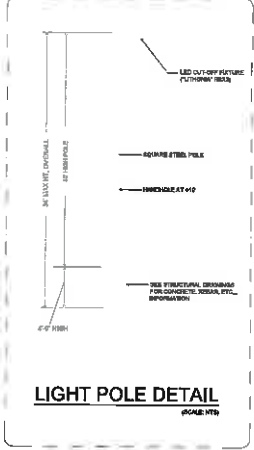
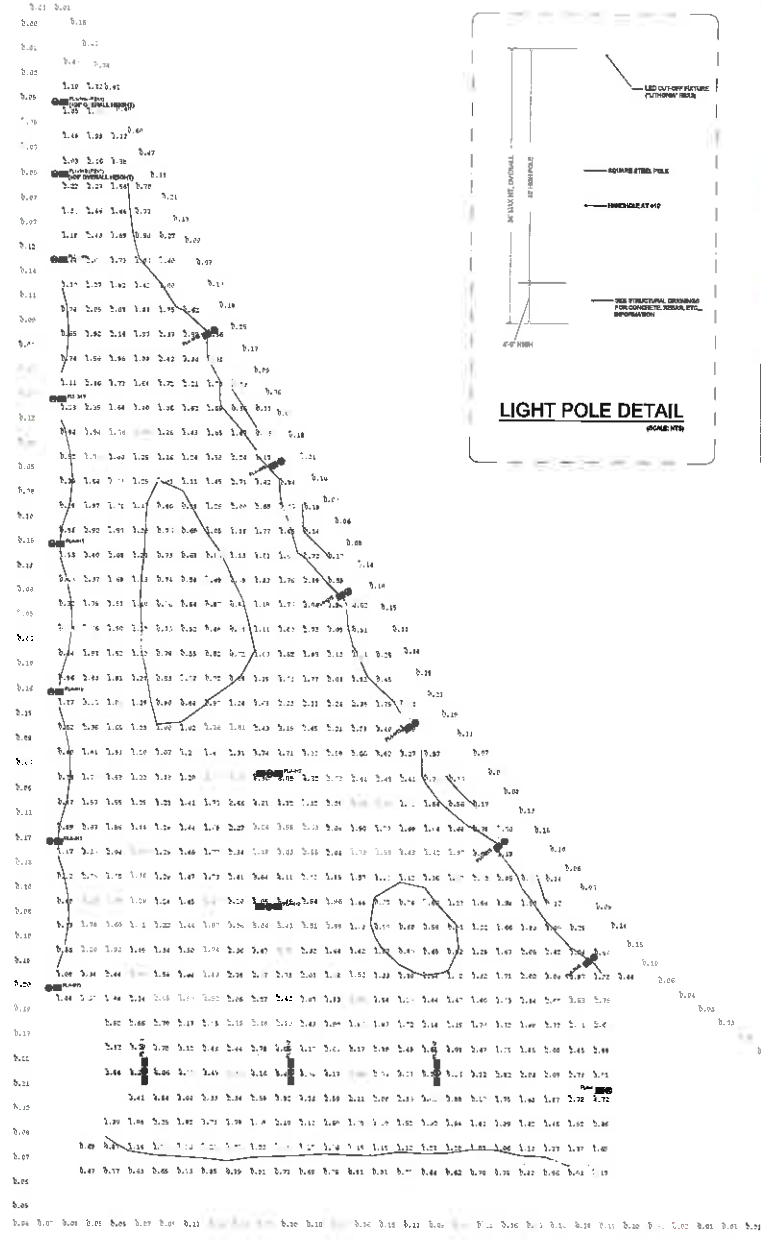
Gregg Electric
 Hunter Landscape

Title: SITE PLAN

Project Number: 19009
Drawn by: J.C.
Date: 8/20/2019
Revision:

Sheet:

DAB-A1.1



RSX2 LED Area Luminaire

Specifications

- Model: RSX2-100
- Power: 100W
- Light: 4000K
- Beam: 120°
- Height: 1000mm

Introduction

The RSX2 LED Area Luminaire is a high-performance, energy-efficient lighting fixture designed for use in a variety of applications. It features a compact, square design and is available in multiple wattage options to meet your specific lighting needs.

Example: RSX2 LED 100W, 120° Beam, 1000mm

Beam Angle	Beam Diameter (m)	Beam Diameter (ft)	Footcandle (fc)	Footcandle (lux)
120°	1.00	3.28	100	1000
90°	0.71	2.31	150	1500
60°	0.50	1.64	300	3000
30°	0.25	0.82	1200	12000

Product Information

Assumptions

- Mounting Height: 10m
- Beam Angle: 120°
- Power: 100W

Beam Diameter

Beam Angle	Beam Diameter (m)	Beam Diameter (ft)
120°	1.00	3.28
90°	0.71	2.31
60°	0.50	1.64
30°	0.25	0.82

Footcandle

Beam Angle	Beam Diameter (m)	Beam Diameter (ft)	Footcandle (fc)	Footcandle (lux)
120°	1.00	3.28	100	1000
90°	0.71	2.31	150	1500
60°	0.50	1.64	300	3000
30°	0.25	0.82	1200	12000

FIXTURE INFORMATION SHEETS

CAL GREEN BUG TABLE

Minimum Illuminance (footcandle) for various applications:

Application	Minimum Illuminance (fc)
General Office	30
Classroom	30
Warehouse	10
Garage	10
Driveway	10
Walkway	10
Staircase	10
Reception Area	30
Waiting Area	30
Storage Area	10
Production Area	10
Assembly Area	10
Workshop	10
Garage	10
Driveway	10
Walkway	10
Staircase	10
Reception Area	30
Waiting Area	30
Storage Area	10
Production Area	10
Assembly Area	10
Workshop	10

TITLE 24 ZONAL LUMEN TABLE

Minimum Lumen Output for various applications:

Application	Minimum Lumen Output
General Office	1000
Classroom	1000
Warehouse	1000
Garage	1000
Driveway	1000
Walkway	1000
Staircase	1000
Reception Area	1000
Waiting Area	1000
Storage Area	1000
Production Area	1000
Assembly Area	1000
Workshop	1000

FIXTURE LEGEND

SYMBOL	DESCRIPTION	MIN. RATING	ZONE LIGHTING	COMPLIES WITH TITLE 24 (100%)	COMPLIES WITH CAL GREEN BLDG
RSX2-100	LED TYPE 1 (RECESSED) DOWNLIGHT (CUT-OFF) WITH SQUARE FOOT POLE (1000mm) WITH CYCLOTRON BEAM	RSX2-100	<100° TEMPERATURE	YES	YES
RSX2-100	LED TYPE 1 (RECESSED) DOWNLIGHT (CUT-OFF) WITH SQUARE FOOT POLE (1000mm) WITH CYCLOTRON BEAM	RSX2-100	<100° TEMPERATURE	YES	YES
RSX2-100	THIN-LED TYPE 1 (RECESSED) DOWNLIGHT (CUT-OFF) WITH SQUARE FOOT POLE (1000mm)	RSX2-100	<100° TEMPERATURE	YES	YES
RSX2-100	LED TYPE 1 (RECESSED) DOWNLIGHT (CUT-OFF) WITH SQUARE FOOT POLE (1000mm)	RSX2-100	PERMISSIBLE PERMISSIBLE PERMISSIBLE	YES	YES
RSX2-100	THIN-LED TYPE 1 (RECESSED) DOWNLIGHT (CUT-OFF) WITH SQUARE FOOT POLE (1000mm)	RSX2-100	PERMISSIBLE PERMISSIBLE PERMISSIBLE	YES	YES

* SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS

SITE LIGHTING PLAN

SCALE: 1/8\"/>

CONTRACTORS ENGINEERS
Lic No. 261942

Gregg Electric Inc.

601 W. EMPORIA ST.
ONTARIO, CA 91782
(909) 983-1794



These drawings must not be used for construction until approved by Gregg Electric. These drawings are the exclusive property of Gregg Electric. In accepting these drawings, the contractor constitutes an agreement that it shall be treated as a strictly confidential document and is to be returned upon request and is not to be communicated, disclosed or copied without express authorization in writing by Gregg Electric.

PROJECT:

CLARION PARTNERS TRAILER YARD

CARDINAL AVE.
MORRISVILLE, NC

TITLE:

SITE LIGHTING PLAN

DRAWN BY: BT
DATE: 05/24/21
SCALE: 1/8\"/>

REVISION:

NO.	BY	DATE
A		
B		
C		
D		
E		
F		
G		
H		
I		
J		
K		

JOB NO:

SHEET:

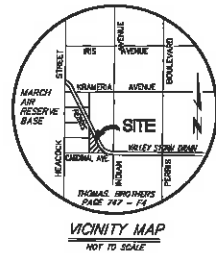
ESL1

N.A.P.

APN: 316-100-047
CLPF 16950 HEACOCK STREET
16950 HEACOCK ST

N.A.P.

APN: 318-100-045
CARDINAL CD CD
24300 CARDINAL AVE



GRADING/EARTHWORK ANALYSIS

MATERIAL AVAILABLE		MATERIAL REQUIRED	
DISTURBED AREA	379,022 S.F. 8.39 AC.		
TOTAL EXCAVATION	5,301 C.Y.	FILL	3,336 C.Y.
EXCAVATION AND STREET SPOLLS		SUBGRADE (2.0'±)	1,060 C.Y.
OVER EXCAVATION	0 C.Y.	SITE & PAV. DEVIATION SHOULDER (10')	800 C.Y.
APPROXIMATE IMPORT/EXPORT	0 C.Y.	TOTAL FILL	5,301 C.Y.

NOTE: OVERSHOULDER FILLING WORK IS APPROXIMATE. FIGURES ARE NOT TO BE USED IN MAKING CONTRACT. CONTRACTORS SHALL CALCULATE ALL EXACT QUANTITIES AND TO A COMPLETE JOB.

LEGAL DESCRIPTION

WE HEREBY REFERENCE TO RECORD WHICH IS FILED IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCELS 1, 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.

FOR COMPARISON PURPOSES ONLY: APT 215-110-546-1

LEGEND

- - - SCREEN WALL
- FLOW LINE
- - - GRADE BRIDGE
- - - CENTER LINE
- ▲ SLOPE
- PROPOSED DONTOUR
- EXIST. CABLE TV CONDUIT
- EXIST. EDGE OF AC PAVEMENT
- EXIST. CURB AND GUTTER
- EXIST. SANITARY SEWER
- EXIST. STORM DRAIN
- EXIST. GAS LINE
- EXIST. TELEPHONE CONDUIT
- EXIST. WATER LINE
- EXIST. CONTOUR
- - - EXISTING PROPERTY LINE
- - - PROPOSED PROPERTY LINE

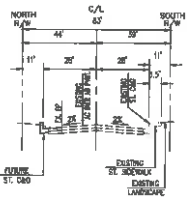
SHEET INDEX

- 1-2 CONCEPTUAL GRADING PLAN
- 3 CONCEPTUAL UTILITY PLAN

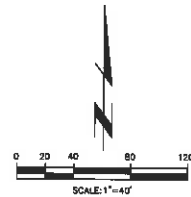
UTILITY PROVIDERS/AGENCIES

- | | |
|---|--|
| <p>SEWER:
EASTERN MUNICIPAL WATER DISTRICT
2575 TRUMBULE RD., P.O. BOX 21000
PERISS, CALIFORNIA 92572
ATTN: BRUNDA ROMAS
(951) 333-3777</p> <p>NATURAL GAS SERVICE:
SOUTHERN CALIFORNIA GAS CO.
25500 TRUMBULE ROAD
POWERS, CALIFORNIA 92580
ATTN: VIVE DEBELLVILLE
(951) 335-3003</p> <p>SOLID WASTE:
WASTE MANAGEMENT
900 S. RAFAELA ST.
CORONA, CA 92617
(951) 280-5400</p> <p>ELECTRIC SERVICE:
MORENO VALLEY UTILITY (MUV)
P.O. BOX 89933
MORENO VALLEY, CA 92553-0893
ATTN: SANDY RANNEY
(951) 413-5467</p> | <p>DOMESTIC WATER:
EASTERN MUNICIPAL WATER DISTRICT
2575 TRUMBULE RD., P.O. BOX 21000
PERISS, CALIFORNIA 92572
ATTN: BRUNDA ROMAS
(951) 333-3777</p> <p>CABLE TELEVISION:
TIME WARNER CABLE
1291 CHANDLER STREET
CORONA, CALIFORNIA 92680
ATTN: DAVID JENSEN
(951) 643-3977 EXT. 113</p> <p>TELEPHONE SERVICE:
VERIZON
1890 ORANGE TREE LN. STE 100
REDLANDS, CALIFORNIA 92374
ATTN: VICKI RODRIGUEZ
(951) 746-8540</p> |
|---|--|

TOPOGRAPHY BY THIENES ENG. INC.
CP-02-2016



TYPICAL SECTION - CARDINAL AVENUE
INDUSTRIAL COLLECTOR
(STD. NO. MVS-108A-0)
(TJ-10)



CASE NUMBER :

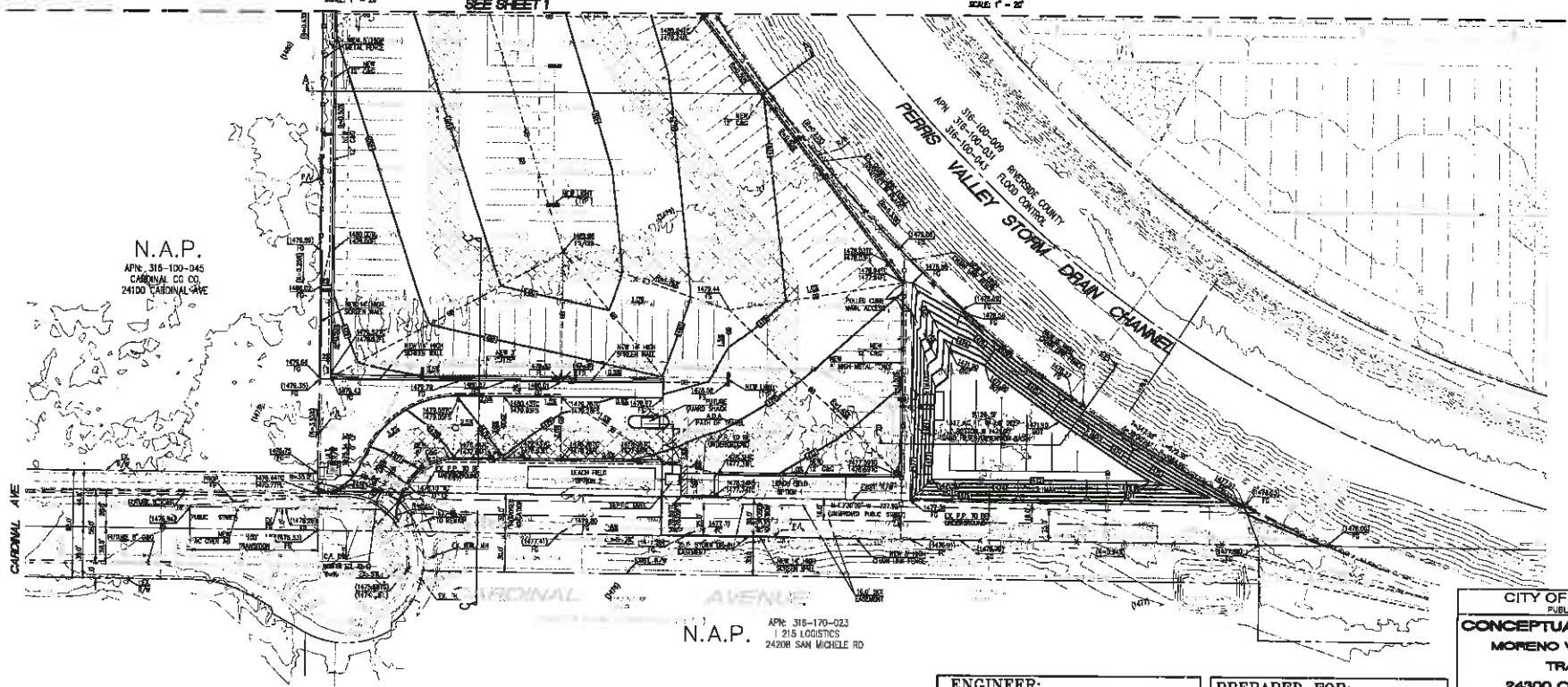
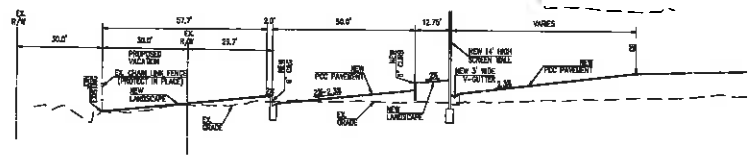
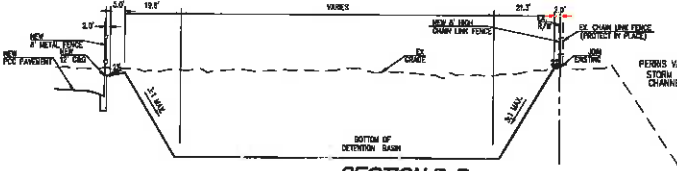
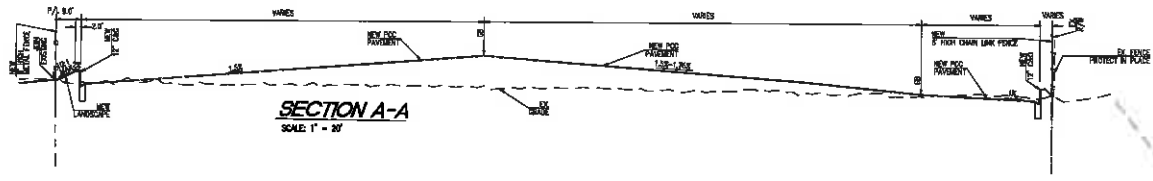
PREPARED FOR:

ENGINEER:
Thienes Engineering, Inc.
CIVIL ENGINEERING & LAND SURVEYING
14348 FIRESTONE BOULEVARD
LA HABRA, CALIFORNIA 91708
PH: (714) 521-8911 FAX: (714) 521-4171

FULLMER CONSTRUCTION
1123 S. GROVE AVE.
ONTARIO, CA 91761
PHONE: (909) 947-9943
FAX: (909) 947-9427

CITY OF MORENO VALLEY PUBLIC WORKS DEPARTMENT		
CONCEPTUAL GRADING PLAN MORENO VALLEY LOGISTICS TRAILER YARD 24300 CARDINAL AVENUE		
Designed by: _____	Approved by: _____	Date: _____
Checked by: _____	Public Works Director: _____	R.C.S.
Date: _____	Sheet 1 of 3	Draws

38161/1 OF 3 SHEET



CITY OF MORENO VALLEY
PUBLIC WORKS DEPARTMENT

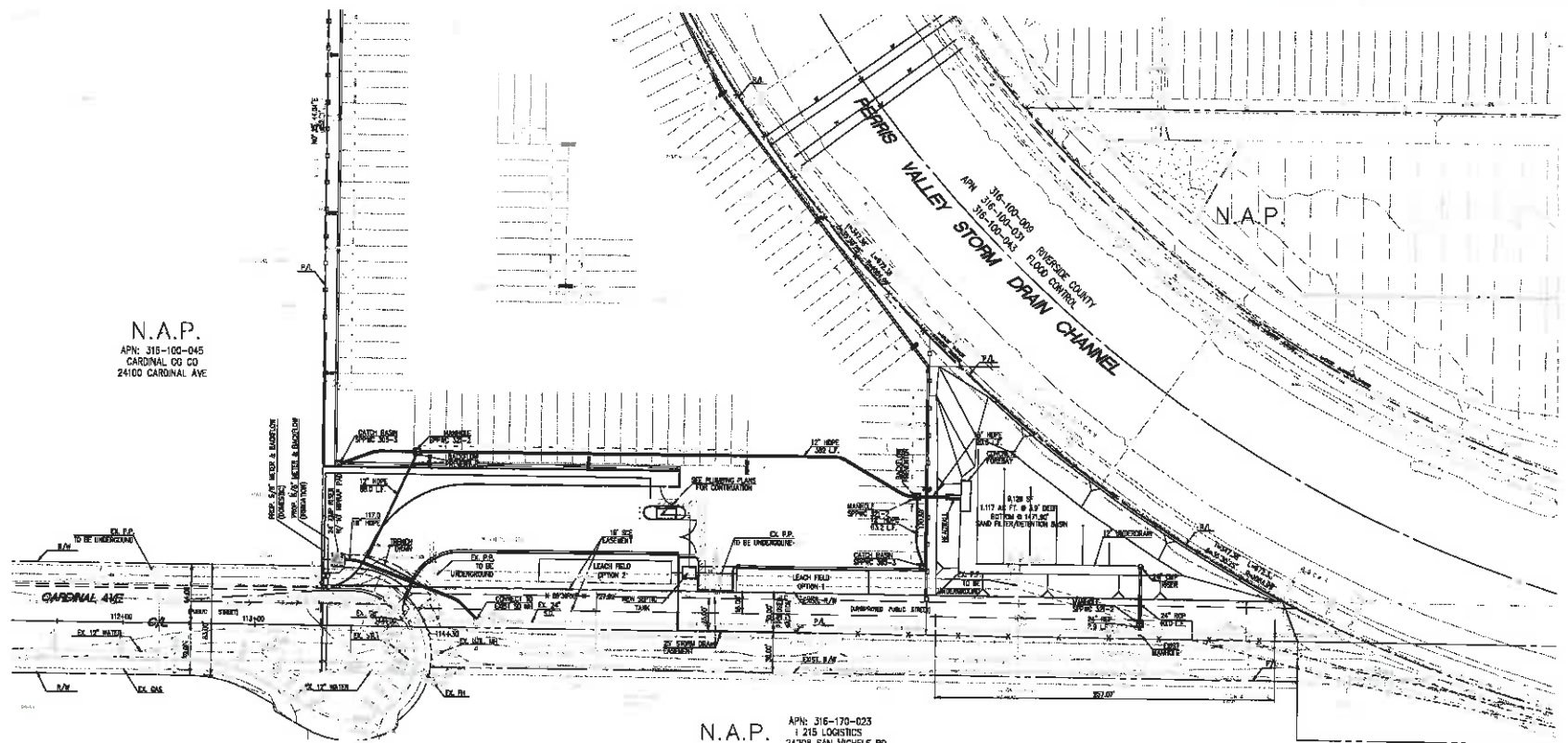
CONCEPTUAL GRADING PLAN
MORENO VALLEY LOGISTICS
TRAILER YARD
24300 CARDINAL AVENUE

Designed by _____	Approved by _____	Date _____
Checked by _____	Public Works Director _____	K.C.E.
Designed by _____		
Checked by _____		
Date _____	Sheet 2 of 3 Sheets	

ENGINEER:
TO Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA BREA, CALIFORNIA 90639
PH: (714) 521-6111 FAX: (714) 521-4173

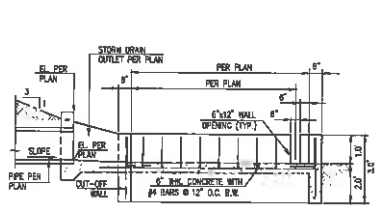
PREPARED FOR:
FULLMER CONSTRUCTION
1725 S. GROVE AVE.
ONTARIO, CA 91761
PHONE: (909) 947-8467
FAX: (909) 947-6427

388B/2 OF 3 SHEET

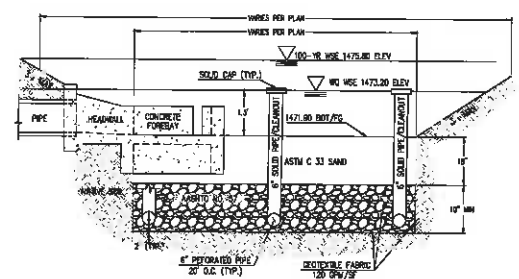
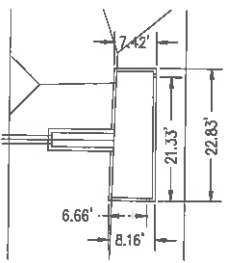


N.A.P.
 APN: 315-100-045
 CARDINAL CG CD
 24100 CARDINAL AVE

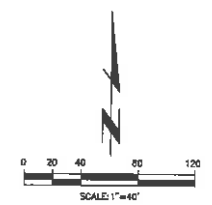
N.A.P. APN: 316-170-023
 1 215 LOGISTICS
 24208 SAN MICHELE RD



SECTION VIEW
 SCALE: 1"=10'
CONCRETE FOREBAY DETAIL
 N.T.S.



SAND FILTER BASIN DETAIL (TYP)
 N.T.S.

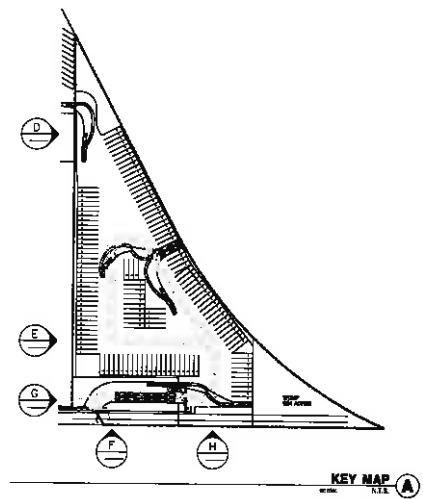
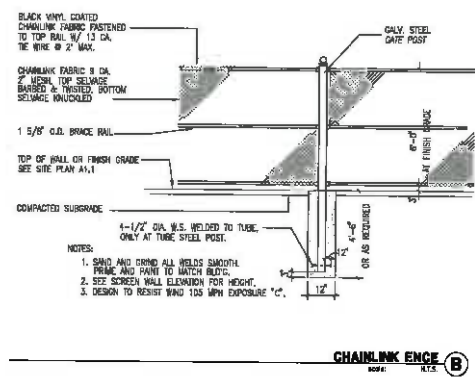
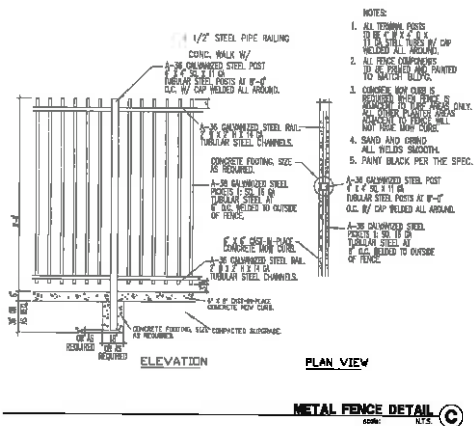


ENGINEER:
TThienes Engineering, Inc.
 CIVIL ENGINEERING & LAND SURVEYING
 14349 FIRESTONE BOULEVARD
 LA BREA, CALIFORNIA 90038
 PH: (714) 521-8811 FAX: (714) 521-4171

PREPARED FOR:
FULLMER CONSTRUCTION
 1725 S. GROVE AVE.
 ONTARIO, CA 91761
 PHONE: (909) 941-8463
 FAX: (909) 947-8427

CITY OF MORENO VALLEY PUBLIC WORKS DEPARTMENT		
CONCEPTUAL UTILITY PLAN MORENO VALLEY LOGISTICS		
TRAILER YARD		
24300 CARDINAL AVENUE		
Designed by _____	Approved by _____	Date _____
Checked by _____		
Date _____		
Designed by _____	Public Works Director _____	R.C.C. _____
Checked by _____		
Date _____	Sheet 3 of 3 Sheets	

3818/3 OF 3 SHEET

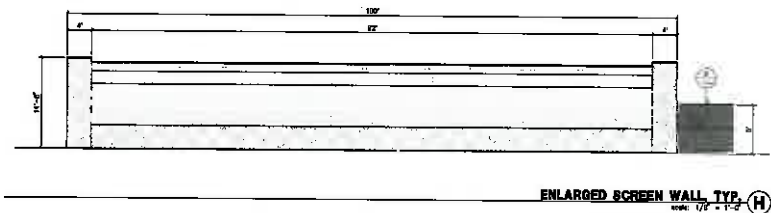
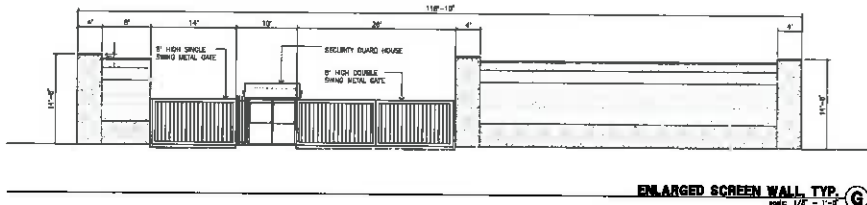
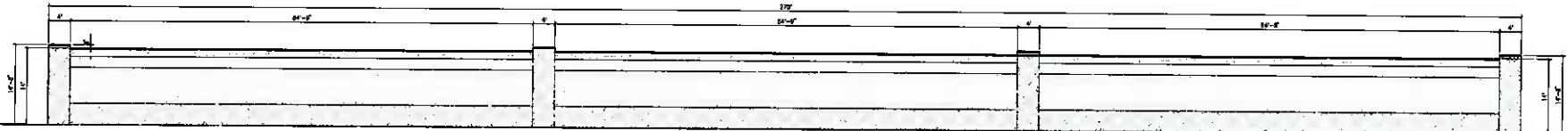
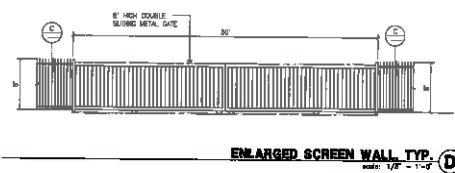
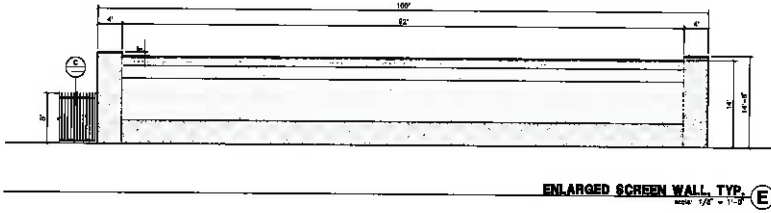


COLOR SCHED. - ELEVATIONS

① DAY PANEL	② OFFICE WALL	③ OFFICE BENCH METAL W/
④ DAY PANEL	⑤ OFFICE WALL	⑥ OFFICE BENCH METAL W/
⑦ DAY PANEL	⑧ OFFICE WALL	⑨ OFFICE BENCH METAL W/

COLOR LEGEND

① OFFICE BENCH METAL W/	② OFFICE BENCH METAL W/	③ OFFICE BENCH METAL W/
④ OFFICE BENCH METAL W/	⑤ OFFICE BENCH METAL W/	⑥ OFFICE BENCH METAL W/
⑦ OFFICE BENCH METAL W/	⑧ OFFICE BENCH METAL W/	⑨ OFFICE BENCH METAL W/



HPA
ARCHITECTURE

19311 Buckhorn Avenue - Ste. #100
Irvine, CA 92612
Tel: 949-853-1770
Fax: 949-853-0881
email: hpa@hpaarch.com

Owner:

FULLMER

7720 G. Avenue West
Ontario, CA 91791
Tel: 909-947-9467

Project:

CLARION TRAILER YARD

Cardinal Ave.
Mira Mesa, CA 92031

Consultants:

Thomaz Engineering

Gregg Electric
Hunter Landscapes

Title: section

Project Number: 16339
Drawn by: J.C.
Date: 02/02/19
Revised:

Sheet:

DAB-A4.1

DELUXE GUARD ATTENDANT BOOTH

MANUFACTURED FOR :

V#M CONSTRUCTION
PROLOGIS SYNEX T.I
16942 W. SCHULTE RD.
TRACY, CA

BY: B.I.G. ENTERPRISES
9702 E. RUSH ST
SOUTH EL MONTE CA 91733

DRAWING TITLE	SHEET NUMBER
COVER PAGE	1
LEFT ELEVATION	2
FRONT & REAR ELEVATION	3
RIGHT ELEVATION	4
FLOOR PLAN	5
STUB AREA & ANCHOR PLAN	6
RESTROOM ELEVATIONS	7
PLUMBING WALL INSTALLATION	8
FLOOR FRAMING PLAN	9
FULL SECTION	10
DETAILS	11
ELECTRICAL PLAN	12
GENERAL NOTES	13

SITE INSTALLED ITEMS

THE FOLLOWING ITEMS WERE NOT INSTALLED AT THE FACTORY BY B.I.G. ENTERPRISES. THESE ITEMS ARE TO BE DESIGNED AND INSTALLED ON SITE BY OTHERS, AND ARE SUBJECT TO REVIEW AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.

- 1) FOUNDATION AND ANCHORAGE SYSTEM
- 2) UTILITY CONNECTIONS
- 3) ACCESS RAMP
- 4) CONNECTION OF EXTERIOR HVAC UNIT
- 5) PLUMBING FIXTURES
- 6) RESTROOM EQUIPMENT

GENERAL INFO

8' x 15' x 10' TALL
SINGLE STORY
120 SQ FT
ONE UNIT

BUILDING CLASSIFICATION

Risk Category II
Occupancy Use Group: B
Construction Type: II-B

GRAVITY DESIGN DATA

Roof Live Load = 25 PSF
Roof Dead Load = 5 PSF
Floor Live Load = 60 PSF

WIND DESIGN DATA

(SIMPLIFIED METHOD)

Basic Wind Speed (3 sec gust)
WIND LOAD : $V_{ult} = 129$ MPH
 $V_{asd} = 100$ MPH

Wind Exposure C factor 1.21
Design Wind Pressure components & cladding
Uplift 61.71 psf, Horizontal 49.25 psf

SEISMIC DESIGN DATA

Mapped Spectral Response $S_s = 1.849$, $S_1 = 0.611$
Spectral Response coefficients $S_{ps} = 1.232$, $S_{p1} = 0.611$
Seismic Design Category: D
Basic Seismic force Resisting System C.4
Design Base Shear 0.352 x Seismic Weight of Structure
Response modification factor $R = 3.5$
Analysis procedure used: Allowable Stress Design

FOUNDATION:

The foundation work is all field designed and installed by others. The foundation work is to be in accordance with local codes and soil conditions.

DESIGN CODES

2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA PLUMBING CODE

SHEET
1
OF
13

Job No: 10164
BY: MBB Rev B 10-11-17
DATE: 09/05/17
SCALE: AS NOTED

V#M CONSTRUCTION
PROLOGIS SYNEX T.I.

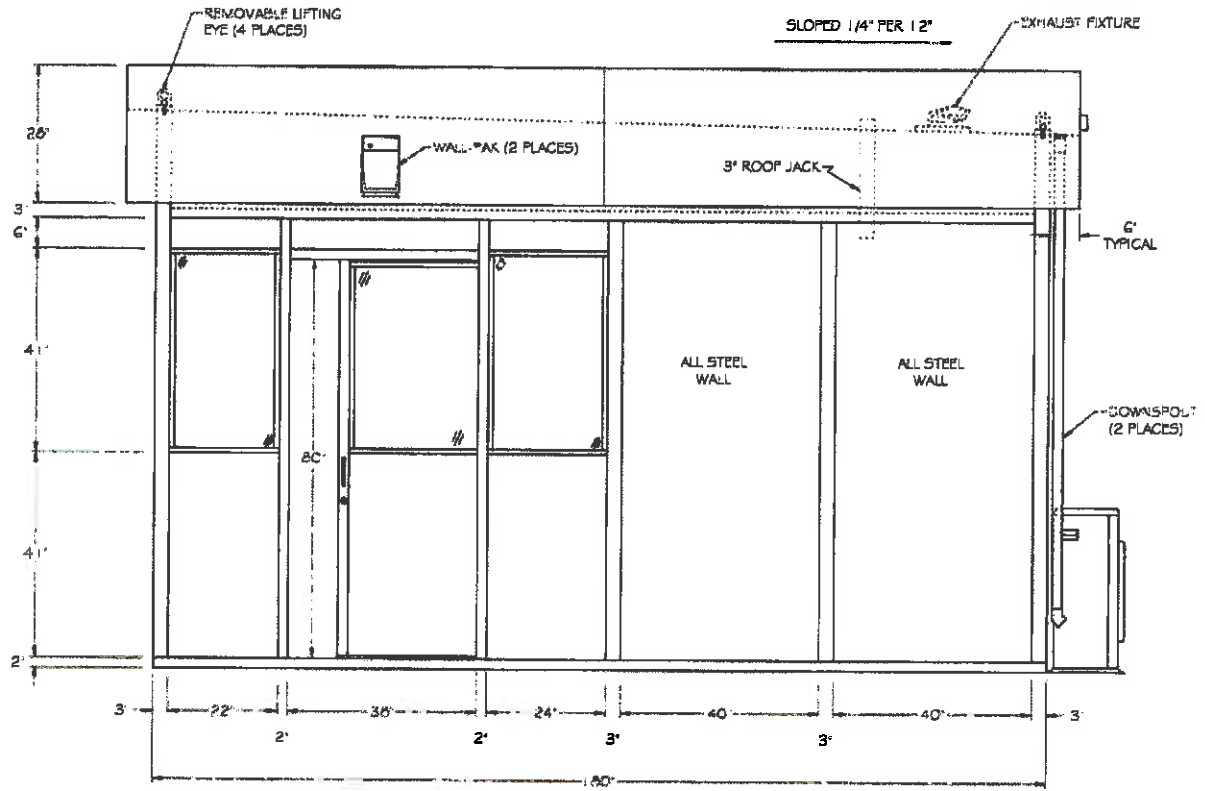
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9702 E. RUSH STREET
SOUTH EL MONTE, CA 91733-1730
(626) 448-1448



NOV 8, 2017

NOTE: THIS UNIT WILL NOT BE PLACED IN A WILDFIRE URBAN INTERFACE ZONE

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E1 LEFT ELEVATION
 SCALE 1/2" = 1' - 0"

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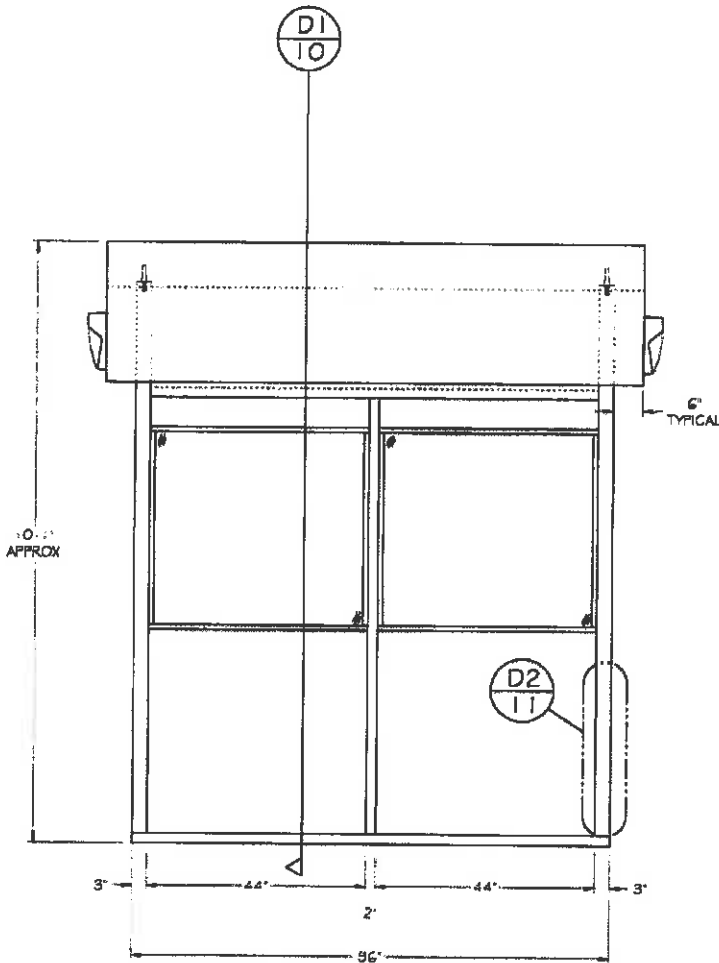
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Job No: 10164
 BY: MBB Rev. B 10-11-17
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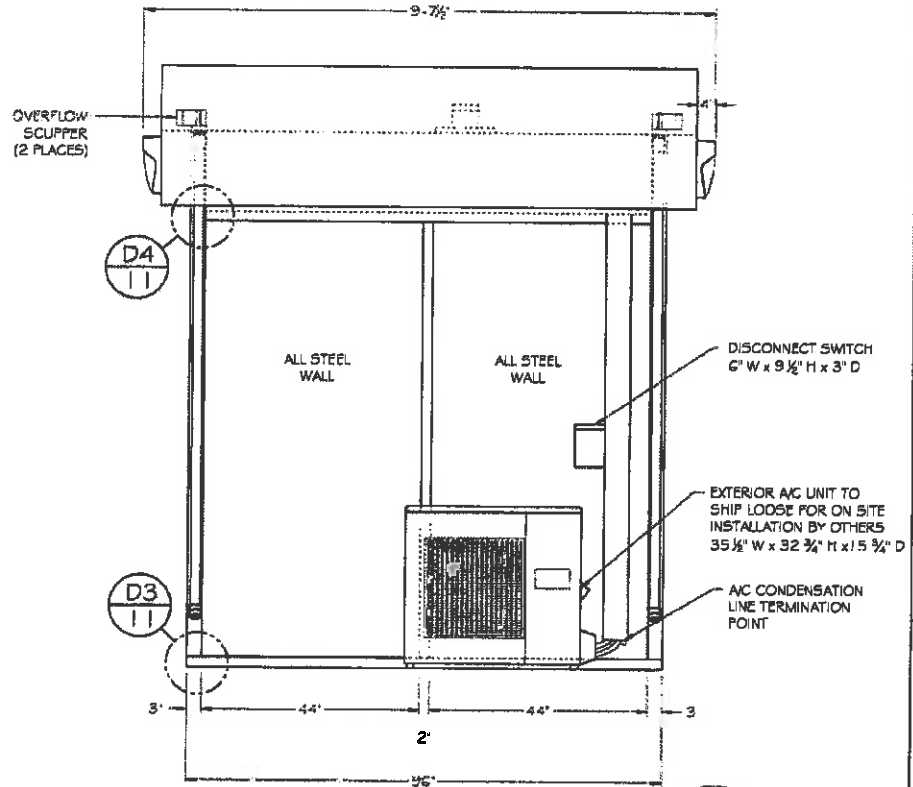
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E2 FRONT ELEVATION
SCALE 1/2" = 1' - 0"



E4 REAR ELEVATION
SCALE 1/2" = 1' - 0"



NOV 8, 2017

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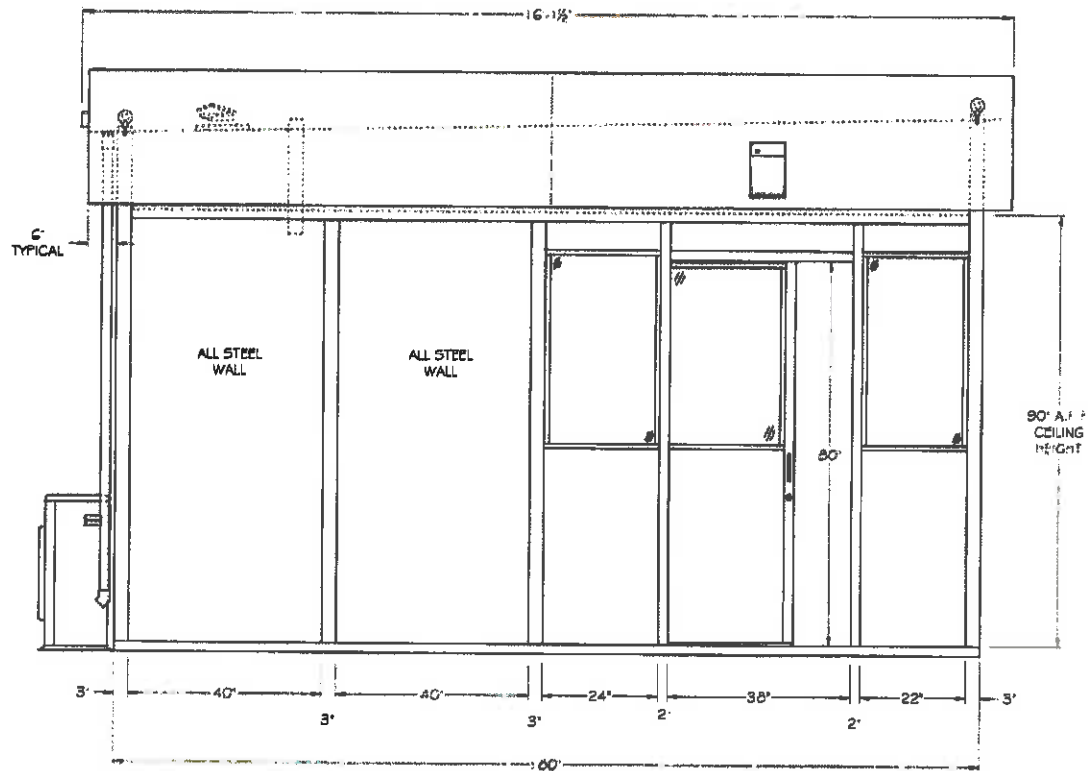
SHEET
3 OF
13

Job No: 10164
BY: MBB Rev B 10-11-17
DATE: 09/05/17
SCALE: AS NOTED

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SOUTH EL MONTE, CA 91733-1730
(626) 448-1448





E3 RIGHT ELEVATION
SCALE $\frac{1}{2}'' = 1' - 0''$

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SHEET
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OF
13

Job No: 10164
BY:IMB Rev B 10-11-17
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SCALE: AS NOTED

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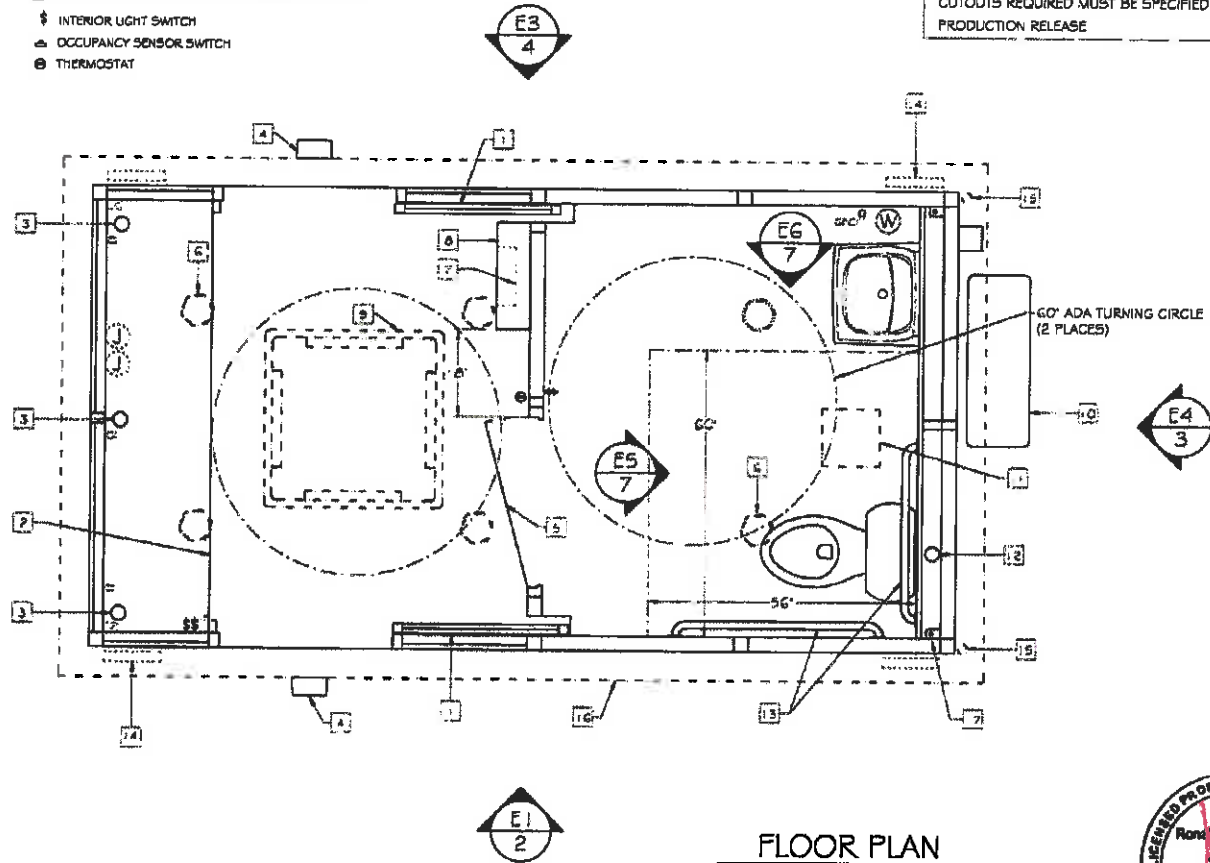


LEGEND:

- 1 36" x 80" SLIDING DOOR - GENERAL NOTE D1
- 2 22" SHELF - GENERAL NOTE A1
- 3 3" CORD ACCESS HOLE
- 4 WALL-PAK LIGHT FIXTURE - GENERAL NOTE E6
- 5 36" x 80" SWING DOOR - GENERAL NOTE D2
- 6 LFD FIXTURES (6 PLACES) - GENERAL NOTE E2 & E3
- 7 LOAD CENTER - GENERAL NOTE E1
- 8 ELECTRICAL CABINET
- 9 A/C INTERIOR UNIT - GENERAL NOTE E11
- 10 A/C EXTERIOR UNIT
- 11 EXHAUST FAN - GENERAL NOTE RR1
- 12 3" ROOF JACK - GENERAL NOTE RR1
- 13 GRAB BAR - GENERAL NOTE RR2
- 14 ATTIC VENT
- 15 DOWNSPOUT
- 16 6" OVERHANG - GENERAL NOTE R1
- 17 ANCHOR CLIP (4 PLACES) - GENERAL NOTE 5G

- ⊕ DUPLEX RECEPTACLES - GENERAL NOTE E7
- Ⓝ DATA COMM. JUNCTION BOX (2) - GENERAL NOTE E9
- Ⓞ GFCI RECEPTACLE - GENERAL NOTE E8
- Ⓜ WATER HEATER JUNCTION BOX - GENERAL NOTE RR2
- Ⓢ INTERIOR LIGHT SWITCH
- Ⓜ OCCUPANCY SENSOR SWITCH
- ⊖ THERMOSTAT

NOTE:
 ALL RESTROOM EQUIPMENT TO BE SHIPPED LOOSE FOR INSTALLATION ON SITE BY OTHERS. B I G TO PROVIDE BRACING HARD POINTS FOR SINK AND ANY REQUESTED GRAB BARS. ANY OTHER BRACING POINTS OR CUTOUTS REQUIRED MUST BE SPECIFIED PRIOR TO B I G PRODUCTION RELEASE.



FLOOR PLAN
 SCALE 1/2" = 1' - 0"



NOV 8, 2017

SHEET 5 OF 13

Job No: 10164
 BY: MBB Rev. B 10-11-17
 DATE: 09/05/17
 SCALE: AS NOTED

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**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

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

The City of Moreno Valley Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Moreno Valley Planner Mr. Jeffrey Bradshaw at (951) 413-3206.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday December 25 (Christmas Day) and Wednesday January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1392MA19 – Fullmer Construction (Representative: MIG. Inc.) – City of Moreno Valley Case No. PEN19-0213 (Plot Plan). The applicant proposes to establish a tractor trailer parking facility on 6.59 acres, consisting of 138 truck trailer parking spaces and 2 regular vehicle parking spaces, a 120 square foot security booth, and a 9,126 square foot detention basin located easterly of Heacock Street, southerly of Krameria Avenue, westerly of Indian Street, and northerly of Cardinal Avenue (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

March
C1

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1392MA19 DATE SUBMITTED: November 26, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	MIG. Inc. - Deirdre McCollister	Phone Number	951-787-9222
Mailing Address	1500 Iowa Avenue, Suite 110 Riverside, CA 92507	Email	dmccollister@migcom.com

Representative	Fullmer Construction - Kevin Molle	Phone Number	909-947-9467
Mailing Address	1725 S. Grove Avenue Ontario, CA 91761	Email	k.molle@fullmerco.com

Property Owner	Moorpark Country Properties and Harry Muranaka, Trustee	Phone Number	818-363-4682
Mailing Address	P.O. Box 8360 Northridge, CA 91327	Email	htmhtm@gmail.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Moreno Valley	Phone Number	951-413-3206
Staff Contact	Jeffrey Bradshaw, Planning Department	Email	JeffreyB@moval.org
Mailing Address	14177 Frederick Street Moreno Valley, CA 92552	Case Type	Amended Plot Plan
Local Agency Project No	PEN19-0213	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input checked="" type="checkbox"/> Other Amended Plot Plan	

PROJECT LOCATION

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

Street Address	Cardinal Avenue, Moreno Valley, CA 92551		
Assessor's Parcel No.	316-100-048	Gross Parcel Size	6.59 acres
Subdivision Name		Nearest Airport and distance from Airport	March ARB - 1,755 feet
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)	Currently vacant land in an industrial zone. The site was approved for a 92,222 square foot industrial warehouse building in PEN16-005, approved by Riverside Co ALUC in ZAP1137MA15.
------------------------------	---

Proposed Land Use (describe)	We submitted an Amended Plot Plan to change the project approval from an Industrial warehouse building to a Tractor Trailer Storage Yard with a Guard booth.		
	FAA#2018-AWP-12735-OE, 2018-AWP-12736-OE, and 2018-AWP-12737-OE was submitted on October 22, 2018.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses	Hours of Operation	24/7	
(See Appendix C)	Number of People on Site	1	Maximum Number 1
	Method of Calculation	The 100 s.f. guard security booth was evaluated on a single acre basis at 1/200 resulting in an occupancy of 1. March ARB Area C-1	
Height Data	Site Elevation (above mean sea level)	1480	ft.
	Height of buildings or structures (from the ground)	10	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe _____		<input checked="" type="checkbox"/> No

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
- 1. Completed ALUC Application Form
 - 1. ALUC fee payment
 - ✓ 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 - ✓ 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 - ✓ 1. CD with digital files of the plans (pdf)
 - ✓ 1. Vicinity Map (8.5x11)
 - ✓ 1. Detailed project description
 - ✓ 1. Local jurisdiction project transmittal
 - 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 - ✓ 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1391MA19 – Trammell Crow So. Cal Development Inc.
(Representative: EPD Solutions)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190031 (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: Zones C1 and C2

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) The applicant has identified a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The proposal provides for 18,700 square feet of solar panels on 5 carports with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. This proposal would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

At the time this staff report was written, the Air Force has not completed its review of the solar glare study and has not given their acceptance.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the February 13, 2020 meeting, pending completion of the Air Force solar glare study review.

PROJECT DESCRIPTION: The applicant proposes to construct a 418,000 square foot industrial manufacturing building on 20.32 acres. Also proposed are 5 carports with solar panels totaling 18,700 square feet.

PROJECT LOCATION: The site is easterly of Harvill Avenue, northerly of Oleander Avenue, westerly of the 215 freeway, and southerly of Harley Knox Boulevard, in the unincorporated community of Mead Valley, approximately 3,600 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones C1 and C2, where average intensity is limited to 100 people per acre in Zone C1 and 200 people per acre in Zone C2. Approximately 13.19 acres are located within Zone C1 and 6.33 acres are located within Zone C2.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zones C1 and C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a 418,000 square foot industrial manufacturing building, accommodating 2,090 people, resulting in an overall average intensity of 103 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200, but would exceed the with Zone C1 criterion of 100. (It should be noted that if 30,000 square feet of the building is utilized as warehousing/storage, the average intensity drops to 100 people per acre. There are no tenants proposed at this time. The applicant anticipates a range of possible industrial uses from manufacturing to warehousing.)

A breakdown of use by Compatibility Zone indicates that Zone C1 includes 259,827 square feet of manufacturing area, which would accommodate 1,299 people, resulting in an average intensity of 99 people per acre for the portion of the site located in Zone C1, and would be consistent with Compatibility Zone C1 average acre intensity criterion of 100. Zone C2 includes 158,173 square feet of manufacturing area, which would accommodate 791 people, resulting in an average intensity of 125 people per acre for the portion of the site located in Zone C2, which would be consistent with the Compatibility Zone C2 average acre intensity criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (228 spaces) and truck trailer spaces (71 spaces) provided, the total occupancy would be estimated at 413 people for an average intensity of 20 people per acre, which is consistent with the Compatibility Zones C1 average criterion of 100 and C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C1 limits maximum single-acre intensity to 250 people and Zone C2 limits it 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 consist of 41,060 square feet of manufacturing area and 2,500 square feet of office area, resulting in a single acre occupancy of 218 people, which is consistent with the Compatibility Zone C1 single criterion of 250 and C2 single acre criterion of 500.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones C1 and C2 southwesterly of the southerly terminus of the runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project, specifically the carport's solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

Renewable Energy and Flight Hazards: The applicant proposes that photovoltaic (PV) panel structures totaling 18,700 square feet be located on 5 carports within Compatibility Zones C1 and C2.

The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.)

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 18,700 square feet of solar panels on 5 carports with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runway 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 for the approach. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would also result in low potential for temporary after-image (“green” level glare) within each of the traffic patterns, during mornings and late afternoons throughout the year.

The total amount of glare time experienced annually is 24,149 minutes for “green” level glare.

- A total of 450 minutes (annually) of low potential “green” glare is projected to occur within the Runway 12/30 General Aviation traffic pattern, and would last up to 10 minutes a day from October through March between 3:50 p.m. and 6:00 p.m. (pacific standard time).
- A total of 17,823 minutes (annually) of low potential “green” glare is projected to occur within the Runway 14/32 General Aviation traffic pattern, and would last up to 25 minutes a day from September through April between 7:00 a.m. and 9:30 a.m. (pacific standard time).
- A total of 3,498 minutes (annually) of low potential “green” glare is projected to occur within the Runway 14/32 C-17/KC-135 traffic pattern, and would last up to 15 minutes a day throughout the year in the early mornings and later afternoons.
- A total of 2,378 minutes (annually) of low potential “green” glare is projected to occur within the Runway 14/32 Overhead traffic pattern, and would last up to 15 minutes a day from September through April between 6:00 a.m. and 8:30 a.m. (pacific standard 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: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C1 and C2.

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 mitigation for aircraft-generated noise exposure is required.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 3,600 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,524 feet AMSL. The site's finished floor elevation is 1,525 feet AMSL and the proposed building height is 50 feet, for a top point elevation of 1,575 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAAOES was made, and Aeronautical Study Numbers 2019-AWP-15181-OE were assigned 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.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The following uses/activities are specifically prohibited at this site: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators.
- 4. Additionally, the following uses are prohibited within the Compatibility Zone C1 portion of the site: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), and critical community infrastructure facilities.
- 5. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.
- 6. 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.

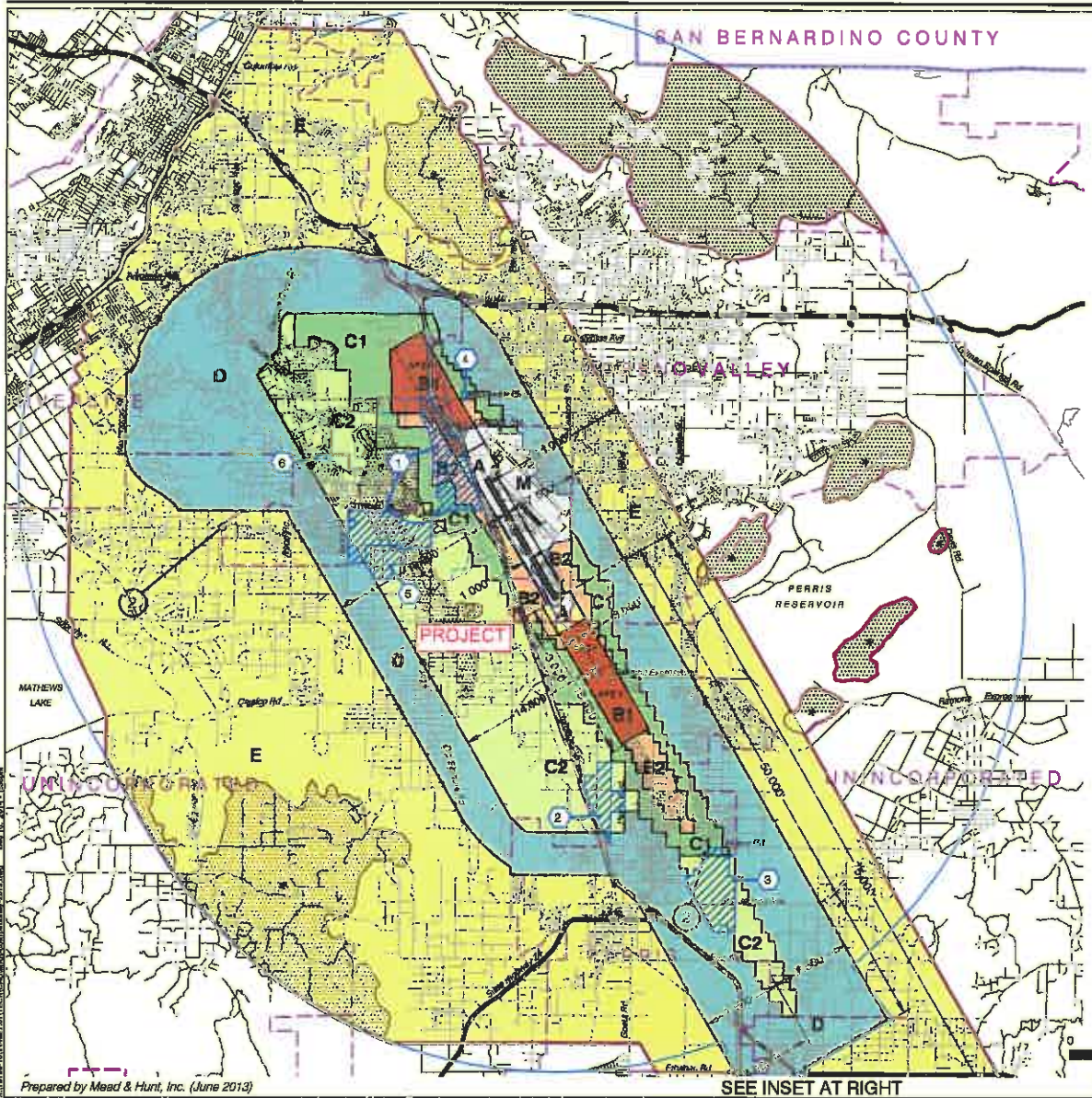
Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide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

- 7. 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.
- 8. This project has been evaluated for a total of 418,000 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
- 9. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. Panels shall have a tilt of 10 degrees and orientation of 180 degrees. Solar panel areas shall be limited to 18,700 square feet.

10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create “yellow” or “red” level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

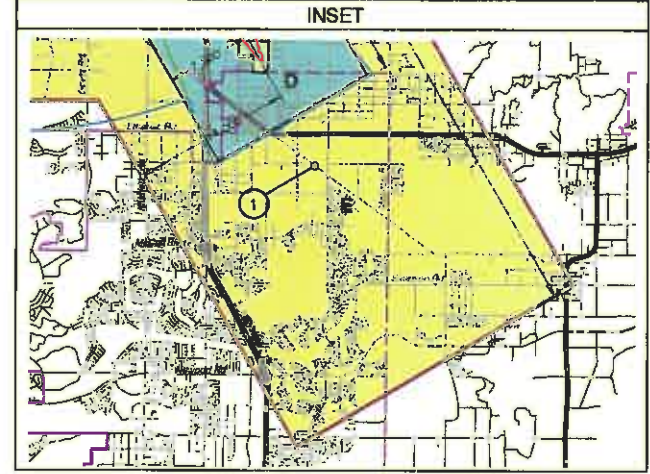
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

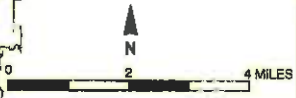
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ③ March JPA: March Business Center/Meridian
- ④ Perris: Harvest Landing
- ⑤ Perris: Park West
- ⑥ Moreno Valley: Affordable Housing
- ⑦ March JPA: Ben Clark Training Center
- ⑧ Riverside: Ridge Crest Subdivision



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

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



Base map source: County of Riverside 2013

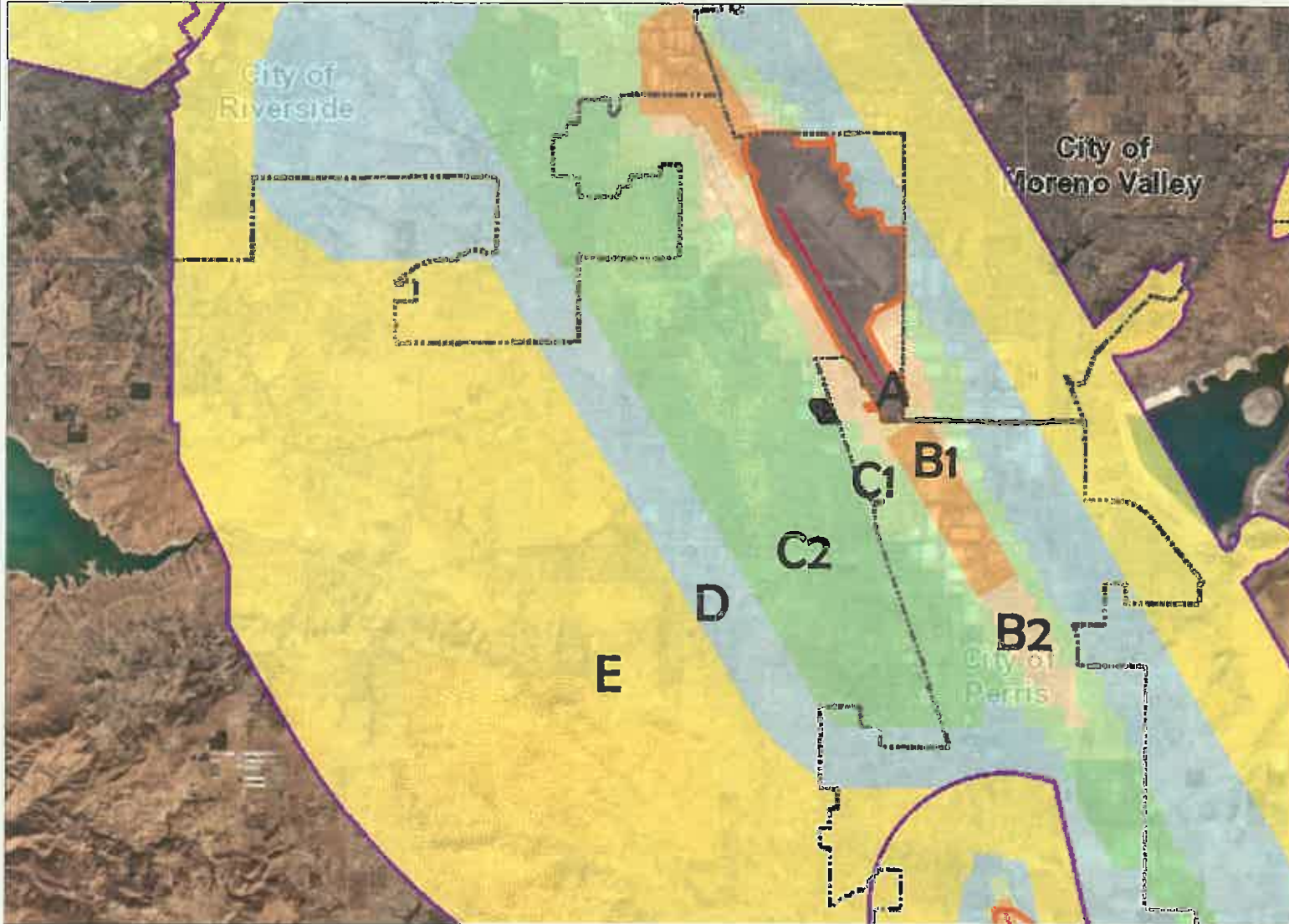
Prepared by Mead & Hunt, Inc. (June 2013)

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



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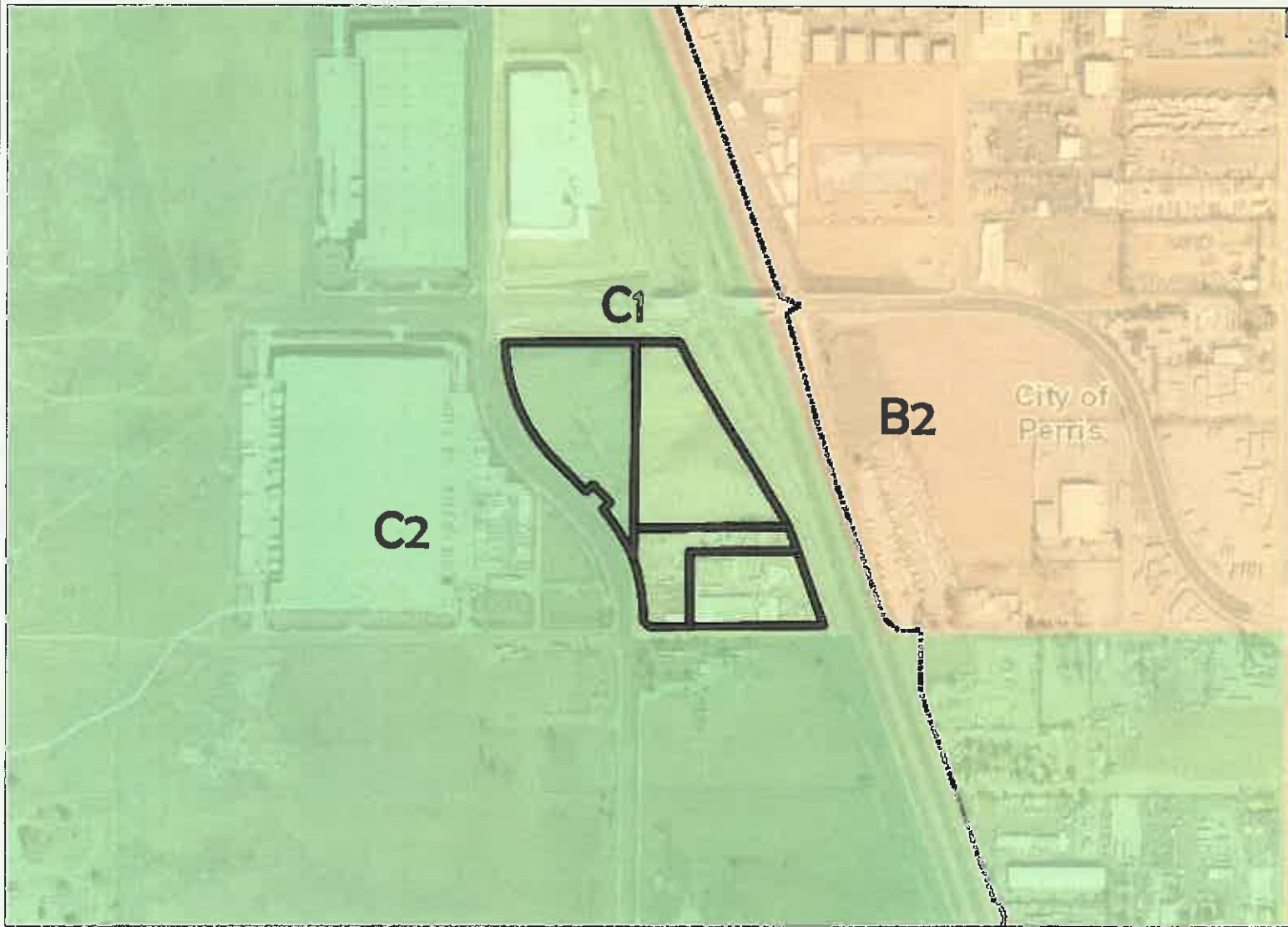


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Notes

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**
- Bluefine Streams
 - City Areas
 - World Street Map



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Notes

Map My County Map



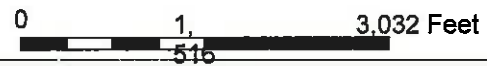
Legend

- Blueline Streams
- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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0 758 1,516 Feet

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Notes

Project Description

Assessor's Parcel Number: 295-310-049, 294-210 -048, 052, 057

Project Location and Land Use

The Diamond project site consists of 4 adjacent parcels spanning approximately 20 acres. The project site is located South of Harley Knox Blvd, North of Old Oleander Ave, West of the 215 freeway and East of Harvill Ave. The site is zoned M-M with a land use designation of light industrial.

The intent of the M-M zone is to: 1. Promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base; 2. Provide the necessary improvements to support industrial growth; 3. Insure the new industry is compatible with uses on adjacent lands; and, 4. Protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

The proposed speculative industrial use is allowed within the project zone with approval of a Plot Plan and meets the intent of the zone.

The proposed project is compatible with the present and future development of the area. Surrounding properties are described below:

WEST: Separated by Harvill Ave, land zoned I-P and improved with a logistics use (DSC Logistics).

EAST: The 1-215 Freeway and the City of Perris jurisdiction.

NORTH: Separated by Harley Knox Blvd, newly constructed distribution building zoned I-P and to the northwest land improved with a distribution service (iHerb).

SOUTH: Separated by Old Oleander Ave, land zoned M-H and improved with a bulk terminal for rail cars containing styrene.

Proposed Project

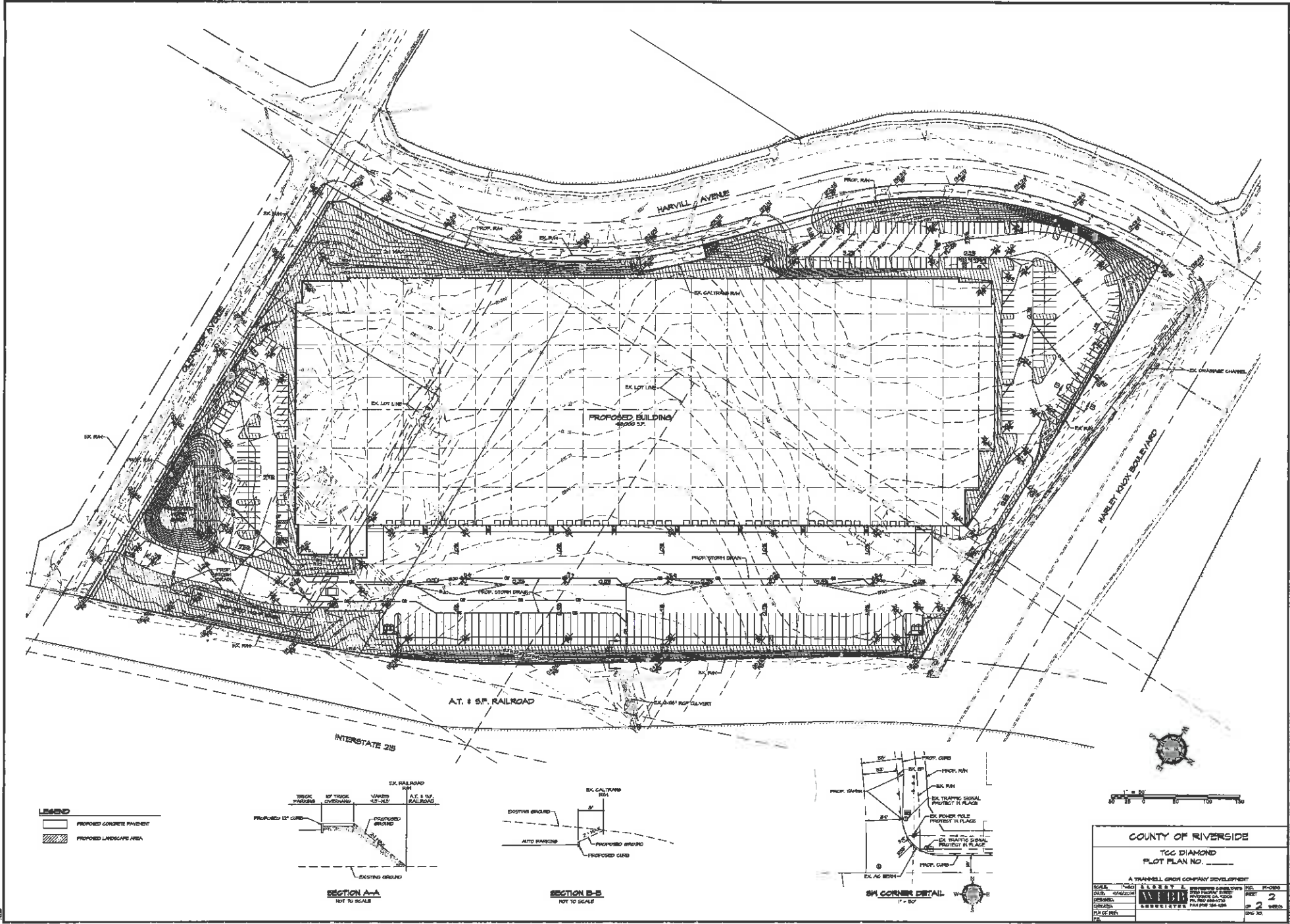
The Diamond project proposes to redevelop a site currently improved with Power PT dba AAA Pallet a manufacturer of wooden pallets and a company that repairs diesel engines. The project proposes an approximately 418,000 SF one story speculative industrial building with limited mezzanine. The proposed site will be utilized for industrial/manufacturing use with approximately 5,000 SF designated for supporting office use.

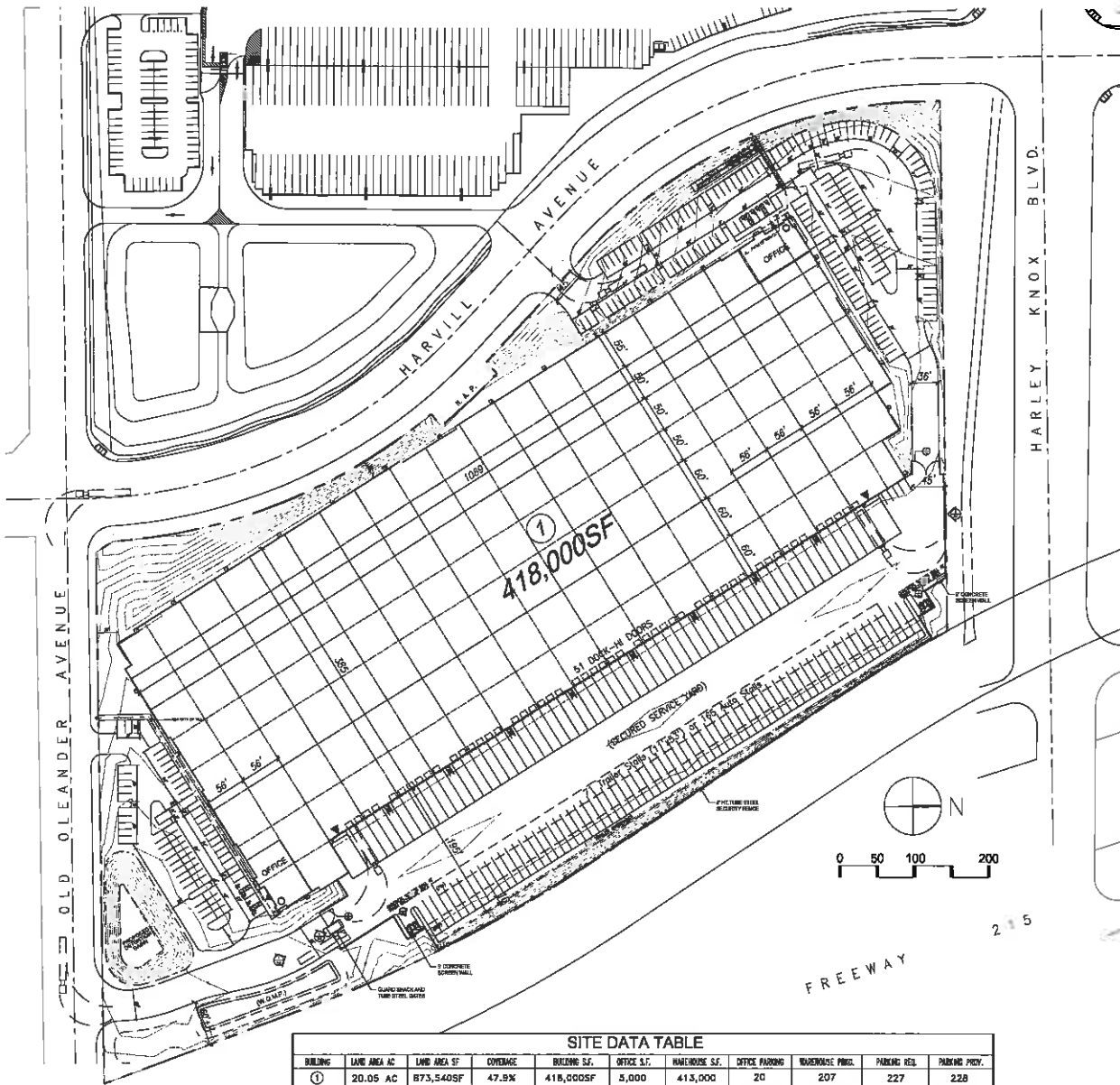
Truck loading docks and trailer parking is oriented away from adjacent streets and along the portion of the site that abuts the I-215 freeway.

One access point is proposed from Harvill Ave and two are proposed off Old Oleander Ave. It is assumed the eastern most driveway off Oleander and the driveway off Harvill will be used for truck access and circulation around the site.

The proposed project complies with all development standards of the M-M zone as highlighted below:

	Required	Provided
Parking:	1 space / 2000 SF of gross industrial floor area and 1/250 SF for office for a total of 227 stalls	228 Stalls
MAX Height:	50 FT	50FT
Setback:	0 FT	25FT (Harvill Ave) 26 FT (Old Oleander) . 36FT (Harley Knox)
Landscape Setback:	10 FT adjacent to ROW	10FT
Landscape:	10%	16.6%





SITE DATA TABLE										
BUILDING	LAND AREA AC	LAND AREA SF	COVERAGE	BUILDING SF.	OFFICE SF.	WAREHOUSE SF.	OFFICE PARKING	WAREHOUSE PRKG.	PARKING REL.	PARKING PRDV.
①	20.05 AC	875,540SF	47.9%	418,000SF	5,000	413,000	20	207	227	228
							(4/1000)	(1/2000)		(.55/1000)

OCCUPANCY CLASSIFICATION:
INDUSTRIAL OFFICE AND WAREHOUSE - B, S1

CONSTRUCTION TYPE:
-TYPE X TILT-UP CONCRETE

PROJECT TEAM:

OWNER/APPLICANT:
TRAMMELL CROW COMPANY
3700 DINE DRIVE
3501 HARVILL ROAD, SUITE 230
RIVERSIDE, CALIF. 92506
PHONE: (949) 477-4721

ARCHITECT:
ARCHITECTS ORANGE, LLP
3700 DINE DRIVE
144 N ORANGE STREET
ORANGE, CA 92668
PHONE: (714) 639-9860

ENGINEER:
ALBERT A. WEBB ASSOCIATES
211 FINE WALK STREET
PLACENTA, CA 92670
PHONE: (951) 338-1070
FA: (951) 780-1236

LANDSCAPE ARCHITECT:
HUNTER LANDSCAPE
211 FINE WALK STREET
PLACENTA, CA 92670
(714) 989-6400
loris@hunterlandscape.net

ACREAGE:
OFFICE AREA: 20.05 ACRES
LOCATION: OLD OLEANDER AVE 0.68 ACRES
ELECTRICAL: HARVILL AVE 0.56 ACRES
TOTAL: OLD OLEANDER AVE 0.67 ACRES 20.27 ACRES

PROJECT DATA
TOTAL AREA: 418,000 S.F.
TOTAL AREA: 418,000 S.F.

LET COVERAGE: PROVIDED: 47.9% MAX. ALLOWED: 50%
WAREHOUSE: 172,000 S.F.
OFFICE: 5,000 S.F.
TOTAL PARKING REQUIRED: 227 STALLS

PARKING PROVIDED:
TOTAL: 220 STALLS
ADA: 3 STALLS
TOTAL: 223 STALLS
TOTAL (1/2000): 71 STALLS

LANDSCAPED AREA:
LANDSCAPED AREA REQUIRED: 15.00
LANDSCAPED AREA PROVIDED: 16.50
LANDSCAPED AREA PROVIDED: 144,324 S.F.

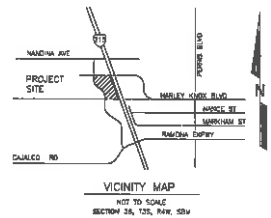
EARTHWORK ESTIMATE:
DIRT: 85,600 CY
FILL: 77,300 CY
SPRINKLE/SUBGRADE: 8,300 CY
NET (BLANDED): 0 CY

UTILITY COMPANIES:
WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA Edison
TELEPHONE: YERLAND
GAS: SOUTHERN CALIFORNIA GAS COMPANY

LAND USE/ZONING:
EXISTING LAND USE: W207
PROPOSED LAND USE: INDUSTRIAL FACILITY
EXISTING & PROPOSED ZONING: M-1
EXISTING & PROPOSED GENERAL PLAN LAND USE: L-1
SPECIFIC PLAN: #341

GRAPHIC LEGEND:

- = OFFICE ENTRY
- G.D. = GRADE DOOR (14'X14')
- [Symbol] = A.D.A. ACCESSIBLE PRKG.
- [Symbol] = PROPERTY LINE (SEE CIVIL)
- [Symbol] = DOCK DOOR & LEVELER
- [Symbol] = CANOPY OR OVERHANG
- [Symbol] = CENTERLINE OR GRID LINE
- [Symbol] = EASEMENT (SEE CIVIL)
- [Symbol] = TRASH ENCLOSURE W/ SOLID ROOF A.D.A ACCESSIBLE
- [Symbol] = TRACTOR TRAILER
- [Symbol] = ADA PATH OF TRAVEL



SHEET SHEET DESCRIPTION

- A1 OVERALL SITE PLAN
- A2 BUILDING FLOOR PLAN
- A3 BUILDING ELEVATIONS
- A4 WALL AND FENCE PLAN
- L1 CONCEPTUAL LANDSCAPE PLAN
- G1 PRELIMINARY GRADING PLAN
- G2 PRELIMINARY GRADING PLAN

PROJECT DESCRIPTION:
THIS PROJECT PROPOSES A 418,000 S.F. BUILDING WITH APPROXIMATELY 8,000 S.F. OF OFFICE SPACE AND 413,000 S.F. OF WAREHOUSE, 21 DOCK DOORS AND PARKING FOR 220 VEHICLES AND TRUCKS.

LEGAL DESCRIPTION:
REFER TO TITLE RETURN# 2377006888-NEW & 7377006813-NEW FOR MORE DETAILED INFORMATION.

ASSESSOR'S PARCEL NUMBER(S):
204-210-048
204-210-048 -022 -C-7

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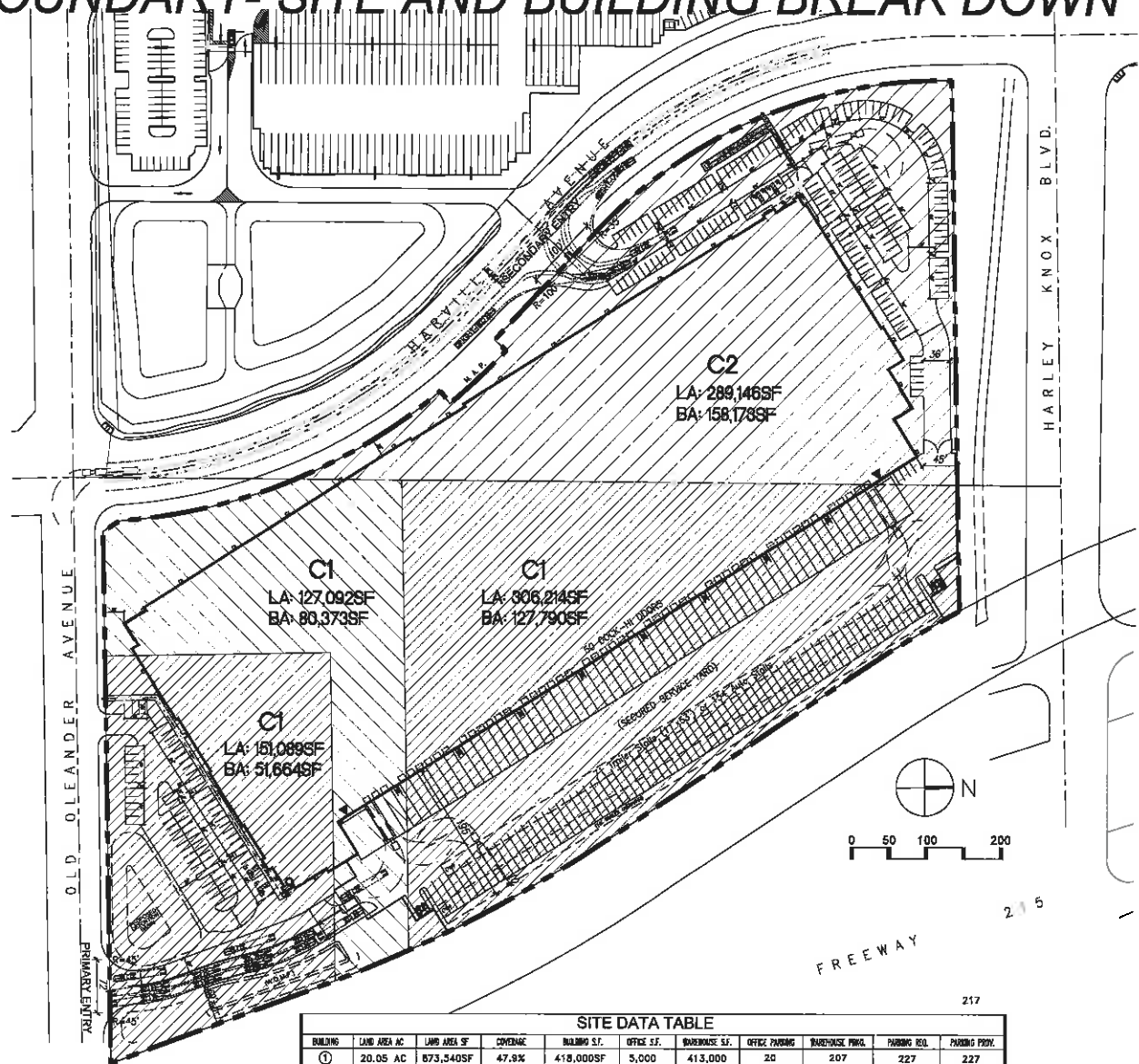
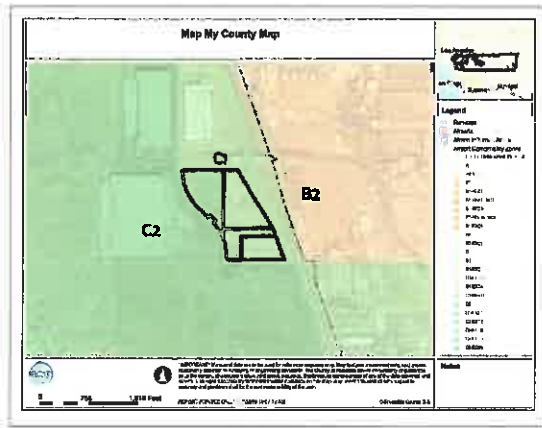
DIAMOND
COUNTY OF RIVERSIDE

CONCEPT SITE PLAN 10-08-2019



144 North Orange St. Orange, CA 92666 (714) 639-9860

AIRPORT ZONE BOUNDARY- SITE AND BUILDING BREAK DOWN



SITE DATA TABLE

BUILDING	LAND AREA AC	LAND AREA SF	COVERAGE	BUILDING SF.	OFFICE SF.	WAREHOUSE SF.	OFFICE PARKING	WAREHOUSE PARK.	PARKING REQ.	PARKING PROV.
①	20.05	873,540SF	47.8%	418,000SF	5,000	413,000	20	207	227	227
							(4/1000)	(1/2000)		(55/1000)

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DIAMOND

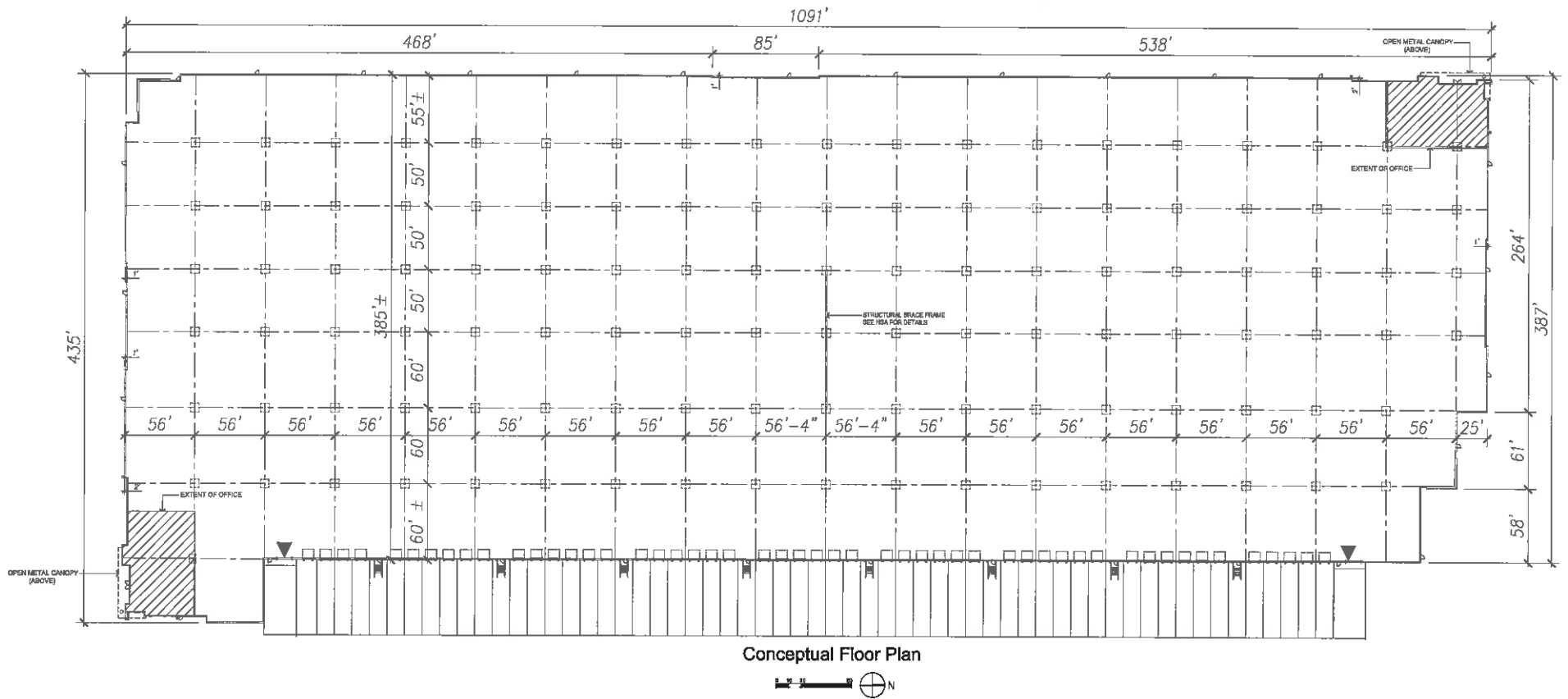
CONCEPT SITE PLAN 12-03-2019

COUNTY OF RIVERSIDE

144 North Orange St. Orange, CA 92866 (714) 639-9860

A1
A08-2019





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AND IS FOR INFORMATION ONLY



DIAMOND

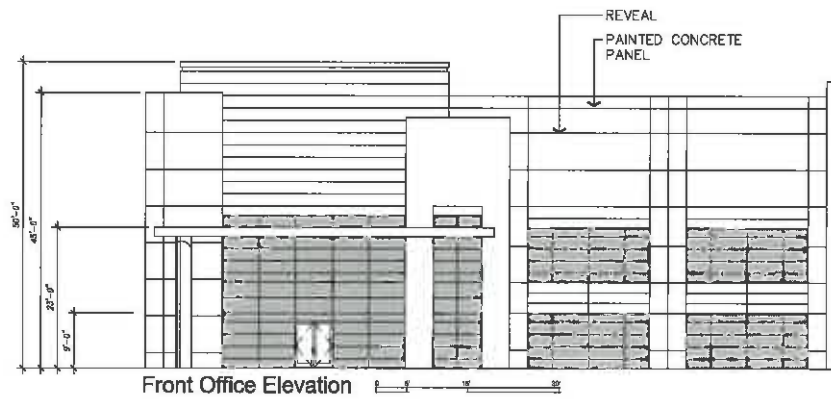
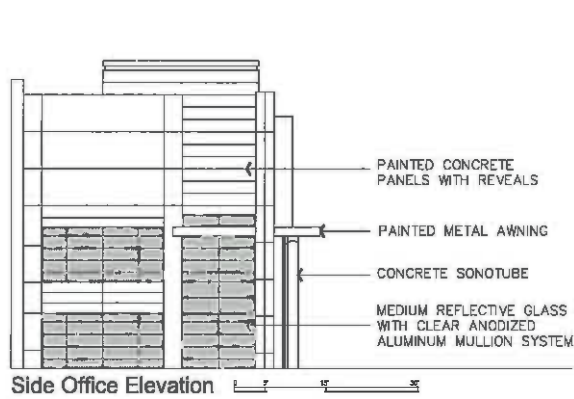
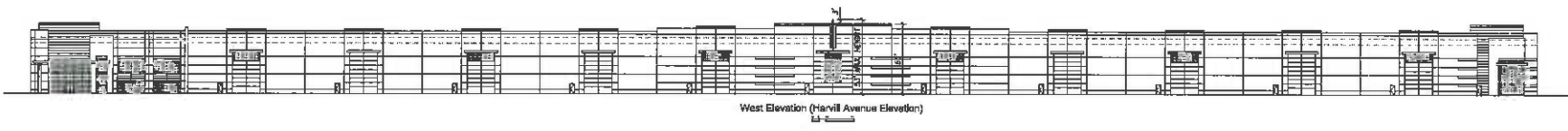
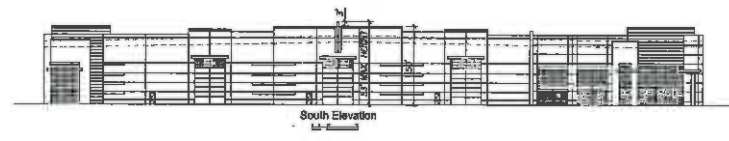
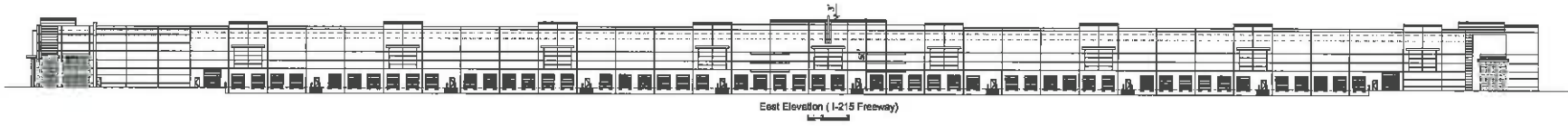
COUNTY OF RIVERSIDE

CONCEPT FLOOR PLAN 10-08-2019



144 North Orange St. Orange, CA 92866 (714) 639-9860

A2
AOR: 2019



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TO CHANGE PENDING OWNER AND/OR AGENCY REVIEW
AND IS FOR INFORMATION ONLY



DIAMOND

COUNTY OF RIVERSIDE

CONCEPT ELEVATIONS 10-03-2019



144 North Orange St. Orange, CA 92866 (714) 639-9860

A3
A06: 2019



SITE DATA TABLE										
DATE	BY	REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY	REV
10/22/19	M. BURTON	1	PRELIMINARY PV SITE PLAN							

PV SITE PLAN AND POSSIBLE ARRAYS
 NOT TO SCALE
 NOTE: PLAN ROTATION - NORTH IS WEST FRONT



DETAIL VIEW, TYPICAL PARKING AREA AND PV CANOPIES
 SCALE: 1" = 100'
 1

- INDUSTRY STANDARD PHOTOVOLTAIC GENERATION SYSTEM
- MOUNTED TO CARPORT / CANOPY STRUCTURES
 - STRUCTURES CONSTRUCTED FROM FINISHED TUBULAR AND I-BEAM STEEL COLUMNS, PURLINS AND MODULE STRINGERS. LED EXTERIOR FLOOD LIGHTING FIXTURES AND CAMERAS, SET TO UNDERNEATH OF CANOPIES, TO MAINTAIN PARKING AREA LIGHTING & SECURITY.
 - 10 DEGREE FIXED TILT MODULE MOUNTING ANGLE; VARYING BEARINGS / ALIGNMENT OF ACTIVE PV SURFACE. SEE PLAN VIEWS.
 - MONO- OR POLYCRYSTALLINE MODULES, 370-420 WATTS DC PER MODULE; 1500VDC MAXIMUM.
 - ALTERNATE 1: SPECIFY AND INSTALL BI-FACIAL PV MODULES, WITH ACTIVE PV SURFACE ON BOTH FACES OF PV MODULE. POTENTIAL 3-6% INCREASE IN PV PRODUCTION.
 - MINIMIZE AND COORDINATE SUPPORTING STRUCTURE DETAILS, TO MINIMIZE SHADING OF MODULE BACK SURFACE IF BI-FACIAL IS USED.
 - ANTI-GLARE COATINGS NOT ASSUMED PRESENT ON MODULES, AT NEW OR AT AGED CONDITION.
 - STRING PV INVERTERS 480 VOLTS 3Ø AC, ~75-125kW EACH

PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE

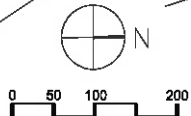
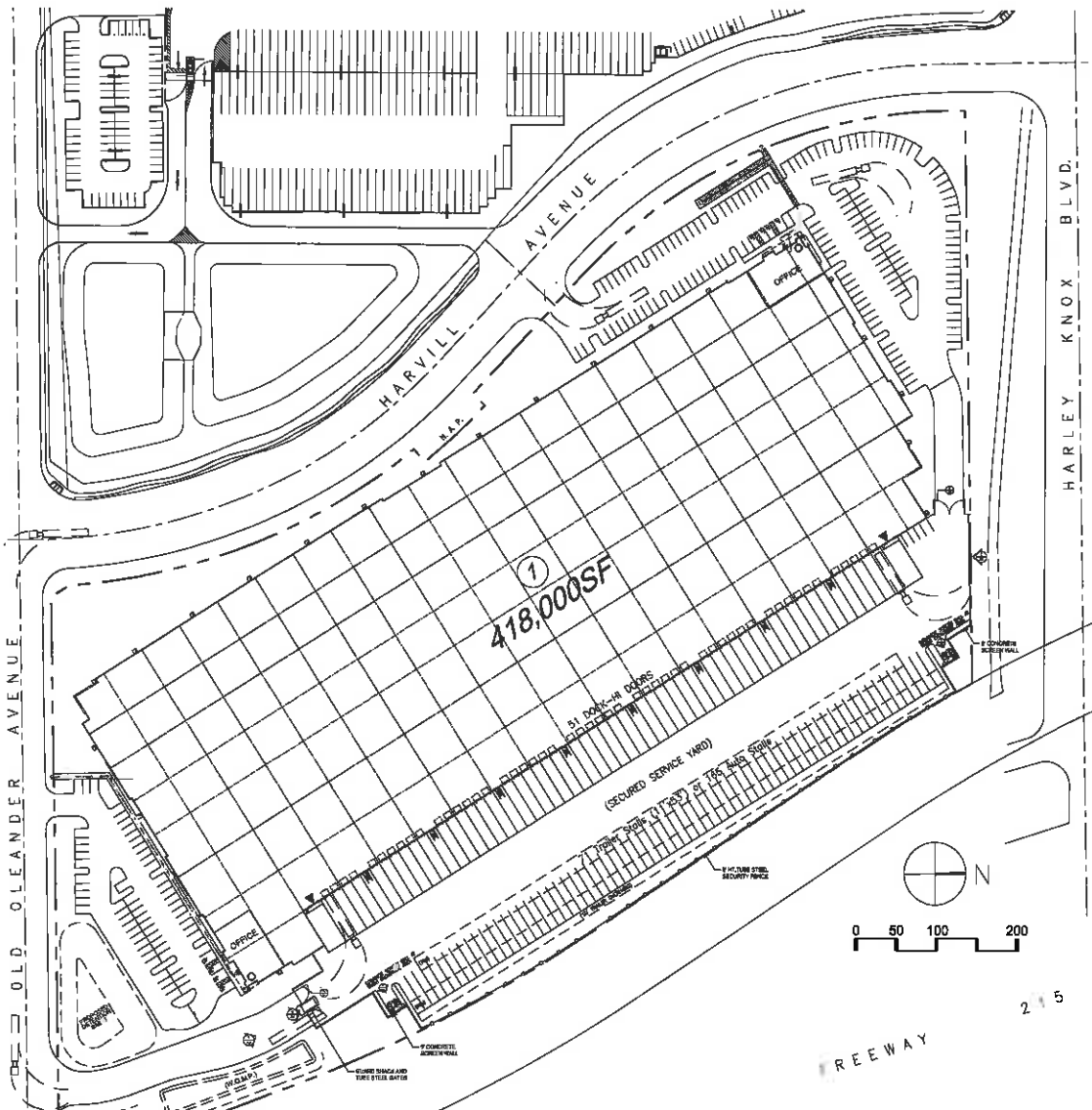
Environment | Planning |
Development Solutions
 EPD Solutions, Inc.

ENERTIS SOLAR, INC.
 San Francisco, CA
 949-513-6763

TRAMMELL CROW COMPANY
DIAMOND
PHOTOVOLTAIC GENERATION SYSTEM
 HARVILL AVENUE @ HARLEY KNOX BOULEVARD
 MORENO VALLEY, CA

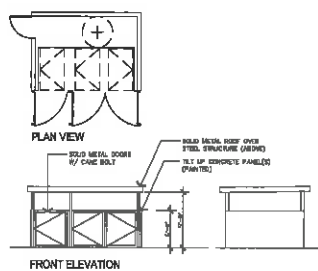
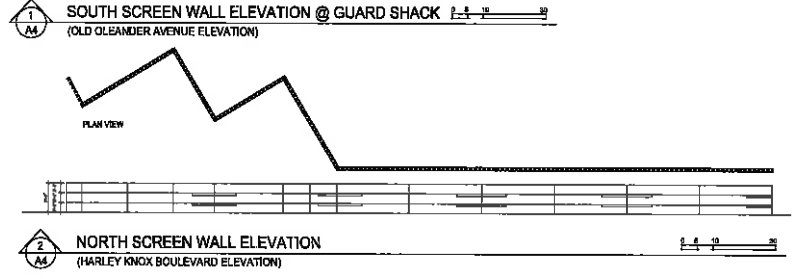
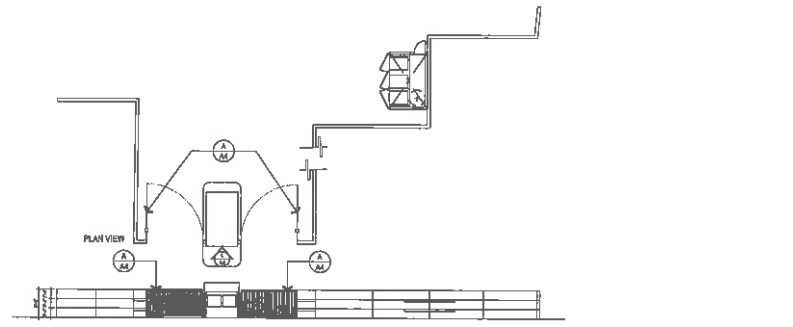
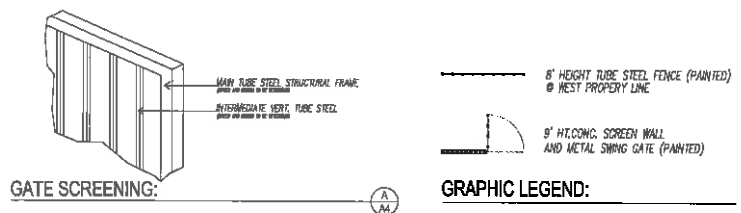
DATE:	OCT 22, 2019
PROJECT ENGINEER:	M. BURTON
DWG NO.:	156_29_C004B156101.00_C1E
SCALE:	AS SHOWN
SHEET TITLE:	PRELIMINARY PHOTOVOLTAIC SITE PLAN
SHEET NO.:	PV-100

PV-100



SITE DATA TABLE										
BUILDING	LAND AREA AC	LAND AREA SF	COVERAGE	BUILDING SF.	OFFICE SF.	ROUNDER SF.	OFFICE PARKING	YARDHOUSE PRK.	PARKING REQ.	PARKING PROV.
①	20.05 AC	873,540SF	47.9%	418,000SF	3,000	413,000	20 (4/1000)	207 (1/2000)	227 (.55/1000)	228

DISCLAIMER:
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT
TO CHANGE PENDING OWNER AND OR AGENCY REVIEW
AND IS FOR INFORMATION ONLY



Common Guard Booth w/ 2' Restroom
FRONT AND SIDE VIEW
PROVIDED BY: BO ENGINEERS, INC.
CADD: BOE-18-0004-001
④ A4
GUARD SHACK
(AT OLD OLEANDER AVENUE ENTRANCE)



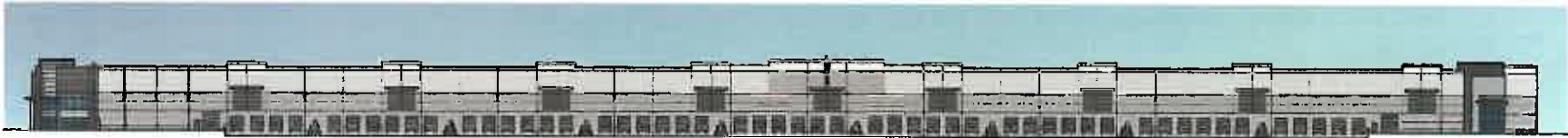
DIAMOND
COUNTY OF RIVERSIDE

SCREEN WALL AND FENCE PLAN 10-08-2018



144 North Orange St. Orange, CA 92866 (714) 639-9860

A4
A06: 2019



East Elevation (I-215 Freeway)



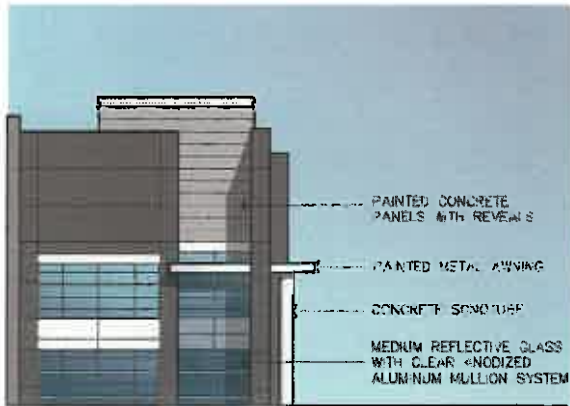
North Elevation (Harley Knox)



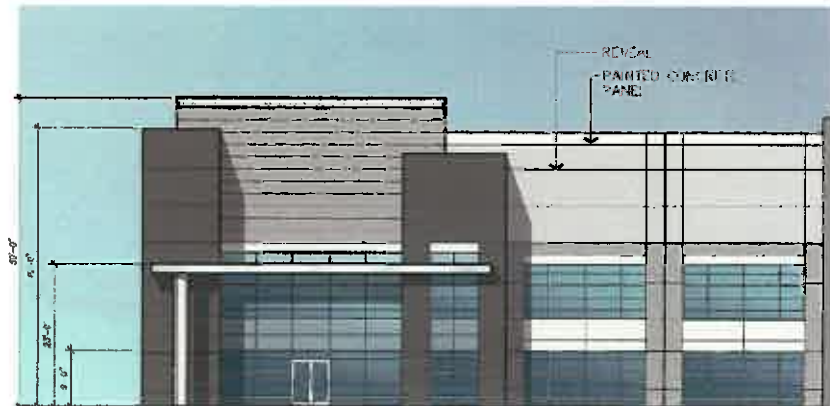
South Elevation



West Elevation (Harvil Avenue Elevation)



Side Office Elevation



Front Office Elevation

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DIAMOND

COUNTY OF RIVERSIDE

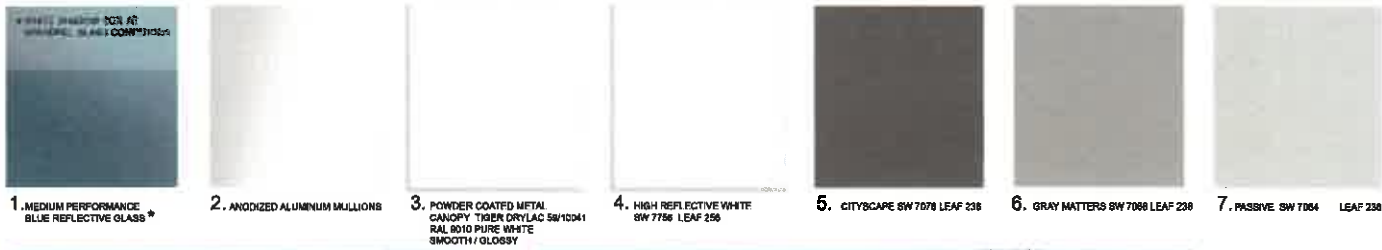
CONCEPT ELEVATIONS 10-05-2019



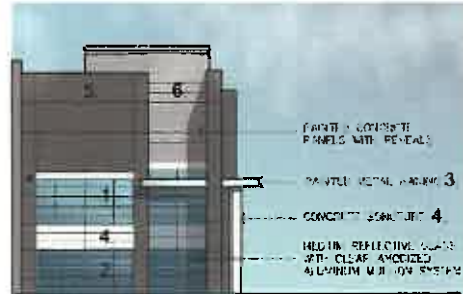
AO# 2019

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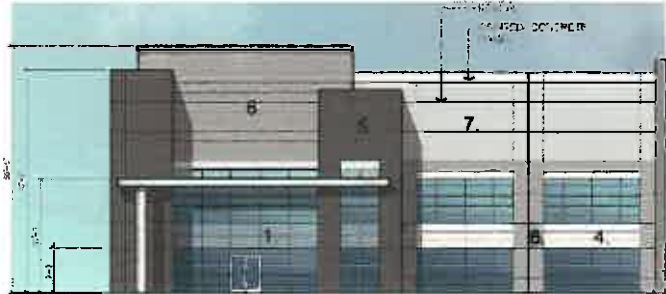
COLOR SCHEME OPTION A



- 1. MEDIUM PERFORMANCE BLUE REFLECTIVE GLASS*
- 2. ANODIZED ALUMINUM MULLIONS
- 3. POWDER COATED METAL CANOPY TIGER DRYLAC 58/10041 RAL 9010 PURE WHITE SMOOTH/GLOSSY
- 4. HIGH REFLECTIVE WHITE SW 7756 LEAF 250
- 5. CITYSCAPE SW 7078 LEAF 238
- 6. GRAY MATTERS SW 7086 LEAF 238
- 7. PASSIVE SW 7084 LEAF 238



Side Office Elevation

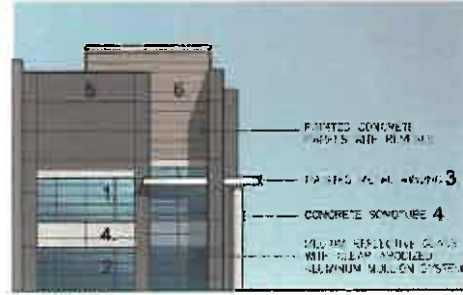


Front Office Elevation

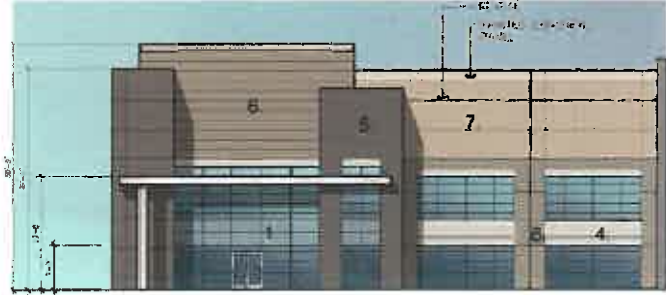
COLOR SCHEME OPTION B (COLORS TO MATCH EXISTING ADJACENT BUILDINGS)



- 3. POWDER COATED METAL TIGER DRYLAC 0868/1020 ANODIZED SILVER
- 4. SW 7041 "COLLONADE GRAY"
- 5. COLORLIFE CL 32150 "ROCK BOTTOM"
- 6. COLORLIFE CL 2894D "WICKET"
- 7. COLOR LIFE CL 2803M "CITADEL"



Side Office Elevation



Front Office Elevation

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DIAMOND

COUNTY OF RIVERSIDE

COLOR BOARD



144 North Orange St. Orange, CA 92866 (714) 639-9860

AOB: 2019



ENERT/S

Report prepared for:
EPD Solutions, Inc

**Owner's Engineering Report for
Solar Glare Hazard Analysis,
Diamond PV Project
Perris, California**

September 29, 2019

Rev 1: 10/29/19





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1. EXECUTIVE SUMMARY

EPD Solutions, Inc (hereinafter, EPD or the Client) is supporting development a property, the 'Diamond' project for Trammell Crow, located near Harvill Ave and Harley Knox Blvd. in Perris, California (hereinafter, the Project). The project is planning to have roof-mounted photovoltaic modules and arrays mounted on building roof, and as the project is within range of nearby March Air Reserve Base (March AFB) the base and USAF request Solar Glare Hazard Analyses be complete in order to prove no excessive glint or glare will be created by the Project to interfere with pilots operating at this facility.

Enertis Solar, LLC (hereinafter, Enertis, Owner's Engineer or OE) has completed the required analysis using acceptable solar glare hazard (SGH) analysis software on a possible roof-mounted PV array as well as likely locations and sizing should the PV arrays be mounted to car-port canopy structures, and found the project to Enertis has found that both possible configurations PASS analysis compliant with FAA and USAF regulations. Inputs, model parameters and results from this analysis program are documented and included in the Appendices.

Enertis also completed preliminary PV system designs and specifications, in order to most accurately model the proposed system. A summary of this design information is included in this report as well. Enertis Solar can provide more detailed project specifications, design service, energy production estimating, etc if and when the project may require such services.



Figure 1-1 Area Plan

2. SOLAR GLARE HAZARD ANALYSIS, METHOD and RESULTS

2.1. Solar Glare Analysis Tools and Standards

The potential impact of glint and glare from photovoltaic modules, concentrating solar collectors, receivers, and other components has received increased attention as a potential hazard or distraction for pilots, air-traffic control and other personnel. Hazards from reflected solar radiation include the potential for permanent eye injury (e.g., retinal burn from concentrated sunlight) and temporary disability or distractions (e.g., glint, glare, after-images).

Sandia National Laboratories (National Technology and Engineering Solutions of Sandia, LLC.) developed early Solar Glare Hazard Analysis Tools (SGHAT); programs for modeling and analyzing potential hazards from solar glare, which have been adopted as a standard for FAA and other airport / user reviews.

Due to new cybersecurity restrictions at Sandia, SGHAT is now available for internal Sandia use only. All external use of SGHAT is restricted, however the glare tool source code and algorithms were made available for licensing. The organization at Sims Industries (d/b/a ForgeSolar) pursued this option, is licensed for such IP sharing, and offers comparable tools for this FAA-certifiable glare analysis.

The firm at ForgeSolar offers **GlareGauge** a Solar Glare Hazard Analysis Tool technology based on the work and code at Sandia National Laboratories (www.ForgeSolar.com). Key aspects of GlareGauge include:

- No other tool uses the comprehensive SGHAT algorithms for analyzing entire flight paths and discrete receptor points.
- Analyze continuous flight paths, not just scattered points, for comprehensive and accurate results.
- Improved, updated glare-check algorithms, based on Sandia code, to provide repeatable, rigorous results.
- Cloud-based operation, for team collaboration and aiding in model tracking and configuration management

The GlareGauge program (version as available September 2019) was used for this successful evaluation.

2.2. Customer-provided Information

The following information was provided to Enertis, for review and inclusion in the final glare modeling and analysis. The accuracy of this report and analysis is dependent on this information, and the assumptions and methods documented or implied.

Customer-Supplied Information	
Item	Description
SP2_8282019-Layout1.pdf	Site Plan, 'Diamond' development, Trammell Crow Harley Knox Blvd at Harvill Ave By Architects Orange

Table 2-1 Summary of reference information provided to date

2.3. Preliminary Photovoltaic Array Design

Enertis Solar was requested and required to make initial selections around the Project, in order to allow modeling of the reflective surfaces and their potential for glare hazards.

Knowing that the Project is planned to be a fixed-tilt, roof-mounted modern photovoltaic project, Enertis applied best practices and selected likely product components, based on best practices and common project selections in our extensive portfolio.

The preliminary PV system capacity value (kWatts DCp) of the rooftop system is entered into GlareGauge. The program then uses an estimate of solar production for the specified system and azimuth, and is able to use the approximate resulting value of absorbed solar energy in its reflectivity calculations.

The PV system summary is included below:

Photovoltaic Design Parameters and Information	
Parameter	Selection, Description or Information
PV Modules	Canadian Solar, M#CS3U-375 (up to -395) or equal. High efficiency monosilicone PERC PV modules; 1000V / 1500V DC No Anti-Glare coating or treatment is assumed as coating and benefits may degrade with age
PV Racking Systems	<ol style="list-style-type: none"> 1. Unirac, RM10 series; 2. Panel Claw, clawFR series; 3. or equal 10 Degree fixed tilt ballasted roof-top PV racking system Possible walkway widths (Row Gap), and resulting roof coverage ratio : <ul style="list-style-type: none"> • 11" Row Gap yields an 80% roof coverage ratio • 14" Row Gap, 75% roof coverage ratio • 17" Row Gap, 70% roof coverage ratio
PV Racking Systems – Alternate Carport Systems	<ol style="list-style-type: none"> 1. Mounting structures to be "carport" style, above portions of the planned parking area. 2. Effective 10 degree fixed tilt at the module active surface.

	<p>1-3. Arrays are aligned with proposed parking plan and curbs, using industry-standard spans, spacing and dimensions</p>
Inverters, Balance of System	<p>Likely 1000-volt DC-rated PV system (rated peak voltage); connected to string-level inverters, 60-120kW AC each;</p> <p>These sub-systems have no significant reflective surfaces or impact to the glare analysis. Electrical enclosures, less than 2 square feet roof area per unit, housed in finished, exterior-rated gray metal or fiberglass enclosures.</p>
Assumed buildable PV array roof area, and resulting approximate PV system size	<p>Gross rectangular is approximation of potential PV array area, based on Customer-supplied information.</p> <p>Area estimates do not include any significant space offsets for HVAC systems, vertical structures creating shading offset areas, etc.</p> <p>Roof coverage areas possible in PV areas are 70-80%, as noted above. Assumed available roof area is set at 65% in the following calculation, allowing some allowance for HVAC, fire department and other space offsets.</p> <p>PV Module power density is approximately 19 watts DCp per square foot of active PV area, based on the PV module class listed.</p> <p>Rooftop Arrangement: Approx 798' east-west x 250' north-south, with an area removed from this rectangle, along the north perimeter. 180 deg (south facing) azimuth and front building façade;</p> <p>Allow for service and mechanical aisles, each 100-150', in each direction;</p> <p>Approx 760'x 220' PV array area;</p> <p>65% Roof Coverage Ratio, for active PV area to total roof area;</p> <p>19 watts DCp per square foot;</p> <p>Maximum PV system size approximately 2,050 kW DCp, without set-aside area for HVAC or other obstructions;</p> <p>A value of 1600kW DCp (~1,200kW AC) was used in GlareGauge modeling, to accommodate potential compromises in project area or use of lower power class of module.</p>
Approximate PV System size, Alternate Carport Systems	<p>Five PV sub-arrays were preliminarily designed for the parking areas at the Diamond facility. Total capacity, assuming 380-400 watts per module, would be approximately 400kW DCp.</p> <p>This configuration and power capacity were used in the revised glare analysis.</p>

Table 2-2 Summary of Preliminary Photovoltaic Design

2.4. Air Force / Base Requirements

Enertis wishes to thank Paul Rull, Principal Planner at Riverside County Airport Land Use Commission (ALUC), who quickly and amicably provided the basic information, and the enhanced USAF requirements, as applies to Solar Glare Analysis and PV approvals near March AFB.



- The FAA Interim Policy for Solar Glare identifies only the 2-mile approach as the flight path that needs to be analyzed for glare impacts.
- However, for March Air Reserve Base, the Air Force has stated that they would like all of their active as well as their alternate and special-use flight paths be reviewed for glare impacts.
- The Riverside ALUC also provided the coordinate list for the Air Force flight paths (FP), to be input into solar glare model calculations for rectangular analysis

The coordinate list for USAF FPs is included in Appendix 2. Partial examples of Flight Paths are in the following figure.

Also shown is the FP, as translated into the GlareGauge program. Coordinate set had to be translated from simple text file to allocated text strings. The USAF coordinates also used a coordinate basis of degrees:minutes:seconds, but the analysis tool requires a decimal coordinate system. Values were individually translated and used in analysis programming.

	Threshold			2-mile point		
	Lat	Lon	Elev	Lat	Lon	Elev
Row 12/30 GA Rectangular Analysis						
GA, Rwy 12 Downwind	N 33° 53' 03.55" 33.8843194	W 117° 15' 12.73" -117.2535361	1,500	N 33° 52' 33.85" 33.8780591	W 117° 14' 37.00" -117.2436111	2,800
GA, Rwy 30 Final	N 33° 52' 33.85" 33.8780694	W 117° 14' 37.00" -117.2436111	2,800	N 33° 53' 03.55" 33.8843194	W 117° 15' 12.73" -117.2535361	1,500
GA, Rwy 30 Base	N 33° 52' 50.93" 33.8808139	W 117° 13' 46.06" -117.2294667	2,800	N 33° 52' 33.89" 33.8780708	W 117° 14' 05.43" -117.2351194	2,800
GA, Rwy 12 Crosswind	N 33° 52' 33.89" 33.8780708	W 117° 14' 06.43" -117.2351194	2,800	N 33° 52' 30.53" 33.8801179	W 117° 13' 48.08" -117.2254667	2,800
GA, Rwy 12 Downwind	N 33° 53' 16.43" 33.8878672	W 117° 13' 46.14" -117.2294833	2,800	N 33° 54' 37.20" 33.9105533	W 117° 15' 23.29" -117.2564694	2,800
GA, Rwy 30 Downwind	N 33° 54' 37.20" 33.9103333	W 117° 15' 23.29" -117.2564694	2,800	N 33° 53' 15.43" 33.8878572	W 117° 13' 46.14" -117.2294833	2,800
GA, Rwy 12 Base	N 33° 54' 37.16" 33.9103222	W 117° 15' 53.88" -117.2649667	2,800	N 33° 54' 20.13" 33.9053927	W 117° 16' 14.24" -117.2706222	2,800
GA, Rwy 30 Crosswind	N 33° 54' 20.13" 33.9055517	W 117° 16' 14.24" -117.2706222	2,800	N 33° 54' 37.16" 33.9103222	W 117° 15' 53.88" -117.2649667	2,800
GA, Rwy 12 Final	N 33° 53' 54.63" 33.8995033	W 117° 16' 14.19" -117.2706383	2,800	N 33° 53' 24.93" 33.8933555	W 117° 15' 38.45" -117.2596906	1,500
GA, Rwy 30 Upwind	N 33° 53' 24.93" 33.8902583	W 117° 15' 38.45" -117.2606067	1,500	N 33° 53' 54.53" 33.8995033	W 117° 16' 14.19" -117.2706067	2,800

Figure 2-1 Sample of USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB

Name: GA, Rwy 14 Upwind
Description: None
Threshold height: 0 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	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

Name: GA, Rwy 30 Base
Description: None
Threshold height: 0 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	33.880814	-117.229467	1500.07	1300.06	2800.14
Two-mile	33.876081	-117.235119	1500.07	1300.06	2800.14

Figure 2-2 A sample of USAF FP requirements, as represented in GlareGauge modeling

2.5. Results

Enertis finds that the Project as modeled and specified **PASSES** glare hazard model criteria, [for both the roof-mounted and the alternate carport PV structure systems](#), with zero minutes per year outside the 'green zone' of acceptable reflected energy.

The complete Glare Report is available and provided, under separate cover from this report summary.

FORGESOLAR GLARE ANALYSIS

Project: **Test, Ver3**

Site configuration: **TCrow Diamond PV**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 07:20 on 27 Sep, 2019.

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
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

Figure 2-3 Report and system summary, GlareGauge



FORGESOLAR GLARE ANALYSIS

Project: EPD Solutions, Diamond Alternate PV

Site configuration: TCrow Diamond PV

Analysis conducted by Mark Burton (Mark.Burton@EnerTis.com) at 20:05 on 29 Oct, 2019.

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
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

Figure 2-4 Report and system summary, Alternate PV design

3. APPENDICES

3.1. Appendix 1 – Technical Reference Sheets

Canadian Solar, Monocrystalline, High efficiency PV modules

KuMax

HIGH EFFICIENCY MONO PERC MODULE

CS3U-375 | 380 | 385 | 390 | 395MS
(1000 V / 1500 V)

MORE POWER

- Low power loss in cell connector
- Low IRROF: 42 ± 3 °C
Low temperature coefficient (Power): -0.35 % / °C
- Better shading tolerance
- High PTC rating of up to 95.15 %

MORE RELIABLE

- Lower hot spot temperature
- Mitigates micro-cracks
- Heavy snow load up to 5400 Pa, wind load up to 2000 Pa*

- 25 years power output warranty*
- 10 years product warranty on materials and components*

*According to the applicable Canadian Solar Limited Warranty Statement.

MANAGEMENT SYSTEM CERTIFICATES

ISO 9001:2015 / Quality management system
ISO 14001:2015 / Standards for environmental management system
OHSAS 18001:2007 / International standards for occupational health & safety

PRODUCT CERTIFICATES*

IEC 61215 / IEC 61730: VDE / CE / CCC / MCS / KS / INMETEC
UL 1709 / IEC 61010 performance: CSC listed (US)
UL 1703: CSA / IEC 61714 ESD: VDE / IEC 62716: VDE / IEC 60089-2-60: IES
TÜV-e-test

*As there are different certification requirements in different markets, please contact your local Canadian Solar sales representative for the specific certificates applicable to the products in the region in which the products are to be used.

CANADIAN SOLAR INC. is committed to providing high quality solar products, solar system solutions and services to customers around the world. No. 1 module supplier for quality and performance/price ratio in IHS Module Customer Insight Survey. As a leading PV project developer and manufacturer of solar modules with over 33 GW deployed around the world since 2001.

* For LAMM information, please refer to the Installation Manual.

CANADIAN SOLAR INC.
545 Speersville Avenue West, Guelph, Ontario N1K 1E6, Canada, www.canadiansolar.com, support@canadiansolar.com

Unirac, Roof Mount RM10 series PV racking solution

ROOFMOUNT



ROOFMOUNT introduces the Power of Simplicity to the ballasted flat roof solar industry. The system consists of only two major components, minimizing preparation work and installation time. Seamlessly design around roof obstacles, support most framed modules and bond the system with just the turn of a wrench.



SIMPLE DESIGN • FAST INSTALLATION

SIMPLE DESIGN • AVAILABILITY • DESIGN TOOLS • QUALITY PROVIDER



3.2. Appendix 2 – USAF Flight Path Coordinate Requirements

As received from Riverside County Airport Land Use Commission representatives.

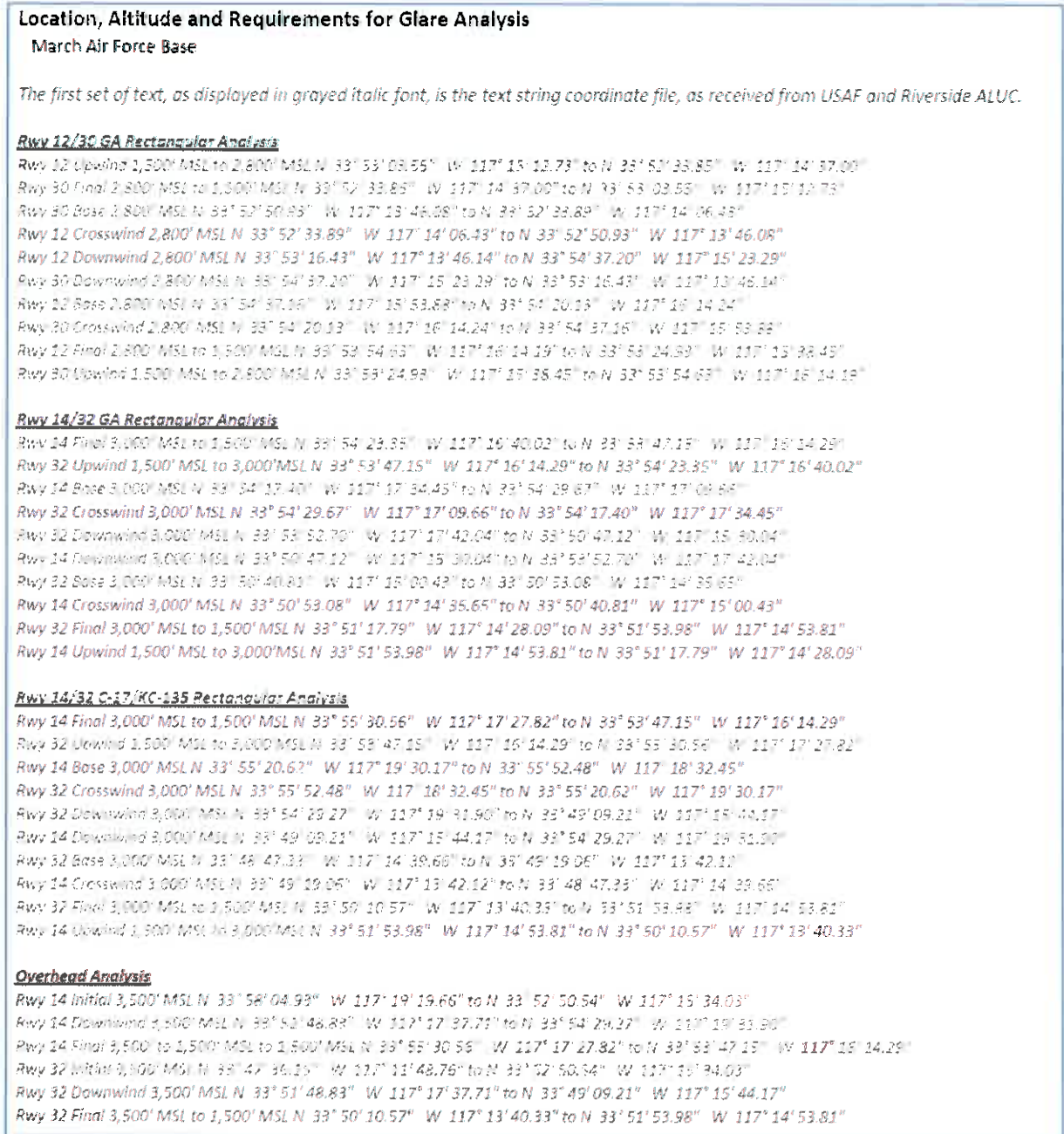


Figure 3-1 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB



The following table reflects allocated fields / values, coordinate system conversion, and the setting of initial and final altitudes to achieve the FP rectangle described.

	Start/End			2-mile point		
	Lat	Long	Elev.	Lat	Long	Elev.
Rwy 12/30 GA Rectangular Analysis						
GA, Rwy 12 Upwind	N 33° 53' 25.25"	W 117° 15' 41.75"	2,800	N 33° 53' 35.65"	W 117° 14' 57.20"	2,800
GA, Rwy 30 Final	N 33° 53' 35.25"	W 117° 14' 57.20"	2,800	N 33° 53' 35.35"	W 117° 15' 12.73"	1,500
GA, Rwy 30 Base	N 33° 52' 50.25"	W 117° 15' 48.00"	2,800	N 33° 52' 39.35"	W 117° 14' 05.45"	2,800
GA, Rwy 12 Crosswind	N 33° 52' 39.25"	W 117° 14' 05.45"	2,800	N 33° 52' 50.55"	W 117° 13' 46.22"	2,800
GA, Rwy 12 Downwind	N 33° 52' 45.45"	W 117° 13' 46.22"	2,800	N 33° 54' 35.25"	W 117° 15' 29.25"	2,100
GA, Rwy 30 Downwind	N 33° 52' 37.25"	W 117° 15' 29.25"	2,800	N 33° 53' 16.45"	W 117° 13' 36.14"	2,800
GA, Rwy 12 Base	N 33° 52' 27.25"	W 117° 15' 33.00"	2,800	N 33° 54' 20.25"	W 117° 14' 14.25"	2,800
GA, Rwy 30 Crosswind	N 33° 54' 20.25"	W 117° 14' 14.25"	2,800	N 33° 54' 39.15"	W 117° 13' 25.25"	2,800
GA, Rwy 12 Final	N 33° 53' 34.55"	W 117° 15' 24.75"	2,800	N 33° 53' 24.55"	W 117° 15' 35.45"	2,800
GA, Rwy 30 Upwind	N 33° 53' 24.35"	W 117° 15' 35.45"	2,800	N 33° 53' 54.25"	W 117° 14' 14.25"	2,800
Rwy 14/32 GA Rectangular Analysis						
GA, Rwy 14 Final	N 33° 54' 25.55"	W 117° 15' 46.25"	3,000	N 33° 53' 41.15"	W 117° 14' 14.25"	3,500
GA, Rwy 32 Upwind	N 33° 53' 47.15"	W 117° 15' 46.25"	3,000	N 33° 54' 28.95"	W 117° 13' 43.05"	3,000
GA, Rwy 14 Base	N 33° 54' 27.50"	W 117° 15' 52.45"	3,000	N 33° 54' 28.55"	W 117° 13' 08.55"	3,000
GA, Rwy 32 Crosswind	N 33° 54' 29.67"	W 117° 15' 08.55"	3,000	N 33° 54' 17.40"	W 117° 13' 34.45"	3,000
GA, Rwy 32 Downwind	N 33° 53' 52.70"	W 117° 15' 42.05"	3,000	N 33° 53' 47.15"	W 117° 13' 36.25"	3,000
GA, Rwy 14 Downwind	N 33° 50' 47.12"	W 117° 15' 50.05"	3,000	N 33° 52' 52.70"	W 117° 13' 42.05"	3,000
GA, Rwy 32 Base	N 33° 50' 40.81"	W 117° 15' 50.45"	3,000	N 33° 50' 53.05"	W 117° 14' 35.65"	3,000
GA, Rwy 14 Crosswind	N 33° 50' 53.06"	W 117° 14' 35.65"	3,000	N 33° 50' 40.51"	W 117° 15' 00.45"	3,000
GA, Rwy 32 Final	N 33° 51' 17.75"	W 117° 14' 23.05"	3,000	N 33° 51' 38.25"	W 117° 14' 53.81"	1,500
GA, Rwy 14 Upwind	N 33° 51' 53.98"	W 117° 14' 23.05"	3,000	N 33° 51' 17.75"	W 117° 14' 28.09"	3,000
Rwy 14/32 C-17/HC-130 Rectangular Analysis						
C/KC, Rwy 14 Final	N 33° 55' 30.56"	W 117° 17' 27.82"	3,000	N 33° 55' 47.15"	W 117° 15' 14.25"	3,500
C/KC, Rwy 32 Upwind	N 33° 53' 47.15"	W 117° 16' 14.25"	3,500	N 33° 55' 30.56"	W 117° 17' 27.82"	3,000
C/KC, Rwy 14 Base	N 33° 55' 20.62"	W 117° 19' 30.17"	3,000	N 33° 55' 47.15"	W 117° 15' 32.45"	3,000
C/KC, Rwy 32 Crosswind	N 33° 55' 52.48"	W 117° 18' 32.45"	3,000	N 33° 55' 20.62"	W 117° 19' 30.17"	3,000
C/KC, Rwy 32 Downwind	N 33° 54' 29.27"	W 117° 19' 31.90"	3,000	N 33° 54' 05.21"	W 117° 15' 44.15"	3,000
C/KC, Rwy 14 Downwind	N 33° 49' 08.23"	W 117° 15' 44.15"	3,000	N 33° 54' 29.27"	W 117° 19' 31.90"	3,000
C/KC, Rwy 32 Base	N 33° 49' 47.33"	W 117° 14' 39.66"	3,000	N 33° 49' 19.04"	W 117° 13' 42.12"	3,000
C/KC, Rwy 14 Crosswind	N 33° 49' 19.06"	W 117° 13' 42.12"	3,000	N 33° 49' 47.33"	W 117° 14' 39.66"	3,000
C/KC, Rwy 32 Final	N 33° 50' 30.57"	W 117° 13' 40.33"	3,000	N 33° 51' 53.98"	W 117° 14' 53.81"	3,500
C/KC, Rwy 14 Upwind	N 33° 51' 53.98"	W 117° 14' 53.81"	3,500	N 33° 50' 30.57"	W 117° 13' 40.33"	3,000
Overhead Analysis						
OHead, Rwy 14 Initial	N 33° 55' 04.23"	W 117° 15' 19.25"	3,000	N 33° 52' 57.54"	W 117° 16' 34.02"	3,500
OHead, Rwy 14 Downwind	N 33° 51' 44.63"	W 117° 15' 27.21"	3,500	N 33° 54' 24.27"	W 117° 15' 31.50"	3,500
OHead, Rwy 14 Final	N 33° 55' 30.56"	W 117° 17' 27.82"	3,000	N 33° 55' 47.15"	W 117° 15' 14.25"	3,500
OHead, Rwy 32 Initial	N 33° 47' 35.12"	W 117° 14' 45.75"	3,000	N 33° 52' 59.55"	W 117° 15' 54.03"	3,500
OHead, Rwy 32 Downwind	N 33° 51' 43.83"	W 117° 17' 31.71"	3,000	N 33° 49' 09.21"	W 117° 15' 44.17"	3,500
OHead, Rwy 32 Final	N 33° 50' 30.57"	W 117° 13' 40.33"	3,000	N 33° 53' 58.25"	W 117° 14' 53.81"	3,500

Figure 3-2 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB; Translated

3.3. Appendix 3 - GlareGauge Report Document

(See Report, submitted under separate cover)



ENERTIS



FORGESOLAR GLARE ANALYSIS

Project: **EPD Solutions, Diamond Alternate PV**

Site configuration: **TCrow Diamond PV**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 20:05 on 29 Oct, 2019.

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
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: 32688.5959



PV Array(s)

Name: Array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: 48.0 kW
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	33.862140	-117.262160	1532.67	20.00	1552.68
2	33.862110	-117.262160	1532.67	19.00	1551.68
3	33.862100	-117.262700	1524.97	19.00	1543.98
4	33.862130	-117.262700	1525.27	20.00	1545.28

Name: Array 2

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 150.0°

Rated power: 123.0 kW

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	33.861990	-117.262440	1532.67	20.00	1552.68
2	33.861900	-117.262370	1532.67	17.00	1549.68
3	33.861680	-117.262780	1524.97	17.00	1541.98
4	33.861770	-117.262850	1525.27	20.00	1545.28

Name: Array 3

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 240.0°

Rated power: 88.0 kW

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	33.861580	-117.262950	1532.67	20.00	1552.68
2	33.860850	-117.262400	1532.67	20.00	1552.68
3	33.860830	-117.262440	1524.97	19.00	1543.98
4	33.861560	-117.262990	1525.27	19.00	1544.28

Name: Array 4

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 180.0°

Rated power: 34.0 kW

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	33.859500	-117.259530	1532.67	20.00	1552.68
2	33.859410	-117.259460	1532.67	17.00	1549.68
3	33.859190	-117.259870	1524.97	17.00	1541.98
4	33.859280	-117.259940	1525.27	20.00	1545.28

Name: Array 5

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 150.0°

Rated power: 120.0 kW

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	33.859100	-117.259820	1532.67	20.00	1552.68
2	33.859060	-117.259820	1532.67	19.00	1551.68
3	33.859060	-117.260200	1524.97	19.00	1543.98
4	33.859100	-117.260200	1525.27	20.00	1545.28

Flight Path Receptor(s)

Name: C/KC, Rwy 14 Base

Description: None

Threshold height: 0 ft

Direction: 314.8°

Gilde 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	33.922394	-117.325047	1500.07	1500.07	3000.15
Two-mile	33.931244	-117.309014	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Gilde 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	33.821961	-117.228367	1500.07	1500.07	3000.15
Two-mile	33.813147	-117.244350	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Gilde 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	33.819225	-117.262269	1500.07	1500.07	3000.15
Two-mile	33.908131	-117.325528	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Final
Description: None
Threshold height: 0 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	33.925156	-117.291061	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

Name: C/KC, Rwy 14 Upwind
Description: None
Threshold height: 0 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	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.836269	-117.227869	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Base
Description: None
Threshold height: 0 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	33.813147	-117.244350	1500.07	1500.07	3000.15
Two-mile	33.821961	-117.228367	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Crosswind
Description: None
Threshold height: 0 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	33.931244	-117.309014	1500.07	1500.07	3000.15
Two-mile	33.922394	-117.325047	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Downwind
Description: None
Threshold height: 0 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	33.908131	-117.325528	1500.07	1500.07	3000.15
Two-mile	33.819225	-117.262269	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Final
Description: None
Threshold height: 0 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	-117.227869	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

Name: C/KC, Rwy 32 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



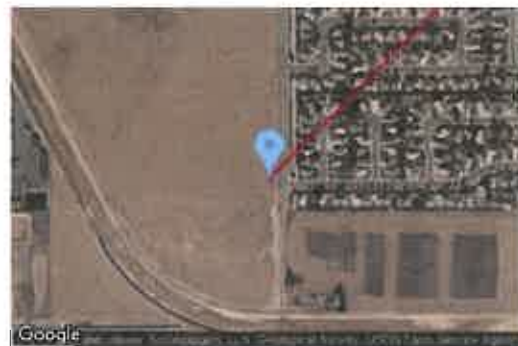
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.925156	-117.291061	1500.07	1500.07	3000.15

Name: GA, Rwy 12 Base
Description: None
Threshold height: 0 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	33.910322	-117.264967	1500.07	1300.06	2800.14
Two-mile	33.905592	-117.270622	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Crosswind
Description: None
Threshold height: 0 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	33.876081	-117.235119	1500.07	1300.06	2800.14
Two-mile	33.880814	-117.229467	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Downwind
Description: None
Threshold height: 0 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	33.887897	-117.229483	1500.07	1300.06	2800.14
Two-mile	33.910333	-117.256469	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Final
Description: None
Threshold height: 0 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	33.898508	-117.270608	1500.07	1300.06	2800.14
Two-mile	33.890258	-117.260681	1500.07	0.00	1500.07

Name: GA, Rwy 14 Base
Description: None
Threshold height: 0 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	33.904833	-117.292903	1500.07	1500.07	3000.15
Two-mile	33.908242	-117.286017	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Crosswind

Description: None

Threshold height: 0 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	33.848078	-117.243236	1500.07	1500.07	3000.15
Two-mile	33.844689	-117.250119	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Downwind

Description: None

Threshold height: 0 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	33.846422	-117.258344	1500.07	1500.07	3000.15
Two-mile	33.897972	-117.295011	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Final

Description: None

Threshold height: 0 ft

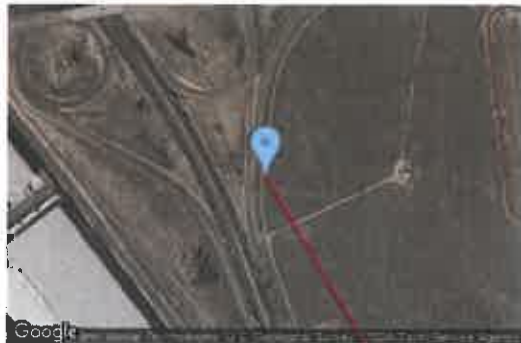
Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

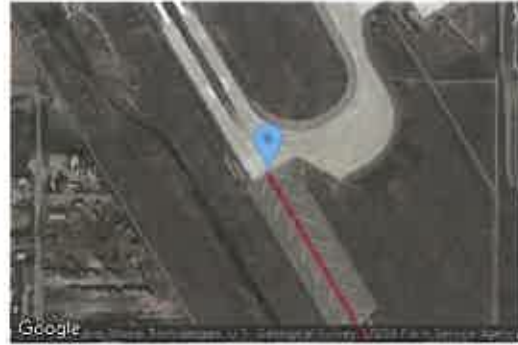
Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.906486	-117.277783	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

Name: GA, Rwy 14 Upwind
Description: None
Threshold height: 0 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	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

Name: GA, Rwy 30 Base
Description: None
Threshold height: 0 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	33.880814	-117.229467	1500.07	1300.06	2800.14
Two-mile	33.876081	-117.235119	1500.07	1300.06	2800.14

Name: GA, Rwy 30 Crosswind
Description: None
Threshold height: 0 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	33.905592	-117.270622	1500.07	1300.06	2800.14
Two-mile	33.910322	-117.264967	1500.07	1300.06	2800.14

Name: GA, Rwy 30 Downwind

Description: None

Threshold height: 0 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	33.910333	-117.256469	1500.07	1300.06	2800.14
Two-mile	33.887897	-117.229483	1500.07	1300.06	2800.14

Name: GA, Rwy 30 Final

Description: None

Threshold height: 0 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	33.876069	-117.243611	1500.07	1300.06	2800.14
Two-mile	33.884319	-117.253536	1500.07	0.00	1500.07

Name: GA, Rwy 30 Upwind

Description: None

Threshold height: 0 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	33.890258	-117.260681	1500.07	0.00	1500.07
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

Name: GA, Rwy 32 Base

Description: None

Threshold height: 0 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	33.844669	-117.250119	1500.07	1500.07	3000.15
Two-mile	33.848078	-117.243236	1500.07	1500.07	3000.15

Name: GA, Rwy 32 Crosswind

Description: None

Threshold height: 0 ft

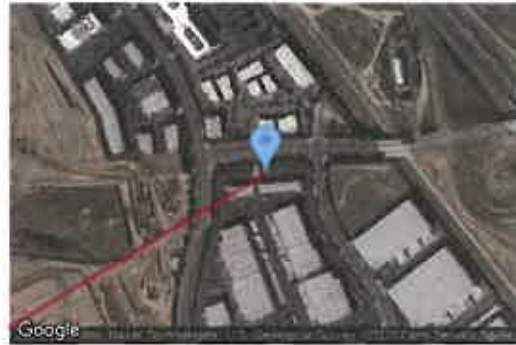
Direction: 314.8°

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	33.908242	-117.286017	1500.07	1500.07	3000.15
Two-mile	33.904833	-117.292903	1500.07	1500.07	3000.15

Name: GA, Rwy 32 Downwind

Description: None

Threshold height: 0 ft

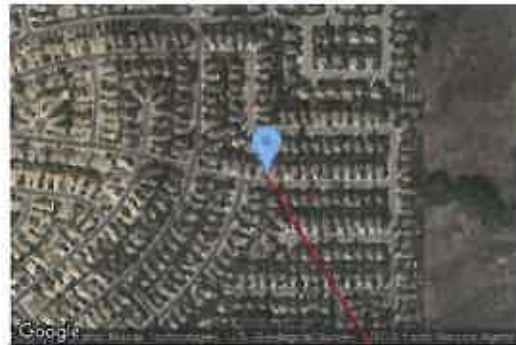
Direction: 314.8°

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	33.897972	-117.295011	1500.07	1500.07	3000.15
Two-mile	33.846422	-117.258344	1500.07	1500.07	3000.15

Name: GA, Rwy 32 Final

Description: None

Threshold height: 0 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	33.854942	-117.241136	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

Name: GA, Rwy 32 Upwind

Description: None

Threshold height: 0 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	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

Name: OHead, Rwy 14 Downwind

Description: None

Threshold height: 0 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	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.908131	-117.325528	1500.07	2000.10	3500.17

Name: OHead, Rwy 14 Final
Description: None
Threshold height: 0 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	33.925156	-117.291061	1500.07	2000.10	3500.17
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

Name: OHead, Rwy 14 Initial
Description: None
Threshold height: 0 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	33.968036	-117.322128	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

Name: OHead, Rwy 32 Downwind
Description: None
Threshold height: 0 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	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.819225	-117.262269	1500.07	2000.10	3500.17

Name: OHead, Rwy 32 Final
Description: None
Threshold height: 0 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	-117.227869	1500.07	2000.10	3500.17
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

Name: OHead, Rwy 32 Initial
Description: None
Threshold height: 0 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	33.793375	-117.196878	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

Name: Rwy 12-Upwind
Description: None
Threshold height: 0 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	33.884319	-117.253536	1500.07	0.00	1500.07
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.87	18.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Array 1	10.0	180.0	7,090	0	107,300.0
Array 2	10.0	150.0	4,906	0	272,300.0
Array 3	10.0	240.0	1,581	0	188,300.0
Array 4	10.0	180.0	5,289	0	75,960.0
Array 5	10.0	150.0	5,283	0	265,600.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	1452	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	2046	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	450	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	15224	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	2599	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	2378	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Results for: Array 1

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	733	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	404	0
C/KC, Rwy 32 Base	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	2	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	4167	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	486	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	1298	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

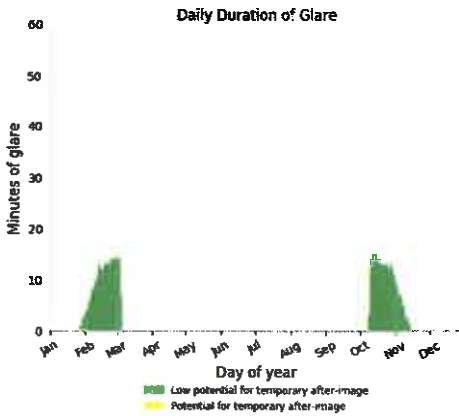
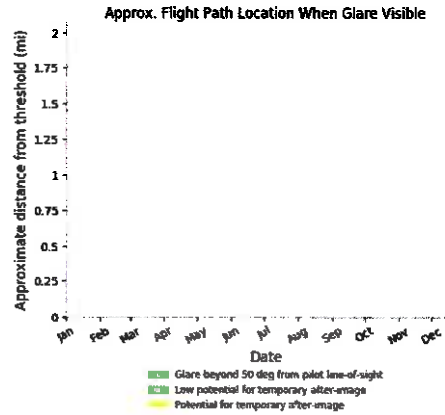
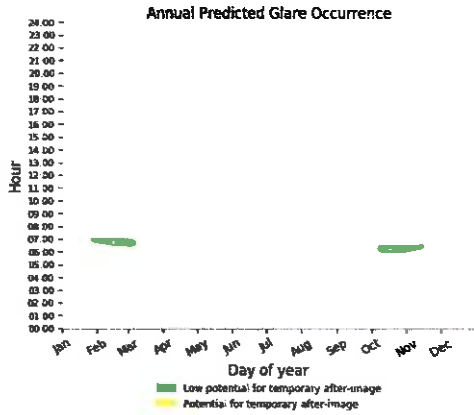
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

733 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

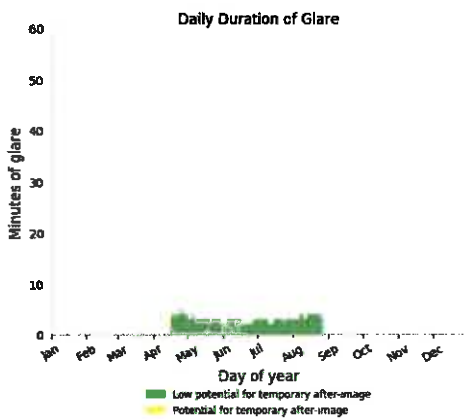
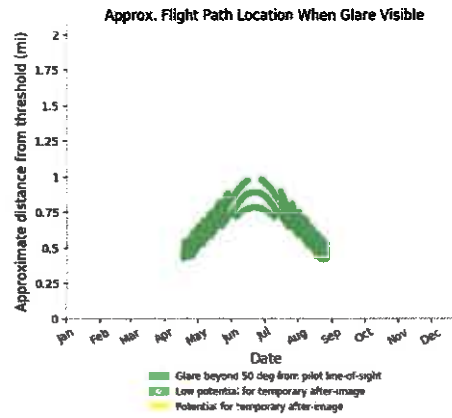
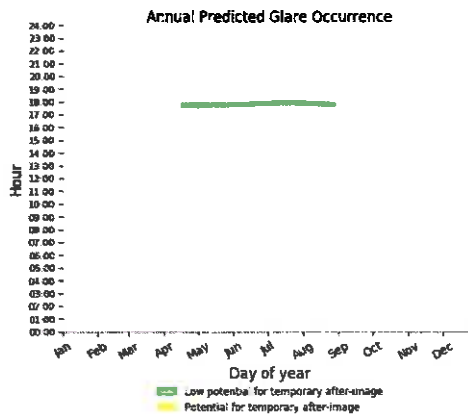
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare

404 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

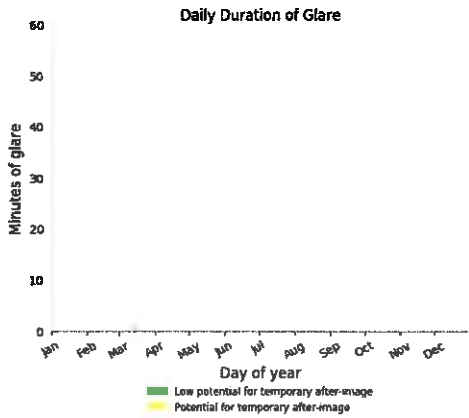
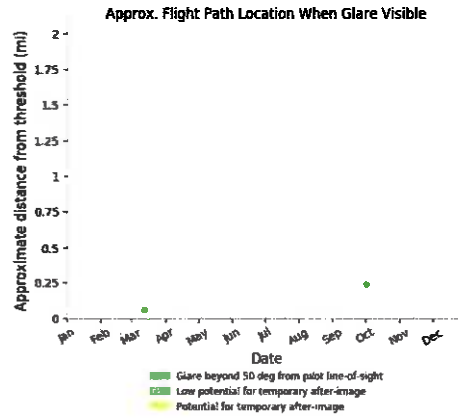
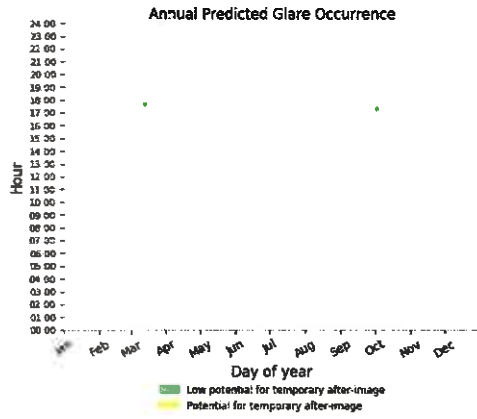
0 minutes of yellow glare
0 minutes of green glare

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
2 minutes of green glare



Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Base

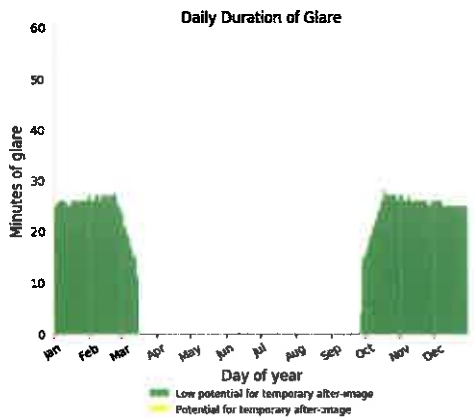
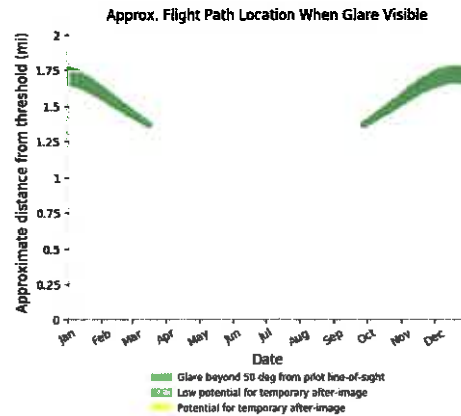
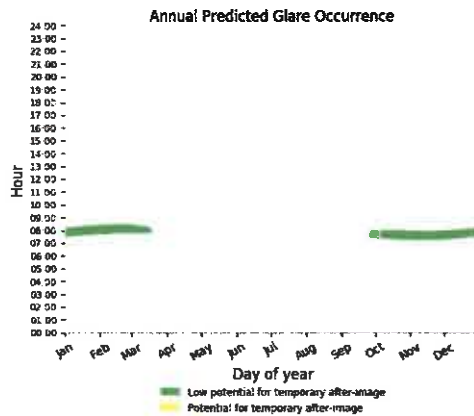
0 minutes of yellow glare
 0 minutes of green glare

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
 4167 minutes of green glare

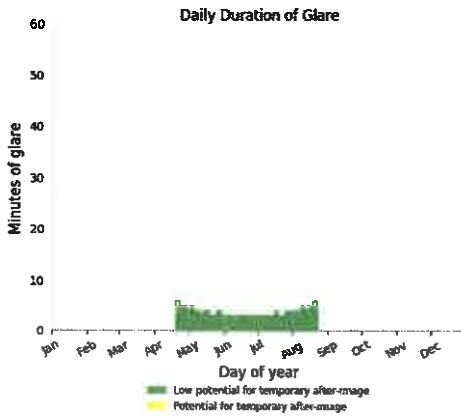
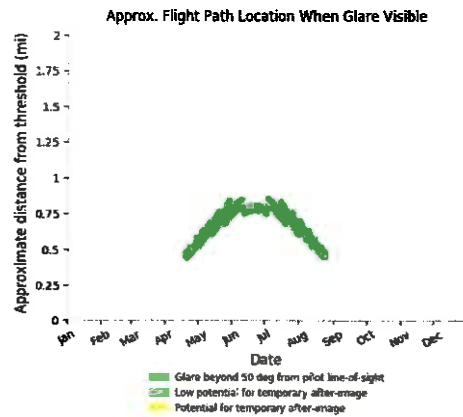
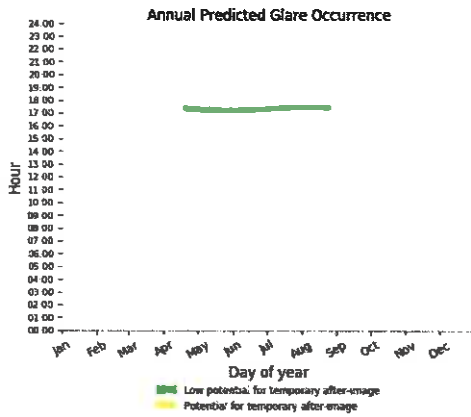


Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
 486 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
 0 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

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 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

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

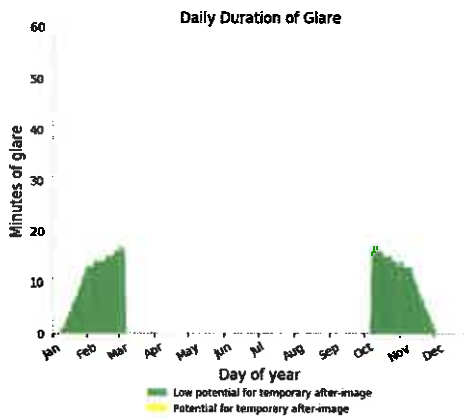
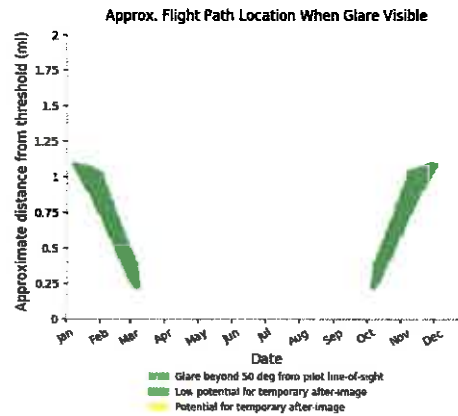
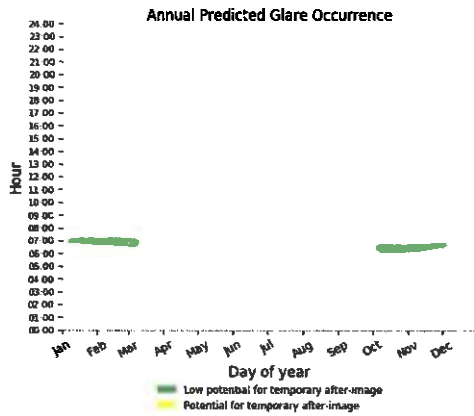
0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

1298 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 Downwind

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

Flight Path: Rwy 12-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

Results for: Array 2

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	0	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	546	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	448	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	3017	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	895	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Final

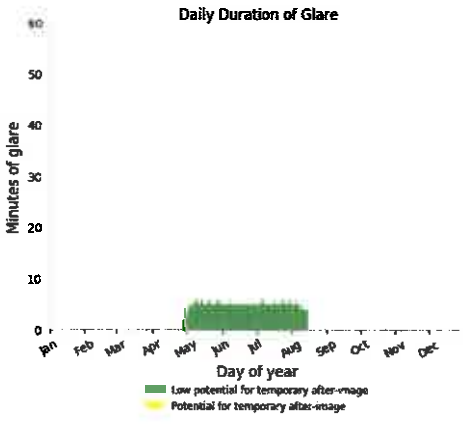
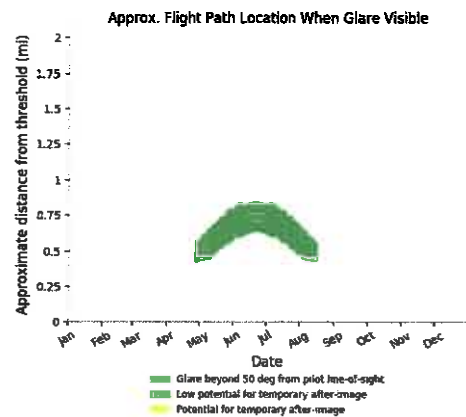
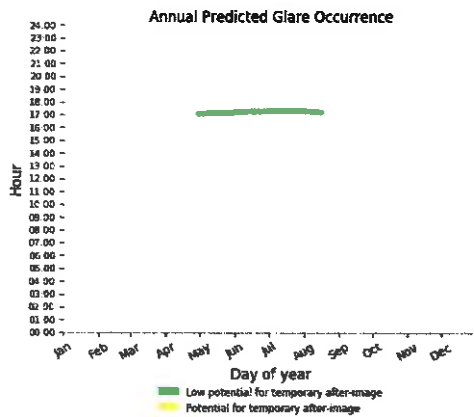
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare

546 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

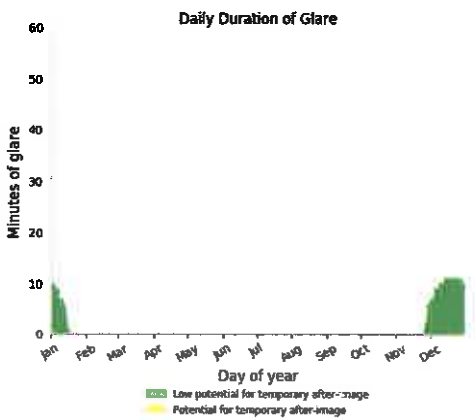
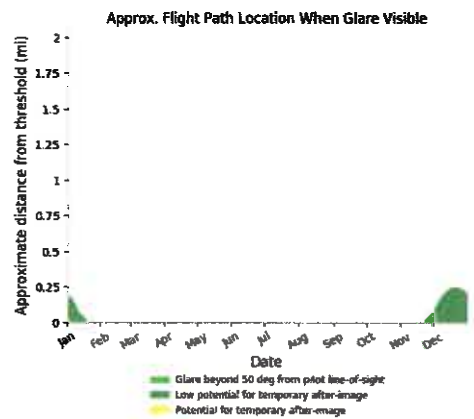
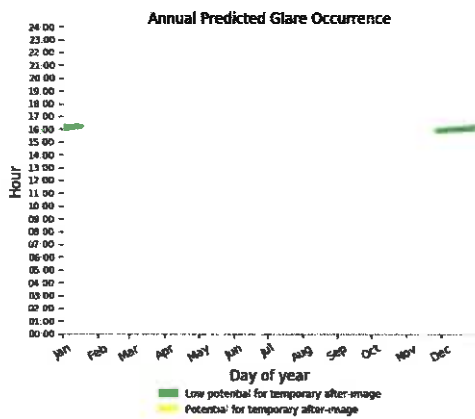
0 minutes of yellow glare
 0 minutes of green glare

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
 448 minutes of green glare



Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Base

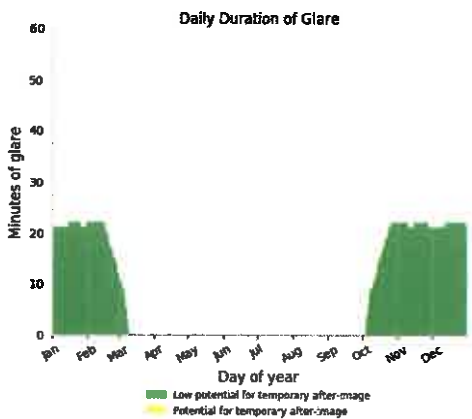
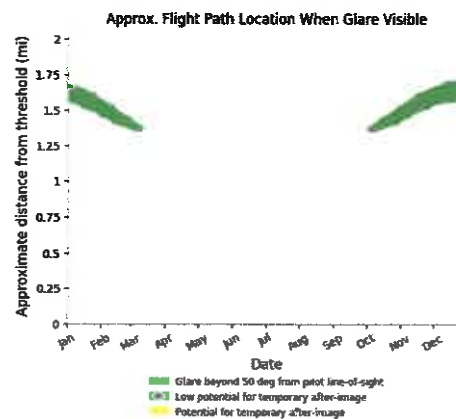
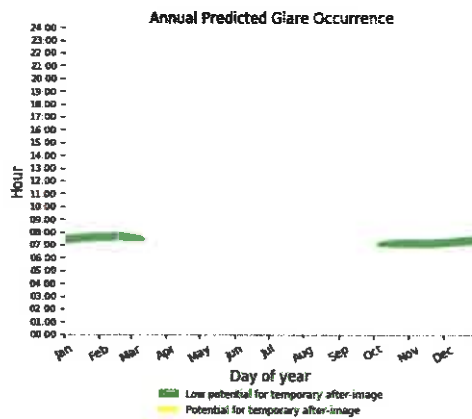
0 minutes of yellow glare
 0 minutes of green glare

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
 3017 minutes of green glare

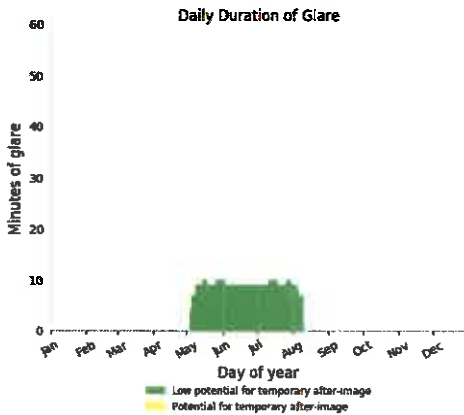
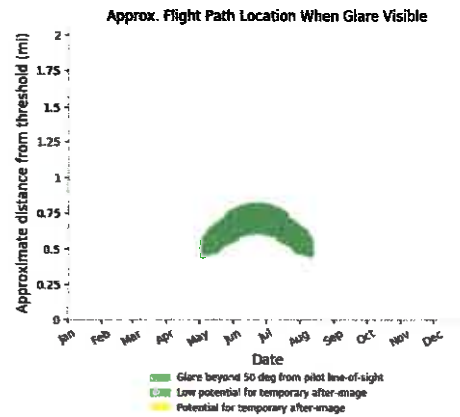
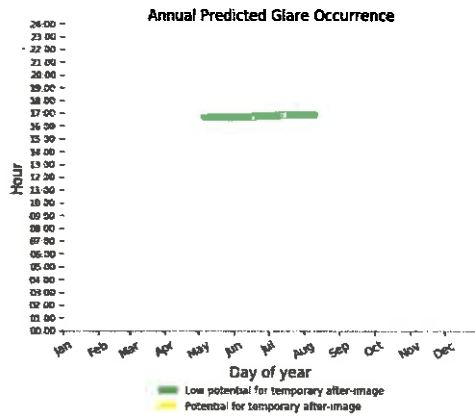


Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
895 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
0 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

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 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

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

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 Downwind

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

Flight Path: Rwy 12-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

Results for: Array 3

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	372	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	800	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	0	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	409	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

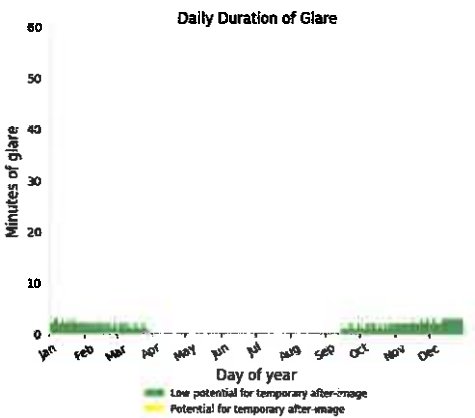
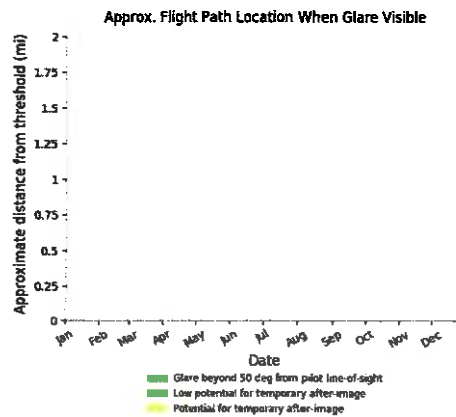
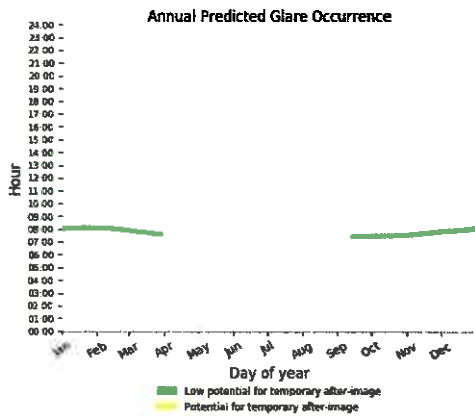
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

372 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

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

0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

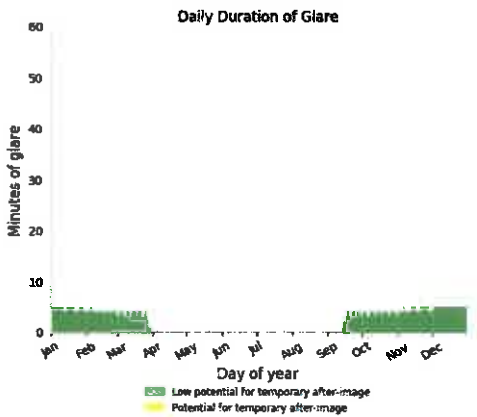
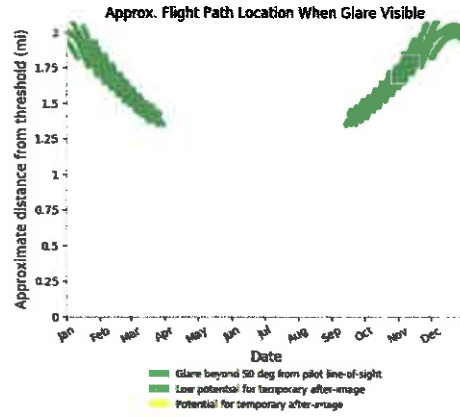
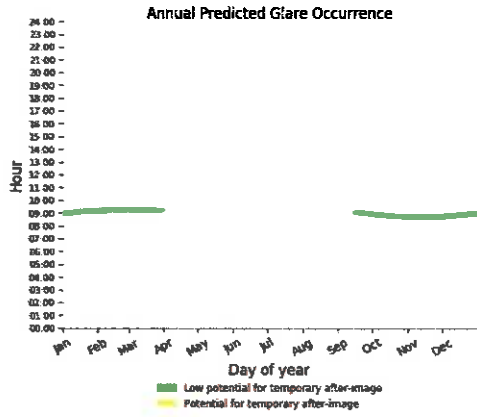
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

800 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
0 minutes of green glare

Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
0 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

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 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

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

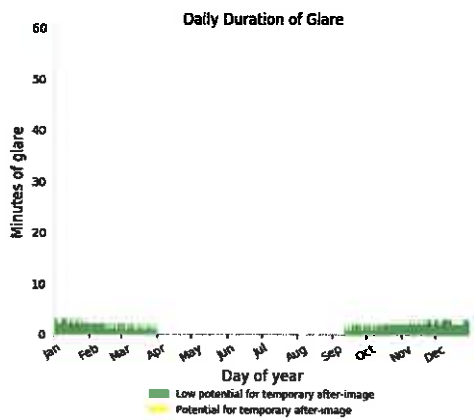
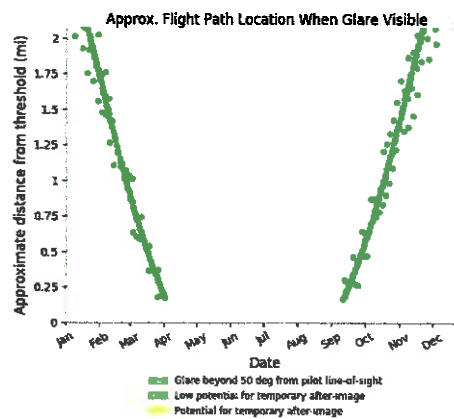
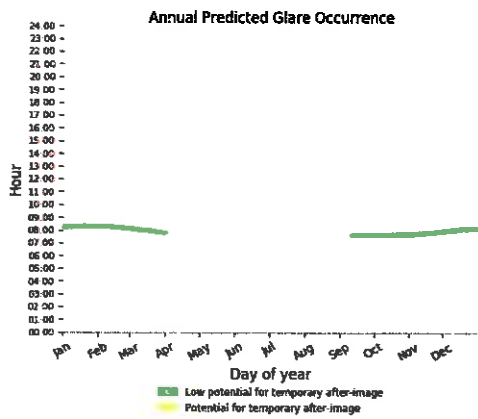
0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

409 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 Downwind

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

Flight Path: Rwy 12-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

Results for: Array 4

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	347	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	535	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	3365	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	371	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	671	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

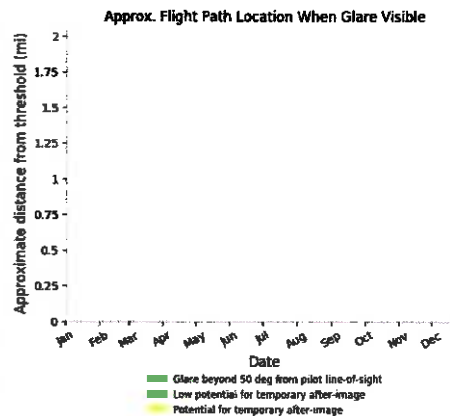
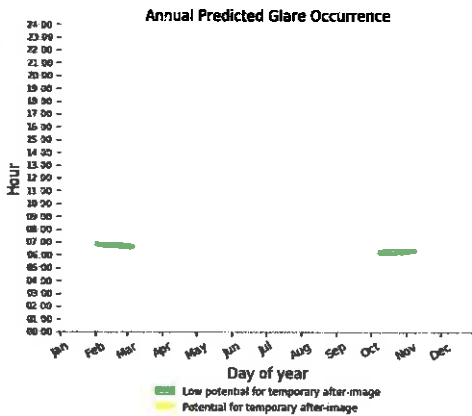
0 minutes of yellow glare
0 minutes of green glare

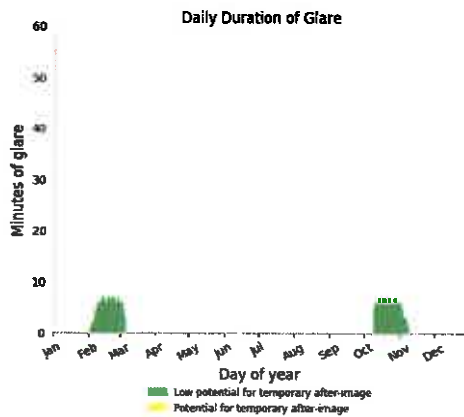
Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare
347 minutes of green glare



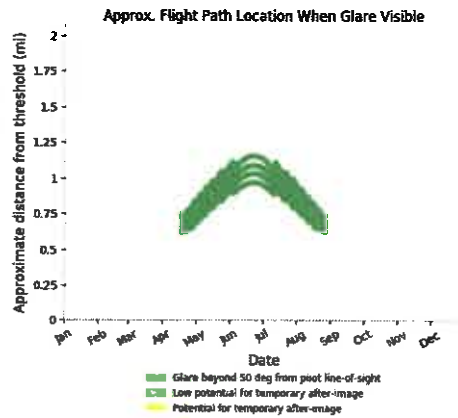
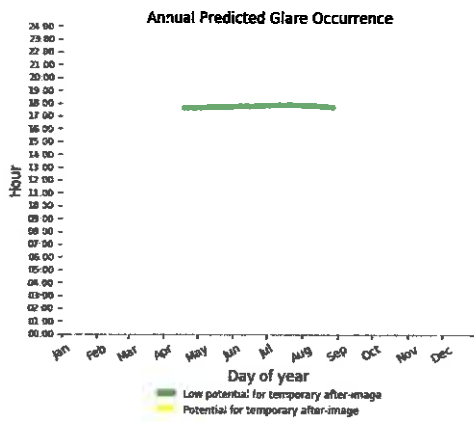


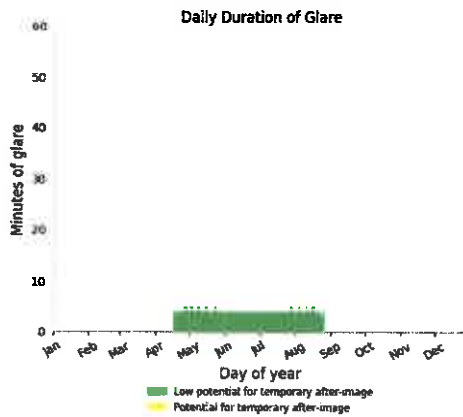
Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
 535 minutes of green glare





Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare
 0 minutes of green glare

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
 0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Base

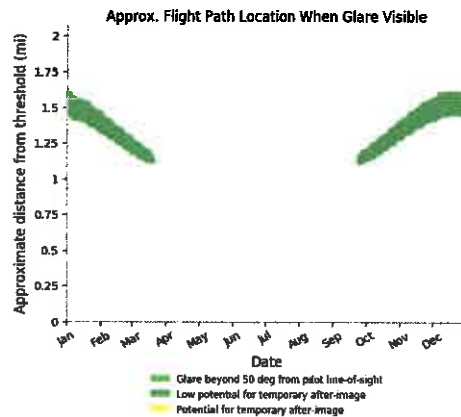
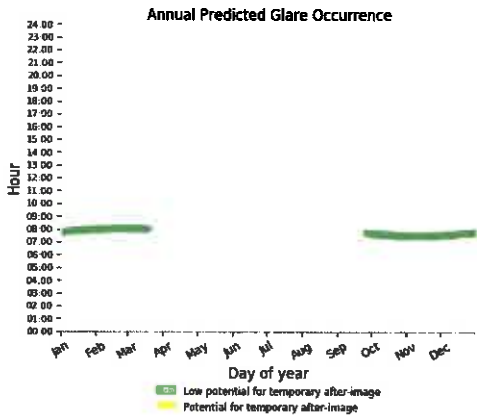
0 minutes of yellow glare
0 minutes of green glare

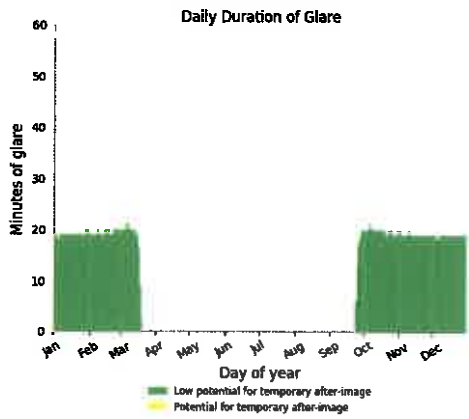
Flight Path: GA, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare
3365 minutes of green glare



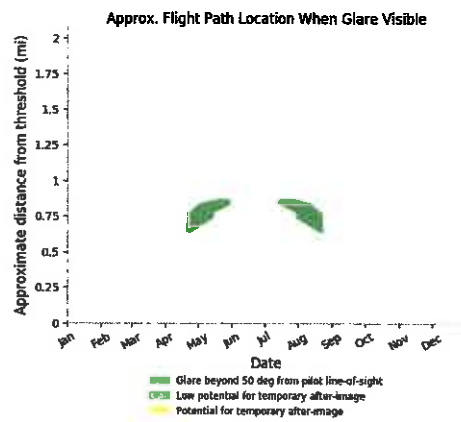
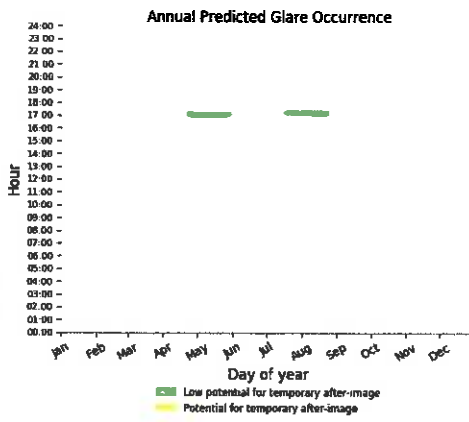


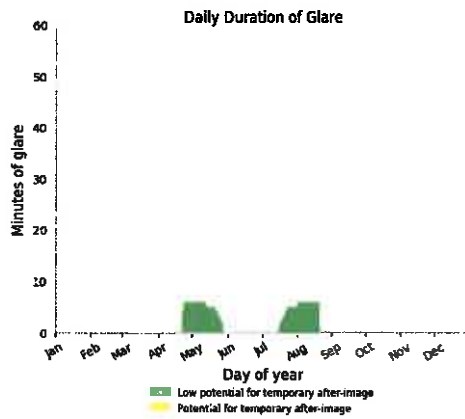
Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
 371 minutes of green glare





Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
 0 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
 0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare
 0 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

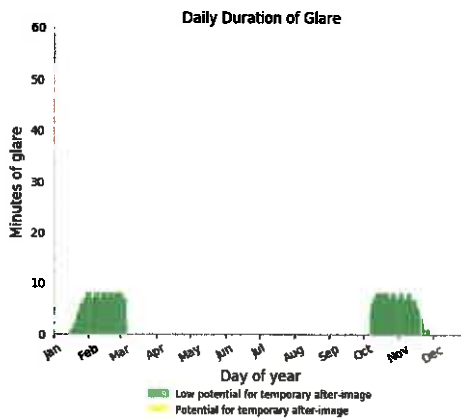
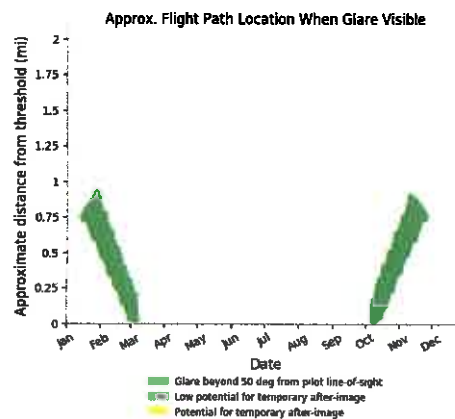
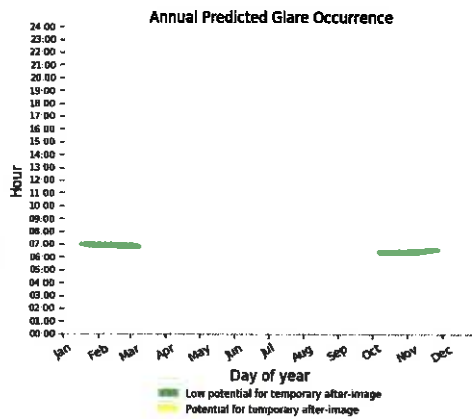
0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare
 671 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 Downwind

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

Flight Path: Rwy 12-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

Results for: Array 5

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	0	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	561	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	3875	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	847	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

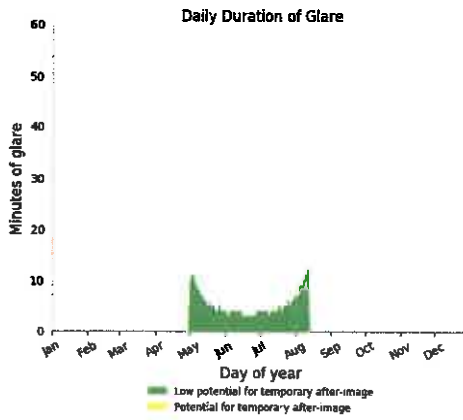
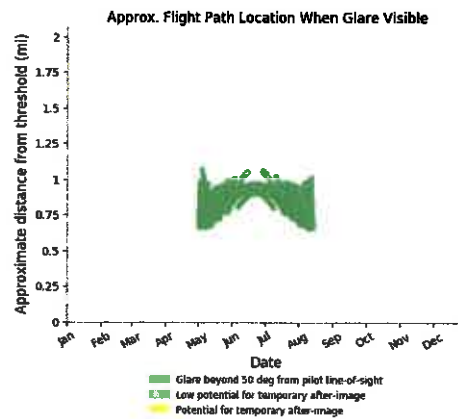
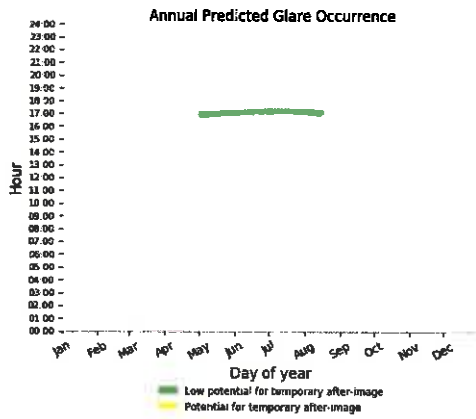
0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
561 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

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

0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

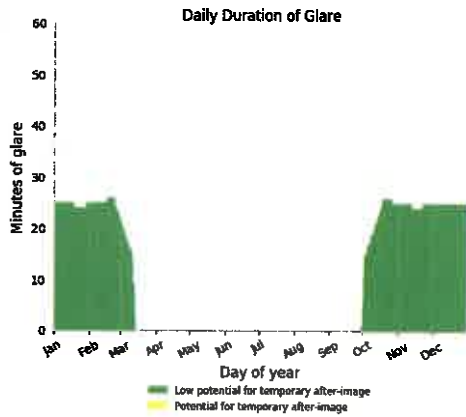
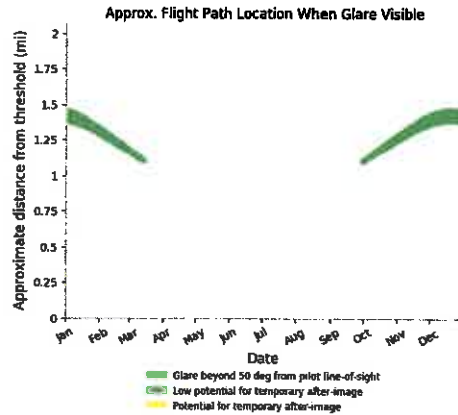
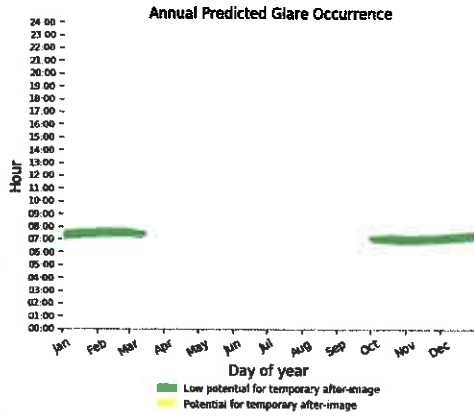
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

3875 minutes of green glare



Flight Path: GA, Rwy 14 Final

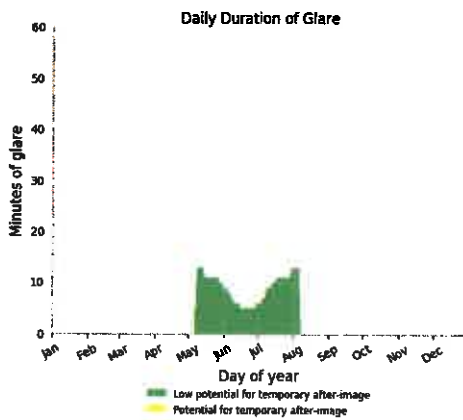
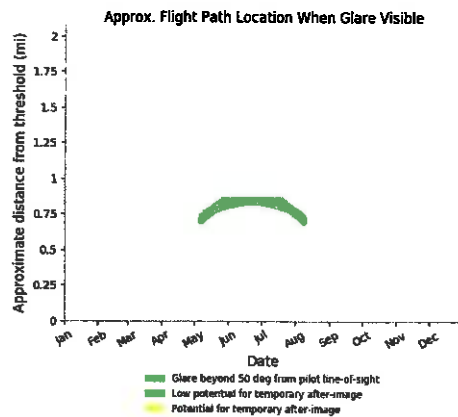
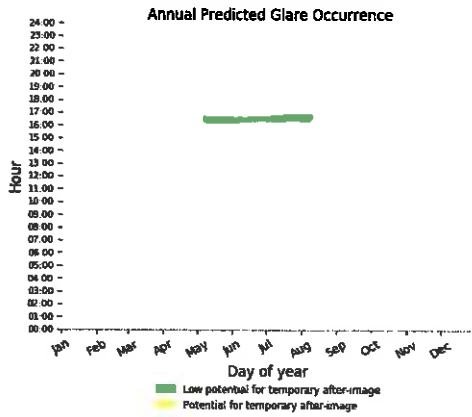
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare

847 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
 0 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
 0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 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

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

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 Downwind

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

Flight Path: Rwy 12-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 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.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Tim Wheeler at (951) 955-6060.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday December 25 (Christmas Day) and Wednesday January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1391MA19 – Trammell Crow So. Cal Development Inc. (Representative: EPD Solutions) – County of Riverside Case No. PPT190031 (Plot Plan). A proposal to construct a 418,000 square foot industrial manufacturing building on 20.32 acres located westerly of the 215 freeway, southerly of Harley Knox Boulevard, easterly of Harvill Avenue, and northerly of Oleander Avenue. The applicant also proposes 5 carports with solar panels totaling 18,700 square feet (Airport Compatibility Zones C1 and 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: ZAPB9LMA19 DATE SUBMITTED: 11-12-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

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

Representative	<u>EPD Solutions</u>	Phone Number	<u>949-226-1854</u>
Mailing Address	<u>2 Park Plaza Suite 1120</u>	Email	<u>norah@epdsolution.com</u>
	<u>Irvine CA 92614</u>		

Property Owner	<u>ADJ Holdings and Family Rentals Bradley</u>	Phone Number	
Mailing Address	<u>807 E Mission Rd</u>	Email	<u>twoods@hilltopgroupinc.com</u>
	<u>San Marcos CA 92069</u>		

March
C1

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>County of Riverside</u>	Phone Number	<u>951-955-6060</u>
Staff Contact	<u>Timothy Wheeler</u>	Email	<u>TWHEELER@RIVCO.ORG</u>
Mailing Address	<u>4080 Lemon St 12th Floor</u>	Case Type	<u>Plot Plan</u>
	<u>Riverside CA 92501</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input checked="" type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other
Local Agency Project No	<u>PPT190031</u>		

PROJECT LOCATION

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

Street Address	<u>N of Old Oleander, South of Harley Knox, East of Harvill and West of I-215</u>		
Assessor's Parcel No.	<u>294-210-048, 052, 057 and 295-310-049</u>	Gross Parcel Size	<u>20 acres</u>
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)	<u>Power PT dba AAA Pallet a manufacturer of wooden pallets and a company that repairs diesel engines.</u>

Proposed Land Use (describe)	The project proposes an approximately 418,000 SF one story speculative industrial building with limited mezzanine. The proposed site will be utilized for industrial/manufacturing use with approximately 5,000 SF designated for supporting office use	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NA
For Other Land Uses (See Appendix C)	Hours of Operation	TBD
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	
	Height of buildings or structures (from the ground)	50
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 type="checkbox"/> No

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
- 1. Completed ALUC Application Form
 - 1. ALUC fee payment
 - 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 - 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 - 1. CD with digital files of the plans (pdf)
 - 1. Vicinity Map (8.5x11)
 - 1. Detailed project description
 - 1. Local jurisdiction project transmittal
 - 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 - 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1395MA19 – City of Menifee (Representative: Doug Darnell)

APPROVING JURISDICTION: City of Menifee

JURISDICTION CASE NO: PLN19-0014 (General Plan Amendment); PLN19-0092 (Change of Zone)

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

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Land Use and Zoning Changes: Zone E; Policy Change: Zones D and E

c. Noise Levels: Primarily beyond the 60 CNEL contour

MAJOR ISSUES: None.

RECOMMENDATIONS:

Staff recommends that the proposed General Plan Amendment and Change of Zone be found CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: The City of Menifee proposes to:

- (1) Add a policy to the Land Use Element of the City’s General Plan clarifying that the establishment of a single-family residential dwelling on an undeveloped residentially designated and zoned lot is permissible on parcels legally established on or before December 18, 2013, even if the lot size is inconsistent with the land use designation density pursuant to the General Plan (“non-conforming parcels”), provided that the proposal complies with all other applicable development standards and will not cause or result in any detriment to public health, safety, and/or welfare.
- (2) Amend the land use designation of 19.69 acres (Assessor’s Parcel Number 336-090-004) located easterly of Interstate 215, southerly of the southerly end of Encanto Drive, and westerly of Bavaria Drive in Airport Compatibility Zone E of the March Air Reserve

Base/Inland Port Airport Influence Area (MARB/IP AIA) from 8.1-14R (Residential, 8.1 to 14 dwelling units per acre) and Rural Mountainous 10 acre minimum to 8.1-14R on the entire property, and change the zoning of the property from R-2 (Multiple Family Dwellings) to MDR (Medium Density Residential).

- (3) Amend the land use designation of 2.98 acres (Assessor's Parcel Number 360-280-014) located on the west side of Evans Road, southerly of Garbani Road, from PF (Public Facilities/Quasi-Public Facilities) to RR1 (Rural Residential, 1 acre minimum lot size), and change the zoning of the parcel from R-A-1 (Residential Agricultural, one acre minimum lot size) to RR1 (Rural Residential, 1 acre minimum lot size). (This parcel is included in the amendment, but is not within the MARB/IP AIA.)

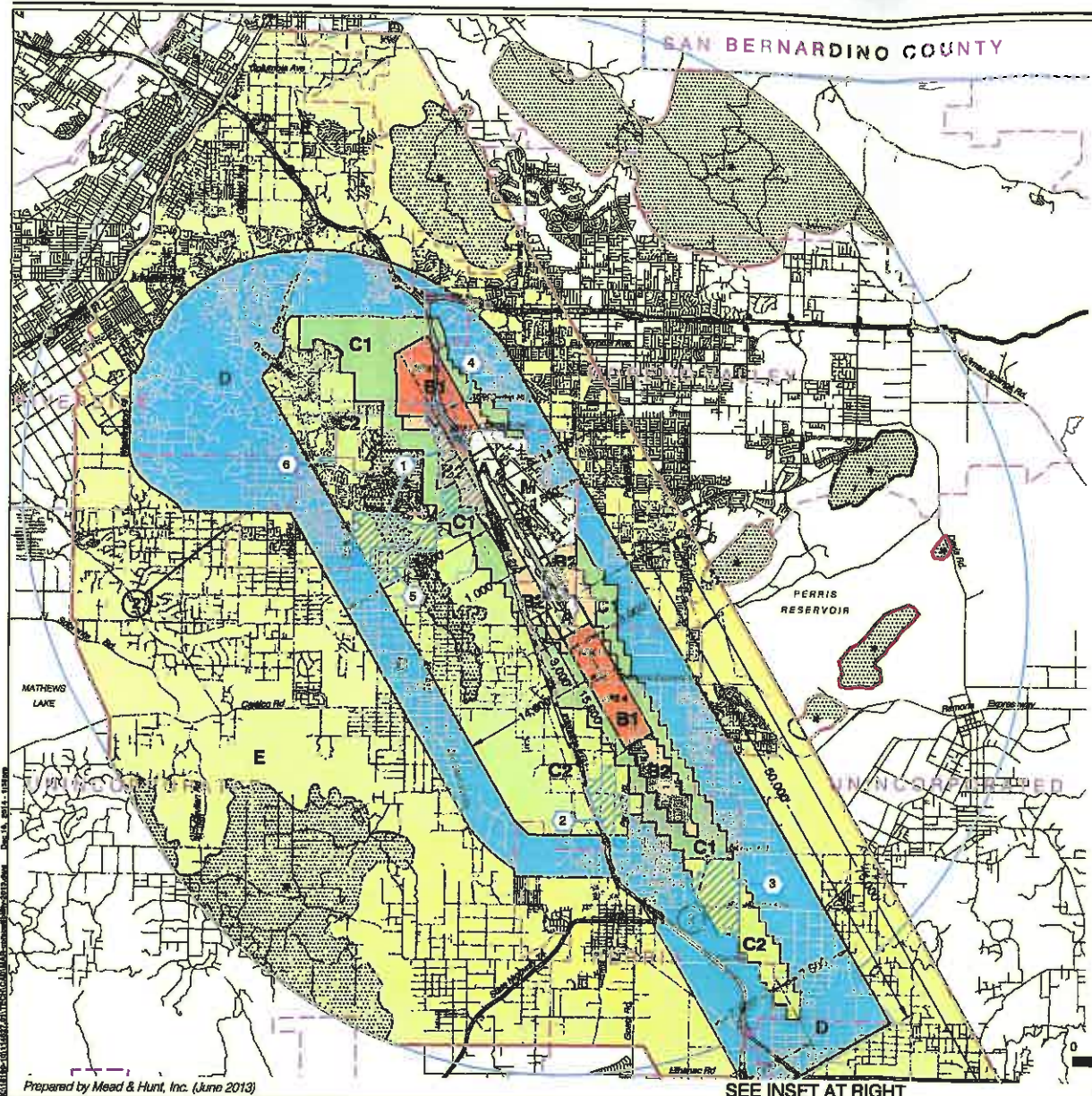
PROJECT LOCATION: The policy change affects land within Airport Compatibility Zones D and E of the MARB/IP AIA.

BACKGROUND:

Residential Density: The 19.69-acre property is located in Compatibility Zone E, where residential density is not restricted. The 2.98-acre property is not located within an Airport Influence Area. The proposed policy clarifying that the establishment of a single-family residential dwelling is permissible on an undeveloped residentially designated and zoned lot is in compliance with Countywide Policy 3.3.4.(a), which states as follows: "Nothing in these policies prohibits construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations." The proposed City policy would apply in Zones D and E of the MARB/IP AIA.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

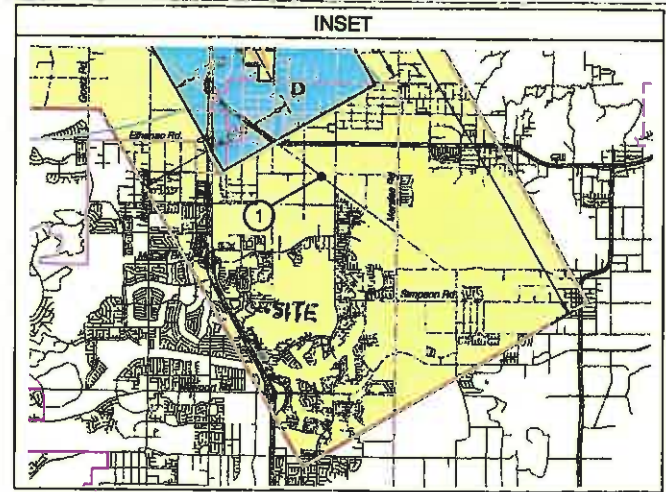
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,635 feet MSL.
 ② Point at which departing aircraft typically reach 3,000 feet above runway end.

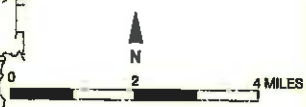


**Riverside County
 Airport Land Use Commission
 March Air Reserve Base / Inland Port Airport
 Land Use Compatibility Plan
 (Adopted November 13, 2014)**

Map MA-1

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

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

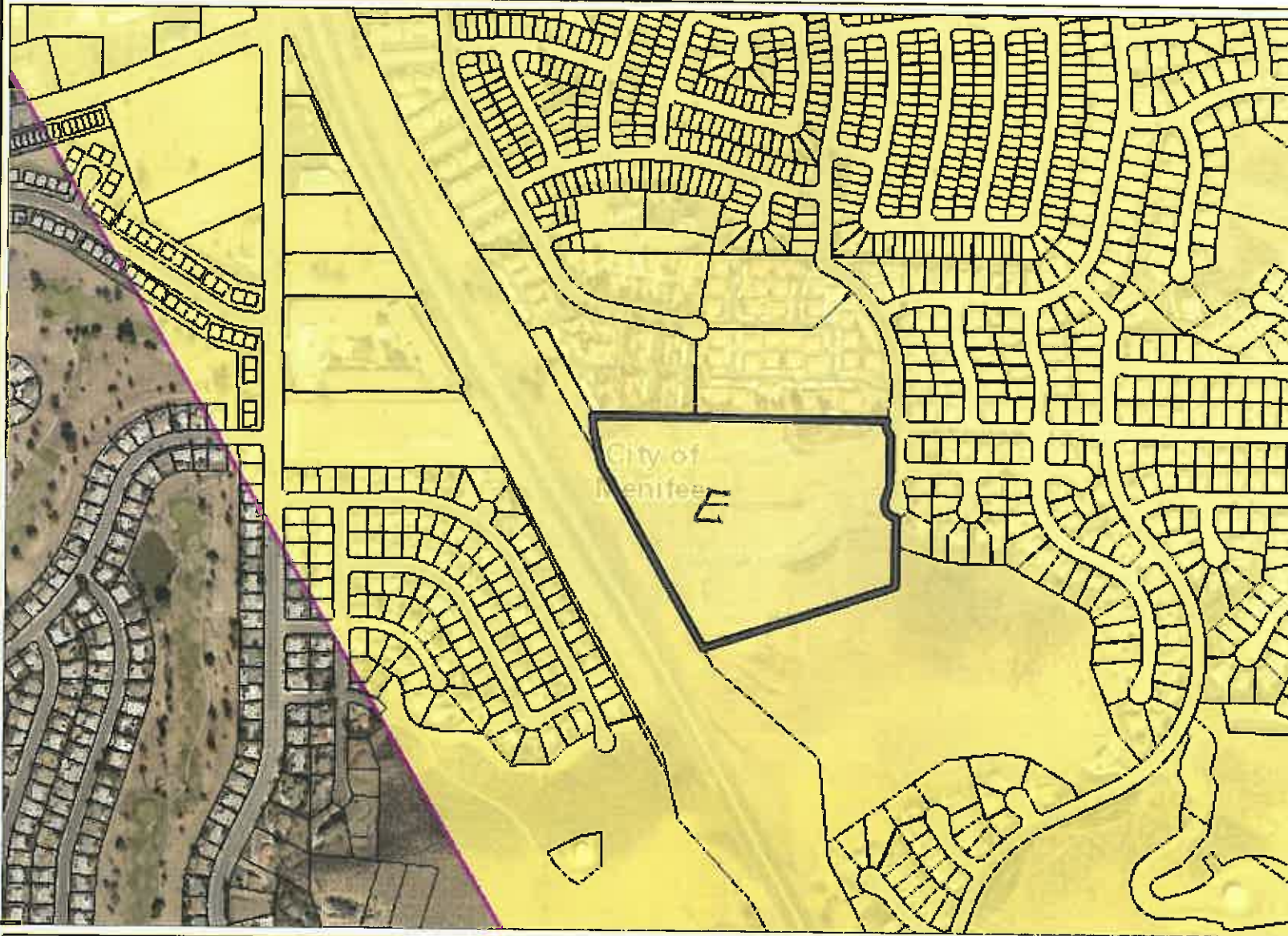


Base map source: County of Riverside 2013



SEE INSET AT RIGHT

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

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

0 752 1,505 Feet

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Notes

Map My County Map



- Legend**
- Runways
 - City Areas
 - World Street Map

0 24,075 48,149 Feet



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Notes

Map My County Map



- Legend**
- Runways
 - City Areas
 - World Street Map

0 12,037 24,075 Feet

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Notes

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- Legend**
- Runways
 - City Areas
 - World Street Map

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019



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Notes

Map My County Map



- Legend**
- Runways
 - City Areas
 - World Street Map



0 3,000 6,019 Feet

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Notes

Map My County Map



- Legend**
- Runways
 - City Areas
 - World Street Map



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505

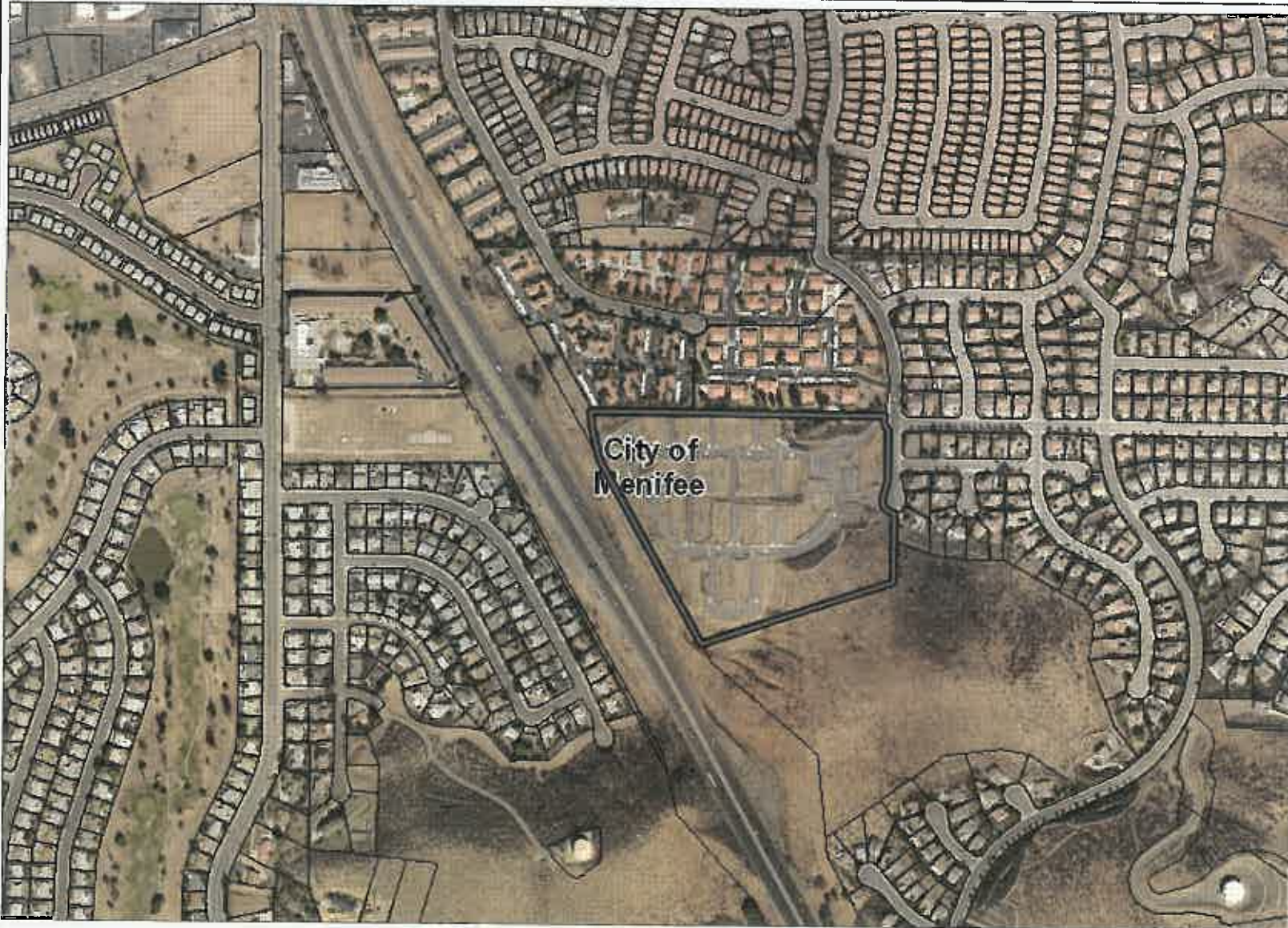
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Notes

Map My County Map



- Legend**
-  Parcels
 -  Runways
 -  City Areas
 -  World Street Map



0 752 1,505 Feet

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Notes



LAND USE ELEMENT

HOME PAGE

OVERVIEW

Menifee has historically been viewed as a collection of distinct communities with very different characteristics and needs. Communities range from rural to suburban, agrarian to industrial, and established senior residential enclaves to newer planned communities catering to families and a younger population. Menifee's biggest challenge is to find the common threads that will create a cohesive community while maintaining the features that make each neighborhood unique.

Vision 2035 and Land Use Approach

At the outset of the General Plan process, the community and the City Council developed a vision for Menifee as the foundation for the land use plan. The core objective of the vision is to establish a fiscally sustainable balance of land uses and continually seek new and innovative ways to enhance the City's quality of life. The Vision 2035 specifically called for:

- A mix of land uses that promote ethnic and socioeconomic diversity, functionality, and sustainability of the City
- Preservation of established neighborhoods and rural communities essential to the community's distinctive character
- High quality development, amenities, and public services as a stipulation of future growth
- An array of housing choices for a variety of life stages and lifestyles
- A vibrant downtown area that serves as the primary gathering space for the community
- Continual investment and reinvestment in the community that makes Menifee a sought-after and safe place to live, work, and visit in the Inland Empire

Using the Riverside County Integrated Plan (RCIP) General Plan Land Use map and associated goals and policies as a starting point, the City worked with the public, General Plan Advisory Committee, and elected and appointed officials to make refinements to the land use plan and General Plan goals and policies that are intended to implement Menifee's Vision 2035. The process acknowledged that there were fundamental components of the county's general plan that should be carried forward into the City's inaugural General Plan effort, including preservation of established communities (Sun City, Romoland, Quail Valley) and preservation of the rural residential lifestyle that is characteristic of Menifee.

Planning Case No. PLN19-0014 – Proposed General Plan Amendment

The amendment adds Policy No. LU1.11 shown in red underlined text on Page 5

Community Structure

At the most basic level, the City of Menifee comprises a series of established residential communities and nonresidential uses predominantly consisting of neighborhood centers and industrial uses along Ethanac, Newport, McCall, and Scott Roads. Exhibit LU-1, Menifee Community Structure, illustrates at the most fundamental level the natural clustering and distribution of residential land uses proposed within the City, open space areas, and commercial and industrial areas that will be home to jobs centers throughout the City. The general pattern of land uses shows that the concentration of nonresidential land uses is along the I-215 corridor. These areas slowly transition to rural and residential land uses adjacent to the City boundaries. The residential land uses are generally clustered into four village areas, primarily delineated by Salt Creek and I-215. Areas north of Salt Creek are predominantly developed as traditional or master planned single-family neighborhoods, and the areas south of Garbani Road (east and west of I-215) tend to be more rural in nature. The general land use patterns were used to further refine the locations and types of land uses in the General Plan. The General Plan Land Use Map can be seen in Exhibit LU-2; Exhibit LU-3, Land Use Designations, provides the explanation of each use illustrated on the land use map.

PURPOSE OF ELEMENT

Section 65302 of the State of California Government Code identifies seven mandatory elements in a general plan, including land use. According to the California Office of Planning and Research (OPR), the purpose of the land use element is to designate the proposed general distribution and general location and extent of uses of the land in the City. The land use element focuses on preserving established land uses and accommodating the future growth and physical development of the community.

Section 65302 (a) defines the types of issues that need to be identified and addressed. The distribution of housing, business, industry, recreational facilities, and open space (including agricultural land) and the location of educational facilities and public buildings are addressed in Menifee's Land Use Element. In addition, the Land Use Element addresses infrastructure and utilities issues associated with existing and future development.

The Land Use Element generally establishes the density, intensity, and location of land uses throughout the City and is complemented by the additional policy guidance provided in other elements that relate to a specific topic. For example, the Community Design Element provides additional policy and design guidance for such things as the preservation of the City's rural character (through design, materials, etc.), viewsheds and view corridors, gateway and landmark features, landscape corridors, and other topics that further enhance the fundamental land uses in this element. The Housing Element is also closely tied to the Land Use Element because the Land Use Element identifies the locations and diversity of housing types available in the City that can be used to achieve housing mandates specified by the State Office of Housing and Community Development (HCD). The Open Space and Conservation Element provides guidance for the recreational amenities associated with conservation and

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recreational uses identified in the Land Use Element and identifies policies to preserve the City's rock features, natural landforms, and ridgelines that are important features for the City of Menifee.

LAND USE MAP, DESIGNATIONS, AND BUILDOUT SUMMARY

The Land Use Map, Exhibit LU-2, shows where residential, commercial, office, mixed use, industrial, public/quasi-public facilities, and open space uses are expected. It also illustrates the location of properties with approved specific plans.

Land use designations provide descriptions of proposed land uses and define the type, density, and intensity of development within the City. Land use designations distinguish between levels of intensity and allowable uses and include categories reflecting existing land uses as well as projected development. Exhibit LU-3, Land Use Designations, provides definitions for and describes each one of the land use designations illustrated on the land use map.

Each one of the residential designations includes a maximum and/or a range of allowable densities. The maximum density signifies the maximum number of dwelling units per gross acre that are allowed in each residential area. The lower number signifies a minimum amount of development that is anticipated (provided required conditions can be met), and the upper end represents a potential maximum that can be achieved if a proposed development includes features to achieve a high quality project. Building intensities for nonresidential uses are measured by floor area ratio (FAR), which guides the amount of square footage and building coverage that can be accommodated on a site. Additional information about densities and FAR can be found in the Land Use Background Document.

One of the Land Use Element's primary objectives is to establish the maximum buildout potential for housing units, nonresidential building square footage, population, and employment that could be generated by the Land Use Plan. These projections are identified in Exhibit LU-4, Land Use Buildout Summary.

SPHERE OF INFLUENCE

Land use planning does not necessarily stop at a city's boundaries. A city's sphere of influence (SOI) addresses unincorporated lands adjacent to city boundaries that are defined by the Riverside County Local Agency Formation Commission (LAFCO) as areas likely to be serviced or annexed by the city sometime in the future. Cities do not have regulatory control over these lands, but they do have the authority to designate their preferences for land use planning in the county areas if the properties are annexed to the city sometime in the future. Since the City of Menifee is a newly incorporated City, its SOI boundary is contiguous with the City boundary.

Over time, the City of Menifee may wish to consider annexation of adjacent unincorporated areas or engage in discussions with LAFCO, and that could lead to a future revision of the City's current SOI boundaries. It should be

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The amendment adds Policy No. LU1.11 shown in red underlined text on Page 5

noted that no annexations of the unincorporated county areas adjacent to the City or amendments to the SOI boundaries are proposed as part of this General Plan. Applications to amend the City's existing SOI will require appropriate California Environmental Quality Act (CEQA) review and a General Plan Amendment to update the Land Use Plan.

REFERENCE MATERIAL

For detailed information related to Land Use, please refer to the following reference materials. (Weblinks are available on the City's General Plan website).

City Resources

[General Plan Vision 2035](#)
[Land Use Background Document & Definitions](#)
[Exhibit LU-b1: Land Use Map with Specific Plans](#)
[Exhibit LU-b2: Economic Development Corridor Subareas](#)
[Economic Development Corridors: Conceptual Master Plan Overview](#)
[Menifee Community Profile](#)
[General Plan Environmental Impact Report](#)
[Menifee Zoning Ordinance \(Municipal Code\)](#)

Additional Information

[Office of Planning and Research \(OPR\)](#)
[Southern California Association of Governments \(SCAG\)](#)
[Western Riverside Council of Governments \(WRCOG\)](#)
[County of Riverside](#)
[Riverside County Airport Land Use Commission](#)

GENERAL PLAN EXHIBITS

[Exhibit LU-1: Community Structure](#)
[Exhibit LU-2: Land Use Map](#)
[Exhibit LU-3: Land Use Designations](#)
[Exhibit LU-4: Land Use Buildout Summary](#)
[Exhibit LU-5a-c: Airport Land Use Compatibility Zones](#)

GOALS AND POLICIES

GENERAL LAND USE

Goal LU-1: *Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.*

Policies

LU-1.1 Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.

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The amendment adds Policy No. LU1.11 shown in red underlined text on Page 5

- LU-1.2 Provide a spectrum of housing types and price ranges that match the jobs in the City and make it possible for people to live and work in Menifee and maintain a high quality of life.
- LU-1.3 Develop senior housing in neighborhoods that are accessible to public transit, commercial services, and health and community facilities.
- LU-1.4 Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
- LU-1.5 Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
- LU-1.6 Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- LU-1.7 Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the City.
- LU-1.8 Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.
- LU-1.9 Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
- LU-1.10 Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, and similar uses.
- LU-1.11 Allow for reasonable accommodation (or permitting) of a single-family residential dwelling on residentially designated, undeveloped, non-conforming parcels that were legally established on or before December 18, 2013, with a lot size that is inconsistent with the General Plan land use designation density. This policy is consistent with, and intends to support the housing production goals of the Housing Element of the General Plan and State Housing Element law. Notwithstanding the foregoing, a proposed dwelling unit on a non-conforming parcel may be limited due to the constraints (lot size and conditions) of the parcel, shall be subject all other

Planning Case No. PLN19-0014 – Proposed General Plan Amendment
The amendment adds Policy No. LU1.11 shown in red underlined text on Page 5

applicable development standards of the General Plan and Development Code, and shall not cause or result in any detriment to the public health, safety, and/or welfare.

ECONOMIC DEVELOPMENT CORRIDORS

Freeways are prominent public spaces that exert significant and lasting impacts on the neighborhoods, cities, and regions they traverse. Interstate 215 bisects the City of Menifee and is a primary transportation corridor for City residents and businesses. The City has identified the properties next to I-215 as Economic Development Corridors that provide important opportunities to stimulate new economic development opportunities and provide a positive visual image of Menifee. These areas are a “window” into the community and can reflect the economic success and vitality of the City. The properties were identified as areas that could accommodate new growth desired by the City, which would also help to ensure that the rural and residential nature of Menifee’s existing neighborhoods can be preserved.

Because the EDC designation spans approximately 2,600 acres distributed throughout the City, it is important that each area develop a distinct identity from the others. To prevent nondescript, disjointed development of EDC areas, additional guidance has been provided in the Land Use Background Document & Definitions and Exhibit LU-b2a, Economic Development Corridor Subareas, to illustrate the preferred mix of uses envisioned for each area.

Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the City.

Policies

- LU-2.1 Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
- LU-2.2 Encourage vertical and horizontal integration of uses where feasible on properties in EDCs.
- LU-2.3 Identify opportunities to link the City’s educational and medical facilities, such as Mount San Jacinto College and the Regional Medical Center, to complementary uses in EDCs.
- LU-2.4 Actively support development of cultural, education, and entertainment facilities in EDCs and utilize these venues to generate a unique identity for the City in Southwest Riverside County.

UTILITIES AND INFRASTRUCTURE

Future land use patterns and rates of development will affect the demand on infrastructure for Menifee’s utilities. As the population increases, it is important to ensure that demand for these services does not exceed the supply

Planning Case No. PLN19-0014 – Proposed General Plan Amendment

The amendment adds Policy No. LU1.11 shown in red underlined text on Page 5

and that the expansion of infrastructure is sufficiently addressed to accommodate future needs. This is especially critical in areas such as Quail Valley and Romoland, which are experiencing ongoing infrastructure challenges that affect livability for residents and limit the ability to accommodate new development

Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policies

- LU-3.1 Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- LU-3.2 Work with utility providers to increase service capacity as demand increases.
- LU-3.3 Coordinate public infrastructure improvements through the City's Capital Improvement Program.
- LU-3.4 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
- LU-3.5 Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

AIRPORT INFLUENCE AREAS

As adopted by the Riverside County ALUC, the *Riverside County Airport Land Use Compatibility Plan (ALUCP)* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Portions of the City of Menifee are in the airport influence areas of the March Air Reserve Base and the Perris Valley Airport governed by the Riverside County Airport Land Use Commission. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. The ALUCP also establishes procedural requirements for compatibility review of development proposals. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for airport land use commissions in reviewing proposed development plans for airports and surrounding land uses. Additionally, compatibility plans establish criteria for local agencies to use when preparing or amending land use plans and ordinances and for landowners (including special district and other local government entities as well as private parties) to use when designing new development projects. State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan, or to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of State airport land use planning statutes. Exhibit LU-5a-c identifies the March

Planning Case No. PLN19-0014 – Proposed General Plan Amendment
The amendment adds Policy No. LU1.11 shown in red underlined text on Page 5

Air Reserve and Perris Valley Airport Land Use Compatibility Zones, as adopted by the Airport Land Use Commission.

GOAL LU-4: Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.

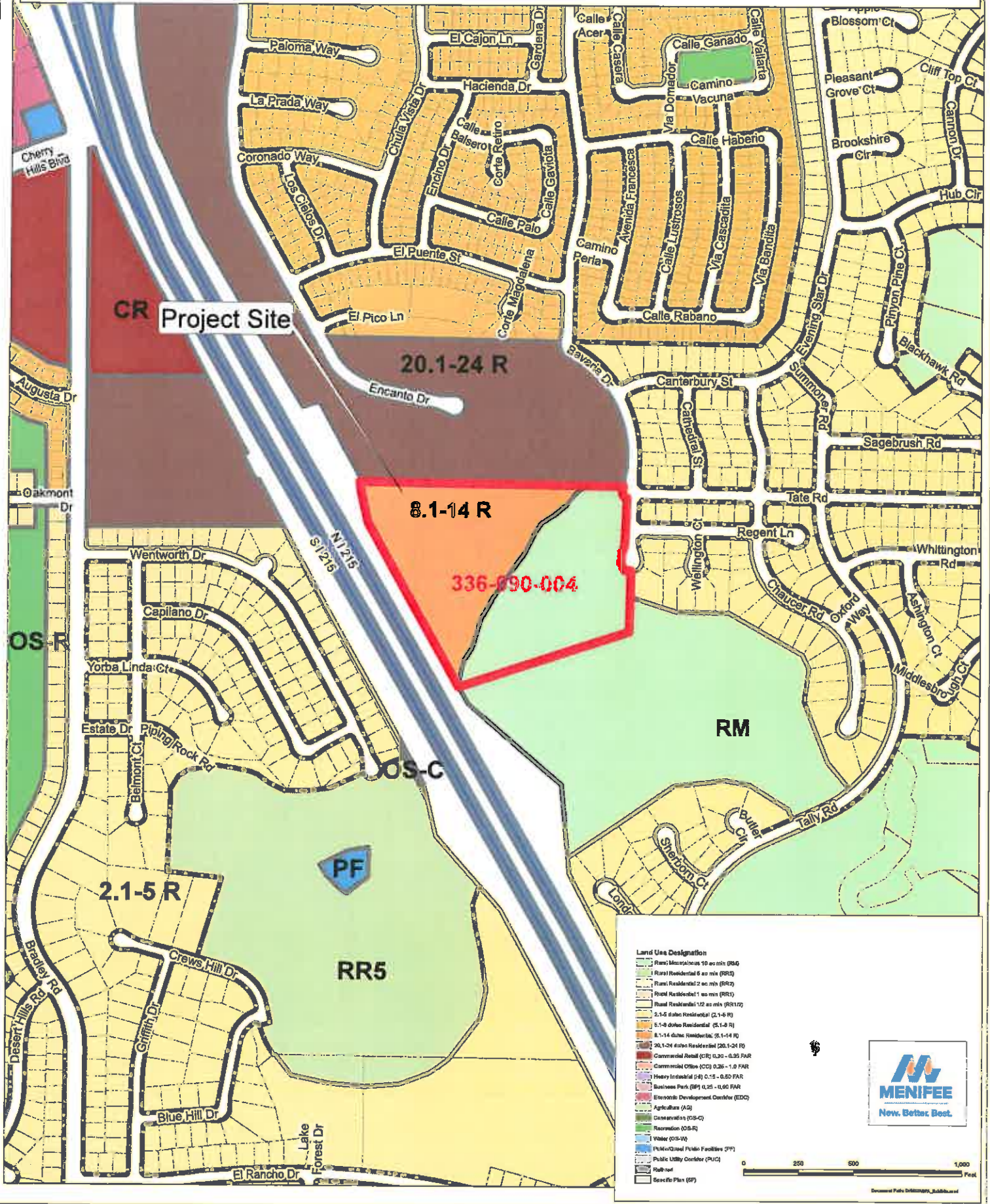
Policies

- LU-4.1 Ensure that land use decisions within the March Air Reserve Base and Perris Valley Airport areas of influence are consistent with applicable Airport Land Use Compatibility Plans. Comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.
- LU-4.2 Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.

General Plan Amendment Case No. PLN19-0014

Exhibit 1A

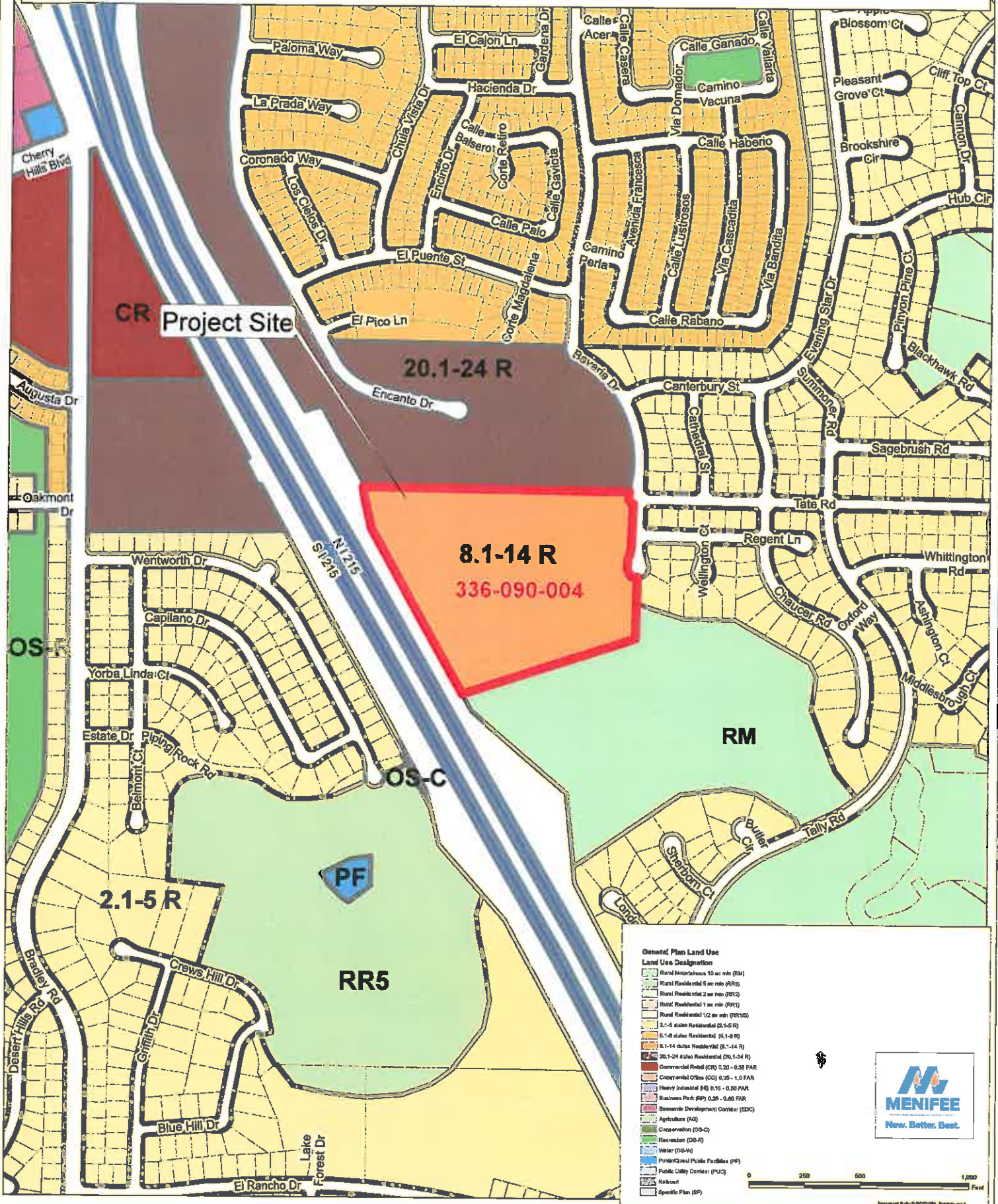
Existing General Plan Land Use



General Plan Amendment Case No. PLN19-0014

Exhibit 1B

Proposed General Plan Land Use



General Plan Land Use

Land Use Designation

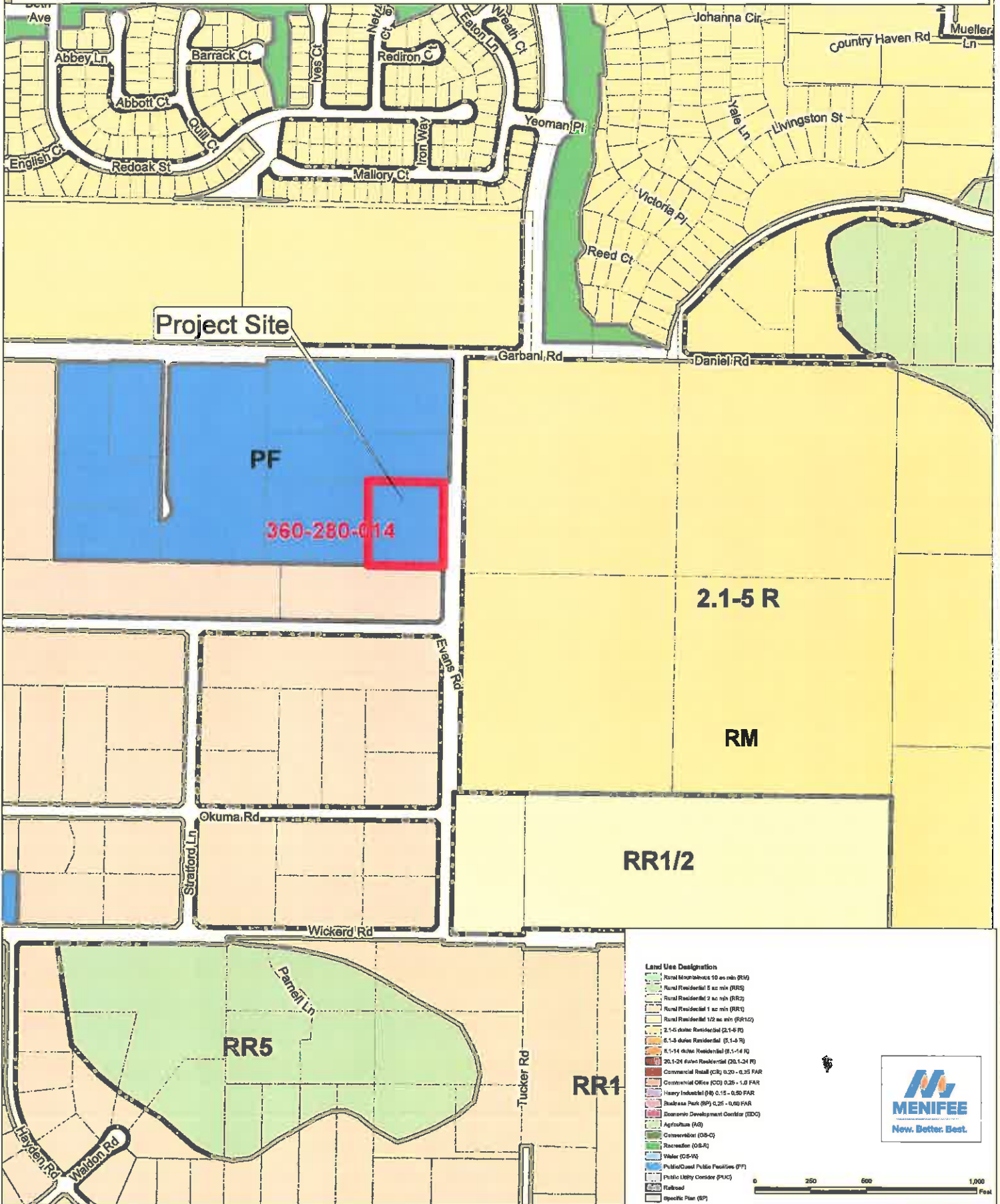
- Rural Residential 10 ac min (RR10)
- Rural Residential 5 ac min (RR5)
- Rural Residential 2 ac min (RR2)
- Rural Residential 1 ac min (RR1)
- Rural Residential 1/2 ac min (RR1/2)
- 2.1-5 Single Residential (2.1-5 R)
- 5.1-8 Single Residential (5.1-8 R)
- 8.1-14 Single Residential (8.1-14 R)
- 20.1-24 Single Residential (20.1-24 R)
- Commercial Retail (CR) 0.25 - 0.50 FAR
- Commercial Office (CO) 0.25 - 1.0 FAR
- Heavy Industrial (HI) 0.15 - 0.50 FAR
- Business Park (BP) 0.25 - 0.50 FAR
- Economic Development Corridor (EDC)
- Agriculture (AG)
- Conservation (OS-C)
- Recreation (OS-R)
- Water (OS-W)
- Potentially Sensitive Facilities (PSF)
- Public Utility Corridor (PUC)
- Railroad
- Specific Plan (SP)



General Plan Amendment Case No. PLN19-0014

Exhibit 2A

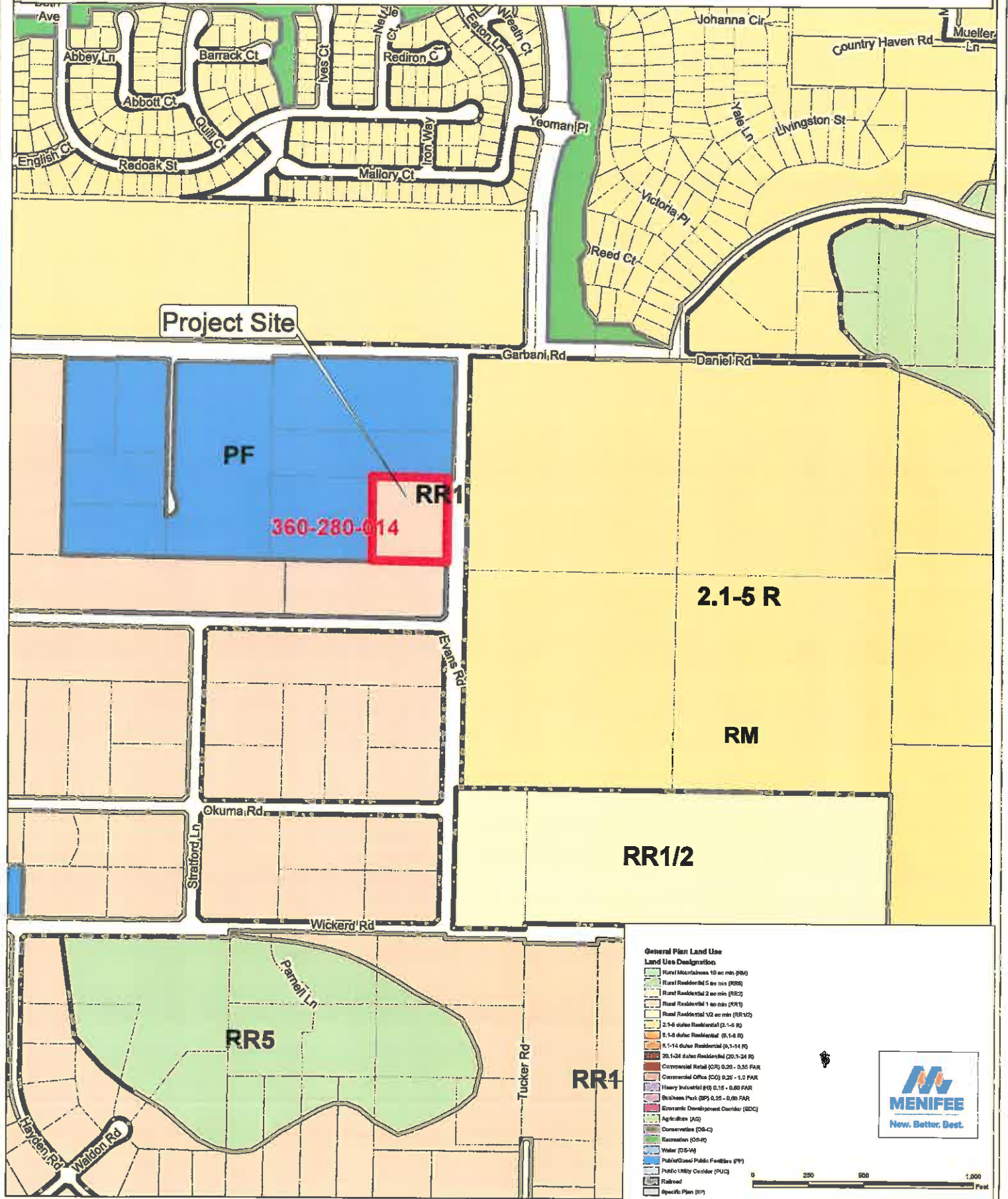
Existing General Plan Land Use



General Plan Amendment Case No. PLN19-0014

Exhibit 2B

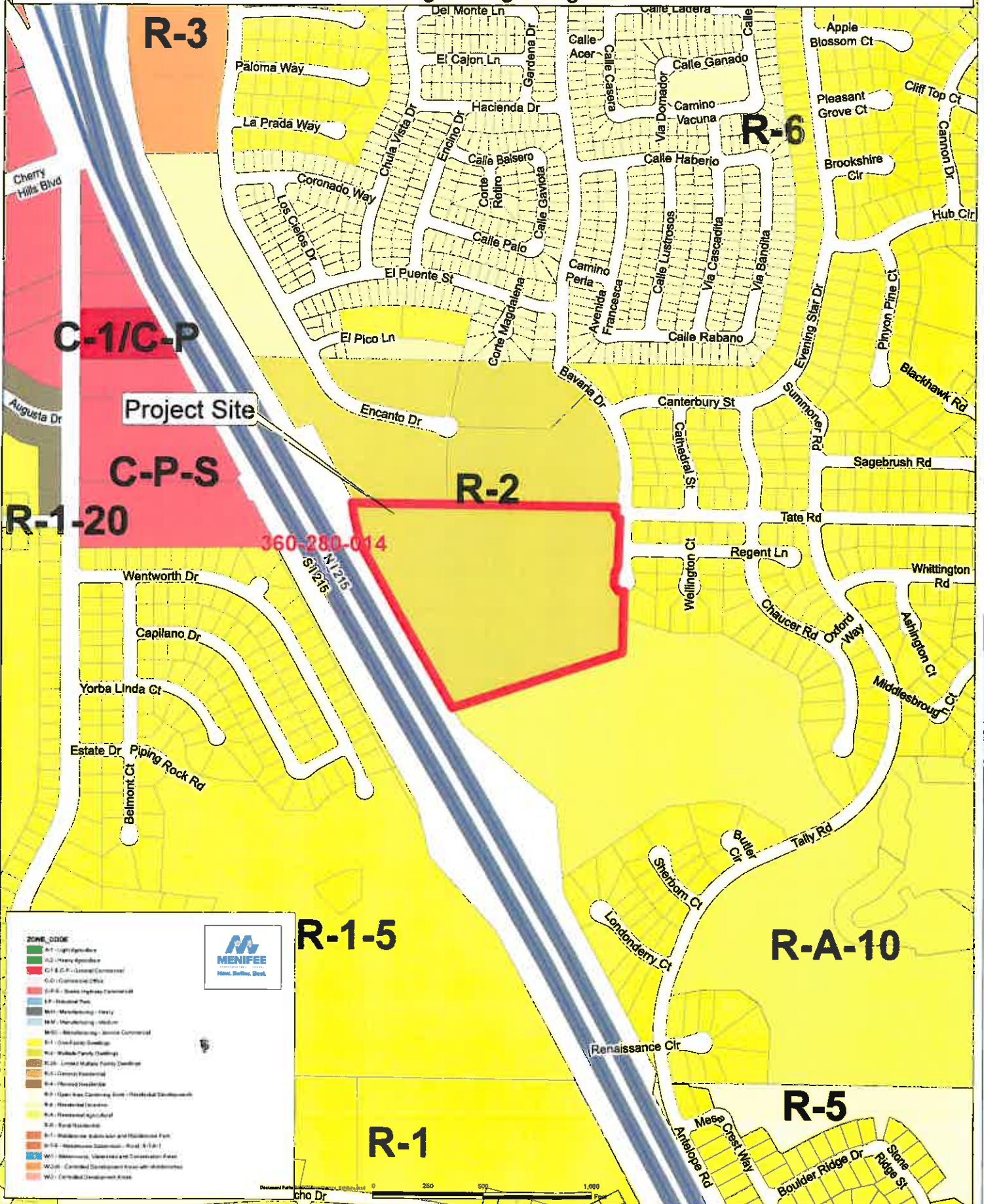
Proposed General Plan Land Use



Change of Zone Case No. PLN19-0092

Exhibit 1A

Existing Zoning Designation



C-1/C-P

C-P-S

R-1-20

R-2

R-6

R-1-5

R-A-10

R-1

R-5

Project Site

360-280-014

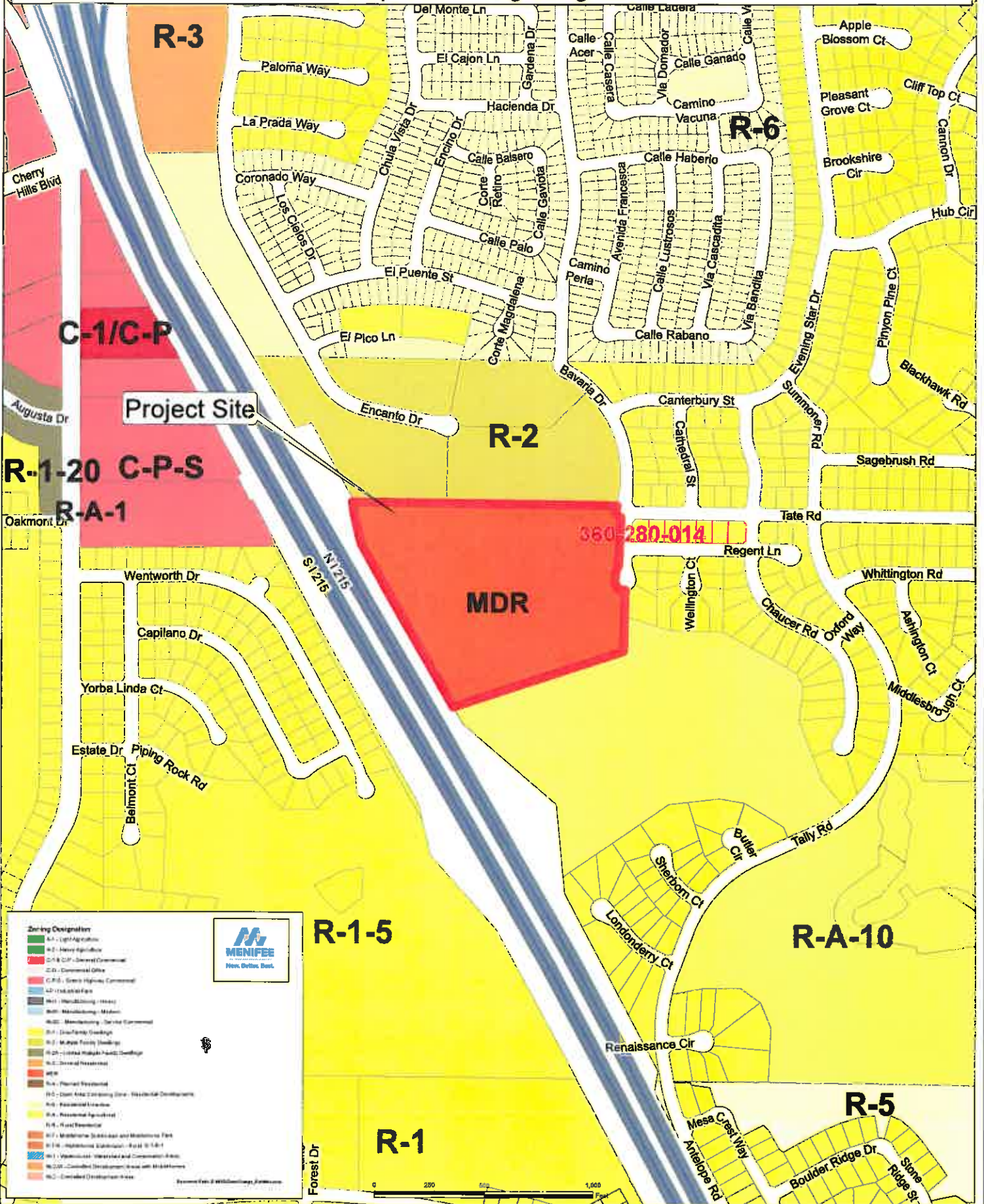
- | ZONE CODE | DESCRIPTION |
|-----------|---|
| A-1 | Light Industrial |
| A-2 | Heavy Industrial |
| C-1 & C-P | General Commercial |
| C-2 | Community Office |
| C-3 | State Highway Commercial |
| EP | Employment Park |
| M-1 | Manufacturing - Heavy |
| M-2 | Manufacturing - Medium |
| M-3 | Manufacturing - Service Commercial |
| R-1 | Single-Family Detached |
| R-2 | Medium-Density Family Detached |
| R-3 | Low-Density Family Detached |
| R-4 | General Residential |
| R-5 | Planned Residential |
| R-6 | Open Space, Community Open Space, Residential Development |
| R-7 | Residential Medium-Density |
| R-8 | Residential Agricultural |
| R-9 | Special Residential |
| R-10 | Residential Medium-Density and Historical Park |
| R-11 | Residential Suburban - Road (R/SR) |
| W-1 | Recreation, Veterans and Conservation Parks |
| W-2 | Controlled Development Areas with subdivisions |
| W-3 | Controlled Development Areas |



Change of Zone Case No. PLN19-0092

Exhibit 1B

Proposed Zoning Designation



Zoning Designation:

- AA - Light Agriculture
- AE - Heavy Agriculture
- C-1/C-P - General Commercial
- C-2 - Commercial Office
- C-3 - General Commercial
- CD - Industrial Park
- HD - Heavy Industrial
- MD - Medium Density Residential
- MDR - Medium Density Residential
- MO - Medium Density Residential
- MS - Medium Density Residential
- MS-C - Medium Density Residential - Commercial
- MS-2 - Medium Density Residential - Commercial
- MS-3 - Medium Density Residential - Commercial
- MS-4 - Medium Density Residential - Commercial
- MS-5 - Medium Density Residential - Commercial
- MS-6 - Medium Density Residential - Commercial
- MS-7 - Medium Density Residential - Commercial
- MS-8 - Medium Density Residential - Commercial
- MS-9 - Medium Density Residential - Commercial
- MS-10 - Medium Density Residential - Commercial
- MS-11 - Medium Density Residential - Commercial
- MS-12 - Medium Density Residential - Commercial
- MS-13 - Medium Density Residential - Commercial
- MS-14 - Medium Density Residential - Commercial
- MS-15 - Medium Density Residential - Commercial
- MS-16 - Medium Density Residential - Commercial
- MS-17 - Medium Density Residential - Commercial
- MS-18 - Medium Density Residential - Commercial
- MS-19 - Medium Density Residential - Commercial
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- MS-98 - Medium Density Residential - Commercial
- MS-99 - Medium Density Residential - Commercial
- MS-100 - Medium Density Residential - Commercial

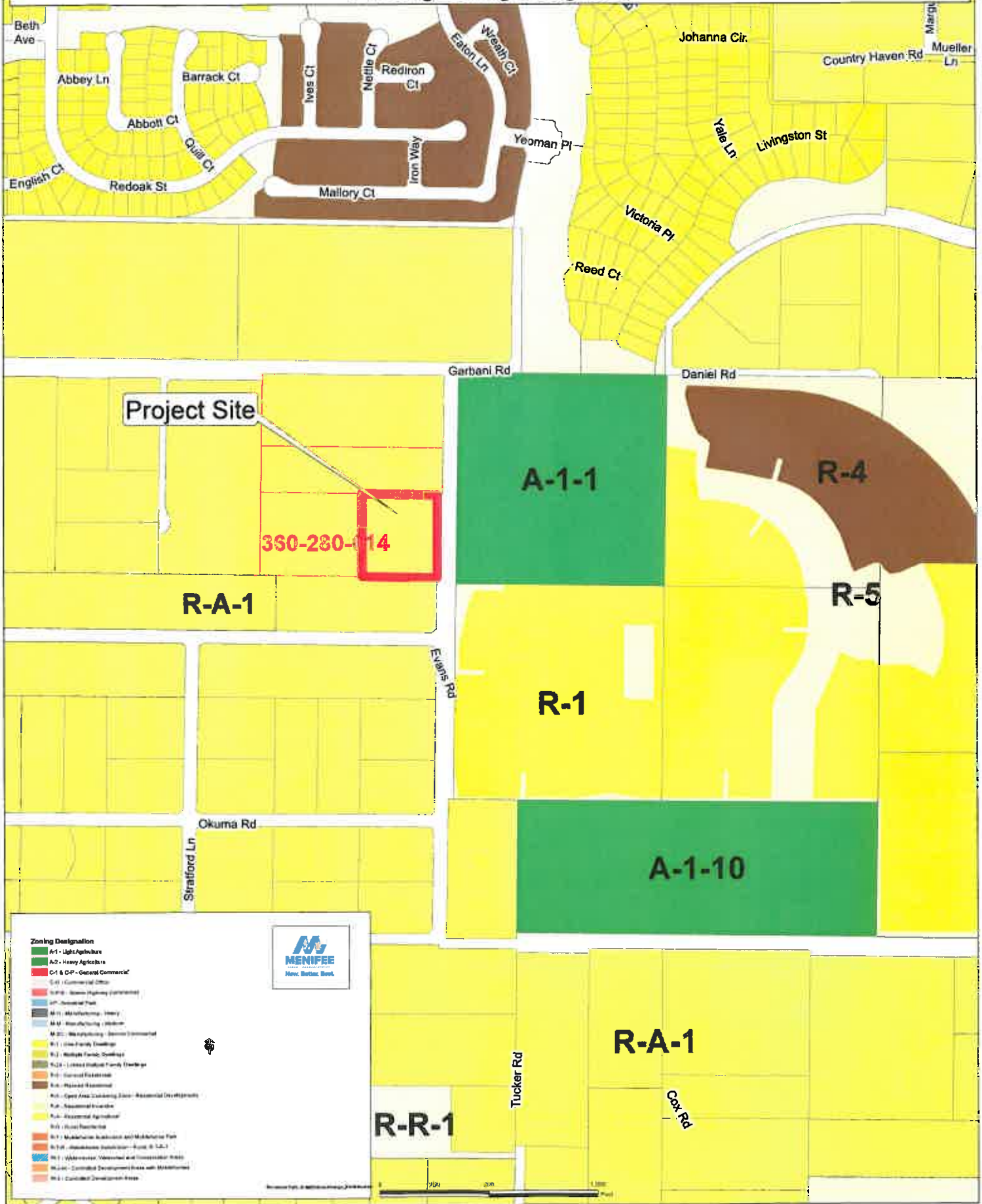
MENIPEE
New, Better, Best.



Change of Zone Case No. PLN19-0092

Exhibit 2A

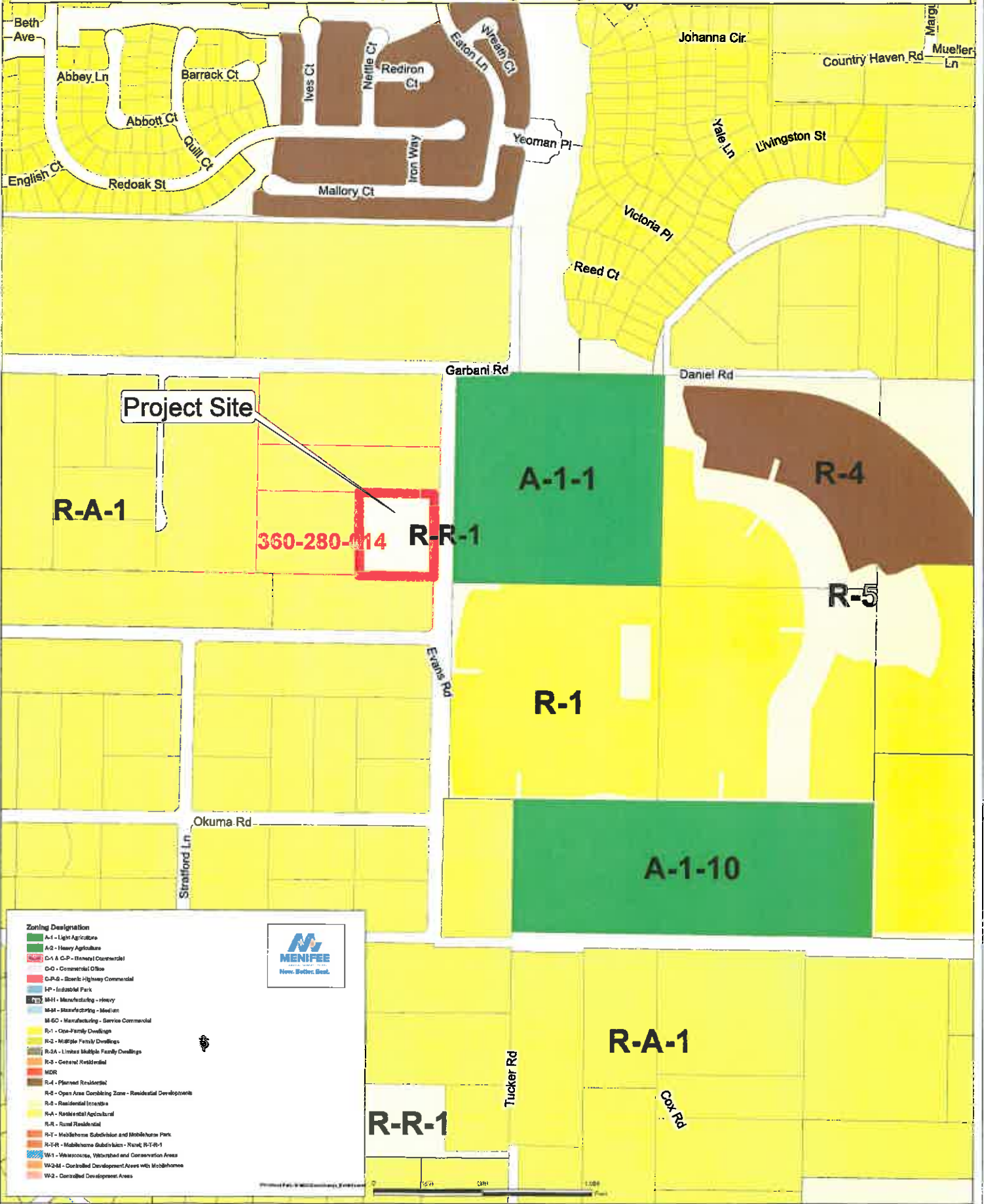
Existing Zoning Designation



Change of Zone Case No. PLN19-0092

Exhibit 2B

Proposed Zoning Designation



Project Site

360-280-014

R-R-1

A-1-1

R-4

R-5

R-1

A-1-10

R-A-1

R-R-1

Zoning Designation

- A-1 - Light Agriculture
- A-2 - Heavy Agriculture
- C-1 A C-P - General Commercial
- C-O - Commercial Office
- C-P-G - Specific Highway Commercial
- I-P - Institutional Park
- M-H - Manufacturing - Heavy
- M-M - Manufacturing - Medium
- M-SO - Manufacturing - Service Commercial
- R-1 - Open Family Dwellings
- R-2 - Multiple Family Dwellings
- R-2A - Limited Multiple Family Dwellings
- R-3 - General Residential
- MDR
- R-4 - Planned Residential
- R-5 - Open Area Combining Zone - Residential Developments
- R-6 - Residential Incentive
- R-A - Residential Agricultural
- R-R - Rural Residential
- R-T - Mobilehome Subdivision and Mobilehome Park
- R-T-R - Mobilehome Subdivisions - Rural, R-T-R-1
- W-1 - Watersource, Watershed and Conservation Areas
- W-2-M - Controlled Development Areas with Mobilehomes
- W-2 - Controlled Development Areas



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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 application described below.

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

The City of Menifee Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Menifee Planner Mr. Doug Darnell at (951) 723-3744.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday, December 25 (Christmas) and Wednesday, January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1395MA19 – City of Menifee (Representative: Doug Darnell) – City Planning Case Nos. PLN 19-0014 (General Plan Amendment) and PLN 19-0092 (Change of Zone). The City of Menifee proposes to add a policy to the Land Use Element of the City's General Plan clarifying that the establishment of a single-family residential dwelling on an undeveloped residentially designated and zoned lot is permissible on parcels legally established on or before December 18, 2013, even if the lot size is inconsistent with the land use designation density pursuant to the General Plan ("non-conforming parcels"), provided that the proposal complies with all other applicable development standards and will not cause or result in any detriment to public health, safety, and/or welfare. The City also proposes to amend land use designations and zoning as follows: (1) amend the land use designation of 19.69 acres (Assessor's Parcel No. 336-090-004) located easterly of Interstate 215, southerly of the southerly end of Encanto Drive, and westerly of Bavaria Drive in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (MARB/IP AIA) from 8.1-14 R (Residential, 8.1 to 14 dwelling units per acre) and Rural Mountainous 10 acre minimum (RM) to 8.1-14R for the entire parcel, and change the zoning of the property from R-2 (Multiple Family Dwellings) to MDR (Medium Density Residential); and (2) amend the land use designation of 2.98 acres (Assessor's Parcel Number 360-280-014) located on the west side of Evans Road, southerly of Garbani Road, from PF (Public Facilities/Quasi-Public Facilities) to RR1 (Rural Residential, 1 acre minimum lot size), and change the zoning of the parcel from R-A-1 (Residential Agricultural, one acre minimum lot size) to RR1 (Rural Residential, one acre minimum). (Policy affects Zones D and E of the MARB/IP AIA).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

March
E
(D?)

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1395MA19 DATE SUBMITTED: November 27, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	City of Menifee	Phone Number	951-723-3744
Mailing Address	29844 Haun Road Menifee, CA 92586	Email	ddarnell@cityofmenifee.us

Representative	N/A	Phone Number	_____
Mailing Address	_____	Email	_____

Property Owner	_____	Phone Number	_____
Mailing Address	_____	Email	_____

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Menifee	Phone Number	951-723-3744
Staff Contact	Doug Darnell, Senior Planner	Email	ddarnell@cityofmenifee.us
Mailing Address	29844 Haun Road Menifee, CA 92586	Case Type	General Plan Amendment
Local Agency Project No	PLN 19-0014	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input 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	Citywide and specifically two parcels indicated below		
Assessor's Parcel No.	1) APN 336-090-004; and 2) APN 360-280-014	Gross Parcel Size	1) 19.89 acres & 2) 2.98 acres
Subdivision Name	N/A	Nearest Airport and distance from Airport	Perris Valley
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 proposal is a Citywide General Plan Land Use Element text amendment to add a policy clarifying that single-family dwellings may be allowed on legal non-conforming parcels with Residential General Plan land use designations, consistent with the existing land use designation and zoning and subject to the development standards of the Development Code. The proposal also includes, land use map amendments to two parcels as follows: 1) Change the land use designation of an approximately 19.89-acre property (Assessor's Parcel Number 336-090-004), located southerly of Encanto Drive, easterly
------------------------------	--

Proposed Land Use (describe)	of the I-215 Freeway and westerly of Bavaria Drive from the 8.1-14 du/ac Residential (R.1-14R) and the Rural Mountainous (RM) land use designations to the 20.1-24 du/acre Residential (20.1-24R) land use designation (located in March Zone E); and 2) Change the land use designation of an approximately 2.98-acre property (Assessor's Parcel Number 360-280-014) located at the west side of Evans Road, and southerly of Garbani Road from the Public Facilities/Quasi-Public Facilities (PF) land use designation to the Rural Residential 2 acre min. (RR2) land use designation (not located in an ALUC compatibility zone).		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____	
For Other Land Uses (See Appendix C)	Hours of Operation	N/A	
	Number of People on Site	N/A	Maximum Number _____
	Method of Calculation	_____	
Height Data	Site Elevation (above mean sea level)	N/A	ft.
	Height of buildings or structures (from the ground)	N/A	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe _____		<input checked="" type="checkbox"/> No

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1394MA19 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: MIG, Inc.)

APPROVING JURISDICTION: March Joint Powers Authority

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

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

Airport Influence Area: March Air Reserve Base

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

Noise Levels: 65-75 CNEL

MAJOR ISSUES: The applicant is proposing revisions to the floor plans (use areas) of a previously reviewed (and subsequently approved) project (ZAP1107MA14) located within the portions of Airport Compatibility Zone B1 in Accident Potential Zones I and II (APZ-I and APZ-II), as delineated by the United States Air Force in the 2005 and 2018 Air Installation Compatible Use Zone (AICUZ) studies. Although the new floor areas are consistent with ALUC's Compatibility Zone B1-APZ-I and APZ-II average and single acre intensity criteria (APZ-I: 25 average, 100 single; APZ-II: 50 average, 100 single), the resulting intensity exceeds the Air Force's interpretation of Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. The Air Force understands the DoDI as limiting intensity to a maximum of 25 people in any given acre in APZ-I and a maximum of 50 people in any given acre in APZ-II.

In order to address this issue, the applicant has executed and recorded a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 25 people in any given acre in APZ-I, and a maximum of 50 people in any given acre in APZ-II. Operation in compliance with this covenant will be necessary to satisfy Air Force and March Joint Powers Authority concerns regarding project intensity.

RECOMMENDATION: Staff recommends that the Commission find the proposed Plot Plan Determination of Substantial Conformance CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to revise the floor plan of a 709,083 square foot high-cube industrial warehouse building (which is currently under construction) to provide for an additional 10,000 square feet of office area (by reducing warehouse area by the same square footage) in the B1-APZ-II portion of the building on 39.42 acres. There is no increase to the building's footprint. The building, as amended, would provide for 684,083 square feet of warehouse area and 25,000 square feet of office area (including mezzanine in the APZ-II area).

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

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

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-I and APZ-II. Zone B1-APZ-I limits average intensity to 25 people per acre, and APZ-II limits average intensity to 50 people per acre. Approximately 29.15 acres are located within APZ-I and 12.8 acres within APZ-II.

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

- Office – 1 person/200 square feet, and
- High Cube Logistics Warehouse – 1 person/1,428 square feet.

The amended project would provide for 684,083 square feet of warehouse area and 25,000 square feet of office area with mezzanine, accommodating 604 people (previously 561 people), resulting in an average of 15 (previously 14 people per acre) people per acre for the entire site, which is consistent with both the Compatibility Zone B1-APZ-I criterion of 25 and the Zone B1-APZ-II criterion of 50.

A breakdown of use by Compatibility Zone indicates that Zone B1-APZ-I would accommodate 382 people, resulting in an average intensity of 13 people per acre for the portion of the site located in Zone B1-APZ-I, which would be consistent with the Compatibility Zone B1-APZ-I average acre intensity criterion of 25. Zone B1-APZ-II would accommodate 222 people, resulting in an average intensity of 17 people per acre for the portion of the site located in Zone B1-APZ-II, which would be consistent with the Compatibility Zone B1-APZ-II average acre intensity criterion of 50.

In order to comply with single-acre intensity limitations, the applicant has agreed to limit the warehouse use to that of a high-cube logistics warehouse.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (407 standard vehicle spaces and 237 trailer truck loading spaces), the total occupancy would be estimated at 848 people for an average intensity of approximately 22 people per acre, which is also consistent with both the APZ-I and APZ-II average intensity criteria.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity occurs around the proposed office areas in APZ-I and APZ-II.

The most intense single-acre area in APZ-I includes 5,000 square feet of office area and 38,560 square feet of high-cube logistics warehouse area, for a total occupancy of 52 people, which is consistent with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100.

As approved, the most intense single-acre area in APZ-II includes 28,835 square feet of high-cube logistics warehouse area, 7,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine area, for a total occupancy of 70 people, which is consistent with the Compatibility Zone B1-APZ-II single acre intensity criterion of 100. (Approximately 7,725 square feet of the single-acre area is located outside the building and will not generate any occupancy.)

In the revised plan, the most intense single-acre area would include 33,560 square feet of high-cube logistics warehouse area and 10,000 square feet of office area, for a total occupancy of 74 people, which is consistent with the Compatibility Zone B1-APZ-II single acre intensity criterion of 100.

Although the abovementioned single acre intensities are consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, they are inconsistent with the Air Force Department of Defense Instruction No. 4165.57 with regards to intensity, which is limited to a

maximum of 25 people in any given acre in APZ-I, and 50 people in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

Site Design/On-Site Locational Criteria: Within Airport Compatibility Zone B1, criteria specify that structures are to be located a “maximum distance from the extended runway centerline.” The extended runway centerline passes directly over the easterly portion of this property. The project design is generally in compliance with this criterion. The exception is that the design provides for automobile parking along the westerly side of the property, which is the area farthest from the extended runway centerline. However, this may be the only location where such parking is feasible. The easterly side of the building has been designed to provide for truck docking, which renders use of that area for automobile parking infeasible. The applicant has been careful to design the project so that the structure does not straddle or approach the location of the extended runway centerline. The underlying area is used primarily for trailer parking. Furthermore, when trucks are not in the docked position, there is an extensive open area directly easterly of the building that would potentially be available in the event of a controlled landing.

Lot coverage within Accident Potential Zones is limited to a maximum of 50 percent. Using a conservative approach that does not include land within the adjacent surface street rights-of-way, the proposed project has a lot coverage of 41.49 percent. Considering the two APZs separately, lot coverage is 42.57 percent in APZ I and 38.87 percent in APZ II. As the lot coverage in APZ I exceeds 20 percent, provision of on-site services to the public in the portion of the site within APZ I is prohibited.

The number of aboveground habitable floors is limited to one story in APZ I and two stories in APZ II. The proposed building complies with these limits. The building is one story, with the exception of a mezzanine that is limited to 3,000 square feet within APZ II.

Zoned fire sprinkler systems are required.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-I and B1-APZ-II of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies the project site as located within Accident Potential Zones I and II (APZ-I and APZ-II). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite “warehousing” as permitted uses in APZ-I and APZ-II (and prohibited use in the Clear Zone [CZ]).

However, March Air Reserve Base officials maintain that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land

Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions.

The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 25 people in any given acre of APZ-I and to a maximum of 50 people in any given acre of APZ-II. As noted above, the amended project would be expected to result in a single acre occupancy of 52 people in APZ-I and a single acre occupancy of 74 people in APZ-II.

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

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

The applicant has agreed to this condition and has recorded and executed said document, which limits actual occupancy of the building in conformance with the limits of 25 and 50 persons, in any given acre within APZ-I and APZ-II, respectively. Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants (“Density Cap”) **[THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]**; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by the JPA and MARB representatives, and consent and approval provided through an amendment to this covenant.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1-APZ-I and B1-APZ II. Industrial warehouse buildings are compatible within Accident Potential Zones I and II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Use as an industrial warehouse is also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57, but the intensity levels of this project in the absence of the Covenant would exceed DODI allowances, as understood by the Air Force.

The Air Force previously had concerns with the original project regarding uncovered water in the detention basins being a bird attractant source. Hazards to flight are prohibited in Compatibility Zones B1-APZ-I and APZ-II. However, these concerns were addressed with special ALUC drainage

conditions designed to minimize the potential for the proposed basins to become bird attractants.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area subject to aircraft noise in the 65-70 CNEL range. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building so as to achieve an interior noise level of 45 CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535.1 feet above mean sea level (1535.1 feet AMSL). At a distance of approximately 5,920 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1594.3 feet AMSL. The apparent finished floor elevation of the building is approximately 1541 feet AMSL. The proposed building has a maximum height of 44.3 feet for a potential maximum elevation of 1585.3 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would not normally be required. However, March Joint Powers Authority, the jurisdiction of record, requires submittal of Form 7460-1 for all building projects within their area. The original applicant submitted Form 7460-1, the FAA assigned Aeronautical Study No. 2015-AWP-566-OE, and a Determination of No Hazard letter was issued by the FAA OES on May 29, 2015. A new submittal (2018-AWP-11013-OE) was made in 2018, and FAA issued a Determination of No Hazard letter on July 16, 2018.

The proposed floor plan change does not alter the building height or the FAA's no hazard determination.

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

CONDITIONS:

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, hazardous materials manufacture/storage (excluding storage of quantities of less than 6,000 gallons of flammable materials in the APZ II portion of the property), noise sensitive outdoor nonresidential uses, and hazards to flight.
 - (f) Retail trade, eating and drinking establishments, personal services, professional services, educational services, governmental services, medical facilities, cultural activities, and any other uses providing on-site services to the public.
 - (g) Commercial service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; gaming; auction rooms.
 - (h) Manufacturing of: food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and/or tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.

5. The proposed detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. This project has been evaluated as a proposal for 684,083 square feet of high-cube logistics warehouse area and 25,000 square feet of office area (5,000 square feet of office area in APZ-I, 20,000 square feet of office area in APZ-II [17,000 square feet first floor, 3,000 square feet second floor mezzanine]). March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of office uses exceeding the amounts specified above.
7. Mezzanine areas shall be limited to a maximum of 3,000 square feet, and shall be permitted only in the northerly portion of the building outside Accident Potential Zone I.
8. Zoned fire sprinkler systems shall be required throughout the building.
9. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. March Joint Powers Authority shall require an acoustical study to ensure compliance with this requirement.
10. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
11. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the March Joint Powers Authority similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Proficiency 215 LLC or its successor(s)-in-interest, hereinafter

“Owner”) or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following the completion of each “significant” rain event and the 48-hour period thereafter.

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

(As amended by the Airport Land Use Commission on April 9, 2015)

12. The project shall be in compliance with the recorded and executed Covenant, which limits building occupancy to a maximum of 25 people in any given acre in APZ-I and 50 people in any given acre in APZ-II.
13. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2018-AWP-11013-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
14. The maximum height of the proposed structure (including any roof-mounted equipment) shall not exceed 48 feet above ground level, and the maximum elevation of the proposed structure at top point shall not exceed 1,585 feet above mean sea level.
15. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation

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

16. Temporary construction equipment used during actual construction of the proposed structure shall not exceed the height of the structure (48 feet), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
17. Within five (5) days after construction of the proposed structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.)

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2018-AWP-11013-OE
 Prior Study No.
 2015-AWP-566-OE

Issued Date: 07/16/2018

Jeffrey Trenton
 Proficiency 215 LLC
 11777 San Vicente Blvd
 Suite 780
 Los Angeles, CA 90049

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

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

Structure: Building Freeway Business Center
 Location: Moreno Valley, CA
 Latitude: 33-54-44.00N NAD 83
 Longitude: 117-16-55.00W
 Heights: 1537 feet site elevation (SE)
 48 feet above ground level (AGL)
 1585 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 01/16/2020 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6558, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-11013-OE.

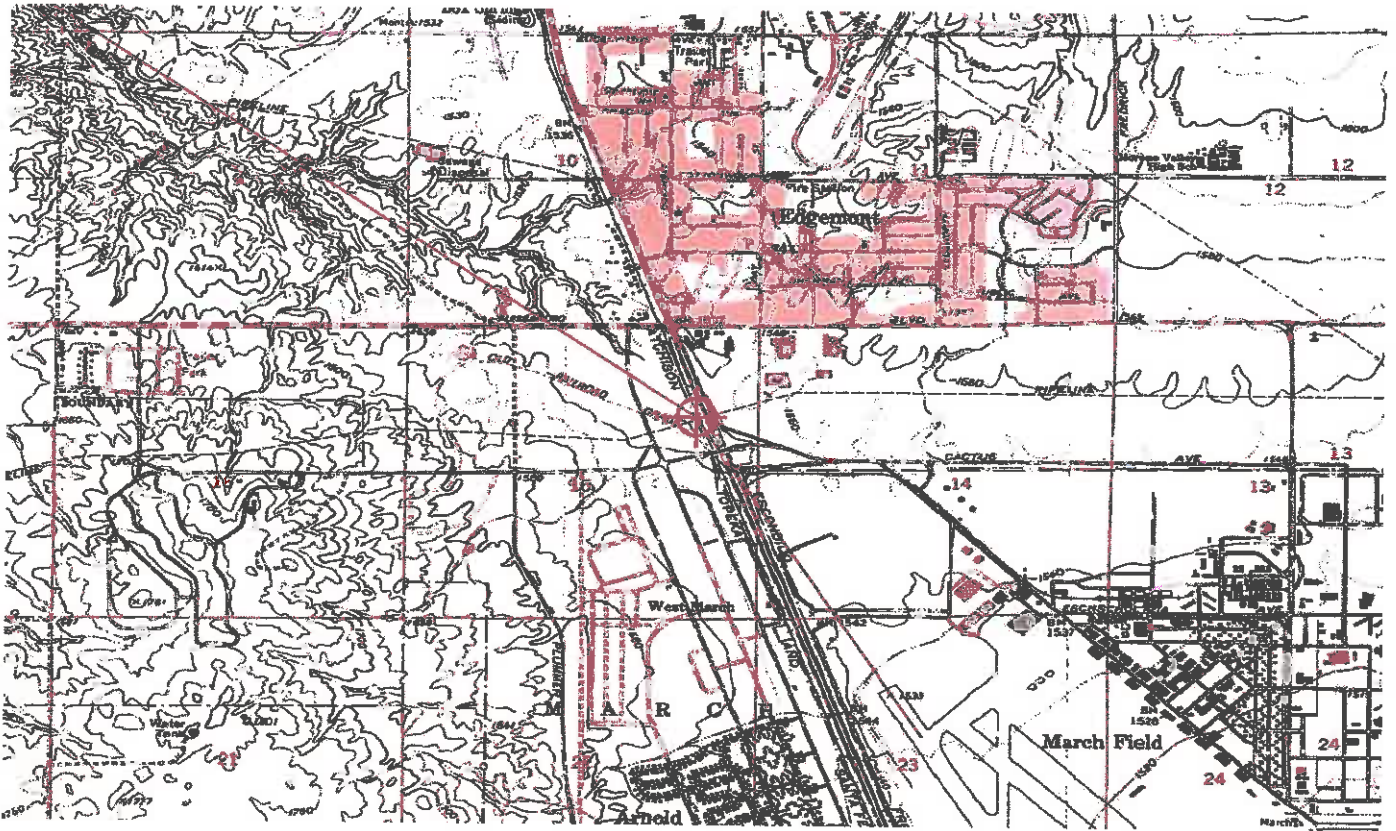
Signature Control No: 367238985-370318978

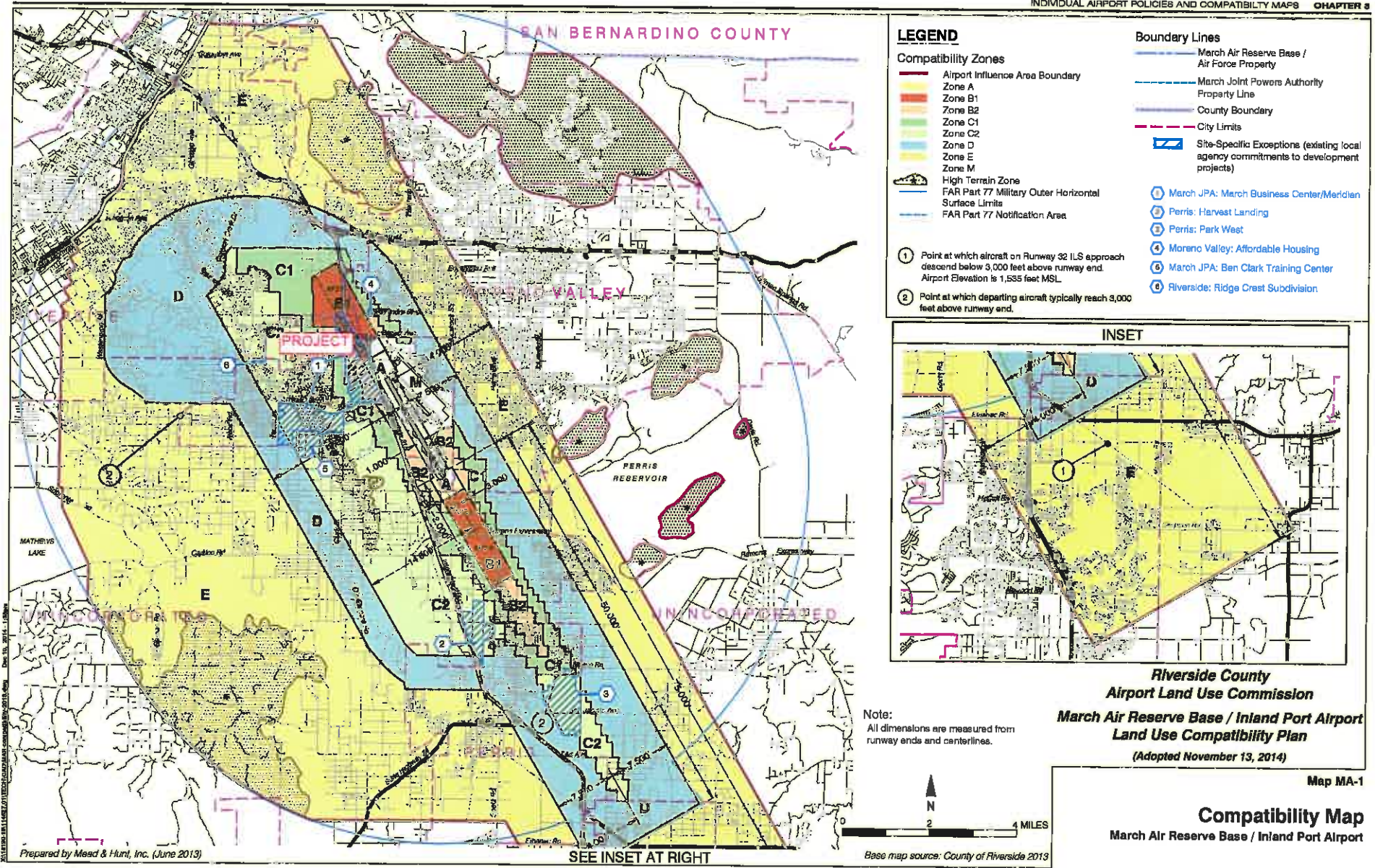
LaDonna James
Technician

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2018-AWP-11013-OE





LEGEND

Compatibility Zones

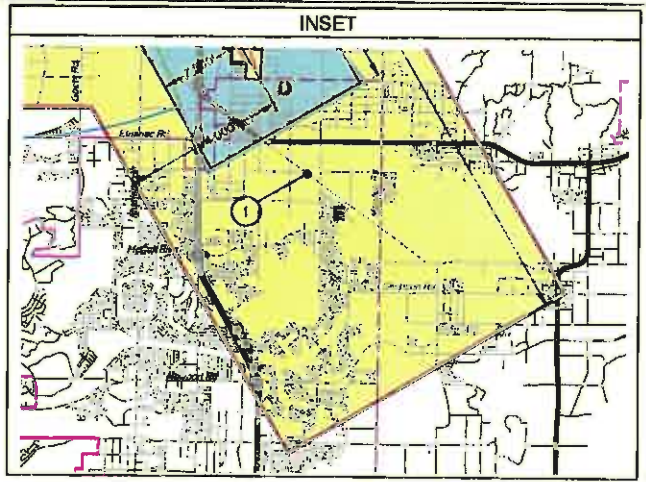
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

- 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



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



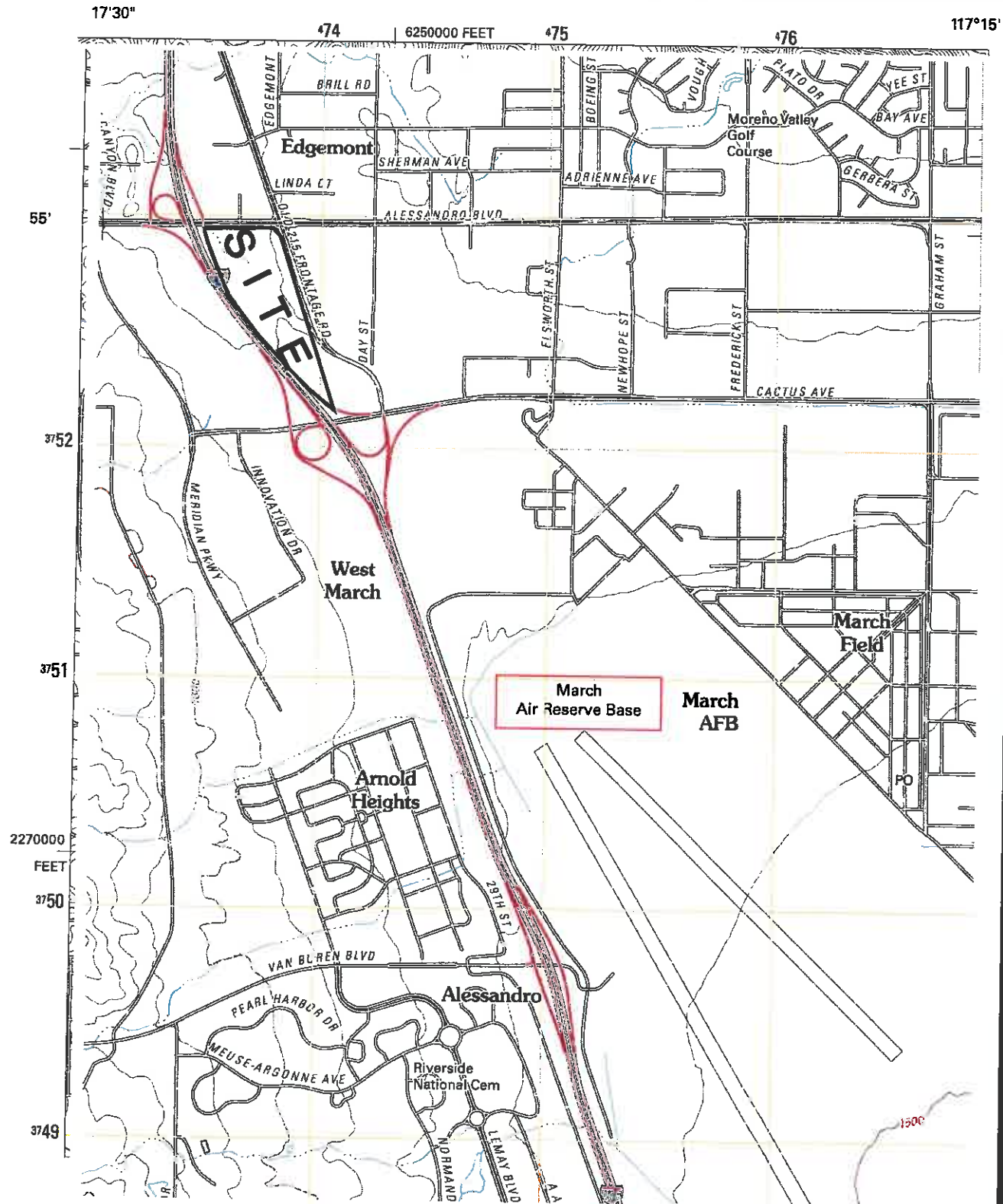
Base map source: County of Riverside 2013

**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



REFERENCE: USGS
 RIVERSIDE EAST QUADRANGLE
 CALIFORNIA-RIVERSIDE CO.
 7.5 MINUTE SERIES
 SCALE: 1:24000

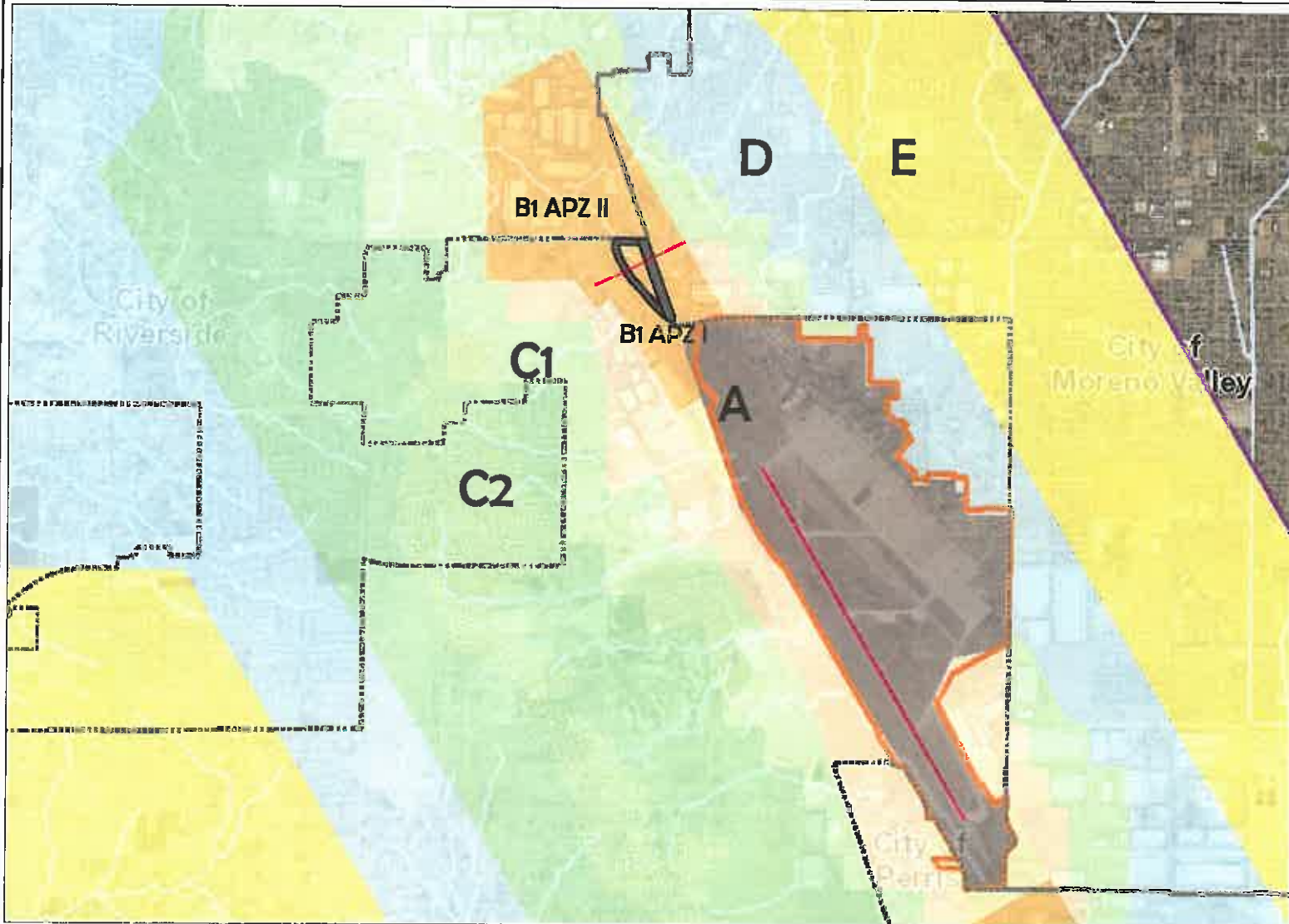
LOCATION MAP

SOUTHWEST CORNER OF ALESSANDRO BLVD & OLD 215 FRONTAGE RD.
 MARCH JPA, STATE OF CALIFORNIA

VICINITY MAP



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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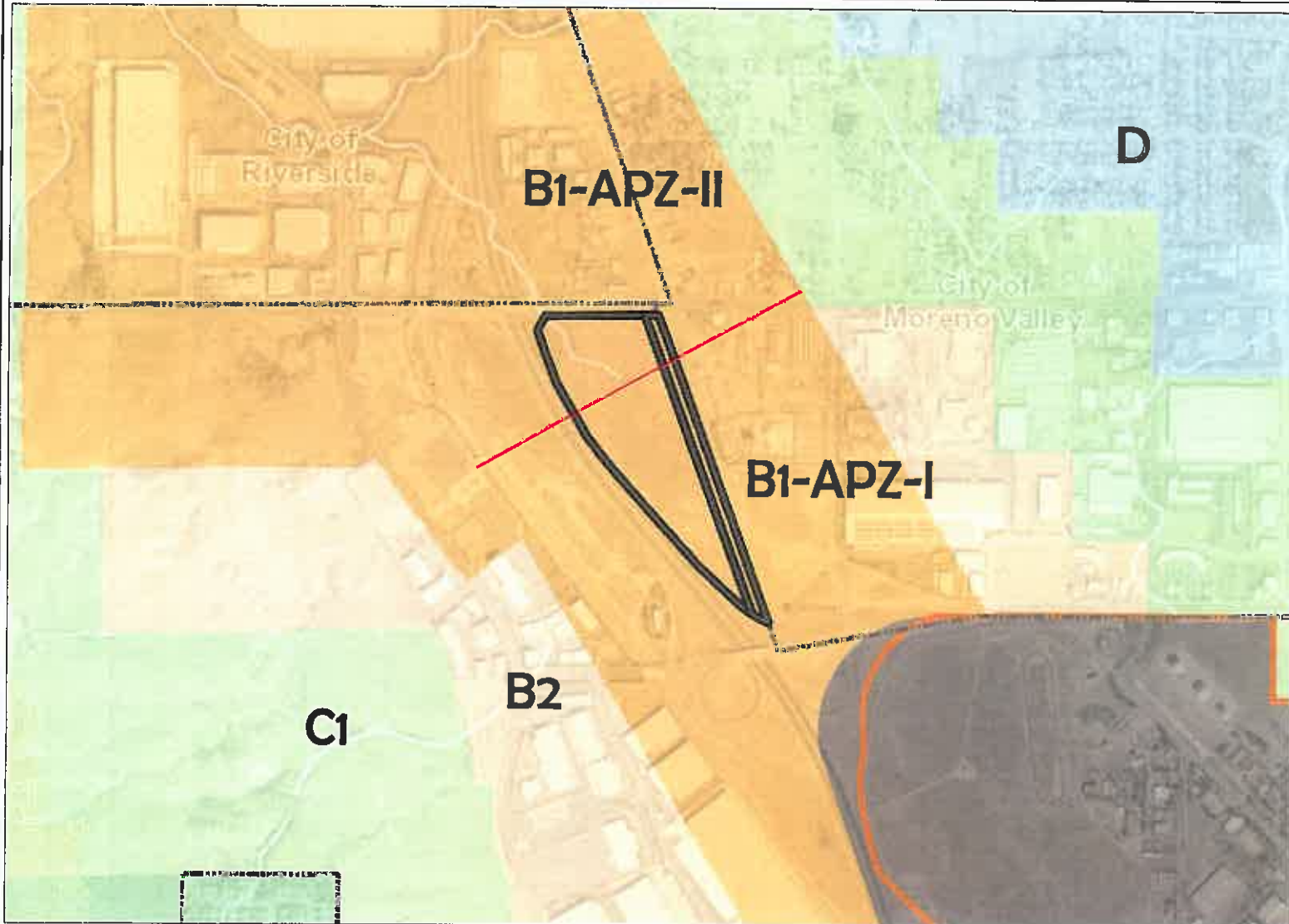
Notes



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Map My County Map



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



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Notes



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Map My County Map

Los Angeles



San Diego

Tijuana

Mexico

Legend

Blue Line Streams

City Areas

World Street Map



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Notes

0 6,127 Feet
064

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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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Map My County Map



Legend

- Blue line Streams
- Grid City Areas
- World Street Map

Notes



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Project Description

PRIII/CHI Freeway Business Center

Alessandro Blvd/Old 215

The project was approved by the March Joint Powers Authority Commission on February 28, 2018. The approvals included a General Plan Amendment, Zone Change, Plot Plan, and a Final EIR. Included in the project approvals are the recommended conditions of approval provided by Riverside County ALUC from its meetings on March 12 and April 9, 2015. The original ALUC Case Number is ZAP1107MA14.

The project, as approved, consists of a 709,083 square foot warehouse with 15,000 square feet of office space separated in two locations. At the northeast corner of the building, 10,000 square feet of office is approved with 7,000 square feet on the ground level and 3,000 square feet of mezzanine space. At the southwest corner of the building a 5,000 square foot office is approved.

The site is bisected by APZs I and II, with the greater portion of the building being located in APZ I. Due to the sensitivity of development within these zones, a *Covenant Affecting Real Property (Covenant)* was prepared and recorded. This *Covenant* restricts occupancy of the building to no more than 518 persons at a time, including a mechanism for monitoring.

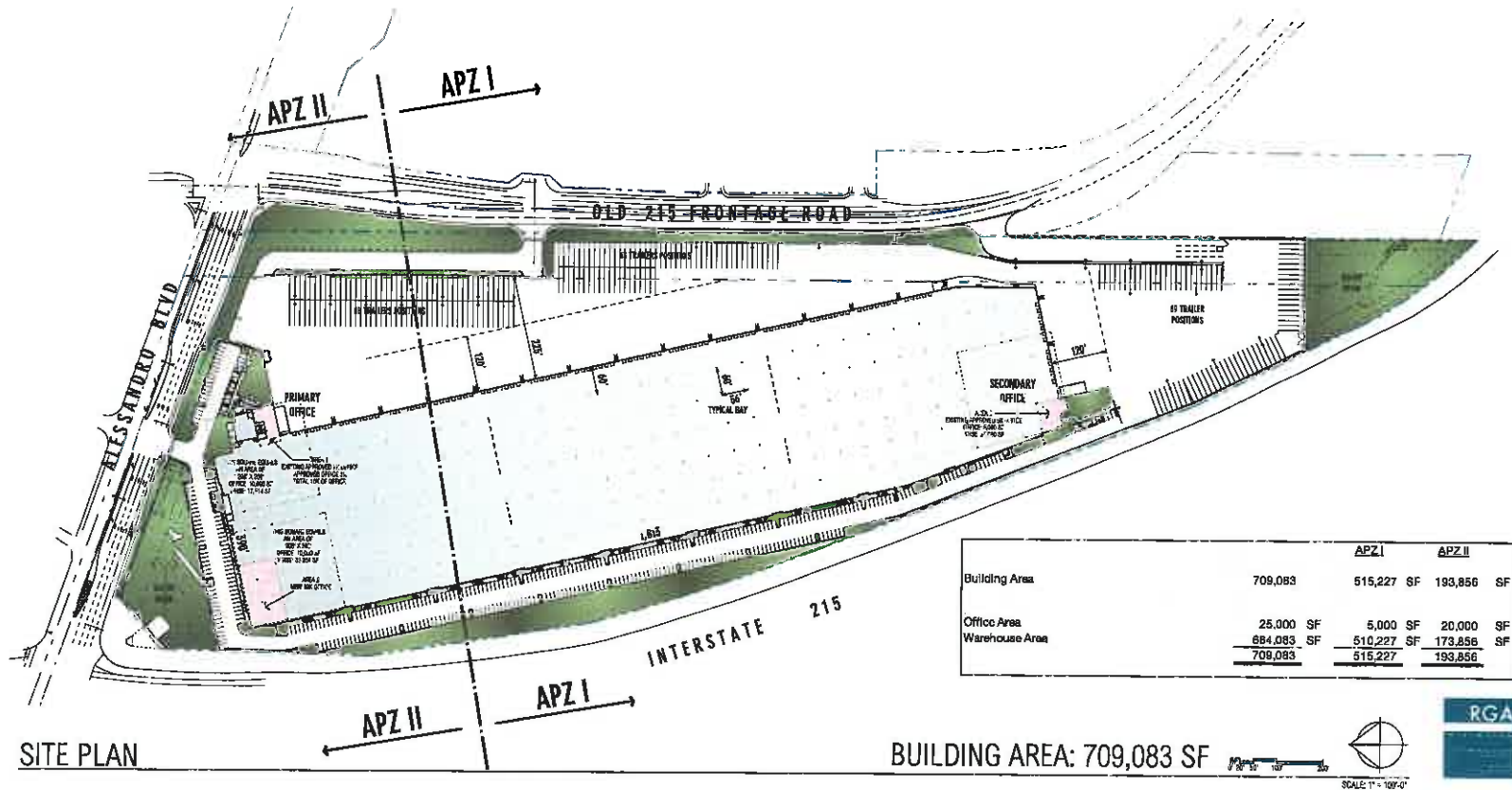
The project is now under construction. Potential tenants of the building have expressed the desire to increase the office space within the building, with the understanding that the occupancy limitation will still apply. Therefore, the owners of the building PRIII/CHI Freeway Business Center are requesting this modification to the approval to allow for an addition of up to 10,000 square feet of office in the APZ II area. The limitation and the monitoring imposed by the *Covenant* will continue to be in place, thus ensuring that the maximum occupancy is not exceeded.

Because the additional office space is completely within the footprint of the building and no additional square footage is proposed, the exterior of the building will not change. The elevations, heights, materials, landscaping, hardscape, etc. will all be as originally approved. Therefore, no revision or new FAA approval would be required. A copy of the 07/16/2018 *Determination of No Hazard to Air Navigation, 2018-AWP-11013-OE* issued by the FAA is included with the application materials.

On behalf of CHI Freeway Business Center, we look forward to working with ALUC staff and the Commission on this request.

PROFESSIONAL SEAL

FREEWAY BUSINESS CENTER
 0000 ALESSANDRO BLVD.
 MARCH JPA, CALIFORNIA



		APZ I	APZ II
Building Area	709,083	515,227 SF	193,856 SF
Office Area	25,000 SF	5,000 SF	20,000 SF
Warehouse Area	684,083 SF	510,227 SF	173,856 SF
	<u>709,083</u>	<u>515,227</u>	<u>193,856</u>

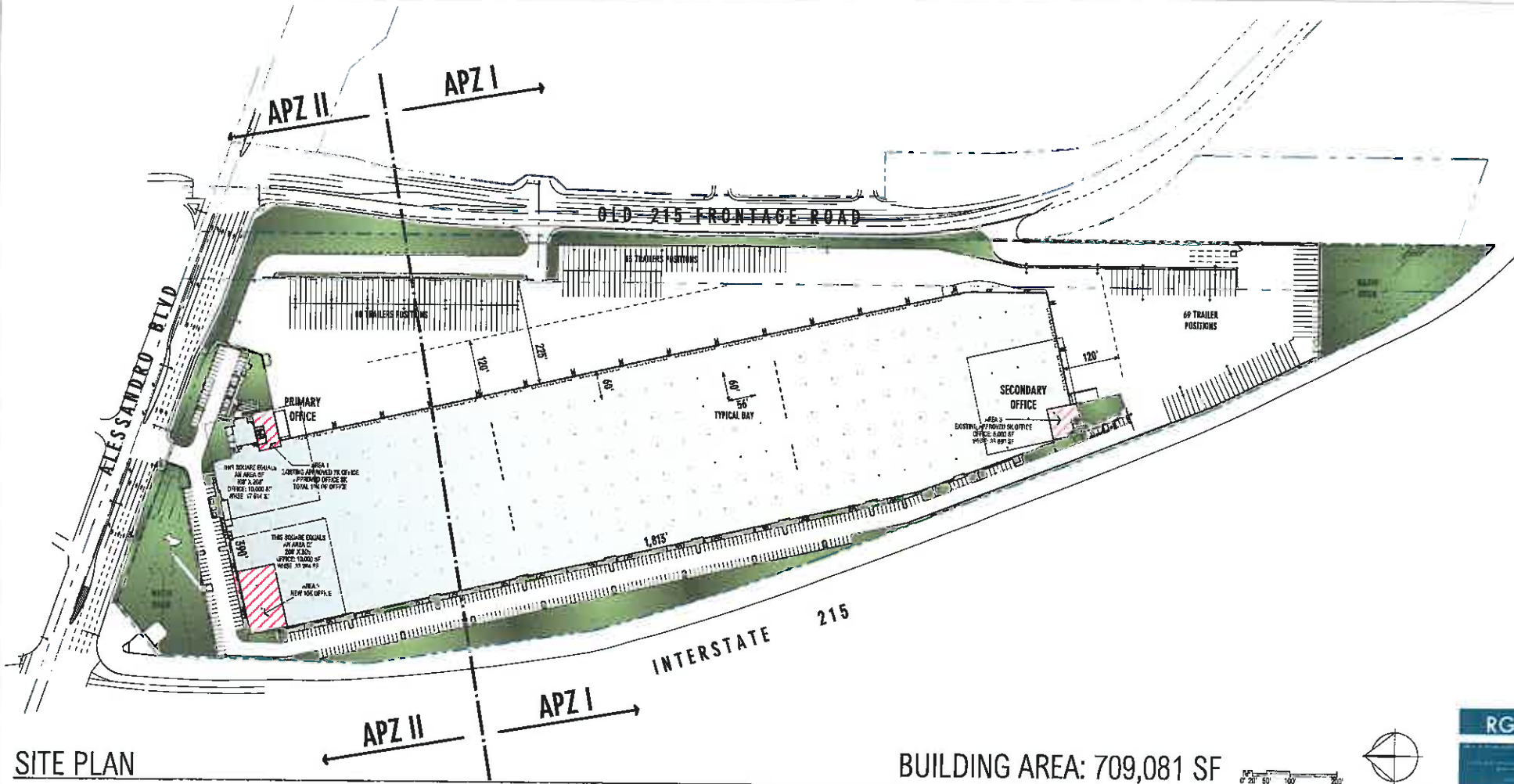
SITE PLAN

BUILDING AREA: 709,083 SF



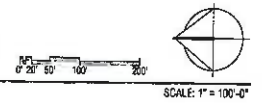
CD	CONSTRUCTION USE
NO	NO SET
NO	PLANS CHECKS/REVISIONS
NO	ISSUE FOR PERMIT
NO	ISSUE FOR CONSTRUCTION
NO	DATE
NO	DESCRIPTION

RGD PROJECT NO.	1508-03
OWNER PROJECT NO.	0000-00
DATE MADE	1/20/2014
DRAWN BY	MG
CHECK BY	SK
COMPONENT	PROP. OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	SITE PLAN



SITE PLAN

BUILDING AREA: 709,081 SF





PROJECT REVIEW TRANSMITTAL

TO: REVIEW AGENCIES
FROM: JEFFREY SMITH, SENIOR PLANNER
DATE: NOVEMBER 26, 2019
SUBJECT: FREEWAY BUSINESS CENTER – 10,000 S.F / OFFICE SPACE ADDITION
CASE NO.: PLOT PLAN 14-02 (PP 14-02) -
DETERMINATION OF SUBSTANTIAL CONFORMANCE

REVIEWING AGENCIES

- | | |
|--|---|
| <input checked="" type="checkbox"/> Rich Shields, Willdan | <input checked="" type="checkbox"/> Mat Evans, MIPA |
| <input checked="" type="checkbox"/> Adria Reinertson, Riv. Co. Fire Dept. | <input checked="" type="checkbox"/> Danny Whaley, MIPA |
| <input checked="" type="checkbox"/> Stuart McKibbin, Tri Lake Engineering | <input checked="" type="checkbox"/> Doug Waters, March ARB |
| <input checked="" type="checkbox"/> Terri Patton, WMWD | <input checked="" type="checkbox"/> Deborah De Chambeau, Riv. Co. Flood |
| <input checked="" type="checkbox"/> Paul Rull, Riv. Co. ALUC | <input checked="" type="checkbox"/> Erik Ruehr, VRPA |
| <input checked="" type="checkbox"/> Steve Wise, Riv. Co. Planning | <input checked="" type="checkbox"/> Cynthia Gabaldon, CGRME |
| <input checked="" type="checkbox"/> City of Moreno Valley, Planning Department | |

The March Joint Powers Authority (MIPA) has received an application for additional office space square footage for a previously approved 709,083 square foot speculative industrial warehouse building. The Freeway Business Center is located at the southwest corner of Alessandro Boulevard and Old 215 Frontage Road, in unincorporated Riverside County, California, under the jurisdiction of the March JPA. As approved, the Freeway Business Center includes 694,083 square feet of warehouse space, approximately 7,000 square feet of ground floor office space and 3,000 square feet of mezzanine office space at the northeastern end of the building, and approximately 5,000 square feet of ground floor office space planned for the southwestern end of the building.

The previous approval was also conditioned to record a Covenant, outlining compliance with the density restrictions and density cap by limiting building occupancy of to 518 occupants. The covenant provides the following two limitations on occupancy of the Project: (1) Overall, the occupancy of the Project cannot exceed 518 occupants, and (2) The APZ limitations (set out below) cannot be exceeded in any acre of the building. Further, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by March JPA, Airport Land Use Commission, and March Air Reserve Base (ARB) representatives.

The following entitlement and approval would be required by the MJPA for the proposed project:

- **Plot Plan 14-02 (PP 14-02) Determination of Substantial Conformance:** The proposed project consists of the addition of 10,000 sq. ft. of office space to the industrial warehouse building.

Please refer to the attached documents for more information. **The March JPA requests that comments or conditions of approval, should you have any, be returned to us no later than Monday, December 16, 2019.** Please contact Jeffrey Smith, Senior Planner at (951) 656-7000 or email at smith@marchjpa.com, for further information or if you have any questions that you would like to discuss.

Thank you.



Jeffrey M. Smith, AICP
Senior Planner
March Joint Powers Authority

ATTACHMENT(S):

- Project Description
- Project Site Plan / Architectural

RECORDING REQUESTED BY
PROFICIENCY 215 LLC
AND WHEN RECORDED RETURN TO:

Proficiency 215 LLC
11777 San Vicente Boulevard, Suite 780
Los Angeles, CA 90049
Attention: Jeffrey Trenton

**This document was electronically submitted
to the County of Riverside for recording**
Received by: ALYCIA #778

(Space Above For Recorder's Use)

COVENANT AFFECTING REAL PROPERTY

THIS COVENANT AFFECTING REAL PROPERTY ("Covenant") is made as of the 22nd day of August 2018, by Proficiency 215 LLC, a Delaware limited liability company ("Covenanter"), with reference to the following facts set forth in the recital paragraphs below:

-- RECITALS --

A. Covenanter is the owner of the real property described more particularly in Exhibit A hereto ("Property"), subject to the jurisdiction of the March Joint Powers Authority ("JPA").

B. The Property is situated approximately 5,440 feet northwesterly of the northwesterly terminus of runway 14-32 located at March Air Reserve Base ("MARB") and is subject to the Air Installation Compatible Use Zone Study ("AICUZ") and the March ARB/Inland Port Airport Land Use Compatibility Plan ("ALUCP"). The AICUZ and ALUCP have designated one portion of the Property as being located in Accident Potential Zone ("APZ") I and the remainder of the Property as being located in APZ II.

C. Portions of the Property are designated in APZ I and have an occupancy limit of 25 persons per acre. Other portions of the Property are designated in APZ II and have an occupancy limit of 50 persons per acre.

D. The Covenanter is developing the Property for an industrial warehouse building. The Covenanter has submitted to the JPA three applications for discretionary land use approvals for the development of the Property including, 1) a General Plan Amendment, assigning the JPA's General Plan designation of Industrial (I) to the Property; 2) a Change of Zone, assigning the zoning designation of Industrial (I) to the Property, consistent with the General Plan designation of Industrial (I); and 3) a Plot Plan for the proposed development of an approximately 709,083-square-foot industrial warehouse building; and environmental documentation pursuant to the California Environmental Quality Act ("CEQA"). All of the above shall be referred to collectively as the "Project."

8267-49

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants ("Density Cap") [**THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.**]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the "Density Restrictions," and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by JPA and MARB representatives, and consent and approval provided through an amendment to this Covenant.

F. JPA requires that the Covenanter, and each of its successors in interest in the Property, comply with the Density Cap and Density Restrictions.

G. JPA has indicated that it does not have the resources to undertake regular inspections of the Project to determine compliance with the Density Cap and Density Restrictions.

H. In order to ensure that Covenanter complies with the Density Cap and Density Restrictions, upon occupancy of the Project, Covenanter agrees to fund at its sole expense quarterly inspections. These inspections shall be undertaken by a neutral independent third party to be selected by JPA ("Independent Monitor"). The JPA shall provide invoices to Covenanter concerning the Independent Monitor's costs in undertaking the activities specified in the Covenant and such costs shall be reasonable and reflect the Independent Monitor's actual costs of inspection and reporting.

I. In order to ensure that there is compliance with the Density Cap and Density Restrictions, the Covenanter agrees to the provisions as set forth below during the term of the Covenant ("Covenant Lifespan").

-- AGREEMENT --

ARTICLE 1
GENERAL PROVISIONS

1.1 **Provisions to Run with the Land.** Subject to the conditions of this Covenant, during the Project Lifespan, the Density Cap and Density Restrictions shall be binding upon the Covenanter and its successors and assigns in interest in the Property (collectively "Covenanter"). The Covenant, the Density Cap, and Density Restrictions shall run with the Property and each portion thereof, and shall apply to and bind the Covenanter during the Project Lifespan.

1.2 **Deemed Concurrence.** The Covenanter and all other persons or entities acquiring any fee interest in the Property, shall be conclusively deemed by such acquisition to have irrevocably agreed to the Density Cap and Density Restrictions for and among themselves and their heirs, successors, and assigns. Upon any such person's or entity's sale or transfer of its interest in the Property, such conveying person or entity shall forever be released and relieved of any further obligation or liability arising under this Covenant, the Density Cap, and the Density Restrictions for events arising from and after the date of such transfer.

1.3 Incorporation into Deeds and Leases. The Density Cap and Density Restrictions are hereby deemed to be incorporated by reference into each conveyance of any fee or leasehold interest in the Property or portion thereof occurring after the date the Covenant is recorded in the Official Records of Riverside County, California, whether or not referred to in the instrument affecting such conveyance of the Property, or a portion thereof.

1.4 Parties Benefitting. This Covenant inures to the benefit of MARB and JPA and their successors in interest or assigns.

ARTICLE 2 **ENFORCEMENT OF COVENANT**

2.1 Right of Entry. Upon completion and occupancy of the Project, Covenanter shall allow the Independent Monitor to enter the Project, for the sole purpose of calculating the Project occupancy and confirming that the Covenanter is complying with the Density Cap and Density Restrictions. The Independent Monitor's method for calculating the Project occupancy and confirming that the Covenanter is complying with the Density Cap and Density Restrictions shall include separate calculations of employment occupancy within APZ I and APZ II and shall be approved by JPA, at its sole discretion, prior to the commencement of inspections. Upon JPA approval of the Independent Monitor's method of calculation, JPA or the Independent Monitor shall notify the Covenanter of the Independent Monitor's methods of calculation in writing ("Methodology"), before the Independent Monitor inspects the Project, in order for Covenanter to understand the Methodology to be used by the Independent Monitor. The Methodology shall be consistent with and be based upon the calculations of the Density Restrictions. The Independent Monitor shall inspect the Project quarterly at times solely determined by the Independent Monitor within each calendar quarter. "Quarterly" shall mean each calendar quarter beginning on January 1, April 1, July 1, or October 1, as applicable, and ending on the succeeding March 31, June 30, September 30, or December 31, as applicable. Notwithstanding the foregoing, the Independent Monitor's inspections shall be done in a safe and unobtrusive manner. Within thirty (30) days of completing its quarterly inspection, the Independent Monitor shall submit written reports to MARB, JPA, and Covenanter documenting the Project occupancy. If the Independent Monitor determines that the Density Cap or Density Restrictions have been exceeded, within three (3) days of this determination, the Independent Monitor shall provide written notification to Covenanter, MARB, and JPA of this exceedance. Upon receipt of such notice, Covenanter shall eliminate the exceedance within fifteen (15) days. At the conclusion of this 15-day period, the Independent Monitor shall re-inspect the Project to determine whether the exceedance has been eliminated. If the exceedance has not been eliminated, the Independent Monitor shall provide written notification to Covenanter, MARB and JPA of this uncured exceedance no later than five (5) days thereafter and the Independent Monitor shall pursue the Administrative Remedies specified in Section 2.3 of this Covenant. If the exceedance has been eliminated, the Independent Monitor shall provide written notification no later than five (5) days thereafter to Covenanter, MARB and JPA of this elimination.

2.2 Remedies. The remedies specified in Section 2.3 of this Covenant shall be triggered upon either (i) one (1) exceedance of the Density Cap or Density Restrictions by Covenanter which has not been corrected within the cure period set forth above in Section 2.1 in any one (1) year period of Project occupancy; or (ii) two (2) exceedances of the Density Cap or Density Restrictions by Covenanter which have been eliminated within the cure period set forth above in Section 2.1 in any one (1) year period of Project occupancy ("Actionable Default").

2.3 Administrative Remedies. Upon any Actionable Default, the Independent Monitor shall notify Covenanter, JPA, and MARB in writing of the Actionable Default and JPA shall commence the revocation process of the Project's certificate of occupancy pursuant to JPA Development Code § 9.02.260. If the Project's certificate of occupancy is revoked pursuant to this process, all operations and/or activities at the Project site shall immediately terminate. If the certificate of occupancy is revoked, Covenanter may reapply to JPA to re-establish the use and occupancy of the Project, subject to compliance with the Density Cap and Density Restrictions. JPA may authorize a re-establishment of the use and occupancy of the Project if Covenanter provides reasonable assurances to JPA that the Density Cap and Density Restrictions will not be exceeded in the future.

2.4 Mortgagee Protection. Notwithstanding any other provision of this Covenant, no breach of the Density Cap or Density Restrictions, nor the enforcement of any provisions contained in this Covenant shall affect, impair, or defeat the lien or charge of any duly recorded mortgage or deed of trust encumbering any portion of the Property, or affect, impair, or defeat the interest of the mortgagee, or its successor or assigns pursuant to such a mortgage, provided that such mortgage is made in good faith and for value. The Density Cap and Density Restrictions shall be binding upon and effective against any person whose title in the Property or any portion thereof, is derived through foreclosure, deed in lieu of foreclosure, or trustee's sale during the period of their ownership.

ARTICLE 3 MISCELLANEOUS

3.1 No Dedication Intended. Nothing herein shall be construed to be a grant or dedication, or offer to grant or dedicate, the Property or any portion thereof to MARB or JPA for any purposes whatsoever.

3.2 Notices.

(a) All notices and communications relating to this Covenant shall be in writing and shall be deemed effective when such notice or communication is personally delivered to the person:

To Covenanter: Proficiency 215 LLC
11777 San Vicente Blvd., Suite 780
Los Angeles, CA 90049
Attention: Jeffrey Trenton

and to:

Allen Matkins Leck Gamble Mallory & Natsis LLP
1900 Main Street, 5th Floor
Irvine, CA 92614
Attention: John Condas, Esq.

To JPA: March Joint Powers Authority
 14205 Meridian Parkway, Suite 140
 Riverside, CA 92518
 Attention: Danielle Wheeler

and to:

Best Best & Krieger, LLP
 3390 University Avenue, 5th Floor
 Riverside, CA 92501
 Attention: Charity B. Schiller

(b) Concurrently with the consummation of the conveyance of an interest in the Property, or portion thereof, by the Covenanter to a successor or assign of such Covenanter, such transferee shall notify the Independent Monitor and JPA in writing of such conveyance. Such notification shall set forth the name of the transferee and its contact information for the purposes of the giving notice to such transferee under Section 3.2(a). Prior to the receipt by the Independent Monitor of any such notification, any and all written communication by the Independent Monitor under this Covenant shall be sufficient if given to the address for the Covenanter as provided in Section 3.2(a).

3.3 Breach. For all breaches of this Covenant which are not an Actionable Default, failure by Covenanter to perform an obligation which arises hereunder shall constitute a breach of this Covenant. Upon a breach of this Covenant, JPA shall commence the revocation process of the Project certificate of compliance as set forth above in Section 2.3.

3.4 Partial Invalidity. If any portion of the Covenant is determined by a judgment of a court of competent jurisdiction to be invalid for any reason, the remaining portions shall remain in full force and effect as if such portions had not been included in such a judgment.

3.5 Successors and Assigns of Covenanter. This Agreement shall be binding upon the successors in interest and assigns of Covenanter.

3.6 Covenant Lifespan. As used herein the words "Covenant Lifespan" refer to the period of time following the date of recordation of this Covenant when the Covenant is in effect. The Covenant Lifespan shall have a term of the earliest of (i) demolition of the Project; (ii) the MARB and March Inland Port Airport Authority, or subsequent civilian airport, ceasing operations as an airport; (iii) written request by MARB and March Inland Port Airport Authority to terminate the Covenant; or (iv) removal of the Project from APZ I and APZ II.

3.7 Initiation of Enforcement Proceedings. Notwithstanding any other provision of this Covenant to the contrary, no third party other than JPA may compel enforcement of any provision of this Covenant.

3.8 Jurisdiction and Venue. All legal actions arising from this Covenant shall be filed in the Superior Court of the State of California in and for the County of Riverside, California, or the United States District Court with jurisdiction in the County of Riverside, California.

3.9 Time is of the Essence. Time is of the essence in performance of the obligations set forth in this Covenant.

IN WITNESS WHEREOF, Covenanter has executed this Covenant as of the date set forth above as evidenced by the authorized officer of Covenanter whose signature appears below.

COVENANTER
Proficiency 215 LLC,
a Delaware limited liability company

By: 
Jeffrey N. Trenton
Its: President

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On Aug 22, 2018, before me, Mark C Glode,

Notary Public, personally appeared JEFFREY N. THENTON (insert name of notary), who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature [Handwritten Signature]

(Seal)

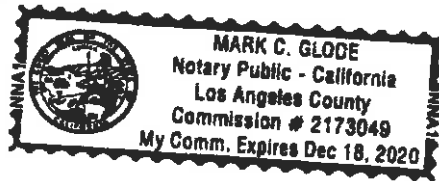


EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

LEGAL DESCRIPTION

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

PARCEL A: (APN: 297-100-045-8)

THAT PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF; CONVEYED TO THE CALIFORNIA SOUTHERN RAILROAD COMPANY BY DEED RECORDED JANUARY 23, 1888, IN BOOK 69, PAGE 91 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 15, MARKED BY A 1-1/2 INCH BRASS DISC, STAMPED "RIV CO SUR-1985-SEC COR"; THENCE ALONG THE NORTH LINE OF SAID SECTION 15, NORTH 89° 52' 19" WEST, 1,461.68 FEET TO THE EASTERLY RIGHT OF WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY (FORMERLY CALIFORNIA SOUTHERN RAILROAD COMPANY) PER ABOVE SAID DEED AND TO THE POINT OF BEGINNING; THENCE COURSE "A", ALONG SAID EASTERLY RIGHT OF WAY LINE, SOUTH 19° 23' 12" EAST, 2678.25 FEET TO THE INTERSECTION OF THE WESTERLY PROLONGATION OF THE NORTH LINE OF THAT CERTAIN PARCEL OF LAND ACQUIRED BY THE UNITED STATES OF AMERICA BY DECREE OF TAKING, A CERTIFIED COPY OF WHICH WAS RECORDED MARCH 2, 1942, IN BOOK 532, PAGE 311, OFFICIAL RECORDS OF RIVERSIDE COUNTY, AND BY DECREE ON AMENDED DECLARATION OF TAKING, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 24, 1943, IN BOOK 571, PAGE 237, OFFICIAL RECORDS OF RIVERSIDE COUNTY, WITH THE WESTERLY RIGHT OF WAY LINE OF THAT CERTAIN PARCEL OF LAND ACQUIRED BY THE STATE OF CALIFORNIA (STATE ROUTE 215), AS PARCEL NO. 35, IN DECREE OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED MAY 18, 1943, IN BOOK 580, PAGE 327, OFFICIAL RECORDS OF RIVERSIDE COUNTY; THENCE CONTINUING ALONG SAID EASTERLY RIGHT OF WAY LINE AND SAID WESTERLY RIGHT OF WAY LINE (STATE ROUTE 215), SOUTH 19° 23' 12" EAST, 82.79 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 875.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, FROM A TANGENT BEARING OF NORTH 66° 20' 39" WEST, THROUGH A CENTRAL ANGLE OF 9° 47' 09", AN ARC LENGTH OF 149.44 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID ATCHISON, TOPEKA AND SANTA FE RAILWAY, SAID LINE BEING PARALLEL WITH AND 100.00 FEET SOUTHWESTERLY MEASURED AT RIGHT ANGLES TO THE ABOVE MENTIONED COURSE "A"; THENCE ALONG SAID WESTERLY RAILWAY RIGHT OF WAY LINE, NORTH 19° 23' 12" WEST, 2685.67 FEET TO SAID NORTH LINE OF SECTION 15; THENCE ALONG SAID NORTH LINE, SOUTH 89° 52' 19" EAST, 106.10 FEET TO THE POINT OF BEGINNING.

PARCEL B: (APN: 297-100-013-9)

PARCEL 3 (EAST): BEING THAT PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, ALSO SHOWN AS PARCEL 3 OF RECORD OF SURVEY 000-135, ON FILE IN BOOK 110, PAGES 30 THROUGH 40, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE IN THE WESTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILROAD RIGHT-OF-WAY AS SHOWN ON SHEET 7 OF 11, SHEETS OF SAID RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID COURSE BEARS SOUTH 19° 23' 04" EAST, 2,577.64 FEET, ALSO BEING SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-8, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-254;

THENCE SOUTH 19° 23' 04" EAST, 2,577.64 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 875.00 FEET, A RADIAL LINE TO SAID

BEGINNING BEARS SOUTH 33° 26' 41" WEST, SAID BEGINNING ALSO BEING A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-6, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-251;

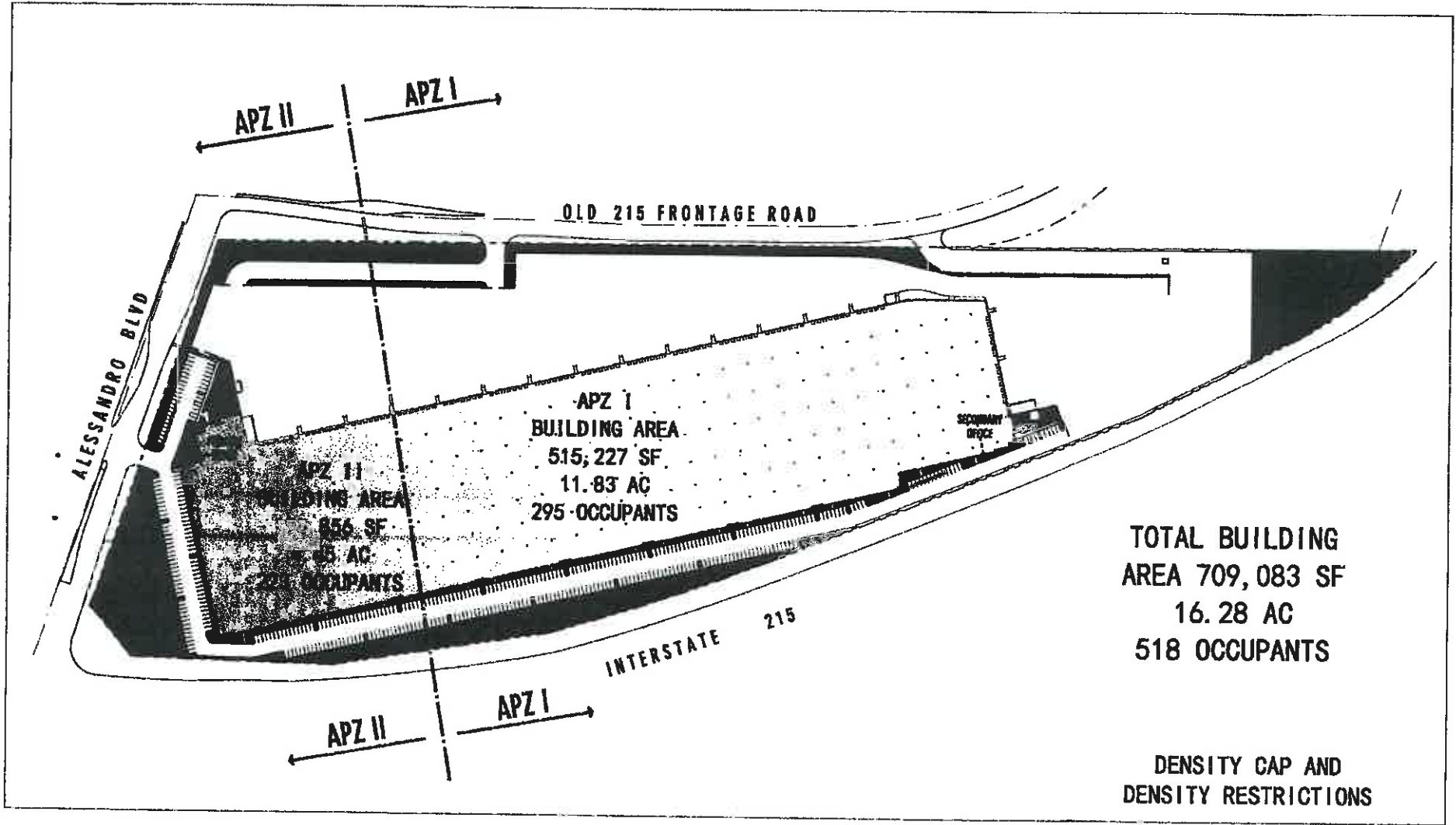
THENCE ALONG SAID EASTERLY LINE THE FOLLOWING 9 COURSES:

- 1) NORTHWESTERLY 171.38 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11° 13' 20";
- 2) NORTH 45° 20' 00" WEST, 391.10 FEET;
- 3) NORTH 40° 30' 27" WEST, 878.53 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4,875.00 FEET;
- 4) NORTHWESTERLY ALONG SAID CURVE 508.50 FEET THROUGH A CENTRAL ANGLE OF 05° 58' 35";
- 5) NORTH 28° 08' 58" WEST, 486.75 FEET;
- 6) NORTH 17° 49' 57" WEST, 447.33 FEET;
- 7) NORTH 30° 29' 16" EAST, 142.45 FEET;
- 8) NORTH 89° 54' 38" EAST, 415.29 FEET TO THE SOUTHERLY LINE OF ALESSANDRO BOULEVARD AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-8, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-254;
- 9) THENCE ALONG SAID SOUTHERLY LINE SOUTH 89° 51' 58" EAST, 314.75 FEET TO THE POINT OF BEGINNING.

RESERVING THEREFROM ALL OIL, GAS AND OTHER MINERAL RESOURCES OF ANY KIND OR NATURE IN THE MINERAL ESTATE OF THE PROPERTY, PROVIDED, HOWEVER, THAT SUCH RESERVATION SHALL NOT INCLUDE THE RIGHT OF ACCESS TO OR ANY RIGHT TO USE ANY PORTION OF THE SURFACE OF THE PROPERTY, AS RESERVED IN DEED RECORDED DECEMBER 14, 2001, AS INSTRUMENT NO. 2001-622399, AND JUNE 25, 2002, AS INSTRUMENT NO. 2002-347891, BOTH OF OFFICIAL RECORDS.

APNs: 297-100-045-8 and 297-100-013-9

EXHIBIT B
DENSITY CAP AND DENSITY RESTRICTIONS



NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Jeffrey Smith at (951) 656-7000.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday, December 25 (Christmas Day) and Wednesday, January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1394MA19 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: MIG, Inc.) – March Joint Powers Authority Case No. PP14-02 (Plot Plan/Determination of Substantial Conformance). The applicant proposes to revise the floor plan of a 709,083 square foot high-cube industrial warehouse building (which is currently under construction) to provide for an additional 10,000 square feet of office area (reducing warehouse area by the same square footage). The building site is located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue. There is no increase to the building's footprint. The building, as amended, would provide for 684,083 square feet of warehouse area and 25,000 square feet of office area with mezzanine. The original project, which proposed 694,083 square feet of high-cube logistics warehouse, 12,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine, was found consistent by ALUC in 2015 (Airport Compatibility Zones B1-APZ-I and APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1394MA19 DATE SUBMITTED: 11-27-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	PR III/CHI Freeway BC, L.L.C., Attn: Jared Riemer	Phone Number	949-478-1883
Mailing Address	527 W. 7th Street, Suite 308 Los Angeles, CA 90014	Email	jriemer@chindustrial.com

Representative	Pam Steele, MIG, Inc.	Phone Number	951-787-9222
Mailing Address	1500 Iowa Avenue, Suite 110 Riverside, CA 92507	Email	pams@migcom.com

Property Owner	PR III/CHI Freeway BC, L.L.C., Attn: Jared Riemer	Phone Number	949-478-1883
Mailing Address	527 W. 7th Street, Suite 308 Los Angeles, CA 90014	Email	jriemer@chindustrial.com

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-656-7000
Staff Contact	Jeff Smith	Email	smith@marchjpa.com
Mailing Address	14205 Meridian Parkway, Suite 140 Riverside, CA 92518	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	PP14-02 (Plot Plan - Revision)		

PROJECT LOCATION

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

Street Address	2677 East Alessandro Blvd.		
Assessor's Parcel No.	297-100-013 and -045	Gross Parcel Size	39.4 acres
Subdivision Name	n/a	Nearest Airport and distance from Airport	March Air Reserve Base, 0.8 miles
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 is currently under construction for the approved Freeway Business Center, consisting of a 709,083 SF warehouse building with a total of 15,000 SF of office. There are two office areas approved, including 10,000 SF (7,000 SF on the ground floor 3,000 SF of mezzanine) and 5,000 SF in the southwest corner. The site is divided into APZs I and II, as depicted on the site plan.
------------------------------	--

Proposed Land Use (describe)	The project submittal proposes an additional 10,000 SF of office in the northwest corner of the building, in APZ II. The total SF of the building will not change, nor will the exterior elevations, height, materials, etc. Therefore, the FAA approval will not need to be amended. A more detailed Project Description is attached.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	Two lots - will be consolidated into one.	
For Other Land Uses (See Appendix C)	Hours of Operation	Speculative building, therefore, assume 24 hours / 7 days per week.	
	Number of People on Site up to 518	Maximum Number	518, pursuant to the recorded "Covenant Affecting Real Property," attached.
	Method of Calculation	Pursuant to the "Covenant Affecting Real Property" the building occupancy may not exceed 518 persons at any one time.	
Height Data	Site Elevation (above mean sea level)	1,537	ft.
	Height of buildings or structures (from the ground)	48	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	If yes, describe	 	

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1393MA19 – Innovation Industrial Partners/Vincent Von Der Ahe (Representative: Kent Norton, MIG. Inc.)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: PP19-03 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Compatibility Zones B1-APZ-I and B2

Noise Levels: 65-70 CNEL

MAJOR ISSUES: The applicant is proposing to construct an industrial warehouse building on a site located partially within the portion of Airport Compatibility Zone B1 in Accident Potential Zone I (APZ-I), as delineated by the United States Air Force in the 2005 and 2018 Air Installation Compatible Use Zone (AICUZ) studies. (The remainder of the site is located in Zone B2.) The proposed building floor area would be expected to accommodate a population level that is inconsistent with ALUC's Compatibility Zone B1-APZ-I average intensity limit of 25 people per acre. The potential occupancy would also exceed 25 people in any given acre, which the Air Force understands to be the maximum allowable level pursuant to Department of Defense Instruction (DoDI) No. 4165.57.

In order to address this issue, the applicant has accepted a condition to execute and record a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 25 people in any given acre in APZ-I. Operation in compliance with this covenant will be necessary to satisfy Air Force and March Joint Powers Authority concerns regarding project intensity. With the Covenant in place, the project's intensity becomes consistent with Compatibility Zone B1-APZ-I average and single acre intensity criteria, and with the Air Force DoDI intensity criteria.

RECOMMENDATION: Staff recommends that the Commission find the proposed Plot Plan CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such

additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant proposes to construct a 48,400 square foot industrial warehouse building on 3.22 acres.

PROJECT LOCATION: The site is located on the southeast corner of Cactus Avenue and Innovation Drive, approximately 4,670 feet northwesterly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Site-Specific Exception Area: The project is located within the March Joint Powers Authority: March Business Center Specific Plan and Meridian site exception area as identified in the 2014 March ALUCP. This exception area consisted of properties that were subject to entitlements (SP-1 and SP-5) with development agreements in effect prior to the adoption of the 2014 March ALUCP. The March ALUCP, therefore, included language that exempted subsequent projects in these areas from compliance with March ALUCP compatibility criteria and ALUC review. The exception was only to be valid as long as the indicated specific plans and associated development agreements remained in effect.

Pursuant to the provisions stated in the March Joint Powers Authority letter dated November 8, 2017 (included in this staff report package), the development agreement no longer applies to this property. The project, therefore, is subject to ALUC review and the 2014 March ALUCP compatibility criteria.

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-I and B2. Zone B1-APZ-I limits average intensity to 25 people per acre, and B2 limits average intensity to 100 people per acre. Approximately 2.55 acres are located within APZ-I and 0.67 acres within B2.

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

- Office – 1 person/200 square feet, and
- Warehouse – 1 person/500 square feet.

The applicant proposes a 48,400 square foot industrial warehouse building consisting of 43,400 square feet of warehouse area and 5,000 square feet of office area, potentially accommodating 112 people, resulting in an average of 35 people per acre for the entire site, which would be inconsistent with the Compatibility Zone B1-APZ-I criterion of 25 (but consistent with Compatibility Zone B2 criterion of 100).

A breakdown of use by Compatibility Zone indicates that 40,258 square feet of warehouse area and 5,000 square feet of office area would be located within Zone B1-APZ-I, potentially accommodating 106 people, resulting in an average intensity of 42 people per acre for the portion of the site located in Zone B1-APZ-I, which would be inconsistent with the Compatibility Zone B1-APZ-I average acre intensity criterion of 25. 3,142 square feet of warehouse area would be located in Zone B2, accommodating 6 people, resulting in an average intensity of 9 people per acre for the portion of the site located in Zone B2, which would be consistent with the Compatibility Zone B2 average acre intensity criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (79 standard vehicle spaces), the total occupancy would be estimated at 119 people for an average intensity of 37 people per acre, which is inconsistent with the Zone B1-APZ-I average acre intensity criterion of 25, but consistent with the B2 average intensity criterion of 100.

The applicant has agreed to a condition that will require execution and recordation of a Covenant, recorded on the title of the property, which limits actual occupancy of the building in conformance with the limit of 25 persons in any given acre within APZ-I. With this Covenant in place, the project's occupancy accommodates 28 people, resulting in an average intensity of 9 people per acre for the entire site, which is consistent with average intensity criteria for Zone B1-APZ-I of 25 people per acre, and Zone B2 of 100 people per acre. (However, this would also indicate that the number of parking spaces being required is excessive.)

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity occurs around the proposed office areas in APZ-I. This single-acre area includes 31,647 square feet of warehouse area and 5,000 square feet of office area, which, in the absence of the Covenant, could accommodate a total occupancy of 88 people, which would be consistent with the 2014 March ALUCP Compatibility Zone B1-APZ-I single acre intensity criterion of 100 (as well as the Zone B2 criterion of 250). (Approximately 6,913 square feet of the single-acre area is located outside the building and will not generate any occupancy.)

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

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-I and B2 of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies most of the project site as located within Accident Potential Zone I (APZ-I). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite “warehousing” as a permitted use in APZ-I (and prohibited use in the Clear Zone [CZ]).

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

The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 25 people in any given acre of APZ-I. As noted above, the project would be expected to result in a single acre occupancy of 88 people in APZ-I.

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

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

The applicant has agreed to a condition that will require execution and recordation of said document, which limits actual occupancy of the building in conformance with the limit of 25 persons in any given acre within APZ-I. Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restriction and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) forty-eight (48) occupants (“Density Cap”); and (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I. Requirement (ii) constitutes the “Density Restriction”. Accordingly, any building expansion or change in use is prohibited, without further review by the JPA and MARB representatives, and consent and approval provided through an amendment to this covenant.

The Density Cap of 48 in this situation was derived by subtracting the portion of the building in the most intense single-acre area from the total square footage, applying the one person per 500 square feet ratio to that area, and adding that number (23) to the 25 in the most intense single-acre area.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1-APZ-I and B2. Industrial warehouse buildings are compatible within Accident Potential Zone I pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Use as an industrial warehouse is also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57, but the intensity levels of this project in the absence of the Covenant would exceed DODI allowances, as understood by the Air Force.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building so as to achieve an interior noise level of 45 CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 4,670 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,581 feet AMSL. The maximum finished floor elevation is 1,562 feet AMSL. The applicant has identified that all building heights will be a maximum of 38 feet, resulting in a top point elevation of 1,600 feet AMSL. Therefore, review of this building by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAA OES was made, and Aeronautical Study Number 2019-AWP-15121-OE was assigned to this project. Its review 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. However, development within Compatibility Zone B1-APZ-I is limited to a maximum lot coverage of 50% (no requirement for Zone B2). The proposed lot coverage is 43%, which is consistent with the maximum lot coverage criterion for warehouses of 50% in the Accident Potential Zones.

CONDITIONS:

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, hazardous materials manufacture/storage, noise sensitive outdoor nonresidential uses, and hazards to flight.
 - (f) Retail trade, eating and drinking establishments, personal services, professional services, educational services, governmental services, medical facilities, cultural activities, and any other uses providing on-site services to the public.
 - (g) Commercial service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; gaming; auction rooms.
 - (h) Manufacturing of: food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and/or tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.

5. Any proposed detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. This project has been evaluated as a proposal for 43,400 square feet of warehouse area and 5,000 square feet of office floor area. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of office uses exceeding the amounts specified above.
7. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. March Joint Powers Authority shall require an acoustical study to ensure compliance with this requirement.
8. Zoned fire sprinkler systems shall be required throughout the building.
9. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
10. The project shall execute and record a Covenant on the title of the property, which limits building occupancy to a maximum of 25 people in any given acre in the APZ-I portion of the building. The project shall be in compliance with the recorded Covenant. Any changes to the Covenant will require review by the Airport Land Use Commission, March Joint Powers Authority, and March Air Reserve Base.

NOTICE OF AIRPORT IN VICINITY

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

MARCH JOINT POWERS AUTHORITY



November 8, 2017

Mr. Paul Rull
Riverside County Airport Land Use Commission
4080 Lemon Avenue, 14th Floor
Riverside, CA 92501

Dear Mr. Rull,

On June 30, 2016, March JPA Executive Director confirmed receipt of and concurrence with Waypoint Property Group's request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("DA") for the March Business Center/Meridian North Campus Business Park. Subsequent to the approval of the DDA and DA extensions by the March JPA Executive Director, the master developer has determined that the extended agreements should not apply to lots sold to third party developers in March Business Center/Meridian North Campus Business Park. Accordingly, the attached letter from Waypoint Property Group and Lewis Management Group (collectively Meridian Park, LLC) identifies that the properties that are subject to the extended DDA and DA are limited to the entire South Campus; North Campus Unit 2, Lot 8; the Meridian West Lower Plateau; and the unentitled Weapons Storage Area. Meridian Park, LLC., has provided a letter discussing the extension of the agreements. A detailed exhibit has been provided as an attachment referencing the lots in which the DA and DDA were extended. If you require additional information, please do not hesitate to contact me at (951) 656-7000.

Sincerely,

Dan Fairbanks, AICP

Attachment(s)

- 1) Letter from Master Developer dated November 6, 2017
- 2) DDA and DA applicable lots



November 6, 2017

Mr. Paul Rull
Riverside County Airport Land Use Commission
4080 Lemon Ave, 14th Floor
Riverside, CA 92501

RE: March Business Center/Meridian

Dear Paul:

Meridian Park, LLC is the successor Master Developer of the March Business Center, later referred to as Meridian. On June 30, 2016, the March Joint Powers Authority ("MJPA") consented to our request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("DA") affecting the designated March properties. These extensions keep the terms of the agreements in place for an additional two, five-year terms.

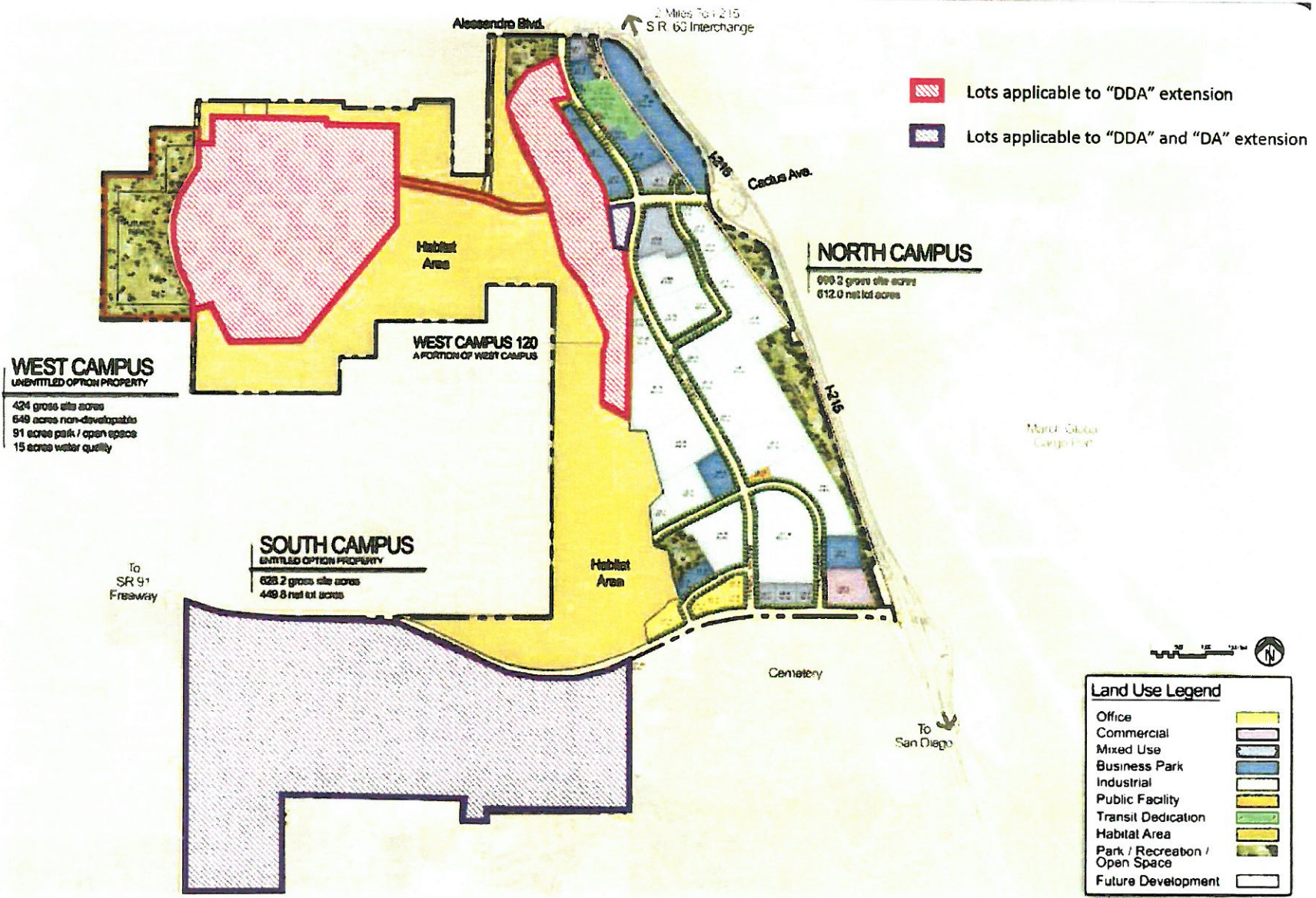
However, we agreed with the MJPA that it would not be necessary to extend these agreements to include properties within the park that have previously been "developed" with final maps, infrastructure, etc. and sold to third parties. Properties meeting these criteria no longer benefit from the advantages the documents provide (generally accruing to the Master Developer) and would only cloud otherwise clean title.

Please let me know should you have any further questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeff Gordon', written over a horizontal line.

Jeff Gordon, for Meridian Park, LLC



- Lots applicable to "DDA" extension
- Lots applicable to "DDA" and "DA" extension

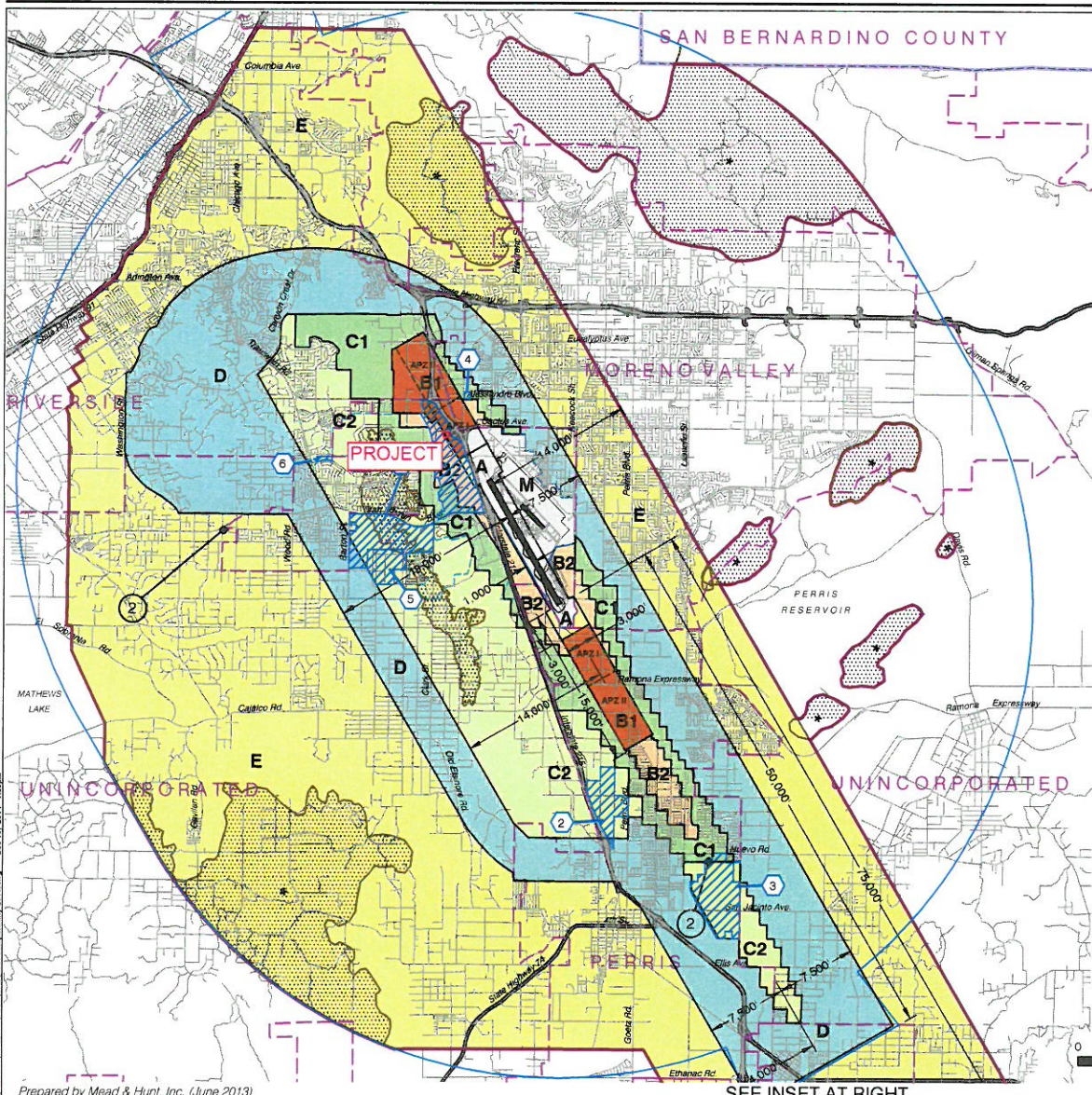
WEST CAMPUS
 UNENTITLED OPTION PROPERTY
 424 gross site acres
 649 acres non-developable
 91 acres park / open space
 15 acres water quality

SOUTH CAMPUS
 ENTITLED OPTION PROPERTY
 628.2 gross site acres
 449.8 net lot acres

NORTH CAMPUS
 690.2 gross site acres
 612.0 net lot acres

Land Use Legend

Office	
Commercial	
Mixed Use	
Business Park	
Industrial	
Public Facility	
Transit Dedication	
Habitat Area	
Park / Recreation / Open Space	
Future Development	



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

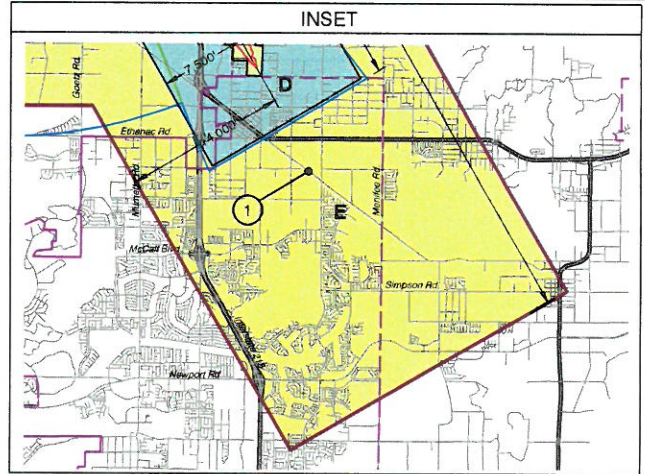
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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)

Numbered Callouts

- 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.
- 3 March JPA: March Business Center/Meridian
- 4 Perris: Harvest Landing
- 5 Perris: Park West
- 6 Moreno Valley: Affordable Housing
- 7 March JPA: Ben Clark Training Center
- 8 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.



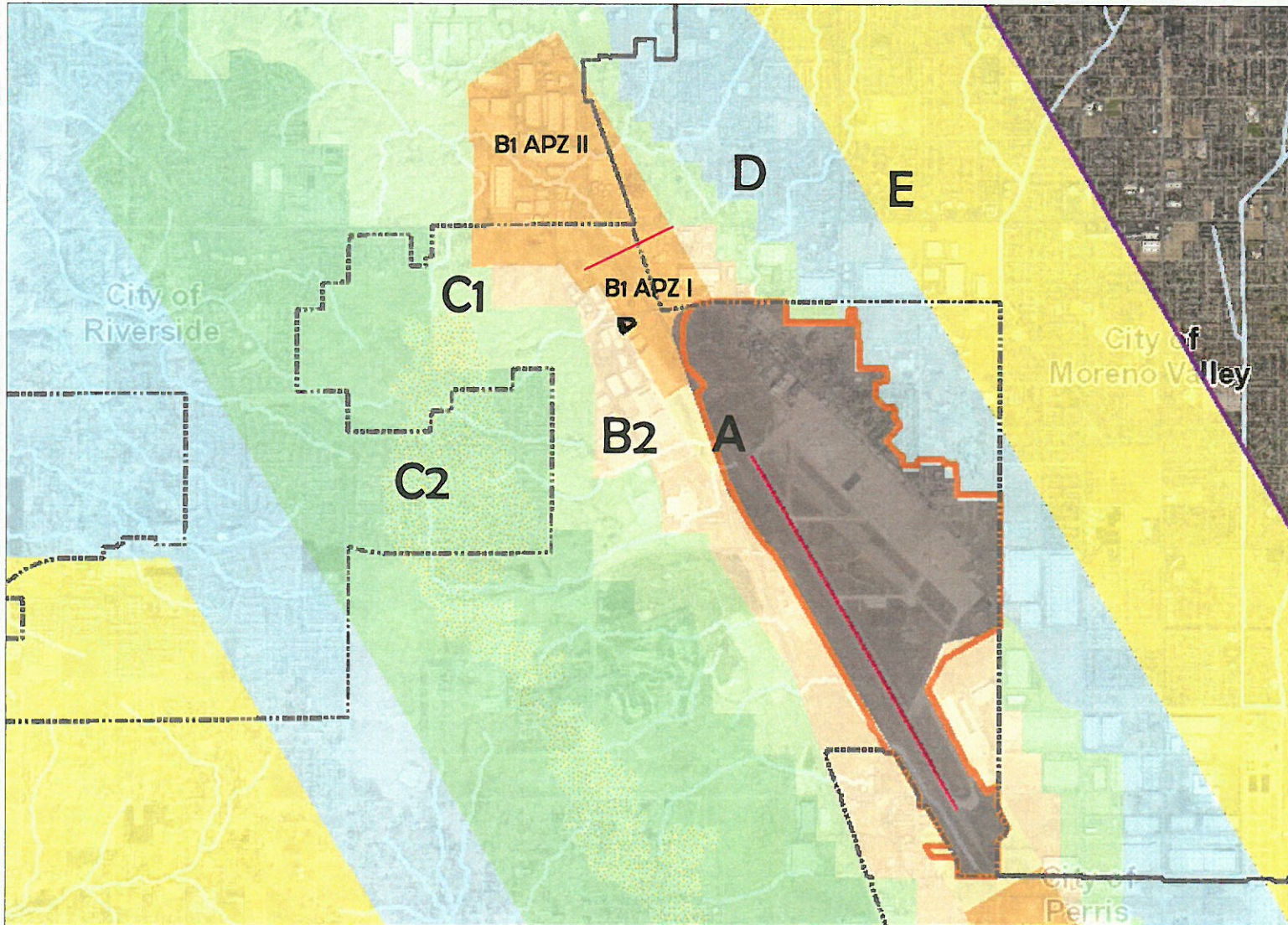
Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport

X:\18100-1001\18100-1001\PROJECTS\CAD\MA-1 Compatibility_2013.dwg Dec 10, 2014 - 1:09pm

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

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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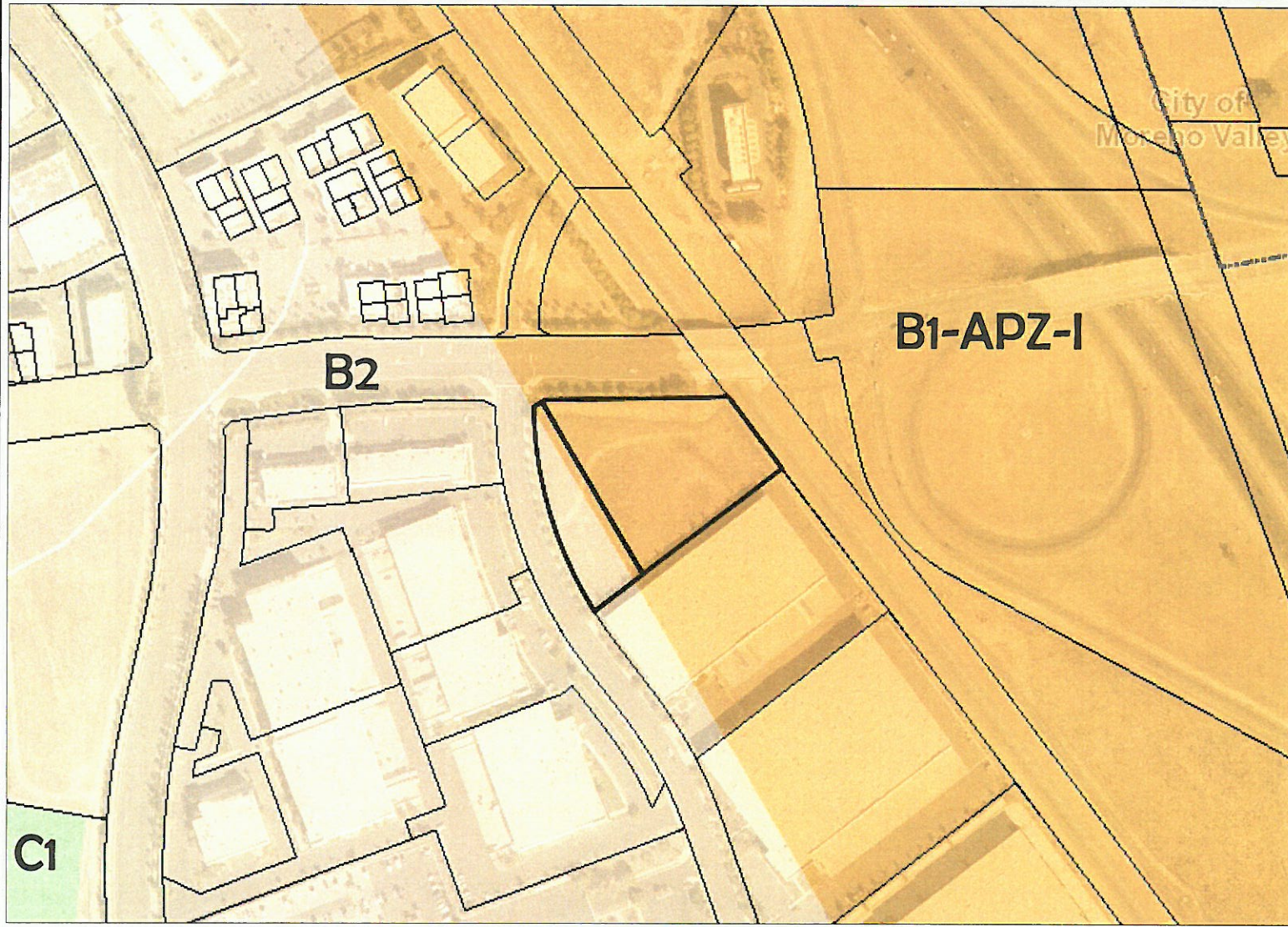
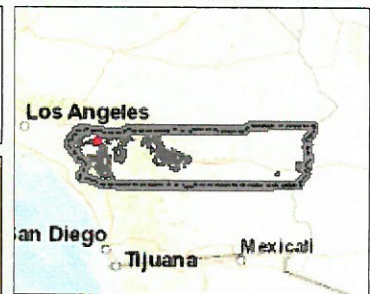


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Notes

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



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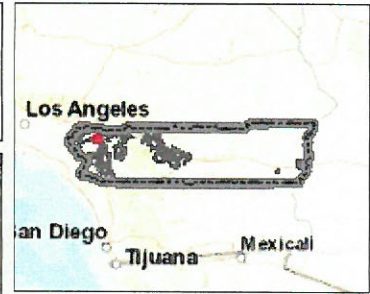
Notes



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Map My County Map



Legend

- Blueline Streams
- ▤ City Areas
- World Street Map



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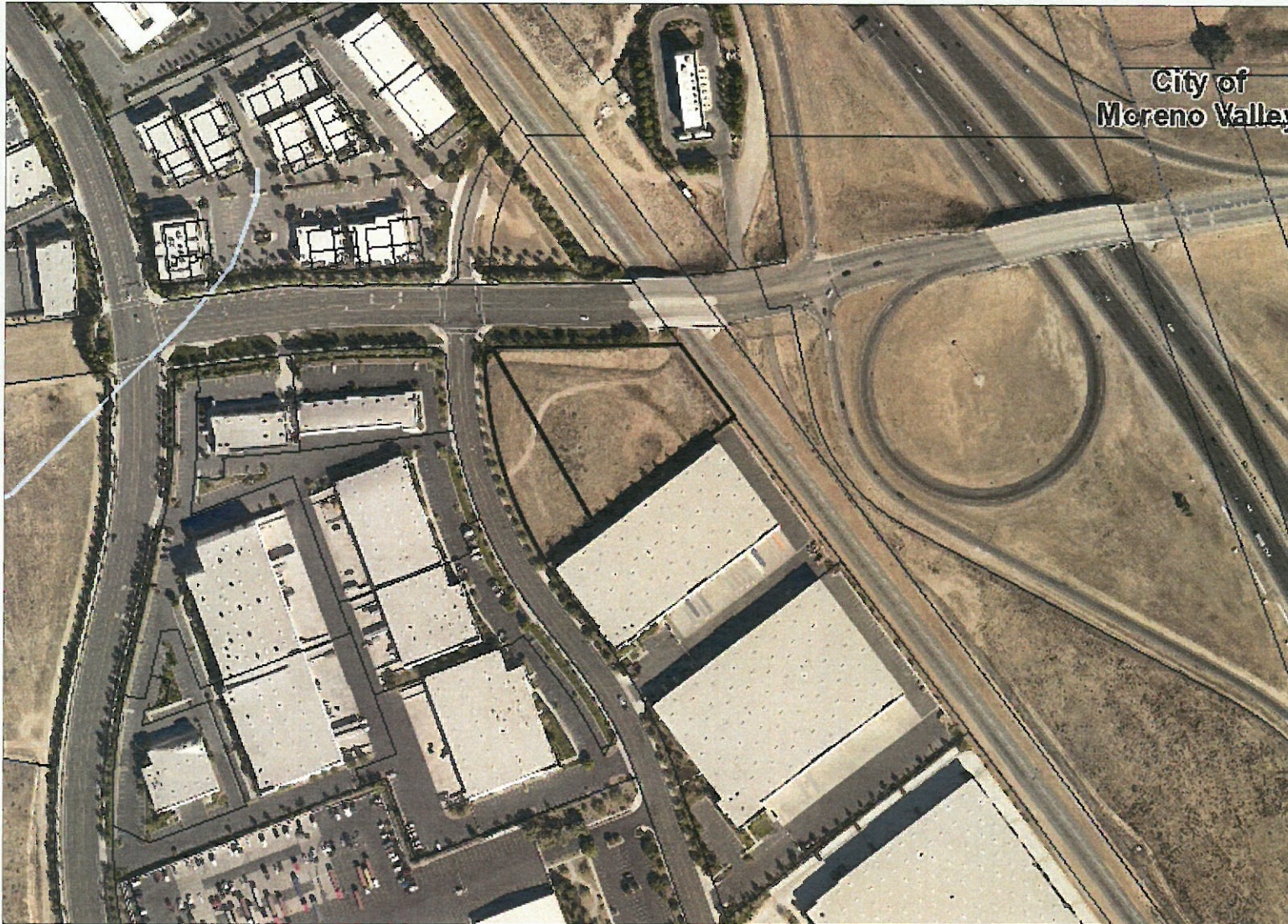


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Notes

Map My County Map



Legend

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



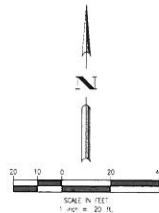
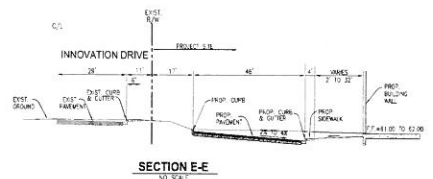
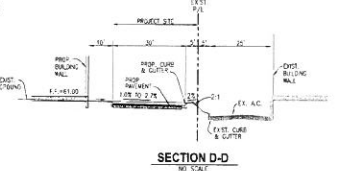
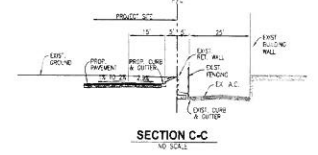
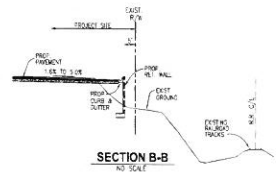
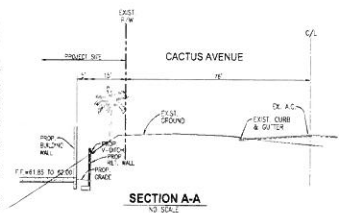
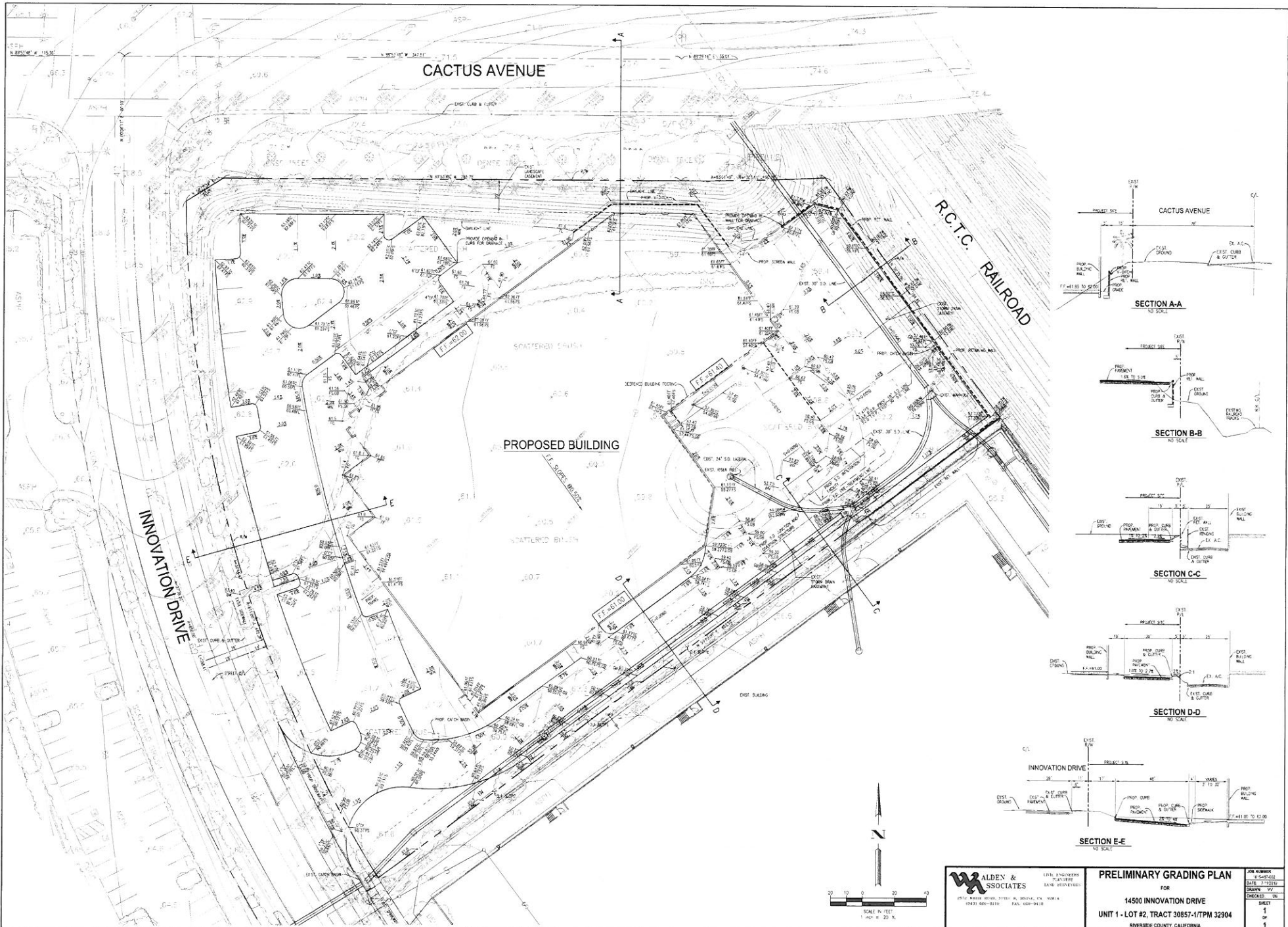
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Notes



<p>ALDEN & ASSOCIATES CIVIL ENGINEERS PLANNERS LAND SURVEYORS</p> <p>OFFICE: 1400 N. GARDEN, SUITE 100, RIVERSIDE, CA 92504 PHONE: 951-514-1111 FAX: 951-514-1112</p>	PRELIMINARY GRADING PLAN		JOB NUMBER 15-045-002	
	FOR		DATE: 11/15/19	
	14500 INNOVATION DRIVE		DESIGNER: VJZ	CHECKED: US
	UNIT 1 - LOT #2, TRACT 30857-1/TPM 32904		SCALE: 1/8" = 1'-0"	SHEET 1 OF 1
RIVERSIDE COUNTY, CALIFORNIA				

Rull, Paul

From: Kent Norton <knorton@migcom.com>
Sent: Tuesday, December 10, 2019 2:37 PM
To: Rull, Paul
Cc: Vincent M. Von der Ahe; Mike Gill; Pam Steele
Subject: VDA project ALUC review

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Paul, the VDA project applicant Vincent Von der Ahe has agreed to the occupancy restrictions in the example covenant you sent over last week. Please let me know if you need anything more official at this time to keep the project on the January commission hearing. Finally, who prepares the actual covenant/agreement? Thank you...

--

Kent Norton, AICP, REPA
Senior Project Manager



1500 Iowa Avenue, Suite #110
Riverside, California 92507
Ph: 951 787 9222 | www.migcom.com

Cell: 909 518 8200

former State President of the Association
of Environmental Professionals (AEP)

Rull, Paul

From: Kent Norton <knorton@migcom.com>
Sent: Friday, December 13, 2019 10:42 AM
To: Rull, Paul
Cc: Vincent M. Von der Ahe; Mike Gill; Pam Steele; Bob Prasse
Subject: VDA ALUC Application ZAP1393MA19

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

After discussion with the applicant and his architect, VDA has agreed to remove the 2nd floor mezzanine from their project to meet the AICUZ limitation you informed us of earlier this week. The overall building footprint would remain the same but the interior uses would change as shown below:

Use	Submitted Plan	Proposed Changes
Office	5,000 SF	5,000 SF
Warehouse	45,900 SF	43,400 SF
TOTAL	50,900 SF	48,400 SF

As we indicated earlier, the applicant has also agreed to a covenant with March JPA limiting the project occupancy to meet the APZ-1 limits. Please let me know if you need anything else that would affect our Jan hearing date. Thank you...

--
Kent Norton, AICP, REPA
Senior Project Manager



1500 Iowa Avenue, Suite #110
Riverside, California 92507
Ph: 951 787 9222 | www.migcom.com
Cell: 909 518 8200

former State President of the Association
of Environmental Professionals (AEP)

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Jeffrey Smith at (951) 656-7000.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday, December 25 (Christmas Day) and Wednesday, January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1393MA19 – Innovation Industrial Partners, LLC, Vincent Von Der Ahe (Representative: Kent Norton, MIG. Inc.) – March Joint Powers Authority Case No. PP19-03 (Plot Plan). The applicant proposes to construct a 48,400 square foot industrial warehouse building on 3.22 acres located on the southeast corner of Cactus Avenue and Innovation Drive (Airport Compatibility Zones B1-APZ-I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1393MA19 DATE SUBMITTED: November 27, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Vincent Von der Ahe	Phone Number	949-348-9690
Mailing Address	VDA Real Estate Services 26440 La Alameda, Suite 270 Mission Viejo, CA 92691	Email	vmv@vdaco.com
Representative	MIG	Phone Number	951-787-9222
Mailing Address	1500 Iowa Avenue, Suite 110 Riverside, CA 92507 Attn: Kent Norton	Email	knorton@migcom.com
Property Owner	Vincent Von der Ahe	Phone Number	Same
Mailing Address	same as applicant (see above)	Email	Same

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-656-7000
Staff Contact	Jeff Smith, AICP, Senior Planner	Email	smith@marchjpa.com
Mailing Address	14205 Meridian Parkway, Suite 140 March Air Reserve Base, CA 92518	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	Plot Plan 19-03		

PROJECT LOCATION

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

Street Address	14500 Innovation Drive Riverside, CA 92518	Gross Parcel Size	3.22 acres
Assessor's Parcel No.	297-230-011 and -012	Nearest Airport and distance from Airport	March ARB 4,686 ft
Subdivision Name	Meridian Lot 2 Unit 1		
Lot Number	Lot 2, Tract Map 30857-1, Book 371		

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)	Site is vacant and rough graded land planned for industrial use within the Meridian Business Center Specific Plan (MBCSP). Surrounding uses include a railroad line and the I-215 Freeway to the east, Cactus Avenue and existing warehouses to the north, Innovation Drive and existing warehouses to the west, and an existing warehouse to the south.
------------------------------	--

Proposed Land Use (describe)	One tilt-up industrial building with 45,900 SF of industrial use and 5,000 SF of office use (total area = 50,900 SF). The Meridian Business Center Specific Plan (MBCSP) designates the site for industrial use. The current site plan shows the building would occupy 36% of the site, landscaping 24%, and parking/travel ways 40% of the site. Minor revision to previous approval. See attached Project Description and Plans for additional details.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NA	
For Other Land Uses (See Appendix C)	Hours of Operation	No user selected but could be up to 24/7	
	Number of People on Site	117	Maximum Number average = 18.3 and max one-acre = 50
	Method of Calculation	ALUC Application Appendix C based on CBC standards (see attached Proj Desc).	
Height Data	Site Elevation (above mean sea level)	1562 feet (max finished floor)	ft.
	Height of buildings or structures (from the ground)	1,600 feet (max 38 feet)	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
- 1. Completed ALUC Application Form
 - 1. ALUC fee payment
 - 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 - 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 - 1. CD with digital files of the plans (pdf)
 - 1. Vicinity Map (8.5x11)
 - 1. Detailed project description
 - 1. Local jurisdiction project transmittal
 - 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 - 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.7

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1094FV19 – MLC Holdings, Inc. (Representative: T & B Planning)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: SP00286A07 (Amendment No. 7 to Specific Plan No. 286, Winchester 1800); TR37715 (Tentative Tract Map No. 37715); GPA190013 (General Plan Amendment); CZ1900008 (Change of Zone)

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

a. Airport Influence Area: French Valley Airport

b. Land Use Policy: Airport Compatibility Zones D and E

c. Noise Levels: Outside the 55 CNEL contour

MAJOR ISSUES: The project includes two “bio-treatment and hydrological modification basins” within 10,000 feet of the French Valley Airport runway that are each greater than 30 feet in length and in width. Bioretention areas 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 brochure titled “Airports, Wildlife and Stormwater Management” prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

RECOMMENDATION: Staff recommends that the proposed Specific Plan Amendment, General Plan Amendment, and Change of Zone be found CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

Staff further recommends that the proposed Tentative Tract Map be found INCONSISTENT, specifically due to the presence of large detention basins within 10,000 feet of the runway at French Valley Airport, although staff would be amenable to a continuance to allow for the preparation of a report from a qualified wildlife hazard biologist assessing potential bird aircraft strike hazard (BASH) and the proposed mitigation, and recommending site-specific design revisions as may be necessary in order to minimize this risk.

PROJECT DESCRIPTION: Tentative Tract Map No. 37715 is a proposal to divide 16.63 acres (Assessor's Parcel Number 963-100-008) into 145 single-family residential lots with a minimum lot size of 2,720 square feet, plus two lots less than one-quarter acre in size each for water quality basins. General Plan Amendment No. 190013 is a proposal to amend the land use designation of the above-referenced 16.63 acres from VHDR (Very High Density Residential – 14 to 20 dwelling units per acre) and CR (Commercial Retail) to HDR (High Density Residential – 8 to 14 dwelling units per acre).

Amendment No. 7 to Winchester 1800 Specific Plan No. 286 (SP00286A07) is a proposal to modify the land use designations, boundaries, and descriptions of Planning Areas 40 and 41 of Specific Plan No. 286 as follows: (1) Reconfigure the boundaries between Planning Areas 40 and 41; (2) Increase the acreage of Planning Area 40 from 9.3 to 16.6 acres, amend its designation from CR to HDR, and provide for the development of 145 units therein; and (3) decrease the acreage of Planning Area 41 from 22.6 to 17.9 acres, amend its designation from VHDR to HDR, and reduce its dwelling unit allocation from 339 to 204 (with the 135-unit difference re-allocated to Planning Area 40). The combined net effect is to eliminate 9.3 acres of Commercial Retail and increase the residential dwelling unit count in Specific Plan No. 286 from 4,720 to 4,730. Change of Zone Case No. 1900008 (CZ 1900008) is a proposal to amend the SP (Specific Plan) ordinance for Specific Plan No. 286 regarding allowable land uses within Planning Area 40 and the development standards therefor.

PROJECT LOCATION: The proposed project is located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, in the unincorporated community of French Valley, approximately 7,232 feet easterly/northeasterly of the northeasterly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Residential Density: The project is located in Compatibility Zones D and E of the French Valley Airport Influence Area and includes 6.13 acres in Compatibility Zone D and 9.31 acres in Compatibility Zone E. Compatibility Zone D allows residential densities less than or equal to one dwelling unit per five acres and residential densities at least 5.0 dwelling units per acre, but prohibits new residential development at intermediate densities greater than 0.2 and less than 5.0 dwelling units per net acre. At least 52 of the proposed lots are entirely located in Compatibility Zone D, resulting in a density of 8.48 dwelling units per acre therein. If we were to count lots that are primarily in Compatibility Zone D, the total number of lots would increase to 58, resulting in a density of 9.46 dwelling units per acre. These densities are clearly consistent with the high density option for Compatibility Zone D.

There are no restrictions on density in Compatibility Zone E.

Prohibited and Discouraged Uses: The applicant does not propose any uses listed as discouraged (children's schools, hospitals, and nursing homes) or prohibited (highly noise-sensitive outdoor nonresidential uses and hazards to flight) within the project; however, staff is concerned as to the

potential for the proposed “bio-treatment” basins to become bird attractants. (See discussion, below.)

Noise: The site is located outside the 55 CNEL (Community Noise Equivalent Level) contour. Therefore, no special noise mitigation measures are required. Typical construction methods reduce noise levels by 20 dB(A), thus reducing average interior noise levels from aircraft to below 40 CNEL, which is acceptable for residential land uses.

PART 77: The elevation of French Valley Airport’s Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1,347 feet AMSL). At a distance of 7,232 feet from the runway to the southwesterly corner of the site, any structure with a top point elevation exceeding 1,419 feet AMSL would require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The highest pad elevation on-site is approximately 1,380 feet AMSL, and structures will not exceed a height of 40 feet, for a maximum top point elevation of 1,420 feet AMSL. The applicant has submitted to FAA OES for review, and Aeronautical Study No. 2019-AWP-14925-OE has been assigned to this project, with a current status of “Work in Progress.”

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, only 6.13 acres of the site is located in Compatibility Zone D, with the remainder in Compatibility Zone E. The applicant has not provided for any on-site open areas. Pursuant to Policy 3.3.5 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, any parcel that is split between two or more Compatibility Zones is to be considered as if it were multiple parcels divided at the zone boundary line. Therefore, ALUC-qualifying open land is not required for this tract map.

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

The project includes two “bio-treatment and hydrological modification” basins with areas of 0.22 and 0.17 acres. These basins are described by the applicant as follows:

“The project proposes the construction of two bio-treatment basins (BMPs A and B) to biotreat the water quality flows. Storm volumes (26,100CF) are collected in a planter area with native plants selected to comply with the ALUC requirements. Storm runoff slowly percolates through a biofiltration media that removes the pollutants of concern. An underdrain collects and conveys the biotreated storm flows to the adjacent public storm drain. The proposed bio-treatment basins are sufficiently sized to capture runoff from larger storm events, hence providing adequate hydrologic mitigation to meet the requirements of the Regional MS4 Permit.”

Bioretention areas 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 brochure titled "Airports, Wildlife and Stormwater Management" prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if "vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist."

The larger of these basins is located in Compatibility Zone D on Lot A with a nearly square bottom area measuring 68 feet in length by 65 feet in width, within an overall lot area (including slopes) measuring 97 feet in length by 97 feet in width. The lot is located approximately 7,425 feet from the northerly end of the runway at French Valley Airport and approximately 5,000 feet from the boundary of the airport property.

The smaller basin is located in Compatibility Zone E on Lot B with a rectangular bottom area measuring 73 feet in length along the east-west axis by 45 feet in width along the north-south axis, within an overall lot area measuring 97 feet in length by 73 feet in width. This lot is located approximately 7,555 feet from the northerly end of the runway at French Valley Airport (being farther east than Lot A, but not as far north) and approximately 5,361 feet from the boundary of the airport property.

(For comparative purposes, the large detention basin at the proposed shopping center considered last summer [ZAP1090FV19] was less regularly shaped, with dimensions of approximately 110 feet by 68 feet along its longest sides, at a distance of 6,732 feet from the airport, but at a much lower elevation.)

The applicant acknowledges that the basins are larger than 30 feet in length and in width, and offers the following measures to minimize bird aircraft strike hazards:

- The facilities are designed to provide a 48 hour drawdown time during a 24 hour rainfall event.
- Regular maintenance will be provided to eliminate seeding, shelter, and unsuitable vegetation. (Note: Tentative map indicates that the basins will be County maintained.)
- Plants will comply with ALUC's landscaping brochure.
- Basins are of rectangular shape.
- Facility design includes slopes greater than 3:1 in the "hydromod" portions of the facilities in order to minimize shelter and nesting opportunities.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. 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 aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.
4. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities 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 to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at

Staff Report
Page 6 of 6

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.

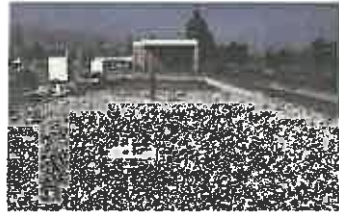
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Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentlibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measure
Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. 	<ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities.
Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. 	<ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter.
Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. 	Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation.

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDF/General/Forms/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



Remains of an owl ingested by an aircraft engine.

Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

Table 1: Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration trenches <i>Not recommended</i>	<ul style="list-style-type: none"> Suitable because water accumulates below ground surface. Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife.
Permeable Pavement <i>Recommended</i>	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (RWFF) <i>Recommended</i>	Suitable as long as water is stored in enclosed treats.
Sand Filter Basins <i>Recommended</i>	Creates barriers, slowing water as it flows through an underdrain system.
Vegetated Filter Strips and Vegetated Swales <i>Recommended</i>	Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets <i>Recommended</i>	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Infiltration Basins <i>Not recommended without Modification.</i> Suitable only if design addresses wildlife hazards	<ul style="list-style-type: none"> Unsuitable in ALUCCP Compatibility Zone A. Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist. Steep slopes (steeper than 3:1).
Bioretention Facilities <i>Not Recommended without Modification</i> (also known as rain gardens bioretention basins, infiltration basins, landscaped filter basins)	<p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> Unsuitable in Compatibility Zone A. Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. Potentially suitable in Zones D and E when basin is less than 30 feet in length/width, and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Extended Detention Basins <i>Not recommended</i>	<ul style="list-style-type: none"> Unsuitable in Zones A through C. May still be used in Zones D and E if necessary, modify drainage pond to provide multiple uses, minimal view, provide steep slopes to discourage hazardous wildlife and select desirable vegetation to discourage hazardous wildlife.



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.

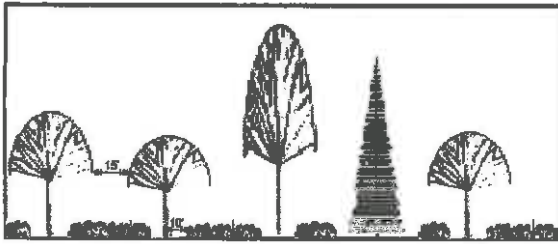


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rcinfo.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials

TREES	<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
SHRUBS/ACCENTS/GRASSES	<p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
GROUND COVER/TURF	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.
VINES	

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm

Heavenly Bamboo

California Fuchsia

Deer Grass

Society Garlic

LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.

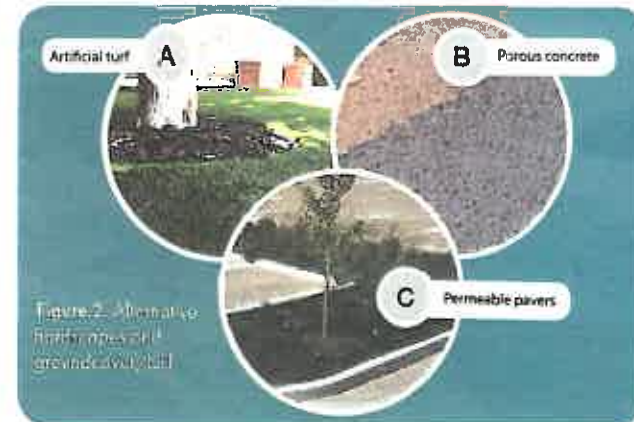


Figure 2. Alternative groundcover options.



Acceptable

The trees above have a vertical branching structure that minimizes perching and nesting opportunities



Not acceptable

Examples of trees that are attractive to birds because of horizontal branching structure



Not acceptable

Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided



Landscaping needs to be aesthetically pleasing, but it must coincide with the responsibility for aviation safety.

TABLE 2: Acceptable Plants from Riverside County Landscaping Guide

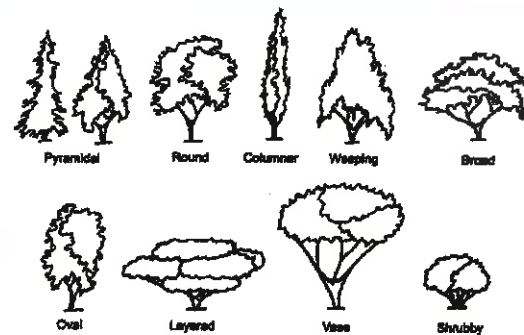
Scientific Name	Common Name	AVRCP's Rating	Shrub Zone
<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	6L: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
<i>Gravellia Noelli</i>	Noel's Grevelia	L: 1-4; M: 6	
<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
<i>Langana camara</i>	Busn lantana	L: 1-4; M: 6	
<i>Lavendula</i> spp.	Lavender	L: 105; M: 5-6	7-24; varies
<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	103, 7-14, 18-21
<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M, S-6	2011, 14-24
<i>Cortaderia dioica</i> (syn. <i>C. selloana</i>)	Pampass Grass	N/A	N/A
<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of EIO	8-9, 12-24
<i>Agave species</i>	Agave	L: 1-4, 6	10, 12-24 (Varies)
<i>Aloe species</i>	Aloe	L: 1-4, 6	8-9, 12-24
<i>Chondropetalum lectorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
<i>Dasyliion species</i>	Desert Spoon	VL: 1, 4-6	10-24
<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Diets bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2b, 3, 7-16, 18-24
<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
<i>Opuntia species</i>	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca species</i>	Yucca	L: 1-6	Varies by Species



Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



Tree species should be selected and planted so that, at maturity, overlapping crown structures will be minimized.



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.

Guerin, John

From: Maehara, Matt <Matt.Maehara@meritagehomes.com>
Sent: Friday, December 20, 2019 1:46 PM
To: Guerin, John; Lance Retuya; jmorse
Cc: Rull, Paul; Housman, Simon; Candaele, Remi; Jeffrey Okamoto (okamoto@Huit-Zollars.com)
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

John,

See below for the description. Let us know if you need anything else.

The project proposes the construction of two bio-treatment basins (BMPs A and B) to biotreat the water quality flows. Storm volumes (26,100CF) are collected in a planter area with native plants selected to comply with the ALUC requirements. Storm runoff slowly percolates through a biofiltration media that removes the pollutants of concern. An underdrain collects and conveys the biotreated storm flows to the adjacent public storm drain. The proposed bio-treatment basins are sufficiently sized to capture runoff from larger storm events, hence providing adequate hydrologic mitigation to meet the requirements of the Regional MS4 Permit.

Thanks,

Matt Maehara | Forward Planning Manager



5 Peters Canyon Road Suite 310
Irvine, CA 92606
matt.maehara@mlcholdings.net
www.mlcholdings.net
O: 949-372-3310
C: 714-397-6461

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Friday, December 20, 2019 10:26 AM
To: Lance Retuya <lretuya@tbplanning.com>; jmorse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Housman, Simon <shousman@rivco.org>; Maehara, Matt <Matt.Maehara@meritagehomes.com>
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

Thank you. I believe we had also asked for a definition/description of "bio-treatment and hydrological modification" basins – please check with the engineer as needed.

From: Lance Retuya [<mailto:lretuya@tbplanning.com>]
Sent: Wednesday, December 18, 2019 12:42 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Housman, Simon <shousman@rivco.org>; Maehara, Matt <Matt.Maehara@meritagehomes.com>
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

Hi John –

The project's engineer reviewed the documents you sent over and provided the attached table identifying the project's design compatibility with ALUC's basin requirements. As we discussed earlier, the Specific Plan will be revised to update the basin landscaping language to ensure that the landscaping does not attract wildlife.

Let us know if you need any additional information, or if we have provided all the required materials to be on the January 9th Hearing Agenda.

Thank you,

Lance Retuya
Assistant Project Manager



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lretuya@tbplanning.com
www.tbplanning.com
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New Corporate Office Address Effective October 28, 2019
3200 El Camino Real, Suite 100 | Irvine, CA 92602
Phone numbers will remain the same.

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Monday, December 09, 2019 2:29 PM
To: Lance Retuya <lretuya@tbplanning.com>; Joel Morse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Housman, Simon <shousman@rivco.org>
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

Lots A and B of Tract Map No. 37715 are set aside as WQMP bio-treatment and hydrological modification basins. However, such basins are not recommended within Airport Influence Areas and specifically within 10,000 feet of runways, due to potential to provide food, water, and shelter for hazardous wildlife (i.e., birds that are not compatible with aircraft). They are listed as potentially suitable in Zones D and E when basin is less than 30 feet in length and width and provided that vegetation is selected to discourage hazardous wildlife and is reviewed by a qualified wildlife hazard biologist. Please see ALUC brochures "Airports, Wildlife, and Stormwater Management" and "Landscaping Near Airports." (Go to www.rcaluc.org/Resources and click Brochures.)

Please indicate the means, in addition to the 48-hour drawdown requirement, that will be utilized to prevent these intermittent water bodies from becoming bird attractants.

From: Guerin, John
Sent: Tuesday, December 3, 2019 12:55 PM
To: Lance Retuya <lretuya@tbplanning.com>; jmorse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>
Subject: RE: ZAP1094FV19 Specific Plan Amendment

Thank you.

As a note, the identification arrow for SPA#7 on Figures I-2 and I-3 is pointing toward a portion of the Specific Plan that is far from the location of the SP Amendment, which is in the lower left quadrant of the page on Figure I-3. Not a big ALUC concern, but may be confusing to the general reader.

From: Lance Retuya [<mailto:lretuya@tbplanning.com>]
Sent: Tuesday, December 3, 2019 10:33 AM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 Specific Plan Amendment

Hi John –

Per our conversation, please find attached the 1st Draft Screencheck of the Winchester 1800 SPA7 document with the proposed redlines from the approved Amendment #6 document.

Let us know if you have any questions.

Thank you,

Lance Retuya
Assistant Project Manager



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From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Monday, December 02, 2019 3:03 PM
To: Lance Retuya <lretuya@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Joel Morse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 Specific Plan Amendment

I realize that only the changed pages of the Specific Plan are being provided, but is there a redline version available that shows what the changes are on those pages, as was provided for the zoning ordinance?

From: Lance Retuya [<mailto:lretuya@tbplanning.com>]
Sent: Monday, December 2, 2019 12:13 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

Hi John –

Please find attached the exhibit overlaying the airport zone boundary on TTM37715, and the work-in-progress FAA OES application confirmation. The Aeronautical Study Number (ASN) is: 2019-AWP-14925-OE.

These are the last two items requested by ALUC, let us know if you need anything else.

Thank you,

Lance Retuya
Assistant Project Manager



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From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Wednesday, November 27, 2019 2:42 PM
To: Lance Retuya <lretuya@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Joel Morse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

Thanks.

From: Lance Retuya [<mailto:lretuya@tbplanning.com>]
Sent: Wednesday, November 27, 2019 2:04 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

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Hi John –

Please find attached the General Plan Amendment exhibit for ZAP1094FV19. We will send the revised TTM showing the airport zone boundary early next week.

Happy Thanksgiving!

Lance Retuya
Assistant Project Manager



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lretuya@tbplanning.com
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New Corporate Office Address Effective October 28, 2019
3200 El Camino Real, Suite 100 | Irvine, CA 92602
Phone numbers will remain the same.

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Tuesday, November 26, 2019 10:30 AM
To: Joel Morse <jmorse@tbplanning.com>; Lance Retuya <lretuya@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

In addition, I will need the following items for my review:

- General Plan Amendment exhibit showing the project boundary, existing land use designation, proposed land use designation.
- A revised TTM map that shows the airport zone boundary (see attached), and identify the site acreage in each airport zone (I will provide this to you when County GIS provides me with the acreage). The purpose for this is to identify how many units are proposed in the portion of the site that is located in Zone D for a density calculation (Zone E does not restrict residential density). Zone D restricts residential density to either below 0.2 du/ac or above 5.0 du/ac. If we need to, we can use net area rather than gross to help with your density in Zone D.

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

Paul Rull
ALUC Principal Planner



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

From: Rull, Paul
Sent: Tuesday, November 26, 2019 10:00 AM
To: jmorse <jmorse@tbplanning.com>; Lance Retuya <lretuya@tbplanning.com>
Subject: ZAP1094FV19 FAA OES review

Good Morning,

I am processing your project through ALUC and wanted to point out that based on the following calculations (found in your application materials), your project exceeds the FAA notification threshold for obstacle obstruction, and thus requires FAA OES review and application <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. Because the numbers are so close, please feel free to clarify if any of your application information needs to change i.e. building heights? Thanks.

Runway elevation 1,347 feet AMSL
Distance from site to runway 7,150 feet
FAA threshold for site 1,418.5 feet AMSL

Pad elevation 1,379 feet AMSL
Building height 40 feet
Top point elevation 1,419 feet AMSL

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

Paul Rull
ALUC Principal Planner



Riverside County Airport Land Use Commission

4080 Lemon Street, 14th Floor

Riverside, Ca 92501

(951) 955-6893

(951) 955-5177 (fax)

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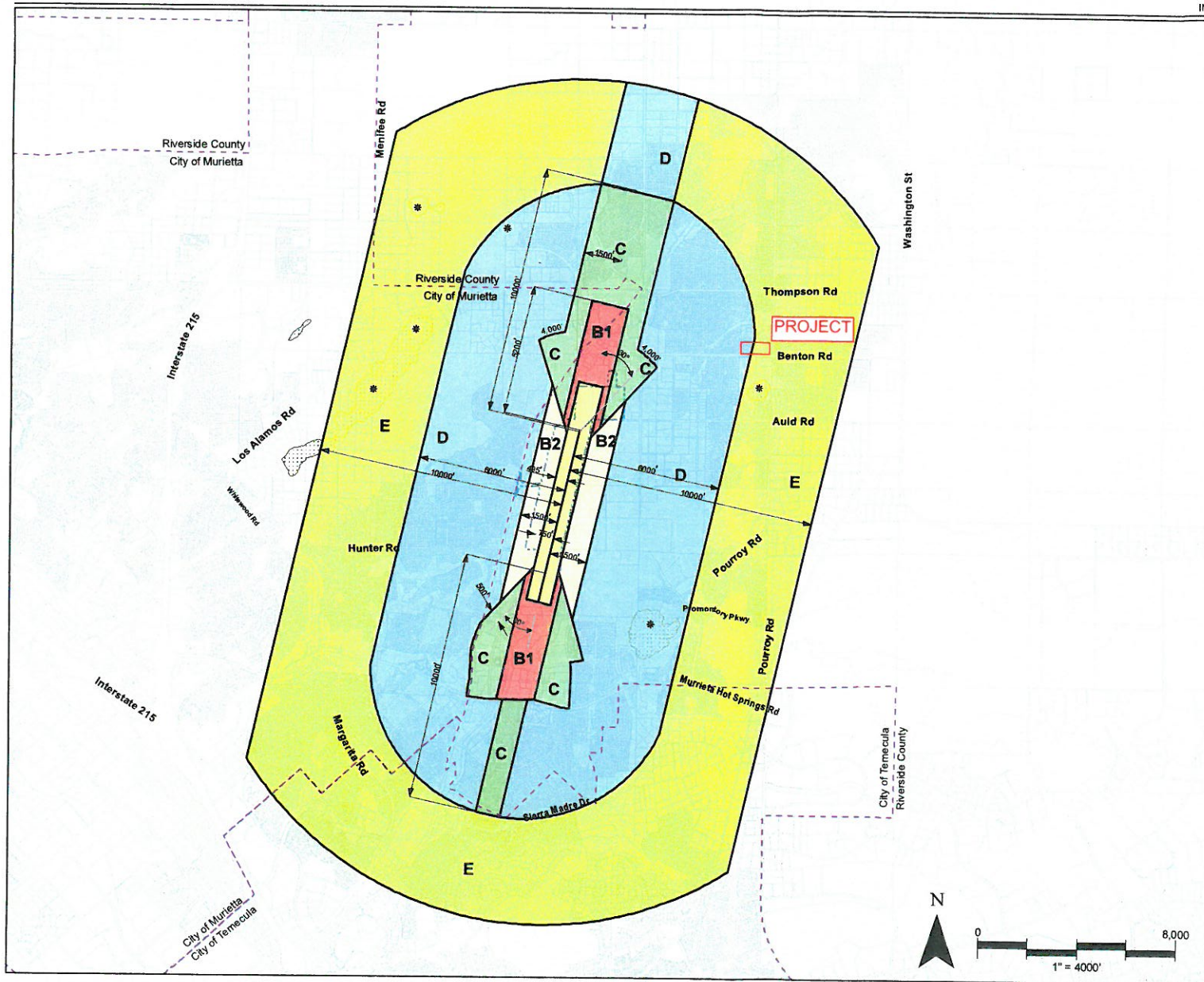
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[County of Riverside California](#)

NOTICE OF AIRPORT IN VICINITY

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



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - ⊗ Height Review Overlay Zone

Note

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

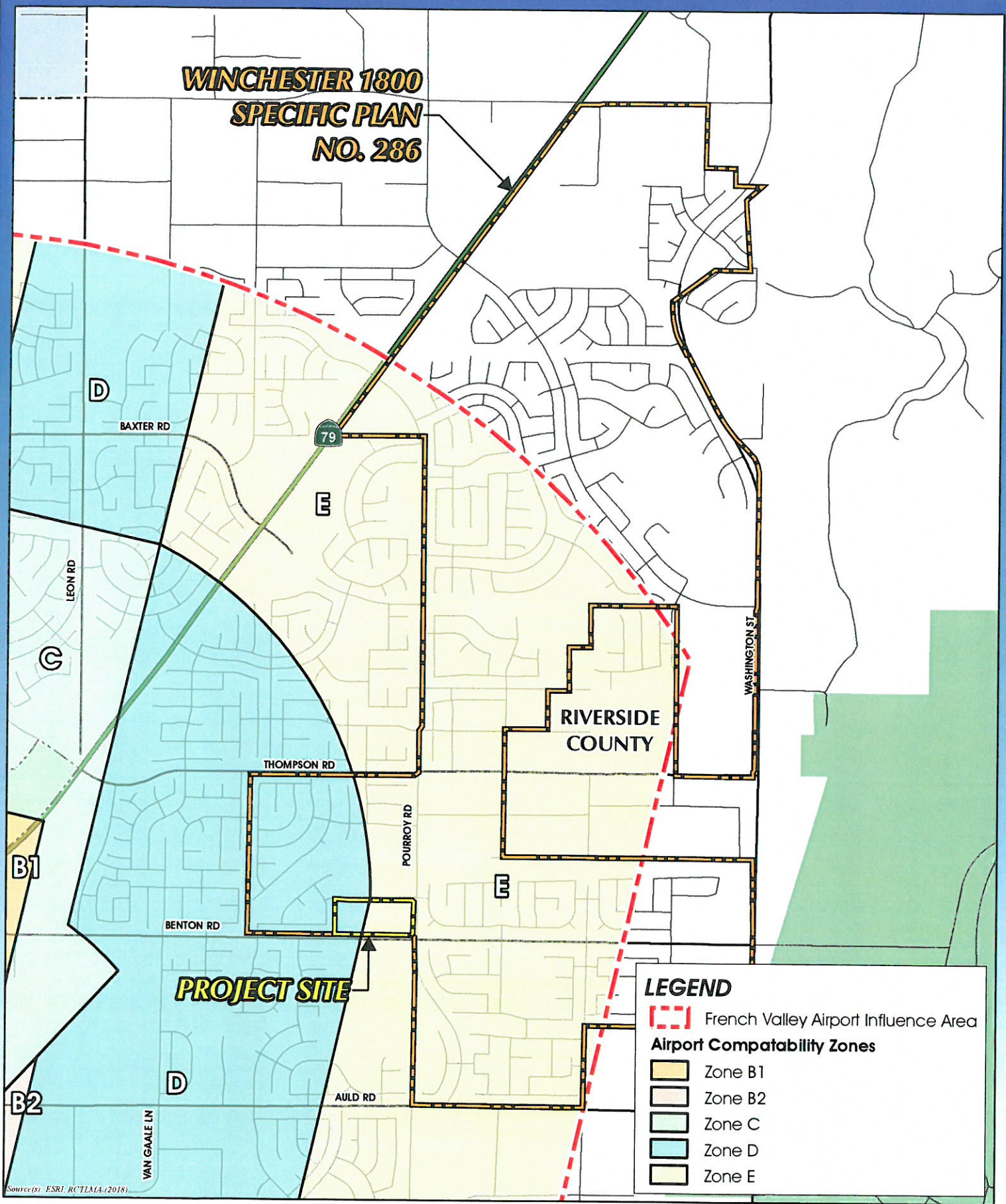
See Chapter 2, Table 2A from compatibility criteria associated with this map.

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

Map FV-1

Compatibility Map
 French Valley Airport

**WINCHESTER 1800
SPECIFIC PLAN
NO. 286**



LEGEND

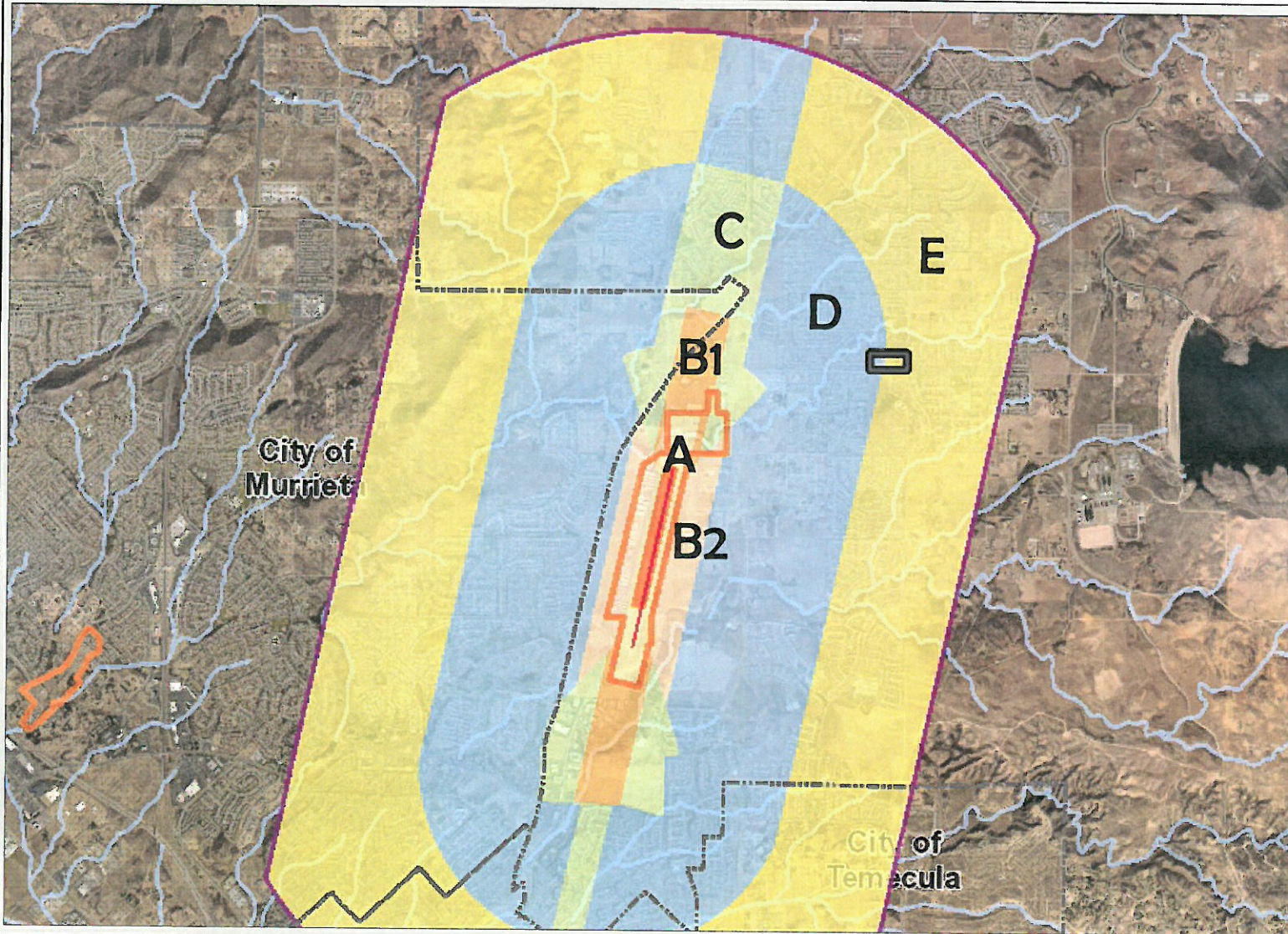
- French Valley Airport Influence Area
- Airport Compatability Zones**
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

WINCHESTER 1800 DUE DILIGENCE

FIGURE 5



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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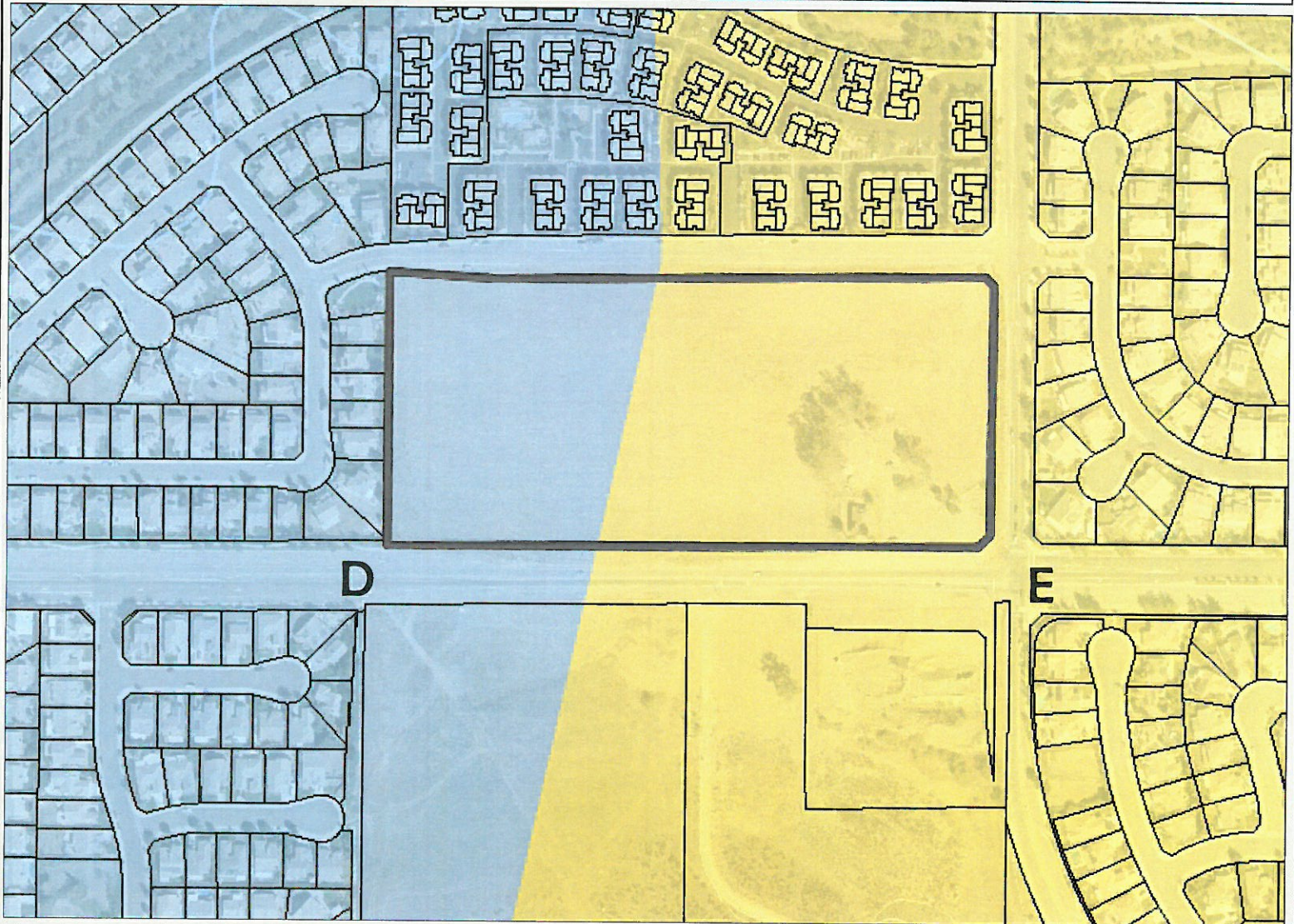
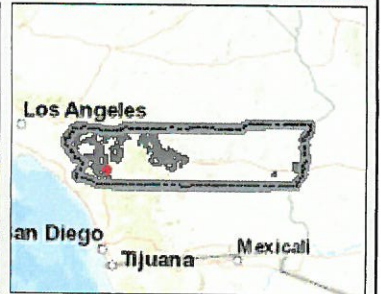


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Notes

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

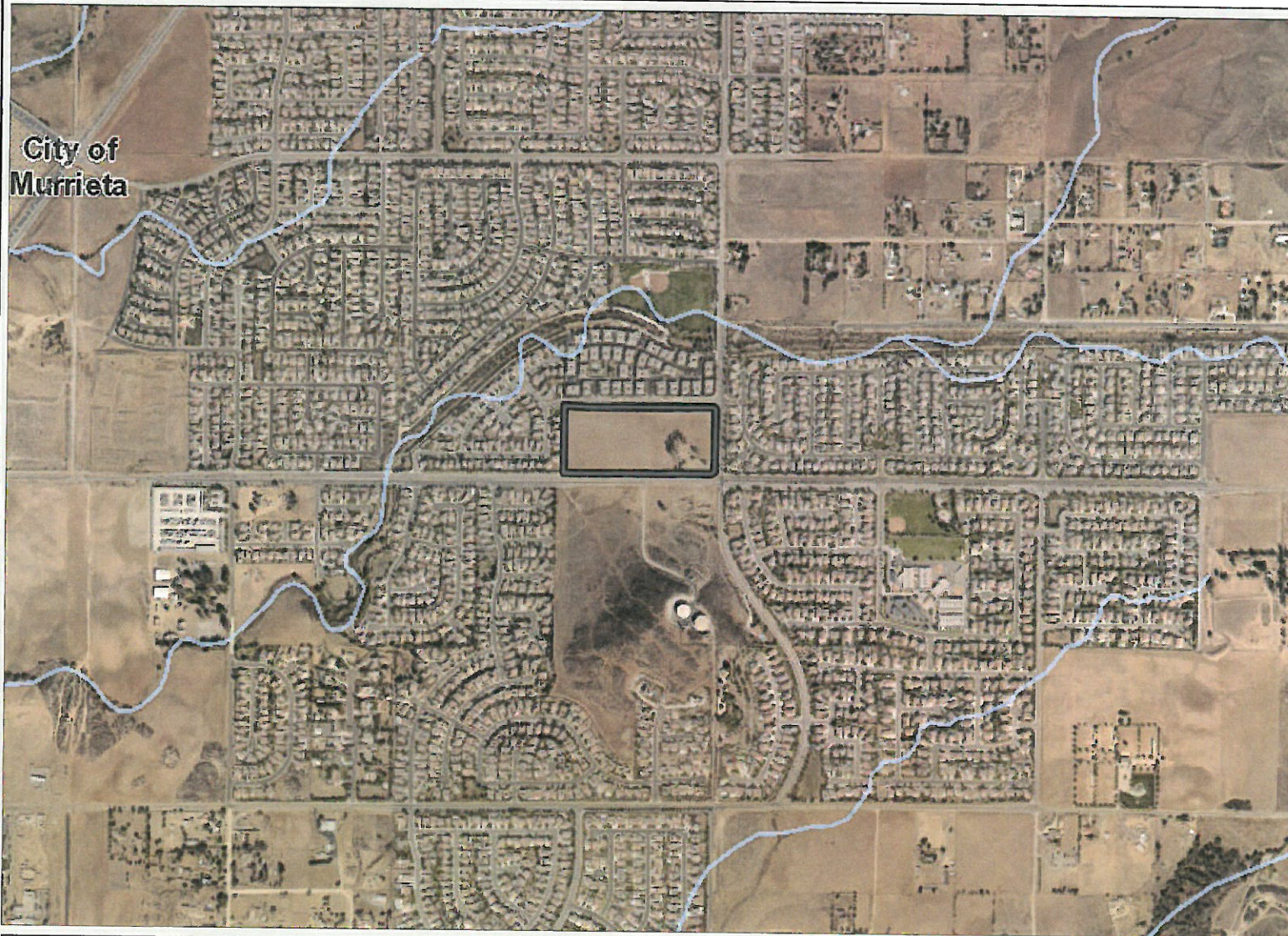


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Notes



Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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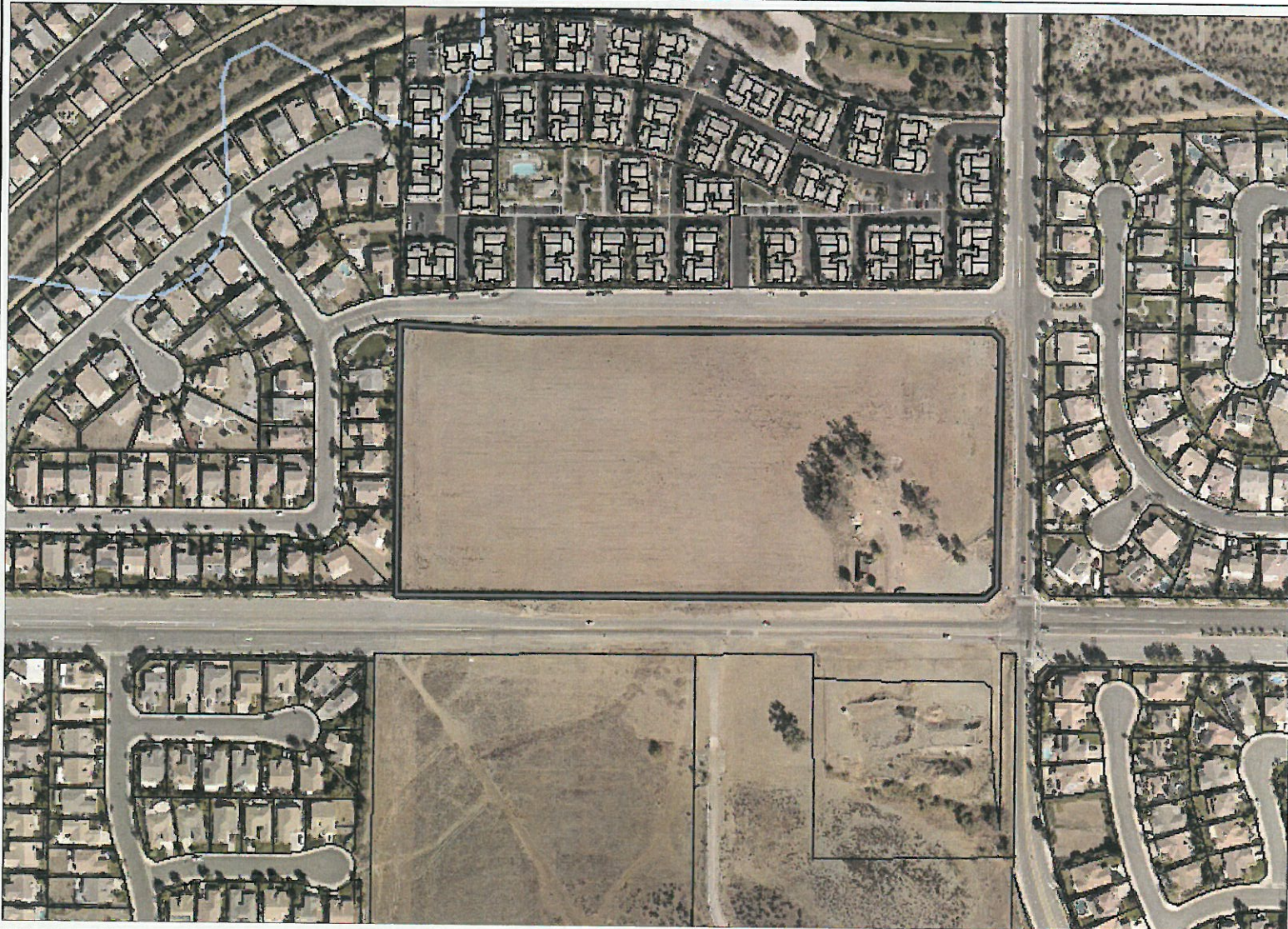


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Notes

Map My County Map



Legend

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



0 379 758 Feet

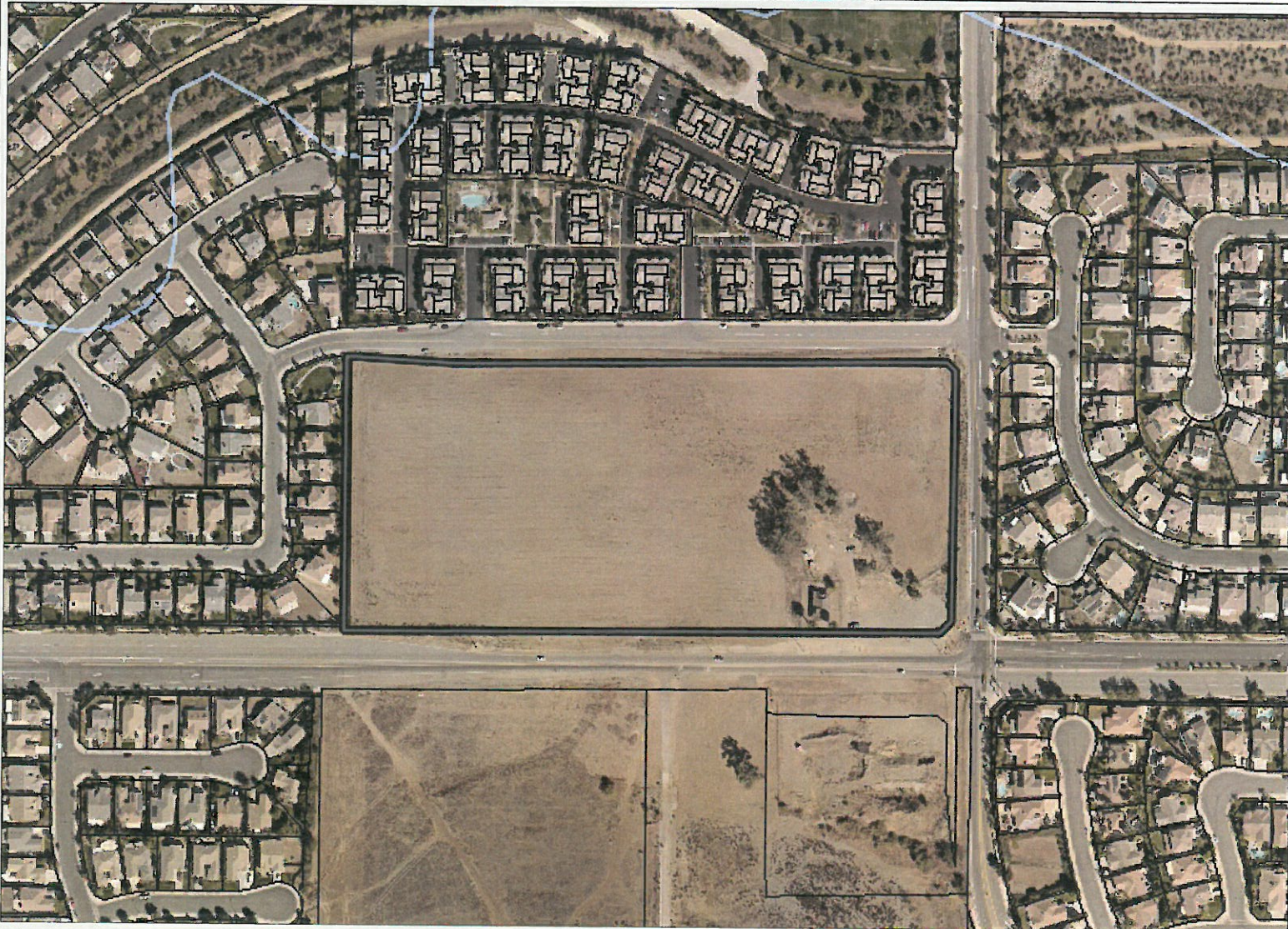
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

Map My County Map



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



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Notes

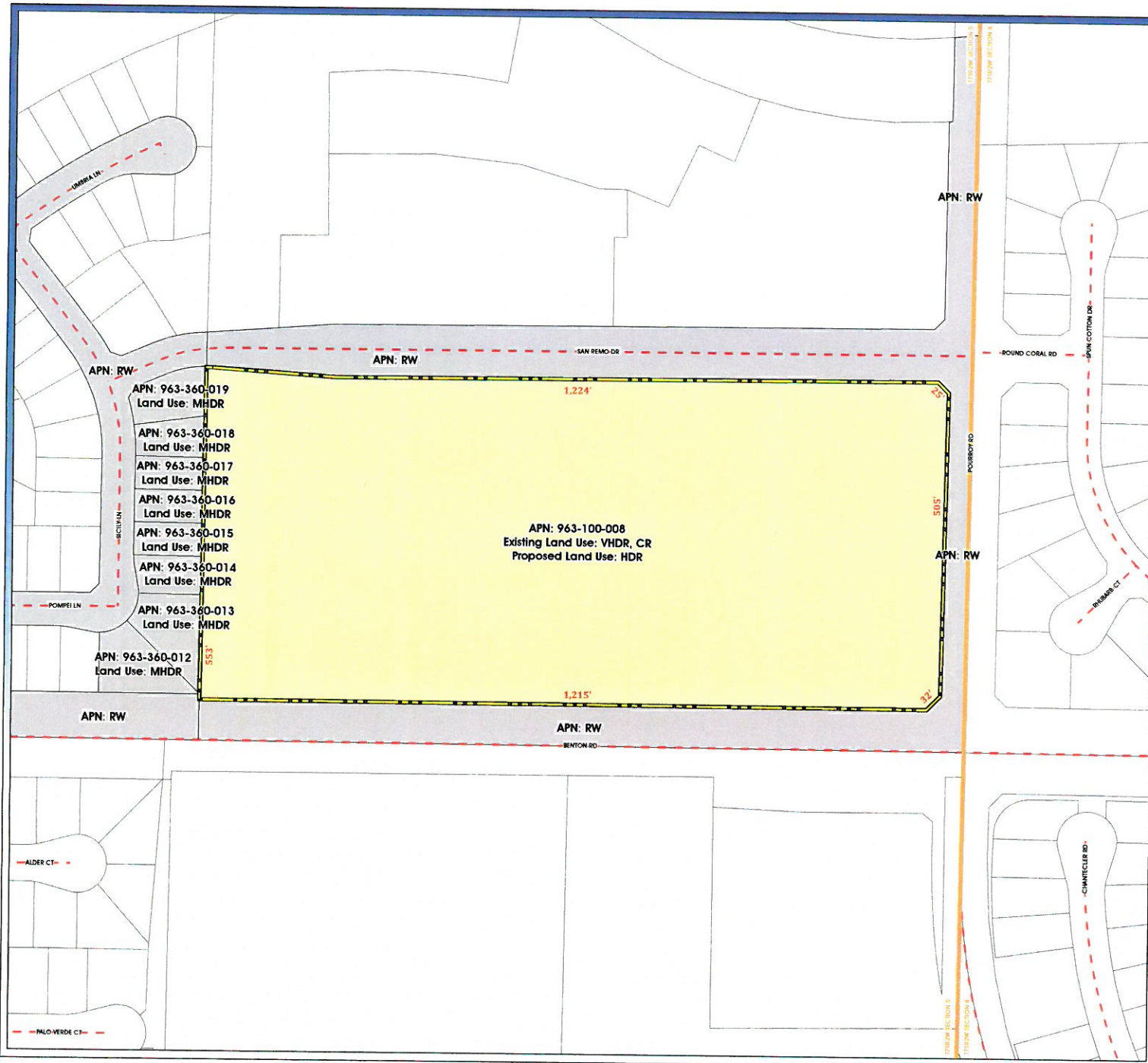




Source(s): ESRI, Nearmap Aerial (2018), RCJHMA (2018)

WINCHESTER 1800 DUE DILIGENCE

FIGURE 2



APPLICANT:
 MLC Holdings, Inc.
 5 Peters Canyon Road, Suite 310
 Irvine, CA 92606
 949-372-3309

LAND OWNERS:
 Carl Joseph Rheingans, Trustee of the
 Helen C. Rheingans Family Bequest Trust
 P.O. Box 99
 Winchester, CA 92596

LEGAL DESCRIPTION:
 See Attached.

EXISTING LAND USE DESIGNATIONS:
 Very High Density Residential
 Commercial Retail

PROPOSED LAND USE DESIGNATIONS:
 High Density Residential

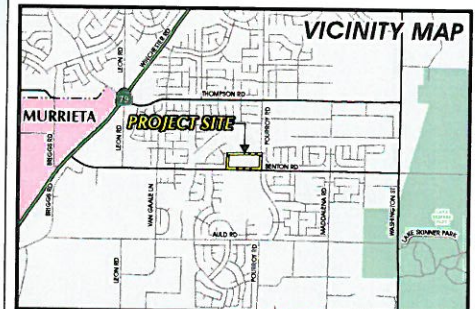
AMENDMENT DESCRIPTION:
 Amend Southwest Area Plan Map from
 VHDR and CR to HDR

ASSESSOR'S PARCEL NUMBER:
 963-100-008

UTILITIES:
 Water: EMWD
 Sewer: EMWD
 Gas: So Cal Gas
 Electric: So Cal Edison
 Telephone: Frontier Communications

ACRES OF PROPERTY
 GROSS = 16.63 AC

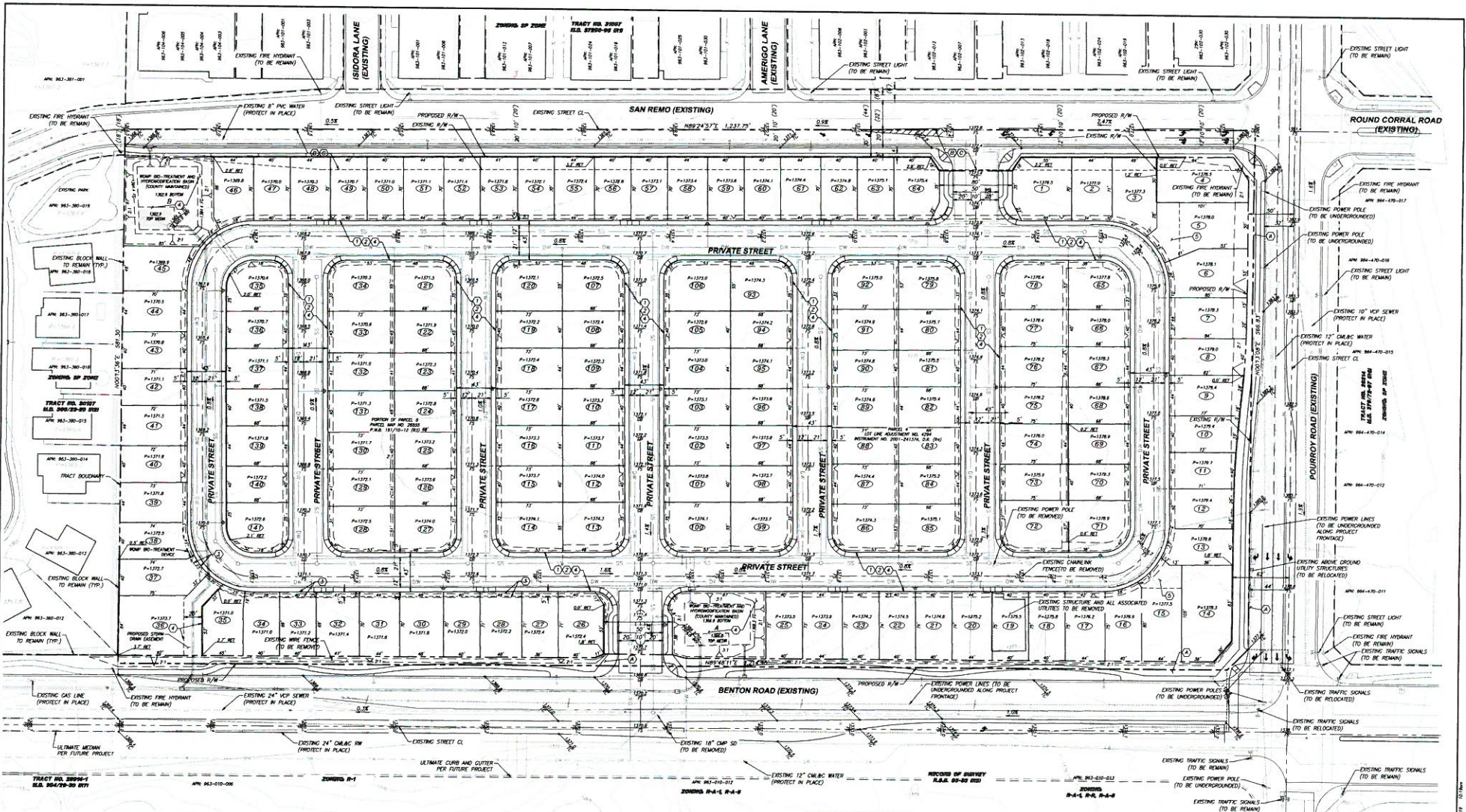
FEMA FLOOD ZONE DESIGNATION:
 Flood Zone D



General Plan Amendment Site Plan
WINCHESTER 1800 SP286A7

PREPARED BY:
 T&B PLANNING
 10101 Central Expressway, Suite 100, Irvine, CA 92618
 (949) 450-1111
 www.tbplanning.com

Riverside County
 DATE: 11.26.2019



SOURCE OF EXISTING TOPOGRAPHY: FIELD SURVEY COMPLETED BY HUIT-ZOULARS, DATED NOVEMBER 5, 2018.

- NOTES:**
- 1.) NO EXISTING WELLS ARE ON THE PROPERTY OR WITHIN 200 FEET OF THE PROPERTY BOUNDARY.
 - 2.) SUBSURFACE SETTING SERVICE DISPOSAL IS NOT INTENDED FOR THE PROPOSED DEVELOPMENT.
 - 3.) PER GEOTECHNICAL REPORT NUMBER 2013-08, PREPARED BY GEOTECH, DATED NOVEMBER 28, 2018, THE SITE IS NOT SUBJECT TO LIQUEFACTION, GEOTECHNICAL HAZARD OR IS WITHIN A SPECIAL STUDIES ZONE.
 - 4.) THE PROPERTY IS WITHIN FEMA ZONE 0.
 - 5.) ALL PROPOSED ONSITE SEWER AND WATER MAINS ARE TO BE PUBLICLY MAINTAINED BY EASTERN MUNICIPAL WATER DISTRICT.
 - 6.) ALL SLOPES ARE TO BE GRADDED AT 2:1 MAXIMUM.
 - 7.) PROJECT SITE IS IN A VERY HIGH FIRE HAZARD AREA AND WITHIN A CALIF. RESPONSIBILITY AREA (CRA).
- PROJECT IS LOCATED WITHIN A VERY HIGH FIRE HAZARD SEVERITY ZONE AND SHALL COMPLY WITH CBC CHAPTER 7A AND CTC CHAPTER 43.

- EXISTING EASEMENTS**
1. ADJACENT RIGHT OF WAY AND EGRESS TO OR FROM BENTON ROAD AND POURROY ROAD, EXCEPT THE GENERAL EASEMENT OF TRAVEL AND EXCEPT THE TWO 60' ACCESS SPRINKLES, HAVE BEEN DECEASED OR REINDETERMINED ON PARCEL MAP NO. 28555 ON FILE IN BOOK 191, PAGE 10-12, OR PARCEL MAPS.
 2. AN EASEMENT FOR PUBLIC ROAD, DRAINAGE, PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES IN FAVOR OF THE COUNTY OF RIVERSIDE, RECORDED JULY 16, 2004, AS INSTRUMENT NO. 2004-0555551, OFFICIAL RECORDS.
 3. AN EASEMENT OF PIPELINE PURPOSES IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT RECORDED JANUARY 28, 2005 AS INSTRUMENT NO. 2005-0089901, OFFICIAL RECORDS.
- PROPOSED EASEMENTS**
1. EMERGENCY VEHICLE ACCESS EASEMENT TO COUNTY OF RIVERSIDE.
 2. SEWER AND WATER MAINTENANCE AND ACCESS EASEMENT TO EASTERN MUNICIPAL WATER DISTRICT.
 3. DRAINAGE EASEMENT TO FUTURE H.O.A.
 4. DRAINAGE EASEMENT TO COUNTY OF RIVERSIDE.
 5. DRAINWAY ACCESS EASEMENT.

LEGEND:

- TRACT BOUNDARY
- - - - PROPOSED RIGHT OF WAY
- - - - PROPOSED LOT LINE
- - - - PROPOSED STREET CENTERLINE
- - - - PROPOSED EASEMENT
- - - - PROPOSED SANITARY SEWER
- - - - PROPOSED DOMESTIC WATER
- - - - PROPOSED STORM DRAIN
- - - - PROPOSED FIRE HYDRANT
- - - - EXISTING SANITARY SEWER
- - - - EXISTING DOMESTIC WATER
- - - - EXISTING STORM DRAIN
- - - - 8% OR GREATER SLOPE
- - - - EXISTING RETAINING WALL
- - - - PROPOSED SEWER MANHOLE
- - - - PROPOSED STREET LIGHT

NO.	REVISIONS	APP'D	DATE	APPLICANT/OWNER

PREPARED BY
HUIT-ZOULARS
 2013 West 5th Street, Suite 400
 Stockton, California 95211
 Phone: (949) 958-5815 Fax: (949) 988-8200

APPLICANT/OWNER:
MLC Holdings, Inc.
 5, PLEASANT CANYON SUITE 310
 CONTACT: ARON DALLARD (949) 372-3309

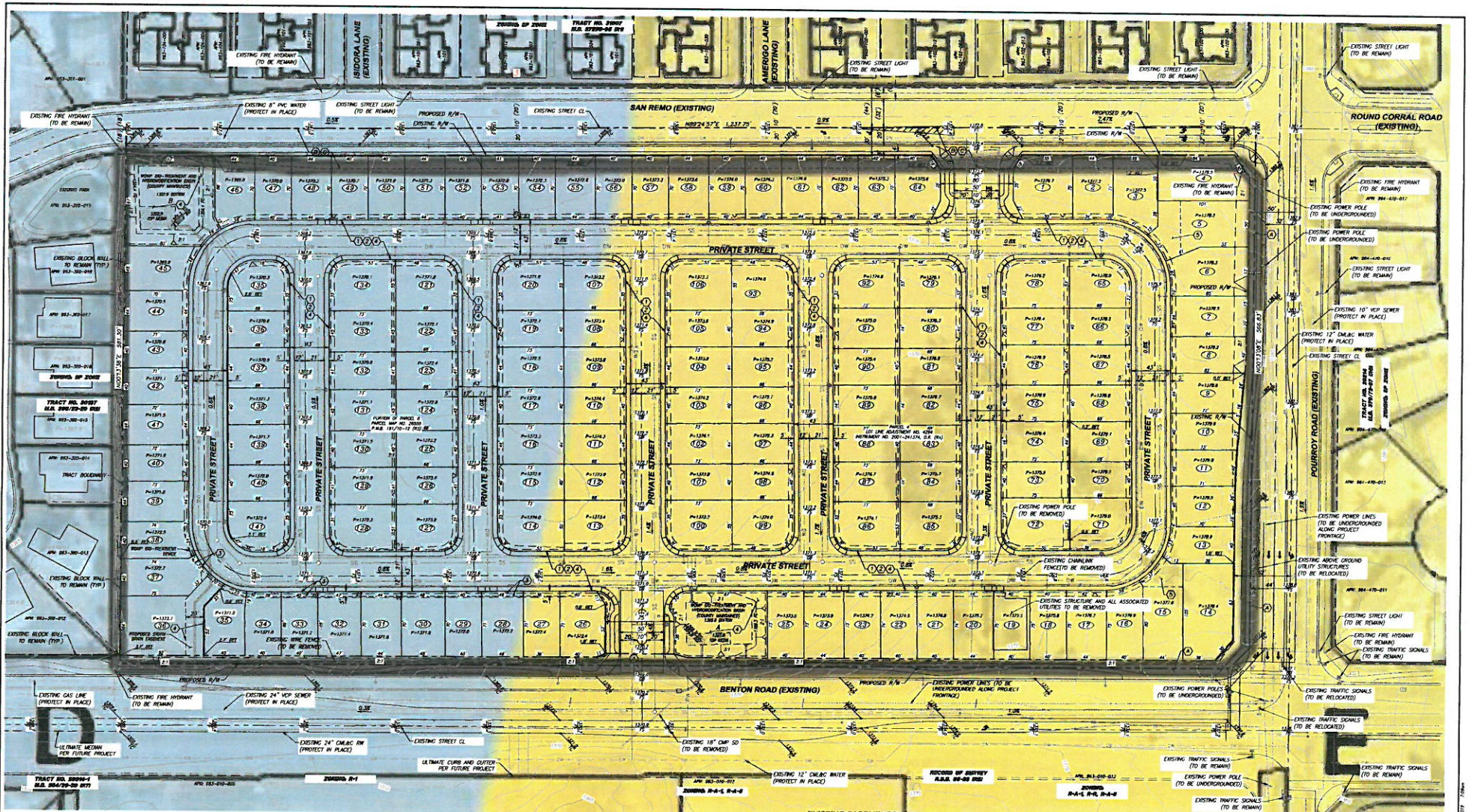
DATE: 10/26/2019

SHEET 2 OF 2

DATE: 10/26/2019

SCHEDULE A MAP

WESTING TENTATIVE TRACT MAP 37715 WINCHESTER, CA



SOURCE OF EXISTING TOPOGRAPHY: FIELD SURVEY COMPLETED BY HUNT-ZOLARS, DATED NOVEMBER 5, 2014.

- NOTES:**
- 1.3 NO EXISTING WELLS ARE ON THE PROPERTY OR WITHIN 200 FEET OF THE PROPERTY BOUNDARY.
 - 2.1 SUBSURFACE SEPTIC SOLIDS DISPOSAL IS NOT INTENDED FOR THE PROPOSED DEVELOPMENT.
 - 2.2 PER SCHEMATIC REPORT NUMBER 2013-CR, PREPARED BY GEOTEK, DATED NOVEMBER 26, 2013, THE SITE IS NOT SUBJECT TO LIQUEFACTION, COLOSAL SHAKING OR IS WITHIN A SPECIAL STUDIES ZONE.
 - 4.1 THE PROPERTY IS WITHIN FEMA ZONE D.
 - 5.1 ALL PROPOSED SEWER AND WATER MAINS ARE TO BE PARALLELED BY MAINTAINED BY EASTERN MUNICIPAL WATER DISTRICT.
 - 6.1 ALL SLOPES ARE TO BE GRADED AT 2:1 MAXIMUM.
 - 7.1 PROJECT SITE IS IN A VERY HIGH FIRE HAZARD AREA AND WITHIN A STATE RESPONSIBILITY AREA (SRA).

PROJECT IS LOCATED WITHIN A VERY HIGH FIRE HAZARD SEVERITY ZONE AND SHALL COMPLY WITH CBC CHAPTER 7A AND CTC CHAPTER 43.

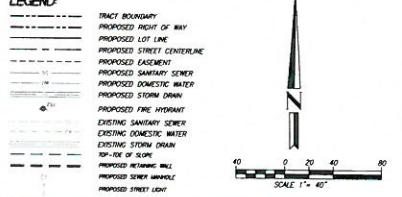
EXISTING EASEMENTS

1. ARBITRY RIGHT OF ACCESS AND EGRESS TO OR FROM BENTON ROAD AND POURROY ROAD, EXCEPT THE GENERAL EASEMENT OF TRAVEL AND EXCEPT THE TWO 60' ACCESS OPENINGS, HAVE BEEN RECORDED OR RELIQUISHED ON PARCEL MAP NO. 26555 ON FILE IN BOOK 191, PAGE 10-12, OR PARCEL MAPS.
2. AN EASEMENT FOR PUBLIC ROAD, DRAINAGE, PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES IN FAVOR OF THE COUNTY OF RIVERSIDE, RECORDED JULY 16, 2004, AS INSTRUMENT NO. 2004-0552553, OFFICIAL RECORDS.
3. AN EASEMENT OF PIPELINE PURPOSES IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT RECORDED JANUARY 28, 2005 AS INSTRUMENT NO. 2005-000001, OFFICIAL RECORDS.

PROPOSED EASEMENTS

1. EMERGENCY VEHICLE ACCESS EASEMENT TO COUNTY OF RIVERSIDE.
2. SEWER AND WATER MAINTENANCE AND ACCESS EASEMENT TO EASTERN MUNICIPAL WATER DISTRICT.
3. DRAINAGE EASEMENT TO FUTURE H.D.A.
4. DRAINAGE EASEMENT TO COUNTY OF RIVERSIDE.
5. DRIVEWAY ACCESS EASEMENT.

LEGEND



Zone D (Blue) - 6.13 Acres
Zone E (Yellow) - 9.31 Acres

NO.	REVISORS	APP'D	DATE	APPLICANT/OWNER

PREPARED BY: **HUNT-ZOLARS**
 2003 Main Street, Suite 400
 Irvine, California 92614
 Phone (949) 958-0215 Fax (949) 958-0820
MLC Holdings, Inc.
 5 PETERS CANYON, SUITE 310
 IRVINE, CA 92618
 CONTACT: AMYLA PARKER (949) 372-3309

VESTING TENTATIVE
TRACT MAP 37715
WINCHESTER, CA
 SCHEDULE A MAP
 SHEET 2 OF 2
 DATE 11/25/2019
 SCALE 1" = 40'

PROJECT DESCRIPTION

Winchester 1800 Specific Plan No. 286, Amendment #7 (SP286 A7)

Description

Specific Plan Amendment Number 7 to SP 286 would amend the Land Use Designations, re-allocate units, increase the total number of units in the Specific Plan and re-configure the boundaries and acreages of Planning Areas 40 and 41.

The proposed Amendment would modify the Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)", provide for the development of 145 single-family homes (135 units reallocated from Planning Area 41), reconfigure the boundaries and increase the acreage of PA 40 from 9.3 acres to 16.6 acres.

Additionally, the proposed Amendment would modify the Land Use Designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and provide for the development of 204 multi-family homes (rather than the designated 339 units), in acknowledgement of approved Tentative Tract Map 31007. Additionally, Amendment #7 would reconfigure the boundaries and acreage of PA 41, reducing the acreage from 22.6 to 17.9 acres to conform to Tentative Tract Map 31007.

Finally, Specific Plan Amendment #7 would eliminate 9.3 acres of Commercial Retail (PA 40), and increase the total number of units within the Specific Plan by ten (10) additional units from 4,720 to 4,730 (allocating those ten (10) units to Planning Area 40).

TTM 37715

CZ 1900017

CEQ190044

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I. SUMMARY OF CHANGES

A. SPECIFIC PLAN 286 AMENDMENT NO. 7

Specific Plan Amendment No.7 to WINCHESTER 1800 SP 286 amends the Land Use Designations, re-allocates dwelling units, increases the total number of units in the Specific Plan, re-configures the boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of the Circulation Plan.

Specifically, Specific Plan Amendment No. 7 provides the following modifications to the Land Use Plan to be consistent with approved TTM 31007 and proposed Tentative Tract Map No. 37715.

- **Planning Area 40:** Specific Plan Amendment No.7 modifies the Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)", provides for the development of 145 single-family homes (135 units reallocated from Planning Area 41), re-configures the Planning Area boundary, and increases the acreage of PA 40 from 9.3 acres to 16.6 acres.
- **Planning Area 41:** Specific Plan Amendment No.7 modifies the Land Use Designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and provide for the development of 204 multi-family homes (rather than the designated 339 units), in acknowledgement of approved Tentative Tract Map 31007 (TTM 31007). Additionally, Specific Plan Amendment No.7 re-configures Planning Area 41's boundary, and reduces the acreage from 22.6 to 17.9 acres to conform to TTM 31007. Since Planning Area 41 was subdivided by TTM 31007 and has been developed with only 204 units, there are 145 unused/excess units available within the Highway 79 Policy Area that may be allocated to Planning Area 40. Specific Plan Amendment No.7 would reallocate all of these 145 "surplus" units from Planning Area 41 to Planning Area 40, consistent with the Highway 79 Policy.
- **Re-Allocation of Units:** Specific Plan Amendment No. 7 eliminates 9.3 acres of Commercial Retail (PA 40), and increases the total number of units within the Specific Plan by ten (10) additional units from 4,720 to 4,730 (allocating those ten (10) units to Planning Area 40).
- **Major Community Roadways:** The acreage reserved for Major Community Roadways within the Circulation Plan has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715.

Please refer to Figure SC-1, *Land Use Plan – Area of Change*, for an illustration of the area modified per Specific Plan Amendment No. 7.

The modifications provided by Specific Plan Amendment No. 7 are summarized in Table SC-1, *Specific Plan No. 286, Specific Plan Amendment No. 7*.

Table SC-1 - Specific Plan No. 286, Specific Plan Amendment No. 7

Approved Winchester 1800 Specific Plan No. 286 Amendment No. 6					Winchester 1800 Specific Plan No. 286 Amendment No. 7				
PA	Land Use	Target Units	Acres	Target Density	PA	Land Use	Target Units	Acres	Target Density
40	Commercial Retail	--	9.3	--	40	High Density Residential	145	16.6	8.7
41	Very-High Density Residential	339	22.6	15.0	41	High Density Residential	204	15.7	12.9
--	Major Roads	--	137.6	--	--	Major Roads	--	137.2	--
Total		339			Total		349		

SUMMARY OF CHANGES

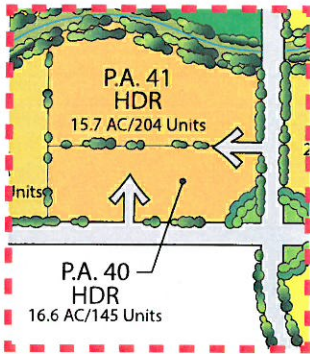
WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7

STATISTICAL ABSTRACT

SPECIFIC PLAN LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (DRD) (0.4 AC/MS)	174	0.3	4
LOW DENSITY RESIDENTIAL (DR) (0.5 AC/MS)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (MDR) (0.4-0.8 AC)	876.3	3.3	2,875
MEDIUM HIGH DENSITY RESIDENTIAL (MHDR) (0.3-0.6 AC)	214.3	5.3	1,124
HIGH DENSITY RESIDENTIAL (HDR) (0.1-0.3 AC)	32.3	10.8	349
MIXED USE (MU)	15.2	11.5	175
RESIDENTIAL SUBTOTAL	1,656.9	5.9	4,587
COMMERCIAL RETAIL (CR)	45.6		
COMMERCIAL TOURIST (CT)	36.7		
PUBLIC FACILITIES (PF)	45.0		134
OPEN SPACE - RECREATION (OS-R)	53.4		14
OPEN SPACE - CONSERVATION (OS-C)	85.5		
OPEN SPACE - CONSERVATION DRAINAGE (OS-CD)	71.3		
CIRCULATION	137.2		
NON-RESIDENTIAL SUBTOTAL	474.7	0.1	148
TOTAL	2,131.6	2.9	4,735

INCLUDES POTENTIAL DEVELOPMENT OF 140 DWELLING UNITS WITHIN PLANNING AREAS 15, 24B, 45 & 46.



AREA OF CHANGE

P.A.	SPECIFIC PLAN LAND USE		ACRES	UNITS
	From:	To:		
P.A. 40	From: CR		9.3	--
	To: HDR		16.6	145
P.A. 41	From: VHDR		22.6	339
	To: HDR		15.7	204

AREA OF CHANGE



FIGURE SC-1

I. SUMMARY

A. PROJECT SUMMARY

The WINCHESTER 1800 Specific Plan is located on 1,656.9 acres in the southerly portion of the French Valley area of unincorporated Riverside County, approximately seven (7) miles north of the City of Temecula, as noted on the *Regional Map* (Figure I-1) and the *Vicinity Map* (Figure I-2). The proposed community is generally bounded by Keller Road to the north; Auld Road to the south, Washington Street to the east, and Winchester Road to the west. The *Aerial Photograph* (Figure I-3) depicts existing site conditions.

The WINCHESTER 1800 Specific Plan reflects the logical and orderly expansion of urban growth within the French Valley and neighboring areas of Riverside County. The WINCHESTER 1800 Specific Plan contains numerous residential housing opportunities on a variety of lot sizes and densities ranging from 0.2 dwelling units per acres to 14.0 dwelling units per acre, providing the community with a total of 4,730 dwelling units. Additional uses incorporated into the community include commercial, commercial recreation, school, active park, and open space/drainage uses. Commercial centers within the Specific Plan are located adjacent to major transportation corridors, providing convenience, accessibility, and visual identity to local residents. Two locations are planned as commercial centers, totaling 45.6 acres, and one location is planned for commercial tourist activity, totaling 36.7 acres.

In addition to the provision of commercial-oriented land uses, the WINCHESTER 1800 project includes a variety of recreational land uses. Six (6) active park sites totaling 53.4 acres are located throughout the community, offering residents and the surrounding community a variety of active and passive recreational opportunities. A total of 71.3 acres of Open Space – Conservation Drainage (OS-CD) uses will support and promote further pedestrian-oriented recreation opportunities, and will include a planned Regional Recreation Trail, as designated on the Southwest Area Plan (SWAP) Trails and Bikeway System Map. These areas may be developed in the form of meandering landscaped greenbelts adjacent to drainage courses throughout the project site. In addition, natural open space totaling 85.5 acres will be maintained in its natural state to preserve the only sensitive on-site topographical features and to provide aesthetic visual identity.

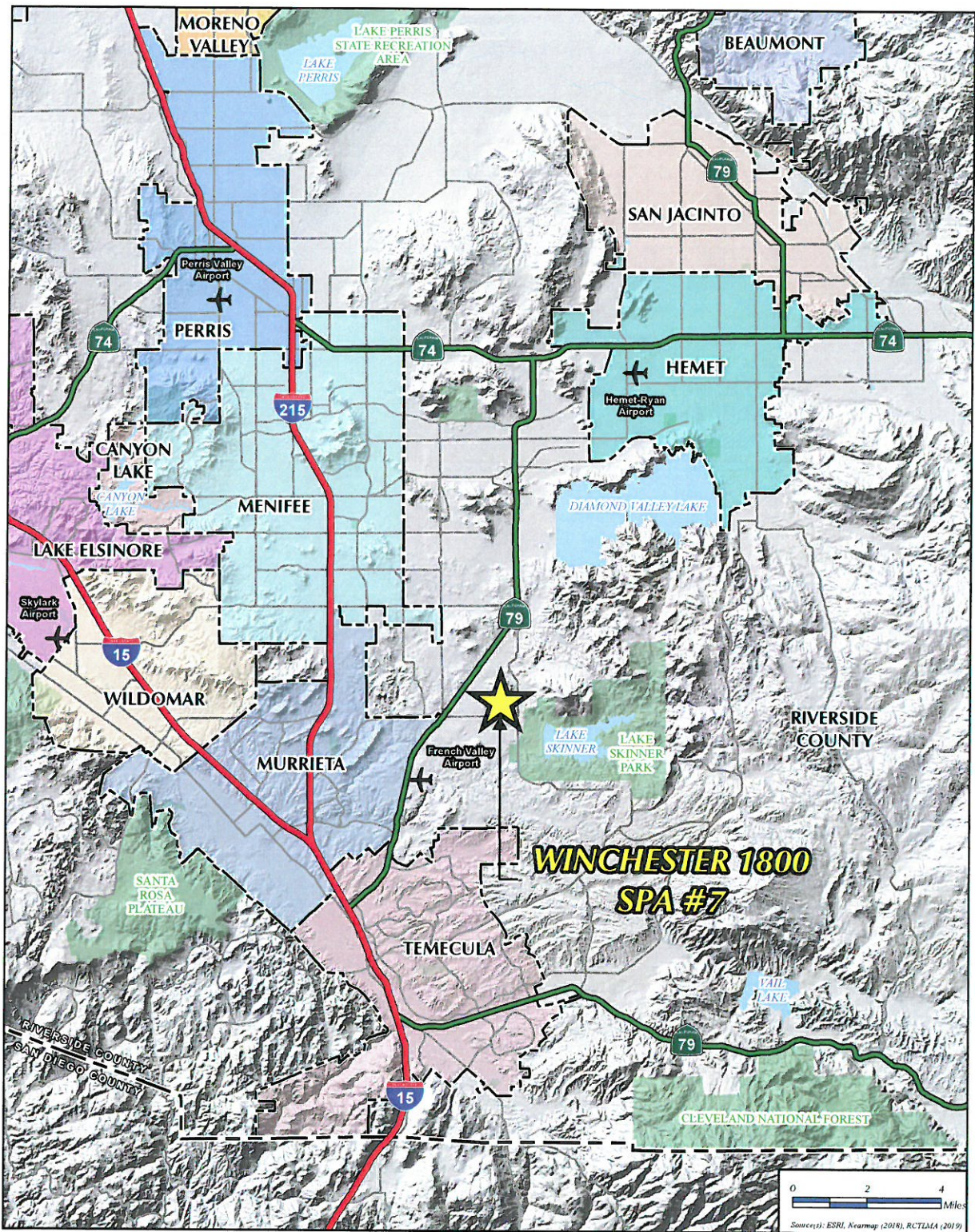


FIGURE I-1



Regional Map

WINCHESTER 1800

I. SUMMARY

Specific Plan No. 286, Amendment No. 7

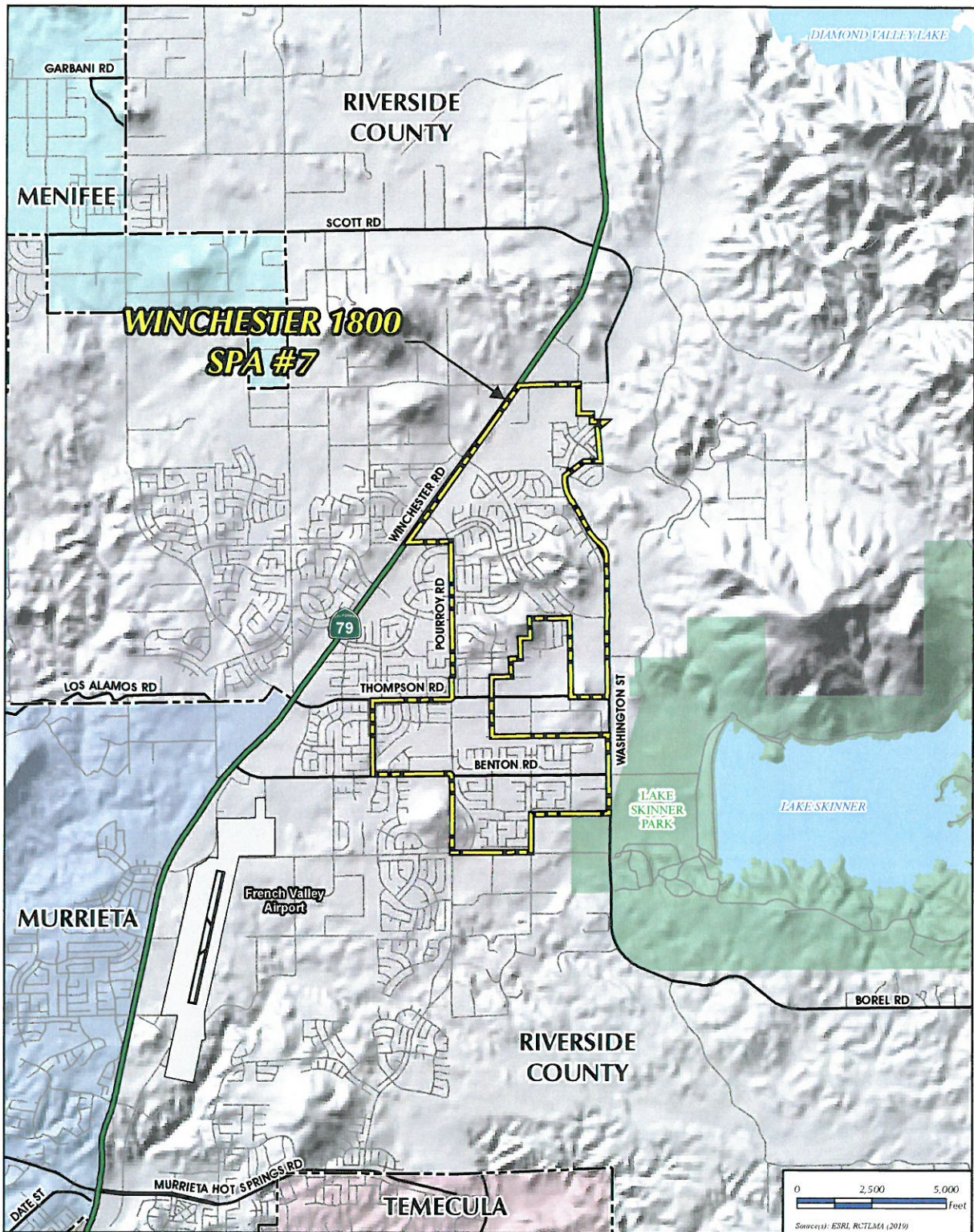


FIGURE I-2

Vicinity Map

WINCHESTER 1800



I. SUMMARY

Specific Plan No. 286, Amendment No. 7

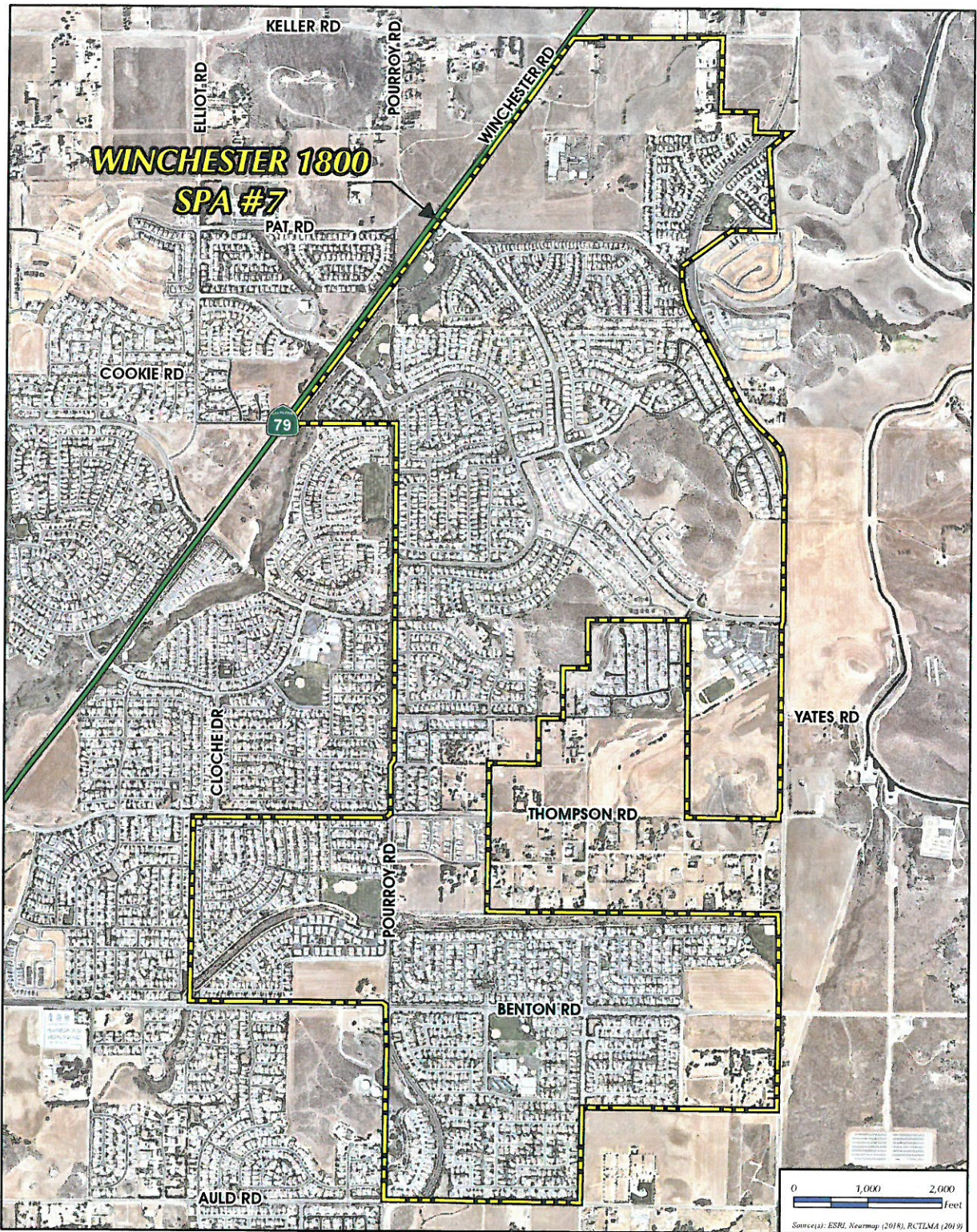


FIGURE I-3

Aerial Photograph

WINCHESTER 1800



I. SUMMARY

Specific Plan No. 286, Amendment No. 7

WINCHESTER 1800 residents will enjoy various benefits of a master-planned community. Infrastructure and other public facilities are sufficiently sized to accommodate the needs of the entire community at full build-out. In addition, specific plan design elements including land use compatibility, site design, architecture and landscaping are consistently applied to assure a varied, yet harmonious project.

The WINCHESTER 1800 Specific Plan is summarized as follows:

Table I: Land Use Summary

LAND USE	ACREAGE	DENSITY FACTOR	DWELLING UNITS	SHARE OF TOTAL ACREAGE (%)
RESIDENTIAL				
Estate Density (EDR)	17.6 ac	0.35 du/ac	6 du	1.1
Low Density (LDR)	24.7 ac	2.0 du/ac	49 du	1.5
Medium Density (MDR)	878.3 ac	3.3 du/ac	2,875 du	53.0
Medium High Density (MHDR)	214.1 ac	5.3 du/ac	1,128 du	12.9
High Density (HDR)	32.3 ac	10.8 du/ac	349 du	1.9
Mixed-Use Policy Area (MUPA)	15.2 ac	11.5 du/ac	175 du	0.9
SUBTOTAL	1,182.2 ac	3.9 du/ac	4,582 du	71.3%
NON-RESIDENTIAL				
Commercial Retail (CR)	45.6 ac	-----	-----	2.8
Commercial Tourist (CT)	36.7 ac	-----	-----	2.2
Public Facility	45.0 ac	-----	134 du	2.7
Open Space – Recreation (OS-R)	53.4 ac	-----	14 du	3.2
Open Space – Conservation Drainage (OS-CD)	71.3 ac	-----	-----	4.3
Open Space – Conservation (OS-C)	85.5 ac	-----	-----	5.2
Expanded Parkways	6.5 ac	-----	-----	0.4
Roads	130.7 ac	-----	-----	7.9
SUBTOTAL	474.4 ac	-----	148 du	28.7%
TOTAL	1,656.9 ac	-----	4,730 du	100.0%

B. PROJECT HISTORY

The WINCHESTER 1800 Specific Plan (No. 286) was adopted on April 29th 1997 along with the certification of the project's Environmental Impact Report (EIR No. 374). EIR No. 374

analyzed the originally approved unit count of 5,806 although subsequent amendments reduced the unit count to 4,716.

Amendments to Specific Plan No. 286 since its original adoption are documented below.

Amendment No. 1 (adopted July 11, 2000) – amended Planning Areas 43, 44, 45, 46 and 47. The changes to the Specific Plan as approved in Amendment No. 1 were as follows:

- Revised the park concept for Planning Area 45 to reflect Valley-Wide Park and Recreation District standards;
- Added two acres to the 10-acre school site within Planning Area 46 to reflect Temecula Valley Unified School District Standards;
- Revised the statistical abstract for Planning Area 43 from 4.1 acres to 4.2 acres maintaining 1 existing dwelling unit;
- Revised the statistical abstract for Planning Area 44 from 28 acres to 30.8 acres and a corresponding increase in the number of units from 104 to 116;
- Revised the statistical abstract for Planning Area 47 from 58.5 acres to 57.7 acres and an increase in the number of units from 158 to 188;
- Provided for elementary school/park site development options including 14 units to be built in Planning Area 45 if not developed as a park site and 32 units to be built in Planning Area 46 if not utilized as a school site; and
- Provided a sign program.

Amendment No. 2 (adopted December 18, 2000) – added two additional Planning Areas (PAs 49 and 50) to Specific Plan 286, comprising 40.1 acres located adjacent to the southwestern portion of the Specific Plan area. The project area is bordered by Planning Areas 43 and 44 to the north, Planning Area 47 to the east, and Auld Road to the south with Pourroy Road bisecting the site. The changes to the Specific Plan as approved in Amendment No. 2 were as follows:

- Added Planning Area 49 to the Specific Plan, located to the east of Pourroy Road, consisting of 19.6 acres and proposed to contain 58 medium density residential dwelling units;
- Added a detention basin comprised of 1.9 acres as part of Planning Area 49 to replace temporary facilities; and
- Added Planning Area 50 to the Specific Plan. Located to the west of Pourroy Road, it is 20.5 acres and proposed to contain 36 medium density residential dwelling units. One existing single-family residence will remain in Planning Area 50 with 35 new dwelling units.

Amendment No. 3 (adopted June 25, 2002) – added Planning Area 51 and 40 acres to Specific Plan 286 in the southeastern portion of the Specific Plan area. The project area is between Planning Areas 47 and 48, south of Benton Road. The changes to the Specific Plan as approved in Amendment No. 3 were as follows:

- Added 40 acres within Planning Area 51, located south of Benton Road and 123 medium density residential dwelling units to the Specific Plan.

Amendment No. 4 (adopted March 23, 2004) – proposed to reconfigure and/or adjust the statistical abstracts for Planning Areas 2B, 2C, 2D, 10B, 12, 13B, 14B, 15, 16, 17, 18, 19, 20, 21, 22, and 25. The amendment is administrative in nature, reflecting engineered site conditions and the current development desires of the Riverside County Board of Supervisors.

The changes to the Specific Plan as approved in Amendment No. 4 were as follows:

- Deleted Planning Areas 2B and 2D, integrating their design into Planning Areas 16 A/B and 18, respectively;
- Adjusted the statistical abstract for Planning Area 2C from 11.1 to 11.8 acres;
- Converted Planning Area 10B from a Medium-High Density (5-8 du/ac) to a Medium Density (2-5 du/ac) land use category, increased its minimum lot size from 5,000 square feet to 7,200 square feet, reconfigured its land area from 11.4 to 50 acres, and raised its maximum dwelling units from 64 to 211;
- Converted Planning Area 13B from a Medium-Low Density (2-4 du/ac) to a Medium Density (2-5 du/ac) land use category, reconfigured its land area from 57.5 to 36.8 acres, and lowered its maximum dwelling units from 155 to 128;
- Reconfigured the land area for Planning Area 14B from 81 to 42.3 acres and lowered its maximum dwelling units from 300 to 135;
- Provided for medium density residential development (with a maximum dwelling unit count of 75) as an alternative land use to the proposed middle school, in the event that Planning Area 15 is not utilized as a school site;
- Reconfigured the land area for Planning Area 16 into separate Planning Areas 16A and 16B, still totaling 31 acres and still to be devoted to park development;
- Delete Planning Area 17, combining its area with Planning Area 18 for development of mixed uses instead of Very-High Density Residential;
- Converted Planning Area 18 from a Commercial to a Mixed Use (8-14 du/ac) land use category, reconfigured its land area from 10.2 to 15.2 acres, and lowered its maximum dwelling units from 205 (previously allowed by Planning Area 17) to 175;
- Reconfigured the land area for Planning Area 19 from 50.1 to 34.5 acres and lowered its maximum dwelling units from 280 to 143;
- Adjusted the statistical abstract for Planning Area 20 from 47.9 to 59.1 acres;
- Reconfigured the land area for Planning Area 21 (142.4 acres and 527 dwelling units) into separate Planning Areas 21A and 21B, totaling 172.7 acres and 494 dwelling units;
- Converted Planning Area 22 from a Medium Density (2-5 du/ac) to an Open Space/Drainage/Parkland land use category, which allows no residential dwelling units;

- Reconfigured the land area for Planning Area 25, retaining 26.4 acres for Open Space; and
- Reconfigured the land area for Planning Area 12 (15.8 acres and 32 dwelling units) into separate Planning Areas 12A and 12B, and converted Planning Area 12 from a Low Density (2.0 du/ac) to a Medium Low Density (3.1 du/ac) land use category (Planning Area 12A – 10.8 acres, 34 units) and to a Parks land use category (Planning Area 12B – 5 acres).

Amendment No. 5 (adopted June 5, 2007) reconfigured the land area and/or adjusted the statistical abstracts for Planning Areas 2A, 5, 7, 9, 10A, 10B, and 13A to permit implementation of a 180 DU condominium project. The changes to the Specific Plan as approved in Amendment No. 5 were as follows:

- Reconfigured the land area for Planning Area 7 from 28.6 acres to 23 acres, and lowered its maximum dwelling units from 106 units to 85 units;
- Reconfigured the land area for Planning Area 2A from 10 acres to 15.6 acres, adding open space/ conservation area in support of the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP);
- Converted Planning Area 9 from a Medium Density (2-5 du/ac) to Medium High Density (5-8 du/ac) land use category;
- Transferred the previously-approved development density allocated to the 5.6 acres previously in PA 7 removed from development (21 units) to Planning Area 9; and
- Transferred the unrealized residential units from maps recorded within Planning Areas 5, 10A, 10B, and 13A (totaling 58 units) to Planning Area 9.

Amendment No. 6 (adopted June, 2, 2015) - included substantive changes that modified the land uses and acreages for Planning Areas in the northern portion of the Specific Plan primarily in response to changing market and other conditions since the previous amendment was adopted on June 5th, 2007.

Amendment No. 6 reduced the total number of residential dwelling units within the Specific Plan from 4,870 to 4,720 by re-designating a 17.9-acre, Very High Density Residential Planning Area to Medium Density Residential and reducing its acreage to 5.4 acres; replaced one (1) 10-acre elementary school site and one (1) 5.0-acre park site with Medium High Density Residential; and created two (2) new Planning Areas designated as Open Space – Conservation Drainage.

Substantive changes to the Specific Plan contained in Amendment No. 6 included:

Planning Area 1

- Amended the land use designation from Very High Density Residential (14-20 du/ac) to Medium Density Residential (2-5 du/ac);
- Reduced acreage from 17.9 acres to 5.4 acres; and

- Reduced Target Dwelling Units from 269 to 23 units.

Planning Area 3

- Eliminated the 5.0-acre Park and amends the land use designation to Medium High Density Residential (5-8 du/ac);
- Increased acreage from 5.0 acres to 12.0 acres; and
- Increased Target Dwelling Units from zero (0) to 62 units.

Planning Area 5A

- Increased acreage from 33.4 acres to 38.8 acres; and
- Amended the land use designation from Medium Low Residential to Medium Residential.

Planning Area 6

- Eliminated the 10-acre Elementary School site and amends the land use designation from School to Medium High Density Residential (5-8 du/ac);
- Increased acreage from 10.0 acres to 11.0 acres; and
- Increased the Target Dwelling Units from 27 to 61 units.

Planning Area 7

- Reduced acreage from 23.0 acres to 21.1 acres; and
- The land use designation remains as Medium Density Residential.

Planning Area 52A

- Created a new 0.9-acre Planning Area designated as Open Space-Conservation Drainage

Planning Area 52B

- Created a new 0.7-acre Planning Area designated as Open Space-Conservation Drainage

Keller Road

- Keller Road was re-aligned thru the Specific Plan to create a standard intersection at Winchester Road

Circulation/Roads

- Reduced acreage devoted to Circulation from 131.7 acres to 131.1 acres

Amendment No. 6 also included non-substantive changes encompassing the complete Specific Plan area, ensuring that all Land Use Designations conform to current nomenclature. Non-substantive changes to the Specific Plan contained in Amendment No. 6 included:

Public Facility

- Amended the land use designation for school sites from Schools to Public Facility to conform to current Riverside County General Plan nomenclature;
- Reduced Public Facility acreage from 55.0 acres to 45.0 acres, with the elimination of the 10.0-acre elementary school site in Planning Area 6; and
- Three (3) Public Facility sites remain.

Open Space – Recreation

- Amended the land use designation from Parks and Conservation/Parks to Open Space – Recreation to conform to current Riverside County General Plan nomenclature, with the exception of Planning Area 3, which is allocated in SP286-A6 as MHDR; and
- Decreased Open Space – Recreation acreage from 58.4 acres to 53.4 acres, with the elimination of the 5.0-acre park site in Planning Area 3.

Open Space – Conservation

- Amended the land use designation in Planning Areas 20 and 25 from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation to conform to current Riverside County General Plan nomenclature; and
- Increased Open Space – Conservation acreage from zero (0) acres to 85.5 acres.

Open Space – Conservation Drainage

- Amended the land use designation from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation Drainage to conform to current Riverside County General Plan nomenclature, with the exception of Planning Areas 20 and 25, which are allocated in SP286-A6 as Open Space – Conservation; and
- Reduced Open Space – Conservation Drainage acreage from 155.2 acres to 71.3 acres.

Commercial Retail

- Amended the land use designation from Commercial to Commercial Retail to conform to current Riverside County General Plan nomenclature

Commercial Tourist

- Amended the land use designation from Commercial Recreation to Commercial Tourist to conform to current Riverside County General Plan nomenclature

Estate Density Residential

- Amended the land use designation from Very Low Density Residential to Estate Density Residential to conform to current Riverside County General Plan nomenclature at the planned density.

Medium Density Residential

- Amended the land use designation from Medium Low Density Residential to Medium Density Residential to conform to current Riverside County General Plan nomenclature;
- Increased Medium Density Residential acreage from 690.3 acres to 878.3 acres; and
Increased Medium Density Residential Dwelling Units from 2,310 units to 2,875 units.

Amendment No. 7 to the WINCHESTER 1800 Specific Plan (SP286-A7) amends the Land Use Designations of Planning Areas 40 and 41, re-allocates dwelling units, decreases the total number of units in the Specific Plan, re-configure boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of circulation.

Planning Area 40

- The land use designation for Planning Area 40 is modified from Commercial Retail (CR) to High Density Residential (HDR), increases the acreage from 9.3 acres to 16.6 acres, provides for the development of 145 dwelling units with a residential density of 8.7 du/ac to reflect TTM 37715.

Planning Area 41

- To be consistent with approved TTM No. 31007, the land use designation for Planning Area 40 is modified from Very High Density Residential (VHDR) to High Density Residential (HDR), decreases the acreage from 22.6 acres to 15.7 acres, decreases the dwelling unit count 339 to 204 with a decrease in density from 15.0 du/ac to 12.9 du/ac.

Circulation/Roads

- The acreage reserved for circulation has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715

II. INTRODUCTION

A. DOCUMENT PURPOSE

This document has been prepared for the purpose of establishing guidelines for a Community Development Specific Plan. WINCHESTER 1800 Specific Plan encompasses a total of 1,656.9 acres of land located within the French Valley area of unincorporated Riverside County, California.

Authorized by California Government Code §65450 et seq., a Specific Plan is a tool that is used for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. As such, this document provides the County of Riverside with policies and regulations to ensure efficient, orderly development of the subject property in accordance with the County's adopted General Plan.

The WINCHESTER 1800 Specific Plan establishes standards for the development of a master planned community in unincorporated Riverside County. This Specific Plan includes regulations relative to land uses, site planning, and building intensity, as well as design guidelines that are intended to allow for innovation in architecture, landscaping and building arrangements as future tentative maps and site plans are proposed to implement the Specific Plan. All future implementing actions (development plans, tract maps, site plans, and other similar entitlements) for property located within the boundaries of this Specific Plan are required to be consistent with the standards and guidelines set forth in this document and with all applicable County regulations. Furthermore, all regulations, conditions, standards and guidelines contained herein shall be deemed distinct and independent provisions of the Specific Plan. If any section, clause, phrase, or portion of this document is for any reason to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

B. SPECIFIC PLAN FORMAT

Amendment No. 7 of the WINCHESTER 1800 Specific Plan (SP286-A7) is divided into the following sections: (1) Summary; (2) Introduction; (3) Specific Plan; (4) Design Guidelines; and (5) Zoning Ordinance. SP286-A7 has been prepared pursuant to the provisions of California Government Code §65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §65450 through §65454 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to §65450, a Specific Plan shall include text and a diagram or diagrams which specify all of the following details:

- The distribution, location, and extent of the uses of land within the area covered within the specific plan area;
- The distribution, location, extent, and intensity of major circulation and utility services to be located within the plan area or that will be needed to service the specific plan area;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A schematic program of implementation measures indicating how public services will be financed; and
- A statement of the specific plan's relationship to the general plan.

California state law also provides for the inclusion of any other subject that, in the judgment of the local planning agency, is deemed necessary or desirable to implement the general plan, such as architectural or landscape design guidelines.

In response to government requirements, this Specific Plan has been prepared to provide the essential link to the policies of the County of Riverside General Plan. By functioning as a regulatory document, the SP286-A7 provides a means of implementing and detailing the County's General Plan and tailoring its policies to the subject property. In this regard, all future development plans or other entitlement applications are required to substantially conform to the standards and guidelines set forth in this document, as well as all applicable County regulations. SP286-A7 is designed to address site specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as vehicular and non-vehicular circulation, energy conservation, landscaping, and the provision of utilities. SP286-A7 also ensures that new development meets or exceeds County standards for environmental protection, infrastructure, site planning, and aesthetic quality.

C. DISCRETIONARY ACTIONS

The WINCHESTER 1800 Specific Plan No. 286 Amendment No. 7 (SP286-A7) has been prepared under the authority of the Riverside County Planning Department. This document will be used by the County of Riverside in connection with the following decisions.

1. Riverside County Planning Commission
 - Recommendation to the Board of Supervisors regarding consideration of an Addendum to EIR No. 374 based on the findings and conclusions in Environmental Assessment No. XX.
 - Recommendation to the Board of Supervisors regarding adoption of Specific Plan No. 286 Amendment No. 7 by Resolution.
 - Recommendation to the Board of Supervisors regarding adoption of Change of Zone No. 1900017.
 - Recommendation to the Board of Supervisors regarding adoption of Tentative Tract Map No. 37715.

2. Riverside County Board of Supervisors
 - Consider an Addendum to EIR No. 374 based on the findings and conclusions in Environmental Assessment No. XX.
 - Adoption of Specific Plan No. 286 Amendment No. 7 by Resolution.
 - Adoption of Change of Zone No. 1900017 by Ordinance.
 - Approval of Tentative Tract Map No. 37715.

Subsequent discretionary actions may include, but are not limited to, tentative tract maps, final tract maps, conditional use permits, site plans, plot plans, grading permits, water and sewer system approvals, and encroachment permits.

III. SPECIFIC PLAN

A. DEVELOPMENT PLANS AND STANDARDS

PLANNING OBJECTIVES

Many important issues were thoroughly examined and considered during the preparation of this Specific Plan. Engineering feasibility, market acceptance, economic viability, County Comprehensive General Plan goals, Southwest Area Community Plan goals, development phasing, and local community goals all were considered during the planning process. In order to ensure the functional integrity, economic viability, environmental sensitivity and positive aesthetic impact of this Specific Plan, specific planning and development goals for the project were established and supported by this extensive analysis. With these specific project goals in mind, the WINCHESTER 1800 Specific Plan:

- ❑ Furnishes a plan for development that is sensitive to the environment as well as aesthetically pleasing, and one that provides for noise suppression, protection of health and safety and the promotion of the people, community and region.
- ❑ Considers topographic, geologic, hydrologic and environmental opportunities and constraints to create a design that essentially conforms to the condition of the land by maintaining and using basic landforms where practical.
- ❑ Anticipates marketing needs and public demand by providing varying housing types, styles, sizes and values that will be marketable within the evolving economic profile of surrounding communities as well as within Riverside County.
- ❑ Attracts commercial uses that will serve community needs and the needs of the surrounding area while supplying an employment base for local residents within Riverside County, conveniently located to minimize commuting distances.
- ❑ Provides backbone infrastructure systems and public facilities to support development in an efficient and timely manner.
- ❑ Reinforces the community identity of the project vicinity through control of project design elements such as architecture, landscaping, color, paving, walls, fencing, signage and entry treatments.
- ❑ Develops an environment that is visually attractive and efficiently and effectively organized, including a pleasing landscape palette.
- ❑ Maintains consistency with the County's Noise Element by properly mitigating noise generating uses that exceed the maximum suggested dBA level.

- Integrates with the character of surrounding communities and establishes a development that results in logical coordinated growth.
- Provides for a long-range comprehensive planning approach to development which cannot be accomplished on a parcel-by-parcel basis.

1. Specific Land Use Plan

a. Project Description

Upon completion, The WINCHESTER 1800 Specific Plan will contain a high quality master-planned community, primarily composed of residential, commercial, open space and recreation land uses. Residential planning areas vary in density from 0.2 du/ac to 14.0 du/ac. The various residential product types will be designed to meet the market need in the urbanizing French Valley area of Riverside County, while maintaining a sensitive approach to design relative to existing topography and additional environmental conditions. When fully developed, a maximum of 4,730 dwelling units will be built in WINCHESTER 1800. These residences will be divided among a range of lot sizes as depicted in the *Specific Land Use Plan* (Figure III-I). The WINCHESTER 1800 Specific Plan will ensure a well-balanced community by incorporating commercial centers, school sites, parks and a variety of open space uses into a master-planned development.

Specific information on each of the planning areas within WINCHESTER 1800 is provided within Table 2, *Detailed Land Use Summary*, and in Section III.B, *Planning Area Figures III-12 through III-37*.

The proposed land uses within WINCHESTER 1800 are as follows:

RESIDENTIAL - Residential planning areas account for 1,172.5 acres of the project site, containing 4,730 dwelling units, with an average density of 3.9 du/ac. The housing mix will fall within seven density ranges, varying from "Estate Density" (2.0-acre minimum) to "High Density Residential" (8.0-14.0 du/ac). However, Amendment No. 7 provides additional dwelling units as an alternate use for Planning Areas 15, 26B, 45, and 46 should the school district or park district not acquire these sites. This alternate use was also provided in prior Amendments of the WINCHESTER 1800 Specific Plan.

If residential use is implemented in these four Planning Areas, total residential areas and dwelling units would increase by a maximum of 50.0 acres and 148 dwelling units, respectively. The optional dwelling units are incorporated into the project total throughout the WINCHESTER 1800 Specific Plan, which provides a total of 4,730 dwelling units in Amendment No. 7.

STATISTICAL ABSTRACT

SPECIFIC PLAN LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (EDR) (2.6 AC/MS)	17.6	0.3	6
LOW DENSITY RESIDENTIAL (LDR) (1.2 AC/MS)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (MDR) (2.8-5.4 AC/AC)	978.3	3.3	2,875
MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR) (4.8-8.4 AC/AC)	214.1	5.3	1,128
HIGH DENSITY RESIDENTIAL (HDR) (6.8-14.0 AC/AC)	32.3	10.8	349
MIXED USE (MU)	15.2	11.5	175
RESIDENTIAL SUBTOTAL	1,182.2	3.9	4,582
COMMERCIAL RETAIL (CR)	45.6		
COMMERCIAL TOURIST (CT)	36.7		
PUBLIC FACILITIES (PF)	45.0		134
OPEN SPACE - RECREATION (OS-R)	53.4		14
OPEN SPACE - CONSERVATION (OS-C)	85.5		
OPEN SPACE - CONSERVATION DRAINAGE (OS-CD)	71.3		
CIRCULATION	137.6		
NON-RESIDENTIAL SUBTOTAL	474.7	0.3	148
TOTAL	1,656.9	2.9	4,730*

*INCLUDES POTENTIAL DEVELOPMENT OF 144 DWELLING UNITS WITHIN PLANNING AREAS 15, 16B, 45 & 46.

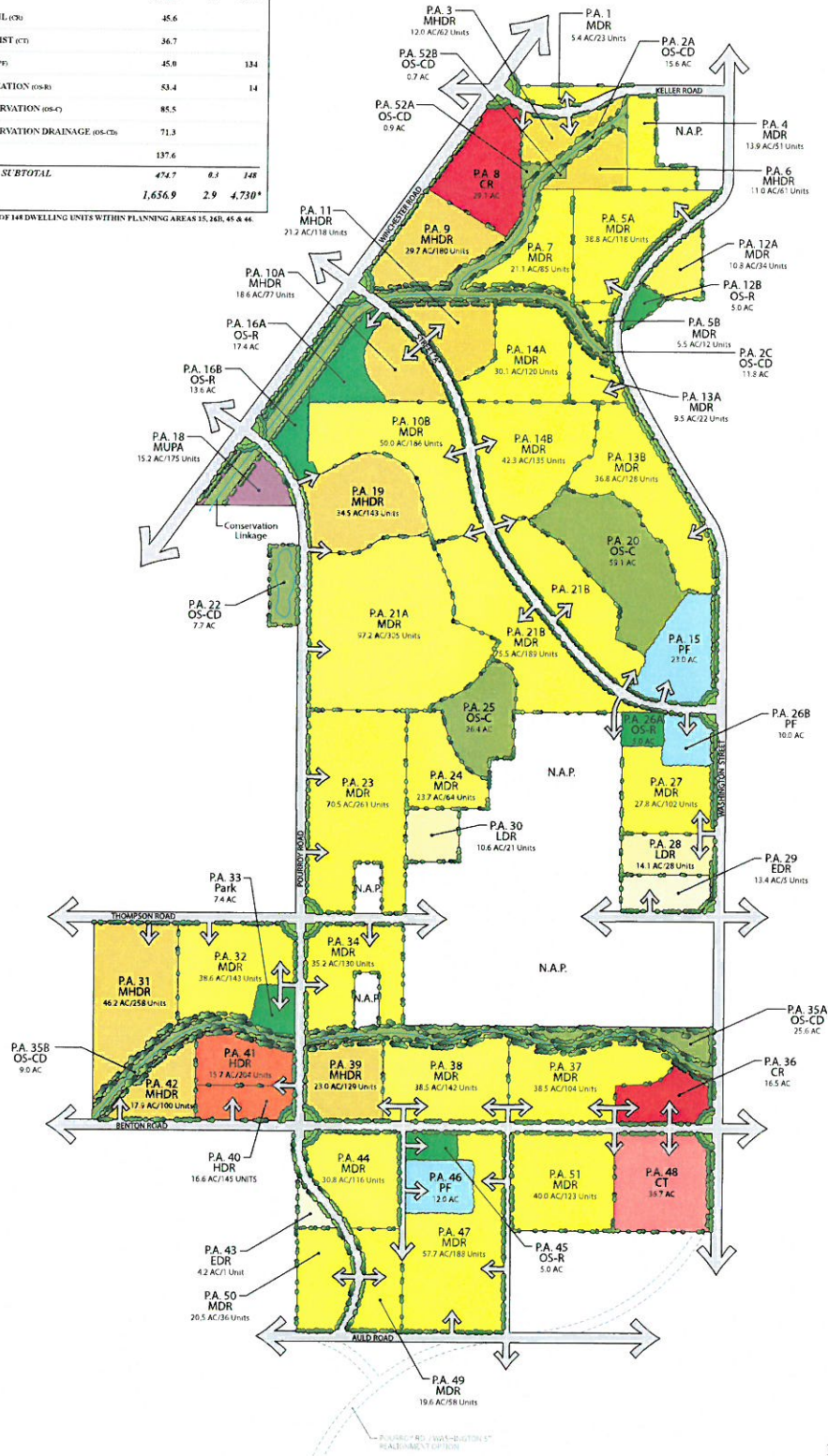


FIGURE III-1



III. SPECIFIC PLAN

Specific Plan No. 286, Amendment No. 7

Specific Land Use Plan
WINCHESTER 1800

STATISTICAL ABSTRACT

SPECIFIC PLAN LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (EDR) (0.4 AC/MSU)	17.6	0.3	6
LOW DENSITY RESIDENTIAL (LDR) (0.2 AC/MSU)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (MDR) (0.25 AC/MSU)	878.3	3.3	2,875
MEDIUM HIGH DENSITY RESIDENTIAL (MHR) (0.4 AC/MSU)	214.1	5.3	1,128
HIGH DENSITY RESIDENTIAL (HDR) (0.4 AC/MSU)	31.9	10.9	349
MIXED USE POLICY AREA (MUPA)	15.2	11.5	175
RESIDENTIAL SUBTOTAL	1,191.9	3.9	4,582
COMMERCIAL RETAIL (CR)	45.6		
COMMERCIAL TOURIST (CT)	36.7		
PUBLIC FACILITIES (PF)	45.0		134
OPEN SPACE - RECREATION (OS-R)	53.4		14
OPEN SPACE - CONSERVATION (OS-C)	85.5		
OPEN SPACE - CONSERVATION DRAINAGE (OS-CD)	71.3		
CIRCULATION	117.6		
NON-RESIDENTIAL SUBTOTAL	475.1	0.3	148
TOTAL	1,636.9	2.9	4,730

*INCLUDES POTENTIAL DEVELOPMENT OF 140 DWELLING UNITS WITHIN PLANNING AREAS 15, 24B, 47 & 48.

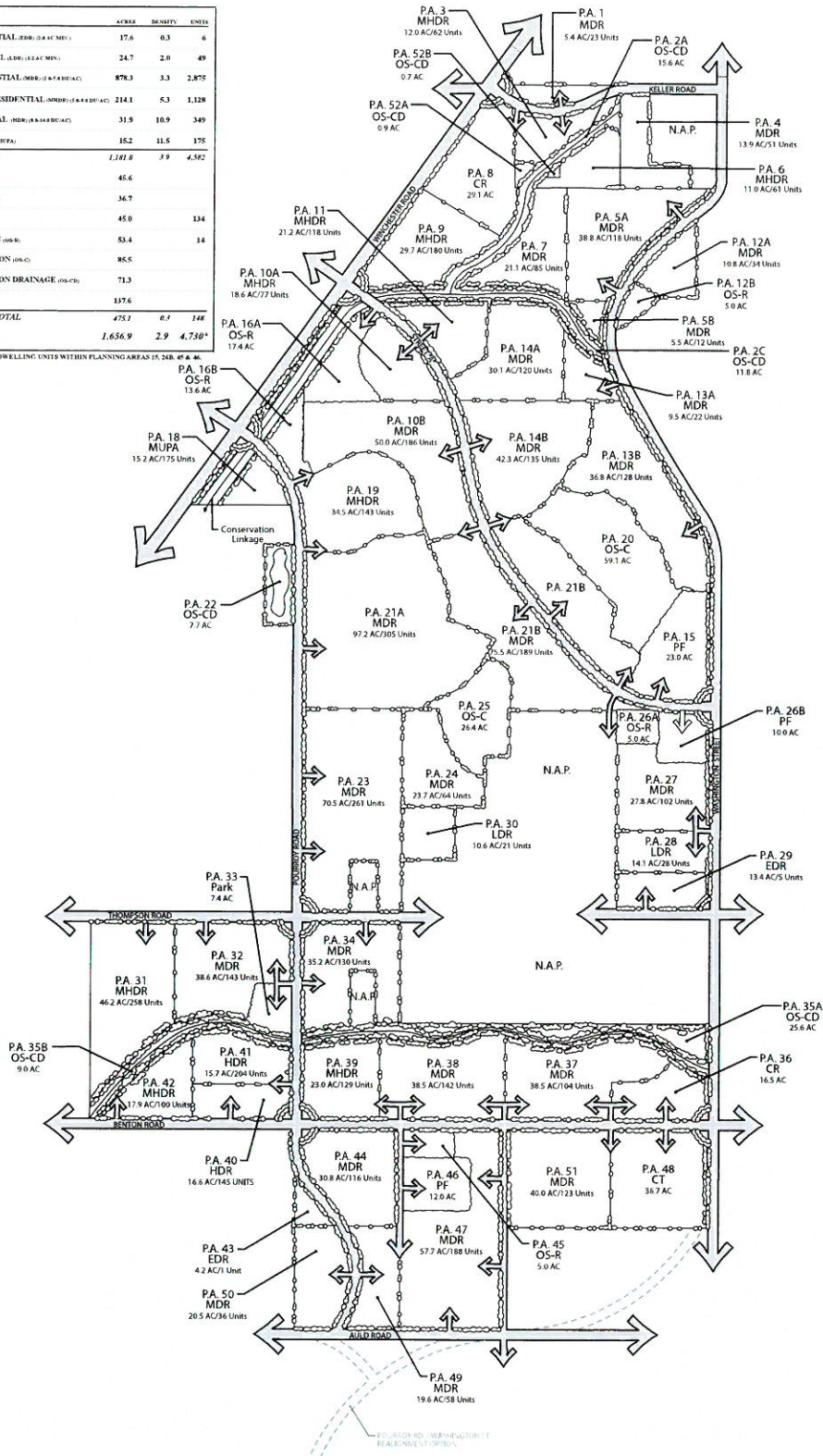


FIGURE III-1A



Specific Land Use Plan
WINCHESTER 1800

III. SPECIFIC PLAN
Specific Plan No. 286, Amendment No. 7

Table 2, Detailed Land Use Summary

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
RESIDENTIAL					
Estate Density Residential (EDR)	29	13.4	2.0-acre minimum	0.4	5
	43	4.2	2.0-acre minimum	0.2	1
	Subtotal:	17.6			6
Low Density Residential (LDR)	28	14.1	0.5-acre minimum	2.0	28
	30	10.6	0.5-acre minimum	2.0	21
	Subtotal:	24.7			49
Medium Density Residential (MDR)	5A	38.8	2.0-5.0	3.0	118
	5B	5.5	2.0-5.0	2.2	12
	12A	10.8	2.0-5.0	3.1	34
	13A	9.5	2.0-5.0	2.3	22
	24	23.7	2.0-5.0	2.7	64
	37	38.5	2.0-5.0	2.7	104
	47	57.7	2.0-5.0	3.3	188
	1	5.4	2.0-5.0	4.3	23
	4	13.9	2.0-5.0	3.7	51
	7	21.1	2.0-5.0	4.0	85
	10B	50.0	2.0-5.0	3.7	186
	13B	36.8	2.0-5.0	3.9	128
	14A	30.1	2.0-5.0	4.0	120
	14B	42.3	2.0-5.0	3.5	135
	21A	97.2	2.0-5.0	3.1	305
	21B	75.5	2.0-5.0	2.5	189
	23	70.5	2.0-5.0	3.7	261
	27	27.8	2.0-5.0	3.7	102
	32	38.6	2.0-5.0	3.7	143
	34	35.2	2.0-5.0	3.7	130
	38	38.5	2.0-5.0	3.7	142
	44	30.8	2.0-5.0	3.8	116
	49	19.6	2.0-5.0	3.0	58
	50	20.5	2.0-5.0	1.7	36
51	40.0	2.0-5.0	3.0	123	
	Subtotal:	878.3			2,875
Medium High Density Residential (MHDR)	3	12.0	5.0-8.0	5.2	62
	6	11.0	5.0-8.0	5.5	61
	10A	18.6	5.0-8.0	4.1	77
	11	21.2	5.0-8.0	5.6	118

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
	19	34.5	5.0-8.0	4.1	143
	31	46.2	5.0-8.0	5.6	258
	39	23.0	5.0-8.0	5.6	129
	42	17.9	5.0-8.0	5.6	100
Medium High Density Residential (MHDR)	9	29.7	5.0-8.0	6.1	180
	Subtotal:	214.1			1,128
High Density Residential (HDR)	40	16.6	8.0-14.0	8.7	145
	41	15.7	8.0-14.0	12.9	204
	Subtotal:	32.2			349
Mixed Use Policy Area	18	15.2	8.0-14.0	11.5	175
Residential Acres/DUs		1,182.2		3.9	4,582
NON-RESIDENTIAL					
Commercial Retail (CR)	8	29.1			
	36	16.5			
	Subtotal:	45.6			
Commercial Tourist (CT)	48	36.7			
	Subtotal:	36.7			
Public Facility (PF)	15	23.0	2.0-4.0	3.4	75
	26B	10.0	2.0-4.0	2.7	27
	46	12.0	2.0-4.0	2.7	32
	Subtotal:	45.0			134
Open Space – Recreation (OS-R)	12B	5.0			
	16A	17.4			
	16B	13.6			
	26A	5.0			
	33	7.4			
	45	5.0			14
	Subtotal:	53.4			14

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
Open Space – Conservation Drainage (OS-CD)	2A	15.6			
	2C	11.8			
	22	7.7			
	35A	25.6			
	35B	9.0			
	52A	0.9			
	52B	0.7			
	Subtotal:	71.3			
Open Space – Conservation (OS-C)	20	59.1			
	25	26.4			
	Subtotal:	137.6			
Expanded Parkways		6.5			
Roads		131.1			
	Subtotal:	137.6			
Nonresidential Acres/DUs		474.4			148
PROJECT TOTAL		1,656.9		2.9	4,730

- **Estate Density Residential** (0.34 du/ac) – consists of 6 dwelling units on 17.6 acres of land. These units are proposed for Planning Areas 29 and 43.
- **Low Density Residential** (2.0 du/ac) – consists of 49 dwelling units on 24.7 acres of land. These units are proposed for Planning Areas 28 and 30.
- **Medium Density Residential** (3.3 du/ac) – consists of 2,875 dwelling units on 878.3 acres of land. MDR units are proposed for Planning Areas 1, 4, 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A, 14B, 21A, 21B, 23, 24, 27, 32, 34, 37, 38, 44, 47, 49, 50 and 51.
- **Medium High Density Residential** (5.3 du/ac) – consists of 1,128 dwelling units on 214.1 acres of land. These units are proposed for Planning Areas 3, 6, 9, 10A, 11, 19, 31, 39 and 42.
- **High Density Residential** (8.0-14.0 du/ac) – consists of 349 dwelling units on 32.2 acres of land. These units are proposed for Planning Area 40 and 41.
- **Mixed-Use Area** (11.5 du/ac) – consists of 175 dwelling units on 15.2 acres of land. These units are proposed for Planning Area 18.

- COMMERCIAL RETAIL - The commercial uses within the WINCHESTER 1800 community consist of 45.6 acres overall. Located adjacent to major transportation corridors for accessibility and convenience, these commercial centers provide shopping opportunities for residents as well as regional travelers along Winchester Road, Benton Road, and Washington Street. In addition, residents from surrounding communities will be serviced by the proposed commercial centers. Two commercial centers will be located throughout the site in Planning Areas 8 and 36.
- COMMERCIAL TOURIST - A 36.7 acre tourist-related commercial center is planned adjacent to Benton Road and Washington Street in Planning Area 48. This commercial tourist center is anticipated to provide recreation-orientated commercial services to users of the nearby Lake Skinner recreational facilities. This site could also accommodate a Recreational Vehicle (RV) park or similar use.
- PUBLIC FACILITY - Three (3) school sites are planned on a total of 45.0 acres of land, in Planning Areas 15, 26B, and 46. Each school site is strategically located adjacent to a proposed park, enabling the school to take advantage of additional recreational opportunities. The Specific Plan contains an option that will allow for residential development should the School District elect not to acquire the designated Planning Areas. Under this alternate scenario, 134 Medium Density residential units are available with the following distribution: Planning Area 15 would permit 75 units; Planning Area 26B would permit 27 units; and Planning Area 46 would permit 32 units.
- OPEN SPACE – RECREATION - Six (6) active park sites are planned for WINCHESTER 1800 totaling 53.4 acres of land, in Planning Areas 12B, 16A, 16B, 26A, 33 and 45. These parks vary in size from 5.0 acres to 17.4 acres and will offer a variety of passive and active recreational opportunities to residents of the WINCHESTER 1800 community. Parks are further delineated in Section IV.A, Landscape Guidelines
- OPEN SPACE – CONSERVATION DRAINAGE - A total of 71.3 acres are proposed for open space/drainage uses. The project dedicates 62.0 acres in Planning Areas 2A, 2C, 35A and 35B as open space/drainage corridors, portions of which will be viewed as greenbelt/paseo systems. These areas will incorporate a variety of pedestrian-oriented, non-vehicular trail networks, including a Regional Recreational Trail. Additionally, Planning Areas 22, 52A, and 52B provide 9.3 acres of detention basins and first-flush facilities as approved by the state Regional Water Quality Control Board to filter the on-site flows through the property.
- OPEN SPACE – CONSERVATION - A total of 85.5 acres are proposed for the preservation of natural, undisturbed open space, in Planning Areas 20 and 25. This area contains scenic topographical features, providing further visual identity to the WINCHESTER 1800 community.

- ROADS - The project includes the implementation of approximately 130.7 acres of major roadways, in addition to 6.5 acres of expanded landscaped parkways. The Riverside County Master Plan of Streets and Highways will adequately serve future traffic volumes for the region. On-site traffic will be conveyed by a hierarchical circulation system which ranges in right-of-way width from 60 feet to 134 feet.

b. Land Use Development Standards

To ensure the orderly and sensitive development of land uses proposed for the WINCHESTER 1800 Specific Plan, special mitigations have been created for each planning area. These area-specific standards, which are thoroughly discussed in Section III.B, *Planning Area Development Standards*, will assist in efficiently implementing the proposed development. In addition to these specific guidelines, project-wide development standards have also been prepared which complement the diverse conditions within each planning area. These general standards are:

- 1) The total Specific Plan area shall be developed with a maximum of 4,730 dwelling units on 1,656.9 acres, as illustrated on Figure III-1, *Specific Land Use Plan* (a reduced black and white version of the Specific Land Use Plan is shown on Figure III-1A). General uses permitted will include residential, mixed use, commercial, commercial recreation, schools, active park, and open space/drainage uses, as prescribed on the *Specific Land Use Plan* and in the individual planning areas (Figures III-12 thru III-37).
- 2) Uses and development standards will be in accordance with the County of Riverside Zoning Code and will be defined by Specific Plan objectives, future detailed plot plans, the Specific Plan Zoning Ordinance, and potential conditional use permits as appropriate.
- 3) Standards relating to signage, landscape, parking and other related design elements will conform to the County of Riverside Zoning Code 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 Riverside County 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 Riverside County ordinances including Ordinances No. 348 and 460. Development shall conform substantially with adopted Specific Plan No. 286.
- 6) Except for the Specific Plan Zone 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 and, as such, shall not be subject provided that if the maintenance organization is a property owners' association, the legal documentation necessary to establish the association shall be recorded concurrently with the recordation of the final map.
- 8) Common areas identified in the Specific Plan shall be owned and maintained as follows:
 - a) A permanent master maintenance organization shall be established for the Specific Plan area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association, neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.
 - b) Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision is recorded.
 - c) The maintenance organization shall be established prior to, or concurrent with, the first land division or issuance of any building permit for any approved development permit. The ownership and maintenance responsibility shall be identified for each open space lot at the time Tentative Subdivision Maps are filed.
- 9) The applicant shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers and employees from any claim, action or proceeding against the County of Riverside or its agents, officers or employees to attach, set aside, void or annul an approval of the County of Riverside, its advisory agencies, appeal boards or legislative body concerning the Specific Plan. The County of Riverside will promptly notify the applicant of any such claim, action or proceeding against the County of Riverside and will cooperate fully in the defense. If the County fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the County of Riverside.
- 10) Prior to issuance of a building permit for construction of any use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.

- 11) An environmental assessment shall be conducted for each Tract, Plot Plan, Specific Plan Amendment or any other discretionary permit required to implement the Specific Plan. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in EIR No. 374 prepared for this Specific Plan.
- 12) Lots created pursuant to this Specific Plan and any subsequent tentative maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property.
- 13) Development applications which incorporate common areas shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and/or bicycle).
- 14) Passive solar heating techniques shall be employed whenever practical within the project. Passive solar systems do not utilize sophisticated hardware. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems.
- 15) If necessary, roadways, infrastructure, parks and open space may be coordinated; by and paid for through an assessment or community facilities district or community service area to facilitate construction, maintenance and management.
- 16) Final development densities for each planning area shall be determined through the appropriate development application up to the maximum density identified based upon but not limited to the following: a) adequate availability of services; b) adequate access and circulation; c) innovation in building types and design; d) sensitivity to landforms; e) density transfer; f) sensitivity to neighborhood design through lot and street layouts; g) lot sizes as proposed by this Specific Plan; and h) density bonuses for affordable housing.
- 17) Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction or other development activity in such open space.
- 18) Designation and/or dedication of park land and open space acreage, necessary to satisfy both County and State requirements, will be based on the final number of dwelling units and subsequent population generated by the WINCHESTER 1800 Specific Plan as adopted by the Riverside County Board of Supervisors, unless otherwise amended. Private recreational facilities shall be provided within High Density Residential land uses (Planning Area 41) and may receive appropriate parkland credit subject to Riverside County formulas.
- 19) Prior to the issuance of building permits, improvement plans for adjacent developed common open space areas, including irrigation plans, shall be submitted for Planning

Department approval for the stage of development in question. Irrigation plans shall be certified by a landscape architect.

- 20) For the security and safety of future residents, the applicant and/or development shall incorporate the following design concepts within each individual tract:
 - a) Circulation for pedestrians, vehicles and police patrols.
 - b) Lighting of streets, walkways and bikeways.
 - c) Visibility of doors and windows from the street and between buildings, where practical.
 - d) Fencing heights and materials which are developer's responsibility.
- 21) It is anticipated that maintenance associations, if formed, will be established as follows:

The master property owners' association shall be charged with the unqualified right to assess their own individual owners who own individual units for reasonable maintenance and management costs which shall be established and continuously maintained. The property owners' association shall be responsible for parking, open space areas, signing, landscaping, irrigation, common areas and other responsibilities as necessary.
- 22) Construction of certain public facilities and infrastructural requirements (such as schools, sewers, water, roadways, among others) may be financed through a community facilities district (CFD). Financing of these facilities through a CFD may substitute for the payment of fees that would have financed those facilities.
- 23) No second story balconies shall face the roadway for units located inside the 60 CNEL impact zone due to potential noise impacts. If such balconies are planned, additional noise mitigation will be required.
- 24) A comprehensive geotechnical report shall be submitted for review and approval to the Riverside County Planning Department Engineering Geologist with each Tentative Map or use permit.
- 25) All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to approval by the Riverside County Fire Department. Fire flows over 3,000 gpm shall be for 3 hours duration.

2. Circulation Plan






a. Circulation Plan Description

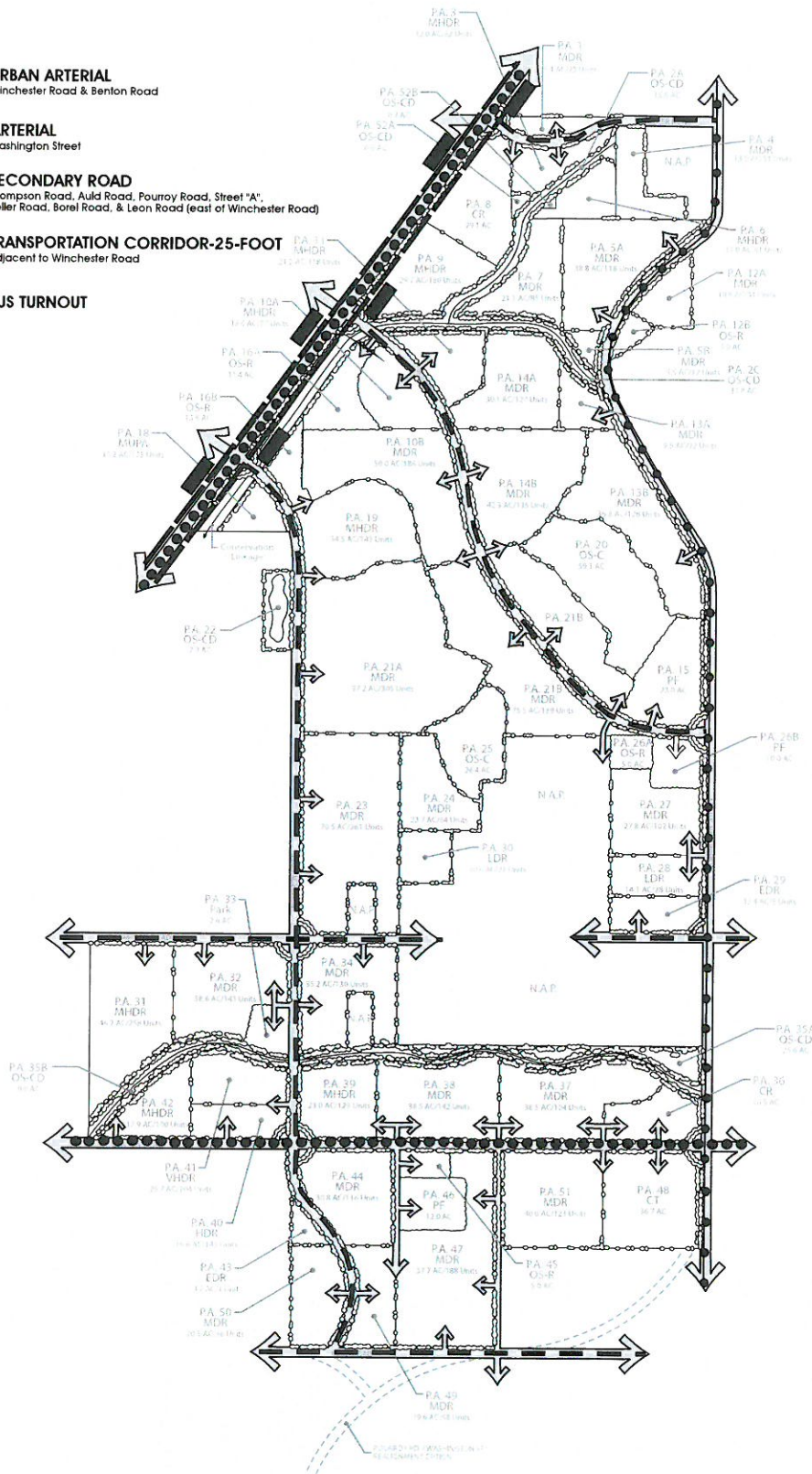
As shown in Figure III-2, *Circulation Plan*, primary access to the project site is provided via Winchester Road (Highway 79) which borders the west side of the site. Highway 79 is a State Highway and is therefore subject to the State's standards and criteria, including the CalTrans requirement of half-mile spacing for local roadway access. All plans and proposals affecting Winchester Road (Highway 79) will be subject to review and approval by CalTrans. East-west traffic through the site is provided via Keller Road, Thompson Road, Benton Road and Auld Road. Principal north-south access is provided along Pourroy Road and Washington Street. An efficient roadway network has been designed to accommodate on-site circulation.

The Riverside County General Plan Circulation Element depicts several master-planned roadways that run adjacent to or through the WINCHESTER 1800 project site. The main objective of the Circulation Plan is to provide direct and convenient access to individual residential clusters, commercial centers, school sites and recreational land uses through a safe and efficient network of urban arterial, arterial, major secondary, collector and local roadways. Roadway cross sections are depicted on Figures III-3, Figure III-4, Figure III-5, and Figure III-5A.

In addition to the vehicular circulation plan proposed for the project, a pedestrian circulation system is envisioned for the WINCHESTER 1800 community. The pedestrian circulation system will promote pedestrian-oriented, non-vehicular usage and incorporate community recreational trails within the open space/drainage channels.

LEGEND

-  **URBAN ARTERIAL**
Winchester Road & Benton Road
-  **ARTERIAL**
Washington Street
-  **SECONDARY ROAD**
Thompson Road, Auld Road, Founroy Road, Street "A",
Keller Road, Borel Road, & Leon Road (east of Winchester Road)
-  **TRANSPORTATION CORRIDOR-25-FOOT**
Adjacent to Winchester Road
-  **BUS TURNOUT**

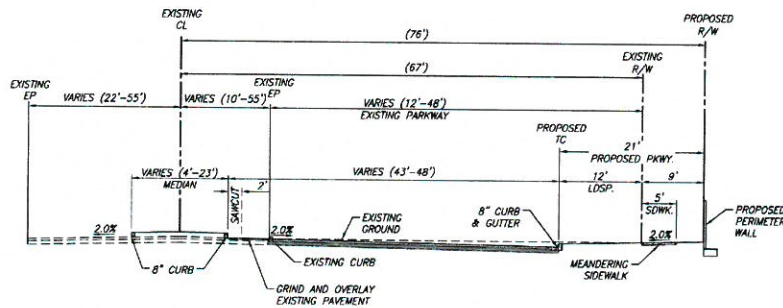


Circulation Plan

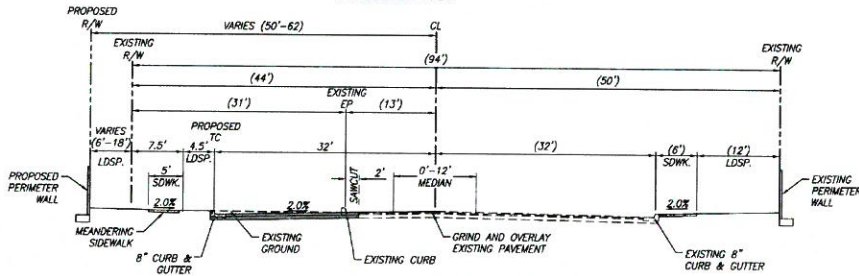
WINCHESTER 1800

III. SPECIFIC PLAN

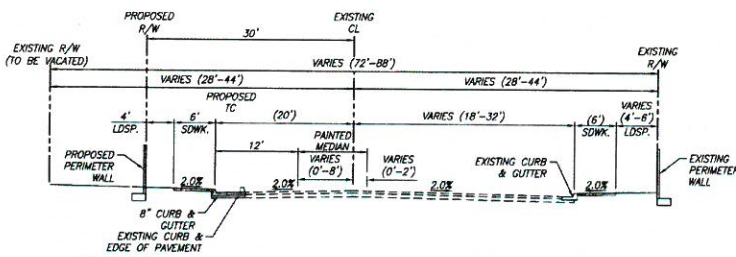
Specific Plan No. 286, Amendment No. 7



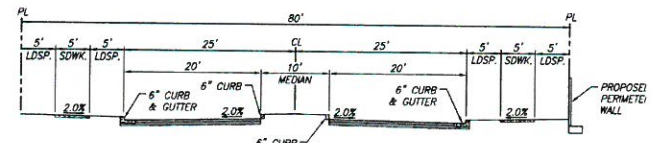
BENTON ROAD (URBAN ARTERIAL - 152' ROW)
(FRONTING PA 40)
PUBLIC STREET



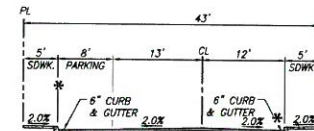
POURROY ROAD (SECONDARY HIGHWAY - 100' ROW)
(FRONTING PA 40)
PUBLIC STREET



SAN REMO DRIVE (MODIFIED LOCAL STREET - 72'-88' ROW)
(FRONTING PAs 40/41)
PUBLIC STREET



PRIMARY PA 40 PRIVATE ENTRY -
SAN REMO DRIVE & BENTON ROAD (80' WIDE)
PRIVATE STREET



PRIVATE RESIDENTIAL STREET (43' WIDE)
PRIVATE STREET

*ZERO INCH/MOUNTED/ROLLED CURBS SHALL BE PROVIDED AT CORNERS WITHIN PA 40 TO ALLOW FOR FIRE TRUCK TURNING.

FIGURE III-5A



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Roadway Cross Sections (TTM 37715)

WINCHESTER 1800

b. Circulation Plan Development Standards

- 1) The proposed Circulation Plan provides an efficient traffic design that meets the needs of the project. The on-site system depicted on the Circulation Plan (Figure III-2) has been derived from the Traffic Analysis in EIR No. 374. The illustrated, on-site roadway improvements will be phased in accordance with this plan.
- 2) Heavy through-traffic volumes should be eliminated from residential neighborhoods. Major roadways should be implemented as non-access roadways, with residential neighborhoods served by smaller residential collectors.
- 3) On-site roads will be constructed as follows:
 - Urban Arterial (134' R.O.W.)
 - Arterial (110' R.O.W.)
 - Secondary (88' R.O. W.)
 - Collector (66' R.O.W.)
 - Local Streets (60' R.O. W.)
 - Private Streets (43' R.O.W. – 80' R.O.W.)
- 4) As shown on Figure III-5A, on-site roads for Amendment No. 7 (specifically within and adjacent to Planning Area 40) will be constructed as follows:
 - Benton Road (Urban Arterial, 152' R.O.W) – Half-width road improvements of approximately 1,250 feet along the southern boundary of Planning Area 41 starting at the intersection of Benton Road and Pourroy Road to the west. Half-width improvements of Benton Road include the 76-foot R.O.W improvement on the northern half of Benton Road.
 - Pourroy Road (Secondary Highway, 100' R.O.W) – Half-width road improvements from San Remo Drive to Benton Road. Half-width improvements include 50' – 62' R.O.W. on the west side of Pourroy Road, a 5-foot wide meandering sidewalk, and a 4.5-foot wide landscaped parkway and a landscaped parkway that ranges from 6' to 18'.
 - San Remo Drive (Modified Local Street, 72'-88' R.O.W.) – Half-width road improvements on the southern portion of San Remo Drive includes a 28-foot to 44-foot wide R.O.W., 6-foot wide sidewalks, and a 6-foot wide landscaped parkway.
 - Primary PA 40 Private Entry - San Remo Drive (80' Wide.) - Construct an 80-foot wide private entry drive from San Remo Drive and Benton Road as the primary access drives into Planning Area 40. Improvements include 2520-foot wide travel lanes on both sides of the street, 5-foot wide sidewalks, 10-feet of landscaped parkway, and ~~an 8a~~ 10-foot wide median.
 - ~~Secondary PA 40 Private Entry - Benton Road (53' Wide) - Construct a 53-foot wide private entry drive from Benton Road as the secondary access into Planning Area 40. Improvements would include 14-foot wide travel lanes on either side, 5-foot wide sidewalks, and 10-feet of landscaped parkway.~~

- Private Residential Street (43' Wide) - Construct 43-foot wide Private Residential Streets within Planning Area 40 for local access and connectivity. Improvements would include a 12-foot wide travel lane on one side and a 13-foot wide travel land on the other side. Additionally, Private Residential Streets provide 8-feet of parking on one side of the street, and 5-foot sidewalks on both sides of the street. "No Parking" curb striping shall be provided at knuckle and corner conditions. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.
- 5) Landscape requirements shall be in accordance with the Roadway Landscape Treatments as depicted in Section IV, Design Guidelines.
 - 6) Major roadway improvements may be financed through an assessment district, community facilities district, Southwest Road and Bridge Benefit District or Transportation Uniform Mitigation Fees, or similar financing mechanism.
 - 7) Except as noted in Number 24 below, all roads within the Specific Plan project boundary shall be constructed to appropriate County full or half-widths standards in accordance with Ordinance Nos. 460 and 461 as a requirement of the implementing subdivisions for the Specific Plan, subject to approval by the Director of Transportation.
 - 8) The project proponent shall participate in the Traffic Signal Mitigation Program as approved by the Board of Supervisors.
 - 9) The project shall comply with the conditions and requirements set forth by the County Transportation Department.
 - 10) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
 - 11) All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
 - 12) All access points, as shown in this Specific Plan, shall conform to Transportation Department standard access spacing, depending upon the street's classification.
 - 13) Per the Riverside County General Plan, "Neighborhood commercial uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways."
 - 14) The Transportation Department's policy regarding streets adjacent to school and park sites requires a minimum of 66' R.O.W. (Standard 103).

- 15) Any application for any subdivision within the Specific Plan boundary (including a Schedule I Parcel Map) shall cause the design and construction of the Specific Plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section.
- 16) All projects, including subdivisions and plot plans within the Specific Plan boundary, shall be subject to the Development Monitoring Program as described in Section II of this document.
- 17) No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- 18) All bike trails developed as part of this Specific Plan should be designated as Class I bikeways generally located within separate rights-of-way in accordance with the standards contained within Chapter 1000 of the California Department of Transportation - Highway Design Manual (fourth edition). The Class I Bike Trails within the plan are Regional Facilities and as such will be maintained by the Riverside County Transportation Department.
- 19) All roadways intersecting four-lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four-lane facility to the nearest intersection.
- 20) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in subsequent traffic studies for each individual project.
- 21) Except as noted in Number ~~24-25~~ below, all typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- 22) No textured pavement accents will be allowed within any County right-of-way.
- 23) Mid-block crosswalks are not approved.
- 24) This Specific Plan proposes no drainage facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or Flood Control District facilities.
- 25) As shown on Figures III-3 and IV-5, both a Class I Bikeway and a soft surface pedestrian/equestrian trail are being provided adjacent to Washington Street. This eliminates the need for a sidewalk adjacent to the curb. The soft surface trail, which will be constructed within the Washington Street right-of-way will be maintained by the Riverside County Regional Park and Open Space District.

3. Drainage Plan

a. Drainage Plan Description

The WINCHESTER 1800 project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's Murrieta Master Area Drainage Plan. Most of the project is located within the Warm Springs Valley Sub-Watershed, however, portions of the project area are located within the Santa Gertrudis Valley Sub-Watershed.







The proposed *Drainage Plan*, as shown in Figure III-6, utilizes the project's streets, open channels (turf with concrete-lined low-flow channel) and underground storm drains to carry storm water through the project. These facilities propose to meet the existing natural drainage courses at the upstream end of the project, convey the flows through the project and then discharge at the downstream end of the project into existing natural drainage courses. The drainage system is designed to utilize the natural drainage patterns and courses to the maximum extent possible while providing required erosion control and 100-year flood control protection.

The WINCHESTER 1800 site is located downstream of the Skinner Reservoir and is protected from flooding by means of a dam. The seismic stability evaluation of the dam, dikes and headworks embankments performed by Harding-Lawson Associates in December of 1978 concluded that they will perform satisfactorily during a maximum credible earthquake.

b. Drainage Plan Development Standards

- 1) Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County's Flood Control and Water Conservation District requirements.
- 2) It is anticipated that major backbone drainage/flood control facilities to be constructed within the Open Space/Park areas will be maintained by the Valley-Wide Recreation and Park District. Facilities to be constructed in road right-of- ways and drainage easements will be maintained by the Riverside County Transportation Department. Local drainage devices and channels will be maintained by a County Service Area or a similar public/private entity.
- 3) The on-site open channels are designed for 100-year frequency storms. The channels will have minimum side slopes of 4:1 (horizontal to vertical). The grass-lined channel will have a concrete-lined low-flow channel and will incorporate concrete drop structures to create reduced velocities for erosion control purposes if needed. The open channel proposed to serve the northerly portion of the project is designed to discharge at the

LEGEND:

-  DRAINAGE BOUNDARY
-  STORM DRAIN
-  FLOW DIRECTION
-  INLET/OUTLET
-  DETENTION BASIN
-  OPEN CHANNEL

-NOTE: PORTIONS OF PLANNING AREAS 16, 21B, 22, 33, and 49 ARE TO BE USED AS DETENTION BASINS

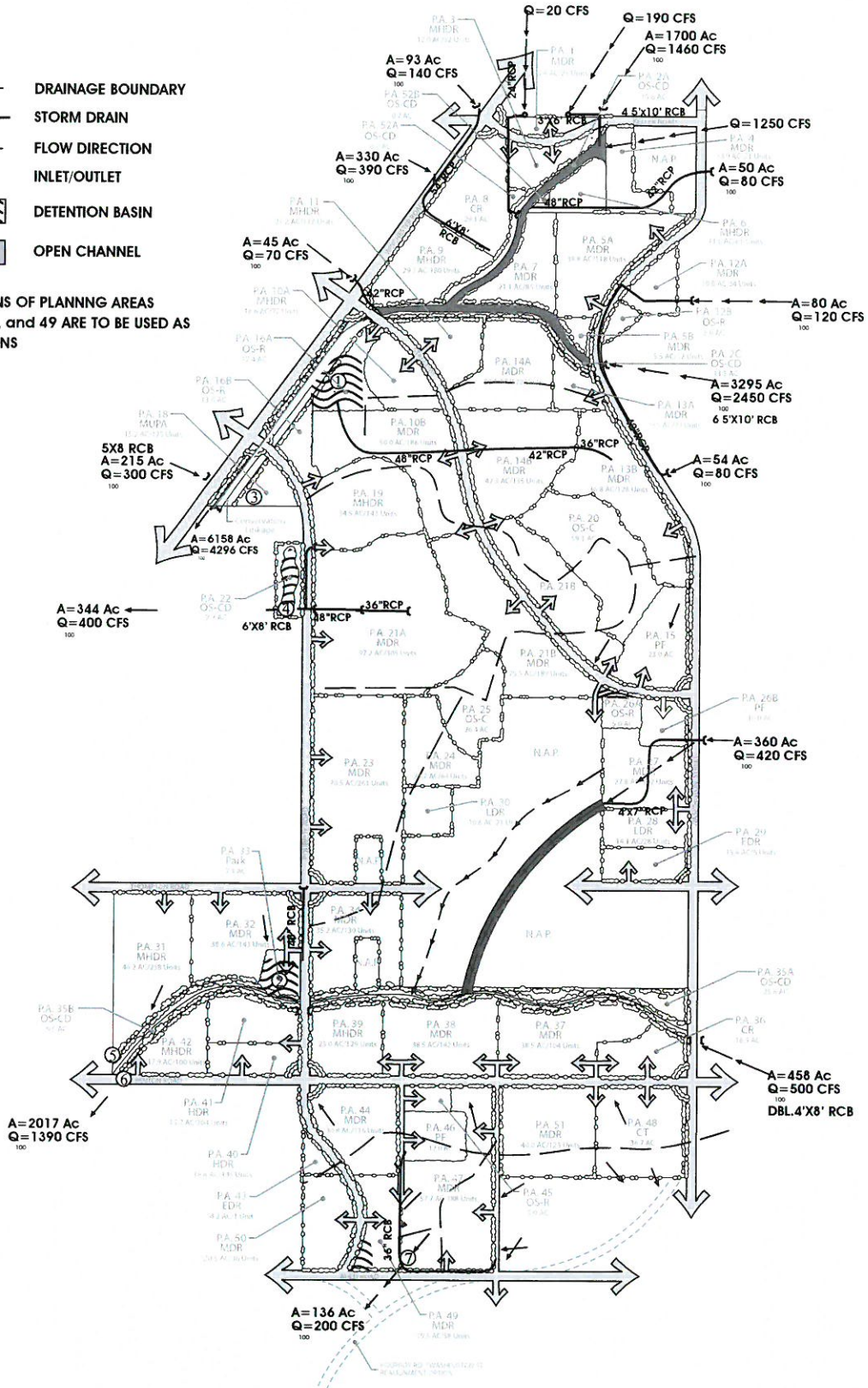


FIGURE III-6



Master Drainage Plan

WINCHESTER 1800

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perimeter of the Quinta do Lago development. These discharges can either be routed through the Quinta do Lago development or incorporated into their proposed drainage system.

- 4) On-site detention basins are provided in Planning Areas 22, 52A, and 52B to capture storm waters through the project. Additional detention basins are provided in portions of Planning Areas 16A and 33 (proposed for parks) to accommodate increased runoff from the proposed development. Detention basins will be designed to meet the requirements of the Riverside County Flood Control and Water Conservation District and shall function during 2-, 5- and 10-year frequency storms.
- 5) All projects proposing construction activities including: clearing, grading or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.
- 6) In accordance with the Conditions of Approval for this Specific Plan Amendment, a National Pollutant Discharge Elimination System (NPDES) Permit is required from the State Water Resources Control Board prior to grading.

4. Water and Sewer Plans

a. Water Plan Description

The proposed WINCHESTER 1800 development lies within a portion of Eastern Municipal Water District's (EMWD) Assessment District No. 6. However, Assessment District No. 6 facilities are not designed to service the WINCHESTER 1800 project.

The average annual water demand for the proposed WINCHESTER 1800 project has been estimated to be 3.4 million gallons per day (mgd). In order to provide the water storage necessary for the WINCHESTER 1800 project at ultimate build-out, two storage tanks sized at 2.7 MG and 6.6 MG are necessary.

The site for the proposed 2.7 MG reservoir (1508 pressure zone to serve a maximum elevation of 1,375) is located west of Pourroy Road adjacent to the existing 2.0 MG reservoir. The *Master Water Plan* (Figure III-7) illustrates improvements necessary to provide the project site with an adequate supply of water.

The WINCHESTER 1800 Master Water Plan proposed a major 20" line in Pourroy Road connecting with the existing 20" line located in Auld Road which will supply the lower pressure zone reservoir. A 16"/24" line will connect with a future 36" transmission line proposed by EMWD's master plan in Washington Street from Auld Road to Keller Road with a pump plant at Auld Road to tie to the higher pressure zone reservoir.

b. Sewer Plan Description

The *Master Sewer Plan* (Figure III-8) illustrates the proposed sewer collection system for handling the discharge from the project.

The proposed sewer collection system will deliver the majority of the WINCHESTER 1800 sewage flows to the proposed EMWD Master Plan 30" trunk sewer facility at the intersection of Leon Road with Benton Road. From the Leon/Benton facility, the sewage flows will be conveyed from approximately 24,000 feet in a southwesterly direction to the existing 33" sewer line in Murrieta Hot Springs Road at Warm Springs Creek.

A small fraction of the WINCHESTER 1800 sewage flows, consisting of the southerly part of Planning Area 47, will be conveyed to the proposed EMWD Master Plan 12" trunk sewer facility at the intersection of Auld Road and Pourroy Road. From this intersection the sewage flows will be conveyed for approximately 19,500 feet in a southwesterly direction to the existing 3D" sewer line in Winchester road at Murrieta Hot Springs Road.

LEGEND:

- EXISTING W.L. IN ZONE 1508
- W.L. IN ZONE 1508
- W.L. IN ZONE 1627
- █ ZONE 1508 SERVICE AREA
- █ ZONE 1627 SERVICE AREA

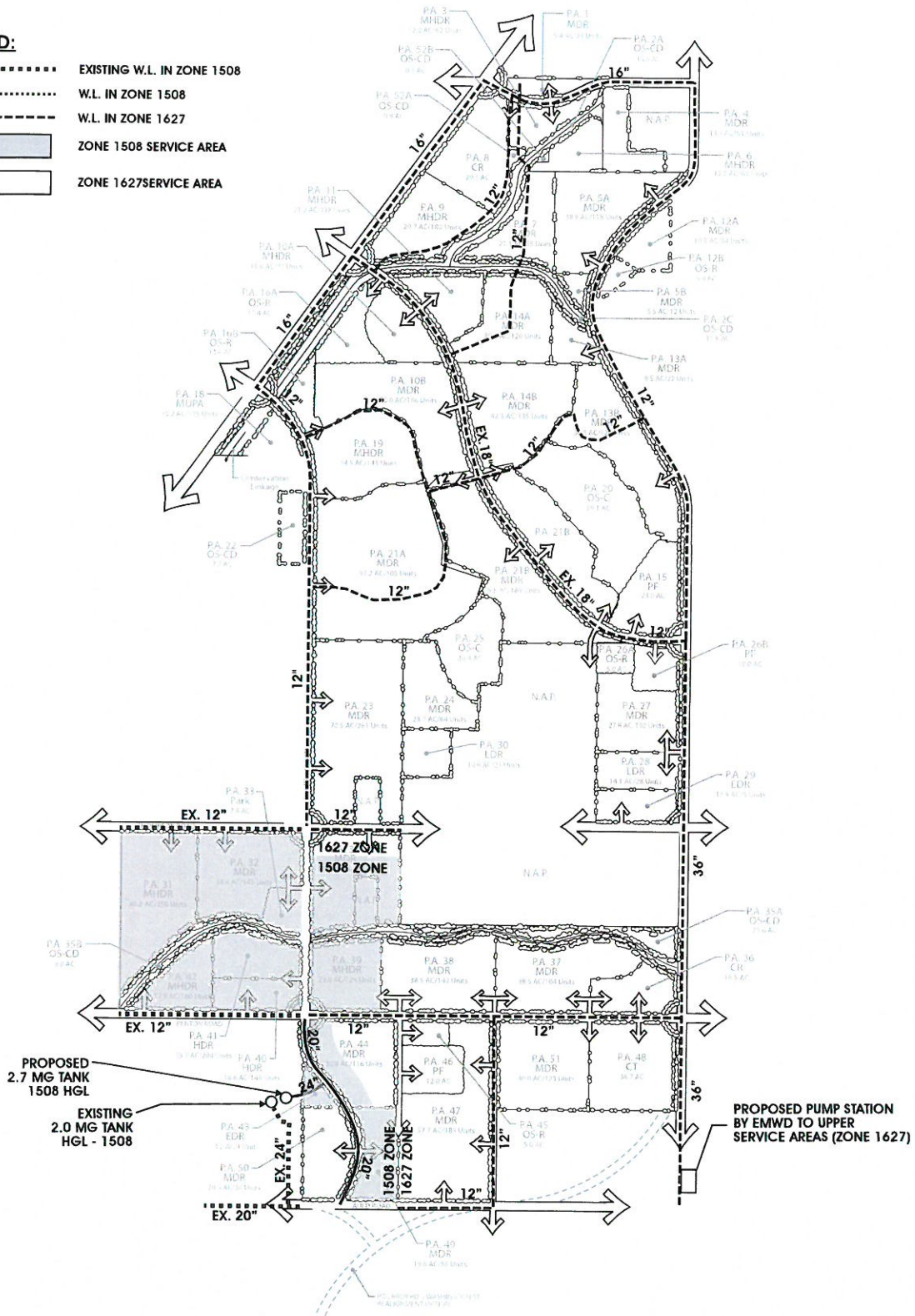


FIGURE III-7



Master Water Plan
WINCHESTER 1800

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LEGEND:

- PROPOSED SEWER LINE
- - - EXISTING SEWER LINE

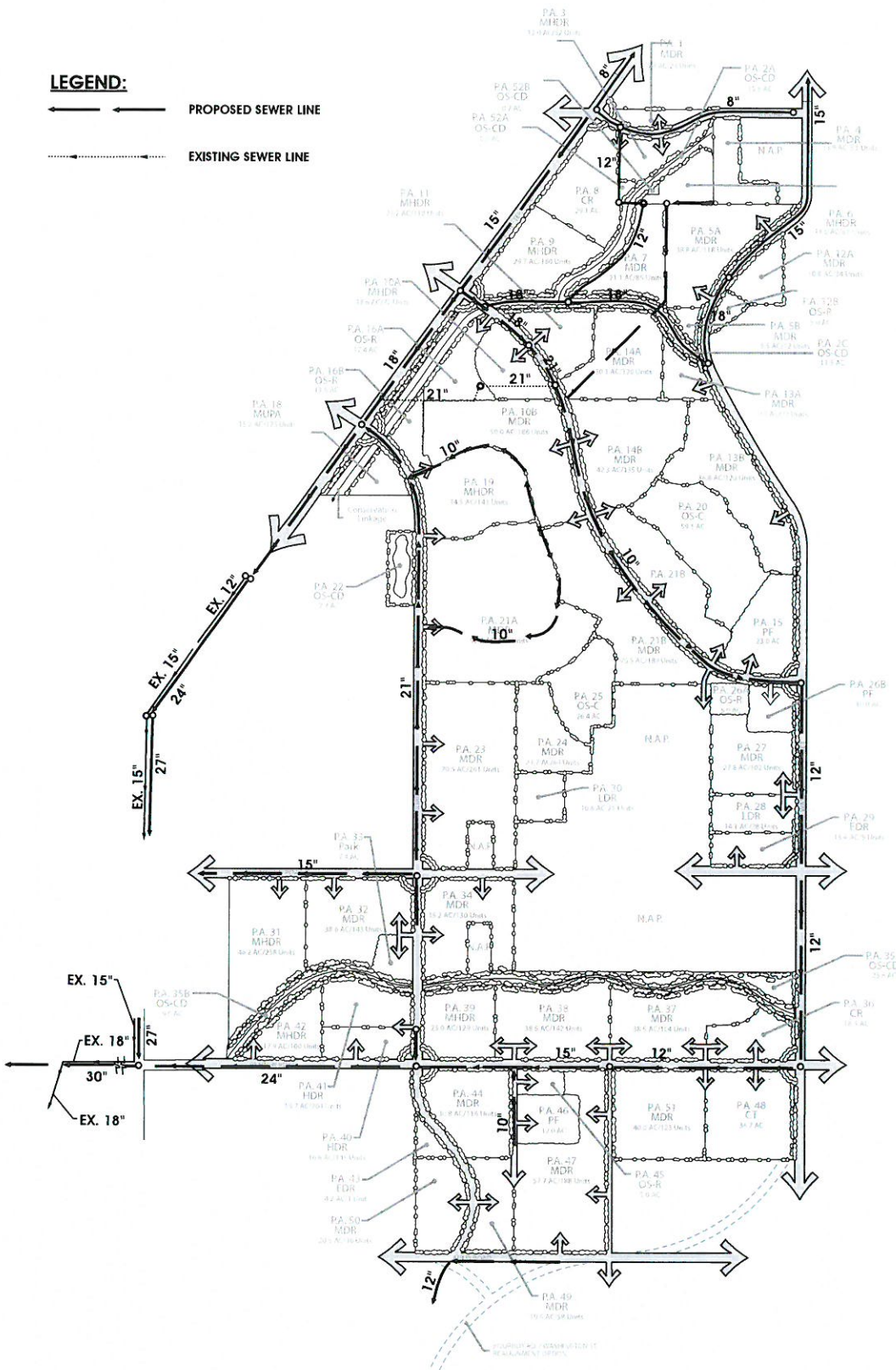


FIGURE III-8



Master Sewer Plan

WINCHESTER 1800

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The WINCHESTER 1800 sewage flows will be conveyed to the Temecula Valley Regional Water Reclamation Facility (RWRF) through the above sewage systems. EMWD's policy for available treatment plant capacity is based on a first-come, first-serve basis.

Eastern Municipal Water District is in the process of master planning a district-wide reclaimed water system. Currently, a 24-inch transmission line has been installed in Winchester Road and Leon Road, and another 24-inch transmission line is planned along Washington Road. It is anticipated that EMWD will require the project to construct reclaimed water lines on-site so that when the regional system is complete, the project can ultimately utilize reclaimed water for certain types of irrigation.

c. Water and Sewer Plan Development Standards

- 1) All water and sewer lines shall be placed underground.
- 2) All lines will be designed per the Eastern Municipal Water District's (EMWD) requirements.
- 3) The infrastructural system will be installed to the requirements of the Riverside County Building and Safety Department.
- 4) Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- 5) The project developer shall submit information which describes estimates of the project's reclaimed water demand, and landscape/irrigation conceptual plans to EMWD for review. At the time of EMWD's review, a determination shall be made regarding requirements for reclaimed water use and system improvements by WINCHESTER 1800 .

5. Open Space and Recreation Plan

a. Open Space and Recreation Plan Description

An important element of the WINCHESTER 1800 community is the Open Space and Recreation Plan. The plan provides a variety of recreational opportunity which all residents of the WINCHESTER 1800 community can enjoy. The various proposed park sites and natural open space amenities offer residents both passive and active recreational opportunities and further serve to distinguish WINCHESTER 1800 from the surrounding communities.

Typically, the County requires 3.0 acres of parkland for each 1,000 residents to satisfy Quimby Act requirements, as expressed in Ordinance No. 460, Section 10.35. According to the population calculation (which is derived from the County’s Ordinance No. 460, Section 10.35), WINCHESTER 1800 would be required to provide 36.5 acres of parks to satisfy Quimby Act standards. WINCHESTER 1800 meets this requirement by providing active park facilities totaling 53.4 acres. WINCHESTER 1800 also provides open space related to conservation/drainage (OS-CD) and conservation (OS-C). In addition, private recreation facilities will be provided within High Density Residential planning areas (Planning Areas 40 and 41).

The overall *Open Space and Recreation Plan* concept is illustrated in Figure III-9. The elements and acreage of the program are further identified in Table 3, *Open Space and Recreation Plan Summary* below.

Table 3, Open Space and Recreation Plan Summary

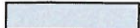





<u>Community Recreation Opportunities</u>	<u>Acreage</u>
• Open Space – Recreation	53.4
• Open Space – Conservation Drainage	71.3
• Open Space – Conservation	85.5
<hr/>	
TOTAL	210.2

In addition, school recreation facilities can be available for community use during non-school hours, at the discretion of the School District.

□ **Open Space - Recreation**

Six (6) park sites are planned for WINCHESTER 1800 in Planning Areas 12B, 16A, 16B, 26A, 33 and 45. These parks will offer both active and passive recreational opportunities to the residents of WINCHESTER 1800 and surrounding communities.

LEGEND:

-  OPEN SPACE/DRAINAGE, TURF LINED
-  UNDISTURBED OPEN SPACE
-  ACTIVE PARK
-  REGIONAL RECREATIONAL TRAIL
-  LOCAL RECREATIONAL TRAIL
-  CLASS I BIKE TRAIL

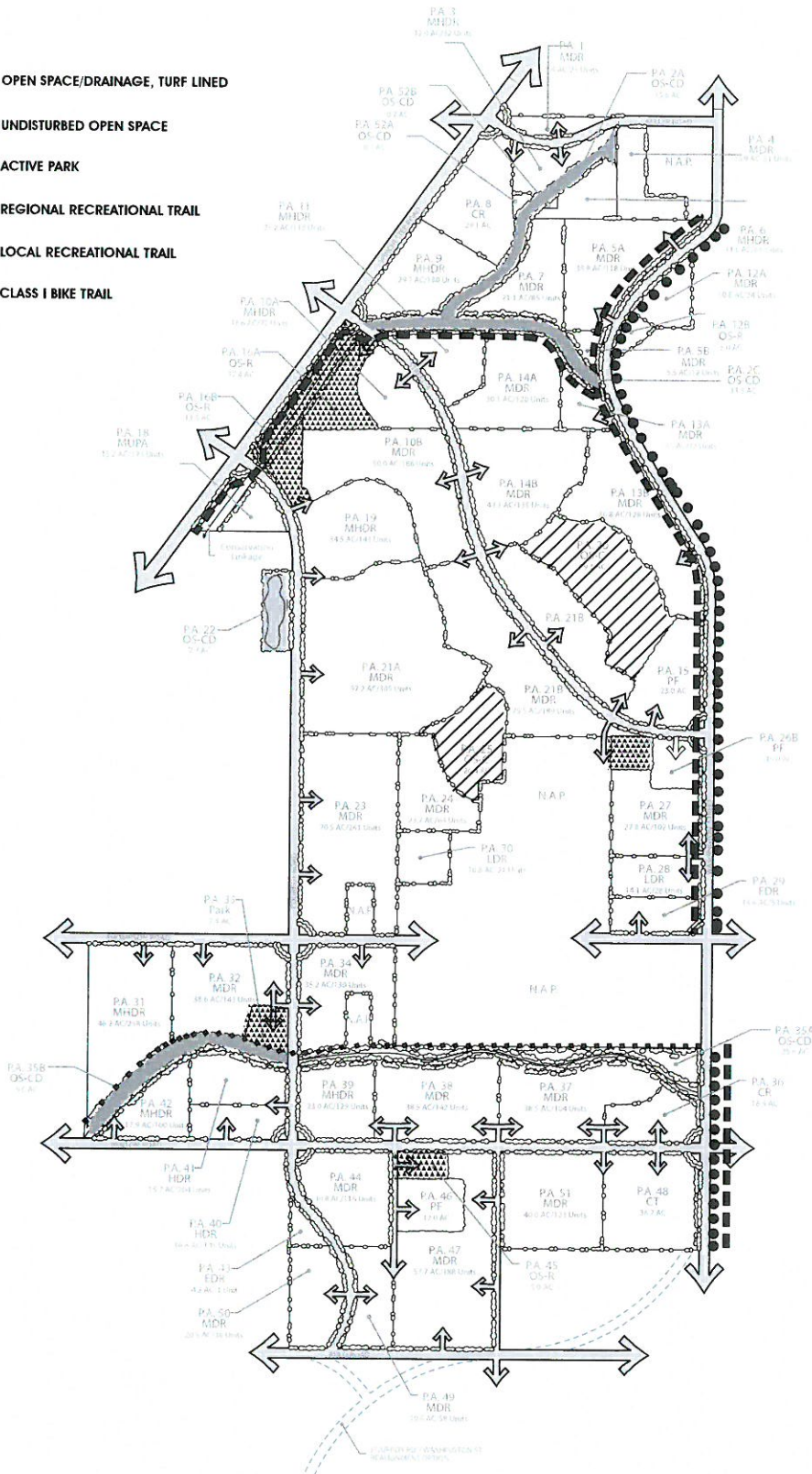


FIGURE III-9



Open Space & Recreation Plan
WINCHESTER 1800

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The largest of the six recreational parks are two (2) community parks located in Planning Areas 16A and 16B. These two parks total 31.0 acres and feature a Multi-Purpose Building. The smaller parks in the community include a 7.4-acre neighborhood park located in Planning Area 33 and three (3) 5-acre neighborhood parks located in Planning Areas 12B, 26A and 45. The smaller parks are designed to serve the neighborhoods in which they are located.

Proposed amenities for the parks include facilities such as: tot lots, sand volleyball courts, tennis courts, basketball courts, play fields, sport fields, bleachers, picnic areas and shade structures, as well as parking and restroom facilities. A complete description of the facilities proposed for the seven park sites is included within Section IV, Design Guidelines.

□ **Open Space – Conservation Drainage**

Open Space – Conservation Drainage land uses comprise 71.3 acres of the project site, and are shown on Planning Areas 2A, 2C, 22, 35A, 35B, 52A, and 52B. Pedestrian access is provided through a greenbelt corridor located within a turf-lined drainage channel on-site in Planning Areas 35A and 35B. Planning Areas 22, 52A, and 52B are also open space/drainage/park land. These areas include a detention basin and first-flush facilities, as approved by the State Regional Water Quality Control Board, to filter the onsite flows through the property. These areas are located adjacent to three proposed park sites, thus serving as an extension of recreational uses such as jogging, walking and biking. Open Space – Conservation Drainage land uses are further enhanced by the use of a pleasing plant palette, designed to reflect the characteristics of the surrounding French Valley area. Further discussion is provided in Section IV.A., Landscape Guidelines.

Trails

A fourteen foot (14') wide Regional Recreational Trail will traverse the project site, following along the eastern half of the drainage channel in Planning Area 2A. This regional trail is part of the “Regional Recreational Trail” network designated by the Southwest Area Plan (SWAP), Trails and Bikeway System Map, dated October 2003. This trail will function as a multi-purpose, recreational trail, providing a pedestrian-oriented and non-vehicular network throughout the region. Convenient neighborhood access to project parks, schools and commercial centers will also be provided by the local and regional recreation trail system.

The on-site community non-vehicular trail and walkway system consists of both local and Regional Recreational trails. The greenbelt/drainage corridor in Planning Area 2C provides a Regional Recreational Trail with a safe connection to the regional soft surface combination trail and Class I bicycle trail located along Washington Street. The greenbelt/drainage corridors located in Planning Areas 2A,

35A and 35B provide local recreational trails with access to the regional soft surface combination trail and Class I bicycle trail on Washington Street. The greenbelt/drainage corridors contain eight-foot (8') wide meandering paseo walk/service roads on both sides to enhance the safety and efficiency of both the local and regional circulation network.

□ **Open Space - Conservation**

WINCHESTER 1800 provides 85.5 acres of natural open space, located in Planning Areas 20 and 25. This area contains scenic topographical features, providing further visual identity to the community.

b. Open Space and Recreation Plan Development Standards

- 1) All property within Specific Plan No. 286 shall be annexed into the Valley-Wide Recreation and Park District.
- 2) All public parks within WINCHESTER 1800 shall be developed by the Master Developer. Private recreation facilities shall be created by the developer of the planning area with which the private recreation area is associated.
- 3) The neighborhood parks and community park will be publicly owned and maintained for the benefit of all residents within the WINCHESTER 1800 community and the surrounding areas. Ownership and maintenance of all recreational facilities, with the exception of those allowed in the ~~very~~-high density areas, will be the responsibility of a Master Homeowners' Association, Valley-Wide Recreation and Park District, or a similar mechanism. The maintenance mechanism shall be selected at the time that the implementing development application is submitted.
- 4) All recreational facilities will be landscaped and, where necessary, irrigated in a manner that is conducive to the type of plant material and landscape setting.
- 5) All recreational facilities will provide parking in accordance with Riverside County standards.
- 6) Landscaping within recreation and open space areas will be further governed by the Development Standards in the Landscaping Plan section of this Specific Plan (Section III.B) and the Design Guidelines section (Section IV) of this Specific Plan.
- 7) Private recreational facilities shall be provided within the High Density Residential Planning Area (Planning Area 41).
- 8) Fees for neighborhood and community park facilities, in accordance with the County's implementation of the State's Quimby Act (Section 10.35 of Ordinance No. 460) shall be paid for each dwelling unit constructed within the Specific Plan. Credit against these fees shall be granted by the County for all public park land and improvements provided by the developer.
- 9) Design of the Multi-Purpose Building shall be coordinated with the Riverside County Office of Education, County Public Library and the Southern California Association of Governments.

6. Grading Plan

a. Grading Plan Description

The WINCHESTER 1800 Specific Plan grading is tailored to the existing topography of the project site. The existing terrain is comparatively level over most of the site with a low elevation of approximately 1,360 feet and a high elevation of 1,621 feet. It is intended that proposed site grading be sensitive to natural landforms. (See Figure III-10, *Grading Plan*.)

According to an earthwork quantity take-off study conducted by the project engineer, it appears that the project site will balance on-site. Based on the conceptual Grading Plan, approximately 6,000,000 cubic yards of material will be moved to necessitate this balance on-site. This figure may vary as final grading plans are developed. The Grading Plan has been designed to accommodate drainage and a street system that meets County of Riverside standards for acceptable infrastructure gradients.

b. Grading Plan Development Standards

- 1) All grading activities shall be in substantial conformance with the overall Conceptual Grading Plan (Figure III-10), and shall implement any grading-related mitigation measures outlined in EIR No. 374.
- 2) Prior to any development within any planning area of the Specific Plan, an overall Conceptual Grading Plan for the planning area in process shall be submitted for Planning Department approval. The Grading Plan for each planning area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that planning area, and shall include: techniques employed to prevent erosion and sedimentation during and after the grading process; approximate time frames for grading; identification of areas which may be graded during high probability rain months (January through March); and preliminary pad and roadway elevations. Additionally, each planning area will be designed to allow for a balanced site condition within its own boundaries for future development.
- 3) All streets shall have a gradient not to exceed 15%.
- 4) The toes and tops of all slopes higher than ten feet (10') shall be rounded with curves with radii designed in proportion to the total height of the slope, where drainage and stability permits such rounding.
- 5) Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared to analyze on-site soil conditions and slope stability and include appropriate measures to control erosion and dust.

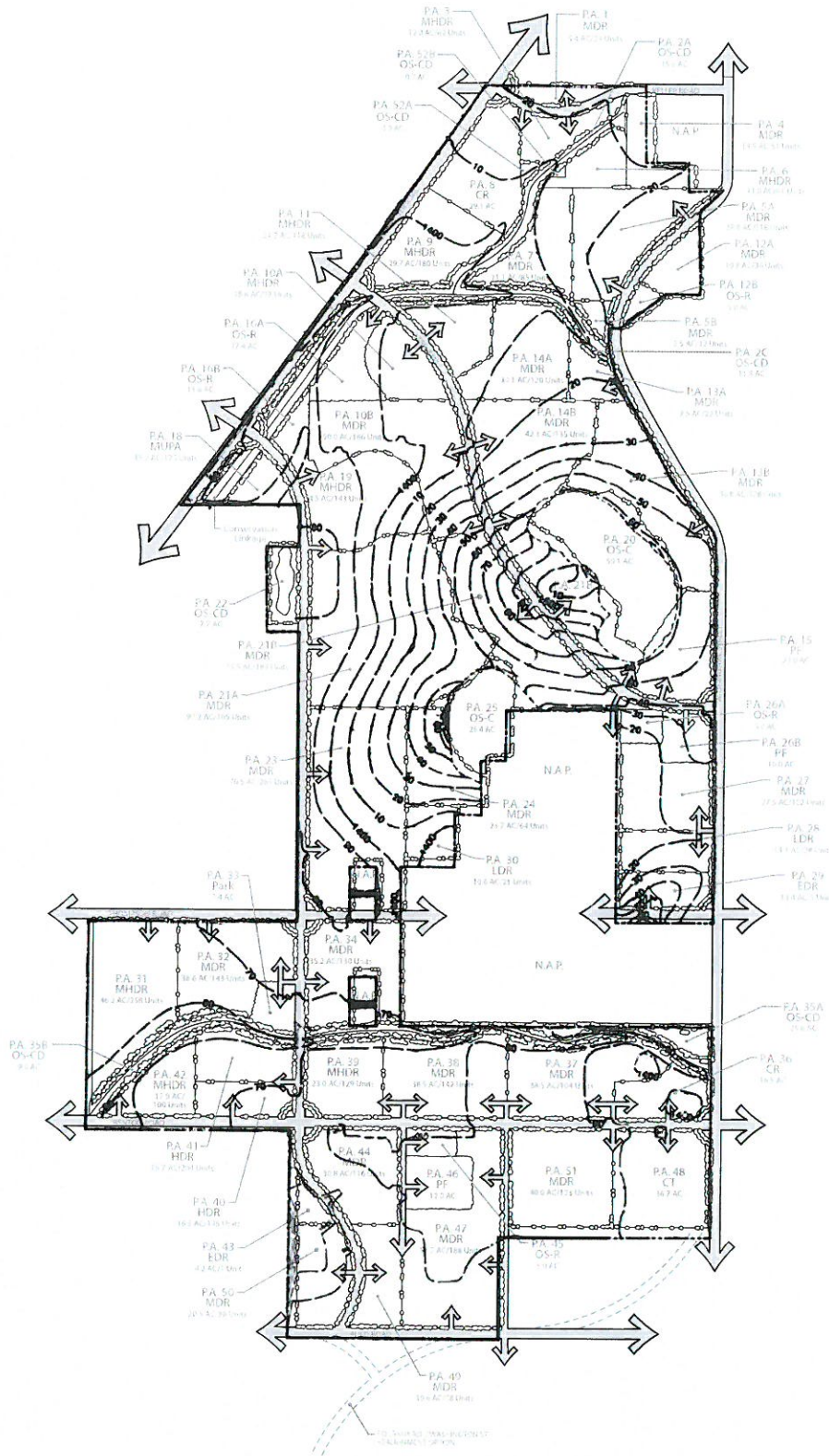


FIGURE III-10



Conceptual Grading Plan

WINCHESTER 1800

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- 6) Slopes steeper than 2:1 and exceeding ten feet (10') in vertical height are allowed provided they are recommended to be safe in a slope stability report prepared by a soils engineer or an engineering geologist. The slope stability report shall also contain recommendations for landscaping and erosion control. County Ordinance No. 457 will be observed regarding setback requirements with regard to slopes.
- 7) Where cut and fill slopes are created higher than ten feet (10'), detailed landscaping and irrigation plans shall be submitted to the Planning Department prior to Grading Plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.
- 8) The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibilities of other parties.
- 9) Potential brow ditches, terrace drains or other minor swales, determined necessary by the County of Riverside at future stages of project review, shall be lined with natural erosion control materials or earth-toned concrete.
- 10) Grading work shall be balanced on-site whenever possible.
- 11) Graded land that is undeveloped shall be maintained weed-free and planted with interim landscaping within ninety (90) days of completion of grading, unless building permits are obtained.
- 12) A grading permit shall be obtained from the County of Riverside, as required by the County Grading Ordinance, prior to grading.
- 13) If any historic or prehistoric remains are discovered during grading, a qualified archaeologist should be consulted to ascertain their significance.
- 14) Soil stabilizers should be used to control dust as required by SCAQMD Rule 403.

7. Public Facility Sites and Project Phasing

a. Schools and Parks Phasing

To ensure timely development of public facilities, a Phasing Plan has been prepared for the proposed park and school sites.

Public facility construction shall be phased as provided by the Public Facilities Phasing Table (Table 4) as follows:

- 1) All residential planning areas shall be subject to Quimby fees. Credits may be issued for land and improvements provided by the builder/developer. When fees are paid, they shall be used to reimburse project proponents who have provided improvements in excess of Quimby requirements and to fund the construction of the community center in Planning Area 16B.
- 2) The community center in Planning Area 16B, as shown on Exhibit IV-21, shall be funded through Quimby fees paid by builders and developers within the WINCHESTER 1800 Specific Plan. When the community parks in Planning Areas 16A and 16B are designed as specified in Table 4, detailed plans for the community center depicting exact building size, details and functions shall be reviewed and approved by the County. When the parks are constructed, the site for the community center shall be set aside. When sufficient Quimby funds are available, the community center shall be constructed by Valley-Wide Recreation and Park District, CSA or Homeowner's Association as appropriate.

Table 4, Public Facilities Phasing

PLANNING AREA	PUBLIC FACILITY	SIZE OF SITE	MILESTONE AND REQUIREMENT
12B	Neighborhood Park	5.0 ac	The park plans shall be submitted to and approved prior to the issuance of the 50 th building permit within Planning Areas 5A, 5B, or 12A. The park shall be constructed and fully operable prior to the issuance of the 100 th building permit within Planning Areas 5A, 5B, or 12A.
15	School	22.0 ac	The school shall be designed and constructed at a time to be determined by applicable school district.

PLANNING AREA	PUBLIC FACILITY	SIZE OF SITE	MILESTONE AND REQUIREMENT
26A	Park	5.0 ac	To be completed during Phase II. The park shall be designed prior to the issuance of the first building permit in Planning Areas 27 or 28. It shall be constructed and fully operable prior to the issuance of the 35 th occupancy permit anywhere within Planning Areas 27 and 28.
26B	School	10.0 ac	The school shall be designed and constructed at a time to be determined by applicable school district.
33	Park	7.4 ac	To be completed during Phase I. The park shall be designed prior to the issuance of the first building permit in Planning Areas 31, 32, 34, 41, or 42. It shall be constructed and fully operable prior to the issuance of the 95 th occupancy permit anywhere within Planning Areas 31, 32, 34, 41, and 42.
45	Park	5.0 ac	To be completed during Phase I. The park shall be designed prior to the issuance of the first building permit in Planning Areas 37, 38, 39, 44, or 47. It shall be constructed and fully operable prior to the issuance of the 90 th occupancy permit anywhere within Planning Areas 37, 38, 39, 44, and 47.
46	School	12.0 ac	The school shall be designed and constructed at a time to be determined by applicable school district.

b. Sewer and Water Phasing

An agreement with the Eastern Municipal Water District (EMWD) shall be made in writing which states that the provision of services to any implementing project shall be available prior to the recordation of any tract maps or commercial parcel maps or approval of any commercial plot plans.

c. Transportation Phasing

The project phasing shall ensure that the following provisions are met:

- 1) The ultimate general plan network will achieve Level of Service "C" based upon City and County model projections with project trip ceiling and general plan upgrades.
- 2) A project ceiling of 85,700 trips per day will limit the intensity of project growth to 76% of potential plan impacts. The project shall establish a Development Monitoring Program that shall track the developments through approval and construction within the boundaries of the WINCHESTER 1800 Specific Plan, and ensure that the trip ceiling imposed upon the overall Specific Plan is not exceeded.

Prior to the approval of any project within the boundaries of the Specific Plan, the applicant shall establish and obtain Board of Supervisors+ approval of a Transportation Management Association (TMA). The TMA shall be responsible for implementing and identifying specific measures as to how the project intends to guarantee that the trip ceiling of 85,700 trips placed on the Specific Plan shall not be exceeded. All employers within the boundaries of the Specific Plan shall be required to participate in the TMA. The TMA shall provide an annual update regarding TDM activities and trip generation rates.

- 3) The phasing of on-site and off-site roadway improvements will be determined at each development phase based upon actual conditions with area-wide growth. Traffic studies will be required for all subsequent development within the boundaries of the WINCHESTER 1800 Specific Plan. The landowner/developer will participate in a fair share area-wide roadway construction program, if established prior to the issuance of building permits, for the purpose of improving the off-site roadway system. The landowner/developer will be responsible for needed off-site improvements if significantly impacted by the implementing project and if an area-wide roadway construction program is not in place.
- 4) Planning areas which are dependent on adjacent planning areas for access shall be phased in a manner that demonstrates an ability to provide the necessary infrastructure and access prior to tentative map approval.

d. Project Phasing Plan Description

WINCHESTER 1800 has two phases to be developed over an approximate 10-year period in response to market demands and according to a logical and orderly extension of roadways, public utilities and infrastructure. (See Figure III-11, *Phasing Plan* and Table 5, *Project Phasing Plan*.)

e. Project Phasing Standards

- 1) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas and/or plans to mitigate an environmental impact for the respective tract, shall be submitted to the County Planning Department for approval. The improvement plans shall include:
 - Final Grading Plan
 - Irrigation Plans certified by a landscape architect
 - Fence Treatment Plans
 - Special Treatment/Buffer Area Treatment Plans
 - Landscape Plans (with seed mixes for mulching, staking methods and locations, type, size and quantity of plant materials).
- 2) Each planning area shall include development of adjacent common open space areas, landscape development zones and applicable infrastructure.
- 3) Construction of the development permitted hereby, including recordation of final subdivision maps, may be done progressively in stages, either in Phase I or II, provided vehicular access, public facilities and infrastructure is constructed to adequately service the dwelling units or as needed for public health and safety in each stage of development and further provided that such phase of development conforms substantially with the intent and purpose of the Specific Plan Phasing Program.
- 4) The phasing sequence described herein is conceptual based on current market demand. Certain planning areas may be developed out of the expected sequence, provided the required infrastructure and services are available at the time of development.

Table 5, Project Phasing Plan

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE I			
Very Low Estate Density Residential (EDR)	43	4.2	1
Medium Density Residential (MDR)	47	57.7	188
	10B	50.0	186
	21A	97.2	305
	23	70.5	261
	32	38.6	143
	34	35.2	130
	38 ³	19.3	71
	44	30.8	116
	49	19.6	58
Medium High Density Residential (MHDR)	50	20.5	36
	10A	18.6	77
	11	21.2	118
	19	34.5	143
	31	46.2	258
Medium High Density Residential (MHDR)	39	23.0	129
	42	17.9	100
Medium High Density Residential (MHDR)	9	29.7	180
High Density Residential (HDR)	41	15.7	204
Mixed-Use Area (MUA)	18	15.2	175
High Density Residential (HDR)	40	16.6	145
Public Facility (PF)	46	12.0	32 ¹
Open Space – Recreation (OS-R)	16A	17.4	N/A
	16B	13.6	N/A
	33	7.4	N/A
	45	5.0	14 ¹
Open Space – Conservation Drainage (OS-CD)	2A ³	3.0	N/A
	2C ³	3.7	
	22	7.7	
	35A ³	6.7	
	35B	9.0	
PHASE I SUBTOTAL		826.5	2,895¹⁺

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE II			
Very Low Estate Density Residential (EDR)	29	13.4	5
Low Density Residential (LDR)	28	14.1	28
	30	10.6	21
Medium Density Residential (MDR)	5A	38.8	118
	5B	5.5	12
	12A	10.8	34
	13A	9.5	22
	24	23.7	64
	37	38.5	104
	1	5.4	23
	4	13.9	51
	7	21.1	85
	13B	36.8	128
	14A	30.1	120
	14B	42.3	135
	21B	75.5	189
	27	27.8	102
	38 ³	19.2	71
Medium High Density Residential (MDR)	51	40.0	123
	3	12.0	62
Commercial Retail (CR)	6	11.0	61
	8	29.1	N/A
36	16.5		
Commercial Tourist (CT)	48	36.7	N/A
Public Facility			
	15	23.0	75 ²
	26B	10.0	27 ²
Open Space – Recreation (OS-R)			N/A
	12B	5.0	
	26A	5.0	
Open Space – Conservation (OS-CD)	20	59.1	N/A
	25	26.4	
Open Space – Conservation Drainage (OS-CD)	2A ³	12.6	N/A
	2C ³	8.1	
	35A ³	18.9	
	52A	0.9	
	52B	0.7	
PHASE II SUBTOTAL		784.7	1,731²

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE I SUBTOTAL		826.1	2,895¹

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE II SUBTOTAL		784.7	1,731²
Roads	N/A	130.7	N/A
Expanded Parkways	N/A	6.5	N/A
PROJECT TOTAL		1,656.9³	4,730³
NOTES:			
<ol style="list-style-type: none"> 1 The Specific Plan provides for a total of 46 dwelling units in Planning Areas 45 and 46 to be developed within Phase I, if the park district and school district do not acquire these areas. 2 The Specific Plan provides for a total of 102 dwelling units in Planning Areas 15 and 26B to be developed within Phase II, if the school district does not acquire these areas. 3 Planning Areas 2A, 2C, 35A, and 38 are listed in both Phases because the phasing boundary runs through each of the four Planning Areas. Detailed acreages and dwelling unit counts do not exist for these divided portions, therefore, their total area and dwelling units are listed. The project total has been corrected to avoid the double-counting that is present in the subtotals. 			

8. Landscaping Plan

a. Landscaping Plan Description

As illustrated on Figure IV-1, *Conceptual Landscape Plan*, project landscaping will play an important role in maintaining the overall project theme, while emphasizing community continuity. This section of the Specific Plan provides a general description and development standards for the landscaping concept. Detailed landscaping information is provided in the Design Guidelines section (Section IV.A) of this Specific Plan.

Entry monumentation will provide initial definition for the site at key access points. Once within the WINCHESTER 1800 community, entry monumentation will continue to be used at all key intersections. The entry monuments will be developed in a hierarchical format that ranges from major community entry monuments to minor community entry monuments to neighborhood community entry monuments. Neighborhood entry monuments will provide initial identification for each residential planning area.

Individual neighborhoods and residential development enclaves will be distinguished by varied planting themes that will serve to complement and reinforce the overall project theme. Special treatments, including land use transition areas, will be provided between certain planning areas, as identified in the Planning Area Development Standards (Section III.B).

b. Landscaping Plan Development Standards

- 1) All detailed landscaping programs for planning areas and roadways shall be prepared by a qualified and licensed landscape architect for review by County staff and applicable decision-making agencies.
- 2) Project entries shall be designed with landscaping and architectural treatments that project a high quality image for the community development.
- 3) The landscaping design for the project site shall include trees, shrubs and ground cover compatible with existing natural vegetation where feasible.
- 4) Special treatment areas shall be designed to provide definition to certain planning areas, as identified in Section III.B.
- 5) Major entrance roads into WINCHESTER 1800 shall have entry monumentation, planted medians and landscaped shoulders to define the project's design concept. The introductory landscape theme shall include elements such as tree clustering to reinforce the project theme and character.

- 6) Planted raised medians (according to Ordinance No. 461, Standard No. 113) may be established within any roadway right-of-way as long as access and safety criteria can be met as approved by the County Road Commissioner.
- 7) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas, or plans to mitigate an environmental impact for the stage of development, shall be submitted to the County Planning Department for approval. The improvement plans shall include but not be limited to the following:
 - Final Grading Plan
 - Irrigation Plans certified by a landscape architect
 - A Landscaping Plan with seed mixes for mulching and staking methods; locations, types, size and quantity of plantings.
 - Fence Treatment Plans
 - Special Treatment Buffer Area Treatment Plans
- 8) The applicant and/or master developer shall be responsible for maintenance and upkeep of all slope planting, common landscaped areas and irrigation systems until such time as these operations are the responsibility of other parties.
- 9) At the time of recordation of any tentative subdivision which contains a common greenbelt or open space area, the applicant and/or developer shall convey such areas to the master property owners' association or appropriate public maintenance agency.
- 10) The landscaping plan shall reflect the following water conservation methods, whenever feasible: landscape with low water using plants, group plants of similar water use to reduce over-irrigation of low water using plants; use mulch extensively, since mulch applied on top of soil will improve the water holding capacity of the soil by reducing evaporation and soil compaction; and install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods of increasing irrigation efficiency.
- 11) The project applicant and/or developer shall comply with the planting, irrigation, implementation, and model home requirements set forth by Ordinance No. 348.3446, Article XIXf, Water-Efficient Landscape Requirements.
- 12) For additional landscape development standards, please refer to Section IV.A, Landscape Guidelines.

9. Comprehensive Maintenance Plan

Successful operation of maintenance districts and associations are important in maintaining quality in a project area. It is anticipated that maintenance responsibilities for certain public facilities will be maintained by the County through the Transportation Department, the Regional Park and Open Space district and the Flood Control District. Other common project facilities may be divided among a Master Homeowners' Association, Neighborhood Associations, County Service Area (CSA), Community Service District (CSD), and/or similar maintenance mechanisms. Valley-Wide Recreation and Park District is a potential maintenance entity for public parks, landscaped parkways and trails within WINCHESTER 1800. Final decisions regarding maintenance entities shall be made at a future stage of project design review and in concert with County agencies. (See Table 5-A for a summary of maintenance responsibilities.)

a. Master Homeowners' Association

A Master Homeowner's Association is neither anticipated nor required, but would be allowed as a common area maintenance mechanism if desired by the builder or developer. Common areas identified in the Specific Plan may be owned and maintained by a permanent public or private master maintenance organization, to assume ownership and maintenance responsibility for all common recreation, open space, private circulation systems and landscape areas. Areas of responsibility may include open space, neighborhood parks and landscape areas located along the project roadways.

b. Residential Neighborhood Associations

In certain residential areas of the project, smaller associations may be formed to assume maintenance responsibility for common areas and facilities that benefit only residents in those areas. Potential private recreation centers, common open space areas, shared private driveways, and potential private roadways exemplify facilities that may come under the jurisdiction of a neighborhood association.

c. Open Space and Parks

Any open space roadway greenbelt and park areas not directly associated with a particular neighborhood will be the responsibility of either a Master Homeowners' Association, a County Service Area (CSA), or Community Service District (CSD) or the Valley-Wide Recreation and Park District for public facilities maintenance.

d. Project Roadways/Class I Bike Trails

All public project roadways and private streets will be designed and constructed to standards acceptable to the County. All public roadways and Class I Bike Trails will be entered into the

	HOMEOWNERS' OR RESIDENTIAL NEIGHBORHOOD ASSOCIATION	PRIVATE COMMERCIAL ASSOCIATION	CSD, CSA OR VALLEY-WIDE	RIVERSIDE COUNTY	EMWD	APPROPRIATE SCHOOL DISTRICT
Private Streets and Shared Private Driveways	✓					
Landscape Parkways			✓			
Street Lighting			✓	✓		
Public Streets				✓		
Sidewalks, Class I Bike Trails and Hardscape			✓	✓		
Storm Drains (in Roads)				✓		
Public Sewer/ Water					✓	
Project Signage	✓		✓	✓		
Regional Trails				✓		
Parks			✓			
Common Open Space	✓		✓			
Natural Open Space	✓		✓			
Commercial Sites		✓				
School Sites						✓

Riverside County system of roads for operation and maintenance as approved by the Board of Supervisors. Shared Private Driveways within Planning Area 40 will be the responsibility of a Residential Neighborhood Association.

e. Commercial Areas

The commercial planning areas may have their own private association. If no association is formed, a common maintenance charge will be assessed to cover common area maintenance.

f. Schools

It is anticipated that maintenance responsibilities for the three school sites will be overseen by the governing school district.

B. PLANNING AREA DEVELOPMENT STANDARDS

Development standards and zoning regulations for WINCHESTER 1800 have been established at three levels: General Development Provisions, which were addressed in Section III.A; Design Guidelines, which are provided in Section IV; and Planning Area Development Standards, to which this section is devoted.

Planning areas were formed on the basis of logical, separate units of development. Criteria considered in this process included uniformity of use as it pertains to zoning and relationship to adjoining product and surrounding topography.

The planning area graphics for this section (Figures III-12 through III-37) were derived from the *Conceptual Landscape Plan* (Figure IV-I). The site plans depicted herein are only conceptual in nature. Although development may conform closely to some elements of the illustrative plans provided in Section IV it is anticipated that actual lotting will not be determined until the tract map stage.

A Specific Plan Zoning Ordinance was prepared and submitted separately from this Specific Plan document. The zoning provisions within that ordinance establish use restrictions for each planning area. The zoning provisions should be used in conjunction with the planning standards for each respective planning area.

51. Planning Area 40: High Density Residential (HDR)

a. Descriptive Summary

Planning Area 40, as depicted in Figure III-34, provides for development of 16.6 acres devoted to High Density Residential uses. A maximum of 145 dwelling units are planned at a target density of 8.7 du/ac (Density Range of 8.0-14.0 du/ac). Shared private driveways within Planning Area 40 shall be owned and maintained by the Residential Neighborhood Association.

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 40 shall be provided from San Remo Drive ~~Secondary access to Planning Area shall be provided from~~ and Benton Road.
- 2) A minor community entry, as shown on Figure IV-16A, is planned at the intersection of Benton Road and Pourroy Road.
- 3) Roadway landscape treatments, as shown on Figures IV-7A and IV-7B are planned along the portions of Pourroy Road and Benton Road fronting PA 40. Roadway landscape treatments, as shown on Figures IV-8A, IV-8B, and IV-8C, ~~and IV-8D~~ are planned along the portion of San Remo Drive between Planning Areas 40 and 41, at the Primary PA 40 Private Entry from San Remo Drive and, ~~at the Secondary PA 40 Private Entry~~ from Benton Road, and along Private Residential Streets within PA 40.
- 4) Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.
- 5) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

- | | |
|--------------------------------|---|
| III.A.1 Specific Land Use Plan | III.A.5 Open Space and Recreation Plan |
| III.A.2 Circulation Plan | III.A.6 Grading Plan |
| III.A.3 Drainage Plan | III.A.7 Public Sites and Project Phasing Plan |
| III.A.4 Water and Sewer Plans | III.A.8 Landscaping Plan |

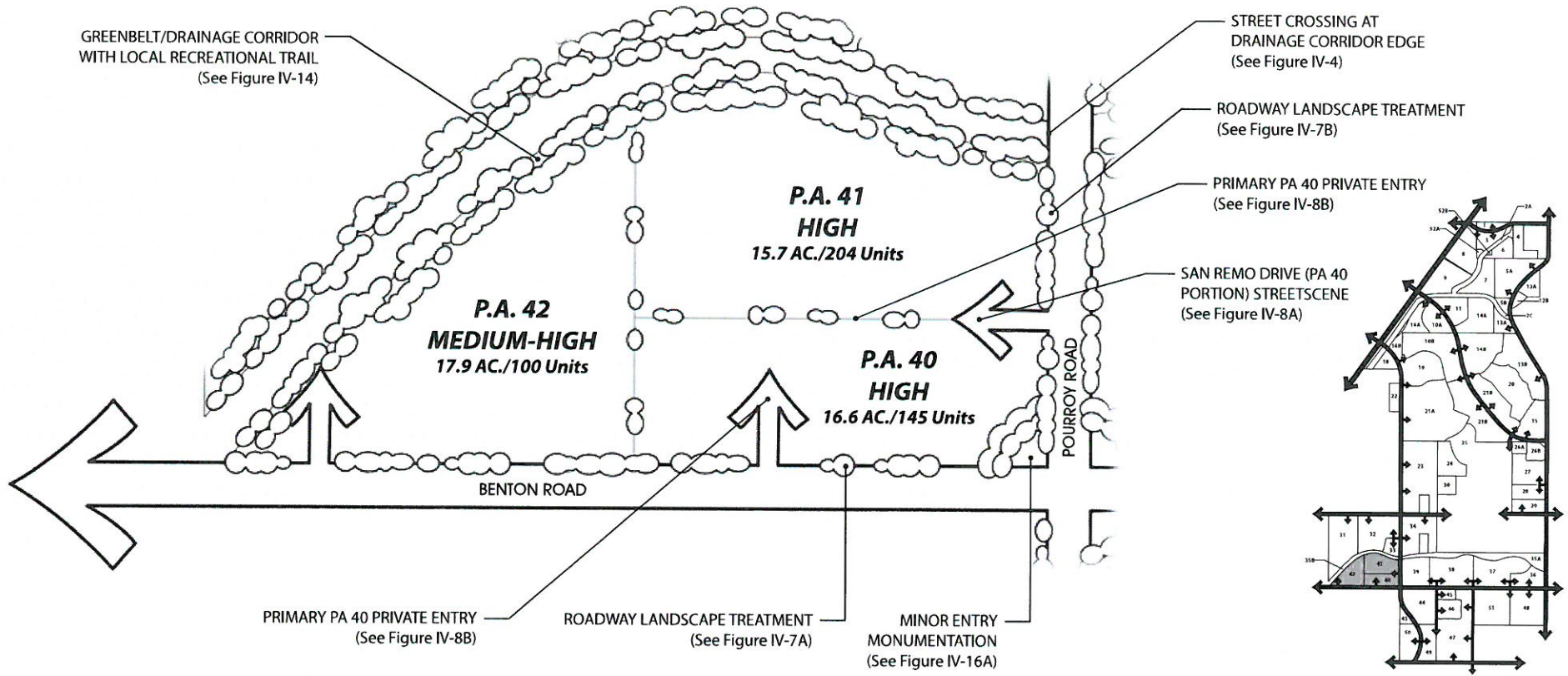


FIGURE III-34



Planning Areas 40, 41, & 42

WINCHESTER 1800

III. SPECIFIC PLAN

Specific Plan No. 286, Amendment No. 7

52. Planning Area 41: High Density Residential (HDR)

a. Descriptive Summary

Planning Area 41, as depicted in Figure III-34, provides for development of 15.7 acres devoted to High Density Residential uses. A maximum of 204 dwelling units are planned at a target density of 8.0-14.0 du/ac (density range 12.9-du/ac).

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 41 shall be provided from San Remo Drive.
- 2) A neighborhood entry, as shown on Figure IV-17, is planned at the intersection of San Remo Drive and the access into Planning Area 41.
- 3) A greenbelt/drainage corridor treatment, as illustrated on Figure IV-14, shall provide a landscaped buffer zone between Planning Area 41 and adjacent uses to the north.
- 4) Roadway landscape treatments, as shown on Figures IV-7 and IV-8A, are planned along San Remo Drive and Pourroy Road.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

- | | |
|--------------------------------|---|
| III.A.1 Specific Land Use Plan | III.A.5 Open Space and Recreation Plan |
| III.A.2 Circulation Plan | III.A.6 Grading Plan |
| III.A.3 Drainage Plan | III.A.7 Public Sites and Project Phasing Plan |
| III.A.4 Water and Sewer Plans | III.A.8 Landscaping Plan |

IV. DESIGN GUIDELINES

A. LANDSCAPE ARCHITECTURAL DESIGN GUIDELINES

1. Introduction

WINCHESTER 1800 Community's landscape image is influenced by the community's location and surrounding environs and the California inland valley traditions and history. Traditionally, California inland valley communities have been focused internally with the accompanying landscape development responding to and mitigating the environmental conditions. California inland valley landscapes perform mainly functional applications such as, defined streetscene hierarchy, pathway and boundary articulation, shade, wind modulation, and landscaped screens. Aesthetic landscape uses were focused at key locations such as entries within courtyards and at people gathering spaces or activity centers to highlight the distinctiveness of these use areas. Utilization of the California inland valley traditions and history for the landscape development image is a logical and appropriate response to the environmental conditions and locale of the WINCHESTER 1800 Community.

The landscape image envisioned for the WINCHESTER 1800 Community, in support of the Architecture and Land Planning, has two main guiding goals. One goal is the achievement of a cohesive sense of place, and the second goal is the creation of a high quality community. The following more detailed objectives were used in guiding the landscape development planning for the WINCHESTER 1800 community:

- 1) Development of a comprehensive and coordinated treatment for landscape, hardscape and monumentation which creates a strong thematic identity for WINCHESTER 1800.
- 2) Development of a landscape environment visually attractive and efficiently organized.
- 3) Utilization of the landscape and hardscape to emphasize distinctive land uses, provide visual direction, and provide for the integration of the communities common areas and parks.
- 4) Provide outdoor recreation experiences throughout the development in the form of quality neighborhood parks and greenbelts.
- 5) Feature an off-street pedestrian walkway system along streetscenes and within the greenbelt/paseo system to community wide destinations.
- 6) Provide trail head connections from internal trails to adjacent communities and to the Riverside County Regional Recreational Trail System.

LEGEND

—○— INDICATES STREETSCENE, EDGE CONDITION SECTION, OR ENLARGED PLAN/ELEVATION VIEW

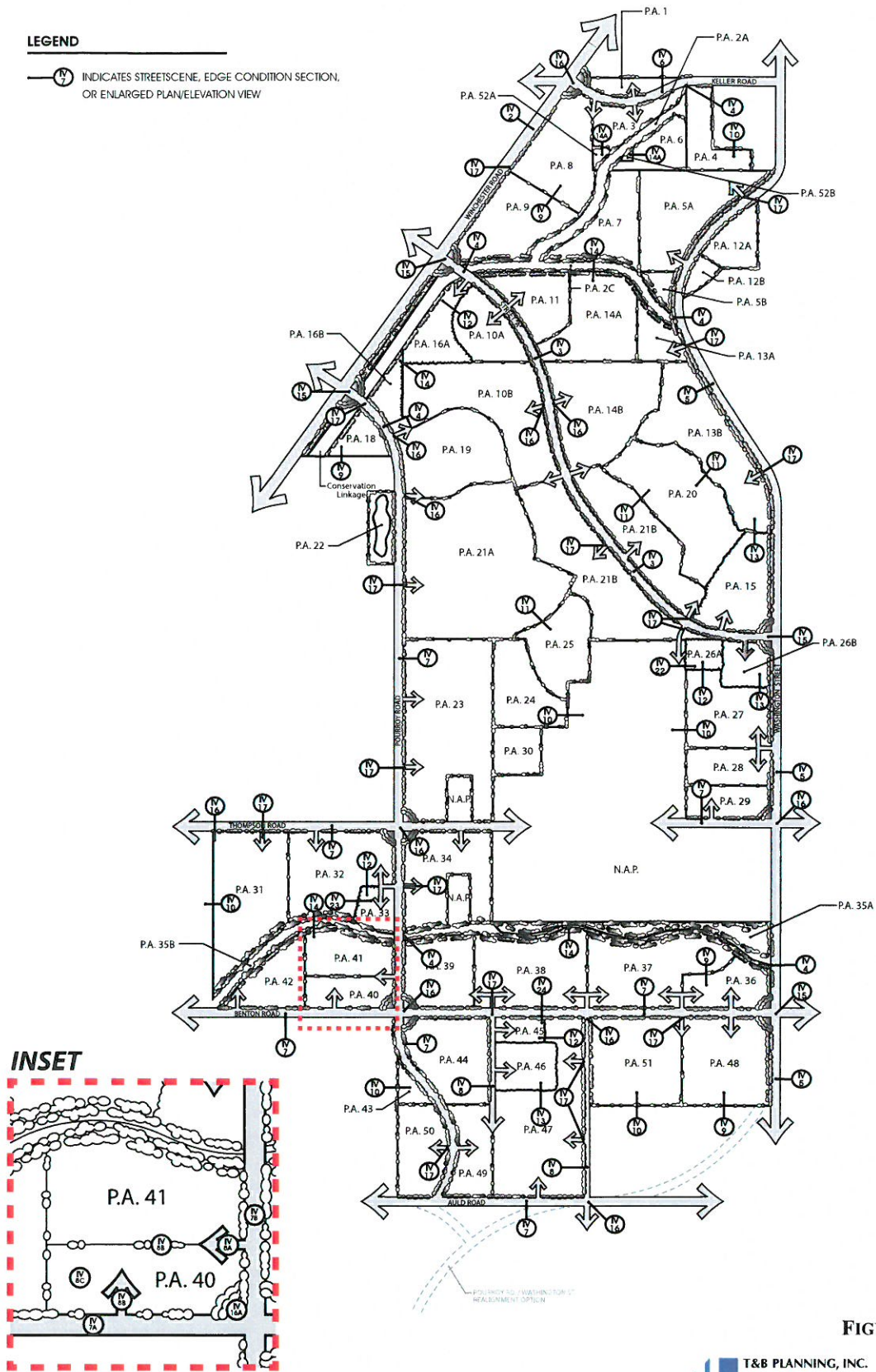


FIGURE IV-1



Conceptual Landscape Plan

WINCHESTER 1800

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

The WINCHESTER 1800 Community landscape development can be divided into three (3) main sections: Community Streetscenes and Edge Boundaries; Planting Guidelines; and community elements. These sections expand further and describe in depth the WINCHESTER 1800 landscape development character.

The Community Streetscenes and Edge Boundaries section presents the landscape development concept for the thematic treatment of all major community perimeter and minor community interior streetscenes, community edges and boundaries, and other commonly maintained community edges areas associated with WINCHESTER 1800.

The Planting Guidelines present in summary the overall community plant materials palette. General information relative to seasonal planting constraints, climate constraints, and horticultural soils test requirements are presented as an aid to successful landscape implementation. General requirements relative to planting installation, irrigation installation and landscape maintenance are also contained herein.

The Community Elements portion of these guidelines consist of written summaries and graphic exhibits which address the design development of specific and typical project areas which comprise the WINCHESTER 1800 community concept. Specifically addressed are landscape requirements for single family, multi-family, and retail/commercial land uses. In addition, recreation elements and amenities, as well as major community, minor community and neighborhood entries are delineated to further explain the character of the community.

These Landscape Architectural Guidelines are intended to establish standards for the quality of landscape development for the community. The final landscape design will respond to the market conditions existing at the time of construction. Landscape development refinement may include such features as street tree and entry monument tree selection; entry monument sign design; community theme wall design; and the programming of alternative park activities.

2. Community Streetscenes and Edge Boundaries

a. Community Streetscenes

A hierarchy of community perimeter and interior streetscene landscape development has been planned consisting of major community, minor community and neighborhood streetscenes. Each streetscene landscape development hierarchy is uniform and consistent in order to provide a strong sense of community identity.

Within this hierarchy, all community street scenes have the following in common:

- an enhanced landscape setback and parkways,
- pedestrian sidewalks, and
- community theme hardscape elements

Neighborhood streetscenes consist primarily of front yard landscape development. Neighborhood landscape development streetscenes are discussed in greater depth in the Community Elements section.

b. Major Community Streetscenes

- 1) Highway 79 (Winchester Road) Streetscene at Commercial and Residential Land Use Edges - (See Figure IV-2):

Highway 79 forms the northwest boundary of the WINCHESTER 1800 Community, as well as, affords one of the main vehicular accesses for the community. In consideration of the above facts and that Winchester Road is a CalTrans Highway, the Landscape Development Zone (LDZ) is twenty-six feet (26') wide. In addition to the twenty-six foot (26') LDZ, an additional twenty-five foot (25') wide Riverside County Transportation Corridor easement is planned for this streetscene. The landscape development associated with the Major Community Streetscene along Winchester Road consists of:

- Twenty-Five Foot (25') Transportation Corridor Easement
- Uniformly Spaced Row of Small Scale Parkway Trees and a Background Row of Street Trees
- Sidewalk Paralleling the Street
- Six Foot (6') Wide Landscape Buffer at Community Theme Walls
- Three Foot (3') High Minimum Shrub Screen at All Commercial Areas
- Community Theme Wall or Fence Per Fencing Plan -No Wall at Commercial Land Uses
- Conforms to CalTrans Thirty Foot (30') Tree Setback Zone
- A Hierarchy of Entry Monumentation

a) Twenty-Six Foot (26') Landscape Development Zone

The streetscene tree planting concept consists of a double row of street trees. One row consists of a uniformly spaced small scale parkway tree with a four inch (4") or less caliper. The second tree row consists of evergreen background street trees with unlimited caliper size. The major community streetscene LDZ is defined as the planting area from the curb face to the street right-of-way, a twelve foot (12') distance plus an additional fourteen foot (14') for a twenty-six foot (26') total distance from the curb face to the community theme wall or back edge of the LDZ.

The twenty-six foot (26') wide LDZ incorporates a six foot (6') concrete sidewalk, eight feet (8') away from the back edge of the twenty-five foot (25') transportation corridor easement or future curb face, paralleling the street. This eight foot (8') area is planted with turf. On the opposite side of the sidewalk is twelve feet (12') of additional landscape area of which six feet (6') is planted with turf, and six feet (6') is planted with shrubs and groundcover.

b) CalTrans Tree Setback Zone Distance

Winchester Road is a California State Highway. CalTrans requires a thirty foot (30') tree setback zone along Highway 79. The thirty foot (30') tree setback zone is measured from the edge of the closest lane of future travel. This zone begins with an eight foot (8') wide paved shoulder to future curb face with the remainder of the area, twenty-two feet (22'), completing the CalTrans thirty foot (30') tree setback zone. The twenty-two foot (22') area will be landscaped according to CalTrans standards.

An additional four foot (4') landscape area will supplement CalTrans' twenty-two foot (22') landscape easement for a twenty-six foot (26') total Landscape Development Zone (LDZ).

The twenty-five foot (25') Transportation Corridor Easement is in addition to the twenty-six foot (26') LDZ on Winchester Road and does not alter the CalTrans tree setback zone.

2) Street 'A' at Single Family Residential, School and Park Land Use Edges - (See Figure IV -3)

Street 'A' is considered the main access street into WINCHESTER 1800, therefore, the Landscape Development Zone has been expanded to its ultimate width of twenty-two feet (22'). The landscape development associated with the major community streetscene along Street 'A' at single family residential, school and park land use edges consists of:

- Formal Street Trees Triangularly Spaced at Forty Feet (40') on Center
- Eight Foot (8') Wide Landscape Buffer Behind Sidewalk -Residential Land Uses Only
- Community Theme Wall or Fence Per Fencing Plan –No Wall at School or Park Land Uses
- 4:1 Maximum Mound in Turf Parkway
- A Hierarchy of Entry Monumentation
- Eight Foot (8') Wide Turf Parkway Both Sides of Walk
- At School and Park Land Uses Only

a) Twenty-Two Foot (22') Landscape Development Zone

The streetscene planting concept consists of a double row of formal street trees triangularly spaced planted within a “Landscape Development Zone” (LDZ). This major community streetscene LDZ is defined as the planting area from the curb face to the street right-of-way, a twelve foot (12') distance plus an additional ten foot (10') for a twenty-two foot (22') total distance from the curb face to the community theme wall or LDZ boundary edge.

The twenty-two foot (22') LDZ incorporates a six foot (6') concrete sidewalk, eight feet (8') away from curb face, paralleling the street. On the opposite side of the sidewalk is eight feet (8') of additional landscape area. At single family residential land uses, a eight foot (8') wide turf parkway parallels the walk with the remaining eight feet (8') landscape buffer area planted with ground cover and shrubs. At the school and park land uses, the eight foot (8') landscape area behind the sidewalk is planted with turf. This streetscene is consistent along flat and 2:1 slope conditions.

3) Street Crossing at Turf Lined Drainage Channel - (See Figure IV-4)

Pourroy Road, Washington Road, Keller Road, Street ‘A’ and Benton Road cross over the proposed turf lined intermittent flow water drainage course. The Landscape Development Zone changes consist of:

- Thematic Bridge Railing at the Back Edge of the Street Right-of-Way
- Twelve Foot (12') Wide Concrete Walk Parallel to the Curb Face when Adjacent to the Thematic Bridge Railing
- Riparian Accent Tree Gateway
- Service Road/Pedestrian Circulation Both Sides of the Turf Channel

The street scene at the turf lined drainage course consists of riparian accent trees forming a gateway and interrupting the formal streetscene pattern to highlight the distinctiveness of this area.

c. Minor Community Streetscene

Keller Road, Washington Road, Thompson Road, Benton Road, Auld Road, and Pourroy Road, have been classified as minor community streetscenes for landscape development purposes. The minor community streetscenes provide access to all areas of the community, provide visual direction, and aid in visually unifying the overall community through common streetscene landscape and hardscape thematic treatments.

- 1) Washington Road Streetscene at Residential and Commercial Land Use Edges - (See Figure IV-5)

The Landscape Development Zone associated with Washington Road Streetscene feature:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence per Fencing Plan. No Wall at Commercial or Greenbelt/Drainage Corridor
- Varying Width Turf Parkway
- Class I Bike Trail
- Landscape Buffer at Community Theme Wall
- Soft Surface Combination Trail

The streetscene planting concept features informal evergreen or deciduous tree groupings intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ). The LDZ planting area is measured from face of curb to street right-of-way, a twelve foot (12') plus an additional twenty foot (20') for a total of thirty-two foot (32') minimum distance width from the street scene curb face to the community theme or back edge of LDZ.

The thirty-two foot (32') LDZ incorporates a four foot (4') to eight foot (8') varying width turf parkway adjacent to curb with a soft surface combination trail located behind the parkway. A Class I bike trail (10' wide minimum) is buffered with a four foot (4') to eight foot (8') wide shrub zone between community theme wall and trail, as well as, a four foot (4') to eight foot (8') wide shrub zone between the bike trail and the hiking/equestrian trail. When parking at commercial land uses is adjacent to LDZ a four foot (4') wide shrub landscape buffer shall be planted adjacent to the back edge of the LDZ by the commercial developer.

2) Keller Road Streetscene at Residential and Commercial Land Use Edges - (See Figure IV-6)

The Landscape Development Zone associated with Keller Road streetscene features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence per Fencing Plan. No Wall at Commercial
- Sidewalk Adjacent to Curb
- Turf Parkway Located Behind Sidewalk
- Landscape Buffer at Community Theme Wall

The streetscene planting concept features informal evergreen or deciduous tree groupings intermixed with deciduous or evergreen informal street tree groupings within the "Landscape Development Zone" (LDZ). The LDZ Planting Area is measured from face of curb to street right-of-way, which continues for eighteen feet (18') beyond the curb face.

The eighteen feet (18') LDZ incorporates a five foot (5') wide curb-separated sidewalk. A nine foot (9') curb-adjacent landscape parkway separates the curb from the sidewalk with an additional four foot (4') landscape parkway located between the sidewalk and the edge of the right-of-way .

Adjacent commercial sites shall plant a four foot (4') wide shrub landscape buffer adjacent to the back edge of the LDZ by the commercial developer when parking occurs next to the Landscape Development Zone.

3) Thompson Road, Benton Road, Auld Road and Pourroy Road Streetscene at Commercial, Park, School and Residential Land Use Edges - (See Figure IV-7)

The landscape development associated with these minor community streetscenes features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan -No Wall at Commercial, Park or School Land Uses
- A Hierarchy of Entry Monumentation -Meandering Sidewalk
- Varying Width Turf Parkway
- Landscape Buffer at Community Theme Wall
- Eighteen-Foot (18') wide Median Island -Benton Road only

The streetscene planting concept features informal evergreen or deciduous tree groups intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ). The LDZ planting area is measured from the curb face to the street right-of-way, a twelve foot (12') maximum plus an additional six foot (6') for a total of a eighteen foot (18') minimum distance width from the streetscene curb face to the community theme wall or back edge of LDZ.

The eighteen foot (18') LDZ incorporates a six foot (6') concrete sidewalk which meanders from a four foot (4') minimum distance from the curb face to a four foot (4') minimum distance from the community theme wall or back edge of LDZ. The meandering sidewalk may also change vertical grades. This treatment is consistent for flat and 2:1 slope conditions. When a commercial site condition is adjacent to the LDZ a four foot (4') wide shrub landscape buffer shall be planted adjacent to the back edge of the LDZ by the Commercial Developer when parking occurs next to the Landscape Development Zone.

3A) Benton Road and Pourroy Road Streetscene (PA 40 Portion) - (See Figure IV-7A and Figure IV-7B)

The landscape development associated with this minor community streetscene features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Meandering Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (Varies from 4' to 23') – Benton Road Only
- Painted Median (Varies from 0' to 12') – Pourroy Road Only

The streetscene planting concept features informal evergreen or deciduous tree groups intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ).

Benton Road

The LDZ along the northerly right-of-way of Benton Road is a minimum distance of 21', measured from the curb face to the community theme wall or back edge of the LDZ. The twenty-one foot (21') LDZ incorporates a 12-foot landscaped parkway and a five-foot (5') concrete sidewalk which meanders from a four-foot (4') minimum distance from the curb face to a four foot (4') minimum distance from the community theme wall or back edge of LDZ.

Pourroy Road

The LDZ along the westerly right-of-way of Pourroy Road is a minimum distance that ranges from 18' to 30', measured from the curb face to the community theme wall or back edge of the LDZ. The 18' to 30' LDZ incorporates a four-foot (4') to six-foot (6') landscaped parkway and a five-foot (5') concrete sidewalk which meanders from a four-foot (4') minimum distance from the curb face to a four-foot (4') minimum distance from the community theme wall or back edge of LDZ.

- 4) Street 'B', Street 'C', and Street 'D', -Streetscene at School, Park and Residential Land Use Edges - (See Figure IV-8)

The landscape development associated with these minor community streetscenes along Street 'B', Street 'C', and Street 'D' consists of:

- Uniformly Spaced Linear Street Trees
- Sidewalk Adjacent to the Street
- Standard Width Turf Parkway at School or Park Site Condition
- Landscape Buffer Zone -Residential Land Uses only
- Hierarchy of Minor Community and Neighborhood Entry Monumentation
- Community Theme Wall or Fence Per Fencing Plan -No Wall at School or Park Land Uses

This minor community street scene Landscape Development Zone (LDZ) is a minimum fourteen foot (14') wide on flat areas and will increase if slopes adjoin the streetscene.

The fourteen foot (14') wide LDZ begins at the curb face and includes an eight foot (8') turf parkway behind a six foot (6') concrete sidewalk when adjacent to park or school land uses, and an eight foot (8') landscape buffer adjacent to the walk planted with shrubs and groundcover at Residential land uses. This treatment is consistent for flat and 2:1 manufactured slope conditions.

- 5) San Remo Drive Streetscape (PA 40/41 Portion) – (See Figure IV-8A)

The landscape development associated with this minor community streetscene along San Remo Drive consists of:

- Street Trees Spaced at 40' on Center
- Landscape Buffer adjacent to Community Theme Wall
- Curb-Adjacent Sidewalk
- Community Theme Wall Per Fencing Plan
- Painted Median (Varies from 0' to 8')

The LDZ along the southerly right-of-way of San Remo Drive is a minimum of twelve feet (12'), measured from the curb face to the community theme wall or back edge of the LDZ. The twelve-foot (12') wide LDZ includes a six foot (6') landscape buffer behind a six foot (6') curb-adjacent concrete sidewalk.

- 6) Primary PA 40 Private Entry from San Remo Drive ~~Streetscene~~ and Benton Road – (See Figure IV-8B)

The landscape development associated with this minor community streetscene at the primary private entry into Planning Area 40 from San Remo Drive and Benton Road consists of:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Curb-Adjacent Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (8 feet wide)

- ~~7) Secondary PA 40 Private Entry from Benton Road Streetscene – (See Figure IV-8C)~~

~~The landscape development associated with this minor community streetscene at the secondary private entry into Planning Area 40 from Benton Road consists of:~~

- ~~• Entry Accent Tree Groupings and Groundcover Parkway~~
- ~~• Evergreen or Deciduous Grove Trees Intermixed with Street Trees~~
- ~~• Curb-Adjacent Landscape Parkway~~
- ~~• 5-foot Wide Sidewalk~~
- ~~• Landscape Buffer~~

- 87) Private Residential Street Streetscene – (See Figure IV-~~8D~~8C)

The landscape development associated with this minor community streetscene within private residential streets in Planning Area 40 consists of:

- 5-foot Wide Curb-Adjacent Sidewalk
- 8-foot Wide Parking on One Side of the Street. "No Parking" curb striping shall be provided at knuckle, corner, and cul-de-sac conditions.
- Front Yard Trees and Front Yard Landscaping
- Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

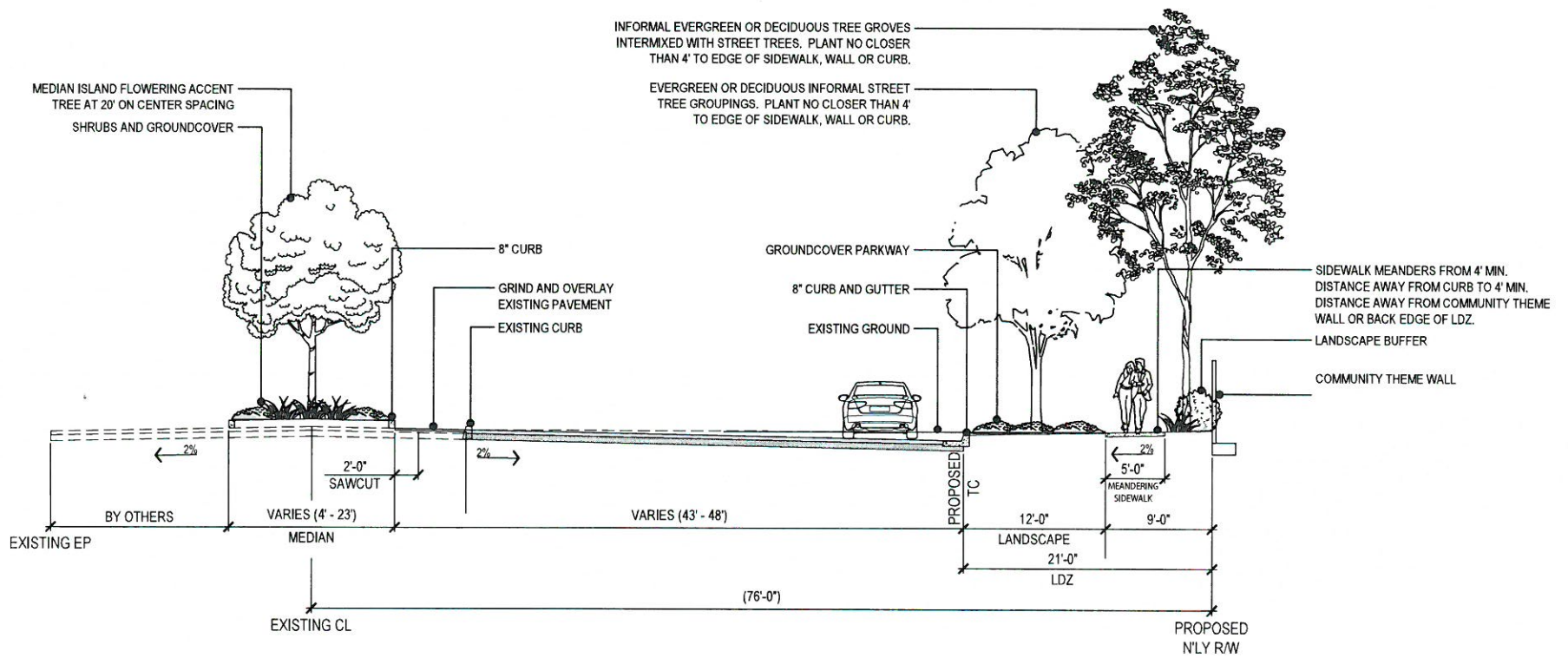


FIGURE IV-7A



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Benton Road (PA 40 Portion) Streetscene

WINCHESTER 1800

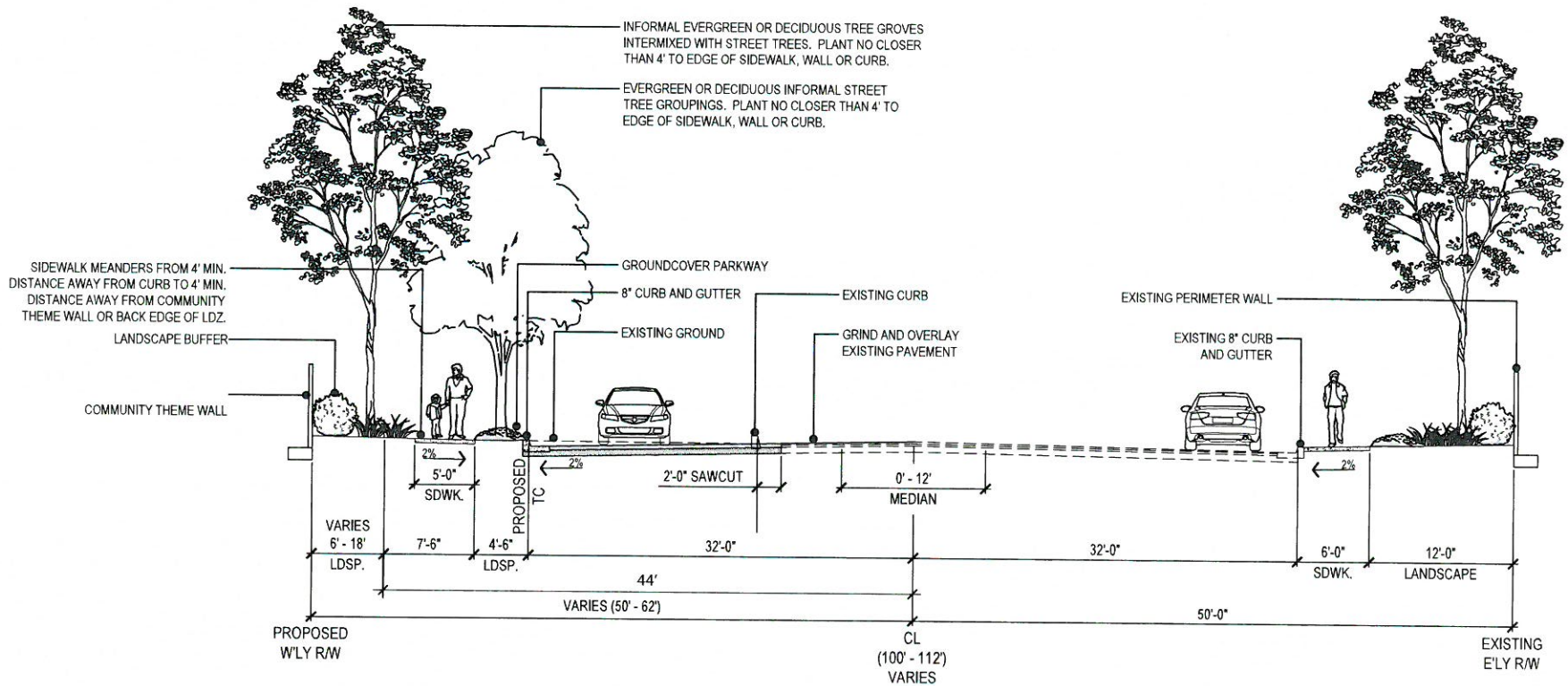


FIGURE IV-7B



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Pourroy Road (PA 40 Portion) Streetscene

WINCHESTER 1800

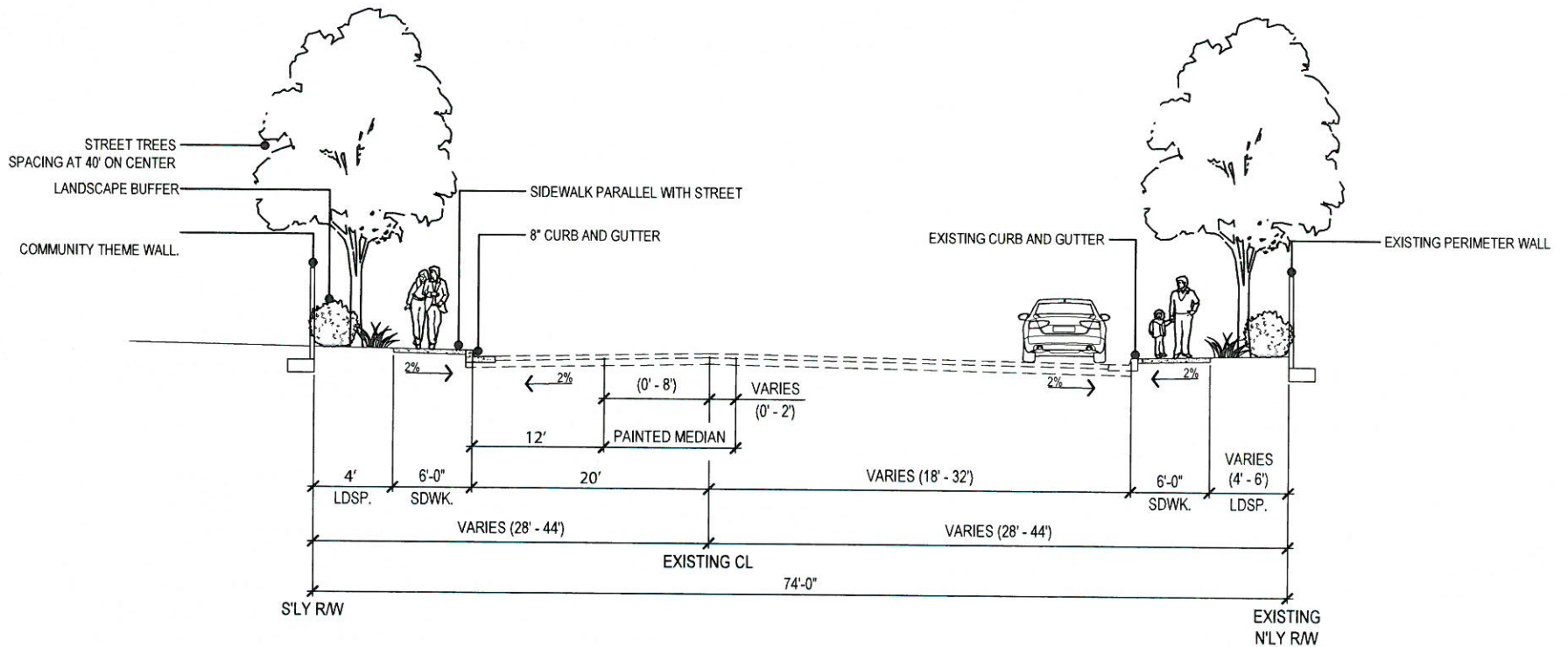


FIGURE IV-8A

T&B PLANNING, INC.
 1511 East 14th Street, Suite 200, San Jose, CA 95126
 408.434.4400 | www.tbplanning.com

San Remo Drive (PA 40/41 Portion) Streetscene

WINCHESTER 1800

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

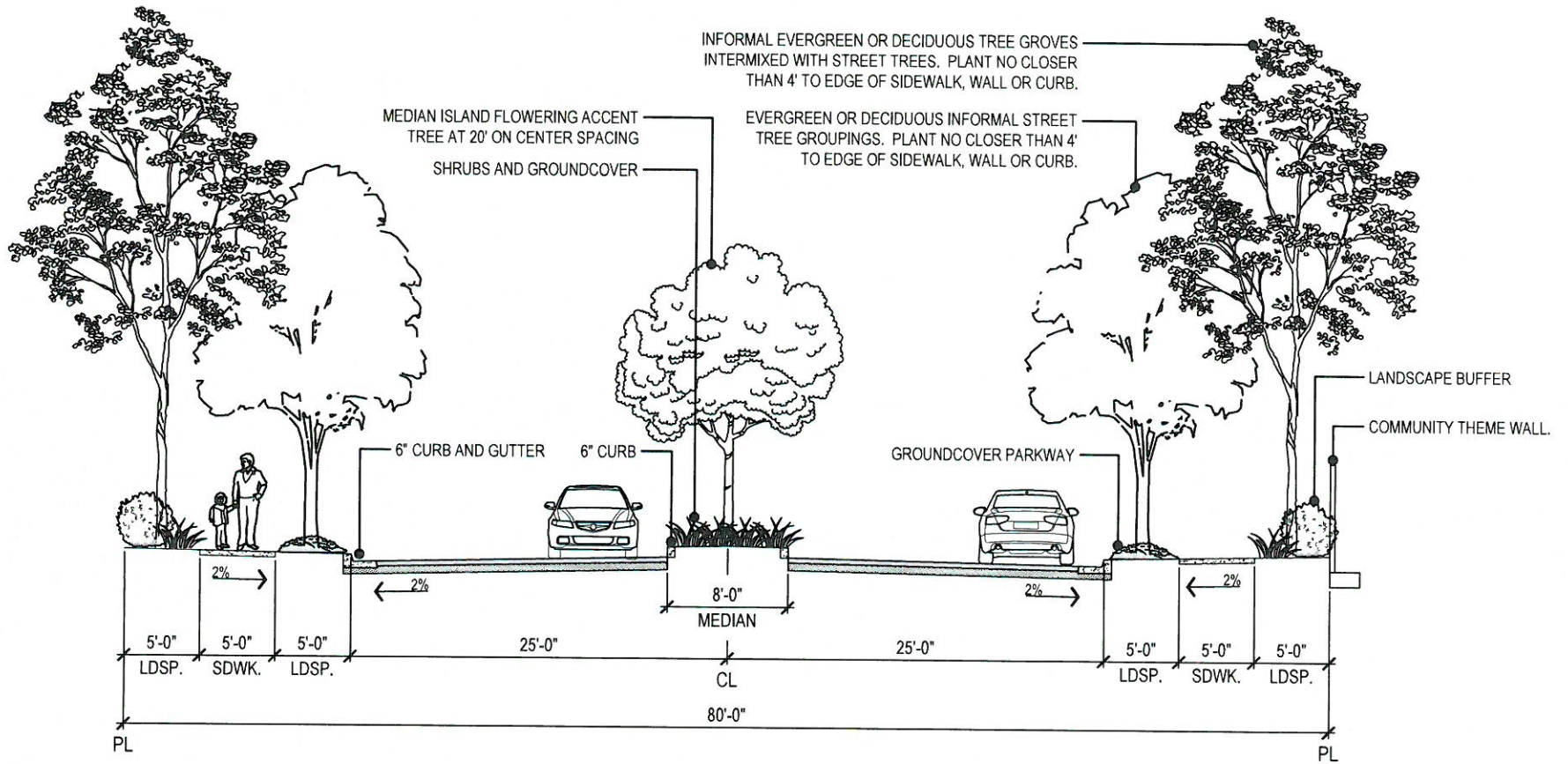


FIGURE IV-8B

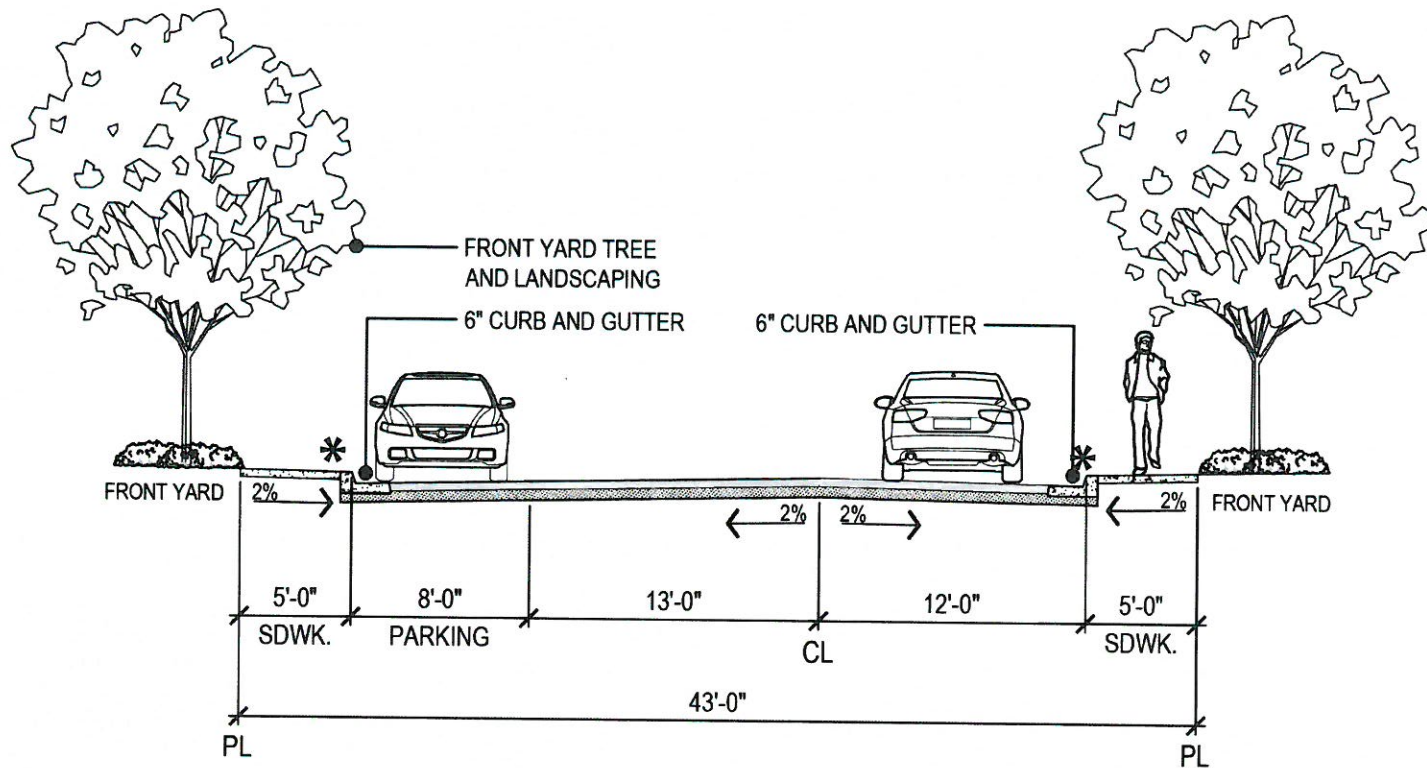


IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Primary PA 40 Private Entry - San Remo Drive & Benton Road

WINCHESTER 1800



* ZERO INCH/MOUNTED/ROLLED CURBS SHALL BE PROVIDED AT CORNERS WITHIN PA 40 TO ALLOW FOR FIRE TRUCK TURNING.

Private Residential Street (PA 40) Streetscene

WINCHESTER 1800

FIGURE IV-8C



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

d. Community Edges and Boundaries

1) Commercial at Residential and Off-Site Land Use Edge - (See Figure IV-9)

Where residential or off-site land uses adjoin commercial land uses, a minimum ten foot (10') wide landscape development zone and community theme wall is planned. The ten foot (10') landscape zone will be installed on the commercial side of the community wall and will be privately maintained. This landscape development zone will be planted with dense evergreen grove trees, shrubs and groundcover, thereby screening the commercial site from adjacent residential and off-site land uses.

2) Residential at Off-Site Land Use Edge - (See Figure IV-10)

In cases where on-site residential backs off-site land uses, a community theme solid wall or combination solid wall and open view fence will be installed depending on whether there is an at-grade or up-slope condition with corresponding views.

3) Open Space Fire Fuel Modification at Residential Land Use Edge - (See Figure IV-11)

The Riverside County Fire Code requires a Fire Fuel Modification Zone be maintained along residential edges at natural open space areas. A Fire Fuel Modification Zone shall be established that is a minimum of seventy feet (70') wide or one hundred feet (100') wide depending on an open fence or solid masonry community theme wall, and is measured from the rear of the dwelling unit to undisturbed open space land.

The Fire Fuel Modification Zone shall be composed of four landscape zones. Zone 1, closest to the homeowner property line, shall be planted with drought tolerant, low fire fuel generating sub-shrubs and groundcover. In addition, Zone 1 will be irrigated with a permanent irrigation system providing one hundred percent (100%) coverage where an open fence occurs. Zones 2, 3 and 4 will consist of the native vegetation which has been selectively removed and thinned. Zone 2 will have seventy percent (70%), Zone 3 will have sixty percent (60%), and Zone 4 will have fifty percent (50%) of the native plant material selectively removed per the following guidelines.

- a) Selectively remove highly flammable plant species.
- b) Selectively thin out large, dense groupings of plant materials.
- c) Remove plant material in a manner that will promote a natural appearance to fuel modification areas.
- d) Provide masonry wall or open tubular steel fence at residential property line adjacent to open space area.

- e) Maintenance of fuel modification area shall be maintained by the CSA or Valley-Wide Recreation and Park District.

4) Park at Residential Land Use Edge - (Figure IV-12)

The shrub planting buffer zone along a residential land use edge and park site will have a ten foot (10') minimum width. This boundary features either a community theme solid wall or combination wall and open view fence depending on whether the residential site is at-grade or up-slope with views to the park.

Park at-grade landscape development zones will be planted with evergreen background and deciduous grove trees with shrub and groundcover planting to become a dense screen or buffer between land uses.

Residential up-slope condition landscape development zones will have evergreen background grove deciduous accent trees clustered near property lines and shrubs located sufficiently down slope so as not to obstruct, but to enhance views.

5) School at Residential Land Use Edge - (See Figure IV-13)

A solid community theme wall with a minimum ten foot (10') wide landscaped buffer by the School District is proposed along the school site at residential land use edge conditions.

6) Typical Greenbelt/Drainage Corridor to Residential, Commercial and Park Land Use Edge - (See Figure IV-14)

- Varied Width from Eight-Eight Foot (88') to Two Hundred Foot (200')
- Varying 4:1 to 6:1 Turfed Side Slopes
- Turfed Channel Bottom with a Nuisance Water Concrete "V" Drain
- Informal Groves of Evergreen and Deciduous Riparian Trees
- Eight Foot (8') Wide Meandering Paseo Walk/Service Road on Both Sides of the Greenbelt/Drainage Corridor per the Fencing and Trail Plan
- Ground Water Recharge

The landscape concept features a turf channel bottom and sides with a meandering walkway/service road that occurs along both sides of the channel to encourage pedestrian use of the open space. When the channel is adjacent to the residential land uses a eight foot (8') minimum shrub and groundcover landscape buffer will be planted adjacent to the community theme walls. When the channel is adjacent to a park land use, the landscape buffer will be deleted to allow these uses to flow along the edge of the drainage corridor/greenbelt paseo.

7) Typical Water Quality Basin to Residential Land Use Edge - (See Figure IV-14A)

- Masonry Block Wall at rearyard/sideyard property line of private residences
- Tubular Steel Fencing along streetside of basin
- Informal Groves of Evergreen and Deciduous Riparian Trees

The Water Quality Basins in Planning Areas 52A and 52B are intended to address the storm water runoff generated by the surrounding residential planning areas. These two Water Quality Basins shall include graded slopes planted with evergreen and deciduous riparian trees and shrubs. The Water Quality Basins will be separated from neighboring private homes by a Masonry Block Wall and from neighboring roads by Tubular Steel Fencing.

3. Plant Material Guidelines

a. Introduction

It is important for each participant in the development of WINCHESTER 1800 to understand the overall landscape development concept of the community. Proper selection and use of the plant materials while emphasizing individual project themes must also reinforce the overall community identity.

The selection of plant materials for WINCHESTER 1800 shall generally reinforce the “California Desert/Inland Valley” thematic image, as well as, the particular architectural style of each project. An emphasis shall be placed on the use of indigenous, naturalized and drought resistant species of plant materials.

b. Community Streetscene Landscape Development Zone Tree Palette

1) Deciduous Accent and Evergreen Background Grove Trees

The trees selected will be utilized as informal vertical backdrop trees to specified community streetscenes. These trees may be used to block views or frame views. Their use at the boundary of common streetscenes will permit easier transition to the variety of adjoining land uses. Wherever possible and logical, these grove trees should be extended from community streetscenes into adjoining developments as background trees in order to 'breakdown' the hard development edge between parcels and visually unify land uses.

a) Deciduous Accent Grove Tree Palette

Alnus cordata	Italian Alder
Alnus rhombifolia	White Alder
Gleditsia tricanthos	Thornless Honey
‘Inermis’	Locust
Koelreuteria bipinnata	Chinese Flame Tree
Liquidambar styraciflua	Liquidambar
Robinia ambigua ‘Idahoensis’	Idaho Locust

b) Evergreen Background Grove Tree Palette

Brachychiton populneum	Bottle Tree
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus polyanthemosSilver	Dollar Gum
Eucalyptus rudis	Desert Gum
Eucalyptus sideroxylon ‘Rosea’	Red Iron Bark
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine

Pinus eldarica

Mondell Pine

2) Formal and Informal Street Tree Palette

The County of Riverside requires that street trees be utilized within street right-of-ways and street median islands. These trees will serve as foreground elements providing summer shade, welcome winter sun and as wind modulators. In addition, trees selected will provide community direction and land use emphasis.

a) Winchester Road Tree Palette

These trees listed have been coordinated with the adjacent community.

Street Tree	Brachychiton populneum
Parkway Flowering	Lagerstroemia indica

b) Formal Street Tree Palette

Street trees for Streets 'A', 'B', 'C' and 'D' will be selected from the following list. Each street will have its own distinctive formal street tree.

Fraxinus oxycarpa	Raywood Ash
'Raywood'	
Koelreuteria bipannata	Chinese Flame Tree
Koelreuteria paniculata	Golden Rain Tree
Lirodendron tulipifera	Tulip Tree
Magnolia grandiflora	Southern Magnolia
Pinus halepensis	Aleppo Pine
Platanus acerifolia	London Plane Tree
Podocarpus gracilior	Fern Pine
Quercus ilex	Holly Oak

c) Informal Street Tree Palette

Street trees with an informal pattern along Keller Road, Pourroy Road, Thompson Road, Benton Road, Auld Road and Washington Road will be selected from the community plant palette.

c. Community Entry Accent Tree Palette

These trees should be repeated at all significant points of the individual project and community interest. Such applications logically include street intersections; knuckles or changes in street direction; park entries; trail heads; walkway or community trail intersections; plazas; courtyards; recreation features; vista points; greenbelts; commercial developments and other

such significant locations where a reinforcement of the community theme tree will be recognized and will serve a functional purpose.

The systematic use of these trees is encouraged in order to reinforce the continuity of the design theme of WINCHESTER 1800 in general.

1) Evergreen Canopy Theme Tree Palette

Brachychiton populneum	Bottle Tree
Pinus canariensis	Canary Island Pine
Pinus eldarica	Mondell Pine
Pinus halepensis	Aleppo Pine
Pittosporum phillyraeoides	Willow Pittosporum
Podocarpus gracilior	Fern Pine

2) Specimen Accent Tree Palette

Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Platanus racemosa	California Sycamore
Quercus agrifolia	California Live Oak
Quercus kelloggii	California Black Oak
Schinus molle	California Pepper

3) Median Island Tree Palette

Median island trees may be selected from the Evergreen Canopy Theme Trees or Specimen Accent Trees.

4) Neighborhood Entry Accent and Neighborhood Streetscene Accent Tree Palette

At Neighborhood Entry Monument locations and as neighborhood streetscene accent trees, the following trees are categorized as accent trees:

Albizia julibrissin	Mimosa Tree
Alnus cordata	Italian Alder
Lagerstroemia indica	Crape Myrtle
Malus floribunda	Japanese Flowering Crabapple
Nyssa sylvatica	Sour Gum
Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Prunus cerasifera	Purple Leaf Plum 'Atropurpurea'
Pyrus kawakami	Evergreen Pear

Robinia ambigua 'Idahoensis'
Sapium sebiferum
Schinus molle

Idaho Locust
Chinese Tallow Tree
California Pepper

d. Deciduous Riparian Tree Palette

At the Regional Recreational Trail paseo and the turfed drainage channel/open space paseos the following may be used:

Alnus cordata	Italian Alder
Alnus rhombifolia	White Alder
Betula alba	White Birch
Comus nuttallii	Western Dogwood
Comus stolonifera	Redtwig Dogwood
Liquidambar styraciflua	Sweet Gum
Platanus racemosa	California Sycamore
Robinia ambigua 'Idahoensis'	Idaho Locust

e. Evergreen Riparian Tree Palette

At the Regional Recreational Trail paseo and the turfed drainage channel/open space paseos the following may be used:

Brachychiton populneum	Bottle Tree
Eucalyptus Species	Eucalyptus
Quercus Species	Oak

f. Landscape Buffer Trees

Landscape Buffer Trees used at the concrete channel street crossing and the community edges where shown on the Landscape Plan, may be selected from the Evergreen Background Grove Trees and the Deciduous Accent Tree plant palettes.

g. Community Plant Palette

It is the intent of these guidelines to provide flexibility and diversity in plant material selection, while maintaining a limited palette in order to give greater unity and thematic identity to the community. The plant material lists have been selected for their appropriateness to the project theme, climatic conditions, soil conditions and concern for maintenance.

A limited selection of materials utilized in simple, significant composition, complimentary to adjacent common landscape areas, while reinforcing the individual architectural and site setting is encouraged. Wherever possible, overall plant material selection for given project areas shall

have compatible drought resistant characteristics. Irrigation programming can then be designed to minimize water application for the entire landscape setting.

Limited plant material selection for common landscape areas associated with WINCHESTER 1800, as described in the text, is contained in the following palette. In addition, a wider variety of plant materials compatible with project theme and setting are listed for use by adjoining developments within WINCHESTER 1800.

<u>Botanical Name</u>		<u>Common Name</u>
	TREES -EVERGREEN	
Arbutus unedo		Strawberry Tree
Brachychiton populneum		Bottle Tree
Cedrus deodara		Deodar Cedar
Ceratonia siliqua		Carob
Cinnamomum camphora		Camphor Tree
Cupressus glabra		Smooth Arizona Cypress
Eucalyptus cladocalyx		Sugar Gum
Eucalyptus polyanthemos		Silver Dollar Gum
Eucalyptus rudis		Desert Gum
Eucalyptus sideroxylon 'Rosea'		Red Iron Bark
Eucalyptus viminalis		White Gum
Laurus nobilis		Sweet Bay
Magnolia grandiflora		Southern Magnolia
Olea europaea 'Fruitless'		Fruitless Olive
Pinus canariensis		Canary Island Pine
Pinus halepensis and eldarica		Aleppo Pine
Pinus pinea		Italian Stone Pine
Pittosporum phillyraeoides		Willow Pittosporum
Podocarpus gracilior		Fern Pine
Quercus agrifolia		California Live Oak
Quercus ilex		Holly Oak
Quercus suber		Cork Oak
Schinus molle		California Pepper
Ulmus parvifolia 'Drake'		Evergreen Elm
Umbellularia californica		California Bay
	TREES -DECIDUOUS	
Albizia julibrissin		Mimosa Tree
Alnus cordata		Italian Alder
Alnus rhombifolia		White Alder
Betula nigra		Red Birch
Betula pendula		European White Birch

Botanical Name

Cornus nuttallii
Cornus stolonifera
Fraxinus oxycarpa ‘Raywood’
Fraxinus uhdei ‘Tomlinson’
Gingko biloba Species
Koelreuteria bipannata
Koelreuteria panniculata
Lagerstroemia indica
Liquidambar styraciflua
Malus floribunda
Crabapple Nyssa sylvatica
Pistacia chinensis
Platanus acerifolia
Prunus racemosa
Prunus cerasifera
Pyrus kawakamii
Quercus kelloggii
Robinia ambigua ‘Idahoensis’
Salix babylonica
Sapium sebiferum
Sophora japomca
Zelkova serrulata

Common Name

Western Dogwood
Redtwig Dogwood
Raywood Ash
Tomlinson Ash
Maidenhair Tree
Chinese Flame Tree
Golden Rain Tree
Crape Myrtle
Sweet Gum
Japanese Flowering
Sour Gum
Chinese Pistache
London Plane Tree
California Sycamore
Purple Leaf Plum
Evergreen Pear
California Black Oak
Idaho Locust
Weeping Willow
Chinese Tallow Tree
Japanese Pagoda Tree
Sawleaf Zelkova

PALMS

Brahea armata
Brahea edulis
Chamaerops humilis
Phoenix canariensis
Washington filifera
Washington robusta

Mexican Blue Palm
Guadalupe Palm
Mediterranean Fan Palm
Canary Island Date Palm
California Fan Palm
Mexican Fan Palm

SHRUBS

Abelia grandiflora (S)
‘Edward Goucher’ (S)
*Acacia ongerup (S)
*Acacia redolens (S)
Berberis species (SH)
Camellia species (SH)
Cocculus laurifolius (S)
Cotoneaster species (S)
Elaeagnus pungens (S)
Euonymus fortunei (S)
Euonymus japonica (S)
*Escallonia exoniensis ‘Fradesii’(S)

Edward Goucher
Abelia
N.C.N.
N.C.N.
Barberry
Camellia
Snailseed
Cotoneaster
Silver Berry
N.C.N.
Evergreen Euonymus
Escallonia

Botanical Name

Feijoa sellowiana (S)
 Hebe coed (S, SH)
 Ilex species (SH)
 Leptosperum scoparium (S)
 Ligustrum japonicum (S, SH)
 Nandina domestica and 'Compacta' (S, SH)
 Nerium oleander (S)
 Osmanthus fragrans (S, SH)
 Photinia frazeri (S)
 Pittosporum tobira and 'Wheeler's Dwarf' (S, SH)
 Podocarpus macrophyllus (S, SH)
 Prunus caroliniana (S)
 Prunus ilicifolia (S)
 Psidium littorale (S)
 Pyracantha species (S, SH)
 Raphiolepis indica species (S, SH)
 Ternstroemia gymnanthera (SH)
 Viburnum tinus species (S, SH)
 Xylosma congestum (S)

SUB-SHRUBS

* Agapanthus africanus (S, SH)
 Arctostaphylos species (S)
 Erica darleyensis 'Darley Dale' (SH)
 * Escallonia compacta (S)
 Hemerocallis species (S)
 Juniperus species (S)
 Lonicera japonica 'Halliana' (S)
 Trachelosperum jasminoides (S, SH)

VINES

Ampelopsis veitchi (SH)
 Bigonia chere (S)
 Doxantha unguis-cati (S)
 Gelsemium sempervirens (S)
 Grewia caffra (S)
 Jasminum mesnyi (S)
 Jasminum polyanthum (S)
 Wisteria floribunda (S)

GROUNDCOVERS

Baccharis pilularis 'Twin Peaks' (S)
 Duchesnea indica (S, SH)
 Hedera helix (SH)
 Hypericum calycinum (S)

Common Name

Pineapple Guava
 Veronica
 Holly
 New Zealand Tea Tree
 Japanese Privet
 Heavenly Bamboo
 Oleander
 Sweet Olive
 Photinia
 Mock Orange
 Yew Pine
 Carolina Laurel Cherry
 Hollyleaf Cherry
 Guava
 Firethorn
 Pink Indian Hawthorn
 N.C.N.
 Viburnum
 Xylosma

Lily of the Nile
 Manzanita
 Heath
 Compact Escallonia
 Day Lily
 Juniper
 Fortnight Lily
 Star Jasmine

Boston Ivy
 Blood Red Trumpet Vine
 Cat's Claw Vine
 Carolina Jasmine
 Lavendar Star Flower
 Primrose Jasmine
 N.C.N.
 Wisteria

Coyote Brush
 Indian Mock Strawberry
 English Ivy
 Aaron's Beard

Botanical Name

Lonicera japonica (S)
Myoporum parvifolium (S)
Potentilla verna (S, SH)
Rosemarinus officinalis (S)

Common Name

Honeysuckle
Myoporum
Cinquefoil
Rosemary

* Will freeze in unprotected exposure area but will generally rejuvenate from undamaged parts. Use with caution.

(S) - Tolerates sun in this planting zone.
(SH) - Tolerates shade in this planting zone.

TURF GRASS-SEED

- Year-round Turf Grass Mix:
 - 90% Festuca arundinacea -Alta Fescue
 - 10% Kentucky Bluegrass
- Suitable Seasonal Mixes:
 - Common Bermuda -Cynodon dactylon
 - Hybrid Bermuda

The planting time will vary for these types as Bermuda grass should not be planted during its dormant season.

h. Planting Time

Due to the climate extremes of the WINCHESTER 1800 area, the installation of plant materials during the coldest winter months (December through March) and the hottest summer/fall months (July through September) can be difficult. Container plant materials not acclimated to the area can easily suffer from damage or sun/heat exposure resulting in partial or entire foliage loss even though such materials are perfectly suited to the temperature ranges once established. If planting must be done during these difficult periods, plant establishment may be difficult and require a prolonged period of time.

i. General Landscape Requirements

All areas required to be landscaped shall be planted with turf, groundcover, shrub or tree materials selected from the plant palette contained in these guidelines.

Planting shall commence as soon as slopes are completed on any portion of the site and shall provide for rapid short-term coverage of the slope, as well as, long-term establishment cover per County standards. The developer shall provide a landscape bond to the County at the time that the landscape plan is approved. The bond is to guarantee the installation of interim erosion

control planting in the event that the grading operation is performed and building construction does not commence within ninety (90) days.

The owners of parcels which require landscape development shall assess any existing common landscape areas adjoining their property. Where feasible, landscape development shall reinforce or be compatible with such existing common area setting.

Cut slopes equal to or greater than three feet (3') in vertical height and fill slopes equal to or greater than three feet (3') in vertical height shall be planted with a groundcover to protect the slope from erosion and instability. Slopes exceeding fifteen feet (15') in vertical height shall be planted with shrubs, spaced not more than ten feet (10') on center or trees spaced not to exceed twenty feet (20') on center or a combination of shrubs and trees at equivalent spacings, in addition to the groundcover. The plants selected and planting methods shall be suitable for the soil and climatic conditions.

Reference should be made to the County of Riverside Ordinance 457.73 for additional erosion control methods and requirements for slopes and other landscaped areas.

j. Climate Constraints

Plant material palettes for WINCHESTER 1800 contained herein are compatible with the climatic setting of the area. The utilization of some materials, depending upon their site location, exposure and relationship to other influential factors may not be appropriate.

k. Horticultural Soils Test Requirements

Soil characteristics within the WINCHESTER 1800 project may be variable. The owners of parcels which require landscape development shall procure a horticultural soils report in order to determine proper planting and maintenance requirements for proposed plant materials. Such a soils test shall be performed by a qualified agricultural laboratory and shall include a soil fertility and agricultural suitability analysis with pre-planting and post-planting recommendations.

l. Irrigation

All landscaped areas shall be watered with a permanent underground irrigation system or slopes may be watered with a permanent above ground irrigation system.

Irrigation systems which adjoin a separate maintenance responsibility area shall be designed in a manner to insure complete water coverage between the areas.

Proper consideration of irrigation system design and installation in the climate extremes of the WINCHESTER 1800 area is critical to the success of the landscape investment. In particular, the

combined summer elements of heat and wind must be carefully considered in proper irrigation design and equipment selection.

Irrigation systems shall be designed with head to head 100 percent double coverage at a minimum. In addition, irrigation controllers should have a minimum time setting of one (1) minute and be capable of providing multiple repeat start times.

m. Landscape Maintenance Standards

Other than County Service Area or Valley-Wide Recreation and Park District maintained areas, all landscaped portions of each parcel shall be maintained by the Owner or Sub- Homeowner Association (as numbered and designated at time each tract is submitted) of each parcel in accordance with the best industry standards for professional landscape maintenance. Such maintenance shall include watering, fertilization, mowing, edging, pruning, trimming, herbicide programming, pesticide programming, clean-up and other on-going seasonal programmed maintenance functions. Replacement of dead or diseased plant materials originally approved shall be accomplished on a routine basis. Automatic irrigation systems shall be routinely inspected, repaired and maintained in an operating condition at all times. All exterior portions of each parcel including walks, parking areas and service areas shall be kept routinely free of litter and debris.

4. Community Elements

a. Entry Monumentation

Careful consideration has been given to the design of the WINCHESTER 1800 community entries. The design intent is the creation of gateways into the project, a feeling of a “sense of arrival”, as well as, to provide an aesthetically pleasing entry statement within the community thematic framework. Furthermore, the entry monument program contains a hierarchy composed of major community entries, minor community entries and neighbor-hood entries.

Each entry monument setting is comprised of a harmonious blend of construction features, graphic signage, specialty lighting, and thematic landscape. A rolling turf grass area extends from each entry, thus creating a park-like setting and bringing attention to the enfolding streetscene beyond.

Please refer to the Conceptual Landscape Plan (Figure IV-1) for specific locations.

1) Major Community Entry Monument - (See Figures IV-15A and IV-15B)

WINCHESTER 1800's major community entry monuments occur along Winchester Road at the intersection of Street ‘A’ and Pourroy Road, along Washington Road at the intersections of Street ‘A’ and Benton Road, and at the southwest community boundary along Benton Road. There are a total of five (5) entry monument intersections. The overall sense of entry is created by a harmonious blend of thematic features occurring in a formal symmetrical configuration on both sides of the roadway including:

- a) Sixty Foot (60') Radius Corner Cut-Off Landscape Threshold
- b) Curvilinear Community Theme Wall Backdrop at Residential Land Uses
- c) Freestanding Curvilinear Community Identification Sign Wall
- d) Grouping of Specimen Accent Trees
- e) Formal Curvilinear Backdrop of Evergreen Canopy Theme Trees
- f) Formal Curvilinear Shrub Hedge-Row Backdrop Treatment
- g) Foreground Flowering Blend of Vines, Shrubs, Groundcover and Annual Color
- h) Rolling Turf Grass Foreground Introducing the Streetscene and Creating a Visual Park-Like Threshold
- i) Shrub and Groundcover Median with Median Island Accent Tree -Where Occurs

2) Minor Community Entry Monument - (See Figure IV-16)

WINCHESTER 1800's minor community entries occur at the secondary entrances to the community as well as key interior community intersections. Specifically these entries occur at the intersections of Keller Road and Winchester Road, Street 'E' and Pourroy Road, Street 'E' and Street 'A', Thompson Road and Washington Road, Thompson and the westerly community boundary, Thompson Road and Pourroy Road, Benton Road and Street 'D' and Street 'D' and Auld Road. There are a total of nineteen (19) minor community entries planned for the community. These entries convey the unique project identity by repetition of significant major entry monument features. The minor entries occur in an informal curvilinear configuration and feature the following:

- a) Curvilinear Community Theme Wall Backdrop (Six Foot (6') High Maximum) at Residential Land Uses
- b) Optional Community Identification Graphics on the Community Theme Wall
- c) Specimen Accent Tree Groupings
- d) Low Foreground Thematic Planter Walls
- e) Formal Shrub Hedge-Row Backdrop Treatment
- f) Foreground Flowering Blend of Vines, Shrubs, Groundcover and Annual Color
- g) Rolling Turf Grass Foreground Introducing Streetscene Treatment Beyond and Creating a Visual Park-Like Threshold

2A) Minor Community Entry Monument (at Benton Road & Pourroy Road) – (See Figure IV-16A)

This minor community entry is located at the northwestern corner at the intersection of Benton Road and Pourroy Road and features the following:

- a) Community Theme Wall Backdrop (Six Foot (6') High Maximum) at Residential Land Uses (PA 40)
- b) Entry Monument Sign
- c) Specimen Accent Tree Groupings
- d) Informal Street Tree and/or Grove Groupings (Evergreen or Deciduous)
- e) Groundcover Parkway

3) Neighborhood Entry Monumentation

Residential Neighborhood Entry Monumentation occurs at neighborhood entry intersections. Neighborhood entries occur at two (2) conditions: side yards and rear yards. The exact location and which neighborhood entry condition to be used will be determined when final residential unit plotting has been completed for each parcel within the WINCHESTER 1800 Community.

- a) Neighborhood Entry -Sideyard Condition - (See Figure IV-17)

These Neighborhood Entries continue the overall community thematic features as follows:

- (1) Informal Planting of Neighborhood Accent Trees
- (2) Turf Parkway
- (3) Optional Individual Neighborhood Identification Graphics Consistent with the Overall Community Thematic Identity
- (4) Low Curvilinear Community Theme Planter Wall Thirty Inch (30") High Maximum with Flowering Groundcover and Shrub Accents

b) Neighborhood Entry -Rearyard Condition - (See Figure IV-17)

These Neighborhood Entries continue the overall community thematic features as follows:

- (1) Uniform Curving Community Theme Wall Six Foot (6') High Maximum
- (2) Optional Individual Neighborhood Identification Graphics Consistent with the Overall Thematic Identity
- (3) Formal Planting of Neighborhood Accent Trees
- (4) Flowering Groundcover and Shrub Accents between Side Walk and Community Theme Wall

b. Walls and Fences

1) Introduction

Walls are a major component in achieving an overall community theme at WINCHESTER 1800. A strong cohesive appearance is achieved through the use of “Community Walls” and general overall wall guidelines.

2) Community Fencing and ~~Trail~~ Wall Plan - (See Figure IV-18)

All walls which adjoin community streetscenes shall be located entirely within the streetscene parcel allowing for common maintenance by either the CSA or Valley-Wide Recreation and Park District. Such walls shall be termed “Community Walls” and shall be designed and installed in accordance with the Community Wall elevations.

Specifically excluded are residential rear yard and side yard situations not adjoining a public street or common use area; single family front yard enclosure fencing; and perimeter fencing for multi-family product areas not adjoining a common maintenance area. Wall applications in these areas will be evaluated for appropriateness with the architectural setting.

a) Solid Wall Requirement - (See Figure IV-19 and Figure IV-19A)

Where privacy or protection of common area views dictate, a solid masonry wall with pilasters shall be used. This can include a community theme solid wall of stucco, masonry block, or split face. Pilaster construction of sixteen inch (16") square column block shall occur at all property lines, changes in vertical and horizontal direction and at other intervals appropriate to the length of wall run. When designated to be installed on the property line between two (2) residential properties, the center line of pilaster should be positioned on the property line with a one inch (1") square permanent marker denoting the property line location for home-owner fence alignment purposes.

Figure IV-18 Community Fencing & Wall Plan

- b) Combination Wall Requirement - (See Figure IV-19 and Figure IV-19A)

This community wall occurs above eight foot (8') vertical high slopes where partial privacy is necessary and where some view opportunities are desired. Combination walls of low stucco, masonry, or split face and tubular steel fence panels between pilasters shall be used. The pilasters shall match those described herein for the base requirement solid wall treatment inclusive of size, design configuration and locations.

- c) Open/View Wall Requirement - (See Figure IV-19 and Figure IV-19A)

Where view opportunity exists and where the visual protection from common maintenance areas is assured, an open or view wall may be used. In order to maintain the design integrity of the community theme wall, the open/view wall should not be used along the community streetscenes on Winchester Road, Pourroy Road, Thompson Road, Benton Road, Auld Road, Washington Road, Street 'A', 'B', 'C' and 'D'

3) Neighborhood Walls

- a) Introduction

Neighborhood fences and walls shall be designed as an integral component and extension of the building design and surrounding landscape. Periphery walls may be integrated into the adjacent structure and extended into the landscape to help integrate the building into its environment. Walls and fences shall be constructed of materials, colors, and textures that are similar and harmonious with the architecture. Particular importance shall be given to railing and cap details.

- b) Wall and Fence Locations

Fences or walls may be constructed in the following areas provided that no wall or fence shall be constructed within the street right-of-way.

(1) Interior Neighborhood Streetscene Walls

- (a) Patio homes, cluster homes, courtyard homes or housing walls adjoining any interior neighborhood streetscene shall have a perimeter streetscene solid wall treatment or six foot (6') high split face block wall with cap.
- (b) Perimeter Streetscene Solid Wall Requirement

A uniform solid wall designed to reinforce the architectural setting while remaining compatible with the previously described "Community Wall" Program should be utilized at all residential corner lot side yards which parallel or are viewed from public streets. The visual integrity of the overall community, city and neighborhood streetscene will, therefore, be protected. This includes a six foot (6') high split face block wall with cap.

(c) Open View Wall Application

Where interior lot view opportunities exist without a privacy conflict, an open view fence or combination wall of stucco, masonry, or split face with tubular steel may be appropriate. Such a view fence shall be compatible with the architectural setting.

(d) Wood fencing and vinyl/PVC fencing is permitted within the individual neighborhood provided the fencing is not readily visible from the community streetscenes, except as located behind the front yard setback.

(2) Residential and Institutional Uses

Fences and walls are permitted in any rear yard, side yard or in the front yard. Exception: Fences and walls may not be erected within the street right-of-way.

(3) Commercial and Other Uses

Screen and security fences and walls are encouraged only in rear or sideyards. Trash deposit areas shall be enclosed within a six foot (6') high gated trash enclosures.

c) Wall and Fence Heights

(1) Residential and Institutional Uses

The following wall heights are permitted provided that no fence or wall shall exceed six foot (6') in height. Privacy walls should be a minimum of five foot (5') in height.

(a) Front: No six foot (6') high wood fences should be located at the front property line.

- (b) Two-sided fencing shall be used whenever visible from a public or private street.
- (2) Commercial Uses
 - (a) Front and Streetside: Fences and walls in the front setback and streetside setback areas shall be no higher than three and one-half feet (3-1/2') above grade. However, security fencing may be approved if there is a demonstrated need for security. The maximum height of this fencing shall be six feet (6') above grade.
 - (b) Side and Rear: No fences or walls shall exceed a height of six feet (6'-0").
- (3) Pool Code

All fencing shall conform to the applicable State of California or County of Riverside pool code fencing requirement, whichever is more stringent.

d) Wall and Fence Materials and Colors

All fences and walls shall be designed and constructed as part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complimentary of the overall architectural design.

(1) Neighborhood Streetscene

Permitted Wall Materials: Stone veneer, stucco (including stucco covered block), masonry, brick, slump block, split face block wall, block and wrought iron combination, and wood cap trim are acceptable.

(2) Permitted Wood Fence Materials

Wood fence materials must be of sufficient quality to accent semi-transparent stains.

(3) Permitted Vinyl/PVC Fence Materials

A vinyl/PVC privacy fence—up to six feet (6') in height—is permitted on side and rear property lines of adjacent residential units.

(4) Conditionally Acceptable Wall and Fence Materials

Glass and/or heavy break-resistant plastic are acceptable for use in fences and walls when necessary to preserve views while providing protection against winds, etc.

(5) Prohibited Wall and Fence Materials

Barbed wire, wire, electrically charged fences, plain exposed precision concrete block, plastic materials, corrugated metal, chain link and grapestake fencing are prohibited.

(6) Color and Special Wall and Fence Treatments

Walls may be left natural or covered with stucco, except plain precision concrete block must be covered with stucco. Brick, split face, or slump block walls may be painted or covered with stucco, if desired. Stone surfaces shall remain natural and unpainted.

All wooden fences shall be treated with stain to help prevent rotting and weathering. Transparent stains are acceptable.

Material, colors, texture, and alignment of wall and fences shall be varied to relieve visual monotony. High contrast materials should be used only in select areas as accents.

e) Special Wall and Fence Regulations

(1) A six foot (6') high masonry wall shall be constructed on each property line prior to development of any commercial, industrial, or business related use that adjoins any parcel specifically zoned for residential use or designated for open space or as a school site.

(2) A six foot (6') high masonry wall or split face block wall with cap shall be constructed on any project boundary line where the adjacent property is zoned for a lower residential density than that zoned in which the project is located.

(3) All fences and walls dividing two (2) separate residential dwelling units shall be constructed of the same color and material and shall be compatible with the color and material of the architecture. A vinyl/PVC privacy fence—up to six feet (6') in height—is permitted on side and rear property lines of adjacent residential units.

(4) Long walls should be broken up with landscaping -particularly vines and espaliered trees. When possible, an eighteen inch (18") mini- mum space

should be left between paved areas and walls and fences to allow for landscaping.

- (5) All fencing in commercial areas shall be planted with vines or landscaped as specified per these design guidelines.

c. Landscape Requirements

1) Residential Neighborhood Streetscene

Single family residential lots form a large portion of the WINCHESTER 1800 Community character. As such, a residential landscape program is designed which encourages landscape development within the overall community theme while maximizing the individual neighborhood setting. This program features a tree scheme, frontyard turf and shrubs, and front yard automatic irrigation system.

a) Residential Lot Street Trees

Per County of Riverside Ordinance, each residential lot shall receive a minimum of one (1), fifteen (15) gallon size street tree planted in the right-of-way. Corner lots shall receive a minimum of two (2), fifteen (15) gallon size trees also planted in the right-of-way. Tree variety shall be chosen from the WINCHESTER 1800 Plant Palette contained herein. Trees should be clustered near property lines periodically to maximize their growing effect and streetscene impact. One (1) species of tree shall be selected and approved for each residential street to maximize visual neighborhood identity. Deciduous, or flowering or evergreen accent trees which contrast with the chosen street tree are encouraged at cul-de-sacs, knuckles and intersections to provide seasonal emphasis and interest.

b) Residential Front Yard Requirements

Seeded or sodded turf, shrubs and an automatic irrigation system shall be installed by the builder/developer in the front yard of each residential lot. The turf and irrigation shall be installed to a logical stopping point from the curb face to the front of house and sideyards. Slopes over 3:1 surface gradient and three feet (3') in height should be planted with groundcover. Low slopes may be graded out to a less than 3: 1 surface gradient and planted with turf.

A minimum of one (1), five (5) gallon size tree shall be planted in the front yards of each residential lot. The trees may match the street trees planted in the right-of-way. Front yard trees may be located in proximity to said street trees in order to create a grove effect. The front yard trees may also contrast with the street tree and form background tree clusters. Overall, the front yard scheme shall create a

streetscene appearance of tree grove clusters meandering through the project and across streets.

c) Interior Slope Landscape

All interior slopes occurring within the community theme wall envelope shall be landscaped and irrigated per the County of Riverside Landscape Standards Ordinance 457.73. The builder/developer shall install all required slopes not designated as common area. Each builder should confirm the erosion control standards with the County.

2) Commercial Land Use Landscape Requirements

a) General Landscape Requirements

- (1) Builder/Developer shall refer to the Riverside County Land Use Ordinance No. 348 for the percentage of the gross commercial site acreage required to be landscaped.
- (2) All areas of the site not occupied by buildings or otherwise utilized shall be landscaped with groundcover, turf or tree materials from the community plant palette.
- (3) Sideyard and rear service yard use areas should be screened with a combination of a six foot (6') wall and dense landscape buffer.
- (4) The Specimen Accent Tree or Evergreen Canopy Accent Tree entry planting should be incorporated at the commercial site vehicular access points.
- (5) Builder/Developer is encouraged to evaluate adjacent streetscene landscape development and select on-site landscape that complements in the following manner:
 - (a) Reinforces the streetscene landscape theme.
 - (b) Or provides an evergreen landscape backdrop.
- (6) Builder/Developer is encouraged to integrate landscaping within the building architecture. Climbing, flowering vines, planters, pot-ted/container plant material, and hanging vines shall be incorporated into the building design where possible.

- (7) Distinctive or special function areas such as courtyards, building entries and people gathering places should be highlighted with colorful accent trees, shrubs and groundcovers.

b) Parking Area Landscape Requirements

- (1) Builder/Developer shall refer to Riverside County Land Use Ordinance No. 348 for parking lot shading requirements.
- (2) Parking area landscaping is required for the screening of large parking areas to limit their visual impact.
- (3) Landscaped islands shall be provided at the ends of interior stall rows to break up parking areas. These islands are to provide a minimum ten foot (10') landscaped width to allow planting and mounding. Creation of large planting islands with tree groves is encouraged as opposed to small pockets of individual trees.
- (4) The use of islands to create a series of smaller parking pockets with the total parking area is required.
- (5) When parking is located adjacent to a public street, a combination of landscaped berms, walls, and/or planting totaling three feet (3') high is to be used to screen views of parked cars per Riverside County Standards.
- (6) Concrete tree well and planting edge curbs should be used in lieu of wheel stops.
- (7) Wherever possible, pedestrian traffic should be separated from vehicular traffic by additional sidewalks. The parking lot should have pedestrian crosswalks highlighted with decorative or varied texture paving.

3) Low Density and Estate Density Residential Landscape Requirements

- a) All applicable general residential landscape requirements of the Riverside County Land Use Ordinance No. 348 shall apply.
- b) Plant material should form a smooth transition between neighborhood and streetscene landscaping.
- c) Pedestrian and vehicular circulation should be clearly defined by a landscape treatment with accent trees and street trees.

- d) When parking is located adjacent to a public street, combination of landscaped berms, walls, and/or planting totaling three feet (3') high should be used to screen cars.

4) High Density, Medium High Density, and Medium Density Residential Landscape Requirements

Landscaping is a critical element in achieving an overall quality of life in multi-family density housing. The following criteria shall apply:

- a) Pedestrian and vehicular circulation shall be clearly defined with a landscape treatment.
- b) Carports and parking stalls shall be screened and softened with landscape planters.
- c) Project entry drives should be designed to provide an overview of the landscape and recreational facilities.
- d) Trash bins should be fully enclosed with six foot (6') walls, conforming to the architectural materials and the theme of the project. Walls shall be screened with landscape buffers.
- e) Trash bin locations should be conveniently located for ease of maintenance and trash location. Recommended locations include inside parking courts or at the end of parking bays.
- f) Community streetscene criteria shall be implemented along all major or minor community streetscenes.
- g) Comply with County of Riverside Land Use Ordinance No. 348 landscape standards.
- h) All applicable general residential neighborhood streetscene requirements shall apply.
- i) When parking is located adjacent to a public street, a combination of landscaped berm walls, and/or planting three feet (3') in height should be used to screen cars.
- j) Wherever possible, canopy trees should be utilized to shade and mitigate the summer heat.
- k) Meandering of jogging sidewalks are encouraged.

- 1) All street frontages containing row garages should have a minimum five foot (5') planting pocket located along the streetside and sides of the garages. Allowance should be made for tree clearance of building overhangs.

d. Parks and Recreation Amenities

- 1) Introduction

Parks and recreation perform an important role in establishing a high quality community. A variety of recreational opportunities and experiences have been afforded within the six (6) parks planned for WINCHESTER 1800. These parks are distributed evenly and have been integrated into the WINCHESTER 1800 community fabric. In addition, each park has been located either in conjunction with a school site, providing complementary recreation activities, or adjacent to an open space greenbelt/paseo drainage corridor with direct access to the Regional Recreational Trail and Paseos network.

It is anticipated by designing parks adjacent to a school or open space/drainage corridor, that both sites' recreation facilities will complement each other, and the amount of open space will be maximized, and an optimum recreation experience will be provided.

- 2) Planning Area 12B - Neighborhood Park

Planning Area 12B Neighborhood Park totals five (5) acres and is located in the eastern portion of the community along Washington Street adjacent to residential uses in Planning Area 12A. Recreational elements for Planning Area 12B shall be determined by the final site design and shall be subject to approval by Riverside County.

3) Planning Areas 16A and 16B – Community Parks - (See Figure IV-21)

Planning Areas 16A and 16B will be developed as Community Parks totaling 17.4 acres and 13.6 acres, respectively. Combined, these sites will be the largest park in WINCHESTER 1800. These parks also have the benefit of being located opposite to Planning Area 2C conservation/drainage corridor greenbelt/paseo and adjacent to residential land uses within Planning Areas 10A and 10B. Recreation activities planned include:

- a) Three (3) Softball Fields with Three (3) Soccer Field Overlays
- b) Sand Volleyball Courts -Three (3)
- c) Basketball Courts -One (1) Full Court and Six (6) Half Court
- d) Multi-Purpose Building
- e) Group Picnic/Shade Structures
- f) Tot Lot
- g) Adventure Playground
- h) Family Picnic
- j) Open Play Area
- k) Natural Creek Area with Regional Recreational Trail
- l) Off-Street Parking Along Internal Circulation Roads

These Community Parks function as a major destination point for the community's organized sports/active recreation needs.

4) Planning Area 26A - Neighborhood Park - (See Figure IV-22)

Planning Area 26A Neighborhood Park totals five (5) acres and is located in the eastern portion of the community along Street 'A' and near Washington Street adjacent to residential. Recreation program elements may include:

- a) Tennis Courts -Three (3)
- b) Tot Lot
- c) Restroom Building
- d) Basketball Courts -Two (2)
- e) Family Picnic
- f) Open Play Area
- g) Park Walkway
- h) Off-Street Parking
- i) Group Picnic/Shade Structure

5) Planning Area 33 - Neighborhood Park - (See Figure IV-23)

Planning Area 33 Neighborhood Park totals 7.4 acres and located adjacent to Pourroy Road and residential land uses. Recreation elements programmed are:

- a) Restroom Building
- b) Tot Lot

- c) Adventure Play
- d) Family Picnic
- e) Off-Street Parking
- f) Open Play Area
- g) Eight Foot (8') Wide Walkway/Service Road
- h) Softball Fields with Two (2) Soccer Field Overlays

6) Planning Area 45 - Combination School and Neighborhood Park - (See Figure IV-24)

This 5.0 acre Neighborhood Park is located off Benton Road adjacent to an elementary school in Planning Area 46. Recreation activities have been planned which supplement the school activities and include:

- a) Restroom Building
- b) Tot Lot
- c) Basketball Courts -Two (2)
- d) Family Picnic
- e) Off-Street Parking
- f) Open Play Area
- g) Eight Foot (8') Wide Concrete Walk
- h) Softball Field with Soccer Field Overlay
- i) Sand Volleyball Court

7) Greenbelt/Paseo Network - (See Figure IV-14)

Greenbelts have been planned along the open space/ drainage corridors located throughout the community. These greenbelts have been utilized to provide passive open space or function as pedestrian and bicycle circulation elements via a paseo or Regional Recreational Trail.

Paseos are planned with an eight-foot (8') wide concrete trail per Figure IV-14. These paths will provide over eight (8) miles of pedestrian safe passage from individual neighborhoods to community parks, schools and commercial centers. Neighborhood access to the greenbelts/paseos and Regional Recreational Trail will occur at cul-de-sacs abutting the paseo.

e. Maintenance Responsibility

Maintenance of common areas and streetscenes within WINCHESTER 1800 may be provided by either a County Service Area (CSA) or by Valley-Wide Recreation and Park District.

Areas proposed to be maintained by CSA or Valley-Wide Recreation and Park District are the community streetscenes, greenbelts/paseos, open space/drainage corridors and park systems. The streetscene maintenance areas are designated as all areas from back of curb to the Community Theme Wall or back edge of Landscape Development Zone (LDZ).

All residential street trees planted in the right-of-way will be maintained by the individual homeowners.

f. Outdoor Lighting

All streets and commercial developments in WINCHESTER 1800 shall have uniform lighting standards with regard to style, materials, and colors in order to ensure consistent design. Each residential development may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the project. Lighting fixtures shall be well integrated into the visual environment and the appropriate architectural theme. All lighting fixtures in the WINCHESTER 1800 project area shall comply with the following regulations and provisions.

- 1) All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property; low intensity, energy conserving nightlighting shall be required.
- 2) Lights shall be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandalproof, yet should not look institutional.
- 3) Neon and similar types of lighting are prohibited in all areas of WINCHESTER 1800 except in retail commercial developments.
- 4) All exterior lighting designs should develop a sense of hierarchy by varying fixtures and illumination levels. Proper lighting helps to define the organization of streets and plazas; and also distinguishes vehicular and pedestrian circulation patterns. Entry areas (both pedestrian and vehicular), public plazas, community facilities, and highly used recreation areas shall be creatively lit to develop a sense of place and arrival.
- 5) All exterior lighting designs shall address the issue of security. Parking lots, pedestrian walkways, and building entrances shall be well lighted for security reasons.

- 6) All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties.
- 7) No freestanding lighting fixtures shall exceed twenty-five feet (25') in height. In no case shall overwash occur beyond the property lines.
- 8) Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover should occur outside the service area. The light source is not to be visible from the street.
- 9) The lighting concept of the entry monumentation features is to illuminate the sign graphics and to gently wash the walls and pilasters with light. Trees and other landscape features will be illuminated by ambient light bounding off the entrance walls.
- 10) All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility or shall be screened with appropriate plant materials.
- 11) The level of on-site lighting, as well as lighting fixtures, shall comply with any and all applicable requirements and policies of the County of Riverside and Mount Palomar Observatory. Energy conservation, safety, and security should be emphasized when designating any lighting system.

B. Residential Architectural Design Criteria

1. Architectural Theme

The concept for the Winchester 1800 architectural theme is derived from the timeless California desert traditions and history. Two styles in particular which have long influenced California architecture are the Spanish Colonial and the Monterey styles. Implementation of this project will draw upon these styles to achieve a cohesive sense of place and identity for Winchester 1800.

The choice of an appropriate architectural style, together with its implementation, will ensure the creation of a high-quality community. To achieve this goal, these design standards have been established, setting parameters without restricting creativity. The architectural style in the Winchester 1800 community will utilize:

- Traditional building materials that are still used today for their stability against the elements.
- Use of materials consistent with traditional methods.
- Building elements that create comfort through scale, and mitigate effects of the natural elements.
- Use of different, yet compatible, architectural elements to create variety.
- Integration of building structures and the environment to reflect the cultural and climatic influences of the area.

The following are examples of authentic design imagery and will serve as a guide for developing authentic interpretations for the Winchester 1800 community.

2. Planning Area 40 Architecture

The architectural styles of the residential homes within the Planning Area 40 neighborhood reinforces Winchester 1800's community's theme and reflect the architectural themes and styles prevalent in historically agricultural areas of Southern California. The selected architectural styles for Planning Area 40 within the Winchester 1800 Specific Plan include Spanish, Santa Barbara, and Farmhouse. These complementary architectural styles provide a range of architectural variation, appealing to a variety of potential homeowners and creating visually interesting street scenes. Each architectural style can be applied to the three different housing types offered within the community. The design goal of Planning Area 40 is to achieve contemporary interpretations of historical styles, rather than exact recreations. As such, these Design Guidelines are intended to present images of key features and details representative of the selected architectural styles that should be incorporated into the homes within Planning Area 40.

a) Spanish

The first instance of Spanish architecture in the states occurred in California in the early 1900's. Due to the regions ideal "Mediterranean" climate the style is very well adapted to the Southern California lifestyle. Roof forms are low pitched hips or gables. As shown on Figure IV-25, elements indicative of the style are large stucco walls with windows and doors with headers. Stucco porch columns and multiple panes are synonymous with the style.

b) Santa Barbara

Santa Barbara style architecture refers to the Mediterranean and Spanish Revival Styles built in the 1920s and 1930s. Two main factors that influenced the creation of Santa Barbara style were its resort setting and the city adopting the Hispanic style as its official style. As shown on Figure IV-26, elements indicative of the style are roof forms that may be a combination of hip and gable. Windows may be flanked with shutters and include multiple panes. Arched details are often added to complete the style.

c) Farmhouse

The Farmhouse architectural style is derived from rural settings based on agricultural farm lands throughout America. Each geographic region has its own subtle nuances based on what part of Europe the settlers migrated from. As shown on Figure IV-27, elements indicative of the style includes simple pitched gable roof forms, set on a simple "salt box" massing. Board and batten siding at the gable ends, "barn type" shutters along with use of front porches.

2. Architectural Design Elements

These Design Guidelines are intended to be flexible and are, therefore, illustrative in nature. It is not the intent of these Design Guidelines to require that all of the identified design components and elements be incorporated into the final building designs. Rather, these guidelines serve as a "palette" of character defining elements that can be used in home designs. Builders, and their architects and planners, are encouraged to utilize creativity and imagination when developing exciting designs for Planning Area 40

3. Plotting Diagram - Planning Area 40 (High Density Residential)

Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.

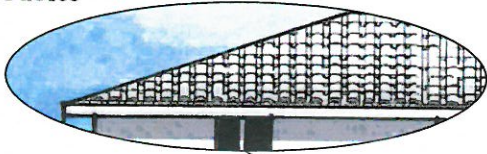
Table IV-1 Plotting Diagram – Planning Area 40 (High Density Residential)

Typical Lot	
Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
Minimum Lot Width	40'
Frontage on <u>Flag Lots</u> , Knuckles, or Cul-de-sacs ^{1,2}	20'
Lot Coverage (Maximum)	80%
Front Setbacks	
Minimum Living Area ³	8'
Minimum Front-Entry Garage ⁴	18'
Minimum Porch/Balcony ⁵	8'
Side Setbacks	
Minimum Interior Side	4'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (9' x 20' each)
Yard Encroachments (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	2'
Notes: 1. "No Parking" curb striping shall be provided at knuckle and corner conditions. 2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning. 3. As measured from the main structure to the back of sidewalk. 4. As measured from the garage face to the back of sidewalk. 5. As measured from the front porch/balcony to the back of sidewalk. 6. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.	

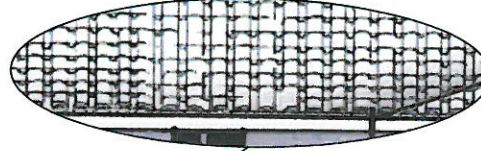
a. Plan Mix and Variation (Planning Area 40)

1. ~~Each~~ Within Planning Area 40, each floor plan and architectural style shall have at least three distinct elevations, or as approved by the Planning Director.
2. Planning Area 40 shall provide a minimum of three different floor plans and three different architectural styles.
3. One elevation shall not be repeated more than each fourth house.
4. No plan should be plotted side by side from each other with the same elevation.
5. Ten percent (10%) of all homes shall incorporate single-story design elements. Acceptable single-story design elements shall include architectural projections, bay windows, bedrooms, porches, one-story living spaces, one-story garage element, and other similar architectural features. Where shared driveways are utilized, there shall be a clear view from the street to the home.
6. Sufficient color schemes must be provided within the neighborhoods to encourage diversity among the homes on a single local street.

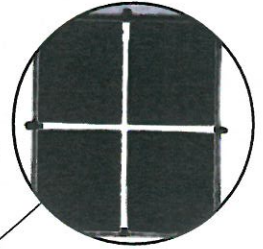
Low Pitched Roofs with Hips or Gables



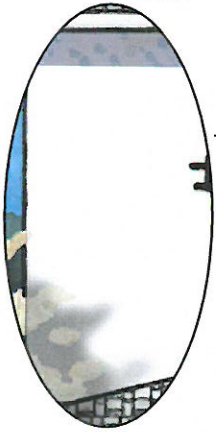
Flat Tile or S-Tile Roof



Multiple Paned Windows



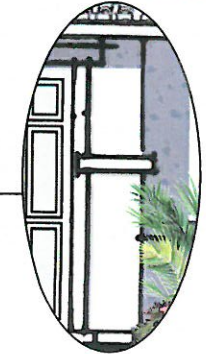
Stucco Walls



Window and Door Headers



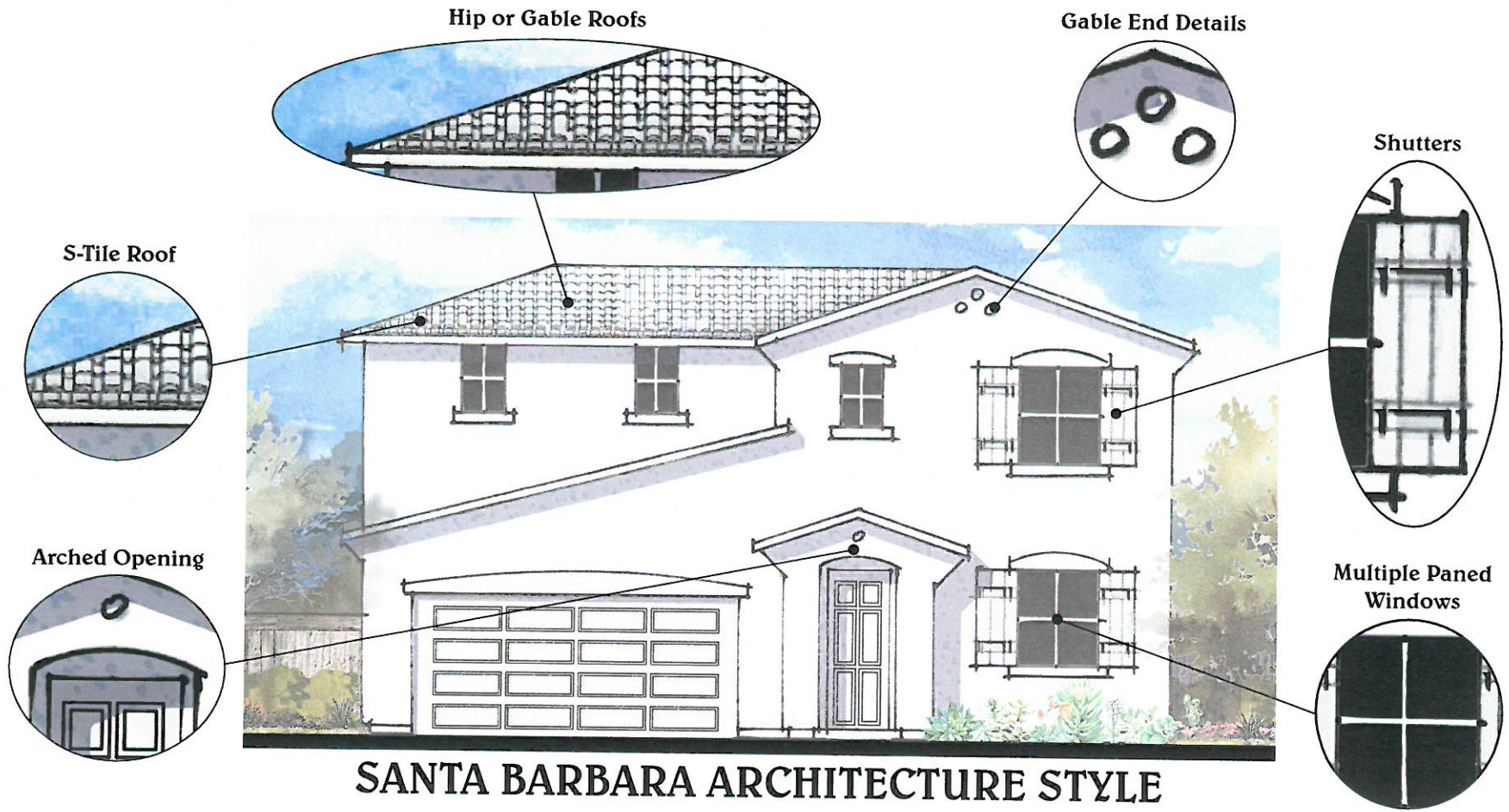
Stucco Columns



SPANISH ARCHITECTURE STYLE

FIGURE IV-25

T&E PLANNING, INC.
11711 E. 15th Avenue, Suite 100, Denver, CO 80202
303.751.1111
www.teplanning.com



SANTA BARBARA ARCHITECTURE STYLE

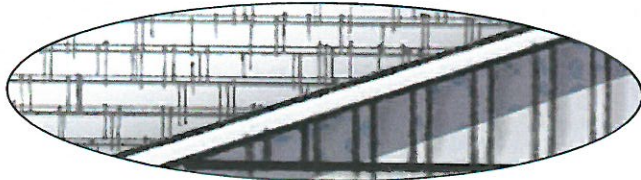
FIGURE IV-26

T&E PLANNING, INC.
 27700 Via Arroyo, Suite 100, Torrey Pines, CA 90230
 310.455.8888 • 310.455.8887
 www.tandep.com

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

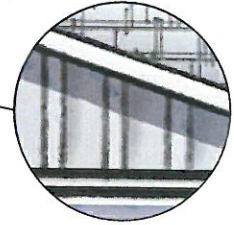
Simple Pitched Gable
Roof



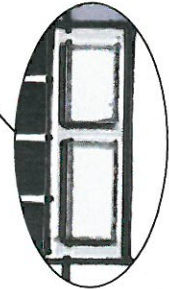
Asymmetrical Massing with Front Gable



Board and Batten
at Gable End



"Barn Type"
Shutters



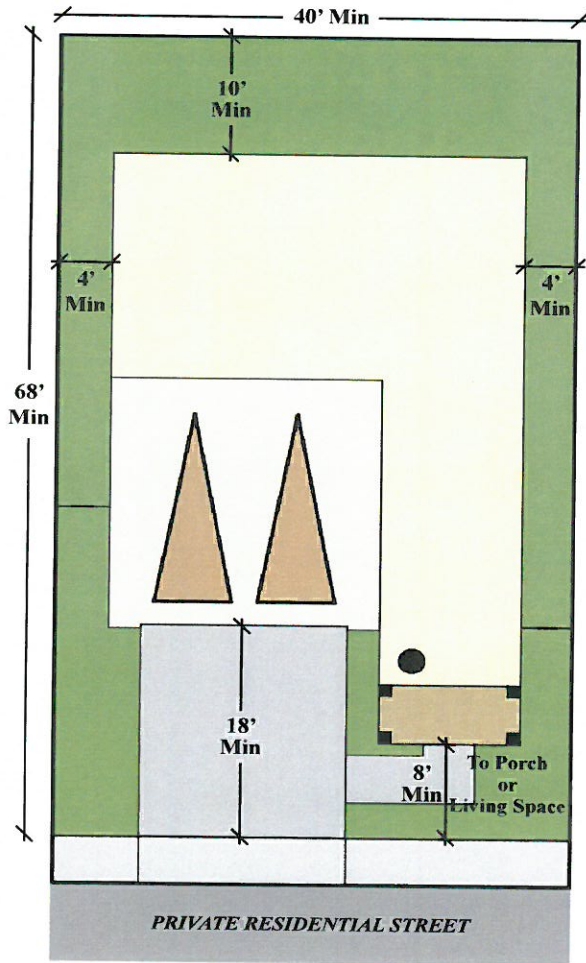
FARMHOUSE ARCHITECTURE STYLE

FIGURE IV-27



IV. DESIGN GUIDELINES

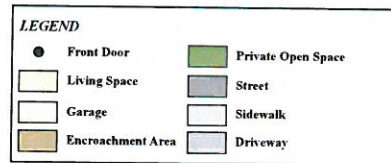
Specific Plan No. 286, Amendment No. 7



DEVELOPMENT STANDARDS - PA 40 (HDR)

Typical Lot	
Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
Minimum Lot Width	40'
Frontage on Flag Flag Lots, Knuckles or Cul-de-sacs ^{1,2}	20'
Lot Coverage (Maximum)	80%
Front Setbacks	
Minimum Living Area ³	8'
Minimum Front-Entry Garage ⁴	18'
Minimum Porch/Balcony ⁵	8'
Side Setbacks	
Minimum Interior Side	4'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (9' x 20' each)
Yard Encroachments (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	2'

- Notes:
1. "No Parking" curb striping shall be provided at knuckle and corner conditions.
 2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning.
 3. As measured from the main structure to the back of sidewalk.
 4. As measured from the garage face to the back of sidewalk.
 5. As measured from the front porch/balcony to the back of sidewalk.
 6. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.



Note: This exhibit is provided for illustrative purposes only. In cases where the zoning ordinance and Specific Plan 286 conflict, the zoning ordinance shall prevail.

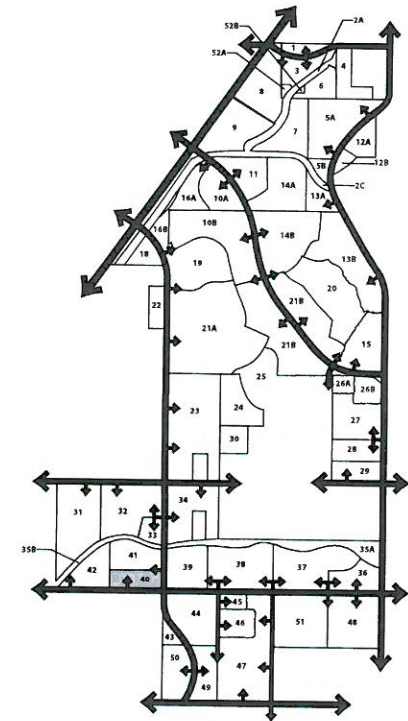


FIGURE IV-28



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Plotting Diagram - Planning Area 40 (HDR)

WINCHESTER 1800

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ORDINANCE NO. 348. _____
AN ORDINANCE OF THE COUNTY OF RIVERSIDE
AMENDING ORDINANCE NO. 348. _____ RELATING TO ZONING

The Board of Supervisors of the County of Riverside Ordains as Follows:

Section 1. Section 4. __ of Ordinance No. 348. _____, and Official Zoning Plan Map No. _____, as amended, are further amended by placing in effect in the Rancho California Zoning Area the zone or zones as shown on the map entitled, "Change of Official Zoning Plan Amending Ordinance No. 348. _____, Map No. _____. _____, Change of Zone Case No. _____," which is made a part of this ordinance.

Section 2. Article XVIIa Section 17.76 of Ordinance No. 348. _____ is hereby amended to read as follows:

SECTION 17.76 SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO. 286.

a. Planning Areas 1, 3, and 6.

(1) The uses permitted in Planning Areas 1, 3, and 6 of Specific Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.1 of Ordinance No. 348., except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

(2) The development standards for Planning Areas 1, 3, and 6 of Specific Plan 286 shall be the same as those permitted in Article VI, Section 6.2 of Ordinance No. 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and e.(1), (2), (3) and (4) shall be deleted and replaced by the following:

- A. The minimum front yard setback to a habitable portion of the main building shall be fifteen feet (15') measured from the right-of-way.
- B. The minimum front yard setback for garages shall be twenty feet (20') measured from the right-of-way.
- C. Lot area shall be not less than five thousand (5,000) square feet. The

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minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.

- D. The minimum average width of that portion of a lot to be used as a building site shall be fifty feet (50') with a minimum average depth of eighty feet (80'). That portion of a lot used for access on "flag" lots shall have minimum width of twenty feet (20').
- E. The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five (35') and flag lots may have a minimum frontage of twenty (20') feet.
- F. Side yards on interior and through lots shall be not less than five feet (5') in width.
- G. Side yards on corner and reversed corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, except where the lot is less than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of the width of the lot.
- H. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt or other open space identified in Specific Plan No. 286. Otherwise, the rear yard shall not be less than twenty feet (20').
- I. Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.

In addition, the following standard shall also apply:

- AA. Lot coverage shall not exceed fifty percent (50%) for one-story buildings.
- (3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance 348.

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b. Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and 52B.

(1) The uses permitted in Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and 52B of Specific Plan No. 286 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348, except that uses permitted pursuant to Section 8.100.a.(1), (2), (3), (4), (5), and (8); and b.(1); and c.(1) shall not be permitted. In addition, the permitted uses identified under Section 8.100.a. shall include undeveloped open space and drainage areas.

(2) The development standards for Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and 52B of Specific Plan No. 286 shall be the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VIIIe of Ordinance No. 348.

c. Planning Areas 4, 27, and 34.

(1) The uses permitted in Planning Areas 4, 27, and 34 of Specific Plan No. 286 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

(2) The development standards for Planning Areas 4, 27, and 34 of Specific Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No. 348, except that the development standards set forth in Article VI, Section 6.2.c. and e.(3) and (4) shall be deleted and replaced by the following:

- A. The minimum average width of that portion of a lot to be used as a building site shall be one hundred (100') feet with a minimum average depth of one hundred fifty (150') feet.
- B. The rear yard shall be not less than fifty (50') feet.
- C. Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two (2') feet. No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.

1 (3) Except as provided above, all other requirements shall be the same as those
2 requirements identified in Article VI of Ordinance No. 348.

3 d. Planning Areas 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A, 14B, 21A, 21B, 23, 24, 32, 37,
4 38, and 44.

5 (1) The uses permitted in Planning Areas 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A,
6 14B, 21A, 21B, 23, 24, 32, 37, 38, and 44 of Specific Plan No. 286 shall be the same as those
7 uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that uses permitted
8 pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted. In addition, the permitted
9 uses identified under Section 6.1.a shall also include public parks and public playgrounds.

10 (2) The development standards for Planning Areas 5A, 5B, 7, 10B, 12A, 13A,
11 13B, 14A, 14B, 21A, 21B, 23, 24, 32, 37, 38, and 44 of Specific Plan No. 286 shall be the
12 same as those standards identified in Article VI, Section 6.2 of Ordinance No. 348, except
13 that the development standards set forth in Article VI, Section 6.2.e.(3) and (4) shall be
14 deleted and replaced by the following:

- 15 A. The rear yard shall be not less than twenty (20) feet.
- 16 B. Chimneys and fireplaces shall be allowed to encroach into side yards a
17 maximum of two (2) feet. No other structural encroachments shall be
18 permitted in the front, rear or side yard except as provided for in Section
19 18.19 of Ordinance No. 348.

20 (3) Except as provided above, all other requirements shall be the same as those
21 requirements identified in Article VI of Ordinance No. 348.

22 e. Planning Areas 8 and 40.

23 (1) The uses permitted in Planning Areas 8 and 40 of Specific Plan No. 286 shall
24 be the same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348 except
25 that the uses permitted pursuant to Section 9.50.a.(30), (52), and (64) shall not be permitted.
26 In addition, the permitted uses identified under Section 9.50.b. shall include mini-
27 warehouses, trailer and boat storage, recreational vehicle storage, and vehicle storage.

28 (2) The development standards for Planning Areas 8 and 40 of Specific Plan No.

1 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance
2 No. 348.

3 (3) Except as provided above, all other zoning requirements shall be the same as
4 those requirements identified in Article IXb of Ordinance No. 348.

5 f. Planning Area 9.

6 (1) The uses permitted in Planning Area 9 of Specific Plan No. 286 shall be the
7 same as those uses permitted in Article VIII, Section 8.1 of Ordinance No. 348.

8 (2) The development standards for Planning Areas 9 of Specific Plan No. 286
9 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
10 348.

11 (3) Except as provided above, all other zoning requirements shall be the same as
12 those requirements identified in Article VIII of Ordinance No. 348.

13 g. Planning Areas 10A, 11, 19, 31, 39 and 42.

14 (1) The uses permitted in Planning Areas 10A, 11, 19, 31, 39 and 42 of Specific
15 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.1 of
16 Ordinance No. 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d.
17 shall not be permitted.

18 (2) The development standards for Planning Areas 10A, 11, 19, 31, 39 and 42 of
19 Specific Plan 286 shall be the same as those permitted in Article VI, Section 6.2 of
20 Ordinance No. 348, except that the development standards set forth in Article VI, Section
21 6.2.b., c., d. and e.(2), (3) and (4) shall be deleted and replaced by the following:

- 22 A. Lot area shall be not less than five thousand (5,000) square feet. The
23 minimum lot area shall be determined by excluding that portion of a lot that is
24 used solely for access to the portion of a lot used as a building site.
- 25 B. The minimum average width of that portion of a lot to be used as a building
26 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
27 That portion of a lot used for access on "flag" lots shall have minimum width
28

1 of twenty feet (20').

2 C. The minimum frontage of a lot shall be forty feet (40') except that lots
3 fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-
4 five (35') and except that "flag" lots may have a minimum frontage of twenty
5 (20') feet. Lot frontage along curvilinear streets may be measured at the
6 building setback in accordance with zone development standards.

7 D. Side yards on interior and through lots shall be not less than five feet (5') in
8 width. Side yards on corner and reversed corner lots shall be not less than ten
9 feet (10') from the existing street line or from any future street line as shown
10 on any Specific Plan of Highways, whichever is nearer the proposed
11 structure, upon which the main building sides, except where the lot is less
12 than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of
13 the width of the lot.

14 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
15 or other open space identified in Specific Plan No. 286. Otherwise, the rear
16 yard shall not be less than twenty feet (20').

17 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
18 maximum of two feet (2'). No other structural encroachments shall be
19 permitted in the front, rear or side yard except as provided for in Section
20 18.19 of Ordinance No. 348.

21 In addition, the following standard shall also apply:

22 AA. Lot coverage shall not exceed fifty percent (50%) for one-story buildings.

23 (3) Except as provided above, all other zoning requirements shall be the same as
24 those requirements identified in Article VI of Ordinance 348.

25 h. Planning Areas 12B, 16A, 16B, 26A, 33 and 45.

26 (1) The uses permitted in Planning Areas 12B, 16A, 16B, 26A, 33, and 45 of
27 Specific Plan No. 286 shall be the same as those uses permitted in Article VIIIe, Section
28 8.100 of Ordinance No. 348, except that uses permitted pursuant to Section 8.100.a.(1), (2),

1 and (6) and b.(1) shall not be permitted. In addition, the permitted uses identified under
2 Section 8.100.a. shall include public parks and trails.

3 (2) The development standards for Planning Areas 12B, 16A, 16B, 26A, 33, and
4 45 of Specific Plan No. 286 shall be the same as those standards identified in Article VIIIe,
5 Section 8.101 of Ordinance No. 348.

6 (3) Except as provided above, all other zoning requirements shall be the same as
7 those requirements identified in Article VIIIe of Ordinance No. 348.

8 i. Planning Areas 15, 26B and 46.

9 (1) The uses permitted in Planning Areas 15, 26B and 46 of Specific Plan No. 286
10 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348. In
11 addition, the permitted uses identified under Section 6.1.a. shall also include public schools.

12 (2) The development standards for Planning Areas 15, 26B and 46 of Specific
13 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
14 Ordinance No. 348, except that the development standards set forth in Article VI, Section
15 6.2.e.(3) and (4) shall be deleted and replaced by the following:

16 A. The rear yard shall be not less than twenty (20') feet.

17 B. Chimneys and fireplaces shall be allowed to encroach into side yards a
18 maximum of two (2') feet. No other structural encroachments shall be
19 permitted in the front, rear or side yard except as provided for in Section
20 18.19 of Ordinance No. 348.

21 (3) Except as provided above, all other zoning requirements shall be the same as
22 those requirements identified in Article VI of Ordinance No. 348.

23 j. Planning Area 18.

24 (1) The uses permitted in Planning Area 18 of Specific Plan No. 286 shall be the
25 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that
26 the uses permitted pursuant to Section 9.50.a.(11), (23), (30), (32), (52) and (64); b.(5) and
27 (7) shall not be permitted. In addition, the permitted uses identified under Section 9.50.a.
28 shall also include single-family dwellings, multiple family dwellings, congregate care

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residential facilities, public and private recreation areas, and paseos/trails.

(2) The developments standards for commercial uses within Planning Area 18 of Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348. For purposes of this ordinance amendment, a commercial use shall be defined as development that included any permitted use other than single-family dwellings, multiple family dwelling or apartments.

(3) The development standards for residential uses and combined residential and commercial uses within Planning Area 18 of Specific Plan No. 286 shall be as follows:

- A. Lot area shall be not less than seven thousand two hundred (7,200) square feet for detached single-family dwellings with a minimum average width of sixty feet (60') and a minimum average depth of one hundred feet (100').
- B. The minimum front and rear yards shall be twenty feet (20') and ten feet (10') respectively for single-family dwellings. The minimum front and rear yards shall be ten feet (10') for all other permitted uses that do not exceed thirty-five feet (35') in height. Any portion of a building that exceeds thirty-five feet (35') in height shall be set back from the front and rear lot lines no less than ten feet (10') plus two (2') feet for each foot by which the height exceeds thirty-five feet (35'). The front setback shall be measured from any existing or future street line as shown on any specific street plan of the County. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback.
- C. The minimum side yard shall be five feet (5') for buildings that do not exceed thirty-five feet (35') in height. Any portion of a building that exceeds thirty-five feet (35') in height shall be set back from each side lot line five feet (5') plus two feet (2') for each foot by which the height exceeds thirty-five feet (35'). If the side yard adjoins a street, the side setback requirement shall be the same as required for a front setback. No structural encroachments shall

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be permitted in the front, side or rear yards except as provided in Section 18.19 of Ordinance No. 348.

D. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 18.19 of Ordinance No. 348.

E. No lot shall have more than fifty percent (50%) of its net area covered with building or structures.

F. The maximum ratio of floor area to lot area shall not be greater than two to one (2:1), not including basement floor area.

G. All buildings and structures shall not exceed fifty feet (50') in height, unless a height up to seventy-five feet (75') is specifically permitted under the provisions of Section 18.34 of Ordinance No. 348.

H. Automobile storage space shall be provided as required by Section 18.12 of Ordinance No. 348.

I. Interior side yards may be reduced to accommodate zero lot line or common wall situations, except that, in no case shall the reduction in side yard areas reduce the required separation between detached structures.

J. Setback areas may be used for driveways, parking and landscaping.

K. A minimum of fifteen percent (15%) of the site proposed for development shall be landscaped and irrigated.

L. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.

M. Outside storage areas are prohibited.

N. Utilities shall be installed underground except that electrical lines rated at 33kV or greater may be installed above ground.

O. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading,

1 unloading and similar areas, shall be focused, directed and arranged to
2 prevent glare to direct illumination on residential uses.

3 (4) Except as provided above, all other zoning requirement shall be the same as those
4 requirements identified in Article IXb of Ordinance No. 348.

5 k. Planning Areas 28 and 30.

6 (1) The uses permitted in Planning Areas 28 and 30 of Specific Plan No. 286 shall
7 be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except
8 that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

9 (2) The development standards for Planning Areas 28 and 30 of Specific Plan No.
10 286 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance
11 No. 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d.
12 and e.(2) and (3) shall be deleted and replaced by the following:

13 A. Lot area shall be not less than twenty thousand (20,000) square feet. The
14 minimum lot area shall be determined by excluding that portion of a lot that is
15 used solely for access to the portion of a lot used as a building site.

16 B. The minimum average width of that portion of a lot to be used as a building
17 site shall be one hundred feet (100') with a minimum average depth of one
18 hundred fifty feet (150'). That portion of a lot used for access on "flag" lots
19 shall have a minimum width of twenty feet (20').

20 C. The side yard shall not be less than ten feet (10').

21 D. The rear yard shall not be less than fifty feet (50').

22 (3) Except as provided above, all other zoning requirements shall be the same as
23 those requirements identified in Article VI of Ordinance No. 348.

24 l. Planning Area 29.

25 (1) The uses permitted in Planning Area 29 of Specific Plan No. 286 shall be the
26 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
27 uses permitted pursuant to Section 6.1.b.(I) and (3) and d. shall not be permitted.

28 (2) The development standards for Planning Area 29 of Specific Plan No. 286

1 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.
2 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and
3 e.(2), (3) and (4) shall be deleted and replaced by the following:

- 4 A. Lot area shall be not less than two and one-half (2 1/2) gross acres. The
5 minimum lot area shall be determined by excluding that portion of a lot that is
6 used solely for access to the portion of a lot used as a building site.
- 7 B. The minimum average width of that portion of a lot to be used as a building
8 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
- 9 C. The minimum frontage of a lot shall be forty feet (40').
- 10 D. Side yards on interior and through lots shall be not less than five feet (5') in
11 width. Side yards on comer and reversed comer lots shall be not less than ten
12 feet (10') from the existing street line or from any future street line as shown
13 on any Specific Plan of Highways, whichever is nearer the proposed
14 structure, upon which the main building sides, except where the lot is less
15 than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of
16 the width of the lot.
- 17 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
18 or other open space identified in Specific Plan No. 286. Otherwise, the rear
19 yard shall not be less than twenty feet (20').
- 20 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
21 maximum of two (2) feet. No other structural encroachments shall be
22 permitted in the front, rear or side yard except as provided for in Section
23 18.19 of Ordinance No. 348.

24 In addition, the following standard shall also apply:

25 AA. Lot coverage shall not exceed fifty percent (50%).

26 (3) Except as provided above, all other zoning requirements shall be the same as
27 those requirements identified in Article VI of Ordinance 348.
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m. Planning Area 36.

(1) The uses permitted in Planning Area 36 of Specific Plan No. 286 shall be the same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348 except that the uses permitted pursuant to Section 9.50.a.(30), (52), and (64) shall not be permitted.

(2) The development standards for Planning Area 36 of Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IXb of Ordinance No. 348.

n. Planning Area 40.

(1) The uses permitted in Planning Area 40 of Specific Plan No. 286 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that uses permitted pursuant to Section 6.1.A.(3), (5), (7), (8), and (9); B.(5) and (6); C.(1); and E.(1). shall not be permitted.

(2) The development standards for Planning Area 40 of Specific Plan No. 286 shall be as follows:

A. Building height shall not exceed three stories, with a maximum height of forty (40') feet.

B. Lot area shall be not less than two thousand seven hundred (2,700) square feet.

C. The minimum average width of that portion of a lot to be used as a building site shall be forty feet (40') with a minimum average depth of sixty-eight feet (68'). That portion of a lot used for access on "flag" lots shall have minimum width of twenty feet (20').

D. The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of twenty feet (20') and flag lots may have a minimum frontage of twenty feet (20').

1 E. Minimum yard requirements are as follows:

- 2 1. The minimum front yard setback to a habitable portion of the main
3 building shall be eight feet (8') measured from edge of the right-of-
4 way or the back of sidewalk for a private residential street.
- 5 2. Side yards on interior and through lots shall be not less than four feet
6 (4') in width. Side yards on corner and reversed corner lots shall be
7 not less than ten feet (10').
- 8 3. The rear yard shall be not less than ten feet (10').
- 9 4. Chimneys, fireplaces, and other unhabitable architectural features that
10 extend beyond the building face shall be allowed to encroach into side
11 yards a maximum of two feet (2'). No other structural encroachments
12 shall be permitted in the front, rear or side yard except as provided for
13 in Section 18.19 of Ordinance No. 348.

14 F. Each dwelling unit shall provide a minimum of two (2) garage spaces.

15 G. In no case shall more than eighty percent (80%) of any lot be covered by
16 dwelling.

17 In addition, the following standard shall also apply:

18 AA. The minimum front yard setback for garages shall be eighteen feet (18')
19 measured from the right-of-way, or the back of sidewalk for a private
20 residential street.

21 BB. "No Parking" curb striping shall be provided at the outside curve of knuckle
22 and corner conditions.

23 CC. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner
24 conditions to allow for fire truck turning movements.

25 DD. Shared private driveways are allowed from a private street to serve a
26 maximum of two (2) dwelling units, provided that the shared driveway is no
27 less than twenty (20') feet wide for its entire length.

28 (3) Except as provided above, all other zoning requirements shall be the same as those

1 requirements identified in Article VI of Ordinance 348.

2 n. Planning Area 41.

3 (1) The uses permitted in Planning Area 41 of Specific Plan No. 286 shall be the
4 same as those uses permitted in Article VIII, Section 8.1 of Ordinance No. 348.

5 (2) The development standards for Planning Areas 41 of Specific Plan No. 286
6 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
7 348.

8 (3) The residential uses within Planning Area 41 of Specific Plan No. 286 shall
9 also be subject to the standards for Planned Residential Developments set forth in Article
10 XVIII, Section 18.5 of Ordinance 348 except that the standards set forth in Section 18.5 b.
11 and c. shall be deleted and replaced with the following:

12 A. Not less than 20 percent (20%) of a project area shall be used for open area or
13 recreational facilities, or a combination thereof. The height of buildings shall
14 not exceed thirty-five feet (35') and the distance between buildings shall be
15 ten feet (10').

16 B. Building setbacks from a project's interior streets and boundary lines shall be
17 eight feet (8'). The minimum building setback from interior drives shall be
18 five feet (5').

19 (4) Except as provided above, all other zoning requirements shall be the same as
20 those requirements identified in Article VIII of Ordinance No. 348.

21 o. Planning Area 43.

22 (1) The uses permitted in Planning Area 43 of Specific Plan No. 286 shall be the
23 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
24 uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

25 (2) The development standards for Planning Area 43 of Specific Plan No. 286
26 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.
27 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and
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e.(2), (3) and (4) shall be deleted and replaced by the following:

- A. Lot area shall be not less than four (4) acres gross. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.
- B. The minimum average width of that portion of a lot to be used as a building site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
- C. The minimum frontage of a lot shall be forty feet (40').
- D. Side yards on interior and through lots shall be not less than five feet (5') in width. Side yards on corner and reversed corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, except where the lot is less than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of the width of the lot.
- E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt or other open space identified in Specific Plan No. 286. Otherwise, the rear yard shall not be less than twenty feet (20').
- F. Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.

In addition, the following standard shall also apply:

AA. Lot coverage shall not exceed fifty percent (50%).

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance 348.

n. Planning Areas 47, 49, 50, and 51.

(1) The uses permitted in Planning Areas 47, 49, 50, and 51 of Specific Plan No. 286 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No.

1 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be
2 permitted.

3 (2) The development standards for Planning Areas 47, 49, 50, and 51 of Specific
4 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
5 Ordinance No. 348, except that the development standards set forth in Article VI, Section
6 6.2.c., and e.(3) and (4) shall be deleted and replaced by the following:

7 A. The minimum average width of that portion of a lot to be used as a building
8 site shall be sixty feet (60') with a minimum average depth of one hundred
9 feet (100'). However, for areas immediately adjacent to low density
10 residential as shown on Figure 4-10 of Specific Plan No. 286, the minimum
11 average width of that portion of the lot to be used as a building site shall be
12 one hundred feet (100') with a minimum average depth of one hundred fifty
13 feet (150'). That portion of a lot used for access on "flag" lots shall have
14 minimum width of twenty feet (20').

15 B. The rear yard shall be not less than twenty feet (20'). However, for areas
16 immediately adjacent to low-density residential as shown on Figure 4-10 of
17 Specific Plan No. 286, the rear yard shall not be less than fifty feet (50').

18 C. Chimneys and fireplaces shall be allowed to encroach into side yards a
19 maximum of two feet (2'). No other structural encroachments shall be
20 permitted in the front, rear or side yard except as provided for in Section
21 18.19 of Ordinance No. 348.

22 (3) Except as provided above, all other zoning requirements shall
23 be the same as those requirements identified in Article VI of Ordinance 348.

24 o. Planning Area 48.

25 (1) The uses permitted in Planning Area 48 of Specific Plan No. 286 shall be the
26 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that
27 the uses permitted pursuant to Section 9.50.a.(14), (19), (22), (25), (29),(30), (37), (41), (43),
28 (44), (49), (50), (52), (54), (62), (64), (69), (71), (72), (80), (85), and (91); b.(1), (2), (6), (7),

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(9), (13), (17), and (18) shall not be permitted.

(2) The development standards for Planning Area 48 of Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IXb of Ordinance No. 348.

1 Section 3. This ordinance shall take effect thirty (30) days after its adoption.

2 BOARD OF SUPERVISORS OF THE COUNTY
3 OF RIVERSIDE, STATE OF CALIFORNIA

4 By _____
5 Chairman, Board of Supervisors

6 ATTEST:
7 NANCY ROMERO
8 Clerk of the Board

9 By _____
10 Deputy

11 (SEAL)

12 APPROVED AS TO FORM AND CONTENT:
13 _____, 2005

14 By _____
15 Deputy County Counsel

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 application described below.

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

The Riverside County Planning Department will hold hearings on this item and 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 prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday, December 25 (Christmas) and Wednesday, January 1 (New Year's Day).

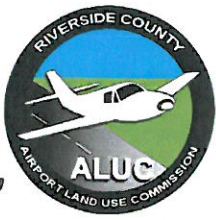
PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1094FV19 – MLC Holdings, Inc. (Representative: T&B Planning) – County of Riverside Planning Case Nos. SP00286A07 (Specific Plan Amendment), GPA 190013 (General Plan Amendment), CZ 1900008 (Change of Zone), and TR37715 (Tentative Tract Map No. 37715). Tentative Tract Map No. 37715 is a proposal to divide 16.63 acres (Assessor's Parcel Number 963-100-008) located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, into 145 single-family residential lots with a minimum lot size of 2,720 square feet, plus two lots less than one-quarter acre in size each for water quality basins. SP 00286A07 (Winchester 1800 Specific Plan No. 286, Amendment No. 7) is a proposal to modify the land use designations, boundaries, and descriptions of Planning Areas 40 and 41 as follows: Reconfigure the boundaries between Planning Areas 40 and 41; increase the acreage of Planning Area 40 from 9.3 acres to 16.6 acres, amend its designation from Commercial Retail (CR) to High Density Residential – 8 to 14 dwelling units per acre (HDR), and provide for the development of 145 units therein; decrease the acreage of Planning Area 41 from 22.6 acres to 17.9 acres, amend its designation from Very High Density Residential (VHDR) to HDR, and reduce its dwelling unit allocation from 339 to 204 (with the 135-unit difference re-allocated to Planning Area 40). The combined net effect is to eliminate 9.3 acres of Commercial Retail and increase the residential dwelling unit count in SP 286 from 4,720 to 4,730. GPA 190013 is a proposal to amend the land use designation of the above-referenced 16.63 acres from VHDR and CR to HDR. CZ 1900008 is a proposal to amend the SP (Specific Plan) ordinance for Specific Plan No. 286 regarding allowable land uses within Planning Area 40 and the development standards therefor. (Airport Compatibility Zones D and E of the French Valley Airport Influence Area).



FV
D+E

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1094 FV19 DATE SUBMITTED: November 25, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	MLC Holdings, Inc. (Attn: Aaron Talarico)	Phone Number	949-372-3309
Mailing Address	5 Peters Canyon Road, Suite 310 Irvine, CA 92606	Email	aaron.talarico@mlcholdings.net
Representative	T&B Planning, Inc. (Attn: Joel Morse)	Phone Number	714-505-6360 x 105
Mailing Address	3200 El Camino Real, Suite 100 Irvine, CA 92602	Email	jmorse@tbplanning.com
Property Owner	Carl Joseph Rheingans, Trustee of the Helen C. Rheingans Family Bequest Trust dated December 17, 1990	Phone Number	
Mailing Address	P.O. Box 99 Winchester, CA 92596	Email	brheingans@verizon.net

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	(951) 955-6646
Staff Contact	Deborah Bradford, Planner	Email	dbradfor@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor Riverside, CA 92501	Case Type	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	SP00286A07, CZ1900008, GPA190013, TR37715		

PROJECT LOCATION

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

Street Address	Northwestern corner of Benton Road/Pourroy Road intersection - North of Benton Road, West of Pourroy Road, and South of San Remo Drive		
Assessor's Parcel No.	963-100-008	Gross Parcel Size	31.9 acres
Subdivision Name		Nearest Airport and distance from Airport	Approx. 1.5 miles NE of French Valley 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)	Planning Area 40 - Commercial Retail (CR)
	Planning Area 41 - Very High Density Residential (VHDR)

Proposed Land Use (describe)	High Density Residential (HDR)	
	The Proposed General Plan Amendment would modify the General Plan Land Use Designations of Planning Areas 40 and 41 of SP286A7 from "VHDR" and "Commercial Retail" to "HDR" to allow for the development of 145 dwelling units on 16.6 acres in lieu of commercial uses and to conform to the boundaries of approved Tentative Tract Map No. 31007.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	141 dwelling units
For Other Land Uses (See Appendix C)	Hours of Operation	
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	1,369 - 1,379 ft.
	Height of buildings or structures (from the ground)	Maximum of 40 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1038BA19 – Riverside County Transportation Department (Representative: Darren Adrian, Kimley-Horn and Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: I-10 Bypass

LAND USE PLAN: 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016

a. Airport Influence Area: Banning Municipal Airport

b. Land Use Policy: Compatibility Zones B1, C, D, and E

c. Noise Levels: Primarily beyond the 60 CNEL contour

MAJOR ISSUES: None.

RECOMMENDATIONS:

Staff recommends that the proposed project be found **CONDITIONALLY CONSISTENT** with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, subject to the conditions listed herein and such additional conditions as may be required (relative to the power poles) by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION/LOCATION: The County Transportation Department proposes to establish an improved roadway extending from the westerly terminus of Bonita Avenue (at its intersection with Apache Trail) in the unincorporated community of Cabazon to the current easterly terminus of Westward Avenue in the City of Banning. At present, Interstate 10 is the only roadway between Banning and Cabazon. The roadway will pass through lands owned by the Morongo Band of Mission Indians, as well as private landowners. The project also involves relocation of power poles and establishment of light poles.

BACKGROUND:

Part 77: The relocated power poles will be 70 feet in height and will be placed at site elevations ranging from 2,110 to 2,125 feet above mean sea level, resulting in top point elevations ranging from

2,180 to 2,195 feet above mean sea level at distances of 1,575 feet or less from the runway. The elevation of Runway 8-26 at its easterly terminus is 2,110 feet AMSL. Therefore, these power pole locations will require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The roadway itself is sufficiently far from the runway that it would not require FAA notice, while the proposed light poles are to the east of the runway and their top point elevations are lower than the runway elevation. The applicant has submitted Form 7460-1 to the FAA OES for the four power poles and four light poles. The FAA OES has assigned Aeronautical Study Numbers 2019-AWP-15283-OE and 2019-AWP-15463 through 2019-AWP-15469-OE to this project. As of December 17, 2019, each is listed as a “Work in Progress.”

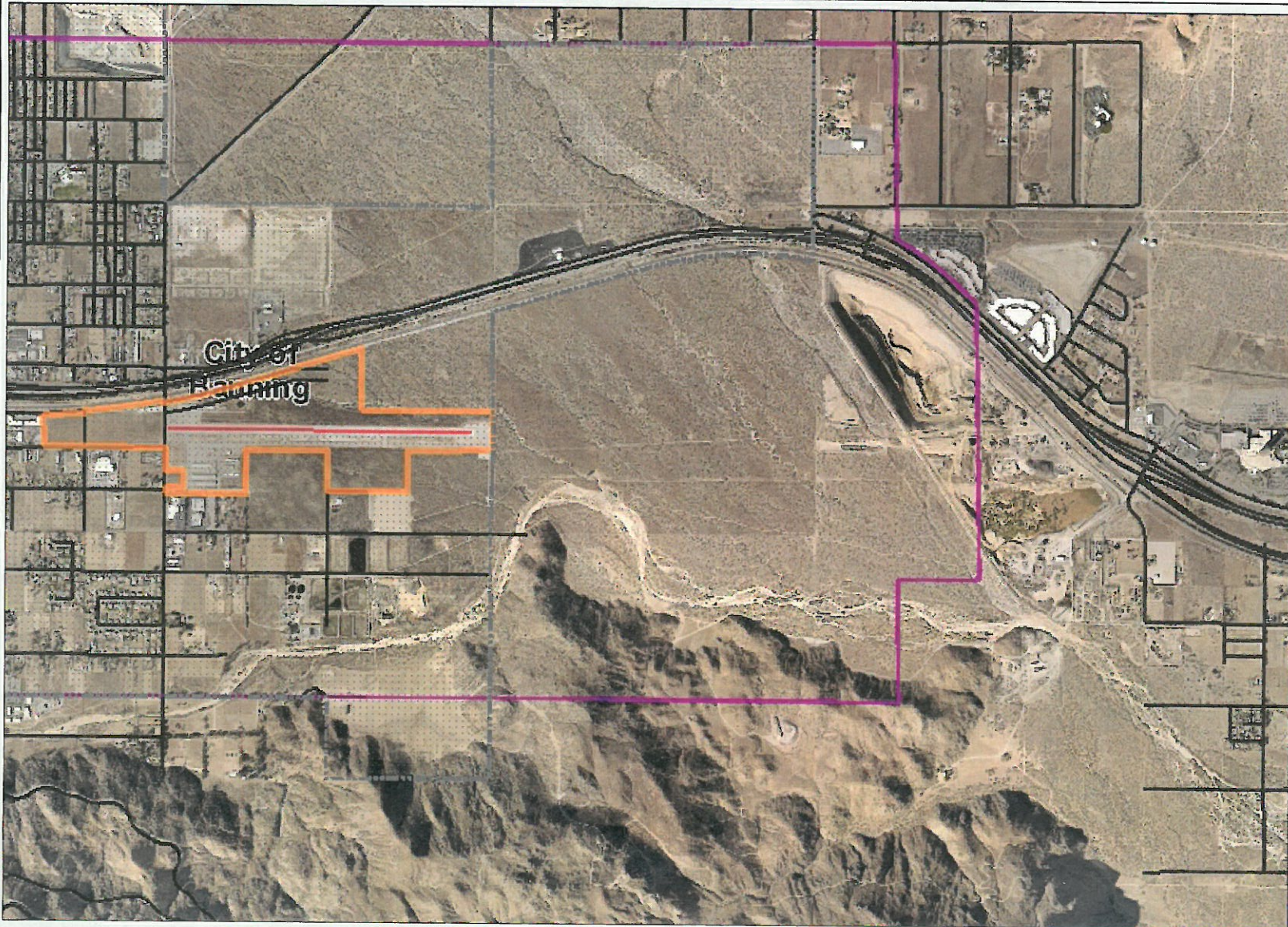
CONDITIONS:

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 a part of this project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

NOTICE OF AIRPORT IN VICINITY

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- County Centerline Names
- County Centerlines
- City Areas
- World Street Map



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



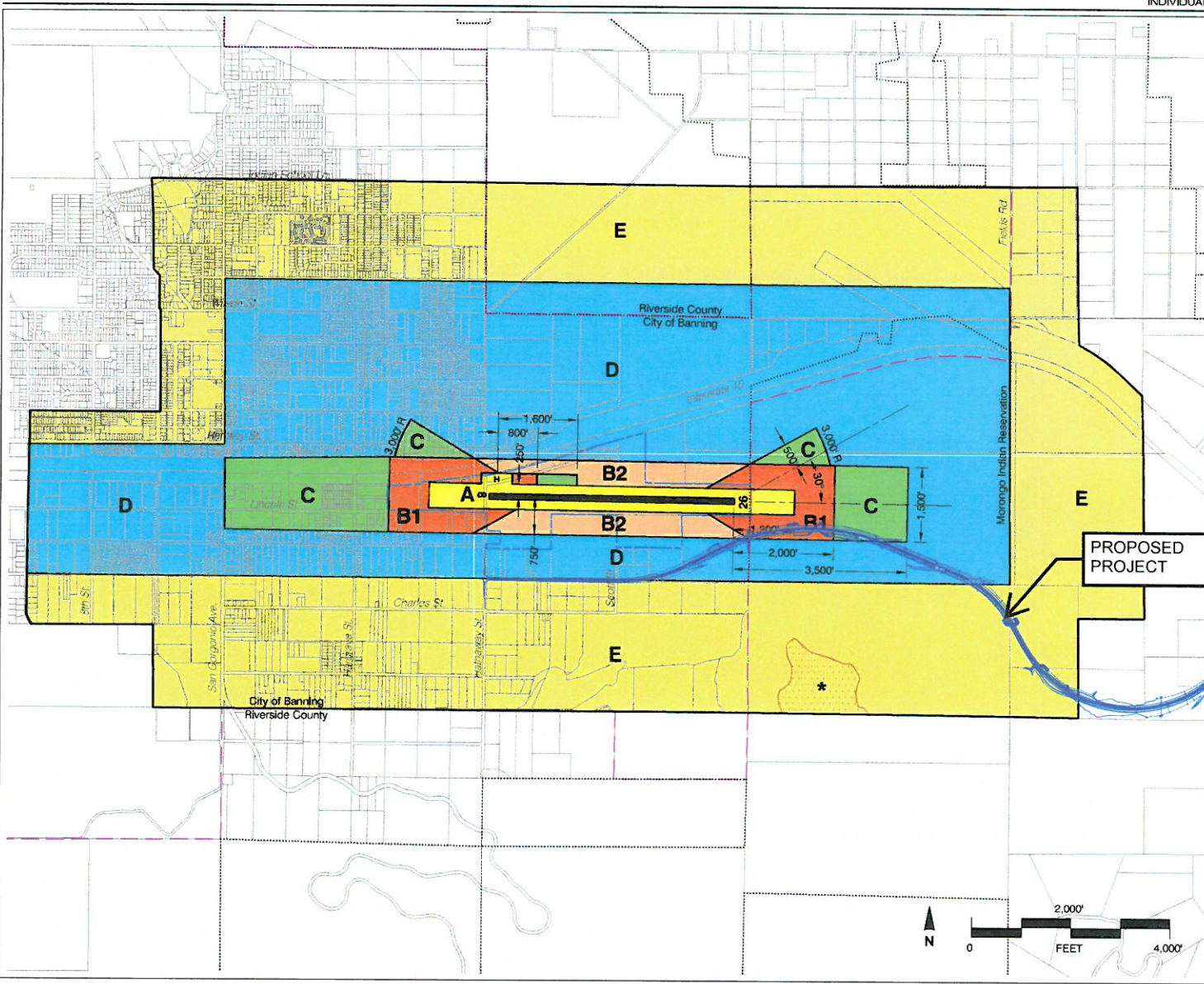
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Notes

ATTACHMENT E

PROJECT WITHIN BANNING MUNICIPAL AIRPORT LAND USE
COMPATIBILITY MAP



Legend

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

- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - Morongo Indian Reservation

Note
 Dimensions measured from runway ends and centerlines.
 See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

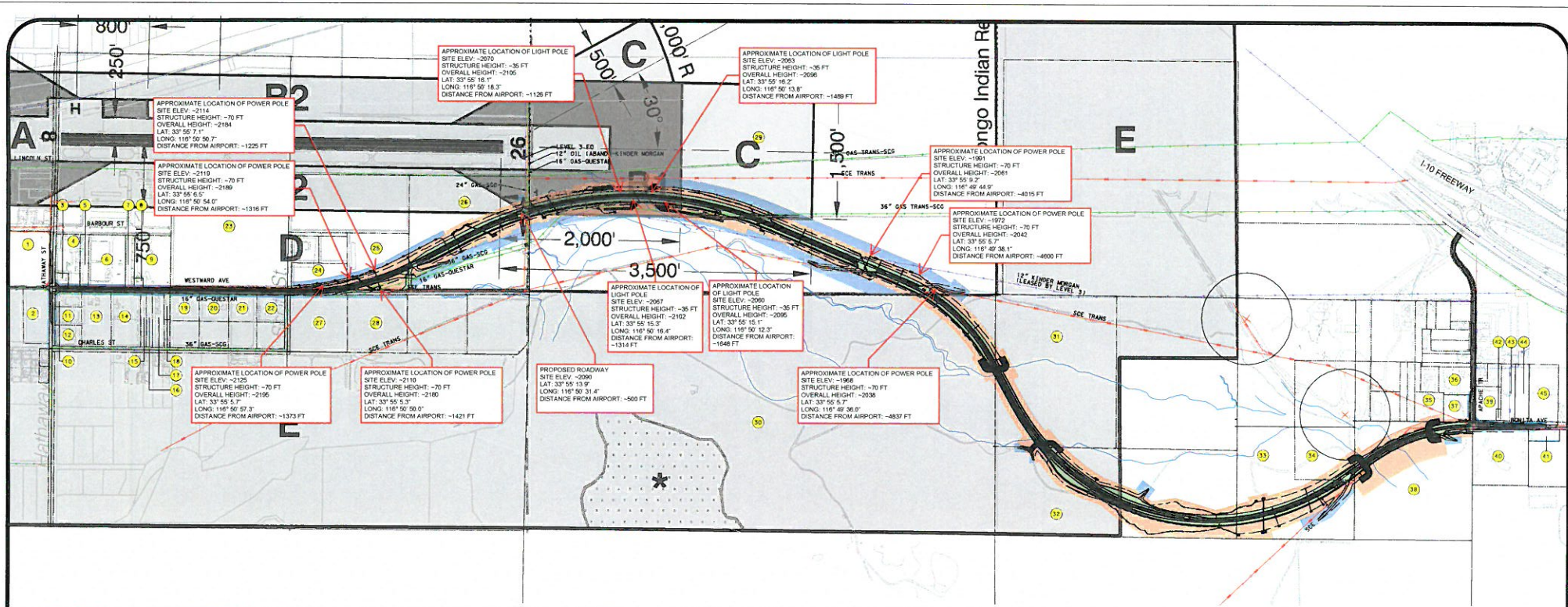
Map BN-1

Compatibility Map
 Banning Municipal Airport

BNG-compatibility

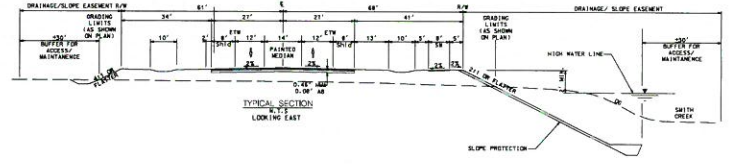
ATTACHMENT A

RIGHT-OF-WAY REQUIREMENTS MAPPING EXHIBIT



PARCEL No.	APN	TITLE CODE	GRANTOR	PARTIAL TAKE AREA REQUIRED	REMARKS
1	541-130-001	TCE	ISAL GAS PARTNER	0.03 AC ±	TEMPORARY CONSTRUCTION EASEMENT
2	543-000-008	TCE	FIMIE DOUGLAS D & ADELMED F	0.27 AC ±	TEMPORARY CONSTRUCTION EASEMENT
3	532-130-005	R/W	ISRAELS HARVEY	0.03 AC ±	FEE - COUNTY
4	532-130-004	TCE	BANNING DEVELOPMENT	0.11 AC ±	TEMPORARY CONSTRUCTION EASEMENT
5	532-130-013	TCE	BANNING DEVELOPMENT	0.09 AC ±	TEMPORARY CONSTRUCTION EASEMENT
6	532-130-005	TCE	BANNING DEVELOPMENT	0.29 AC ±	TEMPORARY CONSTRUCTION EASEMENT
7	532-130-014	TCE	BANNING DEVELOPMENT	0.07 AC ±	TEMPORARY CONSTRUCTION EASEMENT
8	532-130-013	TCE	CITY OF BANNING	0.07 AC ±	TEMPORARY CONSTRUCTION EASEMENT
9	532-130-007	TCE	BANNING DEVELOPMENT	0.21 AC ±	TEMPORARY CONSTRUCTION EASEMENT
10	532-160-012	R/W	DARLING INDUSTRIAL	0.02 AC ±	FEE - COUNTY
11	532-160-003	TCE	LAW DAVID W & PATRICIA CHRISTEN	0.26 AC ±	TEMPORARY CONSTRUCTION EASEMENT
12	532-160-004	TCE	DIIONDA DAVID	0.11 AC ±	TEMPORARY CONSTRUCTION EASEMENT
13	532-160-005	TCE	EXCEL PROP. MANAGEMENT SERVICES	0.23 AC ±	TEMPORARY CONSTRUCTION EASEMENT
14	532-160-006	TCE	GREEN LEONARD D	0.23 AC ±	TEMPORARY CONSTRUCTION EASEMENT
15	532-160-007	TCE	JENNER PERM DRAINAGE METERS INC	0.09 AC ±	TEMPORARY CONSTRUCTION EASEMENT
16	532-160-008	TCE	TUCKER DIANA L	0.06 AC ±	TEMPORARY CONSTRUCTION EASEMENT
17	532-160-009	TCE	TUCKER DIANA L	0.09 AC ±	TEMPORARY CONSTRUCTION EASEMENT
18	532-180-012	TCE	DOMINGUEZ STEPHANIE	0.03 AC ±	TEMPORARY CONSTRUCTION EASEMENT
19	532-180-043	TCE	CHARLES BANNING	0.23 AC ±	TEMPORARY CONSTRUCTION EASEMENT
20	532-180-044	TCE	WILLIAMS COMMUNICATIONS INC	0.23 AC ±	TEMPORARY CONSTRUCTION EASEMENT
21	532-180-036	TCE	CHANDLER STEPHEN	0.22 AC ±	TEMPORARY CONSTRUCTION EASEMENT
22	532-180-037	TCE	RIGGERS MARVIN & BETTY JEAN	0.22 AC ±	TEMPORARY CONSTRUCTION EASEMENT
23	532-130-008	USE	12811 BRISTOL	1.82 AC ±	DRAINAGE/ SLOPE EASEMENT
24	532-130-021	R/W	HOSSA/INDIAN ABULFATH & SHODHARY SHARDA	0.22 AC ±	FEE - COUNTY
		DSE		0.80 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		0.73 AC ±	TEMPORARY CONSTRUCTION EASEMENT
		UE		0.29 AC ±	UTILITY EASEMENT - FIBER OPTICS (20' W X 616' L)
25	532-130-017	R/W	JOHNSON MERLIN K & DIANE J	1.21 AC ±	FEE - COUNTY
		TCE		2.61 AC ±	DRAINAGE/ SLOPE EASEMENT
		UE		0.86 AC ±	TEMPORARY CONSTRUCTION EASEMENT
		UE		0.34 AC ±	UTILITY EASEMENT - FIBER OPTICS (20' W X 749' L)
26	532-130-011	R/W	CITY OF BANNING	4.37 AC ±	FEE - COUNTY
		DSE		5.35 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		4.15 AC ±	TEMPORARY CONSTRUCTION EASEMENT
		UE		0.20 AC ±	UTILITY EASEMENT - FIBER OPTICS (20' W X 763' L)
		UE		0.03 AC ±	UTILITY EASEMENT - GAS (20' W X 68' L)
27	532-180-037	TCE	CITY OF BANNING	0.44 AC ±	TEMPORARY CONSTRUCTION EASEMENT
28	532-180-036	TCE	CITY OF BANNING	0.46 AC ±	TEMPORARY CONSTRUCTION EASEMENT
		UE		0.21 AC ±	UTILITY EASEMENT - GAS (20' W X 453' L)

PARCEL No.	APN	TITLE CODE	GRANTOR	PARTIAL TAKE AREA REQUIRED	REMARKS
29	532-100-001	R/W	MORONGO BAND OF MISSION INDIANS	13.96 AC ±	ROADWAY EASEMENT - TRIBE
		DSE		19.28 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		16.77 AC ±	TEMPORARY CONSTRUCTION EASEMENT
30	532-210-001	R/W	BEALMONT CONCRETE CO	3.21 AC ±	FEE - COUNTY
		DSE		3.80 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		0.31 AC ±	TEMPORARY CONSTRUCTION EASEMENT
31	519-200-011	R/W	RRW PROP LTD	2.53 AC ±	FEE - COUNTY
		DSE		4.02 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		0.07 AC ±	TEMPORARY CONSTRUCTION EASEMENT
32	519-200-010	R/W	BALIFF RANCH INC	6.28 AC ±	FEE - COUNTY
		DSE		11.95 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		0.74 AC ±	TEMPORARY CONSTRUCTION EASEMENT
33	519-200-008	R/W	BALIFF RANCH INC	3.74 AC ±	FEE - COUNTY
		DSE		7.49 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		1.62 AC ±	TEMPORARY CONSTRUCTION EASEMENT
		UE		0.02 AC ±	UTILITY EASEMENT - UNDERGROUND ELECTRICAL (20' W X 52' L)
34	519-200-006	R/W	BALIFF RANCH INC	0.58 AC ±	FEE - COUNTY
		DSE		1.18 AC ±	DRAINAGE/ SLOPE EASEMENT
35	519-220-011	DSE	RRW PROP LTD	0.41 AC ±	DRAINAGE/ SLOPE EASEMENT
36	519-220-010	TCE	FRANKS NANCY L	0.02 AC ±	TEMPORARY CONSTRUCTION EASEMENT
37	519-220-013	R/W	RRW PROP LTD	10.10 AC ±	FEE - COUNTY
		DSE		0.24 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		0.12 AC ±	TEMPORARY CONSTRUCTION EASEMENT
38	519-200-004	R/W	RRW PROP LTD	3.59 AC ±	FEE - COUNTY
		DSE		1.81 AC ±	DRAINAGE/ SLOPE EASEMENT
		TCE		0.20 AC ±	TEMPORARY CONSTRUCTION EASEMENT
39	519-260-003	R/W	SELVEIRA LOUIS & BETTY	0.11 AC ±	FEE - COUNTY
		TCE		0.12 AC ±	TEMPORARY CONSTRUCTION EASEMENT
40	519-280-001	R/W	RRW PROP LTD	0.32 AC ±	FEE - COUNTY
		TCE		0.38 AC ±	TEMPORARY CONSTRUCTION EASEMENT
41	519-280-003	R/W	ROSETTI ANTHONY F	0.02 AC ±	FEE - COUNTY
		TCE		0.03 AC ±	TEMPORARY CONSTRUCTION EASEMENT
42	519-260-004	TCE	SELVEIRA LOUIS & BETTY	0.07 AC ±	FEE - COUNTY
		UE		0.02 AC ±	TEMPORARY CONSTRUCTION EASEMENT
43	519-260-005	R/W	DOLENG LUIS ALBERTO	0.02 AC ±	FEE - COUNTY
		TCE		0.07 AC ±	TEMPORARY CONSTRUCTION EASEMENT
44	519-260-006	R/W	PIESTA GROUP	8.49 AC ±	FEE - COUNTY
		TCE		0.07 AC ±	TEMPORARY CONSTRUCTION EASEMENT
45	519-260-007	R/W	DANIEL THOMAS L & CINDY K	0.01 AC ±	FEE - COUNTY
		TCE		0.09 AC ±	TEMPORARY CONSTRUCTION EASEMENT



PRELIMINARY - SUBJECT TO CHANGE
 RIGHT OF WAY REQUIREMENTS MAPPING
 I-10 BYPASS - BANNING TO CABAZON
 ALTERNATIVE 12

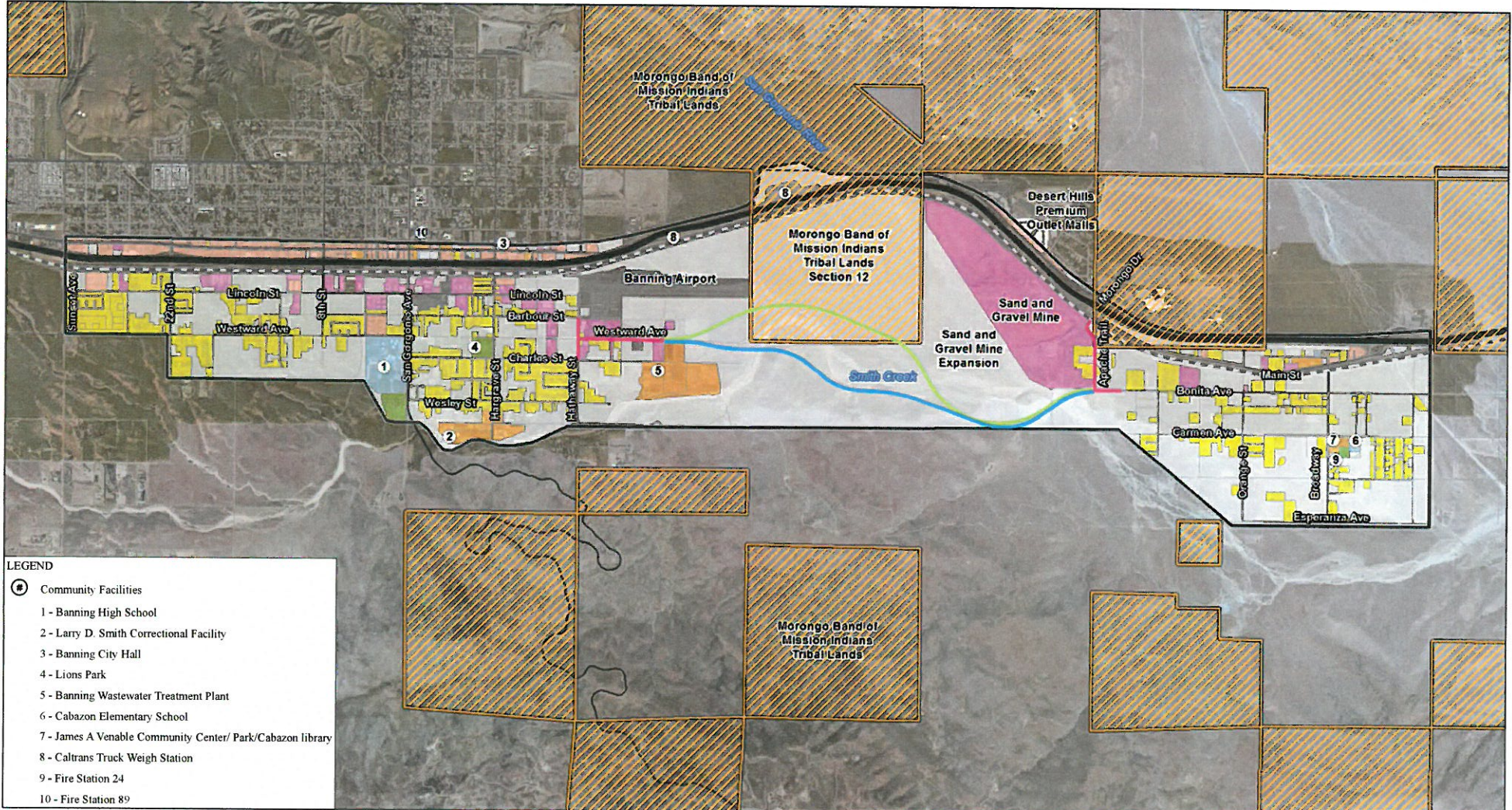


1" = 500'
 11/27/2019

ATTACHMENT B

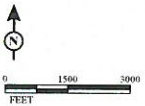
EXISTING LAND USES

(Relevant Excerpts from the Project DEIR/EA)



- LEGEND**
- ⊛ Community Facilities
 - 1 - Banning High School
 - 2 - Larry D. Smith Correctional Facility
 - 3 - Banning City Hall
 - 4 - Lions Park
 - 5 - Banning Wastewater Treatment Plant
 - 6 - Cabazon Elementary School
 - 7 - James A Venable Community Center/ Park/Cabazon library
 - 8 - Caltrans Truck Weigh Station
 - 9 - Fire Station 24
 - 10 - Fire Station 89

- LEGEND**
- ▭ Community Impact Assessment Study Area
 - Interstate 10
 - Arterial Highway
 - - Union Pacific Railroad
 - ▭ Alternatives 5 and 12
 - ▭ Alternative 5
 - ▭ Alternative 12
 - ▭ Morongo Band of Mission Indians Tribal Lands
 - ▭ Existing Land Use
 - ▭ Commercial and Services
 - ▭ Education
 - ▭ Government Facility
 - ▭ Industrial
 - ▭ Open Space and Recreation
 - ▭ Residential
 - ▭ Transportation, Communications, and Utilities
 - ▭ Vacant



SOURCE: Bing Maps (2014); City of Banning (2016); County of Riverside (2015)
 I:\KHA1101\GIS\CIA_EXLU.mxd (4/3/2017)

FIGURE 2.1-1

I-10 Bypass: Banning to Cabazon
 Existing Land Uses in the Study Area

2.1.1 Existing and Future Land Use

2.1.1.1 Existing Land Use

Existing land uses in the study area are shown on Figure 2.1-1.

City of Banning

Existing land uses in the Banning portion of the study area include residential and industrial uses, a wastewater treatment plant, Banning High School, the Larry D. Smith Correctional Facility, the Lions Public Park, the Banning Municipal Airport, the Banning Water Reclamation facility, Smith Creek and its tributaries, and undeveloped land.

Banning Municipal Airport

The Banning Municipal Airport is located approximately 1,100–1,300 feet (ft) north of the alignments for the Proposed Project alignments. The 141-acre (ac) general aviation airport has a single runway, which is 5,200 x 150 ft. In 2014, the airport had approximately 10,000 general aviation operations (an operation is one take-off or one landing), an average of 25 per day. Hangars and tie-downs are located along the north side of Barbour Street. In 2014, 40 aircraft were based at the Airport, and all were single-engine aircraft.¹ The airport has no control tower and is therefore considered an uncontrolled airport. According to the Banning Airport Master Plan Update (2007), airport operations are anticipated to grow approximately 30 percent to 13,000 annually by 2026.

Morongo Band of Mission Indians Tribal Lands

The study area contains two sections of the Morongo Band of Mission Indians Tribal Lands: Tribal Land to the east of Banning and north of I-10.

East of Banning Tribal Land (Section 12)

To the east of the Banning city limits, the study area includes areas under County jurisdiction and part of the Tribal Lands of the Morongo Band of Mission Indians. The Morongo Band of Mission Indians Section 12 Tribal Land is within the study area and is currently undeveloped. Section 12 also contains several underground and overhead utility corridors, including electrical transmission lines, oil and gas

¹ AirNav.com. <http://www.airnav.com/airport/KBNG> (accessed November 8, 2014).

transmission mains, and fiber optic cables. Smith Creek crosses a portion of the south-central part of Section 12, while a short stretch of the San Gorgonio River traverses the northeast part of Section 12.

No existing public roadways are within Section 12. That land is presently accessed from Banning by dirt road extensions of Westward Avenue and Charles Street; these access points are gated and the land is fenced to control access to Morongo Band of Mission Indians Tribal Lands and other privately owned lands. As shown on Figure 2.1-1, the dirt roads cross the property and, after passing through additional locked gates, enter County jurisdiction to the east of the Section 12 Tribal Land, eventually connecting to Bonita Avenue in Cabazon after a third set of gates.

Tribal Land North of I-10

The Morongo Band of Mission Indians also owns land in the study area north of the Section 12 Tribal Land and adjacent to I-10. The land features a California Department of Transportation (Caltrans) truck weigh station, a small restaurant, and residences located north of these structures (to the north of the study area). The remaining area to the north of the study area is vacant land.

The Morongo Band of Mission Indians Tribal Land also lies just outside the study area and west of Malki Road in the regional study area (RSA). Tribal policy precludes public roadway development in any Morongo Band of Mission Indians Tribal Land north of I-10. The Morongo Casino Resort and Spa is north of I-10 and east of Apache Trail.

County of Riverside

County jurisdiction in the study area can be broken into three subareas:

- Areas west of San Gorgonio River
- The RRM Cabazon operation
- Cabazon

West of the San Gorgonio River

Land uses include vacant land, cattle grazing, utility corridors, scattered residences, and Smith Creek. The San Gorgonio River traverses this area with the confluence of Smith Creek and the San Gorgonio River in the southeast of the study area. There are no public roadways in this area, which is crossed by several gated dirt roads that connect Westward Avenue to Bonita Avenue and provide access to privately owned lands and Morongo Band of Mission Indians Tribal Lands. The area is also crossed

by several utility corridors, including electrical transmission lines, gas and oil transmission mains, and fiber optic cables.

ATTACHMENT C

PROJECT DESCRIPTION AND PROJECT VICINITY MAP
(Relevant Excerpts from the Project DEIR/EA)

Chapter 1 Project Description

1.1 Introduction

The County of Riverside (County) proposes to construct a new two-lane roadway extending approximately 3.3 miles (mi) from the intersection of Hathaway Street and Westward Avenue in the City of Banning east to the intersection of Bonita Avenue and Apache Trail¹ in the unincorporated community of Cabazon. Two alternative alignments are under consideration along with a No Action/No Project Alternative. The California Department of Transportation (Caltrans) is the Lead Agency for environmental review under the National Environmental Policy Act (NEPA). The County is the Lead Agency under the California Environmental Quality Act (CEQA). As CEQA Lead Agency, the County has assessed the significance of potential impacts of implementing either of the alternatives under consideration using the Environmental Checklist, provided in Appendix A, and the County's analyses of project impacts is discussed in detail in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures.

The Proposed Project is included in the Southern California Association of Government's (SCAG) 2019 Federal Transportation Improvement Program (FTIP). Additionally, funding will be received from the 2013 County of Riverside approved Cabazon Community Revitalization Act Infrastructure and Public Safety Fund.

The Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) (December 2017) and this Recirculated Draft EIR/EA identify two build alternatives, and each alternative is addressed at an equal level of detail. The May 3, 2019, letter from the Riverside County Transportation Department (included in Chapter 4, Comments and Coordination) identifies Alternative 12 as the Locally Preferred Alternative. Therefore, Alternative 12 has been identified as the Locally Preferred Alternative in this Recirculated Draft EIR/EA. The designation of a Locally Preferred Alternative in the Recirculated Draft EIR/EA is intended to convey the County's preference for a specific alternative based on the information available prior to public review of the Recirculated Draft EIR/EA, including potential impacts and reasonable mitigation measures.

¹ Apache Trail becomes Morongo Trail north of the Union Pacific Railroad (UPRR).

A Preferred Alternative will be identified in the Final EIR/EA. After comparing and weighing the benefits of the Build Alternatives and considering comments received during the public review period of the Recirculated Draft EIR/EA, the Project Development Team (PDT) will select a Preferred Alternative that will be identified in the Final EIR/Finding of No Significant Impact (FONSI).

The Recirculated Draft EIR/EA analyzes the Proposed Project pursuant to the 2015 General Plan.

Under Alternative 12, the County would negotiate a roadway easement with the Morongo Band of Mission Indians so that the County would be able to maintain and operate the Proposed Project, as per any other County Road. Additionally, a Cooperative Agreement is needed between the County of Riverside and the City of Banning in order for the County to lead efforts associated with right-of-way acquisitions and construction of the Proposed Project within City limits.

1.1.1 Project Location and Overview

Figure 1.1-1 shows the regional location, the Proposed Project location, and the existing local roadway network. “Existing” refers to conditions at the time that the Notice of Preparation was filed and the public notified of the preparation of the Draft EIR/EA (November 2013). The Proposed Project is located partially within the jurisdiction of the County, partially within the City of Banning (Banning), and partially within land owned by the Morongo Band of Mission Indians, depending on the alternative selected.

The Proposed Project would improve 0.5 mi of existing Westward Avenue from the Westward Avenue/Hathaway Street intersection in Banning east to the current end of the paved road. The improved roadway in this section includes one travel lane in each direction, a striped median, paved roadway shoulders, sidewalks on each side of the street, and curbs and gutters (see Section 1.4, Alternatives). The Proposed Project

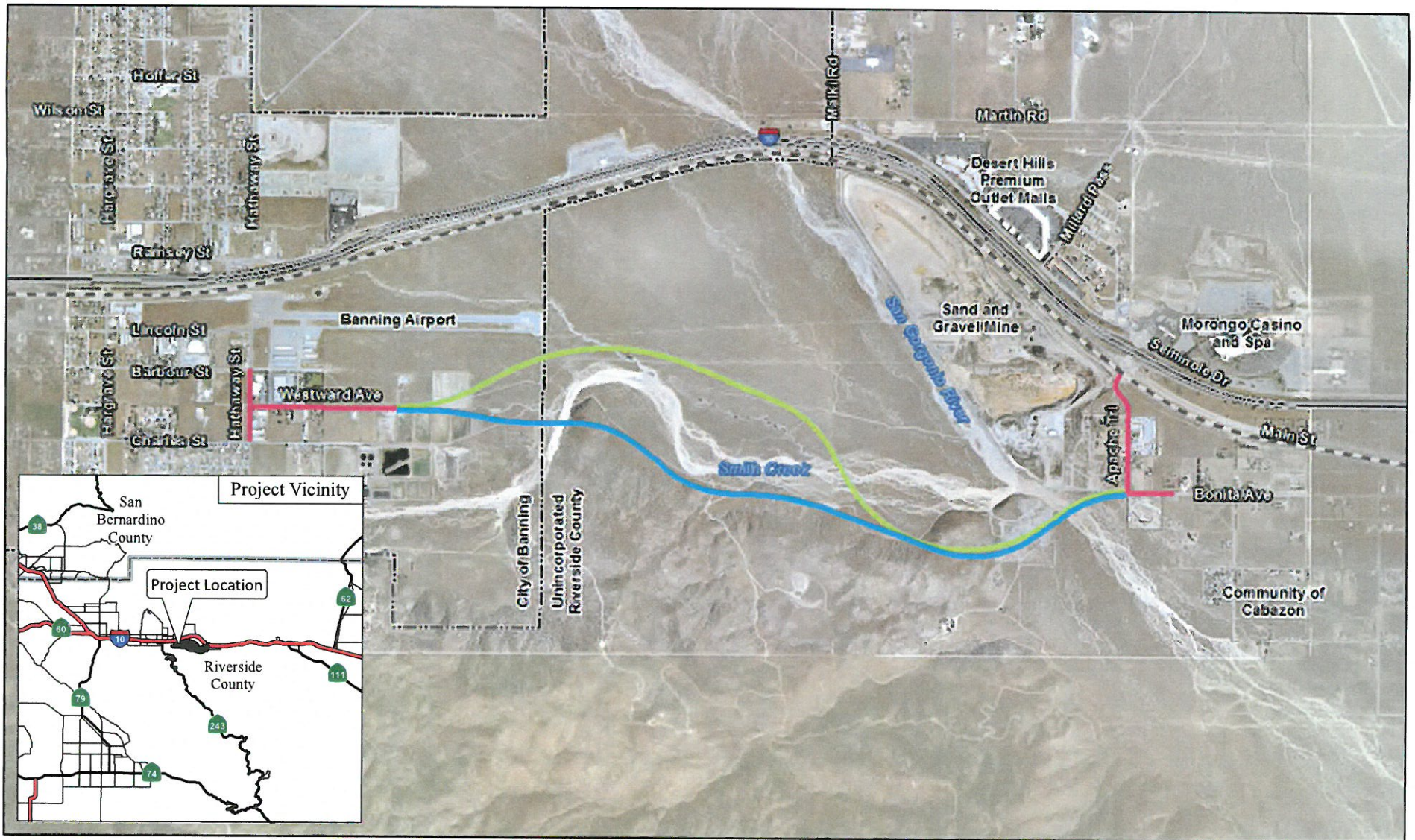
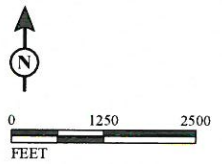


FIGURE 1.1-1

LEGEND

- Alternatives 5 and 12
- Alternative 5
- Alternative 12
- City/County Boundary
- Interstate 10
- Union Pacific Railroad



SOURCE: Kimley Horn (Aerial: 2012; Data: 2014; 2017); Riverside County (2015)
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would extend Westward Avenue approximately 2.8 mi farther east to the existing intersection of Apache Trail and Bonita Avenue in Cabazon, including one travel lane in each direction, a striped median, 8-foot (ft) paved shoulders that could be used by bicyclists, and a shared-use pathway. Two Build Alternative alignments are under consideration, as shown on Figure 1.1-2. The new two-lane roadway from the eastern end of existing Westward Avenue to the existing Apache Trail/Bonita Avenue intersection would be constructed consistent with a future four-lane roadway.

Please note that in this document, the terms “Project,” “Proposed Project,” and “Proposed Roadway” all refer to implementation of either of the two Build Alternatives under consideration – Alternatives 5 and 12. When there are differences between the two Build Alternatives, the specific alternative is referenced.

The Proposed Project would also improve the Westward Avenue/Hathaway Street intersection in Banning and the Bonita Avenue/Apache Trail intersection in Cabazon to accommodate project-related traffic. It would add 8 ft paved shoulders that could be used by bicyclists along Apache Trail, between Bonita Avenue and the Union Pacific Railroad (UPRR), just south of the eastbound I-10/Morongito Trail interchange roundabouts.

ATTACHMENT D

PROJECT PLAN AND PROFILES

PRELIMINARY



CALCULATED-DESIGNED BY	APPROVED BY
PREPARED BY CHRISTOPHER GRAJO	DATE APPROVED
CHECKED BY	
REVISED BY	

- LEGEND**
- TEMPORARY IMPACT LIMITS
 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE



REVISIONS			
REV	BY	DESCRIPTION	APPR DATE

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.

MARIE SANTOS DATE _____
 401 B STREET, SUITE 600
 SAN DIEGO, CA 92101

I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

SHEET 1 of 8

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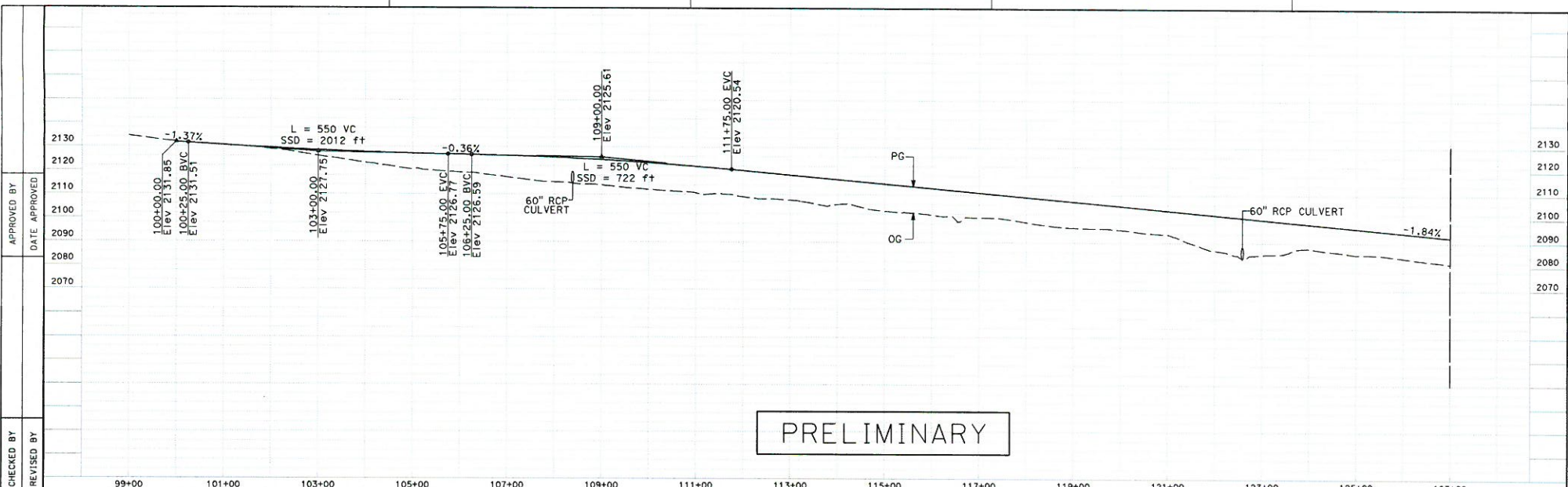
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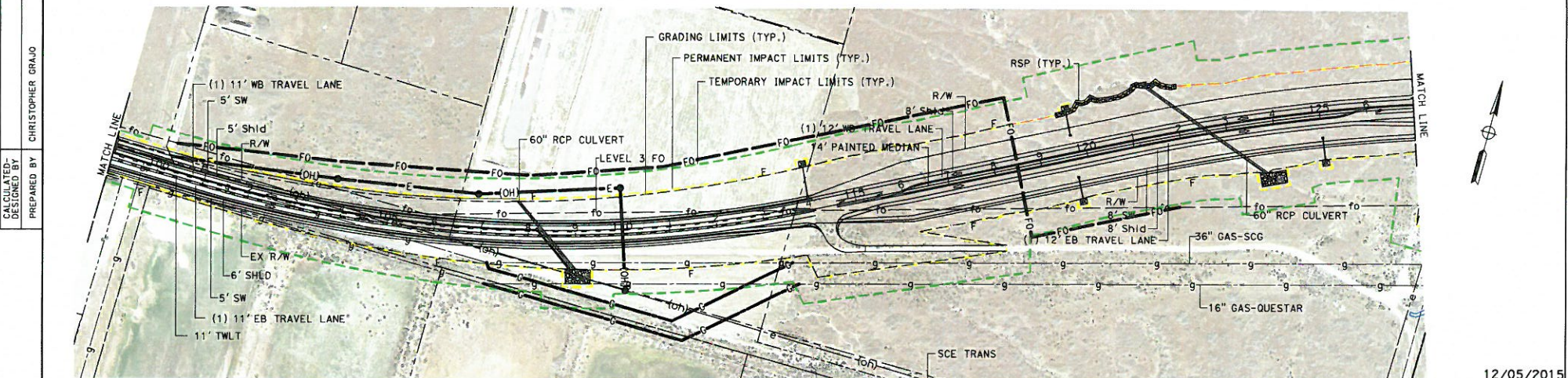
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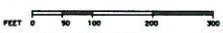
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PRELIMINARY



- LEGEND**
- TEMPORARY IMPACT LIMITS
 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE



REVISIONS			
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COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.

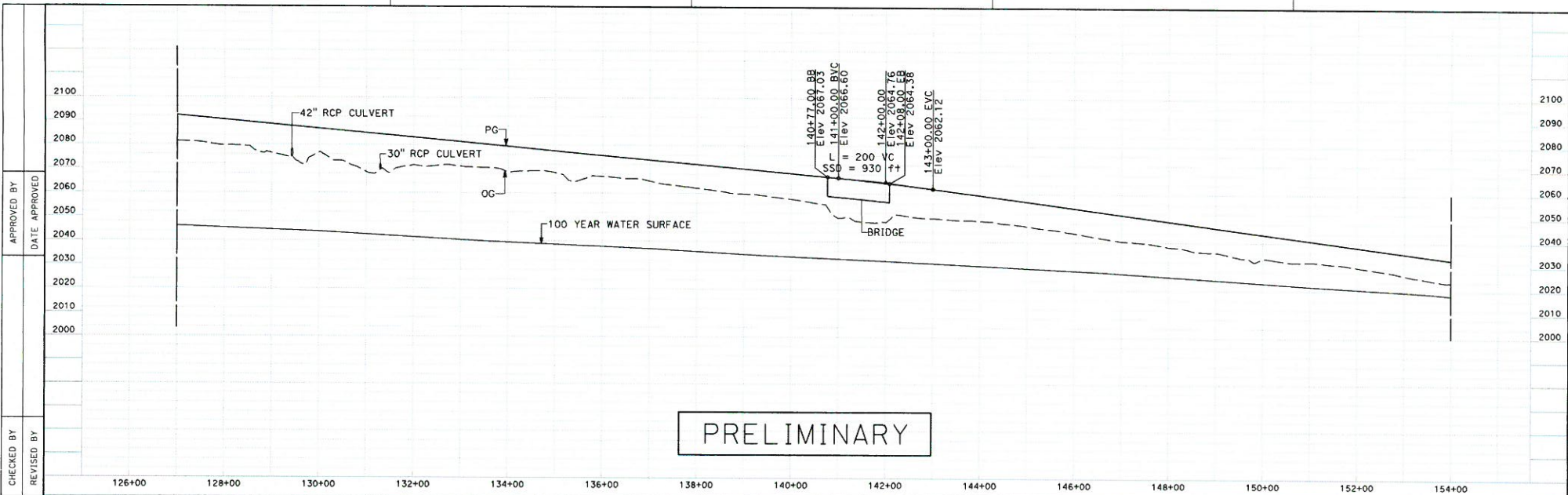
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401 B STREET, SUITE 600
SAN DIEGO, CA 92101

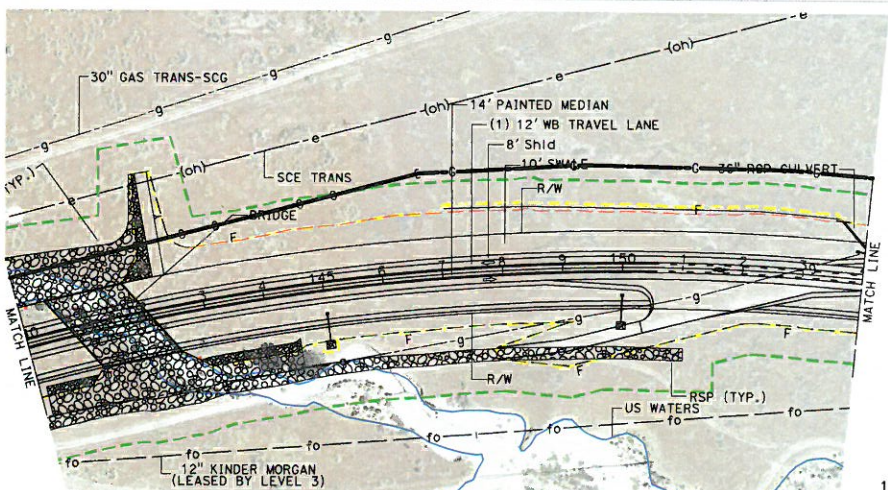
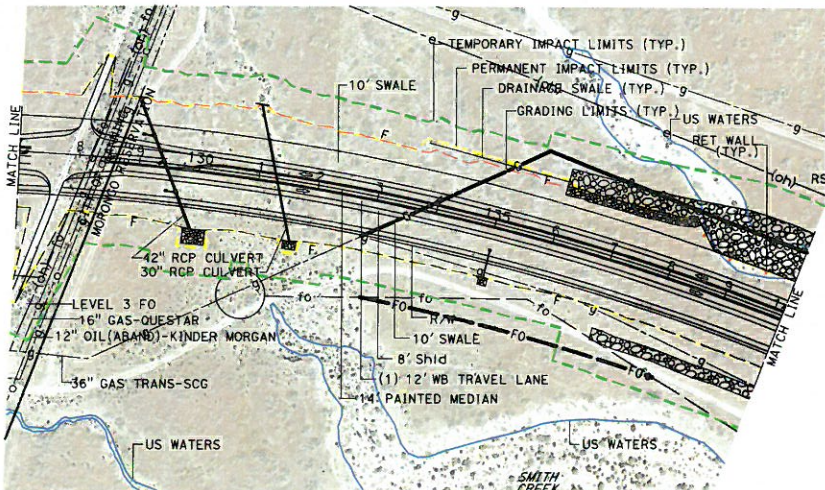
I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

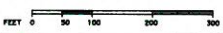
SHEET 2 of 8



PRELIMINARY



- LEGEND**
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 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE



REVISIONS			
REV BY	DESCRIPTION	APPR	DATE

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.

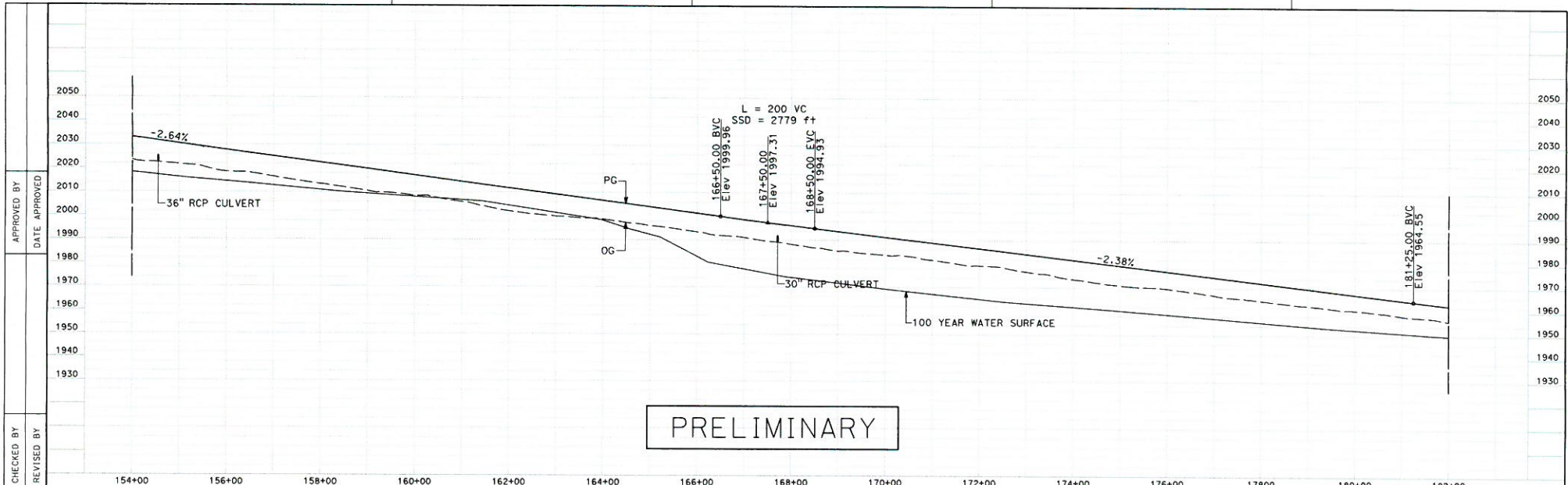
WESTERN PROFESSIONAL ENGINEER
MARIE SANTOS
1996
CIVIL
STATE OF CALIFORNIA

MARIE SANTOS DATE _____
401 B STREET, SUITE 600
SAN DIEGO, CA 92101

I-10 BYPASS PROJECT

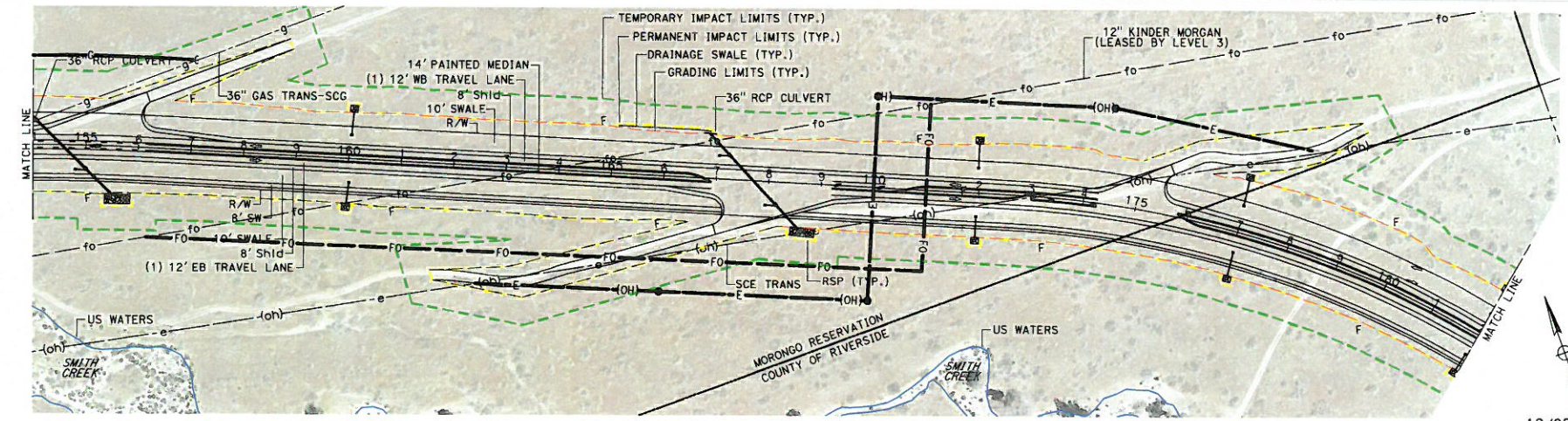
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SHEET 3 of 8

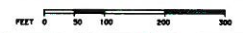


PRELIMINARY

APPROVED BY _____ DATE APPROVED _____
 CHECKED BY _____ REVISED BY _____
 CALCULATED/DESIGNED BY _____ PREPARED BY CHRISTOPHER GRAU



- LEGEND**
- TEMPORARY IMPACT LIMITS
 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE




REVISIONS			
REV	BY	DESCRIPTION	APPR DATE

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.


 MARIE SANTOS
 CIVIL ENGINEER
 STATE OF CALIFORNIA

MARIE SANTOS DATE _____
 401 B STREET, SUITE 600
 SAN DIEGO, CA 92101

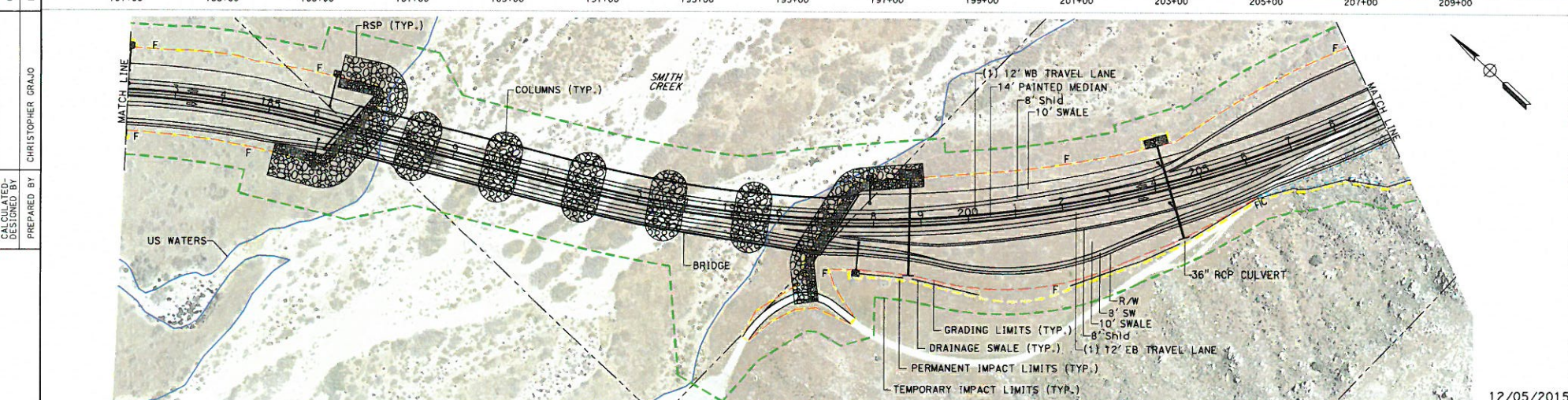
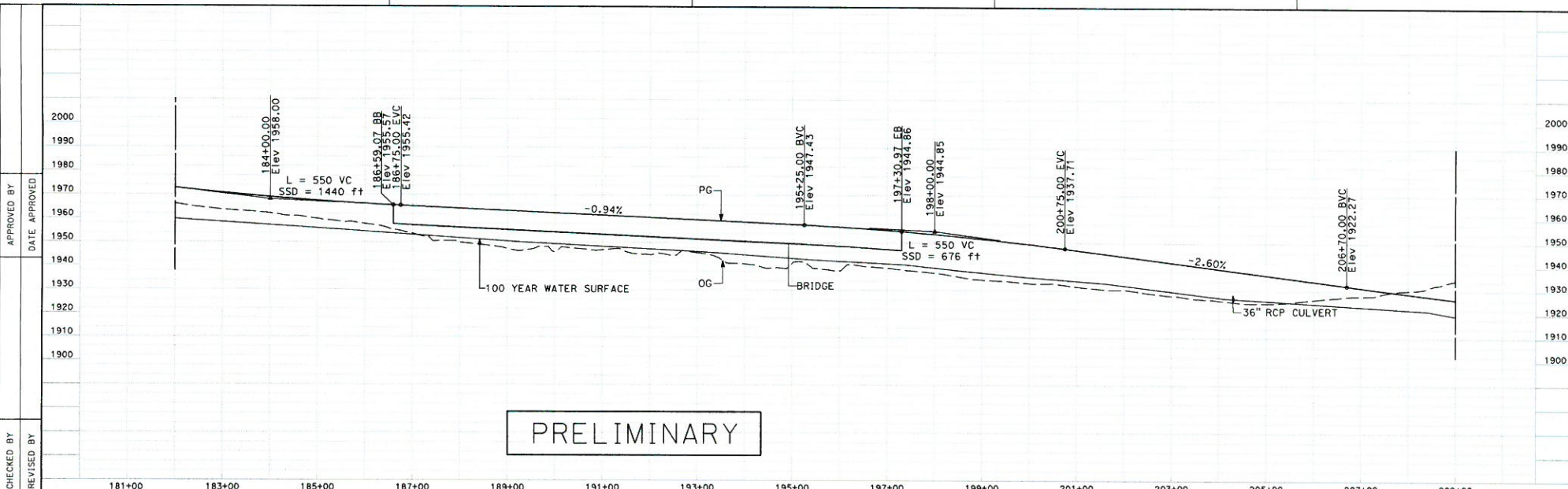
I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

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LEGEND

- TEMPORARY IMPACT LIMITS
- PERMANENT IMPACT LIMITS
- GRADING LIMITS
- EX R/W/PARCEL LINES
- PROP R/W
- DRAINAGE SWALE

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REVISIONS			
REV	BY	DESCRIPTION	APPR DATE

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.
CIVIL ENGINEERS

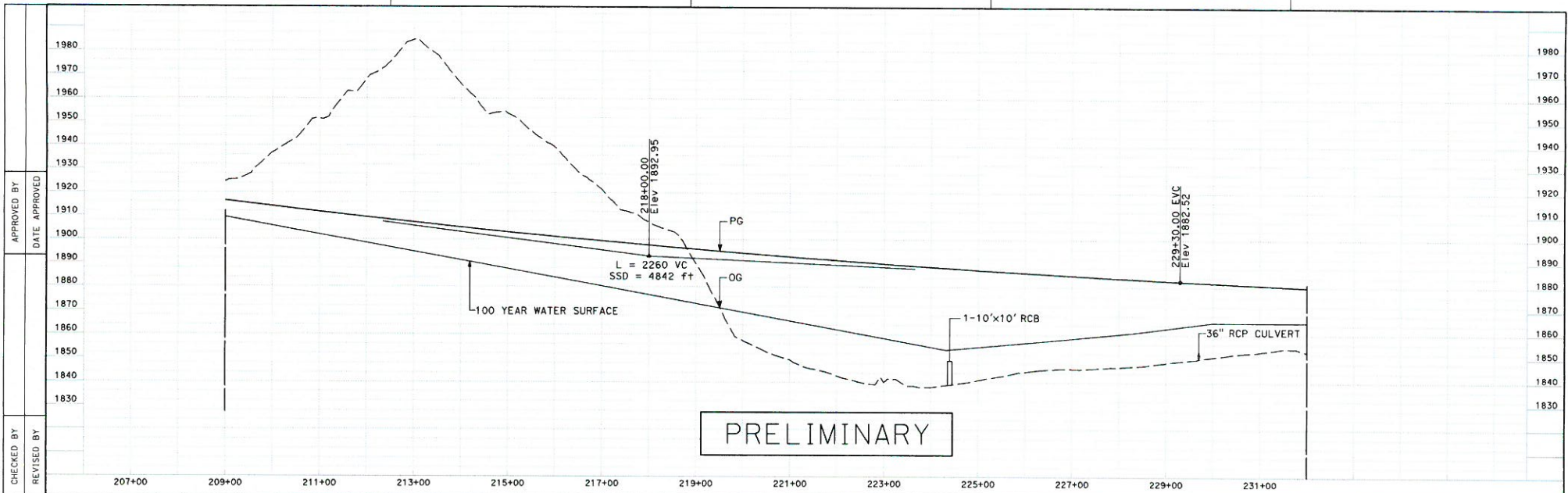
MARIE SANTOS DATE _____

401 B STREET, SUITE 600
SAN DIEGO, CA 92101

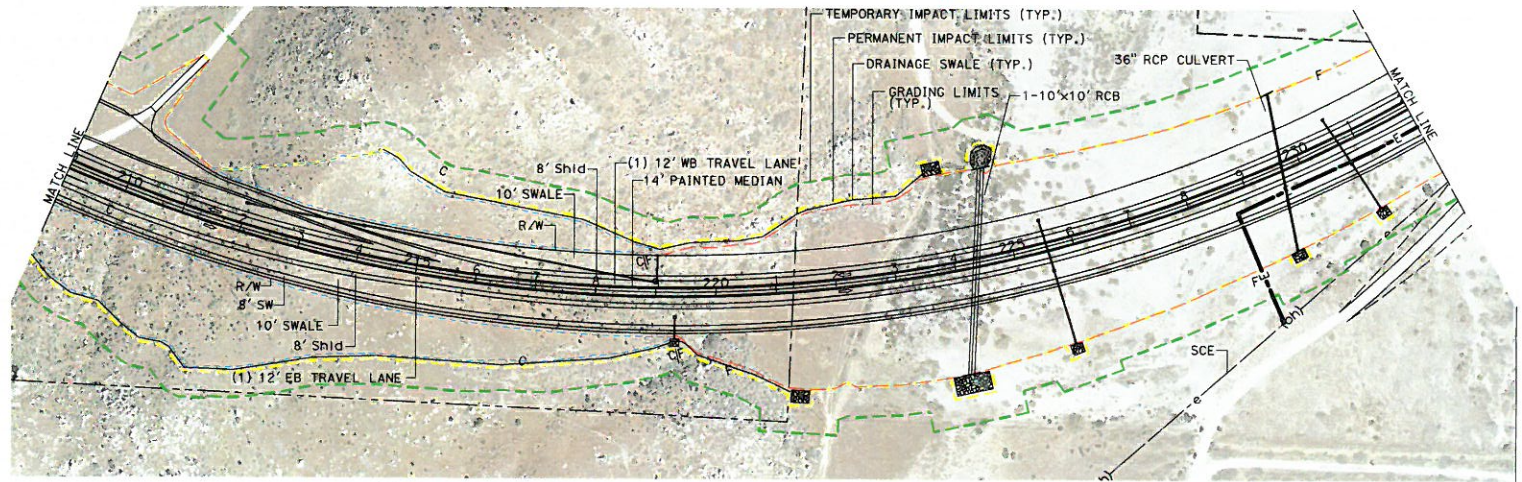
I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

SHEET 5 of 8



PRELIMINARY



- LEGEND**
- TEMPORARY IMPACT LIMITS
 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE



REVISIONS			
REV BY	DESCRIPTION	APPR	DATE

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.

MARIE SANTOS
 401 B STREET, SUITE 600
 SAN DIEGO, CA 92101

DATE _____

I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

SHEET 6 of 8

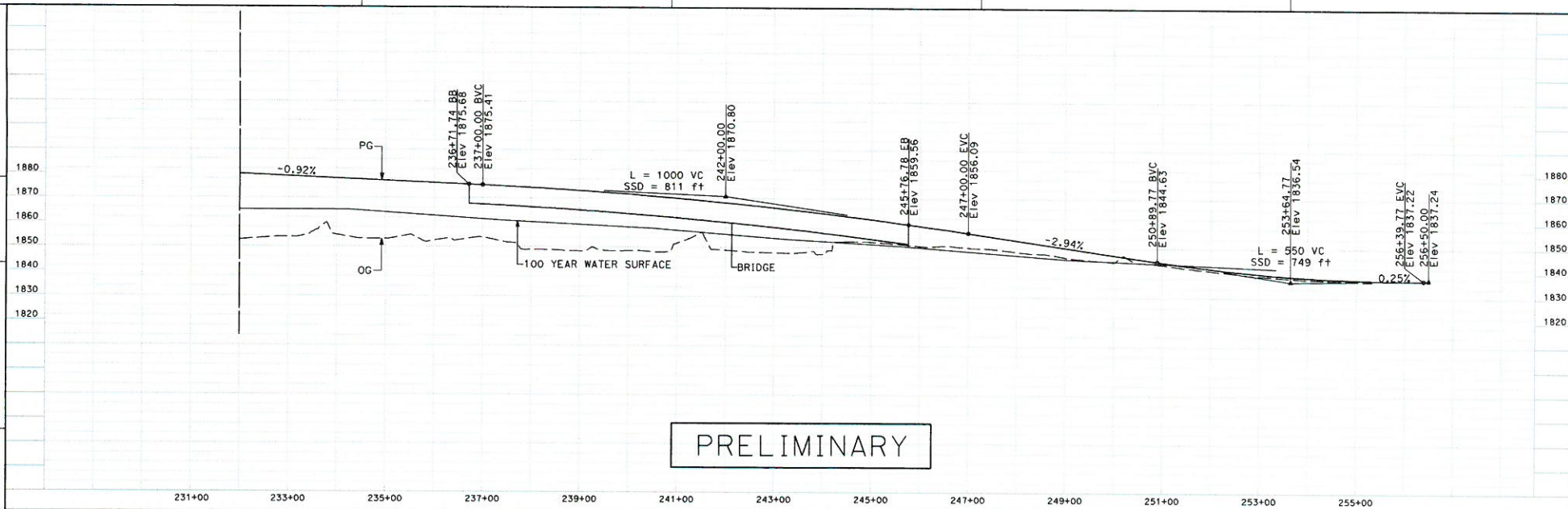
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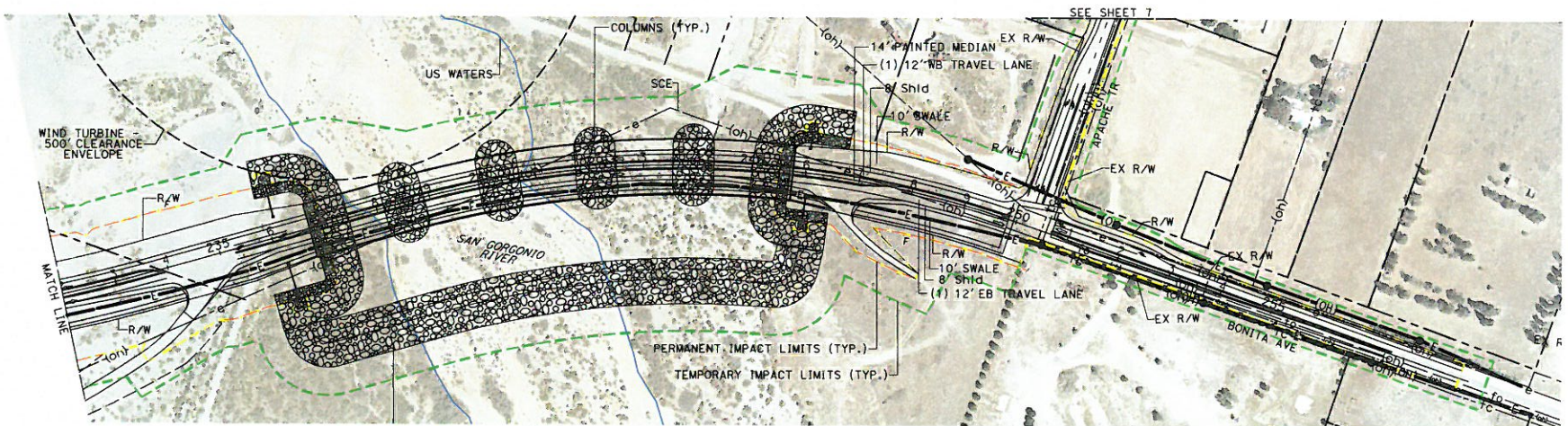
APPROVED BY
DATE APPROVED

CHECKED BY
REVISED BY

CALCULATED/DESIGNED BY
PREPARED BY CHRISTOPHER GRAJO



PRELIMINARY



- LEGEND**
- TEMPORARY IMPACT LIMITS
 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE



REVISIONS			
REV	BY	DESCRIPTION	APPR DATE

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.

MARIE SANTOS DATE _____

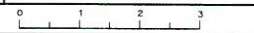
401 B STREET, SUITE 600
SAN DIEGO, CA 92101



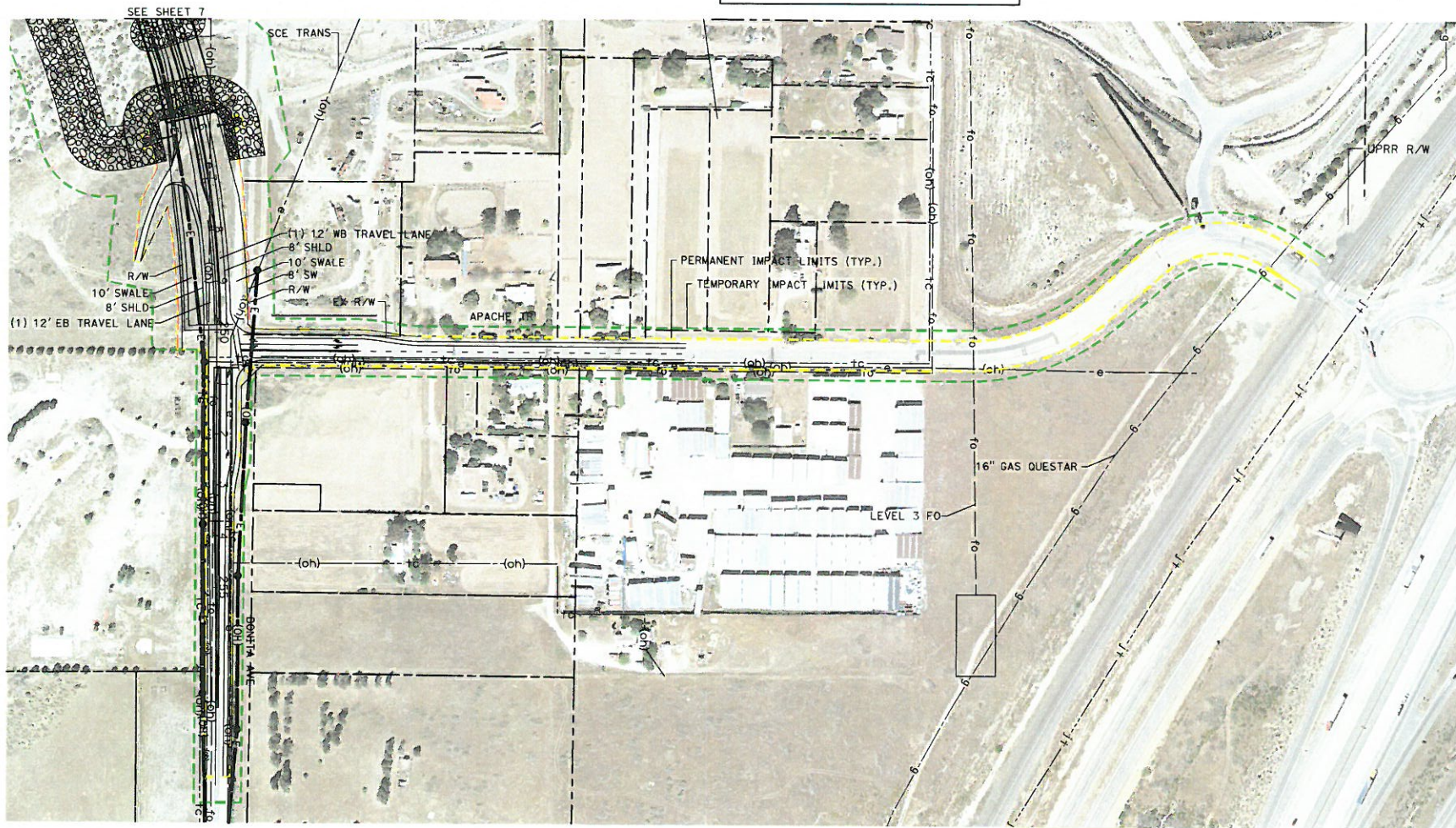
I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

SHEET 7 of 8



PRELIMINARY



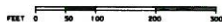
APPROVED BY
DATE APPROVED

CHECKED BY
REVISED BY

DESIGNED BY
CHRISTOPHER GRAJO

CALCULATED-
DESIGNED BY
PREPARED BY

- LEGEND**
- TEMPORARY IMPACT LIMITS
 - PERMANENT IMPACT LIMITS
 - GRADING LIMITS
 - EX R/W/PARCEL LINES
 - PROP R/W
 - DRAINAGE SWALE



REVISIONS			
REV BY	DESCRIPTION	APPR	DATE

RELATIVE BORDER SCALE
1/8" = 1' IN INCHES

**COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT**

PROJECT MANAGER _____ DATE _____

KIMLEY-HORN AND ASSOCIATES, INC.

MARIE SANTOS
72545
CIVIL
STATE OF CALIFORNIA

MARIE SANTOS DATE _____

401 B STREET, SUITE 600
SAN DIEGO, CA 92101

I-10 BYPASS PROJECT

CONCEPTUAL ALTERNATIVE 12

SHEET No. **8** of **8**

12/04/2015



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1038 BA 19 DATE SUBMITTED: November 27, 2019 *Fee pending*

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Riverside County Transportation Department	Phone Number	951-955-3727
Mailing Address	John Marcinek, P.E. 3525 14th Street Riverside, CA 92501	Email	JMARCINE@RIVCO.ORG
Representative	Same as Applicant	Phone Number	
Mailing Address		Email	
Property Owner	County of Riverside within unincorporated areas and City of Banning	Phone Number	
Mailing Address	within city limits	Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County Transportation Department	Phone Number	951-955-3727
Staff Contact	John Marcinek, P.E.	Email	JMARCINE@RIVCO.ORG
Mailing Address	3525 14th Street Riverside, CA 92501	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input checked="" type="checkbox"/> Other
Local Agency Project No	DEMO03L 5956 I-10 Bypass - Banning to Cabazon		

PROJECT LOCATION

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

Street Address	From intersection of Hathaway St and Westward Ave, City of Banning east to the intersection of Bonita Ave and Apache Trail, Cabazon	Gross Parcel Size	N/A
Assessor's Parcel No.	See Attachment A for list of APN's within the project area.	Nearest Airport and distance from Airport	Banning Airport - Approximately 500'
Subdivision Name	See Attachment A		
Lot Number	See Attachment 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)	Existing land uses in the project area are shown in Attachment B, Existing Land Uses (Relevant excerpts from Project DEIR/EA).

Proposed Land Use (describe)	Two-lane roadway extending approximately 3.3 miles from the intersection of Hathaway Street and Westward Ave in the City of Banning east of the intersection of Bonita Ave and Apache Tr in the unincorporated community of Cabazon. New roadway would extend westward to the east. See Attachment C, Detailed Project Description and Project Vicinity Map (Relevant Excerpt from Project DEIR/EA).		
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	N/A	
	Number of People on Site	Maximum Number	N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	Adjacent to the airport, the project elevation ranges from ~2065 to 2125. See Appendix D for Project Plans and Appendix E for the Project overlaid onto the Airport Land Use Compatibility Map.	
	Height of buildings or structures (from the ground)	See Attachment A for information on heights of various structures.	
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	Limited roadway lighting only where needed, such as intersections. Additional safety lighting along the proposed multi-use path for safety will be considered during final design. The only other source of lighting would be the headlights of vehicles traveling along the proposed roadway.	

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.9

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1061HR19 – Rancho Diamante Investments/Strata Equity Group (Representative: Rich Brasher, Pangaea Land Consultants)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: SPA 15-001 (Specific Plan Amendment); TTM 15-003 (Tentative Tract Map No. 36841); GPA 15-002 (General Plan Amendment)

LAND USE PLAN: 2017 Hemet-Ryan Airport Land Use Compatibility Plan

a. Airport Influence Area: Hemet-Ryan Airport

b. Land Use Policy: Airport Compatibility Zones C and D

c. Noise Levels: Entirely within the 55 CNEL contour (55-60 CNEL) and partially within the 60 CNEL contour (60-65 CNEL)

MAJOR ISSUES: The project includes bio-retention and bio-swale areas. Bioretention areas 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 brochure titled “Airports, Wildlife and Stormwater Management” prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

RECOMMENDATION: Staff recommends that the proposed Specific Plan Amendment and General Plan Amendment be found CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan.

Staff further recommends that the proposed Tentative Tract Map be found INCONSISTENT, specifically due to the presence of large detention basins within 5,000 feet/10,000 feet of the runway at Hemet-Ryan Airport, although staff would be amenable to a continuance to allow for the preparation of a report from a qualified wildlife hazard biologist assessing potential bird aircraft strike hazard (BASH) and recommending site-specific design revisions as may be necessary in order to minimize this risk.

PROJECT DESCRIPTION: Tentative Tract Map No. 37715 is a proposal to divide 245 acres into 586 single-family residential lots, one 19.67-acre commercial lot, one 5.62-acre public park lot, 21 open space lots totaling 54.15 acres, and 25 “HOA Park” and “street landscape” lots. General Plan Amendment No. 15-002 is a proposal to amend the land use designation of the proposed 19.67-acre lot from LDR (Low Density Residential) to CC (Community Commercial) and to amend the Circulation Element by providing for the extension of Mustang Way as a Secondary roadway northeasterly from Warren Road to realigned Stetson Avenue and for the deletion of previously planned “New Warren Road.”

Specific Plan Amendment No. 15-001 is a proposal to amend the Page Ranch Planned Community Development Master Plan/Specific Plan (PCD79-93) as follows:

- Eliminate Planning Area VI and incorporate its area into Planning Area X;
- Realign the boundary between Planning Areas X and XIII;
- Delete “New Warren Road” and provide for the northwesterly extension of Mustang Way from existing Warren Road to a realigned Stetson Avenue extending along the southerly side of the rail line;
- The number of dwelling units in amended Planning Area X is increased to 586 from Planning Area X’s previous allocation of 391, but this is a decrease of 158 dwelling units from the 744 previously allocated to Planning Areas VI and X together in the same area;
- The designation of the area that had been in Planning Area VI and will now be in Planning Area X is increased from Low Density Residential to Low-Medium Density Residential;
- The area within Planning Area XIII is reduced from 24.8 acres to 19.67 acres and its designation is changed to Commercial, resulting in a decrease of 73 dwelling units previously allocated to this Planning Area.

The net effect of these changes is to increase Commercial area by 19.67 acres and decrease the total number of dwelling units in the Specific Plan to 6,721.

PROJECT LOCATION: The proposed project is located westerly of Warren Road, southerly of the AT&SF/BNSF rail line, easterly of the San Diego Canal, and northerly of Poplar Street in Hemet, approximately 2,400 feet southwesterly of the southwesterly terminus of Runway 5-23 at Hemet-Ryan Airport.

BACKGROUND:

Residential Density: The project is located in Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area and includes 213.05 acres in Compatibility Zone D and 32.02 acres in Compatibility Zone C. Pursuant to Additional Compatibility Policy 2.3 of the Hemet-Ryan Airport Land Use Compatibility Plan, Compatibility Zone D allows residential densities less than or equal to one dwelling unit per 2½ acres and residential densities at least 3.0 dwelling units per net acre, but prohibits new residential development at intermediate densities greater than 0.4 and less than 3.0 dwelling units per net acre. Compatibility Zone C limits residential density to a maximum of one dwelling unit per five acres. These zone boundaries have been taken into consideration in the design of the project. All but five of the proposed residential lots are located in Compatibility Zone D.

While the gross density considering all of the area of the site in Compatibility Zone D is 2.72 dwelling units per acre, Policy 2.3(a) and (b) specify that densities in Compatibility Zone D are to be calculated on a “net” basis, excluding open space required for environmental conservation purposes and separate lots used for common areas, public facilities, recreational areas, and drainage basins. Open space lots one acre or larger in size account for 48.20 acres. Deletion of these areas alone results in a net acreage of 164.85 acres, and a net residential density in Zone D of 3.52 dwelling units per acre. Only five of the lots are within, or partially within, Compatibility Zone C, resulting in a density less than one dwelling unit per five acres therein.

Prohibited and Discouraged Uses: Compatibility Zone C prohibits children’s schools, hospitals, nursing homes, libraries, and day care centers, and in the Hemet-Ryan Airport Influence Area, theaters, meeting halls and other assembly facilities, and stadiums. Both Compatibility Zones C and D prohibit highly noise-sensitive outdoor nonresidential uses and hazards to flight. Children’s schools, hospitals, and nursing homes are discouraged within Compatibility Zone D. The applicant does not propose any within the project; however, staff is concerned as to the potential for the proposed bio-retention basins to become bird attractants. (See discussion, below.)

Noise: The site is located in an area subject to noise levels exceeding 55 CNEL, while the portions in Compatibility Zone C may be subject to noise levels exceeding 60 CNEL. A condition is recommended to require an acoustical study to verify that interior noise levels will comply with the Countywide criterion of 45 CNEL.

PART 77: The elevation of Hemet-Ryan Airport’s Runway 5-23 at its southwesterly terminus is 1,499 feet above mean sea level (1,499 feet AMSL). At a distance of 2,400 feet from the runway to the commercial portion of the site, any structure with a top point elevation exceeding 1,523 feet AMSL would require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The commercial area has an existing ground elevation of 1,513 feet AMSL, and the allowable structure height in that Planning Area is 40 feet, for a potential top point elevation of 1,553 feet AMSL. The applicant submitted Form 7460-1 to the FAA OES for review. The proposal was assigned Aeronautical Study Number 2019-AWP-10893-OE, and the FAA OES issued a Determination of No Hazard to Air Navigation letter on October 28, 2019.

The highest pad elevation for the proposed homes on-site is approximately 1,509 feet AMSL, and structures will not exceed a height of 35 feet, for a maximum top point elevation of 1,544 feet AMSL, which would be lower than the elevation of potential commercial development. Additionally, the residential area is at least 3,600 feet from the runway. The critical top point elevation at that location would be 1,535 feet above mean sea level.

In lieu of submitting notices for each home in the tract prior to issuance of building permits, staff would encourage the applicant to prepare a table specifying the pad elevation, maximum potential top point elevation, and distance from the runway for each of the proposed lots. Generally, it would appear that lots located more than 4,600 feet from the runway would not require FAA review and notice.

Open Area: The site is located within Compatibility Zones C and D in the portion of the City of Hemet located westerly of Cawston Avenue. Pursuant to Additional Compatibility Policy 2.4 (b) (2), individual land use development projects located in the portion of Compatibility Zone C westerly of Cawston Avenue are not required to provide additional open land. Pursuant to Additional Compatibility Policy 2.4 (c), individual land use development projects within Compatibility Zone D are not required to provide additional open land.

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

The project includes bio-retention and bio-swale areas. Bioretention areas 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 brochure titled “Airports, Wildlife and Stormwater Management” prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

In order to evaluate this potential, staff has requested that the applicant team provide an exhibit and data regarding the dimensions of each proposed basin, and its distance from the runway at closest point. This information is not clearly specified on the exhibits provided; however, it appears that some of the basins greatly exceed the recommended dimensions. For example, Lot JJ extends along the Stetson Avenue frontage for 1,200 feet and a leg extends 440 feet into the development area, although it is not clear that the entirety of the lot is a drainage basin. The basin in Lot GG appears to extend 300 feet by 90 feet. Lot HH appears to include multiple basins. The shapes of the larger basins are neither circular nor linear. For example, the basin in Lot X, which extends for a length of 610 feet, is 220 feet wide at its widest point, but is less than 100 feet wide in other portions. Again, portions of this area may not be a drainage basin.

CONDITIONS:

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

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, day care centers, theaters, meeting halls and other assembly facilities, and stadiums.
3. The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.
4. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities 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 to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "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.

5. The City of Hemet shall require an acoustical study to verify that interior noise levels from aircraft noise will comply with the Countywide criterion of 45 CNEL or such more restrictive criterion as the City may choose to require.
6. Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the permittee shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.
7. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-10893-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
8. The proposed building shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level.
9. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
10. Temporary construction equipment used during actual construction of proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction of the proposed building evaluated pursuant to Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location.

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2019-AWP-10893-OE

Issued Date: 10/28/2019

Rick Robotta
 Rancho Diamante Investment, LLC
 550 Laguna Drive
 Suite B
 Carlsbad, CA 92008

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

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

Structure: Building Rancho Diamante
 Location: Hemet, CA
 Latitude: 33-43-17.58N NAD 83
 Longitude: 117-01-58.76W
 Heights: 1513 feet site elevation (SE)
 40 feet above ground level (AGL)
 1553 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 04/28/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (817) 222-4613, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-10893-OE.

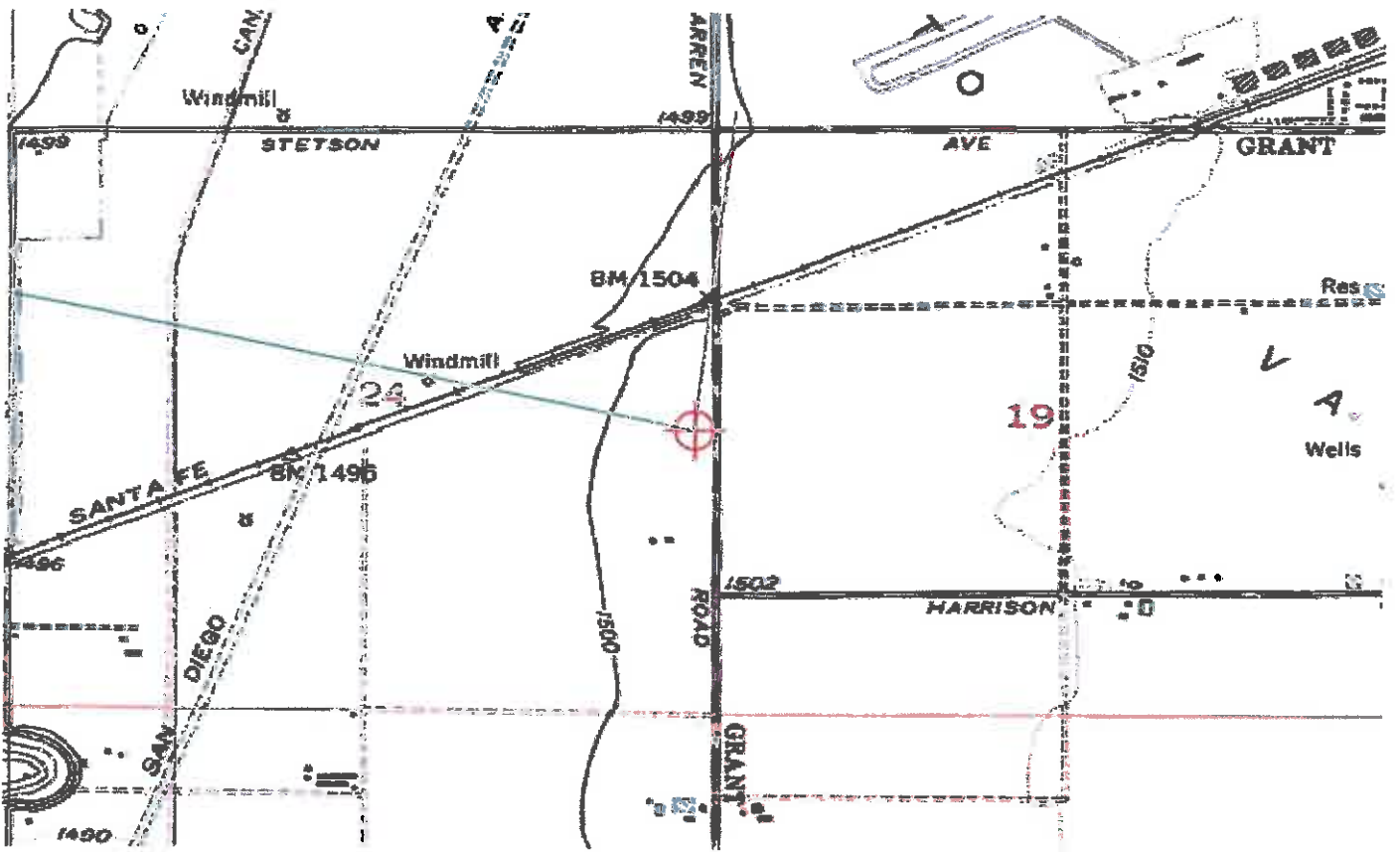
Signature Control No: 418327687-421154052

(DNE)

Natalie Schmalbeck
Technician

Attachment(s)
Map(s)

Verified Map for ASN 2019-AWP-10893-OE

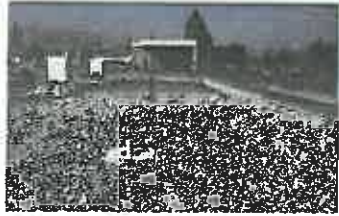




Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs	
BMP Characteristic	Recommended Design Measure
Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. 	<ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities.
Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. 	<ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter.
Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. 	Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation.

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/INew-CompatibilityPlan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/Form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



Remains of an owl ingested by an aircraft engine.



Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

Table 1 Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water acclimatizes below ground surface. ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (AWHBI) to discourage wildlife.
Permeable Pavement Recommended	Does not create water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (RWFI) Recommended	Suitable as long as water is stored in enclosed areas.
Sand Filter Basins Recommended	Desirable because standing water is trapped through an underdrain system.
Vegetated Filter Strip and Vegetated Swales Recommended	Desirable because neither RWFI traps or ponds water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Infiltration Basins Not recommended without Modification. Suitable only if design addresses wildlife hazards	<ul style="list-style-type: none"> ■ Unsuitable in ALUCP Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water, and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1).
Bioretention Facilities Not Recommended without Modification (also known as rain gardens, bioretention basins, infiltration basins, landscaped filter basins)	<p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zone A. ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width, and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Controlled Access Basin Not Recommended	<ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zone A. ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.



Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rcelma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf.)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials

TREES	AVOID/PREVENT CONTIGUOUS CANOPY
	<p>1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1).</p> <p>2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators.</p> <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
SHRUBS/ARTICULATE GRASS	LIMIT COVERAGE
	<p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
GROUND COVER/TURF	PREVENT THE NATURAL SUCCESSION OF LANDSCAPE!
	<p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
VINES	LIMIT COVERAGE
	<p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.

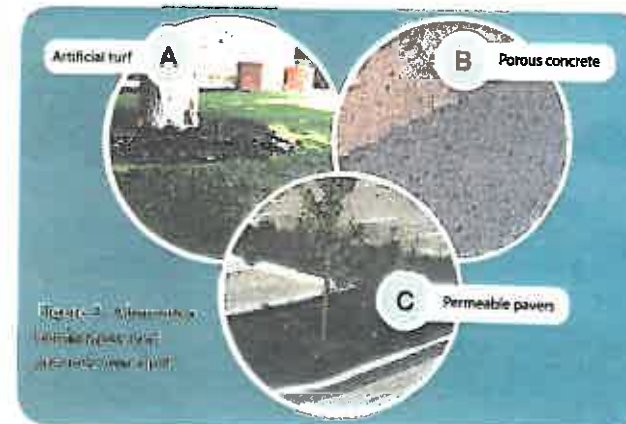


LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

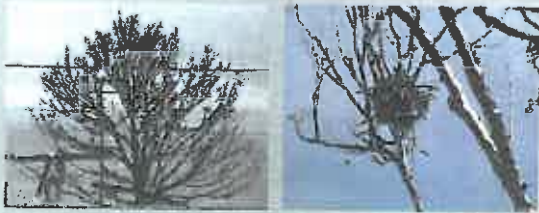
Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.





Acceptable

The trees above have a vertical branching structure that minimizes perching and nesting opportunities.



Not acceptable

Examples of trees that are attractive to birds because of horizontal branching structure



Not acceptable

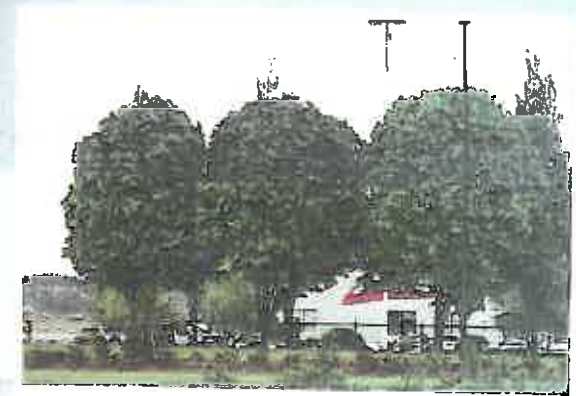
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided



Landscaping needs to be aesthetically pleasing, but it must coincide with the responsibility for aviation safety.

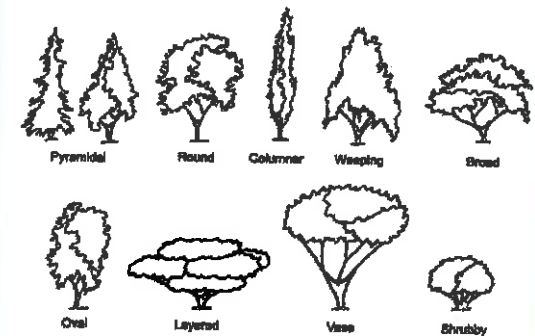
TABLE 2: Acceptable Plants from Riverside County Landscaping Guide

Plant Name	Common Name	Watering Needs	Plant Type
<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
<i>Grevillea Noellii</i>	Noel's Grevillea	L: 1-4; M: 6	
<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
<i>Langana camara</i>	Busn lantana	L: 1-4; M: 6	
<i>Lavendula</i> spp.	Lavender	L: 10S; M: 5-6	2-24; varies
<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	10S, 7-14, 18-21
<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETO	8-9, 12-24
<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
<i>Chondropetalum tectorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
<i>Dasylistron</i> species	Desert Spoon	VL: 1, 4-6	10-24
<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Diets bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2b, 3, 7-16, 18-24
<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species

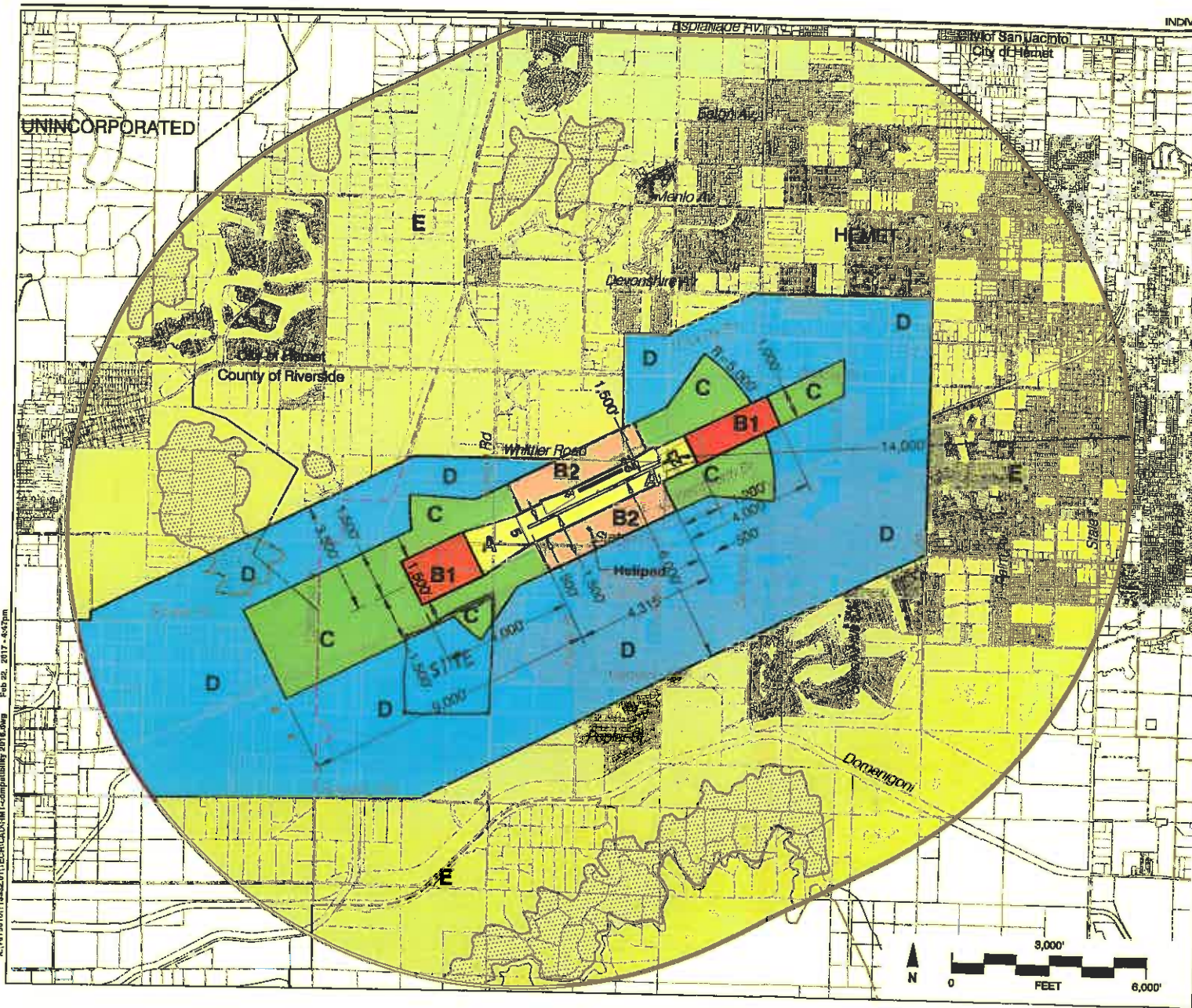


Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.

Trees approved for planting should be selected and planted so that they do not have overlapping crown structures with each other.



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.



Legend

Compatibility Zones

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

Boundary Lines

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

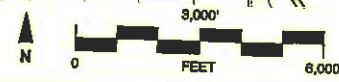
Note

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

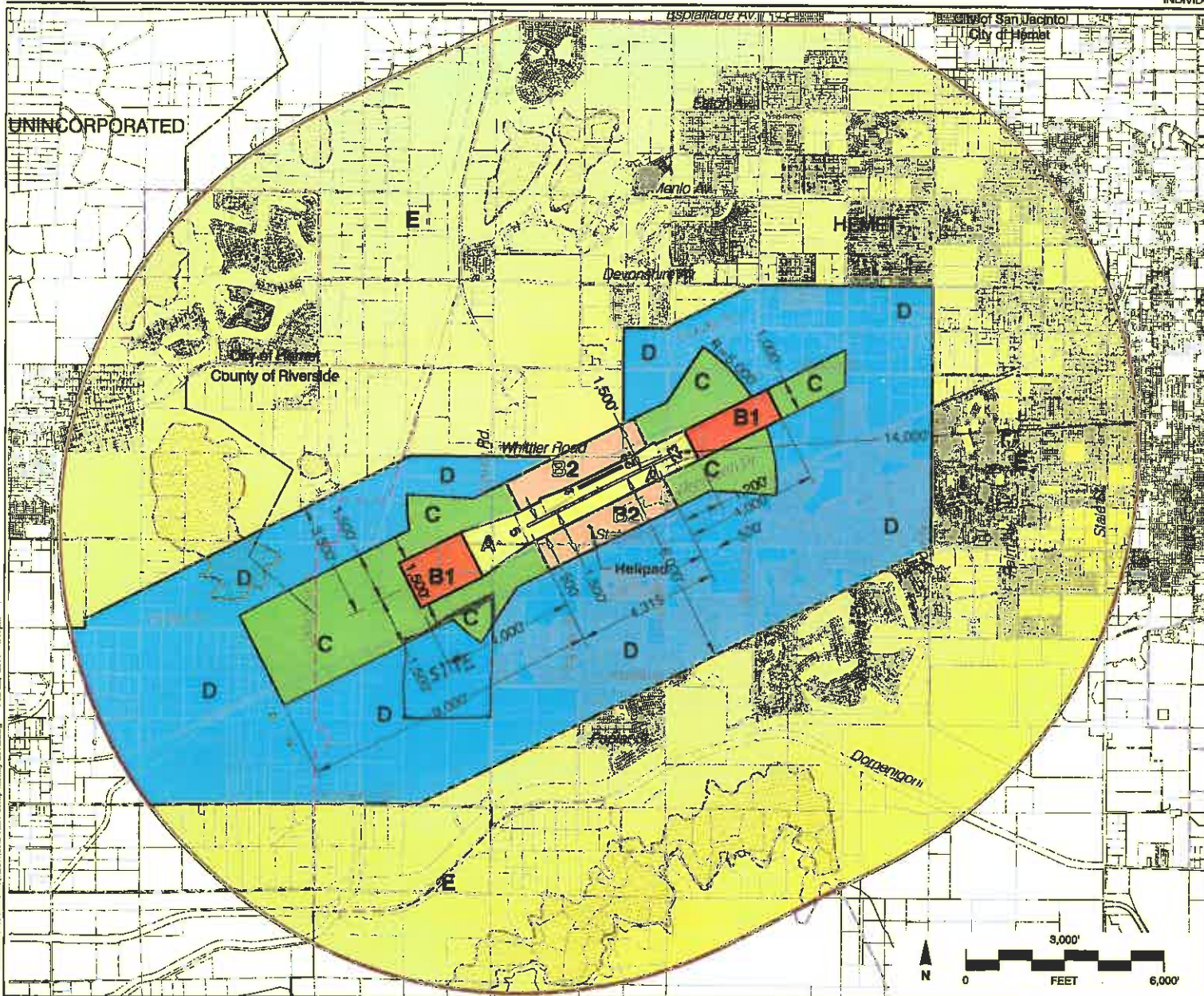
**Riverside County
Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
(Adopted February 9, 2017)**

Map HR-1

**Compatibility Map
Hemet-Ryan Airport**



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Legend

Compatibility Zones

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

Boundary Lines

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

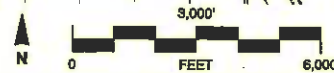
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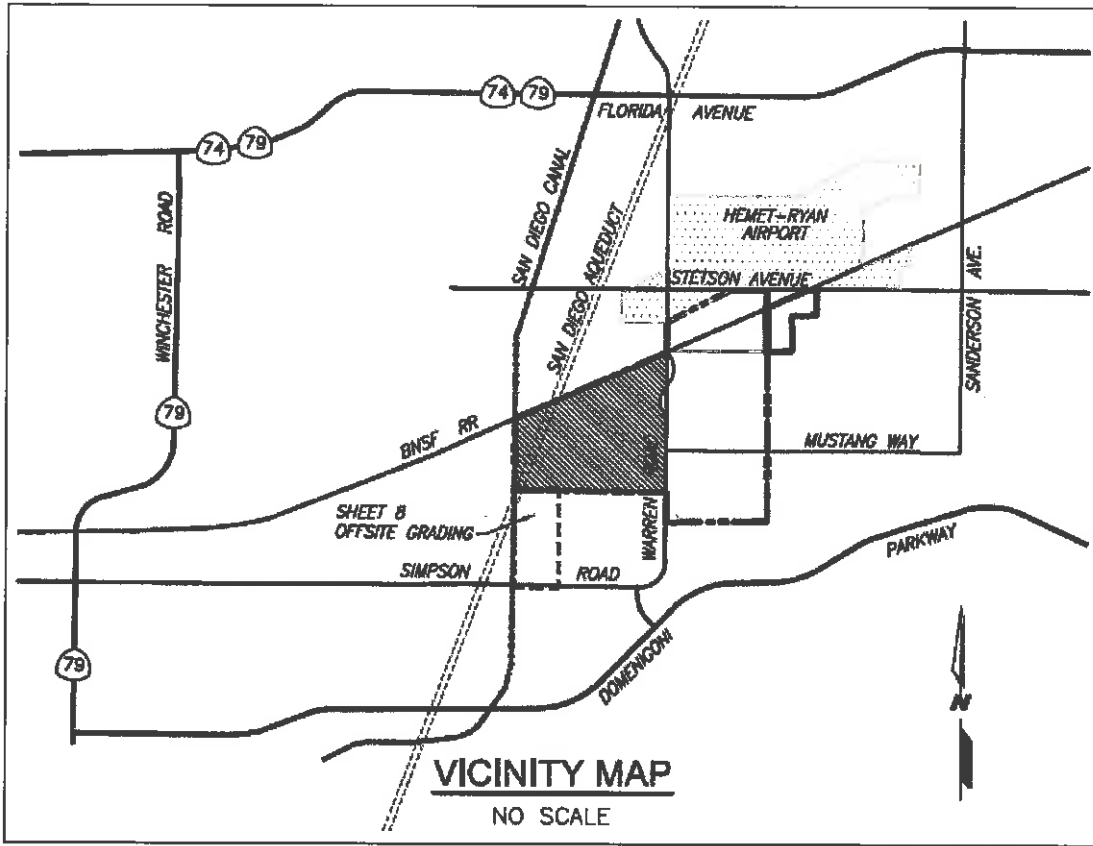
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Riverside County
 Airport Land Use Commission
**Hemet-Ryan Airport
 Land Use Compatibility Plan**
 (Adopted February 9, 2017)

Map HR-1

Compatibility Map
 Hemet-Ryan Airport



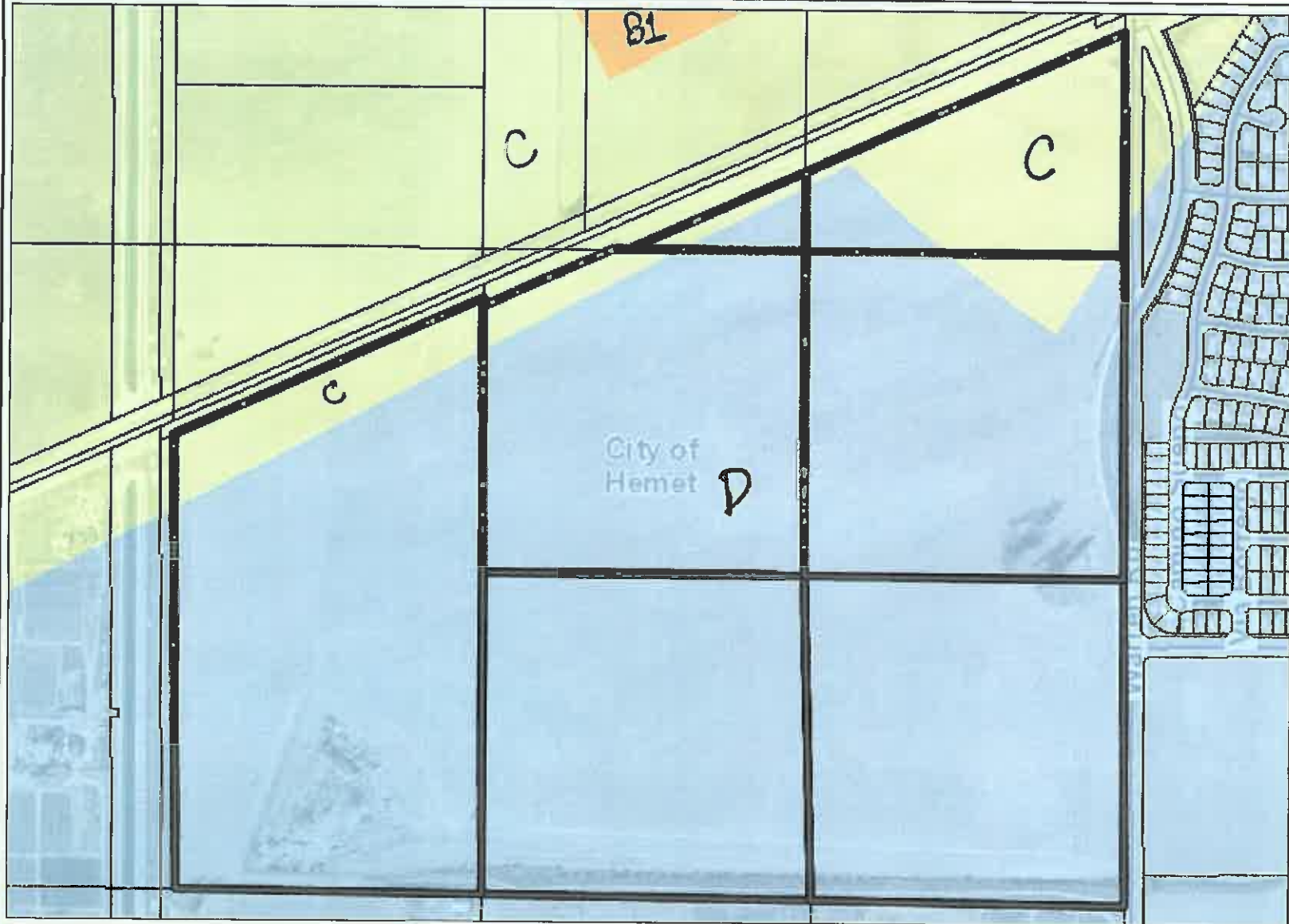


Vicinity Map for Airport Land Use Commission purposes for Tentative Tract Map No. 36841 in the City of Hemet



VICINITY MAP, TTR 36841

Map My County Map



Legend

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



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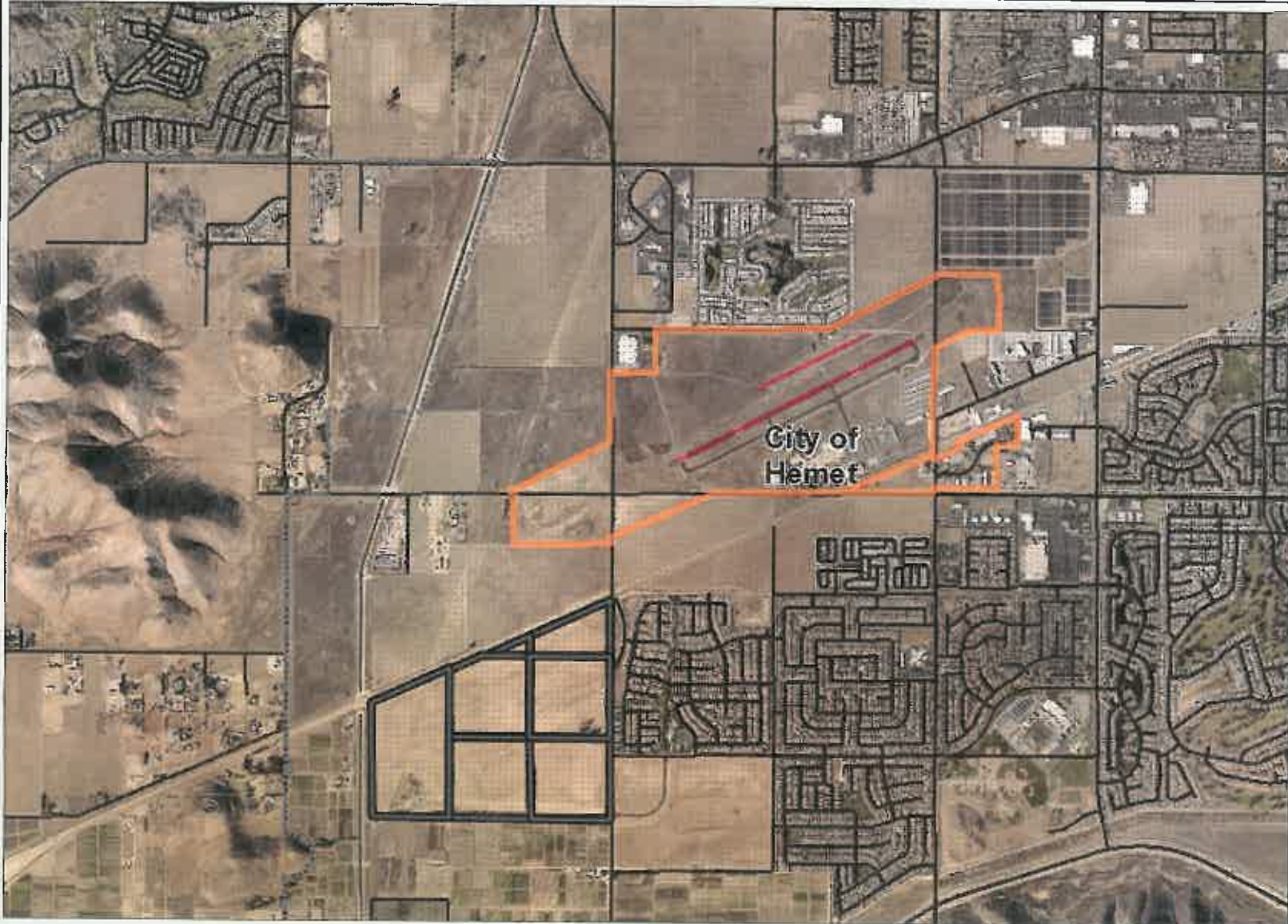


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- County Centerline Names
- County Centerlines
- ▨ City Areas
- World Street Map



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- Legend**
- Runways
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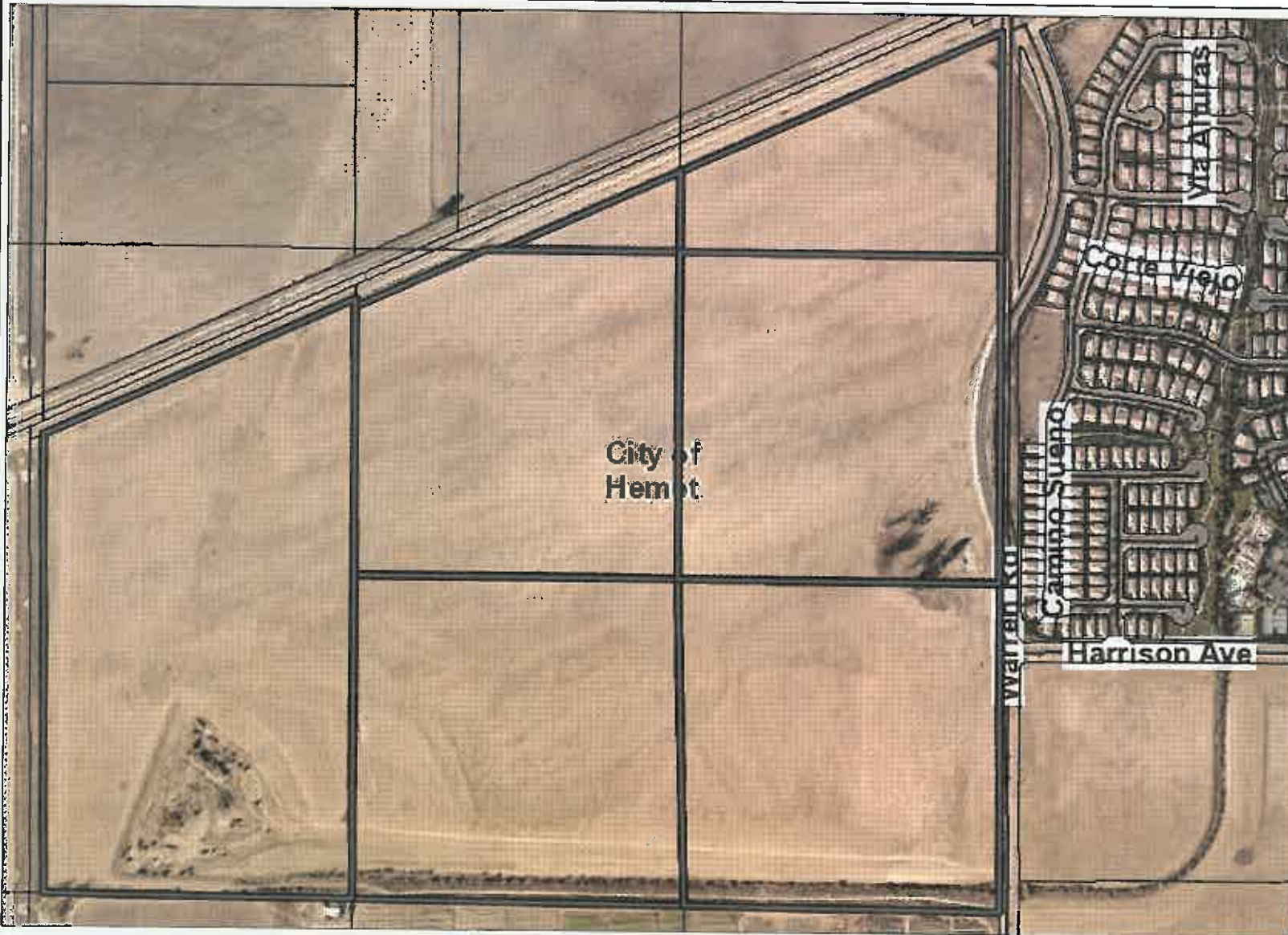


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Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
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- City Areas
- World Street Map



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Notes

Project Description

Location

The 245.07-acre Project site is located in the west/southwest portion of the City of Hemet. The Project site comprises Assessor's Parcel Numbers (APNs) 465-100-016, 465-100-022, 465-110-020, 465-110-021, 465-110-022, 465-110-023, and 465-110-027. The City of San Jacinto is to the north, and unincorporated Riverside County territory surrounds Hemet on the south, west, and east. Diamond Valley Lake and the Santa Rosa Hills lie south of the City. State Route (SR) 74 and SR 79 provide regional access to the Project vicinity. The Project site is in the Page Ranch Planned Community Development Plan (PCD 79-93) located in the southwest portion of the City. Specifically, the Project site is located between: Warren Road to the east; the Second San Diego Aqueduct to the west; and the future Stetson Road alignment, the Hemet Channel, and the Burlington Northern Santa Fe railroad tracks to the north. The Project site is approximately one-quarter mile southwest of the Hemet-Ryan Airport.

Project Site Conditions

The Project site is undeveloped and highly disturbed by past agricultural operations. The majority of the site is regularly plowed for weed abatement. Historically, the majority of the site has been used for growing crops, primarily dry farming. A grouping of approximately ten eucalyptus trees stands in the eastern portion of the site just north of the Warren Road/Mustang Way intersection. The Second San Diego Aqueduct abuts the western boundary of the site as an above-ground canal in a north to south direction. The First San Diego Aqueduct traverses the site below ground in a northeasterly to southwesterly direction within a 150-foot-wide easement adjacent and parallel to two Eastern Municipal Water District easements (20-foot and 40-foot) for public utilities. The First and Second San Diego Aqueducts are owned and operated by Metropolitan Water District of Southern California.

A drainage channel and a detention basin are located along the southern border of the Project site. The drainage channel and basin were constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. A pilot channel conveys runoff from the existing drainage basin south to the existing channel at Simpson Road. This pilot channel will be improved as part of the Modified Project. Additionally, the Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment.

The Project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. Site soils include artificial fills, topsoils, young alluvial-valley deposits, and older alluvium. The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the drainage channel and detention basin, old Warren Road, and the Hemet Channel.

The current General Plan land use designation for the Project site is Low Density Residential [2.1 - 5.0 dwelling units/acre (du/ac)], and the current zoning designation is Planned Community Development (PCD 79-93), specifically Page Ranch Planned Community Development Specific Plan. According to the Page Ranch Planned Community Development Specific Plan, the Specific Plan land use designations for the Project site are Low Density Residential R-1 (1 dwelling unit/2.5 acres) and Low-Medium Density R-5 (5 dwelling units/1 acre).

Surrounding Land Uses

The Project site is surrounded by primarily undeveloped land to the north, south, and west. Two rural residences are located to the west across the Second San Diego Aqueduct canal, and another rural residence is located to the south. A residential subdivision, Solera Diamond Valley, is located across Warren Road to the east.

The General Plan designates the areas directly north of the Project site across the railroad track for Industrial uses, to the east and west for Low Density Residential (LDR) uses, and to the south for LDR and Mixed Use uses. The zoning of properties surrounding the Project site include Heavy Manufacturing and Heavy Agricultural across the railroad track to the north; Page Ranch Planned Community Development to the east; Specific Plan-Low Density Residential and Specific Plan-Mixed Use to the south; and Open Space and Planned Community Development to the west.

The Rancho Diamante Phase II Project proposes a Specific Plan Amendment (SPA) to the Page Ranch Planned Community Development (PCD) originally approved as PCD 79-93. The PCD was originally adopted in 1980 and functions as an SP, and has been amended several times including the last amendment in 2009 (SPA 06-004).

The Page Ranch PCD/SP regulates land uses within the PCD/SP Planning Area. These regulations specify a variety of land uses governed by a supporting master plan and development standards. The PCD/SP also provides flexibility in terms of both land use and development standards so that a high quality development product is achieved. The PCD/SP land uses include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to High Medium Density (17 dwelling units per acre), Open Space Preserve, Open Space Recreation, Commercial, Industrial, Fire Station, and Public School.

In addition to the SPA, the Project includes a General Plan Amendment (GPA) and Tentative Tract Map (MAP) applications from the project proponent Rancho Diamante Investments, LLC. The three discretionary actions (SPA, GPA, and MAP) are described below.

Specific Plan Amendment (SPA 15-001). The proposed SPA (SPA 15-001) would amend the adopted Page Ranch PCD 79-93/SP within Planning Areas VI, X, and XIII. Planning Areas VI and X are currently separated by the location of New Warren Road, and Planning Area XIII is located in the northeast corner of the Modified Project site. The proposed SPA would revise land use boundaries and planning areas, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to the alignment of new Stetson Avenue (on the south side and parallel to the railroad tracks), and reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units. The alignment of new Warren Road through the site was previously deleted from the General Plan by the City of Hemet. The SPA will merge Planning Areas VI and X into Planning Area X due to the deletion of new Warren Road and the extension of Mustang Way and convert the land use designation of former Planning Area VI from Low Density Residential to that of Planning Area X: Low Medium Density Residential. Lastly, the SPA will modify the boundary between Planning Areas X and XIII and change the land use designation for Planning Area XIII from Low Density Residential to Commercial. The SPA also includes associated text changes.

General Plan Amendment (GPA 15-002). The proposed GPA (GPA 15-002) would amend the City's General Plan Circulation Element by affirming the prior deletion by the City of the future north-south alignment of new Warren Road through the middle portion of the proposed Modified Project site, extend Mustang Way from Warren Road westward and northward to the new Stetson Avenue, and change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and new Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to General Commercial (C-2) in Planning Area XIII located at the southwest corner of Warren Road/New Stetson Road.

Tentative Tract Map No. 36841 (MAP 15-008). The proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) would subdivide 245.07 acres into 586 single family residential lots on approximately

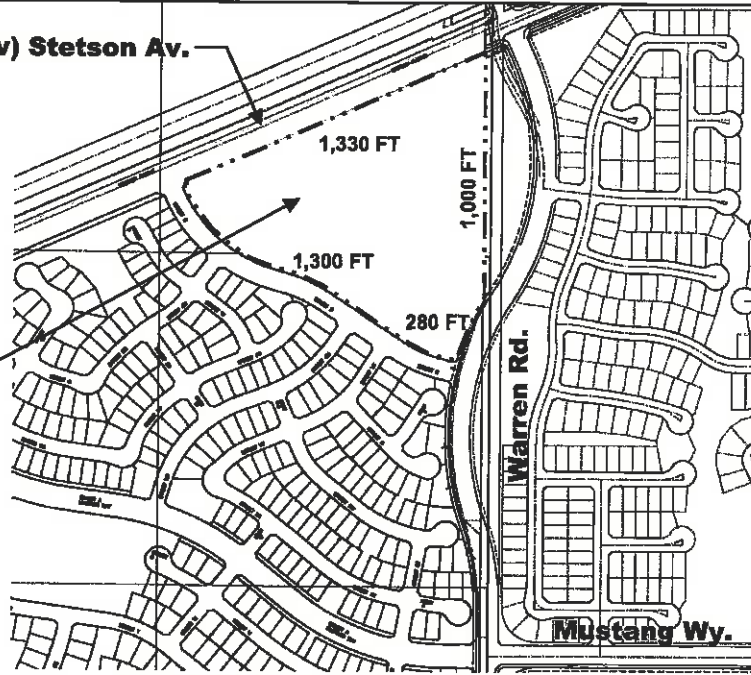
160.51 acres,¹ 1 lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public parks and private HOA parks and open space areas. The new community will contain a mix of residential lot sizes, with the smallest lot having a minimum of 5,000 square feet and the largest lot having approximately 10,990 square feet, with an average lot size of 6,434 square feet. Paseos are proposed for dispersed open space, pedestrian pathways, and the conveyance of drainage and other water quality benefits throughout the community. Drainage will be conveyed north to the Hemet Channel or south to the existing drainage channel and basin serving TTM 31807 and 31808, then south in the new drainage channel to Simpson Road. Improvements will be made flanking the existing channel along the southern boundary to ensure its intended function, while preserving the vegetation that has occurred within the existing channel.

Proposed TTM No. 36841 establishes the locations of legal lots that would be ultimately sold to merchant home builders who will then subdivide the “for sale” residential lots. The proposed TTM replaces and expands previously approved TTM No. 35394 (Planning Areas VI, X and XIII) of the Approved Project and is being processed concurrently with the other two discretionary actions associated with the proposed Modified Project.

Offsite Improvements. Offsite improvements to be implemented under the proposed Project include construction of water and reclaimed water pipelines in the abutting roads, drainage conveyance features, and the construction of the westerly half of Warren Road. The Warren Road improvements include modifications to the Stetson Avenue intersection at the northeast corner of the Project site including a realigned transition back to the existing Warren Road alignment. Proposed utility lines will be constructed to the extent they are required within the rights-of-way of the abutting roads. Offsite utility pipelines will be constructed by others during future offsite road construction. Offsite drainage improvements include connections to the existing Hemet Channel north of the site [installation of seven (7) drainage connections] and improvements to an existing drainage pilot channel from the existing drainage basin in the southwest corner of the Project site extending southerly to the existing drainage channel at Simpson Road. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive.

¹ 160.51 acres comprised of 86.55 acres of single family homes, 2.58 acres of street landscape, and 71.38 acres of public streets.

(New) Stetson Av.



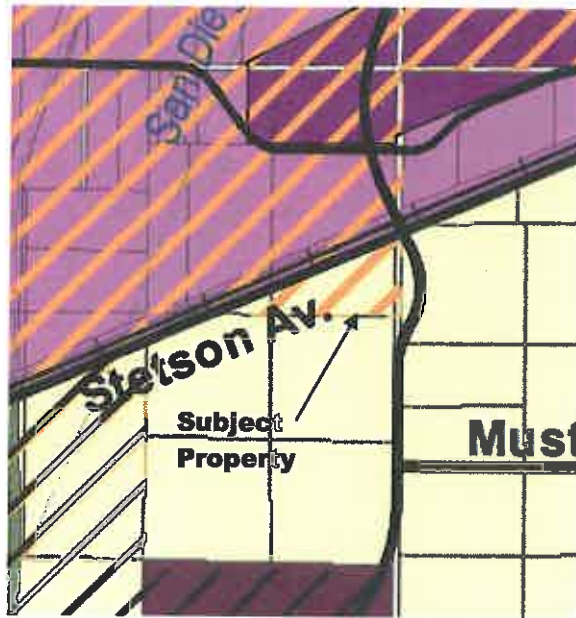
Area of Proposed Amendment

Tract 36841 (in process)

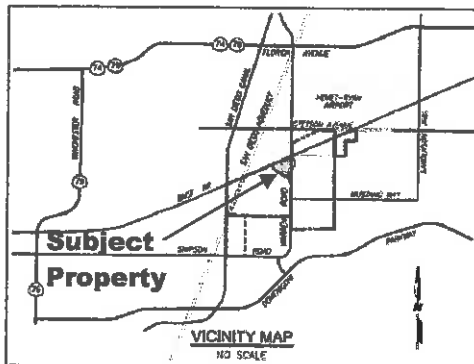
Tract 31808 (constructed)

Existing Solera Community

Tract 31807 (constructed)



EXISTING GENERAL PLAN



GENERAL PLAN LAND USE CATEGORIES

- LDR** Low Density Residential (2.1 - 5.0 du/ac)
- CC** Community Commercial (FAR 0.40)
- MU** Mixed Use (Varies)
- I** Industrial (FAR 0.45)
- ARPT** Airport
- Areas subject to MSHCP criteria

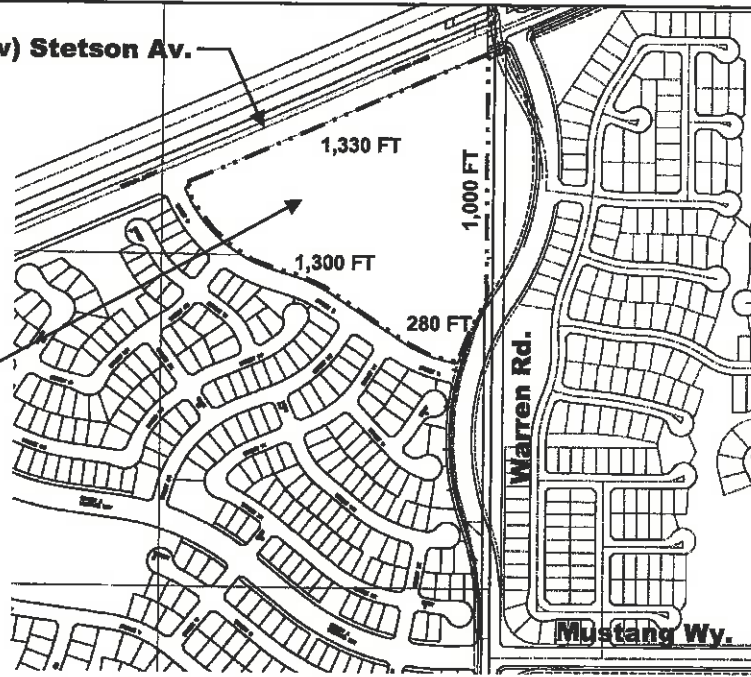
GENERAL PLAN AMENDMENT, TRACT 36841 (EXISTING)

AUGUST 2018

(New) Stetson Av.

**Area of
Proposed
Amendment**

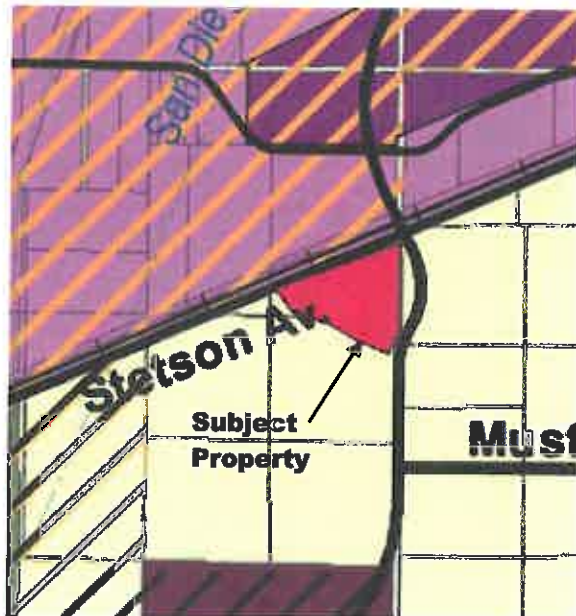
**Tract 36841
(in process)**



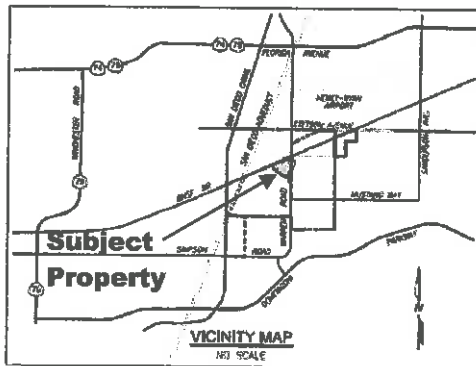
**Tract 31808
(constructed)**

**Existing
Solera
Community**

**Tract 31807
(constructed)**



PROPOSED GENERAL PLAN



GENERAL PLAN LAND USE CATEGORIES

- LDR** Low Density Residential (2.1 - 5.0 du/ac)
- CC** Community Commercial (FAR 0.40)
- MU** Mixed Use (Varies)
- I** Industrial (FAR 0.45)
- ARPT** Airport
- Areas subject to MSHCP criteria

GENERAL PLAN AMENDMENT, TRACT 36841 (PROPOSED)

AUGUST 2018

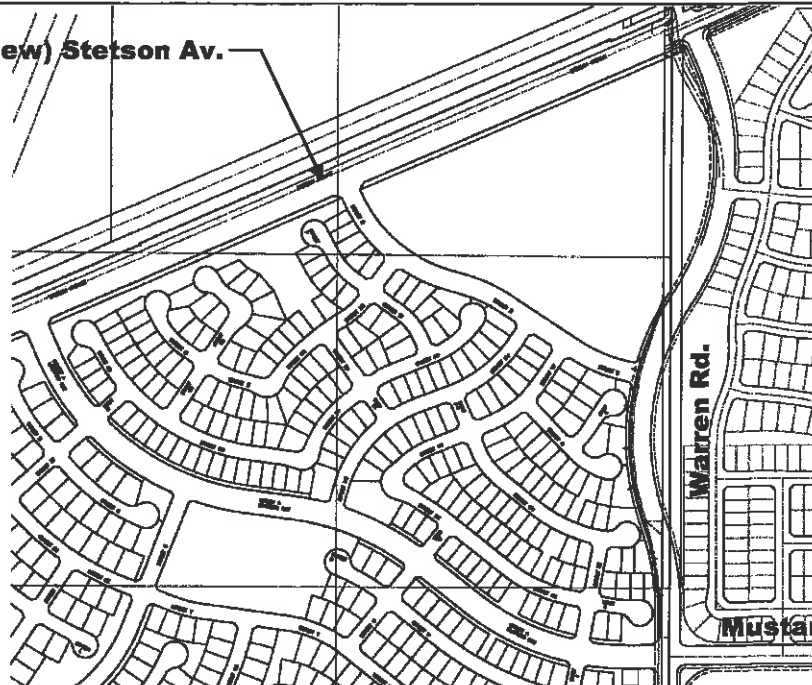
(New) Stetson Av.

Tract 31808
(constructed)

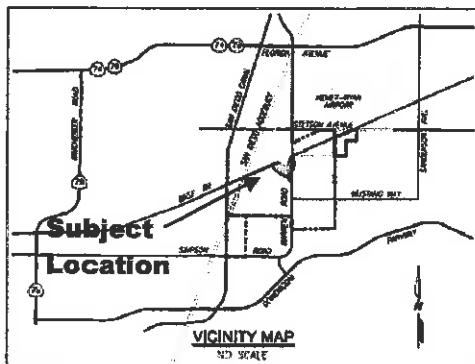
Existing
Solera
Community

Tract 31807
(constructed)




Tract 36841
(in process)



EXISTING GENERAL PLAN



GENERAL PLAN CIRCULATION SYSTEM

-  Arterial 6D
-  Secondary 4U
-  Collector 2U

GENERAL PLAN AMENDMENT, TRACT 36841 (EXISTING)

MARCH 2019

(New) Stetson Av.

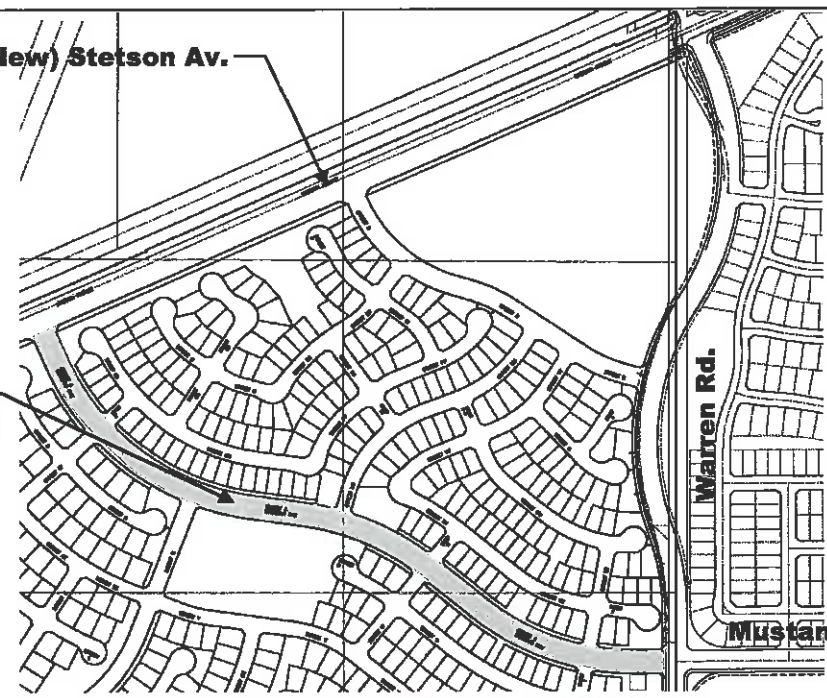
Tract 31808
(constructed)

Existing
Solera
Community

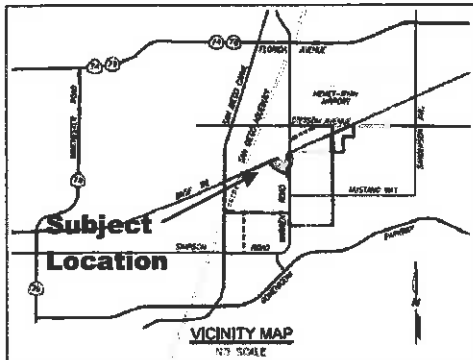
Tract 31807
(constructed)

Proposed
Extension of
Mustang Way

Tract 36841
(in process)



PROPOSED GENERAL PLAN



GENERAL PLAN CIRCULATION SYSTEM

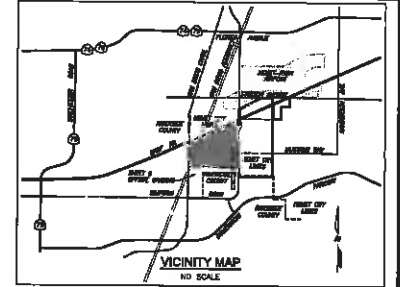
- Arterial 6D
- Secondary 4U
- Collector 2U

GENERAL PLAN AMENDMENT, TRACT 36841 (PROPOSED)

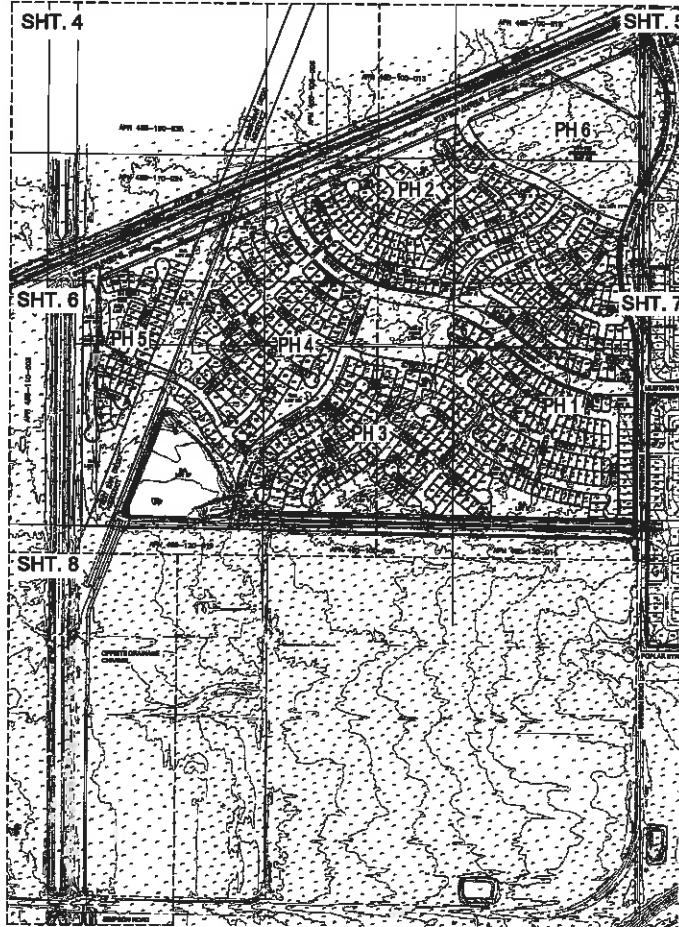
MARCH 2019

CITY OF HEMET TENTATIVE TRACT MAP No. 36841

PORTIONS OF THE EAST HALF OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



THOMAS GUIDE, PAGE 840, GRID C-4, 2004 EDITION



OWNER / APPLICANT:

RANCHO DIAMANTE INVESTMENT, LLC
550 LACOMA DRIVE, SUITE B
CARLSBAD, CA 92008
(760) 460-3444

ENGINEER / REPRESENTATIVE:

PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
VISTA, CA 92081
(760) 721-6336

CONTIGUOUS OWNERSHIP:

THE OWNERS REPRESENT THIS TO BE A PORTION OF THEIR CONTIGUOUS OWNERSHIP UNLESS OTHERWISE NOTED.

LEGAL DESCRIPTION:

PORTIONS OF THE EAST HALF OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PHASING:

THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS IN ANY SEQUENCE ON THIS TENTATIVE SUBDIVISION MAP IN ACCORDANCE WITH THE SUBDIVISION MAP ACT.

SCHOOL DISTRICTS:

HEMET UNIFIED SCHOOL DISTRICT

UTILITIES:

CABLE T.V.: FRONTIER COMMUNICATIONS (951) 482-7828
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY (951) 828-8251
GAS: SOUTHERN CALIFORNIA GAS COMPANY (951) 828-3808
SEWER: EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
WATER: EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
TELEPHONE: VEREDIA CALIFORNIA (951) 928-9481

PRELIMINARY EARTH-WORK QUANTITIES:

CUT..... 418,000 CY
FILL..... 388,700 CY
ALLOW..... 805,000 CY
12% ALLIUMAL SHRINKAGE..... 72,800 CY
DEPORT..... 92,300 CY
NOTE: QUANTITIES BASED ON SITE LOWERED 0.5' BELOW ELEVATION SHOWN

GENERAL NOTES:

1. ASSESSORS PARCEL NOS.: 485-100-018, 485-100-022, 485-110-020, 485-110-021, 485-110-022, 485-110-023, 485-110-027
2. CURRENT ZONING: PCD 79-93 (PAGE RANCHO PLANNED DEVELOPMENT)
3. PROPOSED ZONING: PCD 79-93 (PAGE RANCHO PLANNED DEVELOPMENT); R-3
4. SURROUNDING ZONING:
NORTH - M2 AND A2
SOUTH - SF
WEST - OS
EAST - R1, R17, AND H3
5. AVERAGE BEING DIVIDED: 245.07 ACRES GROSS, 225.58 ACRES NET
6. NUMBER OF LOTS - TR. 36841 = 634
TOTAL NUMBER OF RESIDENTIAL LOTS = 588
TOTAL NUMBER OF PUBLIC PARK LOTS = 1
TOTAL NUMBER OF COMMERCIAL LOTS = 1
TOTAL NUMBER OF HOA PARK LOTS = 18
TOTAL NUMBER OF OPEN SPACE LOTS = 21
TOTAL NUMBER OF STREET LANDSCAPE = 6
7. MINIMUM LOT SIZE: TR. 36841 - 6,000 S.F.
8. GROSS DENSITY = 886 D.U./245.07 AC. = 3.59 D.U./AC.
9. ADJACENT GENERAL PLAN LAND USE: LDR 2.1-1-5, MIXED USE, & INDUSTRIAL
10. EXISTING GENERAL PLAN LOW DENSITY RESIDENTIAL
11. PROPOSED GENERAL PLAN LOW MEDIUM DENSITY RESIDENTIAL, ANY COMMERCIAL
12. PUBLIC STREET IMPROVEMENTS PER CITY OF HEMET STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
13. NO SUBSURFACE SEPTIC DISPOSAL PROPOSED.
14. ALL STREETS TO BE PUBLIC STREETS.
15. GRADING OCCURRING OUTSIDE THE SUBDIVISION BOUNDARY MAY REQUIRE PERMITS LETTERS OR EASEMENTS FROM THE UNDERLYING PROPERTY OWNER PRIOR TO THAT GRADING.
16. NUISANCE DRAIN LAYOUT IS PRELIMINARY. NUISANCE DRAINS ARE 18" UNLESS OTHERWISE NOTED.

EASEMENT NOTES:

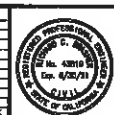
18. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 4, 1934 AS BOOK 198 PAGE 44 OF DEEDS IN FAVOR OF: PAUL E. WALKER AND HELEN H. WALKER
21. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 11, 1963 AS INSTRUMENT 107707 OF OFFICIAL RECORDS, IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY
22. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 25, 1964 AS INSTRUMENT NO. 83844 OF OFFICIAL RECORDS, IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
27. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 15, 1982 AS INSTRUMENT NO. 134062 OF OFFICIAL RECORDS, IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT
28. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 15, 1982 AS INSTRUMENT NO. 134064 OF OFFICIAL RECORDS, IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT
29. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 17, 1982 AS INSTRUMENT NO. 137029 OF OFFICIAL RECORDS, IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT

LEGEND OF ABBREVIATIONS AND SYMBOLS

	EXIST. CONTOUR	277	LOT NUMBER
	PROP. CONTOUR	41.5	PRO ELEVATION
	TRACT BOUNDARY	200'	LOT LINE DIMENSION
	PROPERTY LINE	0-450'	STREET RADIUS
	STREET GRADE	23	STREET ELEVATION
	CENTERLINE	17.84	CENTERLINE INTERSECTION
	CENTERLINE INTERSECTION	11.81	
	STORM DRAIN	FD	POINT OF VERTICAL INTERSECTION
	WATER LINE	FW	
	FINISHED SURFACE ELEVATION	F.S.	
	GRADE BREAK	GR	
	HIGH POINT	H.P.	
	LOW POINT	L.P.	
	EXISTING OVERHEAD ELECTRIC LINE		

Underground Service Alert
DIALERT
Call: TOLL FREE 1-800-227-2600
719 TRUCKS AND OTHERS USE ARE

DATE	BY	REVISIONS	APP. DATE



PANGAEA
LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
VISTA, CA 92081
(760) 721-6336

REGISTERED ENGINEER
EXP. 6/30/21
SINCE 6/30/21

CITY OF HEMET

APPROVED _____

BY _____

IN THE CITY OF HEMET

RANCHO DIAMANTE
TENTATIVE TRACT MAP NO. 36841

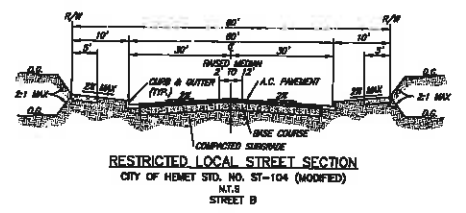
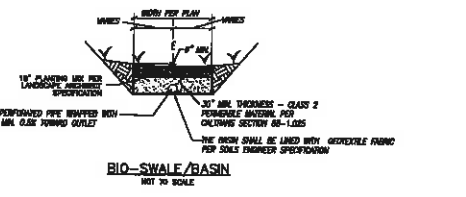
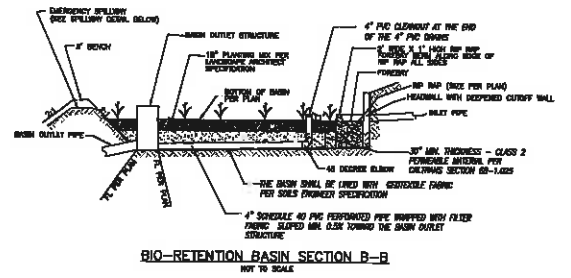
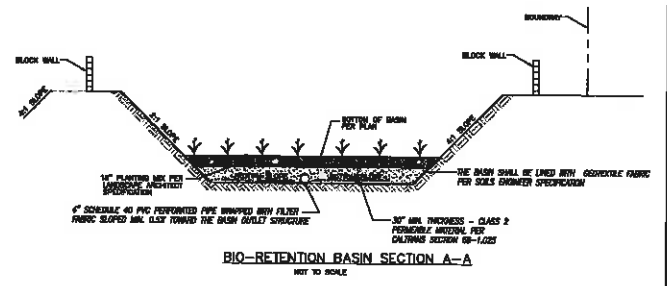
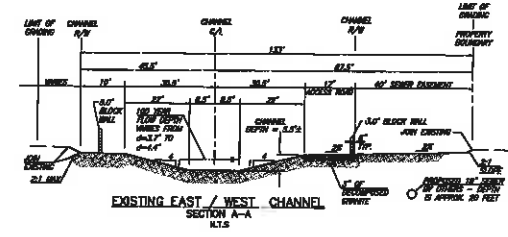
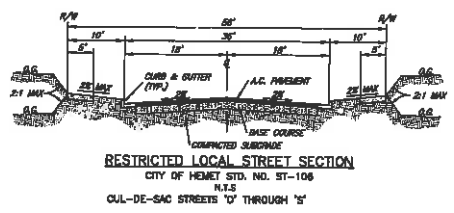
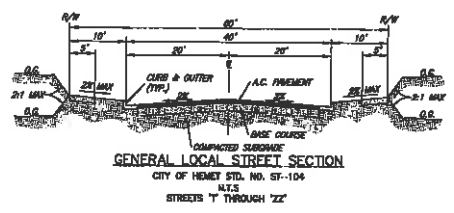
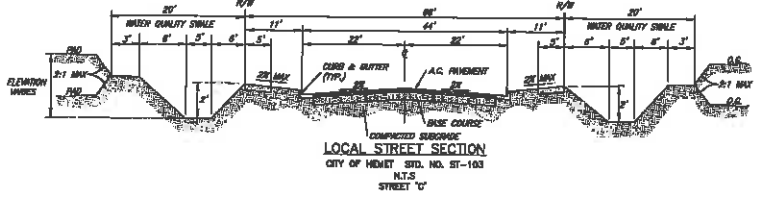
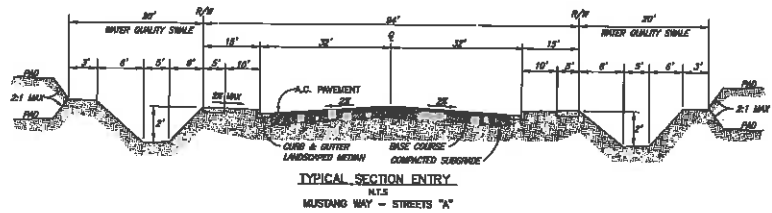
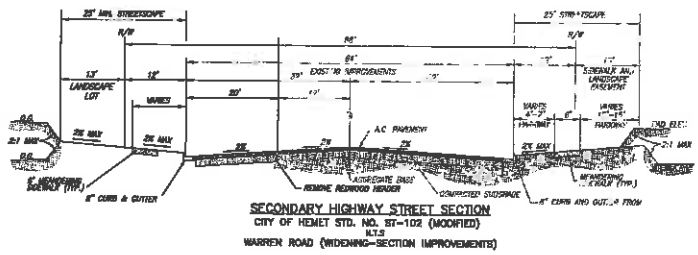
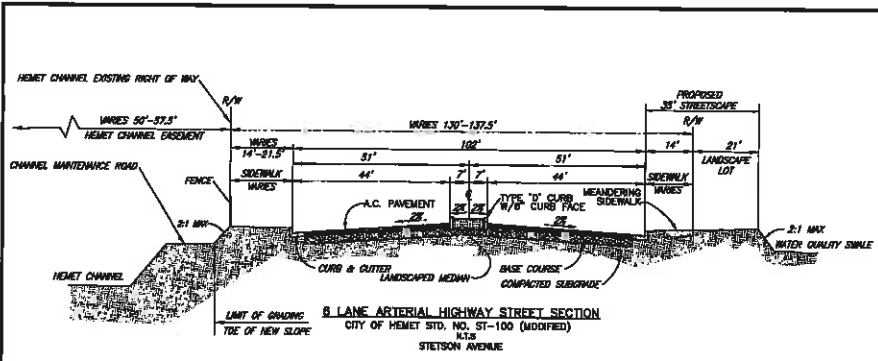
TITLE SHEET, KEY MAP AND NOTES

SHEET NO.
1

DATE
BY _____

FILE NO.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE: (760) 721-6336



Underground Service Alert
DIALERT
 Call: TOLL FREE
 1-800-227-2800
 THE TRENCH MUST BE DEEPER THAN THE UTILITY

DATE BY	REVISIONS	APPROVAL	DATE



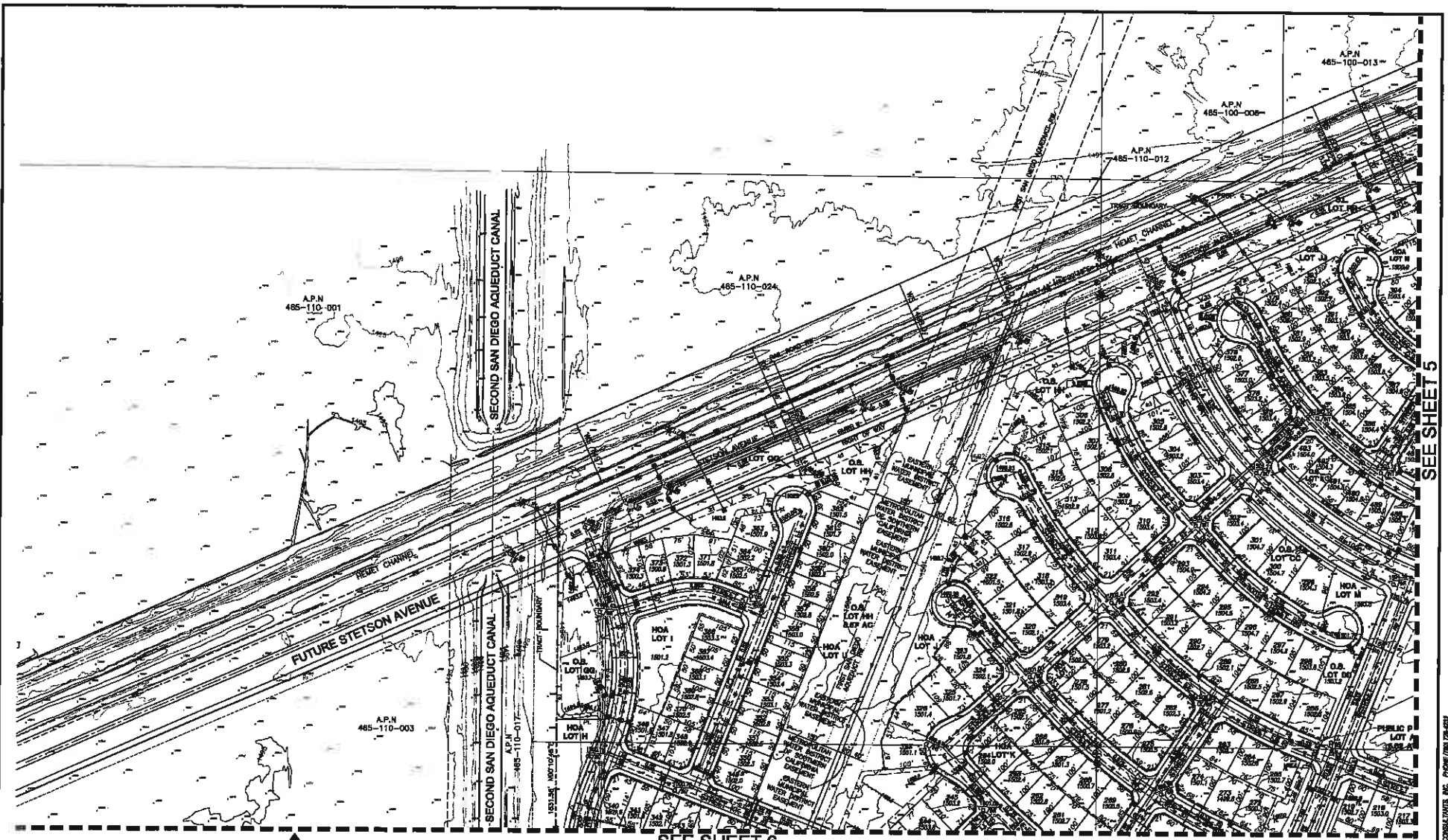
PANGAEA
 LAND CONSULTANTS, INC.
 PANGAEA LAND CONSULTANTS, INC.
 2001 LA BARRA DRIVE, SUITE 100
 FLORENCE, SC 29502-3628
 REVISED E. BRIDGES SET 43875 EXP. 1-20-21 21K1

CITY OF HEMET
 APPROVED: _____
 BY: _____

IN THE CITY OF HEMET
 RANCHO DIAMANTE
 TENTATIVE TRACT MAP NO. 36841
 TYPICAL SECTIONS AND WATER QUALITY DETAILS
 N.T.S.
 SHEET NO. **2**
 OF **B** SHEETS
 H2O IMPROVEMENTS FOR LL2 FILE NO.

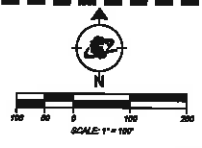
ENGINEER NAME: PANGAEA LAND CONSULTANTS, INC. PHONE: (703) 728-4428

LOT TABULATION			LOT TABULATION			LOT TABULATION			LOT TABULATION			LOT TABULATION			LOT TABULATION			LOT TABULATION			LOT TABULATION		
LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.	LOT NUMBER	GROSS LOT AC.	NET PAD AC.
1	0.303	0.672	83	0.280	0.648	185	7.857	7.280	247	0.145	0.970	301	7.031	7.411	305	5.718	5.862	469	0.345	5.172	527	5.826	5.320
2	0.258	0.576	84	0.107	0.588	186	0.516	0.212	248	0.078	0.707	302	7.752	7.264	306	7.858	7.688	480	0.843	5.390	538	5.826	5.327
3	0.338	0.667	85	0.000	0.502	187	7.073	0.988	249	0.284	0.944	303	8.324	8.218	307	6.130	6.880	467	0.349	7.090	539	6.557	5.300
4	0.330	0.187	86	0.000	0.502	188	0.387	0.201	250	0.000	0.703	304	7.153	7.153	308	5.462	6.100	488	0.943	8.001	540	6.557	5.344
5	0.350	0.188	87	0.000	0.502	189	0.001	0.829	251	0.000	10.703	309	8.500	8.148	309	8.800	8.565	473	0.943	8.798	541	7.809	6.503
6	0.330	0.183	88	0.340	0.502	170	0.001	0.829	252	0.000	0.703	310	7.265	7.265	310	7.265	7.265	474	0.943	8.211	542	6.369	5.198
7	0.300	0.188	89	0.002	0.505	172	0.800	0.224	254	7.140	0.824	300	5.900	5.310	400	0.350	6.373	472	0.525	8.484	544	6.444	5.290
8	0.300	0.188	90	0.002	0.505	173	0.800	0.224	255	7.485	0.734	329	8.208	8.208	401	0.734	6.840	473	0.375	8.037	545	6.188	5.074
9	0.300	0.188	91	0.002	0.505	174	0.800	0.224	256	7.481	7.339	330	8.198	8.198	402	0.800	6.371	474	0.381	8.594	546	6.480	5.318
10	0.300	0.188	92	0.002	0.505	175	0.800	0.224	257	7.313	7.136	331	7.327	7.402	403	0.855	8.028	475	0.564	8.187	547	6.438	5.215
11	0.300	0.188	93	0.002	0.505	176	0.800	0.224	258	7.100	6.923	332	8.877	8.133	404	0.788	6.588	476	0.478	8.109	548	6.828	4.880
12	0.300	0.188	94	0.002	0.505	177	0.800	0.224	259	7.355	7.115	333	8.208	8.131	405	0.732	6.131	477	0.618	8.388	549	6.000	4.865
13	0.350	0.188	95	0.000	0.502	178	0.281	0.887	260	7.350	7.350	334	7.700	8.046	406	0.477	6.301	478	0.843	8.917	550	6.000	4.855
14	0.350	0.188	96	0.000	0.502	179	0.281	0.887	261	7.290	7.290	335	8.294	8.038	407	0.547	6.339	479	0.830	8.916	551	6.334	5.184
15	0.350	0.188	97	0.000	0.502	180	0.281	0.887	262	7.290	7.290	336	8.294	8.038	408	0.547	6.339	480	0.830	8.917	552	6.334	5.187
16	0.350	0.188	98	0.000	0.502	181	0.281	0.887	263	7.290	7.290	337	8.294	8.038	409	0.547	6.339	481	0.830	8.917	553	6.334	5.187
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18	0.370	0.188	100	0.000	0.502	183	7.890	7.890	265	7.279	6.813	339	7.000	6.534	411	0.524	6.112	483	0.270	8.130	555	8.000	4.828
19	0.370	0.188	101	0.000	0.502	184	0.280	0.887	266	7.482	7.267	340	8.911	6.480	412	0.284	6.945	484	0.300	8.135	556	8.142	4.907
20	0.370	0.188	102	0.000	0.502	185	0.280	0.887	267	7.249	6.835	341	6.040	6.723	413	0.287	6.830	485	0.300	8.136	557	7.398	6.115
21	0.370	0.188	103	0.000	0.502	186	0.280	0.887	268	7.185	6.765	342	5.787	6.461	414	0.578	6.961	486	0.300	8.138	558	7.080	6.293
22	0.370	0.188	104	0.000	0.502	187	0.280	0.887	269	7.532	6.996	343	5.785	6.370	415	0.378	6.881	487	0.300	8.139	559	6.827	6.837
23	0.370	0.188	105	0.000	0.502	188	0.280	0.887	270	7.812	7.248	344	6.258	6.265	416	0.260	6.338	488	0.300	8.140	560	6.164	5.880
24	0.370	0.188	106	0.000	0.502	189	0.280	0.887	271	7.234	7.182	345	6.308	6.303	417	0.800	6.838	489	0.300	8.141	561	6.356	5.214
25	0.370	0.188	107	0.000	0.502	190	0.280	0.887	272	7.412	6.578	346	5.730	6.322	418	0.302	6.827	490	0.300	8.142	562	6.827	4.837
26	0.370	0.188	108	0.000	0.502	191	0.280	0.887	273	7.478	6.588	347	6.172	6.810	419	0.338	6.888	491	0.300	8.143	563	6.502	4.837
27	0.370	0.188	109	0.000	0.502	192	0.280	0.887	274	6.045	6.196	348	6.837	6.461	420	0.314	6.888	492	0.300	8.144	564	6.828	4.828
28	0.370	0.188	110	0.000	0.502	193	0.280	0.887	275	7.004	6.353	349	6.213	6.681	421	0.297	6.888	493	0.300	8.145	565	6.000	4.837
29	0.370	0.188	111	0.000	0.502	194	0.280	0.887	276	7.306	6.840	350	6.800	6.830	422	0.301	6.830	494	0.300	8.146	566	6.000	4.838
30	0.370	0.188	112	0.000	0.502	195	0.280	0.887	277	7.302	6.778	351	5.790	6.444	423	0.523	6.803	495	0.345	8.243	567	6.394	5.214
31	0.370	0.188	113	0.000	0.502	196	0.280	0.887	278	7.238	6.855	352	5.790	6.444	424	0.548	6.348	496	0.315	8.048	568	6.848	6.447
32	0.370	0.188	114	0.000	0.502	197	0.280	0.887	279	7.454	7.285	353	6.286	6.286	425	6.210	6.367	497	0.300	8.049	569	6.286	6.108
33	0.370	0.188	115	0.000	0.502	198	0.280	0.887	280	7.212	7.212	354	6.286	6.286	426	6.210	6.367	498	0.300	8.050	570	6.498	6.729
34	0.370	0.188	116	0.000	0.502	199	0.280	0.887	281	7.896	7.896	355	6.286	6.286	427	0.800	6.843	499	0.300	8.051	571	6.354	6.288
35	0.370	0.188	117	0.000	0.502	200	7.184	6.577	282	7.808	7.257	356	5.702	6.384	428	7.251	6.894	500	0.812	8.052	572	6.843	6.782
36	0.370	0.188	118	0.000	0.502	201	7.184	6.577	283	7.808	7.257	357	5.702	6.384	429	6.890	6.890	501	0.874	8.053	573	6.813	6.118
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39	0.370	0.188	121	0.000	0.502	204	0.841	7.813	286	6.898	6.264	360	5.790	6.344	432	6.878	6.412	504	0.832	8.056	576	6.000	4.808
40	0.370	0.188	122	0.000	0.502	205	6.513	6.882	287	7.730	7.211	361	5.784	6.884	433	0.422	6.886	505	0.873	8.057	577	6.000	4.838
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42	0.370	0.188	124	0.000	0.502	207	6.513	6.882	289	6.525	6.882	363	6.513	6.884	435	6.287	6.887	507	0.873	8.059	579	6.178	6.014
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44	0.370	0.188	126	0.000	0.502	209	6.513	6.882	291	6.525	6.882	365	6.513	6.884	437	6.287	6.887	509	0.873	8.061	581	6.287	6.187
45	0.370	0.188	127	0.000	0.502	210	6.513	6.882	292	6.525	6.882	366	6.513	6.884	438	6.287	6.887	510	0.873	8.062	582	6.287	6.187
46	0.370	0.188	128	0.000	0.502	211	6.513	6.882	293	6.525	6.882	367	6.513	6.884	439	6.287	6.887	511	0.873	8.063	583	6.287	6.187
47	0.370	0.188	129	0.000	0.502	212	6.513	6.882	294	6.525	6.882	368	6.513	6.884	440	6.287	6.887	512	0.873	8.064	584	6.287	6.187
48	0.370	0.188	130	0.000	0.502	213	6.513	6.882	295	6.525	6.882	369	6.513	6.884	441	6.287	6.887	513	0.873	8.065	585	6.287	6.187
49	0.370	0.188	131	0.000	0.502	214	6.513	6.882	296	6.525	6.882	370	6.513	6.884	442	6.287	6.887	514	0.873	8.066	586	6.287	6.187
50	0.370	0.188	132	0.000	0.502	215	6.513	6.882	297	6.525	6.882	371	6.513	6.884	443	6.287	6.887	515	0.873	8.067	587	6.287	6.187
51	0.370	0.188	133	0.000	0.502	216	6.513	6.882	298	6.525	6.882	372	6.513	6.884	444	6.287	6.887	516	0.873	8.068	588	6.287	6.187
52	0.370	0.188	134	0.000	0.502	217	6.513	6.882	299	6.525	6.882	373	6.513	6.884	445	6.287	6.887	517	0.873	8.069	589	6.287	6.187
53	0.370	0.188	135	0.000	0.502	218	6.513	6.882	300	6.525	6.882	374	6.513	6.884	446	6.287	6.887	518	0.873				



SEE SHEET 5

SEE SHEET 6



Underground Service Alert
DIALERT
 Call: TOLL FREE
 1-800-227-2600
 THE TRENCH MARK SYSTEM HAS AN

DATE	BY	REVISIONS	APP'D.	DATE



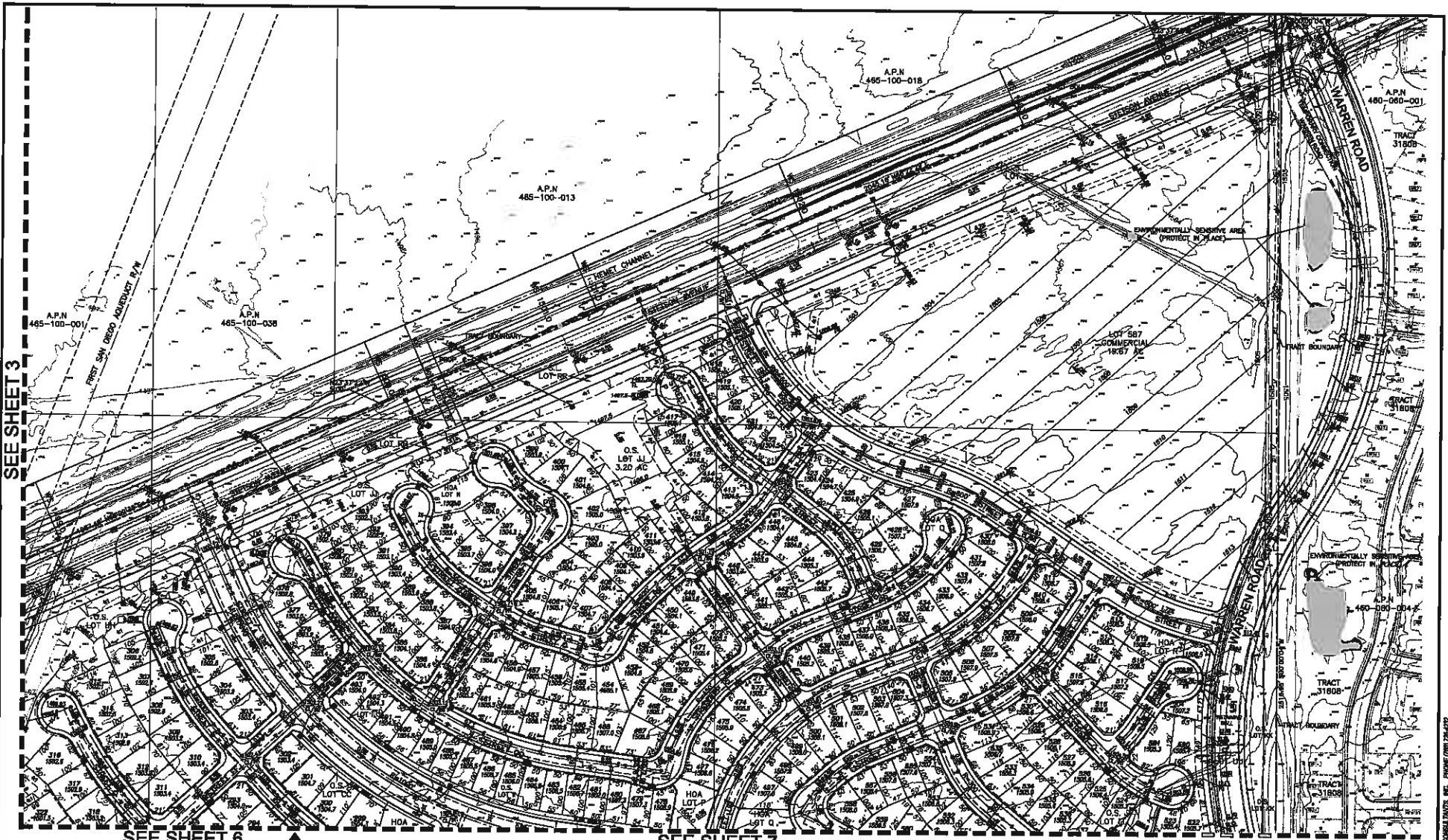
PANGAEA
 CONSULTANTS, INC.
 PROFESSIONAL LAND SURVEYORS, INC.
 10000 E. BROADWAY, SUITE 200
 DENVER, CO 80231
 P. 303-755-7800

CITY OF HEMET
 APPROVED: _____
 BY: _____

IN THE CITY OF HEMET
RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 0089

SHEET NO.
4
 OF 4 SHEETS

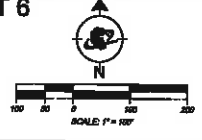
DRAWINGS MADE BY PANGAEA LAND CONSULTANTS, INC. PROJECT #10172-021



SEE SHEET 3

SEE SHEET 6

SEE SHEET 7



Underground Service Alert
DIALERT
 Call TOLL FREE
 1-800-227-2300
 FOR PROTECTIVE ALERT SYSTEMS

DATE	BY	REVISIONS	APP. DATE	COUNTY



PANGAEA
 LAND CONSULTANTS, INC.
 10000 N. GARDENWAY, SUITE 100
 DENVER, CO 80231
 P: 303-755-1000
 F: 303-755-1001

CITY OF HEMET
 APPROVED: _____
 BY: _____

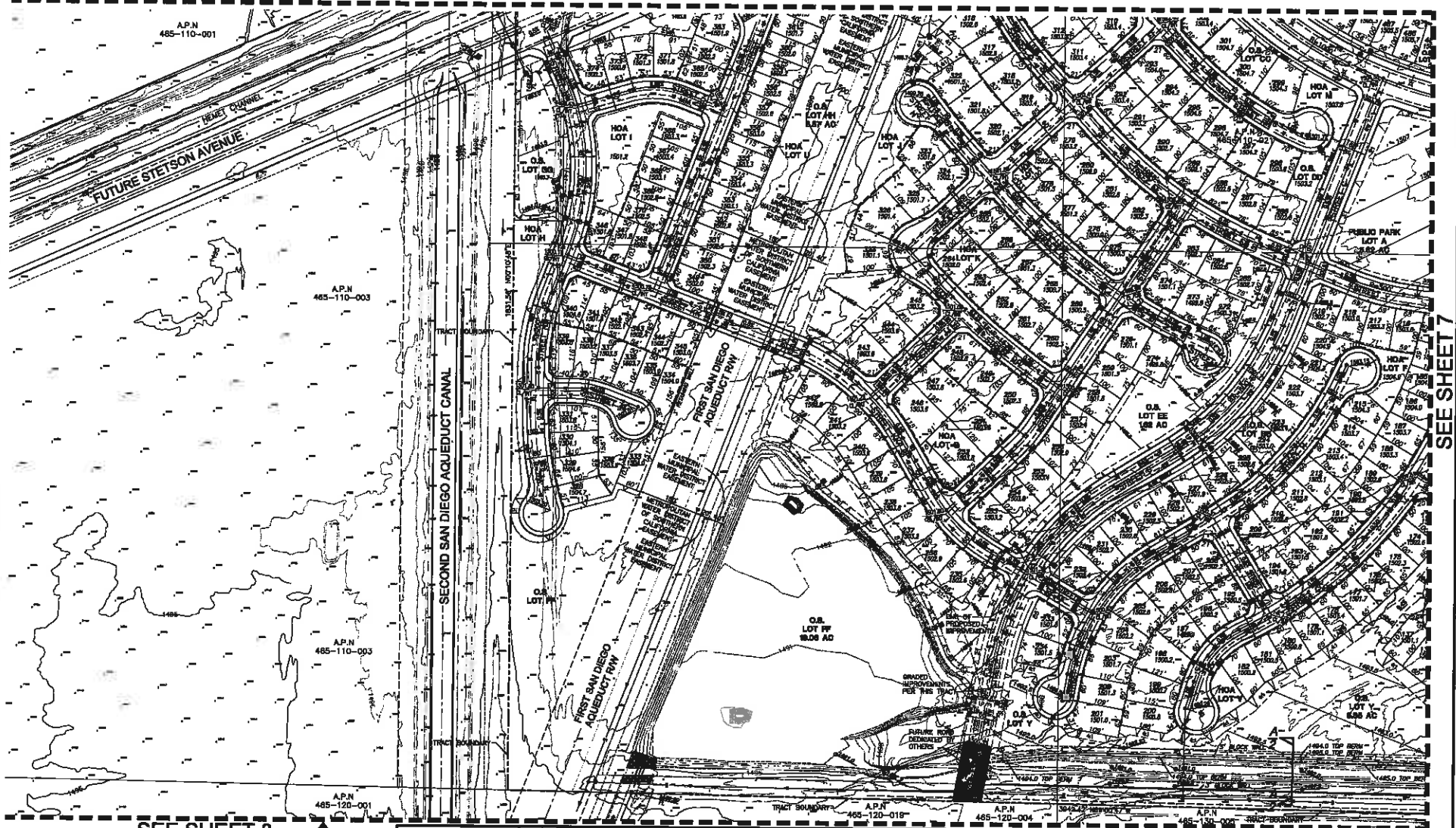
IN THE CITY OF HEMET
 RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 36841

SHEET NO.
5
 OF 8 SHEETS

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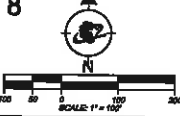
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SEE SHEET 4



SEE SHEET 8

SEE SHEET 7



Underground Service Alert
DIG ALERT
 Call: TOLL FREE
 1-800-227-2800
 719 TOLLFREE 8470 EXTENSIVE 848 848

DATE	BY	REVISIONS	APP'D	DATE



PANGAEA
 LAND CONSULTANTS, INC.
 3000 LA JOLLA VILLAGE DRIVE, SUITE 200
 SAN DIEGO, CALIF. 92161
 P. 619-594-2442

CITY OF HEMET

APPROVED _____ BY _____

BY _____

IN THE CITY OF HEMET

RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 08084

SHEET NO. **6**

OF **3** SHEETS

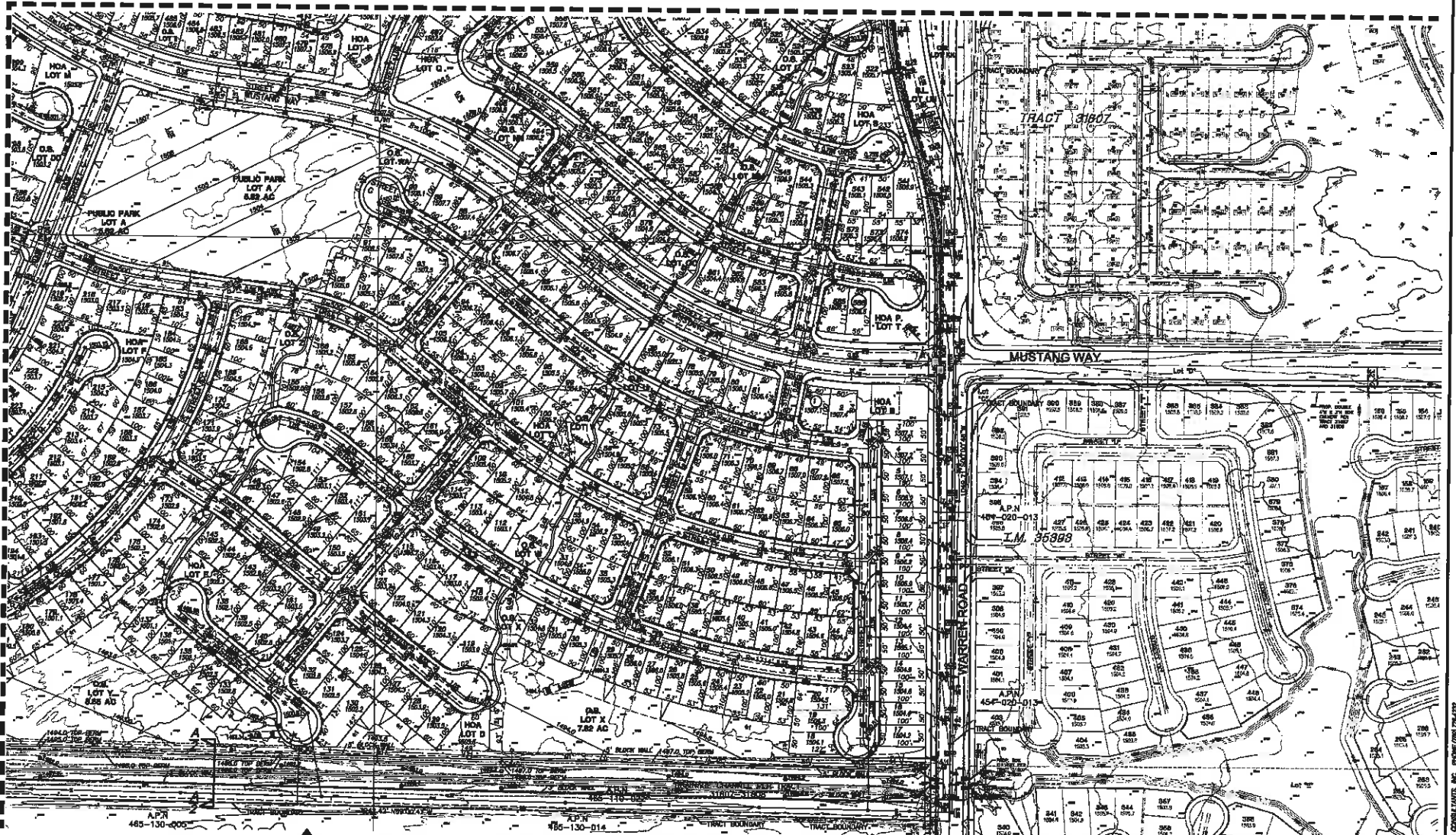
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PANGAEA LAND CONSULTANTS, INC. PHONE (619) 594-2442

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SEE SHEET 6



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 724 744555 619 829988 774 211

DATE	BY	REVISIONS	APPROVAL	COUNTY



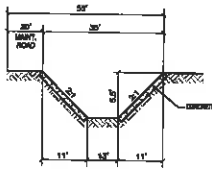
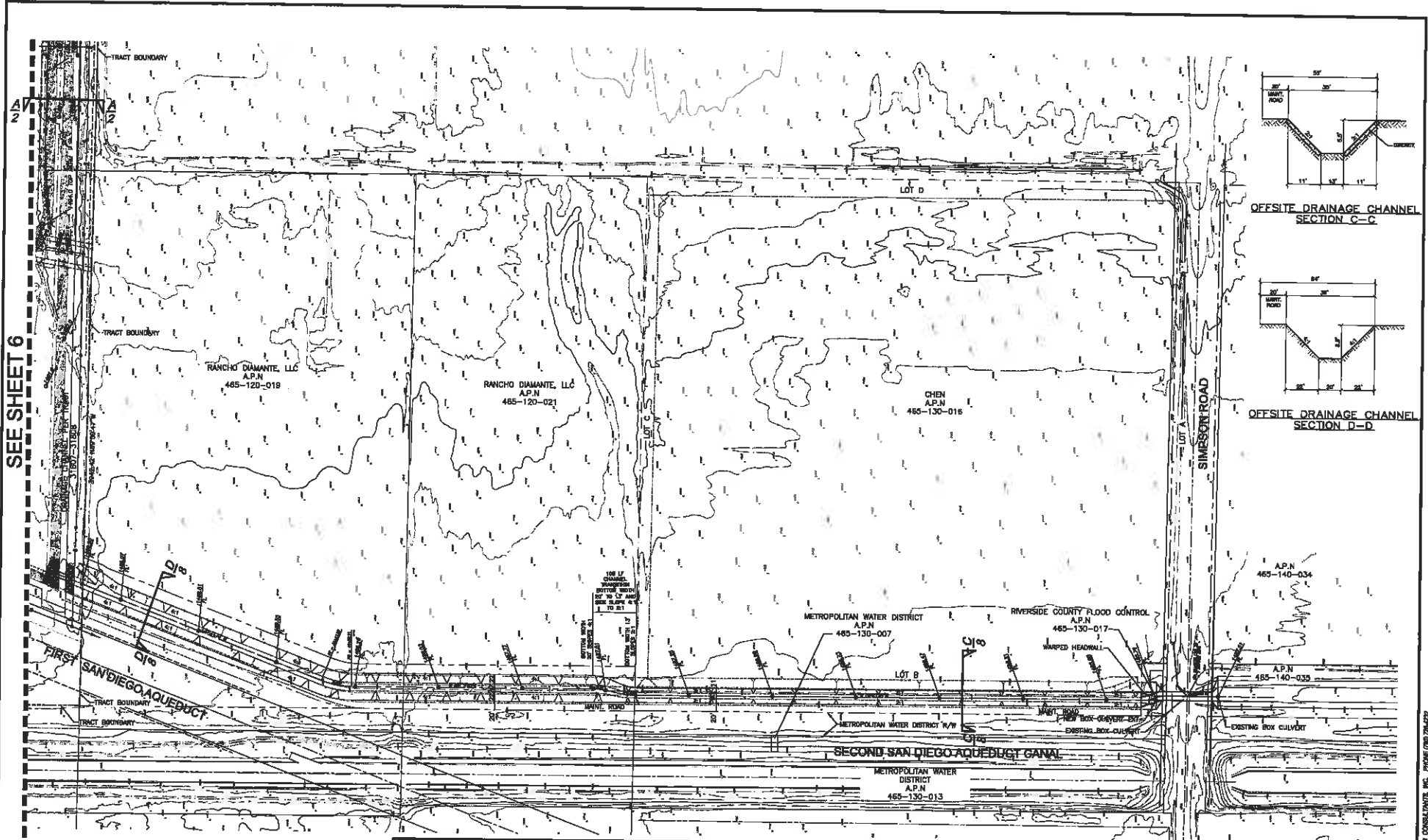
PANGAEA
 LAND CONSULTANTS, INC.
 10000 WILSON AVENUE, SUITE 100
 SAN DIEGO, CALIFORNIA 92121
 P. 760-571-7488

CITY OF HEMET
 APPROVED: _____ BY: _____
 TITLE: _____

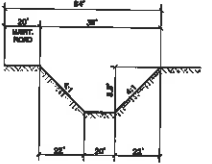
IN THE CITY OF HEMET
RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 08844

SHEET NO.
7
 OF _____ SHEETS

PANGAEA LAND CONSULTANTS, INC. PHONE (760) 774-4243



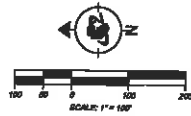
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OFFSITE DRAINAGE CHANNEL SECTION D-D

SEE SHEET 6

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Underground Service Alert
DIGALERT
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 1-800-227-2600
 FOR YOUR CITY OR STATE VISIT

DATE	BY	REVISIONS	APP. DATE



PANGAEA
 LAND CONSULTANTS, INC.
 PROJECT LAND CONSULTANTS, INC.
 1000 LA BARRA DRIVE, SUITE 10
 RIVERSIDE, CA 92507
 P: 951-505-4545
 F: 951-505-7000

CITY OF HEMET
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IN THE CITY OF HEMET
RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 08841

SHEET NO. **8**
 OF 8 SHEETS
 FILE NO. _____

ENGINEER NAME: PANGAEA, LAND CONSULTANTS, INC. PROJECT: 08841-02

Page Ranch
Planned Community
PCD 79-93

Proposed Amendment (SPA 15-001)
Submitted: January 2019
Amended from the Previously Approved Version: March 2009

Prepared for:
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543-4209

Submitted by:
BENCHMARK  PACIFIC
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Benchmark Pacific
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Contact:
Rick Robotta
760-450-0444

Prepared by:
 **PANGAEA**
LAND CONSULTANTS, INC.

Pangaea Land Consultants, Inc.
2834 La Mirada Drive, Suite H
Vista, CA 92081
Contact: Rich Brasher
760-936-3248



Page Ranch
Planned
Community
Development

1.0 PROJECT

1.1 PROJECT SUMMARY

This Amendment will modify the Page Ranch Planned Community Master Plan (PCD 79-93), adopted in 1980 by the City of Hemet and most recently amended in March 2009. This proposed amendment is to eliminate the alignment of New Warren Road, along with the elimination of Planning Area VI and the incorporation of Planning Area VI into Planning Area X. Mustang Way will be extended to the west and north to connect to the New Stetson Road and split the expanded Planning Area X. The boundary between Planning Areas X and XIII is also redefined. The land use for Planning Area XII is changed to Commercial. The circulation and planning area changes are proposed in order to accommodate desired changes in land uses. There are no changes being proposed to the overall Plan boundary. As a result of the proposed changes, there is a conversion of 117.7 acres of Low Density residential to Low-Medium Residential; however, the total units reduce by 231 units from 6,952 to 6,721 units. The overall residential density of the Plan changes from 3.6 dwelling units per acre to 3.4 dwelling units per acre.

A summary of changes are shown in Tables 1 and 2 below.

**Table 1
Specific Plan Amendment – 04**

Planning Area	Adopted Land Use	Adopted Acreage	Adopted D/U's
III	Low Density	218.2	894
IV	Industrial	52.1	0
VI	Low Density	117.7	353
VII	Low Medium	38.5	193
X	Low-Med Density	99.4	391
XI	Low-Med Density	104.5	448
XII	Low Med Density	45.6	155
XIII	Low Density	24.4	73
Totals		694.1	2,507



Page Ranch
Planned
Community
Development

**Table 2
Specific Plan Amendment (15-001)**

Planning Area	Adopted Land Use	Adopted Acreage	Adopted D/U's
I	Medium Density	84.7	353
II	Low-Med Density Med-High Density	113.46 26.01	567 416
IIA	Low-Med Density Med-High Density Commercial	34 23.99 18.59	170 384 0
III	Low Density	211.9	894
IV	Industrial	52.1	0
V	Medium Density Med-High Density Open Space/Preserve	116.4 40 1.8	1,164 640 0
VII	Low Medium	38.6	193
VIII	Open Space/Preserve Open Space/Recreation	16.0 130.0	0 0
IX	Low Density Med-High Density Open Space/Preserve	225.45 18.1 92.0	676 75 0
X	Low-Med Density	221.83	586
XI	Low-Med Density	104.5	448
XII	Low-Med Density	45.6	155
XIII	Commercial	19.67	0
Totals		1,634.74	6,721

1.2 LAND USE AND DENSITY CHANGES

Planning Area X has been enlarged by incorporating former Planning Area VI. The previous combination of Planning Areas and X contained 744 units on 217.1 acres for a composite density of 3.42 dwelling units per acre. The expanded Planning Area X contains 586 units on 221.83 acres for a density of 2.64 dwelling units per acre.

Planning Area XIII is amended to have Commercial use. The ALUC adopted a new Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) in 2017. Most Commercial uses are allowable in Compatibility Zone C, provided that intensity is within the limits set forth for that Zone in the ALUCP.

The proposed amendment is intended to support the objectives of the Page Ranch Planned Community by:





Page Ranch Planned Community Development

- Contributing to the diversity of housing types and site locations that will be marketable in the developing economic profile for the City of Hemet;
- Providing residential product type to meet forecasted demand in the Specific Plan area;
- Contributing to the creation of a community identity for the City of Hemet through conformance with architectural and landscape standards;
- Providing a logical extension of utilities, drainage, facilities and circulation networks.
- Providing commercial use among residential uses to reduce the frequency and distance of automobile trips.

This Specific Plan Amendment is being processed concurrently with a General Plan Amendment to accommodate the deletion of New Warren Road from the General Plan Circulation Element and the extension of Mustang Way from existing Warren Road to the new alignment of Stetson Avenue.

1.3 ENVIRONMENTAL SUMMARY

Potential environmental impacts of development of the subject Planning Areas shall be evaluated as part of an environmental process, as determined by the City and the selected environmental consultant.

1.4 TRAFFIC IMPACT ANALYSIS

1.4.1 On-Site Improvements

This section to be updated based on the results of any required environmental analysis.

Planning Area X

The Traffic Impact Analysis completed for this Planning Area was done using two alternatives. One alternative for on-site improvements is that Mustang Way is extended through the project area and the other was done without the Mustang Way extension. In both instances the recommended roadway improvements were the same with the exception of Mustang Way extension which if extended would be constructed as a Secondary roadway from Warren Road to new Stetson Avenue in conjunction with development.

1.4.2 Off-Site Improvements

This section to be updated based on the results of any required environmental analysis.





Page Ranch
Planned
Community
Development

Off-site improvements should be coordinated with the proposed Southwest Hemet Roadway Phasing and Financing Program. The proposed Southwest Hemet Roadway Phasing and Financing Program will include analysis of General Plan growth for the City of Hemet, and define improvement requirements appropriate for the overall level of proposed development.

1.5 AUTHORITY AND REQUIREMENTS

1.5.1 Authority for Specific Plan Amendment

The authority to prepare, adopt and implement specific plan amendments is granted to the City of Hemet by the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457). As with General Plans, the Planning Commission must hold a public hearing before it can recommend adoption of a Specific Plan Amendment to the City Council. The City of Hemet City Council shall adopt a Specific Plan Amendment by ordinance.

1.5.2 Requirements for Specific Plan Amendment

The area covered by this Page Ranch Planned Community, Specific Plan Amendment, is located within the City of Hemet and is zoned PCD 79-93. The Specific Plan Amendment will establish the land uses and densities for the development of Planning Areas covered by this Amendment.

The Specific Plan Amendment is a regulatory plan which will serve as zoning for the subject property. Proposed development plans or agreements, tentative tract or parcel maps, along with all other development approvals, must be consistent with this Specific Plan Amendment. Projects which are found to be consistent with the Specific Plan Amendment will be deemed consistent with the City's General Plan.

Page Ranch History and Amendments

Ordinance	Project	Approval	Description	Environmental
806	ZC79-93	1.22.80	Page Ranch Planned Community Development	Specific land use plan for Southwest Area EIR (certified 1980)
1026		2.28.84	Site development standards TPM19795 & TPM19768	
1034		3.27.84	Site development standards TM16090-1	
1037		4.24.84	Site development standards TM16090-1	
1215	ZC86-30	1.27.87	Modification of Med/High classification	
1392	ZC90-005	7.24.90	Pre-Annexation	
1399		11.27.90	Sign programs	
1571	ZC97-3	9.23.97	R-1 setbacks	
1578	ZC97-5	1.20.98	Land use change from R-17 to R-1-6	
1644	SP00-01	4.10.01	Page Plaza	Mitigated Neg. Dec.
1689	SPA02-2	9.05.03	Sanderson Lakes (Willow Walk)	Mitigated Neg. Dec.
1750	SPA04-01	12.13.05	Land use change from Commercial to Med. Residential	Subsequent EIR
1790	SPA07-002	1.29.08	Brethren Square	Mitigated Neg. Dec.
1810	SPA06-004	3.24.09	Rancho Diamante	Subsequent EIR



*Page Ranch
Planned Community
PCD 79-93
Master Plan and Development Standards
Amendment
Revised*

January 2019

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Page Ranch Planned Community Development

I. Introduction

A. EXECUTIVE SUMMARY

The proposed Amendment to the Page Ranch Planned Community Master Plan is to eliminate Planning Area VI (Low Density Residential), expand Planning Area X (Low-Medium Density Residential) to include the area from Planning Area VI, designate Planning Area XIII as Commercial, eliminate New Warren Road, and extend Mustang Way from existing Warren Road to New Stetson Avenue.

The exhibits, tables and text have been amended as necessary to address the proposed changes to the Master Plan. The Master Plan is provided to the City of Hemet in two formats; as a strike-out/underline document so all textual changes are easily identified by the reader, as well as a separate version of the document with the changes incorporated.

Page Ranch is included in a special planning study commissioned by the City of Hemet entitled "The Specific Land Use Plan for the Southwest Area" and completed in January, 1979. The Page Ranch Planned Community Master Plan & Development Standards remain consistent with the adopted goals and objectives of this special study, along with related Planned Community Development (PCD) zone regulations of the Zoning Ordinance (No. 621) of the City of Hemet and of subsequent amendments.

The PCD regulations have been developed to provide a method whereby property may be classified for a variety of land uses governed by a supporting master plan and development standards. The specifications of this zoning district are intended to provide flexibility for both the land use and development standards and also achieve high quality development. The Master Plan and related Planned Community development standards, as contained herein, shall serve to govern all proposed non-commercial projects and uses within the designated Planned Community Area. A subsequent "Site Development Plan – Major" shall be required for the Planning Area XIII Commercial, including detailed design review.

B. LOCATION AND CHARACTER

Page Ranch is located in the southwestern section of the City of Hemet, south of Stetson Avenue, west of the Seven Hills development, north of the Domenigoni Mountains and east of the San Diego Aqueduct. (See Figure 1, Vicinity Map.)



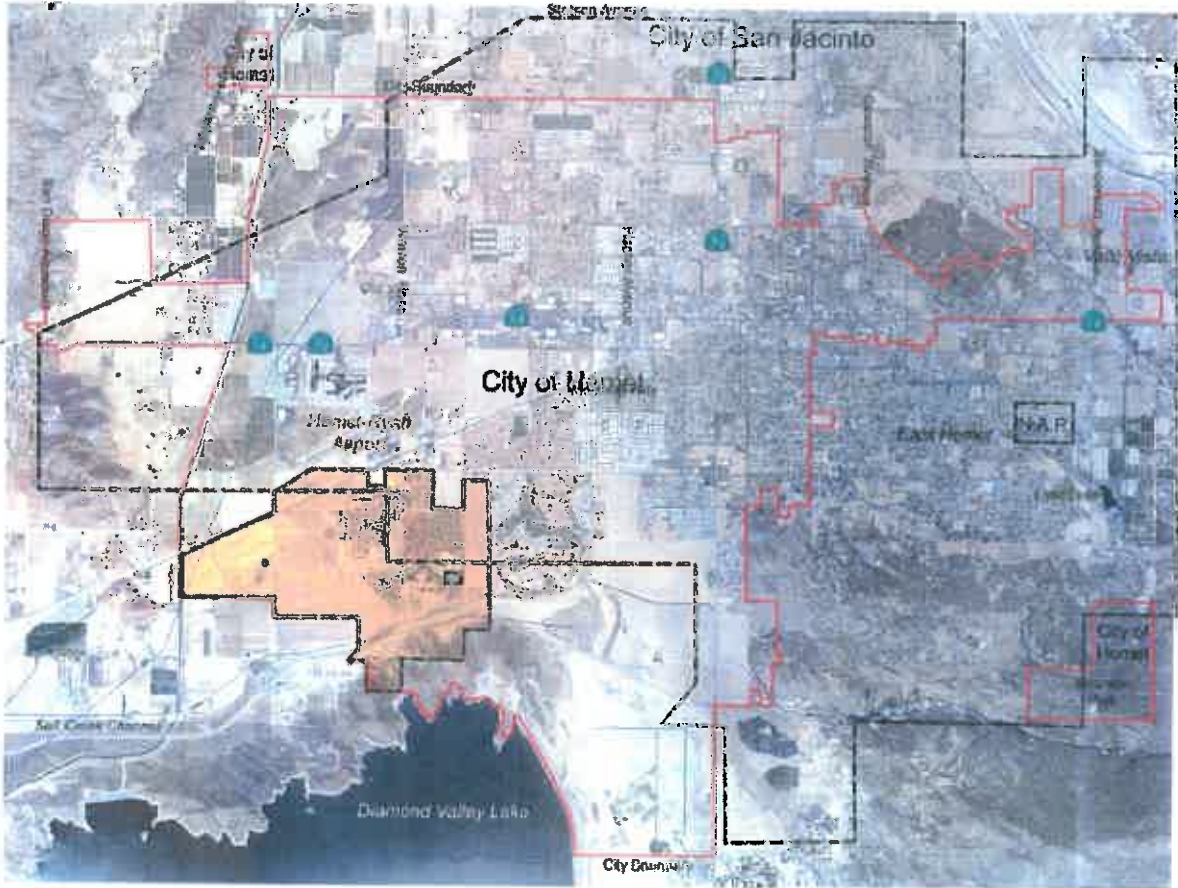
I. Introduction

Page Ranch

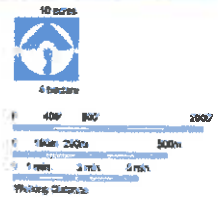
Planned Community Development

Vicinity Map

Figure 1



Page Ranch Planned Community Development
November, 2005





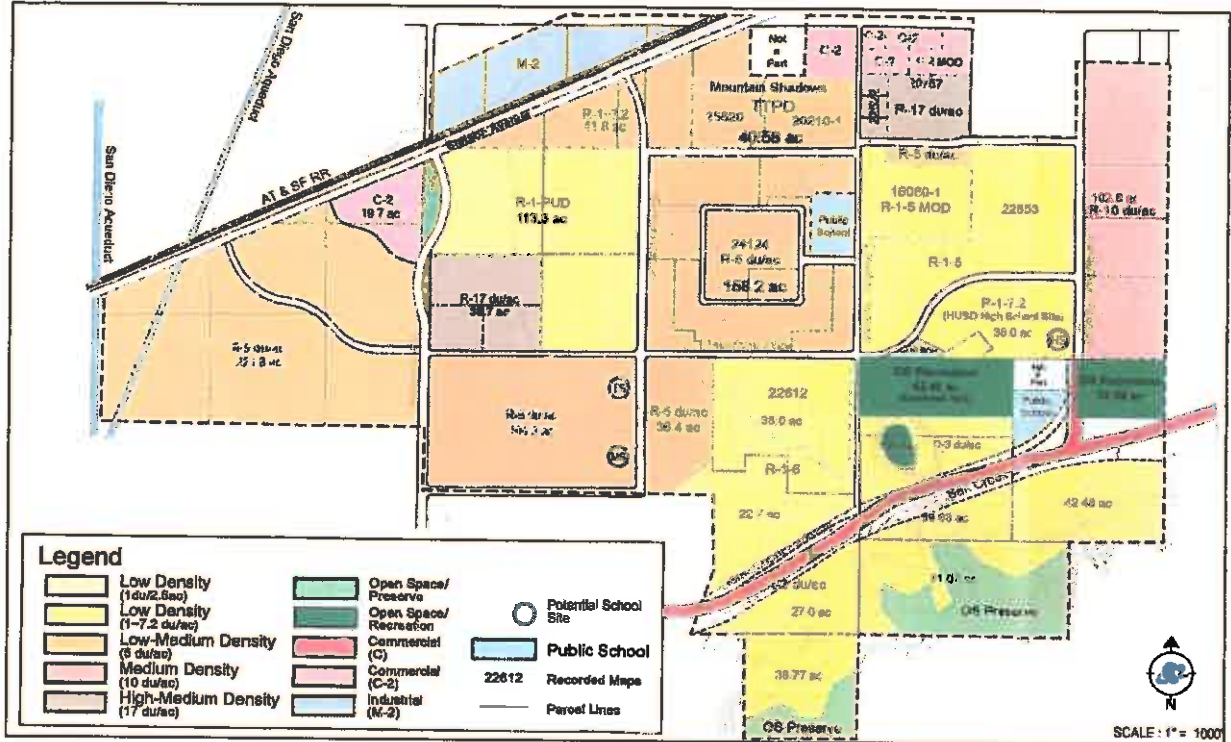
I. Introduction

Page Ranch

Planned Community Development

Proposed Land Use

Figure 2





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II. Purpose and Intent

PURPOSE AND INTENT

The following document is a Master Plan and accompanying development standards for a planned community known as the Page Ranch, with a total area of 1,634.7 acres. The purpose of this Master Plan and supporting documents is to set forth permitted land uses, and establish appropriate development standards, design criteria, and guidelines for growth management as it relates to adequacy of public facilities and services.

The Master Plan and supporting documents are intended to allow a diversity of land uses and standards in compliance with the intent and provisions of the Southwest Area Specific Plan, the Hemet General Plan, the Zoning Ordinance, and Subdivision Ordinance of the City of Hemet.

This document originally provided the framework for development in the Page Ranch Master Plan. Future Specific Plans that separate themselves out of the original or Amended Page Ranch Planned Community may supersede this document (See Appendix F).



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III. General Notes

A. DEFINITIONS

Definition of terms shall be as defined in Section 90-4 of the City's Zoning Ordinance, Ordinance No. 621, unless otherwise defined herein.

1. *Single family residential* – refers to any residential use or development wherein each dwelling unit is situated on a residential lot of record and no lot contains more than one dwelling unit. Single family residential may include either attached or detached single-family dwellings, or a combination thereof, cluster developments, and may be applicable to subdivisions and planned developments.
2. *Cluster Development* – shall be defined as combining or arranging of attached or detached dwelling units and their accessory structures on contiguous or related building sites where the yards and open spaces are combined into more desirable arrangements and locations of open space.
3. A *planning area* – is a numbered area on the Planned Community Master Plan.
4. *Planning unit* – area refers to the total number of acres within a Planning Area boundary.
5. *Gross planning unit density* – is determined by dividing the total area of the Planning Unit by the number of dwelling units within the Planning Unit.
6. *Gross residential acres* – is the total number of acres within any planning unit that is to be devoted essentially to residential uses, including residential building sites, local streets, drive-ways, private recreation and recreation areas within designated residential areas only for use of the residents of the project, minor easements serving the project, and customary uses and structures accessory to residential development.
7. *The gross residential density of a project* – is computed by dividing the total number of dwelling units by the total number of gross residential acres in the project.

B. GENERAL NOTES

1. The maximum number of dwelling units is established in the Statistical Summary (Section IV) so that a development at a lower density may occur without requiring a zone change or change in this P.C.D. document. At no time, however, shall the maximum number of dwelling units established for any planning unit be exceeded.
2. Unless otherwise specified herein, the regulations specified by the



Page Ranch Planned Community Development

III. General Notes

Hemet Municipal Code shall regulate all development within the Page Ranch Planned Community. Definition of terms shall be as defined in the Hemet Municipal Code, except as modified herein.

3. The individual acreage figures shown in the Statistical Summary on the Planned Community Development Plan are accurate to within 10% of the acreage as shown and are based upon planimeter readings. Modifications that may result from precise planning such as at the Tentative Tract Map or Final Tract Map stage will not require a change to the Development Plan provided that the total number of residential dwelling units in the affected planning units does not exceed that specified by the statistical summary.
4. Residential Grading permits may be issued within the planned community and outside of the area proposed for immediate development. Soil may be stockpiled on or borrowed from locations within the planned community so long as these locations are indicated for development on the Master Plan and a Stockpile Permit has been obtained.
5. The continued use of the land for agricultural purposes and other similar uses including all necessary structures and appurtenances shall be permitted.
6. Water within the Page Ranch Planned Community shall be furnished by the Eastern Municipal Water District.
7. Sewage disposal facilities within the Page Ranch Planned Community shall be furnished by the Eastern Municipal Water District.
8. Drainage and flood protection facilities shall be provided in a manner meeting with the approval of the City Engineer and the Riverside County Flood Control District.
9. Detailed plans, including design, hydrology and hydraulic calculations shall be submitted to the City Engineer and Riverside County Flood Control District for approval, prior to the issuance of grading or building permits and prior to the recordation of a Final Map.
10. Local parks will be provided in conformance with the requirements of the Local Park Code.
11. The Community Development Director shall have the authority and responsibility to review uses not listed in these Planned Community District Regulations. A proposed unlisted use shall be permitted as a principal or conditionally permitted use within a base district if the



Page Ranch Planned Community Development

III. General Notes

Community Development Director determines that said use falls within the purpose and intent of that base district, is of a comparable nature to the principal or conditionally permitted uses specified as permitted in the base district and will not be detrimental to property in the vicinity of said use.

12. A Development Plan as outlined in the Planned Community Development zoning text of the City must be filed with the Planning Commission prior to issuance of any building permits and prior to, or concurrent with, the filing of any Tentative Tract Map. Development Plans can cover all or a portion of the area included in the Page Ranch Master Plan.
13. Article XIX. – PCD Planned Community Development Zone of the Hemet Municipal Code addresses the guidelines for the creation and approval of a PCD, made up of a Community Master Plan and a Development Plan. Sec. 90-620 addresses the approval of the Development Plan and refers to Article II, Section 90-48 Site Development Plan Review, for the approval process for the Development Plan.



IV. Statistical Summary

Page Ranch

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Residential Summary

Table 1

Planning Area	1	2	2A	3	5	7	9	10	11	12	TOTAL
Low Density											
Acres							225.45				225.45
DU/AC							3				3
Total DU							676				676
Population*							1,555				1,555
Low Medium											
Acres		113.46	34	211.90		38.6		221.83	104.5	45.6	769.89
DU/AC		5	5	4		5		2.64	4.4	3.5	3.9
Total DU		567	170	894		193		586	448	155	3,013
Population*		1,304	391	2,056		444		1,348	1,030	357	6,990
Medium Density											
Acres	84.7				118.4		18.1				219.2
DU/AC	4.2				10		4.2				7.3
Total DU's	353				1,164		75				1,592
Population*	812				2,677		173				3,662
Medium High											
Acres		26.01	23.99		40						90
DU/AC		16	16		16						16
Total DU		416	384		640						1,440
Population*		957	883		1,472						3,312
Total Acres	84.7	139.47	57.99	211.90	156.4	38.6	244	221.93	104.45	45.61	1,304.5
Total Population*	812	2,261	1,274	2,056	4,149	444	1,727	1,348	1,030	357	15,458
Total DU's	353	983	554	894	1,804	193	751	586	448	155	6,721

* Population Generation Factor is 2.3 persons per household

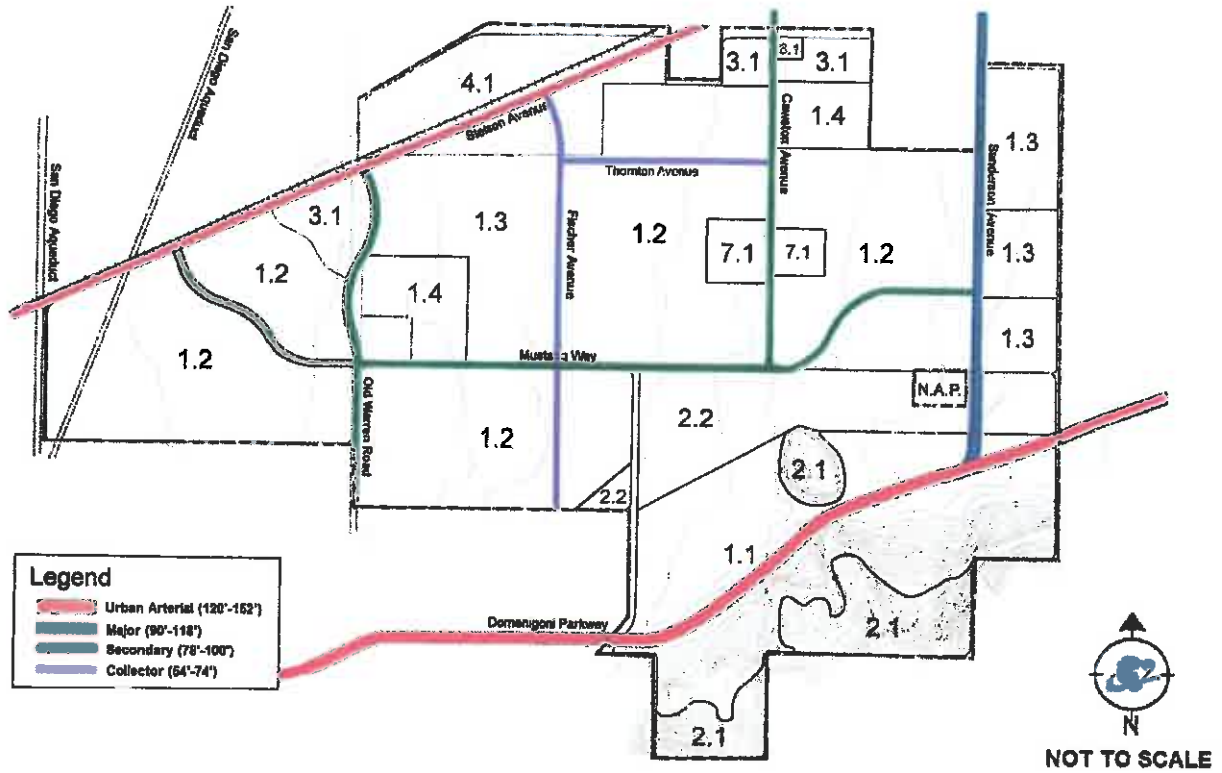
NOTE: This table has been updated from the approved 1980 Page Ranch PCD to incorporate the amended acreages, unit counts and updated Generation Factor.



IV. Statistical Summary

Page Ranch
Planned Community Development

Circulation Plan
Figure 3

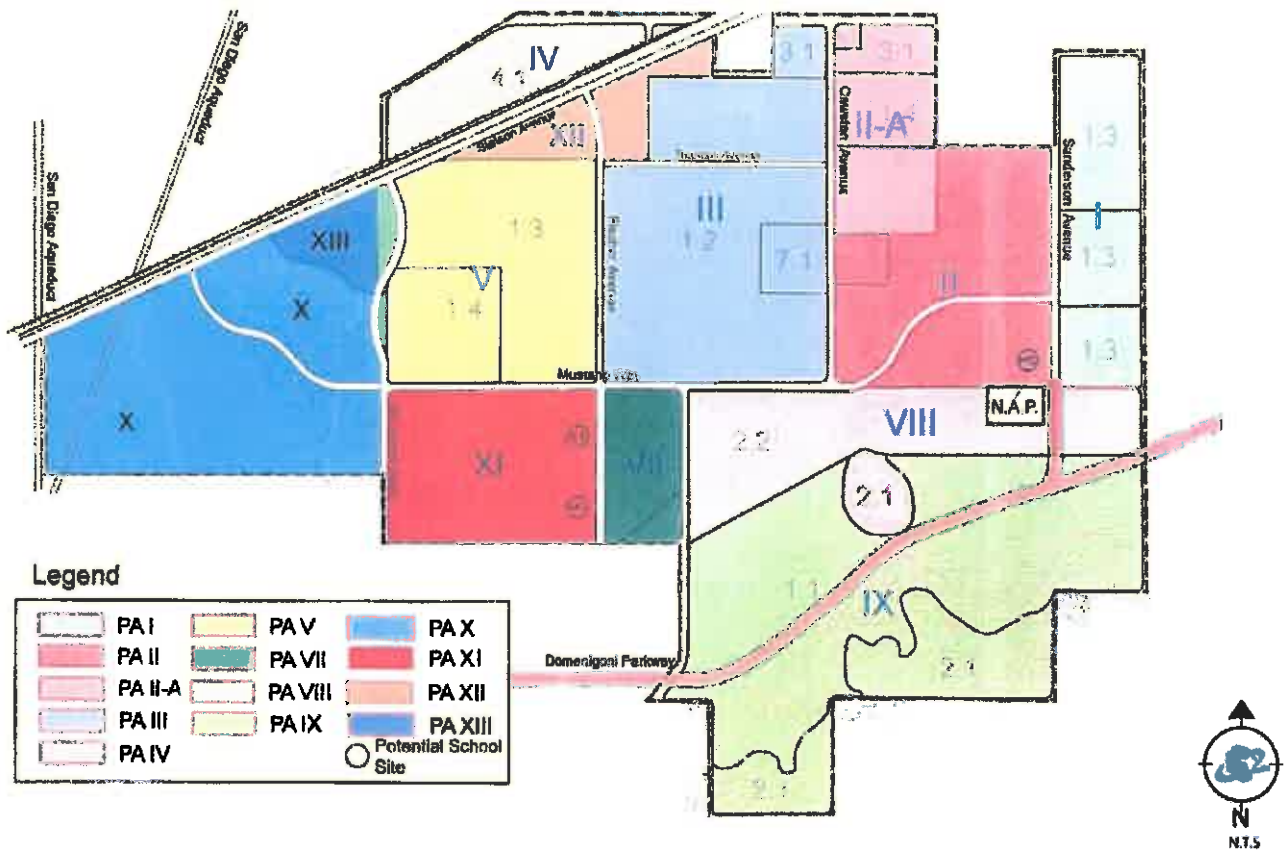




IV. Statistical Summary

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Planning Areas
Figure 4





IV. Statistical Summary

Page Ranch

Planned Community Development

Land Use Summary

Table 2

Planning Area	1	2	2A	3	4	5	7	8	8	10	11	12	13	TOTAL
Low Density									225.45					225.45
Low Medium		113.46	34	211.84			36.6			221.83	104.5	45.6		769.93
Medium Density	84.7					116.4								201.1
High Medium		26.01	23.99			40			18.1					108.1
Open Space/Preserve						1.9		16	92					109.8
Open Space/Recreation								130						130
Schools														0
Commercial			18.59										19.67 ¹	38.26
Industrial					52.1									52.1
Total Acres	84.7	139.47	76.58	211.84	52.1	158.2	36.6	146	335.55	221.83	104.5	45.6	19.67	1634.74

NOTE: This table has been updated from the approved 1990 Page Ranch PCD to incorporate the amended acreages and unit counts.

¹ Planning Area 13 Commercial is limited to 100,000 square feet, consistent with the SEIR.



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V. District Regulations

A. RESIDENTIAL REGULATIONS

1. Low Density Regulations (1.1)

a. *Purpose and Intent*

The land designated for this type of residential use is meant to serve the particular housing need segment of the community where densities do not exceed 3.0 units per gross acre. This intensity of residential use includes areas where existing and proposed hillside development calls for protection of the hillside areas. A variety of other types of dwelling units or development compatible with adjacent areas (such as cluster or multi-family units) may also be accommodated in the manner prescribed for the Low Density category.

b. *Uses Permitted*

- Single-family residences
- Parks and playgrounds, public and private (non-commercial)
- Riding and hiking trails, equestrian facilities and accessory structures
- Golf courses, tennis clubs, athletic clubs and recreational facilities
- Signs subject to the requirements of Section V.H.

c. *Uses Permitted Subject to Site Plan Review (See Section VI)*

- Single-family residential
- Attached or detached multiple family residential
- Community facilities
- Model homes, temporary real estate offices and signs within subdivisions

d. *Temporary Uses Permitted*

- Temporary use of mobile home residence during construction for use as a security or construction trailer
- Continued use of an existing building during the construction of a new building on the same building site
- Real estate signs and future development signs



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e. *Accessory Uses Permitted*

Any of the following customary accessory uses and structures is permitted subject to applicable regulations of the Hemet Municipal Code, Article XI unless modified herein:

- Garages and carports
- Swimming pools
- Fences and walls
- Home occupations in compliance with the regulations provided in the Hemet Municipal Code.
- The keeping of pets of a type readily classified as being customarily incidental and accessory to a permitted principal residential use when no commercial activity is involved. The keeping of wild, exotic, or nondomestic animals is prohibited. As a PCD, the keeping of pets is more restrictive than that allowed by Hemet Municipal Code, Section 90-77.
- Barns, stables, paddocks and other structures necessary for the maintenance of horses shall be permitted on building sites with a minimum area of twenty-thousand (20,000) square feet.
- Horticulture of all types, unlighted and unenclosed by buildings or structures (non-commercial), and as regulated by the Hemet Municipal Code.
- Equines may be kept provided that the minimum building site area of a lot on which one or two may be kept shall be twenty-thousand (20,000) square feet and that for each additional equine over two kept thereon, an additional ten-thousand (10,000) square feet of area shall be required.

f. *Site Development Standards - Single Family Residences*

(1) Conventional subdivision:

Unless otherwise specified on the approved Tentative Tract Map, all single family residential development shall be deemed to be a conventional subdivision. The following regulations shall apply:

- (a) Minimum building site area - eight thousand (8,000) square feet (or as indicated on an approved site plan)
- (b) No minimum building site width required
- (c) Maximum building height - 35 feet or as indicated on an approved Site Plan



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- (d) Density - As stated in the Statistical Summary
- (e) Maximum building site coverage - sixty (60) percent.
- (f) Yard Requirements
 - i. All yard requirements shall be in accordance with those set forth in Article XI of the Hemet Municipal Code.
 - ii. Attached and detached garages or carports shall conform to the building setback requirements for main buildings except that when the setback is less than twenty (20) feet and the vehicular access faces the access street, the setback for garages or carports shall be a minimum of twenty (20) feet from the garage door to the sidewalk, or to the curb if there is no sidewalk.
- (g) Access - each building site shall abut and have vehicular access to a public or private street.
- (h) Off-Street Parking for motor vehicles shall be provided as required by Article XL, Hemet Municipal Code.

(2) Planned concept subdivision:

Where an approved Tentative Tract Map designates the proposed use as a planned concept subdivision, the following regulations shall apply:

- (a) Individual building sites: each dwelling unit, together with all accessory structures, shall be located on an individual building site, and there shall be not more than one single family dwelling per building site.
- (b) Access: each building site shall abut and have vehicular access to a street.
- (c) Building site area: the minimum building site area shall be five-thousand (5,000) square feet. However, where any building site has adequate and permanent access to a privately owned common open area that is usable and suitable for play-ground and recreational purposes, and where the residents of the building site have a guaranteed right of use of the common area for recreation purposes, the minimum building site area may be reduced by an amount equivalent to the proportionate share of the common area if it was divided equally among all such building site abutting the same common area. Any such common area shall not be deemed to be a residential building site.
- (d) Building site width: no minimum required.



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- (e) Building height: thirty-five (35) feet maximum.
- (f) Building site coverage: sixty (60) percent maximum, except if building site area includes usable open space off-site (see V.A.1.f.(2)(c) above).
- (g) Main building setbacks:
 - i. From any property line abutting a street, ten (10) feet minimum from sidewalk, or from curb if there is no sidewalk.
 - ii. When a side property line does not abut a street:
 - Ten (10) feet minimum from one side only, or
 - Ten (10) feet aggregate total for both sides. Further, forty percent (40%) of the setback area may be encroached upon, but the setback of such encroaching structure shall be no less than five (5) feet.
 - iii. Rear setback not abutting a street - minimum of zero (0) feet.
 - iv. Setbacks -accessory structures shall conform to Article XI of the Hemet Municipal Code.
- (h) Garage and carport placement:
 - i. Attached and detached garages and carports shall conform to the building setback requirements for main buildings except that when the main building is set back less than twenty (20) feet and the vehicular access faces the access street, the setback for garages and carports shall be a minimum of twenty (20) feet from the sidewalk, or from the curb if there is no sidewalk, of the access street.
 - ii. The minimum twenty-foot setback for garages and carports, as required by subsection V.A.1.f.(2)(h)i., shall be measured from the nearest point of the garage door to the inside of the sidewalk, or the curb if there is no sidewalk.
- (i) Fences and walls, maximum height: the maximum height of fences and walls used as fences shall not exceed the following limitations:
 - i. Within intersection areas – same as Article X of the Hemet Municipal Code.



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V. District Regulations

- ii. Within other setback areas six (6) feet maximum height.
 - iii. Within areas where main buildings may be placed – restricted to six (6) feet in height.
 - (j) Off-street parking: two (2) usable automobile parking spaces in a garage or carport shall be provided and maintained on any building site containing a single family dwelling in compliance with Article XL of the Hemet Municipal Code.
- (3) Cluster development:
- When an approved Tentative Tract Map designates the proposed use as a single family cluster development, the following regulations shall apply:
- (a) Building site requirements: each development unit, as specified on the approved Tentative Tract Map, shall be deemed to be a building site - no minimum building site size.
 - (b) Individual lots: each dwelling unit shall be located on an individual lot of record and there shall be no more than one dwelling unit on any lot
 - (c) Access: each residential lot need not necessarily abut a street; however, the ownership of any residential lot shall include a recorded right of access from a street for pedestrians and emergency vehicles for a minimum width of not less than twenty (20) feet, or as approved by the Fire Department.
 - (d) Lot area: no minimum
 - (e) Lot width: no minimum
 - (f) Building height: thirty-five (35) feet maximum
 - (g) Building setbacks:
 - i. From any boundary line of the cluster development-ten (10) feet minimum
 - ii. From any interior property line - none except as may be otherwise specified by the California Building Code.
 - (h) Private street and driveway standards: private streets and driveways within cluster developments shall be in accordance with the following standards:



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- i. Driveways serving four (4) or less dwelling units, and having no parking within the travel way - minimum paved width twenty (20) feet
 - ii. Driveways used primarily for access to garages or carports for more than four (4) dwelling units and with no parking within the travel way - minimum paved width twenty-four (24) feet.
 - iii. Streets and driveways where on-street parking will be limited to one side only - minimum paved width twenty-eight (28) feet.
 - iv. Streets and driveways with on-street parking permitted on both sides - minimum paved width thirty-six (36) feet.
- (i) Garage and carport placement:
- i. Where streets and driveways serve to provide access to garages or carports and do not serve as the primary method of access to dwelling units, garages and carports shall be set back a minimum distance of five (5) feet from the street or driveway.
 - ii. In all other instances, garages and carports shall be set back a minimum distance of twenty (20) feet from the edge of the sidewalk or from the edge of the street or paving if there is no sidewalk.
- (j) Fences and walls, maximum height:
- i. Within intersection areas - as noted in the Hemet Municipal Code.
 - ii. All other areas: Six (6) feet
- (k) Off-street parking:
- i. At least two (2) usable automobile parking spaces, in a garage or carport, each not less than ten (10) feet by twenty (20) feet, shall be provided and maintained within the building site for each dwelling unit.
 - ii. At least one (1) off-street automobile parking space for each dwelling unit shall be provided for visitors and guests. Such parking space shall be convenient and accessible for visitors and guests and shall not be within the minimum travel way of any street or driveway as approved on the Tentative Tract Map.



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V. District Regulations

2. Low Medium Density Regulations (1.2)

a. *Purpose and Intent*

The Low Medium Density residential areas of the Page Ranch Planned Community are established to provide for the development of detached and attached single-family residential homes and condominiums, with residential densities that do not exceed 5.0 units per gross acre.

b. *Uses Permitted*

- All those uses specified in Section V.A.1.b.,c.,d. & e. of these Planned Community Regulations.

c. *Uses Permitted subject to Site Plan Review as provided herein (see Section VI)*

- Single family residential
- Multiple family residential

d. *Temporary Uses Permitted*

- All those uses specified in Section V.A.1.d. of these Planned Community Regulations

e. *Accessory Uses Permitted*

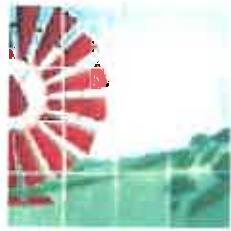
- All those uses specified in Section V.A.1.e. of these Planned Community Regulations.

f. *Site Development Standards - Single Family Residences*

(1) Conventional subdivision:

Unless otherwise specified on the approved Tentative Tract Map, all single family residential development shall be deemed to be a conventional subdivision. The following regulations shall apply:

- (a) Minimum building site area is five thousand (5,000) square feet.
- (b) Minimum building site width is fifty (50) feet, measured at the required front or rear setback line. The minimum width on a cul-de-sac, curving street or knuckle is thirty-five (35) feet, measured at the right-of-way line.
- (c) Flag lots are allowed with a minimum right-of-way frontage and flag width of twenty (20) feet. Minimum width of the building site portion of a flag lot is fifty (50) feet.
- (d) Minimum building site depth is one hundred (100) feet. If the minimum lot area is met, minimum building site depth may be reduced to ninety (90) feet.



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- (e) Maximum building height is thirty-five (35) feet.
- (f) Density is as stated in the Statistical Summary
- (g) Maximum building site coverage is sixty-five (65) percent for one-story and fifty (50) percent for two stories.
- (h) Yard Requirements
 - i. Minimum front yard setback is eighteen (18) feet for a home with an exclusively front-facing garage and twenty (20) feet average for all exclusively front-facing garage homes on one side of the street in a block. Minimum front setback may be reduced to fifteen (15) for homes with a single-story side-entry garage. No front-facing garage door shall be set back less than twenty (20) feet from the right-of-way or back of sidewalk, whichever is greater.
 - ii. Minimum rear yard setback is ten (10) feet
 - iii. Minimum interior side yard is five (5) feet.
 - iv. Minimum street side yard is ten (10) feet.
- (g) Access to each building site shall abut and have vehicular access to a public or private street. No front-loaded homes allowed to front on Collector Streets or higher classifications.
- (h) This document incorporates by reference required (mandatory) and suggested (optional) elements based in part on those found in the 2010 California Green Building Code (CALGreen Code). The CALGreen Code (codified in Part 11 of Title 24 of the California Code of Regulations and amended) has been adopted by the City of Hemet as the City's green building code. Development within remaining portions of Page Ranch will be reviewed for conformance with the provisions of the City's green building code during the Site Development Review process.

Several policies of the City's green building code require a measurement based on the aggregate of the entire plan. The master developer, developer, and/or builder shall be responsible for tracking compliance and submitting summary documentation along with applications for Site Development Review, building permits, or landscape plans to the City, as appropriate.



Page Ranch
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V. District Regulations

(2) Planned concept subdivision:

Where an approved Tentative Tract Map designates the proposed use as a planned concept subdivision, all those standards specified in Section V.A.1.f.(2)

(3) Cluster development:

When an approved Tentative Tract Map designates the proposed use as a single family cluster development, the cluster development regulations specified in Section V.A.1.f.(3) of these Planned Community Regulations shall apply.

3. Medium Density Regulations (1.3)

The Medium Density area within Planning Area I (Sanderson Lakes), will utilize the Development Standards approved with the Sanderson Lakes at Page Ranch Amendment (See Appendix E).

a. *Purpose and Intent*

The medium density residential areas of the Planned Community are established to provide for the development of detached and attached single family residential homes, active adult, and mobile home parks. Residential densities shall not exceed 10.0 units per acre.

b. *Uses Permitted*

- All those uses specified in Section V.A.1. b. through e. of these Planned Community Regulations.

c. *Uses Permitted Subject to Site Plan Review as provided herein*

- Single-family residential, two (2) or more
- Active adult complexes
- Multiple family residential
- Mobile home parks

d. *Temporary Uses Permitted*

- All those uses specified in Section V.A.1.d. of these Planned Community Regulations

e. *Accessory Uses Permitted*

- All those uses specified in Section V.A.1.e. of these Planned Community Regulations

f. *Site Development standards*

(1) Conventional subdivision:



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Where an approved Tentative Tract Map designates the proposed use as a conventional subdivision, the following regulations shall apply: All those standards specified in Section V.A.1.f.(1) of these Planned Community Regulations except that the minimum lot size may be 6,000 square feet.

(2) Planned concept subdivision:

Where an approved Tentative Tract Map designates the proposed use as a planned concept subdivision, all those standards specified in Section V.A.1.f.(2) of these Planned Community Regulations shall apply.

(3) Cluster development:

When an approved Tentative Tract Map designates the proposed use as a single family cluster development, the cluster development regulations specified in Section V.A.1.f.(3) of these Planned Community Regulations shall apply.

(4) Mobile home parks:

- (a) *Minimum lot size:* The minimum lot size shall be not less than 3,600 square feet.
- (b) *Minimum lot frontage:* The minimum lot frontage shall be twenty-five feet (25) for single wide and forty-five feet (45) for double wide units.
- (c) *Front yard setback:* ten (10) feet
- (d) *Side yard setback:* five (5) feet
- (e) *Rear yard setback:* ten (10) feet
- (f) *Lot coverage:* sixty (60) percent of the area; ten (10) percent of the remaining area must be landscaped
- (g) *Maximum building height:* thirty-five feet (35)
- (h) *Community recreation:* A minimum of 270 square feet per mobile home space of recreation area, exclusive of any mobile home space, shall be provided within the mobile home park. The recreation areas shall contain a clubhouse and a recreational area for outdoor games and activities such as shuffleboard, horseshoes, putting green, and swimming pool. The community recreation and service area, as aforesaid, together with the activities planned thereon, shall be shown on the plans and specifications of such detail as shall be required from time to time by the Planning Commission. The location and size of all facilities indicated



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herein shall be subject to the approval of the Planning Commission and the Planning & Building Department. The clubhouse shall have a floor area of not less than 25 square feet for each residential lot, and shall contain adequate kitchen, restroom and storage facilities therein.

(g) *Other requirements:* All other requirements as outlined in Article XX of the Hemet Municipal Code and not modified above shall be applicable.

4. High-Medium Density Residential Regulations (1.4)

a. *Purpose and Intent*

The high-medium density residential areas of the Planned Community are established to provide for the development of detached and attached single family, active adult, and multiple family residential dwelling units. The land allocated for this type of residential use is designed to encourage and concentrate the development of housing of a more intense nature than single family detached units. Duplexes, triplexes, apartments, active adult and attached single family residences should predominate, with "small" lot, patio-type single family units permitted.

b. *Uses Permitted*

- Single family residences (Subject to Section V.A.3., Medium Density Residential)
- Parks and playgrounds, public and private (non-commercial)
- Golf courses, tennis clubs and other recreation facilities
- Riding and hiking trails

c. *Uses Permitted Subject to Site Plan Review*

- Single-family residential, two (2) or more
- Active adult complexes
- Mobile home parks and subdivisions subject to Section V.A.3.f.(4)
- Multiple-family residences
- Community apartment projects
- Recreation vehicle parks

d. *Temporary Uses Permitted*

All those uses specified in Section V.A.1.d. of these Planned Community Regulations



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e. *Accessory Uses Permitted*

All those uses specified in Section V.A.1.e. of these Planned Community Regulations

f. *Site Development Standards*

(1) Site Development Standards for Multiple Family and/or Active Adult Residences

- (a) Maximum building height – 50 feet or as approved in the site plan review procedure.
- (b) Setbacks from property lines abutting highways and streets (including accessory buildings). Where the building site abuts an arterial highway, the setback distance from the ultimate right-of-way shall be a minimum distance of twenty (20) feet.
- (c) Setbacks from property lines abutting areas zoned or developed with residential uses other than multi-family residences or detached condominiums shall be a minimum distance of five (5) feet plus ten (10) feet for each story of the multiple-family structure in excess of one story
- (d) Building Site Coverage - The maximum area covered by buildings shall be sixty (60) percent of the total gross site area. For the purpose of this ordinance, covered area shall mean all developed areas including streets, driveways, parking areas, garages and dwellings exclusive of open areas, patios or recreational facilities.
- (e) Building Areas - When multiple units are to be built on a lot under this section, the following rules shall apply:
 - i. Duplex, minimum floor area 1,000 square feet per unit.
 - ii. Triplex, minimum floor area 1,000 square feet per unit.
 - iii. Whether or not the units are under one roof or under separate roofs, each unit of a group of not to exceed two (2) on one (1) lot, shall have a floor area of not less than 1,000 square feet.
 - iv. Each unit of a group of three (3) or more on one (1) lot, shall have a floor area of not less than the following:
 - If the unit has two or more bedrooms, the area shall be not less than 850 square feet.
 - If the unit has only one bedroom, the area shall be not less than 700 feet.



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- If the unit has only a living room-bedroom combination (studio), the area shall be not less than 550 square feet.

- (f) Private street and driveway standards shall be the same as provided for cluster developments in Section V.A.1.f.3.(h) of these Planned Community Regulations.

B. COMMERCIAL REGULATIONS (3.1)

1. Local and Neighborhood Commercial Regulations (Planning Area XIII)

a. *Purpose and Intent*

This category designates land for commercial centers which provide appropriately located areas for retail stores, offices, and service establishments to primarily serve residents of the immediate area.

b. *Uses Permitted and Site Development Standards*

(1) Local and Neighborhood Commercial Developments shall be permitted where shown on the Development Plan in conformance with provisions of Article XXVI of the City of Hemet Zoning Code. When located within Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area, some of the uses permitted or conditionally permitted in the City of Hemet Zoning Code may not be permissible, and all uses are subject to limitations on intensity as specified by Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, as specifically modified by the Hemet-Ryan Airport Land Use Compatibility Plan.

(2) Community Facilities, as provided for in Section V.G. of these Planned Community Regulations, except schools (K-12, either public or private) and except child care centers subject to discretionary City review.

c. *Site Plan Review*

All development proposed for this Land Use Category shall be subject to the requirements of Section VI, Site Plan Review herein.

d. *Sign Regulations*

See Section V.H. of these Planned Community Regulations.

2. Community Commercial Regulations (Planning Areas II, II-A and III)

a. *Purpose and Intent*

This category designates land for commercial centers which provide a wide range of facilities for retail trade, convenience goods, services, and professional office uses. It includes areas of larger retail volume than that of Neighborhood Commercial.



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b. *Uses Permitted and Site Development Standards*

(1) Community Commercial Developments shall be permitted where shown on the Development Plan in conformance with provisions of Article XXVI of the Hemet Municipal Code. When located within Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area, some of the uses permitted or conditionally permitted in the City of Hemet Zoning Code may not be permissible, and all uses are subject to limitations on intensity as specified by Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, as specifically modified by the Hemet-Ryan Airport Land Use Compatibility Plan.

(2) Community Facilities, as provided for in Section V.G. of these Planned Community Regulations, except schools (K-12, either public or private) and except child care centers subject to discretionary City review

c. *Site Plan Review*

All development proposed for this Land Use Category shall be subject to the requirements of Section VI, Site Plan Review herein.

d. *Sign Regulations*

See Section V.H. of these Planned Community Regulations.

C. LIGHT INDUSTRIAL REGULATIONS (4.1)

1. Purpose and Intent

These areas should provide for the development of a variety of industrial uses of high quality physical development by requiring comprehensive planning and the coordination of building design and location, landscaping, parking, interior circulation, and other facilities.

The physical effects of permitted industrial activities should be limited so that the emission of air contaminants, noise, glare and other such effects that could be harmful to life or other nearby property does not occur.

2. Uses Permitted

Manufacturing, assembly, testing, repair of and research on components, devices, equipment and systems of electrical, electronic or electro-mechanical nature such as, but not limited to:

- Coils, tubes, semiconductors and similar components
- Metering instruments, equipment and systems
- Phonographs, turntables and audio units
- Radar, infrared and ultraviolet equipment and systems



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- Scientific and mechanical instruments
- Television and radio equipment and systems
- Manufacturing and assembly of retail or wholesale items to a finished product. Such items may be made from bone, cellophane, fiber, fur, glass, latex, ceramics, pottery, lead, leather, metal, paper, plastics, wood or yarn.
- Warehousing, storage and transfer, uses such as cold storage plants, trucking firms and beverage distributors.
- The wholesaling of products such as electrical supplies, plumbing supplies, hospital or sickroom supplies, plate glass and mirrors.
- Vehicle or equipment rental or leasing.
- Specialized service uses not requiring extensive customer access, including pest control services, linen or diaper supply, catering services, printing or reproduction shops, computer or data processing centers, plumbing services, and electrical services.
- Publishing or bookbinding.
- Broadcasting studios.
- Veterinary offices and clinics.
- Upholstering shops.
- Wholesale nurseries and plant storage.
- Repair uses and activities including vehicle repair and boat maintenance provided that all such activities take place within a building and there is no related outside storage.



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3. Accessory uses and Structures Permitted

- Accessory uses incidental to the operation of a permitted industrial use such as cafeterias, snack bars, delicatessens, industrial products showroom, conference rooms, business and professional offices, training classrooms, and caretaker residences.
- Government buildings and public utility uses accessory to warehousing and manufacturing, excluding public schools, police stations, fire stations, or hospitals.
- Outdoor sales, display and storage as accessory uses.

4. Conditional Uses and Structures Permitted

The following additional uses may be permitted subject to approval of a Conditional Use Permit:

- Yard storage for construction materials.
- Animal shelters.
- Collection and recycling of paper, glass and other materials, excluding junkyards or auto salvage.
- Kennels, commercial or non-commercial.
- Vehicle storage.

5. Operational Standards

- a. The following effects shall not be permitted to emanate beyond the boundaries of the premises upon which a permitted use is located.
 - (1) Objectionable noise, generation of heat or cold, or direct or reflected glare, odor, or vibration detectable by the human senses without the aid of instruments.
 - (2) Air contaminants, including, but not limited to smoke, charred paper, dust, soot; carbon, noxious acids or oxides, fumes, gases, odors, particulate matter, or any combination thereof that endangers human health or causes damage to vegetation or property.
 - (3) Radioactivity, electric or electromagnetic disturbance which unduly interferes with the normal operation of equipment, instruments or appliances.
 - (4) Any other emissions or radiation that endanger human health, result in damage to vegetation or property or which cause spoiling.
- b. The standards prescribed by the County Air Pollution Control District



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and the County and State Departments of Public Health shall be taken into account in the administration of the fore-going Operational Standards.

- c. The Community Development Director shall be responsible for determining whether any premises fail to meet these Operational Standards. Any decision of the Community Development Director may be appealed to the Planning Commission and/or City Council.
6. Site Development Standards
- a. Minimum Lot Size 15,000 sq. ft.
 - b. Minimum Street Frontage 100 ft.
 - c. Minimum Front Yard 20 ft.
 - d. Minimum Side Yard 5 ft.
 - e. Minimum Rear Yard 20 ft.
 - f. Maximum Lot Coverage 75%
 - g. Maximum Height 35 ft.
 - h. Enclosure, Screening, and Landscaping shall be provided as follows:
 - (1) All uses except plant nurseries, drive-in banks, off-street parking areas, drive-in restaurants, auto and farm machinery sales yards, and similar commercial uses, shall be conducted within a building or within an area enclosed on all sides by a solid wall or uniformly painted wood fence not less than six feet in height.
 - (2) Where a site adjoins a residential area, a solid masonry wall six feet in height shall be located adjoining the property line, except adjoining a required front yard, and an area at least ten feet in depth adjoining the property line shall be landscaped with plant materials, including a buffer of trees.
 - (3) When an industrial use fronts or sides on a public street there shall be maintained a setback of at least 10 feet in depth for landscaping and access purposes.
 - i. Storage Areas
 - (1) All outdoor storage shall be visually screened from access streets, freeways and adjacent property. Said screening shall form a complete opaque screen up to a point eight (8) feet in vertical height but need not be opaque above that point.
 - (2) Outdoor storage shall be meant to include all company owned and operated motor vehicles, with the exception of passenger vehicles.



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- (3) No storage shall be permitted between a frontage street and the building line.
- j. Refuse Collection Areas
 - (1) All outdoor refuse collection areas shall be visually screened from access streets, freeways and adjacent property by a complete opaque screen.
 - (2) No refuse collection areas shall be permitted between a frontage street and the building line.

D. PUBLIC/INSTITUTIONAL REGULATIONS (5.1, 6.1 & 7.1)

1. Purpose and Intent

- To accommodate the wide range of major public and quasi-public institutional and auxiliary uses established in response to the health safety, educational and cultural needs of the City.
- To encourage the assembly of specific public, quasi-public and related facilities into efficient, functionally-compatible, and attractively-designed administrative centers, educational institutions and similar complexes, in conformance with the General Plan.

2. Principal Uses and Structures Permitted

- Educational uses public or private, including colleges, universities, elementary or high schools; and business, vocational and professional schools including art, barber beauty, dance, drama, music and swimming. Also, child day care centers, preschools or nursery schools.
- Religious-related uses including churches, temples, synagogues, convents, monasteries, religious retreats and other places of religious worship are permitted with a Conditional Use Permit.
- Public and semi-public buildings, services and facilities, including museums, libraries, government buildings, parks, public utility offices and exchanges, bus, taxi or railroad stations, police stations and fire stations.

3. Development Standards

Projects proposed within areas set aside for public/institutional areas (areas 5.1, 6.1 and 7.1) shall be subject to Section VI, Site Plan Review Regulations of the Planned Community Regulations.



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E. OPEN SPACE/PRESERVATION REGULATIONS (2.1)

1. Purpose and Intent

- To greatly limit or prevent development in those areas of the planned community which present the greatest constraints in terms of existing natural resources and/or potential hazards and are most likely to result in an adverse public safety situation if development were to occur.
- To provide open space corridors to adequately buffer and to provide for a gradual transition between land use of higher intensity to those of lesser intensity both within the planned community area and surrounding areas.
- To preserve hillside areas where slopes exceed 25 feet or more in vertical height.

2. Principal Uses

Uses, public or private, which emphasize open space use of the land with only minimal development, such as:

- Animal grazing*
- Farming, crop or trees*
- Open Space recreation uses, public or private, which focus on the use of outdoor areas instead of building development.*
- Additional uses which the Planning Commission and City Council determine as consistent with the intent and purpose of the General Plan and Specific Plan.*

3. Development Standards

Projects proposed within areas designated for open space preservation shall be subject to a Conditional Use Permit.

F. OPEN SPACE AND RECREATION REGULATIONS (2.2)

1. Purpose and Intent

The purpose of the open space regulations is to protect and preserve open space for the preservation of natural resources, for the preservation and managed production of resources, for outdoor recreation and education, and for public health and safety. It is also the intent to provide open space areas which are so located, so configured, or possessed of physical features that they may provide valuable and functional open spaces, to provide local or buffer greenbelts and/or to serve as linkages between open space areas.



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2. Uses Permitted

Any of the following principal uses are permitted with the exception of those specific uses that are listed as prohibited uses:

- Field crops
- Grazing
- Orchards and vineyards
- Horticulture and nursery stock growing for off-site sale only
- Parks, playgrounds and outdoor recreation facilities
- Riding and hiking trails
- Apiaries, upon the following conditions:
 - No occupied hives shall be closer than 150 feet to any street or highway.
 - No occupied hives shall be closer than 400 feet to any existing dwelling not on the premises or the premises of another apiary, unless the written consent of the owner of such dwelling is secured.
 - No occupied hives shall be closer than 50 feet of any property line common to other property lines other than property lines of another apiary.
- The keeping of equines or bovines for purposes other than grazing upon the following conditions:
 - Such animal keeping shall not be for any commercial purpose
 - There shall be no shelter or supplementary feeding of, or any structures designed for such shelter or such feeding of said animals, within 75 feet of the right of way line of any street, or the boundary of any other district.
- Local and Buffer Greenbelts
 - Water recharge, percolation and watershed areas
 - Wildlife preserves and sanctuaries
 - Public utility easements for overhead or underground transmission lines
 - Archaeological sites
 - Historical preserves
 - Screening walls, fences and vegetation



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3. Uses Permitted Subject to a Conditional Use Permit

A Use Permit may be approved for any of the following uses only when the Planning Commission finds that the proposed use is consistent with the purpose and intent of the Open Space regulations and the Open Space and Conservation Elements of the General Plan:

- Commercial stables
- The reclamation for open space purposes of mines, quarries and pits resulting from the commercial extraction of rock, sand, gravel, earth, clay and similar materials.
- Livestock feeding ranches not feeding garbage, refuse or offal.
- Golf courses and riding clubs.
- Structures incidental and accessory to permitted uses such as gazebos, information centers, restrooms, concession stands, maintenance buildings, greenhouses, stable and clubhouses.
- Required parking facilities incidental and accessory to permitted uses.
- Commercial uses incidental and accessory to permitted uses including:
 - Sale of food and beverages.
 - Operation of riding academies and stables.
 - Parking facility concessions.
 - Schools, public and private, where the school site has a minimum net area of at least five acres.
 - Signs: business, real estate and identification, not exceeding six square feet in area.

4. Site Development Standards

- a. *Building Site Area:*
One acre minimum.
- b. *Building Site Width:*
No minimum requirement.
- c. *Building Height:*
No maximum except as approved by the Conditional Use Permit.
- d. *Setbacks:* All buildings, structures and off-street parking facilities shall be set back a minimum of 30 feet from any public or private street.



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e. *Off-Street Parking:*

Parking and parking development standards for motor vehicles shall be provided as required by Article XL of the Hemet Municipal Code.

f. *Screening:*

Walls and fences may be installed in accordance with the following limitations:

- (1) Natural wood, metal or fiber non-opaque fences may be installed, provided they are consistent with the purpose and intent of the Open Space Regulations.
- (2) Masonry or solid wood fences shall be shielded from view from any street or highway by landscaping, berm or other topographic feature.

G. COMMUNITY FACILITIES, ALL AREAS

1. Uses Permitted

The following uses shall be allowed in all land use areas, except where listed as prohibited uses pursuant to Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, as specifically modified by the Hemet-Ryan Airport Land Use Compatibility Plan. Within Compatibility Zones C and D, uses are subject to intensity limitations as specified by the Hemet-Ryan Airport Land Use Compatibility Plan.

- Parks, playgrounds, recreation or open green areas, riding, hiking and bicycle trails and related facilities.
- School and establishments for the care of preschool children.
- Fire stations.
- Accessory buildings, structures and uses related and incidental to a permitted use.
- Signs identifying or giving directions to permitted uses and facilities or identifying sites of future uses and facilities. No sign shall exceed thirty-five (35) square feet in area.

2. Building Height Fifty (50) feet.

3. Building Setbacks

Twenty-five (25) feet from all residential property lines and ten (10) feet from any street side property line. No building structure shall be located closer to a residential structure on an adjacent site than a distance equal to twice the height of the nonresidential building. The height of the non-residential structure above the grade elevation of the residential site shall apply. Any structure which abuts upon a plaza, park, mall, greenbelt or other permanent open space may abut the common property line.



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4. Off-Street Parking

The requirements of Article XL of the Hemet Municipal Code, as related to individually listed uses, shall apply.

H. SIGNS

1. Purpose and Intent

Signing is an important aspect of any community. When abused, signing creates a visual blight which detracts from the quality of the environment. When unduly restricted, the lack of signing creates a hardship for merchants who rely on effective signing to identify their establishments.

- Recognizing that the primary purpose of signing is property and business identification, the procedures and regulations of this Section are enacted to:
- Insure that signs erected within Page Ranch are compatible with their surroundings and are in keeping with the goals and objectives of the Community.
- Aid in the identification of properties, land uses and enterprises.
- Promote commerce, traffic safety and community identify while also promoting and enhancing the quality of the visual environment of the area.
- Establish procedures and regulations which control the location, size, type and number of signs permitted and which regulate and control all other matters pertaining to signs.

2. General Regulations

The regulations listed in this Paragraph are applicable to all signs erected within the Page Ranch Planned Community.

a. *Design Criteria*

Signs to be erected shall be subject to certain design criteria. These criteria have been developed in order to encourage signing which is in harmony with the semi-rural environment of the City. At the same time, the City recognizes that the primary purpose of signing is effective communication. Therefore, in applying the design criteria contained herein, the City shall give close attention to the need for adequate sign visibility, legibility and readability. These design criteria are not intended as rigid requirements.

For the purpose of administering these design criteria, the word "encourage" should mean to foster or be favorable toward a certain type of sign design. However, the fact that a certain design is encouraged by this Code shall not, in and of itself constitute grounds



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for denying a permit for sign whose design is not specifically referenced in these criteria.

The design criteria are as follows:

(1) Color:

The use of pastel "earth tone" sign colors shall be encouraged. Examples of such colors include, but are not necessarily limited to browns, pale yellows, tan, beige and similar shades. In applying these color criteria, the City shall recognize and give consideration to the need for adequate contrast between sign lettering and background.

(2) Materials:

The use of high quality wood signs, whether hand carved, sandblasted, painted, or routed shall be encouraged. Such signs may be lighted indirectly. The following materials may also be used if they are designed to conform to the other appearance standards listed herein: individual letters of metal or other materials, painted signs, stucco or similar backgrounds utilizing a variety of lettering materials, other materials designed and constructed to satisfy the design criteria specified herein.

(3) Lettering Style:

In order to promote effective sign communication, the use of the same lettering style and colors for all tenant names included in shopping center identification signs shall be encouraged.

(4) Use of Adopted Logos or Trademarks:

The use of an adopted logo or lettering style for a commercial or other development may be permitted. However, if the appearance of such a logo is in substantial conflict with the design criteria listed herein, the applicant shall be encouraged to modify the colors, materials, or other design features in order to lessen the conflict with said design criteria.

(5) Architectural Style:

Consistent with the criteria outlined herein and preceding, the City shall encourage design and location of signs in harmony with the architectural style of the buildings they serve. It is the purpose of this Section to encourage, to the extent possible, signs that are integrated into the architectural theme or style of a building.



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(6) Scale:

The maximum heights and areas for different signs are specified elsewhere in this Section. Within these maximums, sign heights and areas shall be used that are in scale with the buildings and street environments where they are located. This scale criterion shall only be applied in unusual cases wherein the nature of a building site is such that the erection of a sign at full height and site maximums would not be in scale with neighboring buildings, existing signs, or the street adjacent to the site in question.

b. Area

The maximum area allowed for individual signs and the maximum aggregate area allowed for all signs on a building exposure, frontage and/or site are listed on Table 3. The measurement of area on different types of signs is illustrated in Figure 5.

(1) General:

Sign area is the entire surface area of a sign including nonstructural trim. The supports, uprights or structures on which any sign is supported shall not be included in determining sign area. Sign area for cutout letters or displays shall include the total area within the periphery of the cutout letters or display. If a sign consists of a symbol or statuary, the entire surface area of the symbol or statuary shall be computed as the sign area.

(2) Multi-Faced Signs:

- (a) If a sign is double-faced, its sign area shall be computed as the area of either face taken separately. For example, if the maximum allowable sign area is 60 square feet, a double-faced sign may have an area of 60 square feet per each face.
- (b) If a sign has three or more faces, its sign area shall be computed as the sum of the areas of each individual face. For example, if a sign has four faces and the maximum allowable sign area is 40 square feet, the maximum area for each of the four faces is 10 square feet.
- (c) If a sign is V-shaped, with an angle of greater than 60 degrees between the two faces, its sign area shall be computed by adding the areas of the two faces together. If the angle between the two faces is less than 60 degrees, its sign area shall be computed in the same manner as for a double-faced sign.



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(3) Multiple Signs:

Whenever more than one sign is placed on a freestanding structure or on a projecting structure, the combination of signs shall be considered as one sign for the purpose of computing sign area. Total sign area shall be computed by adding the areas of the individual signs.

(4) Aggregate Area:

Aggregate area of signs is measured per frontage, building exposure, parcel, or use. The term "building exposure" means the total wall area or elevation of an establishment on one side of a building. Interior arcades shall be considered building exposures for establishments which front such arcades. No establishment shall be considered to have more than four building exposures.

Under-canopy signs are permitted as part of the aggregate sign area allowed on the building exposure to which the canopy is attached.

c. *Height*

The height of a sign shall be measured from the finished grade at the base of a sign to the highest part of the sign structure, including any ornamentation.

(1) Maximum Heights:

The heights listed in Table 3, following, are the maximum allowable sign heights for each type of sign in all commercial and industrial areas.



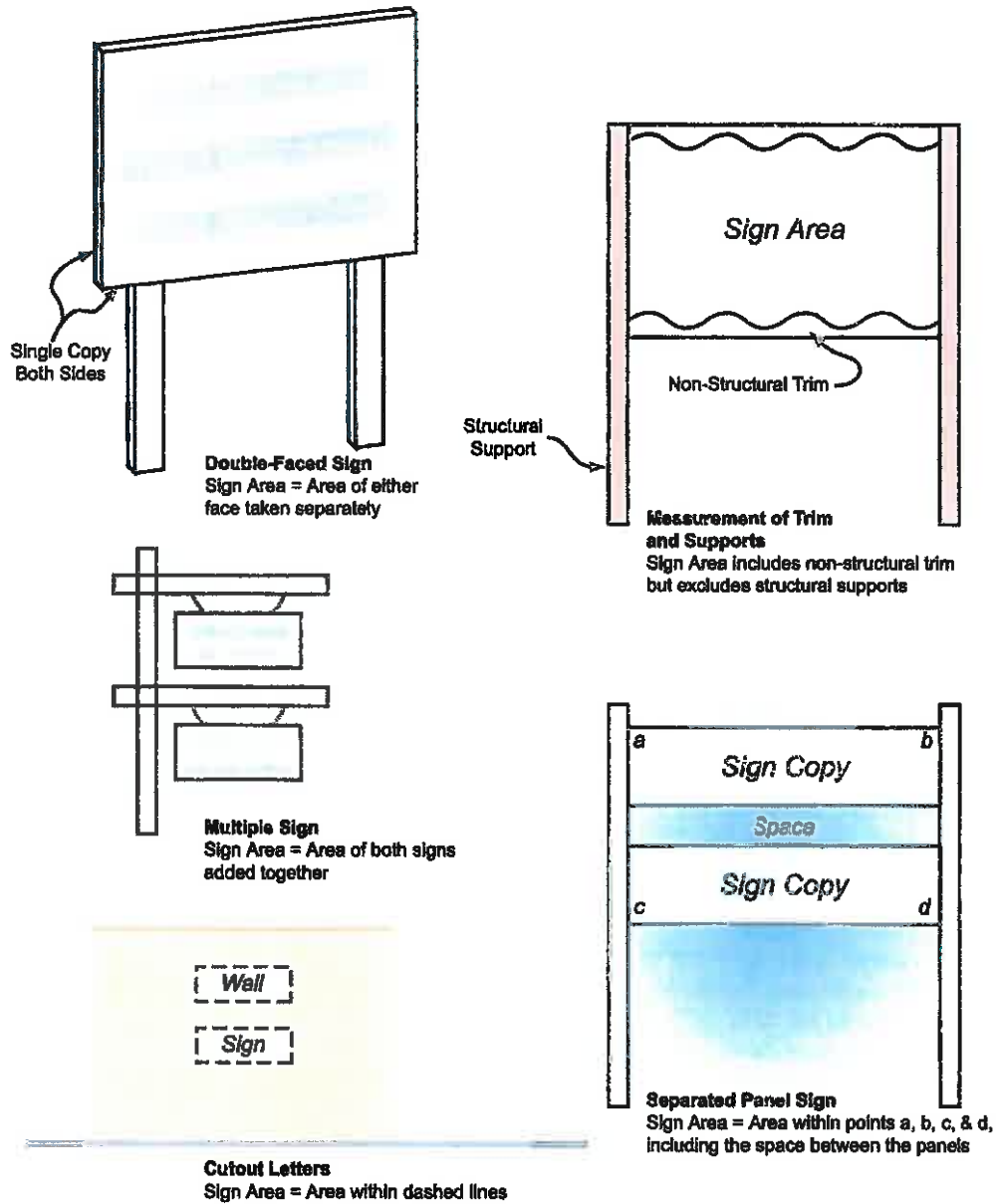
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Sign Area Measurement

Figure 5





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Maximum Sign Heights

Table 3

Type of Sign	Height
Free-Standing Monument	6 feet
Free-Standing Pole	15 feet
Building-Mounted Projecting	15 feet
Building-Mounted Flush	25 feet*
*Includes signs painted on the side of a building	

d. *Location*

Free-Standing signs and sign structures may be located within required front, rear or side yards provided such signs do not obstruct the clear view of pedestrian or vehicular traffic or otherwise constitute safety hazard.

e. *Illumination*

In keeping with the semi-rural character of Hemet, the illumination of signs by subdued indirect lighting is encouraged. Illumination of signs shall conform to the following provisions:

- (1) Only flush, building-mounted signs may be internally illuminated. Internally-illuminated free-standing signs are prohibited.
- (2) Where allowed, internal illumination shall be by:
 - (a) Illumination of individual letters, or
 - (b) The use of translucent material with light letters on a dark or opaque background.

f. *Table of Regulations*

Unless otherwise specified in this Section, Table 3 establishes the maximum height, area and aggregate area for signs in commercial and industrial uses in the Page Ranch Planned Community.

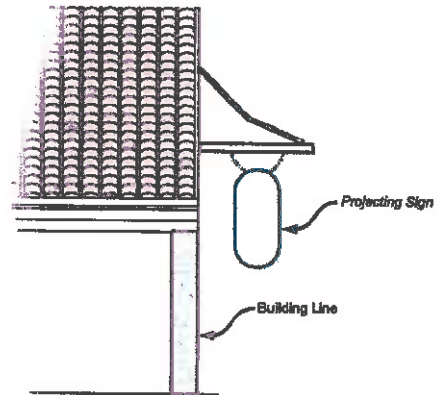
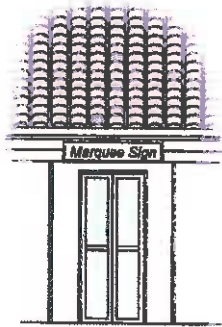
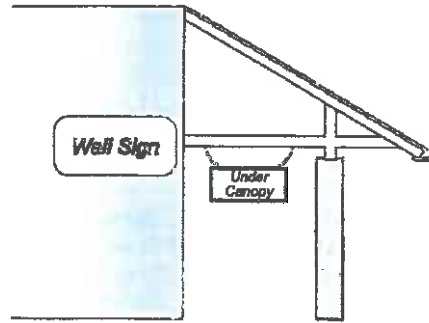


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Types of Signs
Figure 6



Building-Mounted Signs



Free-Standing Signs



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(1) Signs Requiring Permits

Other signs: The following signs are permitted in The Page Ranch Planned Community subject to the issuance of a sign permit.

- (a) *Major Real Estate Signs:* A major real estate sign is a sign advertising the sale, rental or lease of the premises or property on which the sign is located and which is greater than 6 square feet in area. Such signs shall not exceed 6 feet in overall height or 32 square feet in area. Additionally, such signs shall not be located on a parcel of land which is less than one acre in area.
- (b) *Major Construction Signs:* A major construction sign is a sign identifying the project to be built on a site and may also identify major tenants, contractor or project participants (e.g., architect, lender). Construction signs shall be removed prior to the issuance of a Certificate of Use and Occupancy for the project or any part of the project. A Major Construction sign shall have an area greater than 6 feet but not greater than 32 square feet. It shall not exceed an overall height of 6 feet and shall not be located on a parcel of land which is less than one acre in area.
- (c) *Temporary Subdivision Signs:* Temporary on-site signs used to identify an approved residential development within the City are permitted subject to the following provisions: (a) Signs identifying each named development shall be located within boundaries of that development and shall have an aggregate area not exceeding 60 square feet. Overall height shall not exceed 15 feet. (b) Such signs shall be removed prior to the issuance of the last Certificate of Use and Occupancy for the units within the subdivision.
- (d) *Permanent Residential Development Entry Signs:* Each sign shall not exceed 32 square feet in area nor have an overall height greater than 6 feet.

(2) Signs Not Requiring A Permit:

Signs in this Subsection are permitted within the Planned Community subject to the limitations and requirements set forth in this Section and elsewhere in these Regulations. Sign permits are not required for these signs. However, building and electrical permits are required.

- (a) *Small Size Signs:* Signs less than 12 square feet in area. Such signs shall be included within the aggregate area allowed for each use of establishment.
- (b) *Grand Opening Signs:* A maximum of one temporary sign per street frontage indicating the grand opening of a business or



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industry is permitted subject to the following requirements:

- Maximum aggregate area: 60 square feet.
 - Such signs shall relate to the activity being conducted in the premises where they are placed.
 - Such signs shall be displayed for a maximum of 45 days, per the Hemet Municipal Code.
 - Illumination of such signs is prohibited.
- (c) *Convenience Signs:* The Community Development Director may authorize the placement of signs which are needed for public convenience, safety or to provide directional information. Such signs are designed to be viewed from within premises or adjacent to the premises by pedestrians or by motorists parking their automobiles. Examples of such signs include, but are not limited to, directional arrows, exit signs, fire extinguisher signs and no parking signs. Convenience sign area shall not be included within the calculation of aggregate area authorized for an establishment. These signs may be illuminated, either indirectly or internally.
- (d) *National and State Flags:* National and State flags shall be flown and displayed in a manner whereby they are not construed as an attraction-gaining device for the advertisement of a product or use, or in a manner to otherwise draw attention of the traveling public to an establishment or sales office. Such displays shall conform to the criteria established in House Document 209 of the 91st Session of Congress.
- (e) *Incidental Signs:* The following incidental signs, if non-illuminated, are permitted in all districts with no sign permit required:
- *Political Signs:* If they pertain to a specific election and are displayed no earlier than 30 calendar days prior to that election. Such signs shall not be located closer than 200 feet from any designated polling place and shall be removed within 3 days after election day. The candidate, person, or persons responsible for the placement of a political sign shall be responsible for its removal. Political signs shall not exceed 12 square feet in area and no more than 1 sign per land parcel is permitted for each candidate. These signs may be off-site signs.
 - *Religious, Charitable or Cultural Signs:* not exceeding 6 square feet in area and temporary in nature (displayed not



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more than 30 calendar days per year). These signs may be off-site signs.

- *Vacancy Signs:* Apartments, hotels and motels are permitted a maximum of 1 "vacancy & no vacancy" sign per street frontage not to exceed 6 square feet in area.
- *Real Estate Signs:* Each building or legal site is permitted one (1) real estate sign per street frontage advertising the sale, rental or lease of the premises or property on which said sign is placed subject to the following limitations: (a) for sites one acre or less, the sign area shall not exceed 6 square feet and shall not exceed 5 feet in overall height; (b) for sites greater than one acre, the sign area shall not exceed 32 square feet and shall not exceed 6 feet in overall height. However, real estate signs greater than 6 square feet shall require a sign permit.
- *Construction Signs:* A maximum of one (1) construction sign identifying the project to be built on the site and the project participants, subject to the following limitations: (a) for sites one acre or less, the sign area shall not exceed 6 square feet and shall not exceed 5 feet in overall height; (b) for sites greater than one acre, the sign area shall not exceed 32 square feet and shall not exceed 6 feet in overall height. However, construction signs greater than 6 square feet shall require a sign permit.
- *Temporary Window Signs:* Such signs shall not cover more than 25% of the area of the window within which they are placed.
- *Residential nameplates* not exceeding one square foot in area indicating the name of the occupant of the residence.
- *Professional occupation signs* or nameplates not exceeding 2 square feet in area denoting only the name and profession of an occupant on the premises where they are placed.
- *Memorial signs or tablets* or names of buildings and dates of erection - when cut into masonry surface or when constructed of bronze or other noncombustible materials. Such signs shall not exceed 6 square feet in area.
- *Temporary signs* associated with produce, vegetable, or fruit stands. Such signs shall not exceed an aggregate area of 80 square feet and shall be located within 100 feet of the produce stand which they identify.



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Sign – Summary Matrix, Signs Permitted for Each Use

Table 4

Type of Design	District	Maximum Height	Maximum Area/Size	Maximum Aggregate Area
*Free-Standing Pole	Commercial	15'	24 sq. ft.	Not more than 60 sq. ft. per frontage for all free-standing signs
*Free-Standing Monument	Commercial	6'	60 sq. ft.	Not more than 60 sq. ft. per frontage for all free-standing signs
Building Mounted	Commercial	25'	18 sq. ft.	24 sq. ft. per exposure
Free-Standing	Commercial	6'	60 sq. ft.	80 sq. ft.
Building Mounted	Commercial	25'	60 sq. ft.	Building-mounted signs shall be included as part of the permitted 80 sq. ft. aggregate area
*Free-Standing	Industrial	15'	60 sq. ft.	120 sq. ft. per Industrial Park
*Free-Standing Monument	Industrial	6'	30 sq. ft.	30 sq. ft.
Building Mounted	Industrial	25'	18 sq. ft.	24' sq. ft. per exposure
Temporary Subdivision	All Areas	15'	60 sq. ft.	80 sq. ft. per subdivision
Permanent Subdivision	All Areas	6'	32 sq. ft.	64 sq. ft. per subdivision
Political	All Areas	6'	12 sq. ft.	12 sq. ft. per parcel
Real Estate and Construction	All Areas	6'	6 sq. ft.	For Lot 1 acre or less
Real Estate and Construction	All Areas	6'	32 sq. ft.	For Lot greater than 1 acre, one sign per lot frontage

* Only one free-standing frontage is permitted for individual establishments or shopping centers. Establishments within shopping centers are not permitted individual free-standing signs.



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- Signs painted directly on vehicles indicating the name of the establishment using the vehicle.
- *Government or other legally required posters, notices and signs.* These signs may be off-site signs.
- *Traffic or safety signs,* signs of public utility agencies, or construction contractors serving as directional or safety aids. Examples include: street signs, freeway off ramp signs and roadwork signs.
- *Temporary placards, posters and subdivision directional signs* placed in public rights-of-way and not exceeding 6 square feet in area, providing that such signs do not exceed 3 feet in overall height. Such temporary signs shall not be displayed without first obtaining an encroachment permit from the Director of Public Works.

(3) Prohibited Signs:

The following signs, types of signs and attraction devices are prohibited within the Page Ranch Planned Community:

- (a) Signs mounted on or above roofs.
- (b) Signs which incorporate in any manner, flashing, moving, or intermittent lighting.
- (c) Signs incorporating mechanical movement of any kind, such as, but not limited to, rotating, revolving, moving, or animated signs.
- (d) Signs or sign structures other than those specifically permitted in previous section that project into a public vehicular right-of-way or private travel way. However, projecting signs are permitted above pedestrian ways or sidewalks, provided such signs are located at least 8 feet above finish grade and do not project more than 4 feet into the pedestrian way or sidewalk.
- (e) Off-site signs except those specifically permitted in previous paragraphs.
- (f) Billboards, off-site advertising signs, or other signs which give direction to or identify a use or product not sold or located at the location of the sign, except for temporary subdivision signs.
- (g) Flags, valances, pennants, banners, lights, or other similar attraction devices; except the display of temporary pennants or banners which are associated with a holiday or special event and which have received specific prior approval by the Community Development Director.
- (h) Signs, except for government notices, which are supported in



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whole or in part from any public utility installation or from any tree or telephone pole on public or private property.

- (i) Signs, which by color, wording, design, location or illumination resemble or conflict with any traffic control device, or with safe and efficient flow of traffic.
- (j) Signs that create a safety hazard by obstructing clear view of pedestrian or vehicular traffic.
- (k) Any sign that does not conform to the height or area restrictions contained in this Section.



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VI. Site Plan Requirements

A. PURPOSE AND SCOPE

To ensure conformance with development standards set forth in these Planned Community Regulations, Policy Guidelines, and the General Plan of the City of Hemet.

B. SITE PLANS FOR NON-RESIDENTIAL USES

Shall contain, but are not limited to, the following information:

1. Site Plans drawn to scale, dimensioned and easily readable, containing, but not limited to, the following:
 - a. Title block (developer's name and date drawn)
 - b. Scale and north arrow
 - c. Property lines of all existing building sites within the site (dimensions)
 - d. Buildings; existing and proposed, location and size within the site
 - e. Streets; location, name and width
 - f. Easements; location, purpose and width
 - g. Access (driveways, etc.); existing and proposed
 - h. Parking areas
 - i. Signs, location, height, dimensions and copy, if available
 - j. Fencing (walls); type, location and height
 - k. Landscape area
 - l. Proposed topography and grading concept
 - m. Other outdoor uses; location and use
 - n. Existing topography and drainage improvements (if not shown on accompanying Tentative Tract Map).
2. Elevations of all structures and signs, including but not limited to, the following:
 - a. Exterior materials
 - b. Elevations shall include all sides of a structure or site
3. Landscape Plans including, but not limited to, the following information:
 - a. Plant material and species
 - b. Size and spacing of plant materials, when and where the Community Development Director deems necessary.
 - c. Irrigation concept



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VI. Site Plan Requirements

4. Open Space and Park Plans

- a. Identification, location and proposed ownership of all permanent open space and parks.
- b. Phasing of open space and park development.
- c. Method of providing for assurance that maintenance will be guaranteed.

C. SITE PLAN REQUIREMENTS FOR RESIDENTIAL USES

Residential Site Plan requirements shall include the information required for non-residential Site Plans with the following exception:

Typical building elevations and typical building locations on building sites may be substituted for elevations and siting of all buildings.

D. PROCEDURES

1. The above listed data shall be submitted in the form and number prescribed by the Community Development Director. The Site Plan will be accepted for filing when the above prescribed materials have been submitted in the prescribed form and number. The Planning Commission shall review and act upon the plans in a timely manner after their acceptance by the Community Development Director.
2. The Planning Commission, may approve, conditionally approve or deny a Site Plan.
3. The appropriate City departments will insure that the development is substantially in accordance with the approved Site Plan. Any substantial deviation from the approved Site Plan, as determined by the Community Development Director shall require approval of an amendment to the Site Plan.
4. Action on a Site Plan may be appealed by any interested party within ten (10) days following the action date. Appeals of a decision of the Planning Commission shall be to the City Council. An appeal must be in writing and must set forth the reason(s) for the appeal and evidence why the City Council should hear the appeal.
5. A Site Plan may be amended by the same procedure listed above.
6. Minor adjustments of up to 10% may be approved by the Community Development Director.



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VII. Bicycle Route Master Plan

A. GENERAL

This Section contains a description of the Bicycle Route Master Plan and the precise standards, pertaining to bicycle route location. In general terms, bicycle routes within Page Ranch will serve as a means of transportation equal to the automobile. All designs should be such as to encourage ease of safe and efficient bicycle usage.

B. ROUTE MASTER PLAN

1. Figure 7 shows the location of the major elements of the bicycle route master plan. Bicycle lanes are called for along all major roads including Warren Road, Fisher Street, Cawston Avenue, Sanderson Avenue, Stetson Avenue and Harrison Avenue.
2. Bicycle trails are also proposed along the A.T. and S.F. right-of-way, along the proposed Flood Control Channel and along the aqueduct as shown in Figure 7.
3. Alternative bicycle routes are also proposed. These alternative routes shall be constructed when and if the facilities they parallel are constructed.
4. Bicycle trails will also be provided within each Planning Area to provide access from the bicycle paths along the arterial roads to local shopping centers, work places, schools, parks, community shopping centers, recreational facilities and other activity centers as shall be required by the Community Development Director. These bicycle trails shall be planned and aligned when precise development plans are filed for each Planning Area.

C. BICYCLE TRAIL DEVELOPMENT STANDARDS

1. In order to ensure consistency in the design of bicycle trails, they shall be designed consistently with Figures 8 and 9.
2. Developers and/or property owners shall be required to plan and construct the section of the Bicycle Path Master Plan (Figure 7) lying within or bordering the parcel of land proposed for development.
3. Landscaping along bicycle paths and trails shall be in a manner approved by the Community Development Director.
4. Bicycle path and trail plans shall be submitted at the time of application for a site plan or tentative tract, and shall be of such detail as required by the Community Development Director to determine the consistency of the proposed bicycle paths and trails with these regulations.



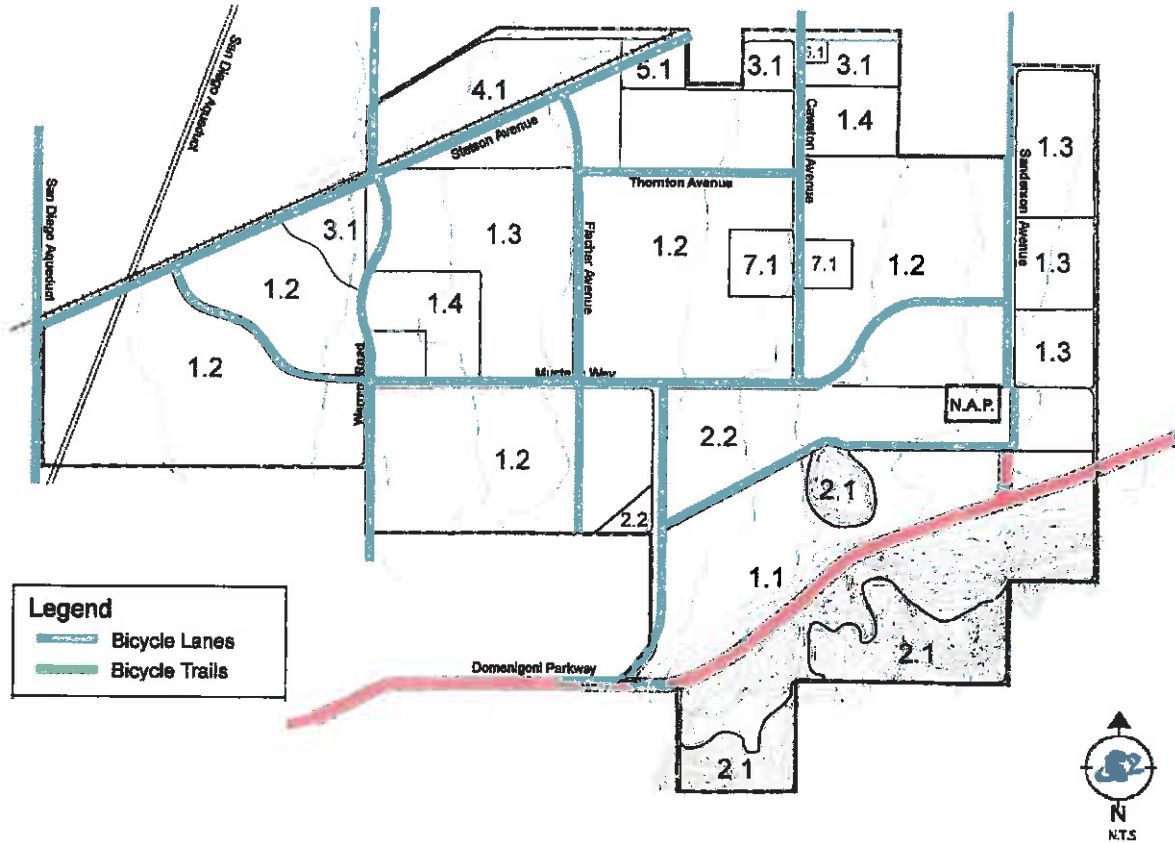
VII. Bicycle Route Master Plan

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Bicycle Route Master Plan

Figure 7





VII. Bicycle Route Master Plan

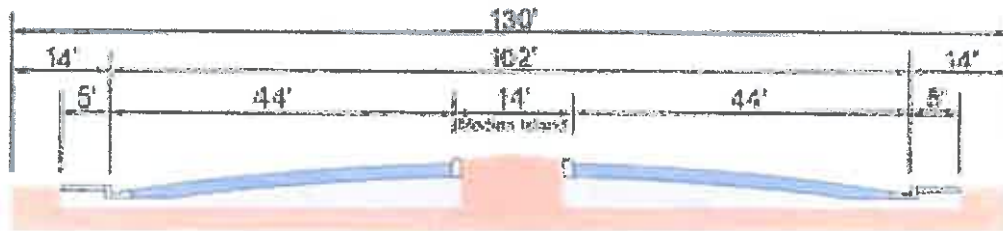
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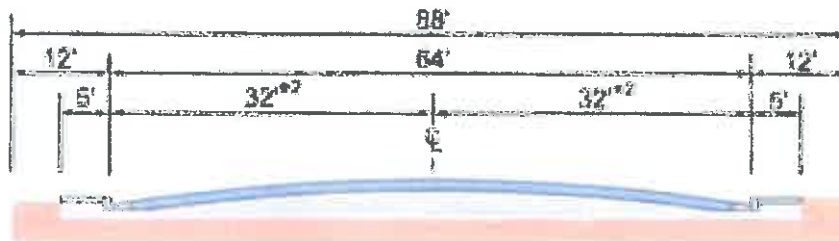
Bicycle Route Standards

Figure 8

Primary Highway



Secondary Highway



(*2: Including 8' parking & two 12' travel lanes both sides)



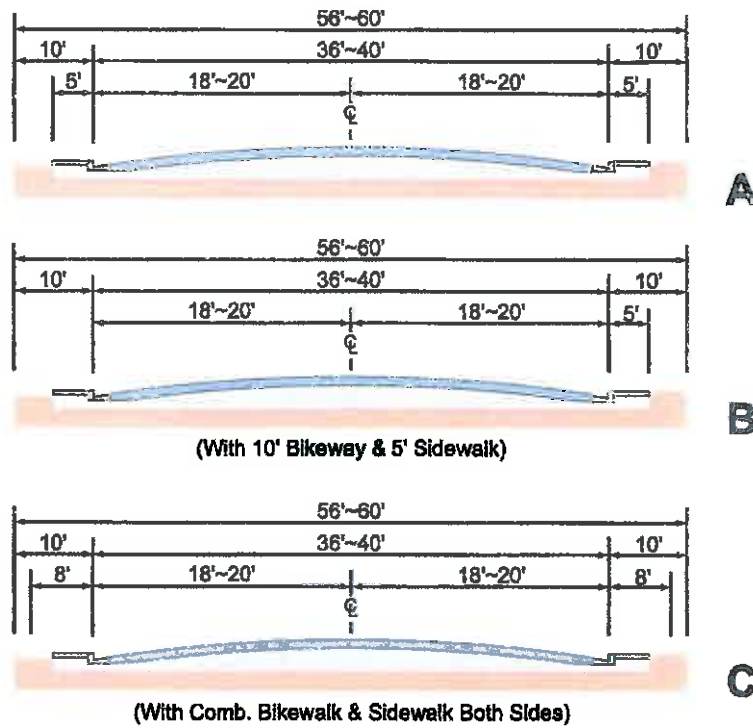


VII. Bicycle Route Master Plan

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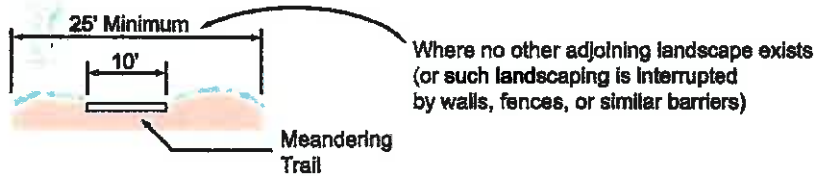
Bicycle Path Standards
Figure 9

Alternative Street & Bikeway Standards (Local & Collector)



Off-Road Bike Trail

Including flood control, railroad & other utility rights-of-way





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VIII. Growth Management

GROWTH MANAGEMENT

Summary

One of the more significant policies adopted as a part of the Southwest Specific Land Use Plan was that dealing with growth. Page S-3 of the adopted plan states:

The amount of growth should be limited to that for which public services can be adequately, economically, and efficiently provided. Prior to any new construction of ten or more residential units, or construction of commercial or industrial facilities exceeding 10,000 square feet of gross floor area, the developer must provide a plan and program on how these facilities and services are to be provided. The plan and program are subject to review and approval by the City Council. The plan and program should include at least the following:

- a. *A statement of the increase in public services and facilities needed to support the project and the availability of affected services in relation to existing capacity and increased demand due to the Project.*
- b. *A plan of how they are to be constructed and phased in conjunction with proposed project.*
- c. *A program which indicates the portion of costs to be supported by the project for these facilities and services. Costs should be broken down into two categories; development of the facilities and the cost for maintenance and operation."*

Accordingly, a preliminary analysis has been made of the Page Ranch properties which attempts to evaluate future public facilities and service needs as development occurs. It is anticipated that more detailed programs for public services and facilities will be necessary as more detailed development plans are prepared. Therefore, the growth management plans provided on the following pages are preliminary in nature and subject to much more refinement as more detailed planning occurs, both by the landowner and affected public agencies.

Some general conclusions can be reached, however, on the adequacy of public services and facilities to serve urban development on the Page Ranch properties.

1. Based on preliminary in-house projections by the property owners, it is anticipated that future development of the remaining development areas will occur at the rate of approximately 200 dwelling units per year or an ultimate build-out between 15-20 years. It should be cautioned, however, that these are preliminary estimates subject to more refinement. We suggest that this number be utilized at this time for planning purposes of phasing necessary for public services and facilities.



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2. Commercial development will not occur immediately, but will commence once an adequate support population base is attained.
3. Development of the industrial park at the northwest corner will not occur until market demands dictate its development. Development of this site would accelerate the availability of the proposed corporation yard.
4. Because of the location and capacity of existing public facilities, utilities and services, as well as the location of existing urban development future phasing of development is expected to occur first in the northeast area of the property and eventually move in a southwesterly direction (with the exception of the industrial park in the northwest corner).
5. The majority of public facilities and services needed for development of the Page Ranch properties are adequate to accommodate anticipated growth over at least the next ten years.
6. It is anticipated that little development on the Page Ranch properties will be feasible until adequate flood control facilities are constructed. A proposal for funding these facilities as well as other necessary public facilities is addressed in a letter dated February 6, 1980 (Appendix B). Appendix B also outlines a schedule of activities and tentative time schedule necessary to implement this proposal.
7. Public Facilities that are anticipated as a part of the Page Ranch development include:
 - a. Construction of appropriate flood control facilities as a part of the Salt Creek Channel. This includes establishing an appropriate financing mechanism for the construction, maintenance and operation of the improved facilities (**completed**).
 - b. Dedication of land for a City Corporation Yard on the south side of Stetson Avenue (specific location to be subject to review and approval of the City Council). This site could also accommodate, if deemed necessary by the City, an additional fire station site.
 - c. Set aside an eventual dedication of a minimum of three park sites, two of which would be adjacent to proposed school sites (**one park proposed along westerly extension of Mustang**).
 - d. Improvement of the "fair share" of all road improvements as called for in the City's Master Plan of Arterial Highways. (Note: A traffic study has been prepared and is included as Appendix D. Certain modifications have been recommended and have been incorporated in the Master Circulation Plan.)
 - e. Development of a major recreational center in the Salt Creek Channel area that is proposed to include: 1) community center, 2) golf course, 3) soccer field facilities (Note: Specific facilities are subject to further discussion and input of the City Council and other



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VIII. Growth Management

community leaders.

- f. Development of all utility infrastructure requirements, such as water, sewer, electrical and internal road system.
 - g. Development of a supporting commercial and industrial base.
8. Funding for necessary public facilities as proposed via the redevelopment law mechanism. It is also recommended, however, that some type of maintenance district be established to offset future maintenance and operational costs once the facilities are constructed. Also suggested in the letter included in Appendix B is the possibility of expanding the proposal to include lands outside of the Page Ranch Planned Community.

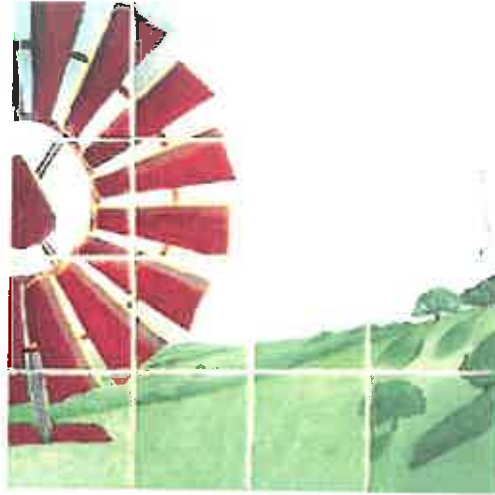


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Appendices

A. Page Ranch Amendment Design
Guidelines

B. City of Hemet Standard ROW Sections



Appendix A
Page Ranch
Planned Community
PCD 79-93
Master Plan and Development Standards
Amendment
Design Guidelines

March 2019

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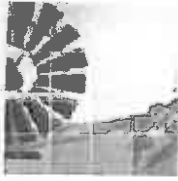
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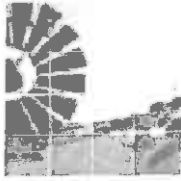
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DESIGN GUIDELINES

Purpose and Intent

The following Design Guidelines have been developed as a method of achieving a high quality, cohesive design structure for the Page Ranch Planned Community Amendment (see figure 1-1.) Objectives of the design guidelines are:

- ◆ Provide the City with the necessary assurance that the Planned community area will develop in accordance with the quality and character proposed herein;
- ◆ To serve as design criteria for developers, builders, engineers, architects, landscape architects, and other professionals in preparing plans for various stages of construction and development;
- ◆ To lend guidance to staff, the Planning Commission and the City Council in the review and evaluation of future development projects in the Planned Community area;
- ◆ The Community Development Director, or his/her designee, shall have the authority for minor architectural changes focusing around items such as window treatments, color combinations, façade treatments, and architectural relief. Questions on the Interpretation of this provision or changes not clearly within the scope of this provision shall be submitted to the Planning Commission for consideration;
- ◆ Certain key design elements will contribute significantly to the visual order and consistency of the entire Planned Community area and a unique “sense of place”. The fundamental elements of these common features—site planning, architecture, landscape architecture, and other urban design details—are established by the Design Guidelines; and,
- ◆ Development of each planning area shall require review and approval by the Hemet Planning Commission as part of the Site Development Review (SDR) process.

Flexibility

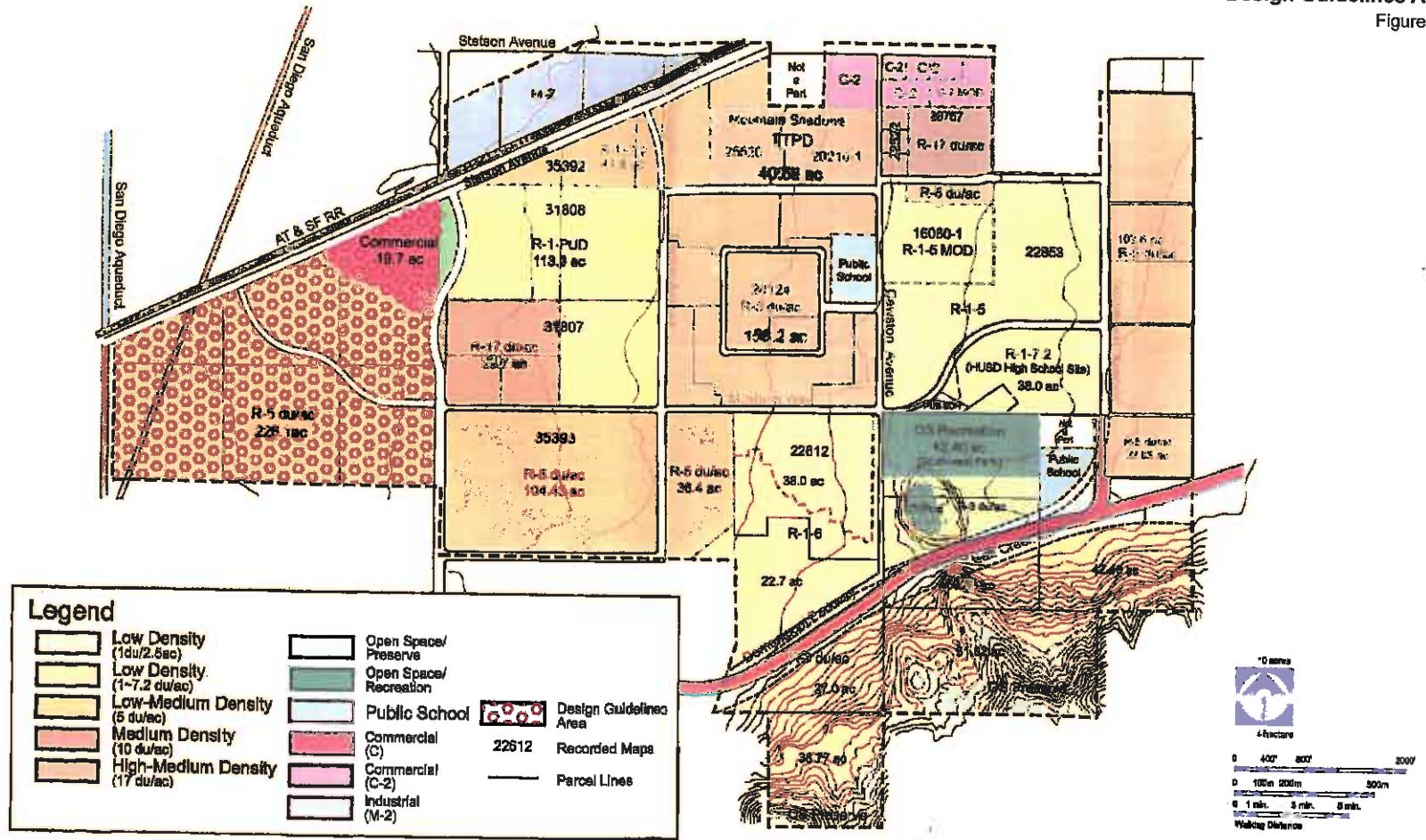
The guidelines are intended to be flexible and illustrative in nature, with the capability of responding to unanticipated conditions, changes in buyer preferences, the market, and design trends. Creativity and innovation as well as consistent quality are encouraged in the implementation of these guidelines.

This section of the planned community includes site planning, architectural, landscaping, and community-wide guidelines and standards to promote

Design Guidelines Area
Figure 1-1



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Source: Page Ranch, Planned Community Development: Designations - June 2015



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diversity and harmony in the architecture and landscaping within the project area. These guidelines are intended to set a direction for distinctive, high-quality commercial and residential and community facility development. Nevertheless, the guidelines are general enough in nature to allow the developer and/or builder some flexibility to respond to changing consumer tastes and market conditions.

A. Community Theme and Character

The Design Guidelines will ensure that the Planned community, is an environment that reflects the vision embodied in the following concepts:

- ◆ Develop a high quality, cohesive design concept to create a desirable community design image for the planned community.
- ◆ Establish development standards that ensure lasting value for the residential neighborhoods and activity centers.
- ◆ Materials and methods of construction should be specific to the region and/or climatic zone, exhibiting continuity of history, culture and compatibility of local character, as well as community identity.

B. Architectural Themes

The Page Ranch architectural theme will have a distinctive identity, expressing the integration of building structures and the natural environment. The theme will be based on Southern California vernacular, having its roots in the European, Mediterranean and Craftsman/California Bungalow styles and evolving over time, being shaped by the cultural and climatic influences of the region. The principle designs will consist of the following traditional architectural styles:

Mediterranean (Neo-Mediterranean, Mediterranean Revival)

Mediterranean vernacular architecture can be characterized by strong unifying elements such as tile roofs, simple and uncluttered detailing, and recessed openings conveying a sense of solidity and permanence. These forms and materials traditionally provide a response to the need to provide shelter from the sun with thick walls for insulation, light colors for reflection, and recessed windows for shade. The result is a structure both visually and functionally enduring which responds to the climate and culture of the Southern California environment.





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Craftsman/California Bungalow

Craftsman/California Bungalow vernacular architecture can be characterized by southern California's wood architectural designs inspired by the Arts and Crafts movement of the early 20th century. This theme is identified by detailed woodwork and design elements similar to Prairie houses with porches, exposed roof-wall junctions, and shallow roof pitches.



Craftsman Style

California Ranch/ Farmhouse

California Ranch/Farmhouse styles of architecture were concurrent with the Craftsman period. The California Ranch style is indigenous to California and is styled from early Spanish California architecture with influences based upon the horizontal Prairie Style.

The general character of the California Ranch style is derived from the Mediterranean, Bungalow, and the 1940's Ranch styles. California Ranch consists of one (1) and two (2) story volumes with hip and gable roofs. The roof pitches vary from 4:12 to 5:12 with moderate to broad roof overhangs or eaves. Indoor-outdoor relationships are accentuated by such elements as: large areas of glass, sheltered porches, greenhouse rooms and corner windows. Creation of strong shadow



California Ranch Style

patterns are achieved through use of exposed beam ends and deep fascias with columns and piers. Patios, private gardens and pot shelves are typical.

The Farmhouse style is typically characterized by wrapping front porches with a variety of wood columns and railings. An asymmetrical cottage look may be utilized. Details characteristic to Farmhouse are cupolas, dovecotes, vertical windows and shutters, wood pot shelves, siding and gable end vent details. Dormers and asymmetrical elevations can be thematic for elevation. Simple two-story massing forms are broken by gables both perpendicular and parallel to the front elevation and porches covered by either side hip roofs or shed.



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Cottage

The Cottage is styled after Tudor/English Country and/or French Eclectic styles that were a dominant architectural style popular in America from the 1920's through the 1930's. The Tudor/English architectural style generally has steeply pitched roofs, usually side-gabled, with one or more prominent cross gables, decorative half-timbering is present on most. Typical features may include tall narrow windows, massive chimneys, and doorways surrounded by brick work, or simple rounded archways.



The French Eclectic architectural influence on the cottage style is characterized by a steeply pitched hipped roof without dominant front-facing cross gable, eaves are commonly flared upward at the roof/wall junction with brick, stone, or stucco wall cladding, sometimes with decorative half-timbers. This architectural style has a great variety in form and detailing but is united by the characteristic roofline. Typical features may include symmetrical arched entrances surrounded by bricks or stone detailing, double-hung, casement or arched windows with some full-length casement windows with shutters.

The Cottage style blends the English country and French eclectic styles, incorporating the steep roofs, half timbers and entry treatments. The overall style elements create a great variety of one and two story façade possibilities.

This section characterizes and illustrates building materials and forms that are expressive of the intended architectural theme for Page Ranch. Architectural elements are defined as appropriate (required, encouraged, permitted), discretionary (limited) and inappropriate (prohibited).

It is the intent of these guidelines to create a consistent architectural theme for the planned community, while allowing for flexibility of design expression. The photographs and illustrations in this section are offered as a visual expression of the intended character and appropriate design responses.



Page Ranch
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C. Residential

Lotting concepts

Building setbacks and the spaces between buildings shall be varied to create interest between buildings and the streetscene.

Siting criteria

Attached residential product types such as duplexes, townhouses, apartments, and other multi-family dwellings shall orient internally in each development.

- ◆ Buildings shall be arranged to create a series of interesting open spaces or recreation areas and pedestrian gathering plazas within the interior of each development.
- ◆ Buildings shall be organized into informal clusters and groupings to create usable open space areas.
- ◆ Private recreation facilities shall be located internally to the project, in a location easily accessible to all dwelling units within the development.
- ◆ Whenever possible, residential units shall be arranged to take advantage of vistas.
- ◆ Parking areas should be placed internally to reduce the visual impact on adjacent uses and increase safety to residents and their vehicles.

Fencing/walls

Walls and fences are important urban design features of the community. They establish enclosure, delineate site areas, offer visual and physical privacy, provide for views into and out of a site, attenuate sound, and provide security. Walls and fences should be used to reinforce the theme, reflecting the characteristics of the major project entry monumentation in terms of configuration and materials. Where such elements face public streets and view corridors, they shall appear consistent in style, material, and height, therefore serving as a unifying element throughout the community (Refer to Figure 1– 2).



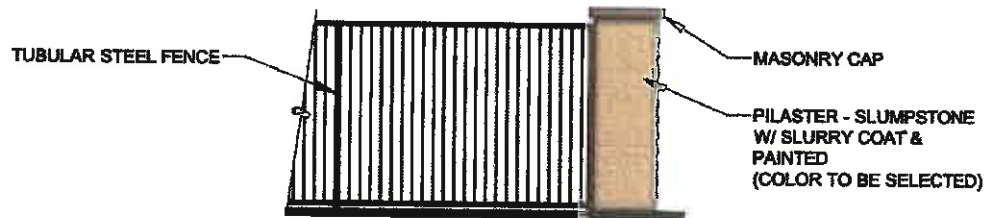


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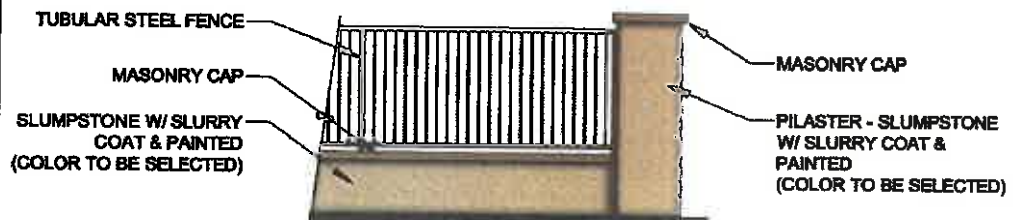
Wall/Fence Elevations Figure 1-2



COMMUNITY WALL



VIEW FENCE



VIEW WALL

NOTE:
PILASTER LOCATIONS TO
BE APPROVED BY CITY OF
HEMET 70'-100' O.C. TYP.



Appropriate:

- ◆ View fencing along view corridors (encouraged).
Varied setbacks and planting recesses (encouraged).
- ◆ Walls and fences will end with a pilaster reflecting the design of the entry monumentation (encouraged).
- ◆ Masonry cap on walls or wall pilasters (required).
- ◆ Decorative masonry for retaining walls visible from street (required).
- ◆ Changes in wall or fence stepping consistent with pad elevation changes (required).
- ◆ Accent trim, repeating cornice band or band of tile (encouraged).
- ◆ Adequate planting pockets between walls and walkways (encouraged).
- ◆ Semi-transparent walls and “view fences”, such as tubular steel grilles between plaster pilasters (permitted).
- ◆ Perimeter fencing shall be of a decorative block, textured concrete or stucco with pilasters and caps and/or other materials consistent with the project theme (required).
- ◆ Perimeter fencing landscaping shall be a minimum of vines planted next to the wall with varied spacing intervals of ten to fifteen feet (10' - 15') (required).
- ◆ Residential lot fencing visible to the public shall be the same or similar material as the perimeter walls to allow continuity of the theme throughout the project (required).
- ◆ Residential gates visible to the public such as: gates into backyards from paseos, or community areas, shall be of tubular steel or similar materials (required).
- ◆ Residential interior lot line fencing shall be constructed of masonry block walls, vinyl, or wood (required).

Inappropriate:

- ◆ Long stretches of unrelieved walls or fences (prohibited).
- ◆ Mixing of an assortment of the project's perimeter walls (prohibited).
- ◆ Wood fencing as perimeter fencing (prohibited).



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Mediterranean architectural features

Mediterranean theme

The Page Ranch community has four (4) dominant styles of architecture based on traditional architectural shapes and detailing. Mediterranean has a free-interpretation of Italian Renaissance, Spanish, Eclectic, Mission, and Monterey styles. These homes have Italian or Spanish inspiration and are identified by stucco walls, rounded arches, and red tile roofs (Refer to Figure 1-3).



Mediterranean Style

Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression of the homes with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or perimeter streets are visible from the public realm and shall also receive elevated design consideration.



Wall Articulation

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.

Appropriate:

- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum



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of two (2) varied planes (encouraged).

- ◆ Square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Low plate lines and profiles at street fronts and boundary edges (required).
- ◆ Garages shall be integrated into the architectural design of the structure; a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ Architectural features such as side on garages with windows, setting garages back, porte cocheres, tandem parking and garages toward the rear of the property (encouraged).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ One- and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required).
- ◆ Simple, bold forms (encouraged).
- ◆ Combinations of one and two-story forms conveying the sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Balconies, open or roofed with wood or iron railings and/or porches (encouraged).
- ◆ One and two story covered porches (encouraged).
- ◆ Wood or tubular steel balustrade (permitted).
- ◆ Exterior stairway design and location to complement building form (encouraged).



Discretionary:

- ◆ Two story homes on corner lots except where additional setbacks from the street are provided to the second story (limited)

Inappropriate:

- ◆ Large expanses of flat wall planes vertically or horizontally on areas other than interior side elevations (prohibited).

Mediterranean Architecture

Figure 1-3



Stucco walls



Multi-lite inset windows



Exposed rafter tails



Towers

Wood shutters



Earthtone colors

Arches and columns

Tile roofs with little or no overhang



Recessed windows with tubular steel balustrade



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Building relief

Appropriate:

- ◆ Architectural detailing on all exterior attached residential building façades (required)
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required)
- ◆ Architectural detailing on single-family side and rear façades (encouraged)
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).

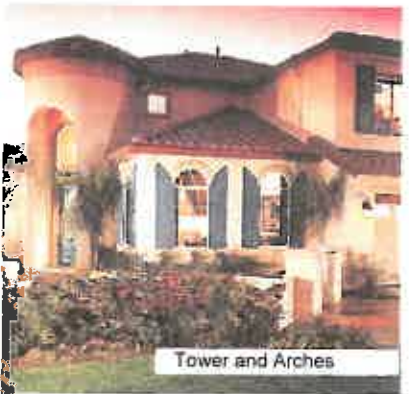


Deep Set/Recessed Windows and Doors

Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Deep set or pop-out windows and doors along with other architectural projections and recesses used to achieve articulation through shadowing effects (encouraged).
- ◆ Second story windows oriented to the front and rear of the homes to minimize views into adjacent rear and side yards (encouraged).
- ◆ Divided window panes and arched openings (encouraged).
- ◆ Casement windows (encouraged).
- ◆ Window grills, wood or metal (encouraged).
- ◆ Recessed door, window and wall openings conveying the appearance of thick protective exterior walls (required).
- ◆ Panel doors (encouraged).
- ◆ Double sash doors opening onto patios or balconies (encouraged).
- ◆ Second floor side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes, or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Fully recessed openings (encouraged).
- ◆ Staggered garage door setbacks to



Tower and Arches



- adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Columns and archways (encouraged).
- ◆ Base incorporated at bottom of columns (encouraged).
- ◆ Square or cylindrical columns of plaster or pre-cast concrete (encouraged).
- ◆ Towers, round or square (encouraged).
- ◆ Free-standing plaster archways at entrance gates (encouraged).
- ◆ Chimneys with tile caps, brick or tile banding or change in plane (encouraged).
- ◆ Chimneys boldly projected from wall surfaces (encouraged).

Discretionary:

- ◆ Mill finish window or door frames (limited).
- ◆ Second story windows oriented to the side of the home (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Applied rustic veneers on columns (prohibited).
- ◆ Thin posts, such as 4x4 wood or metal pipe column (prohibited).
- ◆ Exposed chimney flues (prohibited).
- ◆ Rustic material veneers on chimneys (prohibited).
- ◆ Extravagant metal fireplace caps (prohibited).



Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more palettes for use throughout each development to allow a variety of color (required)
- ◆ Natural materials which are compatible with and reflect the elements of the surrounding natural environment (encouraged)
- ◆ Smooth, sand, or other light finish texture on exterior plaster or stucco (required)
- ◆ Semi-transparent stain or accent painted wood trim (required)
- ◆ Crisp, clean and simple use of tile as design accents and trim



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(encouraged)

- ◆ Light colors with darker or lighter accents to highlight the character of the structure, particularly in respect to balcony rails, awnings, inlaid tile bands, and cornice bands (required)
- ◆ Accents relating to architectural form and character of the building (required)
- ◆ Ceramic tile accent trim (encouraged)
- ◆ Painted wood trim (permitted)
- ◆ CC&R's or other appropriate documents will provide paint pallet colors for "re-painting" houses (encouraged)



Roofs

Appropriate:

- ◆ Simple, low-pitched gable, hip or shed roof forms with slopes from 4:12 to 7:12 (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Overhangs of twelve inches (12") minimum to create strong shadow lines and contrast (required).
- ◆ Jogs in ridge line (encouraged).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Clay or concrete tile (required).
- ◆ Earth-toned clay mission tile (encouraged).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Low-maintenance details, limiting the amount of exposed wood (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).
- ◆ Variation of color and texture of roof material throughout a development (required).

Discretionary:

- ◆ Small areas of flat roofs with parapet walls (limited).

Inappropriate:

- ◆ Flat roofs (prohibited).
- ◆ Metal or copper (prohibited).

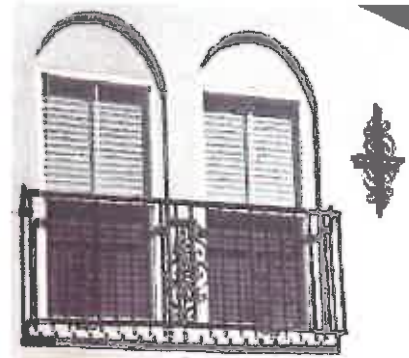


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Decorative Details

Appropriate

- ◆ Decorative iron, metal sconces (encouraged).
- ◆ Decorative iron, metal door knockers (encouraged).
- ◆ Decorative iron, metal accents (encouraged).



Decorative Iron

Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).

Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged)

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited)



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Craftsman/California Bungalow architectural features Craftsman/California Bungalow theme

The “Craftsman/California Bungalow” style of architecture originated in Southern California at the turn of the last century. The name comes from the inspiration of this style—the English Arts and Crafts movement which was interested in oriental wooden architecture and manual arts. This style introduced the ‘California’ bungalow which is the foundation for this theme in Page Ranch (Refer to Figure 1-4).



Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms, as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression of the homes with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or perimeter streets are visible from the public realm and shall also receive elevated design consideration.

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of “barracks-like” buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.

Appropriate:

- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum of two (2) varied planes (encouraged).
- ◆ Low plate lines and profiles at street fronts (encouraged).



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- ◆ Garages shall be integrated into the architectural design of the structure, a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ Architectural features such as side on garages with windows, setting garages back, porte cocheres, tandem parking and garages in the rear of the property (encouraged).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ One- and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required).
- ◆ Simple, bold forms (encouraged).
- ◆ Combinations of one- and two-story forms conveying sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Balconies and/or porches (encouraged).
- ◆ Porches full width or partial with square column supports (encouraged).
- ◆ Verandas (encouraged).
- ◆ Wood or tubular steel balustrade (permitted).



Discretionary:

- ◆ Two-story homes on corner lots except where additional setbacks from the street are provided to the second story (limited).

Inappropriate:

Large expanses of flat wall planes vertically or horizontally (prohibited).

Building relief

Appropriate:

- ◆ Architectural detailing on all exterior attached residential building façades (required).
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required).
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).



Craftsman/California Bungalow Architecture

Figure 1-4



low pitched roof forms

Exposed Beams



Shutters



Porches / covered entries by shed or side hip roof forms



Deep overhangs

Brick or Stone accents

Predominata use of wood siding





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Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Deep set or pop-out windows and doors along with other architectural projections and recesses used to achieve articulation through shadowing effects. (encouraged)
- ◆ Second story windows oriented to the front and rear of the homes to minimize views into adjacent rear and side yards (encouraged).
- ◆ Divided window panes and arched openings (encouraged).
- ◆ Recessed door, window and wall openings conveying the appearance of thick protective exterior walls (required).
- ◆ Fully recessed openings (encouraged).
- ◆ Staggered garage door setbacks to adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Columns and archways (encouraged).
- ◆ Bases incorporated at bottom of columns (encouraged).
- ◆ Capital and column bands (encouraged).
- ◆ Grouped casements, ribbon windows, heavily framed casement windows (encouraged).
- ◆ Line of three or more windows (encouraged).
- ◆ Multi-pane sash over sashes with one large glass pane or double hung sashes (encouraged).
- ◆ Second story side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Window boxes (encouraged).
- ◆ Paneled doors (encouraged).
- ◆ Small high windows on each side of chimneys (encouraged).
- ◆ Chimneys with brick banding (encouraged).
- ◆ Chimneys with exterior stone (encouraged).
- ◆ Chimneys boldly projected from wall surfaces (encouraged).





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- ◆ Chimney design feature adding articulation to walls (permitted).
- ◆ Chimneys with decorative metal caps that match trim colors (permitted).

Discretionary:

- ◆ Mill finish window or door frames (limited).
- ◆ Second story windows oriented to the side of the home (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Applied rustic veneers on columns (prohibited).
- ◆ Posts, such as 4x4 wood or metal pipe column (prohibited).
- ◆ Exposed chimney flues (prohibited).
- ◆ Rustic material veneers on chimneys (prohibited).
- ◆ Extravagant metal fireplace caps (prohibited).

Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more palettes for use throughout each development to allow for a variety of color. (required)
- ◆ Natural materials which are compatible with and reflect the elements of the surrounding natural environment (encouraged)
- ◆ Wood treatment (required)
- ◆ Semi-transparent stain or accent painted wood trim (required)
- ◆ Crisp, clean and simple use of brick, stone, masonry or pre-cast concrete as design accents and trim (encouraged).
- ◆ Pastel colors with darker or lighter accents to highlight the character of the structure, particularly in respect to balcony rails, awnings, inlaid tile bands, and cornice bands (required).
- ◆ Accents relating to architectural form and character of the building (required).
- ◆ Painted wood trim (permitted).
- ◆ CC&R's or other appropriate documents will provide paint pallet colors for "re-painting" houses (encouraged).





Roofs

Appropriate

- ◆ Simple, low-pitched gable, hip or shed roof forms with slopes from 4:12 to 7:12 (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Overhangs of twelve inches (12") minimum to create strong shadow lines and contrast (required).
- ◆ Cornice banding for detail (encouraged).
- ◆ Creating jogs in ridge line (encouraged).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Concrete tile (required).
- ◆ Metal or copper tile (permitted).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Exposed roof beams and rafters (encouraged).
- ◆ Gabled or shed dormers with exposed beams (encouraged).
- ◆ Projecting eaves (encouraged).
- ◆ Shingles with split wood appearance (encouraged).
- ◆ Low-maintenance details, limiting the amount of exposed wood (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).
- ◆ Variation of color and texture of roof materials throughout a development (required).



Low-pitched Roof and Overhangs

Inappropriate:

- ◆ Flat roofs (prohibited).
- ◆ Parapet walls (prohibited).
- ◆ Real wood or shake shingles (prohibited).

Decorative Details

Appropriate

- ◆ Colored glass transoms (encouraged).
- ◆ Decorative beams or braces under gables (encouraged).
- ◆ Dwarf piers (encouraged).
- ◆ Extra stickwork in gables or porches (encouraged).



Wood Shutters



Page Ranch
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- ◆ Planter boxes (encouraged).
- ◆ Wood shutters (encouraged).

Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).
- ◆ Recessed or trellised porches (encouraged).



Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



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California Ranch/Farmhouse architectural features

California Ranch/Farmhouse theme

The Craftsman period and California Ranch/Farmhouse period were happening concurrently. The California Ranch style is indigenous to California and is based loosely on Spanish California architecture with influences of the horizontal Prairie style (See Figure 1-5).



The general character of the California Ranch style comes from the Mediterranean, Bungalow and 1940's Ranch styles. It consists of one and two story volumes with hip and gable roofs. The Roof pitches vary from 4:12 to 5:12 with moderate to broad roof overhangs or eaves. Typical exterior wall cladding includes clapboard (horizontal boards), board and batten (vertical boards), shingles and stucco. Indoor-outdoor relationships are accentuated by elements such as: large areas of glass, green house rooms, sheltered porches and corner windows. Exposed beam ends and deep fascias are used with columns and piers to create strong shadow patterns. Patios, private gardens and pot shelves are typical.

The typical Farmhouse style is characterized by wrapping front porches with a variety of wood columns and railings. The asymmetrical cottage look may be used. Dormers and asymmetrical elevations can also be thematic for the elevation. Characteristic details may include cupolas, dovecotes, vertical windows and shutters, wood pot shelves siding, and gable end vent details. The simple two-story massing forms are broken up by gables both perpendicular and parallel to the front elevation and porches covered by side hip roofs or shed roofs.

Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms, as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or





perimeter streets are visible from the public realm and shall also receive elevated design consideration.

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.

Appropriate:

- ◆ Building lines should emphasize horizontal elements and roof lines (encouraged).
- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum of two (2) varied planes (encouraged).
- ◆ Projections square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Low plate lines and profiles at street fronts and boundary edges (encouraged).
- ◆ Garages shall be integrated into the architectural design of the structure, a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ One- and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ Simple, bold forms (encouraged).
- ◆ Combinations of one and two-story forms conveying sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Balconies which articulate wall surfaces (encouraged).
- ◆ Balconies and/or porches (encouraged).
- ◆ Porches full width or partial with square column supports (encouraged).
- ◆ Verandas (encouraged).
- ◆ Wood or tubular steel balustrade (permitted).



California Ranch/Farmhouse Architecture

Figure 1-5



Porch Entries

Trapezoid Window Shapes or simple rectangle shapes



Broad Porches / covered entries by shed or side hip roof forms



Shutters

Simple Gable roof forms

Predominate use of wood siding





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Discretionary:

- ◆ Two-story homes on corner lots except where additional setbacks from the street are provided to the second story (limited).

Inappropriate:

- ◆ Large expanses of flat wall planes vertically or horizontally (prohibited).

Building relief

Appropriate:

- ◆ Building heights should vary throughout each tract (required).
- ◆ Architectural detailing on all exterior attached residential building façades (required).
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required).
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Front porches, bays, patios, private gardens, pot shelves and balconies are encouraged along the front façade (encouraged)
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).
- ◆ Exposed beam ends and deep fascias with columns and piers (encouraged).



Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Window frames, mullions, awnings and door frames, should be coordinated with the structure (encouraged).
- ◆ Architectural projections and recesses such as deep set or pop-out windows and doors, shutters and pot shelves may be used along with other architectural projections and recesses to achieve articulation through shadowing effects (encouraged).
- ◆ Second story windows oriented to the front and rear of the homes to





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- ◆ minimize views into adjacent rear and side yards (encouraged).
- ◆ Second story side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Staggered garage door setbacks to adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Window details create an opportunity to provide contrasting trim colors (encouraged).
- ◆ Front entries should be articulated through the use of roof elements, porches, arches, columns or other architectural features (encouraged).
- ◆ Green house rooms, corner windows and or large areas of glass (encouraged).
- ◆ Vertical windows and shutters (encouraged).

Discretionary:

- ◆ Mill finish window or door frames (limited).
- ◆ Second story windows oriented to the side of the home (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Applied rustic veneers on columns (prohibited).
- ◆ Exposed chimney flues (prohibited).
- ◆ Rustic material veneers on chimneys (prohibited).
- ◆ Extravagant metal fireplace caps (prohibited).



Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more pallet's for use throughout each development to allow for a variety of color (required).
- ◆ Natural materials which are compatible with and reflect the elements of the surrounding natural environment (encouraged).



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- ◆ Accents relating to architectural form and character of the building (required).
- ◆ Painted wood trim (permitted).
- ◆ Clapboard, board and batten, shingles and stucco of exterior cladding materials (encouraged).
- ◆ Architectural screens, fences and accessory structures should be constructed of compatible material, color and texture of the main structure (required).
- ◆ CC&R's or other appropriate documents will provide paint pallet colors for "re-painting" house(encouraged).

Roofs

Appropriate

- ◆ Simple, low-pitched gable, hip or shed roof forms with slopes from 4:12 to 5:12 (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Overhangs of twelve inches (12") minimum to create strong shadow lines and contrast (required).
- ◆ Jogs in ridge line (encouraged).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Roofing material shall be clay, slate concrete or similar appearance tiles. Tile shall be variegated color and non-reflective (unglazed) (required).
- ◆ Roof vents and appurtenances shall be positioned away from the street and/or finished to match the roof color to minimize the visual impact (required).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Exposed roof beams and rafters (encouraged).
- ◆ Roof pitches and forms should vary (encouraged).
- ◆ Projecting eaves (encouraged).
- ◆ Shingles with split wood appearance (encouraged).
- ◆ Low-maintenance details, limiting the amount of exposed wood (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).
- ◆ Variation of color and texture of roof materials throughout a development (required).

Inappropriate:

- ◆ Flat roofs (prohibited).
- ◆ Parapet walls (prohibited).
- ◆ Real wood or shake shingles (prohibited).



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Decorative Details

Appropriate

- ◆ Colored glass transoms (encouraged).
- ◆ Exposed beam ends (encouraged).
- ◆ Dwarf piers (encouraged).
- ◆ Planter boxes, pot shelves (encouraged).
- ◆ Cupolas, dovescotes (encouraged).



Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).

Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



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Decorative Details

Appropriate

- ◆ Colored glass transoms (encouraged).
- ◆ Exposed beam ends (encouraged).
- ◆ Dwarf piers (encouraged).
- ◆ Planter boxes, pot shelves (encouraged).
- ◆ Cupolas, dovecotes (encouraged).



Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).

Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



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Cottage architectural features

Cottage theme

The Cottage style combines both the Tudor/English Country architecture and the French Eclectic architectural styles. Generally this architectural style has a steeply pitched roof, side gabled, with one or more prominent cross gables, decorative half – timbers, tall narrow windows typically with multiple groups and multiple panes, massive chimneys crowned by decorative chimney pots. The Tudor/English Country style has variations in cladding and details



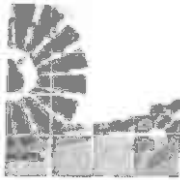
Cottage Style

which are typical to the architecture. There are four varieties of cladding true to the style: Stucco wall cladding, Brick wall cladding, Stone wall cladding as well as Wooden wall cladding, of these Brick wall cladding is most common. Gables can be part of the design detail for this style, parapeted gables are distinctive, however overlapping gables with eaves is common as well. Chimneys are commonly paced in prominent locations on the front or side of the house. The chimneys are large and elaborate, with complex masonry or stone patterns. The Tudor/English Country style may feature doorways surrounded by brickwork “quoins” and/or simple round arched doorways with heavy board and batten doors. Casement windows made of wood or metal are typical, traditionally double-hung sash windows are used, with groups of three or more located below the main gable. A variety of wall materials can be utilized such as patterned brickwork, or stonework.

The “French Eclectic” style of architecture was commonly built in the 1920’s to 1930’s, this style gained popularity with Americans who served in France during World War I. This architectural style typically includes tall, a steeply pitched hipped roof without front-facing cross gables; eaves are commonly flared upward at roof/wall junctions. The French Eclectic architectural style has three subtypes that are easily recognized, Symmetrical, Asymmetrical and Towered. Symmetrical has a massive hipped roof with the ridge paralleling the front of the house, dominated by a symmetrical façade with centered entry. Asymmetrical is the most common style including a rambling French farmhouse as well as the more formal houses similar to the symmetrical style without the symmetry. Towered is a common style that has a prominent round tower with a high conically shaped roof. The tower is



Steeply Pitched Roof



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typically where the entry door is located. Half-timbering is often utilized on towered forms of the French Eclectic style. Details found in the French Eclectic style include but are not limited to doors set in arched openings; arched doorway may be surrounded by stone/brick quoins or detailing. Windows can be double-hung or casement sashes, full length casement windows with shutters can also be used. (See Figure 1-6).

Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms, as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or perimeter streets are visible from the public realm and shall also receive elevated design consideration.

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

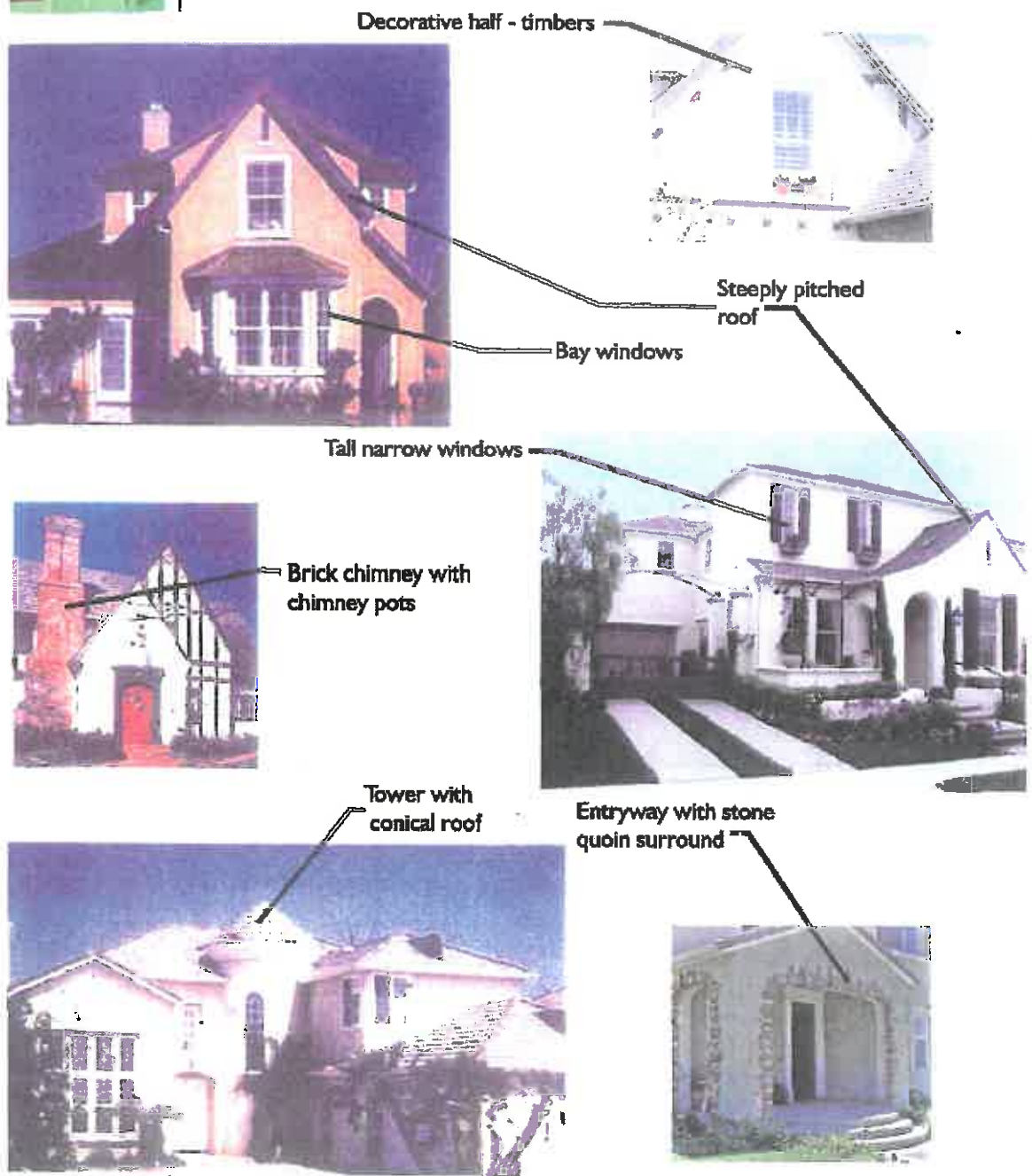
The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.





Cottage Architecture

Figure 1-6





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Appropriate:

- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum of two (2) varied planes (encouraged).
- ◆ Large elaborate chimneys (encouraged).
- ◆ Large elaborate chimneys with decorative masonry or stone patterns (encouraged).
- ◆ Projections square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Low plate lines and profiles at street fronts and boundary edges (encouraged).
- ◆ Garages shall be integrated into the architectural design of the structure; a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ Architectural features such as side on garages with windows, setting garages back, porte cocheres, tandem parking and garages in the rear of the property (encouraged).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ One and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required)
- ◆ Simple, bold forms (encouraged)
- ◆ Combinations of one and two-story forms conveying sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Wood, brick, stucco or stone wall cladding (encouraged).
- ◆ Steeply pitched front facing or side gabled roofs (required).
- ◆ Decorative half-timbering (encouraged)





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Discretionary:

- ◆ Two-story homes on corner lots except where additional setbacks from the street are provided to the second story (limited)

Building relief

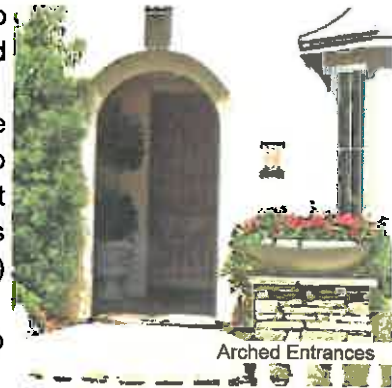
Appropriate:

- ◆ Architectural detailing on all exterior attached residential building façades (required).
- ◆ Building heights should vary throughout each tract (required)
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required).
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).

Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Casement windows of wood or non-reflective metal with multiple panes (encouraged).
- ◆ Bay windows (encouraged).
- ◆ Double-hung windows with multiple panes (encouraged).
- ◆ Dormers arched, circular, hipped or gabled (encouraged).
- ◆ Arched doorways (encouraged).
- ◆ Arched doorways with stone or brick quoins (encouraged)
- ◆ Second story windows oriented to the front and rear of the homes to minimize views into adjacent rear and side yards (encouraged).
- ◆ Second story side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Staggered garage door setbacks to adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Archways (encouraged).





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Discretionary:

- ◆ Use of wood lattice (limited).
- ◆ Mill finish window or door frames (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Second story windows oriented to the side of the home (discouraged).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Exposed chimney flues (prohibited).



Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more pallet's for use throughout each development to allow for a variety of color (required).
- ◆ Crisp, clean and simple use of brick, stone, masonry or pre-cast concrete as design accents and trim (encouraged).
- ◆ Architectural screens, fences and accessory structures should be constructed of compatible material, color and texture of the main structure (required).
- ◆ Painted wood trim (permitted).
- ◆ CC&R's provide paint pallet colors for "re-painting" houses (encouraged).

Roofs

Appropriate

- ◆ Tall steeply-pitched gable, hip (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Concrete tile (required).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Flared eaves (encouraged).
- ◆ Cross gables (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).



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- ◆ Variation of color and texture of roof materials throughout a development (required).

Decorative Details

Appropriate

- ◆ Decorative half-timbers (encouraged).
- ◆ Parapeted gables (encouraged).
- ◆ Chimneys with decorative masonry or stone patterns (encouraged).
- ◆ Doorways with small tabs of cut stone projecting into brickwork for a quoin effect (encouraged).
- ◆ Simple round-arched doorways (encouraged).
- ◆ Double-hung sash windows (encouraged).
- ◆ Bay windows (encouraged).
- ◆ Towers with conical roof (encouraged).

Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (Permitted).
- ◆ Trellises and patio covers of bold, clean forms (Permitted).

Screening

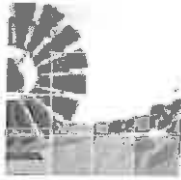
All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



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D. Signage Program

Theme

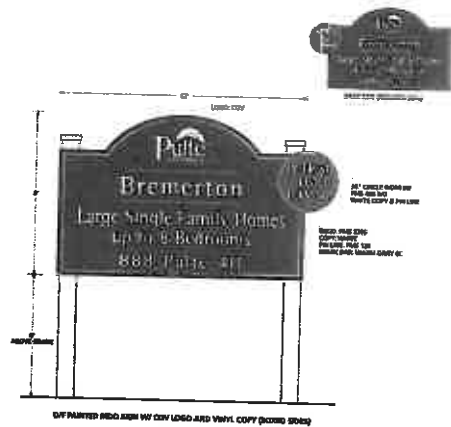
The signage program along with architecture and urban design create the identity for Page Ranch. The following guidelines are for signage used throughout the Page Ranch project area, from residential and commercial development to temporary "coming soon" signs. All signage within the Page Ranch project area shall be consistent with the architecture and theme. Signage requirements within the project will adhere to the signage program within the Page Ranch Planned Community. Should a sign type or situation not be addressed herein, the City Sign Ordinances XXXVI, XXVII, & XXXVIII shall apply.

Residential

Project Identification Signs

The following are project identification signs guidelines for the Page Ranch area's residential and open space project identification signs, to be used throughout the project site and for the duration of the development of Page Ranch. Project identification signage includes but is not limited to signs on vacant parcels of land identifying the future site for school, park, residential, and/or community center. These signs assist in informing Page Ranch residents and visitors what type of land development will be taking place at specific locations, throughout the community.

- ◆ One (1) identification sign per frontage per planning area;
- ◆ Project identification signs maybe up to one hundred square feet (100 sf);
- ◆ Setbacks for signs minimum of ten feet (10') with a maximum of twenty feet (20');
- ◆ Height may not exceed fifteen feet (15');
- ◆ Signs may be posted for up to two (2) years;
- ◆ Signs maybe double sided;
- ◆ Signs maybe installed upon Planned community approval; and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.





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Model Home Signs (Temporary)

The following are model home signs guidelines for the Page Ranch area's model home signs, to be used throughout the project site and for the duration of the development of Page Ranch. Temporary directory signs maybe placed at strategic locations to direct potential home buyers to the new housing tracts and the model homes/sales offices.

- ◆ Model home directory signs maybe be up to forty square feet (40 sf), placed at intersections with permission of the property owner.
- ◆ Tracts of twenty-one to forty acres (21 - 40 ac) signs maybe up to sixty-four square feet (64 sf);
- ◆ Tracts over forty acres (40 ac) signs maybe up to eighty square feet (80 sf);
- ◆ Setbacks for signs minimum of ten feet (10') from curb;
- ◆ Height may not exceed fifteen feet (15');
- ◆ Signs maybe double sided;
- ◆ Signs maybe installed upon approval final map, prior or during construction;
- ◆ Signs shall be removed when tract is sold out; and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.

Subdivision Signs

The following are Subdivision signs guidelines for the Page Ranch area's subdivision signs, to be used throughout the project site and for the duration of the development of Page Ranch.

- ◆ Up to six (6) signs allowed along a one (1) mile frontage;
- ◆ Subdivisions of twenty acres (20 ac) or less signs maybe up to forty square feet (40 sf);
- ◆ Subdivisions of twenty-one to forty acres (21 –40 ac) signs maybe up to sixty-four square feet (64 sf);
- ◆ Subdivisions over forty acres (40 ac) signs maybe up to one hundred square feet (100 sf);
- ◆ Setbacks for signs minimum of ten feet (10') for forty square feet (40 sf) signs, fifteen feet (15') minimum for signs forty to sixty-four square feet (40—64 sf) and twenty feet (20') minimum for signs over sixty-four square feet (64 sf);
- ◆ Height may not exceed twenty feet (20');
- ◆ Signs maybe double sided;
- ◆ Signs maybe installed at subdivision map approval;
- ◆ In all subdivisions where an approved model home marketing complex is located, banners, balloons and pennants may be erected with or without advertisement to designate an open house or a sales



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office;

- ◆ Banners, balloons or pennants shall be removed when the last phase of the subdivision is sold or until the sales office is closed or removed, whichever comes first and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.

Subdivision Flags

The following are Subdivision flag guidelines for the Page Ranch area's subdivision flags, to be used throughout the project site and for the duration of the development of Page Ranch. Subdivision flag placement is limited beyond the project entry monumentation based upon the subdivision size as follows:

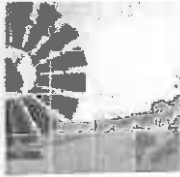
- ◆ Up to five acres (0 - 5 ac), twelve (12) flag poles;
- ◆ Six to ten acres (6 - 10 ac), sixteen (16) flag poles;
- ◆ Eleven to twenty acres (11 - 20 ac), twenty (20) flag poles;
- ◆ Twenty-one plus acres (21+ ac), thirty (30) flag poles;
- ◆ Maximum flag pole/flag height twenty-five feet (25'); and,
- ◆ Deposit must be paid to the City of Hemet per flag pole, per the City Zoning Ordinance.

Rental Property Flags

The following are rental property flag guidelines for the Page Ranch area's rental property flags, to be used throughout the project site and for the duration of the development of Page Ranch.

- ◆ Flags on rental property (multi-family) limited to six (6) flag poles;
- ◆ One hundred feet (100') required between flag poles;
- ◆ Maximum flag pole/flag height twenty-five feet (25');
- ◆ Flags are limited to be displayed at a rental property to six (6) months, with one (1) six (6) month extension; and,
- ◆ Deposit must be paid to the City of Hemet per flag pole, per the City Zoning Ordinance.





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Weekend Tract Identification Signs (Temporary)

The following are weekend tract identification signs guidelines for the Page Ranch area's weekend tract identification signs, to be used throughout the project site and for the duration of the development of Page Ranch.

- ◆ Signs may not exceed ten feet (10') in height;
- ◆ Lighting of any type on these signs is not allowed;
- ◆ Signs must be removed by Monday, unless Monday is a federal holiday;
- ◆ Signs maybe double sided; and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.



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E. Landscape Architecture

A major component of Page Ranch is the provision of a carefully planned network of passive and active open space. A large area of the project site has been set aside for the development of parks and open spaces enhancing the livability of the project. This open space is deemed to be a critical element in the future success of Page Ranch as a "livable community", and the following landscape guidelines are intended to fulfill the commitment made to this end.

General Guidelines

The purpose of the landscape guidelines is to establish landscape standards that will contribute to the thematic development of the Page Ranch community identity. Of vital importance to the development of a coordinated project, image and identity are the project-wide enhancements of streets, entry features, landscape paseos, community center, parks and open spaces. These various landscape design elements are intended to provide a varied and enjoyable experience for vehicular traffic, pedestrians and homeowners within the project.

The development of the project's landscape identity focuses on the following areas:

- ◆ The incorporation of landscape materials that are naturalized to the project area and accentuate the surrounding character of the project site;
- ◆ The unification of landscape elements and materials in order to provide a coordinated project image;
- ◆ The provision of enhanced entry features, streetscapes and circulation corridors;
- ◆ To provide significant contiguous open space connections, accessible for walking and hiking to the general public.

Project Theme

Page Ranch has been designed to respect the character of the project surroundings by enhancing and restoring the landscape theme of the traditional agricultural and California Ranch Community. The focus of the following landscape details and discussion is to provide direction in establishing the guidelines that ensure that development is sensitively integrated with the surrounding environment, while creating an attractive residential community.

Community Elements

The Landscape Master Plan for the amendment area, Figure 1-7, contains





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landscape elements that form the basic structure of the project. Individually, the elements identify specific features of the project site. Collectively, the landscape features and elements provide the predominant community signature for Page Ranch.



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Landscape Master Plan – Amendment Area
Figure 1-7

LEGEND

- ① PRIMARY ENTRY
- ② SECONDARY ENTRY
- ③ PASEO
- * ④ POCKET PARK
- ⑤ COMMUNITY PARK
- ⑥ SINGLE FAMILY HOMES
- ⑦ NOT A PART





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Project Entries

Landscaped entry features should be designed to introduce the theme and character of the Page Ranch community, as well as identify the project, its access points, and the different development areas.

◆ **Primary Entries**

Primary entries occur at the intersection of "Old" Warren Road and New Stetson Avenue. As shown in Figure 1-8, Primary Entry (Typical corner), this entry will consist of a raised lettering signage on a large monument wall generously setback from the street intersection. Large lawn areas, flowering accent trees, specimen size focal point trees, and background planting will compliment ornamental-iron ranch style fencing, low stone veneer walls, and slump block columns with concrete masonry caps.

◆ **Secondary Entries**

Secondary entrances occur at the intersection of Fisher Street and Mustang Way. As shown in Figure 1-9, Secondary Entry, this entry features a slump stone wall with raised lettering, slump stone columns with concrete masonry caps, and a stone veneer raised planter. The monument is enhanced by a lawn foreground and large accent specimen trees which connect to the adjacent streetscape.

◆ **Neighborhood Entries**

Neighborhood entries will occur throughout the project in each planning area (as shown in Figures 1-10 and 1-11). A monument sign, consisting of a slump stone wall and columns with stone veneer accents, will be integrated into the community wall at the corner. Shrubs and ground covers shall be planted to enhance the hardscape elements and flowering perennials and annual color maybe utilized by the HOA to provide an intense color display.

Streetscapes

Enhanced streetscapes with expanded setback landscaping are proposed within the Page Ranch Planned community, as illustrated in figures 1-12 to 1-13. To provide variety and to help define the project theme, New Stetson Avenue is designated as a scenic highway. Distinctive trees will be utilized in streetscape plantings. As shown in the streetscape illustrations, it is intended that landscaping will provide an informal appearance when viewed from a passing vehicle. Major elements, such as groupings of trees and shrubs, will be provided in landscape corridor areas adjacent to the roadways. The use of this varied planting pattern will provide an attractive streetscape that can also be enjoyed by pedestrians.

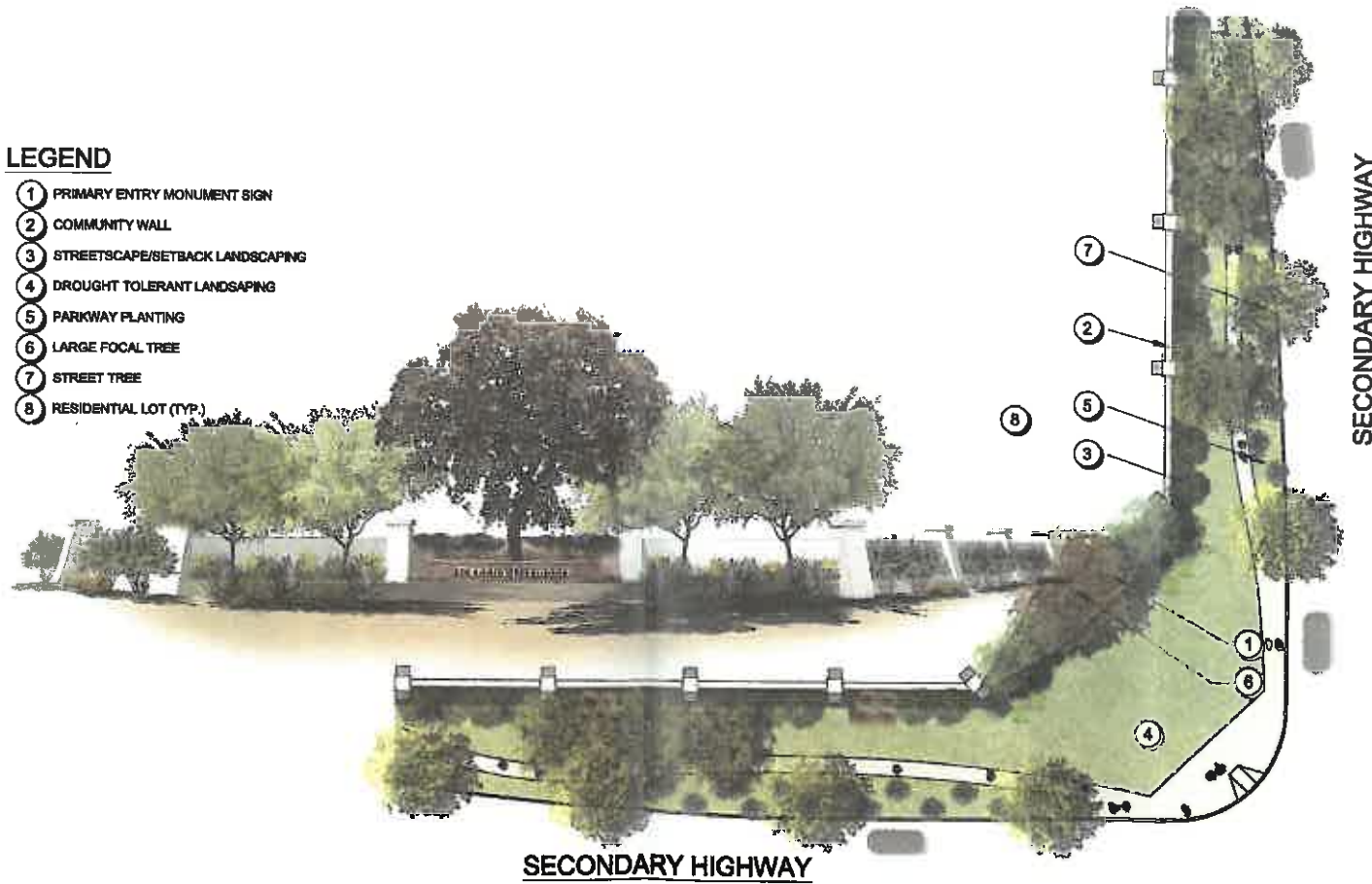


Page Ranch
Planned
Community
Development

Primary Entry
Figure 1-8

LEGEND

- ① PRIMARY ENTRY MONUMENT SIGN
- ② COMMUNITY WALL
- ③ STREETSCAPE/SETBACK LANDSCAPING
- ④ DROUGHT TOLERANT LANDSCAPING
- ⑤ PARKWAY PLANTING
- ⑥ LARGE FOCAL TREE
- ⑦ STREET TREE
- ⑧ RESIDENTIAL LOT (TYP.)



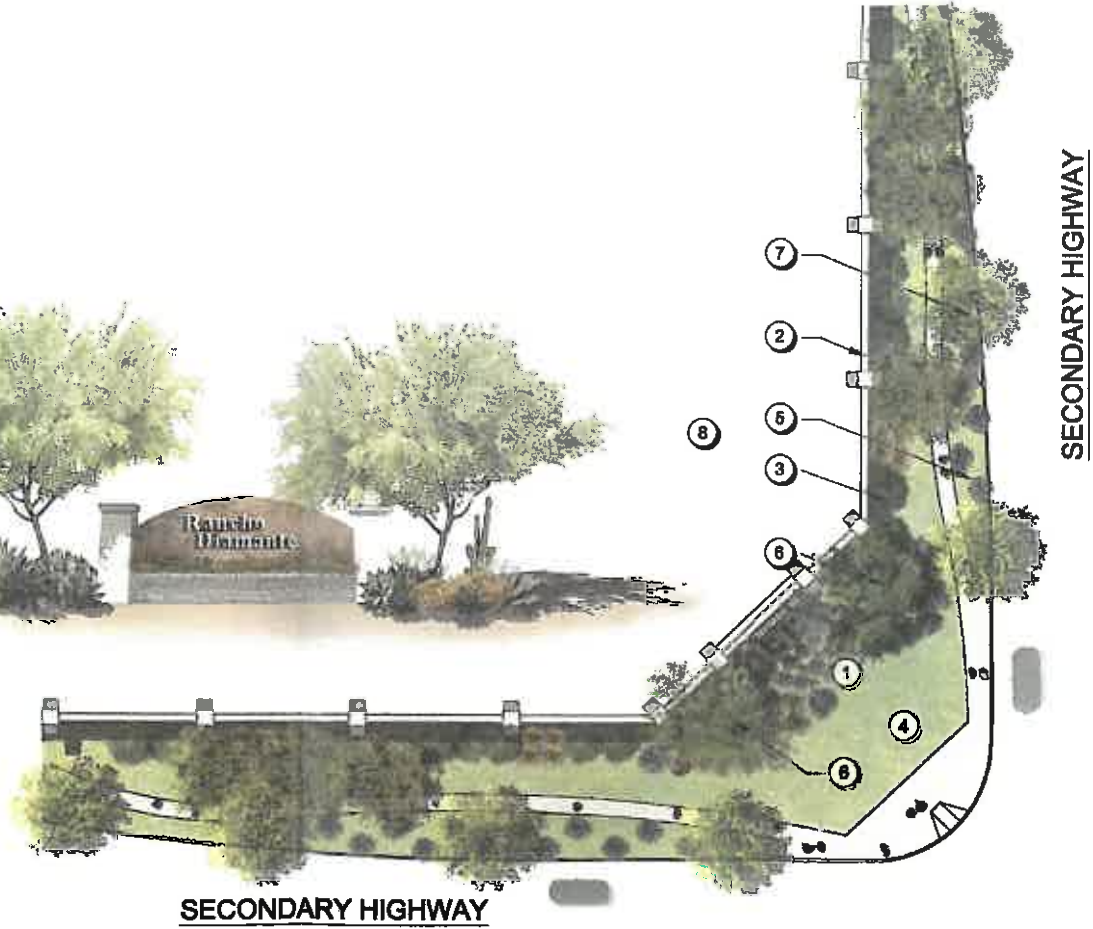


Page Ranch
Planned
Community
Development

Secondary Entry
Figure 1-9

LEGEND

- ① SECONDARY ENTRY MONUMENT SIGN
- ② COMMUNITY WALL
- ③ STREETSCAPE/SETBACK LANDSCAPING
- ④ DROUGHT TOLERANT LANDSCAPING
- ⑤ PARKWAY PLANTING
- ⑥ FOCAL TREES
- ⑦ STREET TREE
- ⑧ RESIDENTIAL LOT (TYP.)





Page Ranch
Planned
Community
Development

Neighborhood Entry Statement - Section
Figure 1-10



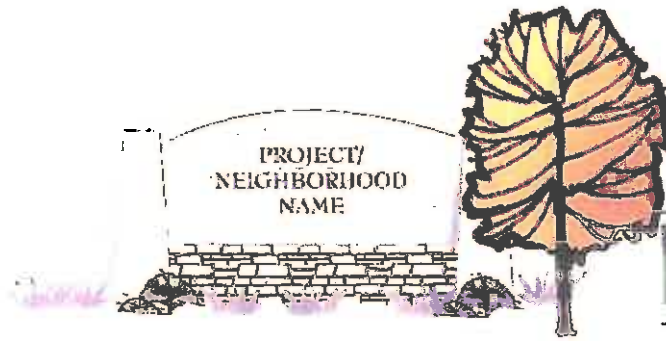
Page Ranch Planned Community Development
March 2019



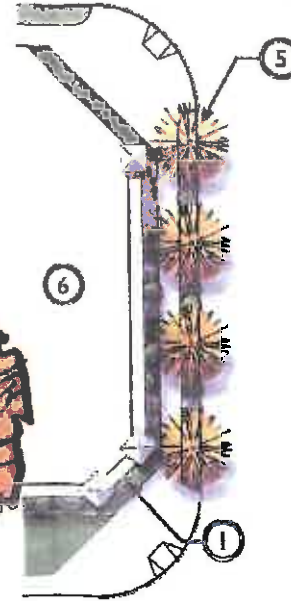
Page Ranch
Planned
Community
Development

LEGEND

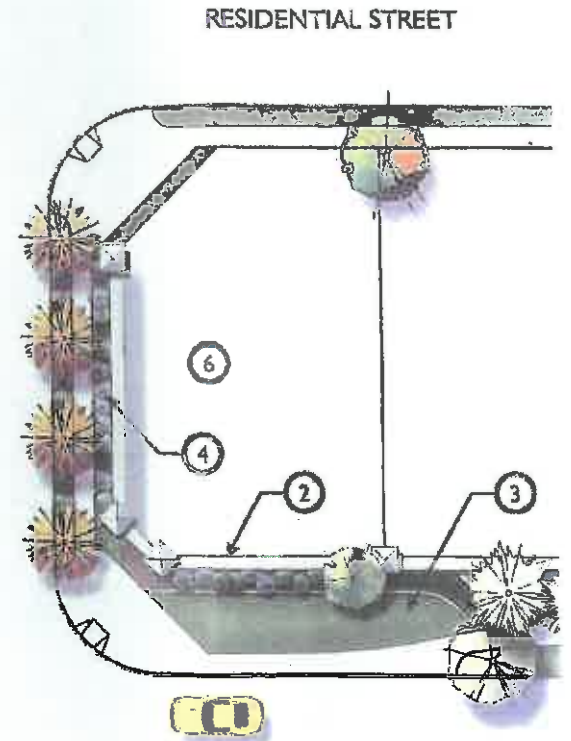
- ① NEIGHBORHOOD ENTRY MONUMENT SIGN
- ② COMMUNITY WALL
- ③ STREETScape / SETBACK LANDSCAPING
- ④ PARKWAY PLANTING
- ⑤ STREET TREE
- ⑥ RESIDENTIAL LOT (TYPE)



NEIGHBORHOOD ENTRY MONUMENT



SECONDARY HIGHWAY

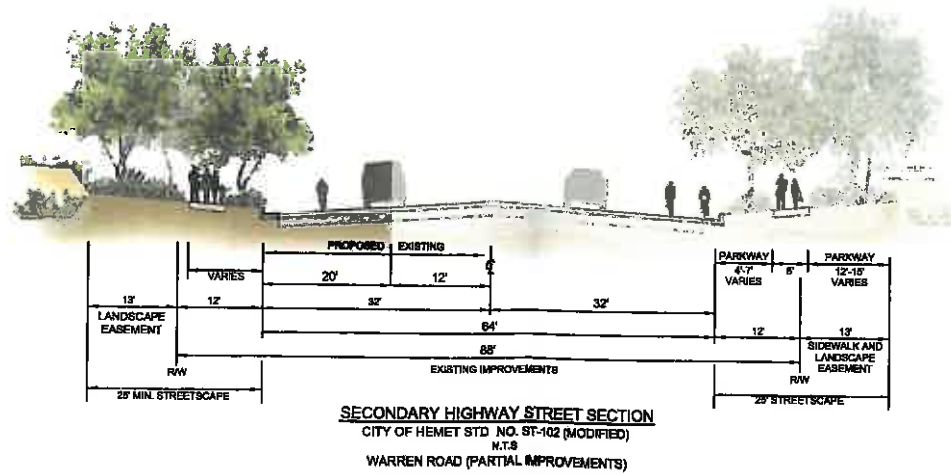
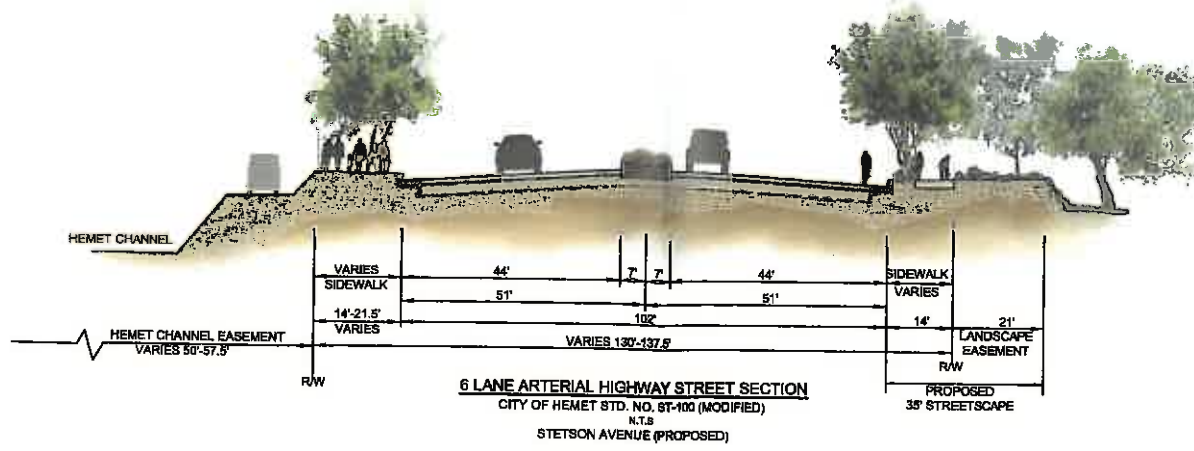


RESIDENTIAL STREET



Page Ranch
Planned
Community
Development

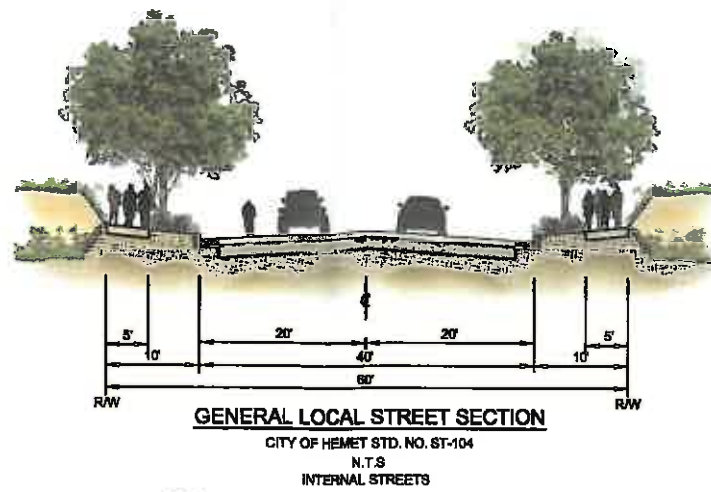
Secondary Highway Streetscape
Figure 1-12



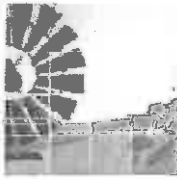


Page Ranch
Planned
Community
Development

Local and Collector Streetscapes
Figure 1-13



Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Paseos

A major design element for Page Ranch is the provision of paseos (greenbelts) located strategically throughout the project site, as illustrated on Figures 1-14 to 1-18. The intent of the paseos is three fold; to provide a landscape buffer separating the various planning areas into identifiable neighborhoods; to provide a large, passive landscape area in which to develop a system of trails and landscape enhancements; and to provide for project storm drainage.

It is envisioned that these paseos will become one of the dominant, unifying features of Page Ranch. Landscape features of the paseos include the following:

- ◆ The provision of a community trail system linking all the planning areas within Page Ranch.
- ◆ Provision of park/street furniture at strategic locations to include benches, picnic tables and drinking fountains.
- ◆ Open lawn for passive and active play opportunities
- ◆ Enhanced landscaping to provide for the screening of adjacent neighborhoods and an improved pedestrian experience.

Parks

Pocket Parks

Page Ranch will contain several smaller pocket parks located throughout the project. These pocket parks are intended to provide an area for active and passive recreational pursuits. These pocket parks are depicted on the various planning area exhibits, and have been located conveniently for the benefit of the adjoining residential neighborhood. Figures 1-16 and 1-18, Paseo/Pocket Parks, illustrate examples of the park development. The pocket park development will include a tot lot, informal turf and shaded picnic area, and large evergreen and deciduous tree masses and a pedestrian connection to adjacent neighborhoods and paseos.

Neighborhood Park

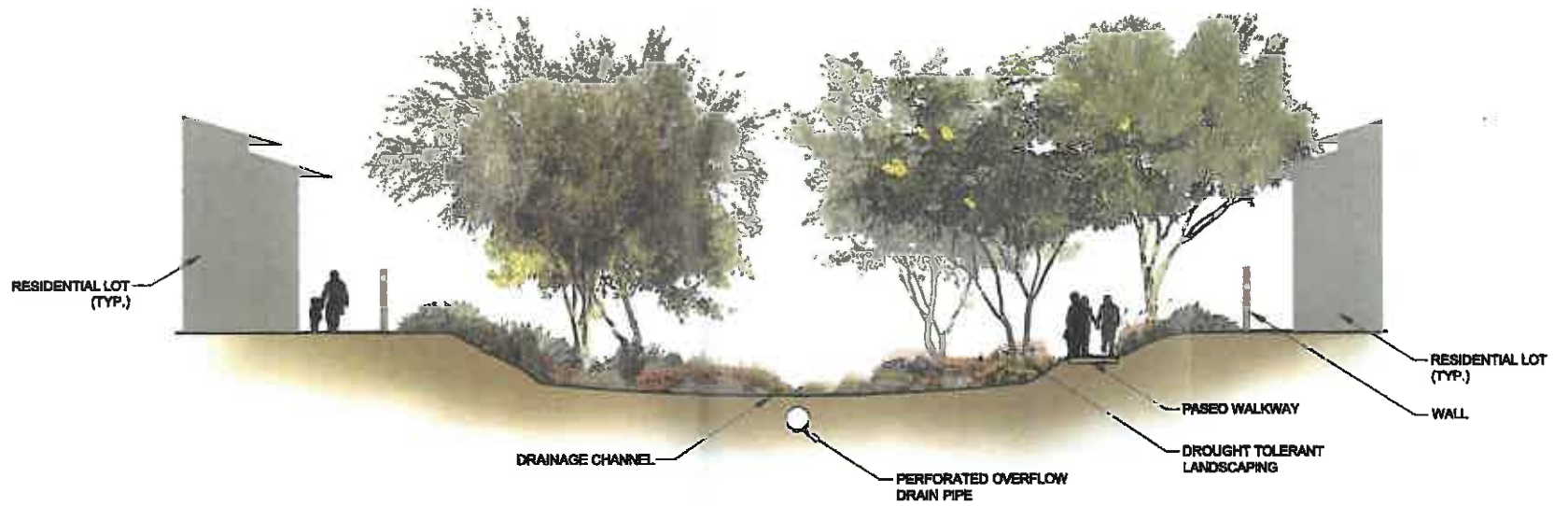
The proposed Neighborhood Park will provide a recreation and gathering space within the center of the Amendment Area to serve residents as the hub of community activity. The park shall be maintained by Valley-Wide Recreation and Park District and shall contain facilities as prescribed by Valley-Wide. These facilities may include a combination of active and passive use areas, such as a ball field, soccer field, open-air pavilions for picnics, lawn areas for passive activities, play equipment, restrooms, and basketball courts (see Figure 1-19).





Page Ranch
Planned
Community
Development

Paseo Section A-A
Figure 1-14



PASEO SECTION A-A

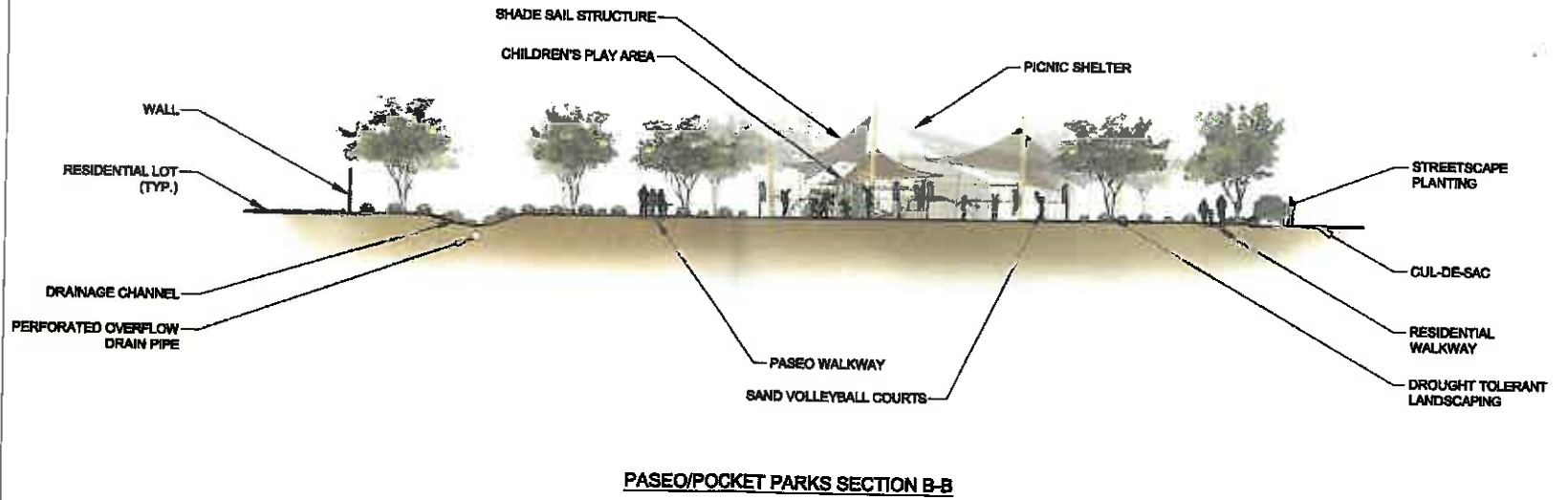


Page Ranch Planned Community Development
March 2019



Page Ranch
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Community
Development

Paseo Section B-B
Figure 1-15

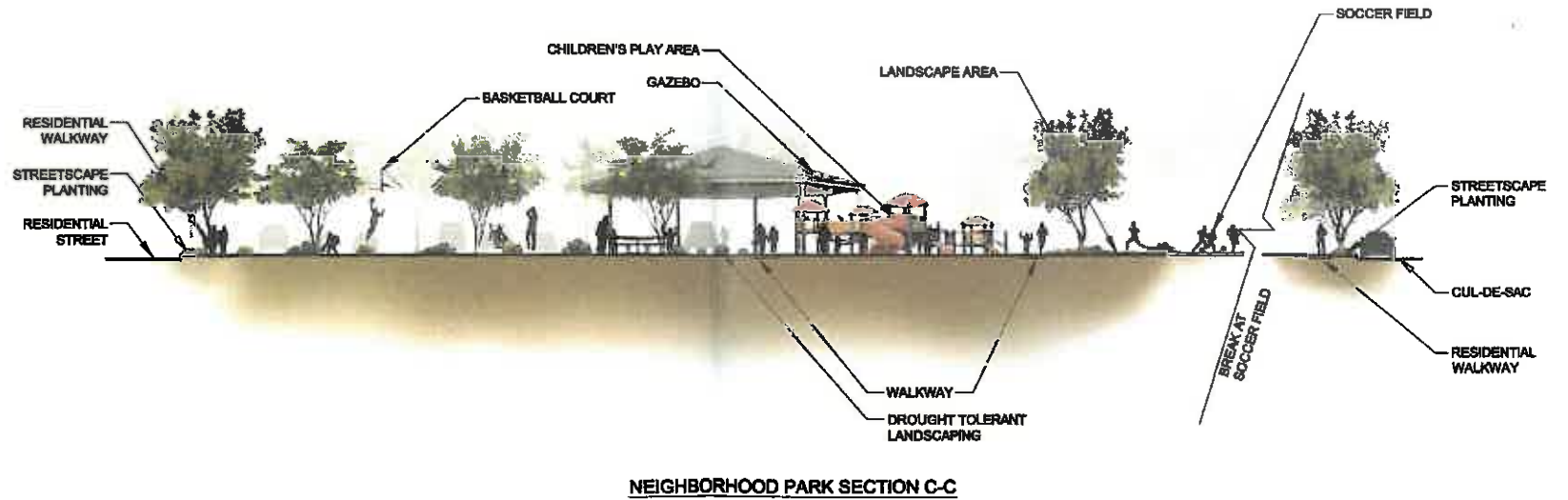


Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Paseo/Pocket Parks C-C Figure 1-16



Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Paseo Typical
Figure 1-17

LEGEND

- ① PASEO WALKWAY
- ② PASEO PLANTING
- ③ BENCH SEATING
- ④ ENHANCED PEDESTRIAN CROSSING
- ⑤ STORMWATER CHANNEL



Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Pocket Park/Paseo Typical Figure 1-18

NOTE: GRAPHICS DEPICT
ANTICIPATED AMENITIES. FINAL
DESIGN MAY VARY.



LEGEND

- 1 CHILDREN'S PLAY AREA
- 2 PICNIC SHELTER
- 3 DROUGHT TOLERANT LANDSCAPING
- 4 AQUEDUCT
- 5 NEIGHBORHOOD PATH CONNECTION
- 6 OPEN TURF/LANDSCAPE AREA
- 7 VOLLEYBALL COURTS
- 8 RESIDENTIAL LOT (TYP.)
- 9 DOG RUN AREA
- 10 SHADE SHELTER



Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Community Walls and Fences

Coordinated varieties of walls and fences have been designed to provide continuity throughout Page Ranch. The locations of the common theme walls and fences are primarily where public views and/or important interfaces of concern occur and the following common wall and fence guidelines will be required:

Community Walls

Theme walls are utilized along the perimeter street system where rear and/or sideyards are adjacent to the public street. Because of the concern for aesthetics and continuity, the theme walls will be required to be developed in conjunction with tract development. The walls will be constructed of decorative masonry with pilasters at corners.

View Fencing

A tubular steel fence with pilasters is utilized along the primary edge treatments adjacent to open space corridors. These areas are generally overlooking the open space corridors throughout the development, creating view opportunities and premium home sites. In some cases a combination wall/view fence may be selected to maintain privacy while allowing for view opportunities.

Interior Property Line Fencing

Guidelines will be contained within the CC&Rs for Page Ranch restricting the type of fencing which is permitted.

Lighting

The level of onsite lighting as well as lighting fixtures shall comply with any applicable requirements and policies of the City of Hemet. Exterior lighting such as streetlights and landscape lighting will be consistent throughout the development area. Energy conservation, safety and security should be emphasized when designing the lighting systems and should include the following considerations:

- ◆ It is recommended that all primary streets be adequately illuminated to provide for the safety and comfort of vehicular and pedestrian movement.
- ◆ Landscape lighting may be utilized for accentuating the landscape and hardscape areas.
- ◆ All lighting shall be designed and located in a manner that is compatible with scenic values and other public interests throughout the community.





Page Ranch
Planned
Community
Development

Neighborhood Park Figure 1-19

NOTE: GRAPHICS DEPICT
ANTICIPATED AMENITIES. FINAL
DESIGN MAY VARY.



LEGEND

- ① CHILDREN'S PLAY AREA
- ② GAZEBO
- ③ RESTROOM BUILDING
- ④ OPEN TURF/LANDSCAPE AREA
- ⑤ DROUGHT TOLERANT LANDSCAPING
- ⑥ BASKETBALL COURT
- ⑦ PARKING LOT
- ⑧ RESIDENTIAL LOT (TYP.)
- ⑨ SHADE SHELTER
- ⑩ DOG RUN



Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Landscape Architecture Guidelines and Standards

Introduction

The following guidelines are intended to assist in providing the continuity and desired image that will enhance the Page Ranch community. The continuity will make the project a unique and special community, while respecting individual taste and creative design. The interface between the developed areas and the unique open space paseo network to be created within the project site is of special concern.

Plant Materials

It is the intent of the following plant materials palette to allow flexibility in landscape design within individual homes, while defining an acceptable palette in order to reinforce the thematic identity of Page Ranch. A limited selection of plant materials on the plant lists has been selected for their contribution to the project theme, adaptability to local climatic and soils conditions. Native or naturalized plants with water conserving or drought tolerant characteristics are encouraged.

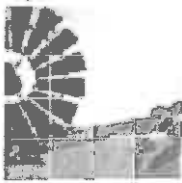
Table 1-1 lists the various plants that are permitted within Page Ranch.

Planting Time

The project area experiences temperature extremes that can make it difficult for the installation of plant materials during the hot summer months (July-September) and the cold winter months (December-March). Container plants that have not been acclimated to the region may experience heat or frost damage resulting in partial or total loss of foliage even if these materials will be perfectly suited to the temperature extremes once they are established. If construction schedules permit, the ideal planting season is in the spring and/or fall months.

Landscape Installation Requirements

All areas required to be landscaped shall be planted with trees, shrubs, ground cover, vines or turf selected from the plant palette contained in the previous tables. Developers should assess the existing landscape palette on any adjoining development and whenever possible, reinforce and complement the established character and design theme. Detailed landscape plans shall be prepared by a licensed landscape architect for all areas to be landscaped.



Page Ranch
Planned
Community
Development

Plant Palette Table 1-1

BOTANICAL NAME	COMMON NAME
TREES	
<i>Arbutus unedo</i>	Strawberry Tree
<i>Callistemon citrinus</i>	Lemon Bottlebrush
<i>Cassia leptophylla</i>	Gold Medallion Tree
<i>Cassia surattensis</i>	Yellow Cassia
<i>Cercis occidentalis</i>	Western Redbud
<i>Chilopsis linearis</i>	Desert Willow
<i>Chitalpa tashkentensis</i>	Chitalpa
<i>Chorisia speciosa</i>	Floss silk Tree
<i>Cinnamomum Camphora</i>	Camphor Tree
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Dracaena draco</i>	Dragon Tree
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Lagunaria patersonii</i>	Primrose Tree
<i>Lyonothamnus floribundus</i>	Catalina Ironwood
<i>Lophostemon confertus</i>	Brisbane Box
<i>Metaleuca linariifolia</i>	Flax Leaf Paper Bark
<i>Olea europaea 'Swan Hill'</i>	Fruitless Olive
<i>Parkinsonia spp.</i>	Palo Verde
<i>Pinus spp.</i>	Pine
<i>Pittosporum phylloaeoides</i>	Willow Pittosporum
<i>Podocarpus spp.</i>	Fern Pine
<i>Prosopis spp.</i>	Mesquite
<i>Prunus ilicifolia</i>	Catalina Cherry
<i>Quercus spp.</i>	Oak
<i>Rhus lancea</i>	African Sumac
<i>Sambucus mexicana</i>	Mexican Elderberry
<i>Schinus molle</i>	California Pepper Tree
PALMS	
<i>Beaucarnea recurvata</i>	Bottle Palm
<i>Brahea edulis</i>	Guadalupe Palm
<i>Butia capitata</i>	Pindo Palm
<i>Chamaerops humilis</i>	Mediterranean Fan Palm
<i>Phoenix canariensis</i>	Canary Island Palm
<i>Phoenix dactylifera</i>	Date Palm
<i>Syagrus romanzoffianum</i>	Queen Palm
<i>Washingtonia filifera</i>	California Fan Palm
SHRUBS	
<i>Aeonium spp.</i>	Aeonium
<i>Agave spp.</i>	Agave

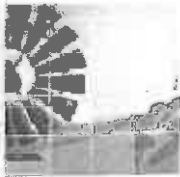


Page Ranch
Planned
Community
Development

Plant Palette (Continued)

Table 1-1

SHRUBS (continued)	COMMON NAME
<i>Aloe</i> spp.	Aloe
<i>Aloysia triphylla</i>	Lemon Verbena
<i>Alyogyne huegelii</i>	Blue Hibiscus
<i>Anigozanthos</i> spp.	Kangaroo Paw
<i>Arctostaphylos</i> spp.	Manzanita
<i>Baccharis hybrid</i> 'Starn'	Thompson Baccharis
<i>Baccharis pilularis</i>	Coyote Brush
<i>Baccharis sarothroides</i>	Desert Broom
<i>Berberis thunbergii</i>	Japanese Barberry
<i>Bougainvillea</i> spp.	Bougainvillea
<i>Buddleia marrubiifolia</i>	Woolly Butterfly Bush
<i>Caesalpinia</i> spp.	Bird of Paradise
<i>Calliandra californica</i>	California Fairy Duster
<i>Ceanothus</i> spp.	California Wild Lilac
<i>Cistus</i> spp.	Rockrose
<i>Convolvulus mauritanicus</i>	Ground Morning Glory
<i>Cardyline</i> spp.	Cordyline
<i>Correa</i> spp.	Australian Fuchsia
<i>Cotoneaster pameryi</i>	Parney Cotoneaster
<i>Dalea bicolor</i>	Dalea
<i>Dasylirion</i> spp.	Desert Spoon
<i>Deschampsia caespitosa</i>	Tufted Hair Grass
<i>Dianella caerulea</i>	Cassa Blue
<i>Diets bicolor</i>	Fortnight Lily
<i>Dudleya lancoelate</i>	Live Forever
<i>Echeveria elegans</i>	Hens and Chicks
<i>Echinocactus grusonii</i>	Golden Barrel Cactus
<i>Elaeagnus pungens</i>	Silverberry
<i>Elymus magellanicus</i>	Magellan Wheatgrass
<i>Euorops pectinatus</i>	Shrub Daisy
<i>Euphorbia</i> spp.	Euphorbia
<i>Ferocactus</i>	Barrel Cactus
<i>Galvezia speciosa</i>	Island Bush Snapdragon
<i>Grevillea</i> 'Noelii'	Noel's Grevillea
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Hesperaloe parvifolia</i>	Red Yucca
<i>Heteromeles arbutifolia</i>	Toyon
<i>Ilex vomitoria</i>	Yaupon
<i>Kalanchoe thyrsiflora</i>	Paddle Plant
<i>Kniphofia</i> spp.	Red Hot Poker
<i>Lantana</i> spp.	Lantana
<i>Lavandula</i> spp.	Lavender
<i>Leonotis leonurus</i>	Lion's Tail
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Leucophyllum</i> spp.	Texas Sage



Page Ranch
Planned
Community
Development

**Plant Palette
(Continued)
Table 1-1**

SHRUBS (continued)	COMMON NAME
<i>Melaleuca nesophila</i>	Pink Melaleuca
<i>Muhlenbergia rigens</i>	Deer Grass
<i>Nolina spp.</i>	Grass Tree Nolina
<i>Paehycereus marginatus</i>	Mexican Fence
<i>Prunus ilicifolia</i>	Hollyleaf Cherry
<i>Rhamnus californica</i>	Coffee Berry
<i>Rhaphiolepis indica</i>	India Hawthorn
<i>Rhus integrifolia</i>	Lemonade Berry
<i>Rhus laurina</i>	Laurel Sumac
<i>Ribes spp.</i>	Currant
<i>Rosa spp.</i>	Rose
<i>Rosmarinus spp.</i>	Rosemary
<i>Ruellia californica</i>	Sonoran Desert Ruellia
<i>Salvia spp.</i>	Sage
<i>Santolina spp.</i>	Cotton
<i>Senna spp.</i>	Cassia
<i>Solanum xanthii</i>	Purple Nightshade
<i>Tagetes lemmonii</i>	Mountain Marigold
<i>Trichostema lanatum</i>	Woolly Blue Curis
<i>Westringia fruticosa</i>	Coast Rosemary
<i>Yucca spp.</i>	Yucca
GROUNDCOVERS	COMMON NAME
<i>Acacia redolens</i> 'Desert Carpet'	Trailing Acacia
<i>Arctostaphylos</i> 'Emerald Carpet'	Emerald Carpet Manzanita
<i>Baccharis</i> 'Centennial'	Centennial Baccharis
<i>Baccharis pilularis</i> 'Pigeon Point'	Dwarf Coyote Brush
<i>Carex spp.</i>	Sedge
<i>Drosanthemum floribundum</i>	Rosea Ice Plant
<i>Dymondia margaritae</i>	Dymondia
<i>Gezania spp.</i>	Gazania
<i>Lonicera japonica</i> 'Halliana'	Hall's Japanese Honeysuckle
<i>Myoporum parvifolium</i>	Myoporum
<i>Osteospermum fruticosum</i>	Trailing African Daisy
<i>Rosmarinus officinalis</i> 'Prostratus'	Prostrate Rosemary
<i>Sedum spp.</i>	Stone Crop
<i>Senecio Mandraliscae</i>	Blue Chalk Sticks
<i>Verbena spp.</i>	Verbena
VINES	COMMON NAME
<i>Antigonon leptopus</i>	Queens Wreath
<i>Bougainvillea spp.</i>	Bougainvillea
<i>Distictis buccinatoria</i>	Blood Red Trumpet Vine
<i>Lonicera japonica</i>	Japanese Honeysuckle
<i>Macladyena unguis-cati</i>	Cat's Claw Vine



Page Ranch
Planned
Community
Development

Plant Palette (Continued) Table 1-1

VINES (continued)	COMMON NAME
<i>Polygonum aubertii</i>	Silver Lace Vine
<i>Vitis californica</i>	California Wild Grape
<i>Vitis girdiana</i>	Desert Grape

BIO-RETENTION	COMMON NAME
<i>Carex spp.</i>	Sedge
<i>Chondropetalum tectorum</i>	Small Cape Rush
<i>Diates indiooides</i>	Fortnight Lily
<i>Festuca rubra</i>	Rush
<i>Hemerocallis spp.</i>	Daylily
<i>Juncus spp.</i>	Red Fescue
<i>Muhlenbergia rigens</i>	Deer Grass



Page Ranch
Planned
Community
Development

The following landscape installation requirements shall be followed:

- ◆ The plant materials for Page Ranch have been chosen for their ability to thrive within the project site's climate and location. The plants should grow to their full potential with a minimum amount of maintenance and replacement costs. Precipitation, temperature, and wind are the limiting climatic factors affecting plant choice.
- ◆ Average annual rainfall in the area varies from nine to thirteen inches (9 – 13"). Extreme temperatures range from eighteen degrees (18°) in the winter to one hundred-ten degrees (110°) in the summer. The average daily temperature range is forty to sixty-five degrees (40-65°) in the winter and fifty-eight to ninety degrees (58-90°) in the summer.
- ◆ A horticultural soils report shall be prepared to determine appropriate planting and maintenance requirements for planned community materials. This soils report shall be prepared by a qualified agricultural laboratory supervised by a member of the American Soils Testing Laboratory.
- ◆ All areas to be landscaped shall require the installation of a permanent automatic irrigation system to ensure proper plant growth. The irrigation system shall be designed to separate the various landscape areas into proper irrigation zones depending upon water needs. Detailed irrigation plans shall be prepared by a Licensed Landscape Architect. The following guidelines are provided:
 - ◆ The irrigation system shall be designed and operated to prevent or minimize run-off and discharge of irrigation water onto roadways, driveways, trails or adjacent properties.
 - ◆ The irrigation system shall be monitored so that the precipitation rate does not exceed the moisture demands of the plant materials within the landscaped area. Drip irrigation and low volume irrigation shall be installed, wherever appropriate.
 - ◆ Areas of separate maintenance responsibility shall be controlled by separate controllers.
 - ◆ To minimize negative visual impacts and nuisance damage, automatic valves shall be installed in protective valve boxes, and the pop-up variety of sprinkler head should be used where practical.

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 application described below.

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

The City of Hemet Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Hemet Planner Mr. HP Kang at (951) 765-2456.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday, December 25 (Christmas) and Wednesday, January 1 (New Year's Day).

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1061HR19 – Rancho Diamante Investments/Strata Equity Group (Representative: Rich Brasher, Pangaea Land Consultants) – City of Hemet Case Nos.: SPA15-001 (Specific Plan Amendment); GPA 15-002 (General Plan Amendment); TTM 15-003 (Tentative Tract Map No. 36841). Tentative Tract Map No. 36841 is a proposal to divide 245 acres located westerly of Warren Road, southerly of the AT&SF/BNSF rail line, easterly of the San Diego Canal, and northerly of Poplar Street into 586 single-family residential lots, one 19.67-acre commercial lot, one 5.62-acre public park lot, 21 open space lots totaling 54.15 acres, and 25 "HOA Park" and "street landscape" lots. SPA 15-001 is a proposal to amend the Page Ranch Planned Community Development Master Plan/Specific Plan (PCD79-93) as follows: (1) Eliminate Planning Area VI and incorporate its area into Planning Area X; (2) Realign the boundary between Planning Areas X and XIII; (3) Delete "New Warren Road" and provide for the northwesterly extension of Mustang Way from existing Warren Road to a realigned Stetson Avenue extending along the southerly side of the rail line; (4) The number of dwelling units in amended Planning Area X is increased to 586 from 391, but this is a decrease of 158 dwelling units from the 744 previously allocated to Planning Areas VI and X together in the same area; (5) The designation of the area that had been in Planning Area VI and will now be in Planning Area X is increased from Low Density Residential to Low-Medium Density Residential; (6) The area within Planning Area XIII is reduced from 24.8 acres to 19.67 acres and its designation is changed to Commercial, resulting in a decrease of 73 dwelling units previously allocated to this Planning Area. (The net effect of these changes is to increase Commercial area by 19.67 acres and decrease the total number of dwelling units in the Specific Plan to 6,721.) GPA 15-002 is a proposal to amend the land use designation of 19.67 acres westerly of Warren Road and southerly of the rail line from LDR (Low Density Residential) to CC (Community Commercial) and to amend the Circulation Element by providing for the extension of Mustang Way as a Secondary roadway northeasterly from Warren Road to realigned Stetson Avenue. (Airport Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1061HR19 DATE SUBMITTED: November 26, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Eric Flodine	Phone Number	858-875-0243
Mailing Address	Strata Equity Group 4370 La Jolla Village Drive, Suite 960 San Diego, CA 92122	Email	ericf@strataequity.com
Representative	Rich Brasher	Phone Number	760-936-3248
Mailing Address	Pangaea Land Consultants 2834 La Mirada Drive, Suite H Vista, CA 92081	Email	rich.brasher@pangaealandconsultants.com
Property Owner	Eric Flodine	Phone Number	858-875-0243
Mailing Address	Strata Equity Group 4370 La Jolla Village Drive, Suite 960	Email	ericf@strataequity.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Hemet	Phone Number	951-765-2456
Staff Contact	H P Kang	Email	hkang@cityofhemet.org
Mailing Address	445 E. Florida Avenue Hemet, CA 92543	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 type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	Specific Plan Amendment (SPA15-001), General Plan Amendment (GPA15-002), and Tentative Tract Map (TTM 36841)		

PROJECT LOCATION

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

Street Address	West of Warren Road, East of the San Diego Aqueduct, and South of the Hemet Channel, railroad tracks, and New Stetson Avenue.		
Assessor's Parcel No.	465-100-016, 100-022, 110-020, 110-021, 110-022, 110-023, and 110-027	Gross Parcel Size	245 acres
Subdivision Name	Rancho Diamante, Phase II	Nearest Airport and distance from Air-port	2,500' from end of runway to site.
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)	These parcels have been regularly disked for at least the past ten years. The majority of the site has been used used for growing crops dating back to at least the 1930's, primarily oat and wheat dry farming.

Proposed Land Use (describe)	TTM 35394 was approved in 2008 with 390 residential lots on 92 acres. The project has expanded to the west for a total of 586 residential lots and one commercial lot on 245 acres. The project includes the construction of the west half of Warren Road, the full width of New Stetson Avenue, a five-acre community park, and passive open space areas.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	586 residential and 1 community commercial
For Other Land Uses	Hours of Operation	8:00 AM to 10:00 PM
(See Appendix C)	Number of People on Site	1,758
	Maximum Number	3,758
	Method of Calculation	586 units x 3.0 persons per unit (from Quimby Act calculation) + 20-acre commercial site x 100 persons per acre from ALUC guidelines, Compatibility Zone C
Height Data	Site Elevation (above mean sea level)	1513 (highest proposed residential pad grade) ft.
	Height of buildings or structures (from the ground)	35 feet 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	Commercial site lighting, Community Park lighting, residential night lighting - all to be mitigated with downward-directed fixtures.

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.10

HEARING DATE: January 9, 2020

CASE NUMBER: ZAP1082PS19 – Borrego Solar, Inc. (Representative: Brent Stafford)

APPROVING JURISDICTION: Division of State Architect/Palm Springs Unified School District

JURISDICTION CASE NO: 04-118880

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

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zones C, D

Noise Levels: Below 60 CNEL from aircraft noise

MAJOR ISSUES: The proposal provides for 47,970 square feet of solar panels on 9 carports. The initial version proposed a fixed tilt of 7.49 degrees with no rotation and orientations of 236 and 247 degrees. A solar glare analysis prepared for that proposal projected that “green” level glare (low potential for temporary after-image) would occur at the air traffic control tower (ATCT) at Palm Springs International Airport, as well as within the 2 mile approach to runway 13. The Federal Aviation Administration (FAA) Interim Policy pertaining to acceptable levels of glare allows for a “green” level of glare within the approach, but prohibits potential for glint or glare at the ATCT. The initial proposal would have resulted in an annual total of 359 minutes of “green” level glare at the ATCT, for less than 15 minutes each day during six months of the year between 6:30 A.M. and 8:00 A.M. The Airport Manager was notified of the proposed project and responded with an email supporting ALUC’s role in keeping airports and surrounding residents safe and usage of the FAA Interim Solar Glare policy to review project’s potential glare impacts on aircraft flight paths and air traffic control tower. (The ATCT was also notified of the proposed project, and responded that they do not review or comment on solar glare impacts, referring ALUC staff to the Federal Aviation ministration Flight Standards District Office [FAA FSDO] for further information.)

Subsequently, the applicant engaged a specialty firm, the Barrett Resources Group to look into a design that would not result in any glare at the ATCT. The redesign reduces total glare

impacts on aircraft flight paths to an annual total of 36 minutes of “green” level glare, and eliminates glare at the ATCT.

The applicant is proposing two rows of carports with solar panels totaling 21,104 square feet (Panels SSS-1 and SSS-2) in an area in front of the administrative building that had constituted a major portion of the designated ALUC open area labeled as Zone 6 (34,315 square feet) in the open area exhibits required for the administrative building’s ALUC review (ZAP1034PS15). Per ALUC open area criteria, no buildings or structures greater than 4 feet in height and 4 inches in diameter are to be located within ALUC open areas. Therefore, the applicant is requesting as part of this application to revise the approved ALUC open area exhibit by expanding Zone 5 and relocating Zone 6 to the rear of the site (to allow the proposed carports and solar panels in front of the administrative building). The project, as revised, would provide a total of 3.86 acres of ALUC open area, which meets the minimum required amount of 3.61 acres. These ALUC open areas are conditioned to ensure that the minimum shape of 75 feet by 300 feet prohibiting objects greater than 4 feet in height and 4 inches in diameter are met.

RECOMMENDATION: Staff recommends that the Commission find the proposed project, as amended in accordance with the glare study provided by Barrett Energy Resources Group, CONDITIONALLY CONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, subject to the conditions included herein and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES).

PROJECT DESCRIPTION: A proposal to construct 9 carports with solar panels totaling 47,970 square feet within the existing parking lot of the Palm Springs Unified School District Administration Center on a 19.32 acre site. The applicant is also requesting to revise the approved ALUC open area exhibit for the site.

The Commission had previously found three cases consistent on the site: ZAP1006PS09, a proposal to construct a 79,670 square foot district service center; ZAP1010PS13, a proposal to construct solar photovoltaic canopies in the parking lot (and amend previously approved open area exhibit); and ZAP1034PS15, a proposal to construct a 62,336 square foot school district administration building.

PROJECT LOCATION: The site is located at 150 District Center Drive, westerly of San Joaquin Drive, easterly of Gene Autry Trail, and northerly of Mission Drive, within the City of Palm Springs but under the jurisdiction of the Division of State Architect/Palm Springs Unified School District, approximately 1,825 feet easterly of the southerly end of Runway 13L-31R at Palm Springs International Airport.

BACKGROUND:

Non-Residential Intensity: The site is located within Compatibility Zones C and D of Palm Springs International Airport Influence Area, which limits average intensity to 75 and 100 people per acre respectively, and single acre intensity to 150 and 300 people respectively. The proposed carports and solar panels will not generate any occupancy.

Renewable Energy and Flight Hazards: The applicant proposes that photovoltaic (PV) panel structures totaling 47,970 square feet be located on 9 carports within Compatibility Zones C and D.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The applicant now proposes 47,970 square feet of light textured glass solar panels with anti-reflective coating atop nine (9) carports, each 16 feet in height.

Initially, the applicant proposed a tilt of 7.49 degrees with no rotation and orientations of 236 and 247 degrees. A glare analysis was prepared based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 13 and 31 utilizing a glide slope approach of 3.0 degrees. That analysis indicated that "green" level glare would occur at the air traffic control tower (ATCT) at Palm Springs International Airport for an annual total of 359 minutes, for less than 15 minutes on any given day in September, October, December, January, February, and March between 6:30 a.m. and 8:00 a.m., Pacific Standard Time. The project's creation of "green" level glare at the ATCT is inconsistent with the FAA Interim Policy.

The initial analysis concluded that no glare would occur on the 2 mile approach to runway 31; however, the panels would result in an annual total of 1,952 minutes of "green" level glare on the 2 mile approach to runway 13, consisting of up to 15 minutes a day from November through February between 7:00 a.m. and 8:30 a.m., Pacific Standard Time.

As the glare at the ATCT would have resulted in a determination of inconsistency if not corrected, the applicant tested alternative designs. **The revised design changed the tilt of the panels to 4.5 degrees and sets orientation/azimuth at 56 degrees for Panels SSS-1, SSS-2, SSS-4, SSS-5, SSS-6, and SSS-7, 148 degrees for Panel SSS-3, and 67 degrees for Panels SSS-8 and SSS-9.**

An analysis of the revised proposal by Barrett Energy Resources Group using the "Glare Gauge" Solar Glare Hazard Analysis Tool revealed that the revised project would result in no glare at the

ATCT or on the 2 mile approaches to Runways 31L and 31R, with only 22 minutes of annual glare on the approach to Runway 13L and 14 minutes of annual glare on the approach to Runway 13R (less than five minutes on any given day) occurring within one-half hour of 7:00 A.M. during the November to February time frame.

Electrical and Communication Interference

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

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zones C or D of the Palm Springs International Airport Influence Area.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area outside the 60 CNEL aircraft noise contour. Therefore, the project 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 1,825 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 413 feet AMSL. The project's site elevation is 400 feet AMSL and the proposed maximum structure height is 16 feet, for a top point elevation of 416 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is required. Submittal to the FAAOES was made and Aeronautical Study Numbers 2019-AWP-15056-OE through 2019-AWP-15064-OE were assigned to the project. At the time of writing of this staff report, no determination has been made, but the study is in a "Work in Progress" status.

Airport Manager/FAA Flight Standards District Office Input: Given that the project site is located in Zones C and D easterly of the southerly end of Runway 13L-31R at Palm Springs International Airport and that the initial design glare analysis projected glare occurring at the tower, the Airport Manager and Air Traffic Control Tower (ATCT) personnel at Palm Springs International Airport were notified of the proposed solar panels. The Airport Manager, Mr. Thomas Nolan, provided an email supporting ALUC's role in keeping airports and surrounding residents safe and ALUC staff's use of the FAA Interim Solar Glare policy to review the potential glare impacts of off-airport solar projects on aircraft flight paths and the air traffic control tower. The ATCT personnel stated that they do not review or comment on solar glare impacts, and referred ALUC staff to the Federal Aviation Administration Flight Standards District Office (FAA FSDO) for further information. ALUC staff reached out to the FAA FSDO; however, as of the time this staff report was prepared, we were still

awaiting comments from them.

Subsequently, the applicant agreed to changes in tilt and orientation that eliminated the glare at the ATCT and 98 percent of the “green” glare on runway approaches.

Open Area: The site is located within Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area, which requires projects 10 acres or larger to designate 20% and 10% respectively of project areas as ALUC-qualifying open area that could potentially serve as emergency landing areas.

At the time of the original review of the District Service Center (ZAP1006PS09), only 12.3 acres of the property were proposed for development. Initially, the 2.9-acre open area requirement was to be met by 2.34 acres within the right-of-way of adjacent District Center Drive, with the remainder on-site in the front parking lot.

As built, the open areas included within District Center Drive do not meet the minimum width dimension of 75 feet and are approximately only 55 feet in width. Furthermore, the full right-of-way width was credited to the project, rather than the project site’s half width, as is typically currently allowed by staff. However, since these open areas were previously determined to be acceptable by the Commission pursuant to the previous reviews, staff is not recommending that this credit toward open area requirements be disallowed.

In 2013, the District proposed to install solar canopies over the area of the front parking lot of the District Center that had formerly constituted 0.56 acres of the required open area (ZAP1010PS13). The revised open area plan relocated the required open area, known as Zone 5, to a driveway and parking area at the rear of the project site, providing 0.62 acres of open area

In 2015, the District proposed (ZAP1034PS15) adding the Administration Building and fully occupying the 20.96-acre site, thereby increasing the open area requirement to 3.61 acres. The additional open area was achieved by adding a Zone 6 consisting of 0.78 acres in the Administrative Building front parking lot.

The applicant is now proposing two rows of carports with solar panels totaling 21,104 square feet in Zone 6. Therefore, the applicant is requesting as part of this application to revise the approved ALUC open area exhibit a second time as follows:

- No changes to Zones 1 through 4 which are located within District Center Drive (2.32 acres),
- Zone 5 located in drive aisles and parking areas in the rear of the site is being extended farther southerly from the northeast corner (0.83 acres, previously 0.62 acres),
- Zone 6 is being relocated from in front of the administrative building to drive aisles/detention basin in the rear of the site located in the southeast corner (0.71 acres, previously 0.78 acres).

With the proposed changes, the project provides a total of 3.86 acres of ALUC open area which

exceeds the required amount of 3.61 acres and consistent with ALUC open area criteria. These ALUC open areas are conditioned to ensure that the minimum shape of 75 feet by 300 feet prohibiting objects greater than 4 feet in height and 4 inches in diameter are met.

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, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, noise sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be given to all prospective purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.
4. Any new detention basin(s) on the site shall be designed and maintained for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the detention basin(s) 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 to avoid creation of a continuous canopy. Landscaping in and around any detention basin shall not include vegetation that produces seeds, fruits, or

berries.

5. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the proposed project shall require ALUC review.
6. At least 3.61 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the revised open space exhibit, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).
7. All solar arrays at this location shall consist of fixed light textured glass panels with anti-reflective coating with no rotation and a tilt of 4.5 degrees. Arrays SSS-1, SSS-2, SSS-4, SSS-5, SSS-6, and SSS-7 shall have an orientation of 56 degrees. Arrays SSS-8 and SSS-9 shall have an orientation of 67 degrees. Array SSS-3 shall have an orientation of 148 degrees. Solar panel arrays shall be limited to a total of 47,970 square feet, and the locations and coordinates of each array shall be as specified in the glare study.
8. Any deviation from these specifications, including change in orientation (other than reduction in square footage of panels), 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 before the Airport Land Use Commission.
9. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
10. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of

written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

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)

Rull, Paul

From: Thomas Nolan <Thomas.Nolan@palmspringsca.gov>
Sent: Wednesday, December 18, 2019 1:07 PM
To: Housman, Simon
Cc: Rull, Paul; Guerin, John; Santos, Barbara
Subject: RE: Borrego Solar, Inc, Division of State Architect/Palm Springs Unified School District. ALUC Case No. ZAP1082PS19

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First allow me to thank you and the entire ALUC staff for the efforts in keeping airports and the surrounding residents safe and compatible.

In regards to any airport abutting solar installation, we support the ALUC efforts in taking whatever oversight is necessary to optimize safety. Like the ALUC, we do not have the expertise in the determining what precisely is compatible, and we know of no higher authority than the FAA's own Solar Energy criteria to determine what is compatible with their Air Traffic Control functions.

Thomas P. Nolan, A.A.E.
Executive Director
Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Suite 1
Palm Springs, CA 92262
(760) 318-3901
Thomas.nolan@palmspringsca.gov

From: Housman, Simon <shousman@rivco.org>
Sent: Wednesday, December 18, 2019 12:17 PM
To: Thomas Nolan <Thomas.Nolan@palmspringsca.gov>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Guerin, John <JGUERIN@RIVCO.ORG>; Santos, Barbara <BASANTOS@RIVCO.ORG>
Subject: Borrego Solar, Inc, Division of State Architect/Palm Springs Unified School District. ALUC Case No. ZAP1082PS19

E

Dear Mr. Nolan:

This will follow up our telephone conversation this morning. I understand that Mr. Paul Rull of the ALUC staff has provided you with the solar glare study and related information regarding the project. In summary the project contemplates construction of 9 carports and installation of solar panels on the carports.

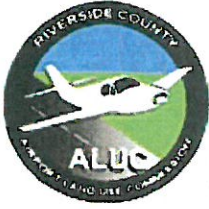
The solar studies revealed that the proposed solar array will cause a green level (low potential for temporary after image) of glare at the Control Tower.

The FAA Interim Policy on review of Solar Energy Systems provides that no glare is permitted at the Air Traffic Control Tower. It has been the policy of the Riverside County Airport Land Use Commission to apply the FAA Interim Policy to projects it reviews.

The ALUC staff would appreciate receiving the opinion of the Palm Springs International Airport Management relating to this matter so we can provide that information to the Commission at its hearing scheduled for January 9, 2020.

Your courtesy and cooperation are greatly appreciated.
Thank you,

Simon A. Housman, Director



Riverside County Airport Land Use Commission

4080 Lemon Street, 14th Floor

Riverside, Ca 92501

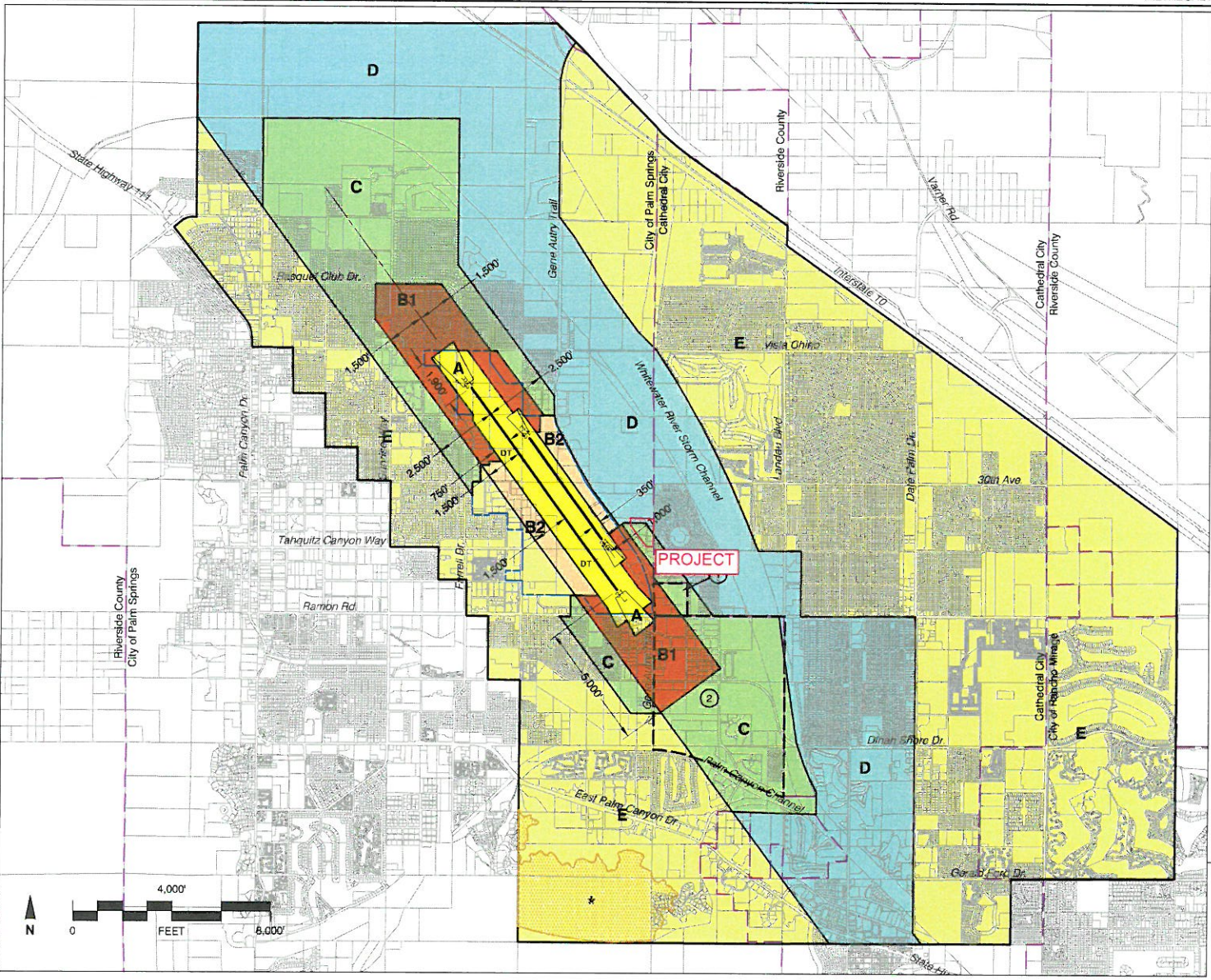
(951) 955-5132

(951) 955-5177 (fax)

SHOUSMAN@RIVCO.ORG

www.rcaluc.org

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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

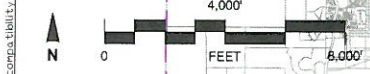
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Ⓢ See Policy PS.2.1.

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

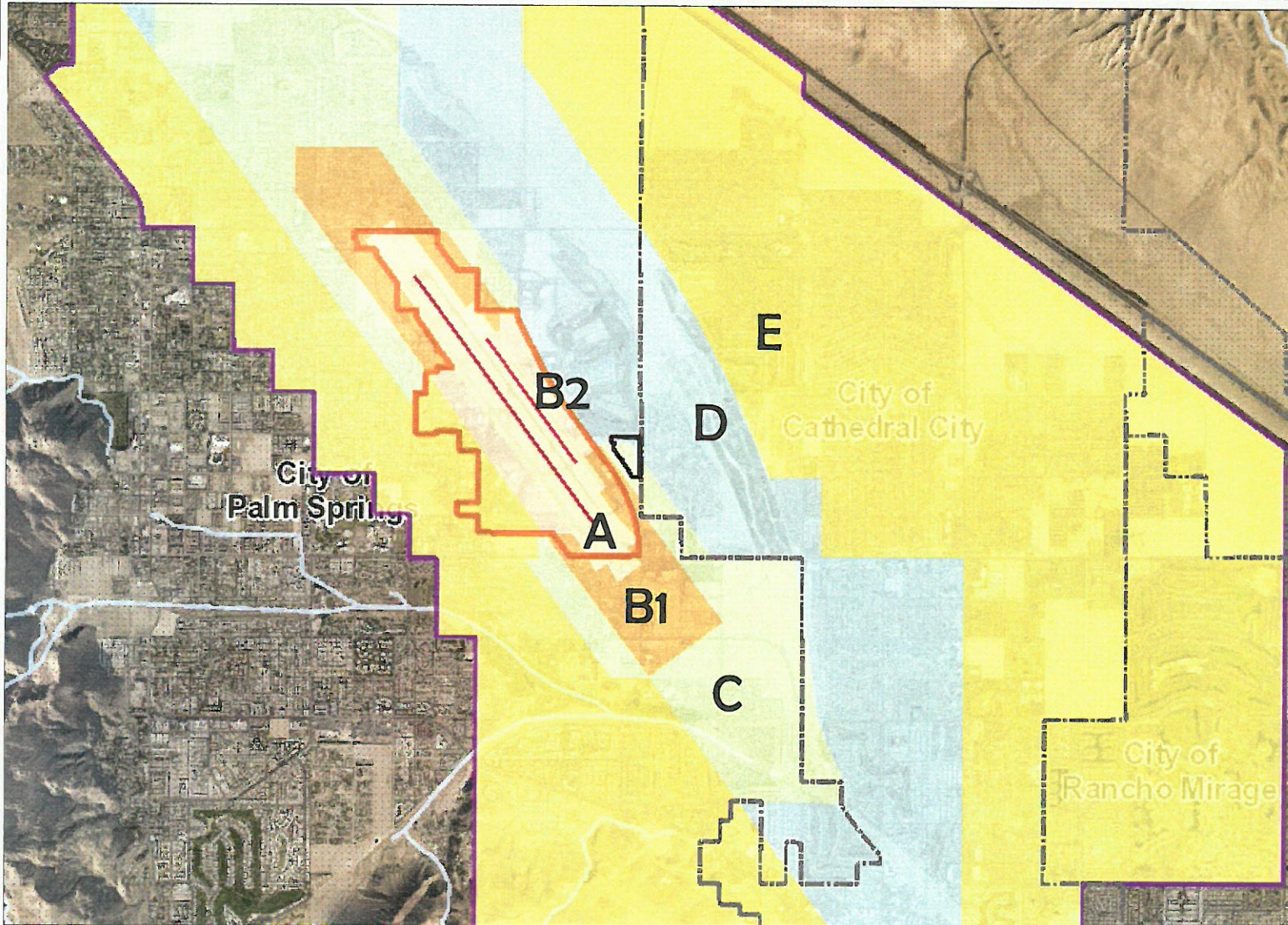
Map PS-1

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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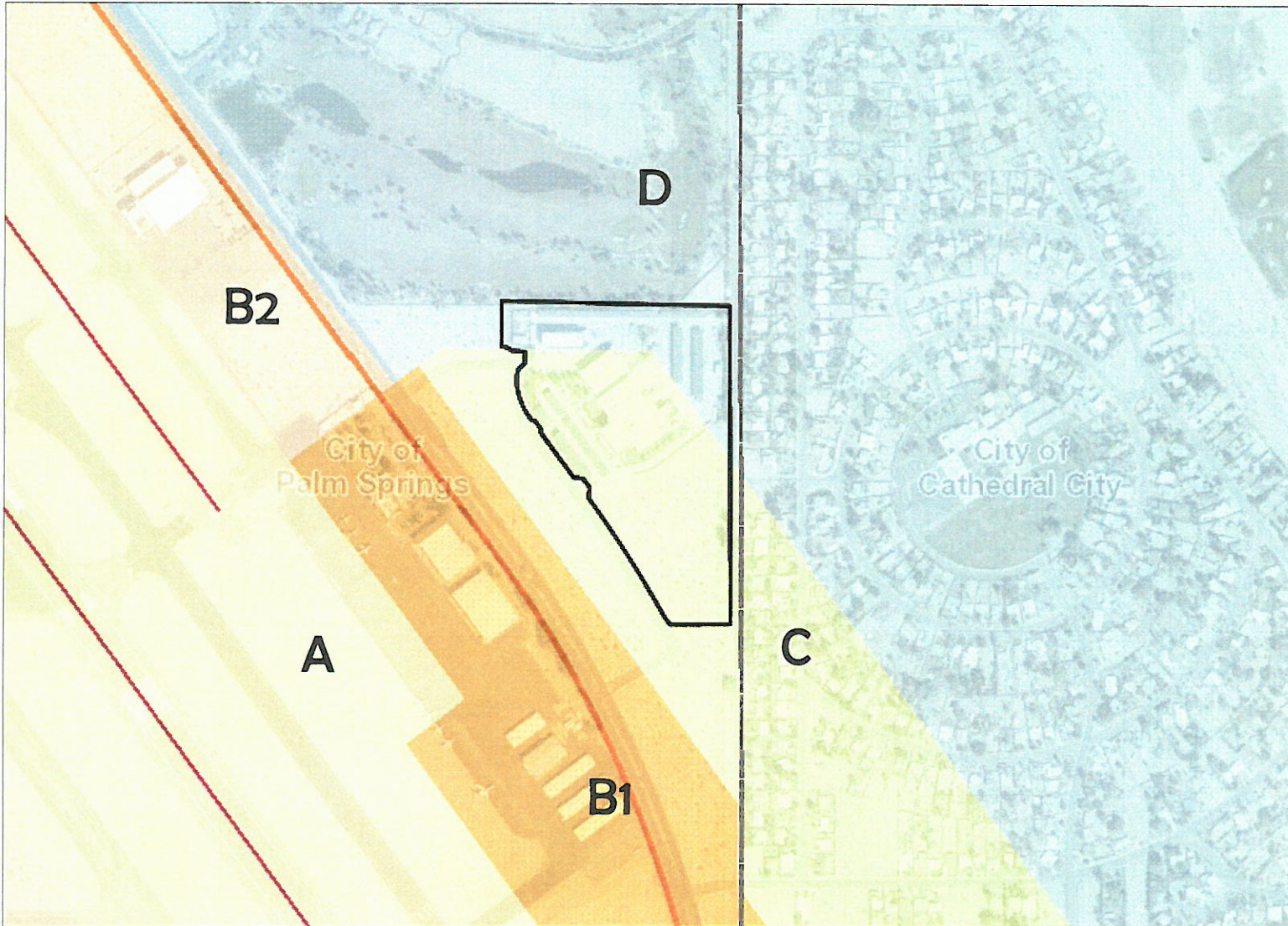
Notes



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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



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



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

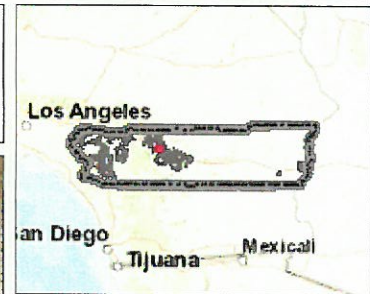



0 1, 3,032 Feet
516

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Notes

Map My County Map



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



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0 758 1,516 Feet

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Notes

Map My County Map



Legend

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



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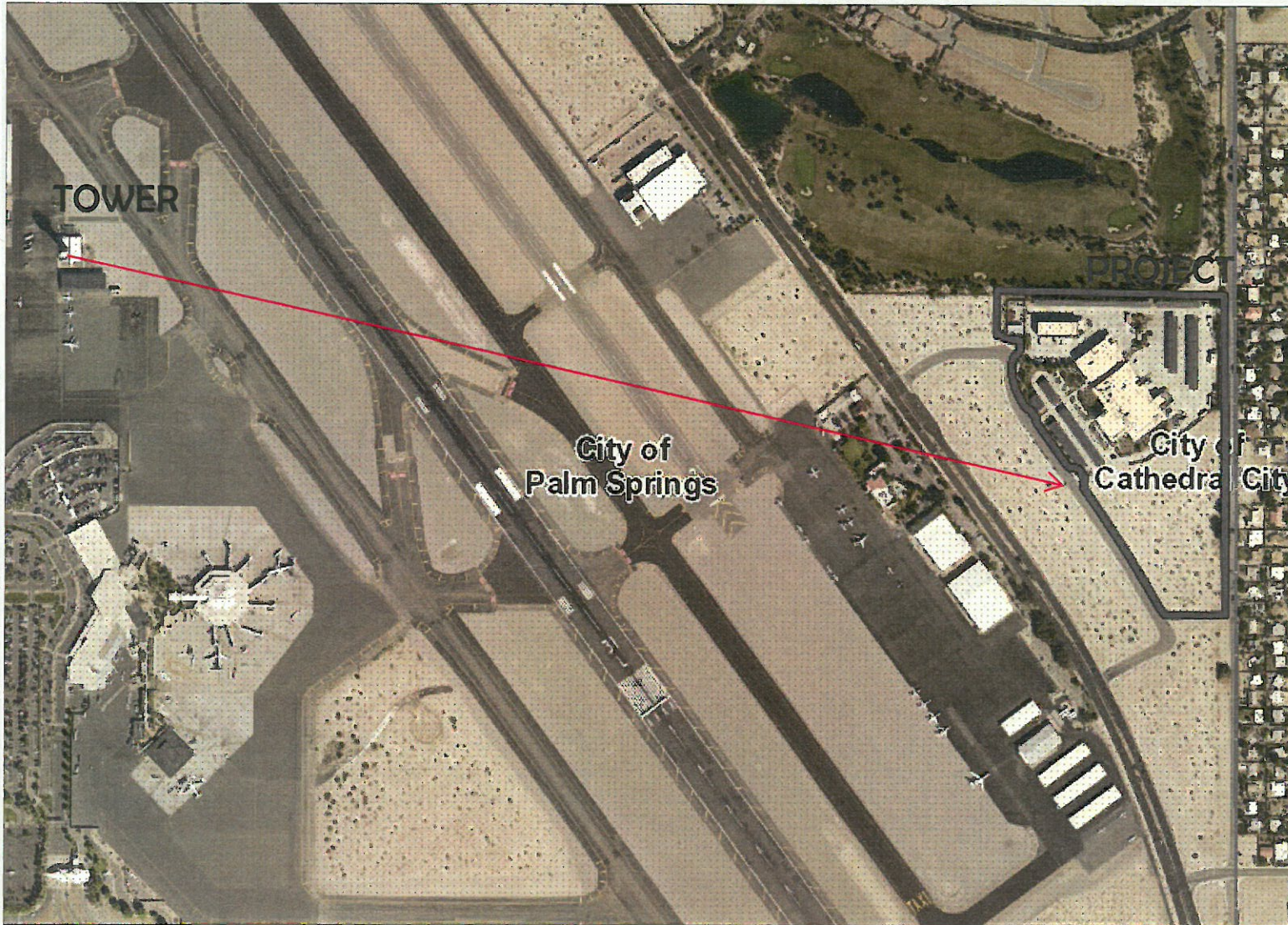


REPORT PRINTED ON... 11/15/2019 1:11:55 PM

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



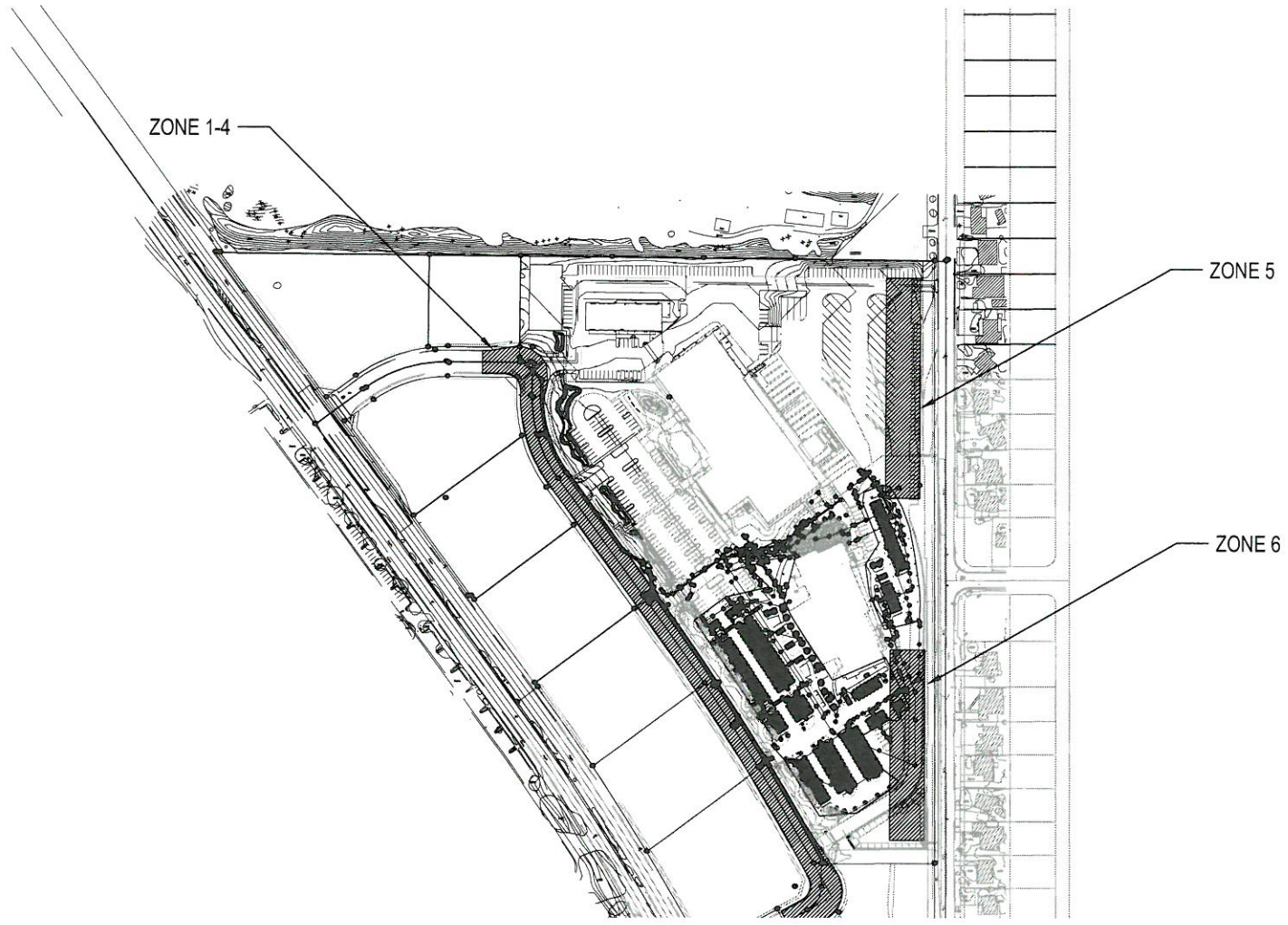
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0 758 1,516 Feet

REPORT PRINTED ON... 12/4/2019 1:49:06 PM

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Notes

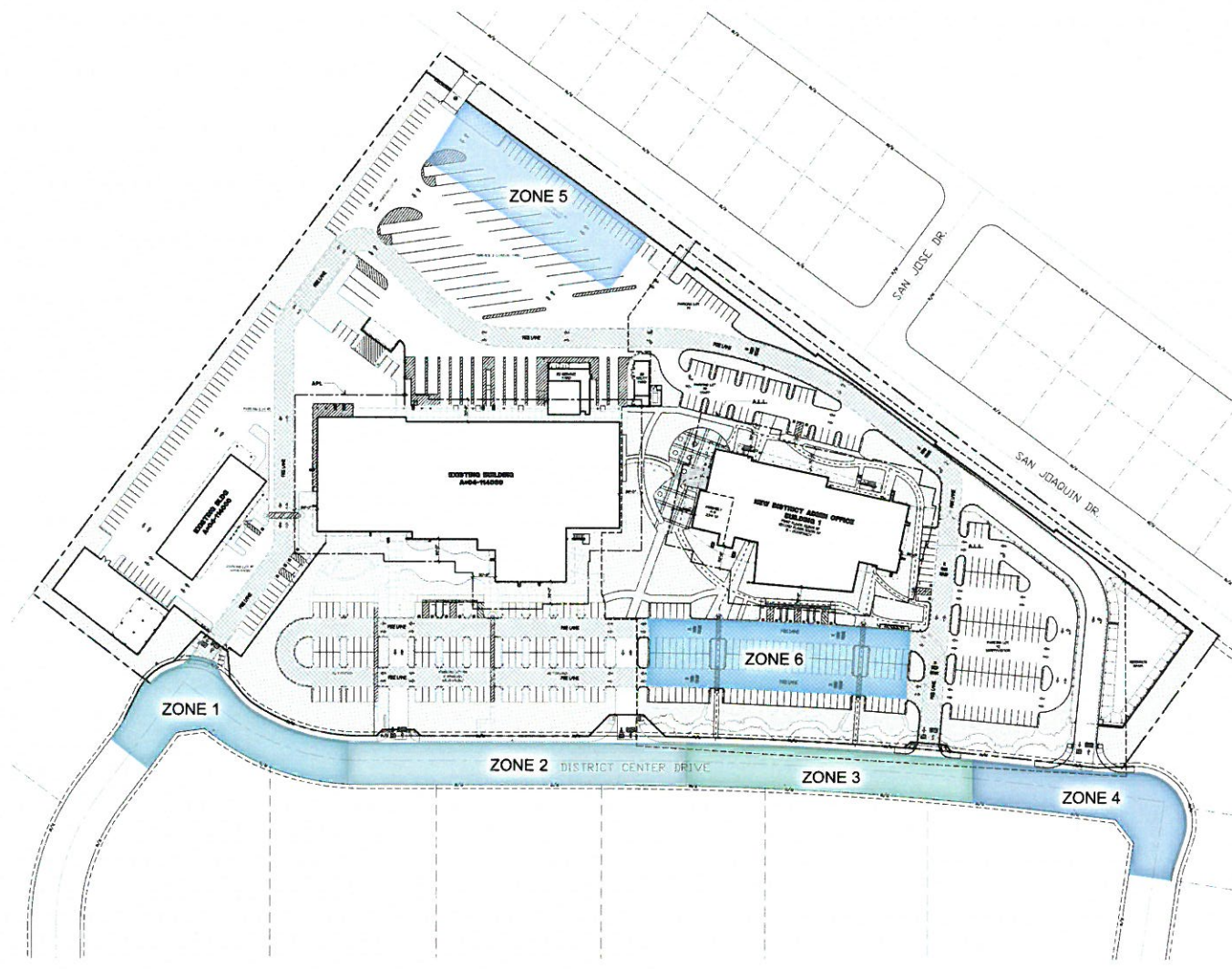


PALM SPRINGS DAC OPEN SPACE ZONE TABLE

ZONE	AREA (SF)
1	25076
2	31327
3	22500
4	22534
5	36240
6	30962
TOTAL	168639
TARGET	168315

2013

NOTE:
 THE AREAS Hatched IN THIS DRAWING REPRESENT OPEN AREAS AS SHOWN BY COUNTY FIRE POLICE #224 OF THE 2014 INVENTORY COUNTY AERIAL LAND USE COMPLETION PLAN. THESE AREAS HAVE A FIRE RISK OF 75 TO 100 AND SHALL BE CONFINED BY WALLS, TRASH ENCLOSURES, FENCEWAYS WITH LARGE TREES OR PILES OF LOGS. ONLY A SCHEMATIC IS SHOWN AS A REPRESENTATION AND NOT A FIELD DRAWING.



NOTES			1
ZONE	AREA (SF)	AREA (AC)	
ZONE 1	2076	0.06	
ZONE 2	3821	0.12	
ZONE 3	2700	0.03	
ZONE 4	3394	0.02	
ZONE 5	2640	0.02	
ZONE 6	1438	0.06	
TOTAL	182,745	3.14	
TOTAL PERCENTAGE OF OVERALL SITE			41.26


OPEN SPACE ZONE TABLE

OPEN SPACE ZONE TABLE			2

			3

			4

CONSULTANT



CONTRACT NO.

DATE

PROJECT

SCALE

APPROVALS

DATE	BY	REMARKS
12/12/14		
1/6/20		

RUHNAURUHNACLARKE
 2775 South Street, Suite 200, Palm Springs, CA 92262
 (760) 325-1100

DISTRICT ADMINISTRATION CENTER
 PALM SPRINGS UNIFIED SCHOOL DISTRICT
 150 DISTRICT CENTER DR. PALM SPRINGS, CA 92262

OPEN AREAS SITE PLAN
 (ALUC)

Draw Number
AS-2.1

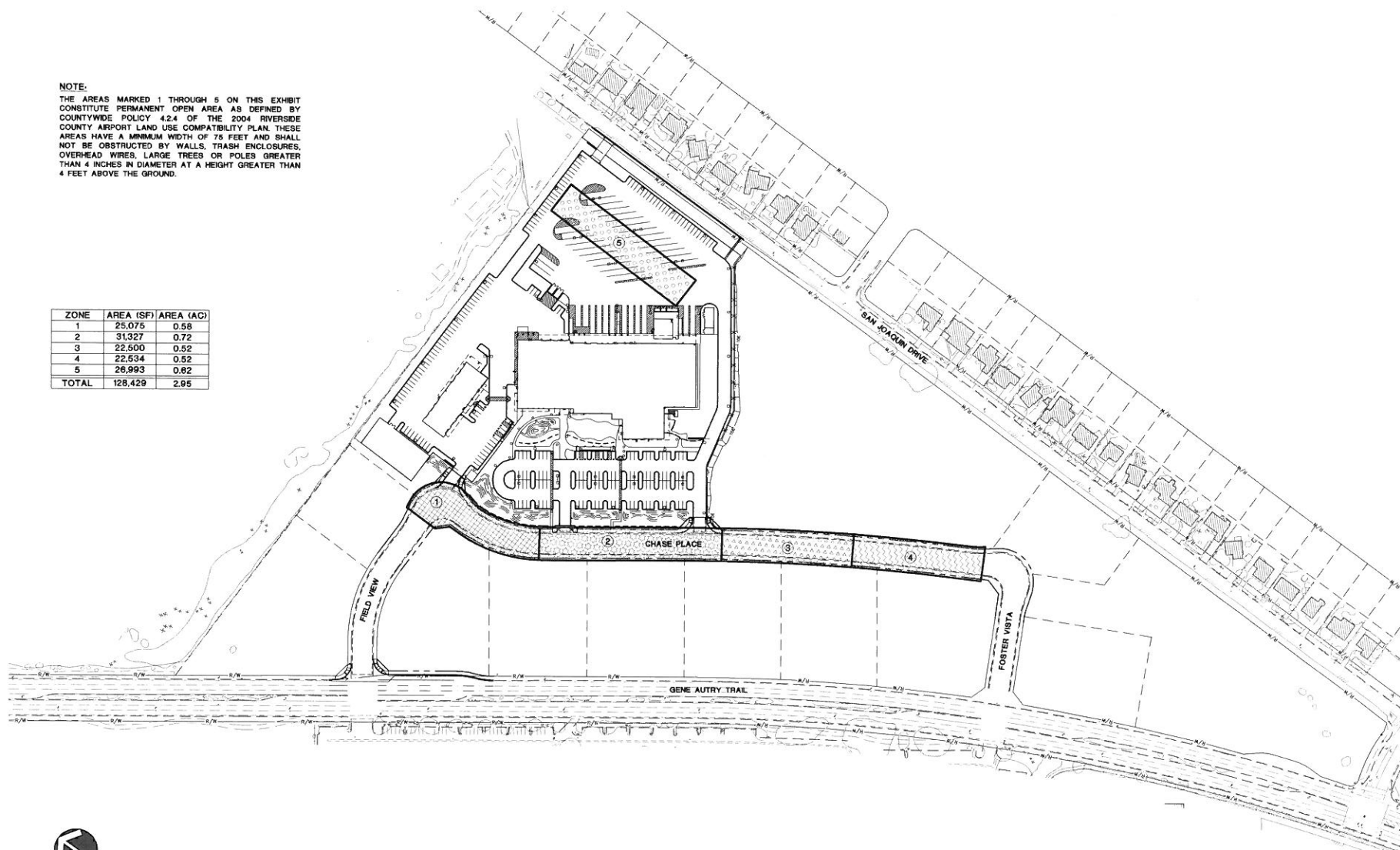


2009

NOTE:

THE AREAS MARKED 1 THROUGH 5 ON THIS EXHIBIT CONSTITUTE PERMANENT OPEN AREA AS DEFINED BY COUNTYWIDE POLICY 4.2.4 OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN. THESE AREAS HAVE A MINIMUM WIDTH OF 75 FEET AND SHALL NOT BE OBSTRUCTED BY WALLS, TRASH ENCLOSURES, OVERHEAD WIRES, LARGE TREES OR POLES GREATER THAN 4 INCHES IN DIAMETER AT A HEIGHT GREATER THAN 4 FEET ABOVE THE GROUND.

ZONE	AREA (SF)	AREA (AC)
1	25,075	0.58
2	31,327	0.72
3	22,500	0.52
4	22,534	0.52
5	26,993	0.62
TOTAL	128,429	2.95



**PSUSD DISTRICT OPERATIONS CENTER
ALUC EXHIBIT**

APRIL 21, 2010

MSA CONSULTING, INC.
 PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING

34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270
 TELEPHONE (760) 320-9881 ■ FAX (760) 323-7893

DESIGN BY: **BAW**
 DRAWN BY: **BAW**
 CHECK BY: **BBK**

\\\FILES\CAD\PROJECTS\1003\PSUSD\OPERATIONS CENTER\ALUC EXHIBIT.DWG - 10/20/09 10:51 AM - JAVIER@MSACONSULTING.COM

PALM SPRINGS USD - DISTRICT ADMINISTRATION CENTER

150 DISTRICT CENTER DRIVE, PALM SPRINGS, CA 92264
883.950 kW DC STC RATED SOLAR ELECTRIC SYSTEM

NO WARRANTY IS PROVIDED BY BORREGO SOLAR FOR THE WORK PERFORMED BY THE SUBCONTRACTOR. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES.



GENERAL NOTES

- AS CONTAINED HEREIN, "CONTRACTOR" IS ASSUMED TO BE BORREGO SOLAR SYSTEMS, INC AND "SUBCONTRACTOR" IS BORREGO'S INSTALLATION SUBCONTRACTOR.
- THESE NOTES SET MINIMUM STANDARDS FOR CONSTRUCTION. THE DRAWINGS GOVERN OVER THESE NOTES TO THE EXTENT SHOWN.
- ALL WORK SHALL CONFORM TO THE MINIMUM STANDARDS OF THE FOLLOWING: LOCAL BUILDING CODE, LOCAL ELECTRICAL CODE, ANY OTHER REGULATING AGENCIES WHICH HAVE AUTHORITY OVER ANY PORTION OF THE WORK AND THOSE CODES AND STANDARDS LISTED IN THESE DRAWINGS AND IN THE SUBCONTRACTOR AGREEMENT.
- EXCEPTIONS TO THE CONTRACT DOCUMENTS ARE PERMITTED ONLY WITH THE APPROVAL OF BORREGO AND THE ENGINEER OF RECORD (EOR).
- COORDINATE THESE DRAWINGS WITH SPECIFICATIONS AND MANUFACTURER INSTALLATION AND OPERATION MANUALS AND NOTIFY BORREGO OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
- DRAWINGS HAVE BEEN DETAILED IN COMPLIANCE WITH U.L. LISTING REQUIREMENTS AND THE BUILDING CODE FOR THE MATERIALS SPECIFIED. IF AN ALTERNATE OR SUBSTITUTED MATERIAL IS ACCEPTED AS AN EQUAL BY BORREGO, THE SUBCONTRACTOR WILL ASSUME THE RESPONSIBILITY FOR WHATEVER CONSTRUCTION MODIFICATION AND/OR ADDITIONAL COST THAT IS REQUIRED BY REASON OF THIS ACCEPTANCE.
- PRIOR TO THE COMMENCEMENT OF ANY WORK, EACH TRADE SHALL VERIFY EXISTING CONDITIONS AND NOTIFY BORREGO OF ANY DISCREPANCIES TO THAT WHICH IS SHOWN IN THESE DRAWINGS, INCLUDING BUT NOT LIMITED TO DIMENSIONS OF THE WORK AREA, STRUCTURE, EXISTING ELECTRICAL SERVICE, CONDUIT PATHS, OBSTRUCTIONS, ACCESSIBILITY ISSUES, AND WORKING CLEARANCES. ANY WORK PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS OR ANY CODE REQUIREMENTS SHALL BE CORRECTED BY THE SUBCONTRACTOR AT HIS OWN EXPENSE.
- SUBCONTRACTOR INITIATED CHANGES SHALL BE SUBMITTED IN WRITING TO BORREGO FOR APPROVAL PRIOR TO MAKING ANY CHANGES. APPROVED CHANGES REQUIRE A DRAWING REVISION TO MAINTAIN CONTROL OVER THE APPROVED DESIGN. DEVIATION FROM THESE PLANS PRIOR TO BORREGO APPROVAL PLACES ALL LIABILITY ON THE SUBCONTRACTOR.
- UNLESS INDICATED AS EXISTING (E), ALL PROPOSED MATERIALS AND EQUIPMENT ARE NEW. ALL ITEMS TO BE REMOVED AND RELOCATED OR REPLACED SHALL BE HANDLED WITH PROPER CARE AND STORED IN A SAFE PLACE TO PREVENT DAMAGE, OR BE REPLACED AT THE SUBCONTRACTOR'S EXPENSE.
- ALL EQUIPMENT SHALL BE MOUNTED AS SHOWN, WHERE DETAILS ARE NOT PROVIDED, THE SUBCONTRACTOR SHALL USE DILIGENT EFFORTS TO MOUNT EQUIPMENT SUCH THAT IT WILL BE CLEAN, LEVEL AND SOLID.
- ALL SURFACES SHALL BE PATCHED AND PAINTED AROUND NEW DEVICES AND EQUIPMENT TO MATCH EXISTING FINISHES.
- ANY METAL SHAVINGS RESULTING FROM SITE WORK SHALL BE CLEANED FROM ROOF SURFACES, ENCLOSURES AND ANY ADDITIONAL AREAS WHERE OXIDIZED OR CONDUCTIVE METAL SHAVINGS MAY CAUSE RUST, ELECTRICAL SHORT CIRCUITS OR OTHER DAMAGE. NO STRUCTURAL MEMBER SHALL BE DRILLED UNLESS SPECIFICALLY AUTHORIZED BY BORREGO.
- SUBCONTRACTOR ACKNOWLEDGES THAT THE SYSTEM AS INDICATED ON THE PLANS REQUIRES ALL COMPONENTS TO BE INSTALLED TO PROPERLY RESIST WIND LOADS, SUCH AS BALLAST, WIND DEFLECTORS, ETC. IT IS THE RESPONSIBILITY OF THE SUBCONTRACTOR TO PROVIDE TEMPORARY MEANS TO RESIST WIND LOADS FOR ALL COMPONENTS NOT YET INSTALLED DURING AND AFTER REGULAR WORKING HOURS. THIS MAY INCLUDE TEMPORARY THE DOWNS, COVERING, BALLAST OR ANY OTHER MEANS. DAMAGE TO ANY INSTALLED SYSTEM COMPONENT OR THE EXISTING FACILITY AS A RESULT OF THE UNFINISHED CONDITION NOT ADEQUATELY RESISTING WIND SHALL BE THE RESPONSIBILITY OF THE SUBCONTRACTOR TO REPAIR OR REPLACE AT THE SUBCONTRACTOR'S COST.
- TREES MAY GROW DURING THE LIFE OF THE SYSTEM AND IMPACT THE PRODUCTION.

PROJECT SCOPE

THIS PROJECT CONSISTS OF THE INSTALLATION OF SOLAR MODULES PER THE SYSTEM DESCRIPTION, BELOW. THE MODULES WILL BE INSTALLED ON A CARPORT MOUNTED RACKING SYSTEM. THE MODULES WILL BE WIRED IN SERIES STRINGS AND CONNECTED IN PARALLEL TO THE INVERTERS, WHICH CONVERT THE PHOTOVOLTAIC OUTPUT POWER FROM DC TO AC. THE SOLAR ELECTRIC SYSTEM WILL BE INTERCONNECTED WITH THE EXISTING SITE ELECTRICAL SYSTEM IN ACCORDANCE WITH THE APPLICABLE ELECTRIC CODE AND SEE REQUIREMENTS.

SYSTEM DESCRIPTION

MODULES	(QTY) MAKE & MODEL	(2,130) LG ELECTRONICS LG415N2W-V5
	WDC-STC	415 W
	WDC-PTC	382.2 W
	MODS PER STR	17, 18
	# OF STRS	119
INVERTER	(QTY) MAKE & MODEL	(13) SUNGROW S660KU-M
	KVA	(13) AT 66 KVA
	KWAC	(13) AT 66 KW AC
	POWER FACTOR	1
	CEC EFFICIENCY	98.50%
	NOMINAL AC VOLTAGE	480V
	MAX OUTPUT CURRENT	80A
RACKING	MAKE & MODEL	TEICHERT SOLAR
	TILT ANGLE	7.49°
	AZIMUTH	236° & 247°

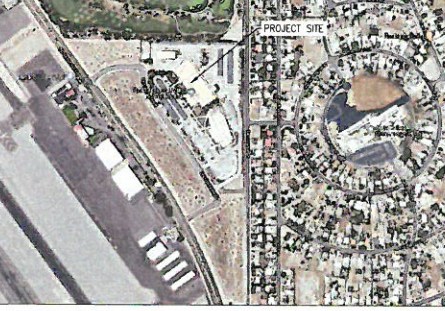
SYSTEM CAPACITY SUMMARY

SYSTEM SIZE (KWDC-STC)	883.950 KWDC
SYSTEM SIZE (KWAC-CEC)	801.875 KWAC CEC
SYSTEM SIZE (KWAC)	858.000 KWAC
SYSTEM SIZE (KVA)	858.000 KVA

DSA ADMIN NOTES

- A DSA CERTIFIED PROJECT INSPECTOR EMPLOYED BY THE DISTRICT (HOST) AND APPROVED BY THE DIVISION OF THE STATE ARCHITECT SHALL PROVIDE CONTINUOUS INSPECTION OF THE WORK AS NEEDED. THE DUTIES OF THE INSPECTOR ARE DEFINED IN SECTION 4-342, CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE (PART 1, TITLE 24, CCR).
- A DSA CERTIFIED INSPECTOR WHO IS SPECIFICALLY QUALIFIED IN MECHANICAL AND ELECTRICAL WORK WILL BE REQUIRED FOR THIS PROJECT.
- A DSA ACCEPTED TESTING LABORATORY DIRECTLY EMPLOYED BY THE DISTRICT (HOST) SHALL CONDUCT ALL THE REQUIRED TESTS AND INSPECTIONS FOR THE PROJECT.
- ALL WORK SHALL CONFORM TO TITLE 24 CCR.
- ADDENDA & CHANGES PER SECTION 4-338 OF THE CALIFORNIA ADMIN. CODE 2016
- INSPECTOR AND INSPECTION OF WORK PER SECTION 4-333(B) AND 4-432
- TESTS AND TESTING LABORATORY PER SECTION 4-335
- SPECIAL INSPECTION PER SECTION 4-333(C)
- CONTRACTOR SHALL SUBMIT VERIFIED REPORT PER SECTION 4-336 & 4-343(C)
- ADMINISTRATION OF CONSTRUCTION PER PART 1, TITLE 24, C.C.R.
- DUTIES OF ARCHITECT, STRUCTURAL ENGINEER, OR PROFESSIONAL ENGINEER PER SECTION 4-333(A) AND 4-341
- A COPY OF PART 1 & 2 OF TITLE 24 SHALL BE KEPT AND AVAILABLE IN THE FIELD DURING CONSTRUCTION
- DSA SHALL BE NOTIFIED ON START OF CONSTRUCTION PER SECTION 4-331
- SUPERVISION PER DSA SECTION 4-334
- FIRE SAFETY DURING DEMO AND CONSTRUCTION SHALL FOLLOW CFC CHAPTER 33 REQUIREMENTS.
- CHANGES TO THE DIVISION OF THE STATE ARCHITECT-APPROVED DRAWINGS AND SPECIFICATIONS SHALL BE MADE BY ADDENDA OR CONSTRUCTION CHANGE DOCUMENTS FOR CHANGES TO THE STRUCTURAL, ACCESSIBILITY OR FIRE-LIFE SAFETY PORTIONS OF THE PROJECT. CHANGES SHALL BE SUBMITTED TO AND APPROVED BY DSA PRIOR TO COMMENCEMENT OF THE WORK SHOWN THEREON. (CAC 4-338 (C))
- SHOULD ANY EXISTING CONDITIONS SUCH AS DETERIORATIONS OR NON-COMPLYING CONSTRUCTION BE DISCOVERED WHICH IS NOT COVERED BY THE DSA APPROVED DOCUMENTS WHEREIN THE FINISHED WORK WILL NOT COMPLY WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS, A CONSTRUCTION CHANGE DOCUMENT, OR A SEPARATE SET OF PLANS AND SPECIFICATIONS, DETAILING AND SPECIFYING THE REQUIRED REPAIR WORK SHALL BE SUBMITTED TO AND APPROVED BY DSA BEFORE PROCEEDING WITH THE REPAIR WORK. (CAC, 2016, 4-337(C))
- THIS PROJECT IS NOT SUBJECT TO ACCESSIBLE PATH OF TRAVEL REQUIREMENTS, PER EXCEPTION 7 TO THE CBC 11B-202.4

LOCATION MAP



AERIAL VIEW



GENERAL ABBREVIATIONS

(E)	EXISTING	UN	UNLESS OTHERWISE NOTED
AHJ	AUTHORITY HAVING JURISDICTION	VF	VERIFY IN FIELD
AL	ALUMINUM	WP	WEATHER PROOF
APPROX	APPROXIMATE		
ARY	ARRAY		
BLDG	BUILDING		
BSS	BORREGO SOLAR SYSTEM		
CL	CENTERLINE		
DAS	DATA ACQUISITION SYSTEM		
DIAM	DIAMETER		
DD	DITCH		
EW	EAST-WEST		
FBO	FURNISHED BY OTHERS		
FLV	FORWARD FACING		
GALV	GALVANIZED		
HDC	HOT DIP GALVANIZED		
HVAC	HEATING VENTILATION AND AIR CONDITIONING		
ID	INSIDE DIAMETER		
IFR	INVERTER		
MOD	MANUFACTURER		
MFR	SOLAR MODULE		
N/S	NORTH-SOUTH		
NFS	NOT TO SCALE		
OAE	OR APPROVED EQUAL		
OC	ON CENTER		
OD	OUTSIDE DIAMETER		
OCFCI	OWNER FURNISHED CONTRACTOR INSTALLED		
PV	PHOTOVOLTAIC		
PVC	POLY VINYL CHLORIDE		
SCH	SCHEDULE		
SS	STAINLESS STEEL		
SSS	SOLAR SUPPORT STRUCTURE		
STC	STANDARD TEST CONDITIONS		
TBD	TO BE DETERMINED		
TP	TAMPER PROOF		
TP	TYPICAL		

APPLICABLE CODES AND STANDARDS

- 2016 CALIFORNIA ELECTRICAL CODE, 2014 NATIONAL ELECTRIC CODE
- 2016 CALIFORNIA FIRE CODE
- 2016 CALIFORNIA BUILDING CODE
- UL-1703 - SOLAR MODULES
- UL-1741 - INVERTERS, COMBINER BOXES
- UL-2703 - RACKING MOUNTING SYSTEMS AND CLAMPING DEVICES FOR PV MODULES

PROJECT DIRECTORY

OWNER/HOST PALM SPRINGS USD HOST CONTACT NAME (01)-0 150 DISTRICT CENTER DRIVE PALM SPRINGS, CA 92264	STRUCTURAL ENGINEER - BUILDING FIRM: BORREGO SOLAR, INC. CONTACT: ERTUG YURDUTEMIZ, P.E. PHONE: (510)-496-8755
AUTHORITY HAVING JURISDICTION CITY OF PALM SPRINGS 3200 E TAHQUITZ CANYON WAY PALM SPRINGS, CA 92262	ELECTRICAL ENGINEER FIRM: BORREGO SOLAR, INC. CONTACT: KHWAJA SADIYA AFRIN, P.E. PHONE: (808)-765-7217
UTILITY SCE	DESIGN ENGINEER FIRM: MAYFIELD RENEWABLES, LLC CONTACT: JOHN STIMAC PHONE: (541)-754-2001
PROJECT MANAGER FIRM: BORREGO SOLAR, INC. CONTACT: SCOTT SHOKARI PHONE: (909)-967-6971	CIVIL ENGINEER FIRM: BORREGO SOLAR, INC. CONTACT: VLADIMIR LANKOVSKY, P.E. PHONE: (519)-920-7226
PROJECT ENGINEERING MANAGER FIRM: BORREGO SOLAR, INC. CONTACT: BRENT STAFFORD PHONE: (619)-961-4500	

SHEET INDEX

SHEET NUMBER	SHEET TITLE
T-1	TITLEPAGE
E-1.0	ELECTRICAL SITEPLAN
E-2.2	POCC SINGLE LINE DIAGRAM
E-7.0	DATA SHEETS

NOT FOR CONSTRUCTION

PALM SPRINGS USD
DISTRICT ADMINISTRATION CENTER
150 DISTRICT CENTER DRIVE,
PALM SPRINGS, CA 92264

PROJECT NUMBER:
P-SO-014928

ENGINEER OF RECORD STATEMENT:

THESE DRAWINGS FOR THE ITEMS LISTED BELOW HAVE BEEN PREPARED BY OTHER DESIGN PROFESSIONALS LICENSED IN THIS STATE. THESE DOCUMENTS HAVE BEEN EXAMINED BY ME, AND COORDINATED FOR DESIGN INTENT AND HAVE BEEN FOUND TO MEET THE APPROPRIATE REQUIREMENT OF TITLE 24, CALIFORNIA CODE OF REGULATIONS AND ARE ACCEPTABLE FOR INCORPORATION INTO THE CONSTRUCTION OF THIS PROJECT FOR WHICH I AM THE INDIVIDUAL DESIGNATED TO BE IN GENERAL RESPONSIBLE CHARGE.

- ELECTRICAL ENGINEERING - BORREGO SOLAR [KHWAJA SADIYA AFRIN, P.E.]
- CIVIL ENGINEERING - BORREGO SOLAR ENGINEERING [VLADIMIR LANKOVSKY, C.E.]

THE STATEMENT OF GENERAL CONFORMANCE "SHALL NOT BE CONSTRUED AS RELIEVING ME OF MY RIGHTS, DUTIES, AND RESPONSIBILITIES UNDER SECTIONS 17302 AND 81138 OF THE EDUCATION CODE AND SECTIONS 4-336, 4-341, AND 4-344" OF TITLE 24, PART 1, (TITLE 24, PART 1, SECTION 4-317 (b))

ERTUG, YURDUTEMIZ, S.E. DATE: 12/31/19
S5870 LIC. NO. EXP. DATE

DATE	BY	CHECKED	RELEASE LEVEL
10/29/19	JS	JS	50% SET

ENGINEER'S STATEMENT ON DRAWINGS
I HAVE READ AND APPROVE THESE DRAWINGS FOR THE PROJECT AND DATE: 12/31/19

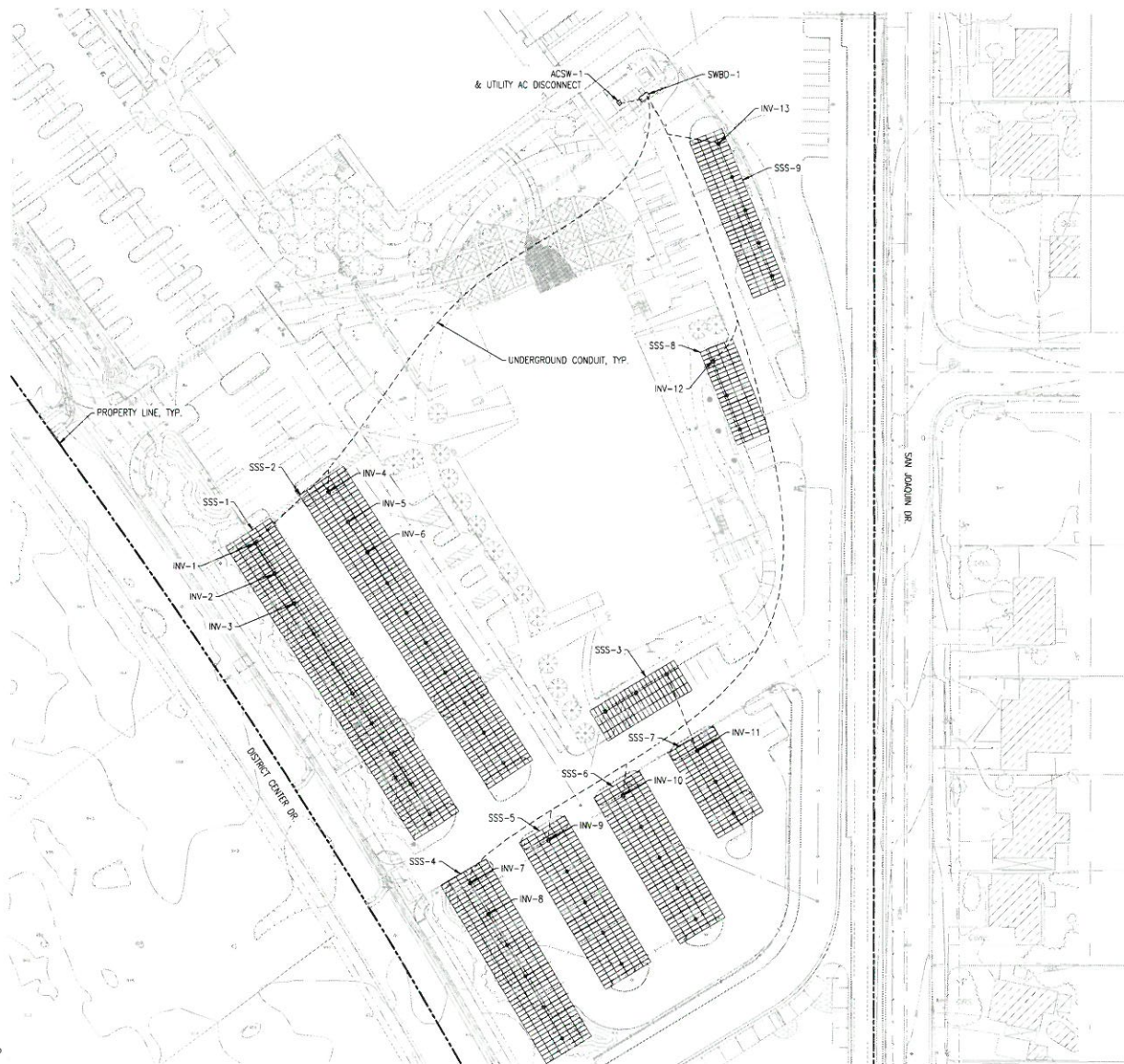
T-1
TITLEPAGE

\MPA\Shared\Bldg\Design - Palm Springs\05102 - Workshop\CA\Working Set\DWG\E-1.0 ELECTRICAL SITEPLAN.dwg



ELECTRICAL SITEPLAN

SCALE: 1" = 40'



SHEET NOTES

DEFINITIONS:

PV ARRAY – (FROM NEC 690) – A MECHANICALLY INTEGRATED ASSEMBLY OF MODULES OR PANELS WITH A SUPPORT STRUCTURE AND FOUNDATION, TRACKER AND OTHER COMPONENTS, AS REQUIRED TO FORM A DIRECT-CURRENT POWER-PRODUCING UNIT. BORREGO WILL FURTHER DEFINE PV ARRAY TO BE – A PHYSICAL GROUPING OF MODULES WHERE NO SINGLE GAP > 3' EXISTS BETWEEN ANY TWO MODULES IN THE GROUPING.

STRING – A GROUP OF MODULES WIRED IN SERIES.

INVERTER BLOCK – GROUP OF MODULES WIRED TO A SINGLE INVERTER.

SUB-ARRAY – AN ELECTRICAL SUBSET OF A PV ARRAY.

- SEE ELECTRICAL DETAILS FOR TRENCH DEPTH, CONDUIT CHAIRS & PROPER CONDUIT-TO-CONDUIT SPACING REQUIREMENTS.
- IT IS THE RESPONSIBILITY OF THE SUBCONTRACTOR TO HAVE ALL UNDERGROUND UTILITIES MARKED PRIOR TO CONSTRUCTION.
- CONNECTORS SHALL BE BY THE SAME MANUFACTURER AS THOSE ON THE MODULES.
- IN THE EVENT CONDUITS ARE INSTALLED UNDERGROUND BY DIRECTIONAL BORING, SUBCONTRACTOR SHALL SUBMIT BORE PLAN TO BORREGO FOR APPROVAL.
- LOOKABLE COVERS SHALL BE PROVIDED FOR PULLBOXES (BELOW 10') AND HANDHOLES IN PEDESTRIAN AREAS. SUBMITTAL REQUIRED.
- CONDUIT RUNS SHOWN ARE INDICATIVE OF PATH AND CONVEY ORIGIN AND TERMINATION. SUBCONTRACTOR TO DETERMINE BEST ROUTE PER FIELD CONDITIONS. FINAL CONDUIT PATH SHALL BE APPROVED WITH BORREGO SITE SUPERVISOR PRIOR TO INSTALLATION.
- INSTALLATION ON THE UTILITY SIDE OF THE POCC SHALL COMPLY WITH UTILITY REQUIREMENTS – UTILITY STANDARDS TO BE PROVIDED BY BORREGO.

THE DRAWING IS PREPARED BY THE DESIGNER AND IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF THE DESIGNER.



NOT FOR CONSTRUCTION

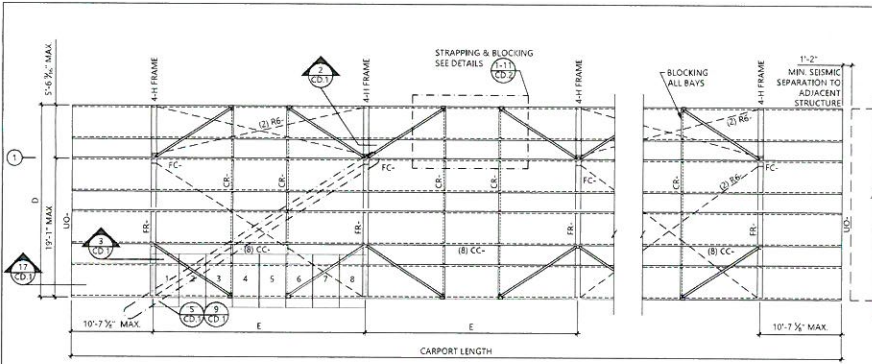
PALM SPRINGS USD
 DISTRICT ADMINISTRATION CENTER
 150 DISTRICT CENTER DRIVE,
 PALM SPRINGS, CA 92264

PROJECT NUMBER:
 P-50-014928

DATE	DRAWN	CHECKED	RELEASE LEVEL
10/9/19	J5	RM	50% SET

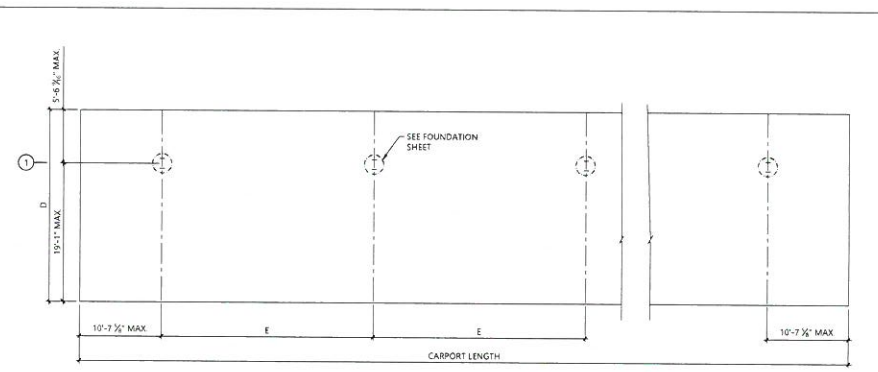
SCALE: 1" = 40'
 DATE: 10/9/19

E-1.0
 ELECTRICAL SITEPLAN

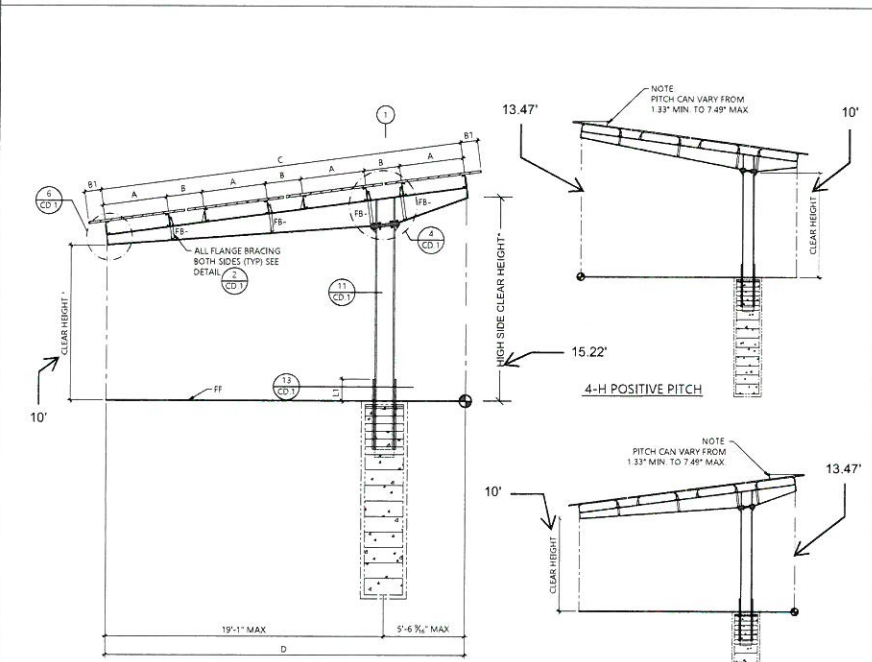


NOTE
 1. "X" BRACING (R6-1) AT EVERY OTHER BAY
 2. NO FUTURE ROOF DECKING OR SHEETING MAY BE APPLIED ON THE OPEN GRID FRAMING

CARPORT FRAMING PLAN



FOUNDATION PLAN



* CLEAR HEIGHT OF CANOPY WHERE IT OCCURS AT PROJECTION OVER FIRE LANES MUST BE AT LEAST 13'-6"

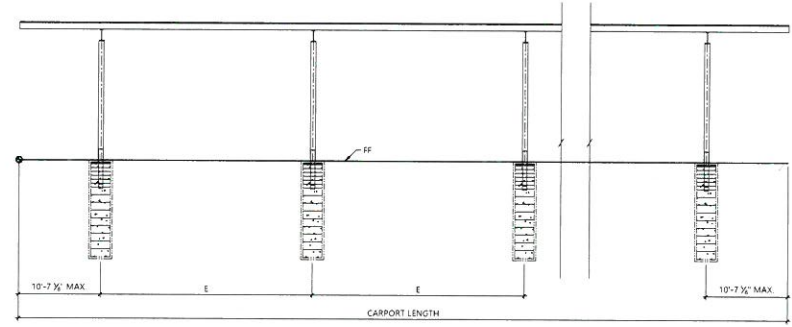
4 HIGH CROSS-SECTION

MEMBER DESIGN DATA-BASED ON MAXIMUM SOLAR PANEL SIZE (WORST CASE)

MEMBER	TRIBUTARY WIDTH	LENGTH	SIZE	COVER PLATE LENGTH ABOVE GROUND = L1 SEE DETAIL
PURLIN	3'-5"	E	9 SC12	-
RAFTER	E	C	6" TO 18" TO 6" 8 U. W/8" x 3/4" FLG'S & 3/4" WEB R	-
COLUMN 10'-0" CLEAR	E	11'-6 3/4" (ABV FF)	15" 8 U. W/10" x 3/4" FLG'S & 3/4" WEB R	3'-6"
COLUMN 12'-0" CLEAR	E	13'-6 3/4" (ABV FF)	15" 8 U. W/10" x 3/4" FLG'S & 3/4" WEB R	5'-6"
COLUMN 14'-0" CLEAR	E	15'-6 3/4" (ABV FF)	15" 8 U. W/10" x 3/4" FLG'S & 3/4" WEB R	4'-0"

MAX. BAY SPACING, E = 27'-9 3/4"
 C = (4' x 5) + (3' x 8) = 24'-10 3/4"
 D = C (SLOPE 7.49%) = 24'-7 3/4"

NOTE: ALL BUILT-UP MEMBER DEPTHS ARE OUTSIDE-TO-OUTSIDE OVERALL DEPTHS. SEE DETAIL (BA) FOR COLUMN AND DETAIL (BB) FOR RAFTER

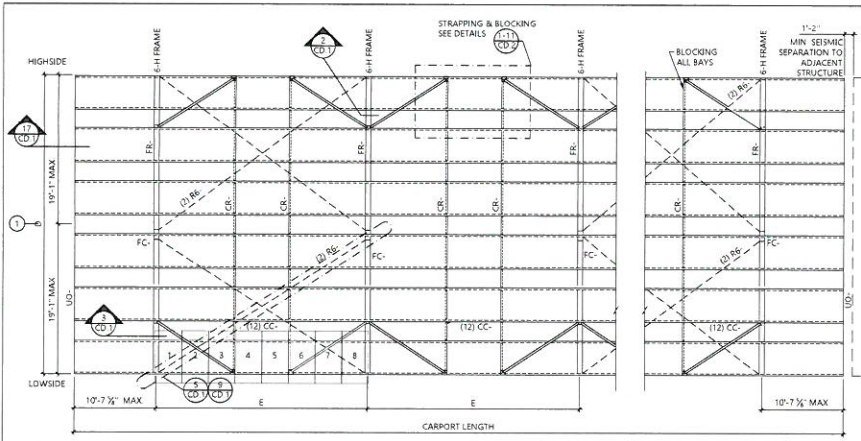


FRONT ELEVATION

PROJECT NAME:
 PROJECT NUMBER:
 PROJECT DATE:
 PROJECT LOCATION:
 PROJECT DESCRIPTION:
 PROJECT DRAWN BY:
 PROJECT CHECKED BY:
 PROJECT DATE:

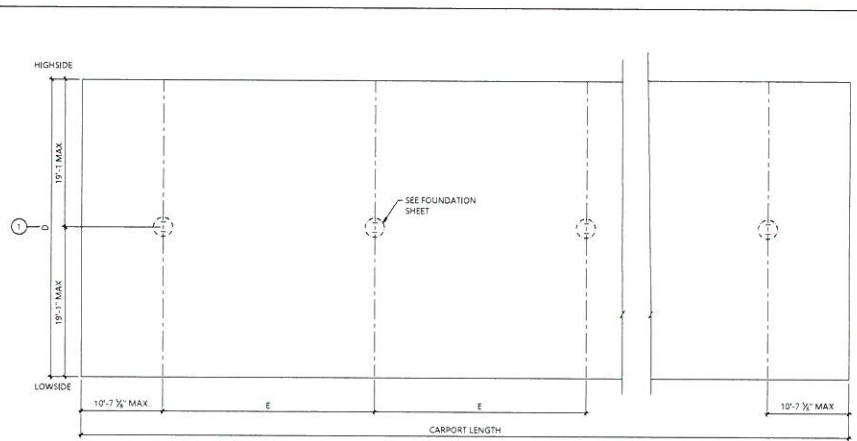


4 HIGH SOLAR CARPORT
 DRAWN BY:
 SCALE:
 PROJECT NO. C18
 SHEET S-4H.1

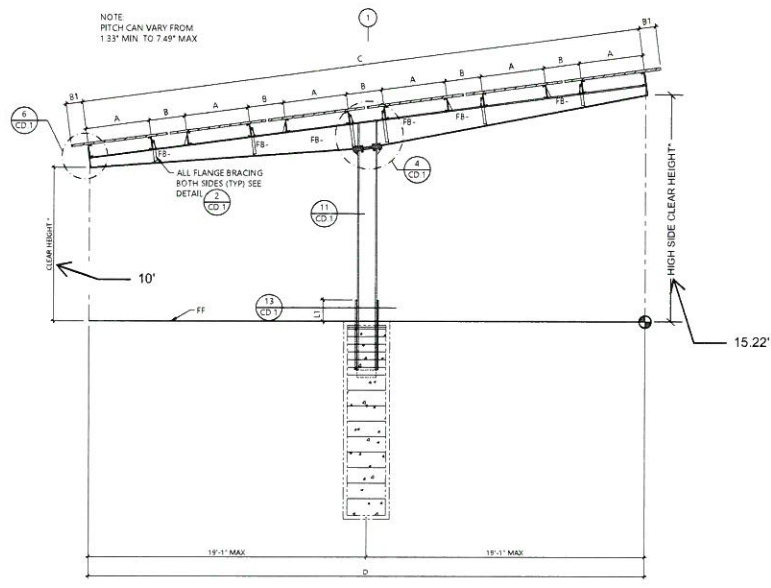


NOTE
 1. "X" BRACING (R6-) AT EVERY OTHER BAY
 2. NO FUTURE ROOF DECKING OR SHEETING MAY BE APPLIED ON THE OPEN GRID FRAMING

CARPORT FRAMING PLAN



FOUNDATION PLAN



NOTE
 PITCH CAN VARY FROM 1.33' MIN. TO 7.49' MAX

ALL FLANGE BRACING BOTH SIDES (TYP) SEE DETAIL

* CLEAR HEIGHT OF CANOPY WHERE IT OCCURS AT PROJECTION OVER FIRE LANES MUST BE AT LEAST 13'-6"

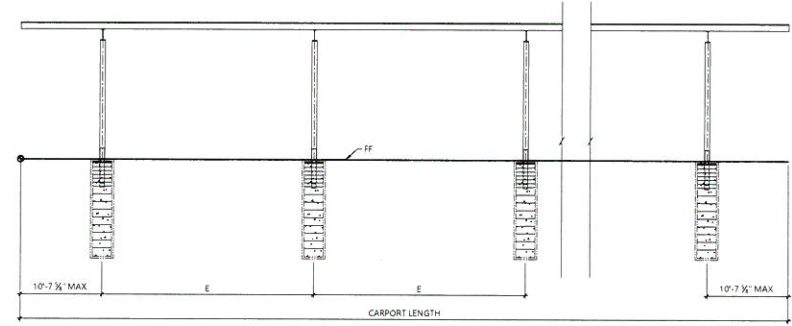
6-HIGH CROSS-SECTION

MEMBER DESIGN DATA-BASED ON MAXIMUM SOLAR PANEL SIZE (WORST CASE)

MEMBER	TRIBUTARY WIDTH	LENGTH	SIZE	COVER PLATE LENGTH ABOVE GROUND = L1 SEE DETAIL
PURLIN	3'-5"	E	9.5C12	
RAFTER	E	C	6" TO 18" TO 6" B.U. W/8" x 3/2" FLG'S & 3/16" WEB R	
COLUMN 10'-0" CLEAR	E	11'-6 3/4" (ABV. FF)	15" B.U. W/10" x 3/2" FLG'S & 3/16" WEB R	4'-0"
COLUMN 12'-0" CLEAR	E	13'-6 3/4" (ABV. FF)	15" B.U. W/10" x 3/2" FLG'S & 3/16" WEB R	3'-0"
COLUMN 14'-0" CLEAR	E	15'-6 3/4" (ABV. FF)	15" B.U. W/10" x 3/2" FLG'S & 3/16" WEB R	5'-0"

MAX BAY SPACING, E = 27'-9 1/2"
 C = (8'A) + (5'B) = 38'-5 1/2"
 D = C (SLOPE 7.491) = 38'-2"

NOTE: ALL BUILT-UP MEMBER DEPTHS ARE OUTSIDE-TO-OUTSIDE OVERALL DEPTHS. SEE DETAIL (BA) FOR COLUMN AND DETAIL (RB) FOR RAFTER



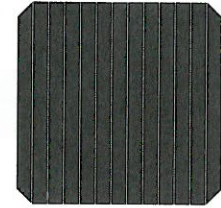
FRONT ELEVATION

PROJECT NAME
 PREPARED BY
 CHECKED BY
 DATE



6 HIGH SOLAR CARPORT
 DRAWN BY: MG
 SCALE: AS NOTED
 PROJECT NO: C18
 SHEET: S-6H.1

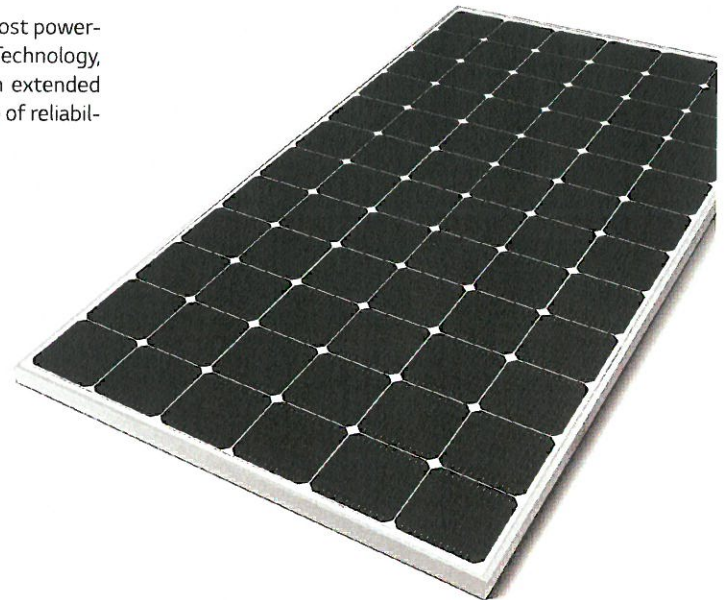
LG NeON[®] 2



72

425W | 420W | 415W | 410W

The LG NeON[®] 2 is LG's best selling solar module, and is one of the most powerful and versatile modules on the market today. Featuring LG's Cello Technology, the LG NeON[®] 2 increases power output. New updates include an extended performance warranty to 90.08% to give customers a greater sense of reliability and peace of mind.



Feature



Enhanced Performance Warranty

LG NeON[®] 2 has an enhanced performance warranty. After 25 years, LG NeON[®] 2 is guaranteed to perform at minimum 90.08% of initial performance.



Enhanced Product warranty

LG has extended the warranty of the NeON[®] 2 to 25 years, which is among the top of industry standards.



Better Performance on a Sunny Day

LG NeON[®] 2 now performs better on sunny days, thanks to its improved temperature coefficient.



BOS (Balance Of System) Saving

LG NeON[®] 2 can reduce the total number of strings due to its high module efficiency resulting in a more cost effective and efficient solar power system.

About LG Electronics

LG Electronics is a global big player, committed to expanding its operations with the solar market. The company first embarked on a solar energy source research program in 1985, supported by LG Group's vast experience in the semi-conductor, LCD, chemistry and materials industries. In 2010, LG Solar successfully released its first MonoX[®] series to the market, which is now available in 32 countries. The NeON[®] (previous MonoX[®] NeON), NeON[®]2, NeON[®]2 BiFacial won the "Intersolar AWARD" in 2013, 2015 and 2016, which demonstrates LG Solar's lead, innovation and commitment to the industry.



LG NeON[®]2

LG425N2W-V5 | LG420N2W-V5 | LG415N2W-V5 | LG410N2W-V5

General Data

Cell Properties(Maternal / Type)	Monocrystalline / N-type
Cell Maker	LG
Cell Configuration	72 Cells (6 x 12)
Number of Busbars	12EA
Module Dimensions (L x W x H)	2,024mm x 1,024mm x 40 mm
Weight	20.3 kg
Glass(Maternal)	Tempered Glass with AR Coating
Backsheet(Color)	White
Frame(Maternal)	Anodized Aluminium
Junction Box(Protection Degree)	IP 68
Cables(Length)*	1,200 mm x 2EA
Connector(Type / Maker)	MC4 Compatible

* Including connector

Certifications and Warranty

Certifications	IEC 61215-1/-1-1/2:2016, IEC 61730-1/2:2016, UL 1703 ISO 9001, ISO 14001, ISO 50001 OHSAS 18001
Salt Mist Corrosion Test	IEC 61701 : 2012 Severity 6
Ammonia Corrosion Test	IEC 62716 : 2013
Module Fire Performance	Type 1 (UL 1703)
Fire Rating	Class C (UL 790, ULC/ORD C 1703)
Solar Module Product Warranty	25 Years
Solar Module Output Warranty	Linear Warranty*

* 1) First year : 98% 2) After 1st year : 0.33% annual degradation 3) 90.08% for 25 years

Temperature Characteristics

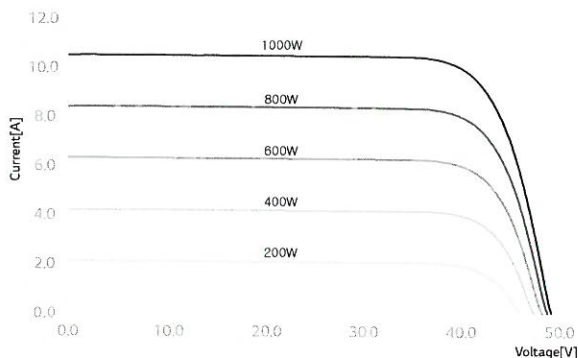
NMOT [†]	[°C]	42 ± 3
Pmax	[%/°C]	-0.36
Voc	[%/°C]	-0.26
Isc	[%/°C]	0.03

[†] NMOT (Nominal Module Operating Temperature) Irradiance 800 W/m², Ambient temperature 20 °C, Wind speed 1 m/s, Spectrum AM 1.5

Electrical Properties (NMOT)

Model	LG425N2W-V5	LG420N2W-V5	LG415N2W-V5	LG410N2W-V5	
Maximum Power (Pmax)	[W]	319	315	311	307
MPP Voltage (Vmpp)	[V]	39.9	39.6	39.3	38.9
MPP Current (Impp)	[A]	7.97	7.95	7.92	7.89
Open Circuit Voltage (Voc)	[V]	47.0	46.9	46.8	46.7
Short Circuit Current (Isc)	[A]	8.58	8.55	8.52	8.48

I-V Curves



Electrical Properties (STC*)

Model		LG425N2W-V5	LG420N2W-V5	LG415N2W-V5	LG410N2W-V5
Maximum Power (Pmax)	[W]	425	420	415	410
MPP Voltage (Vmpp)	[V]	42.5	42.1	41.8	41.4
MPP Current (Impp)	[A]	10.01	9.98	9.94	9.91
Open Circuit Voltage (Voc, ±5%)	[V]	49.8	49.7	49.6	49.5
Short Circuit Current (Isc, ±5%)	[A]	10.67	10.63	10.59	10.55
Module Efficiency	[%]	20.5	20.3	20.0	19.8
Power Tolerance	[%]	0 ~ +3			

* STC (Standard Test Condition): Irradiance 1000 W/m², Cell temperature 25 °C, AM 1.5

** Measure Tolerance of Pmax : ±3%

Operating Conditions

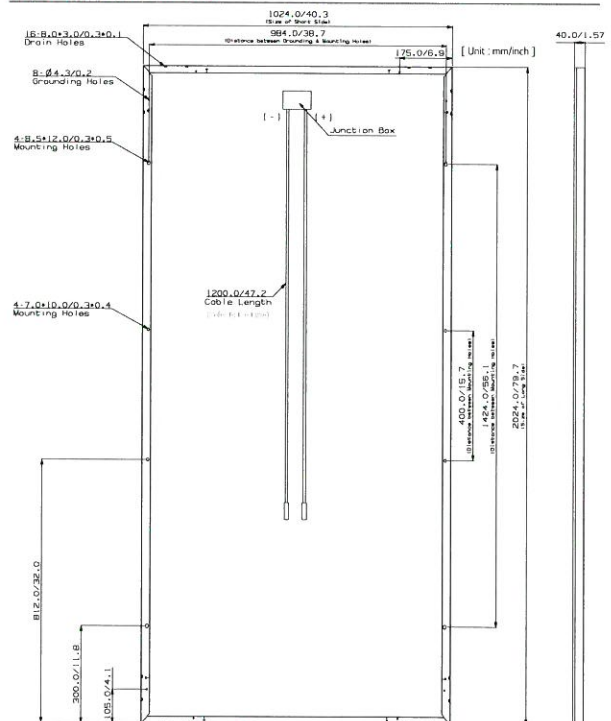
Operating Temperature	[°C]	-40 ~ +90
Maximum System Voltage	[V]	1,500(UL), 1000(IEC)
Maximum Series Fuse Rating	[A]	20
Mechanical Test Load (Front)	[Pa / psf]	5,400 / 113
Mechanical Test Load (Rear)	[Pa / psf]	3,000 / 63

* Mechanical Test Load 5,400Pa / 3,000Pa based on IEC 61215-2 : 2016
(Test Load = Design Load x Safety Factor(1.5))

Packaging Configuration

Number of Modules per Pallet	[EA]	25
Number of Modules per 40ft HQ Container	[EA]	550
Packaging Box Dimensions (L x W x H)	[mm]	2,080 x 1,120 x 1,226
Packaging Box Gross Weight	[kg]	551

Dimensions (mm / inch)



LG Electronics Inc.
Solar Business Division
LG Twin Towers, 128 Yeoui-daero, Yeongdeungpo-gu, Seoul
07336, Korea
www.lg-solar.com

Product specifications are subject to change without notice.
DS-V5-72-W-G-F-EN-90806

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Technical Memorandum

To: Brent Stafford, Borrego Solar Systems
From: Stephen Barrett
Date: December 20, 2019
RE: Glare Study, Solar PV Project at the Palm Spring Unified School District Office,
Palm Springs, California

Executive Summary

Borrego Solar Systems (Borrego) is developing a nominal 858 kWac canopy supported solar photovoltaic (PV) project in the parking areas of the Palm Springs Unified School District (PSUSD) administrative offices in Palm Springs, California. The project is located adjacent to the Palm Springs International Airport (PSP) in an area designated for review by the Riverside County Airport Land Use Commission (ALUC). The ALUC requires that solar projects subject to their review comply with the Federal Aviation Administration's (FAA) "Interim Policy, Solar Energy System Projects on Federally-Obligated Airports."

Borrego has engaged Barrett Energy Resources Group (BERG) to evaluate potential glare impacts of the proposed solar PV project on airport sensitive receptors at PSP. To complete this task, BERG has utilized the Solar Glare Hazard Analysis Tool (SGHAT) to predict potential glare and has assessed the results relative to the FAA's Solar Policy and ocular hazard standard. The findings show that the project as designed meets the ocular hazard standard contained in the FAA Policy. This memorandum describes the methodology and results of the glare study.

Project Description

The proposed project consists of nine different solar canopy arrays located in the surface parking lot adjacent to the Palm Springs Unified School District (PSUSD) administrative offices in Palm Springs, CA. The project, which has a capacity is 858 kWac, is located adjacent to and east of the Palm Spring International Airport (PSP) as shown on **Figure 1**. There are existing solar canopies on the site that can also be seen on Figure 1.



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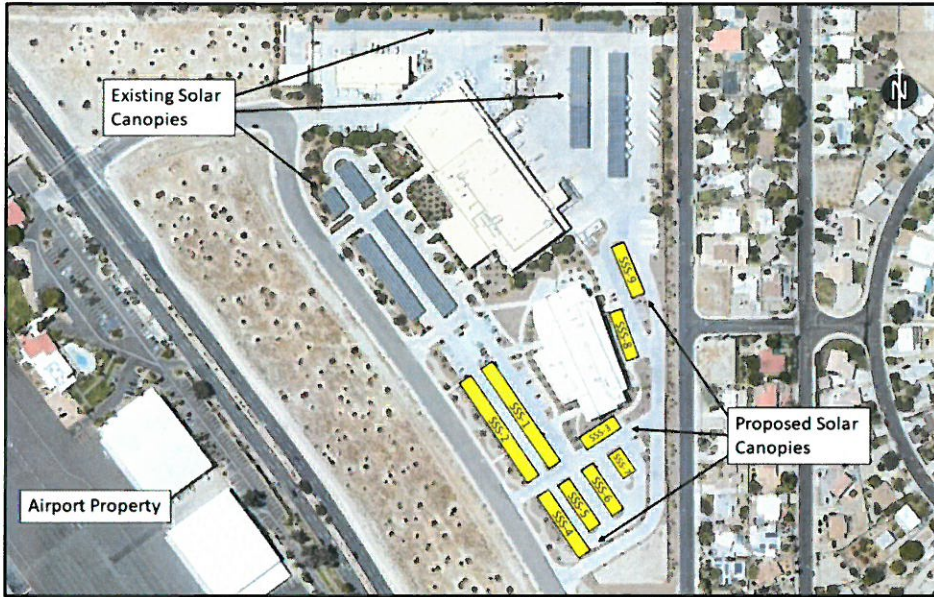


Figure 1. Solar Project Locus at PSUSD adjacent to Palm Springs International Airport

Palm Springs International Airport (PSP) is a non-hub commercial service airport owned and managed by the City of Palm Springs. It has two parallel runways and a manned air traffic control tower (ATCT) as shown on **Figure 2**.



Figure 2. Palm Springs International Airport and Proximity of PSUSD Solar Project



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FAA Solar Policy

In response to the growing solar electricity market and the specific interests of airports to develop solar projects on their property, the FAA published on October 23, 2013 in the *Federal Register* "Interim Policy, FAA Review of Solar Energy System Projects on Federally-Obligated Airport." The FAA's Solar Policy is intended to communicate to airports and FAA technical reviewers the methods for assessing glare from solar PV projects proposed on airport property and the standards for determining impact. It also requires the use of modeling to assess glare and directs project proposers to the Solar Glare Hazard Analysis Tool (SGHAT) which was developed by the US Department of Energy at the request of the FAA. While the FAA had previously prepared formal guidance titled "Technical Guidance for Evaluating Selected Solar Technologies on Airports" (November 2010), the Solar Policy published in 2013 provided the first regulatory requirement for assessing glare from solar projects and the methods for doing so.

Glare Methodology and Standard of Impact

Prediction of potential glare occurrence from a solar PV project requires knowledge of the sun position, observer location, and the solar module/array characteristics (e.g., location, extent, tilt, azimuth or orientation, etc.). Vector algebra is then used to determine if glare would be visible from the prescribed observation points. According to the law of reflection, the angle of incidence must be equal to the angle of reflection. **Figure 3** provides a simple representation of how the sun can produce glare on an air traffic control tower for a specific time and location. As the sun moves, the incidence of glare subsides.

The FAA's Solar Policy specifies the glare methodology and ocular hazard standard required for solar PV projects located at airports. The Policy directs proponents to model glare using SGHAT or an acceptable alternative. For this analysis, BERG used SGHAT version 3 released in the spring of 2016 under the brand "GlareGauge." For consistency with the FAA Policy, the model is referred to as SGHAT.

With regards to the ocular hazard standard, the SGHAT model reports predicted glare intensity in a color-coded system at three levels:

- green, a low potential for an after-image¹;
- yellow, a potential for an after-image; and
- red, a potential for retinal burn.

¹ An after-image occurs when you look directly into a bright light, then look away. It typically takes several seconds for your vision to readjust and return to normal. It is also referred to as a temporary visual disability or flash blindness.



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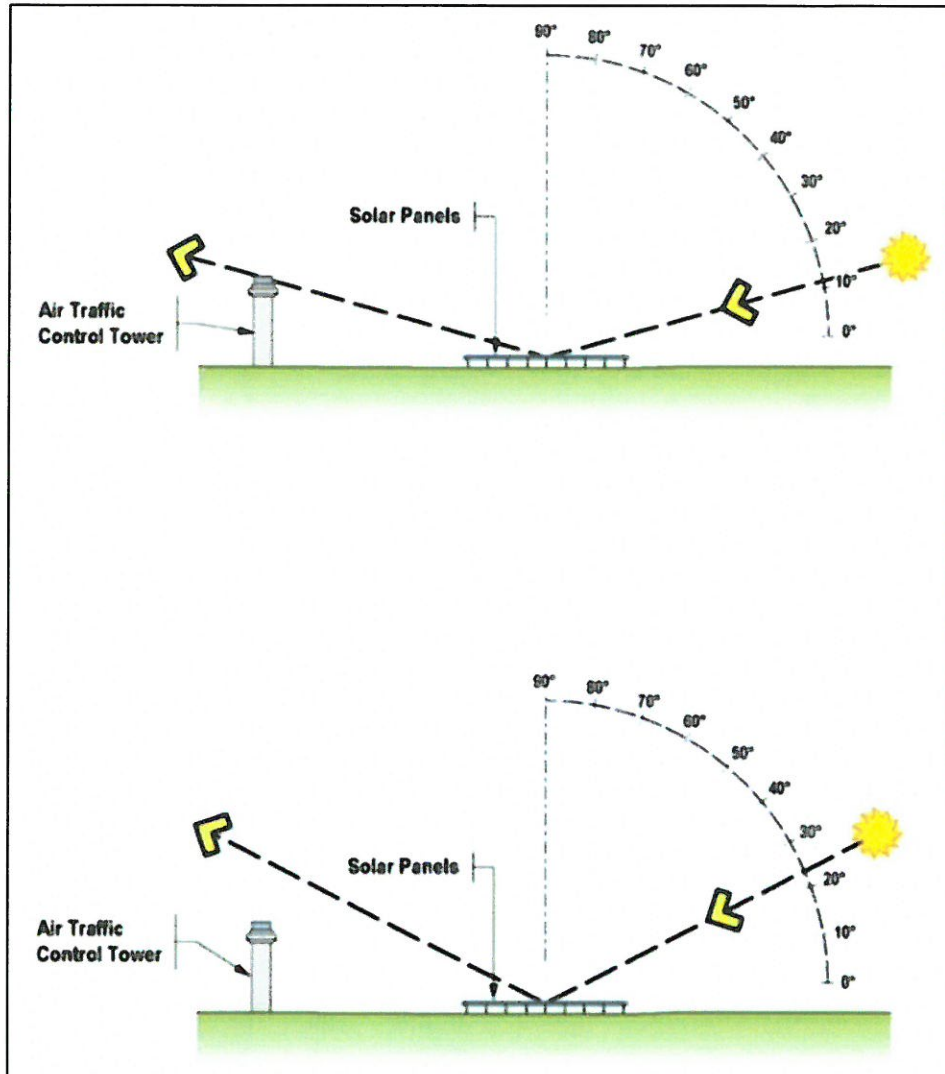


Figure 3. Geometric Representation of Potential Glare Impacts from the Sun

The Policy includes an ocular hazard standard which establishes the glare intensity depicted by the color-coded system that is deemed significant and thereby determined to produce a potential hazard to air navigation. The standard prohibits any glare from impacting the air traffic control tower (ATCT) (i.e. results with green, yellow or red represent a significant impact), but allows for a low potential for an after image (green) for pilots on approach to the airport with yellow and red results representing a significant impact. **Table 1** presents the airport sensitive receptors that must be evaluated for glare using the SGHAT model, the potential results reported by the model, and whether the result complies with the FAA's Solar Policy.



Table 1. SGHAT Model Levels of Glare and Compliance with FAA Policy

Airport Sensitive Receptor	Level of Glare	Glare Color Result	Does Result Comply with FAA Policy?
ATCT	No glare	None	Yes
	Low Potential for After-Image	Green	No
	Potential for After-Image	Yellow	
	Potential for Permanent Eye Damage	Red	
Aircraft on approach	No glare	None	Yes
	Low Potential for After-Image	Green	No
	Potential for After-Image	Yellow	
	Potential for Permanent Eye Damage	Red	

SGHAT Model Setup for the Proposed Project

For the PSUSD Solar Project, BERG used the PV project polygon tool to draw the footprint of the nine individual solar canopy arrays on SGHAT’s interactive Google map. Then the specific attributes of the solar arrays were input into the model; namely, a fixed tilt system with a tilt angle of 4.5° and an azimuth orientation of 56° for all of the canopies with the exception of SSS-3 (148°), and SSS-8 and SSS-9 (67°). The mid-height of the solar panels of 14 feet above ground level was input. A panel surface with anti-reflective coating and lightly textured surface is being proposed and was included as part of the panel surface characteristics.

The next step was to input information on the airport sensitive receptors to be analyzed in the model including the air traffic control tower (ATCT) and pilots on final approach to each runway end. BERG first identified the ATCT on the Google map and used the observation tool to select its location. The observer height of the controller in the tower was set at 150 feet above ground level based on publicly available information.

To assess glare on pilots, BERG activated the flight path tool and selected the threshold (or end) of the first runway and then selected a second point away from the threshold to represent a straight-on approach pathway. The model automatically draws the flightpath from the threshold out to two miles for analysis. This step was repeated for the other three approach pathway. The model assumes a 3-degree glide path as a default which was used for PSP following confirmation from publicly available information. **Figure 4** shows the location of the solar project and the two-mile flight paths (in purple) analyzed in accordance with FAA methodology.



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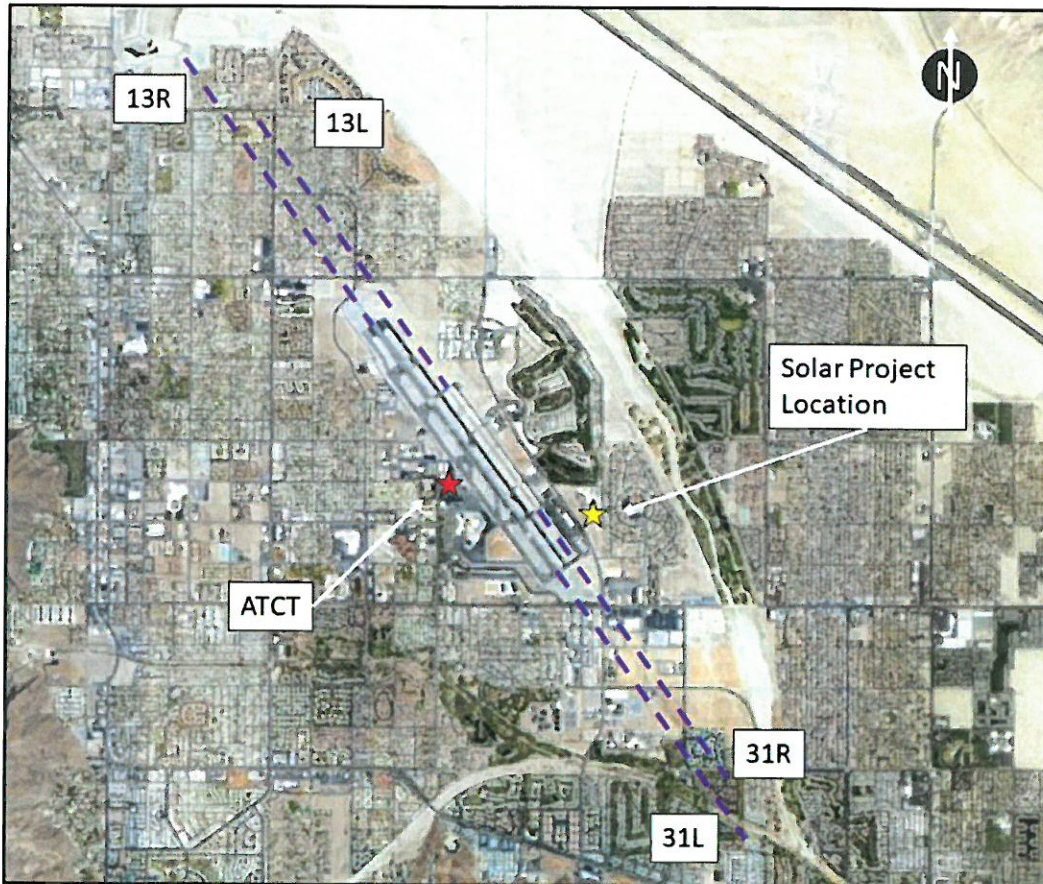


Figure 4. Airport Sensitive Receptors Analyzed at Palm Springs International Airport

The glare analysis button was activated and the model calculated potential glare from various sun angles at 1-minute intervals throughout the year to predict if glare could be observed by the specified sensitive receptors.

Glare Model Results and Analysis

The SGHAT model output for the analysis of aviation receptors at PSP is included as Attachment A. The results show no glare predicted on the ATCT. A low potential for an after-image “green” glare was predicted for aircraft on approach to runway ends 13L and 13R from canopy array SSS-7. No other array registered glare on the four final approach pathways. The FAA standard recognizes that pilots are exposed to a variety of glare sources, both natural and manmade, and that they regularly make adjustments to prevent the glare from interfering with their vision. The FAA standard accounts for these realities and the low potential for a temporary after image “green” result is not considered to be a significant impact. Therefore, the results demonstrate that the project design complies with the FAA’s Solar Policy and ocular hazard standard.



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Conclusions

Barrett Energy Resources Group (BERG) has evaluated potential glare impacts of a solar photovoltaic (PV) project proposed on nine canopy structures over surface parking areas at the Palm Spring Unified School District Administrative Office adjacent to the Palm Springs International Airport (PSP) in Palm Spring, CA. The project, a nominal 858 kWac project, has been assessed relative to the FAA's Interim Solar Policy and ocular hazard standard. While the project is not located on airport property, it is within land uses adjacent to the airport regulated by the Riverside County Airport Land Use Commission.

The modeling recorded no glare on the air traffic control tower. Eight of the nine arrays registered no glare for the four aircraft final approach pathways. One canopy structure, SSS-7, registered a low potential for an after-image "green" glare for the final approach to runways 13L and 13R, which has been determined by the FAA to not be significant. These results demonstrate that the project as designed meets the FAA's Solar Policy and ocular hazard standard.



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Attachment A
Glare Modeling Results



FORGESOLAR GLARE ANALYSIS

Project: **Palm Spring Unified School District Solar PV Project**

Nine solar canopies proposed at the Palm Springs Unified School District's Administration Center adjacent to the Palm Springs Airport

Site configuration: **PSUSD - Alternate**

Analysis conducted by Stephen Barrett (steve@barrettenergygroup.com) at 18:48 on 19 Dec, 2019.

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
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):

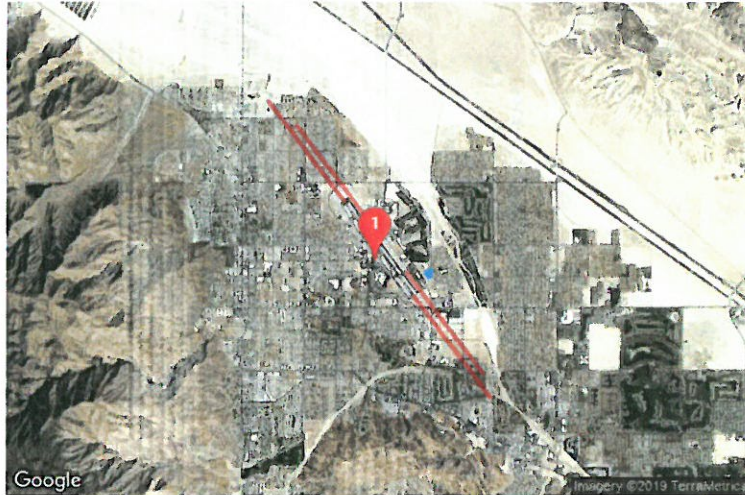
- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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: 34220.6282



PV Array(s)

Name: SS-1
Axis tracking: Fixed (no rotation)
Tilt: 4.5°
Orientation: 56.0°
Rated power: -
Panel material: Light textured glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.824291	-116.494649	394.95	14.00	408.95
2	33.824240	-116.494735	394.55	14.00	408.55
3	33.823627	-116.494242	392.85	14.00	406.85
4	33.823667	-116.494164	393.33	14.00	407.33

Name: SSS-2

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

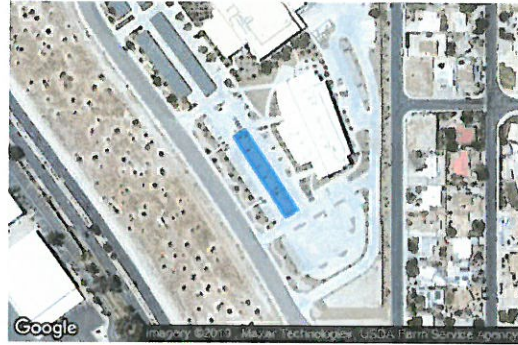
Orientation: 56.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.824334	-116.494580	394.94	14.00	408.94
2	33.823710	-116.494089	393.37	14.00	407.37
3	33.823765	-116.493979	392.88	14.00	406.88
4	33.824394	-116.494475	394.99	14.00	408.99

Name: SSS-3

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

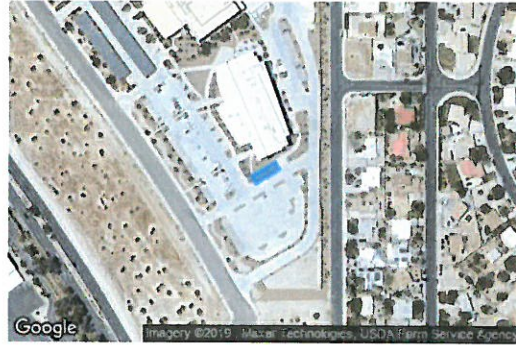
Orientation: 148.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.823883	-116.493841	392.65	14.00	406.65
2	33.823824	-116.493796	391.67	14.00	405.67
3	33.823935	-116.493575	393.22	14.00	407.22
4	33.823997	-116.493618	393.35	14.00	407.35
5	33.823944	-116.493719	393.42	14.00	407.42

Name: SSS-4

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

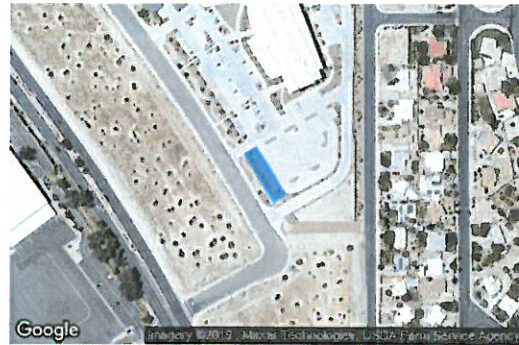
Orientation: 56.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.823577	-116.494090	392.16	14.00	406.16
2	33.823526	-116.494184	391.56	14.00	405.56
3	33.823158	-116.493918	390.06	14.00	404.07
4	33.823211	-116.493818	390.09	14.00	404.09

Name: SSS-5

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

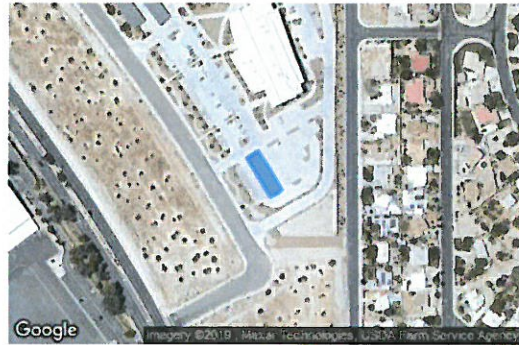
Orientation: 56.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.823613	-116.494016	392.31	14.00	406.31
2	33.823306	-116.493796	390.15	14.00	404.15
3	33.823364	-116.493681	390.64	14.00	404.64
4	33.823671	-116.493908	390.64	14.00	404.64

Name: SSS-6

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

Orientation: 56.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.823709	-116.493831	390.91	14.00	404.92
2	33.823403	-116.493606	391.19	14.00	405.19
3	33.823459	-116.493496	391.68	14.00	405.68
4	33.823764	-116.493724	391.47	14.00	405.47

Name: SSS-7

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

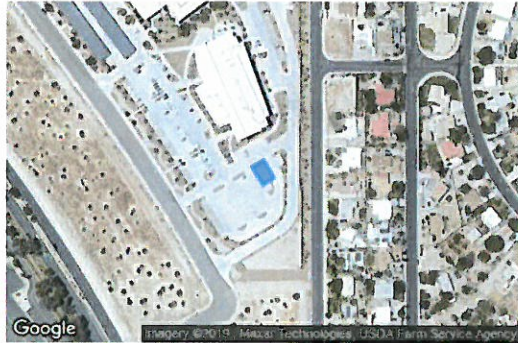
Orientation: 56.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.823805	-116.493649	392.53	14.00	406.53
2	33.823661	-116.493543	392.63	14.00	406.63
3	33.823720	-116.493433	393.65	14.00	407.65
4	33.823861	-116.493536	393.25	14.00	407.25

Name: SSS-8

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

Orientation: 67.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.824660	-116.493495	394.90	14.00	408.90
2	33.824631	-116.493581	395.00	14.00	409.00
3	33.824430	-116.493484	394.52	14.00	408.52
4	33.824462	-116.493390	394.82	14.00	408.82

Name: SSS-9

Axis tracking: Fixed (no rotation)

Tilt: 4.5°

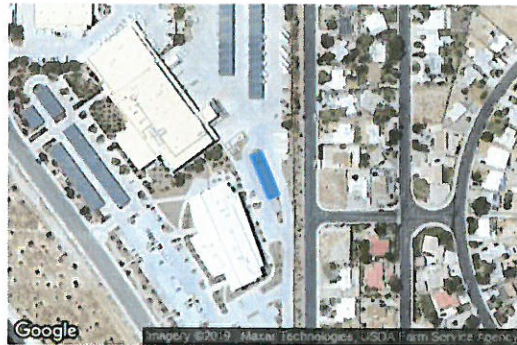
Orientation: 67.0°

Rated power: -

Panel material: Light textured glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.825098	-116.493511	397.61	14.00	411.61
2	33.825069	-116.493607	398.05	14.00	412.05
3	33.824740	-116.493438	394.91	14.00	408.91
4	33.824771	-116.493347	394.92	14.00	408.92

Flight Path Receptor(s)

Name: Rwy 13L

Description:

Threshold height: 50 ft

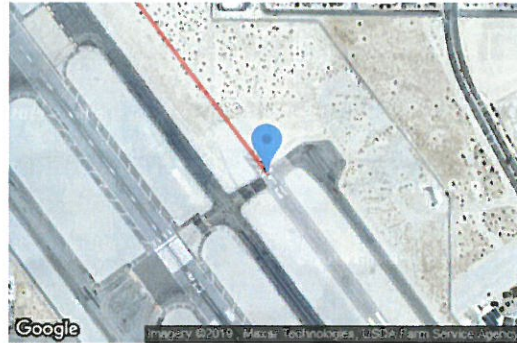
Direction: 143.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.835167	-116.509681	447.02	50.00	497.02
Two-mile	33.858257	-116.530653	549.42	501.06	1050.48

Name: Rwy 13R

Description:

Threshold height: 50 ft

Direction: 143.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.840703	-116.517470	473.23	50.00	523.24
Two-mile	33.863793	-116.538443	577.43	499.26	1076.69

Name: Rwy 31L

Description:

Threshold height: 50 ft

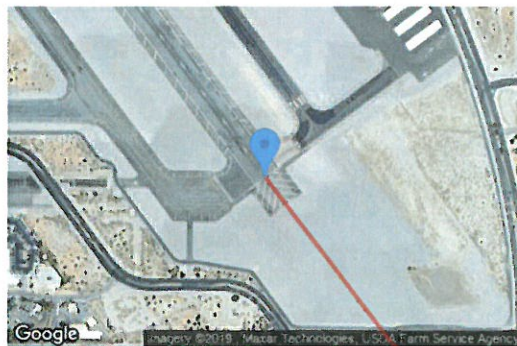
Direction: 323.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.818631	-116.497847	396.71	50.00	446.71
Two-mile	33.795540	-116.476879	320.77	679.40	1000.17

Name: Rwy 31R

Description:

Threshold height: 50 ft

Direction: 323.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°

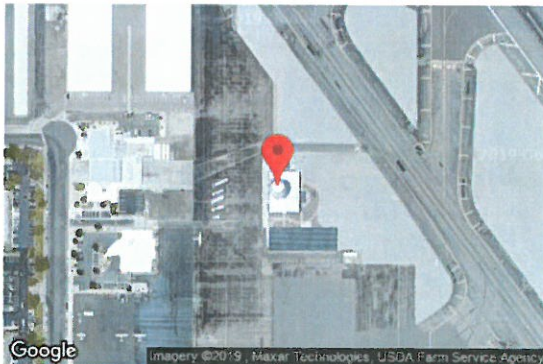


Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.824269	-116.499982	402.30	50.00	452.30
Two-mile	33.801178	-116.479012	334.44	671.31	1005.76

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.827060	-116.508716	424.88	150.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
SS-1	4.5	56.0	0	0	-
SSS-2	4.5	56.0	0	0	-
SSS-3	4.5	148.0	0	0	-
SSS-4	4.5	56.0	0	0	-
SSS-5	4.5	56.0	0	0	-
SSS-6	4.5	56.0	0	0	-
SSS-7	4.5	56.0	36	0	-
SSS-8	4.5	67.0	0	0	-
SSS-9	4.5	67.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 13L	22	0
Rwy 13R	14	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Results for: SS-1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: SSS-2

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: SSS-3

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: SSS-4

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: SSS-5

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: SSS-6

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

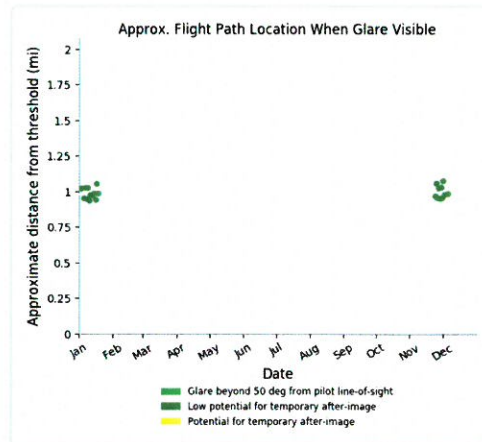
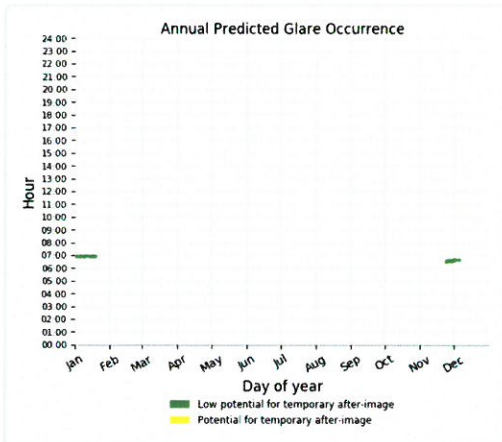
0 minutes of yellow glare
0 minutes of green glare

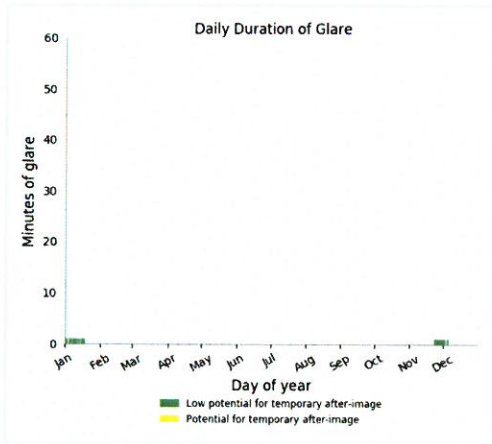
Results for: SSS-7

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	22	0
Rwy 13R	14	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare
22 minutes of green glare

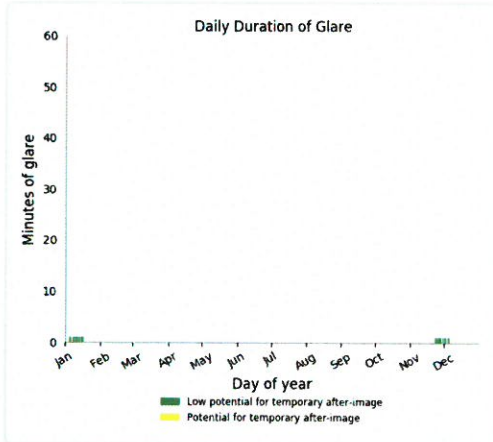
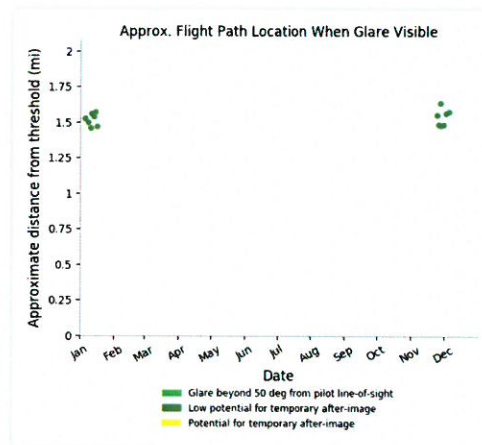
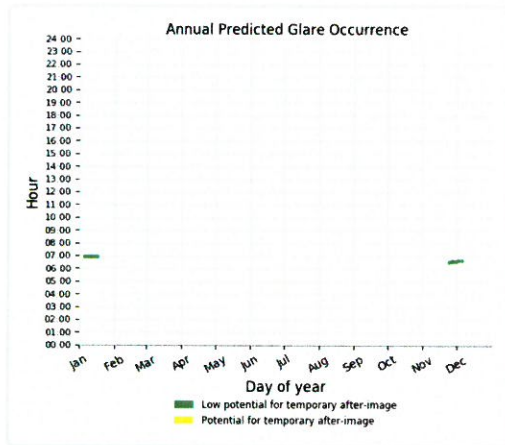




Flight Path: Rwy 13R

0 minutes of yellow glare

14 minutes of green glare



Flight Path: Rwy 31L

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: SSS-8

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 31R

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: SSS-9

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 13L	0	0
Rwy 13R	0	0
Rwy 31L	0	0
Rwy 31R	0	0
1-ATCT	0	0

Flight Path: Rwy 13L

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 13R

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 31L

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 31R

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 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.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The Division of State Architect/Palm Springs Unified School District may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact them at (858) 674-5400 and 760-554-2170.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 9:30 a.m. to 5:00 p.m., except Wednesday December 25 (Christmas Day) and Wednesday January 1 (New Year's Day).

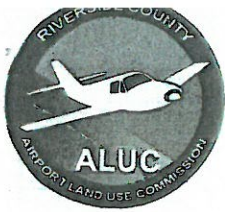
PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1082PS19 – Borrego Solar Inc. (Representative: Brent Stafford) – Division of State Architect Case No. 04-118880 Palm Springs Unified School District. A proposal to construct 9 carport canopies with solar panels totaling 47,800 square feet within the existing parking lot of the Palm Springs Unified School District Administration Center on a 19.32 acre site, located at 150 District Center Drive, westerly of San Joaquin Drive, easterly of Gene Autry Trail, and northerly of Mission Drive. The applicant is also requesting to revise the approved ALUC open area exhibit for the site (Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1082PS19 DATE SUBMITTED: 11/7/19

PS
20ES
C+D

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Borrego Solar Inc.	Phone Number	619-888-6613
Mailing Address	5005 Texas Street #400 San Diego, CA 92108	Email	bstafford@borregosolar.com

Representative	Brent Stafford	Phone Number	619-888-6613
Mailing Address	5005 Texas Street #400 San Diego, CA 92108	Email	bstafford@borregosolar.com

Property Owner	Palm Springs Unified School District (PSUSD), <u>KENT HEAS</u>	Phone Number	760-554-2170
Mailing Address	<u>FACILITIES PLANNING DEVELOPMENT</u> <u>150 DISTRICT CENTER DRIVE</u> <u>PALM SPRINGS CA 92264</u>	Email	kheems@psusd.us

LOCAL JURISDICTION AGENCY

Local Agency Name	Division of State Architect	Phone Number	858-674-5400
Staff Contact	No specific name provided to me	Email	SDRPS@dgs.ca.gov
Mailing Address	10920 Via Frontera # 300, San Diego, CA 92127	Case Type	<input checked="" type="checkbox"/> DSA Electronic Project Submittal <input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	OPSC PTN - 67173-241		

PROJECT LOCATION

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

Street Address	150 District Center Drive Palm Springs, CA 92262		
Assessor's Parcel No.	677.540.027	Gross Parcel Size	
Subdivision Name	N/A	Nearest Airport and distance from Airport	
Lot Number	N/A		To property line or runway?

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)	Maintenance & Operations Facility for Palm Springs Unified School District.
------------------------------	---

Proposed Land Use (describe)	Addition of new solar photovoltaic carport canopies to parking lot locations per site plan. Parking lot has previous/existing similar solar canopies.		
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	N/A	
	Number of People on Site	Maximum Number	N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	477	ft.
	Height of buildings or structures (from the ground)	high edge = 15.5' for carports	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

4.1 Director's Approvals.

- A. During the period of November 16, 2019 through December 15, 2019, as authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Simon Housman reviewed one City-initiated non-impact legislative case and issued a determination of consistency.

ZAP1044RG19 (affecting the March Air Reserve Base/Inland Port, Riverside Municipal, and Flabob Airport Influence Areas) pertains to City of Riverside Case No. P19-0565 (Zoning Ordinance Amendment), a proposal to amend the City's Zoning Code primarily relating to entertainment uses and entertainment permits. The amendments are intended to ensure consistency with adopted amendments to Title 5 of the Riverside Municipal Code establishing an Entertainment Permit program. There are no additions to the permitted land use tables and no development standard changes that would increase residential density or non-residential intensity proposed through this amendment. Therefore, this amendment has no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside. ALUC Director Simon Housman issued a determination of consistency for this project on November 21, 2019.

4.2 ALUC Minutes New Procedure

ALUC Director Simon Housman will provide an oral briefing to the Commission.

Y:\ALUC\ALUC Administrative Items\Admin Item 01-09-20.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

4.1

November 21, 2019

CHAIR

Steve Manos
Lake Elsinore

Mr. David Murray, Principal Planner

City of Riverside Community Development Department Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

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

John Lyon
Riverside

File No.: ZAP1044RG19
Related File No.: P19-0781 (Zoning Ordinance Amendment)
APN: Citywide

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Dear Mr. Murray:

Gary Youmans
Temecula

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Case No. P19-0781 (Zoning Ordinance Amendment), a proposal to amend the City's Zoning Code (Title 19) primarily relating to Entertainment Uses and Entertainment Permits, affecting the Chapters and Tables cited below. The proposed amendments are intended to ensure consistency with adopted amendments to Title 5 (Business Taxes, Licenses and Regulations) establishing an Entertainment Permit program (Riverside Municipal Code [RMC] Chapter 5.80). In summary, the proposed amendments have the effect of transferring regulatory authority over entertainment activities subject to the Entertainment Permit ordinance to the Police Department instead of the Community & Economic Development Department (CEDD) and Planning Commission. CEDD and the Planning Commission would continue to regulate primary and incidental land uses with which entertainment activities may be associated as set forth in the Zoning Code. Specific amendments to Title 19 include the following:

STAFF

Director

Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

- **Table 19.150.020.A** (Permitted Uses Table) is amended to clarify that Assemblies of People—Entertainment Uses are conditionally permitted in certain zones when not subject to the Entertainment Permit provisions of RMC 5.80, and to add a reference to that chapter of the Municipal Code.
- **Table 19.150.020.B** (Incidental Uses Table) is amended to refer Entertainment Incidental uses to RMC 5.80.
- **Table 19.150.020.C** (Temporary Uses Table) is amended to eliminate Entertainment (Trial Basis Only) as a permitted Temporary Use.
- **Chapter 19.100.070** (Additional Regulations for the R-3 and R-4 Zones) is amended to delete the word “entertainment” and substitute the phrase “private gathering of residents”

AIRPORT LAND USE COMMISSION

in the list of activities for use of multi-purpose rooms in residential developments consisting of 76 or more units.

- **Chapter 19.250** (Assemblies of People—Entertainment) is amended to clarify that Assemblies of People—Entertainment uses are permitted as set forth in Article V (Base Zones and Related Use and Development Provisions). A new section, 19.250.025, is proposed to establish that entertainment activities associated with a primary permitted land use are subject to the provisions of Chapter 5.80 (Entertainment Permit).
- **Chapter 19.450** (Alcohol Sales) exempts bona fide public eating places from the requirement to obtain a Minor Conditional Use Permit for the on-sale of alcohol, provided certain criteria are met. An exception to this exemption makes bona-fide public eating places ineligible if they are also considered entertainment uses subject to a discretionary permit. The Chapter is amended to eliminate this exception.
- **Chapter 19.620** (General Sign Provisions) is amended to clarify that changeable copy signs are permitted in conjunction with Assemblies of People—Entertainment uses meeting certain criteria only when those Assemblies of People—Entertainment uses are a primary, permitted land use. A new subparagraph, 19.620.080(D)(3)(h)(iv), is added to clarify that entertainment activities subject to Chapter 5.80 are not eligible for signage independently of the associated primary, permitted land use.
- **Chapter 19.740** (Temporary Use Permit) is amended to eliminate Entertainment (Trial Basis) as a permitted temporary use.
- **Chapter 19.910** (Definitions) is amended to make the definitions of “Entertainment” and “Entertainment, incidental” consistent with the definitions provided in Chapter 5.80. The definition for “Entertainment venue, public” is deleted for redundancy. The definition for “Nightclub” clarifies that the definition does not include entertainment activities associated with another primary land use and subject to Chapter 5.80.
- Other non-substantive, clarifying amendments are proposed in various Chapters relating to the use of the term “entertainment.”
- There are two additional changes not specifically related to the subject of “entertainment.” **Chapter 19.690** (Effective Dates, Time Limits and Extensions) is amended to establish that applicable time limits applied to entitlement approvals do not include the period during which a lawsuit involving the approvals is pending in court. A definition of “Short-term rental” is added to **Chapter 19.910** (Definitions).

There are no additions to the permitted land use tables and no development standard changes that would increase residential density or non-residential intensity proposed through this amendment. Therefore, this amendment has no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port, 2005 Riverside Municipal, and 2004 Flabob Airport Land Use Compatibility Plans.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments for Airport Managers: Proposed Zoning Ordinance Amendment
City Ordinance No. 7488 Adding Chapter 5.80

cc: Kim Ellis, Manager, Riverside Municipal Airport
Gary Gosliga, March Inland Port Airport Authority
Base Civil Engineer, March Air Reserve Base
Beth LaRock, Flabob Airport

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Title 19 - ZONING

ARTICLE I. - ZONING CODE ENACTMENT AND APPLICABILITY

19.100.070 - Additional regulations for the R-3 and R-4 Zones.

Table 19.100.070

Usable Open Space Standards: Multi-Family Residential Zones

Usable Open Space Standards	Multi-Family Residential Zones					
	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4
Common Usable Open Space - Minimum per Unit	500 sq. ft.	500 sq. ft.	400 sq. ft.	400 sq. ft.	300 sq. ft.	200 sq. ft.
Private Usable Open Space Ground Floor/Upper Story Unit	120 sq. ft. /50 sq. ft.	120 sq. ft. /50 sq. ft.	120 sq. ft. /50 sq. ft.	100 sq. ft. /50 sq. ft.	100 sq. ft. /50 sq. ft.	50 sq. ft. /50 sq. ft.

1. Development consisting of 20 units or fewer shall provide a large open area (one of the dimensions shall be a minimum of 50 feet).
2. Development consisting of 21 units to 75 units shall provide a large open lawn area (one of the dimensions shall be a minimum of 50 feet) and include but not be limited to two of the recreational amenities listed below, or equivalent:
 - a. Tot lot with multiple play equipment
 - b. Pool and spa
 - c. Barbeque facility equipped with grill, picnic benches, etc.
 - d. Court facilities (e.g. tennis, volleyball, basketball, etc.)
 - e. Exercise room
 - f. Clubhouse
3. Development consisting of 76 units or more shall provide a large open area (one of the dimensions shall be a minimum of 100 feet) and include but not be limited to four of the following recreational amenities, or equivalent:
 - a. Tot lots with multiple play equipment. The tot lots shall be conveniently located throughout the site. The number of tot lots and their location shall be subject to Community & Economic Development Director review and approval.
 - b. Pool and spa.
 - c. Multi-purpose room equipped with kitchen, defined areas for games, exercises, recreation, ~~entertainment~~ private gathering of residents, etc.
 - d. Barbeque facilities equipped with multiple grills, picnic benches, etc. The barbecue facilities shall be conveniently located throughout the site. The number of barbeque

facilities and their locations shall be subject to Community and Economic Director review and approval.

- e. Court facilities (e.g. tennis, volleyball, basketball, etc.)
 - f. Jogging/walking trails with exercise stations.
 - g. Community garden.
 - h. Theater.
 - i. Computer room.
 - j. Exercise room.
4. Other recreational amenities not listed above, may be considered in lieu of those listed subject to Community & Economic Development Director review and approval.
 5. Related recreational activities may be grouped together and located at any one area of the common space.
 6. Dispersal of recreational facilities throughout the site shall be required for development with multiple recreational facilities.
 7. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to Community & Economic Development Director review and approval.
 8. In the R-4 Zone, a maximum of 25 percent of the required common usable open space may be located on the roof of a garage or building, provided such common usable open space is provided with recreational amenities suitable for the residents of the development.
- B. *Private usable open space.* Each dwelling unit shall be provided with at least one area of private usable open space, as defined in Article X (Definitions), accessible directly from the living area of the unit and as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) and in the following:
1. *Ground floor units:* Private usable open space for ground floor units shall be in the form of a fenced yard or patio, a deck or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum area of 120 square feet in R-3 zones and 50 square feet in the R-4 Zone. Such private usable open space shall have no dimension of less than eight feet in R-3 zones and five feet in the R-4 Zone.
 2. *Above-ground level units:* Each dwelling unit having no ground-floor living area shall have a minimum above-ground level private usable open space area of at least 50 square feet. Such private usable open space shall have no dimension of less than five feet. Above-ground level space shall have at least one exterior side open above railing height.
 3. Each square foot of private usable open space provided beyond the minimum requirement of this section shall be considered equivalent to one and one-half square feet of the required group usable open space provided in the project. In no case shall private usable open space constitute more than 40 percent of the total required group open space for the project.
- C. *Distance between buildings.* The minimum distance between buildings shall be not less than 15 feet.

- D. *Trash collection areas.* Common trash collection areas shall be provided and conform to the regulations set forth in Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures).
- E. *Keeping of animals.* Domestic animals in accordance with Table 19.150.020.B (Incidental Uses Table) pursuant to Chapter 19.455 (Animal Keeping) are permitted. All other animal keeping is prohibited.
- No poultry, pigeons, rabbits, horses, mules, ponies, goats, swine, cows or similar animals generally considered to be non-household pets shall be kept in any R-3 or R-4 Zone.
- F. *Pedestrian accommodation.* All developments shall provide paved, lighted pedestrian paths connecting parking areas to the units served, and also connecting units to any common usable open space areas improved with recreational amenities.
- G. *Private streets and driveways.* All driveways and streets provided within any multi-family development shall be private and shall be maintained by a private homeowners' association, property owner, or private assessment district. Such private streets and driveways shall be designed, built and maintained as set forth in the permit conditions authorizing such development.
- H. *Recreational vehicle parking.* Recreational vehicle parking shall be in accordance with Section 19.580.070 A 4 (Recreational Vehicle Parking in Residential Zones). In addition to providing all required spaces, a development may provide a special parking area and spaces for recreational vehicles, provided such area and spaces are screened from view from surrounding properties by a block wall of a minimum height of eight feet. Any such parking area and screen wall shall be subject to site plan review and design review as set forth in Section 19.100.080 (Site Plan Review and Design review required—R-3 and R-4 Zones).
- I. *Landscaping.* Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- J. *Lighting.*
1. All outdoor lighting shall be designated with fixtures and poles that illuminate uses, while minimizing light trespass into neighboring areas.
 2. The candlepower of outdoor lighting shall be the minimum required for safety purposes.
 3. The provisions of Section 19.590.070 (Light and Glare) shall apply.
 4. The provisions of Chapter 19.556 (Lighting) shall apply.
- (Ord. 7408 §1, 2018; Ord. 7331 §4, 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)			Other Zones (Public Facilities, Neighborhood Commercial, Railway, Commercial)						
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	GR	CG	CRC*	MU-N	MU-V*	MU-U*	Industrial	Manufacturing	Public		MC Overlay		
Assemblies of People - Entertainment - Not Including Adult-Oriented Businesses (e.g., Theater - Live Performance, Motion Picture, Auditoriums, Banquet Halls, Nightclubs, etc.) - Not Subject to the Provisions of RMC 5.80 (Entertainment Permit)	X	X	X	X	X	X	X	X	C	C	C	C	C	C	X	X	X	X	X	X	19.250 - Assemblies of People - Entertainment 5.24 - Dance Halls & Public Dances-See 5.80 - Entertainment Permit 19.149 - Airport Land Use Compatibility***
Assemblies of people—non-entertainment (e.g., Places of Worship, Fraternal, Service Organizations, Conference Facilities, etc.)	X	X	C	C	C	C	X	C	C	C	C	C	C	C	C	C	X	X	X	X	19.255 - Assemblies of people—non-entertainment 5.24 - Dance Halls & Public Dances 5.60 - Bingo See 19.149 - Airport Land Use Compatibility*** 19.740 - Temporary Use Permit (Temporary Emergency Shelter with Assemblies of People - Non - Entertainment) 19.910 - Definitions See Incidental Use Table for Tiny Homes and Tiny Home Communities See Temporary Use Table for
Storefront	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	

19.150.020.B Incidental Uses Table

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

Use	Zones																	Location 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, Urbani)			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*	MP	LC	PC		AW	RF	RWY	CRC Overlay
Entertainment - Incidental	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	5.80 Entertainment Permit

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018; Ord. 7408 §1, 2018; Ord. 7331 §11, 2016; Ord. 7316 §4, 2016; Ord. 7273 §1, 2015; Ord. 7222 §3, 2013, Ord. 7110 §§2, 3, 4, 2011; 7064 §9, 2010; Ord. 6966 §1, 2007)

¹ Accessory Dwelling Units (ADU) are permitted when an existing or proposed primary single-family residential dwelling is located on the same property, pursuant to Chapter 19.422.

² See exemptions noted in 19.450 - Alcohol Sales

³ Outdoor Sales and Display - Incidental are permitted on an intermittent basis with a TUP. See Section 19.740

⁴ Where play areas are proposed in conjunction with a new drive-thru restaurant, the play area can only be considered under the same conditional use permit required for the drive-thru business.

* = For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

*** = Accessory to an Assemblies of People — Non-Entertainment and shall meet all applicable standards identified in Chapter 19.255.

P = Permitted

C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

RCP = Recycling Center Permit, Chapter 19.870.	TUP = Temporary Use Permit, Chapter 19.740	X = Prohibited
DCP = Day Care Permit - Large Family, Chapter 19.860	sq. ft. = Square Feet	SP = Site Plan Review Permit, Chapter 19.770
PRD = Planned Residential Development Permit, Chapter 19.780	RRP = Room Rental Permit	

19.150.020.C Temporary Uses Table

This table identifies uses that are temporary in nature.

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)			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*	MC	RRV	NC Overlay			
Entertainment (Trial Basis Only)	X	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	X	X	X	X	X	

(Ord. 7408 §1, 2018; Ord. 7211 §2, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7064 §9, 2010; Ord. 6966 §1, 2007)

*=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.

1 All sites having active minor conditional use permits or conditional use permits, private schools, assemblies of people, etc.

2 For Exceptions, see Chapters 19.100.030 (A) - RA-5 Permitted Uses and 19.150.020.B Incidental Uses Table

* = For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.		
** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.		
*** = Accessory to an Assemblies of People — Non-Entertainment and shall meet all applicable standards identified in Chapter 19.255.		
P=Permitted	C=Subject to the granting of a conditional use permit (CUP), Chapter 19.760	MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730
RCP=Recycling Center Permit, Chapter 19.870.	TUP=Temporary Use Permit, Chapter 19.740	X=Prohibited
DCP=Day Care Permit - Large Family, Chapter 19.860	sq. ft.=Square Feet	SP = Site Plan Review Permit, Chapter 19.770

PRD=Planned Residential Development Permit, Chapter 19.780

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Chapter 19.250 - ASSEMBLIES OF PEOPLE—ENTERTAINMENT

19.250.010 - Purpose.

The intent and purpose of regulating assemblies of people principally for entertainment purposes (theaters, clubs, lodges, banquet halls, auditoriums, stadiums, etc.) is to ensure compatibility with surrounding uses and properties and to avoid any impacts associated with such uses.

(Ord. 7331 §27, 2016; Ord. 6966 §1, 2007)

19.250.020 - Applicability and permit requirements.

Assemblies of people for entertainment purposes, as defined in Article X (Definitions), excluding adult entertainment that is regulated by Chapter 19.240, are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.

~~A. Notwithstanding any specific provisions of Article V, Base Zones and Related Use and Development Provisions, the following incidental entertainment uses, as defined in Article X (Definitions), shall be exempt from any separate discretionary permit requirement, other than any permit that may be required of the principal use:~~

- ~~1. Entertainment that is clearly incidental to a sit-down restaurant, book store, art gallery, bar/lounge or other non-entertainment-oriented use, provided that no stage or dance floor is involved.~~

19.250.025 Entertainment Permit

~~Entertainment that is clearly incidental to a full-service hotel that includes convention facilities, meeting rooms, and restaurant services. Entertainment activities associated with another any primary permitted land use as set forth in Table 19.150.020.A (Permitted Uses Table) and are subject to the provisions of Chapter 5.80 (Entertainment Permit) are exempt from the provisions of this chapter.~~

(Ord. 7331 §27, 2016; Ord. 6966 §1, 2007)

Chapter 19.410 - VEHICLE FUEL STATIONS

19.410.030 - Additional findings required.

In addition to any findings required for the granting of a discretionary permit for a vehicle fuel station, the Approving or Appeal Authority shall be required to make the additional findings:

- A. That the vehicle fuel station will not substantially increase vehicular traffic on streets in a residential zone, and that the vehicle fuel station will not substantially lessen the usability and suitability of adjacent or nearby residentially zoned property for residential use.
- B. That the vehicle fuel station will not substantially lessen the usability of adjacent or nearby commercially-zoned property for commercial use by interfering with pedestrian traffic.

- C. That the vehicle fuel station will not create increased traffic hazards to pedestrians when located near a school, assemblies of people—non-entertainment or assemblies of people—entertainment.
 - D. That the vehicle fuel station site is served by streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by such service station use.
 - E. That the vehicle fuel station site is adequate in size and shape to accommodate said use, and to accommodate all yards, walls, parking, landscaping and other required improvements.
- (Ord. 7331 §62, 2016; Ord. 6966 §1, 2007)

Chapter 19.450 - ALCOHOL SALES

19.450.020 - Applicability and permit requirements.

Alcohol sales, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.

- A. Any establishment, business or facility that proposes to engage in the off-sale of alcoholic beverages shall obtain a conditional use permit pursuant to Chapter 19.760 (Conditional Use Permit), except for the following uses:
 - 1. Establishments that do not propose to sell alcohol as their principal business and that contain 15,000 square feet or more of gross floor area.
 - 2. Florist shops that propose the incidental sale of wine along with gift or floral baskets; such uses shall obtain a minor conditional use permit processed pursuant to Chapter 19.730 (Minor Conditional Use Permit).
- B. Any establishment, business or facility that proposes to engage in the on-sale of alcoholic beverages, unless exempted by subsection 1, below shall obtain a minor conditional use permit pursuant to Article IX, Land Use and Development Permit Requirements/Procedures
 - 1. The Community & Economic Development Director or his/her designee shall exempt a business providing on-sale of alcoholic beverages from the minor conditional use permit requirement if all of the following conditions apply:
 - a. The premises contains a kitchen or food-servicing area in which a variety of food is prepared and cooked.
 - b. The primary use of the premises is for sit-down food service to patrons.
 - c. The premises serves food to patrons during all hours the establishment is open for customers.
 - d. If there is a separate area primarily intended for the consumption of alcoholic beverages, it does not constitute more than 30 percent of the public access floor area or 1,000 square feet, whichever is less.
 - e. No alcoholic beverages, including beer or wine are sold or dispensed for consumption beyond the premises.
 - f. ~~The use is not subject to any discretionary permit as an entertainment use.~~
 - g-f. The premises is defined as a "bona fide public eating place" by the State of California Department of Alcoholic Beverage Control.

h.g. The business is not located within 100 feet of any existing residential dwelling or property zoned for residential use, as measured from any point upon the outside walls of the building or building lease space containing the business to the nearest property line of the residential property. This provision shall not apply to residential uses that are a part of a mixed use zone or mixed use project.

(Ord. 7331 §70, 2016; Ord. 7158 §12, 2012; Ord. 6966 §1, 2007)

Chapter 19.580 - PARKING AND LOADING

19.580.060 - Parking requirements.

- A. *Minimum parking requirements.* The number of off-street parking spaces required by Table 19.580.060 (Required Spaces) shall be considered the minimum necessary for each use, unless off-street parking reductions are permitted pursuant to provisions herein. In conjunction with a conditional use, site plan review or planned residential development permit, the designated Approving or Appeal Authority may increase these parking requirements if it is determined that they are inadequate for a specific project.
- B. *Uses not listed.* The number of parking spaces required for uses not specifically listed in Table 19.580.060 (Required Spaces) shall be determined by the Community & Economic Development Director or his/her designee based on common functional, product or compatibility characteristics and activities. Such determination is considered a formal interpretation of this title and shall be decided and recorded as such pursuant to Chapter 19.060 (Interpretation of Code).
- C. *Mixed use complexes and parking credits.* In the case of shared parking facilities within a complex, the development shall provide the sum of parking spaces required for each separate use. However, if there are multiple uses in a complex with different operating characteristics, such as daytime office and nighttime ~~commercial entertainment oriented~~ dining or gathering uses, the Community & Economic Development Director or his/her designee may grant a mixed use parking credit to reduce the total number of required spaces by up to a maximum of 15 percent of the total required spaces. Another factor in favor of granting a credit is proximity to a transit stop. The following requirements apply to granting of a mixed use parking credit:
1. The applicant shall provide a parking analysis specifying the proposed mix of uses and the operating characteristics of each type use; including hours of operation and individual parking requirements. The analysis shall provide adequate justification for granting the credit.
 2. A covenant shall be recorded on the property limiting the mix of uses to those identified in the original parking analysis, including a mix with similar operating characteristics.
- D. *Required spaces.* Table 19.580.060 (Required Spaces) below sets forth minimum off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to this table.
1. "Square feet" (sq. ft.) means "gross square feet" and refers to total building gross floor area unless otherwise specified, not including areas used for off-street parking or loading spaces.

2. Where parking spaces are required based on a per-employee ratio, this shall mean the total number of employees on the largest working shift.
3. Where the number of seats is listed to determine required parking, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, each 24 linear inches of the bench or bleacher shall be considered a seat.
4. When the calculation of the required number of off-street parking spaces results in a fraction of a space, the total number of spaces shall be rounded up to the nearest whole number.
5. In addition to the requirements in Table 19.580.060 (Required Spaces), spaces shall be provided for trucks and other vehicles used in the business, of a number and size adequate to accommodate the maximum number of types of trucks and/or vehicles to be parked on the site at any one time.
6. Where maximum distance is specified from the lot, the distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building or area that such facility is required to serve.
7. Unless otherwise stated, the required parking shall be located on the same lot or within the same complex as the use.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018; Ord. 7331 §94, 2016; Ord. 7235 §11, 2013; Ord. 7109 §11, 2010; Ord. 6966 §1, 2007)

Chapter 19.620 - GENERAL SIGN PROVISIONS

19.620.080 - Standards for specific sign types by district and use type.

- A. Permanent signs shall comply with the standards in Tables 19.620.080.A, B and C and the additional requirements that follow the tables.
- B. *Signs in nonresidential and mixed use districts.* Signs erected on a site may be any combination of permitted sign types, subject to the limitations for individual sign types listed in Tables 19.620.080 A, B, and C, the following requirements, and any other applicable provisions of this chapter.
- C. *Signs in residential districts.* Signs erected on properties in residential districts may be any combination of permitted sign types, subject to the limitations for individual sign types listed in this section and any other provisions of this chapter

- D. *Other sign types.* In addition to the requirements in Table 19.620.080.C, the following regulations apply in all zones where the associated use has been established subject to the requirements of the Zoning Ordinance.
1. *Way-finding signs in commercial complexes six or more acres in size.* In addition to directional signs allowed by Section 19.620.040.B.1, commercial complexes six or more acres in size that provide public parking are permitted additional directional/way-finding signs to aid traffic circulation within the complex and direct persons to parking areas and specific business functions subject to the following requirements:
 - a. Signs shall be subject to the approval of a sign program pursuant to Section 19.620.110;
 - b. Signs shall be set back at least 75 feet from any public right-of-way;
 - c. Signs shall not exceed 15 square feet in area or seven feet in height;
 - d. The maximum number and location of directional signs shall be as determined by the approved sign program.
 2. *Portable signs on private property.* Retail sales establishments on private property in pedestrian-oriented areas as identified and established through an approved sign program, may have one portable "A-frame" or similar type of pedestrian-oriented sign for ongoing display subject to the approval of a sign program that identifies and establishes a designated pedestrian oriented display area for portable signs (refer to Chapter 19.625 for portable sign requirements in the Pedestrian Mall, as defined by Article 10, Definitions, of the Zoning Ordinance). Portable signs shall meet the following requirements:
 - a. A portable sign may be up to 12 square feet in area and four feet in height and may not exceed a width of four feet.
 - b. The sign shall be located on private property and within 15 feet of the front door of the place of business.
 - c. The sign shall only be displayed during hours when the establishment is open and must be removed and placed indoors each day at the close of business.
 - d. Such signs must be made of durable materials designed to withstand exterior conditions such as smooth particle board, medium density fiberboard or plywood, which are sturdy and designed for paint. All visible surfaces of the sign shall be finished in a uniform or complimentary manner. Borders, artistic enhancements, and graphics reflecting the nature of the related business are encouraged.
 - e. Portable signs shall be weighted to resist displacement by wind or other disturbances. Portable signs shall not be illuminated, animated, or electrically or mechanically powered in any manner.
 - f. Portable signs may not be placed in the public right-of-way or in any location where they will impede or interfere with pedestrian or vehicular visibility or traffic or where they are likely to attract the attention of passing motorists.
 - g. A portable sign shall be located in front of the business and shall not extend into the public right-of-way, or closer than 35 feet from the curb face of any cross-street open to vehicular traffic.
 - h. A portable sign shall not be located in a landscape planter, permanent seating area, or any location where it may create an impediment to pedestrian, disabled, or emergency access.

- i. Balloons, banners, flags, lights, pinwheels, umbrellas, or other similar items, shall not be attached to, or made a part of a portable sign.
 - j. The Community & Economic Development Director or his/her designee may refer the design of a pedestrian mall sidewalk sign to either the Cultural Heritage Board or the City Planning Commission for resolution of design related issues.
 - k. Maintenance of the sign and any damage or injury caused by the sign is the responsibility of the business owner who shall be required to maintain liability insurance subject to applicable City requirements.
 - l. Portable signs may be installed as temporary signage subject to requirements of Section 19.620.090.
3. *Changeable copy signs.* Signs using manually or electronically changeable copy are permitted subject to compliance with the following requirements.
- a. The copy of electronically displayed messages may change no more frequently than once every eight seconds except for signs located in a residential district or readily visible from a residential property, which shall not be changed more than twice during any 24 hour period and shall not be illuminated between the hours of 10:00 p.m. and 7:00 a.m.
 - b. All electronic message displays shall be equipped with automatic controls to allow for adjustment of brightness based on ambient lighting conditions.
 - c. *Theaters.* Theaters offering live performances or motion pictures and having permanent seating may display one on-premises building sign with maximum 1½ square feet of sign area for each front foot of building frontage and one changeable copy building-mounted sign using either manually or electronically changeable copy that comply with the following requirements:
 - i. *Live performance theaters less than 100 permanent seats.* One changeable copy marquee up to 50 square feet in area.
 - ii. *Live performance theaters with 100 or more permanent seats.* One changeable copy marquee up to 150 square feet in area.
 - iii. *All motion picture theaters.* One changeable copy marquee up to 60 square feet in area.
 - d. *Elementary, middle and high schools.* Elementary, middle and high schools shall be permitted one freestanding or building mounted combination on-premises sign per use as described below:
 - i. *Sites less than 15 acres.* One maximum 40 square foot, six foot high static or changeable copy on-premises, monument sign or 40 square foot static or building sign. Changeable copy signs may have either manually or electronically changeable copy.
 - ii. *Sites 15 acres or more.* One maximum 65 square foot, 15 foot high static or changeable copy on-premises pylon sign, or 65 square foot static or changeable copy building sign. Changeable copy signs may have either manually or electronically changeable copy.
 - e. *Colleges and universities on sites 15 acres or more.* Subject to the approval of a sign program pursuant to Section 19.620.110, one maximum 65 square foot, 15 foot high static or changeable copy on-premises pylon sign or 65 square foot static or

changeable copy building sign. Changeable copy signs may have either manually or electronically changeable copy.

- f. ~~Other assemblies of people—Non-entertainment.~~ Other public assemblies that are not engaged in commercial entertainment shall be permitted one freestanding or building mounted changeable copy sign as described below:
 - i. *Sites one acre in size or less.* The changeable copy monument sign shall be a maximum of 15 square feet in area and six feet in height. The changeable copy building sign shall be a maximum of 24 square feet in area.
 - ii. *Sites greater than one acre and less than 15 acres.* The changeable copy monument sign shall be a maximum of 40 square feet in area and six feet in high. The changeable copy building sign shall be a maximum of 40 square feet in area.
 - iii. *Sites 15 acres or more.* The changeable copy sign pylon sign shall be a maximum of 65 square foot in area and 15 feet in height. The changeable copy building sign shall be a maximum of 65 square feet in area.
 - iv. Changeable copy signs may be manually or electronically changeable.
- g. ~~Other public assemblies~~assemblies of people—non-entertainment located in a nonresidential complex. Other public assemblies located within an existing office, commercial or industrial complex shall be allowed one changeable copy sign serving that particular use in lieu of the permitted monument sign for the existing multi-tenant office, commercial or industrial complex permitted under 19 620 080.A.
- h. ~~Other public entertainment venues~~assemblies of people—entertainment. ~~Public entertainment venues~~Assemblies of people—entertainment uses shall be permitted one freestanding or building mounted changeable copy sign, selected from the following options:
 - i. *Sites less than 15 acres.* One maximum 40 square foot, six foot high combination changeable copy on-premises monument sign using either manually or electronically changeable copy, or one building-mounted sign shall be permitted, located on the frontage occupied by the use, maximum 1½ square feet of sign area for each foot of the occupancy frontage, not to exceed 100 square feet. A changeable copy sign shall be in lieu of a permitted freestanding or building mounted on-premises sign. The message shall consist of static copy changed no more frequently than twice during any 24-hour period. A changeable copy sign shall be in lieu of a permitted freestanding or building mounted on-premises sign.
 - ii. *Sites 15 or more acres.* One maximum 65 square foot, 15 foot high combination changeable copy on premises pylon sign using either manually or electronically changeable copy, or one building mounted sign shall be permitted, located on the frontage occupied by the use, maximum 1½ square feet of sign area for each front foot of the occupancy frontage, not to exceed 100 square feet. A changeable copy sign shall be in lieu of a permitted freestanding or building mounted on-premises sign. The message shall consist of static copy changed no more frequently than twice during any 24-hour period. A changeable copy sign shall be in lieu of a permitted freestanding or building mounted on-premises sign.
 - iii. *Amusement parks over 24 acres within 100 feet of a freeway.* In lieu of the freestanding sign allowed above, one changeable copy pylon sign up to 750 square feet in area and 66 feet in height that is oriented toward the adjacent freeway shall be permitted. Copy may be either manually or electronically

changeable with letters no more than 30 inches high. Static copy may be changed no more frequently than twice during any 24-hour period. The changeable copy portion of the sign shall not exceed the lesser of 218 square feet or 75 percent of the overall sign size. The sign shall comply with all applicable Caltrans standards for signs adjacent to freeways.

iii-iv. Entertainment venues as defined in Chapter 5.80 (Entertainment permit). Signs for establishments requiring an Entertainment Permit pursuant to Chapter 5.80 shall be governed by the allowable signage type(s) for the primary permitted use of the establishment.

- i. *Drive-thru menu boards.* Menu boards may contain electronically displayed messages that are static, change no more than three times during any 24-hour period, and are not readily visible from residential properties or the public right-of-way. Such signage shall only be illuminated when the establishment is open for business.
4. *Electronic message center sign.* Electronic message center signs (EMC) are permitted in commercial complexes ten acres or larger and on parcels with ~~an approved entertainment use~~ assemblies of people—entertainment uses 15 acres or larger subject to the approval of a conditional use permit and compliance with the following requirements:
- a. EMC are only permitted on parcels with frontage on an Arterial Street designated in the circulation and community element of the General Plan and which do not abut or face a residential district.
 - b. The copy of electronically displayed messages may change no more frequently than once every eight seconds. A minimum of 0.3 second of time with no message displayed shall be provided between each message displayed on the sign.
 - c. Displays shall contain static messages only, and shall not have movement, or the appearance of optical illusion or movement, of any part of the sign structure, design, or pictorial segment of the sign, including the movement or appearance of movement of any illumination, or the flashing, scintillating or varying of light intensity.
 - d. All electronic message displays shall be equipped with a sensor or other device that automatically determines ambient illumination and is programmed to automatically dim according to ambient light conditions or can be adjusted to comply with the following illumination requirements in sub-section b of this section.
 - e. *EMC illumination requirements.* Between dusk and dawn the illumination of an EMC shall conform to the following requirements:
 - i. The luminance of an EMC shall not exceed 0.3 foot-candles more than ambient lighting conditions when measured at the recommended distance in Table TBD based on the area of the EMC.
 - ii. The luminance of an EMC shall be measured with a luminance meter set to measure foot-candles accurate to at least two decimals. Luminance shall be measured with the EMC off, and again with the EMC displaying a white image for a full color capable EMC, or a solid message for a single-color EMC. All measurements shall be taken perpendicular to the face of the EMC at the distance specified in Table 19.620.080.D based on the total square footage of the area of the EMC.

ARTICLE IX. – LAND USE DEVELOPMENT PERMIT REQUIREMENTS/PROCEDURES

Chapter 19.690 - EFFECTIVE DATES, TIME LIMITS, AND EXTENSIONS

19.690.050 - Time extension.

- A. The period within which the exercise of a discretionary permit or other approval must occur may be extended by the Community & Economic Development Director or their designee as described in B—K below. A Temporary Use Permit may not be extended. An application for extension shall be filed, along with appropriate fees and necessary submittal materials pursuant to Chapter 19.660 (General Application Processing Procedures).
- B. Variances, administrative design review actions and Minor Conditional Use Permits may receive a maximum of two, one year time extensions.
- C. Conditional use permits and Site Plan Review permits, not related to an implementing subdivision and/or legislative action, may be granted time extensions by the Community & Economic Development Director or their designee up to a total of five years beyond the original approval expiration date. At the exhaustion of Community & Economic Development Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- D. Planned residential development permits, related to an implementing subdivision and/or legislative action, may be granted time extensions by the Community & Economic Development Director or their designee up to a total of five years beyond the original approval expiration date prior to issuance of any building permits. Once a building permit has been issued the planned residential development will be considered vested and time extensions are no longer needed. At the exhaustion of Community & Economic Development Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- E. Zoning Text/Map, General Plan and Specific Plan amendments may be granted time extensions by the Community & Economic Development Director or their designee up to a total of five years beyond the original approval expiration date. At the exhaustion of Community & Economic Development Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- F. Any permit extension may be conditioned to comply with any development standards that may have been enacted since the permit was initially approved.
- G. The extension may be granted only when the Community & Economic Development Director or designated Approving or Appeal Authority finds that the original permit findings can be made and that there are no changed circumstances or that there has been diligent pursuit to exercise the permit that warrants such extension.
- H. Retroactive time extensions may be granted for a period not greater than specified in Sections 19.690.050.B, C, D and E F.

- I. A separate fee shall be required for each year of permit extension.
- J. Extensions related to the terms of nonconforming uses and structures are governed by Article III, Chapter 19.080 (Nonconformities).
- K. Time extensions for tentative maps are governed by Chapter 18.180 and State Law as it relates to automatic time extensions.
- L. The period of time specified in Chapter 19.690, including any extension granted by the Community & Economic Development Director, shall not include the period of time during which a lawsuit involving the approval or conditional approval of the entitlement(s) is or was pending in a court of competent jurisdiction, if the stay of the time period is approved by the Community & Economic Development Director. After service of the initial petition or complaint in the lawsuit upon the Community & Economic Development Director, the applicant may apply for a stay following the same procedures in Chapter 19.690. Within 40 days after receiving the application, the Community & Economic Development Director shall either stay the time period for up to five years or deny the requested stay.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

Chapter 19.740 - TEMPORARY USE PERMIT

Table 19.740.020

Temporary Use Permit

Temporary Use	Maximum Number of Consecutive Days per Event ^a	Maximum Number of Occurrences per Calendar Year ¹	Maximum Number of Days Per Calendar Year ¹	Type of Temporary Use Permit ^b
Car Show	3	16	48	Minor
Caretaker Living Quarters - Temporary During Construction	Initial period of no more than six months, except that individual extensions of up to three months each with a maximum of one year from the date of the initial siting may be granted.			Minor
Christmas Tree and Pumpkin Sales (Seasonal)	30	2	60	Major
Circus or Carnival (With or without Tent)	7	1	7	Major
Dwelling Unit (Motor Home, RV, Camper, etc.)	30	4	60	Minor
Entertainment (Trial basis)	<p>A maximum of 20 entertainment days within a 60 day period is permitted. The maximum number of days per week shall be determined by the Planning Division in collaboration with the Riverside Police Department. Refer to Section 19.740.060.E.6 for more information.</p> <p>An extension of up to 90 days may be permitted as noted under Section 19.740.060.E.6.g during the processing of a Conditional or Minor Conditional Use Permit (depending on Zone) only if a MCUP or CUP has already been filed with the Planning Division.</p>			Major
Fair, Concert, Exhibit or Similar Uses	7	2	14	Major
Fruit Stands	4	8	32	Minor

Garage Sales	Garage Sales are Regulated by Chapter 5.49 of the Riverside Municipal Code			N/A
Mobile Medical Units for Humans	7	2	14	Minor
Non-Commercial Car Wash	Contact Public Works Department for requirements for temporary Car Washes			N/A
Non-Commercial Tent Meetings	10	1	10	Major
Outdoor Preparation of Food (Temporary)	3	6	18	Major
Outdoor Sales in Conjunction with a Permanent Land Use (Parking Lot Sale)	5	8	40	Minor
Outdoor Sales Event not in Conjunction with a Permanent Land Use (Swap Meet)	4	4	16	Major
Special Events (Events on Public Properties including streets, schools, or parks)	Special Events are administered by the Arts and Cultural Affairs Division pursuant to Chapter 2.28 of the Riverside Municipal Code			N/A
Subdivision Sales Trailer or Office During Construction	Initial period of no more than one year from the date of the initial siting may be granted.			Minor
Temporary Emergency Shelter	-	-	180	Major
Temporary Holiday Storage Containers	45	1	45	Minor

*An applicant or property owner may request an increase in the maximum number of days per event, number of occurrences, or days per calendar year by requesting consideration of a Temporary Use Permit to the City Manager and paying all applicable filing fees.
²Events in compliance with all applicable Development Standards Listed in Section 19.740.050.F shall be exempt from the Major TUP process and may file online; however, any event that does not comply with all applicable Development Standards may be considered under the TUP Major process.

19.740.050 - Development, operational and location standards.

- A. *Minor temporary uses.* Temporary Uses that comply with all applicable development, operational and location standards listed in Chapter 19.740.050 may request a minor TUP by using the online TUP system and are exempt from payment of the TUP filing fee. However, Temporary Uses that do not comply with all applicable standards may still be processed under the major Temporary Use Permit process provided the Zoning Administrator and all applicable Departments approve the request; the applicant shall be responsible for payment of the associated filing fee.
- B. *Major temporary uses.* Major temporary uses shall comply with all applicable development, operational and location standards listed in Chapter 19.740.050 provided that the Zoning Administrator and all applicable Departments approve the request; the applicant shall be responsible for payment of the associated filing fee.

- C. Any use which is prohibited by state or federal law is also strictly prohibited.
- D. The Community & Economic Development Director or their designee may authorize minor deviations from the development, operational and location Standards through the Major TUP review process (i.e. construction of a temporary stage); however, these deviations shall be discretionary and may be denied.
- E. All events must comply with Title 7 of the Riverside Municipal Code (Noise).
- F. Temporary uses listed in Table 19.740.020 above shall comply with the following development standards:
 - 1. Car show
 - a. The parking of vehicles shall occur on improved surfaces only (i.e. asphalt or concrete).
 - b. The event shall not occupy more than 30 percent of a required parking area and shall not substantially alter the existing circulation pattern of the site.
 - c. The event shall provide and maintain all state and federal disabled access requirements including, but not limited to parking, path of travel, sanitation facilities, etc.
 - d. The event shall not block or modify any fire lane or fire hydrant.
 - e. No stage shall be permitted.
 - f. No tents, canopies or other temporary structures with an individual area of 120 square feet shall be permitted.
 - 2. *Caretaker living quarters—Temporary during construction.* For development standards for caretaker living quarters used during construction review Article XII Chapter 19.465.
 - 3. *Christmas tree and pumpkin sales (seasonal).* Christmas tree and pumpkin sales lots are subject to compliance with the following criteria as set forth below:
 - a. Christmas tree or pumpkin sales within an existing retail center or business may not occupy more than ten percent of a required parking area and may not substantially alter the existing traffic circulation pattern of the site. The temporary sales area shall not obstruct any existing handicap accessible parking space. Sidewalks shall be maintained at a minimum width of four feet to provide for handicap access. A site plan shall be submitted for approval by the Community & Economic Development Director or their designee;
 - b. Christmas tree and pumpkin sales lots located on vacant property shall provide adequate on-site parking spaces and access. A site plan shall be submitted for approval by the Community & Economic Development Director or their designee. Upon approval, the sales lot shall be clearly marked in accordance with the approved site plan;
 - c. Hours of operation, including the use of generators and lot lighting, excluding security lighting, shall be limited to 9:00 a.m. to 10:00 p.m., unless other hours are specified by written approval issued by the Community & Economic Development Director or their designee. Security lighting shall be shielded to prevent light spillage onto adjacent properties;
 - d. Incidental sales of Christmas tree lights, tree decorations and stands may be permitted in conjunction with a Christmas tree sales lot, but sales of gift items are excluded; and

- e. Other conditions to mitigate potential land use impacts and public safety can be required on a case-by-case basis as deemed necessary and appropriate by the Community & Economic Development Director or their designee.
4. Circus or carnival (with or without tent).
- a. A circus or carnival within an existing retail center or business may not occupy more than ten percent of a required parking area and may not substantially alter the existing traffic circulation pattern of the site.
 - b. The event shall not obstruct any existing handicap accessible parking space. Sidewalks shall be maintained at a minimum width of four feet to provide for handicap access. A site plan shall be submitted for approval by the Community & Economic Development Director or their designee;
 - c. A circus or carnival located on vacant property shall provide adequate vehicular access. A site plan shall be submitted for approval by the Community & Economic Development Director or their designee. Upon approval, the sales lot shall be clearly marked in accordance with the approved site plan;
 - d. Hours of operation, including the use of generators and lot lighting, excluding security lighting, shall be limited to 9:00 a.m. to 10:00 p.m., unless other hours are specified by written approval issued by the Zoning Administrator. Security lighting shall be shielded to prevent light spillage onto adjacent properties;
 - e. The circus or carnival shall be located a minimum of 100 feet from any residentially zoned or utilized property unless otherwise specified by written approval issued by the Community & Economic Development Director or their designee.
 - f. Other conditions to mitigate potential land use impacts and public safety can be required on a case-by-case basis as deemed necessary and appropriate by the Community & Economic Development Director or their designee.
5. Dwelling Unit (Motor Home, RV, camper, etc.).
- a. A dwelling unit may only be permitted on a residentially used parcel.
 - b. The vehicle may not be parked within the public right-of-way, overhang into the public right-of-way, block any sidewalk or path of travel and may be no closer than five feet from any interior property line.
 - c. The vehicle must be parked on a concrete pad or driveway.
 - d. Generators may only be permitted between the hours of 7:00 a.m. and 10:00 p.m. as permitted by Title 7 of the Riverside Municipal Code.
- ~~6. Entertainment (trial basis).~~
- ~~a. Prior to investing into a CUP or Minor CUP, a business may apply for a TUP to determine if such a business endeavor is viable for said business. Entertainment (trial basis) is the temporary establishment of an entertainment operation on a trial basis.~~
 - ~~b. These standards shall not apply to entertainment venues with a valid and active CUP or Minor CUP.~~
 - ~~c. Entertainment (trial basis) shall only be permitted in zones where "Assemblies of People - Entertainment" is Minor Conditionally or Conditionally Permitted by the Zoning Code or applicable Specific Plan.~~
 - ~~d. Entertainment must be in conjunction with a full-service sit-down restaurant.~~

- e. ~~Entertainment (trial basis) is permitted for a maximum of 20 events in a consecutive 60 day period. The entertainment days and number of entertainment days per week shall be at the discretion of the Planning Division in collaboration with the Police Department.~~
- f. ~~Only one application for entertainment (trial basis) shall be permitted for an operator of a business. A change in operators shall reset this time limit.~~
- g. ~~An additional extension period of up to 90 days, for up to 30 events may be granted subject to review and approval by the Planning Division and Police Department during the processing if a conditional use permit has been filed with the Planning Division for permanent entertainment. A complete application for the Conditional or Minor Conditional Use Permit, as applicable, must be submitted for review prior to the granting of the extension.~~
- h. ~~A written security plan shall be reviewed and approved by the Planning Division and Police Department and shall include, at a minimum, a dress code, type of entertainment, location of security, and methods of dealing with drunk or misbehaving customers.~~
- i. ~~Written conditions of approval for all City Departments contained on the Temporary Use Permit application form shall apply to each event.~~
- j. ~~The security manager shall work directly with the Riverside Police Department whenever bands or other performances are expected to draw large crowds.~~
- k. ~~Entertainment shall be limited to interior areas only.~~
- l. ~~Entertainment shall end by 1:30 a.m.~~
- m. ~~A cover charge to enter the restaurant after 9:00 p.m. during evenings with live entertainment shall be required.~~
- n. ~~A "late night" menu shall be available until within one half hour of closing.~~
- o. ~~The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises in accordance with Section 9.04.020 of the Riverside Municipal Code.~~
- p. ~~The applicant shall not share any profits, or pay any percentage or commission to a promoter or any other person, based upon monies collected as a door charge, cover charge, or any other form of admission charge, including minimum drink orders, or the sale of drinks, or rent out or otherwise receive compensation for the use of the facilities, unless the applicant or its representative or agent is present during the entire duration of the event, is responsible for all activities on the premises, and is responsible for ensuring compliance with all conditions of approval.~~
- q. ~~The maximum seating capacity or occupancy shall not exceed that which is established by the City Fire Marshall. More than one violation of this condition shall constitute a material violation of the permit. A security guard shall be stationed outside all entry and exit doors at all times of entertainment activities in the facility, including the exit doors to an outdoor patio (as applicable).~~
- r. ~~The business shall be in compliance with Title 7 (Noise Control) of the Municipal Code.~~
- s. ~~The posting of flyers and other propaganda within the outdoor areas of the project site and adjacent public and private property, including vehicles, shall be strictly prohibited.~~

- ~~t. A copy of the Temporary Use Permit and the conditions of approval shall be available at the site and presented to City staff, including the Police Department and Code Enforcement upon request.~~
- ~~u. Future entertainment requests may be denied should it be determined that the uses or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to public safety, property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.~~
- ~~v. The applicant shall comply with all federal, state and local laws and shall cooperate with the Riverside Police Department (RPD) in the enforcement of all laws relating to this permit. The violation of any laws in connection with this use or failure to cooperate with RPD will be cause for revocation of this permit. Failure to abide by all conditions of this permit shall be cause for revocation.~~
- ~~w. A permit issued shall be based upon the business operations plan and information submitted by the applicant, which has been used as the basis for evaluation of the proposed use and for the conditions of approval herein. Permittee shall notify the Planning Division of any change in operations and such change may require a revision to the permit. Failure to notify the City of any change in operations is material grounds for revocation of the Temporary Use Permit.~~
- ~~x. The granting of this request shall in no way exclude or excuse compliance with all other applicable rules and regulations in effect at the time this permit is exercised.~~
- ~~y. A licensed and bonded security guard shall be required at an appropriate ratio, as determined by the Police Department and Planning Division during evenings of entertainment. Additionally, there shall be a doorman checking personal identification during the entire event. The firm or personnel providing security for the facility shall be subject to review and approval of the Police Department.~~
- ~~z. Music shall be played indoors only and shall not be projected onto the outdoor area, including the patio areas or surrounding public spaces. All doors shall remain closed while entertainment activities are occurring to minimize noise impacts.~~
- ~~aa. No loitering shall be permitted on any property adjacent to the licensee's premises and under control of the applicant.~~
- ~~bb. No alcoholic beverages shall be permitted on the property adjacent to the licensed premises under the control of the licensee.~~
- ~~cc. The licensee shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control.~~
- ~~dd. A security camera surveillance system shall be provided for constant recording subject to the approval of the Police Department.~~
- ~~ee. Security personnel shall mechanically keep an accurate count of people in the restaurant and make the count available to public safety personnel upon request.~~
- ~~ff. For informational purposes, failure to prevent extraordinary police services to your business in violation of Riverside Municipal Code Chapter 9.60 shall result in the owner being liable for the cost of extraordinary police service and will be cause for revocation of this permit.~~
- ~~gg. Additional requirements for entertainment in conjunction with alcohol sales:~~

- ~~i. No alcohol sales shall be permitted after 1:30 a.m.~~
- ~~ii. No alcoholic beverages are to be sold or dispensed for consumption beyond the premises.~~
- ~~iii. The sale of alcohol shall not constitute more than 50 percent of the total revenues generated by the establishment.~~
- ~~iv. The minimum age for admittance shall be 21 years of age.~~

CHAPTER 19.780 – PLANNED RESIDENTIAL DEVELOPMENT PERMIT

19.780.060 - Development standards.

- A. *Relationship to base zone development standards. The development standards set forth in this section, if in conflict with the development standards of the underlying base zone, shall supersede the development standards of the underlying base zone, except in the RC Zone the underlying development standards still apply. This section shall not supersede the development standards of any applicable overlay zone. In cases where a standard is not addressed in this chapter, the standard of the base zone or any applicable overlay zone shall apply. The standards set forth herein are the minimum required for a PRD to qualify for the benchmark density.*
- B. *Standard for smaller lot Planned Residential Developments - RR, RE, and all R-1 Zones.*
 - 1. *Lot size and coverage. Minimum lot size and maximum lot coverage requirements to be determined by the Planning Commission on a case specific basis in part based on product type, characteristics of the property and surrounding uses.*
 - 2. *Setbacks.*

	RE, RR & R-1-½ Ac.	R-1 Zones (except R-1-1/2)
Setbacks from Project Perimeters:		
Adjacent to a Public Street	Same as base zone. The setback shall be fully landscaped and no fences or walls shall be permitted to encroach into the setback.	
Adjacent to Perimeter Property Lines	25 ft.	20 ft.
Setbacks within Project Boundaries (May be modified in conjunction with the PRD):		
Front Yard Setback	15 ft.	10 ft.
Side Yard Setback	5 ft.	5 ft.
Rear Yard Setback	15 ft.	10 ft.

- 3. *Common usable open space and recreational facilities.*
 - a. *A minimum of 500 square feet of usable common open space per dwelling unit is required. Examples include, but are not limited to the following: swimming pool, spa,*

community recreation room, sports courts for tennis, basketball, racquetball, volleyball, barbeque areas, community gardens or grassy play areas with a slope of less than five percent.

- b. The number and type of desirable amenities for a project will be determined on a case-by-case basis in proportion to the size and design of the project. Desirable amenities include, but are not limited to, the following:
 - i. Multiple enclosed tot lots with multiple play equipment. The tot lots shall be conveniently located throughout the site. The number of tot lots and their location shall be subject to City Planning Commission review and approval;
 - ii. Pool and spa;
 - iii. Multi-purpose room equipped with kitchen, defined areas for games, exercises, recreation, ~~entertainment~~ private gathering of residents, etc.;
 - iv. Barbeque facilities equipped with multiple grills, picnic benches, etc. The barbecue facilities shall be conveniently located throughout the site. The number of barbeque facilities and their locations shall be subject to Planning Commission review and approval;
 - v. Court facilities (e.g. tennis, volleyball, basketball, etc.);
 - vi. Jogging/walking trails with exercise stations;
 - vii. Community garden;
 - viii. Theater;
 - ix. Computer room;
 - x. Exercise room;
 - xi. Golf course, putting green, etc.;
 - xii. Passive recreational facilities tied to existing topographical features, with gazebos, benches, etc.;
 - xiii. Art pieces; and
 - xiv. Water features.

ARTICLE X: - DEFINITIONS

Chapter 19.910 - DEFINITIONS

19.910.020 – “A” Definitions

Assemblies of people—entertainment means a use or indoor facility, not specifically identified in Table 19.150.020.A (Permitted Uses), that provides for the gathering of more than 10 people on a regular or intermittent basis, whereby the purpose of the use or facility is ~~to provide passive or active entertainment~~ a specified activity or activities - for a fee or for no fee - for those people so assembled. Examples include but are not limited to assembly halls, banquet halls, live theaters, movie theaters, sports facilities, exhibitions and convention halls, auditoriums not associated with another primary permitted use and dance facilities. (See also Entertainment - Incidental).

19.910.060 – “E” Definitions

~~*Entertainment.* Except as specifically exempted in this title, "entertainment" means any live entertainment, dancing, disc jockey hosted music, night clubs, comedy clubs and entertainment clubs. Has the same meaning as the definition, and requires a permit as provided in Chapter 5.80 of Title 5 (Business Taxes, Licenses and Regulations).~~

~~*Entertainment, incidental.* means entertainment provided not as the principal means of business, such as a piano and guitar player providing background music within a bar or restaurant or karaoke sing-alongs provided none of the above involve a stage or any dancing. Has the same meaning as the definition provided in Chapter 5.80 of Title 5 (Business Taxes, Licenses and Regulations).~~

~~*Entertainment venue, public* means a publicly owned or operated facility or any privately operated amusement park that regularly hosts entertainment events open to the general public.~~

19.910.150 – “N” Definitions

~~*Nightclub* means an establishment operated as a place of entertainment, characterized by any or all of the following as a principal use: (1) live, recorded or televised entertainment, including but not limited to performance by magicians, musicians or comedians; (2) dancing. "Nightclub" does not include activities associated with another primary permitted use such as a bar or restaurant subject to the provisions of Chapter 5.80 (Entertainment Permit).~~

~~*Public entertainment venue.* See "entertainment venue, public."~~

19.910.200 – “S” Definitions

~~*Short-term rental.* as regulated in Title 5 of the Riverside Municipal Code, means the rental of a dwelling, or a portion thereof, by the owner to another person or group of persons for occupancy, dwelling, lodging or sleeping purposes for a period of less than thirty (30) consecutive calendar days. The rental of units within city-approved hotels, motels, and bed-and-breakfast inns shall not be considered to be a short-term rental.~~

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ORDINANCE NO. 7488

AN ORDINANCE OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING
TITLE 5 OF THE RIVERSIDE MUNICIPAL CODE BY ADDING CHAPTER 5.80
ENTITLED ENTERTAINMENT PERMIT.

The City Council of the City of Riverside, California, does ordain as follows:

Section 1: Chapter 5.80 entitled "Entertainment Permit" of the Riverside Municipal Code, is hereby added to Title 5, as described in Exhibit "A" attached to this ordinance and incorporated herein by reference.

Section 2: The City Council has reviewed the matter and, based upon the facts and information contained in the staff reports, administrative record, and written and oral testimony, hereby finds that this ordinance is not subject to CEQA pursuant to Sections 15060(c)(2), 15060(c)(3) and/or 15061(b)(3) of the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, in that it will not result in a direct or reasonably foreseeable indirect physical change in the environment nor have a significant impact on the environment.

Section 3: The City Clerk shall certify to the adoption of this Ordinance and cause publication once in a newspaper of general circulation in accordance with Section 414 of the Charter of the City of Riverside. This Ordinance shall become effective on the 30th day after the date of its adoption.

ADOPTED by the City Council this 5th day of November, 2019.


WILLIAM R. BAILEY, III
Mayor of the City of Riverside

Attest:


COLLEEN J. NICOL
City Clerk of the City of Riverside

1 I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the
2 foregoing ordinance was duly and regularly introduced at a meeting of the City Council on the 22nd
3 day of October, 2019, and that thereafter the said ordinance was duly and regularly adopted at a
4 meeting of the City Council on the 5th day of November, 2019, by the following vote, to wit:


5 Ayes: Councilmembers Gardner, Soubirous, Conder, Mac Arthur, Perry, and Adams

6 Noes: None

7 Absent: Councilmember Melendrez

8 Abstained: None

9
10 IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the
11 City of Riverside, California, this 6th day of November, 2019.

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14 COLLEEN J. NICOL
15 City Clerk of the City of Riverside
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17-2027.1 09/23/19

EXHIBIT "A"

"Chapter 5.80 - ENTERTAINMENT PERMIT"

Section 5.80.010 Purpose and intent.

The City Council of the City of Riverside encourages arts and culture in Riverside, and recognizes that many entertainment venues provide a means for such activities. The City Council further recognizes that the variety of entertainment venues in the City provide a rich and diverse cultural experience for the residents of the City and visitors to the City. The City Council also recognizes that many entertainment venues provide a safe place for families and young adults to gather.

The City Council hereby finds that the operation of Entertainment or Entertainment Establishments presents an environment with the demonstrated potential for excessive noise and Disorderly Conduct by patrons, particularly at closing times, with the attendant adverse health and safety impacts on the surrounding business and residential community.

Therefore, it is the purpose of this Chapter to regulate the operation of Entertainment or Entertainment Establishments for the public health, safety and welfare. All Permittees will be held responsible for controlling patron conduct in and around the establishments, making adequate provisions for security and crowd control, protecting the City's youth from criminal activity, and minimizing disturbances as a result of the operation of the Entertainment.

This Chapter implements minimum standards applicable to the operation of all Entertainment or Entertainment Establishments. Nothing in this Chapter shall limit the City's authority to impose and enforce permit conditions requiring Entertainment Establishments to comply with operating standards that are more strict, comprehensive or onerous than the minimum standards imposed by this Chapter.

This Chapter also provides discretion to the Chief of Police in regulating the variety of businesses and events that provide Entertainment. The City Council finds that the imposition of conditions tailored to the particular establishment will allow the business or event to flourish while meeting the City's public health and safety needs.

Section 5.80.020 Definitions.

The following definitions shall apply in interpretation and enforcement of this Chapter.

A. *ABC License* means the license issued by the California Department of Alcoholic Beverage Control.

B. *Admission Charge* means any charge for the right or privilege to enter any place of Entertainment including a minimum service charge, an event charge, a cover charge, a charge for the use of seats and tables, or any other similar charge. It also includes the purchase or presentation of a ticket or token directly or indirectly required as a condition for entrance. It does not include

tips, gratuities, voluntary donations, or suggested donations for employees or for any person providing entertainment.

C. *Banquet Hall* means a room or building for the purpose of hosting a party, banquet, wedding, or other reception or other social event.

D. *Chief of Police* means the chief of police of the City of Riverside and his/her designee.

E. *Dance and Dancing* means movement of the human body, accompanied by music or rhythm.

F. *Disorderly Conduct* means any of the following: consumption of alcoholic beverages on public property, public drunkenness, obstructing the free passage of pedestrians over public sidewalks, the obstruction of free passage of vehicles within the public right of way, littering, fighting, loud speaking or shouting, the operation of automobile audio systems in a manner that violates any provision of Title 7, and such other conduct that constitutes a public nuisance or a violation of law.

G. *Entertainment* means any single event, a series of events, or an ongoing activity or business, occurring alone or as part of another business, to which the public is invited or allowed to watch, listen, or participate or that is conducted for the purposes of holding the attention of, gaining the attention of or diverting or amusing guests or patrons, including, but not limited to:

1. Presentations by single or multiple performers, such as hypnotists, mimes, comedians; musical song or dance acts, karaoke, plays, concerts, any type of contest; sporting events, exhibitions, carnival, rodeo or circus acts, demonstrations of talent; shows, reviews and any other such activity which may be attended by members of the public.

2. Dancing to live or recorded music.

3. The presentation of recorded music played on equipment which is operated by an agent or contractor of the establishment, commonly known as a "DJ" or "disc jockey." Entertainment does not include ambient music provided through the use of a radio, stereo, juke box, music recording machine or other similar device.

H. *Entertainment Establishment* means a place where entertainment occurs, including the building, any patio or outdoor space, rooftop, and parking lot.

I. *Entertainment Permit* means an Entertainment Permit issued by the Chief of Police pursuant to this Chapter.

J. *Permittee* means a person, persons, or business entity that has been issued an Entertainment Permit as provided in this Chapter.

K. *Private Club* means corporations or associations operated solely for objects of national, social, fraternal, patriotic, political, or athletic nature, in which membership is by application and regular dues are charged, and the advantages of which club belong to members, and the operation of which is not primarily for monetary gain

L. *Public agency* means the City, the county, or the state and any department, district, division, commission, board, or other agency associated with those agencies.

M. *Reasonable Efforts* means the provision of an adequate number of licensed security personnel, the adoption and posting of operating policies that are consistent with the requirements of this Code and the Entertainment Permit and the adherence to those policies, the documented training of employees in the carrying out of the establishment operating policies, notifying the police of apparent criminal activity, and the taking of all additional measures, consistent with sound business judgment, necessary to accomplish the required result.

N. *Responsible Person* means the Permittee, owner, proprietor, promoter, manager, assistant manager or other person exercising control over the operation of an Entertainment Establishment, whether or not that person is a named Permittee.

O. *Special Event or Special Event Permit* means any event regulated under Title 13 of this Code.

P. *Theater* means any commercial establishment where regular sporting events, concerts, motion picture screenings or theatrical performances are given and usually with ascending row seating or some arrangement of permanent seating.

Q. *Temporary Use Permit* is defined and regulated under Title 19 of this Code.

Section 5.80.030 Entertainment Permit required—Compliance with other laws.

A. It is unlawful for any person to provide or permit any Entertainment that is open to the public without an Entertainment Permit issued pursuant to this Chapter.

B. No person shall carry on, maintain or conduct any Entertainment in the City without first obtaining an Entertainment Permit therefor from the City.

C. Entertainment provided at a private residence for the monetary gain of any person is prohibited. However, this prohibition is in no way intended to infringe on the rights of private persons to engage in the activities regulated by this Chapter at their residence for private, as opposed to commercial, purposes.

D. An Entertainment Permit shall expire two (2) years from the issuance date and must be renewed thereafter.

Section 5.80.040 Exemptions from the Entertainment Permit requirement.

The following types of Entertainment and events are exempt from the Entertainment Permit required by this Chapter. An exemption does not relieve any Entertainment Establishment from complying with all other applicable laws, including, but not limited to, the laws related to noise levels and nuisances, particularly those contained in this Code.

A. Entertainment sponsored by any agency of the City of Riverside, the County of Riverside, the various boards of education, or by any other public agency of the state of California. The leasing or subleasing of an Entertainment Establishment to a third party does not constitute sponsorship of the Entertainment by a public agency, and is therefore not exempt. Further, any outdoor Entertainment at a public facility requires an Entertainment Permit.

B. Entertainment sponsored by any nonprofit public benefit organization, such as Girl Scouts, Boy Scouts, Little League or Boys and Girls Club, whose primary objective is the sponsoring and control of youth activities and child welfare. If the event is a dance, all of the following requirements must be met:

1. No person eighteen (18) years of age or older may be admitted as a guest, unless such person is a bona fide student at, or member of, the sponsoring agency or organization.

2. No alcoholic beverages may be served, consumed or permitted on the premises.

3. Chaperones from the sponsoring agency are present on the premises at the rate of two adults, who are at least twenty-five (25) years of age, for every one hundred (100) guests.

4. The event must finish by 12:00 a.m. and the premises and the adjoining parking lots must be promptly vacated by all the guests.

C. Entertainment lawfully conducted at any City park, building or recreational facility.

D. Entertainment limited to the use of a radio, music recording machine, juke box, television, video games, video programs, or recorded music by an establishment that does not permit Dancing.

E. Entertainment provided for members and their guests at a Private Club having an established membership when admission is not open to the public.

F. Entertainment provided for invited guests at a private event such as a wedding reception, banquet, or celebration where there is no Admission Charge. Notwithstanding, any Banquet Hall must still obtain an Entertainment Permit.

G. Entertainment conducted in connection with a regularly established theme park.

H. Parades.

I. Street performers such as musicians, singers or mimes.

J. Entertainment conducted or sponsored by any religious organization, bona fide club, organization, society or association that is exempt from taxation pursuant to United States Internal Revenue Code Section 501(c)(3); when all proceeds, if any, arising from such

Entertainment are used exclusively for the benevolent purposes of such religious organization, club, society or association. Written proof of the tax-exempt status shall be provided to the Chief of Police at least seven days before the Entertainment occurs.

K. Performances by the students at educational institutions as defined by the California Education Code where such performances are part of an educational or instructional curriculum or program.

L. Entertainment in Theaters that does not include a disc jockey, Dancing by patrons, or a live musical presentation.

M. Dance lessons, theatrical and performing arts lessons and student recitals.

N. Book readings, book signings, poetry recitations, and any other similar Entertainment consisting of the spoken word, including plays.

O. Fund-raisers for a political cause.

P. Entertainment consisting of ambient or incidental music provided for guests or patrons by musicians such as a piano player, harpist, strolling violinist, mariachi band, guitarist or band, if a sound amplifier is not utilized during the musical presentation. If an Admission Charge is required to observe or attend the Entertainment, the music is not considered ambient or incidental.

Q. The normal and customary fitness services provided by an athletic club or fitness center.

R. Special Events and Temporary Use Permits.

S. Entertainment occurring at a hotel with fifty (50) rooms or more.

Section 5.80.050 Entertainment Permit application filing and process.

A. All applications for Entertainment Permits shall be filed with the Chief of Police on such forms as he/she may prescribe, and shall contain the following:

1. The name and permanent address of the Permittee and all other persons having a financial interest in the operation of the Entertainment or Entertainment Establishment, business or premises where the Entertainment is to be located.

2. A description of the proposed Entertainment, including the maximum number of persons who are expected to be present within the Entertainment Establishment at any one time.

3. The proposed opening date and hours of operation for the Entertainment or Entertainment Establishment.

4. The security plan to control patrons.

5. The name or names of the person or persons having management or supervision authority over the proposed Entertainment or Entertainment Establishment, or any business or premises wherein the Entertainment is proposed to be located.

6. Whether or not the Permittee or any other Responsible Person(s) have been convicted of a misdemeanor involving moral turpitude or a felony offense within the past five (5) years, the nature of such offense(s), and the sentence(s) received therefor.

7. Written consent for the proposed Entertainment on the premises from the owner of the property on which the Entertainment is to be conducted.

8. Professionally drawn site and floor plans to scale of the Entertainment Establishment as required by state law.

9. Such other information as the Chief of Police shall deem necessary for the proper processing and review of the application.

B. The person whose signature appears on the application shall attest, under penalty of perjury, that he or she is a duly authorized representative of the Permittee and that the information contained in the application is true and correct.

C. The application shall be filed under penalty of perjury. False statements therein will constitute grounds for denial, suspension or revocation as applicable.

D. An incomplete application shall not be accepted for processing.

E. Any change in any information in the application which occurs after the application has been filed, must be submitted in writing to the Chief of Police within ten (10) calendar days after the change has occurred.

F. An application is complete when all the requirements of subsections A through D have been satisfied, and after Building & Safety, Fire Prevention, and the Planning Division have cleared all plans.

Section 5.80.060 Complete Application.

A. Upon receipt of a complete application, the Chief of Police shall provide to the Permittee a notice of application for Entertainment Permit and approved security plan, which notice shall be posted as set forth below.

B. Upon receipt of a notice of application for an Entertainment permit, the Permittee shall post the notice on the exterior of the premises for which the Entertainment Permit is sought within twenty-four (24) hours after receiving the notice. The notice shall be posted for no less than fourteen (14) consecutive days. The notice shall be posted in a location that allows interested members of the public to read the notice.

C. The Chief of Police shall either approve or deny the Entertainment Permit within sixty (60) calendar days of receipt of the complete application and approved security plan. The Chief of Police may extend the time for consideration of the application for up to an additional twenty-one (21) calendar days with the written consent of the Permittee. The failure of the Chief of Police to timely act shall not constitute approval of the Entertainment Permit.

D. Any required tenant improvements shall suspend the issuance of an Entertainment Permit until the tenant improvements are completed and approved by Building & Safety and Fire Prevention.

Section 5.80.070 Issuance of Entertainment Permit.

A. The Chief of Police shall approve the issuance of the Entertainment Permit if he/she finds:

1. That issuance of the Entertainment Permit and conduct of the Entertainment at the proposed location, as conditioned, is consistent with federal, state and local laws, rules, regulations and any existing special permit(s).

2. That issuance of the Entertainment Permit at the proposed location, as conditioned, will not constitute an undue burden on the neighborhood because of its proximity to residences, inadequate parking or other neighborhood circumstances and will not interfere with the reasonable use and enjoyment of the neighborhood by its residents.

3. Neither the Permittee or any Responsible Person or principal of the Permittee has, within the past five years, been convicted of a felony or other crime of moral turpitude that is substantially related to the qualifications, functions or duties of a proprietor of premises upon which the Entertainment activities are conducted.

4. Neither the Permittee or any Responsible Person or principal of the Permittee has a history of committing, permitting or failing to prevent significant violations of the city code, or any license or permit, in connection with an Entertainment Establishment for which he or she was a Responsible Person.

5. It does not appear, based upon the information before the Chief of Police, that the Permittee has provided false or misleading material information in the application.

6. That the application is complete.

7. The Permittee does not owe the City a fee or an administrative penalty for violation of a provision of this Chapter or a condition of an Entertainment Permit issued pursuant to this Chapter.

B. Where the Chief of Police does not approve an Entertainment Permit, the Chief of Police shall inform the Permittee of the reason(s) for the denial in writing.

C. In issuing the Entertainment Permit, the Chief of Police may impose additional conditions relating to the operation of the Entertainment Establishment.

D. Any required tenant improvements shall suspend the issuance of an Entertainment Permit until the tenant improvements are completed and approved by Building & Safety and Fire Prevention.

Section 5.80.080 Tier Conditions

A. Tier 1: Individuals and business entities who apply for and obtain Entertainment Permits shall comply with all applicable laws, regulations, ordinances and stated conditions, known as Tier 1 Conditions and listed as follows:

1. Except as otherwise provided herein, all Entertainment Establishments shall be closed and all patrons shall vacate the premises between 2:00 a.m. and 6:00 a.m. It is unlawful for any Responsible Person to fail to abide by the hours of closure.
2. A Responsible Person must be present in the Entertainment Establishment during all hours that the Entertainment Establishment is open and offering entertainment.
3. Each Responsible Person shall make Reasonable Efforts to prevent the admittance of any person whose conduct is described in Penal Code Section 415 (fighting, loud noise, offensive words in public places) or 647 (disorderly conduct) at the premises or on any parking lot or similar facility used by the establishment. Each Responsible Person shall make Reasonable Efforts to remove any persons exhibiting such conduct from the establishment.
4. Each Responsible Person shall make Reasonable Efforts to prevent the admittance of any obviously intoxicated person. For purposes of this section, a person is "obviously intoxicated" when he or she exhibits readily apparent outward manifestations of drug or alcohol intoxication, including but not limited to, inability to walk or stand in a normal manner, bloodshot or glassy eyes, flushed face, incoherent or slurred speech, alcoholic breath, belligerence or other loud or boisterous conduct, extreme agitation or nervousness or mental confusion.
5. Each Responsible Person shall obey all laws applicable to noise abatement, including those contained in Title 7 of this Code.
6. Each Responsible Person shall make Reasonable Efforts to control the conduct of patrons so as to prevent or minimize disorderly or unlawful conduct within the establishment and within fifty (50) feet of the establishment. The distance shall be measured in a straight line from the property line of the establishment.
7. Each Responsible Person shall use Reasonable Efforts to cause the orderly dispersal of individuals from the vicinity of the establishment at closing time, and shall not allow them to congregate within fifty (50) feet of the establishment in a disorderly fashion. The distance shall be measured in a straight line from the property line of the establishment.
8. It is unlawful for any person to bring an alcoholic beverage and/or drugs onto the premises unless such action is allowed by the Entertainment Establishment's ABC License.
9. It is unlawful for any Responsible Person to allow any person to bring an alcoholic beverage and/or drugs onto the premises unless such action is allowed by the Entertainment Establishment's ABC License.
10. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises in accordance with Title 9 of this Code.

11. The Chief of Police may require a Permittee or Responsible Person to close down operations and disperse all patrons for the remainder of its daily operation whenever conduct by disorderly patrons reaches a magnitude that presents an immediate threat to the public safety or well-being of the patrons and general public in the vicinity. It is unlawful for any person to fail to comply with any directive issued by the Chief of Police.
12. Indoor Entertainment and outdoor Ambient Music that otherwise conforms with the requirements of state and local laws and regulations may be offered until 2:00 a.m., seven (7) days a week.
13. Outdoor amplified music and Entertainment, if permitted, will be subject to the following restrictions: a) sound amplifying equipment may be used only between 10:00 a.m. and 10:00 p.m. Sunday through Thursday, and 10:00 a.m. and midnight Friday and Saturday. Permittee agrees that the following standard is reasonable: Noise emanating from Permittee's premises shall not be unreasonably loud or disturbing in light of the facts and circumstances then prevailing within fifty feet (50') of the perimeter of the premises in all directions. Sound and amplification equipment shall be monitored during business hours to ensure that audible noise remains at acceptable levels in accordance with Title 7 of this Code.
14. Permittees shall place or post conditions on the premises in a place easily accessible by City staff, including law enforcement personnel.
15. Permittee, within ninety (90) days of application, shall be required to acknowledge that he/she has read, understood and agreed to the conditions of the Entertainment Permit and submit proof of attending the LEAD program offered by the Department of Alcoholic Beverage Control.
16. The lawful conduct of activity regulated by this Chapter by a Permittee shall be limited to those activities expressly indicated on the Entertainment Permit application and approved by the Chief of Police. Any change in Entertainment which exceeds the parameters of the approved Entertainment Permit will require the approval of the Chief of Police.
17. The holder of an Entertainment Permit shall not allow others to use or rent his/her permitted premises for any other Entertainment. This restriction shall not apply to a location which is additionally licensed for hall rental.
18. Permittees shall be responsible for all Entertainment at the location, including those conducted by promoters. Each Permittee and promoter conducting business within the City shall obtain a City Business Tax Certificate prior to conducting Entertainment. Permittee shall provide all promoters and agents hired to conduct Entertainment with a copy of the approved Entertainment Permit, which shall include a copy of the approved conditions of operation.
19. If Permittee utilizes an independent third party event promoter to provide Entertainment related services resulting in any public safety call for service, the City reserves the right to remove and/or restrict the use of any independent third party promoters.
20. The operation of the establishment shall be limited to those activities expressly indicated on the Entertainment Permit application. Any change in the operation that exceeds the conditions of the approved Entertainment Permit will require approval by the Chief of Police.

21. Permittee shall conduct all aspects of his or her operation, including before- and after-hours deliveries and maintenance, in consideration of residences located nearby.
22. Permittee agrees that noise emanating from Permittee's premises shall not be unreasonably loud or disturbing in light of the facts and circumstances then prevailing within fifty feet (50') of the perimeter of the premises in all directions.
23. Applicants for new Entertainment Permits must provide an acoustical study, prepared by a qualified, certified acoustical engineer, hired by the Permittee and acceptable to the City, that shall demonstrate the sound emanating from the Permittee's establishment meets the sound standards described in Title 7 of this Code.
24. A Permittee may be eligible to request a waiver of condition 23 above if they meet one of the following criteria:
 - a. The location had an Entertainment Permit, and no more than twelve (12) months have elapsed since the permitted Entertainment at that location ceased; or
 - b. Verifiable evidence that best sound mitigation practices were used in the construction or retrofitting of the location.
25. No adult entertainment, as defined by Title 19 of this Code, shall be conducted on the permitted premises. Permittees shall not allow, permit, procure, or encourage, anyone to expose male or female genitals, cleft of the buttocks, the areola or any portion of the female breast below the areola, while at or inside the business.
26. Current occupancy loads shall be posted at all times, and Permittee shall have an effective system to keep count of the number of occupants present at any given time and provide that information to public safety personnel upon request.
27. If Permittee's operations give rise to a substantial increase in complaints/calls for police service, Permittee shall increase security staff, implement the use of electronic metal detection equipment, increase outside lighting, or make other changes to the premises or operation as the Chief of Police determines are necessary to protect the safety of the public. In the event of a conflict on this issue between the requirements of this Entertainment Permit and any permit issued by the Alcoholic Beverage Commission, the more stringent regulation shall control.
28. Permittee shall be responsible for maintaining an adequate security staff, per its security plan, to supervise patrons and those waiting to enter. Security staffing requirements shall be as follows:
 - a. Potential patrons awaiting entry in a defined "queue" shall be counted toward the calculation of required security staffing levels.
 - b. For up to fifty (50) people inside (or in a defined queue waiting to enter) an establishment, the Permittee shall provide a minimum of one (1) uniformed, licensed by the state of California, security guard per floor.
 - c. There shall be one (1) additional guard for each subsequent increment or each partial increment of fifty (50), plus one (1) guard per each additional floor.
 - d. The Chief of Police may relax these staffing levels during daylight hours, or during hours in which the primary activity in the establishment is dining, if he determines that a lower level of security staffing is consistent with the protection of public health and safety.

e. The attire of each security guard shall clearly indicate the guard's affiliation with the establishment by means of having security displayed on a shirt in large letters or other clearly-visible form of identification.

29. Permittee shall install and maintain a video surveillance system that monitors no less than the front and rear of the business with full view of the public rights-of-way and any parking lot under the control of the Permittee. The video system must be capable of delineating on playback the activity and physical features of persons and areas within the premises. Recordings shall be retained for a minimum of thirty (30) days and be immediately accessible for the Riverside Police Department by an on-duty employee, manager, or other Responsible Person.

30. The Permittee shall work directly with the Riverside Police Department at least 2 weeks prior to events where bands or other performances are expected to draw large crowds.

31. Restaurants with alcohol and Entertainment must be operated and maintained as bona fide eating places, making actual and substantial sales of meals, during at least one (1) full normal mealtime, at least five (5) days a week. Normal mealtimes are 6:00 a.m. - 9:00 a.m., 11:00 a.m. - 2:00 p.m., and 6:00 p.m. - 9:00 p.m. or as defined in the Permittee's ABC License. Minors are only allowed on the premises during mealtime hours.

32. If it's a bona fide eating place, persons under eighteen (18) years of age shall not be permitted to enter nor permitted to remain on the premises after 10:00 p.m., unless accompanied by a parent or legal guardian.

33. Permittee shall make reasonable efforts to ensure that there is no loitering, littering, or making of excessive noise unless outside any of the entrance/exit doors and Permittee shall take steps to prevent patrons from loitering in the immediate area of the Entertainment Establishment at all times.

34. Permittee shall not distribute, post or attach, and shall be responsible for ensuring that its promoters and or agents do not distribute, post or attach, advertising matter on public property or on any vehicle on public property.

35. Any graffiti painted or marked upon the premises or on any adjacent area under the control of Permittee shall be removed or painted over within twenty-four (24) hours of being applied.

36. Windows shall not be obscured by the placement of signs, including signs advertising alcoholic products, dark window tinting, shelving, racks or similar obstructions.

37. The Permittee shall comply with all federal, state and local laws and shall cooperate with the Riverside Police Department in the enforcement of all laws relating to this permit. Material violation, as determined by the Chief of Police, of any laws in connection with this use or failure to cooperate with the Riverside Police Department, will be cause for revocation of this permit.

38. As a condition of any City approval, Permittee shall defend, indemnify and hold harmless the City of Riverside, its agents, officers and employees from any claim, action or proceeding against the City of Riverside or its agents, officers or employees to attack, set aside, void or annul the approval of the City concerning the processing of the Entertainment Permit or any action relating to or arising out of such approval. At the discretion of the City and with the

approval of the City Attorney, a deposit of funds by the Entertainment Permit Permittee may be required in an amount sufficient to cover the anticipated litigation costs.

39. Entertainment Permits may be administratively reviewed by the City within six (6) months from the date of issuance to monitor compliance with Entertainment Permit conditions.

B. Tier 2: When the Permittee has violated the terms of the Entertainment Permit, any of the Tier 1 Conditions, or Permittee's obligation to comply with all other laws and regulations, the Chief of Police may require Permittee to attend a meeting with the involved departments to address the violations. The Chief of Police may impose Tier 2 Conditions, which are in addition to the Tier 1 conditions. Tier 2 conditions will supersede any similar Tier 1 conditions.

1. Noise: Following the receipt of three (3) or more noise complaints that require a response by the Police Department within a 30-day period and which are found to violate the standard prohibiting unreasonably loud sound fifty feet (50') from the perimeter of the premises, Permittee will be notified that his/her premises must comply with those Tier 2 Noise Conditions which the City determines are necessary to protect the public peace as follows:

(a) Permittee must keep all doors and windows closed except while patrons are entering or exiting.

(b) Permittees shall submit an acoustical study, performed by a qualified, certified acoustical engineer, hired by the Permittee and acceptable to the City. The study shall be reviewed and confirmed by the Community & Economic Development Department. Based on the results of the acoustical study, appropriate mitigation measures may be required so that the noise emanating complies with the sound ordinance. Such measures must be completed and approved by the City before outdoor amplified Entertainment will be permitted. If the Permittee did not previously perform and submit such an acoustical study and mitigation measures, the Permittee shall do so. Once a Permittee has been notified of Tier 2 status, the Permittee can no longer qualify for a waiver pursuant to Condition 24 above.

(c) Sound and amplification equipment shall be monitored during business hours to ensure that audible noise remains at acceptable levels in accordance with Title 7 of this Code.

(d) No Entertainment of any kind will be permitted after 1:00 a.m.

(e) No outdoor Entertainment of any kind (amplified or non-amplified) will be permitted after 10:00 p.m.

(f) No queue will be permitted after midnight. Any persons gathering outside the establishment shall be considered to be loitering.

2. Security/Public Safety: For the purposes of this Section, an "incident" means a complaint or occurrence that requires a Police or Fire Marshal response to Permittee's premises due to Permittee's noncompliance with the terms and conditions of the Entertainment Permit.

Following three (3) or more incidents within a 30-day period, or a single incident involving violence, the Chief of Police or Fire Marshal may notify Permittee of additional measures and conditions to be implemented. These additional measures could include all or some of the following:

(a) Additional security personnel at hours determined necessary by the Chief of Police to prevent Permittee's operations from creating a public nuisance.

(b) Additional security checks on incoming patrons.

(c) No Entertainment of any kind will be permitted after 1:00 a.m.

(d) No queue after midnight. Any persons gathering outside the establishment shall be considered to be loitering.

(e) Any additional measures deemed necessary by the Chief of Police or the Fire Marshal to protect health and safety.

3. After 30 days of being placed in Tier 2, Permittee may request, in writing, to return to Tier 1 conditions. The Chief of Police, in consultation with the Fire Marshal, shall review Permittee's recent compliance history and determine whether some or all conditions can be returned to Tier 1 levels consistent with the protection of public health and safety.

C. Tier 3: The failure of a Permittee to resolve noise and/or security/public safety issues as directed by the Chief of Police within a period not to exceed thirty (30) days or upon the occurrence of a major incident, as determined by the Chief of Police, shall result in the implementation of Tier 3 Conditions, which are in addition to the Tier 1 conditions. Tier 3 conditions will supersede any Tier 1 conditions.

1. Noise:

(a) No outdoor Entertainment of any kind will be permitted at any time.

(b) Amplified Music will only be permitted until 10:00 p.m. any night.

(c) All noise must be contained within the premises. No noise shall be audible outside the establishment.

(d) Implement recommendations to mitigate noise, including pre- and post-implementation monitoring data collected by a certified noise expert.

2. Security/Public Safety:

(a) Entertainment must cease not later than 10:00 p.m. on Sunday through Wednesday nights and no later than midnight on Thursday through Saturday nights. The Chief of Police is authorized to make adjustments of up to one (1) hour in these times to protect the public peace.

(b) Permittee shall limit the queue outside the establishment to no more than twenty (20) people. There shall be no queue within two (2) hours of the lawful closing time. Any persons gathering outside the establishment shall be considered to be loitering.

(c) Additional security personnel at hours determined necessary by the Chief of Police to prevent Permittee's operations from creating a public nuisance.

(d) Additional security checks on incoming patrons.

(e) Any additional measures determined necessary by the Chief of Police or the Fire Marshal may be imposed to protect health and safety.

3. Upon the occurrence of a major incident, as determined by the Chief of Police, the Chief of Police may immediately suspend the Entertainment Permit for a period of time as commensurate to the incident.

4. After 30 days of being placed in Tier 3, Permittee may request, in writing, to return to Tier 1 or Tier 2 conditions. The Chief of Police, in consultation with the Fire Marshal, shall review Permittee's recent compliance history and determine whether some or all conditions can be returned to Tier 1 or Tier 2 levels consistent with the protection of public health and safety.

5. If the Chief of Police determines that Permittee has not modified his/her operations in compliance with Tier 3 Conditions and Permittee continues to violate the terms and conditions of the Entertainment Permit, the Chief of Police shall begin revocation or suspension proceedings. Permittee is entitled to a hearing to contest such revocation or suspension.

Section 5.80.090 Entertainment Permit Nontransferable.

A. Any Entertainment Permit issued pursuant to this Chapter shall not be transferred or assigned to another person for any purpose. Any change in ownership shall require a new Entertainment Permit. Regardless of any change in ownership, the Permittee shall be required to notify the Chief of Police of any change in the business name.

The following shall be deemed a change of ownership:

1. For general partnership personnel, the addition or substitution of a new partner.
2. For a limited partnership, the addition or substitution of a new partner or the addition or substitution of a general partner not listed as a partner in the application for the Entertainment Permit previously approved.
3. For a corporation, more than fifty percent (50%) of the shares of stock is transferred to or acquired by persons other than those designated in the application for the Entertainment Permit previously approved.

B. Any Entertainment Permit issued pursuant to this Chapter shall not be transferred to any other location for any purpose. Any change in location shall require a new Entertainment Permit. Any of the following shall be deemed a change in location:

1. Any relocation or expansion that includes a separate piece of property or parcel of land.
2. Any expansion of the initially permitted premises which represents a greater than fifty percent (50%) increase in the square footage of space devoted to public access or occupancy.

Section 5.80.100 Renewal of Entertainment Permits.

A. A Permittee may apply for permit renewal by submitting to the Chief of Police before the expiration of an Entertainment Permit, a renewal application and a non-refundable renewal fee in an amount set by resolution of the city council. A permit renewal application submitted after expiration of the Permittee's most recent Entertainment Permit shall be considered an application for a new Entertainment Permit.

B. If a timely and complete application for renewal is filed, the Entertainment Permit's expiration shall be stayed until a decision on the renewal application is issued.

C. The Chief of Police shall either approve or deny the renewal of a permit within sixty (60) calendar days of receipt of the complete application. The Chief of Police may extend the time for consideration of the application for up to an additional twenty-one (21) calendar days with the written consent of the Permittee.

D. The Chief of Police shall approve the renewal of a permit if he/she finds that no circumstances existed during the term of the Entertainment Permit, existed at the time of submission of an application for renewal, or existed at any time during the review of the application for renewal that is inconsistent with any finding required for approval of a new permit for the Permittee or location. Notwithstanding the above, the Chief of Police may add, delete or modify the permit conditions as a condition of permit renewal.

Section 5.80.110 Fees.

A. The following Entertainment Permit program fees shall be imposed in amounts established by resolution of the City Council:

1. New Entertainment Permit Fee. Every application for a new Entertainment Permit must be accompanied by a nonrefundable permit fee.

2. Renewal Permit Fee. Every application to renew an Entertainment Permit must be accompanied by a nonrefundable permit fee.

B. The fees established in this section are in addition to the City's business operation tax and any other license or permit fee imposed by this Code upon the Permittee.

Section 5.80.120 Denial, suspension, modification, and revocation—Appeals.

A. An appeal of the Chief of Police's decision to deny, revoke, or suspend an Entertainment Permit must be filed with the City Clerk, in writing, within ten (10) calendar days after denial of the application or revocation or suspension of the Entertainment Permit has been served. If the tenth (10) day is a weekend or holiday, the following weekday will be the tenth (10) day. The appeal shall clearly state the applicable basis for the appeal. The City Manager shall cause the matter to be set for a hearing before an Administrative Hearing Officer to hear such matters.

B. The scope of the appeal hearing pursuant to this Section shall be limited to those issues raised by appellant in the written appeal, as submitted pursuant to subdivision (A) above.

C. Should an appeal of a denial of an Entertainment Permit, or revocation or suspension of an Entertainment Permit be filed, the denial, revocation, or suspension decision made by the Chief of Police will remain in effect and no Entertainment may occur until such time as the Administrative Hearing Officer has rendered a decision.

D. Notice of the date of the administrative hearing shall be given in writing. The date of the administrative hearing shall be no sooner than ten (10) days from the date when the notice of hearing is served on the appellant.

E. At the time fixed in the notice of hearing, the Administrative Hearing Officer shall review all relevant evidence and hear the testimony of all competent persons desiring to testify respecting the incident or alleged violation.

F. The general evidentiary procedures for all administrative hearings shall be governed by Chapter 1.17.130. However, evidence shall include, but is not limited to, police reports, criminal citations, photographs, videos, audio recordings, and the like.

G. At the conclusion of the hearing, the Hearing Officer shall determine whether the appellant violated any provisions of this Chapter or any other relevant law, statute, or code. If the Administrative Hearing Officer concludes the appellant was in violation of the law, the Administrative Hearing Officer shall revoke or suspend the Entertainment Permit.

H. The decision of the Administrative Hearing Officer on the determination of a violation of this Code or other relevant law is final. Any appeal of the Administrative Hearing Officer's decision shall be governed by California Code of Civil Procedure section 1094.6 or such section as may be amended from time to time.

I. Any withdrawal of an appeal or the surrender of the Entertainment Permit will be deemed a revocation of that Entertainment Permit.

J. Failure of any person to file a timely appeal in accordance with the provisions of this Section shall constitute an irrevocable waiver of the right to an administrative hearing and a final adjudication of the notice and order, or any portion thereof.

Section 5.80.130 Violation—Penalty.

A. Violation of Tier 3 conditions is a revocation of the Entertainment Permit.

B. When the Chief of Police determines that excessive police services are required as the result of any incident or nuisance arising out of or in connection with Permittee's operations, the cost of such services shall be billed to Permittee as an expense of an emergency response. "Expense of an emergency response" means those costs incurred by the City in making any appropriate emergency response to the incident, and shall be comprised of all costs directly arising because of the response to the particular incident, including, but not limited to, the costs of providing police, firefighting, rescue, and emergency medical services at the scene of the incident, as well as the salaries of the personnel responding to the incident.

C. Violation of this Chapter is an infraction or misdemeanor. Revocation or suspension of an Entertainment Permit shall not be a defense against prosecution.

D. The provisions of this Chapter may be enforced through the administrative code enforcement remedies set forth in Chapter 1.17 of this Code in addition to all other proceedings authorized by this Code or otherwise by law. The prevailing party in any action, administrative proceeding, or special proceeding to abate a nuisance shall be entitled to recover their attorney's fees and costs pursuant to Chapter 1.01, 1.17, and 6.15 of this Code, and Government Code section 38773.5.

E. For one year following a revocation of an Entertainment Permit, Permittee shall not be allowed to reapply for an Entertainment Permit at the same Entertainment Establishment or apply for an Entertainment Permit at a new Entertainment Establishment.

Section 5.80.140 Severability.

If any section, subsection, sentence, clause or phrase of this Chapter is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Chapter. The City Council hereby declares that it would have passed this Chapter and each section, subsection, clause or phrase thereof irrespective of the fact that any one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional."



**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 12, 2019
RIVERSIDE MEETING**

DRAFT

A regular scheduled meeting of the Airport Land Use Commission was held on December 12, 2019 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Russell Betts, (Acting Chair)
Arthur Butler
John Lyon
Steven Stewart
Richard Stewart
Gary Youmans

COMMISSIONERS ABSENT: Steve Manos (Chair)

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Principal Planner
Barbara Santos, ALUC Commission Secretary
Elizabeth Sarabia, Planning Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Albert Rafik, Other Interested Person

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 12, 2019
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.1:** ZAP1386MA19 – Core 5 Industrial Partners (Representative: EPD Solutions) – County of Riverside Case No. PPT190028 (Plot Plan). A proposal to construct a 197,856 square foot industrial manufacturing building with mezzanines on 10.96 acres located easterly of Harvill Avenue, northerly of Daytona Cove, westerly of 215 freeway, and southerly of Orange Avenue. The applicant also proposes rooftop solar panels totaling 164,300 square feet (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from 11-14-19.

II. **MAJOR ISSUES**

The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) The applicant has identified a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The proposal provides for 164,300 square feet of solar panels on the buildings with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. This proposal would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

On November 7, 2019, the Air Force consultant advised that the airport management operations group of the Base had reviewed the solar glare study and had no objections. On November 13, 2019, the consultant had indicated that the pilot squadron wing of the Base had not yet completed its review of the glare study, which is the reason why the item was continued to the December hearing.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission CONTINUE the matter to the January 9, 2020 meeting, pending completion of the Air Force solar glare study review.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct a 197,856 square foot industrial manufacturing building with mezzanines on 10.96 acres. Also proposed are rooftop solar panels totaling 164,300 square feet.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org.

The following spoke in favor of the project:

Albert Rafik, other Interested person.

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 5-0 CONTINUED the project to January 9, 2020. Absent: Commissioners Manos and Butler

VII. **VIDEO**

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 2.1: TIME: 9:36 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 12, 2019
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.2:** ZAP1080BD19 – Michael Griswold (Representative: Egan Civil, Inc.) – County of Riverside Case No. PPT190025 (Plot Plan), TPM37675 (Tentative Parcel Map). A proposal to establish a 5-unit 6,748 square foot vehicle and RV/boat storage building with a condominium parcel map for each of the units on 0.70 acres located southerly of Country Club Drive and Interstate 10 freeway, westerly of Jefferson Street, easterly of Adams Street, and northerly of the Bermuda Dunes Airport (Airport Compatibility Zones A and B2 of the Bermuda Dunes Airport Influence Area). Continued from 11-14-19.

II. **MAJOR ISSUES**

The project proposes several objects and structures within Zone A which are identified as prohibited uses: 6 foot tall security fence, handicap parking and loading stall, and a 3,500 square foot detention basin. These structures can also be considered a hazard to flight.

The applicant has submitted Form 7460-1 with the FAA and its review status is currently a “work in progress”. Therefore, the project was continued to the December hearing agenda pending completion of the FAA review. As of the date of preparation of this staff report, FAA review is still in progress.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission CONTINUE the matter to the January 9, 2020 meeting, pending completion of the Federal Aviation Administration obstacle obstruction review.

**STAFF RECOMMENDED AT HEARING
INCONSISTENT**

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a 5-unit 6,748 square foot vehicle and RV/boat storage building with a condominium parcel map for each of the units on 0.70 acres.

FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN:

1. The State Airport Permit for Bermuda Dunes Airport, a.k.a. Bermuda Dunes Executive Airport (UDD), includes a variance for the existing Federal Aviation Regulations Part 77 imaginary surface penetrations in the 7:1 Transitional Surface on the north side of the runway, with a 25 foot height restriction. These penetrations are the tree line, which is located at the edge of the Primary Surface and is marked in several locations with lighted obstruction poles. Objects north of the tree line, such as buildings in the industrial park, are acceptable as long as they do not exceed the 25 foot height restriction, since they are, in effect, shadowed by the tree line.
2. The mass and setback of the proposed structures are consistent with similar developments along Country Club Drive at a similar distance from, and parallel to, the runway.
3. Under the assumption that an application is submitted to the Federal Aviation Administration for review, and that the FAA issues a “Determination of No Hazard to Air Navigation” letter, “the structures would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities.”
4. The proposed project as submitted will not create an undue safety hazard to people on the ground or aircraft in flight.
5. The proposed building is not located inside Zone A.
6. The proposed drainage basin contains no landscaping that could attract birds and is conditioned to drain within 48 hours of a storm event, which would reduce the potential for bird attractant and bird strike.

**AIRPORT LAND USE COMMISSION
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7. Use of the handicapped parking stall is expected to be rare and for limited time periods, as users will be parking their recreational vehicles in their individual garages within the building.
8. The land use intensity for the site does not exceed the allowable land use intensity for the portion of the site in Zone B2.
9. The land use will not result in excessive noise exposure because the storage use is not considered noise-sensitive.
10. The airport owner has expressed support for the solid fence along the property line.
11. The conditional use permit for the airport issued by the County will expire in 2027 if not renewed.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
4. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
5. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Bermuda Dunes Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the County of Riverside.
6. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities 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 to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

No landscaping is proposed or permitted in the detention basin.

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7. The project has been evaluated as 6,748 square feet of vehicle and RV/boat garage storage area. Any increase in building area or conversion to any use other than storage or warehousing will require review by the Airport Land Use Commission.
8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Bermuda Dunes Airport Manager.
9. **The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2019-AWP-14109-OE through 2019-AWP-14112-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**
10. **The proposed building shall not exceed a height of 24 feet above ground level and a maximum elevation at top point of 77 feet above mean sea level.**
11. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**
12. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 24 feet in height and a maximum elevation of 77 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
13. **Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.**

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT** based on Policy 3.3.6 Finding. Absent: Commissioner Manos

VII. VIDEO

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 2.2: TIME: 9:49 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 12, 2019
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.1:** ZAP1037BA19 – Bremco Construction, Inc., (Representative: William Lewis) – City of Banning Case Nos. CUP19-8005 (Conditional Use Permit), DR19-7013 (Design Review). A proposal to establish a truck terminal facility which includes a 11,670 square foot office building with mezzanine, a 63,360 square foot cross loading dock terminal, a 1,042 square foot line-haul building, a 14,232 square foot maintenance building, two above ground diesel fuel storage tanks totaling 40 gallons, and a 80 square foot security guard building on 39.07 acres located northerly of Westward Avenue, easterly of Hathaway Street, and southerly of Banning Municipal Airport (Airport Compatibility Zones B2 & D of the Banning Municipal Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the Conditional Use Permit and Design Review be found CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

STAFF RECOMMENDED AT HEARING

CONSISTENT, subject to the updated conditions provided at the meeting which incorporates FAA conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a truck terminal facility which includes an 11,670 square foot office building with mezzanine, a 63,360 square foot cross loading dock terminal, a 1,042 square foot line-haul building, a 14,232 square foot maintenance building, two above ground diesel fuel storage tanks totaling 40 gallons, and a 80 square foot security guard building on 39.07 acres.

CONDITIONS:

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

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- (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
3. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Banning Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Banning.
 4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
 5. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities 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 to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, 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 STORM WATER MANAGEMENT" brochure available at the 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.
 6. The evaluated project consists of a 11,670 square foot office building with mezzanine, a 63,360 square foot cross loading dock terminal, a 1,042 square foot line-haul building, a 14,232 square foot maintenance building, two above ground diesel fuel storage tanks totaling 40 gallons, and a 80 square foot security guard building. Any proposal to use any of these buildings for retail or assembly occupancies will require an amended review by the Airport Land Use Commission.
 7. Noise attenuation measures shall be incorporated into the design of the office building and security guard building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 8. The ALUC open areas as shown on the site plan shall be devoid of obstacles/obstructions greater than 4 feet in height that are at least 4 inches in diameter, which includes parking light poles, walls, trash enclosures, and tall landscaping.
 9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Banning Airport Manager. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Banning Airport Manager.
 10. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-13081-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**
 11. **The proposed building shall not exceed a height of 38 feet above ground level and a maximum elevation at top point of 2,203 feet above mean sea level.**
 12. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided,**

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however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

13. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 38 feet in height and a maximum elevation of 2,203 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT** subject to the updated conditions provided at the meeting which incorporates FAA conditions. Absent: Commissioner Manos

VII. VIDEO

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.1: TIME: 10:13 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 12, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1388MA19 – REC Solar (Representative: Tomas Mendez) – City of Moreno Valley Case No. PEN19-0200 (Plot Plan). A proposal for the installation of a 2,804 kilowatt solar roof top panel system (ONT 6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel located at 24208 San Michele Road. (A previous proposal to establish a 4014.36 kilowatt solar rooftop panel system on the same building had been found consistent by the ALUC, and was approved by the City’s Planning Commission, but is set to expire) (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The proposal provides for 235,547 square feet of solar panels on the buildings with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. ALUC review was required because the tilt and orientation of the proposed panels are different from the original proposal. Analysis of the new proposal indicates that the project would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

At the time this staff report was written, the Air Force has not completed its review of the solar glare study and has not given their acceptance.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission CONTINUE the matter to the January 9, 2020 meeting, pending completion of the Air Force solar glare study review.

IV. **PROJECT DESCRIPTION**

A proposal for the installation of a 2,804 kilowatt solar rooftop panel system (ONT6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel.

The Commission had previously determined ZAP1215MA16 consistent at its November 2016 hearing, for a proposal for the installation of a 4,014.36 kilowatt solar rooftop panel system (ONT6) on the same site. The City approved the project with the entitlement set to expire on November 23, 2019. A new application was required because of a change in solar company, and ALUC review was required due to the change in panel tilt and orientation.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:
Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 6-0 **CONTINUED the project to January 9, 2020.** Absent: Commissioner Manos

VII. **VIDEO**

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org. ITEM 3.2: TIME: 10:22 A.M..

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 12, 2019
RIVERSIDE MEETING**

I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

4.2 Federal Aviation Administration Determination for ZAP1092FV19

Simon Housman, ALUC Director updated the Commission regarding the process following their October determination of Conditional Consistency, which generally involves waiting to hear back from the Federal Aviation Administration (FAA) and adding conditions they might have. The applicant has agreed to go back to the FAA for review of buildings located adjacent to the runway.

4.3 Commissioner Public Contact Information

ALUC staff will look into generating Commissioner e-mail contacts through the ALUC website.

II. **5.0 APPROVAL OF MINUTES**

The ALUC by a unanimous vote of 6-0 approved the November 14, 2019 minutes. Absent: Manos

III. **6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Simon Housman, ALUC Director informed the Commission he attended a meeting with a representative of the Office of Economic Assistance and several representatives of the March ARB and local communities and agencies regarding a potential grant to fund the Joint Land Use Study at the March Air Reserve Base.

IV. **7.0 COMMISSIONER'S COMMENTS**

Commissioner Richard Stewart informed that he will be in Michigan for the next ALUC meeting on January 9th, but his alternate will attend.

V. **8.0 ADJOURNMENT**

Russell Betts, Acting Chair adjourned the meeting at 10:44 a.m.

VI. **VIDEO**

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 4.0: TIME:10:40 A.M..