

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1401MA20– DP Harvill, LLC (Representative: Lou Monville)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190032 (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 Plot Plan be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to establish a 53,275 square foot truck terminal building which includes 48,275 square feet of cross loading dock area and 5,000 square feet of office area on 11.15 acres.

PROJECT LOCATION: The site is located westerly of Harvill Avenue, northerly of Rider Street, easterly of Patterson Avenue, and southerly of Cajalco Road, in the unincorporated community of Mead Valley, approximately 10,600 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 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 Land Use 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),
- Storage – 1 person per 300 square feet.

The project proposes a total of 53,275 square feet of building area, which includes 48,275 square feet of cross dock storage area and 5,000 square feet of office area, accommodating 186 people, resulting in an average intensity of 17 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 (47 spaces) and trailer spaces (161 spaces) provided, the total occupancy would be estimated at 232 people for an average intensity of 21 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 16,640 square feet of cross dock storage area and 5,000 square feet of office area, resulting in a single acre occupancy of 81 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500. (Approximately 21,920 square feet of the single acre area is located outside the building and not generating any occupancy.)

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. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the proposed 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 (1,488 feet AMSL). At a distance of approximately 10,600 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,593 feet AMSL. The site's finished floor elevation is 1,512 feet AMSL and the proposed building height is 39 feet, for a top point elevation of 1,551 feet AMSL. Therefore, review

by the FAA Obstruction Evaluation Service is not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 10,600 feet from the runway, and therefore would not technically be subject to the above requirement.

The project includes approximately 50,000 square feet of detention basin area that is greater than 100 feet in length and 50 feet in width. Detention basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport 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 applicant has agreed to the following conditions, in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC Landscaping Near Airports brochure.

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 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.
 - (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 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.

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

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 48,275 square feet of storage area and 5,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing 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.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

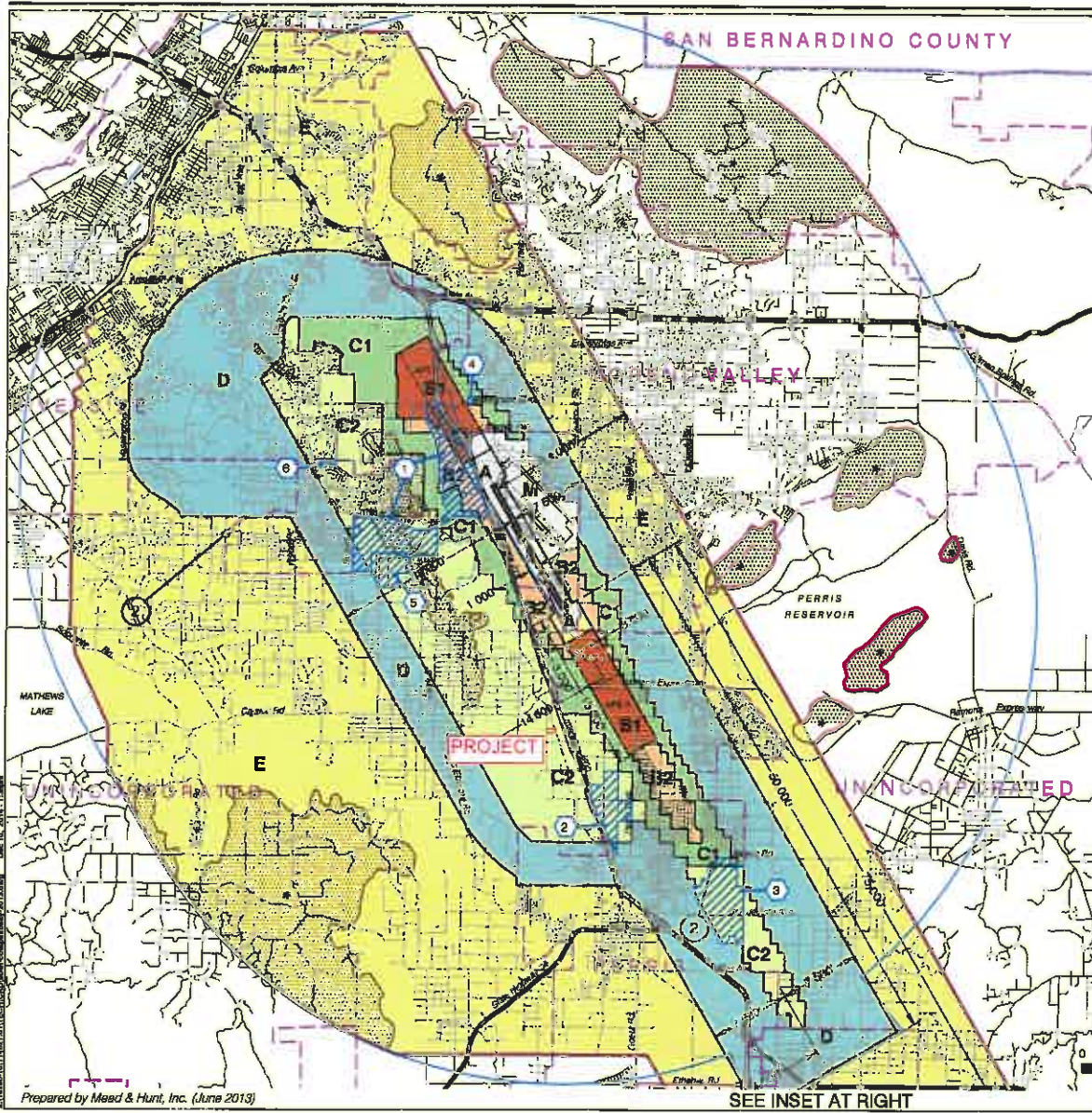
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

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

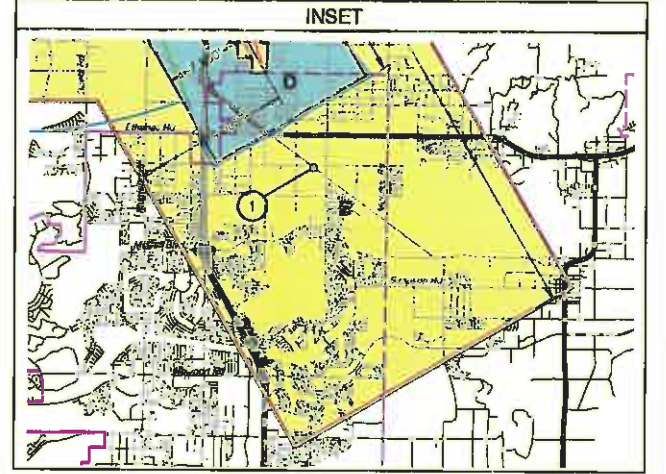
Boundary Lines

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

① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,835 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.



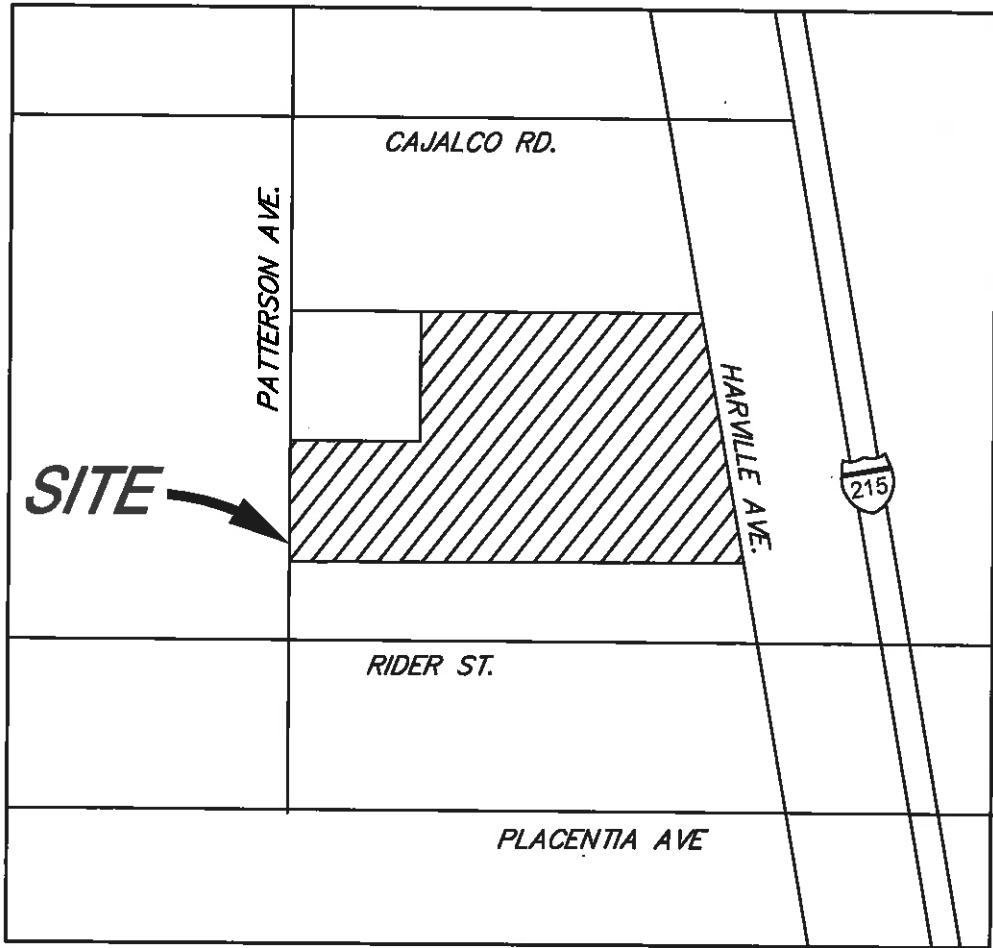
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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

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

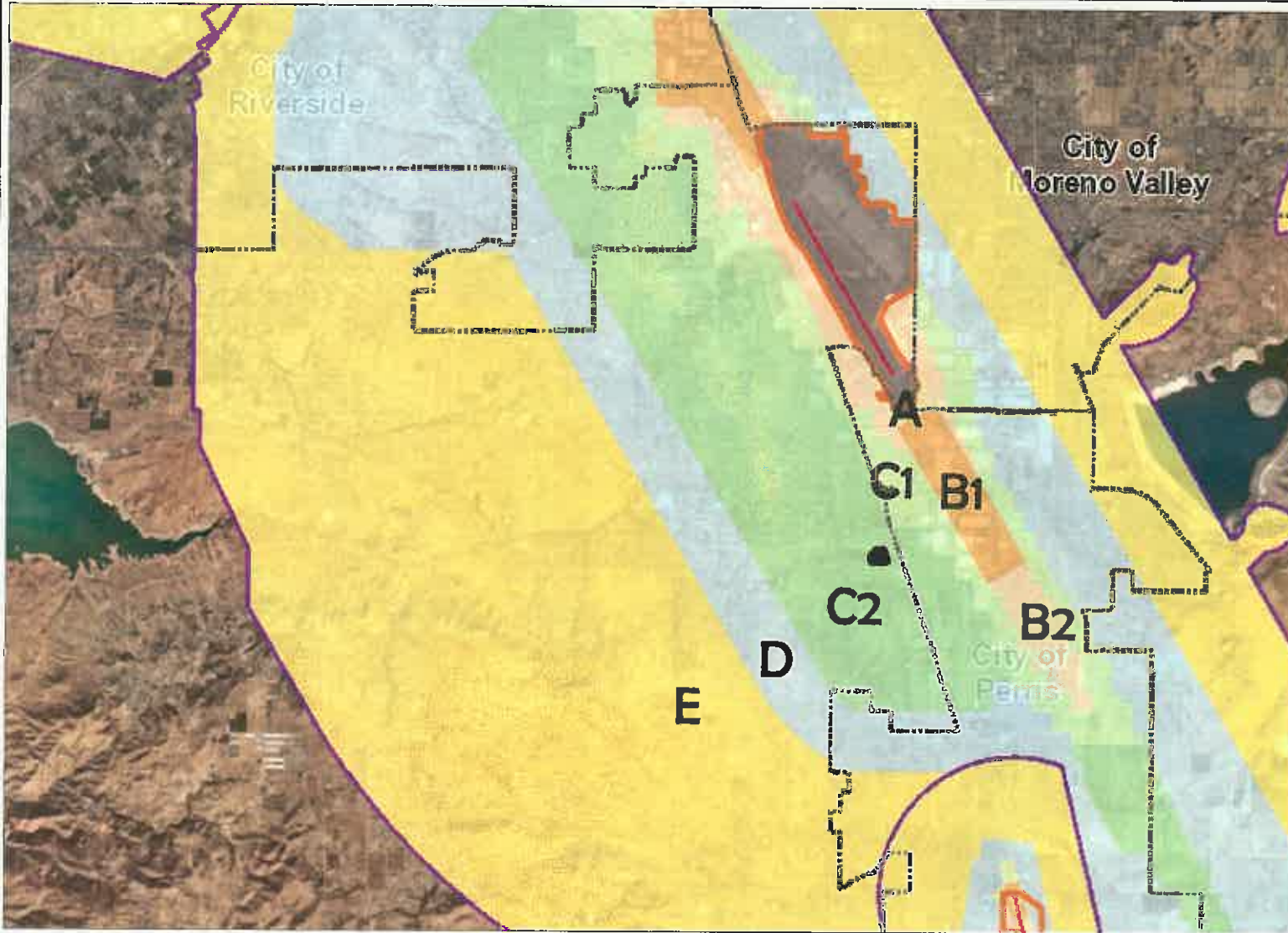
SEE INSET AT RIGHT

Base map source: County of Riverside 2013



VICINITY MAP
NOT TO SCALE

Map My County Map



Legend

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



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

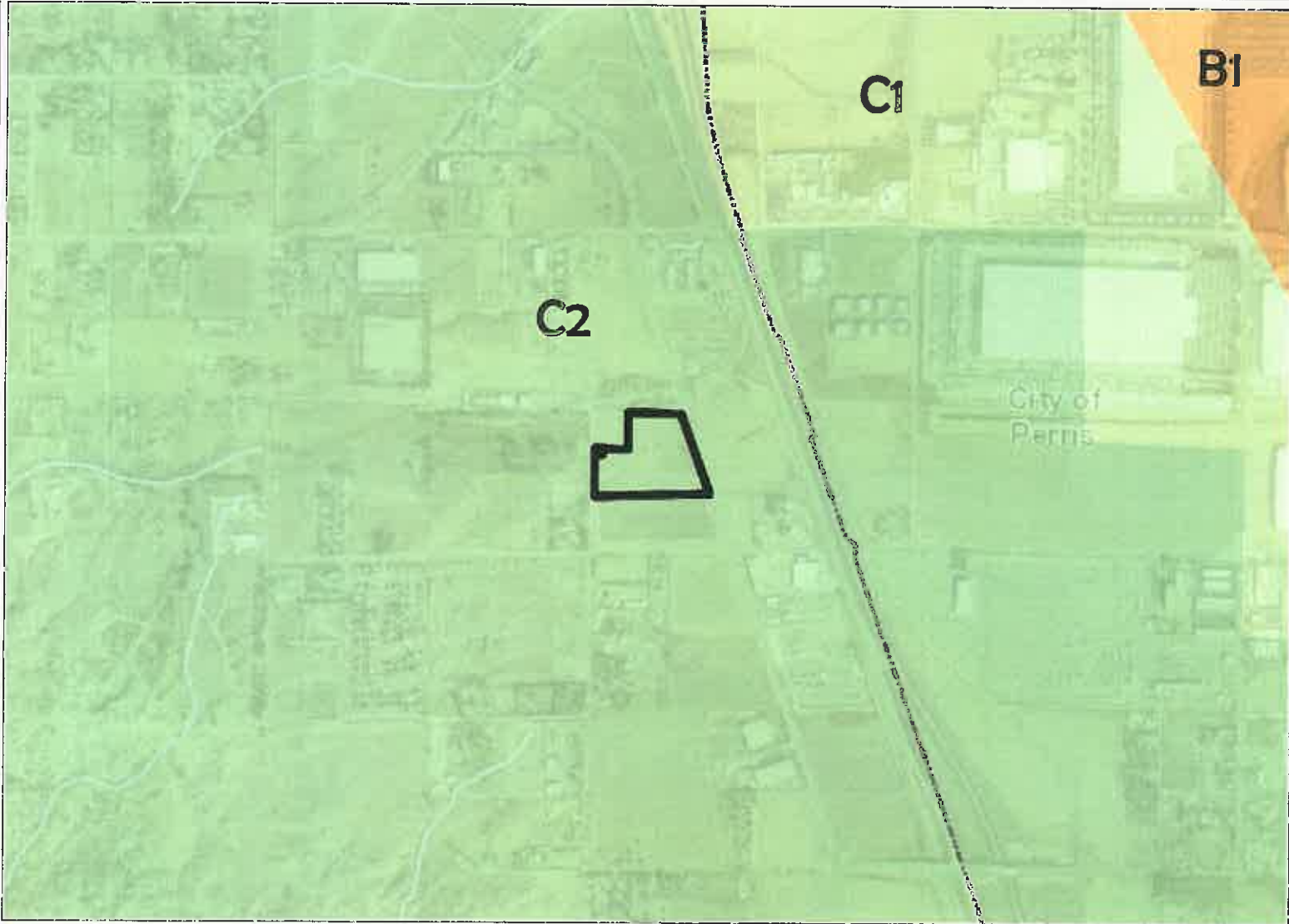


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Notes

Map My County Map



Legend

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



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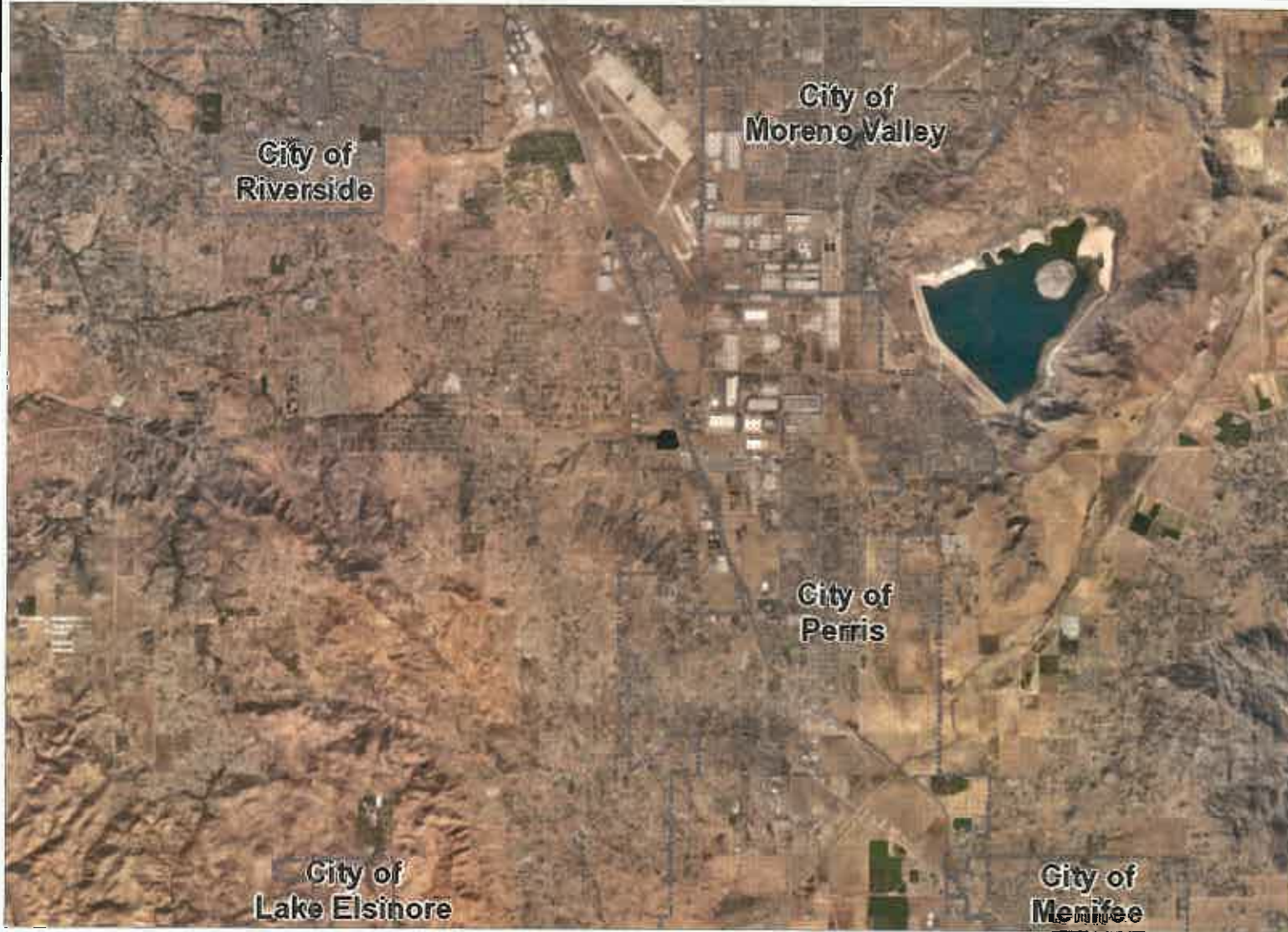
Notes



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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

Notes



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Map My County Map



Legend

- Blueline Streams
- ▣ City Areas
- World Street Map



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Notes

0 1 3,079 Feet
539

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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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Notes

DP Harvill LLC
Riverside County Plot Plan: PPT190032
APN's: 317-170-043 & 317-170-044

Project Description: The proposed Harvill Avenue and Rider Street Terminal Project (project) is located within the County of Riverside on Rider Street between Patterson Avenue and Harvill Avenue. The project proposes to construct a truck terminal building ranging in size up to 55,700 square feet, with up to 99 dock doors for trucks; a 5,000-square-foot office; and a 305,450-square-foot parking area with 161 trailer parking spaces, 44 standard parking spaces, and 3 accessible parking spaces. The project would also construct three water quality management basins totaling 50,000 square feet: two along the eastern edges of the project site and one along the northern border of the site. A trash recycling enclosure and up to 54,569 square feet of landscaping with a 10-foot landscaping setback at the eastern portion of the site near the cell tower would also be included on-site. In addition, a 30-foot future street dedication on Patterson Avenue is proposed.

The project includes off-site improvements along the frontage of the project site, Harvill Avenue, and along the property line on Patterson Avenue. Off-site improvement work would include widening the existing street, curb, gutter, sidewalks, and landscaping along Patterson Avenue and Harvill Avenue. The project would connect to existing utilities for water, sewer, and electricity.

The County of Riverside General Plan Land Use Element designates the project site as Community Development Foundation (County of Riverside 2019), and the site is located within the Mead Valley Area Plan (MVAP) (County of Riverside 2019). Within the MVAP, the project land use is designated as Business Park (BP). Additionally, the site is zoned as Manufacturing-Service Commercial (M-SC). The BP designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR (County of Riverside 2018). Regional access is provided to the site via Interstate 215 (I-215) to the east, and local access to the site is available via Harvill Avenue, Rider Street, and Patterson Avenue. Ingress and egress to the site would be provided via two 40-foot driveways along Harvill Avenue. Hours of operation of the project would be 24-hours per day, 5 to 7 days per week. It is anticipated that there would be 20-30 employees on-site each day, with less employees on-site during weekend operation.

Harvill Avenue Terminal Riverside County, California

Plot Plan Review

10 October 2019

ACCESSOR'S PARCEL #: 317-170-043
SPECIFIC PLAN: A STREET #100
EXISTING ZONING USE: M-SC
PROPOSED ZONING USE: M-SC
EXISTING LAND USE: BP
PROPOSED LAND USE: BP
OCCUPANCY GROUP: S-1, B
CONSTRUCTION TYPE: III

DESCRIPTION OF WORK:
 THIS DEVELOPMENT CONSISTS OF A 53,275 S.F. TRUCKING TERMINAL BUILDING, INCLUDING 5,000 S.F. OF ACCESSORY OFFICE, TRASH AND RECYCLING BINS WILL BE CONTAINED WITHIN A TRASH ENCLOSURE CONSTRUCTED OF CONCRETE WITH STEEL GATES TO SCREEN BINS FROM VIEW.

AUTOMOBILE PARKING IS PROVIDED AT THE EAST SIDE OF THE SITE, NEAREST TO HARVILL AVENUE.

A FIRE APPARATUS ACCESS LANE AROUND THE BUILDING WILL BE MAINTAINED AT ALL TIMES. GATES WILL INCLUDE KNOX PADLOCK TO PROVIDE FIRE DEPARTMENT ACCESS.

ADDITIONAL INFORMATION:

THIS PROPERTY DOES NOT CONTAIN:
 • EXISTING STRUCTURES OR PAVED AREAS
 • MAPPED FLOODPLAINS OR FLOODWAYS
 • FLAMMABLE OR COMBUSTIBLE LIQUIDS OR WASTE OIL

CONTOUR LINES OBTAINED BY RIVERSIDE COUNTY FLOOD CONTROL, PHOTOGRAPHY DATE 5/28/11, SECTION 12, T4S, R4W

PROPOSED IMPROVEMENT SCHEDULE "E" PARCEL MAP DIVISION PER COUNTY ORDINANCE #11.

GROSS LOT AREA: +/- 485,553 sf
NET LOT AREA: +/- 480,482 sf
TOTAL BUILDING AREA: 53,275 sf
OVERALL SITE COVERAGE (ON NET): 11.1 %
DOCK DOORS:
 PROVIDED: 08 doors
 RATIO: 17.93%
TRAILER PARKING:
 PROVIDED: 191 spaces
 RATIO:
PARKING REQUIRED:
 OFFICE 6000 sf: 20 spaces
 WAREHOUSE (10,000 sf): 28 spaces
PARKING PROVIDED: 47 spaces
ACCESSIBLE: 44 spaces
LANDSCAPE REQUIRED (10%): 48,048 sf
LANDSCAPE PROVIDED: 54,559 sf (11.3%)

OWNER/APPLICANT:

BENJAMIN M. HORNING
 DEDEAUX PROPERTIES
 1209 OCEAN AVENUE, 8TH FLOOR
 SANTA MONICA, CA 90401
 PHONE: (310) 581-4223
 bhorning@dedeauxproperties.com

ARCHITECT:

CARLILE COATSWORTH ARCHITECTS, INC.
 19000 MACARTHUR BOULEVARD, SUITE 300
 IRVINE, CA 92612
 PHONE: (949) 633-1000
 jcarlile@coarchitects.com

LANDSCAPE ARCHITECT:

SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
 2063 VIA RANCHOEROS WAY
 FALLBROOK, CA 92028
 PHONE: (760) 842-8963
 scott@spelaninc.com

CIVIL ENGINEER:

SON & ASSOCIATES
 1400 MERRIMAN PARKWAY
 RIVERSIDE, CA 92516
 PHONE: (951) 983-3891
 slong@soninc.net



ARCHITECTURAL

A-1 COVER SHEET
 A-2 PRELIMINARY SITE PLAN
 A-3 FLOOR PLAN
 A-4 EXTERIOR ELEVATIONS
 A-5 ENLARGED EXTERIOR ELEVATIONS

LANDSCAPE

L-1 CONCEPTUAL LANDSCAPE PLAN
 L-2 TITLE SHEET
 L-3 PRELIMINARY GRADING PLAN
 L-4 PRELIMINARY GRADING PLAN SECTIONS AND DETAILS
 L-5 SITE PHOTO EXHIBIT

ALL CONSTRUCTION SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES, REGULATIONS AND LAWS, INCLUDING, BUT NOT LIMITED TO:

BUILDING 2018 CALIFORNIA BUILDING CODE
 MECHANICAL 2018 CALIFORNIA MECHANICAL CODE
 PLUMBING 2018 CALIFORNIA PLUMBING CODE
 ELECTRICAL 2018 CALIFORNIA ELECTRICAL CODE
 FIRE 2018 CALIFORNIA FIRE CODE
 ACCESSIBILITY 2018 CALIFORNIA BUILDING CODE, CH. 11B

SHEET INDEX

APPLICABLE CODES

PROJECT SUMMARY

PROJECT TEAM

VICINITY MAP

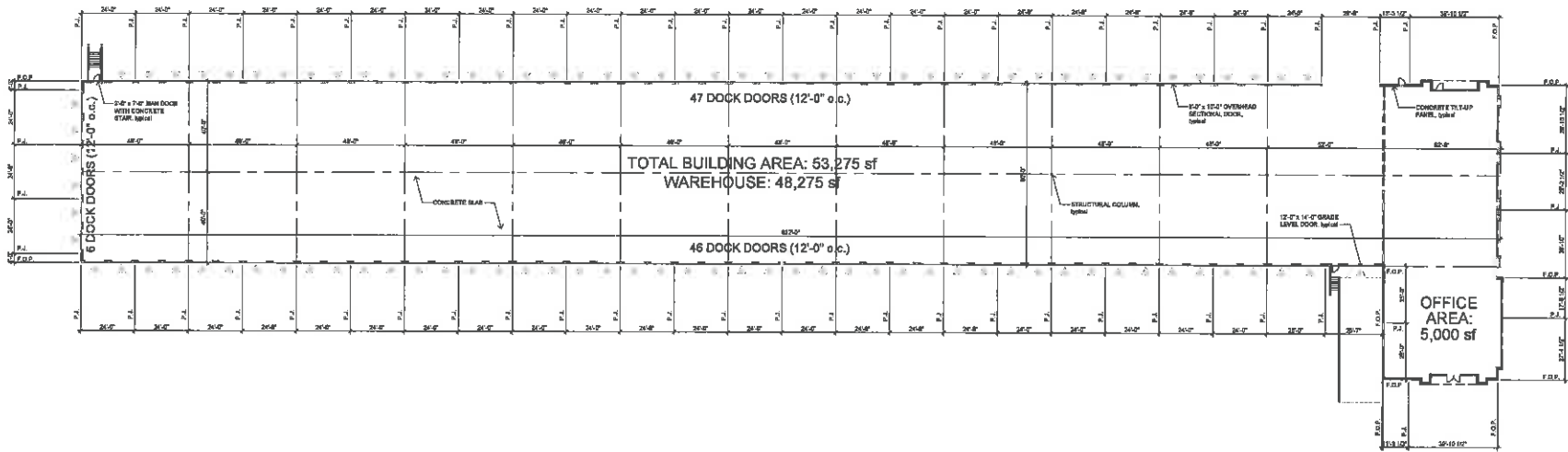
SCALE: NOT TO SCALE



Carlile Coatsworth Architects, Inc.
 2025 West Street • San Jose, CA 95128 • Phone: 408.252.7800

Harvill Avenue Terminal
 Riverside County, California





FLOOR PLAN
SCHEME 9
10 October 2019

Harvill Avenue Terminal
Riverside County, California



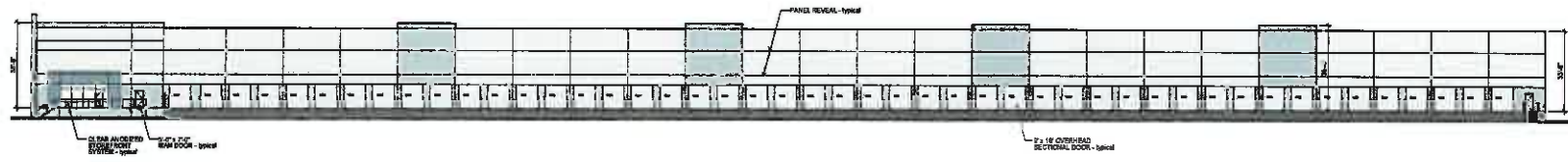
DATE: 10/10/19; DRAWING: HARVILL AVENUE TERMINAL; SHEET: 9 OF 9



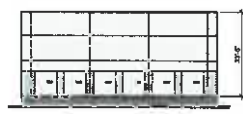
Carlisle Coatsworth Architects, Inc.
2000 North IV Street - Suite 200 - San Diego, CA 92108 - Phone: 619.591.5300

	TEFCO CONCRETE WALL PANEL WALL PANEL ACCEPT COLOR SCHEMATIC LAMB - 0701 - 0101 0101
	TEFCO CONCRETE WALL PANEL WALL PANEL ACCEPT COLOR SCHEMATIC LAMB - 071 - 0101 0101
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	BY MANUFACTURER'S SPECIFICATIONS PROVIDED: PACIFIC GLAZING OR AS ASSOCIATED ALUMINUM BUILDING

LEGEND



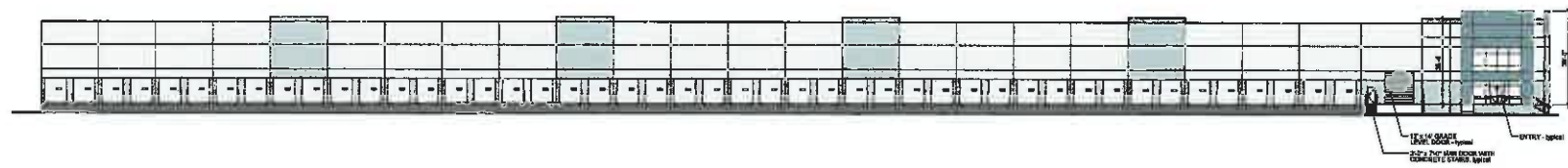
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

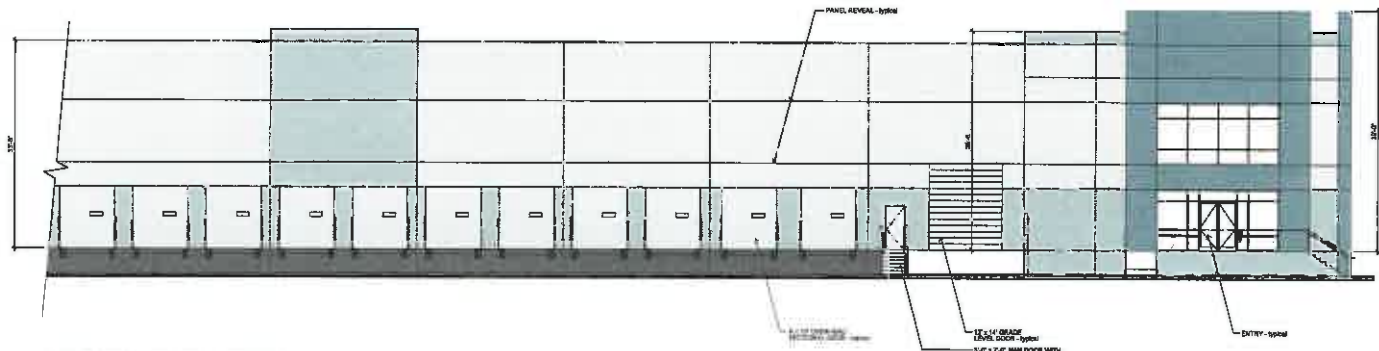
EXTERIOR ELEVATIONS
SCHEME 9
10 October 2019

Harvill Avenue Terminal
Riverside County, California

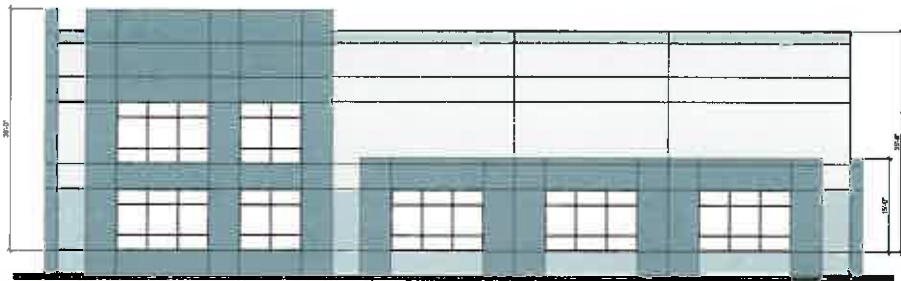


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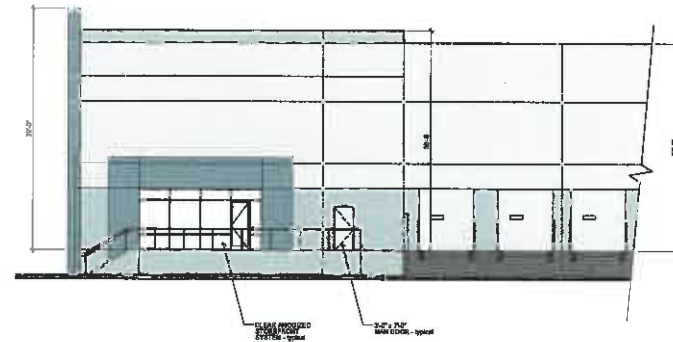
LEGEND



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

ENLARGED EXTERIOR ELEVATIONS

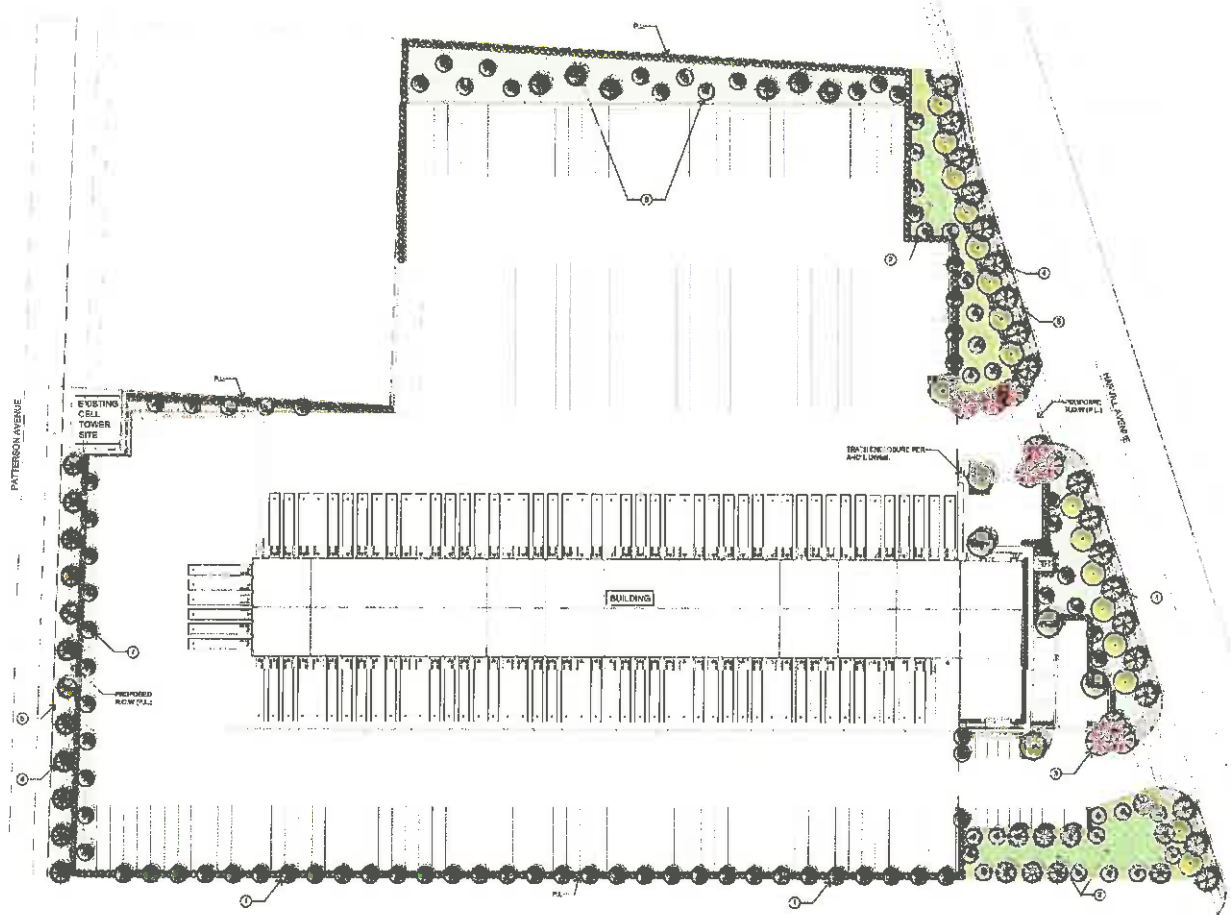
SCHEME 9

10 October 2019

Harvill Avenue Terminal
Riverside County, California



Carlie Coatsworth Architects, Inc.
201 North Main Street, Suite 200, Riverside, CA 92501



- DESIGN KEY NOTES:**
- ① PROPERTY LINE TREES PER LEGEND.
 - ② TYP. DETENTION BASIN PER LEGEND.
 - ③ FLOWERING ACCENT TREES AT ENTRY DRIVEWAYS.
 - ④ TYP. STREET TREE PER LEGEND.
 - ⑤ SIDEWALK CONFORM WITH CIVIL.
 - ⑥ NATURAL MIX OF EVERGREEN AND DECIDUOUS TREES.
 - ⑦ BACKDROP EVERGREEN TREES.

PLANTING LEGEND

TREES	SYMBOL	TREE NAME	QTY.	WUCOLS
	①	STREET TREE ALONG HARVILL AVENUE PLATANUS ACERIFOLIA BLOODWOOD, LOWWING PLANE TREE 24" BOX SIZE	10	M
	④	STREET TREE ALONG PATTERSON AVENUE PLATANUS RADICOSA, CALIFORNIA BYCAMORE 24" BOX SIZE	21	M
	⑤	KOELNUTERA BIPINNATA, CHINESE FLAME TREE 24" BOX SIZE	8	M
	⑥	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	8	L
	⑦	EVERGREEN SCREEN TREE PINUS ELDERICA, MONDELL PINE 24" BOX SIZE	63	L
	①	PROPERTY LINE TREE TASTANUS CONFERTA, BRISBANE BOX 24" BOX	34	M
	③	FLOWERING ACCENT TREE LAGERSTROMIA I. WATERMELON RED, CRAPE MYRTLE 24" BOX SIZE	9	M
	⑦	GELEERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE	16	M

SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:

SYMBOL	SHRUB NAME	WUCOLS
ⓐ	COONONA VISCOSA PURPUREA, HOPBRED BUSH 5 GAL. SIZE	M
	LEUCOPHYLLUM FRUTICOSA, TEXAS RANGER 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	ROSMARINUS TUSCAN BLUE, ROSEMARY SHRUB 5 GAL. SIZE	L
	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LIQUISTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	M

GROUND COVER AND SHRUB MASSES

SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
ⓑ	ROSMARINUS Q. PROSTRATUS, CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	LANTANA DWARF YELLOW, YELLOW LANTANA 1 GAL. SIZE @ 24" O.C.	L
	SALVIA DRISCOLL, AUTUMN SAGE 1 GAL. SIZE @ 30" O.C.	L
	MULLEBERGIA PROSERA, DEER GRASS 1 GAL. SIZE @ 42" O.C.	M
	LORBEREA J. HALLAMI, HALL'S HONEYBUCKLE 1 GAL. SIZE @ 24" O.C.	L
	SALVIA CLEVELANDI, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	BACCHARIS PULULARIS, COYOTE BUSH 1 GAL. SIZE @ 42" O.C.	L
ⓓ	TYP. EROSION CONTROL DROUGHT TOLERANT BANK PLANTING SUCH AS BACCHARIS PULULARIS, COYOTE BUSH	M
ⓔ	DETENTION BASIN BOTTOM SHALL RECEIVE A HYDROSED MIX CONSISTING OF THE FOLLOWING: <ul style="list-style-type: none"> * ACHILLEA MILEFOLIUM 1.0 LBS/ACRE * BACCHARIS COLON CASPITOSA 1.0 LBS/ACRE * ACHILLEA BIFIDIFOLIA 1.0 LBS/ACRE * LYTHRUM FRUTICOSERIBID 4.0 LBS/ACRE * DESCHAMPSIA DESBOUTIERIA 4.0 LBS/ACRE * FERTUCA RUMINA 'MOLATE' 16.0 LBS/ACRE * HORDEUM BRACHYANTHERINUM 8.0 LBS/ACRE * MULEBERRBERGIA PROSERA 1.0 LBS/ACRE * MUIHENBERGIA MICROSPERMA 3.0 LBS/ACRE * HORDEUM DEPRESSUM 2.0 LBS/ACRE 	M

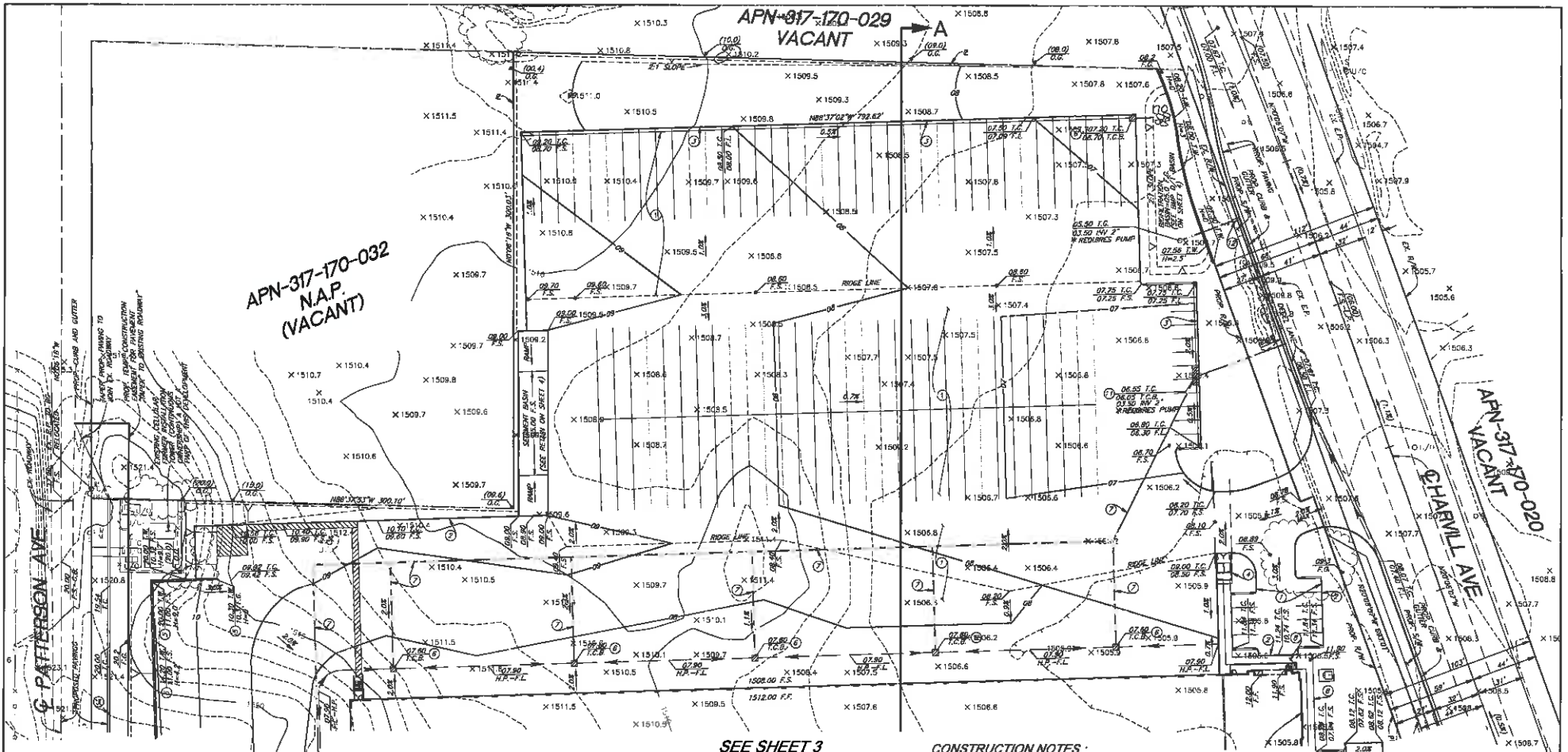
- GENERAL NOTES:**
- SLOPES GREATER THAN 5% SHALL BE STABILIZED WITH EROSION CONTROL. GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH SWIFT MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
 - ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
 - ALL UTILITY EQUIPMENT SUCH AS BACKFLOW VALVES, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:
 THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:
 THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLERS, LOW FLOW ROTORS, BUBBLER AND OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AS-181 WATER ORDINANCE.

WUCOLS PLANT FACTOR
 THIS PROJECT IS LOCATED IN WUCOLDF REGION 4-SOUTH ISLAND VALLEY.
 H = HIGH WATER NEEDS
 M = MODERATE WATER NEEDS
 L = LOW WATER NEEDS
 VL = VERY LOW WATER NEEDS





APN-317-170-032
N.A.P.
(VACANT)

APN-317-170-029
VACANT

APN-317-170-020
VACANT

SEE SHEET 3

- CONSTRUCTION NOTES:**
- 1 CONSTRUCT P.C.C./A.C. DRIVE ISLE & PARKING AREAS
 - 2 CONSTRUCT 8" CURB ONLY
 - 3 CONSTRUCT 8" CURB AND GUTTER
 - 4 CONSTRUCT TRASH ENCLOSURE (PER ARCHITECTURAL PLANS)
 - 5 CONSTRUCT RETAINING WALL PER SEPARATE PERMIT
 - 6 CONSTRUCT 24" CATCH BASIN (BROOKS 24R24G OR APPROVED EQUAL)
 - 7 CONSTRUCT HOPE STORM DRAIN
 - 8 CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
 - 9 CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
 - 10 CONSTRUCT 12" DIAMETER 8' RIP RAP PAD
 - 11 CONSTRUCT (2) 4"x4" CATCH BASINS
 - 12 CONSTRUCT UNDER-SIDEWALK DRAIN PER RIVERSIDE COUNTY STD.



SCALE 1"=30'

DIG ALERT

DIAL BEFORE YOU DIG

1-800-227-2600

A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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

The project engineer signs these plans to certify that the drawings are complete and correct as shown, and that the engineer is not responsible for any errors or omissions in the drawings or for any consequences arising from the use of these drawings.

MARK	BY	DATE	REVISIONS	APPR.	GATE	COUNTY

SEAL - ENGINEER

REGISTERED PROFESSIONAL ENGINEER

NO. 9043

EXP. 7-30-11

STATE OF CALIFORNIA

ENGINEERING COMPANY

SDH

SDH AND ASSOCIATES INC.

14820 Mendocino Parkway

Riverside, California 92518

TEL: (951) 951-8881 FAX: (951) 788-2514

PREPARED BY: DANIE A. SOMMERS

R.C.E. NO. 90433

DATE 9-30-21

BENCHMARK:

DEDEUX PROPERTIES

PLOT PLAN

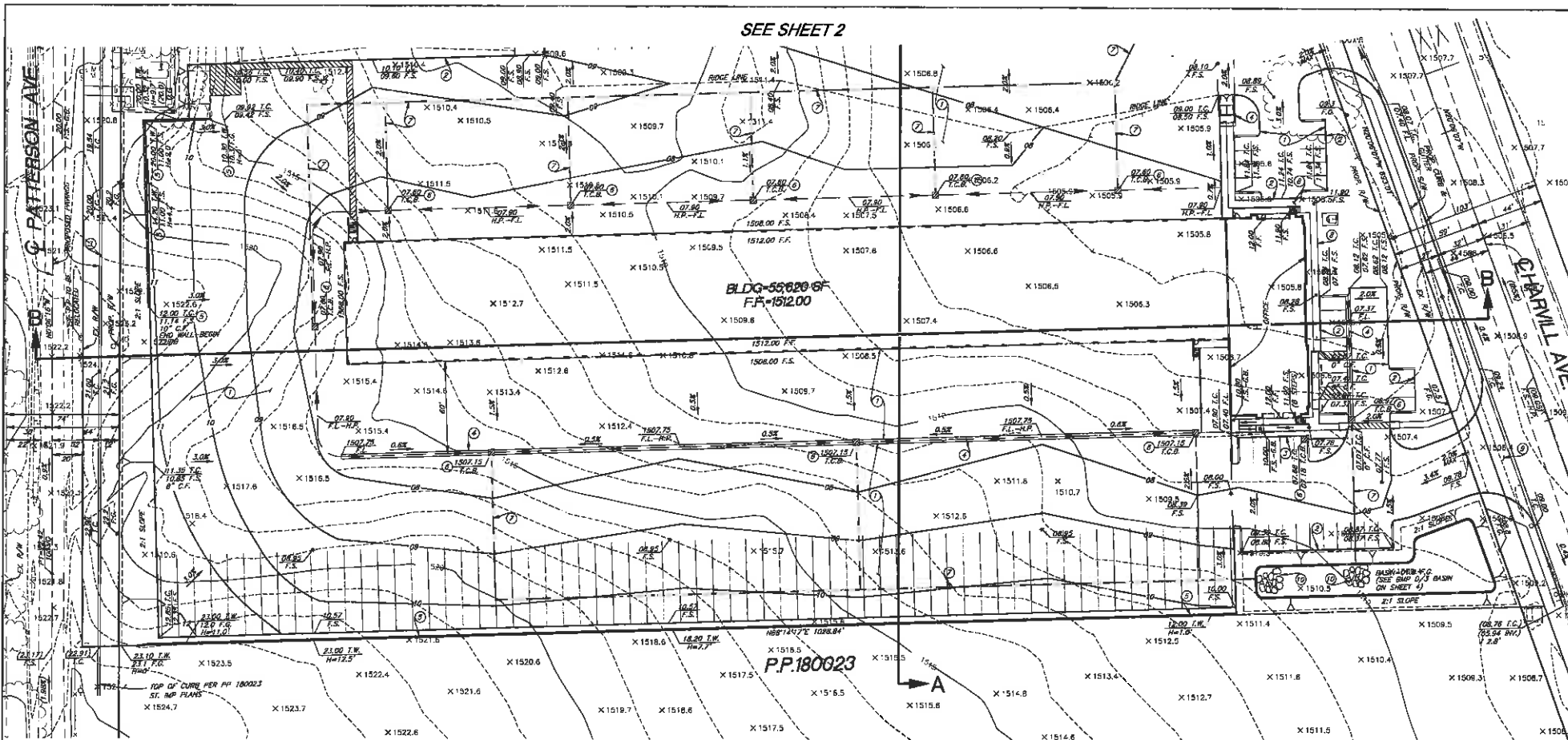
HARVILL AVE TERMINAL

SHEET NO. 2

2 OF 4 SHEETS

FOR: R.G. COUNTY FILE NO.

SEE SHEET 2



CONSTRUCTION NOTES:

- ① CONSTRUCT P.C.C./A.C. DRIVE ISLE & PARKING AREAS
- ② CONSTRUCT 6" CURB ONLY
- ③ CONSTRUCT 6" CURB AND GUTTER
- ④ CONSTRUCT TRASH ENCLOSURE (PER ARCHITECTURAL PLANS)
- ⑤ CONSTRUCT RETAINING WALL PER SEPARATE PERMIT
- ⑥ CONSTRUCT 24" CATCH BASIN (BROOKS 24X24 OR APPROVED EQUAL)
- ⑦ CONSTRUCT HOPE STORM URN
- ⑧ CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
- ⑨ CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
- ⑩ CONSTRUCT 12" DIAMETER ± RIP RAP PAD
- ⑪ CONSTRUCT (3) 42" CATCH BASINS
- ⑫ CONSTRUCT UNDER-SIDEWALK DRAIN PER RIVERSIDE COUNTY STR.

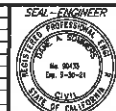


DIG ALERT
 DIAL BEFORE YOU DIG
 TOLL FREE 1-800-827-2500
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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

The project engineer signing these plans is responsible for ensuring the accuracy and completeness of the design herein. In the event of discrepancies arising after a permit is issued or during construction, the project engineer shall be responsible for obtaining an acceptable solution and revising the plans for the next construction phase.

NO.	REVISIONS	DATE	BY	DATE	APPROVED	COUNTY



ENGINEERING COMPANY: **SDH** SOH AND ASSOCIATES INC.
 14500 American Parkway
 Riverside, California 92519
 TEL: (951) 883-3891 FAX: (951) 784-2314

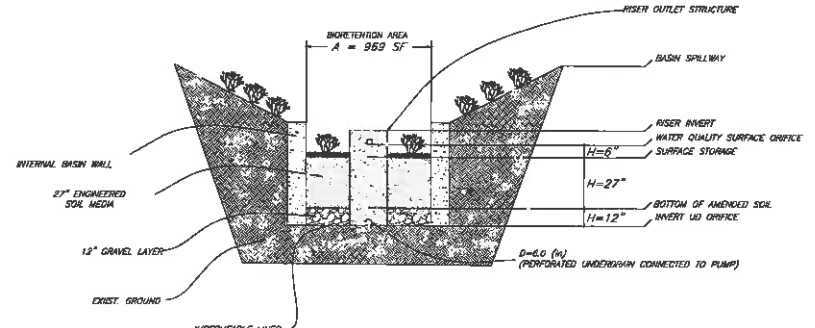
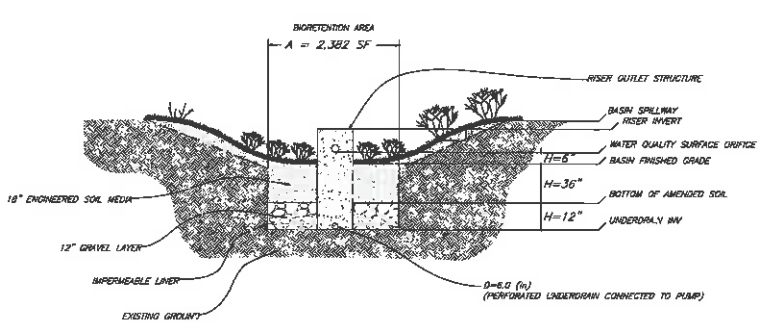
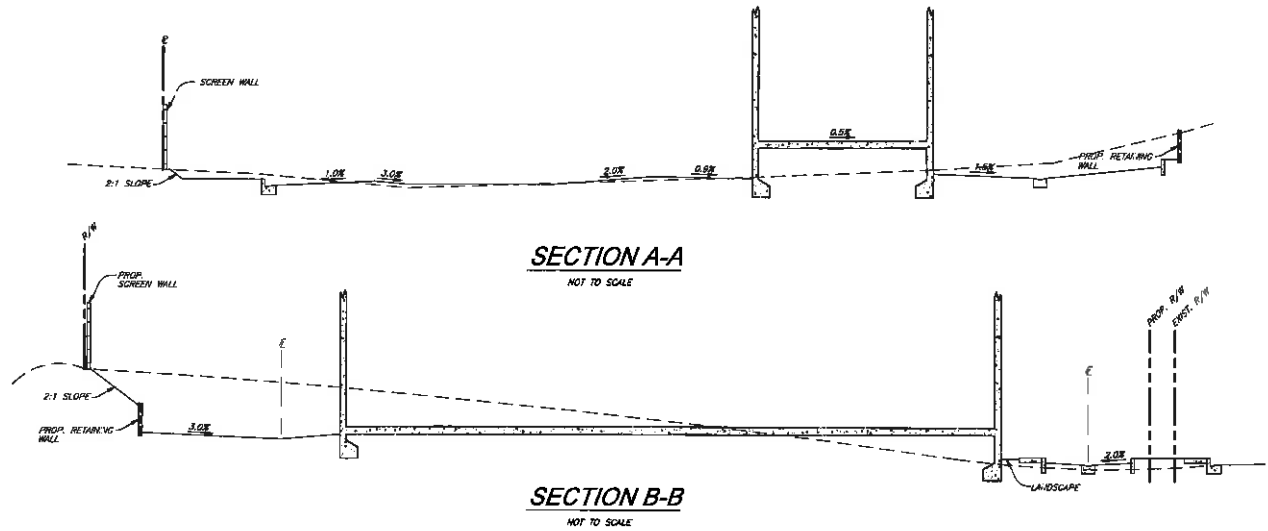
PREPARED BY: **DANE A. SOMMERS** R.C.E. NO. **90433**
 DATE: **9-30-21**

BENCHMARK: _____
 SCALE: **1"=30'**

DEDEAUX PROPERTIES
PLOT PLAN
HARVILL AVE TERMINAL

SHEET NO. **3**
 OF 4 SHEETS

FOR: _____ NO. _____ COPY/FILE NO. _____



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

The private engineer signs these plans is responsible for securing the necessary and acceptable if of the filing herein. In the event of discrepancies, the private engineer shall be responsible for obtaining an acceptable solution and making the plan be signed by the owner.

SEAL - ENGINEER DAVE A. SOMMERS ENGINEER	ENGINEERING COMPANY SDH AND ASSOCIATES INC. 14080 Madison Parkway Riverside, California 92518 TEL: (951) 693-2691 FAX: (951) 768-2314
MARKED BY: REYSOKS DATE:	APPROVED BY: DATE: COUNTY:

PREPARED BY: DAVE A. SOMMERS	R.C.E. NO. 804.33 DATE 9-30-21	BENCHMARK:
SCALE: 1/4" = 1'	FOR:	N.O.:

DEDEAUX PROPERTIES SECTIONS AND DETAILS HARVILL AVE TERMINAL		SHEET NO. 4 4 OF 4 SHTS
COUNTY FILE NO.	COUNTY FILE NO.	COUNTY FILE NO.

HARVILL AVE TERMINAL SITE PHOTO EXHIBIT

OCTOBER 2019



1



2



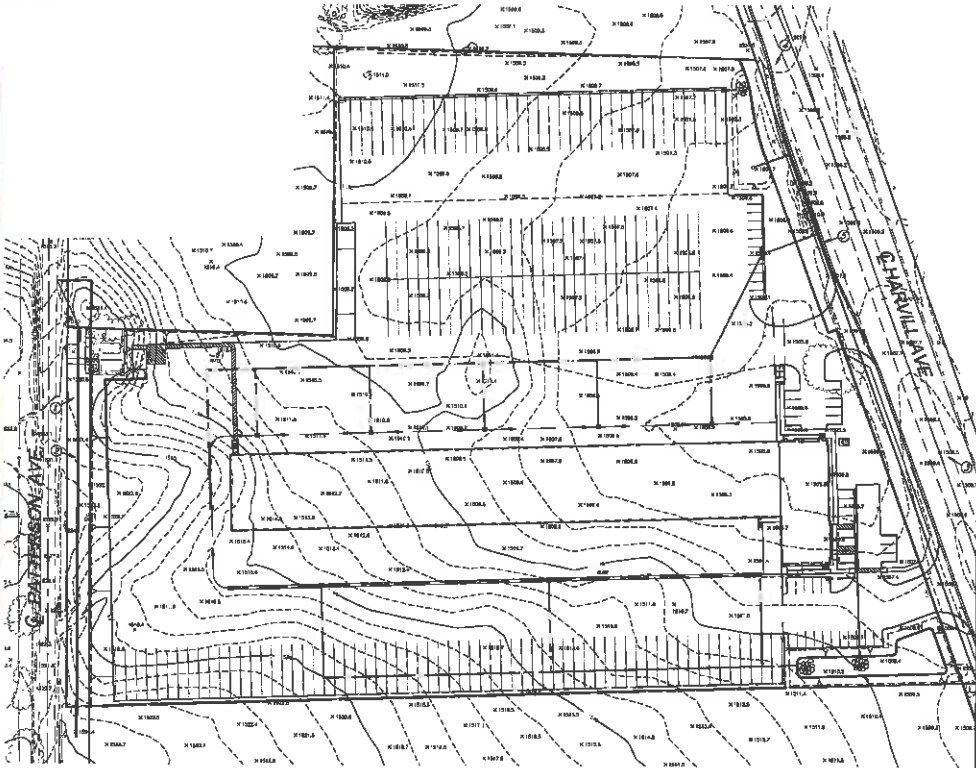
3



4



5



ENGINEERING COMPANY



SDH AND ASSOCIATES INC.
14000 Meridian Parkway
Riverside, California 92516
TEL: (951) 883-3691 FAX (951) 788-2314

DEDEAUX PROPERTIES
SITE PHOTO EXHIBIT
HARVILL AVE TERMINAL

SHEET NO.

1

1 OF 1 SHEETS

FOR: NO. COUNTY FILE NO.

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 applications described below.

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

The County of Riverside Planning Department 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 at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](#), Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1401MA20 – DP Harvill, LLC (Representative: Lou Monville) – County of Riverside Case No. PPT190032 (Plot Plan). A proposal to establish a 53,275 square foot truck terminal building which includes 48,275 square feet of cross loading dock area and 5,000 square feet of office area on 11.15 acres located westerly of Harvill Avenue, northerly of Rider Street, easterly of Patterson Avenue, and southerly of Cajalco Road (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: ZAP1401MA20 DATE SUBMITTED: 2/6/20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>DP Harvill, LLC</u>	Phone Number	<u>323-981-8226</u>
Mailing Address	<u>1430 S. Eastman Ave</u> <u>Commerce, Ca. 90023</u>	Email	<u>benh@dedeauxproperties.com</u>

Representative	<u>Lou Monville</u>	Phone Number	<u>951-850-5900</u>
Mailing Address	<u>3750 University Ave, Suite 570</u> <u>Riverside, Ca. 92501</u>	Email	<u>lou@raincrosscorp.com</u>

Property Owner	<u>DP Harvill, LLC</u>	Phone Number	<u>323-981-8226</u>
Mailing Address	<u>1430 S. Eastman Ave</u> <u>Commerce, Ca. 90023</u>	Email	<u>benh@dedeauxproperties.com</u>

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>County of Riverside</u>	Phone Number	<u>951-955-6646</u>
Staff Contact	<u>Deborah Bradford</u>	Email	<u>dbradfor@rivco.org</u>
Mailing Address	<u>4080 Lemon Street, 12th floor</u> <u>Riverside, Ca. 92501</u>	Case Type	<u>Plot Plan</u>
Local Agency Project No	<u>PPT190032</u>	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

PROJECT LOCATION

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

Street Address	<u>Site is north of Rider Street between Patterson and Harvill</u>		
Assessor's Parcel No.	<u>317-170-043 & 317-170-044</u>	Gross Parcel Size	<u>11.15</u>
Subdivision Name	<u>N/A</u>	Nearest Airport and distance from Airport	<u>Approx. 12,000 ft from MARB</u>
Lot Number	<u>N/A</u>		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	<u>Vacant land and cellular communications tower and related equipment</u>

MAR
C2

Proposed Land Use (describe)	The project to construct a truck terminal building ranging in size up to 55,700 sf with up to 99 dock doors for trucks; a 5,000-sf office; and a 305,450-sf parking area with 161 trailer parking spaces, 44 standard parking spaces, and 3 accessible parking spaces. The project would also construct three water quality management basins totaling 50,000 square feet.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours	
	Number of People on Site	20-30	Maximum Number 30
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	1514.55'	above sea level ft.
	Height of buildings or structures (from the ground)	43 ft.	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: May 14, 2020

CASE NUMBER: ZAP1406MA20 – Alan Sharp (Representative: Kimley-Horn)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NOS: PP19-06 (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 B2

Noise Levels: 60 – 65 range CNEL from aircraft

MAJOR ISSUES: **None**

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

PROJECT DESCRIPTION: The applicant proposes to construct two industrial warehouse buildings with mezzanines totaling 61,108 square feet on 3.03 gross acres.

PROJECT LOCATION: The site is located westerly of Meridian Parkway, northerly of Innovation Drive, easterly of Plummer Street, and southerly of Cactus Avenue, within the jurisdiction of the March Joint Powers Authority, approximately 4,330 feet northwesterly 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 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 B2, 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 rates were used to calculate the occupancy for the proposed buildings in Compatibility Zone B2:

- Office – 1 person per 200 square feet (with 50% reduction)
- Warehouse – 1 person per 500 square feet

The project proposes two industrial warehouse buildings totaling 61,108 square feet, which includes 53,923 square feet of warehouse area, 4,185 square feet of first floor office area, and 3,500 square feet of second floor office mezzanine area, accommodating an occupancy of 146 people, which would result in an average intensity of 48 people per acre, which would be consistent with the Compatibility Zone B2 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 87 parking stalls provided, the total occupancy would be estimated to be 131 people. The resulting average intensity of 43 people per acre is consistent with the Compatibility Zone B2 average criterion of 100.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B2 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 consist of 28,398 square feet of warehouse area, 2,162 square feet of first floor office area, and 2,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 78 people, which is consistent with the Compatibility Zone B2 single-acre criterion of 250. (Approximately 13,000 square feet of the single-acre area is located outside the building and will not generate any occupancy.)

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone B2 and in the vicinity of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent plans for their review. As of the time this staff report was prepared, no comments have been received from the Air Force regarding this project.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 60-65 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 buildings.

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 4,330 feet from the runway to site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,578 feet AMSL. The maximum finished floor elevation is 1,578 feet AMSL and the maximum building height is 35 feet, resulting in a top point elevation of 1,613 feet AMSL. Therefore, the applicant was aware that review of this building by the FAA Obstruction Evaluation Service (FAA OES) would be required. Submittal to the FAA OES was made in 2019, and Aeronautical Study Number 2019-AWP-10567-OE was assigned to this project. A Determination of No Hazard to Air Navigation letter was issued on October 10, 2019. The FAA OES determined that the project would not result in an impact to air navigation, provided that the project complies with the conditions in that letter (which have been included in staff's recommended conditions).

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:
 - (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 (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
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 provided to all prospective purchasers of the property and tenants or lessees of the building.
 5. No aboveground drainage, detention or retention basins are depicted on the site plan. Any proposal for such a basin greater than 30 feet in length or width shall require an amended review by the Airport Land Use Commission. Any aboveground or ground-level detention basins 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 continuous 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 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.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
7. This project has been evaluated for 53,923 square feet of warehouse area, 4,185 square feet of first floor office area, and 3,500 square feet of second floor office mezzanine area. Any increase in building area or change in use other than for warehouse and office uses will require an amended review by the Airport Land Use Commission.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
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. 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 MARB.
10. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-10567-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 35 feet above ground level and a maximum elevation at top point of 1,613 feet above mean sea level.
12. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
13. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 35 feet in height and a maximum elevation of 1,613 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.

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:

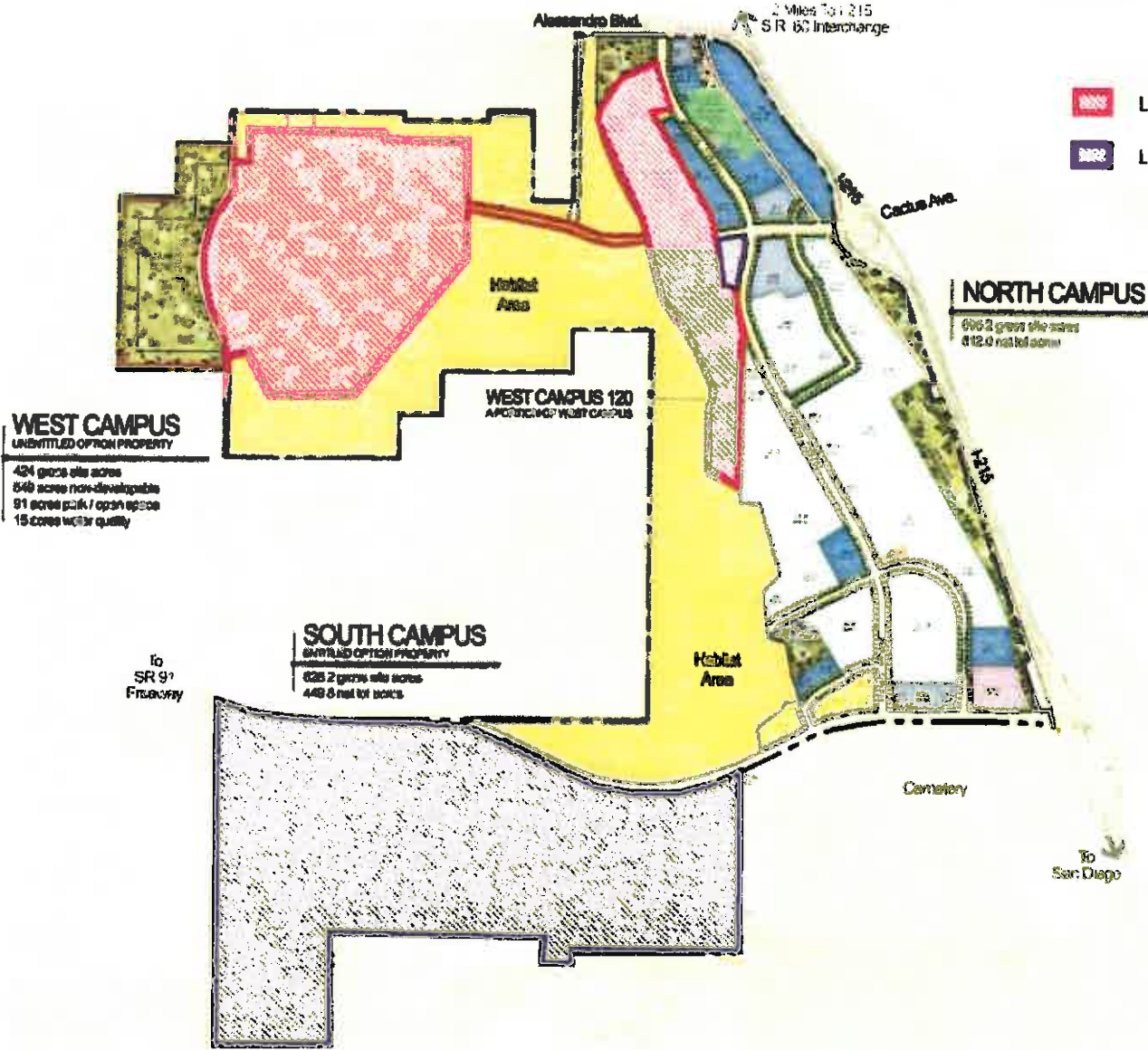
Meridian Park, LLC is the successor Master Developer of the March Business Center, later referred to as Meridian. On June 30, 2016, the March Joint Powers Authority ("MJPA") consented to our request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("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,

Jeff Gordon, for Meridian Park, LLC



- Lots applicable to "DDA" extension
- Lots applicable to "DDA" and "DA" extension

Land Use Legend

Office	
Commercial	
Mixed Use	
Business Park	
Industrial	
Public Facility	
Transit Dedication	
Habitat Area	
Park / Recreation / Open Space	
Future Development	

FEBRUARY 24 2016

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-10567-OE

Issued Date: 10/10/2019

Alan Sharp
 Yocum Yard LLC
 300 Spectrum, Suite 880
 Irvine, CA 92618

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

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

Structure: Building Sharp Meridian MJPA
 Location: Riverside, CA
 Latitude: 33-54-08.24N NAD 83
 Longitude: 117-17-10.90W
 Heights: 1578 feet site elevation (SE)
 35 feet above ground level (AGL)
 1613 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 04/10/2021 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 (424) 405-7642, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-10567-OE.

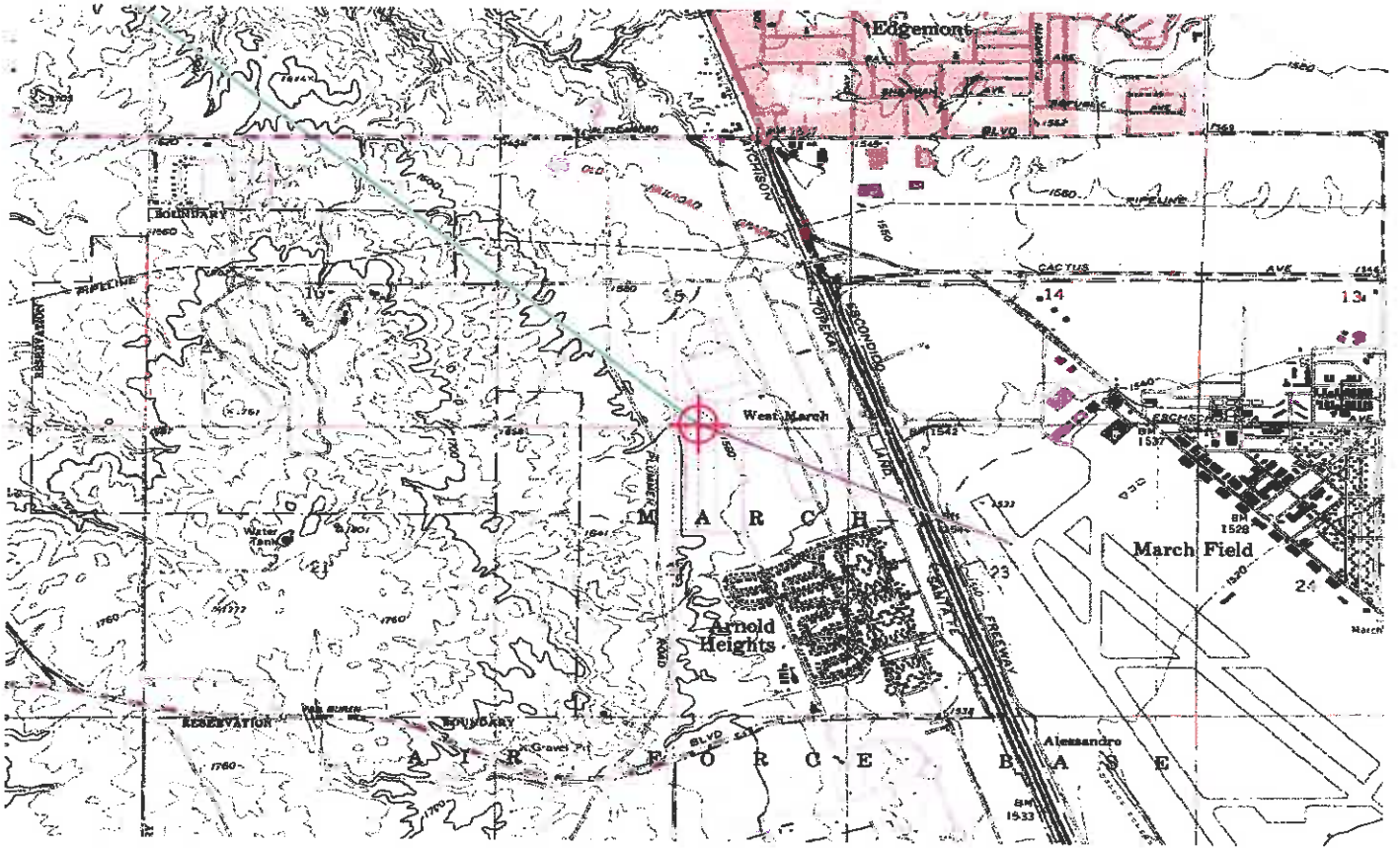
Signature Control No: 417479052-419503994

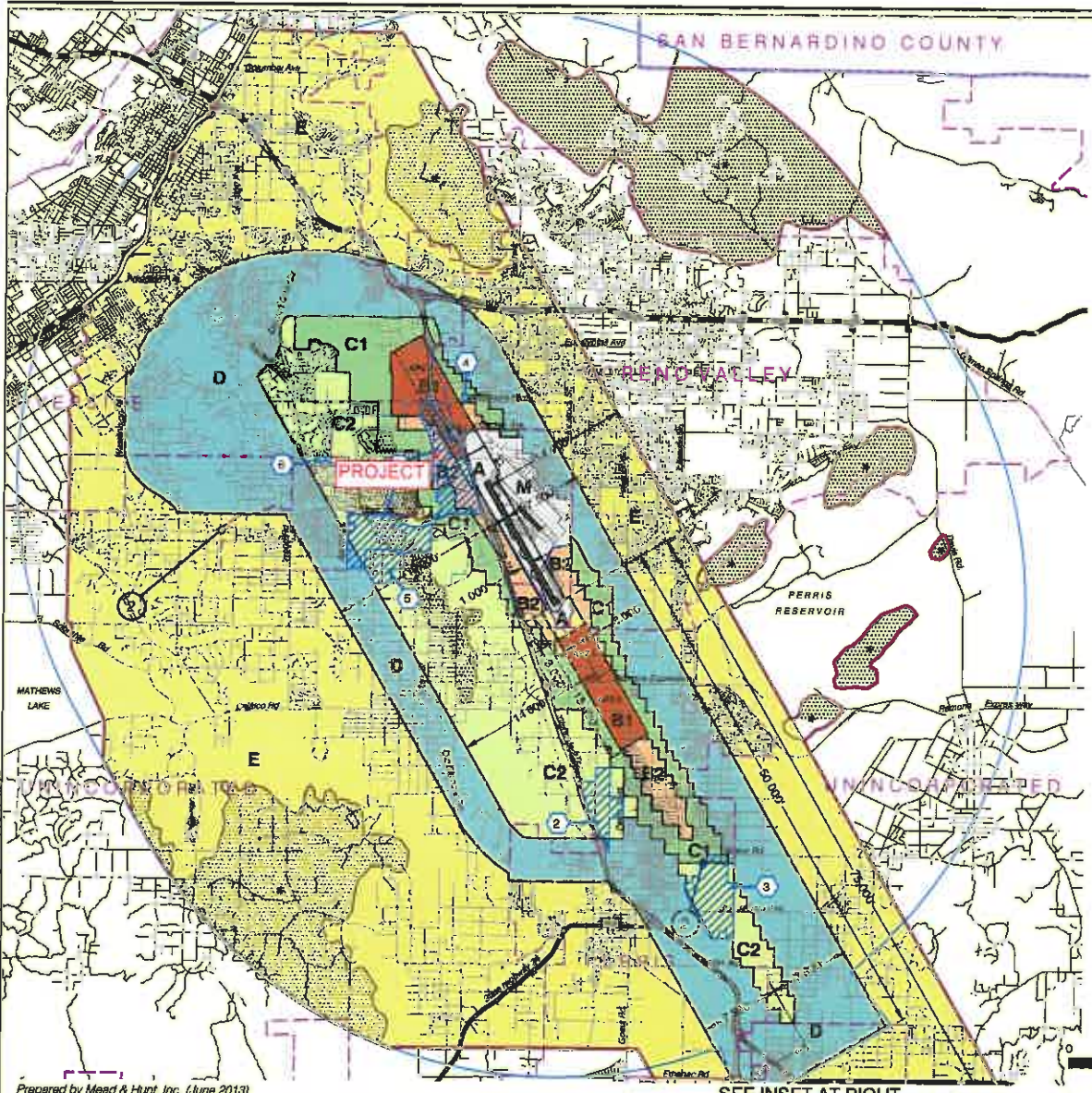
LaDonna James
Technician

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2019-AWP-10567-OE





LEGEND

Compatibility Zones

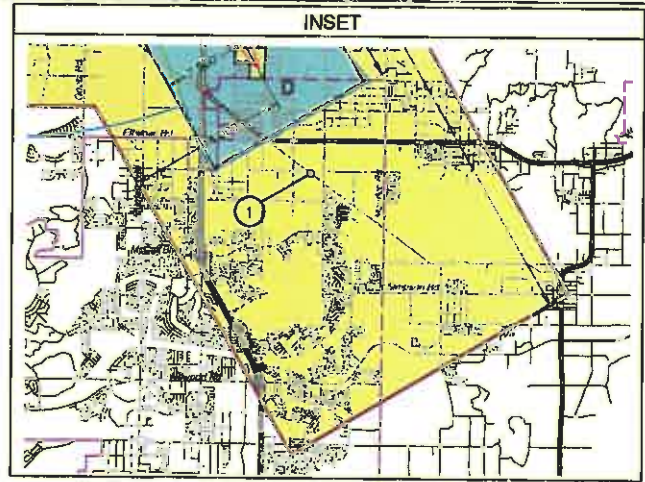
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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: Ban 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

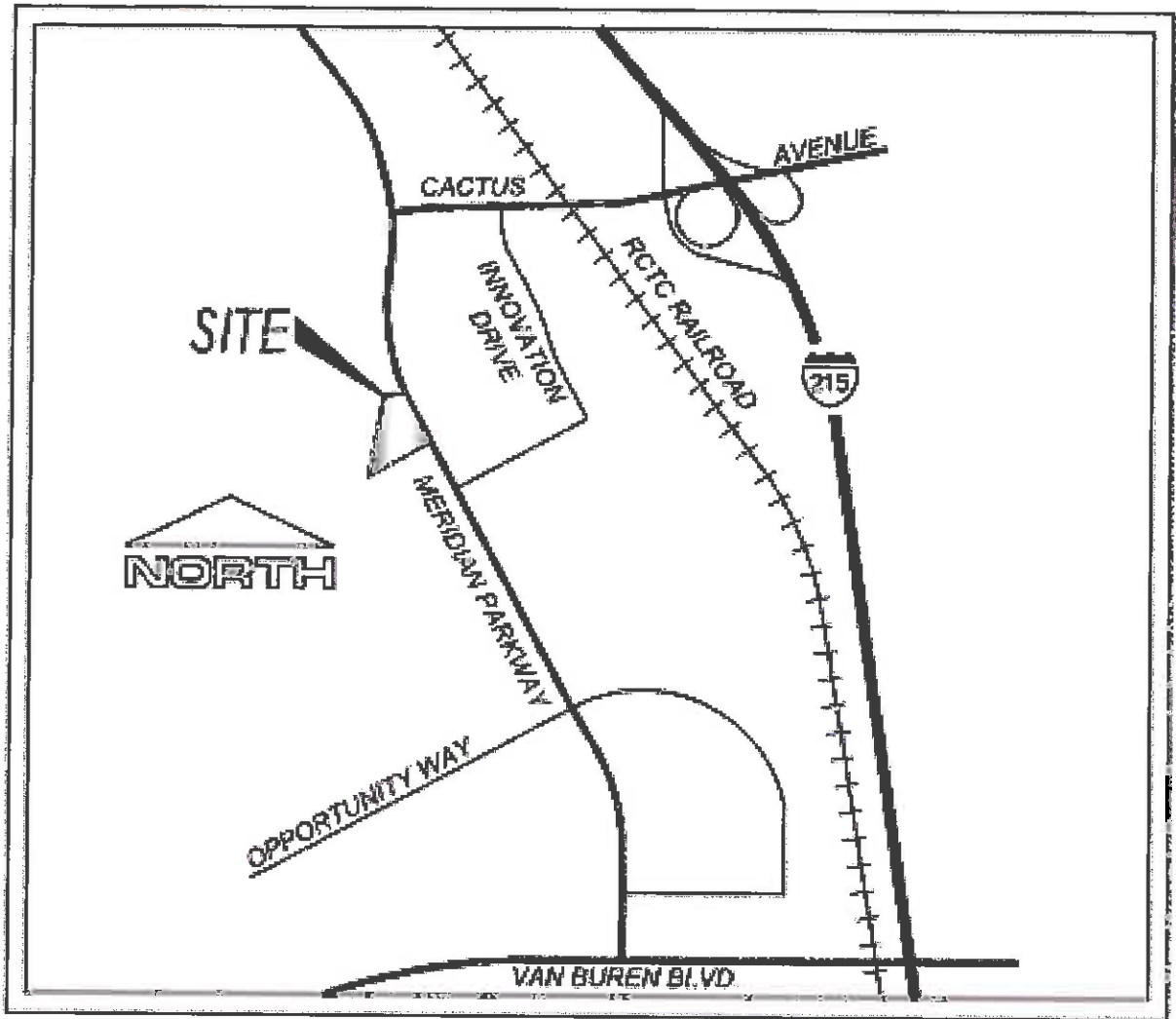
**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(Adopted November 13, 2014)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

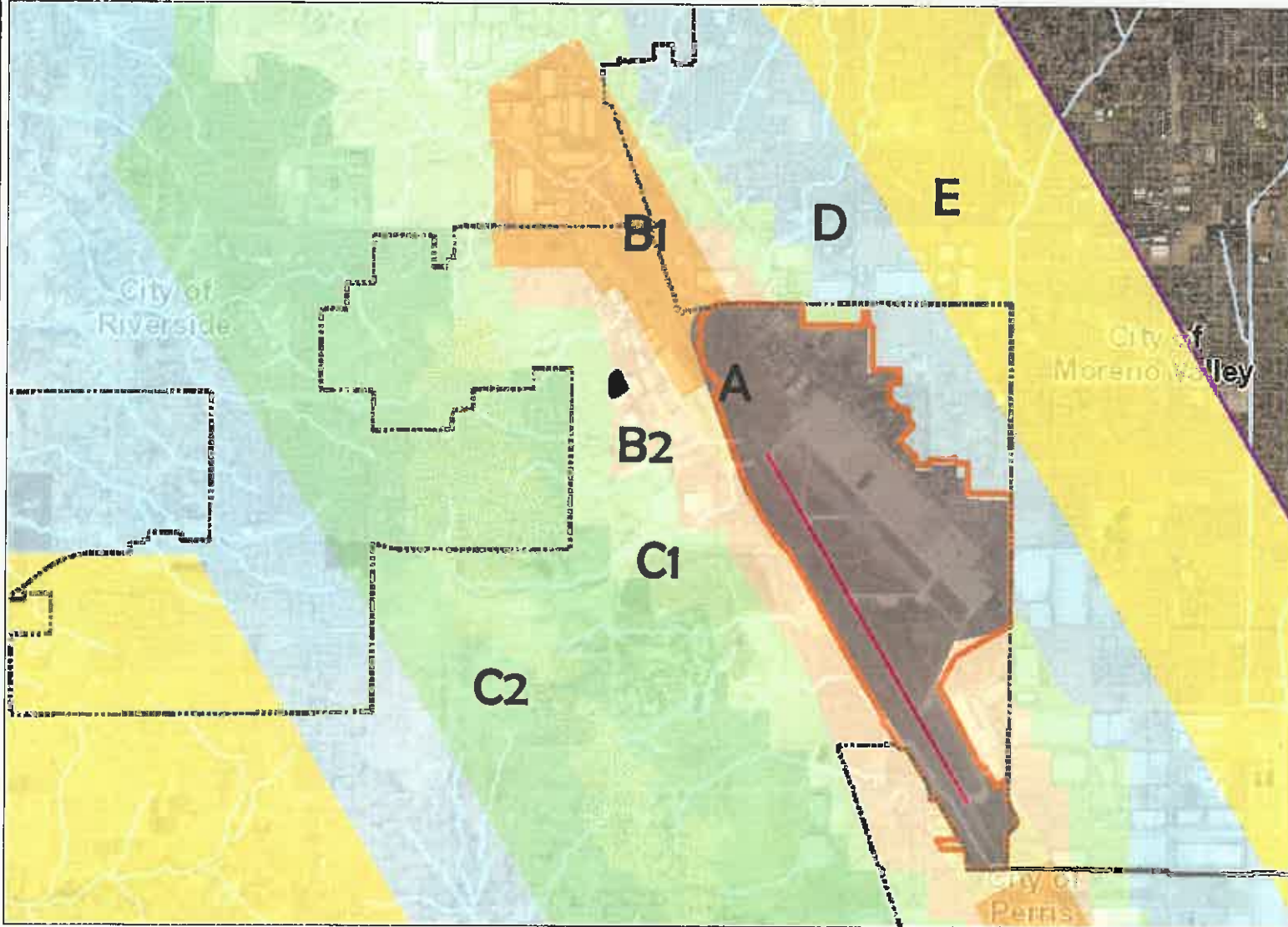


VICINITY MAP
NOT TO SCALE

MERIDIAN SHARP MJPA
2/19/2020

Kimley»Horn

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas

Airport Compatibility Zones

- ▣ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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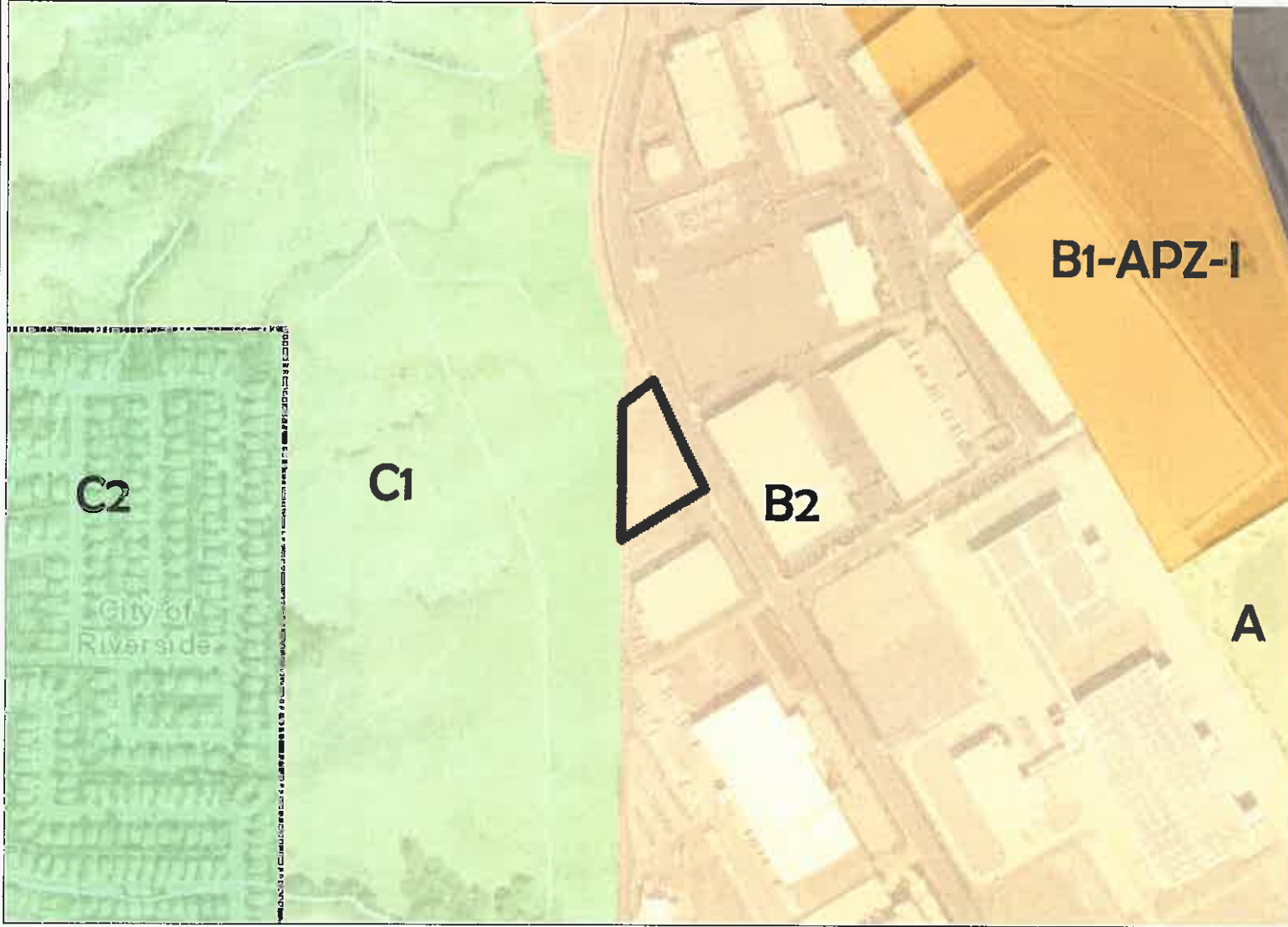


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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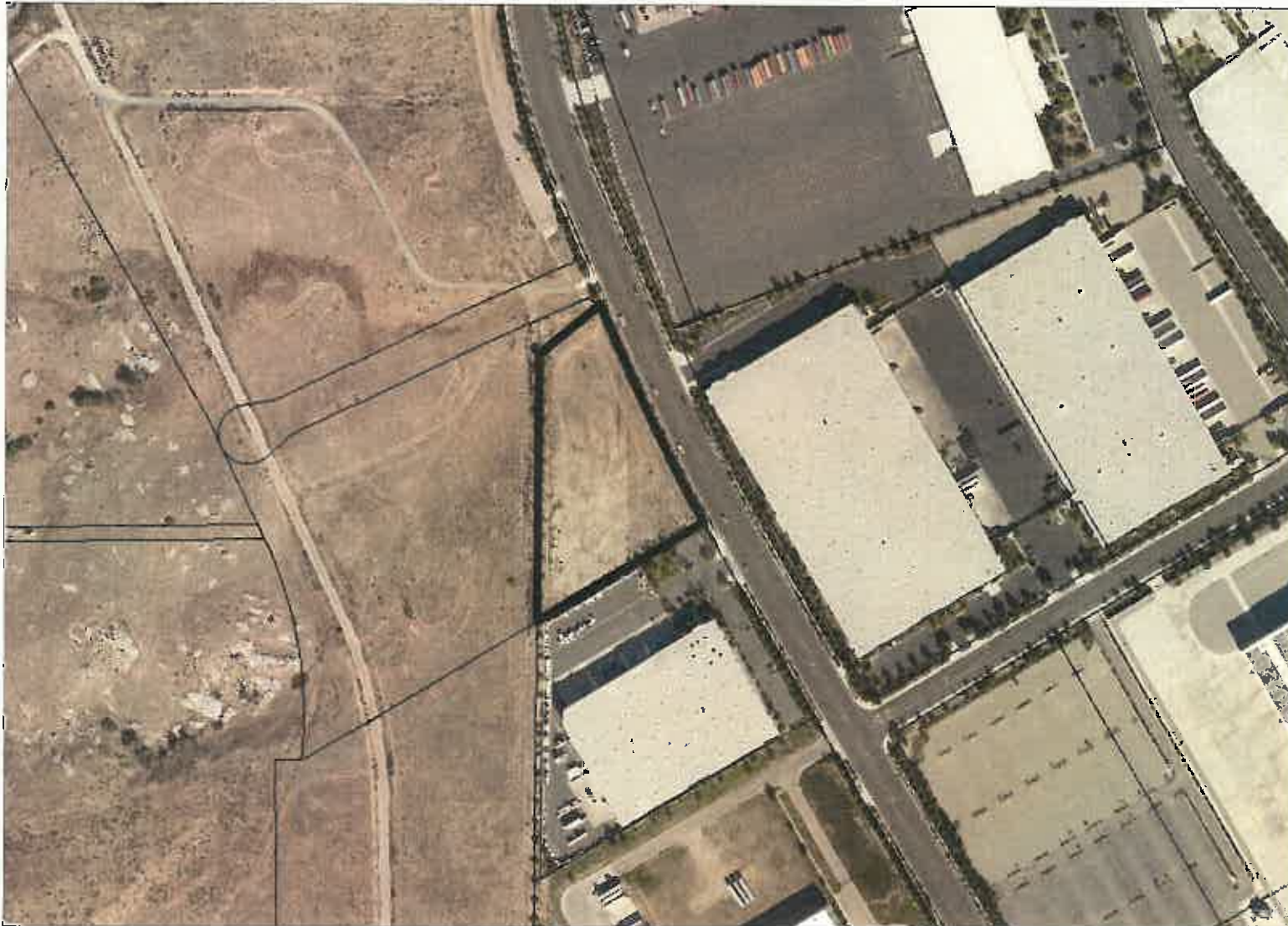


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Notes

Map My County Map



Los Angeles

San Diego

Tijuana

Mexicali

Legend

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



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0 385 770 Feet

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Notes



MEMORANDUM

To: Paul Rull, ALUC Principal Planner
From: Davie Cowan, P.E. – Kimley-Horn and Associates, Inc.
Date: 2/19/2020
Subject: Meridian U1-Lot 17, **Meridian Sharp MJPA** - Project Description

Project Description

The Meridian Sharp MJPA Project intends to develop two separate industrial buildings on individual lots on the existing property known as Meridian U1-Lot 17. Building 1 will consist of a total of 24,823 square feet, 28'-0" clear height, two recessed dock doors, two drive-in doors, and parking. Building 2 will consist of 36,785 square feet, 30'-0" clear height, two recessed dock doors, one drive-in door, and parking.

Due to the proximity of the recently developed Authority Way and Meridian Parkway intersection, the project is proposing a single, shared access driveway to support the development. Additionally, notable topographic challenges exist on the north, south, and west side of the project, requiring the need for retaining walls.

The project has been developed with the intent to substantially conform to the existing MJPA Development Code, Design Guidelines, Specific Plan, and General Plan.

We look forward to working with the ALUC on this exciting project at Meridian North Campus.

Sincerely,

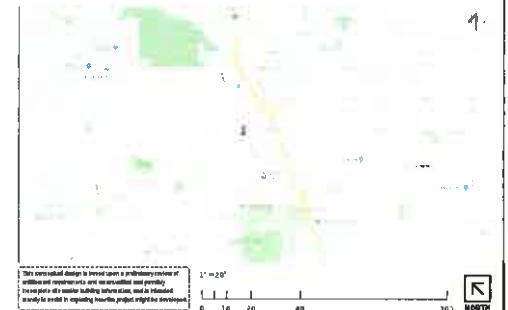
A handwritten signature in black ink that reads "Eugene D. Cowan III".

Davie Cowan, P.E.



PROJECT DATA:	
SITE AREA:	131,972 SF
GROSS:	3.03 AC
BUILDING AREA:	
BUILDING 1:	23,323 SF
BUILDING 2:	34,785 SF
TOTAL FOOTPRINT:	58,108 SF
MEZZANINE:	3,500 SF
TOTAL BUILDING AREA:	61,608 SF
BUILDING USE:	
WAREHOUSE:	53,923
OFFICE:	7,685
FAR:	0.47
GROSS:	
COVERAGE:	
GROSS:	46%
PARKING REQUIRED:	
WAREHOUSE:	1/2000 SF 55 STALLS
OFFICE:	1/250 SF 28 STALLS
TOTAL:	83 STALLS
BUILDING 1:	
▲ DOCK-HIGH DOORS:	2
○ GRADE-LEVEL DOORS:	1
AUTO PARKING:	43 STALLS
REQ. ACCESSIBLE:	@1.84/1000 SF 2 STALLS
BUILDING 2:	
▲ DOCK-HIGH DOORS:	2
○ GRADE-LEVEL DOORS:	1
AUTO PARKING:	44 STALLS
REQ. ACCESSIBLE:	@1.26/1000 SF 2 STALLS
TOTAL PARKING PROVIDED:	87 STALLS
LANDSCAPE PROVIDED: (18%)	23,678 SF

DEVELOPMENT STANDARDS:	
ZONING:	Ind (SP-13)
MAX. F.A.R.:	0.50
MAX. COVERAGE:	35 FT
MAX. BLDG. HT.:	35 FT
BUILDING SETBACKS:	
FRONT:	20 FT
SIDE:	0 FT
REAR:	25 FT
LANDSCAPE SETBACKS:	
FRONT:	20 FT
SIDE:	0 FT
REAR:	0 FT
LANDSCAPE REQ.:	10%
OFF-STREET PARKING:	
STANDARD:	9X18
COMPACT %:	
DRIVE AISLE:	25 FT
FIRE LANE:	20 FT
OVERHANG:	
TREE WELL:	
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2000 SF
OFFICE:	1/250 SF
NOTES:	
1	Increased height up to 80 feet is allowed where all building setbacks meet or exceed the proposed building height and subject to FAA part 77 clearance.
2	Structure shall be constructed on the property line or a minimum of 3 feet from the accessory line.
3	20 feet minimum setback on street side.
4	1/2000 for > 50,000 GFA; 50 spaces = .33 per sq ft for 500,000; 150 spaces = .30 per sq ft for 200k and above.
5	.25 FAR is allowed for lots larger than 50 acres.
6	May be reduced through the use of colored pavement or other acceptable pavement treatments under certain conditions.



scheme: 2d

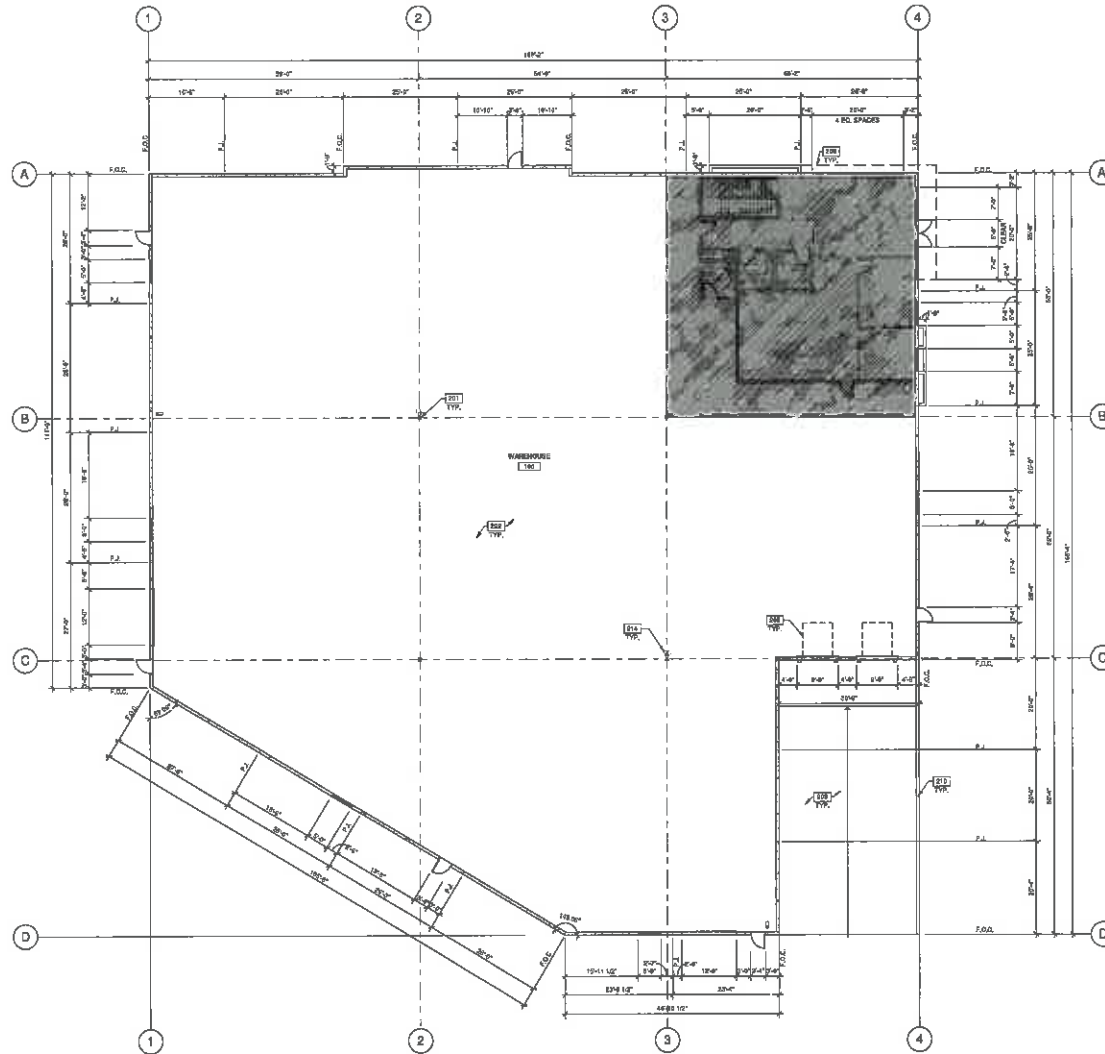
Conceptual Site Plan

Meridian Pkwy
Riverside, CA 92508

WARE MALCOMB

RY16-0140-00
11.08.2016

SHEET
1



LEGEND

10 FACTORY VAPOR BARRIER IN OFFICE AREA

WALL LEGEND

CONCRETE WALL

NOTES

- 201 STRUCTURAL STEEL COLUMN.
- 202 CONCRETE SLAB, PROVIDE VAPOR BARRIER OVER SAND BASE AT OFFICE AREA PER CODE REPORT. PROVIDE EQUAL FOR CONCRETE FLOOR AREA IN WAREHOUSE.
- 205 BRIDGE-OUT PANEL FOR FUTURE LEVELS.
- 206 OUTLINE OF CANOPY ABOVE.
- 209 CONCRETE RAFT.
- 214 CONCRETE REINFORCED WALL.
- 214 WALL ANCHORED FIRE EXTINGUISHER, 6003 BY FORTER ROEMER, SA 190C, WITH COLL BRACKET.

S.E. Housler & Associates, Inc. is not a professional engineering or architectural firm. This drawing is for informational purposes only and does not constitute an offer of any financial product or service.



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.

BUILDING 1- FLOOR PLAN
MERIDIAN SHARP MJPA
 RIVERSIDE, CALIFORNIA 92508

WARE MALCOMB IRV18-0140-00
 10.21.2019



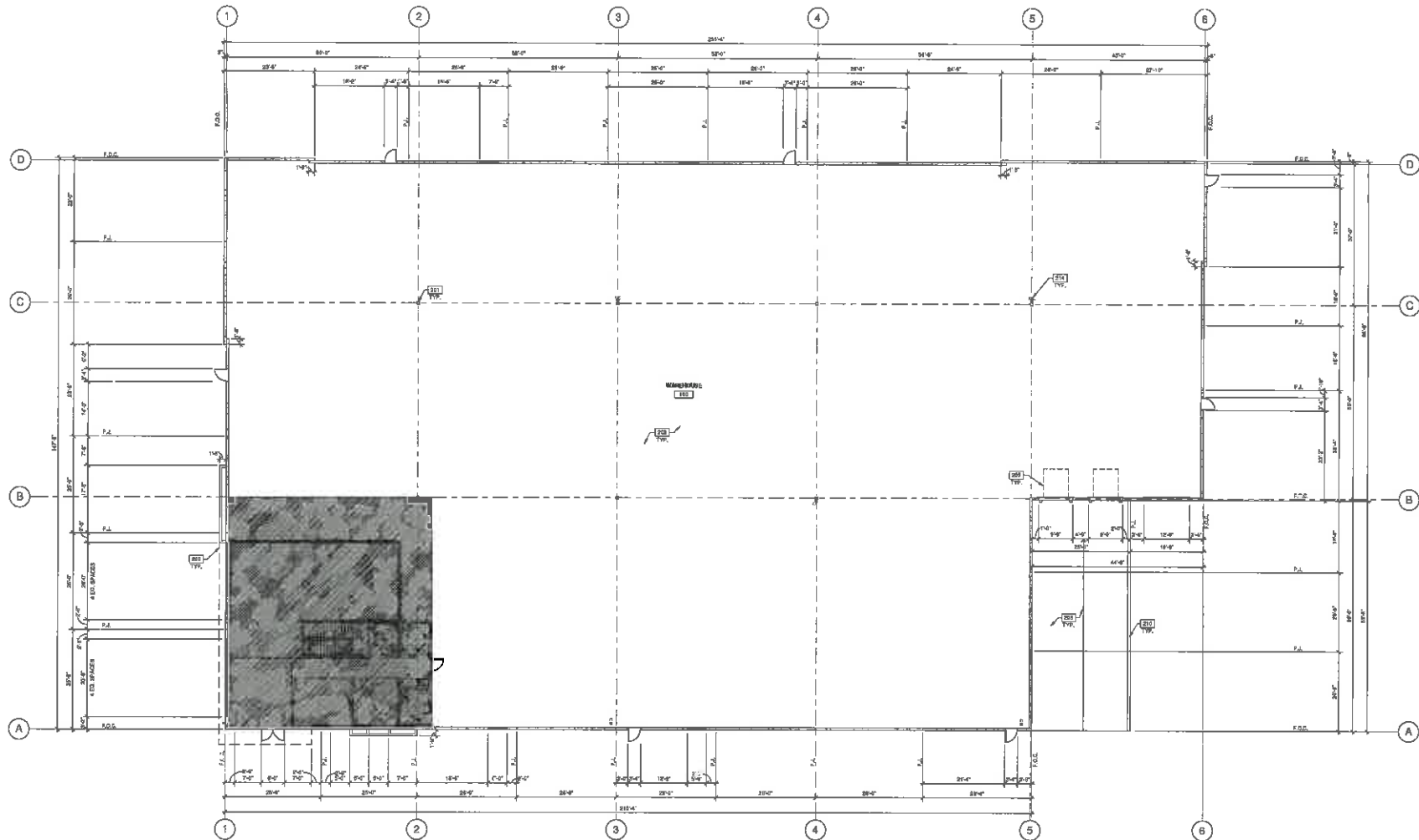
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BUILDING 1 - EXTERIOR ELEVATIONS
 MERIDIAN SHARP MJPA
 RIVERSIDE, CALIFORNIA 92508

WARE MALCOMB

IRV18-0140-00
 10.21.2019

PAGE
 6



LEGEND

- STRUCTURAL STEEL COLUMN
- CONCRETE S.L.B. PROVIDE S.L.B. FOR RETAINER OVER SAND BARS AT OFFICE AREA FLOOR SUPPORT. PROVIDE S.L.B. FOR CONCRETE FLOOR AREA BY WAREHOUSE.
- KNOCK-OUT PANEL FOR FUTURE LEVELER.
- OUTLINE OF SANDBY AREA.
- CONCRETE RAMP.
- CONCRETE RETENTION WALL.
- INSULATED FIRE STOP/DOOR, FASD BY PORTA-KORNER, SA-108 C, WITH WALL BRACKET.

NOTES

- 201 STRUCTURAL STEEL COLUMN.
- 202 CONCRETE S.L.B. PROVIDE S.L.B. FOR RETAINER OVER SAND BARS AT OFFICE AREA FLOOR SUPPORT. PROVIDE S.L.B. FOR CONCRETE FLOOR AREA BY WAREHOUSE.
- 203 KNOCK-OUT PANEL FOR FUTURE LEVELER.
- 204 OUTLINE OF SANDBY AREA.
- 205 CONCRETE RAMP.
- 206 CONCRETE RETENTION WALL.
- 207 INSULATED FIRE STOP/DOOR, FASD BY PORTA-KORNER, SA-108 C, WITH WALL BRACKET.

This conceptual design is based upon a preliminary review of entitlement requirements and an 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.



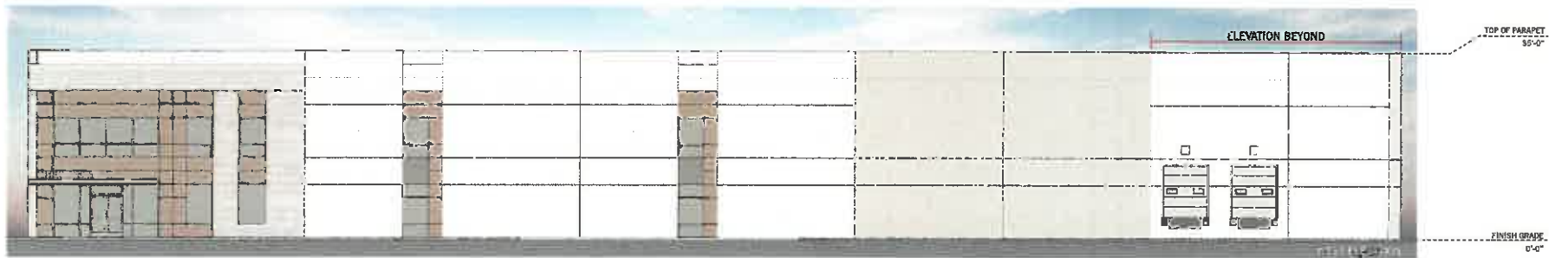
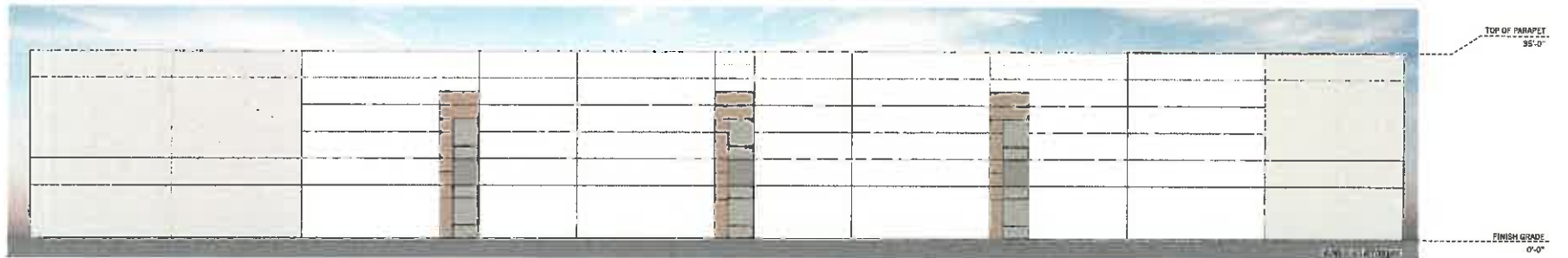
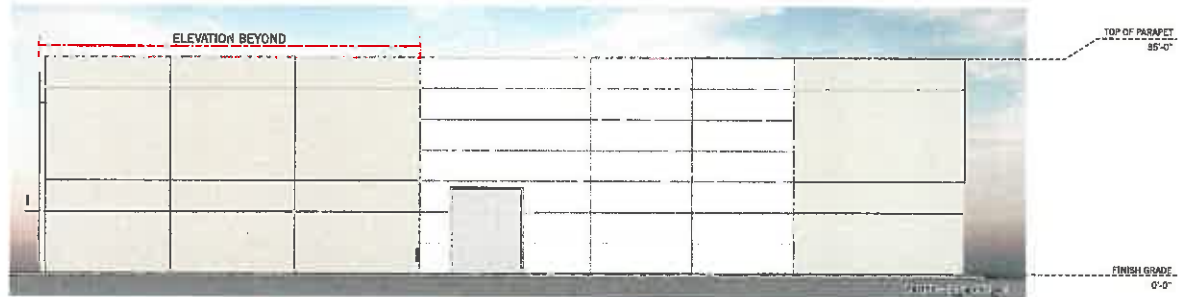
This conceptual design is based upon a preliminary review of entitlement requirements and an unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does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

BUILDING 2- FLOOR PLAN
MERIDIAN SHARP M/JPA
 RIVERSIDE, CALIFORNIA 92508

WARE MALCOMB

IRV18-0140-00
 10.21.2019

PAGE
 8



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.

BUILDING 2- EXTERIOR ELEVATIONS
 MERIDIAN SHARP M3PA
 RIVERSIDE, CALIFORNIA 92508

WARE MALCOMB

IRV18-0140-00
 10.21.2019

PAGE
 11

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. 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. Mathew Evans at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](#), Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1406MA20 – Alan Sharp (Representative: Kimley-Horn) – March Joint Powers Authority Case No. PP19-06 (Plot Plan). The applicant proposes to construct two industrial warehouse buildings with mezzanines totaling 61,108 square feet on 3.03 gross acres located westerly of Meridian Parkway, northerly of Innovation Drive, easterly of Plummer Street, and southerly of Cactus Avenue (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

MARCY
B2 ZONE

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP¹⁴⁰⁶ 1406 MAZD DATE SUBMITTED: 2/26/2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Alan Sharp	Phone Number	949 584 5133
Mailing Address	300 Spectrum, Suite 880 Irvine, CA 92618	Email	alanjsharp@cox.net

Representative	Davie Cowan	Phone Number	619 744 0144
Mailing Address	401 B Street, Suite 600 San Diego, CA 92101	Email	davie.cowan@kimley-horn.com

Property Owner	Guy Yocom	Phone Number	951 284 3456
Mailing Address	12212 Industrial Boulevard Victorville, CA 92395	Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951 656 7000
Staff Contact	Matt Evans	Email	evans@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	PP-1906		

PROJECT LOCATION

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

Street Address	Meridian Parkway between Authority Drive and Innovation Drive Riverside, CA 92508	Gross Parcel Size	3.03
Assessor's Parcel No.	297-232-006	Nearest Airport and distance from Airport	~1.1 miles
Subdivision Name	Meridian Sharp		
Lot Number	Lot 17 of Tract 30857-1		

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 existing site is currently undeveloped, vacant land
-------------------------------------	---

Proposed Land Use (describe)	The Meridian Sharp MJPA Project intends to develop two separate industrial buildings on individual lots on the existing property known as Meridian U1-Lot 17. Building 1 will consist of a total of 24,823 sf, 28'-0" clear height, two dock doors, two-drive in doors, and parking. Building 2 will consist of 36,785 sf, 30'-0" clear height, two dock doors, one drive-in door, and parking.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation _____		
	Number of People on Site 87	Maximum Number 124	
	Method of Calculation (24,823 SF + 36,785 SF) / (500 SF/occupant) = 124 occupant		
	Warehousing use: 500 SF/occupant		
Height Data	Site Elevation (above mean sea level)	~1580 to 1576	ft.
	Height of buildings or structures (from the ground)	30	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: 3.3

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1402MA20 – Juan and Griselda Caldera (Representative: Gabriel Ybarra, Action Surveys)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: TPM35988 (Tentative Parcel Map No. 35988)

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: Zone C2

c. Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to divide 4.94 gross acres into 2 single family residential lots.

PROJECT LOCATION: The site is located at 23265 Walnut Street (on the southerly side of Walnut Street, westerly of Patterson Avenue, northerly of Money Lane, and easterly of Vista del Lago) in the unincorporated community of Mead Valley, approximately 13,920 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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: Zone C2

c. Noise Levels: below 60 CNEL from aircraft

BACKGROUND:

Residential Density: 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 criteria restrict residential density to a maximum of 6.0 dwelling units per acre. The project proposes dividing 4.94 gross acres into 2 single family residential lots, resulting in a density of 0.4 dwelling units per acre, which is consistent with the Compatibility Zone C2 residential criteria.

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 measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 13,920 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top point exceeding 1,627 feet AMSL. The site elevation is approximately 1,606 feet AMSL. There are two existing homes on the property. Therefore, review by the FAA OES is not required at this time. A condition has been included stating that FAA OES review and issuance of a "Determination of No Hazard to Air Navigation" letter will be required prior to building permit issuance for new structures that exceed an elevation above 1,627 feet AMSL.

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

CONDITIONS:

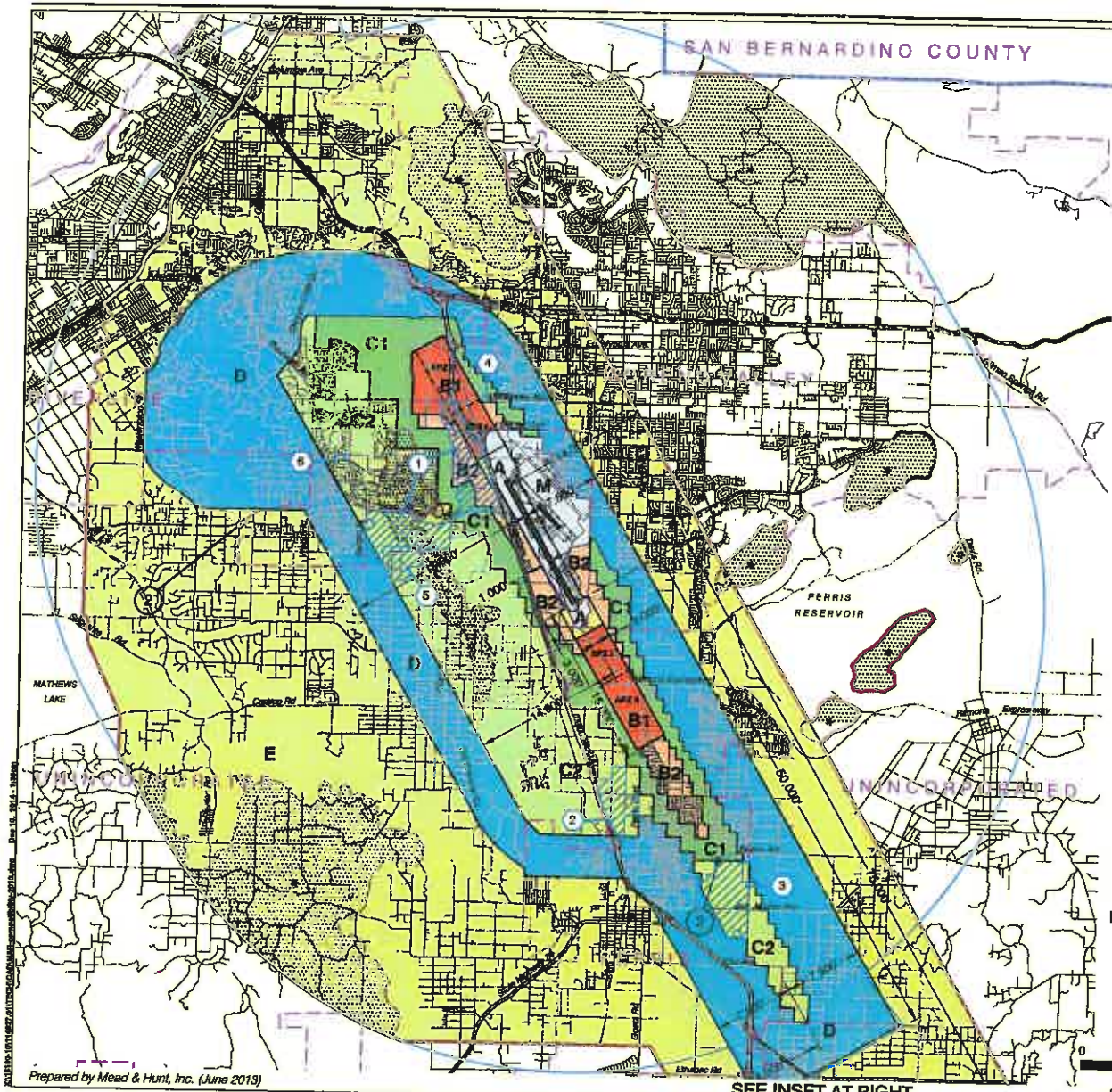
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site in accordance 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 attached notice shall be given to all prospective purchasers of the proposed lots and tenants of any dwellings thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final map. In the event that the Office of 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 parcel map, if an ECS is otherwise required.
 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.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 7. Prior to building permit issuance for any additional (new) buildings with a top point elevation exceeding 1,627 feet above mean sea level, the permittee shall have submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service and shall have received a "Determination of No Hazard to Air Navigation" letter pertaining to that structure.

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)

SAN BERNARDINO COUNTY



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

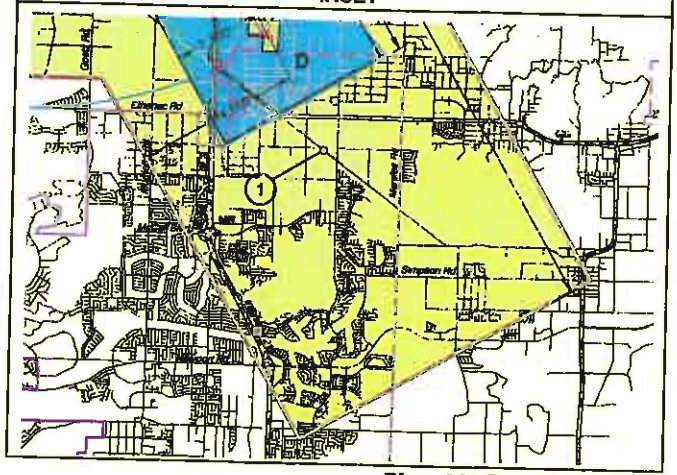
Boundary Lines

- 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 1,635 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

INSET



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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

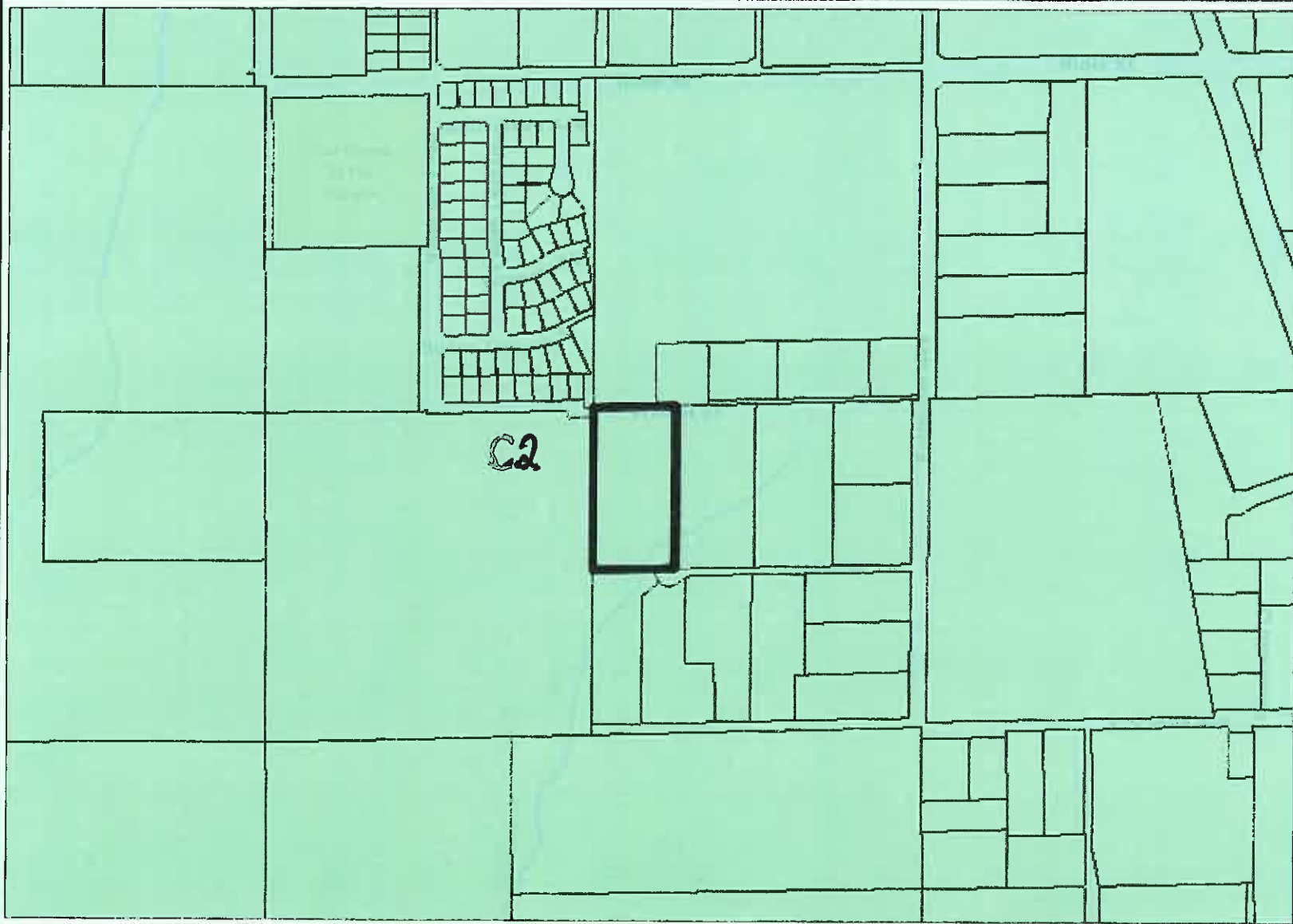
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

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

COUNTY OF RIVERSIDE, CALIFORNIA COUNTY ENGINEER'S OFFICE
 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

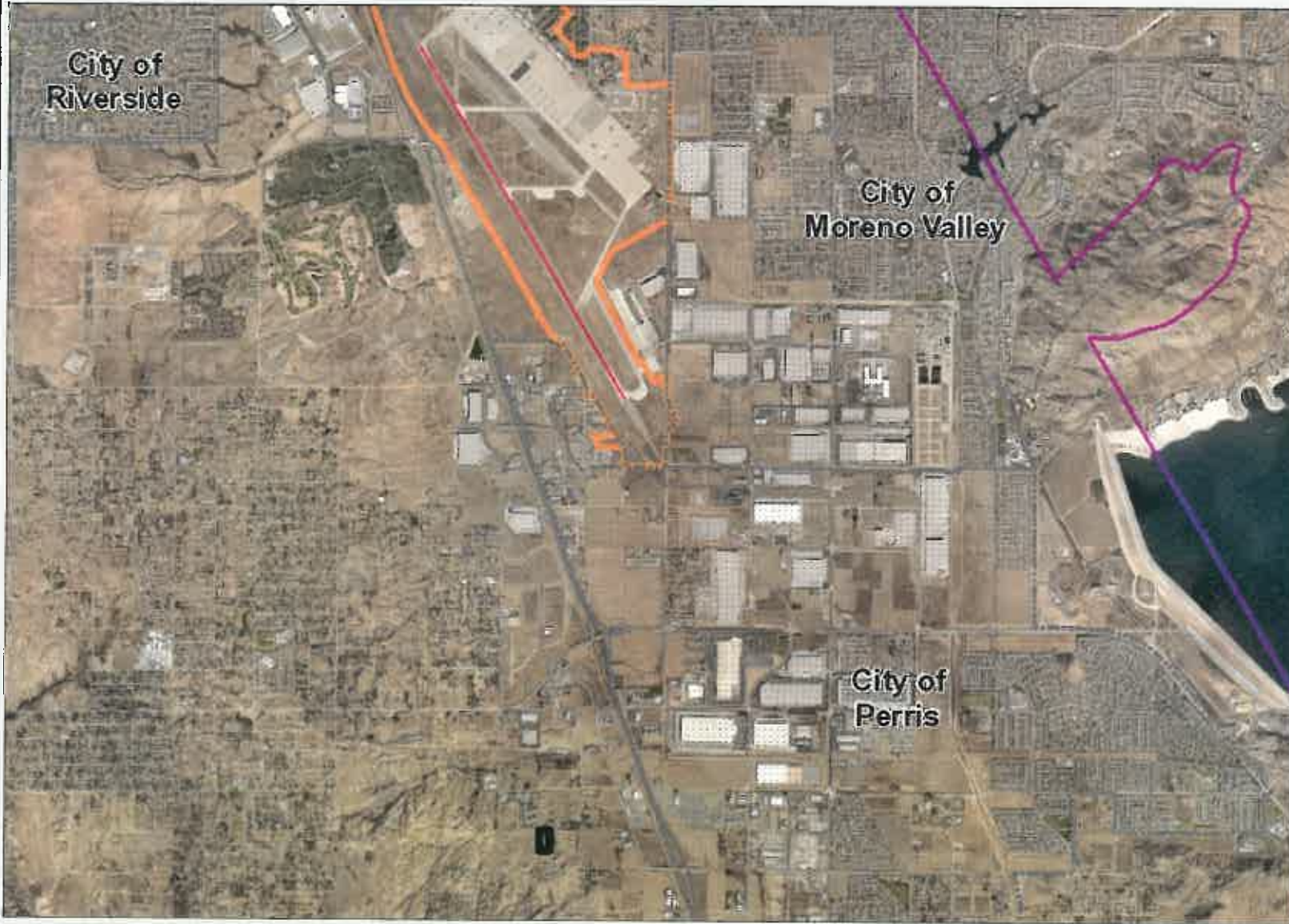


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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



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Notes

Map My County Map



Legend

-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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0 3,000 6,019 Feet

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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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0 752 1,505 Feet

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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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0 376 752 Feet

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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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Notes

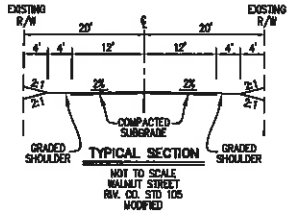
THE FOLLOWING PRIMARY EXHIBIT CHECKLIST ITEMS ARE NOT APPLICABLE FOR THE REASON INDICATED:

- ITEM 25 - NOT IN A COUNTY SERVICE AREA
- ITEM 28 - THIS IS A SCHEDULE "M" NOT REQUIRED
- ITEM 28 - NO KNOWN EXISTING WELLS ON PROPERTY OR WITHIN 200'
- ITEM 35 - NOT SUBJECT TO LIQUEFACTION
- ITEM 37 - NO ON-SITE DRAINAGE IMPROVEMENTS ARE PROPOSED
- ITEM 40 - NONE PROPOSED
- ITEM 48 - NO PAVED AREAS ARE PROPOSED

NOTE:

THIS PARCEL MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

EXISTING RESIDENCES ARE CONNECTED TO WATER & SEWER SERVICES



CONTOUR INTERVAL = 1.0'

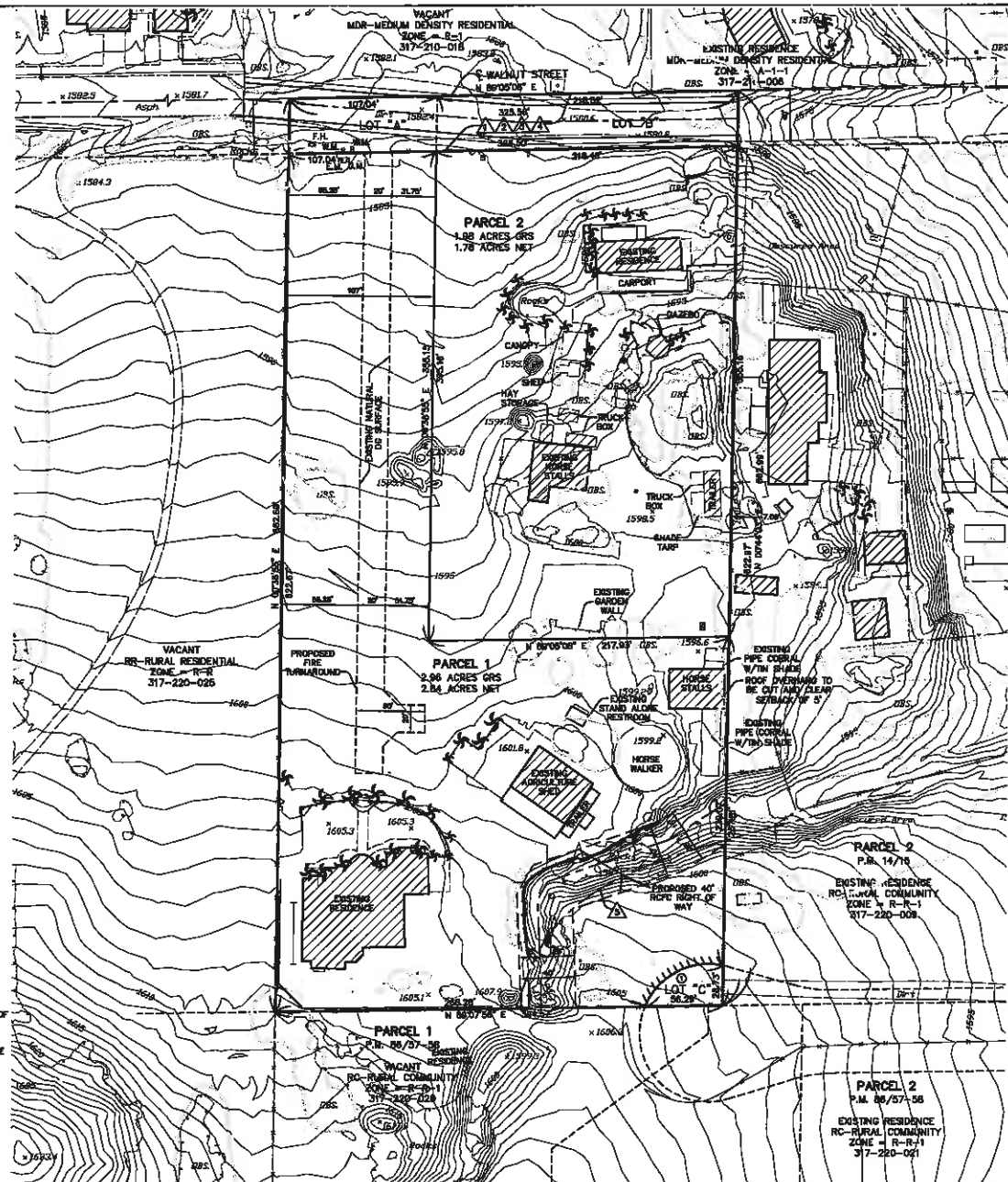
CURVE DATA

Δ	DELTA	RAADIUS	LENGTH	TANGENT
1	79°59'	50.0'	48.2'	41.5'

EASEMENT NOTES

- ⚠ AN EASEMENT FOR INGRESS AND EGRESS AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED DECEMBER 30, 1986, AS INSTRUMENT NO. 123896, OF OFFICIAL RECORDS, AFFECTS THE NORTHERLY 30 FEET OF SAID LAND.
- ⚠ THE EFFECT OF A DECLARATION OF DEDICATION RECORDED NOVEMBER 4, 1972 AS INSTRUMENT NO. 146178 OF OFFICIAL RECORDS, PURPORTING TO IRREVOCABLY DEDICATE IN PERPETUITY FOR PUBLIC ROAD PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICE USES, AFFECTING THE NORTHERLY 40 FEET OF SAID LAND.
- ⚠ AN EASEMENT FOR PUBLIC UTILITIES AND RIGHTS INCIDENTAL THERETO IN FAVOR OF GENERAL TELEPHONE COMPANY OF CALIFORNIA, A CORPORATION AS SET FORTH IN A DOCUMENT RECORDED JANUARY 27, 1978, AS INSTRUMENT NO. 18878 OF OFFICIAL RECORDS, AFFECTS THE NORTHERLY 40 FEET OF SAID LAND.
- ⚠ AN EASEMENT FOR SEWER TRANSMISSION AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED JULY 17, 1979, AS INSTRUMENT NO. 148941, OF OFFICIAL RECORDS, AFFECTS THE NORTHERLY 40 FEET OF SAID LAND.
- ⚠ AN EASEMENT OR OTHER PROVISIONS FOR THE PURPOSE OF FLOOD PLAIN AND RIGHTS INCIDENTAL THERETO AS SHOWN ON THE RECORDED PARCEL MAP 5803, FILED IN BOOK 14, PAGE 15, OF PARCEL MAPS, WHICH AFFECTS AS SHOWN ON THE MAP OF SAID TRACT OR PARCEL, SHOWN GRAPHICALLY.

EASEMENT FOR INGRESS AND EGRESS DEDICATED HURKON.



/////// DENOTES ACCESS BARRIERS RESTRICTED

TOPOGRAPHY SOURCE:
 INLAND AERIAL SURVEYS, INC.
 717 ARLOWTON AVE., SUITE A
 RIVERSIDE, CA 92503
 (951) 887-4285
 (951) 887-4120 FAX

v.c. 18-22

**REVISED
 TENTATIVE PARCEL
 MAP No. 35988
 SCHEDULE "H"**

DATE: FEBRUARY 4, 2019

PREPARED FOR:
OWNER/APPLICANT
 JUAN F. & GRISELDA CALDERAS
 23265 WALNUT STREET
 PERRIS CA 92570
 (909) 210-7403 Cell
 (909) 210-7411 Cell
 gfr@aol.com

PREPARED BY:
ACRON SURVEYS
 GABRIEL D. YEARRA
 1045 MAIN STREET, STE 102
 RIVERSIDE, CA 92501
 (951) 886-8186
 (951) 886-0171 FAX
 acronsurveys@acronglobal.net

PROPERTY ADDRESS: 23265 WALNUT STREET, PERRIS, CA 92570

ASSESSOR'S PARCEL NO.: 317-220-008

LEGAL DESCRIPTION: PARCEL 1 OF PARCEL MAP No. 5983 PER P.M. 14/15.

NUMBER OF PARCELS: 2

ACREAGE: 4.84 ACRES GROSS, 4.65 ACRES NET

EXISTING ZONING & LAND USE: A-1-1, RC-RURAL COMMUNITY

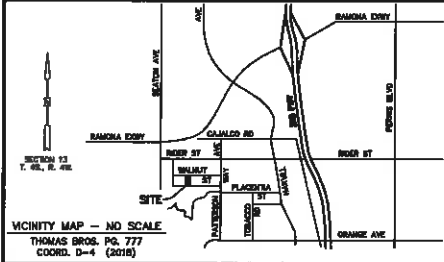
PROPOSED ZONING: A-1-1, RC-RURAL COMMUNITY

UTILITIES:

- ELECTRIC - SOUTHERN CALIFORNIA EDISON
- GAS - SOUTHERN CALIFORNIA GAS
- WATER - EASTERN MUNICIPAL WATER DISTRICT
- SEWER - EASTERN MUNICIPAL WATER DISTRICT
- TELEPHONE - FRONTIER/SPECTRUM
- TELEVISION - INDIVIDUAL ANTENNA/SPECTRUM

SCHOOL DISTRICT: VAL VERDE UNIFIED SCHOOL DISTRICT

- 1) THE PROJECT IS NOT WITHIN A SPECIFIC PLAN.
- 2) THE PROJECT IS LOCATED WITHIN CSA 152.
- 3) LOTS "A" AND "C" ARE TO BE DEDICATED FOR PUBLIC USE.
- 4) THE LAND IS IN A LOW LIQUEFACTION AREA. THE LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
- 5) THE LAND IS IN FLOOD ZONE "X" PER THE INDEX MAP OF COMMUNITY PANEL No. 08085C14106.
- 6) THE PROJECT IS NOT WITHIN A ROAD AND BRIDGE DISTRICT.
- 7) ALL EXISTING STRUCTURES AND EXTERIOR FENCES ARE TO REMAIN.
- 8) NO PROPOSED PADS OR DRIVEWAYS.



MCITY MAP - NO SCALE
 THOMAS BROS. PG. 777
 COORD. D-4 (2018)

AMENDMENTS		SCALE: 1" = 40'
DATE	NO. DESCRIPTION	

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The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Gabriel Villalobos at (951) 955-6184.

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DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). **Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.**

CASE DESCRIPTION:

ZAP1402MA20 – Juan and Griselda Caldera (Representative: Gabriel Ybarra, Action Surveys) – County of Riverside Case No. TPM35988 (Tentative Parcel Map No. 35988). A proposal to divide 4.94 acres located at 23265 Walnut Street (on the southerly side of an unpaved segment of Walnut Street connecting Vista Del Lago on the west and Patterson Avenue on the east) in the unincorporated community of Mead Valley into two residential parcels. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

March
C2

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1402MA20 DATE SUBMITTED: ~~2/11/2020~~ February 16, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Juan Caldera	Phone Number	(909) 210-7403
Mailing Address	23265 Walnut Street Perris CA, 92570	Email	
Representative	Gabriel D. Ybarra	Phone Number	(951) 686-6166
Mailing Address	1045 Min Street, Suite 102 Riverside, CA 92501	Email	actionsurveys@sbcglobal.net
Property Owner	Same as applicant	Phone Number	
Mailing Address		Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside Planning Department	Phone Number	(951) 955-0314
Staff Contact	Jason Kellebrew <u>GABRIEL VILLALOBOS</u>	Email	jvillebr@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor Riverside, CA 92502	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	TPM35988		

PROJECT LOCATION

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

Street Address	23265 Walnut Street Perris CA, 92570		
Assessor's Parcel No.	317-220-008	Gross Parcel Size	2-5.00 Acre Parcels
Subdivision Name	TPM35988	Nearest Airport and distance from Airport	March AIA, 31,800'
Lot Number	Parcels 1 & 2		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Single family residence, attached garage and Agricultural Shed on south half of property (proposed Parcel 1). Modular Home on north half property and horse stalls on south half of property (proposed Parcel 2)

Proposed Land Use (describe)	same as existing.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	2
For Other Land Uses (See Appendix C)	Hours of Operation	N/A
	Number of People on Site	Maximum Number 8
	Method of Calculation	estimated 4 per dwelling unit
Height Data	Site Elevation (above mean sea level)	1605.30' ft.
	Height of buildings or structures (from the ground)	17.50' Residence, 16.00' Agriculture Shed 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) ✓
- X 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
- X 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: May 14, 2020

CASE NUMBER: ZAP1407MA20 – Duke Realty, LP (Representative: Nicole Torstvet, Albert A. Webb Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NOS: PPT190039 (Plot Plan) and CZ2000008 (Change of Zone)

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: Less than 60 CNEL from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”) and find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct one 334,995 square foot industrial building providing 286,995 square feet of warehouse space and 48,000 square feet of office space (including 24,000 square feet of office space on a mezzanine level) on 15.08 gross acres (two parcels). In order to facilitate this development, the applicant proposes to change the zoning of the larger parcel (13.27 acres) from M-H (Manufacturing – Heavy) to M-SC (Manufacturing – Service Commercial). The smaller parcel is already zoned M-SC.

PROJECT LOCATION: The site is located easterly of Harvill Avenue, northerly of Rider Street, westerly of Interstate 215 and the BNSF rail line, and southerly of (Old) Cajalco Road, within the unincorporated community of Mead Valley, approximately 11,468 feet southerly 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, which limits average intensity to 200 persons per acre.

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 building:

- Office – 1 person per 200 square feet (with 50% reduction)
- Warehouse – 1 person per 500 square feet

The project proposes a 334,995 square foot industrial warehouse building, with 286,994 square feet of warehouse area and 48,000 square feet of office area, including office areas on the first floor and mezzanine. With such uses, the building would accommodate 814 persons, which would result in an average intensity of 54 persons per acre, which would be 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 in standard automobile spaces and one person per truck-trailer in trailer spaces in the absence of more precise data). Based on the 338 parking stalls and 53 trailer stalls provided, the total occupancy would be estimated to be 560 people. The resulting average intensity of 37 persons per acre 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 persons. 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 31,560 square feet of warehouse area, 12,000 square feet of first floor office area, and 12,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 183 persons, which is consistent with the Compatibility Zone C2 single-acre criterion of 500. Even if the entire square footage of the single-acre area were utilized for manufacturing and office uses, the single-acre intensity of 278 persons would be consistent.

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 in an area beyond (outside) the 60 CNEL aircraft noise contour. Therefore, no special measures to mitigate aircraft-generated noise are required.

Part 77: The applicant team voluntarily submitted Form 7460-1 for review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The maximum finished floor elevation is 1,510 feet AMSL and the maximum building height is 50 feet, resulting in a top point elevation of 1,560 feet AMSL. The FAA OES issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2020-AWP-2286-OE on April 8, 2020. The FAA OES conditions have been incorporated in the list of recommended conditions included herein.

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

5. 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.
6. The proposed drainage 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 as providing for 286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for warehouse and office uses will require an amended review by the Airport Land Use Commission.
9. Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.
10. 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 (MARB). 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 MARB.
11. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2020-AWP-2286-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.

12. The proposed structure shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above mean sea level.
13. 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.
14. The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.
15. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
16. 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)



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

Aeronautical Study No.
 2020-AWP-2286-OE

Issued Date: 04/08/2020

Adam Schmid
 Duke Reatly
 8001 Irvine Center Drive
 Suite 1450
 Irvine, CA 92618

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

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

Structure: Building Duke Warehouse at Rider & Harvill
 Location: Perris, CA
 Latitude: 33-50-00.00N NAD 83
 Longitude: 117-14-52.00W
 Heights: 1510 feet site elevation (SE)
 50 feet above ground level (AGL)
 1560 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 10/08/2021 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 (206) 231-2877, or Nicholas.Sanders@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2286-OE.

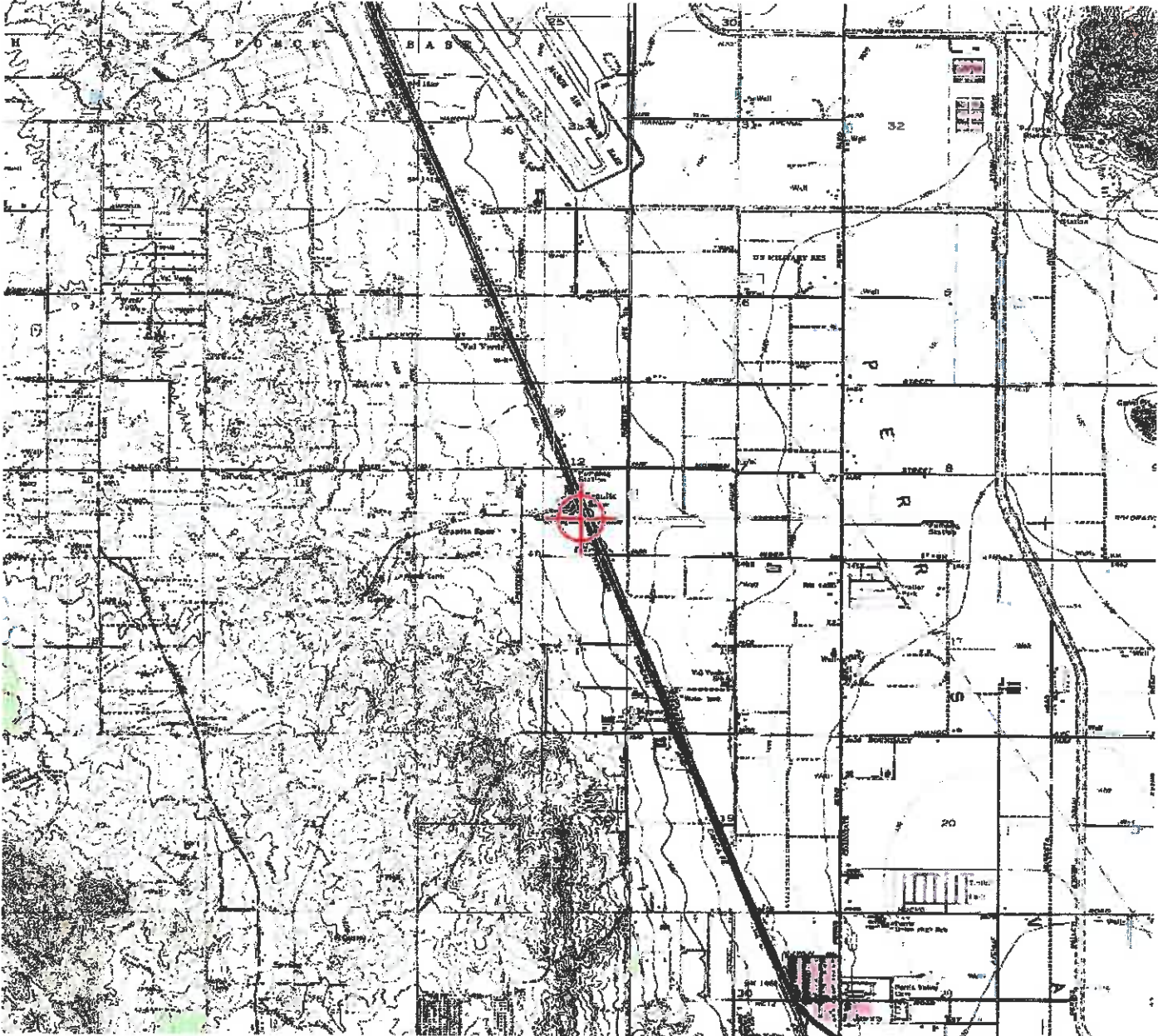
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(DNE)

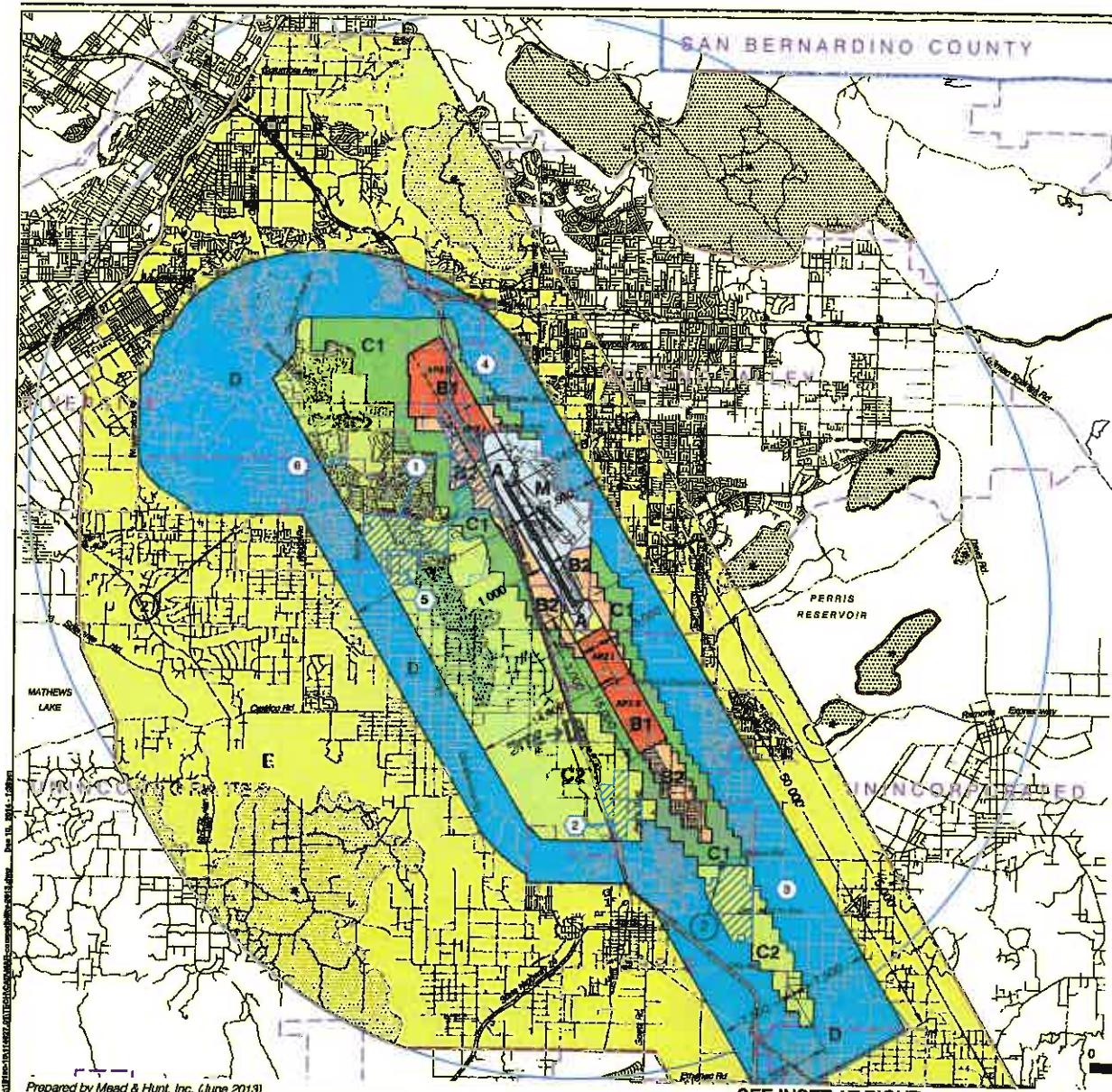
Nicholas Sanders
Technician

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-2286-OE







LEGEND

Compatibility Zones

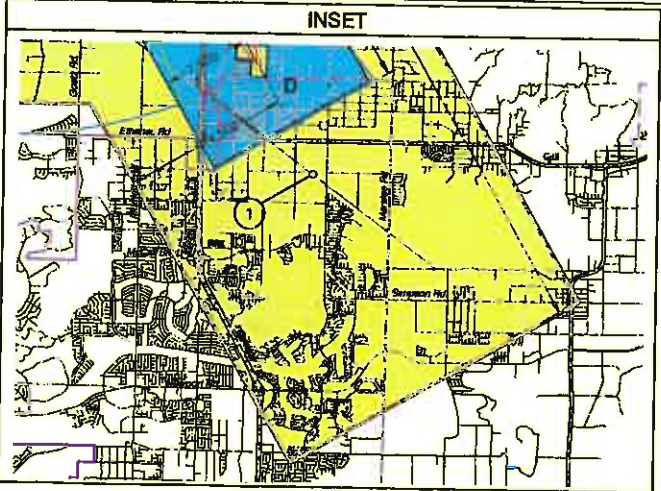
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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



INSET

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



Base map source: County of Riverside 2013

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

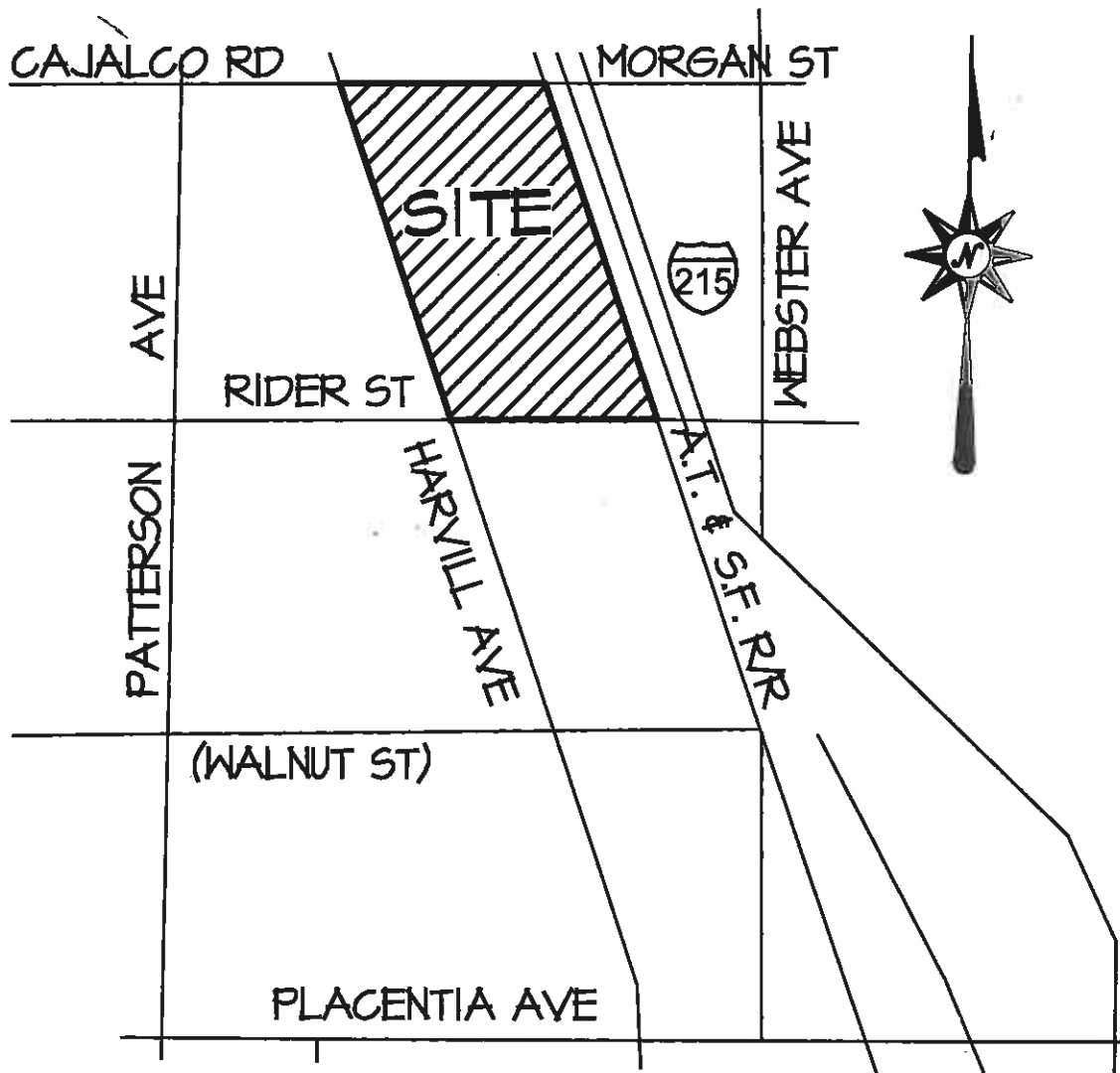
SEE INSET AT RIGHT

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

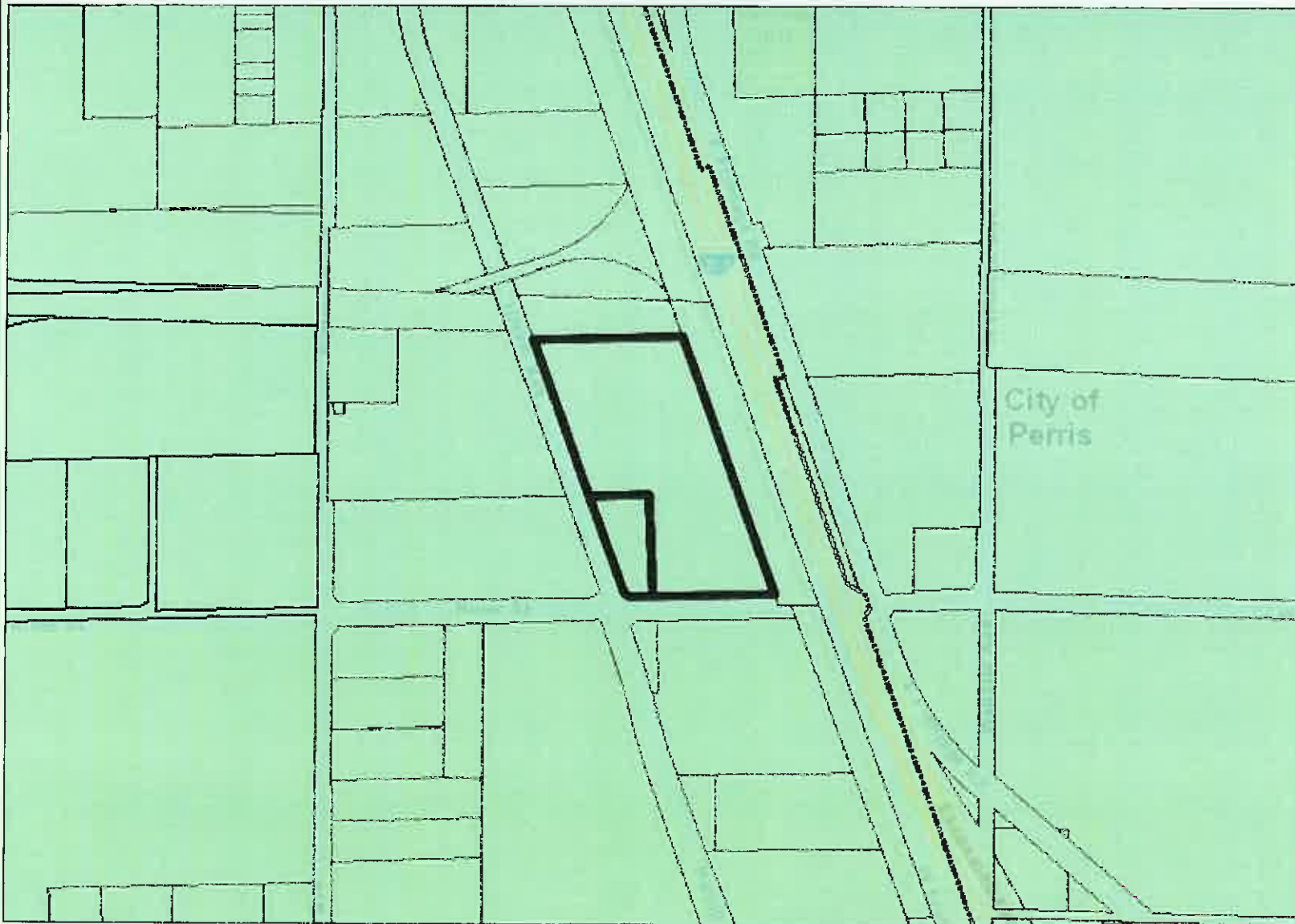
**Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport**

DUKE REALTY - HARVILL & RIDER

VICINITY MAP



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
- R2
- 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

-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - ⋯ City Areas
 - World Street Map



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Notes

Map My County Map



- Legend**
-  Parcels
 -  Runways
 -  Airports
 -  Airport Influence Areas
 -  City Areas
 -  World Street Map



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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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Notes

CHANGE OF ZONE # _____

LANDOWNER/APPLICANT:

COMPANY: DUKE REALTY, LP
 CONTACT: MICHAEL WEBER
 ADDRESS: 200 SPECTRUM DRIVE, STE 1600
 IRVINE CA 92618
 PHONE: (949) 797-7000

EXHIBIT PREPARER/ENGINEER:

COMPANY: ALBERT A. WEBB ASSOCIATES
 CONTACT: DJ ARELLANO
 ADDRESS: 3788 MCCRAY ST
 RIVERSIDE, CA 92506
 PHONE: (951) 686-1070

A.P.N.:

317-170-024 & 317-170-045

ACREAGE:

GROSS SITE AREA: 15.07 AC.
 NET SITE AREA: 14.77 AC.

LEGAL DESCRIPTION:

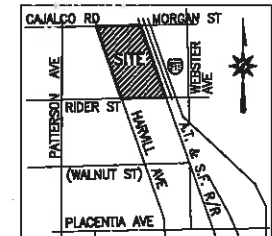
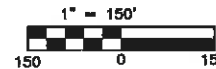
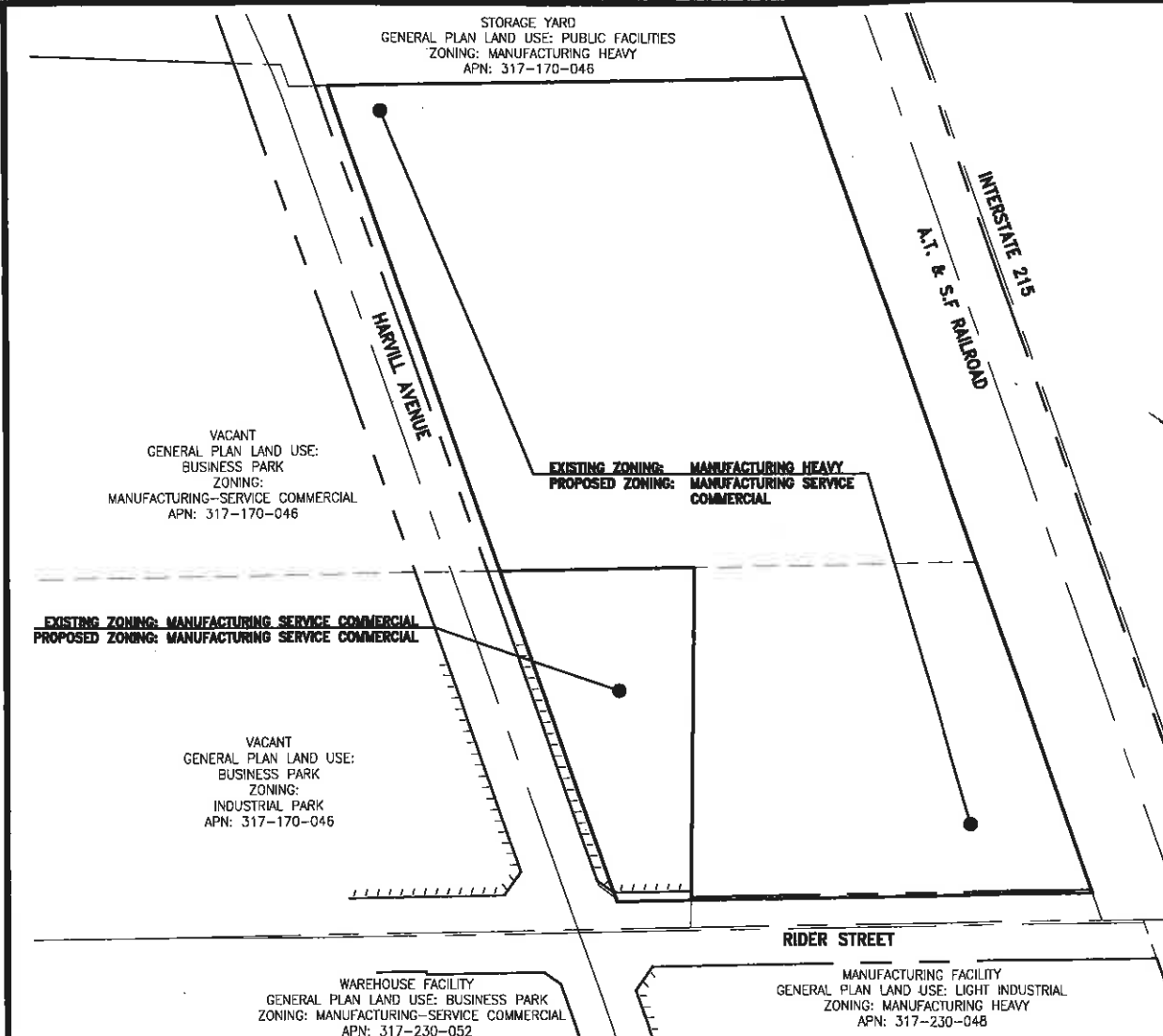
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, COUNTY OF RIVERSIDE THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, PARCEL 1 OF PARCEL MAP NO. 24737, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 177 PAGES 85 AND 86, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. FOR A MORE DETAILED DESCRIPTION REFER TO TITLE REPORT.

LAND USE / ZONING:

EXISTING USE: VACANT/COMMERCIAL
 PROPOSED USE: WAREHOUSE FACILITY
 EXISTING ZONING: MANUFACTURING HEAVY (M-H)/
 MANUFACTURING-SERVICE COMMERCIAL (M-SC)
 PROPOSED ZONING: MANUFACTURING-SERVICE COMMERCIAL (M-SC)

NOTES:

1. EXISTING GENERAL PLAN USE DESIGNATION: LIGHT INDUSTRIAL (LI)
2. PROPOSED GENERAL PLAN USE DESIGNATION: LIGHT INDUSTRIAL (LI)
3. THOMAS GUIDE RIVERSIDE COUNTY (2006 ED.) PAGE 777, PORTION OF GRID D3 AND E3.
4. THE PROJECT SITE IS LOCATED WITHIN ZONE X, AREAS OF MINIMAL FLOODING PER FIRM MAP PANEL 06065C1430H EFFECTIVE AUGUST 18, 2014.



VICINITY MAP

EXHIBIT PREPARED: 2/13/2020

UTILITY PROVIDERS & CONTACTS

ELECTRIC:
 SOUTHERN CALIFORNIA EDISON
 1444 E MCFADDEN AVE
 SANTA ANA, CA 92705
 (909) 503-5565

GAS:
 SO. CAL. GAS COMPANY
 1981 W LUGONIA AVE
 REDLANDS, CA 92374
 (909) 335-7955

SEWER:
 EASTERN MUNICIPAL WATER DISTRICT
 P.O. BOX 8300
 PERRIS, CA 92572
 (915) 928-3777

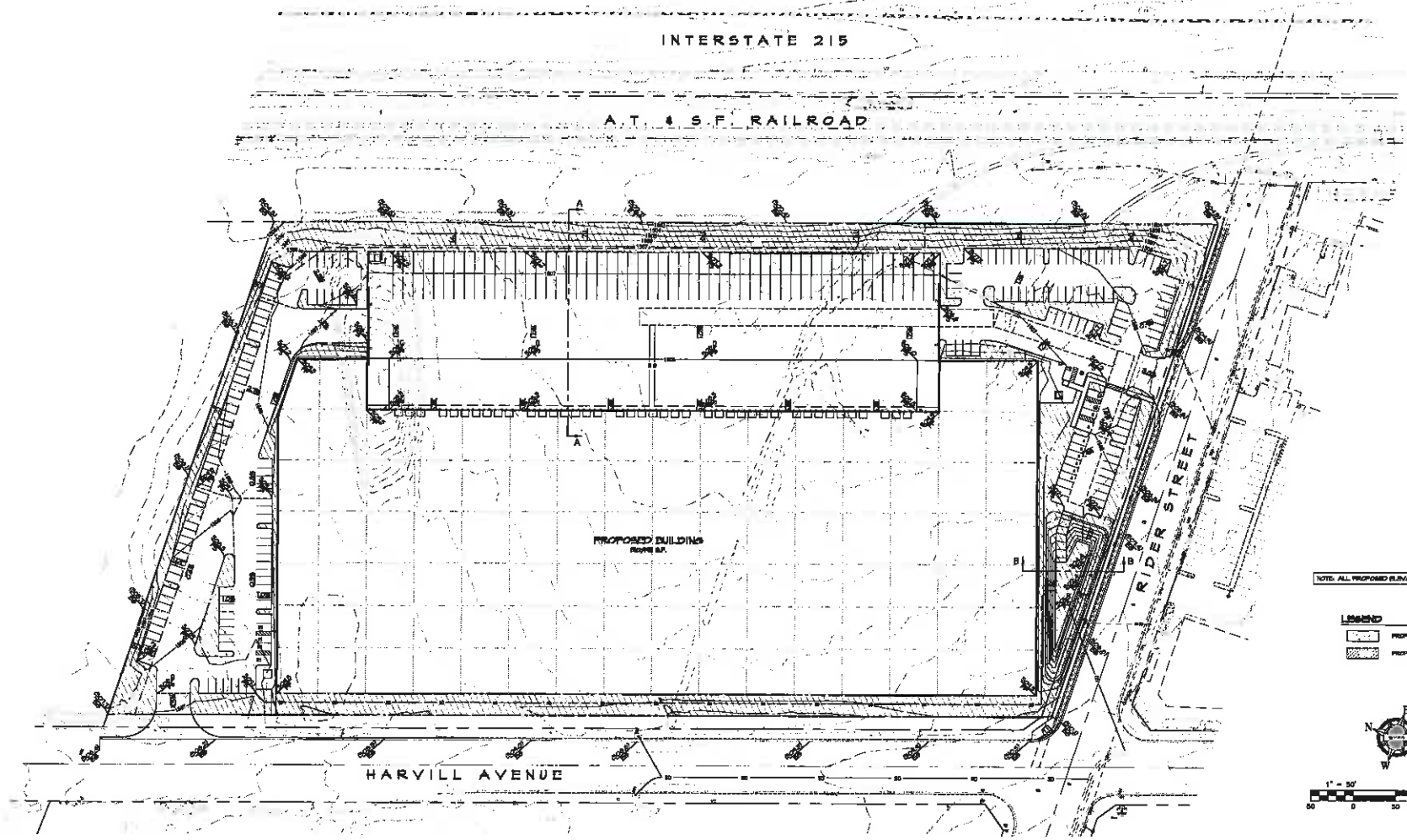
TELEPHONE:
 CHARTER
 7337 CENTRAL AVE
 RIVERSIDE, CA 92504
 (951) 406-1886

WATER:
 EASTERN MUNICIPAL WATER DISTRICT
 P.O. BOX 8300
 PERRIS, CA 92572
 (915) 928-3777

CABLE TV:
 FRONTIER COMMUNICATIONS
 9 S 4TH STREET
 REDLANDS, CA 92373
 (877) 462-6640

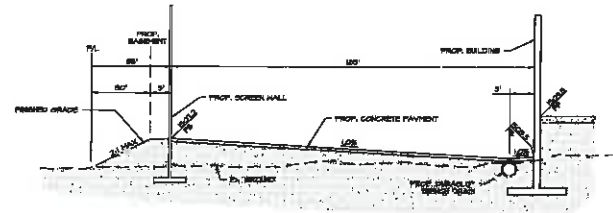
SCHOOL DISTRICT:
 VAL VERDE UNIFIED SCHOOL DISTRICT
 975 WEST MORGAN ST
 PERRIS, CA 92571
 (951) 940-6100

DATE	REVISIONS

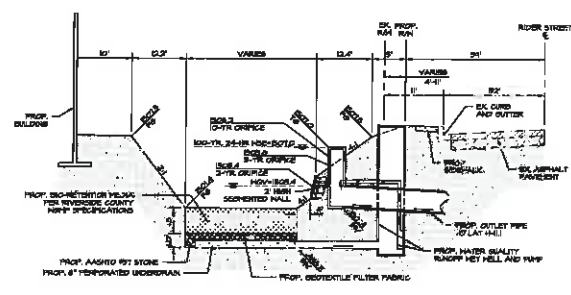


NOTE: ALL PROPOSED ELEVATIONS SHOWN ARE DOUBT

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



SECTION A-A
N.T.S.

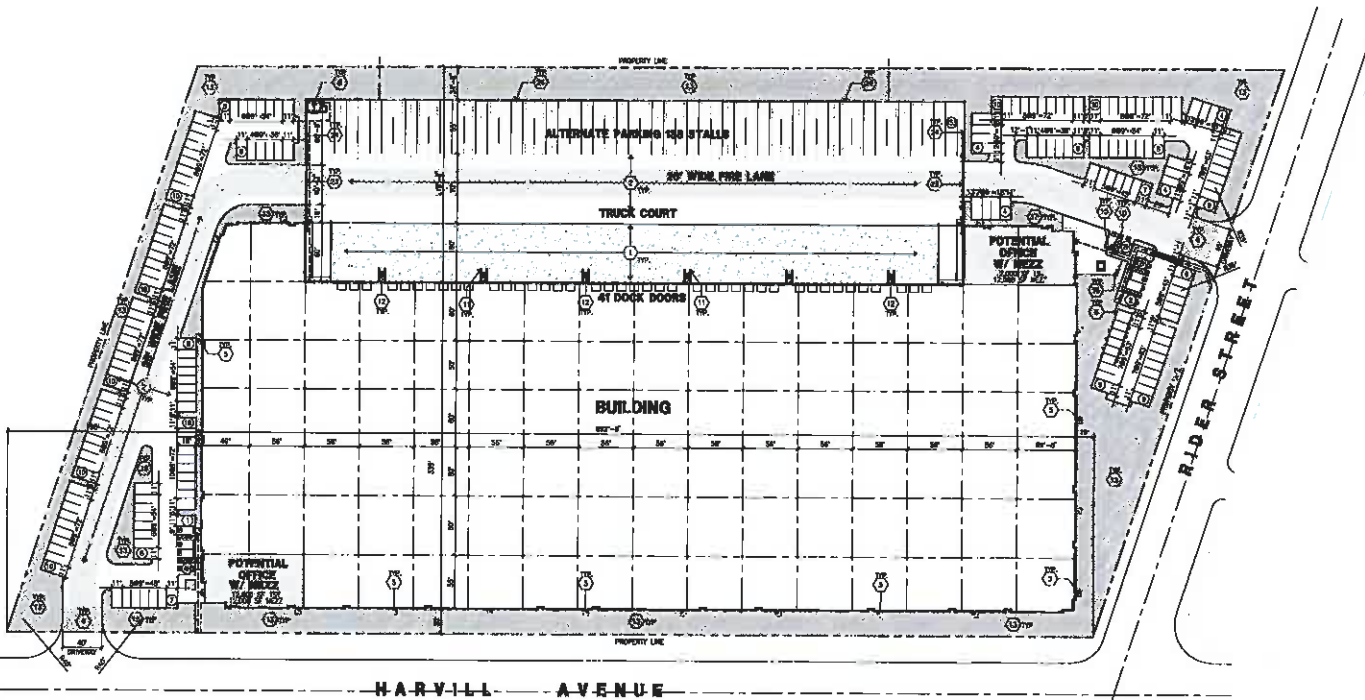


SECTION B-B
N.T.S.

COUNTY OF RIVERSIDE
DUKE REALTY - HARVILL & RIDER
CONCEPTUAL GRADING PLAN
A DUKE REALTY DEVELOPMENT

SCALE: 1"=50'	PROJECT: 1111111111	DATE: 11/11/11	DESIGNED: J. J. J.	PLANNED: J. J. J.	NO. OF SHEETS: 2
DATE: 11/11/11	CHECKED: J. J. J.	DESIGNED: J. J. J.	PLANNED: J. J. J.	NO. OF SHEETS: 2	
DATE: 11/11/11	CHECKED: J. J. J.	DESIGNED: J. J. J.	PLANNED: J. J. J.	NO. OF SHEETS: 2	
DATE: 11/11/11	CHECKED: J. J. J.	DESIGNED: J. J. J.	PLANNED: J. J. J.	NO. OF SHEETS: 2	

WJBB
REGISTERED PROFESSIONAL ENGINEER
P.E. NO. 718-1134



Property Owner
 DUKE REALTY
 200 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE
 CA 92616
 949-257-7042

Address of the Property
 780

Assessor's Parcel Number
 317-170-024 AND 317-170-040

Zoning
 MANUFACTURING HEAVY
 MANUFACTURING SERVICE COMMERCIAL

Applicant's Representative
 18A P.C.
 18031 LINCOLN AVE. SUITE 100
 IRVINE, CA 92614
 949-460-0132
 STEVEN@DABREALTY.COM
 52047-1000

Tabulation

RETAIL		
R.S.F.	643,380 s.f.	
IN AREA	14,977 sq.	
NEW AREAS		
Office - 1st Floor	24,000 s.f.	
Office - Mezzanine	24,000 s.f.	
Warehouse	288,000 s.f.	
TOTAL	336,000 s.f.	
CONCRETE		
TOTAL	33,116	
AUTO PARKING (REQUIRED)		
Office 1250 s.f.	180 stalls	
Warehouse	144 stalls	
TOTAL	324 stalls	
AUTO PARKING PROVIDED		
Standard (8' x 18')	194 stalls	
Accession (8' x 15')	4 stalls	
VAN Accessible (12' x 18')	2 stalls	
Alternate Parking (8' x 18')	138 stalls	
TOTAL	338 stalls	
TOTAL AUTO PARKING PROVIDED		
Trailer (10' x 30')	63 stalls	
CONCRETE OVERLAP PER CITY		
Zoning (Manufacturing - Heavy)		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 35' 7.5' exceeds approval per Division 18.34		
REARVIEW MIRROR (R.M.B.)		
Per - no less than 10'		
FINISHES		
Finish	Location	
Form 1/2" steel wire - 20'	15'	
Header 1/2" steel wire - none		
LANDSCAPE/PLANTING		
Percentage - 10%		
LANDSCAPE/PLANTING		
Per - 10.9%		
R.S.F. -	108,880 s.f.	

HPA

Paul, Inc.
 18031 Lincoln Avenue - 100, #100
 Irvine, CA 92614
 949-460-0132
 949-460-0170
 Fax: 949-460-0851
 email: paul@paulinc.com

SEAL
 REGISTERED ARCHITECT
 STATE OF CALIFORNIA

Duke REALTY

200 SPECTRUM CENTER DRIVE
 SUITE 1000 IRVINE, CA 92616
 TEL: 949-257-7042

Project:
 HARVILL & RIDER

COUNTY OF RIVERSIDE

Consultants:
 W&B
 W&B

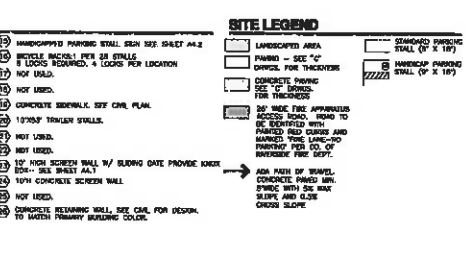
Title:
 OVERALL SITE PLAN

Project Number: 19417
 Drawn by: CH
 Date: 10/20/09
 Revision:

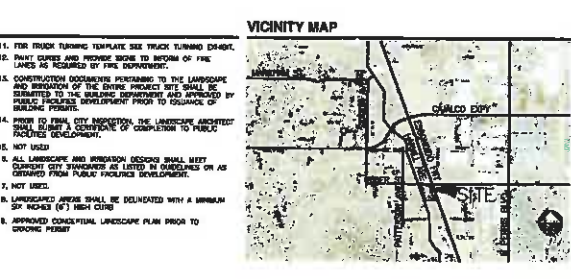
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DAB-A1.1



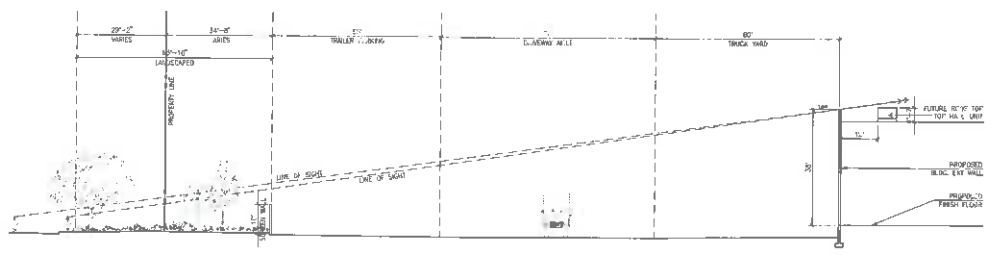
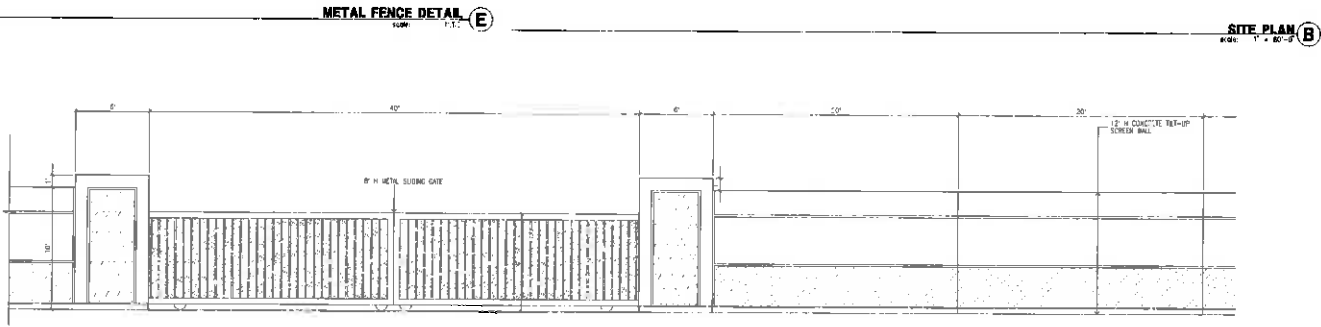
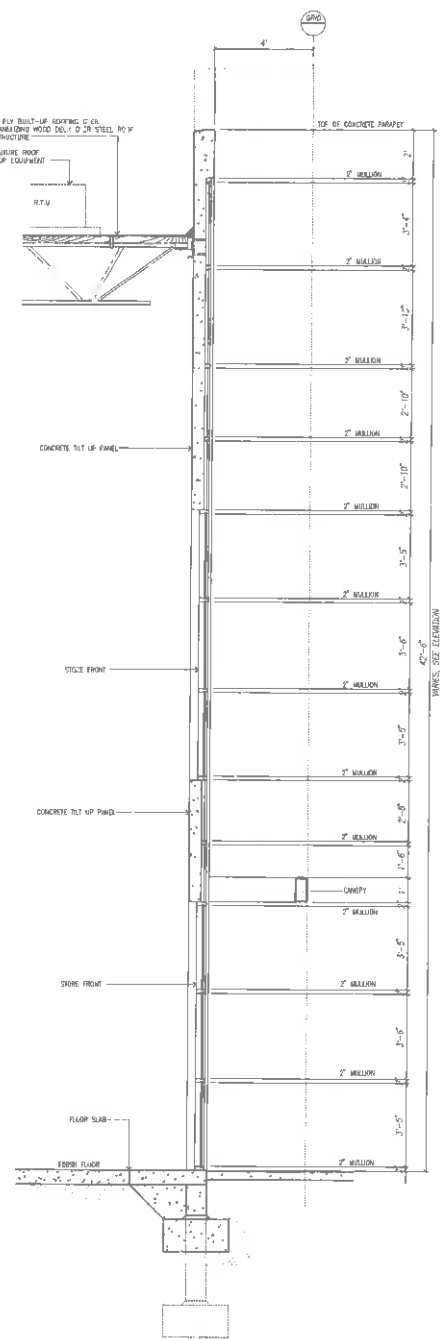
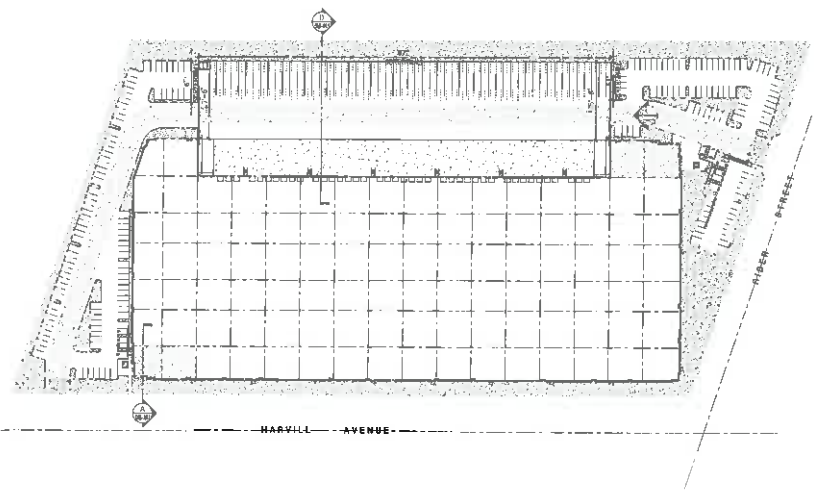
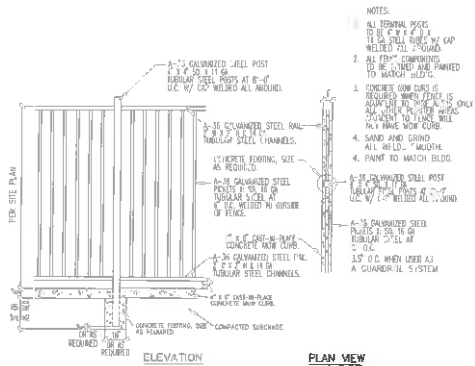
- SITE PLAN KEYNOTES**
- HEAVY BROOM FRESH PORTLAND CONC. CURBWAY FINISHMENT.
 - CONCRETE FINISH PER CHAL.
 - CONCRETE WALKWAY.
 - DRIVEWAY APRONS TO BE CONSTRUCTED PER "I" DRAWINGS.
 - 4" x 8" x 12" MIN. THICK CONCRETE OUTDOOR LANDING PER CITY. AT ALL EXTERIOR WALK DOORS TO LANDSCAPED AREAS. FRESH TO BE BROOM FINISH.
 - CONCRETE SHALL BE 1 1/2" x 1 1/2" MIN. THICK. FRESH TO BE BROOM FINISH PER CHAL. MAY BE FINISHED WITH POLISHED OR GLOSS BY CITY REQUEST.
 - SPREAD AREA FINISH. SEE LANDSCAPE PLANS.
 - POURING WITH VIBRATOR. REINFORCED CEMENT BY ANGLE-IRON SLABS TO BE 1/2" DIA. PER DEPARTMENT STANDARDS PER DRAWING. SEE SHEET A-2.
 - WASH ENCLOSURE PER CITY'S STANDARD.
 - BY CHANGING STATIONS. (8) TOTAL.
 - PRE-CAST CONC. WHEEL STOP.
 - CONC. FIELDED GUARD POST 7/8 DIA. U.L.G. 42" H.
 - EXTERIOR CONC. STAIR.
 - LANDSCAPE. SEE "I" DRGS. LANDSCAPE AREAS INDICATED BY SHADING PATTERNS.
 - LANDSCAPED ENTRY SIGN. SEE SHEET A-2.
 - LANDSCAPED PARKING STALL SIGN SEE SHEET A-2.
 - BIKEWAY SIGN. SEE SHEET A-2.
 - 4 LOCKS REQUIRED. 4 LOCKS PER LOCATION.
 - NOT USED.
 - CONCRETE SIGNALL. SEE CHAL PLAN.
 - 1075#P TRUCKWAY STALLS.
 - NOT USED.
 - 10" HIGH SCREEN WALL 1/2" SLUING DATE PROVIDE INDEX.
 - 10" HIGH SCREEN WALL.
 - 10" HIGH CONCRETE SCREEN WALL.
 - NOT USED.
 - CONCRETE RETAINING WALL. SEE CHAL FOR DESIGN. TO MATCH PRIMARY BUILDING COLOR.
 - REMOVED DRIVING STALL (8' x 18').
 - LANDSCAPE PARKING STALL (8' x 18').
 - SEE PAGE OF MANUAL. CONCRETE FINISH MIN. FINISH WITH 3/8" DIA. SLUING AND GLOSS ORDER SLOPE.



- SITE PLAN GENERAL NOTES**
- THE SOIL REPORT PREPARED BY...
 - IF SOIL USE FORMER IN HEAVY USE STEEL REINFORCED FOR ALL SITE CONCRETE.
 - ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL. FACE OF CONCRETE CURB OR CURB LINE U.L.G.
 - SEE "I" PLANS FOR ALL CONCRETE CURBS, OUTLETS AND DOWELS. DETAILS ON SHEET A-11 AND SIMILAR DIMENSIONS.
 - THE ENTIRE PROJECT SHALL BE PERMANENTLY MARKED WITH AN AUTOMATIC IDENTIFICATION SYSTEM PRIOR TO INSTALLATION & AT LEAST 90 DAYS BEFORE BLOC. COMPLETION.
 - SEE "I" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
 - PROVIDE POSITIVE DRAINAGE AWAY FROM BLOC. SEE "I" DRAWINGS.
 - CONTRACTOR TO RETIE TO "I" DRAWINGS FOR ALL EXISTING CONDUIT DIMENSIONS. SITE PLANS ARE FOR GENERAL AND STATING LOCATIONS ONLY.
 - SEE "I" DRAWINGS FOR FINISH GRADE ELEVATIONS.
 - CONCRETE SPECULATES TO BE A MINIMUM OF 4" THICK 1/2" TOLUO DOWNS AT 6" O.C. EXTERIOR/CONSTRUCTION JOINTS SHALL BE A MINIMUM 12" DIA. 80# W/ 1200 MIN. SLUING. STRUCKS APPLIED TO HAVE COMPRESSIVE STRENGTH PER MATERIAL OF 1/2". SEE "I" DRAWINGS FOR FRESH.
 - FOR TRUCK TURNING TEMPLATE SEE TRUCK TURNING DETAIL.
 - PAINT CURBS AND PROVIDE SIGN TO WEAPON OF FIRE LINES AS REQUIRED BY FIRE DEPARTMENT.
 - CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC WORKS DEPARTMENT PRIOR TO COUNCIL OF BUILDING DEPARTMENT.
 - PERIOD TO FISH CITY INSPECTION. THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEPARTMENT.
 - NOT USED.
 - ALL LANDSCAPE AND IRRIIGATION DESIGN SHALL MEET COUNTY CITY STANDARDS AS LISTED IN SCHEDULED OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
 - NOT USED.
 - LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM 3/8" NICHES (8") HIGH CURB.
 - APPROVED COMPLETED LANDSCAPE PLAN PRIOR TO DRIVING PERMIT.



OFFICIAL USE ONLY



COLOR SCHED. - ELEVATIONS

1	CONCRETE TILT-UP PANEL, FRESH CONCRETE	GRAY
2	CONCRETE TILT-UP PANEL, PAINT FINISH	GRAY
3	CONCRETE TILT-UP PANEL, PAINT FINISH	GRAY
4	CONCRETE TILT-UP PANEL, PAINT FINISH	GRAY

HPA
ARCHITECTS

Ipsa, Inc.
16811 Ardmore Avenue, Suite #110
Irvine, CA 92612
Tel: 949-453-1770
Fax: 949-453-0851
Email: ipsa@ipsarch.com

REGISTERED ARCHITECT
STATE OF CALIFORNIA

Owner:
Duke REALTY
200 SPECTRUM CENTER DRIVE
SUITE 100 IRVINE, CA 92618
Tel: 949-767-7042

Project:
HARVILL & RIDER

COUNTY OF RIVERSIDE

Consultants:

Civil	WEBS
Structural	WEBS
Mechanical	WEBS
Plumbing	WEBS
Electrical	WEBS
Landscaping	WEBS
Fire Protection	WEBS
Sign Products	WEBS

Title:
SCREEN WALL

Project Number: 19412
Drawn by: CR
Date: 1/28/00
Revisions:

Sheet:
DAB-A4.1

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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 Riverside County Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Brett Dawson at (951) 955-0972.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1407MA20 – Duke Realty, LP (Representative: Nicole Torstvet, Albert A. Webb and Associates) – County of Riverside Case Nos. CZ2000008 (Change of Zone) and PPT 190039 (Plot Plan). A proposal to construct a 334,995 square foot industrial building with second floor mezzanine on two parcels (15.08 gross acres) located easterly of Harvill Avenue, northerly of Rider Street, westerly of the AT&SF/BNSF rail line and Interstate 215, and southerly of (Old) Cajalco Road in the unincorporated community of Mead Valley. Up to 48,000 square feet will consist of office area, with the vast majority of the building (at least 85 percent) to be utilized as warehousing. In order to facilitate this development, the applicant proposes to change the zoning of the larger parcel (13.27 acres) from M-H (Manufacturing-Heavy) to M-SC (Manufacturing-Service Commercial). The smaller parcel is already zoned M-SC. (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: ZAP 1407MA20 DATE SUBMITTED: 2-26-20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Duke Realty C/O Michael Weber	Phone Number	(949) 797-7048
Mailing Address	200 Spectrum Center Drive, Suite 1600	Email	michael.weber@dukerealty.com
	Irvine, CA 92618		
Representative	Albert A. Webb Associates C/O Nicole Torstvet	Phone Number	(951) 320-6066
Mailing Address	3788 McCray Street	Email	nicole.torstvet@webbassociates.com
	Riverside, CA 92506		
Property Owner	Duke Realty Rider & Harvill LP C/O Michael Weber	Phone Number	(949) 797-7048
Mailing Address	200 Spectrum Center Drive, Suite 1600	Email	
	Irvine, CA 92618		

MAR
C2

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County	Phone Number	(951) 955 - 0972
Staff Contact	Brett Dawson	Email	bdawson@rivco.org
Mailing Address	4080 Lemon Street	Case Type	Plot Plan
	14th Floor	<input type="checkbox"/>	General Plan / Specific Plan Amendment
	Riverside, CA 92501	<input checked="" type="checkbox"/>	Zoning Ordinance Amendment
Local Agency Project No	PPT190039 / <u>CZ2000008</u>	<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	East of Harvill Avenue and North of Rider Street		
Assessor's Parcel No.	317-170-024, 317-170-045	Gross Parcel Size	14.4
Subdivision Name	N/A	Nearest Airport and distance from Airport	3.5 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)	Vacant undisturbed land - zoned light industrial

Proposed Land Use (describe)	Light industrial - speculative building	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A
For Other Land Uses (See Appendix C)	Hours of Operation	TBD - speculative building
	Number of People on Site	TBD
	Maximum Number	
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	1509.5 ft.
	Height of buildings or structures (from the ground)	45 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: 3.5

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1047RG20 - City of Riverside (Representatives: David Murray and Matthew Taylor)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P20-0068 (Zoning Code Amendment)

MAJOR ISSUES: None.

RECOMMENDATIONS:

Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed City of Riverside Zoning Code Amendment CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION:

The City of Riverside proposes to amend Title 19 (Zoning) of the Riverside Municipal Code to achieve consistency with recently enacted State laws relating to Family Day Care Homes, Accessory Dwelling Units (formerly known as Second Units), Junior Accessory Dwelling Units, Tiny Homes, and Tiny Home Communities.

BACKGROUND:

Accessory Dwelling Units

On February 14, 2019, the Riverside County Airport Land Use Commission (ALUC) found City of Riverside Case No. P18-0865, a proposal to amend the provisions of Title 19 of the Riverside Municipal Code relating to Accessory Dwelling Units (ADUs) (formerly known as Second Units), CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan. This amendment was adopted by the Riverside City Council on February 19, 2019.

Prior to that time, ADUs were allowable only in the City's R-1 and RE zones. Pursuant to that amendment, ADUs are now also allowed in the: (1) MU-N, MU-U, and MU-V zones in the same circumstances as in the R-1 and RE zones; (2) in the R-3 and R-4 zones on existing legal lots not greater than 0.25 acre in area in conjunction with an existing or proposed primary single-family residence, and in the RR, RA-5, and R-5 zones IF located entirely within the existing space of a single-family residence or an existing legal accessory structure. The amendment also deleted parking requirements for ADUs, subject to the provision that conversion of a garage to an ADU would require replacement parking for the primary dwelling unit. Additionally, the amendment specified that only a building permit (not a Planning approval) would be required for an ADU contained within the existing space of a structure located in a single-family residential zone that has not been constructed or altered within the preceding six months, provided that the ADU has independent exterior access separate from the existing residence and that the side and rear setbacks for the ADU are sufficient for fire safety.

The current proposal adds an additional land use type, junior accessory dwelling units (JADUs). JADUs are located within the walls of the existing or proposed primary dwelling, do not exceed 500 square feet in floor area, and must include cooking facilities with appliances, a food preparation counter and storage cabinets "that are of reasonable size in relation to the size of the JADU. The JADU may have separate sanitation facilities or shared sanitation facilities with the existing dwelling.

The current proposal allows for ADUs and JADUs in all residential zones, including all multi-family and mixed-use zones that include an existing or proposed dwelling. Section 19.442.030 is thoroughly rewritten to conform to the requirements of the more recently adopted State law.

Prior to the 2019 amendment, new ADUs were required to meet the minimum building setback requirements of the underlying zone. The 2019 amendment required ADUs attached to a single-family dwelling and ADUs contained within the existing space of a single-family dwelling to meet the minimum building setbacks of the underlying zone for a primary dwelling. Detached ADUs were required to meet the minimum front yard building setback of the underlying zone and have a minimum five-foot side and rear yard building setback. The current proposal requires side and rear yard setbacks for an ADU to be sufficient for fire and safety and to comply with California Government Code Section 65852.2 as amended from time to time.

At present, the number of dwellings permitted on a single lot in any single-family residential zone is limited to two: the primary dwelling and either an ADU or an Accessory Living Quarter. The current proposal would allow the primary dwelling, one ADU, and one JADU.

The current proposal would delete parking requirements for all ADUs and JADUs and delete the requirement for replacement parking for a primary dwelling if a garage is converted to an ADU or if a carport or covered parking space is eliminated in order to provide for an ADU.

In order to facilitate housing, ADUs will now also be allowable in multi-family areas. Up to two new detached ADUs would be permitted on a lot that has an existing multi-family dwelling. Additionally, at least one ADU, but not more than 25% of the existing number of multi-family dwellings, would be permitted within existing structures on lots with multi-family dwelling structures, and these ADUs can include conversions of garages, basements, attics, storage rooms, boiler rooms, and passageways, provided that the ADU complies with building standards for dwellings.

The following currently applicable requirements would be deleted:

- (1) The requirement that ADUs only be permitted on lots conforming to the minimum lot size requirements of the underlying zone for single-family dwellings;
- (2) The requirement that stand-alone detached ADUs be limited to a single-story and a height of 20 feet;
- (3) The requirement that either the primary single-family dwelling or the ADU be occupied by the owner of the property.

Family Day Care Homes

At present, Chapter 19.910.050 of the Riverside Municipal Code defines a “small family Day care home” as “a home that provides family day care for up to six children, including children under the age of ten years who reside at the home [or] up to eight children [if] all of the following conditions are met: (1) at least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age; (2) no more than two infants are cared for during any time when more than six children are cared for; (3) the licensee notifies each parent that the family is caring for two additional school-age children and that there may be up to seven or eight children in the home at one time; (4) the licensees obtain the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 c and Section 1597.44).”

Chapter 19.910.050 defines a “large family Day care home” as “a home that provides family day care for seven to 12 children, inclusive, including children under the age of ten years who reside at the home [or] up to 14 children [if] all of the following conditions are met: (1) at least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age; (2) no more than three infants are cared for during any time when more than 12 children are being cared for; (3) the licensee notifies a parent that the family is caring for two additional school-age children and that there may be up to 13 or 14 children in the home at one time; (4) the licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 b and Section 1597.465).”

These definitions will be replaced with a single definition of “Family day care home” reading as

follows: “Family day care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day, while the parents or guardians are away, as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.”

At present, small family day care homes are permitted uses in the City’s residential (RC, RA-5, RR, RE, R-1, R-3, and R-4) and mixed use (MU-N, MU-V, and MU-U) zones, while large family day care homes are permitted in the same zones, provided that a large family day care permit is obtained. The proposed amendment would eliminate the City permit requirement. (This does not affect the requirement for the State license.)

Tiny Homes and Tiny Home Communities

This proposal would simplify the definition of “tiny homes.” At present, they are defined as structures “constructed on a chassis, intended for separate, independent living quarters that meets all of the following conditions:

1. The unit cannot (and is designed not to) move under its own power. When sited on a parcel the wheels and undercarriage shall be skirted;
2. No larger than allowed by California State Law for movement on public highways;
3. Has at least 100 square feet of first floor interior living space;
4. Is a self-contained unit which includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry;
5. Is designed and built to look like a conventional building structure;
6. Shall be licensed and registered with the California Department of Motor Vehicles and meet the American National Standards Institute 119.5 or National Fire Protection Association 1192 requirements;
7. Served by underground utilities;
8. A tiny home is not a recreational vehicle as defined in the Zoning Code.”

In order to provide for the possibility of tiny homes being installed on a foundation, this proposed amendment would distinguish between “Tiny home (chassis)” and “Tiny home (foundation)”. “Tiny home (foundation)” would be defined as “a dwelling unit that is factory or site-built on a permanent foundation in accordance with applicable codes, laws, and regulations.”

The City proposes to amend the definition of a mobile home to delete the minimum floor area requirement of 250 square feet. The revised definition of “Mobile home” would be “a State licensed or registered moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings in accordance with applicable standards and meeting the requirements of the California Department of Housing and Community Development.” “Tiny home – chassis” would then be “See mobile home.”

The definition of “Tiny home community” would be revised as “a group of tiny homes, constructed either on a chassis or on a foundation, that are arranged in common relationship to one another, usually surrounding a shared common open space area.”

Presently, Section 19.100.070A of the Riverside Municipal Code requires a minimum floor area of 400 square feet per dwelling unit in the R-3 and R-4 zones, with an additional 100 square feet for each bedroom, unless developed as part of a tiny home community. This proposed amendment would delete the reference to specific minimum floor area requirements, revising the subsection to state as follows: “The minimum floor area per dwelling unit in the R-3 and R-4 zones shall meet the minimum standards of the California Building Code.”

Section 19.150.020.A. the Permitted Uses Table, would be amended to provide for communities consisting of tiny homes on foundations as permitted uses in the R-3 and R-4 zones. Section 19.100.010G describing R-3 zones would be amended to include such tiny home communities as an expected land use in these zones. Currently, manufactured dwellings are permitted uses in the RC, RA-5, RR, RE, R-1, and MU-N zones, but tiny home communities are only permitted as incidental uses to “assemblies of people – non-entertainment,” and then only with approval of a conditional use permit.

Section 19.100.070K, which requires a minimum distance between buildings in the R-3 and R-4 zones of 15 feet, would be amended to permit a five foot distance between buildings within a Tiny Home community.

Communities of tiny homes on chassis would be allowed a density of up to 20 dwelling units per acre, subject to maximum land use intensity criteria pursuant to an applicable Airport Land Use Compatibility Plan.

Miscellaneous Changes

At present, Section 19.210.020A. states that the Mobile Home Park Overlay Zone may only be applied in combination with a base zone of R-1-7,000. The proposed amendment would allow this overlay to be applied to lands zoned RR, RE, and R-1.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

MAJOR LAND USE ACTION REVIEW APPLICATION

Applicant: City of Riverside

Project Name: City-Initiated Amendments to Title 19 (Zoning) of the Riverside Municipal Code Related Accessory Dwelling Units and Junior Accessory Dwelling Units, Family Day Care Homes, and Tiny Homes and Tiny Home Communities

Local Agency Project Number: P20-0068

Submittal Date: February 26, 2020

PROJECT DESCRIPTION

The State of California has identified an affordable housing shortage as a legislative priority and identified accessory dwelling units (ADUs) and junior ADUs (JADUs) as an opportunity to create low cost housing within existing neighborhoods. Both provide independent living units separate from a primary single-family residence. ADUs and JADUs are typically independent dwelling units that may be rented independent of the primary residence. In October 2019, the State amended laws to further eliminate barriers to constructing ADUs and JADUs (Exhibit 2). In addition to the changes adopted in 2017, some additional key elements of the 2019 legislation include:

- Eliminating requirement to bring physical zoning non-conformities into compliance.
- Eliminating owner occupancy requirements for ADUs.
- Requiring owner occupancy for a JADU.
- Allowing both an ADU and JADU on a lot with a primary dwelling.
- Allowing ADUs on lots with multi-family homes (up to 25% in existing structures or 2 detached).
- Eliminating replacement parking requirement if a garage, carport or covered parking is converted to an ADU.
- Eliminating impact fees for ADUs under 750 square feet.

An update to the City's Accessory Dwelling Unit regulations in Title 19 (Zoning) are needed to comply with the State laws.

Title 19 of the Riverside Municipal Code currently requires a Day Care Permit for family day care homes with seven to 14 children SB 234 (Exhibit 3), signed by the Governor in September 2019, updates the Health and Safety Code requiring a large family daycare home to be treated as a residential use for purposes of all local ordinances. A small or large family daycare home is considered a residential use by right for the purposes of all local ordinances, including, but not limited to, zoning ordinances. Any regulations on heights, setback, or lot dimensions for small or large family daycare home must mirror those of residential uses in the same zoning designation. An amendment to the Zoning Code is necessary to comply with this legislation.

Finally, tiny homes in the City of Riverside are narrowly defined as smaller homes constructed on a chassis and are only permitted as accessories to assemblies of people—non-entertainment uses (such as places of worship). By distinguishing tiny homes on foundations from those on chassis, the City has an

opportunity to increase this type of housing. Under the proposed amendment to Title 19, tiny homes on foundations would be regulated as any other single family dwelling and tiny homes on a chassis would be regulated as any other mobile home in the City allowing more opportunities for smaller homes in the City.

For a detailed breakdown of the proposed amendments to each Chapter of Title 19, please refer to the attached Planning Commission Staff Report and Draft Ordinance.



PLANNING COMMISSION HEARING DATE: MARCH 5, 2020

AGENDA ITEM NO.: 4

PROPOSED PROJECT

Case Numbers	P20-0068 (Zoning Code Amendment)
Request	<p>To consider the following amendments to the Zoning Code (Title 19 of the Riverside Municipal Code):</p> <p><u>PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS</u></p> <ol style="list-style-type: none"> 1. Chapter 19.080 – Nonconformities; 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapter 19.440 – Accessory Buildings and Structures; 4. Chapter 19.442 – Accessory Dwelling Units and Junior Accessory Dwelling Units; 5. Chapter 19.580 – Parking and Loading; and 6. Chapter 19.910 – Definitions. <p>The proposed amendments are necessary to comply with 2019 State law changes.</p> <p><u>PART B – FAMILY DAY CARE HOMES</u></p> <ol style="list-style-type: none"> 1. Chapter 19.100 – Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4); 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapters 19.240, 19.350 and 19.406; 4. Chapter 19.470 Day Care Homes – Family; 5. Chapter 19.580 – Parking and Loading; 6. Chapter 19.640 – General Permit Provisions; 7. Chapter 19.650 – Approving and Appeal Authority; 8. Chapter 19.860 – Day Care Permit – Large Family; and 9. Chapter 19.910 – Definitions. <p>The proposed amendments are necessary to comply with 2019 State law changes to Section 1596.78 of the State Health and Safety Code.</p> <p><u>PART C – TINY HOMES AND TINY HOME COMMUNITIES</u></p> <ol style="list-style-type: none"> 1. Chapter 19.100 – Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4); 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapter 19.210 – Mobile Home Park Overlay Zone (MH); 4. Chapter 19.340 – Manufactured Dwellings; 5. Chapter 19.580 – Parking and Loading; 6. Chapter 19.710 – Design Review; 7. Chapter 19.780 – Planned Residential Development Permit; and 8. Chapter 19.910 – Definitions.

	The proposed amendments are necessary to clarify regulations for Tiny Homes and Tiny Home Communities in Riverside as part of the Invest Health Grant received by the City.
Applicant	City of Riverside Community & Economic Development Department 3900 Main Street, 6th Floor Riverside, CA 92522 (951) 826-2372
Project Location	Citywide
Ward	All Wards
Neighborhood	All Neighborhoods
Staff Planner	Matthew Taylor, Associate Planner 951-826-5944 mtaylor@riversideca.gov

RECOMMENDATIONS

Staff recommends that the Planning Commission:

1. **RECOMMEND that the City Council DETERMINE** that Planning Case P20-0068 (Zoning Code Amendment) is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15282(h) of the CEQA Guidelines as amendments to the Municipal Code to implement Sections 65852.1 and 65852.2 of the California Government Code are statutorily exempt from the CEQA; and further determine that the project is exempt from CEQA per CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty that the code amendment does not have the potential to cause a significant effect on the environment (General Rule); and
2. **RECOMMEND APPROVAL** of Planning Case P20-0068 (Zoning Code Amendment) based on the findings attached to this staff report (Exhibit 1).

BACKGROUND

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The State of California has identified an affordable housing shortage as a legislative priority and identified accessory dwelling units (ADUs) and junior ADUs (JADUs) as an opportunity to create low cost housing within existing neighborhoods. Both provide independent living units separate from a primary single-family residence. ADUs and JADUs are typically independent dwelling units that may be rented independent of the primary residence.

On December 12, 2017, the City Council approved the Housing Element Implementation Program, which amended the accessory dwelling units (ADUs) provisions of the Zoning Code to comply with laws enacted in 2016 (AB 2299 and SB 1069). The ADU amendments were one component of the necessary Zoning Code amendment to meet State Housing Element requirements.

In late 2017, the State adopted additional ADU laws (SB 229 and AB 494), which became effective on January 1, 2018. Key elements of the 2017 legislation included:

- Reducing or eliminating parking requirements.
- Clarifying that ADU can be created through the conversion of a garage, carport, or covered parking structure.
- Reducing or eliminating utility connection fees.
- Requiring ministerial approval for ADUs within existing single-family units.

- Requiring ministerial approval for ADUs that comply with specified standards.

On February 19, 2019, City Council approved amendments to the ADU regulations to comply with State law. At that time, the City did not include junior accessory dwelling unit (JADU) regulations and followed State law related to them.

In October 2019, the State amended laws to further eliminate barriers to constructing ADUs and JADUs (Exhibit 2). In addition to the changes adopted in 2017, some additional key elements of the 2019 legislation include:

- Eliminating requirement to bring physical zoning non-conformities into compliance.
- Eliminating owner occupancy requirements for ADUs.
- Requiring owner occupancy for a JADU.
- Allowing both an ADU and JADU on a lot with a primary dwelling.
- Allowing ADUs on lots with multi-family homes (up to 25% in existing structures or 2 detached).
- Eliminating replacement parking requirement if a garage, carport or covered parking is converted to an ADU.
- Eliminating impact fees for ADUs under 750 square feet.

An update to the City's Accessory Dwelling Unit regulations in Title 19 (Zoning) are needed to comply with the State laws.

PART B – FAMILY DAY CARE HOMES

The State Department of Social Services licenses and regulates family daycare homes. Under existing law, a small family daycare home, which provide care for up to 8 children, is considered a residential use for purposes of all local ordinances. Large family daycare homes, which provide care for up to 14 children, could be regulated under local ordinances as a use other than residential.

SB 234 (Exhibit 3), signed by the Governor in September 2019, updates the Health and Safety Code requiring a large family daycare home to be treated as a residential use for purposes of all local ordinances. A small or large family daycare home is considered a residential use by right for the purposes of all local ordinances, including, but not limited to, zoning ordinances. Any regulations on heights, setback, or lot dimensions for small or large family daycare home must mirror those of residential uses in the same zoning designation.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Tiny homes in the City of Riverside are narrowly defined as smaller homes constructed on a chassis. They are allowed in Tiny Home Communities as accessory uses to an Assemblies of People—Non-Entertainment Use, such as a place of worship or fraternal organization.

With the increasing focus from the State on developing affordable housing, tiny homes provide an opportunity to increase the City's housing options. By distinguishing tiny homes on foundations from those on chassis, the City has an opportunity to increase this type of housing. Tiny homes on foundations would be regulated as any other single family dwelling and tiny homes on a chassis would be regulated as any other mobile home in the City allowing more opportunities for smaller homes in the City.

PROPOSAL

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The proposed amendments to the City's Zoning Code will bring the accessory dwelling unit (ADU) and junior ADU (JADU) regulations into compliance with State requirements and increase housing opportunities.

The proposed amendments to Title 19- Zoning Code (Exhibit 4) related to ADUs and JADUs include the following Chapters:

1. Chapter 19.080 – Nonconformities;
2. Chapter 19.150 – Base Zones Permitted Land Uses;
3. Chapter 19.440 – Accessory Buildings and Structures;
4. Chapter 19.442 – Accessory Dwelling Units and Junior Accessory Dwelling Units;
5. Chapter 19.580 – Parking and Loading; and
6. Chapter 19.910 – Definitions.

PART B – FAMILY DAY CARE HOMES

The proposed amendments to the City's Zoning Code will bring the family daycare home regulations into compliance with State requirements. The amendments to Title 19 – Zoning will remove any regulations related to both small and large family day care homes and clean up language for consistency.

The proposed amendments to Title 19 - Zoning Code (Exhibit 4) related to Family Day Care Homes include the following Chapters:

1. Chapter 19.100 – Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4);
2. Chapter 19.150 – Base Zones Permitted Land Uses;
3. Chapters 19.240, 19.350 and 19.405;
4. Chapter 19.470 Day Care Homes – Family;
5. Chapter 19.580 – Parking and Loading;
6. Chapter 19.640 - General Permit Provisions;
7. Chapter 19.650 – Approving and Appeal Authority;
8. Chapter 19.860 – Day Care Permit – Large Family; and
9. Chapter 19.910 – Definitions.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

The proposed amendments to the City's Zoning Code for tiny homes and tiny home communities will distinguish between those on a foundation and those on a chassis. The amendments to Title 19- Zoning would distinguish the regulations for each and clean up the language for consistency.

The proposed amendments to Title 19 - Zoning Code (Exhibit 4) related to Tiny Homes and Tiny Home Communities include the following Chapters:

1. Chapter 19.100 - Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4);
2. Chapter 19.150 – Base Zones Permitted Land Uses;
3. Chapter 19.210 – Mobile Home Park Overlay Zone (MH);
4. Chapter 19.340 – Manufactured Dwellings;
5. Chapter 19.580 – Parking and Loading;
6. Chapter 19.710 – Design Review;
7. Chapter 19.780 – Planned Residential Development Permit; and
8. Chapter 19.910 – Definitions.

The following summarizes the changes proposed for each Chapter, summarized for each Part, described above:

CHAPTER 19.080 – NONCONFORMITIES

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

Section 19.080.070 provides regulations for the expansion, modification or discontinuance structures and land uses that do not conform with current Zoning Standards. Specific findings must

be made to permit the expansion or modification of a nonconforming residential use, including a finding that the expansion or modification will not increase the number of dwelling units on the lot.

In order to achieve consistency with new State law, an amendment to this Section modifies the required findings to clarify that the number of dwelling units shall not be increased except as allowed by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

CHAPTER 19.100 – RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

PART B – FAMILY DAY CARE HOMES

In Section 19.100.030, small and large day care homes are removed as permitted uses in the RA-5 and RC Zones as they are permitted by right under the new State law.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

In Section 19.100.010, in Multiple-Family Residential zones, multiple family residences will be allowed in individual detached buildings, and tiny homes on foundations will be allowed in tiny home communities. The distance between building in a tiny home community, for tiny homes on a foundation, is set at 5 feet. Additionally, typographical errors are cleaned up as part of the amendment.

In Section 19.100.070, the minimum unit size for multiple family residences is eliminated and unit size references the standards of the California Building Code.

CHAPTER 19.150 – BASE ZONES PERMITTED LAND USES

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

In the City of Riverside, ADUs are currently allowed as an incidental use to a single-family dwelling in an existing or new primary or accessory structure in the R-E, R-1, R-3, R-4, MU-N, MU-V, and MU-U zones. In the RR, RA-5 and RC districts, ADUs are allowed in an existing single-family residence or existing accessory structure.

Based on the new State law, Staff is proposing an amendment to Title 19 (Zoning) that includes allowing ADUs in all residential zones and mixed-use zones, whether in an existing or proposed structure, for lots with single- or multi-family units. JADUs would also be allowed within the walls of an existing or proposed primary dwelling. The Incidental Use Table (19.150.020B) is updated to reflect this change.

PART B – FAMILY DAY CARE HOMES

The Permitted Use Table (19.150.020A), Incidental Use Table (19.150.020B) and Temporary Uses Table (19.150.020C), and all associated footnotes, are updated to remove small and large day care homes. Family day care homes are permitted by right in all zones that allow residential uses.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

The Permitted Use Table (19.150.020A) is updated to permit manufactured dwellings in the R-3 and R-4 zones. A new use, Tiny Home Community (Foundation), is added as a permitted use in the R-3 and R-4 zones. The Incidental Use Table (19.150.020B) additional standards for tiny home communities references the additional regulations for R-3 and R-4 zones which are also subject to the applicable standards, if developed as an accessory use to Assemblies of People—Non-Entertainment uses.

CHAPTER 19.210 – MOBILE HOME PARK OVERLAY ZONE (MH)

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Section 19.210.020 is amended to allow the Mobile Home Park Overlay Zone as permitted in the Permitted Use Table (19.150.020A) to eliminate potential conflicts. In Table 19.210.040, the density for tiny home communities (chassis), now regulated as a mobile home park, is set at 20 units/acre with the minimum required site area determined by the underlying zone. A maximum size of 400 square feet per unit is established for Tiny Home (chassis) Communities. In Section 19.210.050, fencing and wall requirements for tiny home communities (chassis) are modified.

CHAPTERS 19.240, 19.350 AND 19.405

PART B – FAMILY DAY CARE HOMES

Several Chapters in Article VII are updated to clarify that day care homes are now referred to as family day care home. This includes Chapter 19.240 – Adult-Oriented Businesses, Chapter 19.350 – Parole/Probationer Home and Chapter 19.405 – Tattoo and Body Piercing Parlors. The distance requirements have not been modified when new uses regulated under this Article are proposed.

CHAPTER 19.340 – MANUFACTURED DWELLINGS

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Chapter 19.340 is amended to clarify that manufactured dwellings are allowed in the R-3 and R-4 Zones in addition to single-family zones as currently permitted, as well as within tiny home communities on a foundation.

Section 19.340.040, Development Standards, previously provided that manufactured dwellings in any zone require Design Review approval for architectural elevations and materials. This section is amended to enable the Community & Economic Development Director or his or her designee to administratively approve manufactured dwelling designs.

CHAPTER 19.440 – ACCESSORY BUILDINGS AND STRUCTURES

PART A – ACCESSORY BUILDINGS AND STRUCTURES

Section 19.440.030, Site location, operation and development standards, is amended to clarify that ADUs and JADUs are not subject to the five-foot minimum side and rear yard setback requirement for accessory structures over five feet in height, as ADU and JADU setbacks are regulated by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

CHAPTER 19.442 – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

Chapter 19.442 includes the specific requirements that regulate ADUs in the City of Riverside. The Chapter has been reorganized to include the following sections: General, Location, Setbacks, Unit Size, Number of Units, Owner Occupancy, Height, Parking, Utilities and Impact Fees.

The following provides a summary of the Staff proposed changes to the Zoning Code:

- a. General
 - a. Requiring rental terms of ADUs or JADUs for over 30 days.
 - b. Eliminating any requirements to correct zoning non-conformities related to physical characteristics of the existing or proposed structure.
 - c. Restricting sales of ADUs, with the exception of those developed by a qualified

- non-profit organization.
 - d. Excluding ADUs and JADUs from the calculation of total lot coverage.
 - e. Eliminating minimum lot size requirements.
 - f. Exempting ADUs and JADUs from the requirements of the RP – Residential Protection Overlay Zone.
 - b. Location
 - a. ADUs may be detached from a primary single-family residence, attached to a single-family residence, or contained wholly within a single-family residence.
 - b. JADUs must be contained within the walls of the proposed or existing primary dwelling.
 - c. Setbacks
 - a. No setback requirements for existing structures.
 - b. 4-foot side and rear yard setbacks for new ADU construction.
 - d. Unit Size
 - a. If there is an existing primary dwelling on the lot, the total floor space of an attached ADU shall not exceed 50 percent of the existing primary dwelling living area.
 - b. The total floor space of any detached ADU shall not exceed 1,200 square feet.
 - c. JADUs shall not exceed 500 square feet.
 - e. Number of Units
 - a. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to the primary dwelling, one ADU and one JADU.
 - b. For existing Multi-family structures:
 - i. ADUs can include conversion of storage rooms, boiler rooms, passageways, attics, basements or garages provided the ADU complies with building standards for dwellings.
 - ii. At least one (1) ADU, but no more than 25% of the existing number of multi-family dwellings on the same lot.
 - c. For new Multi-family structures, no more than two new detached (2) ADUs on the same lot.
 - f. Owner Occupancy
 - a. A primary dwelling and ADU are allowed on a single lot – neither of which has to be owner occupied.
 - b. On a single lot, one JADU is allowed if the primary dwelling or JADU is owner-occupied.
 - g. Height
 - a. No changes proposed.
 - b. Must comply with the underlying zone.
 - h. Parking
 - a. No parking is required for an ADU or JADU.
 - b. No replacement parking is required if a garage, carport or covered parking is converted to an ADU.
 - i. Utilities – Clean up changes clarify the location of ADUs and compliance with County Health if private sewage system is used.
 - j. Impact Fees - No impact fees shall be applied to ADUs under 750 square feet.

CHAPTER 19.470 DAY CARE HOMES – FAMILY

PART B – FAMILY DAY CARE HOMES

Chapter 19.470 has been removed in its entirety. Title 19 refers to the State Law, in the definition for "Family Day Care Homes", for applicable regulations. Family day care homes are regulated as residential uses in zones where residential uses are allowed.

CHAPTER 19.580 – PARKING AND LOADING

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The Zoning Code currently requires replacement parking for the primary dwelling if a garage, carport or covered parking is demolished or converted to an ADU. No parking is required for the ADU.

Based on the new State law, staff proposed no replacement parking be required when a garage, carport or covered parking is demolished. No parking would be required for the ADU or JADU. Chapter 19.580, Table 19.580.060 is updated to reflect these changes.

PART B – FAMILY DAY CARE HOMES

Chapter 19.580, Table 19.580.060 is updated to clarify that Day Care Facilities do not include family day care homes when determining parking requirements. Family Day Care Homes are removed from the Table and are regulated as residential uses.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Table 19.580.060, Required Spaces, is amended to assign a minimum parking requirement of one space per unit for tiny home communities on a foundation.

CHAPTER 19.640 - GENERAL PERMIT PROVISIONS

PART B – FAMILY DAY CARE HOMES

Under Section 19.640.040 – Discretionary permits and actions, Day Care Permit – Large Family is removed as permits are not required.

CHAPTER 19.650 – APPROVING AND APPEAL AUTHORITY

PART B – FAMILY DAY CARE HOMES

In Table 19.650.020, Day Care Large Family Home – Permit is removed as a use approved by the Community & Economic Development Director. The use is allowed by right in zones where residential uses are allowed.

CHAPTER 19.710 – DESIGN REVIEW

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Section 19.710.020, Applicability, is amended to remove construction or placement of a manufactured dwelling from the activities requiring Design Review approval.

CHAPTER 19.780 – PLANNED RESIDENTIAL DEVELOPMENT PERMIT

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Section 19.780.040, Permitted Uses, is amended to allow tiny homes on foundations within a tiny home community in Planned Residential Developments, except in the RC – Residential Conservation Zone.

CHAPTER 19.860 – DAY CARE PERMIT – LARGE FAMILY

PART B – FAMILY DAY CARE HOMES

Chapter 19.860 is removed in its entirety. No application is required for the use which is allowed by right.

CHAPTER 19.910 – DEFINITIONS

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

Staff is proposing to amend the " Dwelling Unit, Accessory" definition in the Zoning Code to ensure consistency with State Law. The new definition is:

Dwelling Unit, Accessory means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:

- (A) An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code; or
- (B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

A definition for " Dwelling Unit, Junior Accessory" is also added:

Dwelling Unit, Junior Accessory means a unit contained entirely within an existing a single-family structure.

PART B – FAMILY DAY CARE HOMES

In Chapter 19.910.050, "D" definitions, "Day care home, family;" "Day care home, large family;" and "Day care home, small family" are removed in their entirety. In "F" Definitions, a new definition for Family Day Care home is added to reflect the State regulation and includes:

Family Day Care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family daycare home or a small family daycare home as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

- (1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.
- (2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.
- (3) Family day care homes include detached single-family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

In 19.910.010, "D" definitions, "Dwelling unit, manufactured" is amended to limit the term to apply only to manufactured or prefabricated living structures, not including mobile homes, which are defined separately in 19.910.140, "M" definitions.

In 19.910.210, "T" definitions, the definition of "Tiny Home Community" is amended to clarify that Tiny Home Communities may be comprised of tiny homes on chassis or tiny homes constructed on foundations. Definitions for Tiny Homes are separated into "Tiny Home (Chassis)" and "Tiny Home (Foundation)." For the definition for "Tiny Home (Chassis)," a reference to the definition for "Mobile Home" is added. The definition for "Tiny Home (Foundation)" is as follows:

Tiny Home (Foundation) means a home that is either manufactured or site-built construction on a foundation in accordance with the adopted California Building Standards Code.

ENVIRONMENTAL DETERMINATION

Amendments to the Municipal Code to implement Sections 65852.1 and 65852.2 of the California Government Code, related to ADUs and JADUs, are statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15282(h) of the CEQA Guidelines. This proposal is further exempt from CEQA per Section 15061(b)(3) of the CEQA Guidelines, as it can be seen with certainty there is no possibility the proposed amendment will have a significant effect on the environment (Common Sense Exemption).

PUBLIC NOTICE AND COMMENTS

Amendments to the Zoning Code affecting airport influence areas are subject to the review of the Riverside County Airport Land Use Commission (ALUC). An application for a Consistency Determination has been filed and ALUC review is anticipated prior to City Council consideration of this proposed amendments.

Pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions) of the Zoning Code, and California Government Code Section 65090 and 65091, a one-eighth page public notice advertisement was placed in the local newspaper of general circulation within the City (The Press Enterprise) twelve (12) days prior to this hearing. As of the writing of this report, staff has received no responses regarding this proposal.

APPEAL INFORMATION

Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision. Appeal filing and processing information may be obtained from the Planning Department Public Information Section, 3rd Floor, City Hall.

EXHIBITS LIST

1. Staff Recommended Findings
2. State Changes – AB 881 and AB 68 (Accessory Dwelling Units and Junior Accessory Dwelling Units)
3. State Changes – SB 234 (Family Day Care Homes)
4. Proposed Zoning Code Amendments

Prepared by: Dave Murray, Principal Planner

Reviewed by: Mary Kopaskie-Brown, City Planner

Approved by: Mary Kopaskie-Brown, City Planner



CITY OF RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

EXHIBIT 1 – STAFF RECOMMENDED FINDINGS

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

PLANNING CASES: P20-0068 (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text or Map Amendment is generally consistent with the goals, policies, and objectives of the General Plan. Specifically, the Housing Element of the General Plan 2025 includes objectives and policies that:
 - a. Objective H-2: To provide adequate diversity in housing types and affordability levels to accommodate housing needs of Riverside residents, encourage economic development and sustainability, and promote an inclusive community.
 - b. Policy H-2.4: Housing Diversity. Provide development standards and incentives to facilitate live-work housing, mixed-use projects, accessory dwellings, student housing, and other housing types.
 - c. Policy H-2.5: Entitlement Process. Provide flexible entitlement processes that facilitate innovative and imaginative housing solutions yet balance the need for developer certainty in the approval process, governmental regulation, and oversight.

That the proposed Zoning Code Amendment is consistent with General Plan 2025 Objectives and Policies in that it establishes standards that encourage and facilitates ADU's, which are an affordable housing option to accommodate the housing needs of the community;

2. That the proposed Zoning Code Amendment will not adversely affect surrounding properties in that the proposed amendment includes development standards to minimize impacts to surrounding properties to the extent that is allowed by State law while complying with State mandates and requirements for ADU's furthering address a severe Statewide housing crisis; and
3. That the proposed Zoning Code Amendment promotes public health, safety and general welfare and serves the goals and purposes of the Zoning Code in that the proposed amendment aligns with State mandates and requirements to address severe a severe Statewide housing crisis.



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

EXHIBIT 1 – STAFF RECOMMENDED FINDINGS

PART B – FAMILY DAY CARE HOMES

PLANNING CASES: **P20-0068** (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text or Map Amendment is generally consistent with the goals, policies, and objectives of the General Plan in that the amendments to the Zoning Code will facilitate new family day care homes in Riverside to meet the day care needs of residents and provide a needed service;
2. That the proposed Zoning Code text or map amendment will not adversely affect surrounding properties in that:
 - a. Title 7 – Noise will be used to ensure any impacts on surrounding properties are addressed; and
 - b. The number of children will be limited by the State at 14 ensuring traffic impacts will not be an issue for new family day care homes; and
3. That the proposed Zoning Code text or map amendment promotes public health, safety, and general welfare and serves the goals and purposes of the Zoning Code in that family day care homes will meet the day care needs of residents to promote the general welfare of the City.



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

EXHIBIT 1 – STAFF RECOMMENDED FINDINGS

PART C – TINY HOMES AND TINY HOME COMMUNITIES

PLANNING CASES: **P20-0068** (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text or Map Amendment is generally consistent with the goals, policies, and objectives of the General Plan. Specifically, the Housing Element of the General Plan 2025 includes objectives and policies that:
 - a. Objective H-2: To provide adequate diversity in housing types and affordability levels to accommodate housing needs of Riverside residents, encourage economic development and sustainability, and promote an inclusive community.
 - b. Policy H-2.4: Housing Diversity. Provide development standards and incentives to facilitate live-work housing, mixed-use projects, accessory dwellings, student housing, and other housing types.
2. That the proposed Zoning Code text or map amendment will not adversely affect surrounding properties in that tiny homes and tiny home communities represent an innovative avenue for residential property reinvestment that is compatible with existing neighborhood character with respect to form, mass and scale; and
3. That the proposed Zoning Code text or map amendment promotes public health, safety, and general welfare and serves the goals and purposes of the Zoning Code in that the proposed amendment responds to an urgent housing crisis and facilitates partnerships with non-profit entities and the State to improve the health safety and welfare of residents.



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

Reg

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1047RG'20 DATE SUBMITTED: February 26, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	City of Riverside Community & Economic Development Dept.	Phone Number	951-826-5371
Mailing Address	3900 Main Street, 3rd Floor	Email	cddinfo@riversideca.gov
	Riverside, CA 92522		

Representative	Matthew Taylor, Associate Planner	Phone Number	951-826-5944
Mailing Address	3900 Main Street, 3rd Floor	Email	mtaylor@riversideca.gov
	Riverside, CA 92522		

Property Owner	N/A - Citywide	Phone Number	
Mailing Address		Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Riverside	Phone Number	951-826-5944
Staff Contact	David Murray, Principal Planner	Email	dmurray@riversideca.gov
Mailing Address	3900 Main Street, 3rd Floor	Case Type	AMD
	Riverside, CA 92522	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input checked="" type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other
Local Agency Project No	P20-0068		

PROJECT LOCATION

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

Street Address	Citywide	
Assessor's Parcel No.		Gross Parcel Size
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)	An Amendment to Title 19 (Zoning) of the Riverside Municipal Code related to Accessory Dwelling Units and Junior Accessory Dwelling Units, Family Day Care Homes, and Tiny Homes and Tiny Home Communities, to achieve consistency with recently enacted State Law and in response to State policy directives regarding the production and facilitation of affordable and attainable housing.
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Proposed Land Use (describe)	See attached Draft Planning Commission Report and Draft Zoning Code Amendment for more information.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	Citywide	
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)	Citywide	ft.
	Height of buildings or structures (from the ground)		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 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)**

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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 Riverside Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Riverside Planner, Mr. David Murray or Mr. Matthew Taylor, at (951) 826-5944.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](tel:6699006833), Zoom Meeting ID. [948 2720 1722](https://zoom.us/j/94827201722). Passcode [011630](https://zoom.us/j/94827201722). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1047RG20 – City of Riverside (Representatives: David Murray and Matthew Taylor) – City of Riverside Case No. P20-0068 (Ordinance Amendment). A proposal to amend Title 19 (Zoning) of the Riverside Municipal Code to achieve consistency with recently enacted State laws relating to Family Day Care Homes, Accessory Dwelling Units (formerly known as Second Units), Junior Accessory Dwelling Units, Tiny Homes, and Tiny Home Communities, in response to State policy directives regarding the production and facilitation of affordable housing. (Citywide)

Guerin, John

From: Kopaskie-Brown, Mary <MKopaskie-Brown@riversideca.gov>
Sent: Tuesday, March 3, 2020 9:41 AM
To: Taylor, Matthew; Guerin, John; Murray, David
Subject: RE: [External] Proposed Section 19.910.050F

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.

Thanks John – the State Law is definitely ambiguous!

We are going to amend the definition to be:

Family day care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, ~~and is either a large family daycare home or a small family daycare home~~ as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

~~(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.~~

~~(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.~~

~~(3) Family day care homes include detached single family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.~~

Thanks for catching this!

Mary Kopaskie Brown, AICP, MCIP, OPPI
City of Riverside
Community & Economic Development - City Planner

mkopaskie-brown@riversideca.gov

Main: (951) 826-5371

Direct: (951) 826-5108

RiversideCA.gov

From: Taylor, Matthew <MTaylor@riversideca.gov>
Sent: Monday, March 02, 2020 4:01 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>; Murray, David <DMurray@riversideca.gov>
Cc: Kopaskie-Brown, Mary <MKopaskie-Brown@riversideca.gov>
Subject: RE: [External] Proposed Section 19.910.050F

Hi John,

Thank you for pointing this out. While we recognize that this definition is ambiguous, it is quoted directly from California Health and Safety Code §1596.78, which provides the same definition. We can consider revising the proposed

amendment to simply refer to this section of the HSC without restating it, but the underlying ambiguity in the statute would persist. Your thoughts on this are appreciated.

Thank you,

Matthew Taylor | Associate Planner

951.826.5944 | mtaylor@riversideca.gov

City of Riverside

Community & Economic Development Department

Planning Division

3900 Main Street | 3rd Floor | Riverside 92522

From: Guerin, John <JGUERIN@RIVCO.ORG>

Sent: Monday, March 2, 2020 3:06 PM

To: Murray, David <DMurray@riversideca.gov>; Taylor, Matthew <MTaylor@riversideca.gov>

Subject: [External] Proposed Section 19.910.050F

Pursuant to the revised definition of Family Day Care home, a “facility that provides care, protection, and supervision” for seven children or eight children would be both a “Large” and a “Small” family day care home.

Either “Small” should be revised as “six or fewer” or “Large” should be revised as “nine or greater,” but not both.

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County of Riverside California

ARTICLE III – NONCONFORMING PROVISIONS
Chapter 19.080 – NONCONFORMITIES

DIVISION III – NONCONFORMING STRUCTURES AND USES

19.080.070 – Modification or expansion of nonconforming structures.

A nonconforming structure or use shall not be altered or expanded to increase the degree of nonconformity, except as follows:

- A. Expansion of a nonconforming structure with respect to development standards, including but not limited to, setbacks, height, distances between structures and parking facilities shall be subject to the granting of a variance. The granting of a variance for the expansion of the nonconforming structure shall not authorize any expansion of the use. A minor conditional use permit shall also be required for expansions to a nonconforming use according to the applicability of the provisions found in paragraphs B and C.
- B. Expansion of a nonconforming nonresidential use is permitted subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion of the use will protect a valuable property investment;
 - 2. The expansion of the use will not adversely affect or be materially detrimental to the surrounding neighborhood;
 - 3. There is a need for modernization in order to properly operate the use and protect valuable property rights;
 - 4. The expansion of the use which included expansion of a structure shall be architecturally compatible with the existing building;
 - 5. The expansion of the use shall be compatible with the character of the surrounding area;
 - 6. The expansion shall not displace on-site parking; and
 - 7. The use has not been discontinued for a period of one year or more, except as provided in Section 19.080.040.
- C. Expansion of a nonconforming residential use is subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion shall not increase the number of living units on the property, except as allowed by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units);
 - 2. The expansion of the use shall benefit the health, safety, and welfare of the occupants;
 - 3. The expansion of the use which includes expansion of a structure shall be architecturally compatible with the existing building;
 - 4. The expansion of the use shall be compatible with the character of the surrounding area; and
 - 5. The expansion shall not displace on-site parking.

(Ord. 7408 §1, 2018; Ord. 7331 §3, 2016; Ord. 6966 §1, 2007)

ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.100 - RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

19.100.010 - Purpose.

The purpose of this chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

- B. *Residential Agricultural Zone (RA-5)*. The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.
- C. *Residential Conservation Zone (RC)*. The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
1. To preserve and enhance the beauty of the City's landscape;
 2. To maximize the retention of the City's natural topographic features, including but not limited, to skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
 3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
 4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
 5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
 6. To conserve the City's natural topographic features.
- D. *Rural Residential Zone (RR)*. The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

- E. *Residential Estate Zone (RE) and R-1-½ Acre Zone.* The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.
- F. *Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000).* Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.
- G. *Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500).* Medium High Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences ~~within a single structure~~, including such residential development types as apartments, town homes, and condominiums, and tiny homes (foundation) in tiny home communities.
- H. *Multiple-Family Residential Zone (R-4).* The Very ~~High-Density~~High-Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.

(Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

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19.100.030 - Permitted land uses.

Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Use Table) and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

- D. RA-5 Zone Permitted Uses. A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
 - 1. A one-family dwelling or manufactured dwelling of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area exclusive of open porches and garage;
 - 2. Farms or ranches for orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the

- general field of agriculture, aviaries, and raising of chinchillas, guinea pigs and parakeets;
3. Poultry, rabbits, crowing fowl and crowing roosters.
 - a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept,
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry, and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot;
 4. Pot-bellied pigs shall not be allowed in the RA-5 zone unless mandated by State law;
 5. The grazing, raising or training of equine, riding stables or academies, sheep and cattle, provided that the lot has a minimum area of one acre and animals are not housed or pastured within 100 feet of a residence provided that the property is maintained in accordance with Section 6.16.010 (Fly-Producing Conditions) of the Municipal Code, and further that:
 - a. Not more than a total of two of any of the following or a total of two of any combination of horses, colts, mules, ponies, goats, sheep, cows, calves or animals of general like character shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises,
 - b. Dairies, feeding lots and similar uses may be permitted after public hearing under a conditional use permit,
 - c. Additional animals may be permitted subject to the granting of a conditional use permit in the RA-5 zone;
 6. The keeping of bees, provided that all other conditions of this Zoning Code and other City ordinances are complied with;
 7. Parks, playgrounds or community centers owned and operated by a governmental agency, subject to the granting of a conditional use permit;
 8. Golf courses, including miniature courses and driving ranges, subject to the granting of a conditional use permit;
 9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
 10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
 11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises, and one stand for the sale of such products;
 12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
 13. The growing and wholesale disposal of earthworms in worm farms, provided that the area devoted to the cultivation of worms does not exceed 64 square feet, and further provided

that:

- a. All worm farms shall be kept at least 50 feet away from all adjacent dwellings,
 - b. The maximum height of any worm bed shall be two feet and all other structures shall conform to the requirements for accessory structures,
 - c. Worm farms in excess of 64 square feet shall only be permitted subject to the granting of a conditional use permit;
14. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit in the RA-5 zone subject to the following operation and development standards:
- a. The use shall be conducted on a property zoned RA-5 having five acres or more gross area which is zoned for agricultural uses and which is predominately occupied by a commercial agricultural business,
 - b. The use shall be in conjunction with any permitted agricultural use, provided that such office shall be occupied by an agricultural business, which business is either located on-site or off-site the property,
 - c. The use shall be established within a stickbuilt, mobile coach or prefabricated structure, attached to or detached from any other building on the property,
 - d. Adequate parking and vehicular access shall be available in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code,
 - e. The building shall comply with the setback standards established for accessory structures in Chapter 19.440 (Accessory Buildings and Structures) of the Zoning Code;
15. Agricultural caretaker living quarters as defined by Section 19.910.040 ("C" Definitions) of this title subject to the granting of a conditional use permit provided all of the following criteria apply:
- a. The use shall be conducted on a property having five acres or more gross area which is zoned residential agricultural and which is predominantly occupied by a bona fide agricultural business,
 - b. The use shall be established within a stickbuilt (completely assembled on site) or prefabricated structure, attached to or detached from the primary dwelling unit on the property or within a mobile home. The square footage of the agricultural caretaker living quarters shall not exceed 50 percent of the square footage of the primary dwelling unit,
 - c. Occupancy shall be limited to the agricultural caretaker and his or her family. The agricultural caretaker shall be a full-time employee of the on-site agricultural business,
 - d. The primary dwelling unit on the property shall be occupied by the legal owner of the property,
 - e. The agricultural caretaker living quarters shall be established in such a way as to minimize its view from adjacent streets and properties,
 - f. The use shall not be conducted longer than two years except that subsequent time extensions may be granted by the City Planning Commission. Each time extension shall not exceed two years. Written notice shall be given to adjacent property owners as prescribed by Section 19.670.020 (Notice Requirements for Administrative

Discretionary Permits with No Public Hearing) of this title for minor variances. The standard time extension application fee for conditional use permits shall be required,

- g. The property owners shall execute and record a covenant and agreement with the City to revert the property to single-family residential use, including the removal of the kitchen facilities of any permanent addition, and the removal of any mobile home which does not meet the requirements of the residential agricultural zone, after the expiration of the conditional use permit or the termination of the agricultural business;
16. Home occupations and telecommuting as defined by Sections 19.910.090 ("H" Definitions) and 19.910.210 ("T" Definitions) of this Code in accordance with the provisions contained in Chapter 19.485 (Home Occupations) of this title. Such uses shall not be allowed in the RA-5 zone unless mandated by State law.
 17. Parolee/probationer home, as defined by Section 19.910.170 ("P" Definitions), transitional shelter housing, as defined by Section 19.910.210 ("T" Definitions), permanent emergency shelter, as defined by Section 19.910.060 ("E" Definitions) and drop-in center, as defined by Section 19.910.050 ("D" Definitions) of this Code, are prohibited in the RA-5 Zone.
 - ~~18. Small family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code;~~
 - ~~19. Large family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code, subject to the granting of a Day Care Permit and meeting the criteria contained in Chapter 19.470 (Day Care Homes - Family).~~
- E. RC Zone permitted uses. A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
1. One-family dwellings of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area, exclusive of open porches and garage;
 2. Planned residential developments subject to the granting of a planned residential development permit as set forth in Chapter 19.780 (Planned Residential Development Permit);
 3. Orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the general field of agriculture, aviaries and raising of chinchillas, guinea pigs and parakeets;
 4. Poultry, rabbits, crowing fowl and crowing roosters.
 - a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept.
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot.
 5. The grazing, raising or training of horses; provided, that the lot has a minimum area of one

acre and animals are not housed or pastured within 100 feet of a residence; and further, that not more than a total of two horses, colts or ponies or a total of two of any combination of horses, colts or ponies shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises;

6. The keeping of bees; provided, that all other conditions of this Zoning Code or other City ordinances are complied with;
 7. Parks and playgrounds of a noncommercial nature, subject to the granting of a conditional use permit;
 8. Golf courses, subject to the granting of a conditional use permit;
 9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
 10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
 11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises;
 12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
 13. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit.;
 - ~~14. Small family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code;~~
 - ~~15. Large family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code, subject to the granting of a Day Care Permit and meeting the criteria contained in Chapter 19.470 (Day Care Homes - Family).~~
- (Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §4, 2016; Ord. 7110 §1, 2011; Ord. 7064 §1, 2010; Ord. 6966 §1, 2007)

19.100.070 - Additional regulations for the R-3 and R-4 Zones.

- A. *Floor area per dwelling unit.* The minimum floor area per dwelling unit in the R-3 and R-4 zones ~~shall meet the minimum standards of the California Building Code, unless developed as part of a tiny home community as defined in Article X (Definitions), shall be as follows:~~
 - ~~1. Four hundred square feet for each unit; and~~
 - ~~2. An additional 100 square feet shall be required for each bedroom.~~
- I. Usable open space.
 1. The minimum usable open space, as defined in Article X (Definitions), required for each dwelling unit shall be as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) below:

Table 19.100.070

Usable Open Space Standards: Multi-Family Residential Zones

Usable Open Space Standards	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.

2. Development consisting of 20 units or fewer shall provide a large open area (one of the dimensions shall be a minimum of 50 feet).
3. 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
4. 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, 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.
5. Other recreational amenities not listed above, may be considered in lieu of those listed subject to Community & Economic Development Director review and approval.

6. Related recreational activities may be grouped together and located at any one area of the common space.
 7. Dispersal of recreational facilities throughout the site shall be required for development with multiple recreational facilities.
 8. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to Community & Economic Development Director review and approval.
 9. In the R-4 Zone, 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.
- J. *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.
- K. *Distance between buildings.* The minimum distance between buildings shall be not less than 15 feet, except within a Tiny Home Community, in which case the minimum distance between buildings shall not be less than 5 feet.
- L. *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).
- M. *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.
- N. *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.

- O. *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.
- P. *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).
- Q. *Landscaping.* Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- R. *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)

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Chapter 19.150 - BASE ZONES PERMITTED LAND USES

19.150.010 - Purpose.

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7331 §12, 2016; Ord. 6966 §1, 2007)

19.150.020 - Permitted land uses.

19.150.020.A Permitted Uses Table

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

Use	Zones																			Location of Required Standards in the Municipal Code		
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business/Manufacturing Park, General Industrial, Airport Industrial, Airport)			Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)				
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC	MU-N	MU-V	MU-U	BI	GI	AI	PF	RWY		NC Overlay	
...																						
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...																						
Manufactured Dwellings:	P	P	P	P	P	P	X	X	X	X	P	X	X					X	X	X	19.850 - Fair Housing and Reasonable Accommodations 19.100 - Residential Zones 19.340 - Manufactured Dwellings See 19.149 - Airport Land Use Compatibility***	
...																						
Mobile Home Park	X	X	With the MH Overlay Zone				X	X	X	X	X	X	X	X					X	X	X	19.210 - Mobile Home Park Overlay Zone 5.75 - Mobile Home Parks Rent

19.150.020.A Permitted Uses Table

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

Use	Zones																		Location of Required Standards in the Municipal Code			
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport)					Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)		
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V	MU-U*	IMP*	IC*	IF*	RWY		HC Overlay		
Stabilization Procedures																						
19.150.070 - 19.150.071 - 19.150.072 - 19.150.073 - 19.150.074 - 19.150.075 - 19.150.076 - 19.150.077 - 19.150.078 - 19.150.079 - 19.150.080 - 19.150.081 - 19.150.082 - 19.150.083 - 19.150.084 - 19.150.085 - 19.150.086 - 19.150.087 - 19.150.088 - 19.150.089 - 19.150.090 - 19.150.091 - 19.150.092 - 19.150.093 - 19.150.094 - 19.150.095 - 19.150.096 - 19.150.097 - 19.150.098 - 19.150.099 - 19.150.100 - 19.150.101 - 19.150.102 - 19.150.103 - 19.150.104 - 19.150.105 - 19.150.106 - 19.150.107 - 19.150.108 - 19.150.109 - 19.150.110 - 19.150.111 - 19.150.112 - 19.150.113 - 19.150.114 - 19.150.115 - 19.150.116 - 19.150.117 - 19.150.118 - 19.150.119 - 19.150.120 - 19.150.121 - 19.150.122 - 19.150.123 - 19.150.124 - 19.150.125 - 19.150.126 - 19.150.127 - 19.150.128 - 19.150.129 - 19.150.130 - 19.150.131 - 19.150.132 - 19.150.133 - 19.150.134 - 19.150.135 - 19.150.136 - 19.150.137 - 19.150.138 - 19.150.139 - 19.150.140 - 19.150.141 - 19.150.142 - 19.150.143 - 19.150.144 - 19.150.145 - 19.150.146 - 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*=For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

**=For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

***=Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

C=Subject to the granting of a conditional use permit (CUP), Chapter 19.760

PRD=Planned Residential Development Permit, Chapter 19.780

X=Prohibited

MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

SP=Site Plan Review Permit, Chapter 19.770

P=Permitted

sq. ft.= Square Feet

1 Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.180).

2 Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

3 Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

4 One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2

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	Zone																		Location of Required Standards in the Municipal Code			
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business/Manufacturing Park, General Industrial, Airport Industrial, Airport)					Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)		
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CP	CG	CRC	MU-N	MU-V	MU-U*	IMP	GI	AI	PF		RWY	NC Overlay	
Accessory Dwelling Unit ¹ and Accessory Dwelling Unit, Junior	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	10.442 - Accessory Dwelling Unit and Junior Accessory Dwelling Units 19.910 - Definitions	
Day-Care-Homes- Large-Family	DCR	DCR	DCR	DCR	DCR	DCR	DCR	X	X	X	X	DCR	DCR	DCR	X	X	X	X	X	X	10.470 - Day Care-Homes-Family	
Day-Care-Homes- Small-Family	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	10.470 - Day Care-Homes-Family	
Tiny Home(s) Community ³	X	X	C	C	C	C	X	C	C	C	C	C	C	C	X	X	X	X	X	X	10.255 - Assemblies of people-non-entertainment 19.100.070 - Additional regulations for the R-3 and R-4 Zones. 10.910 - Definitions	

(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 §52, 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 or multi-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

⁴Where 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 <u>subject to the applicable standards identified in Chapter 19.255 shall meet all applicable standards identified in Chapter 19.255 (Assemblies of People-Non-Entertainment)</u>		
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 19.880	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)			Business Zones (Business, Manufacturing, Park, General Industrial, Airport Industries, Airport)				Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)				
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V	MU-U*	SM	A	MI	HI	PWY	NC Overlay	

(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.

† All sites having active minor conditional use permits or conditional use permits, private schools, assemblies of people, etc.

‡ 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 19.880	sq. ft. = Square Feet															SP = Site Plan Review Permit, Chapter 19.770					
PRD = Planned Residential Development Permit, Chapter 19.780																					

ARTICLE VI - OVERLAY ZONES

Chapter 19.210 - MOBILE HOME PARK OVERLAY ZONE (MH)

19.210.010 - Purpose.

The Mobile Home Park (MH) Overlay Zone is established to set forth standards to be applied to the development of new mobile home parks. The standards herein are intended to ensure a suitable living environment for those persons residing within a mobile home park and to ensure compatibility of such park with the surrounding area.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.020 - Applicability.

- A. This Mobile Home Park Overlay Zone (MH) may only be applied in combination with a base zone ~~of R-1-7000~~ as set forth in Table 19.100.020 A.
- B. The MH Overlay Zone may also be applied in combination with other overlay zones.
- C. Unless otherwise specified, the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act, shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.030 - Permitted uses.

Mobile home parks may be established within a Mobile Home Park Overlay Zone subject to the granting of a conditional use permit processed pursuant to Chapter 19.760 (Conditional Use Permit) and to the provisions of this chapter (Refer to the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act).

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.040 - Development standards.

Table 19.210.040 (MH Overlay Zone Development Standards) sets forth the minimum development standards required for all new mobile home parks. In the event of conflict between these standards and those required for the underlying base zone, the standards set forth in Table 19.210.040 (MH Overlay Zone Development Standards) shall prevail.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

**Table 19.210.040
MH Overlay Zone Development Standards**

Development Standard	MH
Density of a Mobile Home Park - Maximum	10 units/acre
Density of a Tiny Home (chassis) Community - Maximum	20 units/acre¹
Unit Size of a Tiny Home (chassis) Community	Up to 400 square feet
Site Area - Minimum	
a. Mobile Home Park (gross area)	a. 10 acres
b. Individual Mobile Home Space	b. Minimum space area shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
c. Tiny Home (Chassis) Community	c. Per underlying zone.
Frontage on a public street for mobile home park site - Minimum	250 ft.

Dimensions for individual mobile home sites - Minimum a. Lot width b. Lot depth	Minimum lot width and depth shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
Building Height - Maximum a. Mobile Home Units within a Park b. Mobile Home Park: - Permanent Structures	a. Building height shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. b. 35 ft.
Lot Coverage: Individual Mobile Home Space - Maximum	Maximum lot coverage shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
Setbacks for an Individual Mobile Home Space - Minimum	Front, sides and rear yard setbacks for each individual mobile home space shall be established and maintained in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations.
Setbacks for Mobile Home Park: - Minimum (Applies to the perimeter setbacks of the park) a. Front ^{12, 23} b. Street side ^{12, 23, 24} c. Interior side ^{23, 24} d. Rear ^{23, 24}	a. 20 ft. b. 20 ft. c. 10 ft. d. 10 ft.
Building Separation Between Mobile Home Units; and Between Mobile Home Units and Accessory Structures	Building separation shall conform with Title 25 (Housing and Community Development) of the California Code of Regulations.
Notes: 1. Setback to maximum land use intensity criteria pursuant to an applicable Smart Land Use Ordinance Plan. ¹² Except where the average setback of existing dwellings on the same block exceeds the minimum required front and/or street side setback, the setback of the mobile home park shall conform to that average depth. ²³ All required setbacks shall be suitably landscaped and maintained pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation) of the Zoning Code. ²⁴ The park side yard setback shall not be a substitute for the required mobile home space yards.	

19.210.050 - Additional development standards.

The following additional standards shall apply to all new mobile home parks.

- A. **Management.** Every mobile home park community shall be properly managed to ensure maintenance of common facilities and to ensure individual home sites are developed and maintained in accordance with recorded rules and regulations for the park. A Management Plan shall be included in the conditional use permit application submittal. All mobile home park communities shall participate in the City's Crime Free Multi Housing Program, or its successor equivalent.
- D. **Site use and improvements.** Each mobile home shall be located on an approved mobile home site, and all mobile home sites shall be designed to accommodate independent mobile homes. No mobile home site shall be used as the location for more than one mobile home or trailer. Each mobile home shall be skirted with material compatible in color and material with the mobile home.
- E. **Roadways.** Access to the mobile home park shall be provided from a public roadway and shall include an internal circulation system that would allow access to each individual mobile home space in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations.

- F. *Fences and walls (excluding Tiny Home (chassis) Communities).* A minimum six-foot-high decorative solid masonry wall shall be constructed to enclose the park and serve as a visual screen and buffer between uses. The wall shall be located no closer than the front and street side setback along all streets and for the remainder perimeter of the park, it shall be located at the property line. All outdoor storage areas for the Park shall be enclosed by a minimum six-foot-high masonry wall. Fencing for each individual mobile home space shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
- G. *Landscape buffer.* When a mobile home park shares a common boundary with a residential use, a ten-foot landscape setback shall be provided along the common property line.
- H. *Landscaping.* All required minimum setback areas around the perimeter of the park shall be permanently landscaped and maintained with ground cover, trees, and shrubs, pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- I. *Accessory structures (storage building, garage, carport, awning, cabana, greenhouse, etc.).* Accessory structures shall be subject to the minimum requirements for setbacks, building separation and height, location, size, construction materials and lot coverage established for Mobile Home Accessory Buildings and Structures in Title 25 (Housing and Community Development) of the California Code of Regulations.
- J. *Common open space.* A recreation area, exclusive of any mobile home space, shall be provided and maintained on site at a rate of 275 square feet for each mobile home unit within the park. Recreation areas may include, but not be limited to, recreation rooms, community indoor and outdoor facilities, playgrounds, and other similar amenities.
- K. *Utilities.* Unless otherwise specifically authorized by the designated approving or appeal authority, all utilities providing service to the park shall be placed underground. Equipment appurtenant to the underground facilities (e.g., transformers, meter cabinets) may be placed above ground. All utilities shall be installed to the specifications of the Public Utilities and Fire Departments. Master metering shall be required, with sub-metering at the option of the park owner.
- L. *Parking.* Parking shall be provided and improved in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code. However, where two parking spaces are provided on a mobile home space, one may be located behind the other (in tandem) and need not have independent vehicular access.
- M. *Lighting.* Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Lighting).
- N. *Trash receptacles and enclosures.*
 - 1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
 - 2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

ARTICLE VII. - SPECIFIC LAND USE PROVISIONS

Chapter 19.240 - ADULT-ORIENTED BUSINESSES

19.240.040 - Minimum proximity requirements.

- A. Adult-oriented businesses shall only be established, located, or operated in the I (Industrial) Zone and only when within the ascribed distances of the certain specified land uses or zones set forth here. These distances shall be measured from the closest point upon the outside walls of the building or building lease space containing the adult-oriented business to the nearest point upon the outside walls or property lines of the building or property of concern.
1. The business shall not be located within 600 feet of any other adult-oriented business.
 2. The business shall not be located within 1,000 feet of a historic district.
 3. The business shall not be located within 600 feet of any residential dwelling unit, residential zone or homeless shelter.
 4. The business shall not be located within 1,000 feet of any school, religious assembly, ~~or family day care home~~ or day care center.

Chapter 19.340 - MANUFACTURED DWELLINGS

19.340.010 - Purpose.

The purpose of regulating manufactured dwellings is to ensure compatibility of such dwellings with surrounding uses and properties and to avoid any impacts associated with such dwellings.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.020 - Applicability and permit requirements.

Manufactured dwellings, as defined in Article X (Definitions), are permitted in any zone where a single-family residence is permitted pursuant to Government Code 65852.3 - Local Manufactured Homes Zoning and in any Multi-Family zone as part of a tiny home (foundation) Community. The manufactured dwelling must be certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. Secs. 5401 et. seq.) and placed on a foundation system.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.030 - Development standards.

~~In addition to the~~ standards set forth in Article V, Base Zones and Related Use and Development Provisions that shall apply, shall apply to manufactured dwellings in addition to the following. ~~A. b~~ Building elevations shall be submitted for review and approval by the ~~Development Review Committee~~ Community & Economic Development Director depicting showing the roof overhang, roofing material and siding material.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.040 - Site, location, operation and development standards for the sales of manufactured dwellings.

- A. The site shall be located on and have access to an arterial street as identified on the City's Master Plan of Roadways in the General Plan.
- B. All buildings shall be located at least 20 feet from any property line.
- C. A dedicated model home sales office shall be provided on the property.
- D. Parking for the office component shall be provided in accordance with Chapter 19.580 of the Zoning Code.
- E. Exterior lighting shall be provided in accordance with Chapter 19.556 of the Zoning Code.
- F. All provisions contained in Chapter 19.505 (Outdoor Display and Sales) shall apply to the sales of Manufactured Dwellings.
- G. No outdoor telephone bell or paging system shall be used.

(Ord. 7331 §46, 2016)

19.340.050 - Modifications.

Modifications to the above site location, operation and development standards may be considered in conjunction with the required Conditional Use Permit.

(Ord. 7331 §46, 2016)

Chapter 19.350 - PAROLEE/PROBATIONER HOME

19.350.040 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions shall apply unless otherwise specified here.

- A. Site location standards.
 - 1. The use shall be compatible with neighboring uses.
 - 2. Establishment of the facility shall not result in harm to the health, safety or general welfare of the surrounding neighborhood and substantial adverse impacts on adjoining properties or land uses will not result.
 - 3. The facility shall be located along or near a major arterial with ready access to public transportation.
 - 4. The facility shall be accessible to necessary support services.
 - 5. To avoid over-concentration of parolee/probationer, there shall be a 5,000-foot separation requirement between parolee/probationer homes as measured from the nearest outside building walls between the subject use and the nearest property line of any other parolee/probationer housing site.
 - 6. A parolee/probationer home shall not be located within 1,000 feet of any other group housing, assisted living facility, a public or private school (kindergarten through twelfth grade), university, college, student housing, senior housing, family day care home, day care and center, public park, library, business licensed for on- or off-site sales of alcoholic

beverages, or emergency shelter as defined in Article X (Definitions) and as measured from any point on the outside walls of the parolee/probationer home to the nearest property line of the noted use.

Chapter 19.405 - TATTOO AND BODY PIERCING PARLORS

19.405.030 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to tattoo and body piercing parlors unless otherwise specified here.

- A. The business shall not be located within 1,000 feet of any other tattoo and/or body piercing parlor as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing tattoo and/or body piercing parlor.
- A. The business shall not be located within 500 feet of any adult-oriented business as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing adult-oriented business.
- B. The business shall not be located within 500 feet of any business selling alcoholic beverages, as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing business selling alcoholic beverages.
- C. The business shall not be located within 100 feet of any existing residential zone as measured from any point between the outer boundaries of the building lease space containing the business and the nearest property line of a residentially zoned property
- D. The business shall not be located within 600 feet of a school, park, ~~or~~ day care center or family day care home as measured from any point between the outer boundaries of the lease space containing the business to the nearest property line of the school, park, ~~or~~ day care center or family day care home.

Chapter 19.442 - ACCESSORY DWELLING UNITS (ADU) AND JUNIOR ACCESSORY DWELLING UNITS (JADU)

19.442.010 - Purpose.

The State of California has identified accessory dwelling units (ADU) and junior accessory dwelling units (JADU) as ~~a~~-valuable forms of housing ~~in California~~. The City recognizes the importance of providing housing and balancing that with an attractive living environment for all residents. The availability of ~~accessory dwelling units~~ ADUs and JADUs contributes to local housing and ~~to~~ the community's housing stock, ~~and are a while providing~~ residential uses consistent with the General Plan and Zoning Code. The purpose of this Chapter is to ensure compliance with California Government Code Section 65852.2 and minimize impacts to surrounding uses and properties.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.020 - Applicability and permit requirements.

ADUs and JADUs, as defined in Article X (Definitions), are permitted in all residential zones, including all multi-family and mixed-use zones that include an existing or proposed dwelling, as set forth in Article V, Base Zones and Related Use and Development Provisions, subject to the requirements contained in this chapter.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.030 - ~~Site location, operation and development standards~~Requirements.

An application for an ADU or JADU shall demonstrate compliance with all the standards and limitations set forth in this section, to the satisfaction of the Community & Economic Development Director or his/her designee.

A. General.

~~For ADUs or JADUs, only a building permit shall be required when located on a lot with an existing primary dwelling.~~

1. ADUs and JADUs shall comply with State and local building code requirements for dwellings.

2. ADUs and JADUs in an historic district shall comply with California Government Code Section 65852.2 and Title 20 of the Riverside Municipal Code.

~~ADUs and JADUs are not required to provide fire sprinklers if fire sprinklers are not required for the primary residence.~~

3. ADUs and JADUs, when rented, must be used for rentals of terms longer than 30 days.

4.4. No actions to correct zoning nonconformities, related to physical improvements, are required for ADUs.

5. ~~Let Size.~~ There shall be no minimum lot size requirement to establish an ADU or JADU.

6. ~~Let Coverage.~~ The floor area of an ADU or JADU shall not be counted when calculating lot coverage.

7. ADUs may not be sold or otherwise conveyed separate from the primary residence with the exception of a primary dwelling and the ADU developed by an IRS recognized 501(c)(3) housing-related nonprofit or a faith-based organization, working with the Housing Authority, whose mission is to provide units to low-income households.

8. For JADUs, a deed restriction shall be recorded, to run with the land, to prohibit the sale of the JADU separate from the sale of the primary dwelling and restrict its size as identified in 19.442.030 (F).

9. ADUs and JADUs are exempt from all provisions of Chapter 19.219 – Residential Protection Overlay Zone including any application to a primary dwelling, the dwelling area, number of bedrooms or other characteristics.

B. Location.

1. An ADU or JADU shall be located on the same lot as the proposed or existing primary dwelling.

2. An ADU or JADU must have independent exterior access separate from the proposed or existing existing residence primary dwelling.

3. An ADU may be either attached, located within the living area of the proposed or existing

primary dwelling, or detached from the proposed or existing primary dwelling.

4. A JADU shall be constructed and located within the walls of the proposed or existing primary dwelling, not including the garage, and include:

3. Approval for legal, existing structures.

a. Unless the ADU is within the existing single-family residence or an existing legal accessory structure, ADU's are prohibited in the RR, RA-5 and RC zones. Only a building permit shall be required. Cooking facilities with appliances, and a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the JADU.

b. Separate sanitation facilities or shared sanitation facilities with the existing structure.

4. for an ADU when all of the following applies:

5. The property is located in a single-family residential zone;

6. The ADU is contained within the existing space of a structure that has not been constructed or altered within the preceding six months;

7. An ADU in an existing structure that does not meet the criteria of Section 19.442.030.A.2 shall be subject to Section 19.442.030.B.

B. Specific ADU requirements. ADUs that do not meet the criteria of Section 19.442.030.A shall comply with the following:

1. Location.

a. The ADU may be either attached or located within the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling.

b. The ADU shall be located on the same lot as the proposed or existing primary dwelling.

2. The maximum lot coverage shall be the same as the underlying zone.

C. Setbacks.

1. For ADU's, setbacks shall comply with California Government Code Section 65852.2 as amended from time to time.

2. For any existing structure, attached or detached, converted to an ADU, no setback requirements shall apply.

3. The side and rear setbacks for an ADU must be sufficient for fire and safety.

D. of Units Unit Size.

1. ~~The existing primary dwelling may be expanded to accommodate for the JADU or ADU, if there is an existing primary dwelling on the lot.~~ The total floor space of an attached ADU shall not exceed 50 percent of the existing primary dwelling living area or 1,200 square feet, whichever is less.

2. The total floor space of any detached ADU shall not exceed 1,200 square feet.

3. JADUs shall be no more than 500 square feet in size.

E. Number of Units.

1. ~~Single-family.~~ The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to the primary dwelling, and one ADU and one JADU. ; neither of which is required to be owner-occupied.

2. Multi-family

a. Existing Structures

- i. At least one (1) ADU, but no more than 25% of the existing number of multi-family dwellings, shall be permitted within existing structures on lots with multi-family dwelling structures.
- ii. ADUs can include conversion of storage rooms, boiler rooms, passageways, attics, basements or garages provided the ADU complies with building standards for dwellings.

b. New Structures. No more than two new detached (2) ADUs shall be permitted on a lot that has an existing multi-family dwelling.

- ~~a. ADUs that are contained within the existing space of, or attached to a single-family dwelling shall meet the minimum building setbacks of the underlying zone for a primary dwelling.~~
- ~~b. Detached ADUs shall meet the minimum front yard building setback requirement of the underlying zone, and have a minimum five-foot side and rear yard building setback.~~
- ~~c. No additional setback is required for an existing garage that is converted, in whole or in part, to an ADU. ADUs constructed above an existing garage, are allowed with a minimum five-foot side and rear yard setback.~~

F. Owner Occupancy.

- a. On a single lot with a primary dwelling and ADU, neither is required to be owner-occupied.
- b. On a single lot, one JADU is allowed if the primary dwelling or JADU is owner-occupied which shall be recorded with the deed restriction.

~~C.G. Height.— All ADUs shall comply with the height restrictions of the underlying zone. zone with the exception of stand-alone detached ADUs, which shall be limited to a single-story and no more than 20-foot in height.~~

~~4.—~~

~~D. JADUs shall be Universal requirements. All ADUs shall comply with the following requirements:~~

~~E. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to two that may include, the primary dwelling and either an ADU, or an Accessory Living Quarter.~~

H. Parking.

1. No parking shall be required for an ADU or JADU.
- 4-2. No replacement parking shall be required for the primary dwelling if a garage, carport or covered parking is converted to an ADU, shall be required as specified in Chapter 19.580 Parking and Loading, Table 19.580.060.
- ~~2. ADUs shall comply with local building code requirements.~~
- ~~3. ADUs are not required to provide fire sprinklers if fire sprinklers are not required for the primary residence.~~
- ~~4. An ADU shall only be permitted on a lot conforming to the minimum lot size requirements~~

~~for single-family dwellings of the underlying zone.~~

~~F. Dwelling size.~~

- ~~1. The total floor space of an attached ADU shall not exceed 50 percent of the primary dwelling living area, or 1,200 square feet, whichever is less.~~
- ~~2. The total floor space of a detached ADU shall not exceed 1,200 square feet.~~

~~G. Utilities.~~

- ~~1. ADUs shall not be considered a new residential use for the purposes of calculating connection fees or capacity charges for utilities, including water and sewer service unless the ADU is constructed with a new single-family dwelling.~~
- ~~2. A new or separate utility connection, connection fee, or capacity charge shall not be required by the utility provider for an ADU described in Section 19.442.030. Allocated within the existing primary dwelling unit.~~
- ~~3. A new or separate utility connection, connection fee, or capacity charge shall not be required by the utility provider for an ADU. A new or separate utility connection, connection fee, or capacity charge may be required for an ADU unless the ADU is constructed with a new single-family dwelling, not described in Section 19.442.030.A.~~
- ~~4. For new ADUs on a lot with an existing primary dwelling unit, Thethe connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed ADU, based upon either its size or the number of its plumbing fixtures, upon the water or sewer system. The fee shall not exceed the reasonable cost of providing this service.~~
- ~~5. ADUs served by a private sewage system shall comply County Health Department requirements, as applicable.~~

~~J. Impact Fees~~

- ~~1. For ADUs under 750 square feet, no City impact fees shall apply.~~
- ~~2. For ADUs over 750 square feet, impact fees shall be charged proportionately in relation to the square footage of the primary dwelling unit.~~

~~H. Occupancy.~~

~~Either the primary single-family dwelling or the accessory dwelling unit, is required to be occupied by the owner of the property.~~

~~The ADU may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.~~

~~If the primary dwelling or ADU is not owner-occupied for any period longer than 90 days, one of the two dwellings is required to be converted to an accessory living quarters or a guest house, and kitchen facilities shall be removed in accordance with this title.~~

~~A covenant shall be recorded against the property with the Riverside County Recorder's Office, subject to approval of the Planning Division and City Attorney's Office, to restrict the property with the requirements of this section prior to issuance of a building permit for the ADU. The covenant shall be binding upon any successor in ownership of the property.~~

~~I. Owner occupancy exemption.~~

~~The single-family residence and ADU may be rented concurrently, without owner occupancy, provided:~~

~~The Housing Authority of the City of Riverside (Housing Authority), owns the property; or
An IRS-recognized 501(c)(3) housing-related nonprofit or a faith-based organization, working with the Housing Authority, owns the property or is under contract with the property owner to manage a unit or units.~~

~~The property must be located in the R-1, R-3, R-4 or MU zone.~~

~~The development standards of this chapter shall apply.~~

~~The occupancy and property management agreement shall become null and void if the property is sold.~~

~~Chapter 19.470 – DAY CARE HOMES – FAMILY~~

~~19.470.010 – Purpose.~~

~~The intent of this chapter is to implement the California Health and Safety Code provisions regarding day care homes, both large family and small family. The purposes of establishing day care home regulations are to:~~

~~Recognize that affordable, quality, licensed childcare is critical to both the well-being of children and parents as well as the economic vitality of the City;~~

~~Provide a comprehensive set of guidelines to ensure a safe child care environment and to maintain compatibility between childcare facilities and surrounding land uses;~~

~~Ensure that the needs of children for adequate care are balanced with the rights of property owners;~~

~~Facilitate the establishment of childcare facilities as a permitted use within certain zones;~~

~~Enhance provider awareness of City requirements; and~~

~~To ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

~~19.470.020 – Applicability and permit requirements.~~

~~Day care homes, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Uses and Development Provisions subject to the requirements contained in this chapter.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

~~19.470.030 – Site location, operation and development standards.~~

~~The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to day care homes – large family, unless otherwise specified here.~~

~~Site location standards.~~

~~Properties used for day care homes – large family shall not be located closer than 300 feet from any other day care home – large family as measured from any point upon the outside walls of the residence containing the business and the nearest property line of the residential property operating another day care home – large family.~~

~~Operation and development standards.~~

~~The day care home large family must be the residence of the provider.~~

~~The day care home large family use must be clearly incidental and secondary to the use of the property for residential purposes.~~

~~Hours of operation shall be less than 24 hours per day.~~

~~The day care home large family shall comply with all Municipal and State laws and regulations regarding single family residences and day care homes large family.~~

~~Noise will be maintained in compliance with Title 7 (Noise Control) of the Municipal Code.~~

~~The provider shall comply with all applicable regulations of the City's Fire Department regarding health and safety requirements as they relate to family day care homes and shall contain a fire extinguisher and smoke detector device that meet standards established by the State Fire Marshal (California Health and Safety Code Section 1507.45 d and Section 1507.46 d).~~

~~All State of California licensing standards shall be met. The provider shall keep all State licenses or permits valid and current.~~

~~The applicant for a day care home large family permit shall provide evidence of payment of the City Business Tax.~~

~~The day care home large family shall be maintained to retain the appearance of a home consistent with the general character of the neighborhood.~~

~~Residences fronting on, or taking access from, a four-lane street (as shown on the General Plan Figure GCM-4 Master Plan of Roadways) shall provide at least one paved drop-off/pick-up area designed with on-site parking and maneuvering area to allow vehicles to drop-off/pick-up children and exit the site without backing out onto a four-lane street per Planning Division and Public Works Department approval.~~

~~For residences not fronting on, or taking access from a four-lane street, drop-off/pick-up of children from vehicles shall only be permitted on the driveway, approved parking area or directly in front of the residence. The drop-off/pick-up area shall be conveniently located in an area providing safe access to the home and not in conflict with adjoining residences.~~

~~The day care home large family shall provide at least one off-street parking space per employee of driving age not living in the home. The residential driveway approach is acceptable for this parking requirement if the parking space will not conflict with any required child drop-off/pick-up area, and does not block the public sidewalk or right-of-way.~~

~~An outdoor play area that satisfies the requirements of the State Community Care Licensing Division shall be provided in compliance with the City's Zoning regulations.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

~~**19.470.040 – Modifications.**~~

~~Modifications to site location standard A1 above may be considered in conjunction with the required day care permit large family. No modifications to the operation and development standards above shall be allowed.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~



Chapter 19.440 - ACCESSORY BUILDINGS AND STRUCTURES

19.440.030 - Site location, operation and development standards.

These standards supplement the standards for the zone in which the accessory use is located. If an accessory structure is attached to the principal building, such structure shall comply with the development standards for the principal building.

- A. No accessory structure shall be permitted unless a principal building exists and is occupied by the use intended.
- B. Accessory structures shall not cover more than 35 percent of the required side or rear yard setback area.
- C. Accessory structures shall be located a minimum of five feet from the principal building or the distance required by the Building Code, whichever is greater. Eave line separation from the principal building shall conform to the provisions of the Building Code. Accessory structures located less than five feet from the primary building shall be considered "attached" and must meet the setbacks of the underlying zone.
- D. Garage and carport accessory structures with direct access from an alley shall be located a minimum of 25 feet from the opposite boundary line of the alley.
- E. Accessory structures within residential zones shall comply with the following additional regulations.
 1. Accessory structures shall be no closer to the front lot line than the front-most wall of the dwelling nearest the front lot line.
 2. The interior side and rear yard setback shall be five feet for a single-story accessory structure.
 3. The interior side and rear yard setback shall be the same as the respective underlying zone for two-story accessory structures or accessory structures exceeding 20 feet in height.
 4. The street side yard setback for an accessory structure shall be the same as the street side setback of the underlying zone.
 5. In the RR, RE and R-1 Zones, all metal accessory structures shall be limited to a maximum total floor area of 120 square feet; all other accessory structures shall be limited to a maximum floor area of 750 square feet. There is no size limit for accessory structures in the RC, RA-5, R-3 or R-4 Zones or any Zone when built in conjunction with a Planned Residential Development (i.e. clubhouse) or Conditional Use Permit (i.e. assemblies of people - non entertainment or assisted living).
 6. Any accessory structure over five feet in height, excluding proposed accessory dwelling units which shall comply with requirements set forth in Chapter 19.440, shall be set back at least five feet from side and rear property lines.
 7. Single-story accessory structures shall not exceed 20 feet in overall height and two-story accessory structures shall not exceed 30 feet in overall height.

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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.

**Table 19.580.060
Required Spaces**

Use	Number of Spaces Required
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Dwelling: a. Single-family dwelling b. Multiple-family dwelling c. Studio Unit/Tiny Home (Foundation) d. Accessory Dwelling Unit and Junior Accessory Dwelling Unit	a. 2 spaces within a private garage/dwelling unit b. 1.5 spaces/dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms (1) c. 1 space/dwelling unit d. No replacement parking is required when a garage, carport or covered parking is demolished. No parking is required for the ADU or JADU. d. 1) When a garage, carport or covered parking is demolished or converted to an ADU, replacement parking for the primary dwelling shall be required. 2) No parking is required for the ADU.
Day Care Facilities (more than six people) not including family day care homes: a. Children (day care centers, preschools, infant centers) b. Adult (not in a group home)	1 space/employee plus 1 space/facility vehicle plus 1 space/10 persons at facility capacity. (10)
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Family Day Care Homes: a. Small Family Day Care Home b. Large Family Day Care Home	a. No requirement beyond standard single-family use b. 1 space for the single-family dwelling plus 1 space/employee not residing in the home and a drop-off/pick-up space(4)
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Table 19.580.060 Notes: 1. See Section 19.580.070 B (Multiple Family Dwellings) for additional requirements. For the purpose of calculating parking requirements for multiple family dwellings, dens, studies, Studio Unit(s), or other similar rooms that may be used as bedrooms shall be considered bedrooms.	

2. For senior housing projects, 50 percent of the required spaces shall be covered either in a garage or carport.
3. For the purposes of parking requirements, this category includes corporation yards, machine shops, tin shops, welding shops, manufacturing, processing, packaging, treatment, fabrication, woodworking shops, cabinet shops, and carpenter shops and uses with similar circulation and parking characteristics.
4. Required parking spaces may be in tandem, and the driveway may be used for the required drop-off and pick-up space.
5. Parking ratio to be determined by the designated Approving or Appeal Authority in conjunction with required land use or development permits, based on the impacts of the particular proposal and similar uses in this table.
6. Excluding lath and green houses.
7. Includes barber shops, beauty salons/spas, massage, tanning, tailors, dry cleaning, self-service laundry, travel agencies, electrolysis, acupuncture/acupressure, and tattoo parlors.
8. For the purposes of parking requirements, this category includes antique shops, gun shops, pawn shops, pet stores, and second-hand stores.
9. Additional parking for assembly rooms or stadiums is not required.
10. Parking may be provided on the same or adjoining lot.
11. Parking may be provided on the same lot or within 100 feet of the subject site.
12. Parking may be provided on the same lot or within 150 feet of the subject site.
13. Parking may be provided on the same lot or within 300 feet of the subject site.
14. The pump islands are not counted as parking stalls.
15. A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16. Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
17. Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.

(Ord. 7487 § 15(Exh. E), 11-5-2019; 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)

ARTICLE IX. - LAND USE DEVELOPMENT PERMIT REQUIREMENTS/PROCEDURES

Chapter 19.640 - GENERAL PERMIT PROVISIONS

19.640.040 - Discretionary permits and actions.

- A. Definition. Discretionary permits or actions apply to projects that require the exercise of judgment or deliberation when the Approving or Appeal Authority decides to approve or disapprove a particular activity, as distinguished from situations where the City public official, Board, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.
- B. Administrative discretionary permits and actions not requiring a public hearing. The Community & Economic Development Director or the Development Review Committee have primary administrative authority over certain activities that require the determination of compliance with applicable zoning provisions and the application of judgment to a given set of facts. The following lists the various administrative permits and references Chapters of the Zoning Code for the respective actions:
 1. Community & Economic Development Director:
 - a. Interpretation of Code - Refer to Chapter 19.060.
 - b. Temporary Use Permit - Refer to Chapter 19.740.
 - c. Nonconforming Provisions - Refer to Chapter 19.080.

d. Effective Dates, Time Limits and Extensions - Refer to Chapter 19.690.

~~e. Day Care Permit - Large Family - Refer to Chapter 19.860.~~

~~f.e. Recycling Center Permit - Refer to Chapter 19.870.~~

~~g-f. Determination of substantial conformance and modification of previously approved conditions with equivalent language.~~

Chapter 19.650 - APPROVING AND APPEAL AUTHORITY

Table 19.650.020

Approving and Appeal Authority

R = Recommending Authority; F = Final Approving Authority (unless appealable); A = Appeal Authority; AR = Approving Authority as Community & Economic Development Director or Development Review Committee on Referral

Type of Permit or Action	Approving and Appeal Authority			
	Community & Economic Development Director	Development Review Committee (DRC)	City Planning Commission (12.14)	City Council (1.14)
Administrative				
Day Care Large Family Home Permit	F, R		AR	AR

~~Chapter 19.860 - DAY CARE PERMIT - LARGE FAMILY~~

~~19.860.010 - Purpose.~~

~~The purpose of this chapter is to provide a procedure to permit large family day care permits.~~

~~(Ord. 7331 §122, 2016; Ord. 6966 §1, 2007)~~

~~19.860.020 - Procedures.~~

~~The following procedures apply to applications for a large family Day Care Permit:~~

~~Application. Large family day care home providers shall make written applications to the Community & Economic Development Director or their designee, including all material deemed necessary to demonstrate compliance with the provisions for these uses in Chapter 19.470 (Day Care Homes - Family).~~

~~Public notice. The City shall provide written notice to property owners and within 100 feet as measured between property lines of the request for a permit no less than ten days prior to issuance of a permit.~~

~~Approval. Within 15 working days of the receipt of a complete application, the Community & Economic Development Director or their designee shall grant the permit if all requirements of Chapter 19.470 (Day Care Homes – Family) are met. A large family day care permit may not be administratively denied by the Zoning Administrator if all standards are met. If all standards are not met the Community & Economic Development Director or their designee may approve (in full or in part), conditionally approve (in full or in part), modify or deny (in full or in part) the application.~~

~~Public hearing. Prior to permit issuance an applicant or the affected person (s) may request a hearing before the Planning Commission. Only the applicant and those persons previously so requesting, will be notified of the public hearing. At least ten days in advance, notice of the hearing shall be given. Based on the evidence and testimony at the hearing, the Planning Commission may approve, conditionally approve or deny the permit.~~

~~E. Appeal of Planning Commission decision. Any person may appeal the decision of the Zoning Administrator or Planning Commission to the City Council. The appeal shall be noticed in the same manner as the Planning Commission hearing.~~

~~(Ord. 7331 §122, 2016; Ord. 6966 §1, 2007)~~

Chapter 19.710 - DESIGN REVIEW

19.710.020 - Applicability.

- A. The design review procedures set forth in this chapter shall apply to the following:
1. All new buildings, structures and signs, and enlargements of existing buildings, structures and signs in the RC - Residential Conservation, Commercial and Office, Mixed-Use, Industrial and Downtown Specific Plan Zones, except as exempted in B and C below.
 2. Any project reviewed and approved via the conditional use, planned residential development permit or site plan review permit processes.
 - ~~3. Establishment of any manufactured dwelling on the lot. The Design Review process shall apply only to the approval of foundation, roof material, roof pitch, roof overhang, siding material and any structures attached to the dwelling.~~

Chapter 19.780 - PLANNED RESIDENTIAL DEVELOPMENT PERMIT

19.780.040 - Permitted uses.

- A. Single-family dwellings attached or detached.
- B. Tiny home (foundation) in a tiny home community, except in the RC Zone.
- C. Related recreation and community facilities for the use of residents of the development and their guests.
- D. Natural open spaces.

- E. Golf courses.
- F. Multipurpose trails.
- G. Other uses as may be permitted as part of the planned residential development.
- H. In the single-family residential base zones, uses required by State law to be permitted in conjunction with a single-family residential use.

(Ord. 7408 §1, 2018; Ord. 7331 §113, 2016; Ord. 7027 §4, 2009; Ord. 6966 §1, 2007)

ARTICLE X: - DEFINITIONS

Chapter 19.910 – DEFINITIONS

19.910.050 - "D" Definitions.

~~*Day care home, family* means a home that regularly provides care, protection and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while parents or guardians are away, and is either a large family day care home or a small family day care home (see California Health and Safety Code Section 1596.78 a).~~

~~*Day care home, large family* means a home that provides family day care for seven to 12 children, inclusive, including children under the age of ten years who reside at the home and can go up to 14 children if all of the following conditions are met:~~

- ~~(1) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.~~
- ~~(2) No more than three infants are cared for during any time when more than 12 children are being cared for.~~
- ~~(3) The licensee notifies a parent that the facility is caring for two additional school-age children and that there may be up to 13 or 14 children in the home at one time.~~
- ~~(4) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 b and Section 1597.465).~~

~~*Day care home, small family* means a home that provides family day care for up to six children, including children under the age of ten years who reside at the home and can go up to eight children in all of the following conditions are met:~~

- ~~(1) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.~~
- ~~(2) No more than two infants are cared for during any time when more than six children are cared for.~~
- ~~(3) The licensee notifies each parent that the facility is caring for two additional school-age children and that there may be up to seven or eight children in the home at one time.~~

~~(4) The licensees obtain the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 c and Section 1597.44).~~

Dwelling unit means two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. See definition in the General Plan.

~~Dwelling Unit, Accessory accessory means an attached or a detached residential dwelling unit which that provides complete independent living facilities for one or more persons, persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:~~

~~(A) An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code; or~~

~~(B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.~~

~~means an attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons. An accessory dwelling unit may be located wholly within a primary single family residential dwelling. An accessory dwelling unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel where a permitted primary single family dwelling is situated. An accessory dwelling unit also includes the following:~~

~~An efficiency unit as defined in Section 17958.1 of the Health and Safety Code.~~

~~A manufactured home, as defined in Section 18007 of the Health and Safety Code.~~

~~Dwelling Unit, Junior Accessory means a unit contained entirely within an existing a single-family structure.~~

~~Dwelling unit, manufactured means a mobile home or manufactured house constructed in full compliance with the National Mobile Home construction and Safety Standards Act intended for occupancy by a single family installed on a permanent foundation in conformance with applicable Zoning regulations.~~

~~Dwelling unit, mobile. See Mobile Home.~~

19.910.070 - "F" Definitions

Family Day Care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family daycare home or a small family daycare home as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.

(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.

(3) Family day care homes include detached single-family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.

19.910.140 - "M" Definitions.

Mobile home means a State licensed or registered moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure of not less than 250 square feet in area intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings in accordance with applicable standards and meeting the requirements of the California Department of Housing and Community Development. See definition in the General Plan.

Mobile home, building line means a line parallel with the front mobile home space line or access drive and distance therefrom the depth of the required front yard.

Mobile home, park means a lot or contiguous group of lots intended for residential use where residence is in mobile homes exclusively or where ownership is by condominium association, in lieu of mobile homes, said development is occupied exclusively by factory-built dwellings approved by the State of California and established on permanent foundations.

Mobile home, space means a plot of ground within a mobile home park abutting one or more access drives, designed for the accommodation of one mobile home.

19.910.200 - "S" Definitions.

School means any institution of learning for minors, whether public or private, offering instruction in those courses of study required by the California Education Code and maintained pursuant to standards set by the State Board of Education. This definition includes a kindergarten, elementary school, middle or junior high school, senior high school, or any special

institution of education, but it does not include a vocational or professional institution of higher education, including a community or junior college, or university. This definition does not include any day care center or family day care home, regardless of size (see separate definitions for all day care facilities).

19.910.210 - "T" Definitions.

Tiny home community means a group of tiny homes, constructed either on a chassis or on a foundation typically smaller than 1,200 square feet per unit, that are arranged in common relationship to one another, usually surrounding a shared landscaped common open space area. ~~Also known as a "pocket neighborhood."~~

~~Tiny home (Chassis). See mobile home. means a structure constructed on a chassis, intended for separate, independent living quarters that meets all of the following conditions:~~

~~The unit cannot (and is designed not to) move under its own power. When sited on a parcel the wheels and undercarriage shall be skirted;~~

~~No larger than allowed by California State Law for movement on public highways;~~

~~Has at least 100 square feet of first floor interior living space;~~

~~4. — Is a self-contained unit which includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry;~~

~~5. — Is designed and built to look like a conventional building structure;~~

~~6. — Shall be licensed and registered with the California Department of Motor Vehicles and meet the American National Standards Institute 119.5 or National Fire Protection Association 1192 requirements;~~

~~7. — Served by underground utilities; and~~

~~8. — A tiny home is not a recreational vehicle as defined in the Zoning Code.~~

Tiny Hhome (Ffoundation) means a homedwelling unit that is either manufacturedfactory or site-built construction on a permanent foundation in accordance with applicable codes, laws and standards.

Townhouse means a dwelling unit occupying its own lot, but which is physically attached to at least one other dwelling unit. See definition in the General Plan.

ARTICLE III – NONCONFORMING PROVISIONS

Chapter 19.080 – NONCONFORMITIES

DIVISION III – NONCONFORMING STRUCTURES AND USES

19.080.070 – Modification or expansion of nonconforming structures.

A nonconforming structure or use shall not be altered or expanded to increase the degree of nonconformity, except as follows:

- A. Expansion of a nonconforming structure with respect to development standards, including but not limited to, setbacks, height, distances between structures and parking facilities shall be subject to the granting of a variance. The granting of a variance for the expansion of the nonconforming structure shall not authorize any expansion of the use. A minor conditional use permit shall also be required for expansions to a nonconforming use according to the applicability of the provisions found in paragraphs B and C.
- B. Expansion of a nonconforming nonresidential use is permitted subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion of the use will protect a valuable property investment;
 - 2. The expansion of the use will not adversely affect or be materially detrimental to the surrounding neighborhood;
 - 3. There is a need for modernization in order to properly operate the use and protect valuable property rights;
 - 4. The expansion of the use which included expansion of a structure shall be architecturally compatible with the existing building;
 - 5. The expansion of the use shall be compatible with the character of the surrounding area;
 - 6. The expansion shall not displace on-site parking; and
 - 7. The use has not been discontinued for a period of one year or more, except as provided in Section 19.080.040.
- C. Expansion of a nonconforming residential use is subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion shall not increase the number of living units on the property, except as allowed by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units);
 - 2. The expansion of the use shall benefit the health, safety, and welfare of the occupants;
 - 3. The expansion of the use which includes expansion of a structure shall be architecturally compatible with the existing building;
 - 4. The expansion of the use shall be compatible with the character of the surrounding area; and
 - 5. The expansion shall not displace on-site parking.

(Ord. 7408 §1, 2018; Ord. 7331 §3, 2016; Ord. 6966 §1, 2007)

ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.100 - RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

19.100.010 - Purpose.

The purpose of this chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

- B. *Residential Agricultural Zone (RA-5)*. The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.
- C. *Residential Conservation Zone (RC)*. The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
 - 1. To preserve and enhance the beauty of the City's landscape;
 - 2. To maximize the retention of the City's natural topographic features, including but not limited, to skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
 - 3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
 - 4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
 - 5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
 - 6. To conserve the City's natural topographic features.
- D. *Rural Residential Zone (RR)*. The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

- E. *Residential Estate Zone (RE) and R-1-½ Acre Zone.* The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.
 - F. *Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000).* Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.
 - G. *Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500).* Medium High Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences, including such residential development types as apartments, town homes, condominiums, and tiny homes (foundation) in tiny home communities.
 - H. *Multiple-Family Residential Zone (R-4).* The Very High-Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.
- (Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

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19.100.030 - Permitted land uses.

Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Use Table) and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

- D. **RA-5 Zone Permitted Uses.** A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
 - 1. A one-family dwelling or manufactured dwelling of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area exclusive of open porches and garage;
 - 2. Farms or ranches for orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the general field of agriculture, aviaries, and raising of chinchillas, guinea pigs and parakeets;
 - 3. Poultry, rabbits, crowing fowl and crowing roosters.

- a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept,
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry, and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot;
4. Pot-bellied pigs shall not be allowed in the RA-5 zone unless mandated by State law;
5. The grazing, raising or training of equine, riding stables or academies, sheep and cattle, provided that the lot has a minimum area of one acre and animals are not housed or pastured within 100 feet of a residence provided that the property is maintained in accordance with Section 6.16.010 (Fly-Producing Conditions) of the Municipal Code, and further that:
 - a. Not more than a total of two of any of the following or a total of two of any combination of horses, colts, mules, ponies, goats, sheep, cows, calves or animals of general like character shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises,
 - b. Dairies, feeding lots and similar uses may be permitted after public hearing under a conditional use permit,
 - c. Additional animals may be permitted subject to the granting of a conditional use permit in the RA-5 zone;
6. The keeping of bees, provided that all other conditions of this Zoning Code and other City ordinances are complied with;
7. Parks, playgrounds or community centers owned and operated by a governmental agency, subject to the granting of a conditional use permit;
8. Golf courses, including miniature courses and driving ranges, subject to the granting of a conditional use permit;
9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises, and one stand for the sale of such products;
12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
13. The growing and wholesale disposal of earthworms in worm farms, provided that the area devoted to the cultivation of worms does not exceed 64 square feet, and further provided that:
 - a. All worm farms shall be kept at least 50 feet away from all adjacent dwellings,

- b. The maximum height of any worm bed shall be two feet and all other structures shall conform to the requirements for accessory structures,
 - c. Worm farms in excess of 64 square feet shall only be permitted subject to the granting of a conditional use permit;
14. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit in the RA-5 zone subject to the following operation and development standards:
- a. The use shall be conducted on a property zoned RA-5 having five acres or more gross area which is zoned for agricultural uses and which is predominately occupied by a commercial agricultural business,
 - b. The use shall be in conjunction with any permitted agricultural use, provided that such office shall be occupied by an agricultural business, which business is either located on-site or off-site the property,
 - c. The use shall be established within a stickbuilt, mobile coach or prefabricated structure, attached to or detached from any other building on the property,
 - d. Adequate parking and vehicular access shall be available in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code,
 - e. The building shall comply with the setback standards established for accessory structures in Chapter 19.440 (Accessory Buildings and Structures) of the Zoning Code;
15. Agricultural caretaker living quarters as defined by Section 19.910.040 ("C" Definitions) of this title subject to the granting of a conditional use permit provided all of the following criteria apply:
- a. The use shall be conducted on a property having five acres or more gross area which is zoned residential agricultural and which is predominantly occupied by a bona fide agricultural business,
 - b. The use shall be established within a stickbuilt (completely assembled on site) or prefabricated structure, attached to or detached from the primary dwelling unit on the property or within a mobile home. The square footage of the agricultural caretaker living quarters shall not exceed 50 percent of the square footage of the primary dwelling unit,
 - c. Occupancy shall be limited to the agricultural caretaker and his or her family. The agricultural caretaker shall be a full-time employee of the on-site agricultural business,
 - d. The primary dwelling unit on the property shall be occupied by the legal owner of the property,
 - e. The agricultural caretaker living quarters shall be established in such a way as to minimize its view from adjacent streets and properties,
 - f. The use shall not be conducted longer than two years except that subsequent time extensions may be granted by the City Planning Commission. Each time extension shall not exceed two years. Written notice shall be given to adjacent property owners as prescribed by Section 19.670.020 (Notice Requirements for Administrative Discretionary Permits with No Public Hearing) of this title for minor variances. The standard time extension application fee for conditional use permits shall be required,
 - g. The property owners shall execute and record a covenant and agreement with the City

to revert the property to single-family residential use, including the removal of the kitchen facilities of any permanent addition, and the removal of any mobile home which does not meet the requirements of the residential agricultural zone, after the expiration of the conditional use permit or the termination of the agricultural business;

16. Home occupations and telecommuting as defined by Sections 19.910.090 ("H" Definitions) and 19.910.210 ("T" Definitions) of this Code in accordance with the provisions contained in Chapter 19.485 (Home Occupations) of this title. Such uses shall not be allowed in the RA-5 zone unless mandated by State law.
 17. Parolee/probationer home, as defined by Section 19.910.170 ("P" Definitions), transitional shelter housing, as defined by Section 19.910.210 ("T" Definitions), permanent emergency shelter, as defined by Section 19.910.060 ("E" Definitions) and drop-in center, as defined by Section 19.910.050 ("D" Definitions) of this Code, are prohibited in the RA-5 Zone.
- E. RC Zone permitted uses. A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
1. One-family dwellings of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area, exclusive of open porches and garage;
 2. Planned residential developments subject to the granting of a planned residential development permit as set forth in Chapter 19.780 (Planned Residential Development Permit);
 3. Orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the general field of agriculture, aviaries and raising of chinchillas, guinea pigs and parakeets;
 4. Poultry, rabbits, crowing fowl and crowing roosters.
 - a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept.
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot.
 5. The grazing, raising or training of horses; provided, that the lot has a minimum area of one acre and animals are not housed or pastured within 100 feet of a residence; and further, that not more than a total of two horses, colts or ponies or a total of two of any combination of horses, colts or ponies shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises;
 6. The keeping of bees; provided, that all other conditions of this Zoning Code or other City ordinances are complied with;
 7. Parks and playgrounds of a noncommercial nature, subject to the granting of a conditional use permit;

8. Golf courses, subject to the granting of a conditional use permit;
9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises;
12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
13. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit.

(Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §4, 2016; Ord. 7110 §1, 2011; Ord. 7064 §1, 2010; Ord. 6966 §1, 2007)

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19.100.070 - Additional regulations for the R-3 and R-4 Zones.

A. *Floor area per dwelling unit.* The minimum floor area per dwelling unit in the R-3 and R-4 zones shall meet the minimum standards of the California Building Code.:

I. Usable open space.

1. The minimum usable open space, as defined in Article X (Definitions), required for each dwelling unit shall be as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) below:

**Table 19.100.070
Usable Open Space Standards: Multi-Family Residential Zones**

Usable Open Space Standards	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.

2. Development consisting of 20 units or fewer shall provide a large open area (one of the dimensions shall be a minimum of 50 feet).
3. 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
4. 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, 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.
 5. Other recreational amenities not listed above, may be considered in lieu of those listed subject to Community & Economic Development Director review and approval.
 6. Related recreational activities may be grouped together and located at any one area of the common space.
 7. Dispersal of recreational facilities throughout the site shall be required for development with multiple recreational facilities.
 8. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to Community & Economic Development Director review and approval.
 9. In the R-4 Zone, 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.
- J. *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.
- K. *Distance between buildings.* The minimum distance between buildings shall be not less than 15 feet, except within a Tiny Home Community, in which case the minimum distance between buildings shall not be less than 5 feet.
- L. *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).
- M. *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.
- N. *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.
- O. *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.
- P. *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).
- Q. *Landscaping.* Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- R. *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)



Chapter 19.150 - BASE ZONES PERMITTED LAND USES

19.150.010 - Purpose.

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7331 §12, 2016; Ord. 6966 §1, 2007)

19.150.020 - Permitted land uses.

19.150.020.A Permitted Uses Table

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

Use	Zones																			Location of Required Standards in the Municipal Code			
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business/Manufacturing Park, General Industrial, Airport Industrial, Airport)						Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)		
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V	MU-U	BI-P	GI	AI	AF	TRW		PK Overlay		
Manufactured Dwellings:	P	P	P	P	P	P	P	X	X	X	X	P	X	X	V			X	X	X	X	19.650 - Fair Housing and Reasonable Accommodations 19.100 - Residential Zones 19.340 - Manufactured Dwellings See 19.149 - Airport Land Use Compatibility***	
Mobile Home Park	X	X	With the MH Overlay Zone				X	X	X	X	X	X	X	X	V			X	X	X	X	19.210 - Mobile Home Park Overlay Zone 5.75 - Mobile Home Parks Rent Stabilization Procedures	

19.150.020.A Permitted Uses Table

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

Use	Zones																		Location of Required Standards in the Municipal Code		
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial - Support)			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*	IMP	IC	AI	PF		RWY	Inc. Overlay
Tiny Home Community (Foundation)	X	X	X	X	X	P	P	X	X	X	X	X	X	X				X	X	X	19.100.070 - Additional regulations for the R-3 and R-4 Zones.

*=For CRC, MU-U and MU-V zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

**=For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

***=Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

C=Subject to the granting of a conditional use permit (CUP), Chapter 19.760

MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

P=Permitted

PRD=Planned Residential Development Permit, Chapter 19.780

RCP=Recycling Center Permit, Chapter 19.870

SP=Site Plan Review Permit, Chapter 19.770

sq. ft. = Square Feet

X=Prohibited

1 Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).

2 Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

3 Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

4 One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

5 Permitted or conditionally permitted on sites that do not include a residential use.

(Ord. 7462 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

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 of Required Standards in the Municipal Code		
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))						Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport/Industrial Airport)				Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-V	MU-U	MU-2*	IMP	I	W	AH		PF	RWY	NC Overlay
Accessory Dwelling Unit ¹ and Accessory Dwelling Unit, Junior	P	P	P	F	P	P	P	X	X	X	X	P	P	P					X	X	
Tiny Home Community ^{***}	X	X	C	C	C	C	X	C	C	C	C	C	C	C					X	X	X

(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 or multi-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 subject to the applicable standards identified in Chapter 19.255 (Assemblies of People-Non-Entertainment).

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
	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 ¹						
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))						Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business, Manufacturing Park, General Industrial, Airport Industrial, Airport)			Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)					
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-U	MU-V	MU-U	IMP	IC	IA	IP	PF	RR	NC-Overlay	

(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
	sq. ft. = Square Feet	SP = Site Plan Review Permit, Chapter 19.770
PRD = Planned Residential Development Permit, Chapter 19.780		

ARTICLE VI - OVERLAY ZONES

Chapter 19.210 - MOBILE HOME PARK OVERLAY ZONE (MH)

19.210.010 - Purpose.

The Mobile Home Park (MH) Overlay Zone is established to set forth standards to be applied to the development of new mobile home parks. The standards herein are intended to ensure a suitable living environment for those persons residing within a mobile home park and to ensure compatibility of such park with the surrounding area.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.020 - Applicability.

- A. This Mobile Home Park Overlay Zone (MH) may only be applied in combination with a base zone as set forth in Table 19.100.020 A.
- B. The MH Overlay Zone may also be applied in combination with other overlay zones.
- C. Unless otherwise specified, the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act, shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.030 - Permitted uses.

Mobile home parks may be established within a Mobile Home Park Overlay Zone subject to the granting of a conditional use permit processed pursuant to Chapter 19.760 (Conditional Use Permit) and to the provisions of this chapter (Refer to the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act).

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.040 - Development standards.

Table 19.210.040 (MH Overlay Zone Development Standards) sets forth the minimum development standards required for all new mobile home parks. In the event of conflict between these standards and those required for the underlying base zone, the standards set forth in Table 19.210.040 (MH Overlay Zone Development Standards) shall prevail.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

**Table 19.210.040
MH Overlay Zone Development Standards**

Development Standard	MH
Density of a Mobile Home Park - Maximum	10 units/acre
Density of a Tiny Home (chassis) Community - Maximum	20 units/acre ¹
Unit Size of a Tiny Home (chassis) Community	Up to 400 square feet
Site Area - Minimum a. Mobile Home Park (gross area) b. Individual Mobile Home Space c. Tiny Home (chassis) Community	a. 10 acres b. Minimum space area shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. c. Per underlying Zone.
Frontage on a public street for mobile home park site - Minimum	250 ft.

Dimensions for individual mobile home sites - Minimum a. Lot width b. Lot depth	Minimum lot width and depth shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
Building Height - Maximum a. Mobile Home Units within a Park b. Mobile Home Park: - Permanent Structures	a. Building height shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. b. 35 ft.
Lot Coverage: Individual Mobile Home Space - Maximum	Maximum lot coverage shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
Setbacks for an Individual Mobile Home Space - Minimum	Front, sides and rear yard setbacks for each individual mobile home space shall be established and maintained in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations.
Setbacks for Mobile Home Park: - Minimum (Applies to the perimeter setbacks of the park) a. Front ^{2,3} b. Street side ^{2,3,4} c. Interior side ^{3,4} d. Rear ^{3,4}	a. 20 ft. b. 20 ft. c. 10 ft. d. 10 ft.
Building Separation Between Mobile Home Units; and Between Mobile Home Units and Accessory Structures	Building separation shall conform with Title 25 (Housing and Community Development) of the California Code of Regulations.
Notes: 1. Subject to maximum land use intensity criteria pursuant to an applicable Airport Land Use Compatibility Plan. 2. Except where the average setback of existing dwellings on the same block exceeds the minimum required front and/or street side setback, the setback of the mobile home park shall conform to that average depth. 3. All required setbacks shall be suitably landscaped and maintained pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation) of the Zoning Code. 4. The park side yard setback shall not be a substitute for the required mobile home space yards.	

19.210.050 - Additional development standards.

The following additional standards shall apply to all new mobile home parks.

- A. *Management.* Every mobile home park community shall be properly managed to ensure maintenance of common facilities and to ensure individual home sites are developed and maintained in accordance with recorded rules and regulations for the park. A Management Plan shall be included in the conditional use permit application submittal. All mobile home park communities shall participate in the City's Crime Free Multi Housing Program, or its successor equivalent.
- D. *Site use and improvements.* Each mobile home shall be located on an approved mobile home site, and all mobile home sites shall be designed to accommodate independent mobile homes. No mobile home site shall be used as the location for more than one mobile home or trailer. Each mobile home shall be skirted with material compatible in color and material with the mobile home.
- E. *Roadways.* Access to the mobile home park shall be provided from a public roadway and shall include an internal circulation system that would allow access to each individual mobile home space in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations.

- F. *Fences and walls (excluding Tiny Home (chassis) Communities)*. A minimum six-foot-high decorative solid masonry wall shall be constructed to enclose the park and serve as a visual screen and buffer between uses. The wall shall be located no closer than the front and street side setback along all streets and for the remainder perimeter of the park, it shall be located at the property line. All outdoor storage areas for the Park shall be enclosed by a minimum six-foot-high masonry wall. Fencing for each individual mobile home space shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
 - G. *Landscape buffer*. When a mobile home park shares a common boundary with a residential use, a ten-foot landscape setback shall be provided along the common property line.
 - H. *Landscaping*. All required minimum setback areas around the perimeter of the park shall be permanently landscaped and maintained with ground cover, trees, and shrubs, pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation).
 - I. *Accessory structures (storage building, garage, carport, awning, cabana, greenhouse, etc.)*. Accessory structures shall be subject to the minimum requirements for setbacks, building separation and height, location, size, construction materials and lot coverage established for Mobile Home Accessory Buildings and Structures in Title 25 (Housing and Community Development) of the California Code of Regulations.
 - J. *Common open space*. A recreation area, exclusive of any mobile home space, shall be provided and maintained on site at a rate of 275 square feet for each mobile home unit within the park. Recreation areas may include, but not be limited to, recreation rooms, community indoor and outdoor facilities, playgrounds, and other similar amenities.
 - K. *Utilities*. Unless otherwise specifically authorized by the designated approving or appeal authority, all utilities providing service to the park shall be placed underground. Equipment appurtenant to the underground facilities (e.g., transformers, meter cabinets) may be placed above ground. All utilities shall be installed to the specifications of the Public Utilities and Fire Departments. Master metering shall be required, with sub-metering at the option of the park owner.
 - L. *Parking*. Parking shall be provided and improved in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code. However, where two parking spaces are provided on a mobile home space, one may be located behind the other (in tandem) and need not have independent vehicular access.
 - M. *Lighting*. Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Lighting).
 - N. *Trash receptacles and enclosures*.
 1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
 2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.
- (Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

ARTICLE VII. - SPECIFIC LAND USE PROVISIONS

Chapter 19.240 - ADULT-ORIENTED BUSINESSES

19.240.040 - Minimum proximity requirements.

- A. Adult-oriented businesses shall only be established, located, or operated in the I (Industrial) Zone and only when within the ascribed distances of the certain specified land uses or zones set forth here. These distances shall be measured from the closest point upon the outside walls of the building or building lease space containing the adult-oriented business to the nearest point upon the outside walls or property lines of the building or property of concern.
1. The business shall not be located within 600 feet of any other adult-oriented business.
 2. The business shall not be located within 1,000 feet of a historic district.
 3. The business shall not be located within 600 feet of any residential dwelling unit, residential zone or homeless shelter.
 4. The business shall not be located within 1,000 feet of any school, religious assembly, family day care home or day care center.

Chapter 19.340 - MANUFACTURED DWELLINGS

19.340.010 - Purpose.

The purpose of regulating manufactured dwellings is to ensure compatibility of such dwellings with surrounding uses and properties and to avoid any impacts associated with such dwellings.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.020 - Applicability and permit requirements.

Manufactured dwellings, as defined in Article X (Definitions), are permitted in any zone where a single-family residence is permitted pursuant to Government Code 65852.3 - Local Manufactured Homes Zoning and in any Multi-Family zone as part of a tiny home (foundation) Community. The manufactured dwelling must be certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. Secs. 5401 et. seq.) and placed on a foundation system.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.030 - Development standards.

In addition to the standards set forth in Article V, Base Zones and Related Use and Development Provisions that shall apply, building elevations shall be submitted for review and approval by the Community & Economic Development Director showing the roof overhang, roofing material and siding material.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.040 - Site, location, operation and development standards for the sales of manufactured dwellings.

- A. The site shall be located on and have access to an arterial street as identified on the City's Master Plan of Roadways in the General Plan.
- B. All buildings shall be located at least 20 feet from any property line.
- C. A dedicated model home sales office shall be provided on the property.
- D. Parking for the office component shall be provided in accordance with Chapter 19.580 of the Zoning Code.
- E. Exterior lighting shall be provided in accordance with Chapter 19.556 of the Zoning Code.
- F. All provisions contained in Chapter 19.505 (Outdoor Display and Sales) shall apply to the sales of Manufactured Dwellings.
- G. No outdoor telephone bell or paging system shall be used.

(Ord. 7331 §46, 2016)

19.340.050 - Modifications.

Modifications to the above site location, operation and development standards may be considered in conjunction with the required Conditional Use Permit.

(Ord. 7331 §46, 2016)

Chapter 19.350 - PAROLEE/PROBATIONER HOME

19.350.040 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions shall apply unless otherwise specified here.

A. Site location standards.

- 1. The use shall be compatible with neighboring uses.
- 2. Establishment of the facility shall not result in harm to the health, safety or general welfare of the surrounding neighborhood and substantial adverse impacts on adjoining properties or land uses will not result.
- 3. The facility shall be located along or near a major arterial with ready access to public transportation.
- 4. The facility shall be accessible to necessary support services.
- 5. To avoid over-concentration of parolee/probationer, there shall be a 5,000-foot separation requirement between parolee/probationer homes as measured from the nearest outside building walls between the subject use and the nearest property line of any other parolee/probationer housing site.
- 6. A parolee/probationer home shall not be located within 1,000 feet of any other group housing, assisted living facility, a public or private school (kindergarten through twelfth grade), university, college, student housing, senior housing, family day care home, day care center, public park, library, business licensed for on- or off-site sales of alcoholic

beverages, or emergency shelter as defined in Article X (Definitions) and as measured from any point on the outside walls of the parolee/probationer home to the nearest property line of the noted use.

Chapter 19.405 - TATTOO AND BODY PIERCING PARLORS

19.405.030 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to tattoo and body piercing parlors unless otherwise specified here.

- A. The business shall not be located within 1,000 feet of any other tattoo and/or body piercing parlor as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing tattoo and/or body piercing parlor.
- A. The business shall not be located within 500 feet of any adult-oriented business as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing adult-oriented business.
- B. The business shall not be located within 500 feet of any business selling alcoholic beverages, as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing business selling alcoholic beverages.
- C. The business shall not be located within 100 feet of any existing residential zone as measured from any point between the outer boundaries of the building lease space containing the business and the nearest property line of a residentially zoned property
- D. The business shall not be located within 600 feet of a school, park, day care center or family day care home as measured from any point between the outer boundaries of the lease space containing the business to the nearest property line of the school, park, day care center or family day care home.

Chapter 19.442 - ACCESSORY DWELLING UNITS (ADU) AND JUNIOR ACCESSORY DWELLING UNITS (JADU)

19.442.010 - Purpose.

The State of California has identified accessory dwelling units (ADU) and junior accessory dwelling units (JADU) as valuable forms of housing. The City recognizes the importance of providing housing and balancing that with an attractive living environment for all residents. The availability of ADUs and JADUs contributes to local housing and the community's housing stock while providing residential uses consistent with the General Plan and Zoning Code. The purpose of this Chapter is to ensure compliance with California Government Code Section 65852.2 and minimize impacts to surrounding uses and properties.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.020 - Applicability and permit requirements.

ADUs and JADUs, as defined in Article X (Definitions), are permitted in all residential zones, including all multi-family and mixed-use zones that include an existing or proposed dwelling.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.030 - Requirements.

An application for an ADU or JADU shall demonstrate compliance with all the standards and limitations set forth in this section, to the satisfaction of the Community & Economic Development Director or his/her designee.

A. General.

1. ADUs and JADUs shall comply with State and local building code requirements for dwellings.
2. ADUs and JADUs in an historic district shall comply with California Government Code Section 65852.2 and Title 20 of the Riverside Municipal Code.
3. ADUs and JADUs, when rented, must be used for rentals of terms longer than 30 days.
4. No actions to correct zoning nonconformities related to physical improvements are required for ADUs.
5. There shall be no minimum lot size requirement to establish an ADU or JADU.
6. The floor area of an ADU or JADU shall not be counted when calculating lot coverage.
7. ADUs may not be sold or otherwise conveyed separate from the primary residence with the exception of a primary dwelling and ADU developed by an IRS recognized 501(c)(3) housing-related nonprofit or a faith-based organization, working with the Housing Authority, whose mission is to provide units to low-income households.
8. For JADUs, a deed restriction shall be recorded, to run with the land, to prohibit the sale of the JADU separate from the sale of the primary dwelling and restrict its size as identified in 19.442.030 (F).
9. ADUs and JADUs are exempt from all provisions of Chapter 19.219 – Residential Protection Overlay Zone including any application to a primary dwelling, the dwelling area, number of bedrooms or other characteristics.

B. Location.

1. An ADU or JADU shall be located on the same lot as the proposed or existing primary dwelling.
2. An ADU or JADU must have independent exterior access separate from the proposed or existing primary dwelling.
3. An ADU may be either attached, located within the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling.
4. A JADU shall be constructed and located within the walls of the proposed or existing primary dwelling, not including the garage, and include:
 - a. Cooking facilities with appliances, a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the JADU.
 - b. Separate sanitation facilities or shared sanitation facilities with the existing structure.

C. Setbacks.

1. ADU setbacks shall comply with California Government Code Section 65852.2 as amended from time to time.
2. For any existing structure, attached or detached, converted to an ADU, no setback requirements shall apply.
3. The side and rear setbacks for an ADU must be sufficient for fire and safety.

D. Unit Size.

1. The total floor space of an attached ADU shall not exceed 50 percent of the existing primary dwelling living area or 1,200 square feet, whichever is less.
2. The total floor space of any detached ADU shall not exceed 1,200 square feet.
3. JADUs shall be no more than 500 square feet in size.

E. Number of Units.

1. Single-family. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to the primary dwelling, one ADU and one JADU.
2. Multi-family
 - a. Existing Structures
 - i. At least one (1) ADU, but no more than 25% of the existing number of multi-family dwellings, shall be permitted within existing structures on lots with multi-family dwelling structures.
 - ii. ADUs can include conversion of storage rooms, boiler rooms, passageways, attics, basements or garages provided the ADU complies with building standards for dwellings.
 - b. New Structures. No more than two new detached (2) ADUs shall be permitted on a lot that has an existing multi-family dwelling.

F. Owner Occupancy.

- a. On a single lot with a primary dwelling and ADU, neither is required to be owner-occupied.
- b. On a single lot, one JADU is allowed if the primary dwelling or JADU is owner-occupied which shall be recorded with the deed restriction.

G. Height. All ADUs shall comply with the height restrictions of the underlying zone.

H. Parking.

1. No parking shall be required for an ADU or JADU.
2. No replacement parking shall be required for the primary dwelling if a garage, carport or covered parking is converted to an ADU.

I. Utilities.

1. ADUs shall not be considered a new residential use for the purposes of calculating connection fees or capacity charges for utilities, including water and sewer service unless the ADU is constructed with a new single-family dwelling.
2. A new or separate utility connection, connection fee, or capacity charge shall not be

required by the utility provider for an ADU located within the existing primary dwelling unit.

3. A new or separate utility connection, connection fee, or capacity charge shall not be required by the utility provider for an ADU unless the ADU is constructed with a new single-family dwelling.
4. For new ADUs on a lot with an existing primary dwelling unit, the connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed ADU, based upon either its size or the number of its plumbing fixtures, upon the water or sewer system.
5. ADUs served by a private sewage system shall comply County Health Department requirements, as applicable.

J. Impact Fees

1. For ADUs under 750 square feet, no City impact fees shall apply.
2. For ADUs over 750 square feet, impact fees shall be charged proportionately in relation to the square footage of the primary dwelling unit.



Chapter 19.440 - ACCESSORY BUILDINGS AND STRUCTURES



19.440.030 - Site location, operation and development standards.

These standards supplement the standards for the zone in which the accessory use is located. If an accessory structure is attached to the principal building, such structure shall comply with the development standards for the principal building.

- A. No accessory structure shall be permitted unless a principal building exists and is occupied by the use intended.
- B. Accessory structures shall not cover more than 35 percent of the required side or rear yard setback area.
- C. Accessory structures shall be located a minimum of five feet from the principal building or the distance required by the Building Code, whichever is greater. Eave line separation from the principal building shall conform to the provisions of the Building Code. Accessory structures located less than five feet from the primary building shall be considered "attached" and must meet the setbacks of the underlying zone.
- D. Garage and carport accessory structures with direct access from an alley shall be located a minimum of 25 feet from the opposite boundary line of the alley.
- E. Accessory structures within residential zones shall comply with the following additional regulations.

1. Accessory structures shall be no closer to the front lot line than the front-most wall of the dwelling nearest the front lot line.
2. The interior side and rear yard setback shall be five feet for a single-story accessory structure.
3. The interior side and rear yard setback shall be the same as the respective underlying zone for two-story accessory structures or accessory structures exceeding 20 feet in height.
4. The street side yard setback for an accessory structure shall be the same as the street side setback of the underlying zone.
5. In the RR, RE and R-1 Zones, all metal accessory structures shall be limited to a maximum total floor area of 120 square feet; all other accessory structures shall be limited to a maximum floor area of 750 square feet. There is no size limit for accessory structures in the RC, RA-5, R-3 or R-4 Zones or any Zone when built in conjunction with a Planned Residential Development (i.e. clubhouse) or Conditional Use Permit (i.e. assemblies of people - non entertainment or assisted living).
6. Any accessory structure over five feet in height, excluding proposed accessory dwelling units which shall comply with requirements set forth in Chapter 19.440, shall be set back at least five feet from side and rear property lines.
7. Single-story accessory structures shall not exceed 20 feet in overall height and two-story accessory structures shall not exceed 30 feet in overall height.

ARTICLE VIII - SITE PLANNING AND GENERAL DEVELOPMENT PROVISIONS

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 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.

Table 19.580.060
Required Spaces

Use	Number of Spaces Required
D	
• • •	
Dwelling: a. Single-family dwelling	a. 2 spaces within a private garage/dwelling unit

b. Multiple-family dwelling	b. 1.5 spaces/dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms (1)
c. Studio Unit/Tiny Home (Foundation)	c.1 space/dwelling unit
d. Accessory Dwelling Unit and Junior Accessory Dwelling Unit	d. No replacement parking is required when a garage, carport or covered parking is demolished. No parking is required for the ADU or JADU.
Day Care Facilities (more than six people) not including family day care homes:	
a. Children (day care centers, preschools, infant centers)	1 space/employee plus 1 space/facility vehicle plus 1 space/10 persons at facility capacity. (10)
b. Adult (not in a group home)	
F	

Table 19.580.060 Notes:

1. See Section 19.580.070 B (Multiple Family Dwellings) for additional requirements. For the purpose of calculating parking requirements for multiple family dwellings, dens, studios, Studio Unit(s), or other similar rooms that may be used as bedrooms shall be considered bedrooms.
2. For senior housing projects, 50 percent of the required spaces shall be covered either in a garage or carport.
3. For the purposes of parking requirements, this category includes corporation yards, machine shops, tin shops, welding shops, manufacturing, processing, packaging, treatment, fabrication, woodworking shops, cabinet shops, and carpenter shops and uses with similar circulation and parking characteristics.
4. Required parking spaces may be in tandem, and the driveway may be used for the required drop-off and pick-up space.
5. Parking ratio to be determined by the designated Approving or Appeal Authority in conjunction with required land use or development permits, based on the impacts of the particular proposal and similar uses in this table.
6. Excluding lath and green houses.
7. Includes barber shops, beauty salons/spas, massage, tanning, tailors, dry cleaning, self-service laundry, travel agencies, electrolysis, acupuncture/acupressure, and tattoo parlors.
8. For the purposes of parking requirements, this category includes antique shops, gun shops, pawn shops, pet stores, and second-hand stores.
9. Additional parking for assembly rooms or stadiums is not required.
10. Parking may be provided on the same or adjoining lot.
11. Parking may be provided on the same lot or within 100 feet of the subject site.
12. Parking may be provided on the same lot or within 150 feet of the subject site.
13. Parking may be provided on the same lot or within 300 feet of the subject site.
14. The pump islands are not counted as parking stalls.
15. A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16. Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
17. Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.

(Ord. 7487 § 15(Exh. E), 11-5-2019; 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)

ARTICLE IX. - LAND USE DEVELOPMENT PERMIT EQUIREMENTS/PROCEDURES
Chapter 19.640 - GENERAL PERMIT PROVISIONS

19.640.040 - Discretionary permits and actions.

- A. Definition. Discretionary permits or actions apply to projects that require the exercise of judgment or deliberation when the Approving or Appeal Authority decides to approve or disapprove a particular activity, as distinguished from situations where the City public official, Board, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.
- B. Administrative discretionary permits and actions not requiring a public hearing. The Community & Economic Development Director or the Development Review Committee have primary administrative authority over certain activities that require the determination of compliance with applicable zoning provisions and the application of judgment to a given set of facts. The following lists the various administrative permits and references Chapters of the Zoning Code for the respective actions:
 - 1. Community & Economic Development Director:
 - a. Interpretation of Code - Refer to Chapter 19.060.
 - b. Temporary Use Permit - Refer to Chapter 19.740.
 - c. Nonconforming Provisions - Refer to Chapter 19.080.
 - d. Effective Dates, Time Limits and Extensions - Refer to Chapter 19.690.
 - e. Recycling Center Permit - Refer to Chapter 19.870.
 - f. Determination of substantial conformance and modification of previously approved conditions with equivalent language.

Chapter 19.650 - APPROVING AND APPEAL AUTHORITY

**Table 19.650.020
Approving and Appeal Authority**

R = Recommending Authority; F = Final Approving Authority (unless appealable); A = Appeal Authority; AR = Approving Authority as Community & Economic Development Director or Development Review Committee on Referral

Type of Permit or Action	Approving and Appeal Authority			
	Community & Economic Development Director	Development Review Committee (DRC)	City Planning Commission (12,14)	City Council (1,14)
Administrative				

Chapter 19.710 - DESIGN REVIEW

19.710.020 - Applicability.

- A. The design review procedures set forth in this chapter shall apply to the following:
 - 1. All new buildings, structures and signs, and enlargements of existing buildings, structures and signs in the RC - Residential Conservation, Commercial and Office, Mixed-Use, Industrial and Downtown Specific Plan Zones, except as exempted in B and C below.
 - 2. Any project reviewed and approved via the conditional use, planned residential development permit or site plan review permit processes.

Chapter 19.780 - PLANNED RESIDENTIAL DEVELOPMENT PERMIT

19.780.040 - Permitted uses.

- A. Single-family dwellings attached or detached.
- B. Tiny home (foundation) in a tiny home community, except in the RC Zone.
- C. Related recreation and community facilities for the use of residents of the development and their guests.
- D. Natural open spaces.
- E. Golf courses.
- F. Multipurpose trails.
- G. Other uses as may be permitted as part of the planned residential development.
- H. In the single-family residential base zones, uses required by State law to be permitted in conjunction with a single-family residential use.

(Ord. 7408 §1, 2018; Ord. 7331 §1113, 2016; Ord. 7027 §4, 2009; Ord. 6966 §1, 2007)

ARTICLE X: - DEFINITIONS

Chapter 19.910 – DEFINITIONS

19.910.050 - "D" Definitions.

Dwelling unit means two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. See definition in the General Plan.

Dwelling unit, accessory means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:

- (A) An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code; or
- (B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

Dwelling unit, junior accessory means a unit contained entirely within an existing a single-family structure.

Dwelling unit, manufactured means a manufactured house intended for occupancy by a single family installed on a permanent foundation in conformance with applicable Zoning regulations.

Dwelling unit, mobile. See Mobile Home.

19.910.070 - "F" Definitions

Family day care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family daycare home or a small family daycare home as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.

(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.

(3) Family day care homes include detached single-family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.

19.910.140 - "M" Definitions.

Mobile home means a State licensed or registered moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings in accordance with applicable standards and meeting the requirements of the California Department of Housing and Community Development.

Mobile home, building line means a line parallel with the front mobile home space line or access drive and distance therefrom the depth of the required front yard.

Mobile home park means a lot or contiguous group of lots intended for residential use where residence is in mobile homes exclusively or where ownership is by condominium association, in lieu of mobile homes, said development is occupied exclusively by factory-built dwellings approved by the State of California and established on permanent foundations.

Mobile home, space means a plot of ground within a mobile home park abutting one or more access drives, designed for the accommodation of one mobile home.

19.910.200 - "S" Definitions.

School means any institution of learning for minors, whether public or private, offering instruction in those courses of study required by the California Education Code and maintained pursuant to standards set by the State Board of Education. This definition includes a kindergarten, elementary school, middle or junior high school, senior high school, or any special institution of education, but it does not include a vocational or professional institution of higher education, including a community or junior college, or university. This definition does not include any day care center or family day care home, regardless of size (see separate definitions for all day care facilities).

19.910.210 - "T" Definitions.

Tiny home community means a group of tiny homes, constructed either on a chassis or on a foundation, that are arranged in common relationship to one another, usually surrounding a shared common open space area.

Tiny home (chassis). See mobile home.

Tiny home (foundation) means a dwelling unit that is factory or site-built on a permanent foundation in accordance with applicable codes, laws and standards.

Townhouse means a dwelling unit occupying its own lot, but which is physically attached to at least one other dwelling unit. See definition in the General Plan.

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1062HR20 – Paradise Smoke Shop/Shaden Salah
(Representative: Patti Nahill, PGN)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CZ2000005 (Change of Zone)

LAND USE PLAN: 2017 Hemet-Ryan Airport Land Use Compatibility Plan

Airport Influence Area: Hemet-Ryan Airport

Land Use Policy: Airport Compatibility Zone E

Noise Levels: Outside 55 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the proposed Change of Zone be found **CONSISTENT** with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: A proposal to change the zoning of 0.39 net acre (0.48 gross acre) (Assessor's Parcel Number 458-224-010) from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S). The site is designated Commercial Retail on the Harvest Valley/Winchester Area Plan.

PROJECT LOCATION: The proposed project is located at 33671 Highway 74 (on the southerly side of Highway 74, westerly of Truelson Avenue and easterly of Winchester Road) in the unincorporated community of Green Acres, approximately 13,390 feet northwesterly of the southwesterly terminus of Runway 5-23 at Hemet-Ryan Airport.

BACKGROUND:

Residential Density/Non-Residential Intensity: The site is located within Zone E of the Hemet-Ryan Influence Area, where residential density and non-residential intensity are not restricted.

Prohibited and Discouraged Uses: Compatibility Zone E prohibits hazards to flight, and no hazards to flight are proposed by the project.

Noise: The site is located outside the 55 CNEL aircraft noise contour.

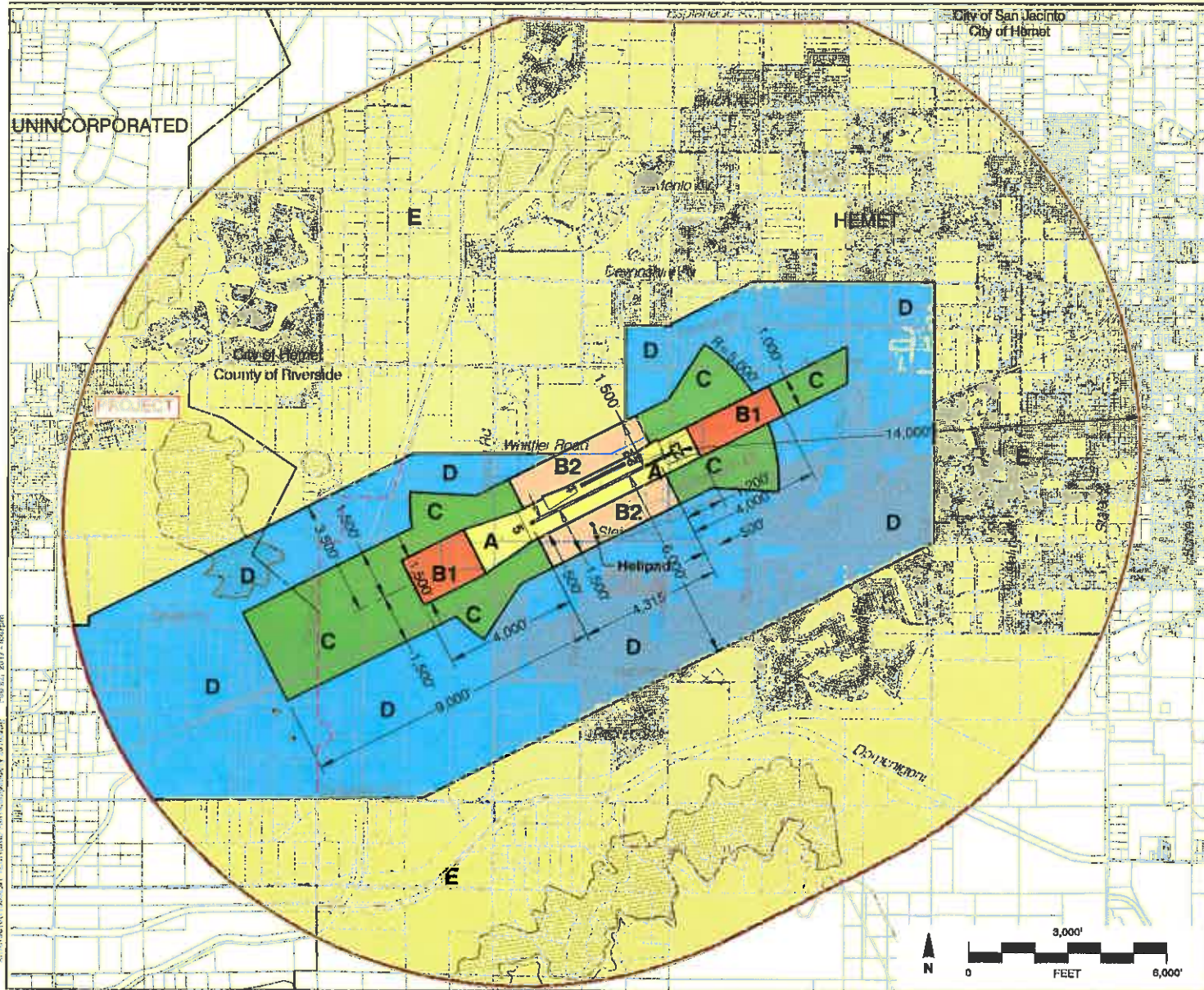
PART 77: The elevation of Hemet-Ryan Airport's Runway 5-23 at its southwesterly terminus is 1,499 feet above mean sea level (1,499 feet AMSL). At a distance of 13,390 feet from the runway to the site, any structure with a top point elevation exceeding 1,632 feet AMSL would require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The site has an elevation of 1,610 feet AMSL. There is an existing commercial building on the property, and no new buildings are proposed.

Open Area: Compatibility Zone E does not require land to be set aside as open areas, and the site is less than 10 acres in area.

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NOTICE OF AIRPORT IN VICINITY

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



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 4,315 foot runway in accordance with FAA airspace protection criteria (FAA Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

Riverside County
 Airport Land Use Commission
Hemet-Ryan Airport
 Land Use Compatibility Plan
 (Adopted February 9, 2017)

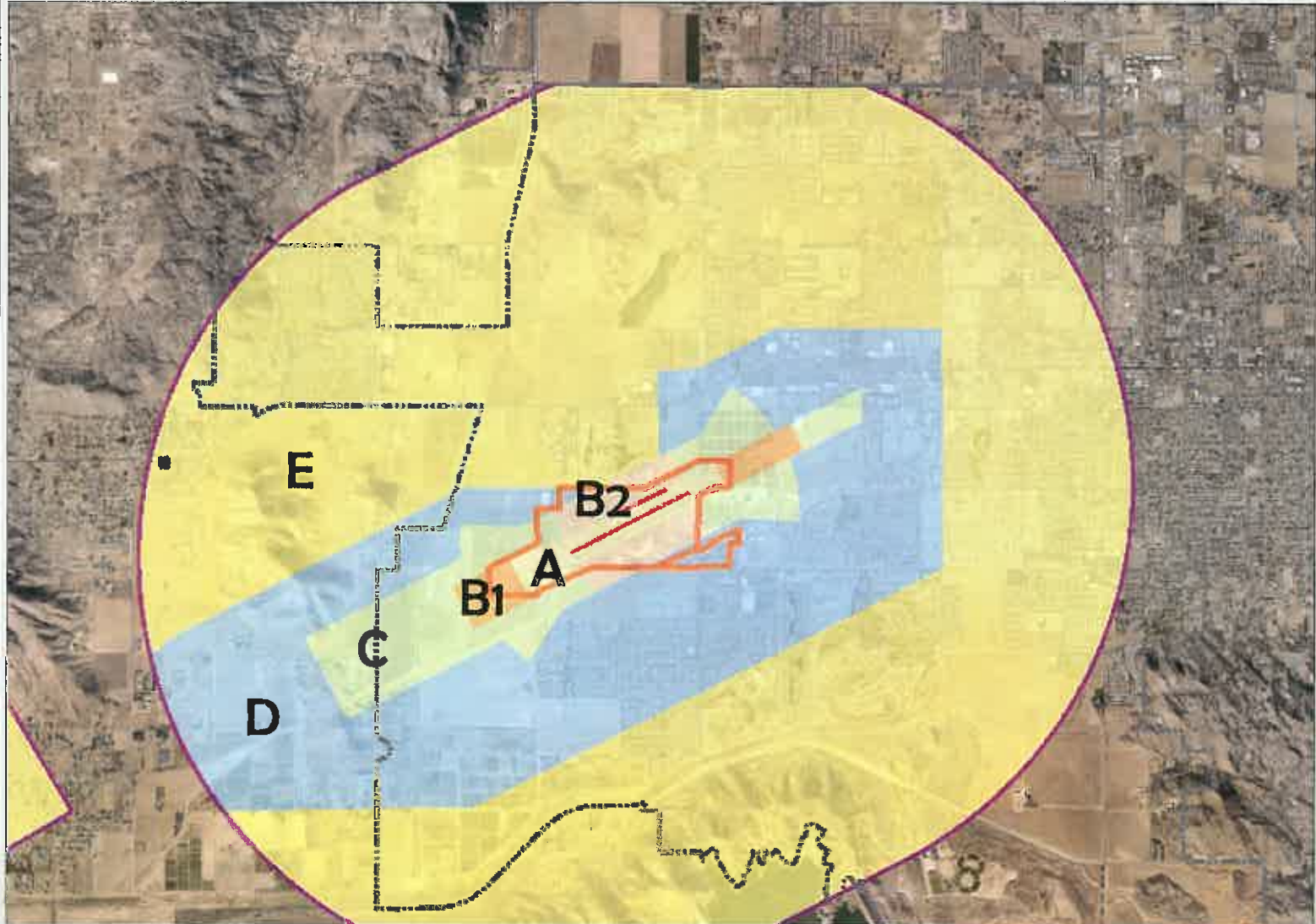
Map HR-1

Compatibility Map
 Hemet-Ryan Airport



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Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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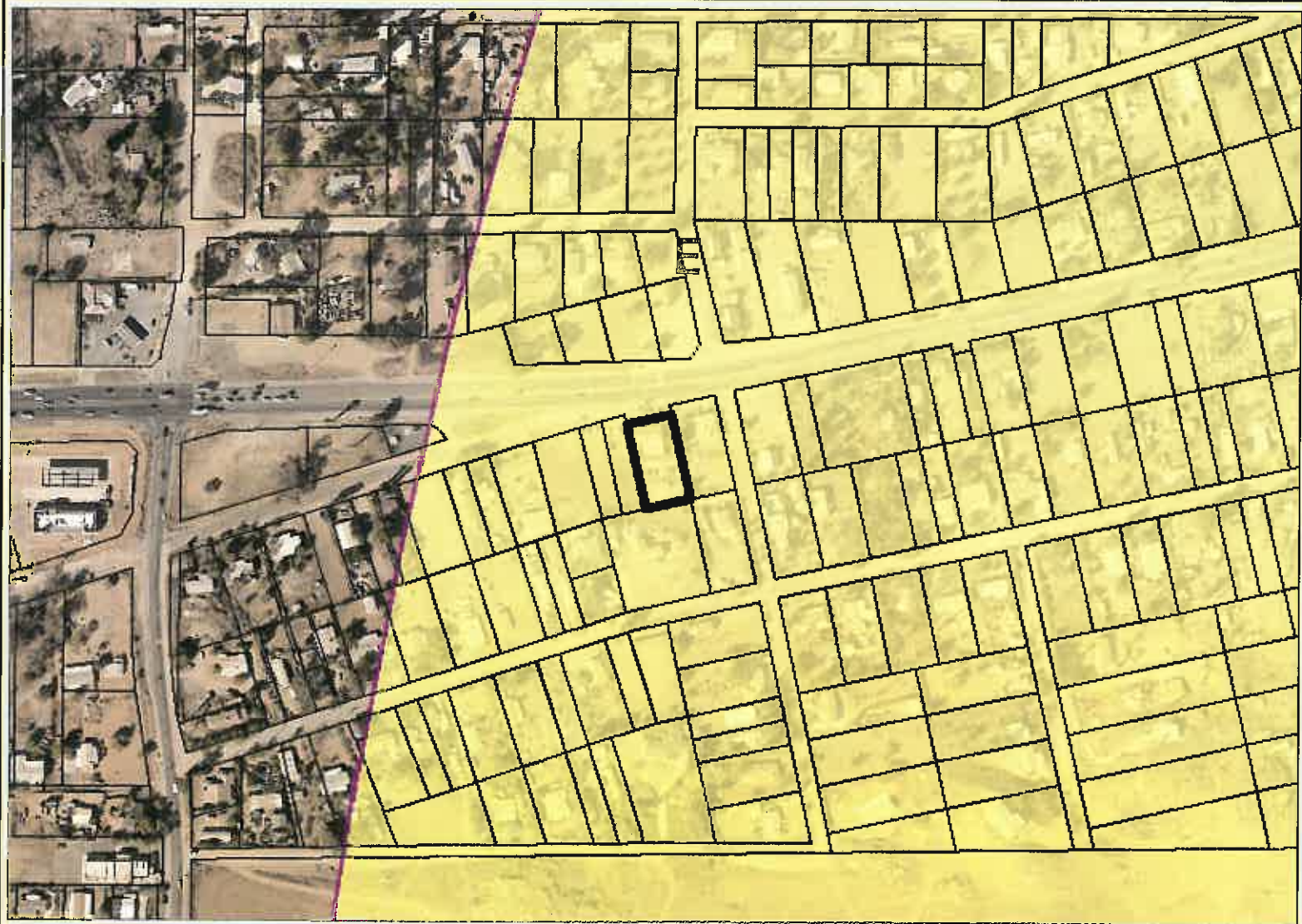
Notes



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Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- Runways
- Airports
- ▤ City Areas
- World Street Map



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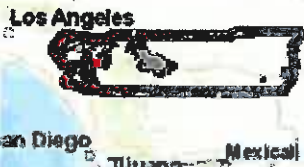


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Notes

Map My County Map



Legend

- Parcels
- World Street Map



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Notes

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Map My County Map



Legend

- Parcels
- World Street Map



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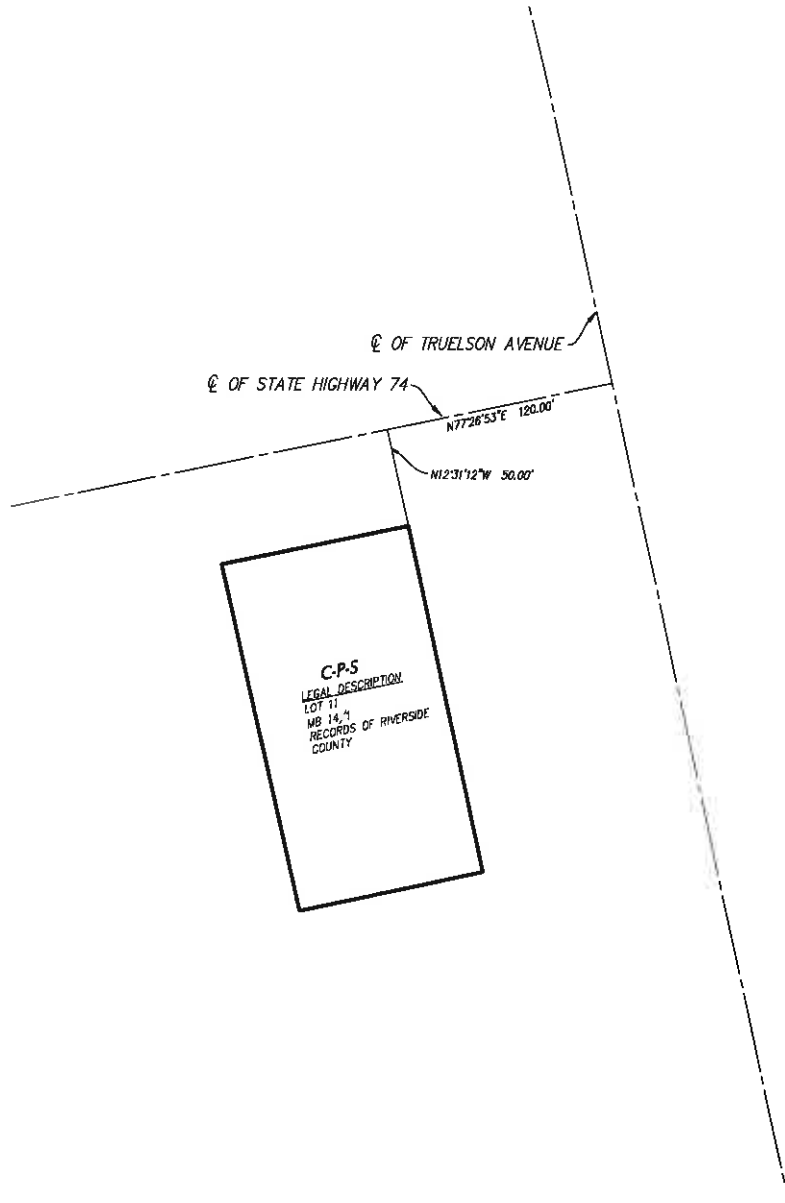
Notes

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HOMELAND AREA
SEC. 15, T.5S., R.2W. & S.B.M.



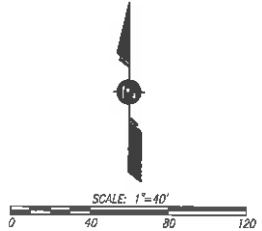
C-P-S
LEGAL DESCRIPTION
LOT 11
MB 14, 1
RECORDS OF RIVERSIDE
COUNTY

C-P-S

RURAL RESIDENTIAL - EXISTING

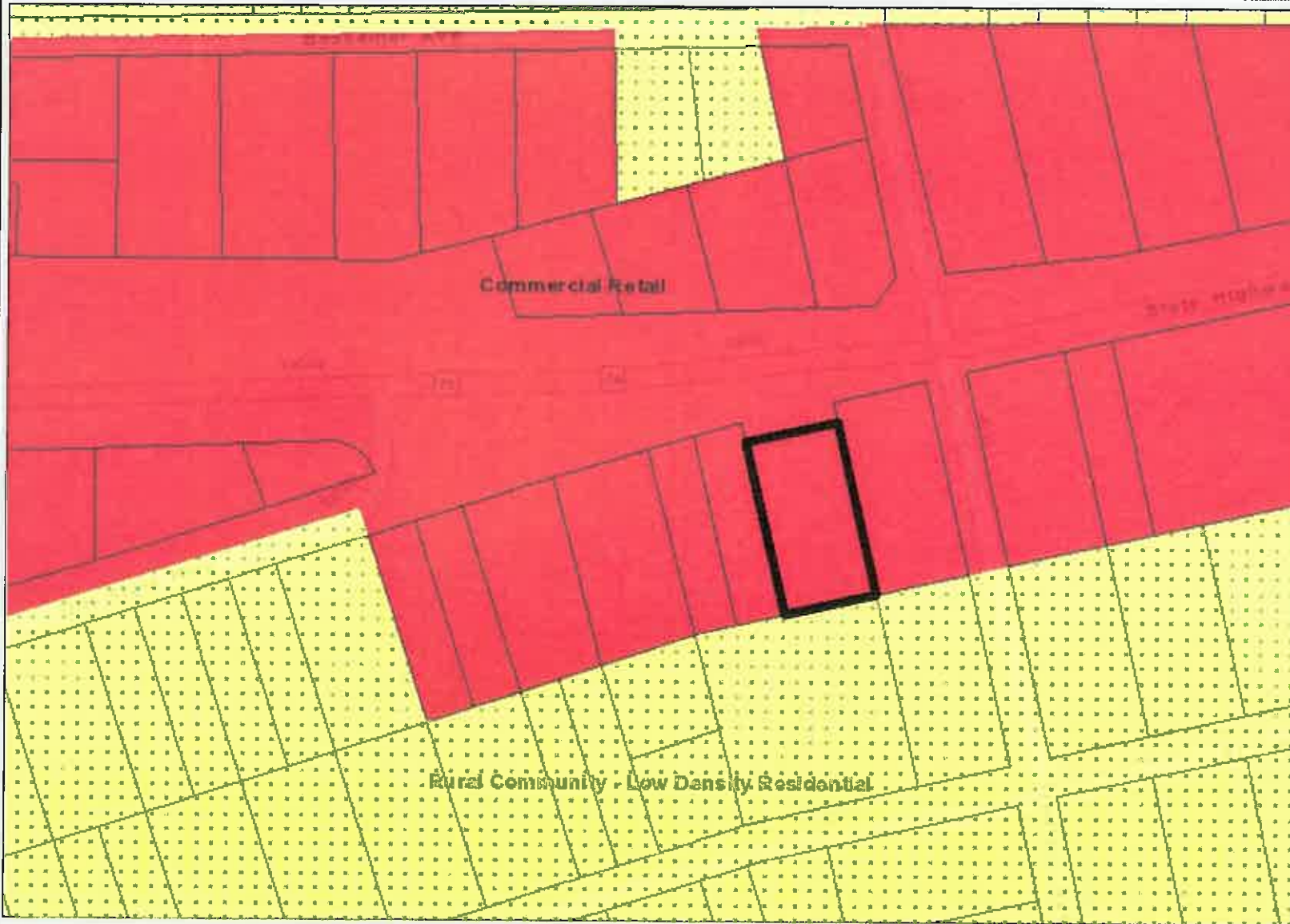
SCENIC HIGHWAY COMMERCIAL - PROPOSED

MAP NO. XXXX
CHANGE OF OFFICIAL ZONING PLAN
AMENDING
MAP NO. 2 ORDINANCE NO. 348
CHANGE OF ZONE CASE NO. 2000005
ADOPTED BY ORDINANCE NO. XXXXX
DATE _____
RIVERSIDE COUNTY BOARD OF SUPERVISORS



ASSESSORS PARCEL NO. 458-224-010

Map My County Map



Legend

- Parcels
- Runways
- Airports
- General Plan Land Use**
- Rural Community - Estate Density I
- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential
- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Area
- Rural Residential
- Rural Mountainous
- Rural Desert



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Notes

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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. Rob Gonzalez at (951) 955-9549.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1062HR20 – Paradise Smoke Shop/Shaden Salah (Representative: Patty Nahill, PGN) – County of Riverside Case No. CZ2000005 (Change of Zone). A proposal to change the zoning of 0.39 net acre (0.48 acre gross) (Assessor's Parcel Number 458-224-010) located at 33671 Highway 74 (on the south side of Highway 74, westerly of Truelson Avenue and easterly of Winchester Road) in the community of Green Acres from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S). The site is designated Commercial Retail on the Harvest Valley/Winchester Area Plan (Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1062HR20 DATE SUBMITTED: 4-1-20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Shaden Salah	Phone Number	951-956-5162
Mailing Address	2281 West Esplanade Avenue, Suite 102B San Jacinto, CA 92582	Email	shadensalah2016@gmail.com

Representative	PGN	Phone Number	951-301-7114
Mailing Address	PO Box 2473 Menifee, CA 92586-1473	Email	pgn.mail@verizon.net

Property Owner	Fivyan Fathy Qasem	Phone Number	951-956-5162
Mailing Address	33671 Highway 74 Hemet, CA 92545	Email	shadensalah2016@gmail.com

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside, TLMA, Planning	Phone Number	951-955-9549
Staff Contact	Rob Gonzalez	Email	rgonzalez@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor Riverside, CA 92501	Case Type	Consistency Zone Change
Local Agency Project No	GZ00005 <u>C2200005</u>	<input type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input 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	33671 Highway 74, Hemet, CA 92545		
Assessor's Parcel No.	458-224-010	Gross Parcel Size	0.48 acre
Subdivision Name	Valley Vista Acres	Nearest Airport and distance from Airport	Hemet-Ryan - 4 miles SE Valley Vista Ac
Lot Number	11 in Block B		

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)	Single-story, 1,858 square foot commercial building with asphalt parking lot.
------------------------------	---

H. Ryan
E

Proposed Land Use (describe)	Same as existing.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	9 am to 10 pm	
	Number of People on Site	2	Maximum Number 27
	Method of Calculation	ICC Section 1004	
Height Data	Site Elevation (above mean sea level)	1596-1624	ft.
	Height of buildings or structures (from the ground)	12	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	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: May 14, 2020

CASE NUMBER: ZAP1100FV20 – Pierer Immoreal North America, LLC
(Representative: CASC Engineering and Consulting)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: TPM37819 (Tentative Parcel Map)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Zones B2 and D

Noise Levels: 55-65 CNEL

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to divide 31.86 acres into two parcels.

On June 13, 2019 (ZAP1083FV18/PPT180022) a proposal to construct a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, and a 17,917 square foot warehouse building (with an outdoor 20,696 square foot semi-truck parking area and an outdoor 8,602 square foot maintenance area) on 19.57 acres of this site was reviewed by ALUC and determined conditionally consistent.

The development outlined in ZAP1083FV18 is located entirely within Parcel 1 (19.58 acres) of the proposed parcel map, with Parcel 2 (12.28 acres) remaining vacant with no development proposed at this time. The proposed parcel map does not change any of the original intensity calculations that was found consistent by the Commission.

PROJECT LOCATION: The site is located easterly of Winchester Road (State Highway Route 79), westerly of Sky Canyon Road, northerly of Borel Road, and southerly of Sparkman Way, within the unincorporated community of French Valley, approximately 1,231 feet westerly of the southerly end of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B2 (18.35 acres) and D (13.5 acres). Zone B2 restricts average intensity to 100 people per acre and 200 people per single acre, and Zone D restricts average intensity to 150 people per acre and 450 people per single acre through French Valley Airport Compatibility Plan Policy 2.4.

Average Acre Intensity:

The original project included a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, a 17,917 square foot warehouse building, a 20,696 square foot outdoor semi-truck parking area, and an outdoor 8,602 square foot maintenance area on 19.57 acres (commensurate with proposed tentative parcel map Parcel 1). The project accommodated a total occupancy of 709 people, and an average acre intensity of 36 people per acre, which was consistent with the Compatibility Zones B2 criterion of 100 and Compatibility Zone D criterion of 150.

Single Acre Intensity:

The single-acre intensity for the motorsport building located entirely within Compatibility Zone B2 included 8,296 square feet of office area, 12,939 square feet of manufacturing area, 4,713 square feet of storage area, and 1,146 square feet of break room/lobby area, accommodating a single acre occupancy of 198 people, which was consistent with the Compatibility Zone B2 criterion of 200. The single acre intensity for the two-story KTM headquarters building located entirely within Compatibility Zone D would include 20,352 square feet of office area, 1,578 square feet of manufacturing area, 1,948 square feet of storage area, 2,851 square feet of conference room/lobby area, and 3,199 square feet of vocational training area, accommodating a single-acre occupancy of 370 people, which is consistent with the Compatibility Zone D criterion of 450.

The proposed tentative parcel map does not change the original project's intensity calculations. Proposed Parcel 1 (which occupies the entire original development footprint from ZAP1083FV19 on 19.58 acres) is split between Zones B2 (10.12 acres) and Zone D (9.46 acres). A breakdown of the original uses indicates that Zone B2 would accommodate 339 people in the motorsport building, warehouse, and outdoor entrance bays for truck parking and maintenance, resulting in an average intensity of 34 people per acre, which is consistent with the Compatibility Zone B2 average acre intensity criterion of 100. A breakdown of the original uses indicates that Zone D would accommodate 370 people in the KTM headquarters building, resulting in an average intensity of 39 people per acre, which is consistent with the Compatibility Zone D average acre intensity criterion of 150. Proposed Parcel 2 occupies 12.28 acres (8.23 acres in Zone B2, 4.05 acres in Zone D) and no

development has been proposed at this time. However, when a project is proposed for Parcel 2, it will have to be consistent with the applicable land use compatibility criteria.

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

Noise: The French Valley Compatibility Plan depicts the site as being located within the 55-65 CNEL contour range from aircraft noise. Office and industrial uses are identified as normally and marginally acceptable within the 55-65 CNEL contour range. The indoor sensitive uses like office areas would be impacted by aircraft generated noise, and, therefore, staff is recommending a condition to incorporate noise attenuation measures into the design of these areas to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

The proposed tentative parcel map will not have an impact on noise.

Part 77: The elevation of Runway 18-36 at its southerly terminus is 1,340 feet above mean sea level (AMSL). At a distance of approximately 1,231 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 1,352.3 feet AMSL. The applicant originally proposed a 26 foot tall warehouse building, 32 foot tall headquarter building and a 29 foot tall motorsport building which required review by the FAA Obstruction Evaluation Service (FAAOES). The FAA OES issued "Determination of No Hazard to Air Navigation" letters dated July 11, 2019 and previously November 2, 2018, and determined that the buildings would not be a hazard to air navigation.

The proposed tentative parcel map will not have an impact on Part 77 height.

Open Area: The original project site was split between Compatibility Zones B2 and D, with approximately 26.03 acres in Zone B2 and 24.62 acres in Zone D. The development footprint was on 21.16 acres, with 13.66 acres located in Zone B2 and 12.41 acres located in Zone D. Compatibility Zone D requires 10% (2.46 acres) of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas (Compatibility Zone B2 does not require any amount of open area due to its proximity to the actual runway.) The project identified 2.48 acres of ALUC eligible open areas in Zone D consisting of driveway aisles and parking lot areas within the proposed development. The project is conditioned to maintain these areas consistent with ALUC open area requirements of 300 feet by 75 feet minimum shape, and prohibit obstructions greater than 4 feet in height that are at least 4 inches in diameter.

The proposed tentative parcel map will not have an impact on open space requirements. The open space requirements set forth in ZAP1083FV19 is entirely provided within the southern 19.58 acres identified as Parcel 1 in the proposed map. Development of the northern 12.28 acres identified as Parcel 2 in the proposed map will be required to provide the necessary open space area when

development of that parcel occurs.

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 plans, if any, shall be transmitted to Riverside County – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. 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 Southwest 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. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.
4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the buildings thereon.
5. 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.

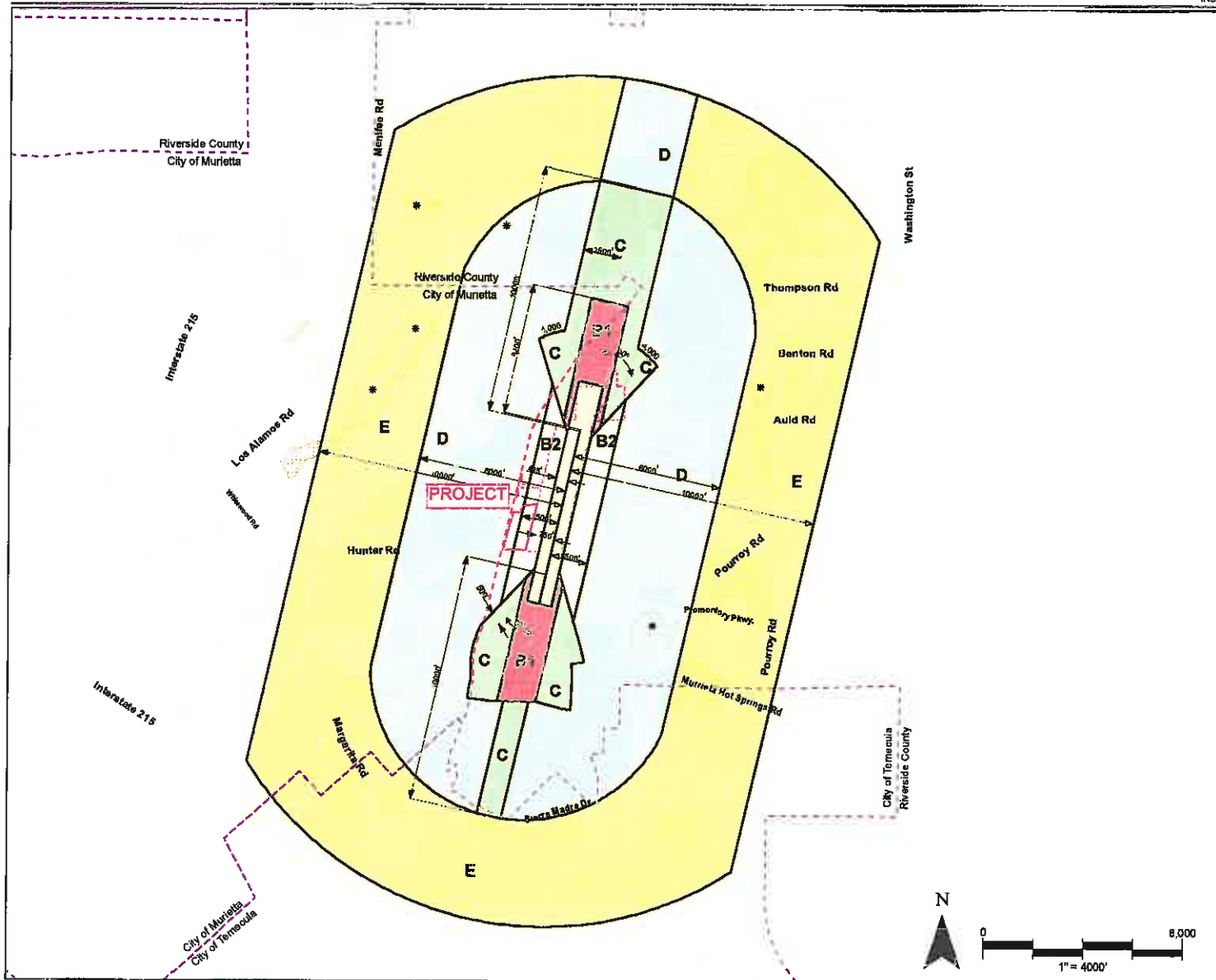
6. Any proposed detention basins or facilities shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. 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 that produce seeds, fruits, or berries.
7. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use, parcel area and occupancy of the currently proposed project shall require ALUC review.
8. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. 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.
10. Prior to issuance of building permits for any building on this site, the permittee shall provide copies of a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service relating to that specific building or group of buildings to the Department of Building and Safety and to the Riverside County Airport Land Use Commission. The permittee shall comply with all requirements of such letter.
11. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County.
12. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2018-AWP-15606-OE, 2019-AWP-5214-OE, 2019-AWP-5221-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished

on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

13. The proposed buildings shall not exceed a height of 32 feet above ground level and a maximum elevation at top point of 1,352 feet above mean sea level for the revised KTM headquarters building; a height of 26 feet above ground level and a maximum elevation at top point of 1,346 feet above mean sea level for the warehouse building; and a height of 28 feet above ground level and a maximum elevation at top point of 1,348 feet above mean sea level for the motorsport research building.
14. The maximum heights and top point elevations 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.
15. Temporary construction equipment used during actual construction of the structures shall not exceed a height of 32 feet above ground level and a maximum elevation at top point of 1,352 feet above mean sea level for the revised KTM headquarters building; a height of 26 feet above ground level and a maximum elevation at top point of 1,346 feet above mean sea level for the warehouse building; and a height of 28 feet above ground level and a maximum elevation at top point of 1,348 feet above mean sea level for the motorsport research building, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
16. Within five (5) days after construction of any individual 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(s).

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

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

Note

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

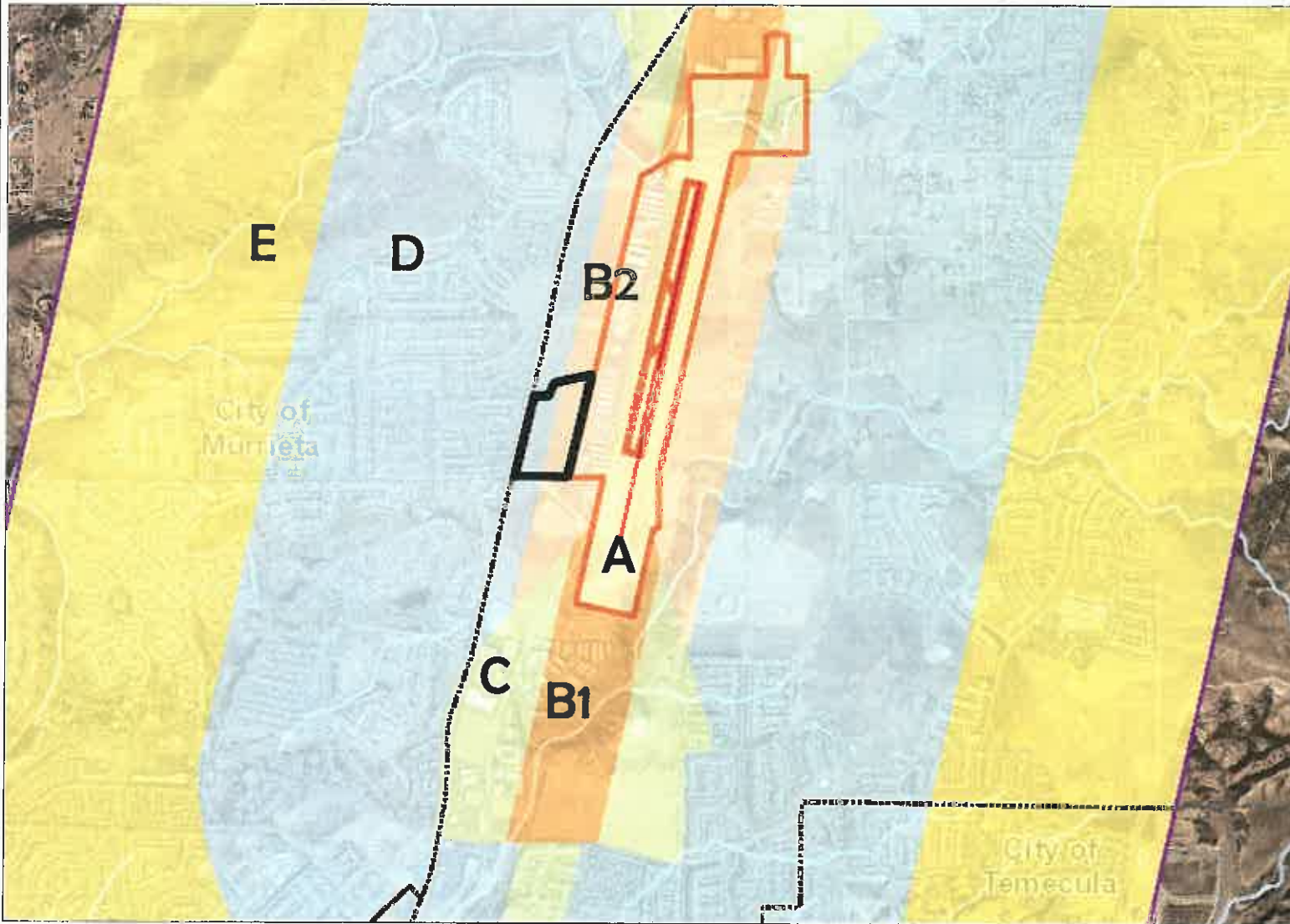
See Chapter 2, Table 2A from compatibility criteria associated with this map.

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

Map FV-1

Compatibility Map
 French Valley Airport

Map My County Map



Legend

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



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

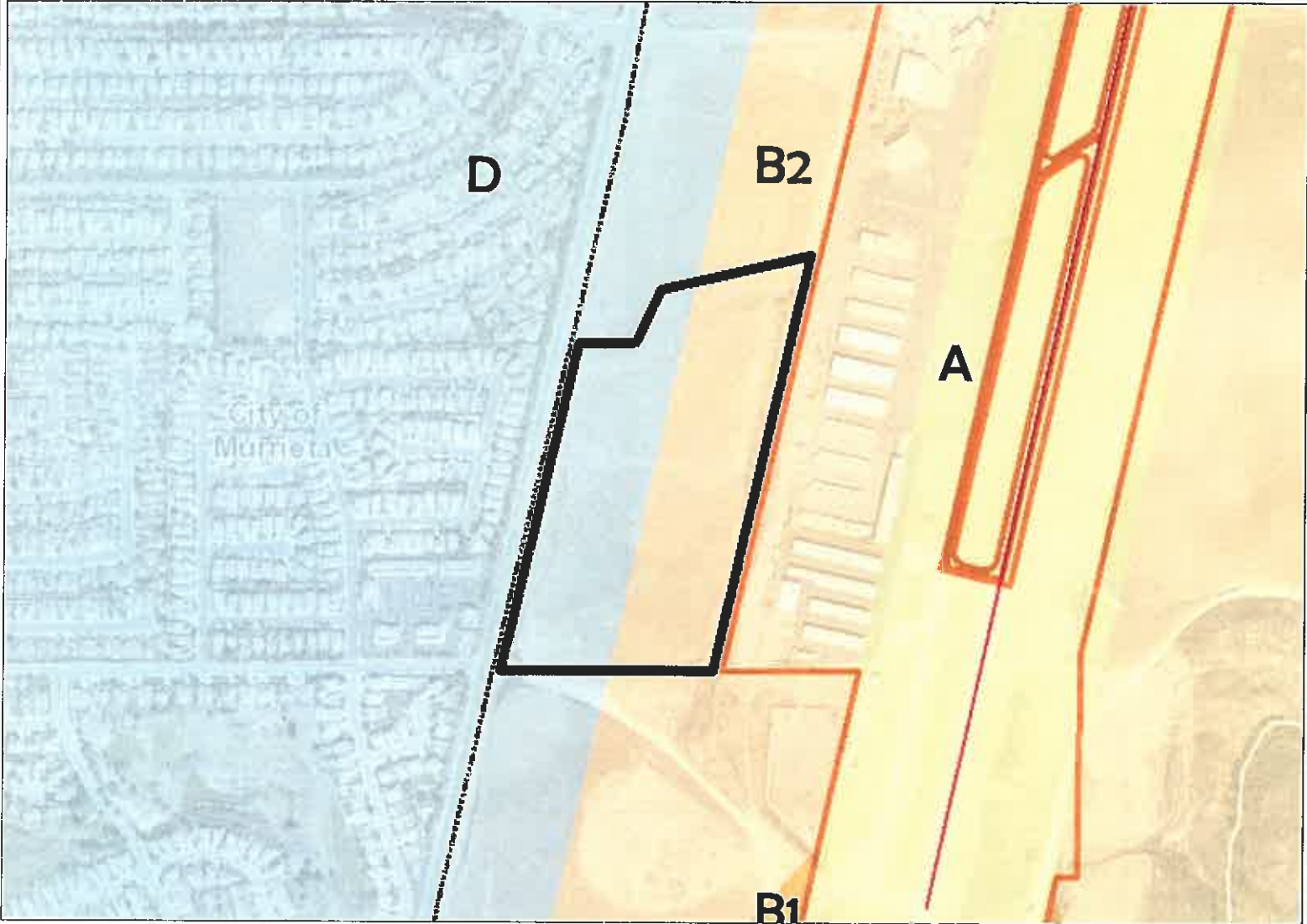


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Notes

Map My County Map



Legend

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



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0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Blue line symbol: Blueline Streams
- Grid symbol: City Areas
- World Street Map symbol: World Street Map

Notes



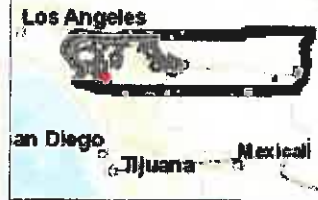
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



City of
Murrieta



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0 1 3,079 Feet
539

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 770 1,539 Feet

REPORT PRINTED ON... 4/3/2020 2:11:29 PM

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IN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA
TENTATIVE PARCEL MAP NO. 37819

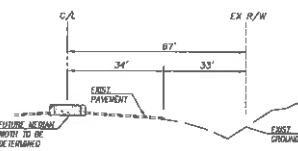
BEING A SUBDIVISION OF A PORTION OF GOVERNMENT LOT 2 OF THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN.

EASEMENT NOTES

- ▲ EASEMENT GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY PURPOSE PUBLIC UTILITIES RECORDED SEPTEMBER 05, 1947 IN BOOK 847, PAGE 403 OFFICIAL RECORDS.
- ▲ EASEMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED DATE JULY 02, 1886 RECORDED NO. 154438 OFFICIAL RECORDS.
- ▲ EASEMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED JANUARY 29, 1902 RECORDED NO. 31490 OFFICIAL RECORDS. (PORTION TO BE VACATED SEE NOTE ON MAP)
- ▲ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS CONDEMNED BY AN INSTRUMENT, ENTITLED: FINAL ORDER OF CONDEMNATION CASE NO. 19063 IN FAVOR OF COUNTY OF RIVERSIDE PURPOSE SLOPE AND DRAINAGE PURPOSES RECORDED DECEMBER 20, 1993 RECORDED NO: 203849 OFFICIAL RECORDS.
- ▲ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED AUGUST 11, 1994 RECORDED NO: 315142 OFFICIAL RECORDS.
- ▲ GRANT OF EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT RECORDED JUNE 20, 2005 RECORDED NO: 2025-0512435 OFFICIAL RECORDS REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

NOTES:

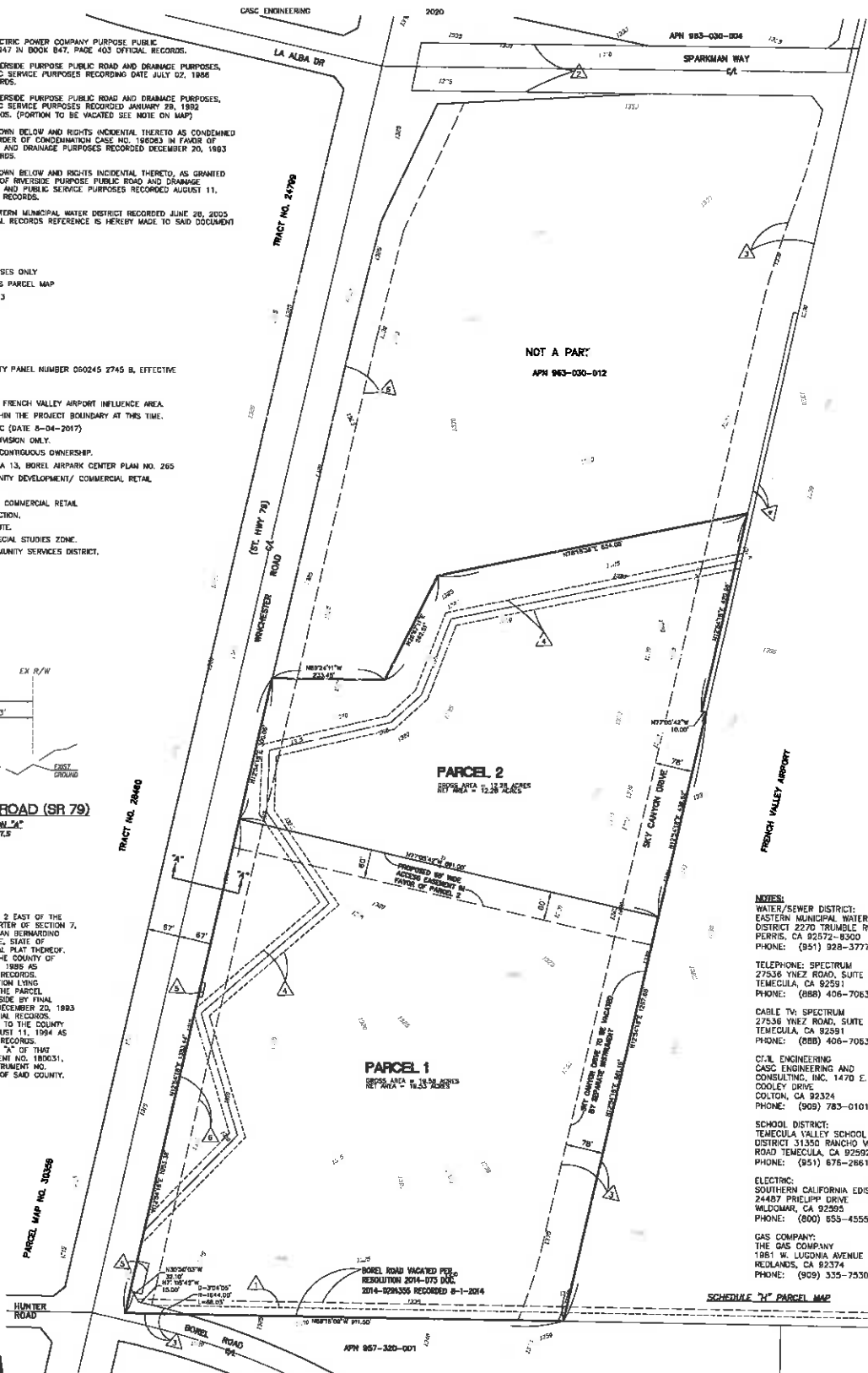
THIS PARCEL MAP IS FOR FINANCIAL PURPOSES ONLY
 NO IMPROVEMENTS ARE PROPOSED PER THIS PARCEL MAP
 ASSESSOR'S PARCEL NUMBER: 963-030-013
 OVERALL AREA = 31.86 ACRES
 GROSS AREA PARCEL 1 = 19.58 ACRES
 NET AREA PARCEL 1 = 19.53 ACRES
 GROSS AREA PARCEL 2 = 12.28 ACRES
 NET AREA PARCEL 2 = 12.28 ACRES
 FEMA DESIGNATION: ZONE C, PER COMMUNITY PANEL NUMBER 050245 2745 B, EFFECTIVE NOVEMBER 20, 1986.
 THE PROJECT SITE IS CURRENTLY VACANT.
 THE PROJECT AREA IS LOCATED WITHIN THE FRENCH VALLEY AIRPORT INFLUENCE AREA. THERE ARE NO KNOWN WELLS LOCATED WITHIN THE PROJECT BOUNDARY AT THIS TIME.
 TOPO SOURCE: INLAND AERIAL SURVEYS, INC (DATE 8-04-2017)
 THE PURPOSE OF THIS MAP IS FOR LAND DIVISION ONLY.
 THE TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP.
 ZONING: (EXISTING) SP ZONE PLANNING AREA 13, BOREL AIRPARK CENTER PLAN NO. 265
 GENERAL PLAN (EXISTING) (CD/CR) COMMUNITY DEVELOPMENT/ COMMERCIAL RETAIL.
 EXISTING LAND USE: VACANT
 PROPOSED LAND USE: COMMERCIAL OFFICE/ COMMERCIAL RETAIL
 THIS PROJECT IS NOT SUBJECT TO LIQUIDATION.
 THERE ARE NO OPEN CHANNELS ON THIS SITE.
 THE PROJECT DOES NOT FALL WITHIN A SPECIAL STUDIES ZONE.
 THE PROJECT DOES NOT LIE WITHIN A COMMUNITY SERVICES DISTRICT.
 17S, R2W, SECTION 7



WINCHESTER ROAD (SR 79)
 SECTION 7A
 N.T.S.

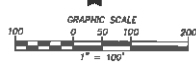
LEGAL DESCRIPTION

THE SOUTH HALF OF GOVERNMENT LOT 2 EAST OF THE COUNTY ROAD IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, EXCEPT THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JULY 2, 1886 AS INSTRUMENT NO. 154434, OF OFFICIAL RECORDS, ALSO EXCEPTING THEREFROM ANY PORTION LYING WESTERLY OF THE EASTERLY LINE OF THE PARCEL CONDEMNED TO THE COUNTY OF RIVERSIDE BY FINAL ORDER OF CONDEMNATION RECORDED DECEMBER 20, 1993 AS INSTRUMENT NO. 203849, OF OFFICIAL RECORDS, ALSO EXCEPT THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED AUGUST 11, 1994 AS INSTRUMENT NO. 315141, OF OFFICIAL RECORDS, SAID LAND IS ALSO SHOWN AS PARCEL "A" OF THAT CERTAIN NOTICE OF LOT LINE ADJUSTMENT NO. 180031, RECORDED JANUARY 31, 2016, AS INSTRUMENT NO. 2019-0034727 OF OFFICIAL RECORDS OF SAID COUNTY.

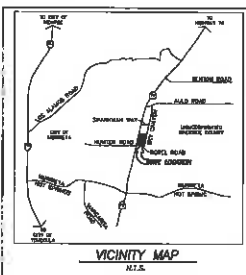


NOTES:

- WATER/SEWER DISTRICT: EASTERN MUNICIPAL WATER DISTRICT 2270 TRIMBLE ROAD PERRIS, CA 92572-8300 PHONE: (951) 928-3777
- TELEPHONE: SPECTRUM 27536 YNEZ ROAD, SUITE F1 TEMECULA, CA 92591 PHONE: (888) 406-7063
- CABLE TV: SPECTRUM 27536 YNEZ ROAD, SUITE F1 TEMECULA, CA 92591 PHONE: (888) 406-7063
- CIVIL ENGINEERING CASC ENGINEERING AND CONSULTING, INC. 1470 E. COOLY DRIVE COLTON, CA 92324 PHONE: (909) 783-0101
- SCHOOL DISTRICT: TEMECULA VALLEY SCHOOL DISTRICT 31350 RANCHO VISTA ROAD TEMECULA, CA 92592 PHONE: (951) 676-2861
- ELECTRIC: SOUTHERN CALIFORNIA EDISON 24487 PUELIFF DRIVE WILDORAR, CA 92595 PHONE: (800) 655-4555
- GAS COMPANY: THE GAS COMPANY 1861 W. LUCOMA AVENUE REDLANDS, CA 92374 PHONE: (909) 335-7530



REVISIONS	DATE	BY



SURVEYORS STATEMENT
 I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.
 RICHARD S. FURLONG, P.L.S. #8422
 DATE: 3-30-2020

ENGINEER:

 CASC
 Engineering and Consulting

LAND OWNER:
 PEXER INDUSTRIAL NORTH AMERICA LLC
 A CALIFORNIA LIMITED LIABILITY COMPANY
 35429 INNOVATION COURT MURRIETA
 CA 92524 PHONE: (951) 233-8864

IN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 37819

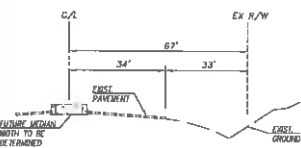
BEING A SUBDIVISION OF A PORTION OF GOVERNMENT LOT 1 OF THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN

EASEMENT NOTES

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- ▲ EASEMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED DATE JULY 02, 1988 RECORDING NO. 151452 OFFICIAL RECORDS.
- ▲ EASEMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED JANUARY 29, 1982 RECORDING NO. 31480 OFFICIAL RECORDS. (PORTION TO BE VACATED SEE NOTE ON MAP)
- ▲ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF AS CONDEMNATED BY AN INSTRUMENT, ENTITLED: FINAL ORDER OF CONDEMNATION CASE NO. 198663 IN FAVOR OF COUNTY OF RIVERSIDE PURPOSES SLOPE AND DRAINAGE PURPOSES RECORDED DECEMBER 20, 1983 RECORDING NO. 503849 OFFICIAL RECORDS.
- ▲ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS GRANTED IN A DOCUMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED AUGUST 11, 1984 RECORDING NO. 315142 OFFICIAL RECORDS.
- ▲ GRANT OF EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT RECORDED JUNE 28, 2000 RECORDING NO. 2000-0912435 OFFICIAL RECORDS REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

NOTES:

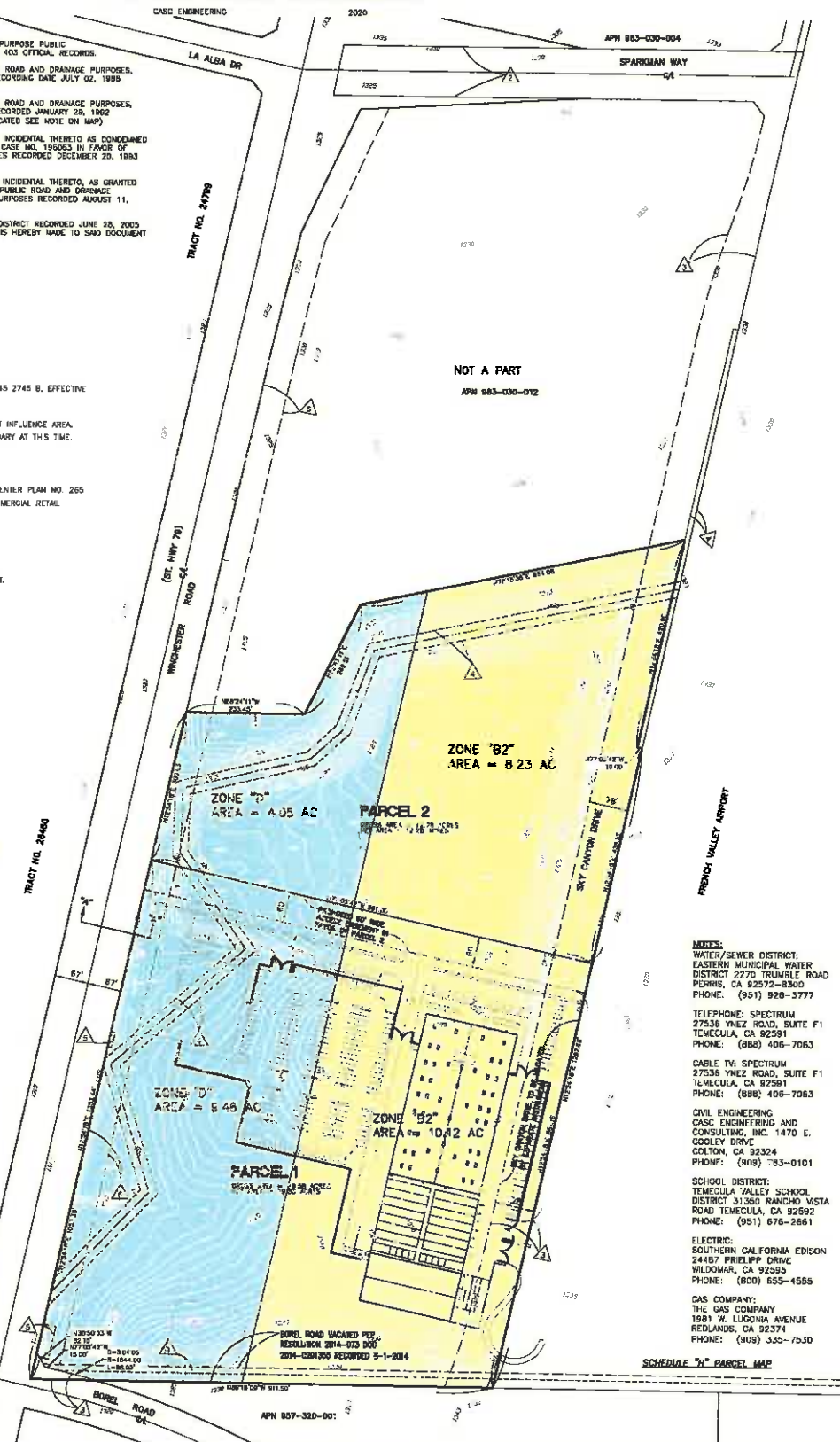
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 OVERALL AREA = 31.86 ACRES
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 NET AREA PARCEL 1 = 19.53 ACRES
 GROSS AREA PARCEL 2 = 12.28 ACRES
 NET AREA PARCEL 2 = 12.26 ACRES
 FEMA DESIGNATION: ZONE C, PER COMMUNITY PANEL NUMBER D80245 2745 B, EFFECTIVE NOVEMBER 20, 1996.
 THE PROJECT SITE IS CURRENTLY VACANT.
 THE PROJECT AREA IS LOCATED WITHIN THE FRENCH VALLEY AIRPORT INFLUENCE AREA. THERE ARE NO KNOWN WELLS LOCATED WITHIN THE PROJECT BOUNDARY AT THIS TIME.
 TOPO SOURCE: INLAND AERIAL SURVEYS, INC (DATE 8-04-2017)
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 ZONING: (EXISTING) SP ZONE PLANNING AREA 13, BOREL AIRPARK CENTER PLAN NO. 265
 GENERAL PLAN (EXISTING) (CD/CR) COMMUNITY DEVELOPMENT/ COMMERCIAL RETAIL.
 EXISTING LAND USE: VACANT
 PROPOSED LAND USE: COMMERCIAL OFFICE/ COMMERCIAL RETAIL
 THIS PROJECT IS NOT SUBJECT TO LIQUIDATION.
 THERE ARE NO OPEN CHANNELS ON THIS SITE.
 THE PROJECT DOES NOT FALL WITHIN A SPECIAL STUDIES ZONE.
 THE PROJECT DOES NOT LIE WITHIN A COMMUNITY SERVICES DISTRICT.
 175, R2W, SECTION 7



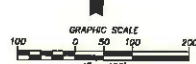
WINCHESTER ROAD (SR 79)
 SECTION "A"
 N.T.S.

LEGAL DESCRIPTION

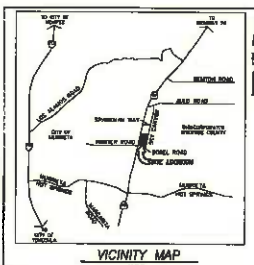
THE SOUTH HALF OF GOVERNMENT LOT 2 EAST OF THE COUNTY ROAD IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, EXCEPT THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JULY 2, 1986 AS INSTRUMENT NO. 154434, OF OFFICIAL RECORDS, ALSO EXCEPTING THEREFROM ANY PORTION LYING WESTERLY OF THE EASTERLY LINE OF THE PARCEL CONDEMNATED TO THE COUNTY OF RIVERSIDE BY FINAL ORDER OF CONDEMNATION RECORDED DECEMBER 20, 1983 AS INSTRUMENT NO. 503849, OF OFFICIAL RECORDS; ALSO EXCEPT THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED AUGUST 11, 1984 AS INSTRUMENT NO. 315141, OF OFFICIAL RECORDS. SAID LAND IS ALSO SHOWN AS PARCEL "A" OF THAT CERTAIN NOTICE OF LOT LINE ADJUSTMENT NO. 180301, RECORDED JANUARY 31, 2019, AS INSTRUMENT NO. 2019-0034727 OF OFFICIAL RECORDS OF SAID COUNTY.



- NOTES:**
- WATER/SEWER DISTRICT: EASTERN MUNICIPAL WATER DISTRICT 2270 TRUMBULE ROAD PERRIS, CA 92572-8300 PHONE: (951) 928-3777
 - TELEPHONE: SPECTRUM 27536 YNEZ ROAD, SUITE F1 TEMECULA, CA 92591 PHONE: (888) 406-7063
 - CABLE TV: SPECTRUM 27536 YNEZ ROAD, SUITE F1 TEMECULA, CA 92591 PHONE: (888) 406-7063
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 - SCHOOL DISTRICT: TEMECULA VALLEY SCHOOL DISTRICT 31350 RANCHO VISTA ROAD TEMECULA, CA 92592 PHONE: (951) 676-2861
 - ELECTRIC: SOUTHERN CALIFORNIA EDISON 24487 PRIELPP DRIVE WILDOMAR, CA 92595 PHONE: (800) 655-4555
 - GAS COMPANY: THE GAS COMPANY 1881 W. LUDOWIA AVENUE REDLANDS, CA 92374 PHONE: (909) 335-7530



REVISIONS	DATE	BY



SURVEYOR'S STATEMENT
 I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.
 RICHARD S. FURLONG, P.L.E./0482 DATE: 3-30-2020

ENGINEER: **CASC** Engineering and Consulting
 LAND OWNER: PIERER INDUSTRIAL NORTH AMERICA LLC A CALIFORNIA LIMITED LIABILITY COMPANY 38429 INNOVATION COURT MURRIETA CA 92574 PHONE (951) 233-8884

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. 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. Mina Morgan at (951) 955-6035.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Fios channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1100FV20 – Pierer Immoreal North America, LLC (Representative: CASC Engineering and Consulting) – County of Riverside Case No. TPM37819 (Tentative Parcel Map). A proposal to divide 31.86 acres located southerly of Sparkman Way, northerly of Borel Road, easterly of Winchester Road Highway 74, and westerly of Sky Canyon Drive and French Valley Airport, into two parcels (A previous proposal to construct a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, and a 17,917 square foot warehouse building with an outdoor 20,696 square foot semi-truck parking area and outdoor 8,602 square foot maintenance area, at this site had been found consistent by the ALUC) (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1100FV20 DATE SUBMITTED: April 1, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Pierer Immoreal North America, LLC (c/o Robin Gangruth)	Phone Number	(951) 600-8007 x4142
Mailing Address	38429 Innovation Court Murrieta, CA 92563	Email	RGrangruth@ktmnorthamerica.com
Representative	CASC Engineering and Consulting (c/o Frank Coyle, Planning Director)	Phone Number	(909) 362-7645
Mailing Address	1470 E. Cooley Drive Colton, CA 92324	Email	FCoyle@cascinc.com
Property Owner	Pierer Immoreal North America, LLC (c/o John Hinz)	Phone Number	(951) 600-8007 x4142
Mailing Address	38429 Innovation Court Murrieta, CA 92563	Email	RGrangruth@ktmnorthamerica.com

R.V.
B2

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	(951) 955-6035
Staff Contact	Mina Morgan	Email	MiMorgan@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor P.O. Box 1409 Riverside, CA 92502	Case Type	TENTATIVE PARCEL MAP
Local Agency Project No	TPM 37819	<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	

PROJECT LOCATION

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

Street Address	37662 & 37862 Winchester Road Murrieta, CA	Gross Parcel Size	31.86 acres (overall area)
Assessor's Parcel No.	963-030-013	Nearest Airport and distance from Airport	French Valley - directly adjacent to site
Subdivision Name	N/A		
Lot Number	N/A		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	The Project site is currently vacant. The existing General Plan Land Use Designation is Community Development / Commercial Retail (CD/CR) within Planning Area 13 of the Borel Airpark Center Specific Plan No. 265. The French Valley Airport is located directly east of the Project site; vacant property is located to the north and south; and single family residential is located west of the Project site.
------------------------------	--

Proposed Land Use (describe)	The Project does not propose any development. The Project proposes to subdivide APN 963-030-013 into two parcels. Parcel 1, bordering Borel Road to the south, is proposed to have a gross area of 19.58 acres. Parcel 2 is proposed to have a gross area of 12.38 acres. A sixty-foot wide access easement in favor of Parcel 2 is proposed between Parcel 1 and Parcel 2. The purpose of this map is for land division only.		
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	N/A	Maximum Number N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	1,325	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 <input checked="" type="checkbox"/> No
	If yes, describe	N/A	

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1097FV20 – Rowena Gbenoba (Representative: John Ramirez)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: PPT190034 (Plot Plan)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Zone B1

Noise Levels: 55-60 CNEL

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to construct two medical office buildings totaling 7,176 square feet on 0.95 acres.

PROJECT LOCATION: The site is located on the southeast corner of Benton Road and Temeku Court, within the unincorporated community of French Valley, approximately 3,050 feet northerly of the northerly end of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1. Zone B1 restricts average intensity to 40 people per acre (through French Valley Airport Compatibility Plan Policy 2.3).

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 B1:

- Office – 1 person per 200 square feet.

The project proposes two medical office buildings totaling 7,176 square feet of building area on 0.95 net acre, which would be expected to accommodate a total occupancy of 36 people, resulting in an average intensity of 38 people per acre, which is consistent with the Zone B1 criterion of 40 people per acre (through French Valley Airport Compatibility Plan Policy 2.3).

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of standard parking spaces provided of 37 spaces, the total occupancy would be estimated at 56 people, resulting in an average intensity of 59 people per net acre. However, pursuant to Footnote 6 to Table 2A, usage intensity for nonresidential development is to be calculated using gross acreage, which is defined as including “the property at issue plus a share of adjoining roads...” (Policy 1.212).

Adding the half-width rights-of-way for both (existing fully dedicated) Benton Road and Temeku Court results in an additional 0.49 acres, for a total of 1.44 gross acres. This would result in an average intensity of 39 people per acre, which is consistent with the Zone B1 average intensity criterion of 40.

Non-Residential Single-Acre Land Use Intensity: Zone B1 restricts single acre intensity to a maximum of 80 people (through French Valley Airport Compatibility Plan Policy 2.3). However, a two-acre site would be needed to permit this level of occupancy.

Based on the site plan provided, both medical office buildings are included in a single-acre area, with a total occupancy of 36 people using the Building Code Method or 56 people using the Parking Space Method, either of which would be lower than the maximum single-acre limit of 80 persons in Compatibility Zone B1.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1 (children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 55-60 CNEL contour range from aircraft noise. Office uses are identified as normally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (AMSL). At a distance of approximately 3,050 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,377 feet AMSL. The site's finished floor elevation is 1,350 feet AMSL. With a maximum building height of 20 feet, the top point elevation would be 1,370 feet. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) was not required. A condition is included with the project that any roof-mounted equipment or change that would result in a top point elevation exceeding 1,377 feet AMSL will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service and ALUC review as an "amended project".

Open Area: The site is located within Compatibility Zone B1 of the French Valley Airport Influence Area, which requires projects 10 acres or larger to set aside a certain amount of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. 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.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County - Aviation Division at (951) 955-9722 for additional information.
- 4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings thereon.
- 5. 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.
- 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 detention basins greater than 30'x30', 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. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
- 8. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
- 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 Riverside County – Aviation Division as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Aviation Division.

10. Any roof-mounted equipment or change that would result in a top point elevation that exceeds 1,377 feet above mean sea level will require Form 7460-1 submittal, review, and issuance of a “Determination of No Hazard to Air Navigation” by the Federal Aviation Administration Obstruction Evaluation Service and ALUC review as an “amended project”.

Y:\AIRPORT CASE FILES\French Valley\ZAP1097FV20\ZAP1097FV20sr.doc

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. 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 at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

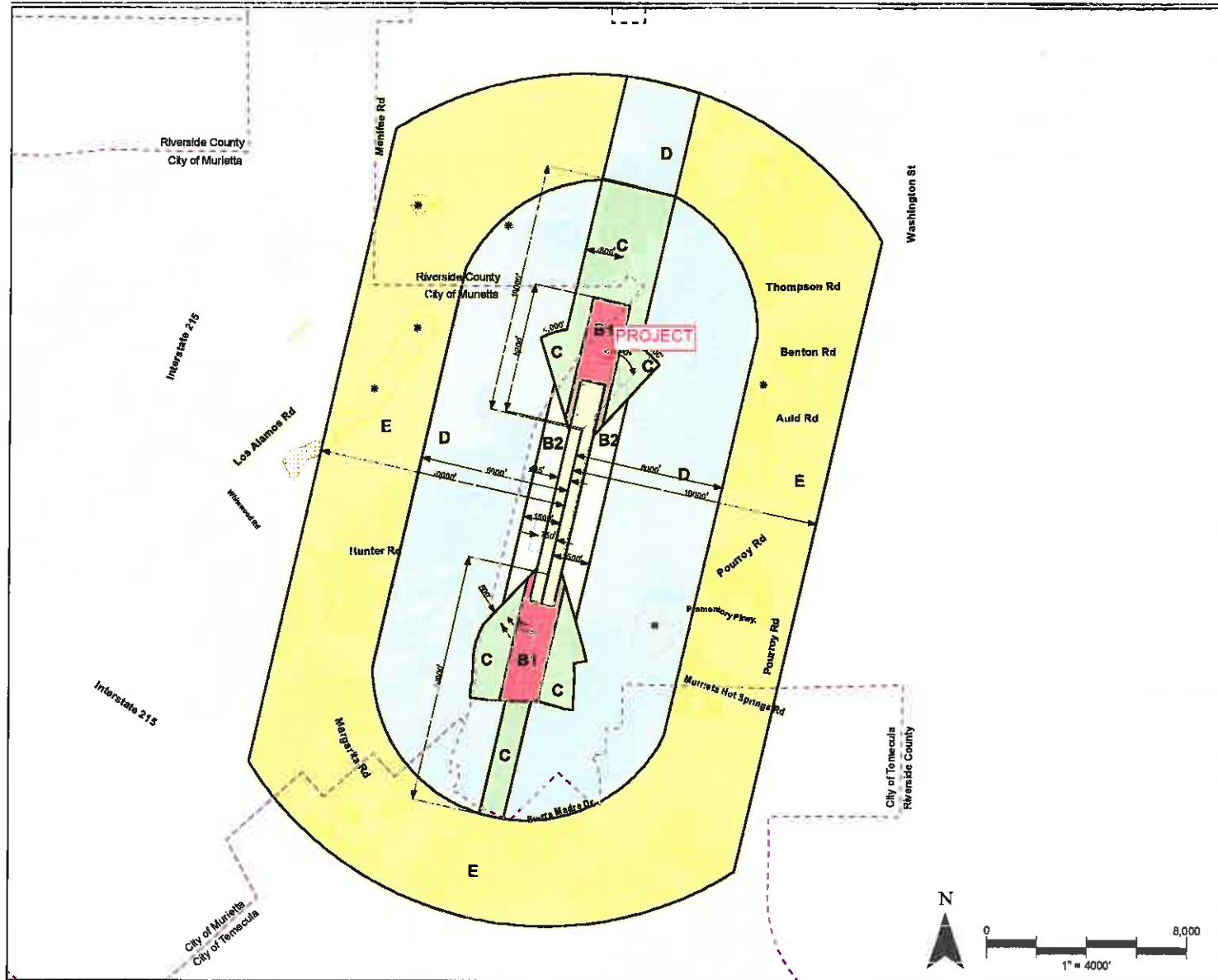
Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](https://www.livestream.com) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). **Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.**

CASE DESCRIPTION:

ZAP1097FV20 – Rowena Gbenoba (Representative: John Ramirez) – County of Riverside Case No. PPT190034 (Plot Plan). A proposal to construct two medical office buildings totaling 7,176 square feet on 0.95 acres, located on the southeast corner of Temeku Street and Benton Street (Airport Compatibility Zone B1 of the French Valley Airport Influence Area).

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
 - ☼ Hoight Review Overlay Zone

Note

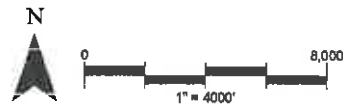
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

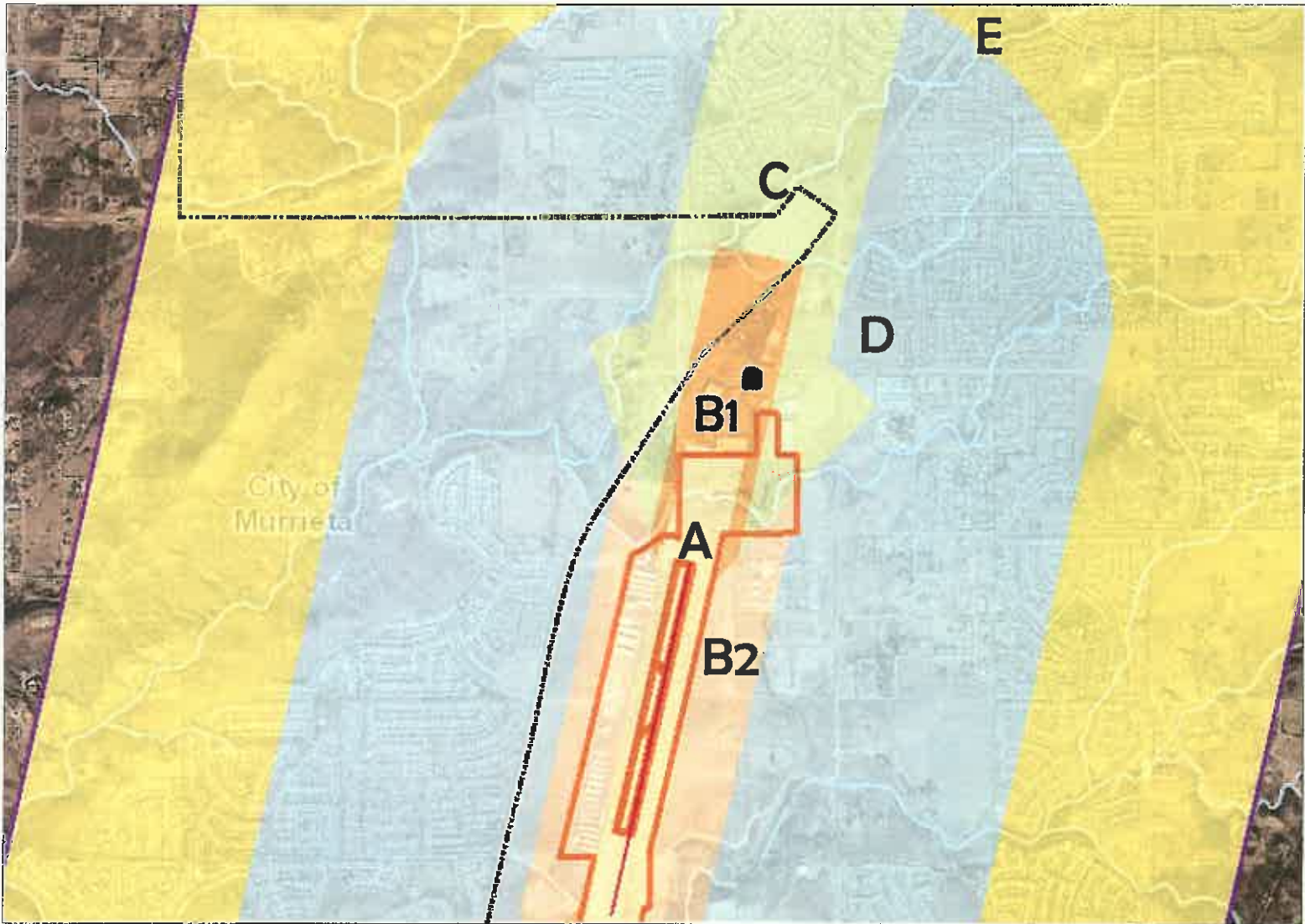
Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (April 2010)

Map FV-1

Compatibility Map
 French Valley Airport



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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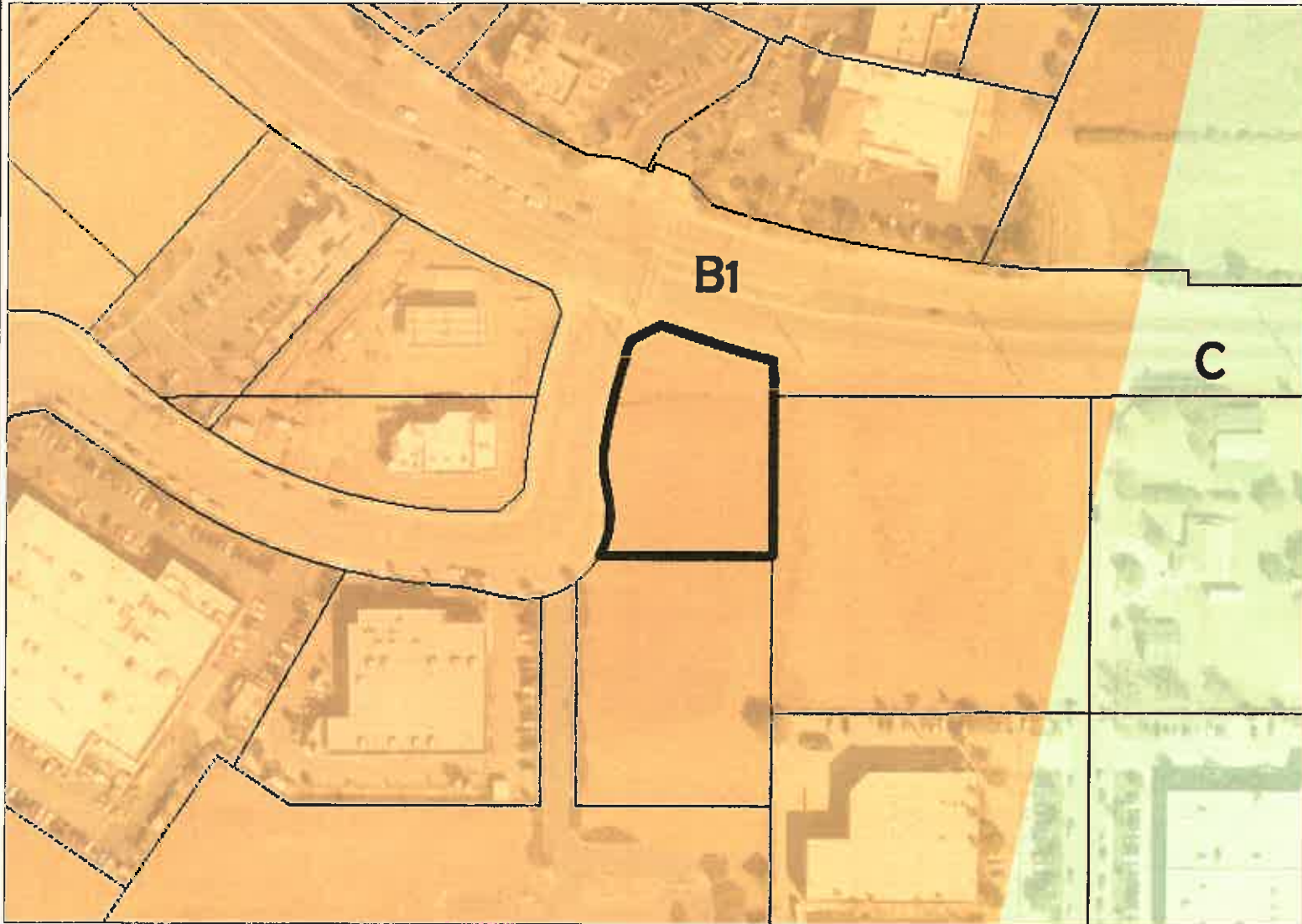
Notes



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Map My County Map



Legend

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



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Notes

Map My County Map



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



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Notes

0 192 385 Feet

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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

Notes



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Map My County Map



Legend

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

Notes

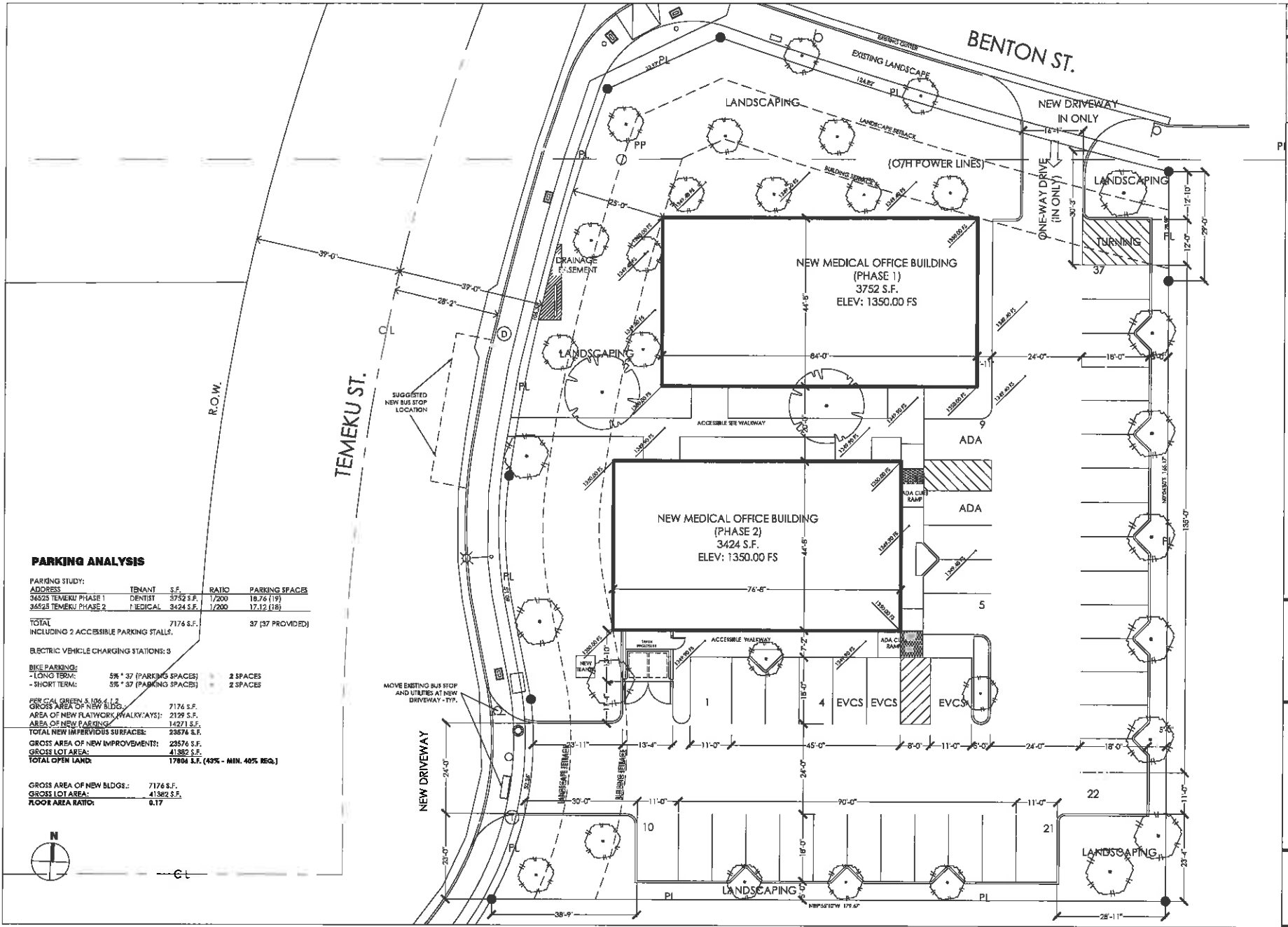


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PARKING ANALYSIS

ADDRESS	TENANT	S.F.	RATIO	PARKING SPACES
36525 TEMEKU PHASE 1	DENTIST	3752 S.F.	1/200	18.76 (19)
36525 TEMEKU PHASE 2	MEDICAL	3424 S.F.	1/200	17.12 (18)
TOTAL		7176 S.F.		37 (37 PROVIDED)

INCLUDING 2 ACCESSIBLE PARKING STALLS.

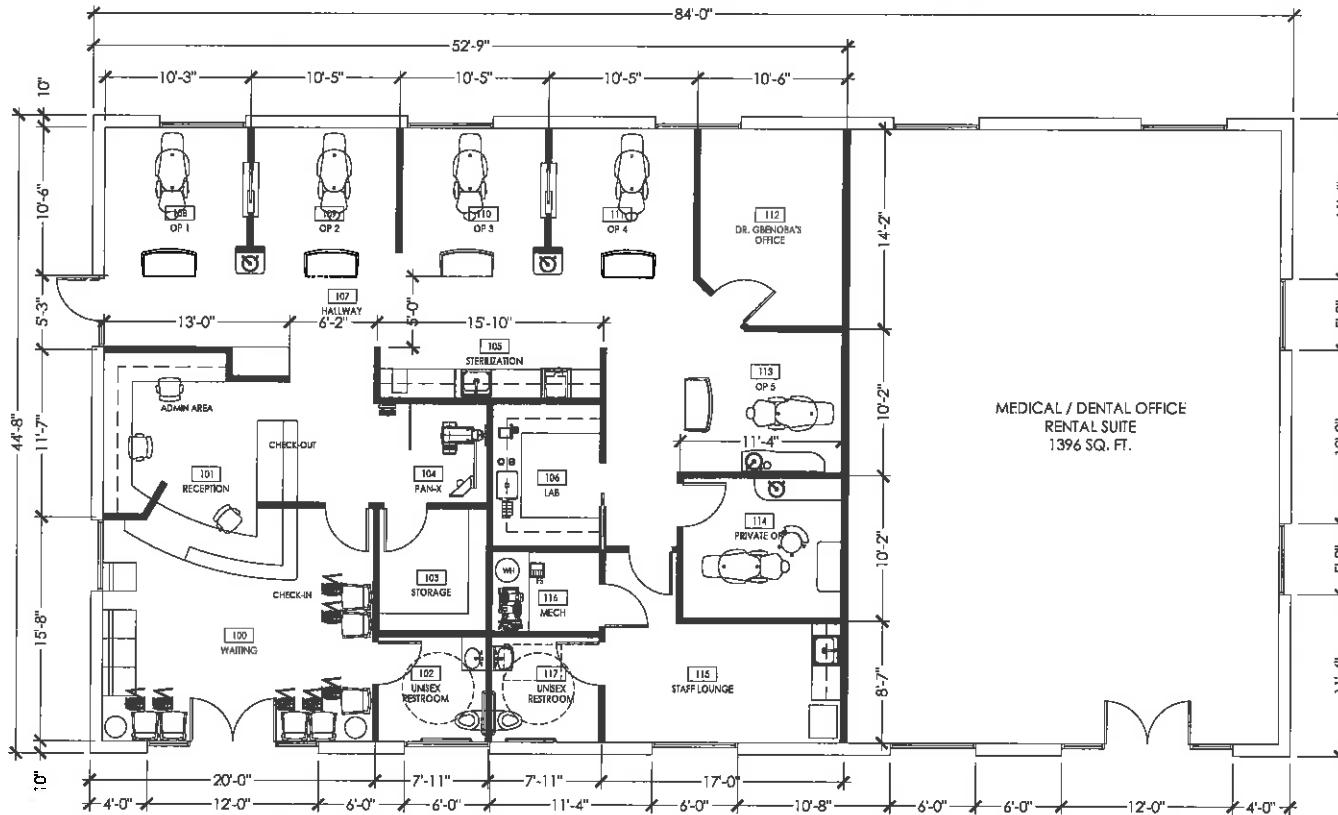
ELECTRIC VEHICLE CHARGING STATIONS: 3

BIKE PARKING:
- LONG TERM: 5% * 37 (PARKING SPACES) = 2 SPACES
- SHORT TERM: 5% * 37 (PARKING SPACES) = 2 SPACES

PER CAL GREEN S 106.4.1.2
GROSS AREA OF NEW BLDG.: 7176 S.F.
AREA OF NEW PLATWORK/WALKWAYS: 2129 S.F.
AREA OF NEW PARKING: 14271 S.F.
TOTAL NEW IMPERVIOUS SURFACE: 23874 S.F.
GROSS AREA OF NEW IMPROVEMENTS: 23876 S.F.
GROSS LOT AREA: 41382 S.F.
TOTAL OPEN LAND: 17806 S.F. (43% - MIN. 40% REQ.)

GROSS AREA OF NEW BLDGS.: 7176 S.F.
GROSS LOT AREA: 41382 S.F.
FLOOR AREA RATIO: 0.17





FRENCH VALLEY DENTAL
PRELIMINARY FLOOR PLAN PHASE -1

DENTAL SUITE AREA = 2356 SQ. FT. RENTAL
MEDICAL RENTAL SUITE AREA = 1396 SQ. FT.
GROSS BUILDING AREA = 3,752 SQ. FT.



PRELIMINARY FLOOR PLAN
1/4" = 1'-0"

A
1.0

Dr. Gbenoba Dental Office
NEW DENTAL OFFICE BUILDING
38525 TEMEKU ST., WINCHESTER, CA 92586

PRELIMINARY FLOOR PLAN PHASE 1

PROJECT NO. 1908

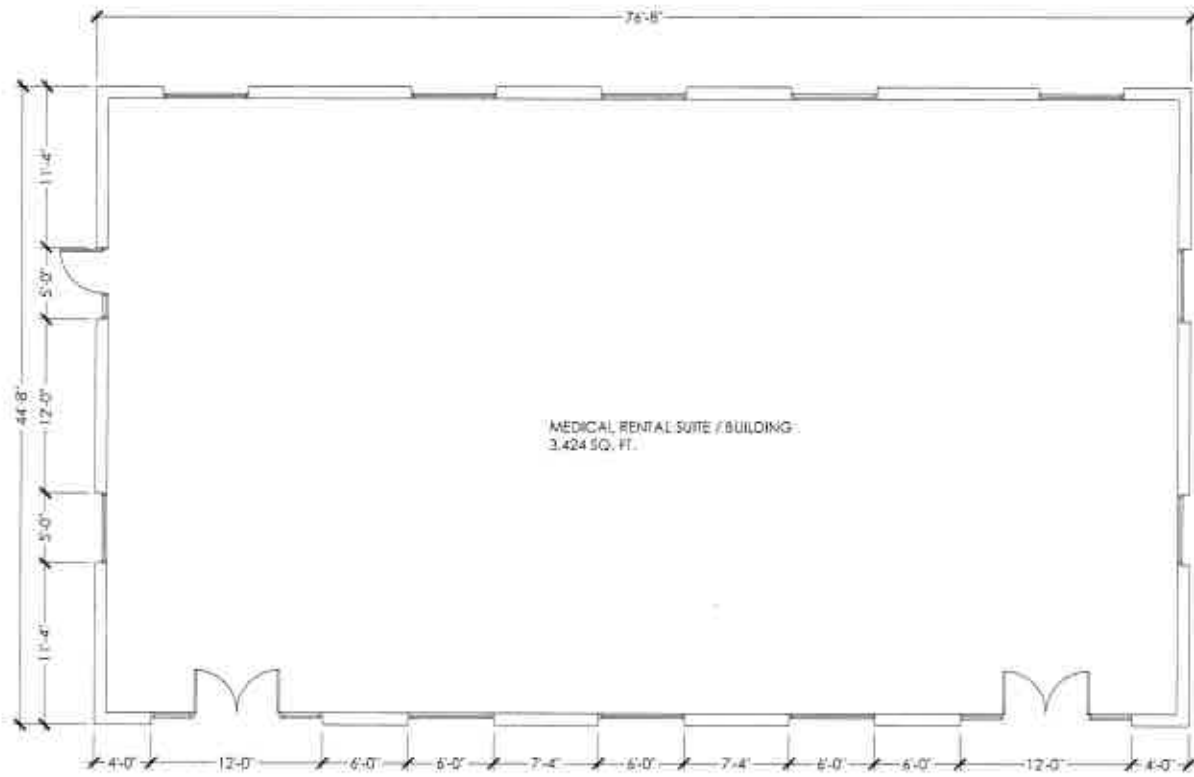
DATE: 3/17/2020

REVISIONS:

SHEET NO.

A-1.0

Dr. Gbenoba Dental Office
NEW DENTAL OFFICE BUILDING
36525 TEMEKU ST., WINCHESTER, CA 92596



FRENCH VALLEY DENTAL
PRELIMINARY FLOOR PLAN PHASE -2
MEDICAL RENTAL SUITE AREA = 3,526.5 SQ. FT.
GROSS BUILDING AREA = 3,526.5 SQ. FT.



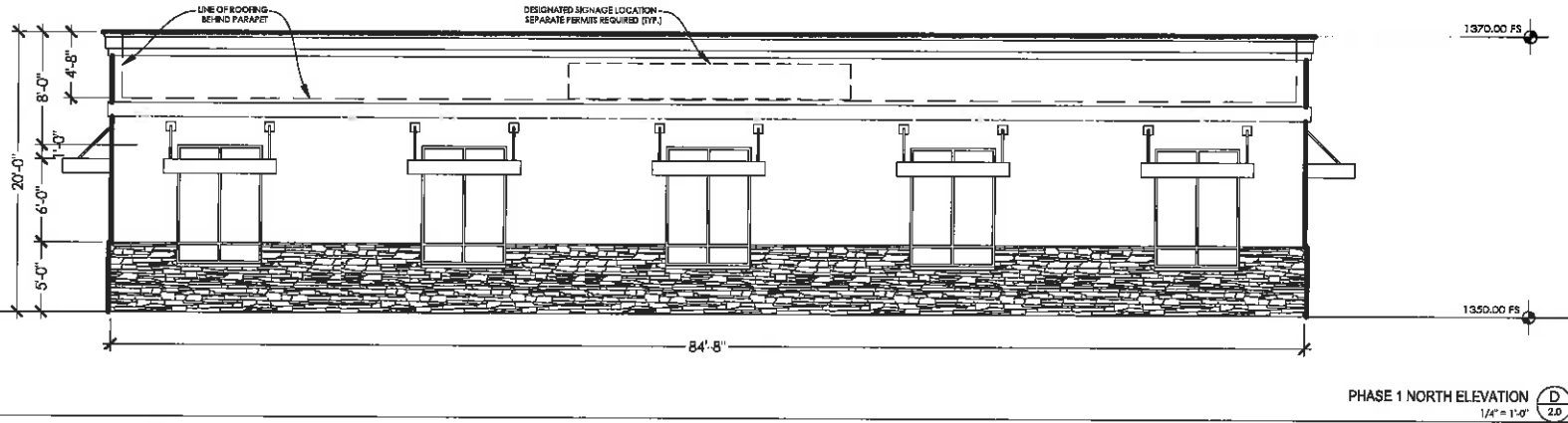
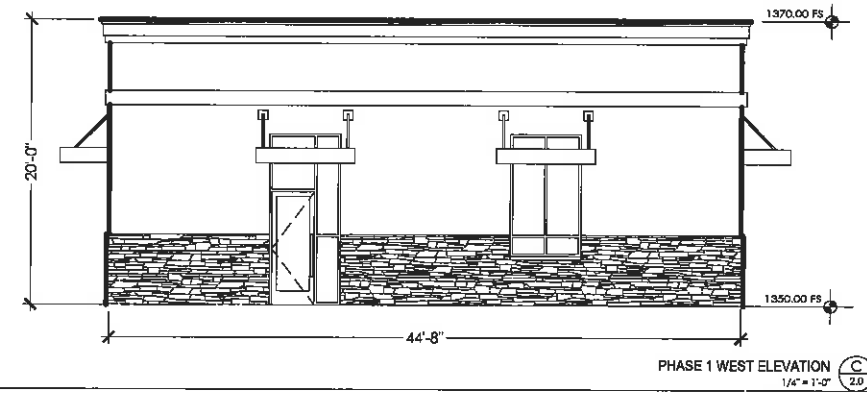
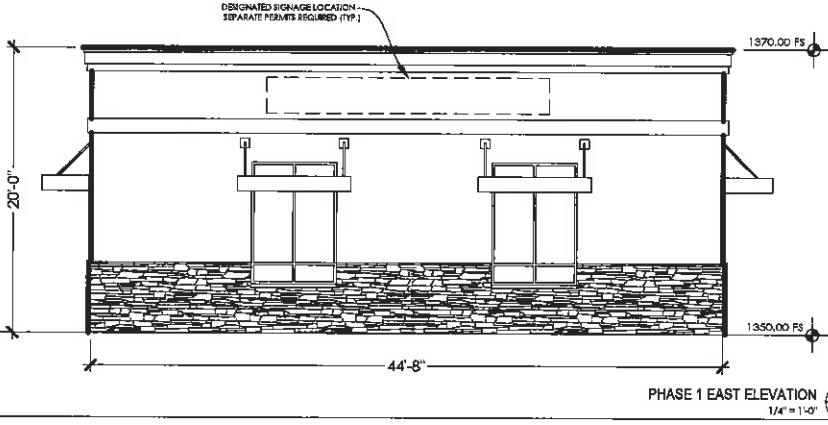
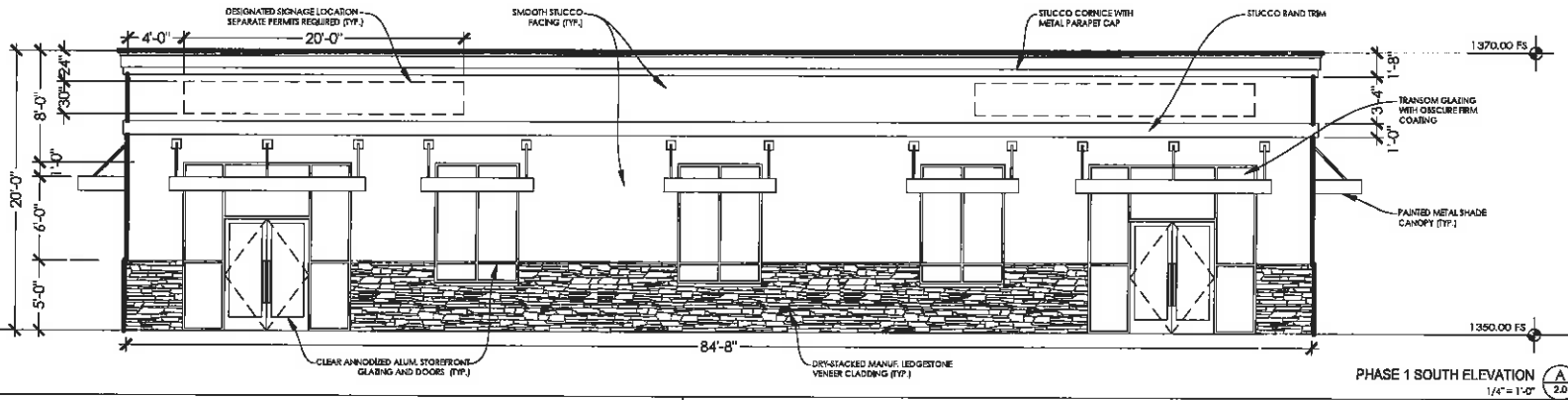
PRELIMINARY FLOOR PLAN
11/10/17

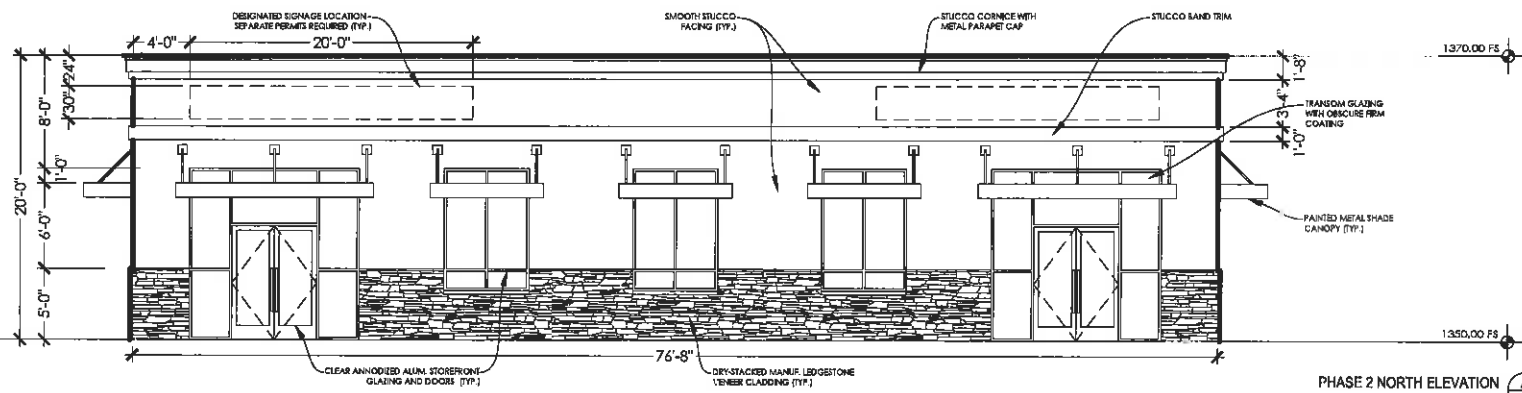
PRELIMINARY
FLOOR PLAN
PHASE 2

PROJECT NO. 1888
DATE: 11/10/17
REVISIONS:

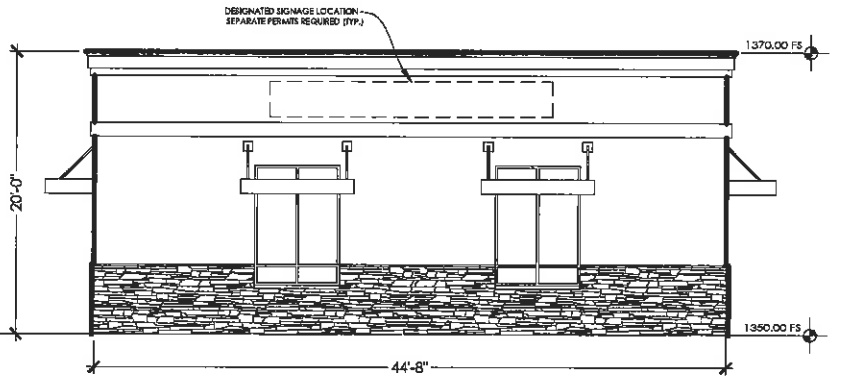
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A-1.1

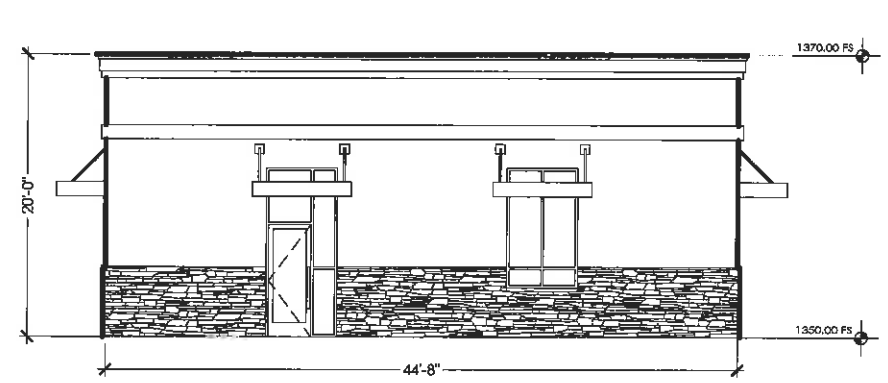




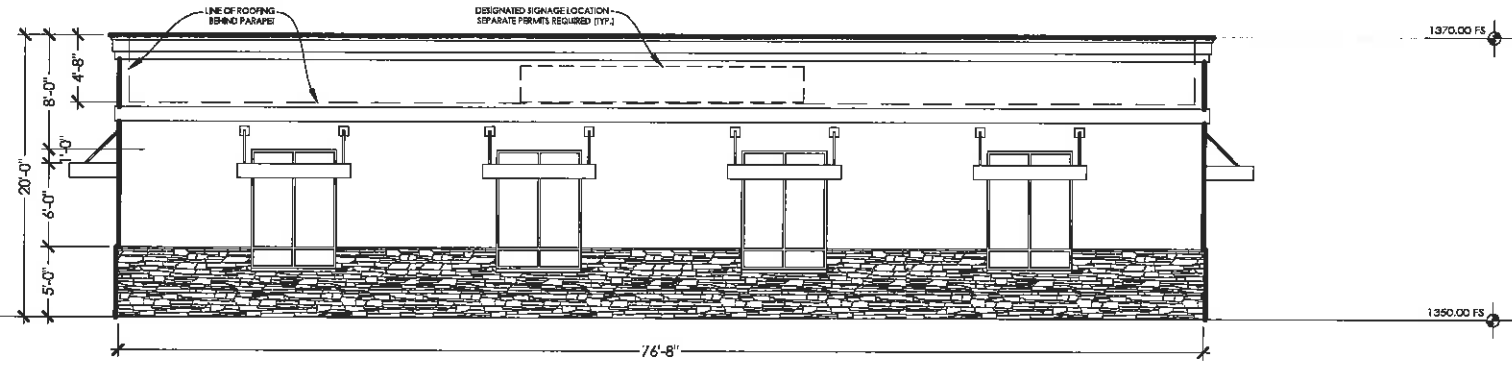
PHASE 2 NORTH ELEVATION
1/4" = 1'-0" A 2.1



PHASE 2 WEST ELEVATION
1/4" = 1'-0" B 2.1



PHASE 2 EAST ELEVATION
1/4" = 1'-0" C 2.1



PHASE 2 SOUTH ELEVATION
1/4" = 1'-0" D 2.1

SAUNDERS - WERT
Architects, Inc.
1000 S. GARDEN ST., SUITE 200
COSTA MESA, CA 92626
P: 714.440.1100
F: 714.440.1101
WWW.SAUNDERS-WERT.COM

Dr. Gbenoba Dental Office
NEW DENTAL OFFICE BUILDING
36525 TEMEKU ST., WINCHESTER, CA 92696

PHASE 2
EXTERIOR
ELEVATIONS

PROJECT NO. 1906
DATE: 9/11/2019
REVISIONS:

SHEET NO.

A-2.1



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1097 FV20 DATE SUBMITTED: 3-6-20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant JOHN RAMIREZ Phone Number 562-818-6719
Mailing Address PO BOX 1234 GARDEN GROVE CA 92842 Email JOHN@MLJRESOURCES.COM

Representative JOHN RAMIREZ Phone Number 562-818-6719
Mailing Address PO BOX 1234 GARDEN GROVE CA 92842 Email JOHN@MLJRESOURCES.COM

Property Owner DR. ROWENA GBENOBA Phone Number 909-276-9830
Mailing Address 31301 KESTREL WAY WINCHESTER CA 92596 Email OWENSANCHEZ@YAHOO.COM

F.V
B1

LOCAL JURISDICTION AGENCY

Local Agency Name COUNTY OF RIVERSIDE Phone Number 951-955-3200
Staff Contact DEBORAH BRADFORD Email DBRADFOR@RIVCO.ORG
Mailing Address RIVERSIDE OFFICE Case Type PLOT PLAN PPT190034
4080 LEMON STREET 12TH FLOOR
RIVERSIDE CA 92502-1409
Local Agency Project No _____
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 36525 TEMEKU STREET MURRIETA CA 92653
Assessor's Parcel No. 963-070-015 Gross Parcel Size 41,382 SF
Subdivision Name MAP 23199 Nearest Airport and distance from Airport FRNCH VLLY - .5 MILES
Lot Number 14

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 PROPERTY ZONED I-P AND SURROUNDED BY DEVELOPED COMMERCIAL AND INDUSTRIAL PROPERTIES AND OTHER VACANT PARCELS

Proposed Land Use (describe)	TWO NEW SINGLE STORY OFFICE BUILDINGS FOR DENTAL AND GENERAL RETAIL OR OTHER OFFICE USES. SEE ATTACHED PROJECT DESCRIPTION		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NA	
For Other Land Uses (See Appendix C)	Hours of Operation	8A-7P MONDAY THROUGH FRIDAY; 9A-5P SATURDAY	
	Number of People on Site	40	Maximum Number 99
	Method of Calculation	MAXIMUM BUILDING CODE OCCUPANCY FOR BOTH BUILDINGS	
Height Data	Site Elevation (above mean sea level)	1,350	ft.
	Height of buildings or structures (from the ground)		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: 3.9

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1098FV20 – City of Murrieta (Representative: Carl Stiehl, Senior Planner)

APPROVING JURISDICTION: City of Murrieta

JURISDICTION CASE NO: GPA 2018-1751 (General Plan Amendment) – Update to General Plan, with Ordinance Amendment

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan (FVALUCP) (last amended in 2011)

a. Airport Influence Area: French Valley Airport

b. Land Use Policy: Airport Compatibility Zones B1, B2, C, D, and E

c. Noise Levels: The eastern portion of the City of Murrieta is within the 55 CNEL contour. The 60 CNEL contour touches the City’s easterly border along Winchester Road. Most of the City lies outside the 55 CNEL contour.

MAJOR ISSUES: None.

RECOMMENDATIONS:

Staff recommends that the Commission find the proposed General Plan update CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

PROJECT DESCRIPTION: The City of Murrieta proposes to adopt an updated General Plan, including the following elements: Land Use, Economic Development, Circulation, Infrastructure, Healthy Community, Conservation, Recreation and Open Space, Air Quality, Noise, Safety, and Housing. (There are no changes to the Housing Element.) Also included are an introduction chapter and a Vision chapter. Additionally, the City proposes to add a new Innovation zone to the zoning ordinance and to amend land use designations in various areas. Some properties will be designated and zoned “Innovation.”

PROJECT LOCATION: Citywide (Note: Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is limited to the portions of the City within the Airport Influence Area of French Valley Airport.)

BACKGROUND:

AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN TEXT:

Land Use Element: The proposed Land Use Element includes a discussion of airport land use compatibility, and the current FVALUCP Compatibility Zones are depicted on Exhibit 3-2 (page 3-46). The Land Use Element policies include the following:

“LU-18.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a “hazard” by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

“LU-18.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.”

The following policies were added pursuant to ALUC’s previous review of the City General Plan in 2011:

“LU-18.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-18.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-18.12 Require new development in compatibility zones that is 10 acres or larger in area shall incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zone requirements in the French Valley Airport Land Use Compatibility Plan.”

Safety Element: Although the Safety Element does not include any specific numbered policies relating to the airport, an extensive discussion of aircraft hazards is included on pages 12-12 through 12-14, including a discussion of (and reference to) Table 2A of the Countywide Policies and a list of prohibited uses in Compatibility Zones B1, C, D, and E.

Noise: The City of Murrieta lies outside the 60 dB(A) CNEL aircraft noise contour, pursuant to maps included in the French Valley ALUCP. The contour skirts the westerly side of Winchester Road, but at most includes portions of backyards of existing residences. Therefore, new residential uses would not be developed in areas subject to aircraft noise levels exceeding 60 dB(A) CNEL.

LAND USE DESIGNATION CONCERNS:

With regard to the changes being made through this General Plan Update, the only amendment affecting land within Compatibility Zones with density or intensity limitations is that a number of areas within the Murrieta Springs Specific Plan that had been designated for Single-Family Residential development pursuant to that Specific Plan and the current General Plan are being re-designated as Parks and Open Space, having been purchased by the Western Riverside County Regional Conservation Authority. This is a positive step, in that it reduces the potential for residential development in Compatibility Zone D at densities within the prohibited intermediate density range (greater than 0.2 dwelling units per acre and less than 5.0 dwelling units per net acre).

Compatibility Zone B1: The City includes approximately 28.8 acres (excluding rights-of-way) in Compatibility Zone B1. With the exception of 0.18 acre designated Large Lot Residential located within a parcel owned by the Western Riverside County Regional Conservation Authority, the portion of the City in Compatibility Zone B1 is designated Commercial. This designation allows commercial development with an allowable floor-area ratio of 0.25 to 0.75, although the estimated buildout is calculated on the basis of a floor-area ratio of 0.32. This translates as a building of 13,939 square feet on each acre. If we assume retail use at one person per 115 square feet, this would result in potential occupancy by 121 people, which would be inconsistent with the Compatibility Zone B1 allowance of 40 persons per acre. Using the same assumption, the Compatibility Zone B1 allowance of 40 persons per acre would only allow for one 4,600 square foot retail facility per acre, which translates as a FAR of 0.105.

Compatibility Zone B2: Less than one-half acre is included in Compatibility Zone B2. This area is designated Business Park.

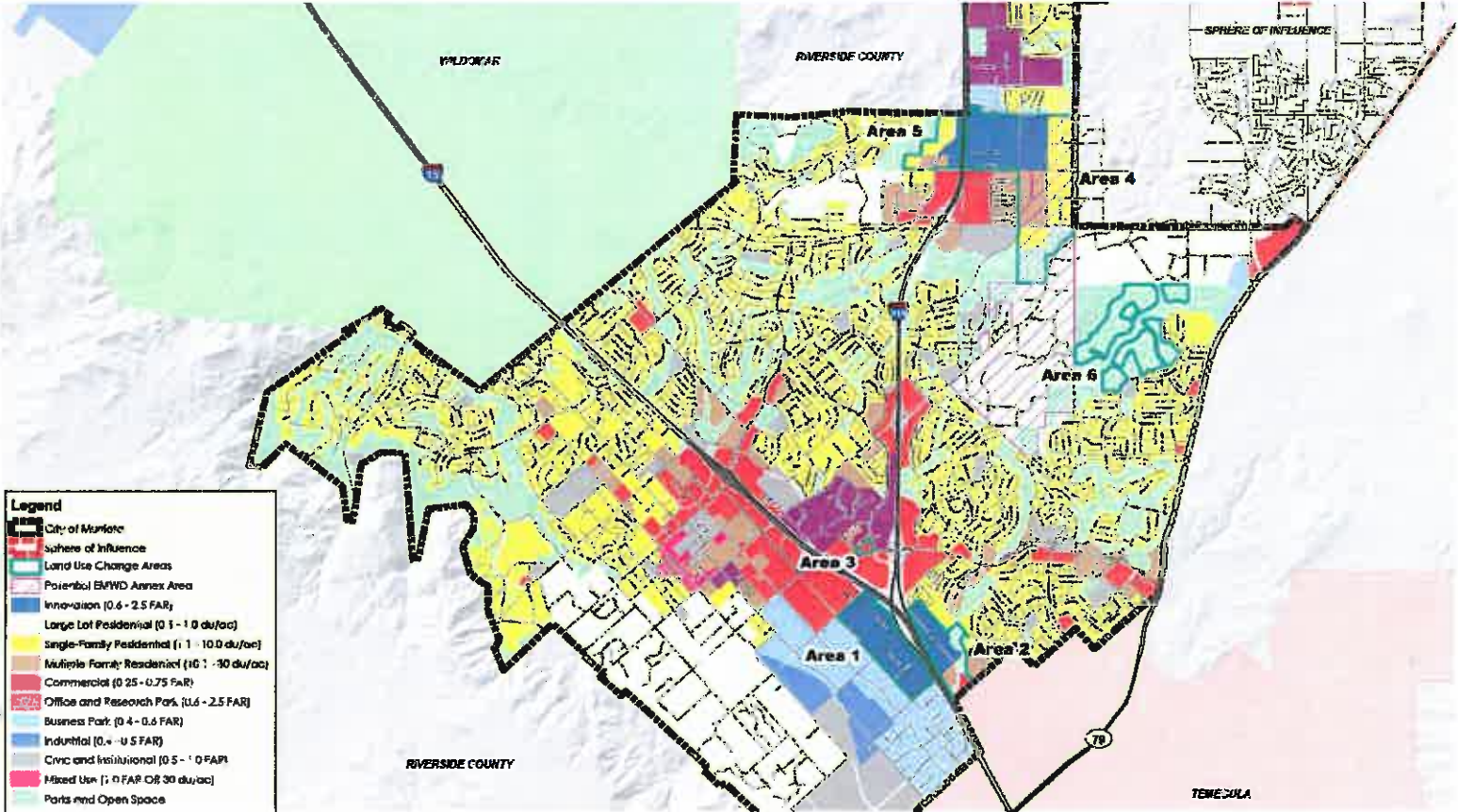
Compatibility Zone C: The City includes approximately 36.57 acres designated Commercial in Compatibility Zone C. This designation allows commercial development with an allowable floor-area ratio of 0.25 to 0.75, although the estimated buildout is calculated on the basis of a floor-area ratio of 0.32. This translates as a building of 13,939 square feet on each acre. If we assume retail use at one person per 115 square feet, this would result in potential occupancy by 121 people, which would be inconsistent with the Compatibility Zone C allowance of 80 persons per acre. Using the same assumption, the Compatibility Zone C allowance of 80 persons per acre would only allow for one 9,200 square foot retail facility per acre, which translates as a FAR of 0.21.

This does not necessarily mean that a Commercial designation is inconsistent with Compatibility Zones B1 and C, but is noted to emphasize the importance of the references to the ALUCP in the General Plan.

Compatibility Zone D: In Compatibility Zone D, the buildout assumption of 0.32 would lead to a consistent average intensity, since Compatibility Zone D allows for 150 persons per acre in the FVALUCP, but a floor-area ratio exceeding 0.396 would lead to an exceedance of the 150 person per acre average intensity limit. Thus, LU-18.11 should be retained as proposed.

Residential Densities: Considerable land in Compatibility Zone D (and, to a lesser extent in Compatibility Zone C) is designated Large Lot Residential (0.1 to 1.0 dwelling units per acre). Landowners could propose tract maps or parcel maps in these areas that propose densities exceeding one dwelling unit per five acres and not exceeding one dwelling unit per acre. However, except in infill circumstances allowing densities of up to one dwelling unit per 2½ acres, such densities are prohibited in Compatibility Zones C and D. Policy LU-18.10 requires tract maps and parcel maps in these Compatibility Zones to be submitted to ALUC for consistency review.

Proposed Draft Land Use Map



Legend



City of Murrieta

Sphere of Influence



Land Use Change Areas



Potential EMWD Annex Area



Innovation (0.6 - 2.5 FAR)

Large Lot Residential (0.1 - 1.0 du/ac)



Single-Family Residential (1.1 - 10.0 du/ac)



Multiple-Family Residential (10.1 - 30 du/ac)



Commercial (0.25 - 0.75 FAR)



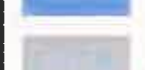
Office and Research Park (0.6 - 2.5 FAR)



Business Park (0.4 - 0.6 FAR)



Industrial (0.4 - 0.5 FAR)



Civic and Institutional (0.5 - 1.0 FAR)



Mixed Use (1.0 FAR OR 30 du/ac)



Parks and Open Space

Proposed Land Use Map Area #1



Not in AIA

Existing GP Land Use Map/Aerial Area #2



Proposed Land Use Map Area #2



Not in AIA

Existing GP Land Use Map/Aerial

Area #3



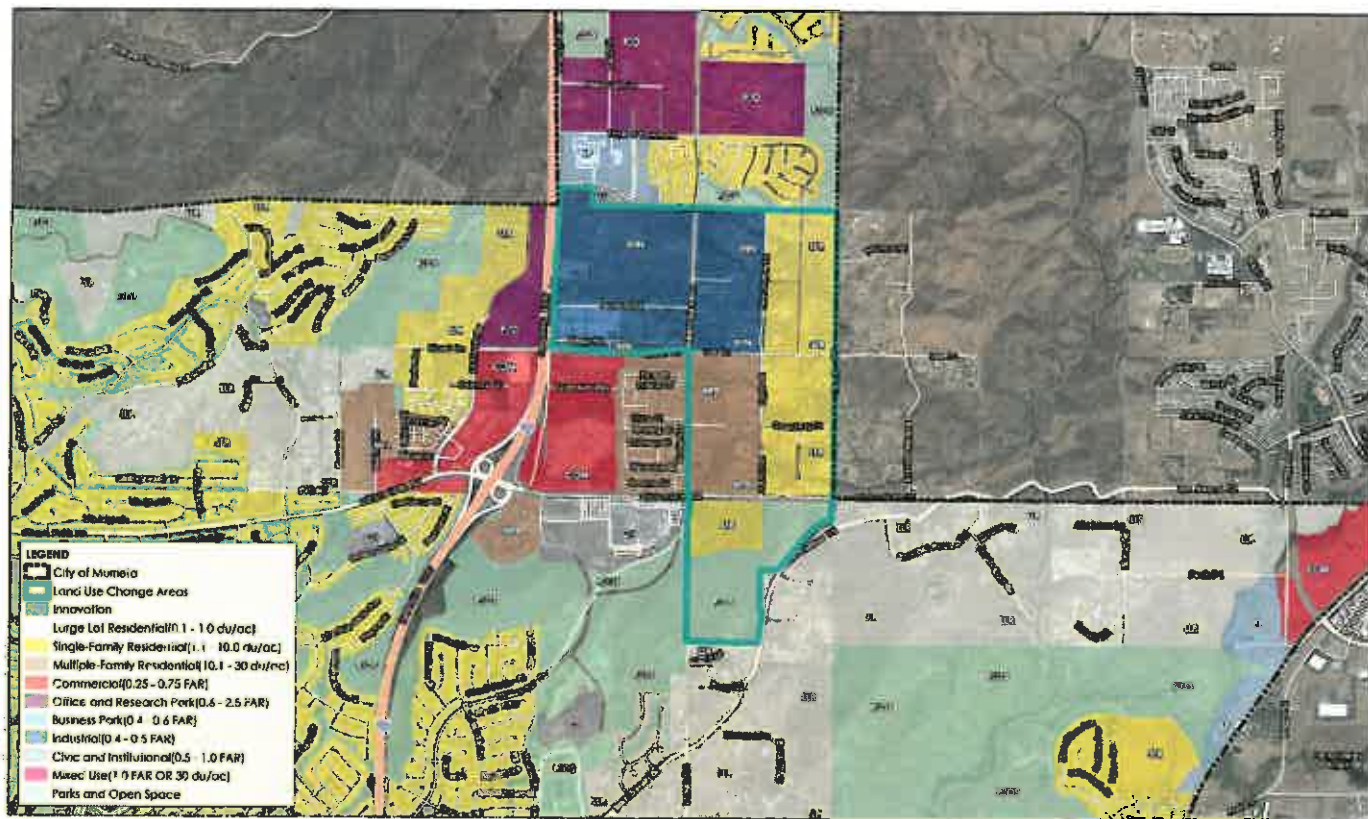
City of Murfreesboro
Land Use Change Area 3
4/18/24

Proposed Land Use Map Area #3



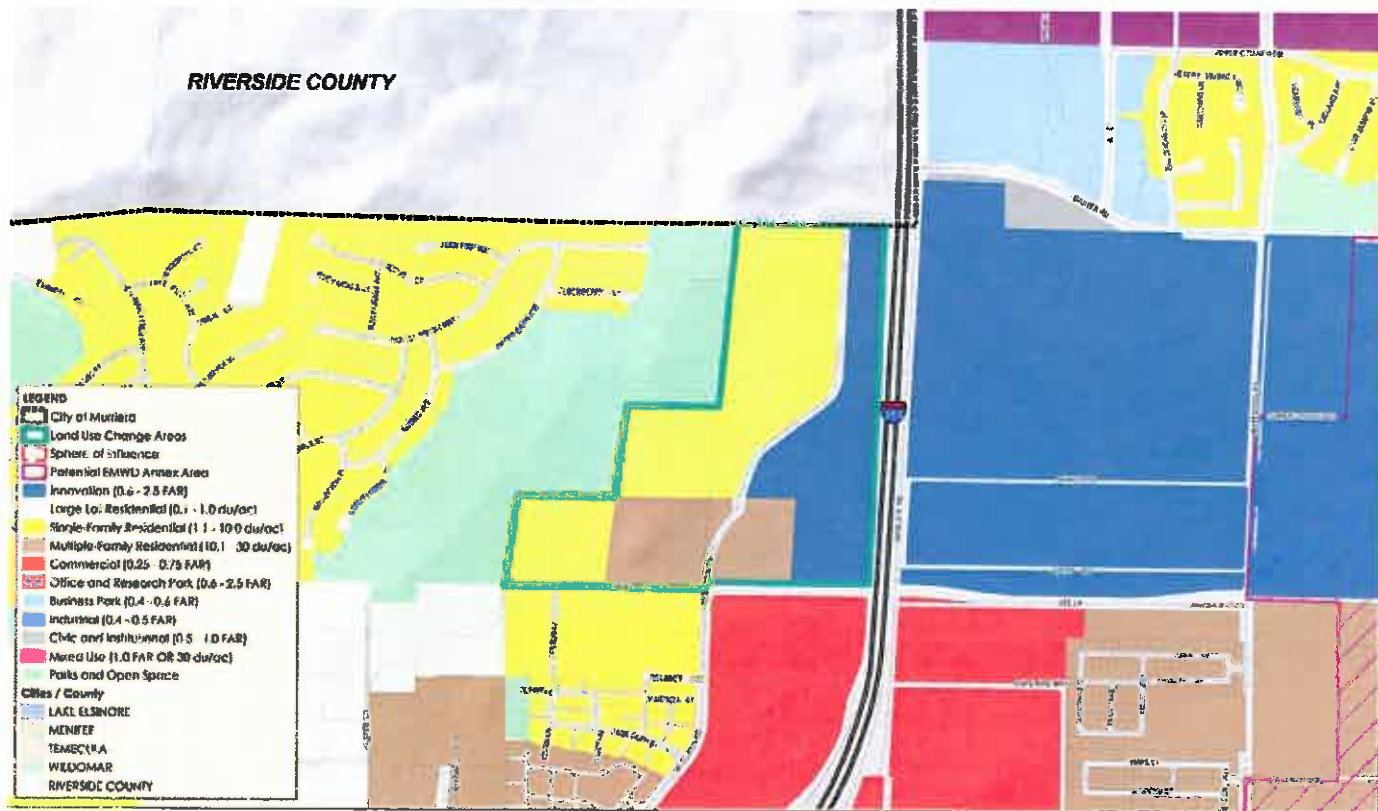
Not in AIA

Proposed Land Use Map Area #4



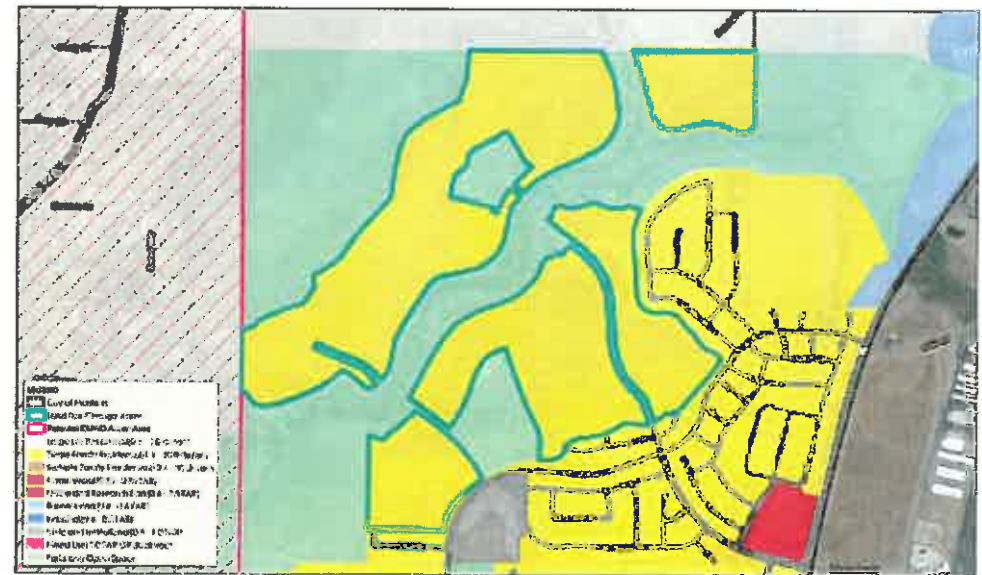
Zone E & Outside AIA

Proposed Land Use Map Area #5



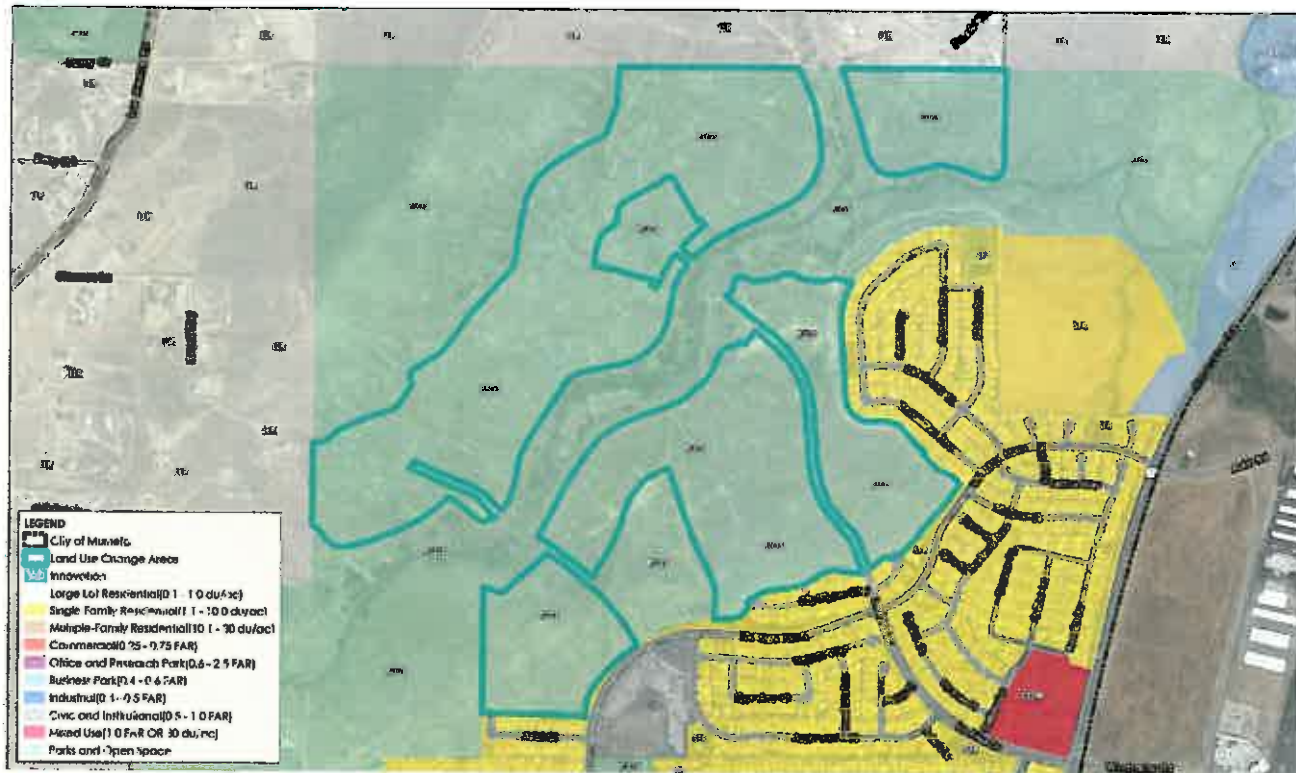
Outside AIA

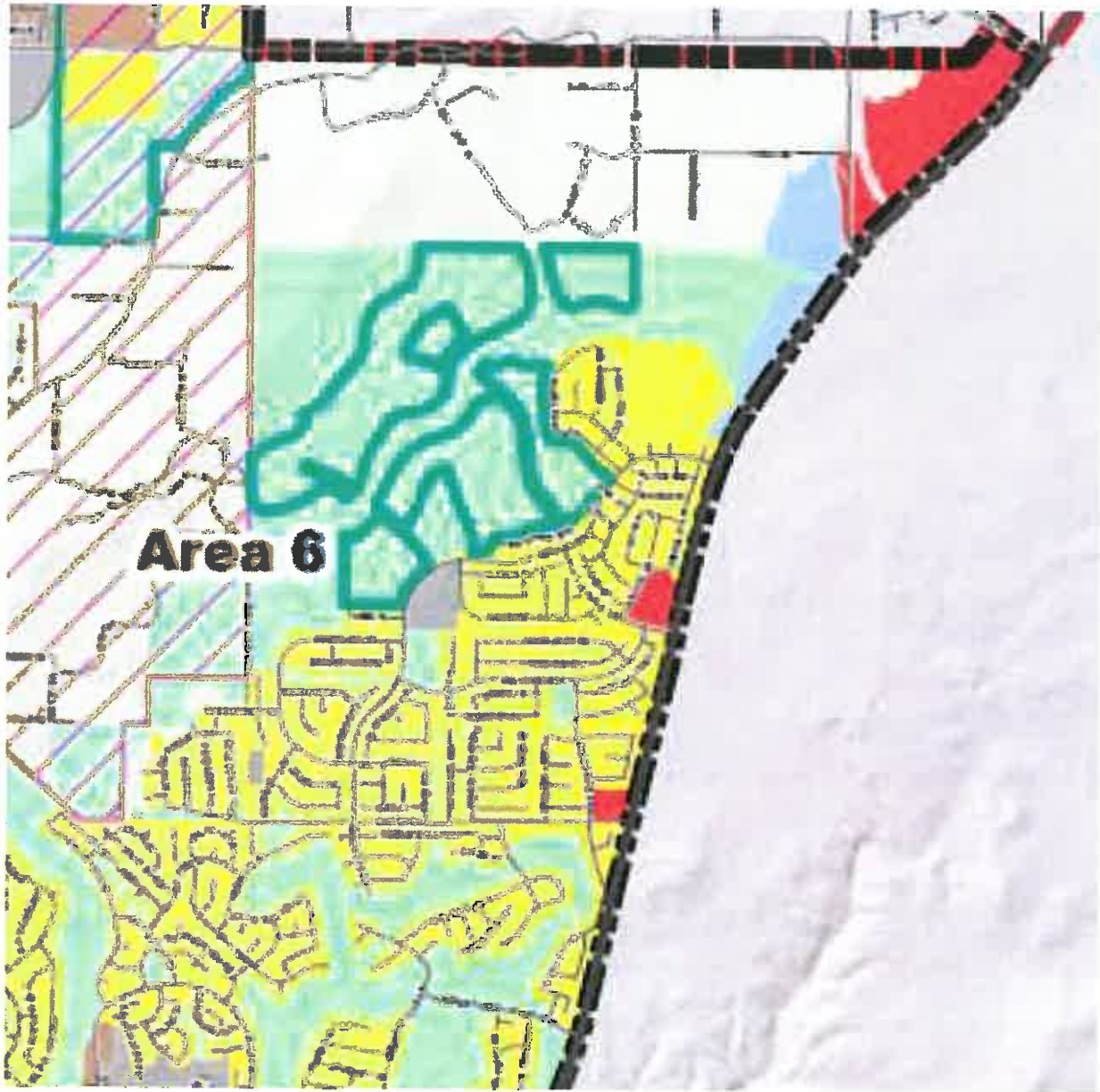
Existing GP Land Use Map/Aerial Area #6

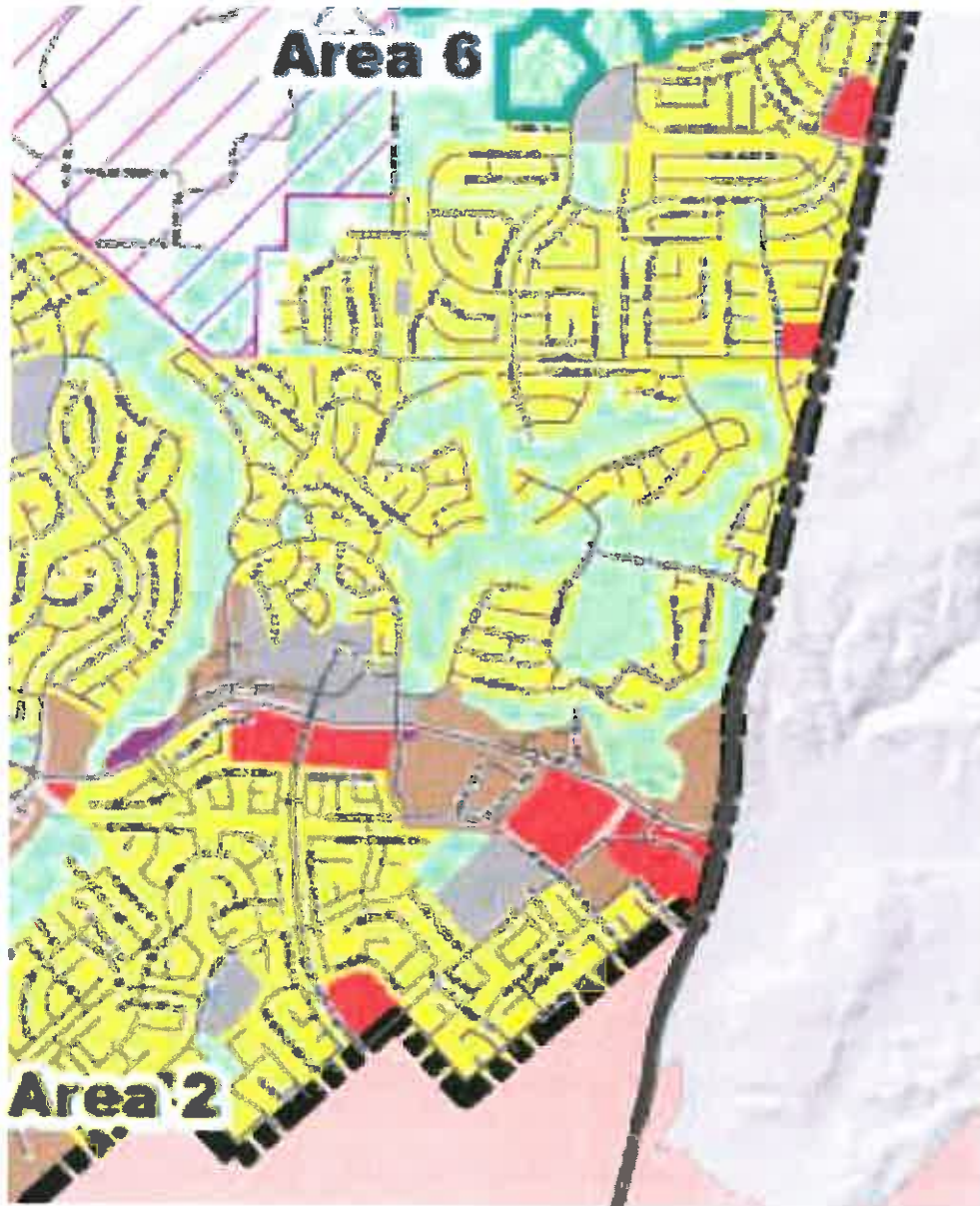


D and E
SFR to POS.

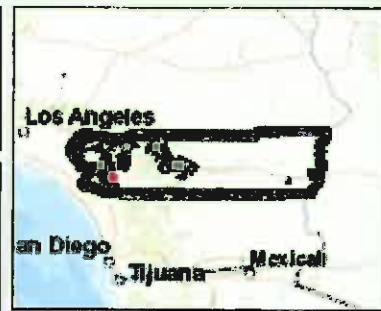
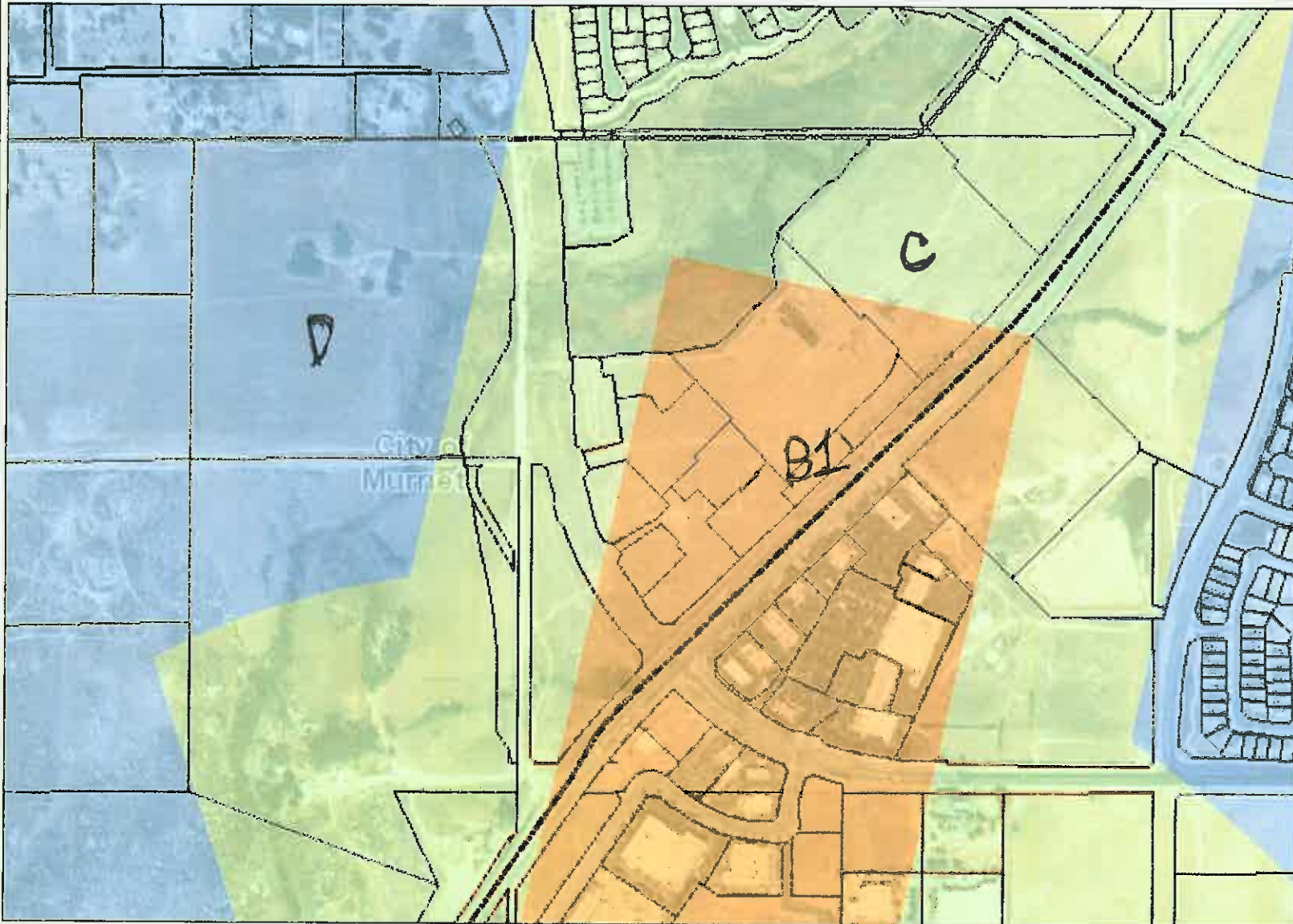
Proposed Land Use Map Area #6







Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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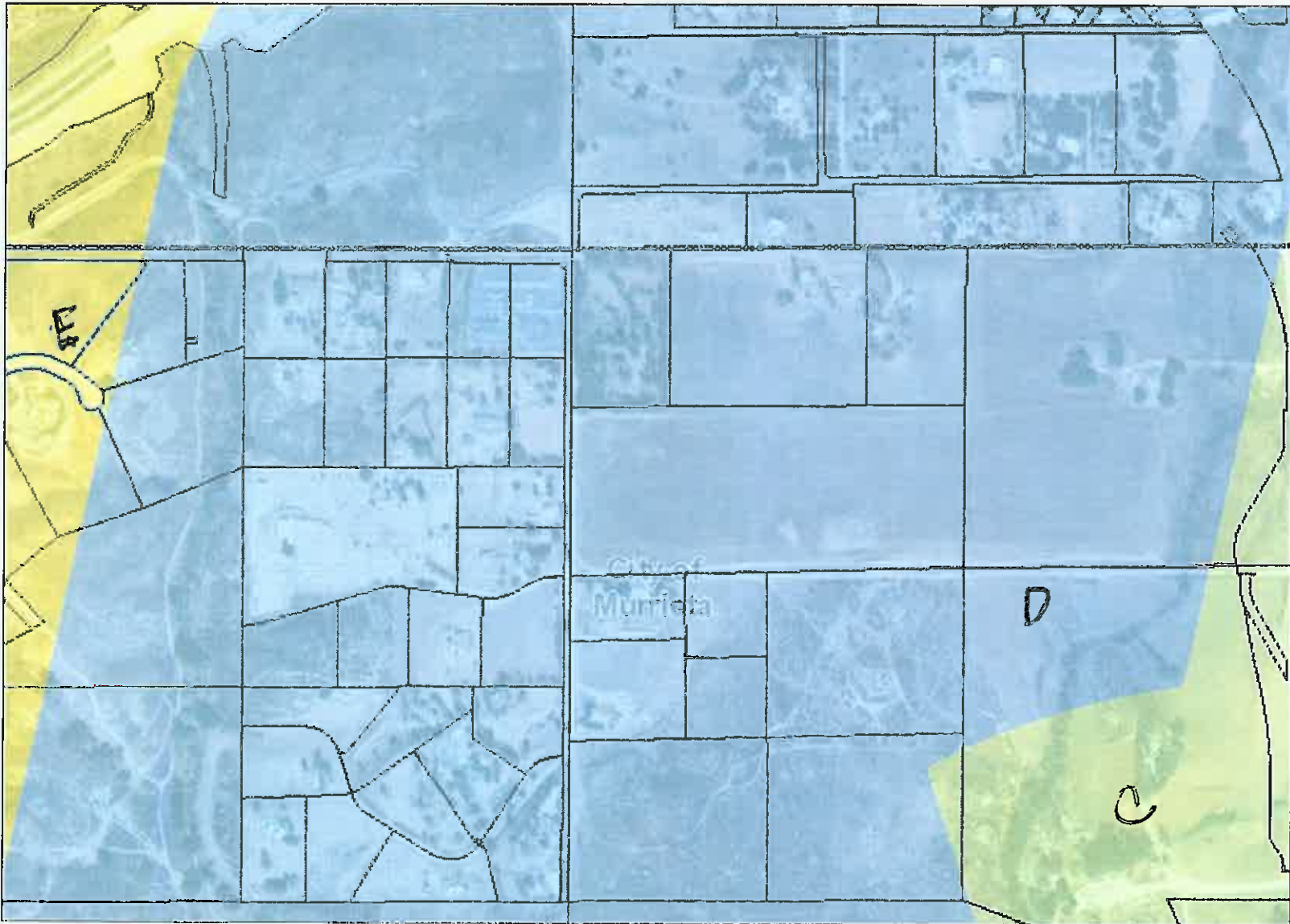


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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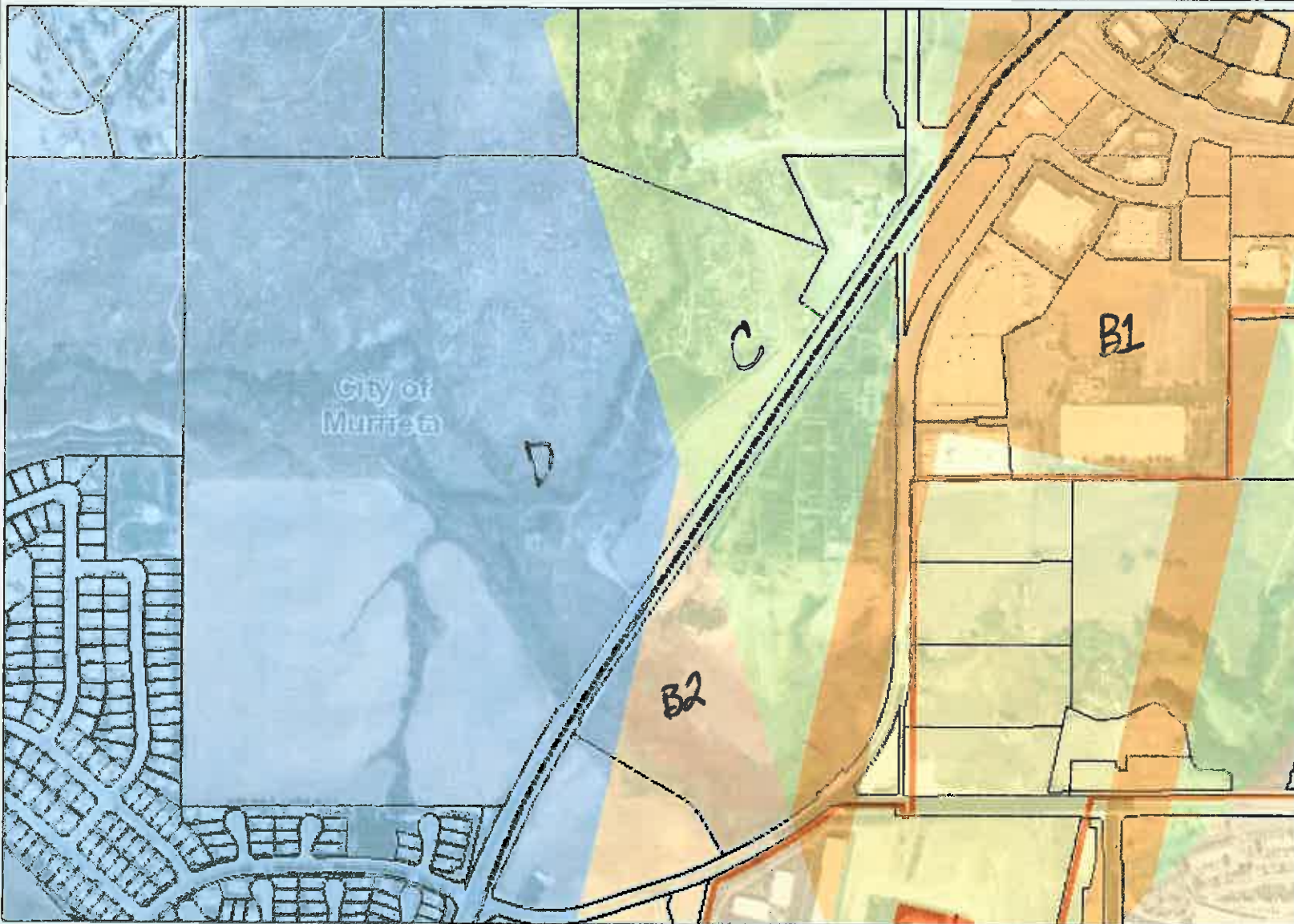


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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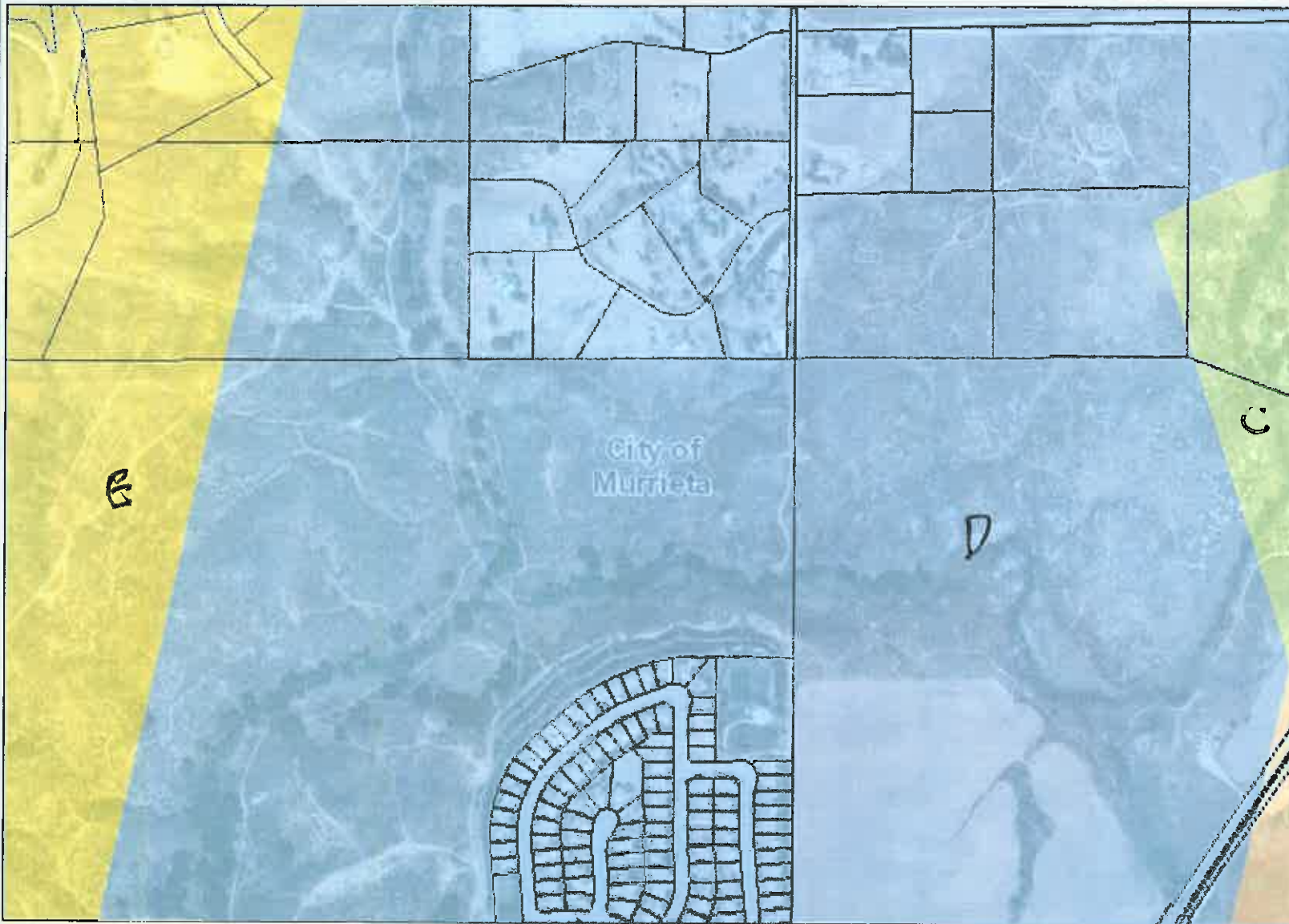
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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
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- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-FXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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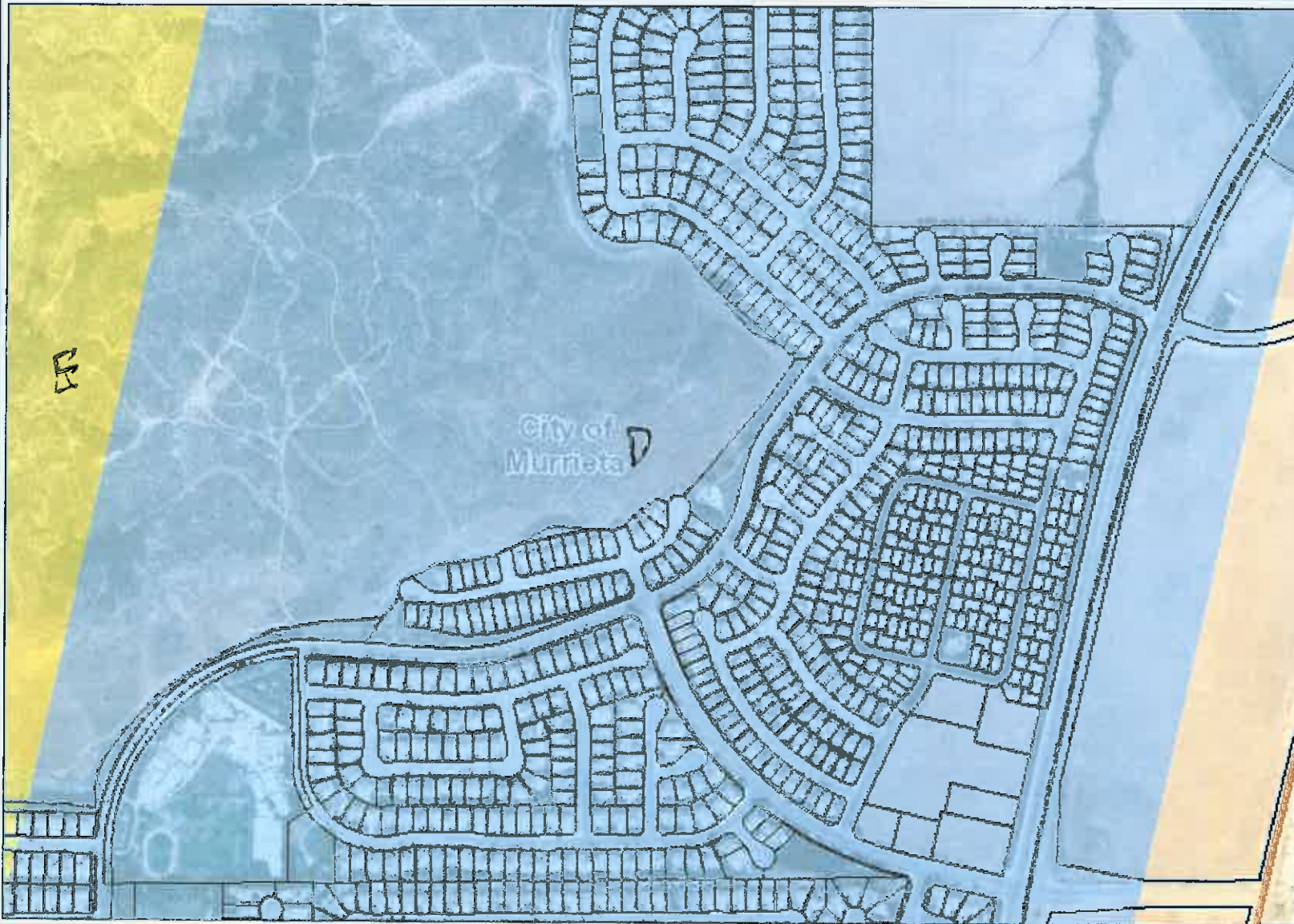


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Notes

Map My County Map



Legend

- Parcels
- 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-FXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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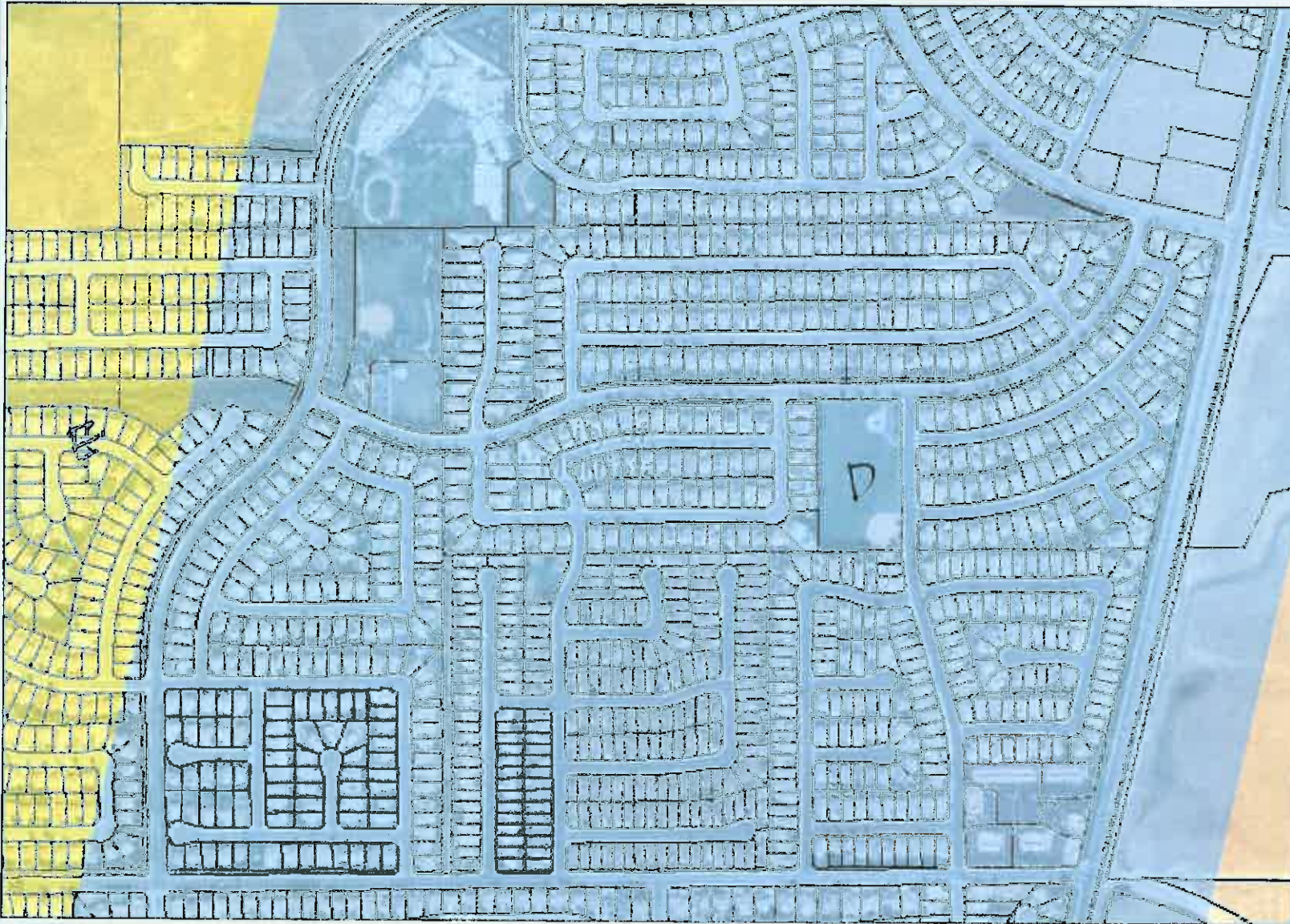
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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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Notes

Map My County Map



Legend

- Parcels
- 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
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- C2-EXC2
- C2-EXC3
- C2-EXC5



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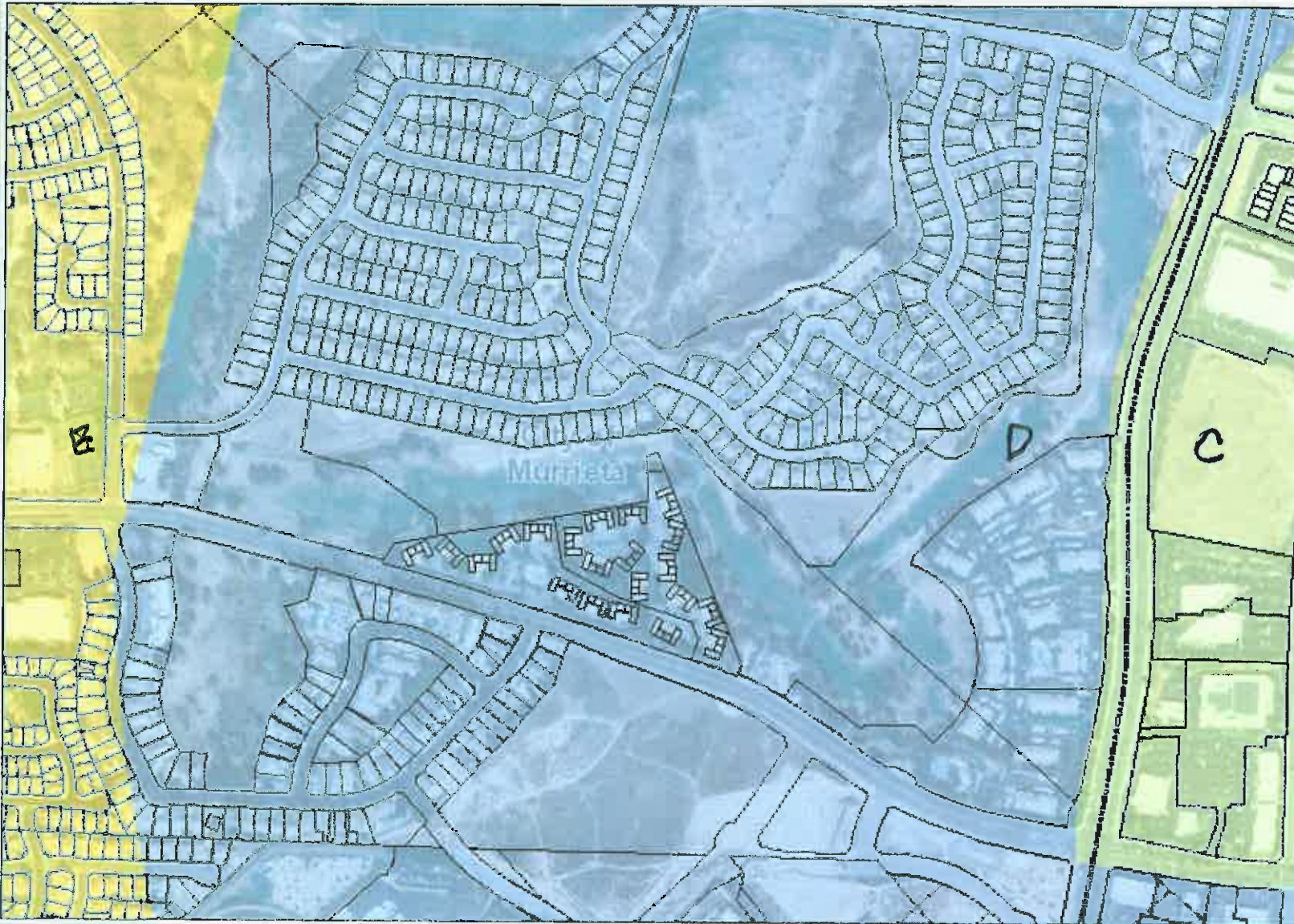
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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
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- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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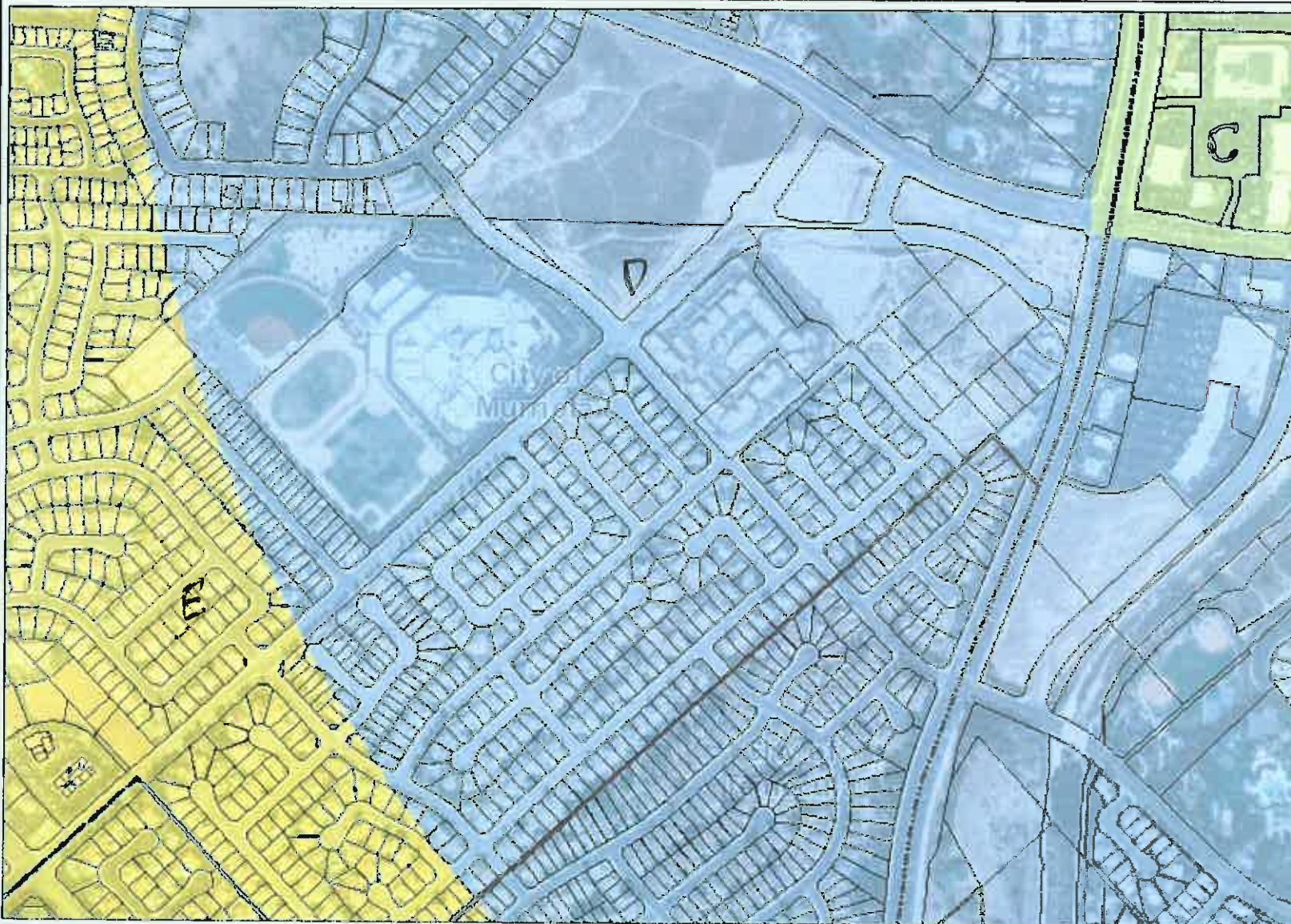
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Notes

Map My County Map



Legend

- Parcels
- 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-FXC2
- C2-EXC3
- C2-EXC5



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



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Notes

Innovation Land Use and Zone

- **The Innovation Land Use Designation (INN) will implement a new Innovation Zone that includes various new uses not allowed in ORP, such as:**
 - ❑ **Manufacturing and Processing (Furniture, Glass, Small Scale, Clothing and Food)**
 - ❑ **Support Services (Assisted Living, Business Support, Workforce Housing, Higher Learning Schools, Auditoriums, Meeting Halls, Personal Services and Retail accessory to primary use)**
 - ❑ **Transportation (Parking Facilities/Structure)**





APPENDIX I

Draft Zoning Code

Title 16
DEVELOPMENT CODE

- Article I - Development Code Enactment and Applicability**
 - 16.01 Purpose and Effect of Development Code
 - 16.02 Development and Land Use Approval Requirements
 - 16.04 Interpretation of Code Provisions
- Article II - Zoning Districts and Allowable Land Uses**
 - 16.06 Establishment of Zoning Districts, Adoption of Zoning Map
 - 16.08 Residential Districts
 - 16.10 Commercial Districts
 - 16.11 Office Districts
 - 16.12 Business Park and Industrial Districts
 - 16.13 Innovation District
 - 16.14 Special Purpose Districts
 - 16.16 Combining and Overlay Districts
- Article III - Site Planning and General Development Standards**
 - 16.18 General Property Development and Use Standards
 - 16.20 Affordable Housing Incentives/Density Bonus Provisions
 - 16.22 Fences, Hedges, and Walls
 - 16.24 Hillside Development
 - 16.26 Cultural Resource Preservation
 - 16.28 Landscaping Standards and Water Efficient Landscaping
 - 16.30 Noise
 - 16.32 Nonconforming Uses, Structures, and Parcels
 - 16.34 Off-Street Parking and Loading Standards
 - 16.36 Public Facilities/Infrastructure Mitigation
 - 16.38 Sign Standards
 - 16.40 Transportation Demand Management
 - 16.42 Tree Preservation
 - 16.44 Standards for Specific Land Uses
- Article IV - Administration**
 - 16.46 Administrative Responsibility
 - 16.48 Application Filing, Processing, and Fees
 - 16.50 Agricultural Preserves and Land Conservation Contract Actions
 - 16.52 Conditional Use Permits
 - 16.54 Development Agreements
 - 16.56 Development Plan Permits
 - 16.58 General Plan, Zoning Map, and Development Code Amendments
 - 16.60 Home Occupation Permits
 - 16.62 Large Family Day Care Permits
 - 16.64 Master Development Plans
 - 16.66 Specific Plans
 - 16.68 Surface Mining Permits
 - 16.70 Temporary Use Permits

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G. Conflicting Permits and Licenses to be Void. Permits or licenses shall be issued by the city in compliance with the provisions of this development code, after the effective date of this development code or amendment. Permits or licenses issued in conflict with this development code shall be void.
(Ord. 202 § 2 (part), 1999; Ord. 182 § 2 (part), 1997)

16.01.070 Responsibility for Administration.

This development code shall be administered by the Murrieta city council, planning commission, development services director, and the Murrieta development services department, in compliance with 16.46 (Administrative Responsibility).
(Ord. 182 § 2 (part), 1997)

16.01.080 Partial Invalidation of Development Code.

If any article, chapter, section, subsection, paragraph, subparagraph, sentence, clause, phrase or portion of this development code is held to be invalid, unconstitutional or unenforceable by a court of competent jurisdiction, these decisions shall not affect the validity of the remaining portions of this development code. The Murrieta city council hereby declares that this development code and each article, chapter, section, subsection, paragraph, sub-paragraph, sentence, clause, phrase or portion would have been adopted irrespective of the fact that one or more portions of this development code may be declared invalid, unconstitutional or unenforceable.
(Ord. 182 § 2 (part), 1997)

16.02 Development and Land Use Approval Requirements

Sections:

16.02.010	Requirements for Development and New Land Uses.
16.02.020	Exemptions from Land Use Permit Requirements.
16.02.030	Temporary Uses.
16.02.040	Additional Permits or Approvals May be Required.

16.02.010 Requirements for Development and New Land Uses.

No use of land or structures shall be established, constructed, reconstructed, altered, expanded, allowed or replaced unless the use of land or structures complies with the following requirements.

A. Allowable Use. The land use shall be identified by 16.08 (Residential Districts), 16.10 (Commercial Districts), 16.11 (Office Districts), 16.12 (Business Park and Industrial Districts), **16.13 (Innovation District)**, 16.14 (Special Purpose Districts), or 16.16 (Combining and Overlay Districts) as being allowable in the zoning district applied to the site.

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Table 16.06-1 ZONING DISTRICTS	
Zoning Map Symbol	Zoning District Name
MF-3	Multiple Family 3 Residential, minimum 30 d.u./acre
Commercial	
NC	Neighborhood Commercial
CC	Community Commercial
RC	Regional Commercial
Office	
O	Office
ORP	Office Research Park
Business Park and Industrial	
BP	Business Park
GI	General Industrial
GI-A	General Industrial A
<u>Innovation</u>	
<u>INN</u>	<u>Innovation</u>
Other Zoning Districts	
P&R	Parks and Recreation
OS	Open Space
C & I	Civic & Institutional
Combining and Overlay Districts	
MPO	Master Plan Overlay
TOD	Transit Oriented Development Overlay District

(Ord. 492 Exhibit 3, 2014; Ord. 482-13 § 2, 2013; Ord. 182 § 2 (part) 1997)

16.06.020 Zoning Map Adopted.

American Legal Publishing Corp.

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b. **Standard:** Overly bright colors (e.g., day-glo) and intricate patterns of color (e.g., checkerboard) shall be avoided. (Ord. 538, Exhibit A (part), 2018; Ord. 492 Exhibit 7, 2014; Ord. 202 § 2 (part), 1999; Ord. 182 § 2 (part), 1997)

16.13 Innovation District

Sections:

<u>16.13.010</u>	<u>Purpose.</u>
<u>16.13.020</u>	<u>Innovation District General Development Standards</u>
<u>16.13.030</u>	<u>Innovation District Design Standards</u>
<u>16.13.040</u>	<u>Innovation District Design Standard Exhibits</u>

16.13.010 Purpose.

This chapter provides regulations applicable to development and land uses in the Innovation zoning district (INN) established by 16.06.010 (Zoning Districts Established). The Innovation zoning district is applied to areas appropriate primarily for business and medical offices, corporate headquarters, medical services, business campuses with associated research and development facilities, education, technological advancement, makers labs such as people using digital tools to design new products, and craftsman products such as furniture and window design/construction. A limited amount of commercial uses are allowed within the Innovation zoning district. Examples of allowable commercial uses include: businesses that sell products made in facilities on-site, restaurants that support the employment and primary uses, and hotels. Commercial businesses are intended as support services for the employees and customers of the office, business, and medical uses with their associated research and development operations. The Innovation zoning district provides for a limited amount of housing as a supporting use to a facility such as a hospital, college or university, research and development campus that would directly benefit from having employees and students living on-site.

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Note: Click to view a printer-friendly PDF of Table 16.13-1

TABLE 16.13-1 ALLOWABLE USES AND PERMIT REQUIREMENTS FOR THE INNOVATION ZONING DISTRICT		
<u>Symbol</u>	<u>Applicable Process</u>	<u>See Chapter</u>
<u>P</u>	<u>Permitted Land Use - Compliance with development standards and zoning clearance required</u>	<u>16.74</u>
<u>C</u>	<u>Conditional Use - Conditional use permit required</u>	<u>16.52</u>
<u>MC</u>	<u>Minor Conditional Use - Conditional use permit required</u>	<u>16.52</u>
<u>"Blank"</u>	<u>Land use not allowed</u>	
<u>Land Use(1) (2) (3) (4) (5) (6)</u>	<u>INN</u>	<u>See Standards in Section</u>
<u>Communication Facilities</u>		
<u>Broadcast Studio/Recording Studio</u>	<u>C</u>	
<u>Satellite Dishes/Antennas</u>	<u>C</u>	<u>16.44.170A</u>
<u>Wireless Communication Facilities</u>	<u>C</u>	<u>16.44.170B</u>
<u>Education, Public Assembly and Recreation</u>		
<u>Adult Entertainment Businesses</u>		<u>See Definition</u>
<u>Churches/Places of Worship</u>	<u>C</u>	<u>See Definition</u>
<u>Health and Fitness Clubs</u>	<u>P</u>	<u>See Definition</u>
<u>Libraries and Museums</u>		
<u>Recreational Facilities, Private</u>	<u>P</u>	
<u>Schools, College and University</u>	<u>C</u>	
<u>Schools, K - 12</u>		
<u>Studios, Professional</u>	<u>P</u>	<u>See Definition</u>
<u>Manufacturing and Processing</u>		
<u>Bio Medical Manufacturing</u>	<u>P</u>	
<u>Chemical Products Manufacturing</u>	<u>P</u>	<u>See Definition</u>
<u>Clothing Products</u>	<u>P</u>	<u>See Definition</u>
<u>Design/Innovation Technology</u>	<u>P</u>	
<u>Electrical and Electronic Equipment Manufacturing</u>	<u>P</u>	<u>See Definition</u>
<u>Food Products/Food and Beverage Manufacturing</u>	<u>P</u>	<u>See Definition</u>
<u>Furniture and Fixture Manufacturing, Cabinet Shops</u>	<u>P</u>	<u>See Definition</u>
<u>Glass Products</u>	<u>P</u>	<u>See Definition</u>

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Green Technologies	P	See Definition
Handicraft Industries and Small Scale Manufacturing	P	See Definition
Information Technologies	P	
Laboratories	P	
Pharmaceutical Manufacturing	P	
Printing and Publishing	P	See Definition
Medical, Office, and Research and Development Uses		
Business Support Services	P	See Definition
Medical Services - Office, Clinics and Laboratories	P	See Definition
Medical Services - Hospital	C	See Definition
Offices	P	16.44.110
Research and Development	P	See Definition
Skilled Nursing - Short Term	C	See Definition
Support Services		
Assisted Living/Skilled Nursing	C	See Definition
Theaters, Auditoriums and Meeting Halls	p(7)	See Definition
Automatic Teller Machines (ATMs)	P	
Banks and Financial Services	P	See Definition
Bars and Alcoholic Beverage Drinking Places	MC(7)	16.44.030
Convenience Stores	p(7)	16.44.030
Day Care Centers/Child Day-Care Facilities	MC(7)	16.44.050
Design/Innovation Technology Firms	P	
Eating and Drinking Establishments Services	p(7)	16.44.030
Eating and Drinking Establishments Services, with Drive-Through Facilities		16.44.030
Hotels	P	16.44.090
Employee Workforce and Student Units	p(7)(8)	16.44.150
Laundry and Dry Cleaning, Drop-off Only	P	
Marijuana Cultivation, Delivery, Dispensary, and Processing		
Medical Marijuana Dispensary		See Definition
Medical Marijuana Dispensary, Mobile		See Definition
Personal Services	p(7)	See Definition
Public Safety and Utility Facilities	P	See Definition
Retail Stores/General Merchandise	p(7)	See Definition
Schools, Specialized Education and Training	P	See Definition
Service Station		See Definition
Transportation		

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<u>Alternative Fuels and Recharging</u>	<u>p⁽⁹⁾</u>	
<u>Heliport/Helipad associated with a Hospital/Hotel</u>	<u>C</u>	
<u>Parking Lot/Structure</u>	<u>C</u>	<u>See Definition</u>
<u>Transit Stations and Terminals</u>	<u>C</u>	<u>See Definition</u>
<u>Vehicle Storage Facilities</u>		<u>See Definition</u>
<p>(1) <u>See Section 16.04.020 regarding uses not listed.</u></p> <p>(2) <u>See Chapter 16.110 for definitions of land uses listed.</u></p> <p>(3) <u>A development permit may also be required (Chapter 16.56 Development Plan Permits).</u></p> <p>(4) <u>Permanent and/or temporary outdoor storage of materials in conjunction with an on-site primary use requires approval of a conditional use permit (Chapter 16.52 Conditional Use Permits).</u></p> <p>(5) <u>Storage of hazardous materials in excess of threshold established by the Uniform Building Code requires approval of a minor conditional use permit (Chapter 16.62 Conditional Use Permits) and compliance with Section 16.18.070 Hazardous Materials Storage.</u></p> <p>(6) <u>Conversion or reuse of an existing residential structure may be allowed with approval of a conditional use permit (Section 16.32.030 B.3).</u></p> <p>(7) <u>Use shall be integrated as an accessory use of a primary specialty school, college, university, hospital, hotel, office and/or research use and such use shall be incorporated within the primary use's structure. Use shall not be located in a stand-alone building. Employee Workforce and Student Units may be located in a stand-alone building within a master planned project that encompasses more than 1,000,000 SF of non-residential uses.</u></p> <p>(8) <u>Students and/or employees should have an association or affiliation with the primary use located on-site.</u></p> <p>(9) <u>Not petroleum-based.</u></p>		

16.13.020 Innovation District General Development Standards.

New land uses, structures, and alterations to existing uses or structures shall be designed, constructed, and/or established in compliance with the building setback, height, on-site landscaping requirements in Table 16.13-2, Innovation District General Development Standards, site and building Design Standards in Section 16.13.030, and applicable development standards (e.g. landscaping, parking, and loading, etc.) in Article III, Site Planning and General Development Standards.

Note: Click to view a printer-friendly PDF of Table 16.13-2

<u>TABLE 16.13-2</u>	
<u>INNOVATION DISTRICT GENERAL DEVELOPMENT STANDARDS^{(1) (2)}</u>	
<u>Development Feature</u>	<u>Standard</u>
<u>Required Building Setbacks</u>	
<u>Front</u>	<u>10 feet minimum</u>
<u>Rear</u>	<u>10 feet minimum</u>
<u>Street Side⁽³⁾</u>	<u>10 feet minimum</u>

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TABLE 16.13-2	
INNOVATION DISTRICT GENERAL DEVELOPMENT STANDARDS^{(1) (2)}	
Development Feature	Standard
<u>Interior Side⁽³⁾</u>	10 feet minimum
<u>From Freeway</u>	100 feet minimum
<u>From Residential Districts</u>	75 feet minimum when adjacent to a residential district
Maximum Building Height⁽⁴⁾	150 feet
Minimum Ceiling Heights	14 feet – ground floor 10 feet – above ground floor
Minimum Lot Size	10,000 square feet for 1 and 2 stories, 20,000 square feet for 3 and 4 stories, and 40,000 square feet for 5 or more stories
Required Building Massing Stepbacks	
<u>Floors 3 and Higher</u>	Minimum 10 additional feet from face of second floor below
<u>Accessory Structures</u>	Same as main structure
Public Art Standards	
<u>Minimum Public Art</u>	One percent (1%) of construction costs (capped at \$400,000) to public art for projects where a building permit value exceeds \$5,000,000.
<u>Eligible Artworks</u>	Public art located at or near the site; no commercial messages, including designs and logos
Landscaping/Open Space Standards	
<u>Minimum On-site Landscaping/Open Space⁽⁵⁾</u>	20 Percent of the project's lot area. Amenities such as court yards, roof top gardens, outdoor dining, food trucks/vendors spaces, shade structures, plazas, and artwork on-site may count towards landscaping/open space requirements.
Minimum Surface Parking Area Landscaping Standards⁽⁶⁾	
<u>5 - 24 spaces</u>	5 percent of the parking area
<u>25 - 49 spaces</u>	7.5 percent of the parking area
<u>50 spaces plus</u>	10 percent of the parking area
Parking Requirements	
See Chapter 16.34, Off-Street Parking and Loading Standards	
(1) Portions of a site may be developed prior to development of the entire site, if it can be demonstrated that the portion does not compromise the overall comprehensive development of the site.	
(2) Development standards may vary for projects over ten acres in size when comprehensively planned in compliance with Chapter 16.64, Master Development Plans, or Chapter 16.66, Specific Plans.	
(3) Measured from right of way line or property line.	
(4) For structures greater than fifty (50) feet in building height and within 500 feet of existing residential districts, a public hearing shall be required, and the review shall include an evaluation of view.	

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TABLE 16.13-2
INNOVATION DISTRICT GENERAL DEVELOPMENT STANDARDS^{(1) (2)}

<u>Development Feature</u>	<u>Standard</u>
	<u>sheds to maintain views for residential homes in the residential district and a shadow survey to avoid nonresidential buildings casting shadows on residential homes. No building shall exceed any Federal Aviation Administration (FAA) requirements.</u>
(5)	<u>See Chapter 16.28, Landscaping Standards and Water Efficient Landscaping.</u>
(6)	<u>Minimum required parking lot landscaping area is included in required minimum on-site landscaping/open space area.</u>

16.13.030 Innovation District Design Standards.

The following standards are provided to ensure high quality development. In order to meet a certain standard, one or a combination of features shall be incorporated in the project's design. Exhibits A and B, depicted in Section 16.13.040, -help to depict conceptual designs of what is possible within the Innovation District. Exhibit A depicts a single building project. Exhibit B depicts a multiple building project.

A. Site Planning.

1. Site Character.

a. Standard: Natural amenities (e.g., views, mature trees, creeks, riparian corridors, and topographic features) unique to the site should be preserved and incorporated into the project's design whenever possible.

b. Standard: Structures that are historic or are otherwise distinctive because of their rural appearance, age, cultural significance, or unique architectural style as determined by the Director shall be preserved and incorporated into project proposals.

c. Standard: Structures shall not face their back side or loading areas onto existing or planned amenities (e.g. parks, open space, and water features) and/or streets.

d. Standard: Frontage roads or drives shall be provided adjacent to open space areas unless a project is designed to provide direct pedestrian access to the open space and the road or drive is not otherwise necessary.

e. Standard: Buildings over 10,000 square feet in size shall include an outdoor employee seating area for use during breaks and/or for lunch.

2. Land Use Buffering.

a. Standard: Noise, traffic, or odor-generating activities should be located adjacent to similar activities on adjacent properties whenever possible. Buffering between different land uses shall be in compliance with Section 16.18.120 (Screening and Buffering).

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b. Standard: Loading areas, access and circulation driveways, trash enclosures, and mechanical equipment should be located within the project as-far-as practical from any adjacent residences.

c. Standard: When adjoining uses can mutually benefit from connection rather than separation, appropriate connective elements (e.g., walkways, common landscape areas, building orientation, and unfenced property lines) should be provided between the uses.

d. Standard: Window orientation in nonresidential buildings should preclude a direct line of sight into adjacent residential units and private open spaces located within one-hundred feet of the shared property line. Required, maintained landscaping for screening, such as evergreen trees, may provide a barrier to block the direct line of sight.

e. Standard: When nonresidential buildings back-up to open space areas of residential projects, parks, or open space districts, the rear setback area shall be landscaped (consistent with Section 16.28) with direct line of sight obscuring vegetation to screen parking lots.

3. Building Placement.

a. Standard: Projects containing multiple buildings shall place a minimum 15% building frontage adjacent to the front setback line. The Director may waive or reduce this standard for projects where implementation of this standard is not feasible.

b. Standard: Multiple buildings in a single project shall have a functional relationship with one-another to achieve a "village" scale by use of at least two of the following features:

1) Cluster buildings around open plaza areas, not parking lots.
2) Provide courtyards with landscaping and other pedestrian amenities.

3) Provide convenient pedestrian circulation between buildings and between parking areas and buildings using enhanced paving materials.

4) Link buildings together visually using trellis structures, arcades, and enhanced paving.

c. Standard: Buildings should have their entrances oriented towards transit stops for convenient access.

4. Trash/Loading/Storage Areas.

a. Standard: All trash and recyclable enclosures shall match the primary structure's architecture and building materials.

b. Standard: All trash and recyclable bins shall be stored in approved enclosures in compliance with Section 16.18.150 (Solid Waste and Recyclable Materials).

c. Standard: The location of enclosures should allow convenient access for each tenant.

d. Standard: Enclosures should be located as far away from adjacent residential uses as practical.

e. Standard: Loading facilities shall not be located at the front of buildings. These facilities shall be located at the rear of the site or in an area that is adequately screened from view.

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f. Standard: Loading facilities shall be fully screened from view from all adjacent public streets and freeways.

g. Standard: Screening of loading areas shall be accomplished with architectural elements or landscaping, or a combination of both.

5. Utility and Mechanical Equipment.

a. Standard: All mechanical equipment (e.g., compressors, air conditioners, heating and ventilating equipment, chillers, stand pipes, etc.) shall be concealed from view in compliance with Section 16.18.120 (B) (Screening and Buffering). Screening devices shall be compatible with the architecture and color of the adjacent buildings.

b. Standard: Mechanical equipment shall not be located on the roof of a structure unless the equipment can be screened by building elements that are designed for that purpose and that are an integral part of the building design.

c. Standard: Utility equipment (e.g., electric and gas meters, electrical panels, and junction boxes) shall be located in utility rooms within the structure or utility cabinets with exterior access.

B. Parking and Circulation.

1. General.

a. Standard: Parking spaces on public streets within 100 feet of the property allow for a 1:1 ratio parking reduction to required on-site parking.

b. Standard: Design should be creative and utilize features such as wrapping buildings around parking lots, subterranean parking/podium parking, shared vehicle parking, EV charging, bicycle infrastructure, and seating.

c. Standard: Projects over 10,000 square feet in floor area shall incorporate at least two of the following features:

- 1) Shared vehicle parking
- 2) EV charging
- 3) Bicycle infrastructure
- 4) Dedicated raised pedestrian access from parking areas to

the project entrance

d. Standard: Parking lots shall be separated from buildings by a raised walkway, landscape strip, or combination of such a minimum five (5) feet in width, with a minimum three (3) foot wide walkway. Mow strips are not required in this situation. Parking aisles and/or parking spaces shall not directly abut a building.

e. Standard: A multiple building project may have multiple ownerships, but shall be integrated with a common circulation system.

2. Project Entry.

a. Standard: Parking lots with over one hundred (100) parking stalls shall provide a main entry drive from a public street for a minimum distance of forty (40) feet and shall include a minimum four (4) foot-wide sidewalk from the street to the first cross aisle on at least one side, and at least one of the following features:

- 1) A minimum seven foot wide landscaped enter median from the public street to the first cross aisle.

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2) Two seven (7) foot-wide landscaped parkways flanking the main entry drive. The parkway that abuts the sidewalk may be reduced in width to four (4) feet.

b. Standard: The first aisle juncture that intersects the main entry drive shall be placed at least forty (40) feet back from the public street right-of-way to provide adequate queuing distance off the street. Final locations shall be subject to review and approval by the City Engineer.

c. Standard: Entry drives shall be located a minimum of two hundred (200) feet apart and at least one hundred (100) feet from any street intersection property line to driveway centerline. Also, access drives shall be located a minimum of twenty (20) feet from side property lines unless a shared drive is provided.

3. Site Access.

a. Standard: Projects with more than one hundred (100) parking stalls that are located on an arterial or larger road shall coordinate access points with median openings and existing driveways on the opposite side of the roadway. Final locations shall be subject to review and approval by the City Engineer.

b. Standard: Projects with more than two-hundred (200) parking stalls that are located on an arterial or a larger street shall provide deceleration lanes adjacent to their major entry per city standards.

c. Standard: Whenever possible, access drives should be located on side streets to maintain efficient traffic flow on major roadways.

d. Standard: All driveway radii shall be per city standards.

4. Pedestrian Access.

a. Standard: Drop-off points (i.e., wider aisles, frontal loading/unloading) shall be located near major building entries and plaza areas for projects over fifty-thousand (50,000) square feet of floor area.

b. Standard: Parking areas shall be designed so that pedestrians walk parallel to moving cars in parking aisles. Minimize the need for pedestrians to cross parking aisles and landscape islands to reach building entries by providing walkways.

c. Standard: Clearly defined pedestrian access shall be provided from transit/bus stops to primary building entrances. In projects with more than one-hundred (100) parking stalls, pedestrian walkways shall be provided through the parking areas from transit/bus-stops.

d. Standard: All projects shall provide a connection of the on-site pedestrian circulation system to the off-site public sidewalk.

e. Standard: Meandering sidewalks shall be provided in the Innovation zoning district when required by the Director.

f. Standard: Parking lots with over one-hundred (100) stalls shall provide a separate pedestrian walkway from the public sidewalk to the on-site walkways. At a minimum, this main entry sidewalk shall provide the following:

1) Be located on one side of the main entry drive aisle.

2) Be a minimum of four feet (4) wide.

3) Be raised and protected from the drive aisle by a six (6) inch high curb.

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4) Be constructed of concrete or an interlocking paving system. Asphalt sidewalks are not allowed.

g. Standard: Emphasis at pedestrian crossings of driveways and major circulation aisles shall be accentuated at building entries by extending the sidewalk to the back edge of the parking spaces.

5. Bus Turnouts.

a. Standard: Bus turnouts may be required wherever the potential for auto/bus conflicts warrants separation of transit and passenger vehicles. Bus turnouts shall be considered by the City Engineer when at least two of the following conditions apply:

- 1) Bus parking in the curb lane is prohibited;
 - 2) Traffic in the curb lane exceeds two-hundred and fifty (250) vehicles during peak hour;
 - 3) Passenger volumes exceed twenty persons boarding an hour;
 - 4) Traffic speed is greater than forty-five (45) miles per hour;
- and
- 5) Accident patterns are recurrent.

b. Standard: Bus turnouts shall be designed in compliance with city standards.

C. Architectural Design.

1. Architectural Style.

a. Standard: No specific architectural style or design theme is required. A variety of architectural characteristics may be considered to add to the city's overall image. However, while variety in design is generally encouraged, compatibility of new projects with their architectural style and surroundings should be a priority.

2. Design Consistency.

a. Standard: Designs shall demonstrate a consistent use of colors, materials, and detailing through-out all elevations of a building and throughout all buildings of a multiple building project.

b. Standard: Elevations that do not directly face a street shall not be ignored or receive only minimal architectural treatment. Building articulation is required on all sides of the building.

c. Standard: Each facade shall be designed for public view and shall be appropriately landscaped in compliance with the landscaping standards in Chapter 16.28 (Landscape Standards).

3. Form and Mass.

a. Standard: Designs shall provide a sense of human scale and proportion. Structures shall be designed to avoid a "box-like" appearance and adhere to the required building step backs discussed in Table 16.13-2 Innovation District General

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Development Standards. In addition, structures should incorporate the following design features:

1) Provide horizontal and vertical wall articulation through the use of arcades, towers, and wall recesses and projections.

2) Provide architectural detail through the use of columns, three-dimensional decorative cornice bands, recessed entries and windows, and awnings and canopies.

3) Use different, but compatible, building materials with varying textures and colors.

b. Standard: Entries shall have areas that are protected from the elements and shall create a focus and sense of entry for the building by use of at least two of the following design features:

1) An entry courtyard with landscaping and a feature, such as a fountain or sculpture

2) Provide wall recesses.

3) Use roof overhangs.

4) Incorporate canopies and awnings.

5) Include arcades with a small courtyard or feature.

6) Install pedestrian oriented signs.

4. Roofs.

a. Standard: Variations in roof lines shall be used to add interest to, and reduce the massive scale of large commercial buildings. Roofs shall incorporate at least two of the following features:

1) Parapets concealing flat roofs and rooftop equipment. The average height of a parapet shall not exceed fifteen (15) percent of the height of the supporting wall and parapets shall not at any point exceed one-third the height of the supporting wall. Parapets shall incorporate a three-dimensional cornice.

2) Overhanging eaves, extending at least three feet past the supporting walls.

3) Sloping roofs that do not exceed the average height of the supporting walls with an average slope greater than or equal to one-foot for vertical rise for every three feet of horizontal run and less than or equal to one-foot of vertical rise for every one-foot of horizontal run.

4) Three or more roof slope planes.

b. Standard: Parapet walls shall be treated as an integral part of the structure design.

c. Standard: Parapet walls should receive architectural detailing consistent with the rest of the facade design and should not appear as unrelated elements intended only to screen the roof behind.

d. Standard: Where a mansard roof is incorporated into the parapet design, views from above the structure should also be considered relative to any visible structural support elements.

5. Building Materials.

Murrieta, CA Municipal Code

- a. Standard: False or decorated facade treatments, wherein one or more unrelated materials appear to be "stuck on" a building, should be avoided.
- b. Standard: Artificial materials that attempt to imitate real materials (e.g., wood, stone, brick, etc.) are not allowed.
- c. Standard: The composition of materials should avoid giving the impression of thinness and artificiality.
- d. Standard: Veneers should turn corners, avoiding exposed edges.
- e. Standard: Stock, pre-fabricated, "off-the-shelf" metal buildings are prohibited as primary structures.

6. Colors.

- a. Standard: Facade colors shall be low reflective, subtle, neutral or earth tone colors. The use of high-intensity colors, metallic colors, black, or fluorescent colors is prohibited.
- b. Standard: Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent area.
- c. Standard: The transition between base and accent colors shall relate to changes in building materials or the change of building surface planes. Colors should not meet or change without some physical change or definition to the surface plane.

7. Additions to Existing Structures.

- a. Standard: The design of an addition to an existing structure shall follow the general scale, proportion, massing, and detailing of the original structure. The addition shall be integrated and harmonious with the original structure, not a stark contrast.
- b. Standard: Additions shall be an interpretation of the existing building wherein the main characteristics of the existing structure are incorporated into the design of the addition by use of at least two of the following design features:
 - 1) Repeat window and door spacing;
 - 2) Use harmonizing colors and materials; and/or
 - 3) Include similar, yet distinct, architectural details (e.g., window/door trim, lighting fixtures, tile/brick decoration, etc.).

D. Employee Workforce and Student Units.

1. General.

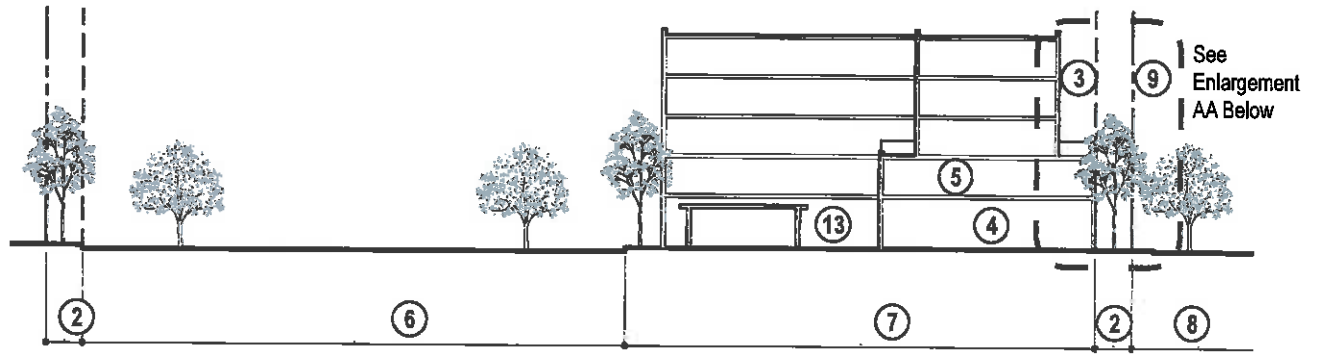
- a. Standard: The use of the units by employees or students shall be associated or affiliated with the primary use of the site.
- b. Standard: Each unit shall provide 300 to 600 square feet of habitable space with a maximum of two occupants per unit.
- c. Standard: At a minimum, each unit must contain full sanitary facilities including a sink, toilet, shower and/or bath facilities.
- d. Standard: Shared amenities shall be at least 20 percent of the gross floor area and include food preparation/dining facilities, entertainment and work spaces.
- e. Standard: Units are intended for rent only.

Murrieta, CA Municipal Code

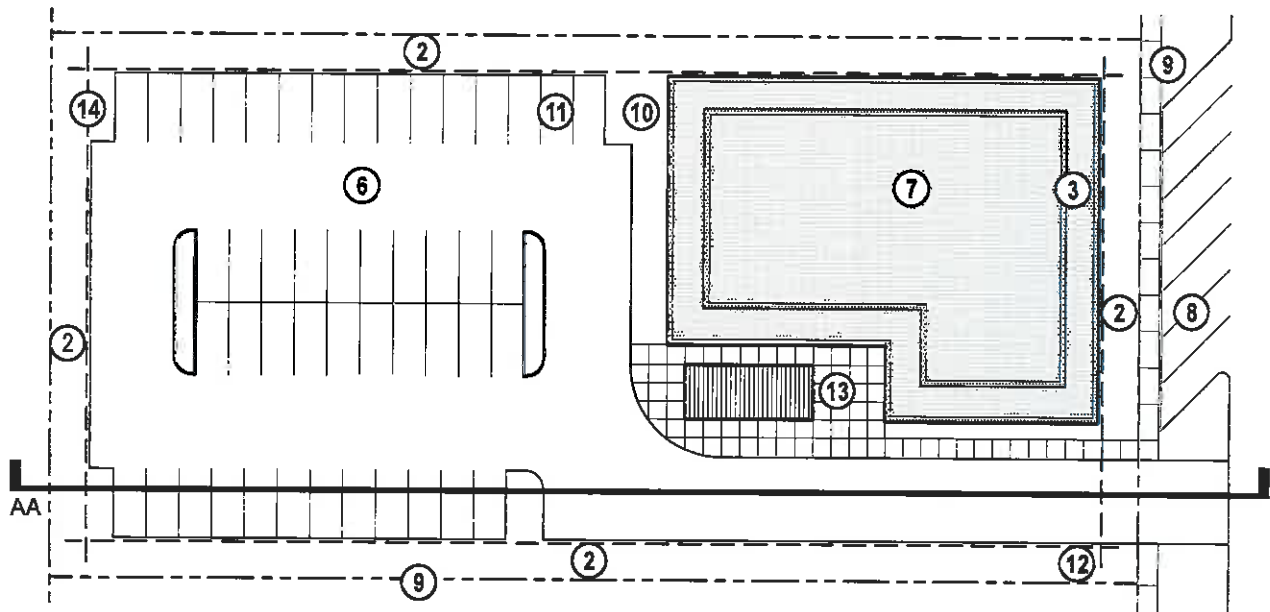
16.13.040 Innovation District Design Standard Exhibits.

Exhibits A and B, depicted in Section 16.13.040, help to depict conceptual designs of what is possible within the Innovation District. Exhibit A depicts a single building project. Exhibit B depicts a multiple building project.

INNOVATION DISTRICT DESIGN STANDARDS CONCEPT - EXHIBIT A SINGLE BUILDING PROJECT



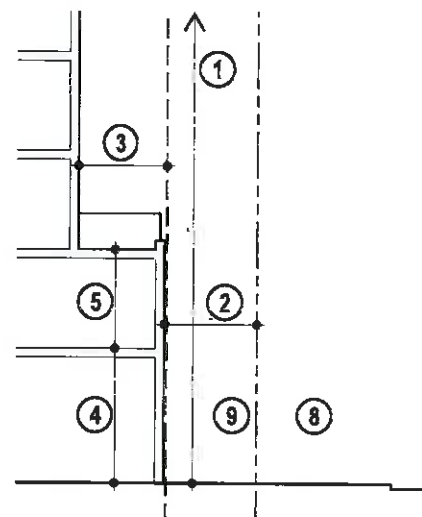
SECTION/ELEVATION - AA



PLAN VIEW

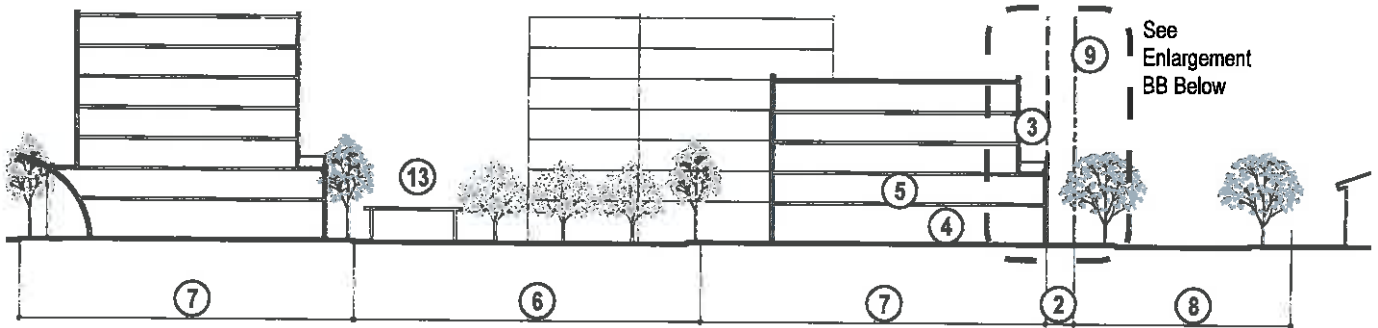
LEGEND

- | | |
|--|--|
| <p>① Number of Stories
150' maximum height</p> <p>② Building Setback & Landscape (for floors one and two)</p> <ul style="list-style-type: none"> • 10' minimum from all property lines • 75' minimum from any adjacent residential district • 100' minimum from freeway right-of-way <p>③ Building Massing Stepbacks</p> <ul style="list-style-type: none"> • 10' minimum stepback from 2nd floor face <p>④ Ground Floor Height</p> <ul style="list-style-type: none"> • 14' minimum <p>⑤ Above Ground Floor Height</p> <ul style="list-style-type: none"> • 10' minimum | <p>⑥ Parking Lot</p> <p>⑦ Building</p> <p>⑧ Street Right-of-Way</p> <p>⑨ Property Line</p> <p>⑩ Loading Area</p> <p>⑪ EV/Bike/Shared Parking</p> <p>⑫ Entry Monumentation/ Art Location</p> <p>⑬ Courtyard/Gathering Area</p> <p>⑭ Trash Enclosure</p> |
|--|--|

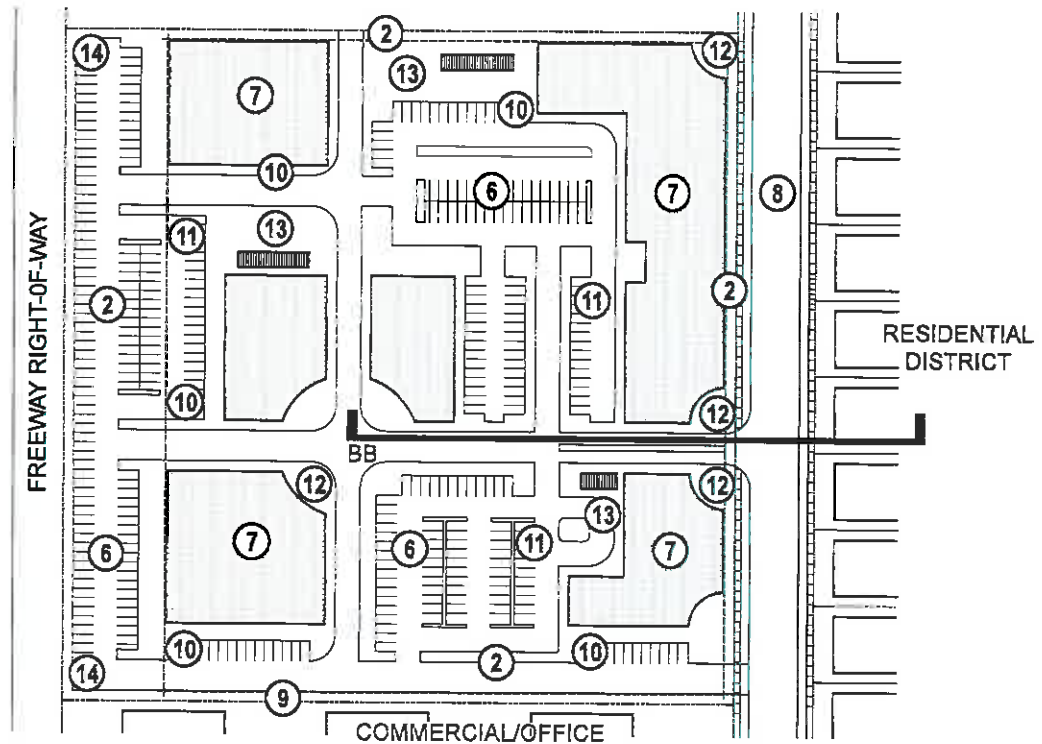


ENLARGEMENT-AA

INNOVATION DISTRICT DESIGN STANDARDS CONCEPT- EXHIBIT B MULTIPLE BUILDINGS PROJECT



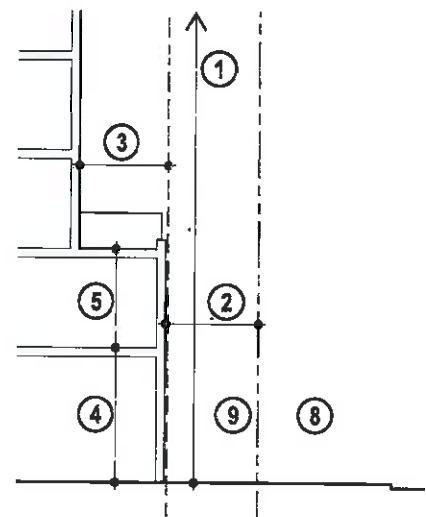
SECTION/ELEVATION - BB



PLAN VIEW

LEGEND

- | | |
|---|--|
| <p>① Number of Stories
150' maximum height</p> <p>② Building Setback & Landscape
(for floors one and two)</p> <ul style="list-style-type: none"> • 10' minimum from all property lines • 75' minimum from any adjacent residential district • 100' minimum from freeway right-of-way <p>③ Building Massing Stepbacks</p> <ul style="list-style-type: none"> • 10' minimum setback from 2nd floor face <p>④ Ground Floor Height</p> <ul style="list-style-type: none"> • 14' minimum <p>⑤ Above Ground Floor Height</p> <ul style="list-style-type: none"> • 10' minimum | <p>⑥ Parking Lot</p> <p>⑦ Building</p> <p>⑧ Street Right-of-Way</p> <p>⑨ Property Line</p> <p>⑩ Loading Area</p> <p>⑪ EV/Bike/Shared Parking</p> <p>⑫ Entry Monumentation/ Art Location</p> <p>⑬ Courtyard/Gathering Area</p> <p>⑭ Trash Enclosure</p> |
|---|--|



ENLARGEMENT-BB

Murrieta, CA Municipal Code

Table 16.28-1 MINIMUM LANDSCAPED AREA BY ZONING DISTRICT	
Zoning District	Minimum % of Site Area Required to be Landscaped
Multi-Family 1, Residential (MF-1) Multi-Family 2, Residential (MF-2) Multi-Family 3, Residential (MF-3)	Ten (10) percent
Neighborhood Commercial (NC) Business Park (BP)	Fifteen (15) percent
Office (O) Office Research Park (ORP) <u>Innovation (INN)</u> Community Commercial (CC) Regional Commercial (RC)	Twenty (20) percent
Rural Residential (RR) Estate Residential ER-1) Estate Residential (ER-2) Estate Residential (ER-3) Single-Family 1, Residential (SR-1) Single-Family 2, Residential (SR-2)	Twenty-five (25) percent of front yard area
General Industrial (GI) General Industrial - A (GI-A)	Five (5) percent

C. New Single-family Residences. New single-family developments and custom homes shall provide landscaping with an automatic irrigation system for the area of the site between the street curb and the front of the structure from side property line to side property line. The landscape design should include a combination of trees, shrubs, groundcover, mulch, and hardscape, and shall emphasize water-conserving plant materials and irrigation to the greatest extent feasible.

1. Front yard landscaping shall be provided in all residential zoning districts. The minimum landscaped area should be located within the front yard setback, whenever possible, as identified in Table 3-4.
2. A minimum of one (1) street tree (24 inch-box) forty (40) feet on center (two (2) feet on private side of property) and two (2) shade trees (15-gallon) on the property shall be provided. Corner lots shall provide a minimum of three shade trees (15-gallon minimum).

Murrieta, CA Municipal Code

4. Has not met, or has violated any condition of approval:
5. It is in violation of any code, law, ordinance, or statute;
6. Is **detrimental to public health, safety, or welfare**; or
7. Constitutes a nuisance.

G. **Enforcement.**

1. Any person who cuts, damages, or moves a protected tree in violation of this chapter shall be deemed guilty of a misdemeanor and upon conviction may be punished in compliance with the applicable provisions of the municipal code.

2. Violation of this chapter during construction activity may result in an immediate stop-work order until permits are obtained along with proper mitigation procedures. (Ord. 182 § 2 (part),1997)

16.44 Standards for Specific Land Use

Sections:

16.44.010	Purpose and Applicability.
16.44.020	Adult Entertainment/Sexually Oriented Business Establishments.
16.44.030	Alcoholic Beverage Sales.
16.44.040	Animal Keeping.
16.44.050	Child Day-Care Facilities.
16.44.060	Condominium Standards.
16.44.070	Reserved.
16.44.080	Drive-In and Drive-Through Facilities.
16.44.085	Gated Communities.
16.44.090	Hotels and Motels.
16.44.100	Mixed Use Projects.
16.44.110	Office Buildings.
16.44.120	Outdoor Display and Sales Standards.
16.44.130	Outdoor Storage.
16.44.140	Recycling Facilities.
16.44.150	Residential Accessory Uses and Structures.
16.44.160	Accessory Dwelling Units.
16.44.161	<u>Employee Workforce and Student Units</u>
16.44.170	Telecommunications Facilities.
16.44.180	Vehicle Dealerships.
16.44.190	Vehicle Repair and Service.
16.44.200	Emergency Residential Shelters and Transitional Housing.
16.44.210	Bingo.
16.44.220	Non-commercial Wind Energy Conversion Systems.
16.44.230	Residential Wedding/Event Facilities in RR and ER Districts.
16.44.240	Indoor Firing Ranges.
16.44.250	Medical Marijuana Land Use Prohibition

Murrieta, CA Municipal Code

a. No setback shall be required for an existing garage that is converted to an accessory dwelling unit.

b. If an accessory dwelling unit is constructed above a garage, the required side and rear setbacks shall be a minimum of five feet from the side and rear lot lines.

H. **Accessory Dwelling Units within an Existing Space.** An accessory dwelling unit contained within an existing residence or accessory structure with independent exterior access from the existing residence and with side and rear setbacks meeting fire safety shall be allowed in single family residential zones with no additional development standards or additional parking provided that the main dwelling is in compliance with Chapter 16.34 (Off-Street Parking and Loading Standards). These are subject to size restrictions and are based on whether or not the accessory dwelling unit is attached or detached.

I. **Parking.** The accessory dwelling unit shall be provided one covered off-street parking space, in addition to that required for the main dwelling unit, in compliance with Chapter 16.34 (Off-Street Parking and Loading Standards). No off-street parking is required for the accessory dwelling unit if it meets any of the following:

1. Is within a half mile from public transit.
2. Is within an architecturally and historically significant historic district.
3. Is in an area where on-street parking permits are required, but not offered to the occupant of the accessory dwelling unit.
4. Is located within one block of a car share area.

(Ord. 537, Exhibit A (part), 2018; Ord. 482-13 § 2, 2013; Ord. 293 § 1 (part), 2004; Ord. 227 § 2 (part), 2000; Ord. 182 § 2 (part), 1997)

16.44.161 Employee Workforce and Student Units.

Employee Workforce and Student Units shall be developed in accordance with section 16.13 (Innovation Districts).

16.44.170 Telecommunications Facilities.

This section establishes standards for the development and operation of telecommunications facilities including satellite dishes and wireless communications facilities. Satellite dishes are a permitted use in residential, commercial, and industrial zoning districts in compliance with Article II (Zoning Districts and Allowable Land Uses) subject to regulations in Section 16.44.170A. Wireless communications facilities may not be permitted with a conditional use permit subject to the regulations in Section 16.44.170B.

A. **Satellite Dishes.** Satellite dishes, including portable units, shall be designed, installed and maintained in compliance with the Federal Communications Commission (FCC) and the California Public Utilities Commission (CPUC) regulations and in compliance with this section. Satellite dishes with a maximum diameter of one meter are not regulated by this chapter.

1. **Plans.** Plans for satellite dishes shall be submitted with each application for a building permit, and shall include a site plan and elevation drawings indicating the color, diameter, foundation details, height, landscaping, setbacks and method(s) of screening.

2. **Painting.** The dishes and any supporting structure shall be painted a single, neutral, nonglossy color (e.g., earth-tones, gray, black, etc.).

Murrieta, CA Municipal Code

living room of not less than 220 square feet of floor area. An additional 100 square feet of floor area shall be provided for each occupant of such unit in excess of two. The unit shall be provided with a separate closet. The unit shall be provided with a kitchen sink, cooking appliance and refrigeration facilities, each having a clear working space of not less than 30 inches in front. Light and ventilation conforming to this code shall be provided. The unit shall be provided with a separate bathroom containing a water closet, lavatory and bathtub or shower.

Electronics and Equipment Manufacturing (Land Use). Establishments engaged in manufacturing machinery, apparatus, and supplies for the generation, storage, transmission, transformation and use of electrical energy, including:

1. Appliances such as stoves/ovens, refrigerators, freezers, laundry equipment, fans, vacuum cleaners, sewing machines;
2. Aviation instruments;
3. Electrical transmission and distribution equipment;
4. Electronic components and accessories, and semiconductors, integrated circuits, related devices;
5. Electronic instruments, components and equipment such as calculators and computers;
6. Electrical welding-apparatus;
7. Lighting and wiring equipment such as lamps and fixtures, wiring devices, vehicle lighting;
8. Industrial apparatus;
9. Industrial controls;
10. Instruments for measurement, testing, analysis and control, associated sensors and accessories;
11. Miscellaneous electrical machinery, equipment and supplies such as batteries, X-ray apparatus and tubes, electromedical and electrotherapeutic apparatus, electrical equipment for internal combustion engines;
12. Motors and generators;
13. Optical instruments and lenses;
14. Photographic equipment and supplies;
15. Pre-recorded magnetic tape;
16. Radio and television receiving equipment such as television and radio sets, phonograph records and surgical, medical and dental instruments, equipment, and supplies;
17. Surveying and drafting instruments;
18. Telephone and telegraph apparatus;
19. Transformers, switch gear and switchboards; and
20. Watches and clocks.

Does not include testing laboratories (soils, materials testing, etc.) (see "business support services"), or re-search and development facilities separate from manufacturing (see "research and development").

Emergency Shelters. Facilities for the temporary shelter and feeding of indigents or disaster victims, operated by a public or non-profit agency.

Employee Workforce and Student Units. Housing units that are associated with and supporting to facilities such as a hospitals, colleges or universities, or research and development campuses that would directly benefit from having employees and students living onsite.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Murrieta will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Murrieta Senior Planner Mr. Carl Stiehl at (951) 461-6063.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream on our website at www.rcaluc.org](#) or on channels [Frontier Fios channel 36 and AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](#), Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). **Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.**

CASE DESCRIPTION:

ZAP1098FV20 – City of Murrieta (Representative: Carl Stiehl, Senior Planner) – City of Murrieta Case Nos. GPA 2018-1751 (General Plan Amendment) with Ordinance Amendment. A City-initiated proposal to adopt an updated General Plan, including the following Elements: Land Use, Economic Development, Circulation, Infrastructure, Healthy Community, Conservation, Recreation and Open Space, Air Quality, Noise, Safety, and Housing. (The Housing Element is not being changed.) Also included are an introduction chapter and a Vision chapter. Additionally, the City proposes to add a new Innovation zone to its zoning ordinance and to amend land use designations in various areas. Some properties will be designated and zoned “Innovation.” (Airport Compatibility Zones B1, B2, C, D, and E of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

P-11
F.V
CITY-04E

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1098FV20 DATE SUBMITTED: March 17, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant City of Murrieta, Carl Stiehl, Senior Planner Phone Number 951-461-6063
Mailing Address 1 Town Square Email cstiehl@murrietaca.gov
Murrieta, CA 92562

Representative N/A Phone Number _____
Mailing Address _____ Email _____

Property Owner City of Murrieta Phone Number _____
Mailing Address _____ Email _____

LOCAL JURISDICTION AGENCY

Local Agency Name City of Murrieta Phone Number 951-461-6063
Staff Contact Carl Stiehl Email cstiehl@murrietaca.gov
Mailing Address 1 Town Square Case Type
Murrieta, CA 92562
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
Local Agency Project No GPA 2018-1751, State Clearing House Number: 2010111084
 Use Permit
 Site Plan Review/Pilot Plan
 Other

PROJECT LOCATION

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

Street Address Citywide
Assessor's Parcel No. _____ Gross Parcel Size _____
Subdivision Name _____ Nearest Airport and
Lot Number _____ distance from Air-
port _____

PROJECT DESCRIPTION

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

Existing Land Use (describe) The proposed project is a focused update of the City's 2011 General Plan. It includes a GPA, Zoning Code Amendment and Supplemental Environmental Impact Report (SEIR). The project addresses changes in State law enacted since the adoption of the 2011 General Plan, evaluation and update to the Office Research Park designation and zone, modification of key land use areas in the City, updating General Plan development projections, implementation of Vehicle Miles Traveled (VMT), an update to the Climate Action Plan (CAP),

Proposed Land Use (describe)	providing a legally defensible environmental foundation upon which discretionary actions may be evaluated, and providing an analysis in the SEIR related to possible future annexation of an area in the Eastern Municipal Water District (EMWD) that is not currently served by water.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary 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)	_____ ft.
	Height of buildings or structures (from the ground)	_____ 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)

the future of southern california
Murrieta

General Plan Update

DRAFT

**Murrieta
General Plan 2035**



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Scott Vinton, *Mayor Pro-Tem*
Jonathan Ingram, *Councilmember*
Kelly Seyarto, *Councilmember*
Christi White, *Councilmember*

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Jon Levell
, *Vice Chair*
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Joshua Knight, *Commissioner*

TRAFFIC COMMISSION

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Arne Chandler, *Commissioner*
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Ivan Holler, *Assistant City Manager*

DEVELOPMENT SERVICES DEPARTMENT

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Jarrett Ramaiya, *Planning Division, City Planner*
Carl Stiehl, *Senior Planner*
Lorie Abeles, *Executive Assistant*

CITY STAFF

Bob Moehling, <i>Director of Public Works/City Engineer</i>	Alex Anderson, <i>IS Manager</i>
Stacey Stevenson, <i>Director of Administrative Services</i>	John Anisko, <i>GIS Technician</i>
Javier Carcamo, <i>Finance Manager</i>	David Lantzer, <i>Fire Chief</i>
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Scott Agajanian, <i>Economic Development Deputy Director</i>	Tony Conrad, <i>Police Department Captain</i>
Stephanie D. Smith, <i>MMC, City Clerk</i>	Brian Stephenson, <i>Contract Traffic Engineer</i>
Brian Ambrose, <i>Senior Program Manager</i>	Rick Engineering Company
Lea Kolek, <i>Parks & Recreation Manager</i>	Barry Schultz, <i>Assistant City Attorney</i>
	Devaney Pate Morris & Cameron, LLP



Land Use Element

TBD

Economic Development Element

TBD

Circulation Element

TBD

Infrastructure Element

TBD

Healthy Community Element

TBD

Conservation Element

TBD

Recreation and Open Space Element

TBD

Air Quality Element

TBD

Noise Element

TBD

Safety Element

TBD

Housing Element

TBD



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1.1 OVERVIEW

The Murrieta General Plan is a document required by California law that provides a foundation for City policies and actions. It guides both the physical development of Murrieta and the provision of public infrastructure and services.

This General Plan places particular emphasis on economic development and keeps Murrieta in front of current policy topics, including sustainability and health. It is rooted in ten community priorities that were developed through an extensive community involvement process.

1.2 ABOUT THE GENERAL PLAN

GENERAL PLAN TOPICS

California law requires each city and county to have an adopted General Plan. State law specifies that each jurisdiction's General Plan address seven "elements," or topics: land use, circulation, housing, conservation, open space, noise, and safety. Cities are also allowed to include additional elements on matters of particular importance within that community.

The Murrieta General Plan includes the following chapters:

- **Introduction:** Purpose and contents of the General Plan, its relationship to California law, background on Murrieta, the planning process that was followed for the General Plan Update, and the community priorities that shaped the General Plan goals and policies.
- **Vision:** Context for the General Plan, including major policy initiatives behind the General Plan Update.
- **Land Use Element:** Growth, development, redevelopment, conservation, and preservation. Parameters and desired locations for land uses such as residential, commercial, industrial, civic/institutional, parks, and open space are mapped and described.
- **Economic Development Element:** Strength and diversity of the economy, jobs, retail, and revenue for public services.

- **Circulation Element:** Transportation systems within the City that provide for automobile, truck, transit, bicycle, and pedestrian movement.
- **Conservation Element:** Biological resources, cultural resources, energy resources, solid waste reduction, sustainable development, and green building.
- **Recreation and Open Space Element:** Open space and recreation opportunities including natural open spaces, linear open space, trails, and public and private recreation facilities.
- **Air Quality Element:** Air pollution and greenhouse gases.
- **Noise Element:** Noise from various sources, including transportation corridors and commercial areas.
- **Infrastructure Element:** Facilities for water, wastewater, flood control, and drainage.
- **Safety Element:** Natural and manmade hazards including seismic hazards, flood potential, hazardous materials incidents, fire hazards, transportation hazards and crime.
- **Healthy Community Element:** Ensuring a healthy community by addressing such topics as pedestrian and bicycle safety, access to nutritional foods, mental health, physical activity and environmental justice.
- **Housing Element:** The Housing Element was updated in a separate process but is part of the updated General Plan. It addresses local and regional needs for housing.

USE AND PURPOSE OF THE GENERAL PLAN

The role of each community's General Plan is to act as a constitution for development and the foundation upon which all land use decisions are to be based. Land use decisions encompass not only zoning, but also circulation, infrastructure, design, open space, and other factors. The Murrieta General Plan is a policy document to assist and guide local decision-makers. The General Plan also identifies land uses and their distribution throughout the City. To be considered consistent with the General Plan, a project must not only be consistent with the Land Use Plan, but it must also further the goals of all elements of the General Plan and must meet the intent of its goals and policies.

The General Plan is to be used by the City Council to make funding and budget recommendations and decisions. City Staff will use the General Plan to regulate building and development and to make recommendations on projects to the Planning Commission and City Council. The General Plan will also be used by residents, neighborhood groups, City Council and Commissions, and developers to understand the City's long-range plans, to evaluate land use changes, and to evaluate specific development proposals.



A General Plan is a legal document that must meet specific State requirements for content. The Murrieta General Plan meets or exceeds the requirements set forth in the *California Government Code* Section 65300 et seq. The General Plan is an integrated, internally consistent statement of the official land use policy for the City of Murrieta. The Plan addresses each issue prescribed by State law as it applies to Murrieta. The Plan contains land use and circulation maps. It also contains text that identifies goals, sets forth policies, and identifies implementation strategies.

The *California Environmental Quality Act (CEQA)* requires all local and State governmental agencies to consider the environmental consequences of projects over which they have a discretionary authority. CEQA Statutes (*Public Resources Code* Section 21065) define a project as “an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” Therefore, the City of Murrieta, as the lead agency, was required to prepare and certify an Environmental Impact Report (EIR) for the General Plan Update.

The General Plan EIR is a public document that assesses the overall environmental effects of the Plan update at a program level of detail and indicates ways to reduce or avoid possible environmental damage. The Program EIR generally analyzes the broad environmental effects of the General Plan Update, and provides a baseline, or “first tier,” against which future projects implemented under the General Plan 2035 horizon will be evaluated. Where subsequent CEQA documentation is required for a future project, the City must implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site-specific issues that cannot otherwise be addressed at a program or policy level of analysis.

The Program EIR is to be used as a companion document with the General Plan.

ADMINISTERING THE GENERAL PLAN

It is the intent of the City Council to implement this General Plan by establishing planning goals and policies based on the Plan, developing ordinances and regulations to implement the Plan, and providing the requisite staff resources. The City Council is also aware that its intention to implement this General Plan is based on the availability of funding and that some goals, policies, and programs may take longer to achieve if funds are unavailable.

Once adopted, the General Plan does not remain static. As time goes on, the City may determine that it is necessary to revise portions of the text, amend the land use map, or add policies or programs to reflect changing circumstances or philosophy.

State law provides direction on how cities can maintain the General Plan as a contemporary policy guide: it requires each planning department to report annually to the City Council on “the status of the plan and progress in its implementation” (*Government Code* Section 65400[b]). The City Council may respond to the Development Services Department review by setting goals for the coming year.



AMENDING THE GENERAL PLAN

It is necessary to periodically review, update, and revise the General Plan. State law permits General Plan amendments up to four times per year for each mandatory element (*Government Code* Section 65358[b]). Optional elements are permitted by State law (*Government Code* Section 65303), and once adopted, the optional elements carry the same legal weight as the seven mandated elements.

1.3 ABOUT MURRIETA

SETTING

The City of Murrieta is located in southwestern Riverside County, between the Santa Ana Mountains and San Jacinto Mountains, where the I-15 and I-215 Freeways meet. This scenic area with creeks, hot springs, and rolling hills has been the site of various settlements dating back to prehistoric times, and Murrieta's downtown reflects the history of the town site that was established in 1884. Incorporated in 1991 with a population of approximately 24,000, Murrieta is now home to over 100,000 people.

Surrounding communities include Menifee, Temecula, Wildomar, and unincorporated Riverside County; refer to *Exhibit 1-1, Regional Location Map*. The San Diego County border is just south of Temecula, and Orange County lies on the other side of the Santa Ana Mountains to the west.

Murrieta's "crossroads" location has made it possible for many people to live here and enjoy affordable housing, excellent schools, and "small town feeling" lifestyle while commuting to jobs elsewhere. Originally founded as a stop along the California Southern Railway, the City looks forward to an extension of the Metrolink commuter line from Corona or Perris into southwest Riverside County, and to a potential station for California's High Speed Rail that has been proposed in the vicinity of the I-15/I-215 junction.

LANDSCAPE

The City's Corporate Boundary and Sphere of Influence comprises 41.96 square miles, of which 33.61 square miles is located within the City Limits. The average elevation within the City is approximately 1,110 feet above mean sea level (AMSL).

Murrieta sits below the Santa Rosa Plateau of the Santa Ana Mountains. The Hogbacks Ridge runs through the northeastern part of the City. Other mountain ranges are visible in the distance: the San Jacinto Mountains to the east, and the Santa Margarita and Agua Tibia ranges to the south.

The two main creeks and their tributaries flowing through Murrieta are Murrieta Creek in the western portion and Warm Springs Creek to the east. Open space lines these waterways. Murrieta Hot Springs Road got its name from mineral-rich springs that once attracted travelers who sought their healing properties.



For most of the twentieth century, Murrieta was most notable for dry farming and producing grain and other agricultural products. In the 1960s, the area was known for the breeding of fine racehorses. This heritage is still reflected in the large-lot rural areas near the base of the Santa Ana Mountains and along Los Alamos Road, and in the remaining agricultural land.

By 2009, approximately one-third of the land within Murrieta's City limits was developed with residential uses. Commercial centers and business parks are located along the freeways and major streets, while industrial uses are found in the South Murrieta Business Corridor and west side of the City. Murrieta is still growing, with just over one-third of the land considered to be vacant.

HISTORY

Paleo-Indian Period. Archaeological research and tribal oral traditions in the Murrieta-Temecula area suggests that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term village complexes and habitation sites located in Murrieta, which are valuable resources. The remnants of early villages as well as the local art and ethnographic accounts provide an important record of Murrieta's early occupation by Native Americans.¹

Late Period. It is generally assumed that the Late Period began approximately AD 500 to 750, and its termination is widely accepted as AD 1769, the date of the beginning of permanent European occupation of California. The Luiseno Peoples occupied the Murrieta-Temecula area and called themselves Payomkawichum before the influx of European settlers and the Mission Period. There are also many Luiseno place names within the Murrieta area. Several village complexes were located within the City's boundaries; one that has been definitively identified by the Tribe is Qengva, which is in the southwest part of Murrieta. To the north of Qengva is 'avaa'ax, referring to the cottonwood trees along Murrieta Creek. To the east is the "The Owls' Nest" or Muula Putee, which is located on what residents know as the Hogbacks in the Los Alamos area. Flowing beside these prominent hills to the south is the Santa Gertrudis River or Totpa, a very important water source.²

Spanish and Mexican Periods. Both the San Luis Rey and the San Juan Capistrano Missions claimed the territory for cattle raising and used local vaqueros to manage their cattle herds. They likely used Los Alamos Road to travel from the Alamos grasslands to the missions. Soon after Spain lost control of Mexico and the missions closed, the entire Murrieta area was divided among three land grants: Rancho Temecula, San Jacinto Rancho, and Rancho Santa Rosa.³

American Period. As travel along the Santa Fe Trail and Southern Emigrant trails during the early American Period brought more settlers, settlement occurred along the Santa Ana and San Jacinto waterways. The Southern Pacific Railroad line from Los Angeles through the San Geronio Pass was completed in 1876. In 1883, the California Southern Railway allowed for

¹ City of Murrieta *General Plan*, June 21, 1994.

² Ibid.

³ Ibid.



travel through the Cajon Pass and down to San Diego through what is now western Riverside County.

By the late 1880s and early 1890s, there was growing discontent between Riverside and San Bernardino, its neighbor 10 miles to the north. After a series of instances in which charges were claimed about unfair use of tax monies to the benefit of the City of San Bernardino only, several people from Riverside decided to investigate the possibility of a new county. Joined by San Diego County residents in the Temecula and San Jacinto Valleys and the desert region who were tired of living so far from their county seat, they petitioned the State legislature, held an election, and on May 9, 1893 formed Riverside County.

Further developments in Riverside County included Banning and Beaumont in the San Geronimo Pass; Hemet south of San Jacinto; Moreno Valley east of Riverside; Perris, Lake Elsinore, Murrieta and Temecula along the California Southern Railroad; Palm Springs, Palm Desert, Indio and Coachella along the Southern Pacific route to Yuma; and Blythe on the Colorado River. The trains were used to transport settlers into the area, creating a period of agricultural and land development. Transportation, agriculture, and the control of water have continued to be central themes in the settlement, development, and growth of Riverside County.⁴

The Murrieta area was originally included in Mission San Luis Rey's lands as part of Rancho Temecula. After secularization, other ranchos were carved from Rancho Temecula, including the Pauba, La Laguna, and Little Temecula Ranchos. By the mid-19th century, Murrieta's land area was bisected by the Southern Emigrant Trail, which ran through western Riverside County in a similar alignment to the current I-15 Freeway. The trail, which also served as the route of the Butterfield Overland Stage, went through a major stop called "Alamos," the Spanish word for cottonwoods, located near the present-day intersection of Cherry and Jefferson Avenues in Murrieta. Another branch of the Southern Emigrant Trail veered northward from Temecula to Box Springs near present-day Moreno Valley, roughly following the present-day route of I-215 Freeway.⁵

The City of Murrieta was named after Don Juan Murrieta, a Spaniard who originally settled in the Merced region of the San Joaquin Valley. Don Juan Murrieta eventually drove his herds of sheep southward to southern California, and after bringing 100,000 sheep to southwestern Riverside County (along with several business partners), purchased 52,000 acres of the Temecula and Pauba ranchos from Vincent de Laveaga of San Francisco in 1873. Juan and his brother Ezekiel Murrieta deeded a right-of-way to the California Southern Railway in 1882 and soon thereafter announced their plans to subdivide a town called "Murrietaville" along the railroad.^{6,7}

⁴ Robinson, W.W. 1979. *Land in California*. Berkeley and Los Angeles: University of California Press.

⁵ Lech, Steve. 2004. *Along Old Roads. A History of the Portion of Southern California that Became Riverside County, 1772–1893*. Published by the Author.

⁶ Garrison, Arlean V. 1963. *My Children's Home—A History of Murrieta, California*. Published by the author.

⁷ Ibid 4.



In 1884, before they could make their plans a reality, the Murrieta brothers were bought out by the Temecula Land and Water Company, which immediately subdivided a portion of its new holdings. The subdivided lands included 14,500 lots that were generally 40 acres in size, as well as some larger tracts ranging from 200 to 4,000 acres each for large-scale agriculture.⁸ At the heart of the subdivision was the Murrieta town site, which consisted of 160 acres divided into 537 lots near the railroad depot. The original grid layout of streets included Kalmia, Juniper, and Ivy Streets which ran northeast to southwest; and Washington, Clay, and Hayes Streets, which ran northwest to southeast. The town increased rapidly during the boom years that affected many railroad-adjacent towns in southern California in the late 1880s.⁹

By 1886, the town included a post office, depot, large hotel, restaurant, two general stores, a hardware and furniture store, school, livery stable, lumber yard, butcher shop, laundry, blacksmith shop, church, newspaper called *The Era*, and two physicians. By 1890, the town had a population of 800.¹⁰ When Riverside County was formed in 1893, Murrieta was designated one of 12 original judicial townships and the 40th election precinct.¹¹



Washington Avenue, 1917. Credit: E. Hale Curran Collection.

⁸ Ibid 6.

⁹ Ibid 5.

¹⁰ Ibid 6.

¹¹ Gunther, Jane Davies. 1984. *Riverside County, California, Place Names: Their Origins and Their Stories*. Rubidoux Printing Co., Riverside, California.





Washington Avenue, 1917. From left to right, H.C. Thompson, A.K. Small, Dr. Sturgis, and Harry Thompson.

This building still stands, although the façade has changed over the years. Credit: E. Hale Curran Collection.

The Santa Fe Railroad acquired California Southern Railway after a wet winter in 1883–1884 ruined a large stretch of their newly-created railway through the Temecula Valley. The connection was reconstructed; however, their purchase was not financially profitable. After they completed a line through the San Jacinto Valley, the California Southern alignment became **somewhat redundant** as well. In 1891, after a wet winter flooded and washed out the California Southern tracks in Temecula Valley, Santa Fe drastically curtailed rail service through Murrieta. Murrieta became the end of a rail spur from Corona and not a stop along any major thoroughfare.¹² This, in addition to the broader southern California real-estate bust in the 1890s, dampened Murrieta’s growth as a town. After a short-lived attempt in the 1890s to attract “gentleman planters” to the area with an irrigation district aimed at supporting widespread groves of deciduous fruits, the area settled into a more bucolic existence.¹³ Daily train service continued into Murrieta until 1935, after automobile use had become a well-established alternative to train travel in southern California.¹⁴

¹² Ibid.

¹³ Ibid 5.

¹⁴ Ibid 6.





Murrieta Depot, 1898. Standing in front are Depot Agent O.W. Miller and his daughter Evelyn.
Credit: E. Hale Curran Collection.

After the close of the rail line in 1935, the land boom ended. By 1947, the town had an estimated population of 1,200. In that same year, the Murrieta Fire Protection District was formed. Civic accomplishments in the 1950s included a new town hall (1956) and the formation of the Murrieta Valley Chamber of Commerce (1959). In the 1960s, the area became known for the breeding of fine racehorses.

From the 1890s through the late 20th century, Murrieta's land use and local economy was largely based on dry-farming grains (barley, wheat, and oats), and Murrieta's identity was influenced by established farms of vast rolling fields of seasonal grasses. Murrieta was largely a town consisting of grain farmers who drove huge teams of horses pulling combine harvesters over the fields of the Antelope Valley, the Santa Rosa Plateau, and the Alamos district. Murrieta farmers also grew potatoes, alfalfa, vegetables, and grape vineyards, as well as orchards of olive, cherry, pear, apple, fig, and nectarine trees.¹⁵

¹⁵Alter, Ruth C., Kathleen A. Crawford, and Scott A. Moomjian. 2004. Murrieta Historical Resources Inventory Update. Prepared for the City of Murrieta by Archaeos, May 2004.





Built in 1918, the grain elevator is pictured here in 1958. It was operating until 1983 and still stands, west of downtown. Credit: E. Hale Curran Collection.

One exception to the community's dominant agricultural identity was the regionally-popular Murrieta Hot Springs. Located along present Murrieta Hot Springs Road just east of I-215, the mineral-rich springs have been used by people for thousands of years. The Luiseño called the springs Cherukanukna Hakiwuna and their extensive use of the springs is reflected in the numerous habitation sites and artifacts identified nearby. Visitors in the late 19th century determined that the springs had healing properties, and Murrieta Hot Springs became part of a rapidly growing network of Southern California destinations for health-seekers. In 1887, a Pasadena syndicate bought the hot springs, along with over a thousand acres of land. After several years of new owners, Murrieta Hot Springs was purchased by Fritz Guenther in 1902. It prospered under the family's ownership for nearly 70 years, expanding from 200 acres of ranch land and a few decrepit buildings into over 500 acres of prime resort spa, complete with



bathhouses, tiled pools, hotels, great halls, stables, gardens, and hiking trails; however, by 1969, profits declined due to laws prohibiting gambling, and affordable air travel enticed families to take their vacations elsewhere. Murrieta Hot Springs was sold again, continuing its decline over the years until the spa was closed in 1990 and the resort was auctioned off.¹⁶ Since that time, the Murrieta Hot Springs have been acquired by the Calvary Chapel Bible College, who has been restoring many of the buildings to their former glory.

City Incorporation. Renewed residential growth in Murrieta began in the 1980s with the improvement of I-15 and I-215 Freeways and subsequent migration of thousands of San Diego and Orange County residents' farther inland in search of affordable suburban housing. The 1980 Census recorded approximately 2,200 residents in Murrieta; however, by 1990, the population had soared to over 24,000 residents. This rapid residential growth between 1980 and 1990 led Murrieta to incorporate as a general law City in 1991.

Following incorporation, Murrieta started its own police department and took control of the 46-year-old Fire Protection District. The first Murrieta General Plan was adopted in 1994. The City of Murrieta established its own public library in 1998 and built a larger facility for it in 2007 in Town Square, a 34-acre site on the edge of downtown where Murrieta's City Hall, Police Department, Fire Department, Senior Center, and Library encircle a town green and amphitheater. The first building completed in Town Square was the Police Department, in 2002. Murrieta's first park intended to serve the entire City soon started taking shape, with the first phase of Los Alamos Hills Sports Park completed in 2006.

Murrieta's residential growth continued to increase the population, to approximately 44,280 people in 2000 and 85,000 in 2005. As of 2009, the City's population is estimated to be 100,714.¹⁷

PEOPLE

As described above, the City of Murrieta's total population has approximately quadrupled in size since its incorporation, from 24,334 in 1992 to 100,714 in 2009.

The largest age group for the City of Murrieta is the mature working age population of people from 35 to 64 years of age. According to 2006-2008 American Community Survey estimates, this age group comprised about 35 percent of the total population in the City. Children made up the second largest age group, with about 31 percent of Murrieta's population under 18. Residents from 18 to 34 years old made up about 25 percent of the population, representing the entry level and less experienced working age population. Older adults over 65 years old made up the smallest age group for the City of Murrieta at approximately 9 percent in 2008.

¹⁶ Ibid.

¹⁷ California Department of Finance, 2009.



The 2006-2008 American Community Survey estimated that over one-quarter of the people in Murrieta identified themselves as Hispanic or Latino, of any race. Of the remaining population, over one-half of the residents were White, between 5 and 10 percent were Asian, and 4 to 6 percent identified themselves as Black or African American. Census 2010 will provide more exact information on the age and ethnicity of Murrieta residents.

ECONOMY

In 2009, employment opportunities in Murrieta are primarily driven by local household demand for products and services. The largest employment sectors are retail trade, with large employers such as Wal-Mart and Home Depot; local government, which includes schools and the City of Murrieta; and health care, including Southwest Healthcare. Together, such local-serving businesses provide nearly 78 percent of the jobs in Murrieta in 2008.¹⁸

The remaining 22 percent of jobs in Murrieta are export-base, meaning that their products or services are demanded outside Murrieta at the regional level or beyond. This type of business brings outside dollars into the community. Large employers in this sector include American Industrial Manufacturing Service and Cryoquip, Inc.

Murrieta has an educated, skilled labor force that is not accommodated by local jobs. Instead, 87 percent of the local labor force commutes outside of Murrieta to work.¹⁹ This mismatch presents an opportunity to develop Murrieta's economic base by promoting economic diversification, particularly within the manufacturing, professional, scientific and technical, information and finance, and insurance sectors.

Economic Catalysts

A look at the surrounding regional economy indicates that Murrieta has the potential to attract firms that offer higher skilled jobs — especially due to its educated and skilled resident labor force, land use development opportunities, existing regional freeway accessibility, and plans for future transit.

Building on an existing strength, Murrieta is seeking to offer more opportunities for higher education closer to home. An extension facility of Azusa Pacific University is already located in Murrieta, and extension facilities of other institutions are found in neighboring cities. A satellite campus for California State University (CSU) San Marcos opened in Temecula through a cooperative effort by the City of Murrieta, City of Temecula, and Temecula Valley Unified School District, in which Murrieta provided a grant for tenant improvements. This cooperative effort brought the first four-year California State University to the Temecula Valley. In December 2008, the Murrieta City Council approved an 11.5-acre project called the Murrieta Education Center that is envisioned to accommodate satellite facilities for several colleges as well as a workforce development center. Located in the South Murrieta Business Corridor, the complex

¹⁸ Source: Stanley R. Hoffman Associates.

¹⁹ Ibid.



will house these facilities in two five-story buildings, with complementary retail planned for another building.

The opening of Loma Linda University Medical Center-Murrieta in 2011 is another economic catalyst as it expands the existing health care cluster. This teaching hospital will be poised for development that complements the facility.

A high-speed rail station in Murrieta, if constructed, would become a major catalyst for growth. Such a station is tentatively planned near the I-15/I-215 interchange.

1.4 2011 GENERAL PLAN UPDATE PROCESS AND COMMUNITY INPUT

In August 2009, the City entered into a contract with RBF Consulting to undertake a comprehensive General Plan Update, which culminated in the 2011 General Plan.

UNDERSTANDING MURRIETA

In this initial phase, the General Plan Team reviewed existing plans and studies, conducted site visits, and collected new data needed for the General Plan.

VISIONING PROCESS

The first phase of community participation in the General Plan Update was called “visioning” because it asked the community to help define a vision of what Murrieta should be in the future. Participation opportunities included workshops and surveys, as described below. The input received from the community through these various opportunities shaped the community priorities that are described in the Vision Chapter, and which were originally presented in the Community Vision Report.

Outreach

In January 2010, the City of Murrieta kicked off an outreach campaign to raise public awareness of the General Plan Update process and opportunities to participate. Early outreach efforts included “information centers” at City Hall and the Library, presentations to business groups, and staffed tables at local retailers (Wal-Mart) and the City’s Recreation Expo. Outreach continued throughout the process with updates to the project website, press releases, and email newsletters.



Online Survey



Residents were invited to participate in an online survey from January 8 to February 8, 2010 and describe what about Murrieta they wanted to stay the same, the challenges they felt Murrieta needs to overcome, and their hopes for Murrieta's future (Treasures, Challenges, and Visions). There were 94 responses to the visioning survey.

Workshops

Visioning workshops began with the same questions as the survey, asking for ideas on Treasures, Challenges, and Visions. Participants then worked in groups to provide further direction on the popular topics. Students at Vista Murrieta High School participated in a youth visioning workshop which engaged 48 students from grades 9-12 on January 22, 2010 and led students to create vision statements for Murrieta. This was followed by two workshops for the community at large, held at Murrieta Mesa High School on the evening of Thursday, January 28, 2010 and duplicated on the morning of Saturday, January 30, 2010. Over 60 people participated in these community workshops, suggesting objectives and action steps for several topics.



A visioning workshop was held for the rural Los Alamos area on April 13, 2010. Approximately 50 participants did a Treasures, Challenges, Visions exercise and then worked in groups to write vision statements for the Los Alamos area.

Feedback on Community Priorities

A summary of the initial visioning input was placed online and provided a detailed description of participation in the survey and workshops. In that summary, the General Plan Team distilled all input into several "community priorities" for the future of Murrieta. The public was then asked to provide feedback on these community priorities through a second online survey and a room-wide polling exercise at the land use workshop on March 27, 2010.

A *Community Vision Report* presented the ten final community priorities, a summary of visioning activities, and verbatim input from the community. The report was posted on the General Plan Update website in August 2010.



LAND USE DIRECTION

The next major phase in the planning process considered and analyzed different scenarios for land use change, with many opportunities for community input.

Before commencing work on the General Plan Update, the City Council decided on four “Focus Areas” that were targeted for land use change:

- North Murrieta Business Corridor
- Clinton Keith/Mitchell Area
- Golden Triangle North (Central Murrieta)
- South Murrieta Business Corridor

These areas included key locations along freeway corridors that are suitable for major land development and redevelopment to carry out the City Council’s economic development strategy. It also included rural residential areas north of Clinton Keith Road that are adjacent to major new development along I-215.

Through the General Plan Update process, three additional areas were identified:

- Multiple Use 3 (MU-3) – Land Use Change
- Historic Murrieta Specific Plan – Policy Input
- Los Alamos Hills – Policy Input

Community Workshops

The General Plan Team sought input on land use changes in five Focus Areas from local residents, property owners, and other stakeholders by holding a series of land use workshops from March to June 2010. A community workshop was held on March 27, 2010 in which participants worked in groups to provide general direction on land use in the five Focus Areas.

Local meetings were held in each of the Focus Areas to discuss land use in those areas. Formats of these meetings were tailored to the needs for each area. Generally, the first meeting for each area asked participants for open-ended input on land use, and a follow-up meeting presented land use alternatives for additional feedback. These meetings were held as follows:

- North Murrieta Business Corridor – March 23 and June 2, 2010
- Clinton Keith/Mitchell – March 25 and June 8, 2010
- South Murrieta Business Corridor – March 29, 2010
- Multiple Use 3 (MU-3) Area – April 22 and June 7, 2010
- Golden Triangle North – May 3 and June 10, 2010



The input received at those meetings, and submitted in writing, was summarized in the *Land Use Summary Report: Community Workshop and Land Use Area Meetings*, which was posted on the General Plan Update website in June 2010.

City Council and Planning Commission Workshops

Joint meetings of the City Council and Planning Commission were held on June 23, 2010 and July 6, 2010, so these officials could review a series of land use alternatives for five Focus Areas and provide direction to City Staff and the General Plan Team on a Recommended Land Use Alternative.

GOALS AND POLICIES / GENERAL PLAN DRAFTS

“Goals for a Healthy Murrieta” Workshop

A public workshop on October 21, 2010 had the dual purpose of obtaining direction on General Plan Update goals and hearing ideas on how Murrieta can be a healthy community. A brief presentation at the beginning of the workshop reviewed the purpose and progress of the General Plan Update. The presentation then described the relationships between the built environment and health, and provided information on health in Murrieta. Groups of participants were asked to write goals that could help the City to achieve the Community Priorities derived in the visioning process, and to suggest ways to promote health while pursuing those goals.

City Council and Planning Commission Workshops

Two joint workshops of the City Council and Planning Commission were held on November 30, 2010 and January 11, 2011 to provide a preview of the major features of the updated General Plan, in anticipation of the release of the public review draft. Presentations at these workshops reviewed some of the draft goals and policies, and introduced the concept of separating the land use map from the zoning map. Public comments were received at both workshops.

1.5 2020 FOCUSED GENERAL PLAN UPDATE PROCESS AND COMMUNITY INPUT

In 2019, the City contracted with RICK Engineering to prepare a Focused General Plan Update. Major components of the 2020 Focused General Plan Update include:

- Additions, deletions, or modifications to the 2011 General Plan goals, policies, exhibits and implementation to address changes in State law enacted since the adoption of the 2011 General Plan.
- Update of General Plan development projections to the year 2035.



- Update of the Land Use Element with a new land use designation (Innovation) and a revised mix and location of land use designations in six key areas.
- Revisions/streamlining of focus area goals, policies, text, and exhibits

New policy issues that are addressed in the 2020 Focused General Plan Update include:

- Wildfire Risks and Preparation (SB 1249),
- Climate Adaptation and Resiliency (SB 379),
- Transitions to Vehicle Miles Traveled (VMT) analysis away from Level of Service (LOS) (SB 743), and
- Environmental Justice (SB 1000).

The first public workshop (Workshop #1) was held at the Multi-Purpose Room, Vista Murrieta High School, 28251 Clinton Keith Road, Murrieta on November 17, 2018 (10 am – 1 pm).

Workshop #1 presented information on key topics including:

- Project Overview
- Land Use Planning Program
- Changes in State Law since 2011
- Climate Change
- Circulation
- Water Resources

Workshop #1 afforded opportunities for members of the public to speak with the Project Team and to provide input on the various topics presented at the workshop. Approximately 60 individuals attended workshop #1 and a great deal of feedback was received.

Members of the Project Team and City staff also provided a tent at the City's annual Festival of Trees celebration on December 1, 2018 (5 pm – 7 pm) in order to reach out to the community and discuss the Project. The Project Team presented the same materials that were included at Workshop #1 to interested members of the public that stopped by the tent.

During November and December 2018, 31 surveys were received from property owners and/or members of the public which helped the Project Team and City staff to prepare the land use plan for the following public workshop in March 2019.

The second public workshop (Workshop #2) was held at the City of Murrieta Senior Center 5 Town Square, Murrieta on Saturday, March 16, 2019 (10:00am – 1:00pm). Workshop #2 presented information on key topics including:

- Project Overview
- Project Updates on the General Plan
- The Draft General Plan Land Use Policy Map 2035
- The Notice of Preparation (NOP) for the Supplemental Environmental Impact Report (SEIR)



During Workshop #2, the Project team and City staff gave project updates, presented the draft land use plan and collected feedback from the community. Approximately 50 people attended the workshop.

1.6 COMMUNITY PRIORITIES

The ten community priorities below describe the vision that members of the public provided for the future of their community during the preparation of the 2011 General Plan. The priorities guided the goals and policies in the 2011 General Plan and the 2020 Update.

- **Sustainable Economy.** Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.
- **Transportation.** Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.
- **Infrastructure and Services.** Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.
- **Community Character.** Protect and foster a strong sense of community and safety, as well as the “small town” feeling.
- **Governance.** Promote community involvement and provide for a fiscally sound future.
- **Recreation and Culture.** Provide abundant parks and facilities for recreational activities, and cultural amenities.
- **Natural Environment.** Protect the natural beauty of the mountains, hills, and waterways.
- **Historic Downtown Murrieta.** Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.
- **Youth Amenities.** Provide ample activities for all ages of youth, and jobs for teens.
- **Rural Areas.** Preserve elements of Murrieta’s rural heritage.



SUSTAINABLE ECONOMY

Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.

Community members expressed a desire for economic development that would lead to more jobs—including high-paying jobs and jobs for teens—and fully occupied retail centers. Participants hoped to see development in Central Murrieta. They noticed local signs of the economic downturn, expressing concerns about commercial vacancies, foreclosures, and lower housing values. However, participants also considered the affordability of housing in Murrieta to be an asset.

To stimulate economic development, workshop groups suggested providing higher education, infrastructure, and incentives, as well as promoting downtown. One group felt that high-speed rail could provide an opportunity. Another group suggested constructing office buildings for large employers. Some areas of growth the groups identified were medical and bio-tech industries, “green” businesses, mixed use, and hotels. Hotel locations were suggested near the Loma Linda University Medical Center and in Central Murrieta, north of Murrieta Hot Springs Road between the 1-15 and 1-215 Freeways. Participants saw opportunities for Murrieta due to assets such as freeway access and an educated workforce.

Participants recognized the role of the City and the General Plan in directing land use and growth. They expressed the need to manage growth in order to provide adequate infrastructure and services, or to preserve certain qualities of the community that they value.

TRANSPORTATION

Improve roadway networks to reduce traffic, and provide a City-wide system of bicycle lanes and recreational trails that improve accessibility without a car.

Transportation systems are important to Murrieta residents to help them reach other regional destinations and to travel within the city. Participants said that Murrieta was conveniently located, but many would rather be able to work, shop, dine, and recreate in Murrieta instead of driving out of town.

Time spent in the car is clearly an issue for Murrieta residents, with many participants citing traffic as a concern — both on local streets and at freeway interchanges. Even teens brought up traffic as a challenge for the community. As individuals and in groups, participants suggested more connections for Clinton Keith, Diaz, Winchester, Washington, and Ynez, as well as more freeway overpasses and north/south connectivity to Temecula. Participants asked for more roads to be paved.



Community members also hoped to see a City-wide system of bicycle lanes. They sought recreational trails (including equestrian trails) that connect parks and open space, hoping that they could access these amenities without needing to drive. As discussed in the Natural Environment section above, a workshop group proposed a park with trails along the Murrieta Creek from Wildomar to Temecula. Another group echoed this group's suggestion of linking trails to Historic Downtown.

Groups discussing transportation also suggested developing other modes of transportation: Safe Routes to School, wheelchair-accessible connectivity, a trolley, golf carts in Historic Downtown, improved bus service, and rail connections to San Diego and Orange County.

INFRASTRUCTURE AND SERVICES

Improve health care within the City, and continue to provide excellent school, police, fire, library and recreation services.

Many participants considered Murrieta's school system to be a community treasure, and hoped it would continue to be strong in the future. They also valued the police and fire departments, recreation services, library, and senior center.

Health care was a concern — in particular, hospital services — and participants looked forward to the new Loma Linda University Medical Center. Participants desired more opportunities for higher education. They made suggestions for infrastructure, including facilities for water, sewer, and stormwater. Services suggested by participants included services for the homeless or near-homeless, and animal shelters.

COMMUNITY CHARACTER

Protect and foster a strong sense of community and safety, as well as the "small town" feeling.

Community members described Murrieta as safe, and placed importance on keeping it that way. Participants felt that Murrieta was great for families and wanted the community to be a safe, healthy environment for children in the future. Teens strongly valued the safety and sense of community they felt in Murrieta.

Residents expressed that Murrieta had a "small town" feel and sense of community. They valued community events and considered other people in Murrieta to be an asset.

Participants, including teens, referred to Murrieta as "clean," adding suggestions for more trees or landscaping, and image improvement. Participants expressed a desire for Murrieta to have a distinct identity.



GOVERNANCE

Promote community involvement and provide for a fiscally sound future.

Participants valued the opportunity to be involved in their community, including the General Plan Update workshops. They expressed concern about interference in Murrieta from special interests or excessive regulation from higher levels of government. Participants hoped for a fiscally sound future for Murrieta. They wanted leaders with vision, a responsive local government, communication with residents, and coordination with neighboring communities.

RECREATION AND CULTURE

Provide abundant parks and facilities for recreational activities, and cultural amenities.

Many comments related to recreation and culture. Community members value parks and outdoor activities. Suggestions for additional recreational facilities included a dog park, aquatic facility, and a skating rink. One workshop group suggested building a campground and also suggested that volunteers could contribute to recreation, for instance through an “adopt a trail” program.

Participants expressed a need for more dining and night life in Murrieta. Others hoped for more arts and culture events and facilities, such as a concert hall. One workshop group wanted to see cultural amenities that would attract residents aged 18-30.

NATURAL ENVIRONMENT

Protect the natural beauty of the mountains, hills, and waterways.

Community members value the natural beauty and clean air of Murrieta. Mountains, hills, and waterways were listed as treasures, with several calling out the Santa Rosa Plateau in particular. Participants cited open space as a treasure, and participants including youth expressed that natural areas should be retained in the future.

Participants identified that preservation would need to be balanced with development and the need to prevent flooding around waterways. Participants also identified property rights as a concern as it relates to preservation.

A workshop group that focused on open space and trails cited several benefits of quality of life, property values, sense of community, recreation, and wildlife preservation. This group suggested that connections between open space should be designed to work for people as well as for wildlife, and proposed a park with trails along the river from Wildomar to Temecula; they also suggested removing cement from the riverbed to allow groundwater recharge.

HISTORIC DOWNTOWN MURRIETA



Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.

Participants placed importance on Murrieta's historic downtown and Town Center, describing their envisioned downtown as "magical," "bustling," "prosperous," and "vibrant."

YOUTH AMENITIES

Provide ample activities for all ages of youth, and jobs for teens.

The General Plan Update Team heard directly from youth at Vista Murrieta High School, in a workshop attended by 48 students. These teens valued the schools, parks, programs and activities available in Murrieta, but felt a great need for more options in recreation, night life, and shopping. Teens wanted activities that they could do with their families, as well as with their friends. They also wanted more jobs, and opportunities to be involved in the community.

Teen participants suggested a teen night club, while a group of younger workshop participants asked for a pre-teen dance club. Another popular youth suggestion was a recreation/teen center. Teens also wished for more variety in shopping, and healthier restaurant options.

Suggestions from adults regarding youth included a teen center, activities, sports, mentoring and job skills training. Teens wrote their own vision statements for Murrieta, presented below.

Youth Vision Statements Written by Vista Murrieta High School Students – January 22, 2010

"Murrieta is a diverse community in which the inhabitants can enjoy fine dining, activities, entertainment as well as the safety and security to raise families. It is also a place with a healthy environment and thriving economy. It is well designed, efficient and aesthetically pleasing."

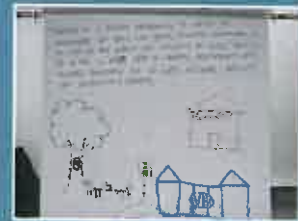
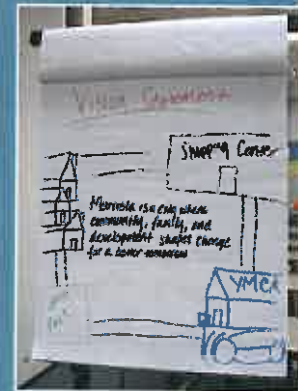
"Murrieta is still a safe place with a variety of entertainment and safe activities for families and kids to enjoy together."

"The City of Murrieta is a safe and secure place to raise families and offers outstanding education in our great school districts. It is a diverse community that offers job opportunities and entertainment for kids as well as young adults."

"Murrieta is a city where community, family, and development shapes change for a better tomorrow."

"Murrieta is a city with an emphasis on safety, education, and opportunity in order to progress into an ideal society. Youth are able to feel close to those around them in the community while having a good time. Murrieta is a place that meets the wants and needs of the people."

"Murrieta is now a community with positive family and youth recreations, where education and safety is valued and first priority. Where there is less traffic, more economical opportunities for growth, and a clean environment."



RURAL AREAS

Preserve elements of Murrieta's rural heritage.

Community members value the “small town” feel around Murrieta, although they want the preservation of rural areas to be balanced with urban growth. Participants also expressed a need for additional infrastructure in rural areas, such as roads, water, and sewer.

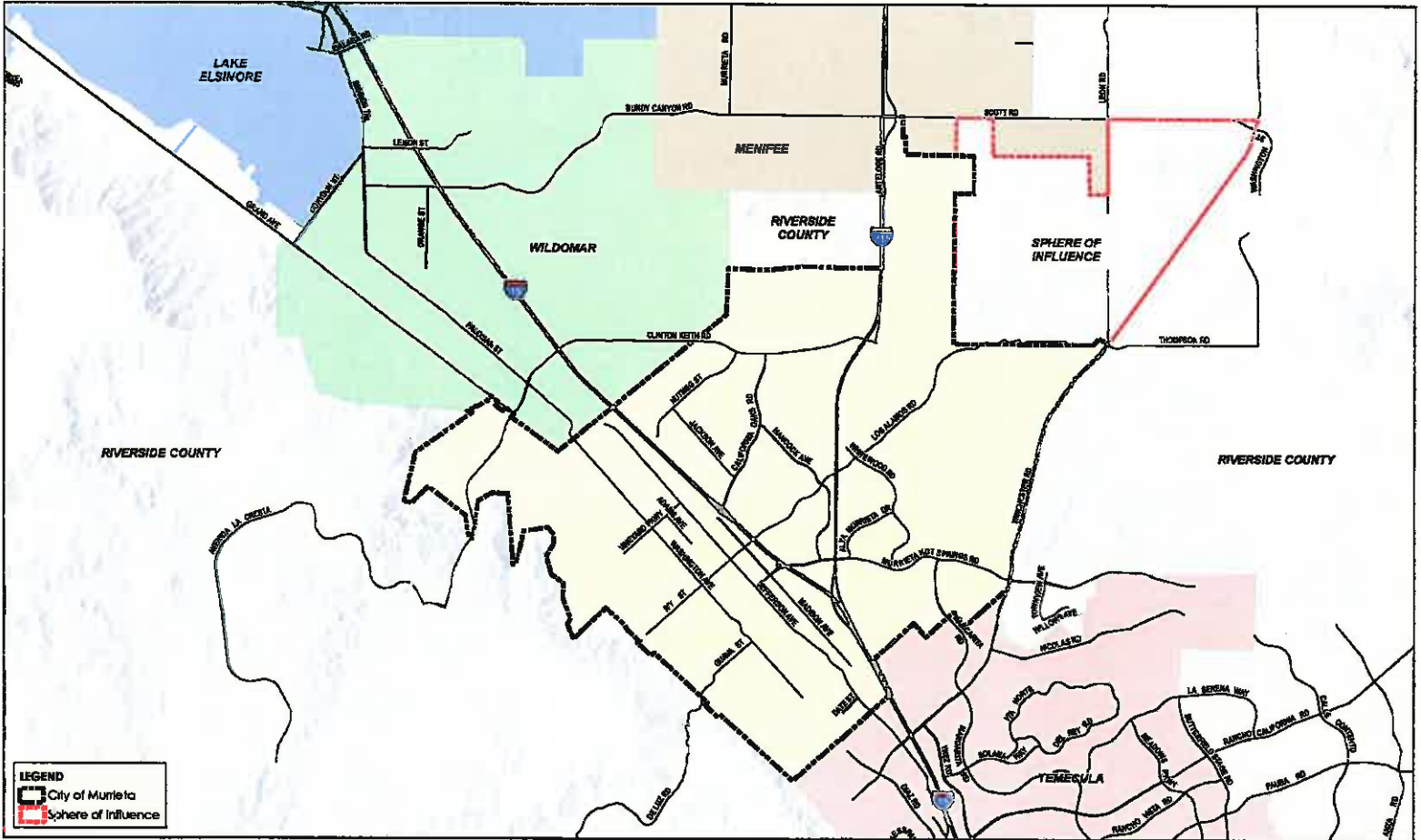
There were several different components of this “small town” character that participants valued. Some wanted a feeling of openness, space, and country landscapes. Others cited the freedom to keep animals, ride horses, and grow food—or to have more privacy.

Residents in the Los Alamos area offered visions for their neighborhood that sought these types of rural elements, as well as large lot sizes and limited regulation, while providing more urban infrastructure.

Other participants suggested maintaining a rural feel by using elements such as split-rail fences, swales instead of curbs, greenways, and trails. One workshop group suggested ensuring compatible land uses near rural and agricultural areas. A survey participant proposed a living farm museum.



Exhibit 1-1, Regional Location Map



RICK
ENGINEERING COMPANY

Scale in Feet
0 6,000 12,000
North

Date of Exhibit: 1/10/2019
ESRI World Imagery & World Transportation Basemaps

Regional Location Map
Exhibit 1-1





2.1 OVERVIEW

In 2020, the City of Murrieta completed a focused update of the Murrieta General Plan - the basic policies developed in the 2011 document that shape public and private development and the infrastructure that supports it have not been substantially changed. This General Plan Update addresses current policy issues and sets the course through 2035. The ten community priorities detailed in Section 1.6, describe the vision for the future of Murrieta.

Workshops during the 2011 and 2020 General Plan Update processes confirmed that residents value the “sense of community” and “quality of life” in Murrieta because of the advantages it offers, including:

- **Accessibility.** Murrieta is centrally located between San Diego and cities in Los Angeles and Orange Counties. In addition, Palm Springs and the desert communities are less than an hour drive from Murrieta. This provides accessibility to jobs, entertainment, and other regional attractions.
- **Educated Workforce.** Statistics show that the level of education for Murrieta residents is generally higher than other cities, with nearly 32% of its residents with a BA or advanced degree and 63% have attended college.
- **High Quality Schools.** Murrieta’s high quality schools consistently exceed the State’s exemplary mark!
- **Growing Regional Technology and Medical Hub.** Class A offices and business parks, as well as the new Loma Linda University Medical Center, support the community with resources, services, and employment.
- **Range of Housing.** Murrieta boasts a range of housing, from traditional single-family, estate and equestrian homes, to town-homes.
- **Safety.** The City of Murrieta has consistently been identified as one of the safest cities in California and the United States.
- **Quality of Life.** Close to 600 acres of parkland, miles of hiking and riding trails, Jack Nicklaus and Robert Trent Jones, Sr. designed golf courses, high-tech public library, and community events are all valued community amenities and services.

2.2 VISION 2035

A vision is an aspiration; it describes what people hope to see in the future, not necessarily what is true today. Pursuing the vision means translating broad priorities into more particular policies and actions.

Murrieta's vision is to build upon the great quality of life it currently has as a safe and family-oriented community, with top ranked K-12 schools, and recreational amenities, by capitalizing upon its community and economic strengths to be a regional employment destination for medical and technology hubs, employment centers, specialty retail, higher education, and a four-year State University. This emphasis on Economic Development marks a deliberate effort to direct investment toward building a strong economic base, a "sense of community, and great quality of life for generations to come.

EMPHASIS ON ECONOMIC DEVELOPMENT AND QUALITY OF LIFE

Murrieta's growth has largely been driven by residential development, but the 2011 and 2020 General Plan Updates mark a deliberate effort to direct investment toward building a strong economic base. Before starting the General Plan Update, the Murrieta City Council identified economic development as the City's top priority. To support that priority, the City Council established a Comprehensive Development Strategy presenting the 20-year vision that Murrieta will be a diversified business hub for Southwest Riverside County and North San Diego County.

The Economic Development Department's campaign to attract businesses and jobs has been aided by policies that provide a "business friendly" environment. The City has developed programs to streamline the permitting process, assisted developers with location, financing and fees, and encouraged entrepreneurial projects. All of these elements provide a climate of certainty to developers, which further strengthen Murrieta's reputation in being known as a city more businesses choose to locate. The Program Environmental Impact Report for the General Plan Update is another great tool, which developers can use to expedite entitlements and tier environmental documents – this also makes Murrieta a very attractive city for development.

To achieve this vision, the City seeks to encourage private sector investment in the creation of high paying jobs, income, and wealth through economic diversification. The City is focusing efforts to attract a variety of businesses, higher educational institutions, and health care facilities. A full range of quality new development will be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants.

The 2020 General Plan Update revisions continue to align City policy with this emphasis on economic development, by directing public investments in infrastructure and promoting the development of shovel-ready sites. It targets key locations in its north and south freeway corridors for changes in land use and zoning that support the development of medical, educational, commercial, and business clusters. These key locations include the areas around the Loma Linda University Medical Center-Murrieta and the Murrieta Education Center as the economic catalysts.



Economic development is strongly linked to overall quality of life and two other major themes of the General Plan Update: sustainability and becoming a healthy community. Commuting is one example of a connection between these themes. When more jobs are available closer to home, Murrieta residents can reduce the amount of time that they spend commuting. This should reduce emissions from their cars, which benefits both the environment and human health. It would also provide residents with more time to spend in healthy activities with their families, enjoying the many parks, trails, events, and amenities of Murrieta.

The Vision describes the major opportunities and policy direction behind the 2011 and 2020 General Plan Updates. It also takes into account the characteristics of this community that should be maintained, as the City grows and matures. Those characteristics help create a sense of community, and promote involvement and participation in local government, schools, and community organizations.

Sustainability is commonly defined as the ability to meet current needs without compromising the ability of future generations to meet their own needs. In other words, it involves balancing current demands with future ones, and allowing natural and human resources to maintain their productivity and abundance.

Since the natural environment is an important part of Murrieta's identity and a resource that residents value, pursuing environmental sustainability is a way to enhance one of the City's major assets. In this pursuit, Murrieta can also promote community health and provide a quality of life that drives a strong economy. Throughout the 2020 General Plan Update, goals and policies are included that reflect continuing to create a great quality of life, through sustainable qualities and a healthy community.





3.1 INTRODUCTION

The Land Use Element establishes the anticipated patterns of development activity and land use that support, implement, and enhance the City's future vision. The Land Use Element will provide the primary guidance in the way Murrieta grows and changes through 2035. It will serve as the City's primary policy guidance tool for land use decision-making and expresses the type, intensity, and distribution of land uses.

A key component of the Land Use Element is the Land Use Policy Map, which depicts the location of the permitted type and density/intensity of all land uses within the City. Other components include a summary of existing land uses in the City, quantification of 2035 buildout, and the fundamental goals and policies that provide the framework for land use planning and decision making in the City.

The following Community Priorities relate most directly to this Element:

- Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.
- Protect and foster a strong sense of community and safety, as well as the "small town" feeling.
- Preserve elements of Murrieta's rural heritage.
- Protect the natural beauty of the mountains, hills, and waterways.
- Provide abundant parks and facilities for recreational activities, and cultural amenities.

3.2 AUTHORITY FOR ELEMENT

California *Government Code* Section 65560 (a) requires that the General Plan address:

“...a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land.”

3.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

The Land Use Element is intended to enhance the community through the application of land use policies that reflects the community’s current and envisioned needs. Murrieta recognizes that the effective management of growth and change must address the key factors in order to influence the successful implementation of the community’s priorities.

GROWTH AND CHANGE

The City of Murrieta’s General Plan includes both the incorporated City Limits and the Sphere of Influence. The Planning Area is comprised of 26,852 acres (41.96 square miles) of which 21,511 acres (33.61 square miles) is located within the City Limits and 5,341 acres (8.34 square miles) is located within the City’s Sphere of Influence. The County of Riverside is currently responsible for the administration of land use decisions within the Sphere of Influence.

Table 3-1, Existing Land Use Summary, provides a breakdown of existing land uses on the ground by use type for the year 2009 and the percentage of area for each use within the City.

SPECIFIC PLANS

Prior to the incorporation of the City, the County of Riverside utilized Specific Plans to guide growth for large tracts of land in Murrieta. Subsequent to the City’s incorporation, Specific Plans continued to be a useful tool in guiding development policy in the City of Murrieta. As of January 2011, the City of Murrieta has 12 adopted Specific Plans within its jurisdiction, as shown on *Exhibit 3-1, Specific Plans*, which illustrates the location and currently approved buildout for each specific plan.



**Table 3-1
Existing Land Use Summary¹**

Land Use	Acres	Percent of Area
Single-Family Residential	6,560.08	30.50
Multiple-Family Residential	238.35	1.11
Mobile Home	1,036.26	4.82
Commercial Retail	612.15	2.85
Commercial Restaurant	28.66	0.13
Commercial Recreational	20.57	0.10
Commercial Office	127.04	0.59
Commercial Hotel/Motel	1.90	0.01
Commercial	32.64	0.15
Industrial	254.11	1.18
Public/Institutional	229.26	1.07
Parks and Recreation/Open Space	148.53	0.69
Golf Course	518.83	2.41
Miscellaneous (easements, etc.)	41.38	0.19
Cemetery	9.84	0.05
Agricultural	1,011.09	4.70
Vacant	7,291.23	33.90
Roads	3,348.69	15.57
TOTAL CITY ONLY	21,510.60	100.00
Sphere of Influence	5,340.95	
TOTAL WITH SPHERE OF INFLUENCE	26,851.55	

Notes:

¹ Existing Land Use summary based upon available Riverside County Tax Assessor Data, 2009. Uses defined utilized county land use codes and represent a general description of the existing type of use on a parcel. Does not include the Sphere of Influence.



Specific Plan 276 (The Triangle)

Specific Plan 276 was adopted on October 30, 1990 by the County of Riverside and is known as the Triangle Specific Plan. The Specific Plan is located generally east of the I-15 Freeway, west of the I-215 Freeway, and south of Murrieta Hot Springs Road.

Specific Plan 276 (The Triangle) proposes a plan for a 1,767,914 square foot regional shopping center/mall, comprised of retail, office, restaurant, entertainment, and hotel uses on approximately 64 acres (refer to *Table 3-2, Specific Plan 276 (The Triangle)*). The Specific Plan proposes development of the area within three phases and envisions a Regional Mall on approximately 51.5 acres containing eight major anchor tenants, a food court, multi-screen cinema complex, and smaller retail shops. The remainder of the site is proposed to include eight free-standing building pads with restaurants, retail shops, office space, hotel, and financial services. The Specific Plan includes development standards, including Commercial Design Guidelines.

Table 3-2
Specific Plan 276 (The Triangle)

Land Use	Acres	Square Feet
Regional Commercial	51.5	1,566,714
Office/Retail	2.9	90,000
Restaurant	3.0	11,200
Hotel	4.5	90,000
Retail	1.6	10,000
TOTAL	63.5	1,767,914

Copper Canyon Specific Plan (SPM 9)

The Copper Canyon Specific Plan was adopted on April 26, 1996. The Specific Plan is comprised of 579 acres located in the western portion of the City, adjacent to the City's western City limit. The Copper Canyon Specific Plan proposes development of a mixed-use master planned community with up to 1,027 dwelling units on 291.5 acres, 14.1 acres of neighborhood commercial uses, 18.8 acres of recreational park areas, 55.0 acres of natural open space, and 17.2 acres of roadways. A 167.3-acre 18-hole golf course and 5.1 acre golf clubhouse are also proposed along with a conference center. The golf course and clubhouse have not been constructed. Refer to *Table 3-3, Copper Canyon Specific Plan*.



Table 3-3
Copper Canyon Specific Plan

Land Use	Acres	Dwelling Units
Single-Family Residential	291.5	1,027
Neighborhood Commercial	14.1	
Recreational Park	18.8	
Natural Open Space	55.0	
Roadways	17.2	
Golf Course (Not Built)	167.3	
Golf Clubhouse/Conference Center (Not Built)	5.1	
TOTAL	579.0	1,027

Creekside Village Specific Plan (SPM 15)

The Creekside Village Specific Plan was adopted in May 2002 and amended in August 2003. The Specific Plan consists of approximately 145 acres located east of the I-215 Freeway and south of Murrieta Hot Springs Road and its intersection with Whitewood Road. The Specific Plan proposes 500 residential units on 97.74 acres, 10.03 acres for an elementary school, 19.28 acres of natural creek and related vegetation, 4.43 acres for greenways/village green, and 13.64 acres for roadways and runoff treatment basins (refer to *Table 3-4, Creekside Village Specific Plan*). The Specific Plan includes four potential alternatives with Alternative 3 allowing up to 780 residential units and an elementary school. The Specific Plan includes land use regulations and design standards for the area. Alternative 4 is the final negotiated plan, based upon settlement of a lawsuit and court approved agreement.

Table 3-4
Creekside Village Specific Plan

Land Use	Acres	Lot Size (sf)	Dwelling Units
Single-Family Residential	13.33	7,200	50
Single-Family Residential	29.82	6,000	170
Single-Family Residential	20.25	5,500	110
Single-Family Residential	34.34	5,000	170
Elementary School ¹	10.03		
Greenways/Village Green	4.82		
Open Space (Creek & Buffer)	19.28		
Collector/Major Road ROW	6.49		
Landscaped Slope Banks	4.43		
Runoff Treatment Basins	2.33		
TOTAL	145.12		500
sf = square feet			
Notes:			
¹ Replacing the elementary school with residential lots adds 50 lots for a total of 550 lots.			



Golden City Specific Plan (SPM 5)

The Golden City Specific Plan was originally adopted in November 1996. Substantial Conformance No. 1 was approved in June 1999. Amendment No 1. was approved in September 2008 to allow 42 acres for a professional office park district. The Golden City Specific Plan is located in the northern portion of the City. It is generally located east of Antelope Road and the I-215 Freeway, west of the City's Sphere of Influence, north of Baxter Road and south of Brian's Way. The Specific Plan is comprised of approximately 248 acres. The Specific Plan allows for 502 dwelling units on 148.8 acres. Non-residential uses include professional office park (42.0 acres), fire station (5.3 acres), open space (34.3 acres), neighborhood park (11.6 acres), green belts (1.5 acres), and detention basins (4.5 acres); (refer to *Table 3-5, Golden City Specific Plan*). The development guidelines provide for a Neo-traditional planned community, providing a close integration of land uses.

**Table 3-5
Golden City Specific Plan**

Land Use	Acres	Lot Size (sf)	Dwelling Units
Single-Family 1 Residential ¹	126.7	Minimum 6,000	405
Single-Family 2 Residential	22.1	Minimum 6,000	97
Professional Office Park	42.0		
Fire Station	5.3		
Open Space	34.3		
Neighborhood Park	11.6		
Greenbelts	1.5		
Detention Basins	4.5		
TOTAL	248		502
Notes:			
¹ Includes 10 acres for a school site.			
Reflects development potential per Substantial Conformance No. 1 (99-047) and Amendment No. 1 (2008).			

Greer Ranch Specific Plan (SPM 2)

The Greer Ranch Specific Plan was adopted in September 1995. The Greer Ranch Specific Plan area consists of approximately 555 acres located along the northerly boundary of the City, north of Clinton Keith Road and west of the I-215 Freeway. The Specific Plan area is characterized by two valleys created by three northeast to southwest trending ridgelines.

The Specific Plan permits 688 residential dwelling units in 12 planning areas, ranging from gross densities of 0.5 dwelling units per acre (du/ac) to 3.8 du/ac. The residential development area is approximately 333.1 acres (60 percent) of the site. Approximately 196.8 acres (35.5 percent) of the site would be maintained as open space, predominately comprised of natural areas. Approximately 17.9 acres (3.2 percent) of the site would be developed for recreational use, including a 4.3 acre private Community Center for the residents of Greer Ranch and a



13.6-acre public Neighborhood Park. The remaining 7.2 acres (1.3 percent) would serve the circulation system. Refer to *Table 3-6, Greer Ranch Specific Plan*.

The purpose of the Greer Ranch Specific Plan is to provide a set of master plans, guidelines, regulations, and implementation programs for guiding and ensuring the orderly development of Greer Ranch.

**Table 3-6
Greer Ranch Specific Plan**

Land Use	Acres	Dwelling Unit/ Acre Range	Dwelling Units
Medium High Residential	32.6	6.0	165
Medium Residential	163.3	4.0 – 5.0	610
Low Residential	96.1	1.0	50
Open Space	221.9		
Neighborhood Park	14.0		
Community Center	6.4		
TOTAL	550.0		825

**Downtown Murrieta Specific Plan
(SPM 8)**

The **Historic Murrieta Specific Plan**, predecessor to the Downtown Murrieta Specific Plan, was adopted in October 2000, amended in February 2003 and March 2017, when it was renamed. The Downtown Murrieta Specific Plan consists of approximately 252 acres bounded by Kalmia Street on the north, Ivy Street on the south, Hayes Avenue on the west and Jefferson Avenue on the east. The Specific Plan area is essentially the original "Murrieta Town Site" subdivided by the Temecula Land and Water Company in 1884. The Specific Plan establishes policy direction to guide future development within Downtown Murrieta.



The Downtown Murrieta Specific Plan has guided streetscape improvements and other projects aimed at creating a vital downtown area.

The Specific Plan includes six land use designations/zones: Rural Residential, Residential – Single Family 1, Residential – Single Family 2, Multi-family, Mixed-use, and Civic/Institutional.

Site development standards and land use regulations are provided for each land use designation/zone. Site design and architectural design guidelines and a streetscape plan with text and illustrations provide an overall vision for Downtown Murrieta. At buildout, the Downtown Murrieta Specific Plan would allow for 1,566 residential dwelling units and 1,229,000 square feet of non-residential uses. Refer to *Table 3-7, Downtown Murrieta Specific Plan*.



**Table 3-7
Downtown Murrieta Specific Plan**

Land Use	Acres	Dwelling Unit/ Acre Range	Dwelling Units	Square Feet
Rural Residential (RR)	16.2	Up to 0.5	8	
Residential - Single-Family 1 (RS-1)	37.1	Up to 5	74	
Residential - Single-Family 2 (RS-2)	23.9	Up to 10 ¹	96	
Residential - Multi-Family (RMF)	45.1	18 to 30	812	
Civic/Institutional (C)	58			279,000
Mixed Use	60	Up to 24	576	950,000 ²
Floodway	12.5			
TOTAL	252.8		1,566	1,229,000

¹ Density up to 15 dwelling units may be granted for Single-Family Attached housing projects.

² Assumes 300,000 SF of commercial and 650,000 SF of office.

Murrieta Highlands Specific Plan (SPM 1)

The Murrieta Highlands Specific Plan was originally adopted in October 1995. Substantial Conformance No. 1 was approved in July 1999. The Specific Plan area is comprised of 419 acres generally located north of Brian’s Way and Keller Road, east of Antelope Road and the I-215 Freeway, west of Pitman Lane, and south of Scott Road and rural residential land uses. The Specific Plan provides for 1,167 dwelling units on 277.5 acres and 67.3 acres of commercial uses. Additional uses include an elementary school (12.6 acres), neighborhood parks (22.5 acres), multi-purpose greenbelt (11.9 acres), and open space (27.2 acres); refer to *Table 3-8, Murrieta Highlands Specific Plan*. The development plan emphasizes a pedestrian-oriented environment with recreational uses that are within walking distances inside the community.

**Table 3-8
Murrieta Highlands Specific Plan**

Land Use	Acres	Lot Size (sf)	Dwelling Units
Single-Family Residential	281.4	6,000	872
Single-Family Residential	59.1	7,000	295
Commercial	67.3		
Elementary School	12.6		
Neighborhood Park #1 (East)	12.3		
Neighborhood Park (West)	10.2		
Multi-Purpose Greenbelt	11.9		
Open Space Natural Resource (Knoll)	7.0		
Open Space #2 (Buffer)	20.1		
TOTAL	419.0		1,167

Note: Reflects development potential per Substantial Conformance No. 1.



Murrieta Oaks Specific Plan (SPM 10)

The Murrieta Oaks Specific Plan was adopted on June 20, 2000. The Specific Plan is comprised of approximately 259.6 acres located in the area between the I-15 Freeway and the I-215 Freeway, north of Los Alamos Road, with Clinton Keith Road crossing the site at the northern edge. The Specific Plan proposes residential, open space, and recreational uses, as well as the potential for an elementary school. The land use plan proposes a cluster development to maintain significant natural features, such as the ridgeline, steep hillside areas, and drainage courses. Without an elementary school, four residential neighborhoods would contain up to 600 dwelling units. With an elementary school the four residential neighborhoods would accommodate up to 560 dwelling units. The elementary school would be located on 10.0 acres. The natural system would consist of 76.02 acres designated for natural hillside, conserved creek open space, and the natural hillside is not in slope bank, but subject to fuel modification. Modified open space would consist of 33.58 acres and include a neighborhood park (5.13 acres), landscaped slope banks, and a trail system with picnic/rest areas, and fuel modification areas. The remaining area would consist of roadways. Refer to [Table 3-9, Murrieta Oaks Specific Plan](#).

Table 3-9
Murrieta Oaks Specific Plan

Land Use	Acres	Dwelling Units
Single-Family Residential	140.00	560
Elementary School	10.00	
Parks and Recreation	5.13	
Natural Open Space	104.47	
TOTAL	259.60	560

Murrieta Springs Specific Plan (SP 309)

The Murrieta Springs Specific Plan was adopted in June 2002. The 697-acre Murrieta Springs Specific Plan is located east of the I-215 Freeway, adjacent to the western edge of Winchester Road, north and west of Borel Road and west of the French Valley Airport Road entrance. The Specific Plan area was annexed into the City of Murrieta in July 2002. The Specific Plan proposes a master-planned community, primarily composed of residential, open space, commercial, an elementary school and recreation land uses. The Specific Plan allows for a maximum of 2,202 dwelling units on 415.3 acres, an elementary school of 12.7 acres, two active park sites totaling 22.7 acres, 209.6 acres of open space, 9.4 acres of commercial uses, 27.3 acres of primary roadways, and 5.23 acres of expanded landscape parkways (refer to [Table 3-10, Murrieta Springs Specific Plan](#)). The Specific Plan includes land use development standards and design guidelines for the area.



**Table 3-10
Murrieta Springs Specific Plan**

Land Use	Acres	Density	Dwelling Units	Square Feet
Medium Residential	232.7	4.2 du/ac	967	
Medium High Residential	146.1	5.8 du/ac	854	
High Residential	36.5	10.4 du/ac	381	
Commercial	9.4			108,900 ¹
School	12.7			
Parks	22.7			
Natural Open Space	209.6			
Project Roads	27.3			
TOTAL	697.0		2,202	108,900

du/ac = dwelling unit per acre
 Notes:
¹ Assumes a 0.25 Floor Area Ratio.

Santa Rosa Highlands Specific Plan (SPM 20)

The Plaza de Murrieta Specific Plan was adopted in September 2007 and is now called the Santa Rosa Highlands Specific Plan. The Specific Plan is located on approximately 52.25 acres at the northeast corner of Jefferson Avenue and Lemon Street. The Santa Rosa Highlands Specific Plan proposes a mixed-use master planned community within five planning areas with up to 95 single family detached units on 17.70 acres, 140 Townhome-1 residential units on 14.08 acres, 68 Townhome-2 residential units and 19 live/work residential units on 6.07 acres specifically designed to accommodate home-based businesses, and a Village Commercial center on 7.66 acres. Within the center of the community, a 1.50 Central Park is proposed with opportunities for active and passive recreational uses. The remaining acreage would consist of pocket parks, landscaped paseos, and roadways. Refer to *Table 3-11, Santa Rosa Highlands Specific Plan*.

**Table 3-11
Santa Rosa Highlands Specific Plan**

Land Use	Acres	Density (DU/AC)	Dwelling Units	Square Feet
Single-Family Detached Residential	17.70	5.4	95	
Townhome 1 Residential	14.08	9.9	140	
Townhome 2 Live/Work Residential	6.07	14.3	87	
Village Commercial	7.66			84,000
Open Space	4.03			
Circulation	2.71			
TOTAL	52.25		322	84,000



The Specific Plan includes a Pedestrian Connectivity Plan with a system of extensively landscaped paseos, sidewalks, and pedestrian pathways to facilitate walking throughout the area. The Specific Plan encourages an “Urban Village” for the commercial component of the site with a “Main Street” design concept. The Specific Plan establishes planning standards, architecture design guidelines for each planning area, and site design guidelines for the various land uses to promote a consistent and compatible development with a “French Cottage” style.

The Vineyard Specific Plan (SP 215)

The Vineyard Specific Plan was originally approved in February 1988 and then revised and certified complete in September 1988. Since then, four substantial conformances to the Specific Plan have been approved to facilitate minor modifications to planning area boundaries, to relocate uses within the planning area, and to facilitate minor modifications to the alignment of Kalmia Street, while remaining consistent with the intent of the approved Specific Plan.

The Specific Plan is located in the western portion of the City, adjacent to the City’s western City limit. The Vineyard Specific Plan consists of approximately 521 acres and allows for a maximum of 1,306 dwelling units on 332.5 acres. Approximately 171.7 acres of open space would be maintained, including 155.6 acres of passive open space and 16.1 acres of active park. Neighborhood commercial uses would be located on 4.8 acres. Refer to [Table 3-12, The Vineyard Specific Plan](#). Development standards and design guidelines, including community elements, architectural guidelines, and landscape guidelines are identified in the Specific Plan.

Table 3-12
The Vineyard Specific Plan

Land Use	Acres	Lot Size (sf)	Dwelling Units
Single-Family Residential	332.5	Minimum 7,200	1,306
Neighborhood Commercial	4.8		
Roads	12.0		
Recreation/Park	16.1		
Open Space	155.6		
TOTAL	521.0		1,306

Note: Reflects development potential per Substantial Conformance No. 4.



Specific Plan 310

Specific Plan 310 was adopted in December 2001 and amended in December 2004. The purpose of the Specific Plan is to delineate a mixed-use residential development plan encompassing approximately 1,734.5 acres located in the Winchester area of unincorporated Riverside County. Approximately 160 acres of the 1,734.5 acres are within the Murrieta Sphere of Influence.

The land use concept creates a community with a historic California theme comprised of up to 4,186 residential units located within three distinct villages focused around a championship 18-hole golf course integrated into natural habitat/open space and uniquely themed, pedestrian-oriented mixed-use core areas. The Specific Plan identifies 37 planning areas supplemented by greenbelts and roadways. Overall the Specific Plan allows for 4,186 residential dwelling units on 768 acres, including 1,096 dwelling units within the residential portion of the Mixed-Use designation; 200.8 acres of Mixed Use; 142.4 acres of commercial uses, including 11.4 acres of Commercial within the Mixed Use area; 147.7 acres of commercial recreation; and 463.1 acres of Open Space/Recreation/School uses (refer to *Table 3-13, Specific Plan 310*). The Specific Plan includes planning standards and design guidelines for the area.

**Table 3-13
Specific Plan 310**

Land Use	Acres	Density Range	Dwelling Units
Mixed Use	200.8	6	1,096
Commercial Recreation	172.6		
Commercial	42.4		
Medium High Density Residential	291.9	6	1,593
Medium Density Residential	342.6	4	1,261
Low Density Residential	129.8	2	236
Paseo*/Greenbelt**	39.0		
Open Space	93.5		
Golf	218.6		
Parks***	47.6		
Schools (2 Elementary, 1 Middle)	44.0		
Circulation	108.2		
TOTAL	1,734.6	2.41	4,186
Notes:			
* San Diego Aqueduct Paseo (28.0 acres)			
** Within planning areas (11.0 acres)			
*** Includes two mini-parks (10.0 acres)			



REGIONAL PLANNING CONSIDERATIONS

The City of Murrieta collaborates with a number of Federal, State and local authorities to implement regional, State and Federal mandates.

Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (*MSHCP* or Plan) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on Conservation of species and their associated Habitats in Western Riverside County. This Plan is one of several large, multi-jurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. Large-scale HCP planning efforts have been completed in San Diego and Orange Counties. The *MSHCP* will allow Riverside County (hereafter, the County) and its Cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the State and Federal Endangered Species Acts.

Murrieta is a Permittee under the *Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)*, and as such, has existing conservation agreements and also sets aside land parcels within the City as Conservation Land to meet the land acquisition goals of the *MSHCP*. The conceptual conservation scenario for the *MSHCP* Reserve Area is based on existing public lands, undeveloped land (Core Areas), and identified potential Linkages between the Core Areas.

Warm Springs and Murrieta Creeks are important natural features within the City that are protected for their biotic and aesthetic value; they offer wetland resources and allow for wildlife migration. These features are included in the *MSHCP* as potential Linkages between Core Areas.

For discussion and planning purposes, the Core Areas and Linkages are grouped into Area Plans and Subunits, as shown in *Exhibit 8-3, MSHCP Area Plans and Subunits*, in the Conservation Element. The *MSHCP* identifies the following Biological Issues and Considerations for the Subunits within the City and the Sphere of Influence:

- **Murrieta Creek (SU1) and Santa Rosa Plateau (SU6).** Maintain habitat function as riparian and aquatic species live-in habitat and large mammal movement linkage.
- **French Valley/Lower Sedco Hills (SU5) and Warm Springs Creek/French Valley (SCM1).** Maintain habitat Core for narrow endemic plants (saline/alkali and clay), Quino checkerspot butterfly, Riverside fairy shrimp, Los Angeles pocket mouse, western pond turtle, and habitat linkages through the City limits (east-west and north-south) for wildlife movement and plant dispersal.



Airport Land Use Considerations – French Valley Airport

Per the California State Aeronautics Act (*Public Utility Code Sections 21670 et. seq.*), the Riverside County Airport Land Use Commission (RCALUC) has two primary functions: 1) prepare and adopt an airport land use compatibility plan, and 2) review the plans, regulations, and other actions of local agencies and airport operations with the land use compatibility plan. On October 14, 2004, the RCALUC adopted the *Riverside County Airport Land Use Compatibility Plan*.

The RCALUC is concerned only with the potential impacts related to: 1) exposure to aircraft noise, 2) land use safety with respect to people on the ground and occupants of aircraft, 3) protection of airport airspace, and 4) general concerns related to aircraft overflights.

The RCALUC reviews major land use actions (refer to pages 2-6 and 2-7 of *Compatibility Plan*):

- 1) Actions affecting land uses within any compatibility zone.
- 2) Proposed non-aviation development of airport property if such development has not been previously included in an airport master plan or community general plan review by the RCALUC.
- 3) Any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site.
- 4) Any other proposed land use action, as determined by the local planning agency, requiring review by the RCALUC.

Portions of Murrieta are located within Compatibility Zones B1, C, D, and E, as well as the Height Review Overlay Zone (refer to *Exhibit 3-2, French Valley Airport Compatibility Zones*).

A Master Plan for the French Valley Airport was adopted by the Riverside County Board of Supervisors on September 28, 2010 and is reflected in a 2011 amendment to the Riverside County Airport Compatibility Plan. The primary objective of the French Valley Airport Master Plan Study is to develop and maintain a financially feasible long-term development program that will satisfy aviation demand and be compatible with community development, other transportation modes, and the environment. The accomplishment of this objective requires the evaluation of the existing airport and a determination of what actions should be taken to maintain an adequate, safe, and reliable airport facility to meet the air transportation needs of the area. The completed Master Plan provides an outline of the necessary development and gives responsible officials advance notice of future needs to aid in planning, scheduling, and budgeting. Specific objectives of the French Valley Airport Master Plan are:

- To determine the projected aviation demand and identify the facilities necessary to accommodate the demand.
- To determine projected needs of airport users for the next 20 years by which to support airport development alternatives.
- To evaluate the current and future airport design standards.



- To recommend improvements that will enhance the airport's safety and capacity to the maximum extent possible.
- To identify a suitable airport traffic control tower (ATCT) location.
- To establish a development schedule and a program for proposed improvements.
- To prioritize the airport capital improvement program.
- To prepare a new airport layout plan (ALP) in accordance with the Federal Aviation Administration (FAA) and the California Department of Transportation (CALTRANS) guidelines.

SPHERE OF INFLUENCE

The Sphere of Influence area is comprised of 5,341 acres east of the City's boundary, generally located south of Scott Road, west of Winchester Road (SR-79) and north of Clinton Keith Road/Los Alamos Road. The area includes:

- 2,516 acres currently pre-zoned Rural Residential (RR)
- 1,955 acres pre-zoned Estate Residential 2 (ER-2)
- 108 acres pre-zoned Single-Family 1 (SF-1) Residential
- 149 acres pre-zoned Business Park (BP)
- 40 acres pre-zoned Community Commercial (CC)
- 175 acres pre-zoned Specific Plan (SP)

To preserve agricultural uses, the Williamson Act established an agricultural preserve contract procedure by which counties or cities within California can tax landowners at a lower rate, in return for a guarantee that these properties will remain under agricultural production for a period of 10 years.

According to the California Department of Conservation, approximately 58 acres of Williamson Act encumbered acreage are located outside of the City boundary within the Sphere of Influence, as shown in *Exhibit 8-5, Williamson Act Farmland (2006)*, in the Conservation Element. None of these contracts are in non-renewal status with the State of California.

FOCUS AREAS

As noted in Chapter 2, Vision, prior to commencing the 2011 General Plan Update, the Murrieta City Council identified economic development as the City's top priority. To support that priority, the City Council established a Comprehensive Development Strategy presenting the 20-year vision that Murrieta will be a diversified business hub for Southwest Riverside County and North San Diego County. To achieve this vision, the City seeks to encourage private sector investment in the creation of high paying jobs, income, and wealth through economic diversification. The City is focusing efforts to attract a variety of businesses, higher educational institutions, and health care facilities. A full range of quality new development was part of the



2011 General Plan Update, including retail centers, corporate/technology parks, hotels, and upscale restaurants.

To compliment the economic development vision, the City Council identified four areas in the City for potential land use reevaluation as part of the 2011 General Plan Update, primarily along the I-15 and I-215 Freeway corridors: North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), and South Murrieta Business Corridor. Through the 2011 General Plan Update process, three additional areas were identified: Multiple Use 3 (MU-3), Historic Murrieta Specific Plan, and Los Alamos Hills. These areas have been referred to as "Focus Areas" throughout the 2011 General Plan Update process as shown on [*Exhibit 3-3, General Plan 2035 Focus Areas*](#). A brief discussion of the location and background for each Focus Area is provided below.

Since the 2011 General Plan Update, City staff have heard from property owners and/or members of the public that it has been difficult to develop in some portions of the Focus Areas. The 2020 General Plan Update includes a new land use designation (Innovation) and a revised mix and location of land use designations that in many instances overlap with the Focus Area boundaries. The 2020 General Plan Update's revisions help to support growth within the Focus Areas. In an effort to address these changes and streamline the 2020 General Plan, the policies of the individual Focus Areas have been incorporated into other goals of the Land Use Element.

North Murrieta Business Corridor

LOCATION

The North Murrieta Business Corridor encompasses approximately 816 acres and is located on the east side of the I-215 Freeway and extending to the eastern city-limit boundary, north of Clinton Keith Road, and generally south of Scott Road (but mostly south of Keller Road).

BACKGROUND

The areas generally include vacant, underutilized, or rural residential properties. The catalysts for reevaluating the land uses as part of the 2011 General Plan Update are the construction of the new Loma Linda University Medical Center and the desire to create a medical corridor and a high technology/office/research employment center, along with commercial uses that support business and employment needs, such as restaurants or hotels.

Clinton Keith/Mitchell

LOCATION

The Clinton Keith/Mitchell area encompasses approximately 280 acres, and is located west of the I-215 Freeway, north of Clinton Keith Road, and south of the Greer Ranch development.

BACKGROUND

The area is developed with large-lot single-family homes and retail uses, including a regional commercial shopping center, and can be generally characterized as rural residential in nature. The catalyst for reevaluating the land uses as part of the 2011 General Plan Update is the



encroachment of development surrounding the area and the impact of that development on the rural lifestyle.

Golden Triangle North (Central Murrieta)

LOCATION

The Golden Triangle North (Central Murrieta) area encompasses approximately 218 acres, and is an area located between the I-15 and I-215 Freeways, south of Los Alamos Road and generally north of Murrieta Hot Springs Road.

BACKGROUND

The catalysts for reevaluating the land uses as part of the 2011 General Plan Update are the Crossroads Corporate Center and the Rancho Springs Medical Center. Portions of this area have been developed, but the remainder is vacant or occupied with single-family homes or small businesses on the properties.

South Murrieta Business Corridor

LOCATION

The South Murrieta Business Corridor is located west of the I-15 Freeway, extending to Adams Avenue to the west and south of Murrieta Hot Springs Road to the southern City boundary.

BACKGROUND

The catalyst for reevaluating the land uses as part of the 2011 General Plan Update is the Murrieta Education Center, which introduces Class A office buildings to the area. Properties considered for land use changes are primarily vacant or underutilized. As part of the 2020 General Plan Update, South Murrieta Business Corridor was expanded to account for changes in the 2035 Land Use Policy Plan.

Multiple Use 3 (MU-3)

LOCATION

The MU-3 area encompasses approximately 201 acres, and is primarily located on the west of the I-15 Freeway.

BACKGROUND

This area is developed with both commercial and multi-family uses, and most of the area is presently developed.

The catalyst for reevaluating the land uses as part of the 2011 General Plan Update is the past interpretations of how this designation has or should be developed; these interpretations has resulted in parcels with 100 percent commercial or 100 percent multi-family developed on individual parcels, as opposed to a true mix of multiple uses on a parcel.

Land uses considered for the developed areas are consistent with actual uses. There are a number of parcels that are vacant, single-family residential, underdeveloped, or a combination



of single-family and commercial businesses. Land uses considered for those parcels are intended to be compatible with existing development.

Downtown Murrieta Specific Plan

LOCATION

The Downtown Murrieta Specific Plan Area is the historic core of the City. Bounded by Kalmia Street to the north, Ivy Street to the south, Hayes Avenue to the west and Jefferson Avenue to the east, the area encompasses approximately 252 acres.

BACKGROUND

The Historic Murrieta Specific Plan, predecessor to the Downtown Murrieta Specific Plan, was adopted in October 2000, amended in February 2003 and in March 2017, when it was renamed.

The area was originally part of Juan Murrieta's Rancho and was purchased by the Temecula Land and Water Company in 1884, when the land was subdivided into a variety of individual lots. Over the years, the land was developed with a range of residential and commercial uses. The predominant use in the area remained residential, with the majority of development activity occurring around Clay Street's Fountain House Hotel and the railroad station. Commercial development began to characterize Washington Avenue at the turn of the 20th century. Today, Washington Avenue and the entire Historic Murrieta are reminiscent of the City's past, with a mixture of historic commercial and residential buildings.

Today, the City has accomplished a number of goals for Historic Murrieta. A Civic Center, Police Station, Community Library and Senior Center are flourishing. Renewed pride, investment are evidenced by many new and successful businesses.

Los Alamos Hills

LOCATION

The Los Alamos Hills area is generally bounded by Clinton Keith Road on the north, Whitewood Road on the west, the Northstar Ranch and Hunter's Ridge developments on the south, and Winchester Road on the east.

BACKGROUND

The Los Alamos Hills area has an important history within the Murrieta community. It has long been a unique area in the City in which to live a rural lifestyle and enjoy the natural resources within the area. The eastern portion of the Los Alamos Hills area is located close to future Commercial and Business Park developments and Winchester Road. These uses are not entirely compatible with the existing rural lifestyle west of Warm Springs Creek, therefore, future land use transitions east of Warm Springs Creek may be considered. The Los Alamos Hills area has a variety of street classifications within and abutting its boundary, and is dependent upon small rural streets for internal circulation.

HISTORY OF LOS ALAMOS HILLS



Los Alamos Area During the Native American Period. Historic archaeological research suggests that the Murrieta-Temecula area has been occupied for perhaps thousands of years as evidenced by long-term prehistoric sites and carvings in local rocks and boulders. The Luiseño Peoples entered into the area sometime after 1500 and settled at various sites along streams throughout the area.

The Payomkawichum, as they were called prior to the Mission era, were a hunting and gathering people. Toatwi was a settlement located near Los Alamos Road and Winchester Road. Native Americans valued sites along streams and trails, as well as near large boulders and trees and atop hills such as the Hogbacks.

Los Alamos and the Early European Settlers. During the Spanish-Mexican period in the early 1800s, the area was used for cattle grazing in support of the missions at San Luis Rey and San Juan Capistrano. The Los Alamos Road was a likely route from the grasslands to the missions. The area later became part of the Rancho San Jacinto.

Following the gold rush, American and European settlers came into the area searching for mining claims, grazing land and homesteads. By 1883, the railroad made it possible to export grain and hay and more settlers arrived to plant nuts, olives, alfalfa, oats, wheat and barley.

Recent History of Los Alamos. The Los Alamos focus area contributed to the agricultural prosperity of the area, and got its name from the Los Alamos Road and Alamos School. This one-room school was built in the late 1890s, and taught farmers' children (and others) until 1969. The Alamos School has been relocated to Lake Skinner Regional Park and is now being used as a museum.



Los Alamos Road has a rural character in eastern Murrieta.

Los Alamos Road is the last rural road in Murrieta. For many years, Los Alamos Road unified the farm community and served families bringing their grains and produce to Winchester and the region. The original Los Alamos Road includes a portion renamed Thompson Road to honor the Thompson Family. Resources of historical significance in the Los Alamos focus area include the 19th century farmsteads - James Place, Hind Ranch and Garringer Place.

After the close of the railroad in 1935, the local land boom was over. Active agriculture production continued in the Los Alamos area through the 1950s. The last small-scale farming operation in the area was specialty seed production, which operated on the Gentry property until 2003.



3.4 KEY CONCEPTS FOR THE GENERAL PLAN

CITYWIDE BALANCE OF LAND USES

The City of Murrieta has experienced rapid growth with the majority of the growth being single family residential development. As a result of this growth, Murrieta is perceived as lacking an equitable distribution of residential, commercial, and public uses to provide convenient accessibility by all Murrieta residents.

The City seeks to provide an equitable and functional distribution of private and public enterprise including a range of housing types, access to retail and service uses, parks and civic facilities and local employment opportunities. To achieve this, the City seeks to provide for a more effective land use policy that expands and enhances community-wide access to jobs and services.

With considerable potential for growth due to available vacant land within the community, it is anticipated that Murrieta will continue to provide growth opportunities well into the future.

LAND USE AND TRANSPORTATION

With the implementation of the Global Warming Solutions Act of 2008 (AB 32) and SB 375, Murrieta is mandated by the State of California to address the linkages between land use, transportation and climate change. On a regional level, SB 375 will be implemented by the Southern California Association of Governments (SCAG) through the Sustainable Communities Strategy (SCS). On a local level, the City must examine the balance between land uses to meet the needs of a diverse community and examine opportunities to reduce vehicle miles traveled (VMT) and to increase access alternative transportation.

The Land Use Element provides opportunities to effectively designate land for retail and services that can be utilized by nearby residential uses. Additionally, employment-generating land uses provide opportunities for residents of Murrieta to work within the community where they live. Local access to jobs and services will also enhance the City's ability to effectively reduce vehicle miles traveled.

ECONOMIC DEVELOPMENT AND JOB CREATION

To support this priority during the 2011 General Plan Update, the City Council established a Comprehensive Development Strategy presenting a vision that Murrieta will be a diversified business hub for Southwest Riverside County and North San Diego County.

To achieve this vision, the City seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth through economic diversification. The City is focusing its efforts to attract a variety of businesses, higher educational institutions, and health care facilities. A full range of quality new development will be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants.





Shown here under construction in 2010, Loma Linda University Medical Center-Murrieta is a catalyst for growth in the North Murrieta Business

healthy community. Commuting is one example of a connection between these themes. When there are more jobs available closer to home, Murrieta residents can reduce the amount of time that they spend commuting. This should reduce emissions from their cars, which benefits both the environment and human health. It would also provide residents with more time to spend in healthy activities with their families.

The General Plan and particularly the Land Use Element, seeks to align City policy with this emphasis on economic development, by directing public investments in infrastructure and promoting the development of shovel-ready sites. It targets key locations for changes in land use and zoning that support the development of medical, educational, commercial, and business clusters. These key locations include the areas around Loma Linda University Medical Center-Murrieta and the Murrieta Education Center.

Economic development is strongly linked to two other major themes of the General Plan: sustainability, and becoming a

MIXED USE

The General Plan will include provisions that will allow the development of mixed use. “Mixed Use” involves greater use of developments that blend residential, commercial, industrial, or civic/institutional uses. By combining complementary uses, mixed use projects bring energy and vitality to areas during both daytime and after-work hours. Mixed use areas offer the opportunity for symbiotic developments that benefit both residents and the businesses operating within them. In addition, mixed use allows the advantage of flexibility of design to take full advantage of market shifts and land use trends. The General Plan will allow both vertical and horizontal mixed use.

TRANSIT AND TRANSIT-ORIENTED DEVELOPMENT

There is the potential for alternative transportation modes, including light rail and/or high speed rail, to have systems and potential stations in Murrieta in the future. The General Plan acknowledges this potential and intends to establish the policy framework should the systems and the potential for development around stations become a reality.

Transit-oriented development (TOD) or transit village is a district with frequent public transit, taller buildings, a mix of commercial and residential, and a lot of people walking. In a transit village decisions about density, building heights, street design, sidewalk widths, crosswalks, flow of traffic and parking are made with the intent of encouraging people to walk and use public transit rather than giving priority to cars. The basic idea behind a transit village is that for buses, light rail and subways to be convenient for riders, they must run frequently. In order to run



frequently, they need to have a lot of passengers going to the same place. Higher density areas have more destinations, drawing more passengers and therefore making more frequent transit economically feasible for the transit agency and more convenient for the people using it. A transit village is not a one-size-fits-all model for development, but rather a way of coordinating local land use and transportation planning to reinforce each other.

3.5 DESCRIPTION OF THE LAND USE PLAN

California State law requires General Plans to define land use designations, standards to measure density/intensity of land use, and provide a diagram to identify the physical location of each land use. The Land Use Plan is the primary guidance for implementing the General Plan through zoning. *Table 3-14, General Plan 2035 Land Use Distribution*, lists each general plan land use designation, the acreage of that use in the City, and the percentage of that use in the City.

**Table 3-14
General Plan 2035 Land Use Distribution**

Land Use Designation	Acres	Percent of City
Large Lot Residential	2,927.44	13.61%
Single-Family Residential	6,215.73	28.90%
Multiple-Family Residential	758.03	3.52%
Innovation	520.79	2.42%
Commercial	1,279.26	5.95%
Office and Research Park	516.91	2.40%
Business Park	717.35	3.33%
Industrial	185.47	0.86%
Civic and Institutional	1,064.81	4.95%
Parks and Open Space	3,824.14	17.78%
Mixed Use	59.68	0.28%
Roads	3,441.07	16.00%
TOTAL CITY ONLY	21,510.68	100.00%
Sphere of Influence ¹	5,340.95	
TOTAL WITH SPHERE OF INFLUENCE	26,851.63	

Notes:

¹ Sphere of Influence area is currently under County control and is provided in this table for illustrative purposes only.



MURRIETA GENERAL PLAN LAND USE DESIGNATION SYSTEM

The Land Use Element describes the intent, types, and amounts of future development that is envisioned in various locations throughout the City. The following section provides a description of each land use designation, as shown on Exhibit 3-4, General Plan 2035 Land Use Policy Map. Associated density/intensity standards and estimated buildout are provided in Table 3-15, General Plan 2035 Land Use Summary.

Residential Land Uses

Residential land uses are measured in terms of dwelling units per gross acre (du/ac). Dwelling units per gross acre define the maximum number of dwelling units that can occur on a parcel of land that is designated for residential use. The calculation of net dwelling units per acre can be determined through the application of site development and building development standards articulated in the Murrieta Development Code for all zoning classifications that are consistent with each Residential Designation described in the General Plan.

Non-Residential Land Uses

Non-Residential land uses are measured in terms of floor area ratio (FAR). FAR is the ratio **between the net floor area of a building at the total area of the legal parcel upon which it is located**. For example, a 43,560 net square foot building on a one acre lot (43,560 square feet) will result in a FAR of 1.0. FAR does not include the area within parking structures, access roadways, parking lots, or open space. Therefore, FAR is not an accurate measure of building height or site coverage, which is provided in the zoning standards for each zoning classification.



2035 PROJECTIONS

Table 3-15, General Plan 2035 Land Use Summary, presents a wider calculation of all acreage in the City and maximum potential growth for the different land use designations. The acreages of the various land uses on the General Plan 2035 Land Use Policy Map are presented, along with number of dwelling units and the amount of non-residential square footage. The values in *Table 3-15* account for buildout of any vacant or underutilized parcels and assume buildout of all land uses (as if all parcels had been developed to their maximum).

Table 3-15
General Plan 2035 Land Use Summary

Land Use Designation	Acres	Density Standard (du/ac)	Intensity Standard (FAR)	2035 Estimated Buildout	
				DU	SF
Large Lot Residential	2,927.44	0.4 - 1.0		908	
Single-Family Residential	6,215.73	1.1 - 10.0		30,146	
Multiple-Family Residential	758.03	10.1 - 30.0		14,115	
Innovation	520.79		0.6 - 2.5		7,259,396
Commercial	1,279.26		0.25 - 0.75	4	17,831,861
Office and Research Park	516.91		0.6 - 2.5	20	6,079,482
Business Park	717.35		0.4 - 0.6		9,999,285
Industrial	185.47		0.4 - 0.5		2,585,303
Civic and Institutional	1,064.81		0.5 - 1.0		1,391,494
Parks and Open Space	3,824.14				16,508
Mixed Use	59.68	30.0	1	731	1,195,844
Roads	3,441.07				
TOTAL CITY ONLY	21,510.68			45,923	46,359,173
Sphere of Influence	5,340.95				
TOTAL WITH SPHERE OF INFLUENCE	26,851.63				

Notes:

This table summarizes the General Plan buildout. Buildout calculations described in this table are estimates. du/ac = dwelling units per acre. FAR = Floor Area Ratio.



RESIDENTIAL LAND USE DESIGNATIONS

The City of Murrieta provides a range of housing types to meet the varying needs of its residents. The following residential land use designations are established for the General Plan 2035.

- **Large Lot Residential (0.1 – 1.0 du/ac).** Large Lot Residential provides for very-low density residential development on land that may have limited access to urban services. Typical development consists of single-family detached housing and accessory buildings, often with the keeping of horses and other farm animals and/or small agricultural plantings.
- **Single-Family Residential (1.1 – 10.0 du/ac).** Single-Family Residential provides for traditional single-family detached and attached housing. Typical development consists of a single-family detached home for each legal lot. The Single-Family Residential designation also provides for small lot development such as zero lot line.
- **Multiple-Family Residential (10.1 - 30 du/ac).** Multiple-Family Residential provides for attached and detached apartments and condominiums. Typical development consists of townhomes, condominiums, apartments, senior housing, and stacked flats. Multiple-Family Residential encourages the development of integrated projects that provide complementary open spaces and amenities on-site.

Base Land Use Density

The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base density for the Rural Residential category is 1 unit per acre. The base densities for the Single-Family Residential and Multiple-Family Residential categories are 10 units per acre and 30 units per acre, respectively.

Housing Affordability Bonus

The City provides for the development of affordable housing for lower-income households through its affordable housing density bonus program in accordance with State law. The specific provisions of the affordable housing density bonus program are outlined in the City's Development Code. When utilizing the affordable housing density bonus program, the allowable density is increased by up to 100 percent for senior housing and 35 percent for non-senior housing, consistent with State density bonus law, as amended.



NON-RESIDENTIAL LAND USE DESIGNATIONS

The City of Murrieta provides a range of non-residential land use designations to ensure the provision of a range of retail, civic, entertainment, service, industrial, and other job-creating land uses.

- **Commercial (0.25 – 0.75 FAR).** The Commercial designation provides for a broad mix of commercial retail, service, and office uses that serve the local and regional consumer. Typical uses include retail stores, personal services, restaurants, motor fuels, business offices, and lodging intended to meet the needs of city residents, travelers, and the daily employment population.
- **Office and Research Park (0.60 – 2.5 FAR).** The Office and Research Park designation provides for a variety of employment intensive uses such as business and medical offices, corporate headquarters, medical services, research and development, and technological advancement. Retail and service uses are limited to those that best meet the needs of the local businesses and their employees. Development will reflect the high freeway visibility of the areas and the appropriate buffering of adjacent residential areas.
- **Business Park (0.40 – 0.60 FAR).** The Business Park designation provides for employment uses, including office, research and development, educational facilities, and light manufacturing. Development should create a campus-like business or industrial park setting. Retail and service uses are typically limited to areas along major streets.
- **Innovation (0.6 – 2.5 FAR).** The Innovation designation provides for a wider variety and intensity of non-residential uses allowed elsewhere in the City with the goal of providing a cutting edge and campus-like mixed-use business setting. The Innovation designation provides for employment intensive uses such as business and medical offices, corporate headquarters, medical services, research and development, education, technological advancement, makers labs (such as people using digital tools to design new products), craftsman products (such as furniture and window design/construction), and hotels. The designation also provides for a limited amount of commercial uses for the sale of products made in facilities on-site and restaurants that support the employment and primary uses.
- **Industrial (0.40 – 0.50 FAR).** The Industrial designation provides for both indoor and outdoor employment intensive industrial uses, including product assembly, warehousing/distribution and manufacturing. The designation also provides for more intensive uses, some of which may introduce potential environmental impacts such as noise, dust and other nuisances. Impacts should be mitigated through site design and appropriate screening and buffering.
- **Civic and Institutional (0.5 – 1.0 FAR).** The Civic and Institutional designation provides for public and quasi-public uses such as hospitals, government offices, schools, museums, libraries, public safety facilities, water and sewer treatment plants, and publicly or privately owned places intended for public assembly.



MIXED USE LAND USE DESIGNATIONS

Mixed Use

This designation provides for a horizontal or vertical mix of residential and non-residential uses, and utilizes both residential density and non-residential intensity standards. Floor area ratios up to 1.0 are permitted and the base residential density is 30 units per acre.

These standards are intended to be applied separately from one another. In other words, a mixed-use designation that allows a base density of 30 du/ac and an intensity of 1.0 FAR allows for development of residential units at 30 du/ac on the same site with 1.0 FAR non-residential development. There is no equivalency calculation required.

OPEN SPACE AND RECREATION LAND USE DESIGNATIONS

The City of Murrieta provides for a variety of passive and active open space and recreational opportunities for its residents.

Parks and Open Space

The Parks and Open Space designation provides for public parks and recreational activities, private recreational facilities, and passive open space areas. The designation is intended to provide for the preservation of natural open spaces, protection of wildlife habitats, maintenance of natural and scenic resources, greenbelts, and protection from fire and other natural hazards. The designation includes facilities generally accessible to the public such as bicycle paths, pedestrian trails, swimming pools, golf courses, equestrian centers, playgrounds, picnic areas, and sports recreational facilities.



GENERAL PLAN AND ZONING CONSISTENCY

State law requires a General Plan’s land use designations to be consistent with the implementing zoning. *Table 3-16, General Plan 2035 and Zoning Consistency*, provides a summary of the General Plan 2035 and the associated zoning classifications. The City of Murrieta Development Code and Official Zoning Map will provide zoning classifications and maps that are consistent with the land use designations described in this Element.

**Table 3-16
General Plan 2035 and Zoning Consistency**

General Plan Land Use	Density/Intensity Standard	Consistent Zoning Classifications ²
Residential Land Use		
Large Lot Residential	0.1 - 1.0 du/ac	RR ER-1
Single-Family Residential	1.1 - 10.0 du/ac	ER-2 ER-3 SF-1 SF-2
Multiple-Family Residential	10.1 - 30 du/ac	MF-1 MF-2 MF-3
Non-Residential Land Use		
Commercial	0.25 - 0.75 FAR	NC CC RC
Office and Research Park	0.6 - 2.5 FAR	O ORP
Business Park	0.4 - 0.6 FAR	BP
Innovation	0.6 - 2.5 FAR	INN
Industrial	0.4 - 0.5 FAR	GI GI-A
Civic and Institutional	0.5 - 1.0 FAR	C & I
Other Land Use		
Mixed Use	1.0 FAR 30 du/ac	
Parks and Open Space	N/A	P & R O S
Sphere of Influence ¹	N/A	N/A
Notes: ¹ Sphere of Influence area is currently under County control and is provided in this table for illustrative purposes only. ² Zoning Classifications as defined in the City’s Development Code. Refer to Chapter 16 of the Murrieta Municipal Code.		



3.6 GOALS AND POLICIES

A variety of goals and policies have been established to guide the future development and redevelopment of the City of Murrieta, including those associated with the City's 10 Community Priorities described in this General Plan. The following Goals and Policies describe the general policies that will guide the implementation of the Land Use Policy Map, consistent with the density and intensity standards described in this Element. Additionally, the goals and policies described in this section supplement and reinforce goals and policies contained in other General Plan Elements and the City's Municipal Code..

BALANCING COMMUNITY CHANGE WITH THE EXISTING ENVIRONMENT

GOAL LU-1 **A complementary balance of land uses throughout the community that meets the needs of existing residents and businesses as well as anticipated growth and achieves the community's vision.**

POLICIES

- LU-1.1 Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2035 on the General Plan Land Use Policy Map (Exhibit 3-4).
- LU-1.2 Ensure future development provides for a variety of commercial, industry, and housing that serve the spectrum of incomes within the region.
- LU-1.3 Establish a range of residential density and non-residential intensities to encourage a wide range of development opportunities.
- LU-1.4 Provide for the development of complementary land uses, such as open space, recreation, civic, and service uses for all future residential and non-residential development.
- LU-1.5 Encourage a wide variety of retail and commercial services, such as restaurants, and cultural arts/entertainment, in appropriate locations.
- LU-1.6 Promote future patterns of development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.
- LU-1.7 Ensure necessary capital improvements are in place prior to new development or completed concurrently.



- LU-1.8 Ensure that fiscal impacts associated with growth and change are evaluated to ensure the City’s ability to provide vital services is not compromised.
- LU-1.9 Discourage lands designated for employment-generating uses to be converted to other uses without careful consideration of the overall economic strategy and the jobs-housing balance implications.
- LU-1.10 Apply the following provisions when cases arise regarding the location of land use designation boundaries:
 - Where land use designation boundaries follow street lines or other identifiable property or boundary lines, those lines shall be construed to be those of the land use designation boundary.
 - Where land use designation boundaries are indicated within street lines or identifiable rights-of-way or creeks, the centerline there of shall be construed to be that of the land use designation boundary.

PRESERVATION OF RURAL COMMUNITY HERITAGE

GOAL LU-2 A community that preserves its rural characteristics in appropriate locations.

POLICIES

- LU-2.1 Provide for the keeping of horses and other livestock, as well as farming or agricultural operations, on appropriate larger lot residential property to preserve the community’s heritage.
- LU-2.2 Encourage provisions for the stabling of horses, including as a commercial use, for citizens who are not able to keep horses at their residences.



NEIGHBORHOOD PRESERVATION

GOAL LU-3 Stable, well-maintained residential neighborhoods in Murrieta.

POLICIES

- LU-3.1 Maintain and enhance the character of single-family residential neighborhoods.
- LU-3.2 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, establish and/or maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.
- LU-3.3 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.
- LU-3.4 Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life.
- LU-3.5 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.

RESIDENTIAL DEVELOPMENT

GOAL LU-4 A housing stock that meets the diverse needs of Murrieta's existing and future residents.

POLICIES

- LU-4.1 Provide for housing opportunities that address the needs of those who currently live or desire to live in Murrieta.
- LU-4.2 Monitor the housing needs of the existing and future labor force and engage the business community to attract employees and new businesses to Murrieta.
- LU-4.3 Locate multiple-family housing adjacent to jobs, retail, schools, open space, public transportation, and transportation corridors.

HIGH QUALITY INDUSTRIAL AREAS



GOAL LU-5 Promotion of quality industrial development that provides local employment opportunities.

POLICIES

- LU-5.1 Support redevelopment and transition of obsolete industrial and manufacturing sites for commercial, flex-tech, and/or mixed-use development, reflective of current market demand.
- LU-5.2 Promote quality design and development practices that reduce environmental impacts.
- LU-5.3 Monitor the appearance of industrial properties to prevent areas of decline by requiring improved maintenance or rehabilitation, as necessary.

GOAL LU-6 Land use policy that encourages job retention and attraction.

POLICIES

- LU-6.1 Encourage flexibility in land use regulations to respond to requirements of new and emerging business and industry types.
- LU-6.2 Ensure land use policy is supplemented by predictable land use regulations.
- LU-6.3 Continue to implement a fast-track development program that streamlines land use approvals and the permit process for businesses that promote the City’s economic goals and policies.
- LU-6.4 Establish the North Murrieta Business Corridor as a regional center for medical services and research.
- LU-6.5 Actively seek private sector investment of high quality job creators that support and enhance the Loma Linda University Medical Center, Kaiser Permanente, and Rady Children’s Hospital.
- LU-6.6 Support the future development and expansion of the Loma Linda University Medical Center campus.
- LU-6.7 Encourage the development of “flex tech” uses in the Business Park and Industrial use areas.
- LU-6.8 Update the Development Code to limit commercial uses in the Business Park and Industrial Use areas.



- LU-6.9 Encourage the development of a job-creating center of office, research, technology, and commercial activity to complement the regional orientation of the land use plan for the area bounded by the I-15 and I-215 freeways and Murrieta Hot Springs Road.
- LU-6.10 Encourage opportunities for retail, office, and research uses to complement and serve existing uses in the North Murrieta Business Corridor Focus Area.
- LU-6.11 Revitalize private and public lands in need of redevelopment or those that are underdeveloped due to lack of public facilities and revitalization.

VITAL COMMERCIAL CENTERS

GOAL LU-7 Economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community.

POLICIES

- LU-7.1 Work with property owners of vacant commercially zoned property to develop their sites into appropriate, economically viable projects.
- LU-7.2 Encourage revitalization and enhancement of existing underperforming commercial areas through site planning and redevelopment to maximize use of existing development.
- LU-7.3 Promote physical improvement of existing retail centers.
- LU-7.4 Discourage the construction of marginal, disjointed strip center commercial development within the City.
- LU-7.5 Provide convenient freeway access for regionally-serving commercial centers to attract a regional customer base.
- LU-7.6 Focus commercial retail centers adjacent to major transportation corridors.
- LU-7.7 Look for ways to provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated commercial development.
- LU-7.8 Encourage consolidation of parking and reciprocal access agreements between adjacent business and commercial center property owners.
- LU-7.9 Encourage opportunities for complementary retail and service uses to serve local residents and the daytime employment population.



LU-7.10 Encourage a range of retail uses that serve local residents and the region.

MIXED USE AND TRANSIT-ORIENTED DEVELOPMENT

GOAL LU-8 A community that provides opportunities for mixed use and/or transit-oriented development.

POLICIES

LU-8.1 Encourage integrated development that incorporates a mix of uses (residential, commercial, office) in mixed use or transit-oriented development areas.

LU-8.2 Encourage workplace development in close proximity to residences in mixed use or transit-oriented development areas.

LU-8.3 Minimize the impacts of mixed use or transit-oriented development housing projects on single-family neighborhoods.

LU-8.4 Design mixed uses or transit-oriented development projects to:

- Create a pleasant walking environment to encourage pedestrian activity.
- Create lively streetscapes, interesting urban spaces, and attractive landscaping.
- Provide convenient shopping opportunities for residents close to their residence.
- Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.
- Use architectural elements or themes from the surrounding area, as appropriate.
- Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts.

LU-8.5 Encourage the creation of multi-modal transit opportunities with a healthy mix of businesses, childcare, senior services, and housing.

LU-8.6 Encourage higher density residential, commercial, and employment development near a future Metrolink or High Speed Rail Station, along other major public transportation routes, and at other suitable locations.

LU-8.7 Amend the Development Code to implement mixed use zoning districts that provide development standards for mixed use development, which should address minimum density and intensity requirements; allowable uses; horizontal and/or vertical mix of uses, building heights; and parking standards.



- LU-8.8 Evaluate mixed use projects to ensure that there is an adequate mix of uses on the site and in the area.
- LU-8.9 Continue to support and actively participate with the High Speed Rail Authority to plan future high-speed rail service and to address urban design, noise, and compatibility issues around the proposed Murrieta station(s).

SUSTAINABLE AND HEALTHY LAND USE PATTERNS AND URBAN DESIGN

GOAL LU-9 Land use patterns and urban design that support healthy and sustainable lifestyles and businesses.

POLICIES

- LU-9.1 Encourage human-scale urban design on the neighborhood, block, and building scale.
- LU-9.2 Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial, mixed use or transit-oriented development areas.
- LU-9.3 Encourage new neighborhoods to be built on a pedestrian-scale, within walking distance of parks, neighborhood-serving commercial areas, and other neighborhood amenities.
- LU-9.4 Differentiate between areas zoned as neighborhood commercial and community commercial, encouraging unique, pedestrian-oriented, and neighborhood-serving uses in the neighborhood commercial zone.
- LU-9.5 Promote commercial uses near residential neighborhoods that serve local residents and create neighborhood-gathering places.
- LU-9.6 Provide pedestrian-oriented urban design through creative use of site development standards.
- LU-9.7 Encourage development patterns to become more conducive to short, local, and walkable trips, which could increase opportunities for physical activity and decrease time spent driving.
- LU-9.8 Consider infill locations for higher education facilities to capitalize upon existing or create synergies with surrounding uses.



LU-9.8 Ensure adequate buffers are provided between residential and non-residential uses.

GOAL LU-10 A community that provides pedestrian-friendly environments for residential, commercial, business, and recreation uses.

POLICIES

- LU-10.1 Prepare and use design guidelines to encourage high-quality, pedestrian-oriented design that enhances the public realm.
- LU-10.2 Consider preparation and adoption of a Street Master Plan that addresses walkability and streetscape.
- LU-10.3 Consider that the development of new residential block lengths are no more than 800 feet on any one side, and no longer than 600 feet on average per side, creating a street network that enables multiple routes for pedestrians, cyclists, and vehicles through a neighborhood.
- LU-10.4 Discourage physical barriers, such as arterial streets, transit or utility rights-of-way, or very long blocks without through-streets, between and within neighborhoods and neighborhood centers. If physical barriers are unavoidable, provide safe and comfortable crossings for pedestrians and cyclists.
- LU-10.5 Update the Development Code to create walkability, and interesting and varied pedestrian environments.
- LU-10.6 Encourage new businesses to have a pedestrian-accessible main entrance that faces the street, as appropriate.
- LU-10.7 Encourage well-designed covered or structured parking instead of surface parking lots.
- LU-10.8 Encourage new surface off-street parking to be located behind or to the side of buildings, as appropriate.
- LU-10.9 Encourage ground-floor structured parking to be buffered from the pedestrian environment through strategies such as wrapping the structure with active retail uses, placing entrances off the street, and screening with landscaping or art.



COMMUNITY DESIGN

GOAL LU-11 A community that is comprehensively designed to create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity.

POLICIES

- LU-11.1 Study and determine areas in the City where rural character can be created, enhanced, or preserved.
- LU-11.2 Endeavor to establish distinctive themes and character for individual focus areas or other areas, as appropriate, within the community.
- LU-11.3 Enhance the positive qualities that give residential, commercial, and industrial areas their unique identities, while also allowing flexibility for innovative design.
- LU-11.4 Preserve the unique character and integrity of the City's traditional residential neighborhoods.
- LU-11.5 Improve the appearance and function of regional commercial centers through improved site design, landscaping, and architectural integrity.
- LU-11.6 Seek to create unique retail spaces that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable.
- LU-11.7 Prepare and implement design guidelines for special districts or areas with unique character in the City of Murrieta, as appropriate.
- LU-11.8 Develop a design palette for multiple-family and mixed use buildings.
- LU-11.9 Ensure that the design of buildings in the North Murrieta Business Corridor help to create a distinctive and cohesive look to reinforce this Focus Area as a major gateway into the City.
- LU-11.10 Ensure that the design of buildings in the South Murrieta Business Corridor help to create a distinctive and cohesive look to reinforce this Focus Area as a major gateway into the City.
- LU-11.11 Ensure that uses are designed to reflect the natural topography.
- LU-11.12 Ensure appropriate buffers are provided between Rural, Single-Family, and Multiple-Family Residential uses.



- LU-11.13 Encourage Office and Research Park uses that are complementary to the Civic Center and the Downtown Murrieta Specific Plan.

FOCUS AREAS

GOAL LU-12 A focused development and economic development strategy that emphasizes specialized land use policies within identified Focus Areas.

POLICIES

- LU-12.1 Provide for the highest level of retail and job-creating uses in areas adjacent to the I-15 and I-215 freeways. This includes the North Murrieta Business Corridor, Golden Triangle North (Central Murrieta), and South Murrieta Business Corridor Focus Areas.
- LU-12.2 Allow for Office and Research Parks and Innovation developments of a more intense nature in terms of height than other areas of the City.

RURAL CHARACTER

GOAL LU-13 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

POLICIES

- LU-13.1 Maintain the existing 2.5-acre minimum residential parcel size west of Warm Springs Creek.
- LU-13.2 Establish development standards for all new construction to ensure high quality rural development in the area west of Warm Springs Creek.
- LU-13.3 Establish unifying visual elements, such as split rail fencing, mature native trees, and well-spaced homes, as a means of distinguishing the Los Alamos Hills area as a rural historic enclave within Murrieta for the area west of Warm Springs Road.
- LU-13.4 Encourage the construction of homes and accessory structures, west of Warm Springs Creek that are compatible with surrounding residential uses and the rural character of the Los Alamos Hills area.



- LU-13.5 Consider Specific Plan land use regulations for the area west of Warm Springs Creek that allow the grouping of building sites on larger properties with steep terrain or other site constraints, while adhering to a maximum density of one dwelling unit per each 2.5 acres of lot area.
- LU-13.6 Allow the keeping of personal livestock for both commercial and non-commercial purposes pursuant to the standards in the City's Development Code, and as may be modified through a Specific Plan.
- LU-13.7 Allow commercial farms, tree crops and other agricultural uses on lots of at least 2.5 acres in size consistent with Los Alamos' long history as an agricultural community.
- LU-13.8 Allow for the creation of entry monuments that are rural in character to announce the arrival into the Los Alamos Hills area.
- LU-13.9 Discourage features such as small lots, conventional sidewalks, or conventional street lights, west of Warm Springs Creek.
- LU-13.10 Encourage the minimal use of outdoor lighting to maintain the nighttime dark sky in the rural Los Alamos Hills area.
- LU-13.11 Bring together the property owners in the Los Alamos Hills area to determine the land area to be included in a future Specific Plan.
- LU-13.12 Bring together the property owners to develop a consensus-based Specific Plan.
- LU-13.13 Encourage the Los Alamos Hills community groups, such as the Citizens for Quality of Life in Murrieta (CQLM), and property owners to work together with infrastructure providers and the City to identify infrastructure needs and costs, as well as financing options and timing for roads, road improvements, and water and sewer infrastructure, throughout the future Los Alamos Hills Specific Plan area.



LAND USE TRANSITIONS

GOAL LU-14 Appropriate land use transitions between rural land uses west of Warm Springs Creek and more intense land uses east of Warm Springs Creek.

POLICIES

LU-14.1 Consider the creation of a transitional density/intensity non-rural area to serve as a buffer area between the developments along Winchester Road and the rural residential land uses to the west of Warm Springs Creek.

NATURAL RESOURCES

GOAL LU-15 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

POLICIES

LU-15.1 Encourage the preservation of natural and visual resources within Los Alamos Hills, such as rock outcroppings and scenic views of the local hills and valleys, to the greatest degree practicable.

LU-15.2 Encourage new construction and landscape design that utilizes grading techniques to mimic the natural terrain.

LU-15.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.

LU-15.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.

LU-15.5 Encourage new development to replace or supplement with native tree species as opportunities arise.

LU-15.6 Encourage the development of a trail system within the Multiple Species Habitat Conservation Plan (MSHCP) and other open space areas that connects to a trails system within or adjacent to the existing and future street systems, including linkage through areas east of Warm Springs Creek (such as but not



limited to a transitional buffer area) to the open space corridor along Adobe Creek. Trails adjacent to streets should allow for multiple users and provide buffers between vehicles and trail users.

CIRCULATION

GOAL LU-16 A circulation system that provides adequate access for all property owners in the Los Alamos Hills area.

POLICIES

- LU-16.1 Support the development of a circulation plan and road standards for the existing and proposed road system within the Los Alamos Hills area that reflects the land uses and development intensity within a Specific Plan.
- LU-16.2 Explore the use of traffic calming measures, as appropriate.

DOWNTOWN MURRIETA SPECIFIC PLAN AREA

GOAL LU-17 Historic Murrieta as the City's cultural, civic and community center.

POLICIES

- LU-17.1 Preserve and enhance the historic Murrieta area as the governmental and cultural focal point of the City.
- LU-17.2 Continue the expansion of a traditional town development pattern with a grid street design and urban land use intensities to support a pedestrian-oriented environment.
- LU-17.3 Encourage the location of civic, institutional, office uses, and other job-creating uses in downtown Murrieta. Supportive commercial activities and residential development should be encouraged.
- LU-17.4 Encourage the development of community amenities such as libraries, museums, galleries, theaters, and other cultural activities within downtown Murrieta area.
- LU-17.5 Encourage a broader mix of uses, including entertainment, along Washington Street, while maintaining the small-town character.
- LU-17.6 Encourage mixed-use development projects within downtown Murrieta that create a pedestrian style living environment and encourage use of mass transit.



- LU-17.7 Update the Downtown Murrieta Specific Plan as necessary to enable the area to serve its functional role, and to carry forward a program of infrastructure development.

INTERAGENCY COORDINATION

GOAL LU-18 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

POLICIES

- LU-18.1 Provide a strong role in the development of regional planning efforts by ensuring local land use issues are adequately addressed at the regional level.
- LU-18.2 Establish a strong role in the implementation of Proposition 1A with the California High Speed Rail Authority (CHSRA).
- LU-18.3 Continue coordination with the California Department of Transportation (Caltrans) related to the local impacts of change and development of the I-15 and I-215 Freeways as well as other local transportation routes and areas of influence under the jurisdiction of Caltrans.
- LU-18.4 Continue coordination with the Riverside County Transportation Commission (RCTC) to ensure regional and sub-regional transportation efforts reflect Murrieta’s unique attributes.
- LU-18.5 Comply with procedures and programs of the County of Riverside and the Local Agency Formation Commission for future annexations.
- LU-18.6 Consider the future annexation of the Sphere of Influence area.
- LU-18.7 Seek out the formation of multi-jurisdictional partnerships with local, State, and Federal agencies and/or private interests. The City shall cooperate with the Riverside County Flood Control and Water Conservation District (RCFCWCD), Army Corps of Engineers, and the Riverside County Board of Supervisors in the development of waterways, tributaries, detention basins, and watershed management.
- LU-18.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:



- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a “hazard” by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

- LU-18.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.
- LU-18.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.
- LU-18.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.
- LU-18.12 Require new development in compatibility zones that is 10 acres or larger in area shall incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

DEVELOPMENT IN ADJACENT JURISDICTIONS

GOAL LU-19 The City understands that development on lands adjacent to the City’s corporate boundary can profoundly affect Murrieta residents and businesses.

POLICIES

- LU-19.1 Cooperate with other jurisdictions in developing compatible land uses on lands adjacent to, or near, the City’s corporate boundaries to minimize significant



impacts and potentially benefit residents, businesses, and/or infrastructure systems in Murrieta.

- LU-19.2 Monitor planning and environmental assessments for development projects in adjacent jurisdictions and participate in public hearings for the projects.

CODE ENFORCEMENT

GOAL LU-20 The quality and character of the City is preserved and enhanced by compliance with relevant codes and regulations.

POLICIES

- LU-20.1 Review the Development Code and determine which sections are outdated to meet current trends, regulations, adopted community visions, and the General Plan 2035 land use designations, and revise as necessary.
- LU-20.2 Provide equitable, consistent, and effective code enforcement services that resolve complaints citywide, addressing quality of life issues that come from poorly maintained properties.
- LU-20.3 Ensure adequate staffing for Code Enforcement to maintain and streamline enforcement efforts.
- LU-20.4 Provide public education about property maintenance and Development Code requirements.

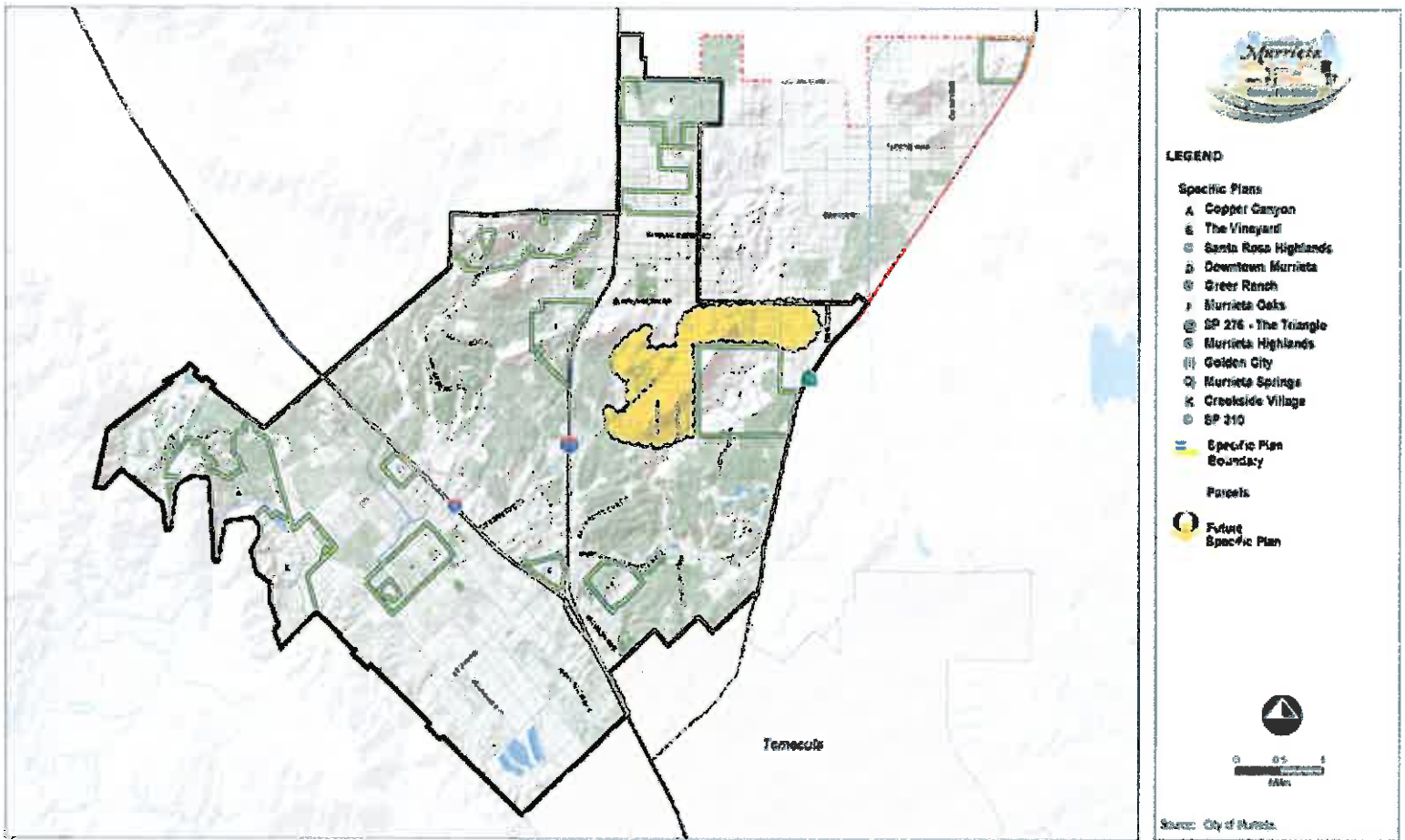
3.7 IMPLEMENTATION OF THE ELEMENT

Future development and redevelopment within Murrieta will primarily be guided by individual decisions by private property owners. In certain instances, implementation of the Land Use Element will require the coordination of federal, state and regional planning bodies. Water Management, Public Safety, Airport safety and other related planning considerations will require coordination and compliance with mandates established by other agencies.

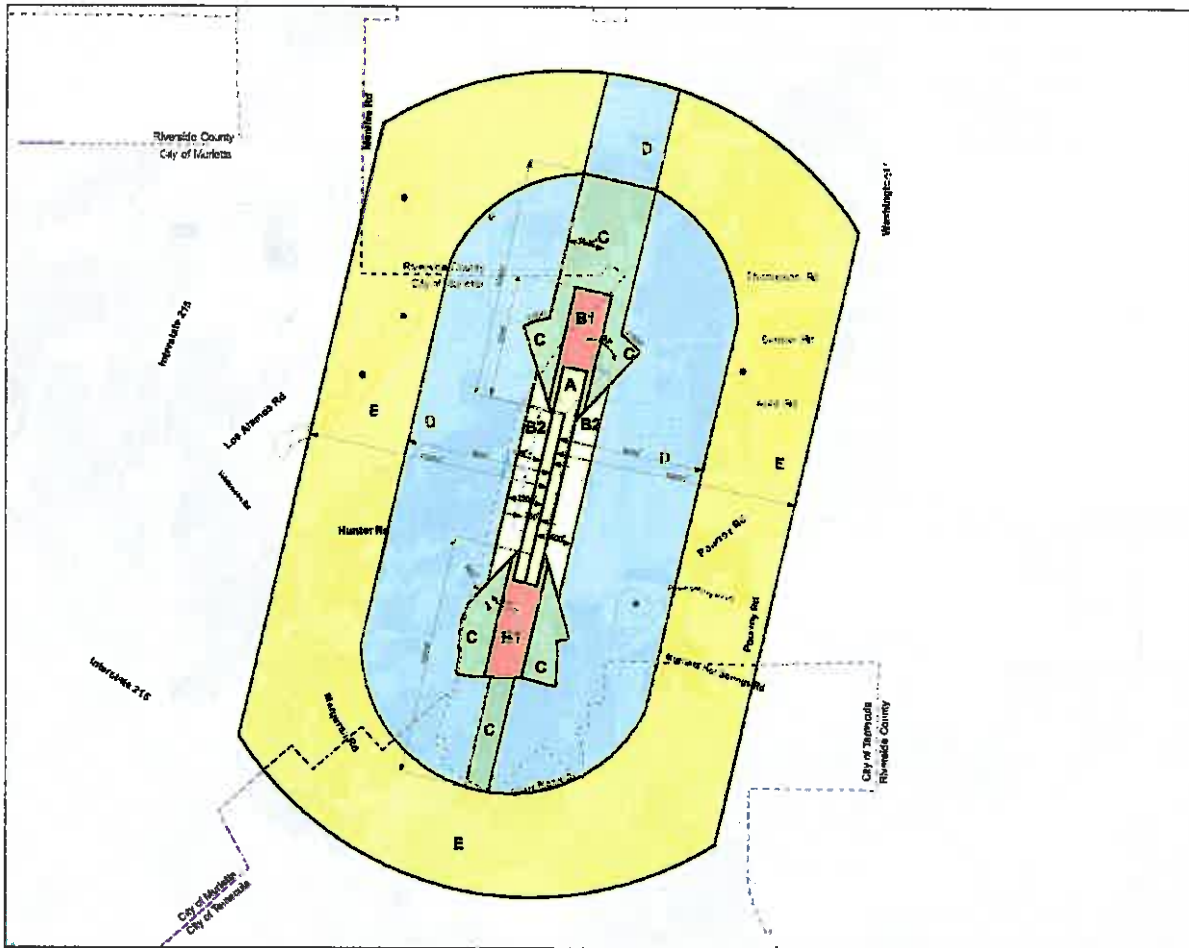

The City's Development Code is the primary tool for implementing the General Plan, providing regulating standards, identification of permitted uses, and other regulations that support the proper implementation of the General Plan Land Use Element. The Development Code establishes and manages the use and design of future development by providing detailed descriptions for the use of property and site development standards (e.g., building heights and setbacks, parking standards, etc.) Subsequent to the adoption of the General Plan, the Development Code shall be amended to ensure consistency with the policies described in the Land Use Element.



Insert Exhibit 3-1 Specific Plan Areas



Insert Exhibit 3-2 French Valley Airport Compatibility Zones

LEGEND

Compatibility Zones

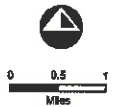
- Airport Influence Area Boundary
- Zone A (Runway Protection Zone and Within Building Restriction Line)
- Zone B1 (Inner Approach/Departure Zone)
- Zone B2 (Adjacent to Runway)
- Zone C (Extended Approach/Departure Zone)
- Zone D (Primary Traffic Patterns and Runway Buffer Area)
- Zone E (Other Airport Environs)
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

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



SOURCE: RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN POLICY DOCUMENT, APRIL 2010.

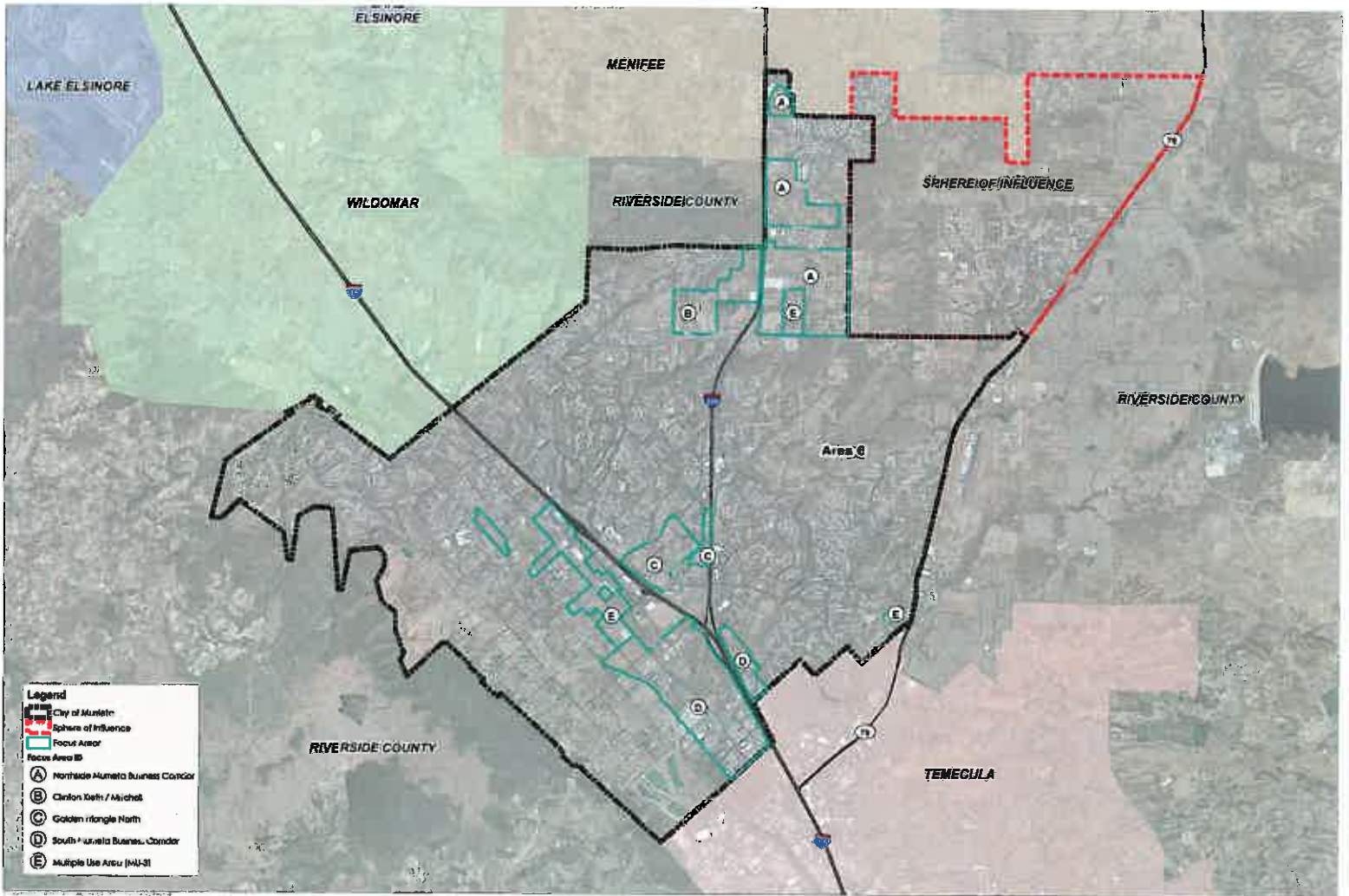


French Valley Airport Compatibility Zones
Exhibit 3-2



Chapter 3 Land Use Element

Exhibit 3-3 General Plan 2035 Focus Areas



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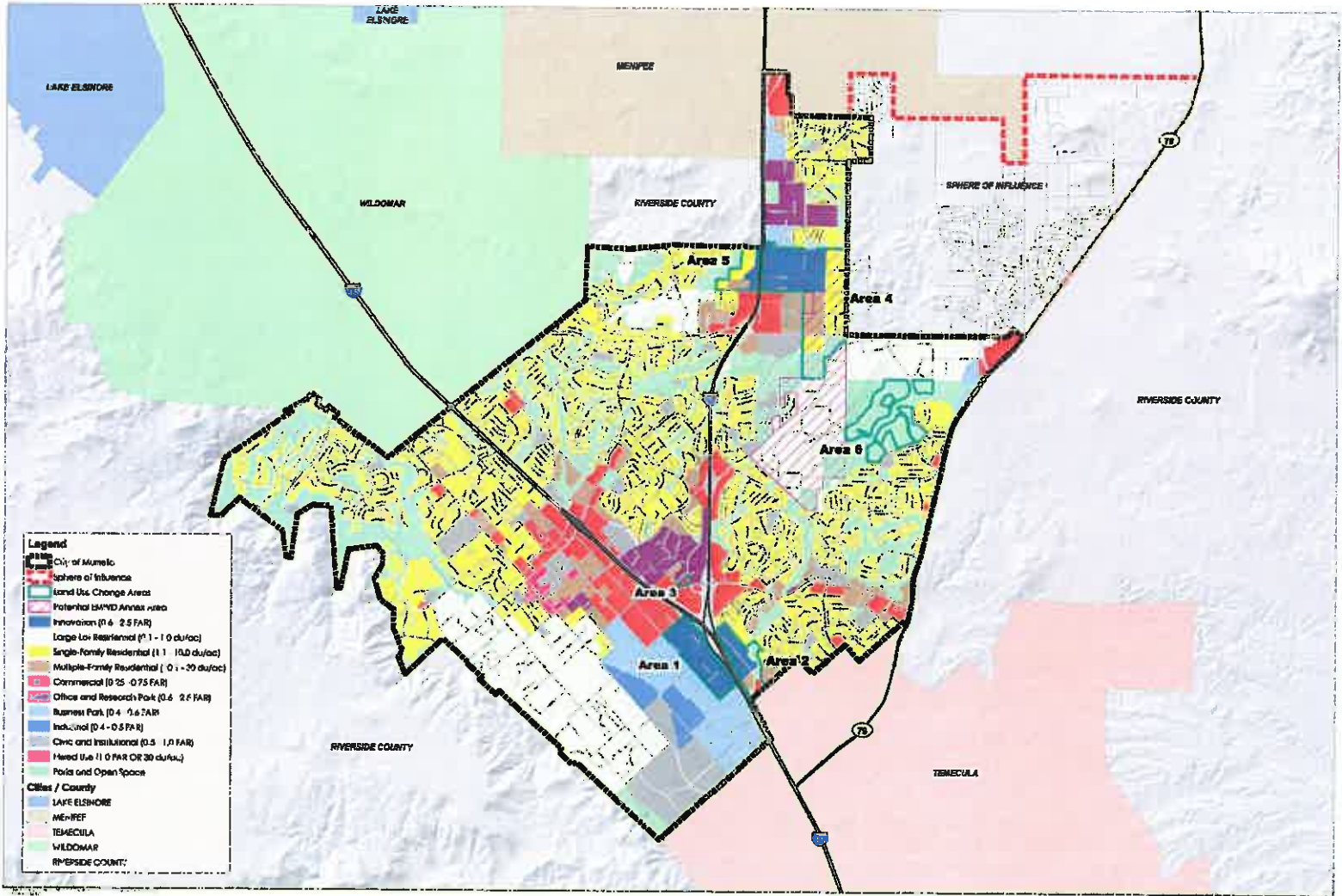
DATE: 01/15/2014
PROJECT: GENERAL PLAN 2035

General Plan 2035 Focus Areas

Exhibit 3-3



Insert Exhibit 3-4 General Plan 2035 Land Use Policy Map



General Plan 2035 Land Use Policy Map Exhibit 3-4





4.1 INTRODUCTION

Economic development has been identified by City leaders as the key priority of the City and the focus for the General Plan 2035. The purpose of the Economic Development Element is to identify current economic development conditions and to demonstrate how the land use plan will promote business activity and employment growth within the City, consistent with the priorities identified by City leaders and the community. The Economic Development Element establishes goals and policies to promote fiscal stability, expand the City's employment base, and enhance the City's revenues in order to provide quality services to the community. These goals and policies provide for the implementation of the vision of Murrieta as a regional economic job center and premier commercial hub.

The following Community Priorities relate most directly to this Element:

- Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.
- Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.

4.2 AUTHORITY FOR ELEMENT

The Economic Development Element is not a mandatory element required by State Planning Law. However, a General Plan may also include other topics of local interest, as chosen by the local jurisdiction. Murrieta has chosen to include an Economic Development Element to address the economic health of the City and to establish goals and policies that encourage economic growth while also maintaining and improving the quality of life in the community.

4.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

There are key considerations and challenges facing Murrieta in regards to the current economic climate and the City's future economic development potential.

- **Existing Economic Climate.** Murrieta, along with other cities within California and across the United States, faced challenging times associated with the recent and prior economic downturn. Historically, Murrieta benefited from the housing boom preceding the downturn, which resulted in growth in household demand for local services and retail development. However, starting in 2006 residential activity began to dramatically decrease within Murrieta. The prior economic downturn resulted in a loss of jobs within the City, primarily concentrated in local serving sectors, such as retail, construction, and accommodation and food services. Although the climate has improved since the recent economic downturn, the City is still faced with the challenge of identifying new sources of growth that are more diversified and adaptable to recessionary pressures.
- **Regional Location.** Murrieta has an excellent regional location with the “center” of the City at the confluence of the I-15 and I-215 Freeways. This location provides opportunities for future rail transit, including High Speed Rail, that will serve broader destinations. The transit opportunities allow for transit-oriented development serving Western Riverside County. Along with affordable housing and attractive vacant land prices, Murrieta is well positioned to capture a competitive share of future regional economic growth.
- **Lack of High-Skilled Employment Opportunities.** Murrieta residents represent a highly skilled and educated workforce. However, local job opportunities within Murrieta do not adequately serve this workforce, resulting in high levels of out-commuting. The employment, labor, and commute data indicates that residents with higher education and occupational skills are largely commuting outside of the City for work. In comparison to other surrounding regions and communities, Murrieta has had a noticeably higher share of local-serving jobs. These jobs are typically categorized as lower to medium skilled. The concentration of local-serving jobs has resulted in lower average wages in Murrieta when compared to Southern California.



The creation of more high-skilled jobs is a community priority.



- Retail Trends.** Murrieta's retail sales per capita is performing below the County of Riverside average and below the comparison with the subregional average. Murrieta's retail centers are generally comprised of community oriented, big-box centers. The City lacks a true regional shopping center. As a result, Murrieta is not capturing its fair share of household expenditures from within the City and its environs. This is particularly true for general merchandise and apparel. General merchandise, apparel, household furnishings and appliances and other specialty retail stores are key components of regional retail centers and have implications for the City's fiscal health given the importance of sales tax revenues. Further, per capita sales in eating and drinking places are also lower in Murrieta when compared to the subregion. The lack of restaurants, including higher-end restaurants, was identified by the community as an opportunity. The City should also evaluate its long-term opportunities to capture a higher proportion of the automotive retail category in the future, notwithstanding the restructuring that is taking place in the automotive industry.



There may be opportunities for Murrieta to capture more automotive retail sales

- Historic Downtown Murrieta.** Murrieta's Historic Downtown is a cherished and valued resource. It represents the original Murrieta Town site and continues to provide a home to some of Murrieta's oldest structures. Washington Avenue represents Historic Murrieta's traditional commercial street primarily within free-standing single-occupant buildings. The City's Town Center is also located within the Historic Downtown and includes City Hall, the Senior Center, Library, and Police Station, as well as Town Square Park. Historic Downtown Murrieta lacks the visibility of the major highways and corridors that serve other commercial centers, and the small lots limit the potential for larger commercial uses. Primarily developed with single-family residential uses, mixed use/higher density residential development is needed to support existing retailers and services and create market support for new commercial uses.



4.4 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

Opportunities for economic development are the key priority for the City. The following key concepts and vision for the General Plan directly guide the Economic Development goals and policies and are intended to respond to the key considerations and challenges identified above.

- **Regional Economic Growth.** The City has the potential to attract firms that offer relatively higher skilled and higher wage jobs due to its educated and skilled resident labor force, land use development opportunities, existing regional freeway accessibility, proximity to the French Valley Airport, and future transit development programs. Given that Murrieta has a significant share of residents with both higher education and higher skill levels, there is the potential for growth in the export-base industries, particularly within the manufacturing, research and development, professional, scientific and technical, information, medical, and finance and insurance sectors. There is also the potential for growth in the area of higher education, such as a four-year university in the City, as well as the industries that would benefit from proximity and access to higher educational institutions, which include the majority of industries cited in the previous sentence.
- **Office and Industrial Market Trends.** The City has the opportunity to capitalize on the growing lack of office space in North San Diego County and Orange County. As the Murrieta office market improves and evolves, it will attract a growing proportion of professional, medical, technical, and research employment, particularly in developments along major highway corridors and at the centrally located confluence of the I-15 and I-215 Freeways. Similarly, as the Murrieta industrial market improves, it will be well-positioned both geographically and demographically to attract a range of research and development (R&D) and light industrial users. The General Plan 2035 should create opportunities for flex-tech buildings and higher intensity office uses along freeway corridors.
- **Retail Opportunities.** As the economy improves, Murrieta has the opportunity to expand its retail base to better serve the community and capture sales tax within the City. The General Plan 2035 should encourage opportunities to attract a regional shopping and entertainment center and a mix of moderate to higher end restaurants that



The industrial base in Murrieta is positioned to grow with a range of R&D and light industrial businesses.



will allow residents, as well as visitors and employees, to shop and dine within Murrieta. Opportunities to capture a higher proportion of the automotive retail category in the future should also be pursued.

- **Historic Downtown Murrieta.** Demand for both local-serving and specialty retail goods and services within the Historic Downtown can be supported through infill and mixed use/higher density residential development along with the continued development of public uses within the Civic Center area. The General Plan 2035 should encourage opportunities to attract neighborhood level retailers and personal services providers that are compatible with and reinforce the historic and village atmosphere of the Historic Downtown. Higher-density residential and mixed-use developments should be evaluated and encouraged. Opportunities for redevelopment, including the use of redevelopment assistance and special housing and public improvement programs, where allowed, can be utilized to support new development and infrastructure improvements within the Historic Downtown.

4.5 GOALS AND POLICIES

GOAL ED-1 **A highly visible and attractive commercial/mixed-use regional hub located at the confluence of the I-15 and I-215 Freeways in central Murrieta.**

POLICIES

- ED-1.1 Promote the City's location between two interstate freeways to create a regional hub of an intensity and scale commensurate with its regional orientation, high visibility, and gateway location.
- ED-1.2 Encourage the development and integration of a mix of uses in a "main street" setting that includes retail anchored department stores, entertainment, hotel, office, retail, residential, and transit-oriented development and/or mixed uses that provide a regional draw.
- ED-1.3 Encourage transit-oriented development within this area to support future transit opportunities.

GOAL ED-2 **A fiscally strong governance that meets the public service demands of residents and businesses.**

POLICIES



- ED-2.1 Conduct thorough and frequent reviews of fiscal policy in order to maintain balanced tax and fee structures and to respond to changing fiscal policies at broader governmental levels.
- ED-2.2 Improve the ongoing fiscal revenue and cost structure of the City, particularly revenue growth potential associated with hotel, retail, and restaurant land use development, business activities, and redevelopment/revitalization programs.
- ED-2.3 Require fiscal impact analysis, as appropriate, for any development project requesting public funding, infrastructure participation, or revenue sharing.
- ED-2.4 Actively seek to replace vacating businesses with users capable of generating similar or greater fiscal revenue streams.
- ED-2.5 Review the City's fiscal revenue and cost structure on a periodic basis, using the established fiscal analysis framework, so that staff-level assessment can be provided in a quick, cost-effective, and accurate manner.
- ED-2.6 Review city-sponsored programs and services to ensure that residents and businesses are provided high quality services in a cost-effective manner.
- ED-2.7 Create a program that allows long-range public facilities financing for projects that provide economic and other benefits to the City; link capital improvements with General Plan priorities as part of the annual CIP process.
- ED-2.8 Include a financing plan for infrastructure and related capital improvements for large-scale development projects that are consistent and coordinated with the City master plans.
- ED-2.9 Maintain an updated system of development impact and processing fees and charges.
- ED-2.10 Strive to limit the burden of taxes and special assessment on residential development to a maximum of 2.0 percent of the total assessed value in concert with other taxing entities.

GOAL ED-3 A sound, stable, and diversified economic base.

POLICIES

- ED-3.1 Support a diverse range of business activities including professional/technical, information, technology-focused manufacturing, research and development, including medical research and research institutions, educational services, medical/health services, and financial services.
- ED-3.2 Promote Murrieta as a center for medical/health services and technology through active encouragement and recruitment of medical office, medical research, and



health care facilities. around the Loma Linda University Medical Center, South Murrieta Business Corridor, and confluence of the I-15/I-215 Freeways.

- ED-3.3 Create incentives to attract new businesses and industries that provide employment opportunities that match the education and occupational skill levels of Murrieta residents.
- ED-3.4 Develop an economic base that attracts jobs and exports products and services by capitalizing on the City's strategic location and relatively lower land prices between greater Los Angeles/Orange County metro and San Diego market regions.
- ED-3.5 Encourage companies that are involved in the manufacture of products for export, including international export, to invest and locate in the City.
- ED-3.6 Encourage the development of technology incubators to promote entrepreneurship and support start-up companies.
- ED-3.7 Work with area universities to promote technology start-ups and encourage technology transfer-related companies to locate within the City.

GOAL ED-4 Positive balance between the supply of retail opportunities and demand for goods and services.

POLICIES

- ED-4.1 Encourage retail development projects that can realistically satisfy community-wide and regionally-based demand for goods and services.
- ED-4.2 Encourage retail development, expansion, and remodeling projects that can effectively reverse or minimize outflows of local resident expenditures to retail facilities beyond the City limit.
- ED-4.3 Support a concentration of retail centers in functional nodes at freeway intersection locations to maximize exposure and convenient access within the regional trade area environment.
- ED-4.4 Support high-volume retail outlets along the Madison Avenue Corridor from Guava Street north to California Oaks/Kalmia Road, and on major intersecting streets.
- ED-4.5 Create a unified urban design, marketing, and imaging strategy to strengthen the Madison Avenue commercial corridor.



- ED-4.6 Encourage the development of a mix of moderate to high-end restaurants throughout the City, particularly in concert with business, entertainment, and cultural developments.
- ED-4.7 As the economy improves, encourage continued development of a multi-dealer automotive sales center that satisfies regional demand for automotive purchases, captures sales tax, and takes advantage of the auto center's freeway exposure and access.
- ED-4.8 Encourage retail developments to locate in areas where they can be most effective in terms of meeting the needs of local households and encourage mixed use, which can create neighborhood centers of activity.
- ED-4.9 Allow retail development, in areas not currently designated for commercial land use by the General Plan, only after a thorough evaluation of their market potential for success.

GOAL ED-5 An improved jobs/housing balance.

POLICIES

- ED-5.1 Encourage flex-tech buildings within business corridors and higher intensity office uses along freeway corridors with adequate visibility, convenient access, and future transit-oriented opportunities.
- ED-5.2 Encourage the concentration of compatible employment-generating uses, such as professional office, research and development, and health-related services.
- ED-5.3 Encourage a mix of housing types by price and rental ranges that are commensurate with the range of wage and household types attracted by a diversified economic base.
- ED-5.4 Encourage housing that is within economic reach of all income levels and living styles inclusive of age-restricted housing, estate and ranch properties, single-family detached, single-family attached, town homes, condominium flats, and apartments.

GOAL ED-6 An educated and highly-skilled labor force.

POLICIES

- ED-6.1 Encourage and support the development of institutions of higher education to serve educational pursuits of area residents and provide a highly skilled employment pool attractive to business investment and economic growth.



- ED-6.2 Support the development of technical colleges and training institutions that build job skills commensurate with the growth of the economic base, particularly in the emerging health care services industry and the need for doctors, nurses, and other trained personnel.
- ED-6.3 Coordinate and collaborate with the Murrieta Valley Unified School District, community colleges, and employers to develop specialized technical and vocational training programs to help match the skills of area residents with employer needs.
- ED-6.4 Support professional development and continuing education programs so that working adults can expand their skills and embrace lifelong learning.

GOAL ED-7 Tourism and leisure opportunities that attract residents and visitors.

POLICIES

- ED-7.1 Encourage the development of tourist and entertainment-type facilities such as hotels, dinner house restaurants, performing arts center, museums, a music and festival park, an amusement park, mineral hot springs, golf courses, and visitor information centers.
- ED-7.2 Encourage the development of business-oriented hotels that capitalize on the superior freeway locations in Murrieta and the expanding office, professional and technical job base.
- ED-7.3 Encourage development and business activities that capitalize on natural amenities and resources of the area such as trail and tour guides, campgrounds, rodeos, equestrian breeding and training farms, nature and open space preserves.
- ED-7.4 Promote and encourage future development of a full-service resort that incorporates local amenities and attractions, such as the mineral hot springs and the nearby vineyards and wineries.
- ED-7.5 Explore opportunities to capitalize on Murrieta's proximity to Temecula Valley wine country.

GOAL ED-8 Strategic approach to economic growth.



POLICIES

- ED-8.1 Encourage and market to employers that provide employment opportunities commensurate with the education and skills of Murrieta residents.
- ED-8.2 Support a business friendly environment for new businesses to locate in Murrieta and existing businesses to flourish.
- ED-8.3 Formulate and implement strategies that are responsive to critical economic goals of the community and monitor and update these goals annually through the Economic Development Department.
- ED-8.4 Explore opportunities for business assistance and incentive programs to attract businesses to the City.
- ED-8.5 Establish a Business Retention and Expansion program that supports existing and future businesses.
- ED-8.6 Establish a priority for implementation programs while maintaining flexibility to adjust to market-based conditions, as necessary; coordinate with General Plan priorities.
- ED-8.7 Periodically assess the ability of the City to meet the growth needs of office and research and development firms.
- ED-8.8 Maintain economic information and development opportunities on the City's website and create interactive links with the real estate brokerage and development industry.
- ED-8.9 Continue to work with the Murrieta Chamber of Commerce to promote the continued economic growth of the City and provide businesses with the tools and services to succeed.
- ED-8.10 Continue to consult with technical networking organizations to market Murrieta and encourage new businesses and industries to locate in the City.
- ED-8.11 Work with property owners to promote the vision of the community as a future job-rich center.

GOAL ED-9 A coordinated and stable regional economic environment.

POLICIES

- ED-9.1 Coordinate implementation efforts with other economic development programs carried out by other implementation agencies including, but not limited to: Murrieta Housing Authority, Murrieta Chamber of Commerce, Temecula



Chamber of Commerce, Riverside County Economic Development Agency, Western Riverside County Council of Governments, San Diego Association of Governments, San Diego North Economic Development Council, San Diego Regional Economic Development Corporation, Economic Development Coalition Southwest California, and Southwest California Economic Development Corporation.

- ED-9.2 Where possible, capitalize on economic development efforts already occurring within the region and maintain active economic development partnerships with other local and regional governments and agencies.
- ED-9.3 Ensure that future annexations are fiscally and economically beneficial to the City and are accomplished through a coordinated effort between the City, LAFCO, and other interested agencies.
- ED-9.4 Continue to partner with Temecula to market and promote the “Twin Cities” as a job center between the Los Angeles/Orange County and San Diego metro areas.

GOAL ED-10 A revitalized and economically stable Historic Downtown Murrieta.

POLICIES

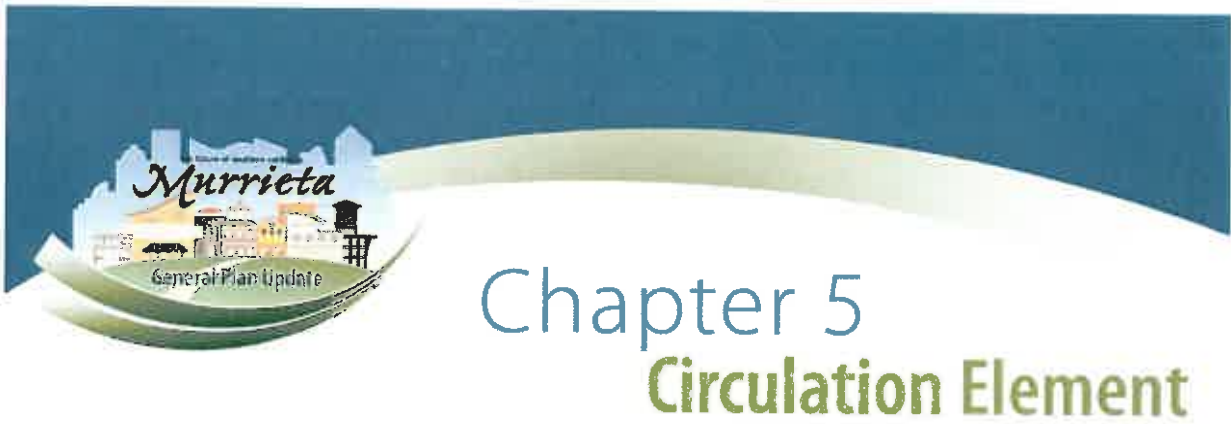
- ED-10.1 Encourage compatible economic development activities that support the historic nature and unique character of Historic Downtown Murrieta and strengthens its citywide and regional draw.
- ED-10.2 Encourage the development of neighborhood level retail uses and personal services within Historic Downtown Murrieta that serve the surrounding residents and businesses.
- ED-10.3 Provide opportunities for mixed-use commercial and residential development to render Historic Downtown Murrieta a commercially viable entity consistent with its functional scale.
- ED-10.4 Complete development of a Civic Center complex within Historic Downtown Murrieta on the Town Square site.
- ED-10.5 Consider opportunities for the development of higher-density and mixed-use residential uses to support commercial development within the Historic Downtown.
- ED-10.6 Consider opportunities to incorporate entertainment and cultural/art venues and activities within Historic Downtown Murrieta.
- ED-10.7 Utilize redevelopment assistance and special programs to attract retailers and encourage new mixed-use development within the area.



4.6 IMPLEMENTATION OF THE ELEMENT

Implementation of the Economic Development Element requires coordination between the City of Murrieta, adjacent and regional jurisdictions, and local businesses and residents. There are a number of activities that assist and contribute to the implementation of the Element. Murrieta recognizes that economic development is a challenge accepted by several local agencies and that the full scope of possible implementation approaches does not fall on any single entity. The City will implement the Economic Development Element through public/private actions and policies. A key component will be to establish priorities for policy implementation and monitoring the progress of the implementation. Overall, the City must maintain flexibility due to the dynamic nature of our market-based economy.





5.1 INTRODUCTION

The Circulation Element represents the City's overall transportation plan to accommodate the movement of people and goods within and through the City. It establishes goals and policies to achieve a balanced transportation system that adequately serves the growth and development anticipated in the Land Use Element. The transportation plan consists not only of the physical transportation system itself, such as streets, highways, bicycle routes, trails, and sidewalks, but also the various modes of transportation, such as cars, rail, buses, trucks (goods movement), bicycles, and walking. The Circulation Element acknowledges the heavy use of the road and highway system by single occupant automobiles and promotes efforts to provide additional transportation choices and to use the system more efficiently through increased transit use, carpooling, walking, and bicycling. The City's circulation system contributes to the form and character of the community by providing connections between neighborhoods and commercial corridors, providing an enhanced network of sidewalks and trails that take advantage of the natural environment and recreational opportunities, and providing a pedestrian-friendly streetscape environment that encourages people to walk.

The following Community Priorities relate most directly to this Element:

- Protect and foster a strong sense of community and safety, as well as the "small town" feeling.
- Improve roadway networks to reduce traffic and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.

5.2 AUTHORITY FOR ELEMENT

Government Code Section 65302 (b) requires that a General Plan include:

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

5.3 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

MANAGEMENT OF TRAFFIC



A combination of transit-supportive land use planning and increased transit service can boost ridership.

One of the priorities of the Circulation Element is to coordinate the City's transportation system with the development identified on the Land Use Policy Map. A variety of options may be available to the City in order to maintain an efficient roadway system, including roadway and intersection improvements, traffic monitoring, and/or signal coordination. The City should consider the latest technologies and creative measures to provide an efficient roadway system. The overall management of the traffic system also needs to address transit, bicycles, and pedestrians in order to ensure the safe and efficient movement of all users. The Circulation Element supports a multi-modal transportation network and implementation of complete streets to provide sufficient mobility.

EXPANDED AND EFFICIENT TRANSPORTATION MODES

The Circulation Element promotes a balanced transportation system, encouraging the use of all alternative transportation modes. An opportunity for new and expanded modes of transportation within and around Murrieta is regional transit, such as Metrolink and High Speed Rail (HSR).

Plans for implementation of a High Speed Rail System in California are currently under development and are subject to change as efforts to plan and fund the system continue to evolve. This section documents the planning process at the time of preparation of this Circulation Element. The California High Speed Rail Authority is currently planning a statewide High Speed Rail System that would connect Sacramento, San Francisco, Los Angeles, and San Diego as shown in *Exhibit 5-1, High Speed Rail*. The link between Los Angeles and San Diego that would potentially pass through the City of Murrieta is in Phase 2 of the project and is therefore expected to be built only after a San Francisco to Los Angeles segment is implemented. Current plans for the Los Angeles to San Diego (Southern California) Section of the High Speed Rail System are shown in *Exhibit 5-2, High Speed Rail, Southern California*. As shown in *Exhibit 5-2*, there are two options for location of a station in Murrieta, one along I-15 and one along I-215. Exact sites for the potential stations have not yet been selected.





Metrolink

Metrolink currently provides commuter service connecting Riverside County with downtown Los Angeles, Orange County, and other parts of Southern California. The closest Metrolink Station to Murrieta is located in South Perris along I-215 serving the SR 91/Perris Valley Line. The Riverside County Transportation Commission is preparing a Next Generation Rail Study and one of the options being considered is an extension of the SR 91/Perris Valley Metrolink Line to Murrieta and Temecula. The proposed extension is shown graphically on Exhibit 5-3. Metrolink Extension. The Metrolink extension project is one of many alternatives under consideration and the exact alignment, station locations, and funding sources remain to be determined. The introduction of regional commuter transit within the City could provide for the possibility of a multi-modal transit station with bus transit service and associated transit-oriented development.

Improved bus service throughout Murrieta, connecting with the greater region would also provide additional transit options for the community, reducing the use of personal automobiles. Potential improvements include additional bus routes and increased service frequencies connecting major nodes within the City. This is supported by the General Plan through increased coordination with transportation agencies and encouraging key development along the corridors, providing concentrated demand for transit services.

Recent technology advancements have led to the development of new and/or modified modes of transportation that have not been previously available. The General Plan supports the implementation of new transportation technologies and modes of transportation that can be demonstrated to provide safe and efficient travel alternatives. One example is on-demand shuttle service, which is a form of transit that offers rides at the request of travelers (similar to taxi or ride-hailing services), but at a reduced cost in smaller vehicles than traditional city buses. Travelers would typically share rides with other travelers with similar origins and destinations. This type of service has the potential to take the place of fixed-route transit service in a way that is more cost effective for both travelers and the service provider. On-demand shuttle services have been initiated in various communities in the country, including the local examples of the Carlsbad Connector in partnership between SANDAG and NCTD, OC Flex by the Orange



County Transportation Authority and SC Rides in the City of San Clemente in partnership with transportation network company Lyft.



A connected network of bicycle and pedestrian facilities will enable residents to travel without having to drive.

Connecting and enhancing the City's existing bicycle, pedestrian, and trails system is a key priority of the General Plan. An important component of facilitating this is through the creation and implementation of a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities. The Circulation Element identifies measures to implement bicycle and pedestrian networks in the City, allowing residents to travel from neighborhoods to key destinations without having to use their personal automobiles. The City's existing and proposed multi-purpose trails and bikeways are shown on Exhibit 5-4, Trails and Bikeways.



Crosswalk push button for pedestrian warning device



PROTECTION OF RESIDENTIAL NEIGHBORHOODS

The City strives to maintain an efficient and effective roadway system to limit incentives for traffic to divert through residential neighborhoods. In order to further protect these neighborhoods, the Circulation Element identifies measures that address the design of neighborhoods and traffic calming to reduce through traffic and traffic speeds. An option is to develop and implement Traffic Calming Guidelines along with the City's existing Neighborhood Traffic Management Program to address safety within residential neighborhoods.



Traffic calming design

TRUCK ROUTES

The designation of truck routes is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Roadways providing access to the freeways are those most likely to be designated for truck routes. The designated truck routes within the City are shown on [Exhibit 5-5, Potential Truck Routes](#). These streets have been selected because of their accessibility to the freeway and key industrial/commercial areas. The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries to individual addresses, or for other reasons as defined in the State of California *Motor Vehicle Code*.

5.4 DESCRIPTION OF THE CIRCULATION PLAN

Based on the passage of Senate Bill 743 (SB 743) in 2013 and its incorporation into the California Environmental Quality Act (CEQA) in 2018, vehicle miles traveled (VMT) will be the new performance measure recommended for the analysis of the transportation impacts under CEQA for both land development and transportation projects as of July 1, 2020. Minimization of VMT helps in reducing greenhouse gas emissions. Use of VMT as a performance measure for a transportation impact analysis also promotes multimodal transportation networks and infill developments. However, this modification in the determination of significant transportation impacts under CEQA does not change the need to analyze other performance measures related to the operation of the transportation system. For example, level of service (LOS) will continue to be a key performance measure used to analyze traffic congestion. The City's Traffic Impact Study Preparation Guide provides additional information related to the VMT and LOS performance measures and standards.

GENERAL PLAN 2035 BUILDOUT CIRCULATION MAP

[Exhibit 5-6, General Plan 2035 Circulation Map](#), identifies the functional classifications of the roadways based on 2035 General Plan buildout conditions and [Exhibit 5-7, Typical Street Sections](#), illustrates the street sections for the roadway types shown on [Exhibit 5-6](#).



5.5 GOALS AND POLICIES

GOAL CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

POLICIES

- CIR-1.1 Ensure the transportation system can adequately serve the concentrations of population and employment activities identified by the Land Use Element.
- CIR-1.2 Maintain a Level of Service "D" or better at all intersections during peak hours. Maintain a Level of Service "E" or better at freeway interchanges during peak hours.
- CIR-1.3 Maintain an average daily traffic (ADT) Level of Service "C" or better for all roadway segments. As an exception, LOS "D" may be allowed in the North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta Business Corridor, or the Multiple Use 3 Focus Areas, or other employment centers. LOS "D" may be allowed only at intersections of any combination of Secondary roadways, Major roadways, Urban Arterial roadways, Expressways, conventional state highways, or freeway ramps.
- CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.
- CIR-1.5 Maintain a set of street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards.
- CIR-1.6 Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.
- CIR-1.7 Evaluate the Circulation Element roadway plan on a regular basis using the City of Murrieta Traffic Model.
- CIR-1.8 Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.
- CIR-1.9 Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.
- CIR-1.10 Limit driveway and access on major arterial streets, where feasible, to maintain a desired quality of traffic flow.



- CIR-1.11 Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.
- CIR-1.12 Maintain an effective City truck route system to ensure that movement of truck traffic is accommodated by and confined to designated streets.
- CIR-1.13 Work with adjacent communities and regional agencies to identify appropriate systems for goods movement.
- CIR-1.14 Review current goods movement patterns and determine if possible restrictions on hours of truck traffic may reduce impacts to area streets.

GOAL CIR-2 A comprehensive circulation system that promotes safety.

POLICIES

- CIR-2.1 Establish speed limits throughout the City that relate to the design and operating characteristics of roadways.
- CIR-2.2 Maintain an ongoing maintenance program to ensure the safety of the City's roadway system.
- CIR-2.3 Provide a circulation network that accommodates the safe and efficient movement of all forms of non-motorized travel.
- CIR-2.4 Ensure roadway signage of adequate size to clearly convey street names or traffic control measures is installed and maintained.
- CIR-2.5 Include paved shoulders on all roads in non-urban areas that can be used by cyclists and pedestrians.
- CIR-2.6 Explore the use of traffic calming measures on streets with high incidences of speeding and/or history of collisions.
- CIR-2.7 Publish and promote safe pedestrian and bike routes through creating an accurate citywide map and posting pedestrian/cyclist-scale wayfinding signage.
- CIR-2.8 Encourage driveway consolidation and the use of shared driveways in commercial areas.
- CIR-2.9 Ensure new roadways and intersections provide adequate sight distances for safe vehicular movement.



- CIR-2.10 Review and comment on school district Environmental Impact Reports (EIRs) to ensure proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.
- CIR-2.11 Work with the school districts to incorporate a Safe Routes to Schools program and establish a task force for school siting (including school closures) and safe routes decisions such as public works, city, county, Caltrans, law enforcement, school staff, public health, community groups and others.
- CIR-2.12 Consider the development and implementation of Pedestrian Safety Guidelines that also include streetscape standards that emphasize pedestrian and cyclist safety (lighting, trees, greenery, traffic calming measures, etc.).
- CIR-2.13 Work with the Murrieta Valley Unified School District and other local school districts, neighborhood associations, HOAs, and Parent Teacher Associations (PTAs) to facilitate the creation of “walking school buses,” “bike trains”, carpools and crossing guards for Murrieta schools.
- CIR-2.14 Ensure that efficient and safe access for emergency vehicles is provided to all development.

GOAL CIR-3 Circulation systems that preserve the quality of residential neighborhoods.

POLICIES

- CIR-3.1 Enforce speed limits and other regulatory signs in those areas defined by the California Vehicle Code as residential neighborhoods.
- CIR-3.2 Review the design of all proposed new residential neighborhoods to ensure that “cut through” routes are minimized and pedestrian connections are maximized.
- CIR-3.3 Discourage the flow of truck traffic and through traffic in residential neighborhoods.
- CIR-3.4 Consider the development and implementation of Traffic Calming Guidelines to address safety within residential neighborhoods.
- CIR-3.5 Continue to utilize the Neighborhood Traffic Management Program to provide all residential, commercial, and industrial properties sufficient and safe access for every vehicle.
- CIR-3.6 Use cool pavement technology and reduce amount of paved surfaces when designing new roads, sidewalks, parking areas, and bikeways.



GOAL CIR-4 **Financing programs provide adequate funding for the City's roadway system.**

POLICIES

- CIR-4.1 Identify and evaluate potential local revenue sources for financing roadway system development and improvement projects.
- CIR-4.2 Pursue viable revenue sources to meet the roadway system funding needs from state, regional, and federal sources.
- CIR-4.3 Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation related improvements in the Plan Area.

GOAL CIR-5 **A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.**

POLICIES

- CIR-5.1 Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs, including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP).
- CIR-5.2 Coordinate with adjacent jurisdictions on regional transportation planning efforts.
- CIR-5.3 Coordinate with the Cities of Temecula, Wildomar, and Lake Elsinore to pursue funding for and preparation of a transportation plan for the Jefferson Avenue Corridor.
- CIR-5.4 Actively pursue the construction of the French Valley Parkway connector system, south of the I-15/1-215 confluence in cooperation with Caltrans, the City of Temecula, Riverside County, and local developers.
- CIR-5.5 Actively pursue the construction of a new east-west corridor and interchange at Keller Road in cooperation with Caltrans, Riverside County, and local developers.



- CIR-5.6 Actively pursue the improvements to existing interchanges within the City and construction of new over-crossings, as identified in the Capital Improvements Program, to achieve the adopted service level standards.
- CIR-5.7 Support the addition of capacity improvements, such as high occupancy vehicle lanes, general purpose lanes, or auxiliary lanes on I-15 and I-215.
- CIR-5.8 Participate in programs to minimize regional traffic congestion.
- CIR-5.9 Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors, and future high speed rail service, which connect Murrieta to other population centers.
- CIR-5.10 Support the siting and development of a Metrolink Station(s) within Murrieta along the I-15 and/or I-215 corridors.
- CIR-5.11 Coordinate with California High Speed Rail Authority, Riverside Transit Authority, and City of Temecula on the siting and development of a California High Speed Rail Intermodal Transit Center.
- CIR-5.12 Continue to work with public transportation agencies to provide adequate levels of service to Murrieta citizens.
- CIR-5.13 Coordinate with adjacent jurisdictions regarding the planning and coordination of circulation improvements in the Sphere of Influence area.
- CIR-5.14 Encourage new large residential, commercial, or employment developments to locate on existing and planned transit routes.

GOAL CIR-6 **Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.**

POLICIES

- CIR-6.1 Encourage alternatives to single-occupancy vehicle transportation such as rail, public transit, paratransit, walking, cycling, and ridesharing.
- CIR-6.2 Support a variety of transit vehicle types and technologies to serve different transportation needs.
- CIR-6.3 Work with the Riverside Transit Agency, Murrieta Chamber of Commerce, and/or the City's Economic Development Department to conduct a travel/commute



survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

- CIR-6.4 Seek opportunities for funding that goes to support alternative forms of transportation.
- CIR-6.5 Support the dedication and/or construction of appropriate facilities in support of a public transportation system.
- CIR-6.6 Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development of non-motorized transportation corridors and facilities (i.e., neighborhood electric vehicle routes, bikeways, pedestrian paths, sidewalks/paths).
- CIR-6.7 Coordinate with the Riverside Transit Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, schools, health care facilities, and major recreation areas.
- CIR-6.8 Support the construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations to maintain traffic flow and provide safe loading/unloading for bus passengers.
- CIR-6.9 Work with the Riverside Transit Agency to evaluate bus stops locations and amenities. Encourage the incorporation of transit amenities such as bus shelters and benches into existing and new bus stop locations.
- CIR-6.10 Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.
- CIR-6.11 Encourage employer-based incentive programs for use of public transit and improve awareness of such programs.
- CIR-6.12 Increase public education about public transit options.
- CIR-6.13 Continue to require new development to submit a Trip Reduction Plan, if applicable, in compliance with the Transportation Demand Management Ordinance.
- CIR-6.14 Encourage employers to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).
- CIR-6.15 Utilize vehicle miles traveled (VMT) as the performance measure to be used for CEQA transportation analyses conducted in the City in order to be consistent with SB 743. VMT will be the performance measure for both land development and transportation projects as of July 1, 2020.



GOAL CIR-7 Residential areas and activity centers are accessible to all pedestrians, including persons with disabilities or having special accessibility needs.

POLICIES

- CIR-7.1 Encourage future developments to provide an internal system of sidewalks/pathways linking schools, shopping centers, and other public facilities with residences.
- CIR-7.2 Require pedestrian access from the interior of new residential areas to public transit stops.
- CIR-7.3 Encourage safe pedestrian walkways and ensure compliance with the Americans with Disabilities Act (ADA) requirements within all developments.
- CIR-7.4 Consider the development and implementation of Pedestrian Friendly Street Standards.
- CIR-7.5 Provide pedestrian amenities such as benches, trees, landscaping, and shade trees to encourage people to walk to destinations.
- CIR-7.6 Promote improved demand responsive transit services for elderly and disabled persons.
- CIR-7.7 Ensure visibility and access for pedestrians and encourage the removal of barriers (walls, fences) to allow for safe and convenient movement.
- CIR-7.8 Work with Riverside County Transportation Commission, local retirement homes, the Senior Center, and other community groups to expand affordable and reliable transportation options for older adults and disabled persons.
- CIR-7.9 Identify and map cooling centers in locations accessible to vulnerable populations and establish standardized temperature triggers for when they will be opened. Educate residents on heat-related risk and strategies to prevent heat-related illness.

GOAL CIR-8 Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.

POLICIES



- CIR-8.1 Create, update, and implement a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities.
- CIR-8.2 Promote bicycle and pedestrian trails along major home to work and other travel routes.
- CIR-8.3 Consider roadway design guidelines for new development and for capital improvement plans that enhance bicycle and pedestrian connectivity and safety.
- CIR-8.4 Consider that 6- to 8-lane arterial roads provide a 5- to 6-foot-wide tree buffer (parkway) between pedestrians and through traffic.
- CIR-8.5 Separate multi-use trails from roadways where feasible, or design multi-use trail crossing to occur at controlled intersections.
- CIR-8.6 Establish guidelines for new development projects to include multi-use trails that connect to schools, parks, Historic Downtown, and other neighborhoods in the community.
- CIR-8.7 Review and pursue opportunities to develop a trail head from the Murrieta Equestrian Park to the Santa Rosa Plateau and other adjacent areas.
- CIR-8.8 When different uses are developed adjacent to each other – such as new commercial adjacent to new residential – require them to provide high-quality pedestrian amenities and connections between each other to the greatest degree possible.
- CIR-8.9 Create cyclist and pedestrian connections through cul-de-sacs and across other barriers, connecting neighborhoods with each other and the citywide trail system. When feasible, consider purchasing easements across private land for priority pedestrian connections.
- CIR-8.10 Work with adjacent property owners to create an interconnected trail that extends along the public right-of-way, which will benefit business by increasing exposure and access, and benefit the community through encouraging fitness, improved access, and a connected community.
- CIR-8.11 Coordinate the location of multi-use trails to connect with regional trail systems, where feasible.
- CIR-8.12 Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.
- CIR-8.13 Maintain a map or maps of current bikeways and multi-use trails, and make the map(s) available to the public.



- CIR-8.14 Partner with schools, employers, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents about the benefits of walking and bicycling.
- CIR-8.15 Consider changing the name of the "Traffic Commission" to the "Transportation Commission," and revise its scope to explicitly address all forms of transportation including automobile, bicycle, pedestrian, public transportation, and ADA enhancements.

GOAL CIR-9 An adequate supply of private off-street and public parking.

POLICIES

- CIR-9.1 Ensure development projects comply with the parking requirements identified in the **Development Code**.
- CIR-9.2 Encourage provision of joint-use and public parking facilities where needed by special assessment districts or other mechanisms.
- CIR-9.3 Work **cooperatively** with developers and the business community to develop funding mechanisms for the construction of future parking facilities.
- CIR-9.4 Consider **reducing or waiving** minimum parking requirements for development projects that implement Transportation Demand Management programs and/or are located near transit nodes.
- CIR-9.5 Design dense nodes of commercial and retail businesses with **no off-street** parking that can be served by public parking garages so people can park once for multiple purposes.
- CIR-9.6 Update the City's parking requirements in the Development Code to require bicycle parking and storage for all new development or redevelopment projects.



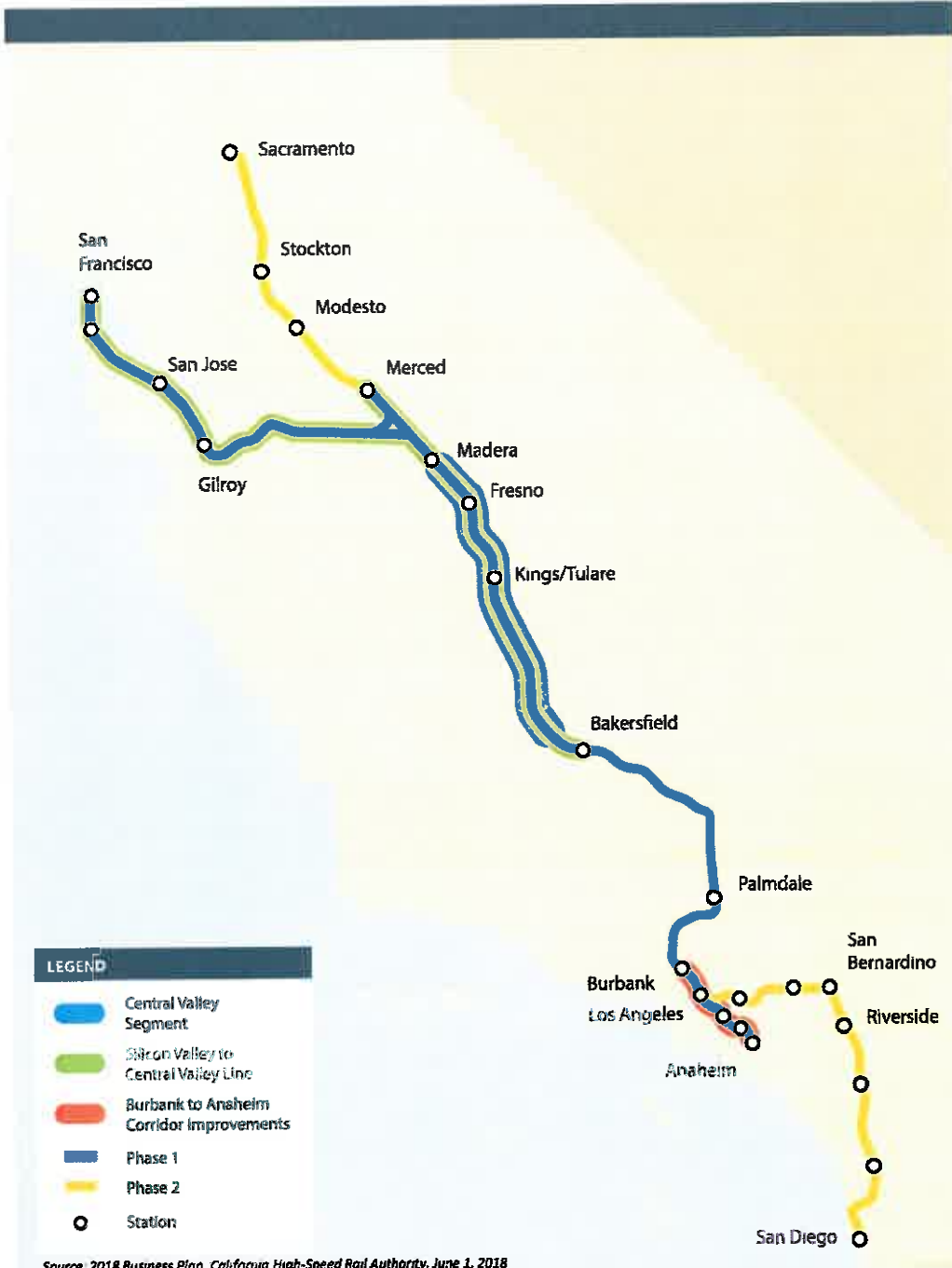
5.6 IMPLEMENTATION OF THE ELEMENT

Implementation of the Circulation Element involves several City departments including, but not limited to, Public Works & Engineering, Planning, and Community Services Departments. Traffic impact analysis requirements for individual development projects would continue to be used to effectively determine the operational effect of development projects on the circulation system and define appropriate improvements which adequately address project traffic increases. Continued maintenance and updates/refinements of inputs to the City's Buildout Traffic Model will allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. The City's Capital Improvement Program (CIP) will continue to be used to identify and plan for infrastructure improvements, including new or upgraded facilities and the maintenance of existing facilities.

There are a variety of funding sources and mechanisms the City would consider to fund infrastructure improvements including, but not limited to, Development Impact Fees, Transportation Uniform Mitigation Fee (TUMF), Redevelopment Agency Funds/Programs, and Grant Funds, as well as other State and County funding programs.



Exhibit 5-1, High Speed Rail



Proposed Statewide High Speed Rail Project

Exhibit 5-1



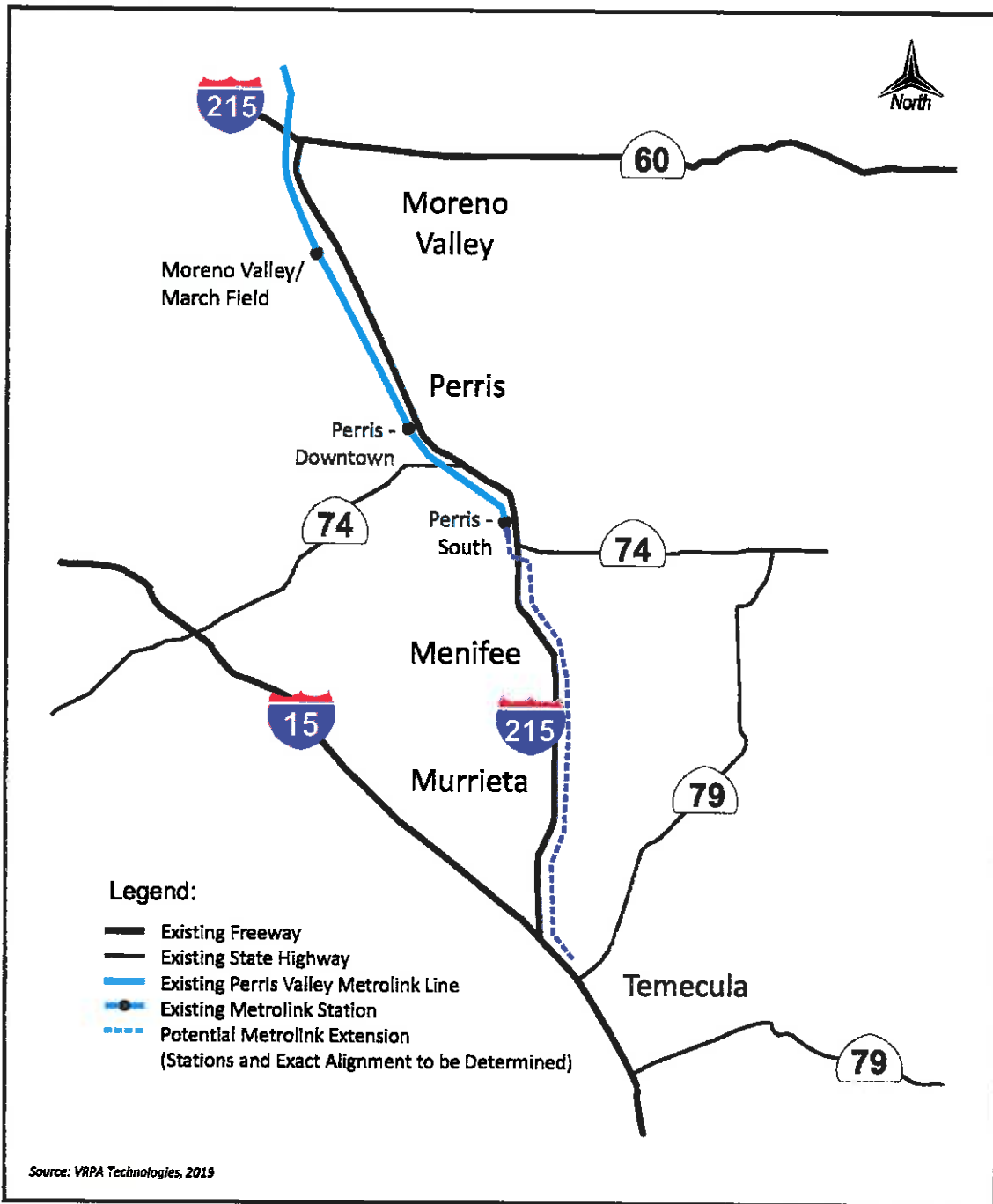
Exhibit 5-2, High Speed Rail, Southern California.



Source: 2018 Business Plan, California High-Speed Rail Authority, June 1, 2018



Exhibit 5-3, Metrolink Extension



Potential Metrolink Perris Valley Line Extension to Murrieta/Temecula

Exhibit 5-3



Chapter 5 Circulation Element

Exhibit 5-4, Trails and Bikeways

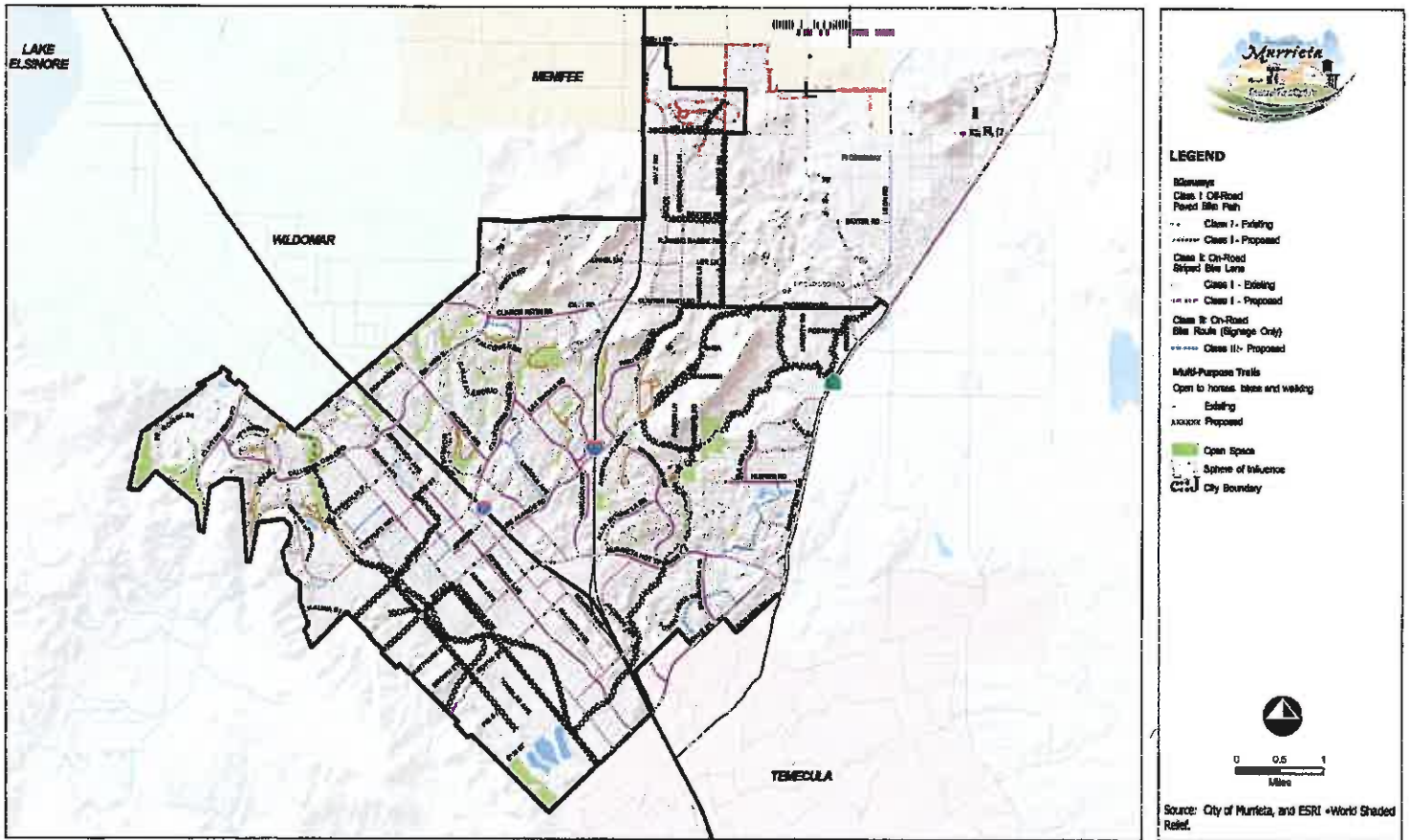
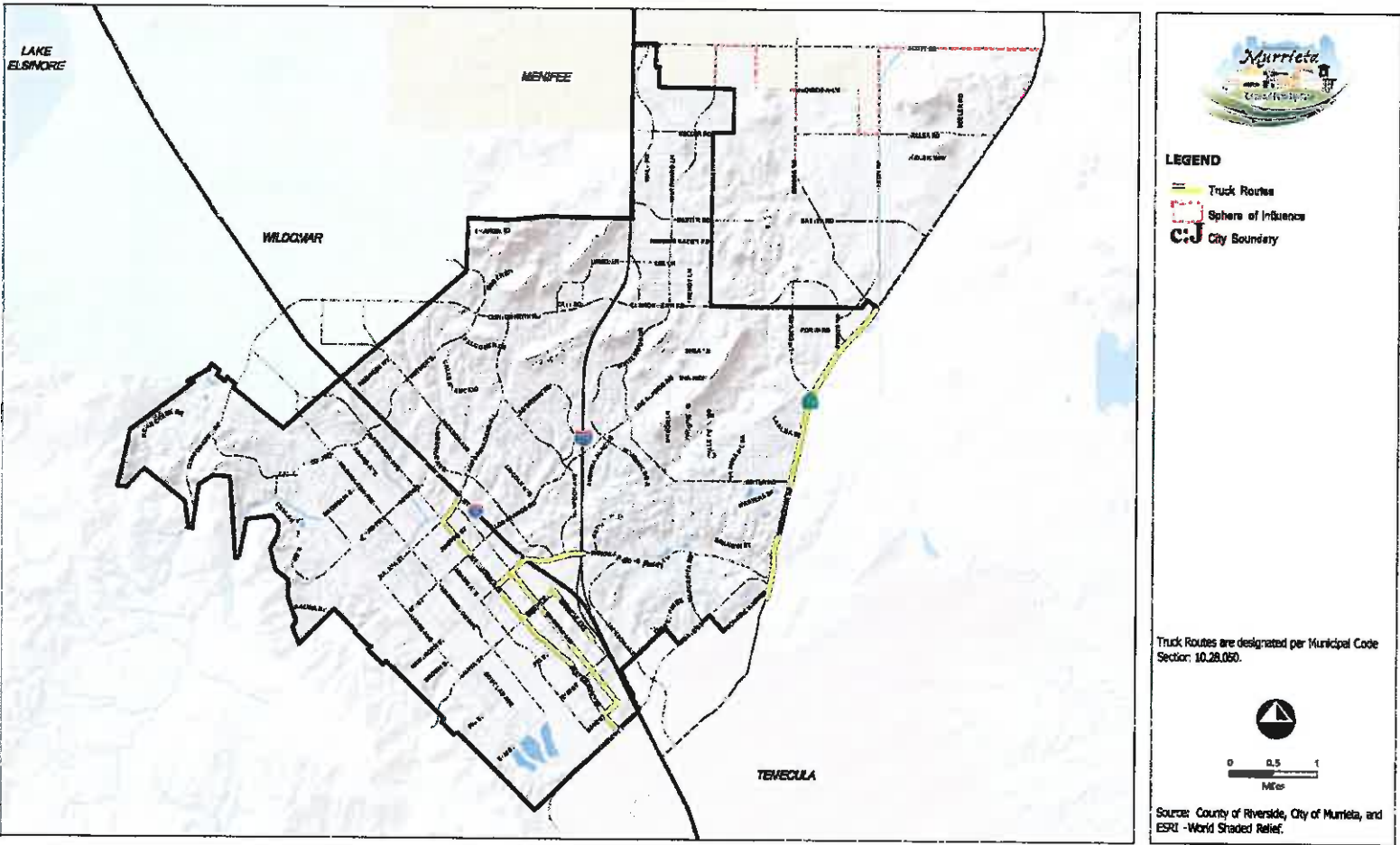


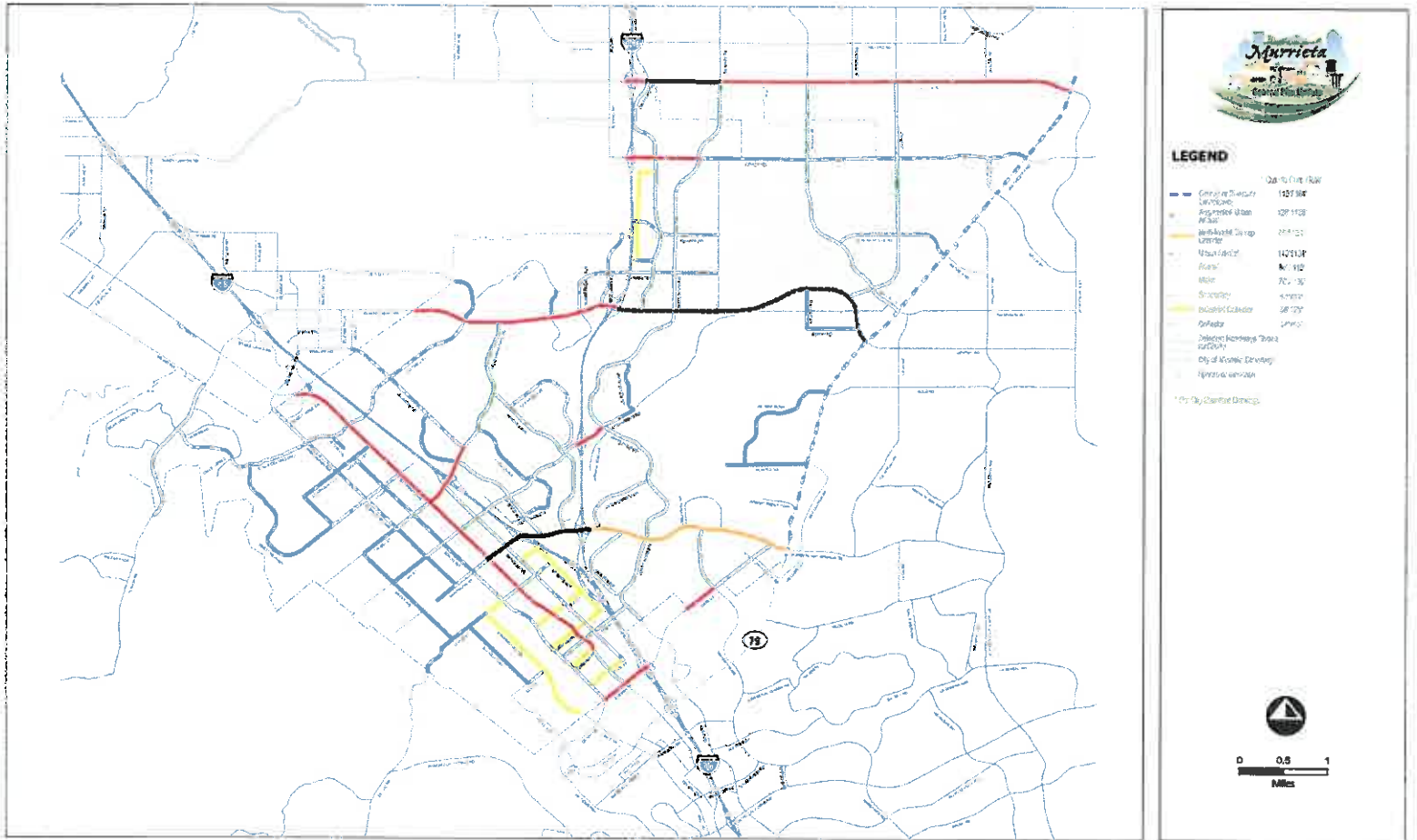
Exhibit 5-5. Potential Truck Routes



Potential Truck Routes
Exhibit 5-5



Exhibit 5-6, General Plan 2035 Circulation Map

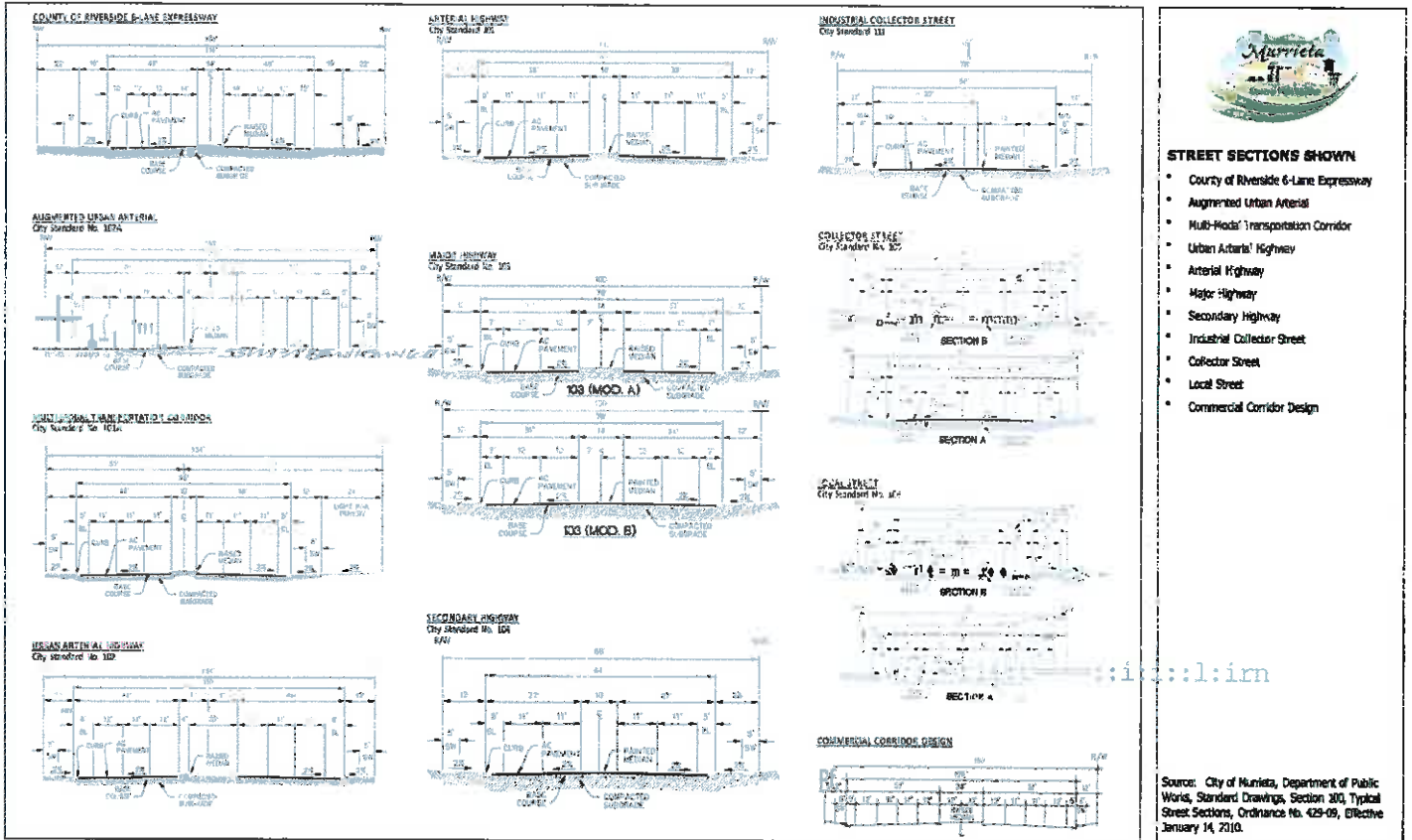


General Plan 2035 Circulation Map

Exhibit 5-6



Exhibit 5-7, Typical Street Sections





6.1 INTRODUCTION

In order to accommodate sustainable growth of Murrieta’s resident population and employment centers, the City must actively plan for and allocate resources to infrastructure systems. This Element addresses Murrieta’s facilities for water, wastewater, flood control, storm drainage, electricity and natural gas. It identifies infrastructure issues that affect General Plan implementation, seeking to ensure that adequate infrastructure is provided with all new development projects, and that infrastructure is maintained and upgraded as needed. This Element also seeks to encourage the expansion of recycled water systems throughout the City, as an important part of ensuring sufficient water supplies.

6.2 AUTHORITY FOR ELEMENT

California Government Code Section 65302 (b) requires that the General Plan include “local public utilities and facilities, all correlated with the land use element of the plan.”

6.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

WATER SUPPLY

The water supply in Murrieta comes from local sources of groundwater and surface water, imported water from the Metropolitan Water District’s Colorado River Aqueduct and the State Water Project, recycled water reclamation facilities, and water transfers and exchanges.

Water is provided throughout most of the City by four water districts:

- Western Municipal Water District (WMWD)
- Eastern Municipal Water District (EMWD)
- Rancho California Water District (RCWD)
- Elsinore Valley Municipal Water District (EVMWD)

Their district boundaries are shown in *Exhibit 6-1, Water District Service Area Boundaries*. A portion of northeast Murrieta is not served by any water district, and residents in this area rely

on wells; this area is commonly referred to as the “keyhole.” Other, smaller areas throughout the City also lie outside the boundaries of all the water districts.

Due to the varied topography in Murrieta, providing sufficient water pressure can be a challenge. Each water district maintains multiple pressure zones in the City with pump stations and reservoirs. In some areas, such as the western edge of the WMWD area, private pumping systems may be necessary to maintain adequate pressures beyond the meter connection.

The water suppliers are planning to meet increased demand and reduce dependence on imported water. Their plans include water storage and groundwater recharge, treatment of wastewater to supply recycled water, and treatment of other non-potable water sources to increase potable water supply. Brief summaries of some of the districts’ plans are identified below:

- EMWD is seeking to increase water supplies through investment in facilities that treat wastewater, groundwater, and raw water from the State Water Project. In addition, EVMWD plans to increase its supplies of imported water and add wells.
- WMWD plans include developing additional storage and pipeline infrastructure, and seeking diversions from the Santa Ana River.
- RCWD plans to create additional wells and construct a facility to reduce the salinity of recycled water for agricultural use.
- Groundwater recharge is part of most plans to ensure future water supplies. RCWD plans to expand groundwater recharge in the Pauba Valley Basin. EVMWD has prepared a groundwater management plan for the Elsinore Basin to reduce overdraft and improve groundwater supply reliability, which includes replenishment. EMWD does not draw groundwater in the southern part of its service area, where Murrieta lies, but is involved in groundwater recharge in the San Jacinto Watershed.

All four water districts have adopted Urban Water Management Plans (UWMP), the purpose of which is to review current and future water resources, and to establish and maintain water conservation programs for a 25-year planning horizon.

WASTEWATER

Murrieta’s sewage (or wastewater) system consists of both public and private facilities. Developments located outside the public sewer system use on-site septic systems. Septic systems are regulated by the County of Riverside Department of Environmental Health.

Wastewater collection for the City and Sphere of Influence areas is provided by the same four water districts that provide potable water: WMWD, EMWD, RCWD, and EVMWD. Only RCWD and EMWD provide wastewater treatment; RCWD operates two water reclamation plants within the City of Murrieta. Wastewater flows from the other districts discharge into RCWD and EMWD interceptors for treatment.



With continued growth expected to increase demand for wastewater treatment, both EMWD and RCWD plan to expand the capacity of the treatment facilities serving Murrieta, which are respectively, the Temecula Valley Regional Water Reclamation Facility and the Santa Rosa Water Reclamation Facility.

RECYCLED WATER

Wastewater that has gone through tertiary-level treatment can be used as recycled water to irrigate crops and landscaping, so that potable water does not have to be used for these purposes. Water districts also use or plan to use recycled water to replenish groundwater and surface water sources. EMWD, RCWD, and EVMWD plan to expand their use of recycled water to boost water supplies.

EMWD operates a recycled water system, with costs and responsibilities shared through an agreement with RCWD and EVMWD. EMWD has a mandatory recycled water use ordinance requiring customers to use recycled water for appropriate permitted uses, when it is available. RCWD also operates a recycled water system and seeks to provide tertiary treated wastewater to golf courses and major park areas. Accordingly, RCWD non-domestic water mains provide recycled water to these types of uses in the northwest parts of Murrieta, including the Bear Creek and Colony Golf Courses.

Mains for recycled water run through Murrieta west of the I-15 Freeway, along Washington Avenue and Adams Avenue. Other mains exist south of the City boundary in Temecula, entering Murrieta along Winchester Road north of Robert Trent Jones Parkway; there are service connections in the neighborhood west of French Valley Airport.

STORM DRAINAGE

Storm water drainage infrastructure within the City consists of a network of natural and improved streams, storm channels, storm drains, and catch basins. Some regional master planned facilities over 36 inches in diameter are owned and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD) with the remainder owned and maintained by the City when located within public right of way or easements, and all non-master planned facilities smaller than 36 inches in diameter are maintained by the City when located within public right of way or easements.

Storm water from the City and most of the Sphere of Influence that is not absorbed into the ground flows eventually to Murrieta Creek and its tributary Warm Springs Creek. Much of Murrieta Creek and sections along Warm Springs Creek lack formal flood control systems, and as a result drainage is haphazard in the less developed areas of the City, even with moderate rain. Murrieta Creek currently lacks the capacity to convey 100-year storm flows through the City.



A Master Drainage Plan prepared by RCFCWCD identifies improvements that would provide flood protection for both existing and future development within the City west of Interstate 15. The plan proposes improvements to Murrieta Creek eleven miles of earthen channel from Rancho California Road in Temecula to Clinton Keith Road in Wildomar, and a network of channels and underground storm drains. Many of the lines in the Murrieta Creek Drainage Plan have been constructed.

In addition, the U.S. Army Corps of Engineers and RCFCWCD are coordinating the Murrieta Creek Flood Control, Environmental Restoration and Recreation Project, along with the City of Murrieta and City of Temecula. This four-phase project includes channel improvements and a 250-acre detention basin with a natural riverine system. Besides providing flood protection, the detention basin is designed to improve groundwater recharge. Flood control is discussed more extensively in the Safety Element.

GROUNDWATER RECHARGE

Strategies for retaining storm water and allowing percolation not only reduce demand on flood control facilities, but have the added benefit of recharging groundwater, which is an important source of water for Murrieta. Groundwater recharge can be integrated into the design of development projects by preserving natural drainage courses, encouraging the use of pervious surfaces, and creating areas for water retention and infiltration. Recharge techniques that may be used on-site or off-site include recharge ponds, injection points, and storm water retention ponds.

ENERGY UTILITIES

Electricity and natural gas are provided by utilities that operate independently of the City. Any new developments must provide verification from the utilities that they are able to accommodate the additional demand for service. Besides facilitating the extension of energy services, the City can play a role in the supply of energy by promoting energy conservation and local installation of renewable energy systems.

Electricity

Electrical power is provided to Murrieta by the Southern California Edison Company (SCE). There are a total of six existing substations that service the area; three are located within the City limits. SCE maintains and operates the transmission and distribution infrastructure necessary to provide electricity to end users throughout its entire service area. SCE provides electricity to approximately 13 million people, 180 cities and communities in 50,000 square miles of service area, encompassing 11 counties in central, coastal and southern California.

A growing percentage of the energy supplied by SCE is from renewable sources: wind, geothermal, solar, biomass, and small hydroelectric.



Locally, SCE is in the process of developing the Triton transmission substation, a new 115/12 kilovolt substation that would serve the cities of Temecula, Murrieta, and unincorporated southwestern Riverside County. The substation would be located in the City of Temecula with the purpose of strengthening SCE's electrical network to maintain reliability and meet the area's forecasted electrical demands.

Wind turbines on residential lots can reduce household consumption of utility-supplied electricity. In order to promote the safe, effective, and efficient construction and use of non-commercial wind energy conversion systems on rural residential lots, the Murrieta City Council adopted Ordinance No. 408-08 establishing standards for these systems in the Rural Residential District.

Natural Gas

The City of Murrieta receives its natural gas service from the Southern California Gas Company (SCG), a subsidiary of Sempra Energy. Currently SCG is the nation's largest natural gas distribution utility, serving approximately 20.5 million customers throughout 20,000 square miles of central and southern California.

The City of Murrieta does not have any natural gas storage facilities. Natural gas is brought to the City through an existing network of gas transmission pipelines, and distributed through existing mains located under City streets, which can be extended to serve new projects.

In northeast and southwest areas of the City where natural gas infrastructure is not available, homes or businesses use propane gas. Individual propane tanks are located on the property and the owners or occupants execute private agreements with propane companies to maintain and refill the tanks.

6.4 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

There are close connections between Murrieta's water supply, wastewater, flood control, and storm drainage. Water used indoors becomes wastewater, while water used to irrigate landscaping may enter the storm drain system. Water conservation measures, therefore, reduce demand for water supply and also for infrastructure that handles wastewater and storm drainage. Conversely, storm water can become part of Murrieta's water supply if it is allowed to recharge groundwater aquifers. Wastewater that is treated is another important water source, whether provided directly through recycled water infrastructure or used to recharge aquifers. Finally, measures that improve groundwater recharge from storm water can reduce demand for flood control facilities while also boosting local water supplies.

Energy efficiency and local production of renewable energy not only reduce demand for energy supplied from outside the area, but fit into the City's overall efforts to promote environmental sustainability.



WATER SUPPLY

Water management will continue to be a challenging venture as the City grows and water supplies throughout California are tight. The City will support water district efforts to develop a more reliable, diverse, and sustainable portfolio of water supplies while also promoting water conservation and groundwater recharge. Related goals and policies are found in the Conservation Element.

The lack of water infrastructure in certain areas of the City, such as the northeastern portion, may be a limiting factor to future development. The City will encourage property owners to annex to water districts in these areas.

WASTEWATER

The City must continue to coordinate with the water districts to make sure new development does not exceed the capacity of wastewater conveyance and treatment facilities, and pays its fair share to increase capacity of those facilities. Water conservation will be a key factor in reducing the amount of wastewater generated per household. Further development in areas of the City where sewer infrastructure is not available may require additional alternative on-site water treatment systems. The City will encourage annexation to water districts in these areas for wastewater facilities.

RECYCLED WATER

Increased use of recycled water for irrigation and other appropriate uses is essential to reduce the demand for potable water. Interagency coordination among the water districts will continue to be important as they upgrade facilities for water treatment and expand distribution systems. The City will support the water districts in their efforts to promote the use of recycled water, and to expand recycled water facilities throughout the City.

STORM DRAINAGE

New development will add impervious surfaces and irrigated areas within the Murrieta Creek drainage basin. To minimize surface water runoff and nuisance flows to storm drains, the City will encourage new development to incorporate Low Impact Development (LID) strategies and landscape design that minimizes the need for irrigation. Related goals and policies are found in the Conservation Element.

To accommodate new growth and revitalization, the City and the Riverside County Flood Control and Water Conservation District should continue to maintain and replace aging storm drain systems and minimize the adverse effects of urbanization upon drainage and flood control facilities. Additional information regarding flooding can be found in the Safety Element.

When it rains, pollutants such as trash, litter, silt, automotive chemicals, animal waste, and other contaminants are washed into the storm drains. The Federal Pollution Control Act prohibits the



discharge of any pollutant into navigable waters from a point source unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. The City of Murrieta participates in the NPDES permit program through a partnership with County of Riverside, all cities within Riverside County, and the Riverside County Flood Control and Water Conservation District.

The City will continue to coordinate with the Riverside County Flood Control and Water Conservation District to provide for drainage and flood control infrastructure. Impact fees for the construction and maintenance of storm drains will be critical to ensuring that adequate capacity is achieved for the 100-year storm.

GROUNDWATER RECHARGE

The City will promote Low Impact Development and other techniques for groundwater recharge in new developments. Whenever possible, the natural function of creeks and other drainage courses will be preserved when this does not interfere with flood control. Murrieta will also continue collaborative efforts to secure funding for completion of the Murrieta Creek Flood Control, Environmental Restoration and Recreation Project. Related goals and policies are found in the Conservation Element.

ENERGY UTILITIES

The City of Murrieta is dedicated to using energy more efficiently in its municipal operations, as well as promoting energy efficiency and renewable energy production throughout the community. Installations of photovoltaic solar panels and non-commercial wind turbines will be encouraged. Related goals and policies are found in the Conservation Element.

6.5 GOALS AND POLICIES

COORDINATED INFRASTRUCTURE

GOAL INF-1 **New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.**

POLICIES

- INF-1.1 Encourage future development to occur in areas where infrastructure for water, sewer, and storm water can most efficiently be provided.
- INF-1.2 Discourage development in areas without connections to existing infrastructure, unless infrastructure is being provided.
- INF-1.3 Encourage the annexation of unserved areas into water district service areas.



- INF-1.4 Ensure that new development and redevelopment provides infrastructure for water, sewer, and storm water that adequately serves the proposed uses, and that has been coordinated with affected infrastructure providers.
- INF-1.5 Continue to require new development and redevelopment to provide verification that energy utilities are able to accommodate the additional demand for service.
- INF-1.6 Provide information to water districts, Riverside County Flood Control and Water Conservation District (RCFCWCD), and energy utilities in their planning efforts to ensure adequate infrastructure is available for anticipated development.
- INF-1.7 Encourage the preparation and updates of master plans by the appropriate providers or agencies to conduct detailed long-range planning to ensure the efficient provision of public services, infrastructure, and/or utilities.
- INF-1.8 Consult with water districts and Riverside County Flood Control and Water Conservation District (RCFCWCD) to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure improvements for water, sewer, and storm water.
- INF-1.9 Encourage the water districts to proactively manage their assets through the maintenance, improvement, and replacement of aging water and wastewater systems to ensure the provision of these services to all areas of the community.
- INF-1.10 Encourage the water districts to improve water and wastewater services in a way that respects the natural environment.
- INF-1.11 Ensure sufficient levels of storm drainage service are provided to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic or which would obstruct flows.
- INF-1.12 When managed by the City, continue to maintain and replace aging storm drain systems to ensure the provision of these services to all areas of the community.
- INF-1.13 Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.
- INF-1.14 Continue to participate with other agencies on public education and outreach materials for countywide distribution to focus on public education and business activities with the potential to pollute. Distribute Best Management Practices (BMP) guidance for business activities, including but not limited to, mobile detailing, pool maintenance, restaurant cleaning operations, and automotive service centers.



- INF-1.15 Continue to implement the City's residential informational and outreach program by providing homeowners with Best Management Practices (BMP) for activities such as, but not limited to:
- Disposal of fats, oils, and grease
 - Disposal of garden waste
 - Disposal of household hazardous waste
 - Disposal of pet waste
 - Garden care and maintenance
 - Vehicular repair and maintenance
 - Vehicular washing
- INF-1.16 Continue to annually report the City's activities as part of its submittal to the San Diego Region Water Quality Control Board. Activities the City should report on include, but are not limited to:
- Litter Control
 - Solid Waste Collection/Recycling
 - Drainage Facility Maintenance
 - Catch Basin Stenciling
 - Street Sweeping
- INF-1.17 Consider incorporating water quality features into new or redevelopment projects with sufficient land area. These features could address both project-specific and other local impacts.
- INF-1.18 Minimize the adverse effects of urbanization upon drainage and flood control facilities.
- INF-1.19 Encourage the City and the Riverside County Flood Control and Water Conservation District improve the storm drain system in a way that respects the environment.
- INF-1.20 When considering development and City annexations, include assessment of all impacts to public facilities, services, and infrastructure, and identify any necessary mitigation.
- INF-1.21 Encourage the use of specific plans, development agreements, or mechanisms that specify the nature, timing, cost, and financing mechanisms to be used to fund water, wastewater, and/or storm drainage improvements and services.
- INF-1.22 Work with property owners to establish a financing mechanism, such as financing districts, to provide infrastructure and maintenance in major employment locations and corridors, such as the North Murrieta Business Corridor, South Murrieta Business Corridor, and at the confluence of the I-15 and I-215 Freeways.



- INF-1.23 Utilize, where appropriate, public financing mechanisms, such as special assessment or community facilities districts to improve existing infrastructure or to install infrastructure in needed areas/or areas to stimulate development.

RECYCLED WATER

GOAL INF-2 Infrastructure for recycled water is expanded throughout Murrieta for irrigation and other non-potable uses.

POLICIES

- INF-2.1 Support water district efforts to promote the use of recycled water where infrastructure is available, and to expand infrastructure where it does not currently exist.
- INF-2.2 Work with the water districts to explore options for expanding recycled water pipelines to serve City parks and facilities that are near existing infrastructure, such as California Oaks Sports Park and Town Square.
- INF-2.3 Continue to require installation of recycled water systems for landscaping, unless there is an exemption from the applicable water district.
- INF-2.4 Encourage other major users of irrigation, such as schools and private golf courses, to connect to nearby recycled water pipelines.
- INF-2.5 Coordinate with water districts to encourage innovative demonstrations of non-potable uses for recycled water and/or groundwater recharge in City facilities and industrial applications.

Refer to related goals and policies in the Conservation Element: Goal CSV-3 and Policies CSV-3.1 through CSV-3.5, and Goal CSV-4 and Policies CSV-4.1 through CSV-4.7 address storm water management and groundwater recharge.

CAPITAL IMPROVEMENT PROGRAM

GOAL INF-3 A satisfactory Capital Improvement Program.

POLICIES

- INF-3.1 Ensure that the Capital Improvement Program (CIP) meets the City's needs.
- INF-3.2 Ensure that the Capital Improvement Program (CIP) meets Measure A, or other appropriate local, regional, or State, requirements.



- INF-3.3 Amend as necessary and adopt a Capital Improvement Program.
- INF-3.4 Bolster and/or upgrade existing transportation facilities and infrastructure that the City maintains that are determined to be vulnerable to extreme weather to make them more resilient to periods of extreme weather events.

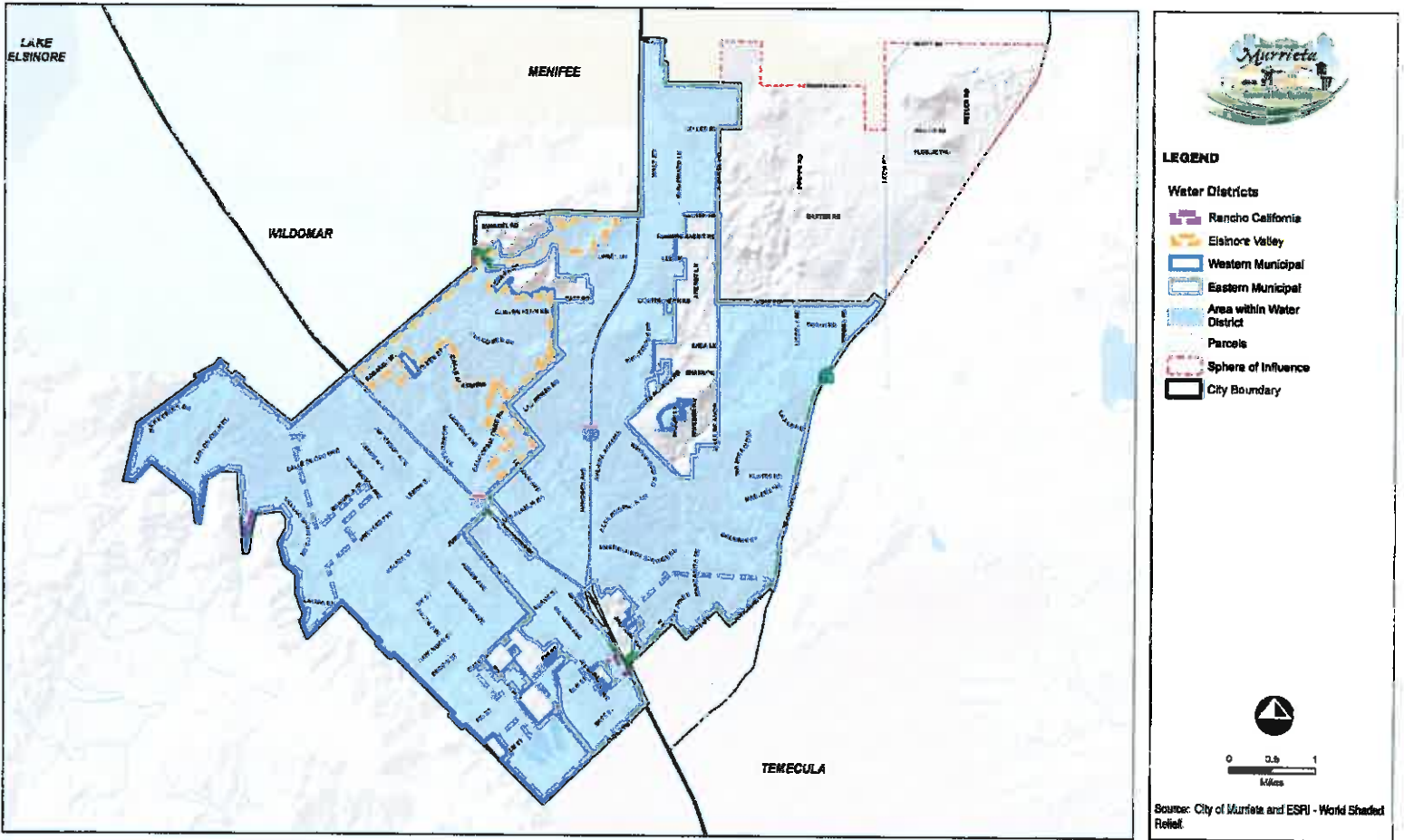
6.6 IMPLEMENTATION OF THE ELEMENT

Most of the infrastructure discussed in this Element is built and maintained by entities operating independently of the City of Murrieta. However, the City supports water, sewer, and storm water infrastructure by collecting impact fees from new development. The City has the most direct influence over the construction and maintenance of storm drains, and can direct the construction of other storm water infrastructure in private developments. Larger flood control efforts require coordination with Riverside County Flood Control and Water Conservation District, as well as the U.S. Army Corps of Engineers and neighboring jurisdictions. The City's role in ensuring the provision of water and sewer services is to coordinate land use planning with the water agencies providing those services, and encourage annexation of areas not yet within the service areas of water districts. For those facilities under the City's jurisdiction, it is important that the City's Capital Improvement Program include provisions for new or upgraded facilities, as well as the maintenance of facilities.

Electricity and gas service is provided by utilities on a development-by-development basis, and the City requires new development to verify that service will be available. The City can also contribute to future energy supplies by facilitating efforts to generate renewable energy locally.



Exhibit 6-1 Water District Service Area Boundaries





7.1 INTRODUCTION

The purpose of this Healthy Community Element is to promote the health, safety, and general welfare of Murrieta’s residents, workers, and visitors. It highlights the connections between health and the physical, social, and economic environment, and provides an overarching strategy for achieving and maintaining a healthy community. The Element begins by describing the legal and logical basis for creating a Healthy Community Element; is followed by key health conditions and determinants in Murrieta; and continues with the Vision and Key Concepts for health in Murrieta. The centerpiece of the Element is a set of explicit goals and policies to promote a healthy community. The summary of key health conditions and determinants – are organized according to the following key topics:

- Healthy Economy
- Citywide Health
- Land Use and Urban Design for Health
- Environmental Health
- Safe, Sustainable, and Active Transportation
- Public Spaces for Physical Activity and Social Cohesion
- Healthy Goods and Services

The following Community Priorities relate most directly to this Element:

- Provide abundant parks and facilities for recreational activities, and cultural amenities.
- Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.
- Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.

7.2 AUTHORITY FOR ELEMENT

Health and city planning have been closely connected for a very long time. In fact, the health crises created by rapid industrialization and urbanization during the late 19th and early 20th centuries were the impetus for much of modern planning and zoning. Faced with the rampant spread of diseases such as cholera, and with the frightening health effects of locating industrial

pollution sources like coal-fired manufacturing plants within close proximity to high-density residential urban areas, city planners began requiring basic infrastructure to protect public health – like sewer treatment and garbage disposal – and zoned city blocks to buffer residential areas from polluting industries. The result was the Federal Zoning Enabling Act, which enabled modern zoning and is still the legal rationale for land use regulation and planning across the country. Similarly, the landmark 1926 U.S. Supreme Court decision *Village of Euclid vs. Ambler Realty Co* cited preservation of public health as one of the basic responsibilities of local government. It interpreted zoning as an extension of the local police power to promote the “health, safety, and general welfare” of a community, a legal rationale that still holds sway in the United States today.

Continuing research about a variety of topics, including transportation, air and water quality, economics, nutrition, environmental health, and the design of parks and public spaces, has confirmed a common-sense observation:

Your physical surroundings (where you live, work, and play) impacts your health and your day-to-day behavior.

Since the goal of the General Plan is to create a long-term vision for the City's physical form and character, it provides a fundamental opportunity to promote community health for the long-term. Local governments are not specifically mandated by the State of California *Government Code* (Section 65302) to address health in general plans. However, this Healthy Community Element is consistent with *Government Code* Section 65303, which authorizes local jurisdictions to adopt additional elements to those required by state law when they relate to the physical development of the jurisdiction.

7.3 SETTING THE CONTEXT: COMMUNITY HEALTH CONDITIONS AND DETERMINANTS

A person's or population's health status is determined by a mix of genetics, surrounding environment, and behavior. One's environment can have a direct effect on health, such as if someone is regularly exposed to tobacco smoke or contaminated water. It can also influence day-to-day behavior, such as what someone eats or how much exercise they get. The goal of healthy community planning is to create a built environment that limits exposure to health risks while also supporting healthy behavior and lifestyles.

The following section summarizes the existing health conditions and determinants in Murrieta, identifying some of the key issues that are addressed in the subsequent goals and policies. For additional detail, including a more detailed review of literature and academic research about the connections between planning and health, refer to the General Plan Existing Conditions Background Report and the Community Vision Report.



HEALTHY ECONOMY

Income is one of the strongest determinants of health status. When people have access to high quality employment that pays a living wage, they are more likely to have access to health care, and they can more likely afford basic necessities such as healthy food and housing to support their health. Additionally, people with higher incomes incur less psychosocial stress about how to make ends meet.

The number of jobs in a community in proportion to the amount of housing available is an important indicator of both the availability of housing for the City's workforce, and the availability of jobs for City residents. The need to travel long distances for work or for housing increases time spent driving, which negatively impacts physical health and decreases levels of social engagement. A lack of jobs can also diminish economic vitality, competitiveness, and sustainability.

A small fraction of the City's labor force is employed in jobs within Murrieta. Most of the City's labor force must commute to areas outside the City for employment. Residents with higher education and occupational skills are largely commuting out of the City for work. However, Murrieta has seen great growth in labor force in recent years, with a 16.1% increase in jobs from 2013 to 2018, during that same time span, population increased by only 6.3%. While the City started out as a commuter hub, it is quickly catching up and turning into a more balanced workforce. A growing portion of the labor force that formerly commuted out of the region is now employed in Murrieta. This can be seen in the small business portion of the economy, with 622 new business licenses coming into the City in 2018 alone. The total number of businesses operating with a license in Murrieta is now 9,623.

CITYWIDE HEALTH

The City of Murrieta has a relatively young population with a median age of 34.2 and an average age of 37.4. Additionally, on average in 2018, people in Murrieta enjoyed higher incomes and had higher educational attainment than the Riverside County or national average. Research has correlated higher income and higher educational attainment with positive health outcomes, and younger populations are generally at lower risk for many chronic diseases and illnesses than older populations.¹ At the same time, these demographic figures are just averages. Certain segments of the population, such as young children, older adults, and those with lower incomes, are often more susceptible to a variety of health risks. In addition, Murrieta's young people will age and experience cumulative health impacts over the course of their lifetimes, and high incomes do not always remain constant for all individuals.

The leading causes of death in Murrieta are cancer and heart disease, followed by stroke, chronic lower respiratory disease, and Alzheimer's disease. Deaths from cancer and Alzheimer's are more common in Murrieta than California or Riverside County, while the rates of death from heart disease, diabetes, and chronic liver disease are slightly lower than the State

¹ Wirt, J., Choy, S., Rooney, P., Provasnik, S., Sen, A., and Tobin, R. (2004). The Condition of Education 2004 (NCES 2004-077). U.S. Department of Education, National Center for Education Statistics, Washington, DC: U.S. Government Printing Office.



and County averages.² Major risk factors for most of the leading causes of death in Murrieta – cancer, heart disease, stroke, Alzheimer’s, and diabetes – include a lack of physical activity, being overweight or obese, chronic stress, and age. A major risk factor for chronic lower respiratory diseases (CLRD) and illnesses, such as asthma, chronic obstructive pulmonary disease, emphysema, pneumonia, and bronchitis, is polluted air. CLRD often restricts physical activity, which has further negative health impacts. In 2004, CLRD was the fourth leading cause of death in Murrieta (as well as in the United States³).

Like leading causes of death, hospitalization rates provide a gauge of a population’s health status. Murrieta’s rates of hospitalizations and emergency room visits for asthma are significantly lower than those of California and other Southern California counties. This may be because of better air quality or because Murrieta’s population, which has higher incomes and is more educated than other parts of California, benefits from better preventative care and regular asthma management support. A significant portion of the population still suffers from asthma, which is exacerbated by environmental triggers such as indoor and outdoor air pollution. Murrieta’s rate of heart attack hospitalizations is similar to the Riverside County average, which is 32 percent higher than the California average and 54 percent and 45 percent higher than San Diego and Los Angeles Counties, respectively.⁴ This means that heart attacks are happening more frequently in Murrieta than many places in the region.

LAND USE AND URBAN DESIGN FOR HEALTH

Planning decisions such as zoning, land use, and urban design can have a strong impact on our transportation choices, housing, and social interactions. These decisions can improve physical and mental health by providing opportunities for physical activity like walking, providing easier access to nutritious food, or enabling neighbors to interact with each other on a regular basis.

Murrieta is consistent with prevailing development patterns in many other fast-growing Southern California cities: low densities and automobile-oriented design, with large sections of the City devoted to single uses, such as residential subdivisions or commercial shopping centers. For example, approximately 30 percent of the City’s land area is occupied by single family homes while approximately only one percent is occupied by multi-family homes.

² Refer to Table 5.1-1, *Leading Causes of Death by Percentage, Murrieta, 2003-2007*, in *City of Murrieta General Plan Update Existing Conditions Report*, (Riverside County Community Health Agency, Department of Public Health, Epidemiology & Program Evaluation Branch, July 2009, with data from State of California, Department of Health Services, Center for Health Statistics, Death Statistical Master File, Riverside County, 2005 (Residence)).

³ Centers for Disease Control, 2006, “Table B. Deaths and death rates for 2004 and age-adjusted death rates and percentage changes in age-adjusted rates from 2003 to 2004 for the 15 leading causes of death in 2004: United States, final 2003 and preliminary 2004,” *National Vital Statistics Reports 2006*, Vol. 54, No. 19, June 28. (http://www.cdc.gov/nchs/data/nvsr/nvsr54/nvsr54_19.pdf).

⁴ Refer to Table 5.1-2, *Asthma and Heart Attack Hospitalizations per 10,000 Residents, 2006-2008 Combined*, in *City of Murrieta General Plan Update Existing Conditions Report*, from the California Office of Statewide Health Planning and Development (OSHPD) Patient Discharge Database, provided to Raimi + Associates by Meredith Millet, California Department of Public Health, Environmental Health Investigations Branch, March 2010.



ENVIRONMENTAL HEALTH

Environmental health concerns include air pollutants, contaminated land or water, or even toxic substances in everyday household items. While it may be impossible to eliminate all of these environmental health risks completely, efforts to clean up contaminated sites, eliminate toxic substances, and protect air and water quality can reduce environmental health risks.

The California Air Resources Board (CARB) publishes guidelines for protecting “sensitive land uses,” such as residential uses, health care or child care facilities, and recreation facilities, from various types of air pollution like freeways, industrial sites, or shipyards.

Of these pollution types, freeways, truck routes, and other busy roadways are the most prevalent in Murrieta. CARB generally recommends at least a 500-foot buffer between “sensitive land uses” and freeways or truck routes, and most existing residential uses in Murrieta meet this recommendation. There are a limited number of residential uses within 500 feet of the I-15 Freeway as it enters the city from the northwest, in the center of the City along the I-215 Freeway, and along the City’s eastern border along SR-79. Portions of the Loma Linda University Medical Center site are also within 500 feet of the I-215 Freeway.

Like air pollution, noise pollution in Murrieta mostly comes from freeways and busy roadways, and the most heavily impacted areas are those close to freeways and busy roadways. Partially because it has never been the site of large-scale industrial land use, the City does not contain a high number of contaminated sites, or any strong geographical concentrations of contaminated sites. At the same time, there are contaminated sites of various types throughout the City where clean up is ongoing or needed in the future. There are generally more of these in the central and southwestern areas of the City. Gas stations with underground leaking storage tanks are one of the most common types of contaminated sites. In addition, several formerly contaminated sites in Murrieta are recorded by the State of California as cleaned up.



Land use planning can encourage walking and biking, not only by creating safe pathways but by placing different types of land uses within walking and biking distance of each other.



SAFE, SUSTAINABLE, AND ACTIVE TRANSPORTATION

Most people in Murrieta drive to work, to school, and for daily needs such as shopping. This is similar to the transportation behavior of Riverside County, where in 2008 the average household drove 66.5 miles per day (21.26 miles per day per capita).⁵ Currently, with the exception of some areas like Historic Downtown Murrieta, walking or cycling is an infeasible mode of daily transportation for most Murrieta residents. Walking and cycling can provide health benefits by increasing levels of physical activity and reducing levels of air pollution. In addition, the risk of being involved in a collision with an automobile is a significant health risk for drivers, pedestrians, and cyclists alike.

From 2006-2008, 77 percent of Murrieta residents drove to work alone, slightly higher than the County, State, and national averages, while 13 percent carpooled (higher than the California average). Around 1.5 percent of Murrieta residents walked or cycled to work, which was about one-half the State and national average, while 0.1 percent of residents used public transportation to get to work. Similarly, rates of walking to school are lower than State averages.⁶

The average travel time to work (one-way) for a Murrieta resident from 2006-2008 was 36.5 minutes, around 35 percent longer than the California average of 27.0 minutes and 44 percent longer than the national average of 25.3 minutes.⁷ This implies that many residents are traveling outside of Murrieta for work. It also means that commute times and vehicle miles traveled could decrease if a higher proportion of residents worked in Murrieta.

Most housing in Murrieta is currently provided in single-use subdivisions with a hierarchical curvilinear street layout of neighborhood feeder streets and large arterials. Streets that do not connect to adjacent areas, cul-de-sacs without pedestrian cut-throughs, blocks with lengths over 1,000 feet, and a lack of nearby non-residential destinations are very common in almost all of the City's neighborhoods. Most of Murrieta's commercial streets are wider than 60 feet, with high street speeds. These factors all reduce the number of route choices and attractive destinations for pedestrians, make walking less comfortable and safe, and make it difficult to walk as part of daily life.

Many of Murrieta's residential neighborhoods, as well as Historic Downtown Murrieta, have consistent and frequent street trees and sidewalks. Mature street trees, such as those found along Washington Avenue, are particularly valuable and pleasant for the pedestrian environment. Most of the residential subdivisions around the City have less mature trees, but with proper maintenance, they will continue to grow and improve the pedestrian environment over time.

⁵ Regional Transportation Plan 2008, Amendment 2 PL data provided by Yongping Zhang and Guoxiong Huang, Transportation Planning Department, Southern California Association of Governments in March 2010 for Raimi + Associates.

⁶ 2005 California Health Interview Survey, "Walked/Biked/Skated to or from school in past week," Riverside County and State of California, accessed March 23 at www.chis.ucia.edu.

⁷ U.S. Census Bureau, *American Community Survey Selected Economic Characteristics*, 2006-2008, available at www.factfinder.census.gov.



PUBLIC SPACES FOR PHYSICAL ACTIVITY AND SOCIAL COHESION

Parks, plazas, natural areas, sports facilities, and other public spaces can have great health benefits for physical and mental health. They encourage physical activity by creating a venue for organized or casual recreation. They can also provide opportunities for social interaction, relaxation, and a connection with nature, all of which have well-established links to good mental health.

In Riverside County as a whole, 65.2 percent of residents report having visited a park, playground, or open space in the last week, similar to the California average of 68.8 percent.⁸ The City has set a standard of 5 acres of parkland per 1,000 residents. At 2011 population levels, it will require 34 acres of additional park space to meet this requirement. There are six locations in the City that are identified as underserved, farther than ½-mile from a park. Research shows that residents in these areas are less likely to meet minimum weekly exercise recommendations.⁹



Trees, sidewalks, and storefronts along Washington Avenue provide a comfortable and interesting environment for walking.

HEALTHY GOODS AND SERVICES

As a whole, the City of Murrieta is well-served by full-service grocery stores providing fresh produce, though some neighborhoods are better-served than others. The City has 14 grocery stores, including large chain vendors as well as locally owned and small grocery stores. This equals about 1.4 full-service grocery stores per 10,000 residents.¹⁰ As a rule of thumb, more than one grocery store per 10,000 residents is considered well served.¹¹ A privately operated farmer's market and a community garden sponsored by the City are



People are more likely to eat fruits and vegetables when they are sold nearby.

⁸ 2007 California Health Interview Survey, "Visited a park, playground, or open space in the last month," Riverside County and State of California, www.chis.ucla.edu.

⁹ L. Frank et al., 2000, *Linking Land Use with Household Vehicle Emissions in the Central Puget Sound: Methodological Framework and Findings*, Part D, Vol. 5, Transportation Research, *supra* note 11.

¹⁰ Based on a Murrieta population estimate of 97,029, U.S. Census, *American Community Survey Demographic Estimates*, 2006-2008, available at www.factfinder.census.gov.

¹¹ The 1 grocery store per 10,000 residents rule of thumb is based on service area calculations used by the supermarket industry.



currently in operation, providing residents additional opportunities to access high-quality local produce.

Access to health care and preventative care is an important component of community health. Over the past few decades, Riverside County's population has increased at a more rapid rate than have the various services, such as physicians and hospitals, necessary to support the population. As a result, Riverside County, in particular the Southern Area which includes Murrieta,¹² experienced a general shortage of hospitals, physicians, and nurses compared to the rest of California. At the same time, three of the five hospitals in the Southern Area of Riverside County, Rancho Springs Medical Center, Inland Valley Regional Medical Center, and the recently completed Loma Linda University Medical Center, are located in or very near Murrieta. As a result, the City of Murrieta itself is fairly well-served by healthcare providers compared to other cities in the surrounding region.

In general, the ability of Murrieta residents to pay for health care, and their likelihood of being insured, is greater than the surrounding region. Approximately two-thirds of Murrieta residents are currently able to pay for hospitalization through private insurance, almost twice the rate for Riverside County. Conversely, only 23 percent paid with Medicare (compared with 42 for Southern Riverside County) and 8 percent paid with Medi-Cal (compared with 15 percent for Southern Riverside County).¹³ This corresponds with Murrieta's levels of income, which are higher than the national and county average,¹⁴ and its poverty rates, which are lower. At the same time, there are still significant segments of the Murrieta community, such as the elderly and those with lower incomes that lack affordable access to health care or depend on various medical safety nets for their care.

7.4 SETTING THE VISION FOR A HEALTHY COMMUNITY

The Healthy Community Element seeks to improve the health of Murrieta's residents by:

- Promoting overall physical and mental health
- Creating complete and well-designed neighborhoods and streets
- Reducing the community's exposure to environmental hazards
- Creating public spaces that promote physical activity and social cohesion
- Promoting safe and active transportation

¹² The Southern Area of Riverside County, as identified by Riverside County, includes Murrieta, Temecula, Canyon Lake, Lake Elsinore, Perris, San Jacinto, Hemet, and areas of unincorporated Riverside County between and surrounding these cities.

¹³ 2005 California Health Interview Survey, "Currently Insured" question for Riverside County and the State of California, accessed March 23, 2010 at www.chis.ucla.edu.

¹⁴ U.S. Census, *American Community Survey Selected Economic Characteristics*, 2006-2008, available at www.factfinder.census.gov.



- Supporting educational and occupational opportunities
- Encouraging healthy goods and services that are physically, economically, and culturally easily accessible

The goals and policies in this Element are the result of a comprehensive analysis of existing health and environment conditions and input from the community at public workshops. They reflect a forward-looking but realistic approach to Murrieta's existing suburban character with low densities, single-use land areas, high levels of automobile use and orientation, and a very large land area. It may not be realistic to expect everyone in the City to sell their cars and start bicycling everywhere, but there are opportunities to promote more physical activity through improved park access, a better walking environment, a more well-connected cycling and trail system, and more jobs and services available locally.

As a guide for improving health in a fast-growing suburban community, this Healthy Community Element is a pioneer for other cities across the country. The Element's policies, as well as health-supportive policies in other Elements, include a mix of programmatic and physical strategies that can be implemented over the course of the General Plan. Their success will require patience, persistence, openness to change, and creative thinking about the possibilities of suburban living by local residents, businesses, developers, and the City alike.

The five key topics of the Healthy Community Element goals and policies are as follows:

- Citywide Health
- Environmental Health
- Public Spaces for Physical Activity and Social Cohesion
- Healthy Economy
- Healthy Goods and Services

Additional goals and policies related to the topics discussed in this Element are found in the following Elements: Land Use, Circulation, Conservation, Recreation and Open Space, Air Quality, and Noise.



7.5 GOALS AND POLICIES

CITYWIDE HEALTH

GOAL HC-1 Application of innovative and model best practices in the community health field.

POLICIES

- HC-1.1 Collaborate with the Riverside County Department of Public Health’s efforts to systematically collect, track, and analyze community health and social, economic, and physical environmental data.
- HC-1.2 Establish procedures and tools that help the City consider health in its planning and policy decisions.
- HC-1.3 Encourage that the municipal vehicle fleet achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.
- HC-1.4 Seek opportunities to promote healthy lifestyles, activities, and food choices at City offices and City-organized events.
- HC-1.5 Promote the health and well being of City employees through health challenges (e.g., weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices, and healthy work environments, when feasible.

GOAL HC-2 Health and well-being for those who live, work, and play in Murrieta.

POLICIES

- HC-2.1 Consider community health in appropriate City actions and policies.
- HC-2.2 Establish relationships and collaborate with local health officials, planners, non-profit organizations, hospitals, local health clinics, and community groups to improve community health.
- HC-2.3 Seek input from the Riverside County Department of Public Health and others on proposed development projects or other land use and transportation decisions to encourage that the decisions promote health.



- HC-2.4 Incentivize health promotion groups to participate at City-sponsored events (i.e., waive booth fees at fairs, etc.).
- HC-2.5 Consider one or both of the following:
- Encourage developers of larger commercial/office/business park/ industrial projects or projects that include sensitive uses (schools, senior centers, medical facilities, and larger residential projects) to prepare a health impact assessment (HIA) to determine potential impacts and to incorporate project-specific mitigation measures to avoid this risk.
 - A Healthy Development Checklist for use in reviewing new major development projects before finalizing plans.
- HC-2.6 Work with Riverside County and community groups to support the availability of substance abuse treatment services to encourage a functional and healthy workforce.
- HC-2.7 Educate decision makers and the public on the principles of environmental justice.
- HC-2.8 Continually monitor those areas of the City most vulnerable to pollution and environmental hazards through CalEnviroScreen or other tool(s) recommended by the State.
- HC-2.9 Consider environmental justice issues and potential health impacts associated with land use decisions, including enforcement actions to reduce the adverse health effects of hazardous materials, industrial activity and other undesirable land uses, on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.
- HC-2.10 Consider environmental justice issues to ensure an equitable provision of desirable recreational facilities, public spaces, and other public amenities throughout the City.
- HC-2.11 Utilize a variety of communication techniques and social media tools to convey environmental justice issues and information to the public.
- HC-2.12 Inform potentially affected low-income and minority populations when new commercial and industrial developments are proposed with the potential for new sources of pollution.
- HC-2.13 Provide the opportunity for affected residents of new developments to participate in decisions that impact their health.
- HC-2.14 Provide translation and interpretation services at public meetings on land use and environmental issues affecting populations whose primary language is not English, as needed. Translation time for non-English speakers shall be included



and applied per Government Code Section 54954.3, or other applicable State laws.

ENVIRONMENTAL HEALTH

GOAL HC-3 Clean, breathable indoor and outdoor air.

POLICIES

- HC-3.1 Update and enforce tobacco control laws that pertain to location and retailing practices, smoking restrictions, and smoking-free home and workplace laws.
- HC-3.2 Disseminate information to tenants and property owners about indoor mold growth hazards, reduction, and prevention methods.

PUBLIC SPACES FOR PHYSICAL ACTIVITY AND SOCIAL COHESION

GOAL HC-4 Public spaces that foster positive human interaction and healthy lifestyles.

POLICIES

- HC-4.1 Create public plazas with seating, art, and play features near shopping and business districts.
- HC-4.2 Work with restaurants and cafes to create sidewalk outdoor seating areas to activate the sidewalk.
- HC-4.3 Allow and encourage residents to apply for street closure permits for neighborhood block parties.
- HC-4.4 Build an affordable, accessible, and flexible central gathering/meeting space that individuals and community groups can rent for a variety of social, cultural, educational, and civic purposes.
- HC-4.5 Encourage the development and display of public art to promote the history, heritage, and culture of Murrieta.
- HC-4.6 Consider adopting a public art ordinance that 1) provides incentives for businesses to provide public art and 2) establishes a fee for commercial and industrial projects that do not wish to install public art.



HEALTHY ECONOMY

GOAL HC-5 **Socially and environmentally responsible businesses that provide meaningful employment opportunities to residents.**

POLICIES

- HC-5.1 Develop programs to attract and retain industries that can provide a living wage, provide health insurance benefits, and meet existing levels of workforce education.
- HC-5.2 Conduct a green technology business incubator feasibility study.
- HC-5.3 Engage existing business incubators and recruit green technology entrepreneurs to their facilities to develop a track record for green technology business development.
- HC-5.4 Encourage local employers to adopt healthy living/healthy employee programs and practice such as health challenges (e.g., weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices, and healthy work environments.

HEALTHY GOODS AND SERVICES

GOAL HC-6 **A range of choices for accessible, affordable, and nutritious foods.**

POLICIES

- HC-6.1 Encourage equitable distribution of healthy food retail and dining options in all commercial and employment areas of the City.
- HC-6.2 Research and consider land use regulations to limit fast food outlet density.
- HC-6.3 Identify and utilize available incentives, grants, and/or programs to encourage small grocery or convenience stores to sell basic healthy fresh food items. Programs could include grants or loans to purchase updated equipment, publicity, directories of healthy food outlets, or connecting stores to wholesale sources of healthy food.
- HC-6.4 Encourage restaurants to voluntarily eliminate trans fats from their menus.



- HC-6.5 Identify and utilize available incentives, grants, and/or programs to encourage restaurants to create a healthier dining experience for customers by highlighting healthy dishes, offering smaller portion sizes, and disclosing nutrition facts.
- HC-6.6 Support community education programs on healthy eating habits and lifestyles, including topics such as nutrition, physical activity, and vegetable gardening.
- HC-6.7 Encourage larger food retailers to carry specialty ethnic food items and support the opening of smaller ethnic food stores.

GOAL HC-7 A variety of businesses that help create complete neighborhoods and support community health.

POLICIES

- HC-7.1 Encourage fitness centers such as gyms, yoga and dance studios, martial arts centers, and rock climbing facilities to open in Murrieta.
- HC-7.2 Encourage safe, high quality, and affordable child care services for residents and workers in or near housing, transportation, and employment centers.

GOAL HC-8 Accessible health care and preventative care.

POLICIES

- HC-8.1 Work with local and regional health care agencies to promote preventive treatment and broad access to health care.
- HC-8.2 Work with existing organizations and agencies to support high-quality affordable and convenient access to a full range of traditional and alternative primary, preventive, emergency, and specialty health care options.
- HC-8.3 Partner with community groups, the Riverside County Public Health Department, and the Murrieta Valley Unified School District to encourage school-based health centers.
- HC-8.4 Encourage that new public facilities, schools, parks, recreational facilities, and commercial, office, and medical buildings provide drinking fountains.



7.6 IMPLEMENTATION OF THE ELEMENT

The topic of Healthy Community crosses all areas of City government, and implementation will require coordination between a number of City departments, including Community Development, Economic Development, Public Works, and the Community Services District.

The Community Development Department and other relevant departments will review the City's existing codes and ordinances (including the Development Code and the Building Code) and make recommendations on how they can be improved to create more positive health outcomes in the City.

The Economic Development Department will pursue a program of incentives and outreach to attract health care related facilities and businesses to the City. The Economic Development Department will also explore incentives to 1) maintain or expand existing or 2) locate and establish new grocery stores and other healthy food purveyors, and to the extent possible, strive for an equal distribution of healthy food stores throughout the City.

The City can lead by example by expanding the Healthy Murrieta program and by developing City-sponsored programs to address employee health for city employees. Suggested programs could include weight loss challenges, exercise challenges, lunchtime exercise programs, sponsoring bike and walk to work days, and providing transit passes for employees.





8.1 INTRODUCTION

The purpose of the Conservation Element is to provide direction regarding the conservation, development, and utilization of natural and cultural resources. It serves as a guide for the City of Murrieta, its residents, and its businesses to understand what natural or other resources exist in the City, how development impacts these resources, and methods to maintain, preserve, or conserve these resources. The Conservation Element considers the following resources in the natural environment: water; hills and ridges; and mineral, paleontological, and biological resources. It also considers resources within the built environment: urban ecology, farmland, cultural, energy, and solid waste.

Because many of these resources are embodied in the natural and built landscape of Murrieta, the Land Use Element is an essential part of the City's conservation efforts. Other Elements that directly relate to natural resources are Infrastructure, Recreation and Open Space, and Air Quality.

The following Community Priorities relate most directly to this Element:

- Protect the natural beauty of the mountains, hills, and waterways.
- Preserve elements of Murrieta's rural heritage.
- Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.

8.2 AUTHORITY FOR ELEMENT

California Government Code Section 65302 (d) requires "that a General Plan include a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources."

8.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

The Conservation Element is designed to protect, maintain, and enhance Murrieta's natural resources, and balance current community resource needs with the ability of the community's natural resources to meet those needs and benefit the common good. Murrieta recognizes that resources are finite, and is only able to support the human economy and the global ecosystem if they are used at a sustainable rate and allowed to replenish. Conservation of resources will also enable the City to become more self-sufficient, and reduce long-term costs associated with energy, water, and waste. Murrieta promotes sustainability as a core principle, and this concept applies directly to the management of resources as discussed in this Element. Additionally, protecting and enhancing the natural environment contributes directly to the community's quality of life.

NATURAL ENVIRONMENT

Murrieta's natural environment provides resources such as water, landscape, minerals, plants, and animals. Some of these resources are actively used in the City and must be managed for those purposes. While not directly used by the current inhabitants of the area, plants and animals are inseparable parts of the functioning ecosystem in the natural landscape. Their fossilized remains provide a record of natural history. The community benefits from natural systems such as waterways that allow groundwater recharge and plants that prevent erosion. It is therefore important to understand how these natural systems work.

Water

WATERSHED AND GROUNDWATER

The City of Murrieta and most of the Sphere of Influence (SOI) are located within the inland portion of the Santa Margarita River Basin, which comprises approximately 750 square miles. Murrieta Creek and Temecula Creek collect water from the upper watershed and represent the main tributaries to the Santa Margarita River. Western portions of the City are within the southern portion of the Santa Ana River Basin. The regional boundary for the two basins divides the Santa Margarita River drainage area from that of the San Jacinto River, which normally terminates in Lake Elsinore.

Murrieta Creek extends approximately 14 miles and drains an area of approximately 220 square miles. Warm Springs Creek is a major tributary of Murrieta Creek that traverses Murrieta. Both creeks remain in a semi-natural state, with areas of significant native vegetation occurring along portions of each. There are other minor tributaries and intermittent stream courses that occur within the General Plan Planning Area, as well as vernal pools and seasonal wetlands.

Storm water runoff represents the primary source of surface water within the Murrieta Creek Basin. Additional sources of surface water include groundwater from springs, runoff from agricultural uses, and snowmelt.





Groundwater is water contained within natural underground water systems below the Earth's surface, in which the water flows through porous formations called aquifers. Groundwater recharge is an important source of water supply to each of the retail water purveyors that serve the City and the Sphere of Influence. Numerous wells have been drilled within the groundwater basins to allow for the extraction of water from the underlying reservoirs.

Major groundwater basins underlying Murrieta and the Sphere of Influence include the Murrieta-Temecula Basin and the French Basin. The Murrieta-Temecula Basin underlies approximately 60,000 acres, including the Murrieta Creek channel and Warm Springs Creek, which serve as important sources of groundwater recharge. Water flows from the Basin to the Lake Elsinore area in the northwest and to the Santa Margarita River to the southwest. In the northeast, the French Basin underlies approximately 3,500 acres and discharges to Warm Springs Creek.

Water use and supplies in Murrieta and the Sphere of Influence are discussed in the **Infrastructure Element**.

UPPER SANTA MARGARITA INTEGRATED REGIONAL WATER MANAGEMENT PLAN

The Integrated Regional Water Management Plan (IRWMP) is a planning and management tool to facilitate efficient use of water resources and to develop effective water conservation measures, using a regional- and watershed-based approach. Development of the IRWMP is a cooperative effort by the Rancho California Water District, Riverside County Flood Control and Water Conservation District, and County of Riverside.

The intent of the IRWMP is to enable greater watershed-wide coordination and management of water resources within the Santa Margarita Watershed as a whole, as well as adjoining watershed and regional planning and funding efforts. Through the IRWMP, stakeholders collaborate across jurisdictional boundaries to implement water resource management projects. These stakeholders include regional water agencies; flood control districts; counties; cities; and federal, state, and local agencies. The IRWMP also provides opportunities to identify and evaluate information on the present and future needs within the watershed for consideration in the California Water Plan.

STORM WATER MANAGEMENT

Storm water drainage infrastructure within the City of Murrieta consists of a network of natural streams, improved channels, storm drains, catch basins, and detention basins. These facilities and their necessary maintenance are provided by the Riverside County Flood Control and Water Conservation District and the City.

To minimize detrimental effects of runoff water quality, the City of Murrieta implements its Storm Water Management Plan (SWMP). The SWMP identifies methods to reduce potential storm water runoff and the contribution of pollutants to the storm drain system from industrial, commercial, residential, and municipal sources.



Hills and Ridges

Murrieta's natural setting offers views and vistas of features that have both scenic and ecological value. A variety of rolling hillsides, mountain ranges, the Valley floor, and varied natural vegetation contributes to the unique visual character of Murrieta, as well as the surrounding region.

The Hogbacks are a prominent visual feature within the Murrieta landscape that can be seen from many vantage points. This ridgeline crosses the eastern portion of the City and supports areas of relatively undisturbed natural vegetation along the western slope.



Ridgelines are visible from the freeways traversing Murrieta.

Views to the Santa Rosa Plateau occur along the I-15 and I-215 Freeways, as well as from lands located to the west of the Hogbacks. Views from these locations also include the largely undisturbed ridgelines that extend to the north and south of the Plateau, combined with hillside areas supporting chaparral habitat. Oak woodland habitat and a variety of canyons are also present along the foothills of the Santa Ana Mountains and add to the existing visual character.

The Murrieta *Municipal Code* establishes guidelines for future development proposed along the City's hillsides. Section 16.24, Hillside Development, provides measures for the long-term protection of existing natural topography and scenic character whenever feasible through the regulation of grading activities, intensity, and density of development proposed, structural massing, building height, and other characteristics in order to minimize potential impacts on the existing viewshed.

SCENIC CORRIDORS

Views from the major freeways traversing Murrieta play a large part in defining the community's identity for people passing through the area. Both freeways have been recognized as possessing scenic qualities.

Interstate 15 is included in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, and Interstate 215 was previously shown on the County's Master Plan of Scenic Highways as being eligible for official designation as a County Scenic Highway.

Mineral Resources

The City lies within the Temescal Valley Area within Riverside County, which has become a major area for mining. Existing mineral extraction activities and commodities produced in this area primarily consist of clay, specialty sands, and specialty stone. Construction aggregate (crushed rock, sand, and gravel) also represents a valuable mineral commodity. Sand, gravel,



and clay are generally used for fill purposes, for the construction of roads and highways within urban and suburban development, and for other infrastructure purposes such as canals and aqueducts.

The extent and significance of mineral deposits in the City and the Sphere of Influence are largely unknown. *Exhibit 8-1, Mineral Resources*, shows the locations of known resources. Five resource sites are identified within the City. These sites contain support clay, sand and gravel (construction), feldspar, feldspar/silica, and gold. One geothermal resource is also identified within the City boundaries. Three additional sites are identified within the Sphere of Influence, which contain feldspar, gold, and stone (crushed/broken). According to the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), no underlying oil fields are present in the City, the Sphere of Influence, or in outlying areas.

The *Murrieta Development Code* provides guidelines for the review of surface mining permit applications that are intended to create and maintain an effective surface mining and reclamation policy, as authorized by the California Surface Mining and Reclamation Act of 1975. The *Development Code* gives provisions for the regulation of surface mining operations in order to prevent or minimize potentially adverse effects, and provides for reclamation of mined lands.

Paleontological Resources

Paleontological resources are the fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. The Murrieta area is generally underlain by highly fossiliferous rock units that include the Pauba formation and Unnamed Sandstone formation. The San Bernardino County Museum Earth Sciences Division has classified the majority of the City and the Sphere of Influence as having a high potential for containing significant, nonrenewable paleontological resources.

Formations in the Murrieta area have yielded extensive fossil remains that include mammoth, mastodon, ground sloth, dire wolf, short-faced bear, saber-toothed cat, tapir, camel, llama, and pronghorn. Known deposits have also yielded smaller vertebrate fossils including rabbit, rodent, bat, shrew, bide, amphibian, lizard, tortoise, and turtle.

Biological Resources

WILDLIFE HABITAT

Approximately 7,291 acres of undeveloped/vacant land with potential wildlife habitat are present within the approximate 26,852-acre General Plan Planning Area. Concentrated areas of natural vegetation occur along the foothills and canyons in the western portion of the City, in the northern portion of the City along the northeastern hillsides, along Murrieta and Warm Springs Creeks, and along the slopes and base of the Hogbacks.

Plant communities within the General Plan Planning Area include annual grassland, coastal sage scrub, chaparral, oak woodland, riparian, and wetland habitat. *Table 8-1, Wildlife Habitat in Murrieta and Sphere of Influence*, lists specific categories and acreages of the plant



communities within the General Plan Planning Area. *Exhibit 8-2, Vegetation and Land Use*, identifies the location of potential wildlife habitat areas within the General Plan Planning Area.

**Table 8-1
Wildlife Habitat in Murrieta and Sphere of Influence**

Wildlife Habitat*	Wildlife Habitat Mapping Units (Common Name)	Approximate Area (acres)
Annual Grassland	California annual grassland alliance	2,340
Coastal Oak Woodland	Five different plant associations	303
Coastal Scrub	Sixteen different plant associations	3,372
Cropland, Orchard, Vineyard	Agricultural Land Use	5,662
Eucalyptus	Eucalyptus Alliance	35
Fresh Emergent Wetland	Bulrush-cattail	107
Lacustrine	Water mapping unit	128
Mixed Chaparral	Twelve different plant associations	1,636
Riverine/Lacustrine	Sandbars, mud flats, riparian shrubs and trees associated with a river	137
Urban	Five different mapping units	12,816
Valley Foothill Riparian	Nine different plant associations	316
TOTAL		26,852

* Using the Wildlife Habitat Relationship (WHR) system of vegetation classification. Descriptions of each habitat type and associated wildlife are provided in the Existing Conditions Report.

SPECIAL-STATUS SPECIES

Special-status species include plants and animals that are listed as rare, threatened, endangered, or otherwise identified for tracking and protection at the state or federal level. Conservation efforts in the *Western Riverside Multiple Species Habitat Conservation Plan* are largely aimed at species associated with unusual soil types. Special-status plant species are likely to occur in habitat areas associated with vernal pools and clay soils, wetlands, and areas supporting chaparral, scrub, and woodlands.

Within the General Plan Planning Area, listed species with specific soil types include Munz's onion, San Diego ambrosia, spreading navarretia, California Orcutt grass, and Quino checkerspot butterfly. In addition, coastal scrub and chaparral habitat areas are important habitat for the Quino checkerspot butterfly and California gnatcatcher. Annual grassland and coastal scrub habitat are important to the Stephens' kangaroo rat, while riparian, lacustrine, and emergent wetland habitat are important to the least Bell's vireo and southwestern willow flycatcher.



WESTERN RIVERSIDE MULTIPLE SPECIES HABITAT CONSERVATION PLAN

Murrieta is a Permittee under the *Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)*, and as such, has existing conservation agreements and also sets aside land parcels within the City as Conservation Land to meet the land acquisition goals of the *MSHCP*. The conceptual conservation scenario for the MSHCP Reserve Area is based on existing public lands, undeveloped land (Core Areas), and identified potential Linkages between the Core Areas.

Warm Springs Creek and Murrieta Creek are important natural features within the City that are protected for their biotic and aesthetic value; they offer wetland resources and allow for wildlife migration. These features are included in the MSHCP as potential Linkages between Core Areas.

For discussion and planning purposes, the Core Areas and Linkages are grouped into Area Plans and Subunits, as shown in *Exhibit 8-3, MSHCP Area Plans and Subunits*. The MSHCP identifies the following Biological Issues and Considerations for the Subunits within the City and the Sphere of Influence:

- **Murrieta Creek (SW1) and Santa Rosa Plateau (SW6)**. Maintain habitat function as riparian and aquatic species live-in habitat and large mammal movement linkage.
- **French Valley/Lower Sedco Hills (SW5) and Warm Springs Creek/French Valley (SCM1)**. Maintain habitat Core for narrow endemic plants (saline/alkali and clay), Quino checkerspot butterfly, Riverside fairy shrimp, Los Angeles pocket mouse, western pond turtle, and habitat linkages through the City limits (east-west and north-south) for wildlife movement and plant dispersal.

BUILT ENVIRONMENT

Murrieta's built environment interacts with the natural environment by drawing on resources like soil and energy and creating new resources such as farmland, historic structures, and products that can be re-used or recycled. The community also seeks to integrate the natural world into the urban fabric by preserving open space and introducing parks and trees. Developing the City while enhancing the functioning of natural systems is a prudent way to maintain and benefit from natural resources.

Urban Ecology

In urban areas where the majority of land is given over to pavement, buildings, or other kinds of development, ecologically functioning land is a unique and valuable asset with widespread positive impacts. Creeks, wetlands, habitat areas, parks, trees, gardens, storm water management areas, and other open space can serve as interconnecting islands of bio-diversity, providing valuable ecological services.

PARKS AND OPEN SPACE

Discussed extensively in the Recreation and Open Space Element, Murrieta's parks and natural open space provide opportunities for outdoor recreation and contact with nature. Trails have



been constructed through several parks and open space areas. Much of Murrieta's open space follows natural drainage courses.

TREES

Murrieta has a *Tree Preservation Ordinance* that protects native Oak and Sycamore trees, and trees of historic or cultural significance, groves and stands of mature trees, and mature trees in general. Trees protected under this ordinance include palms and trees at the Murrieta Hot Springs Resort, conifers dating from pre-World War I along Murrieta Hot Springs Road, and a landmark cottonwood tree associated with a former ceremonial ground and trail route located near Lemon Street.

Farmland

Murrieta's economy was once based on agriculture, and there is still farmland within the City and the Sphere of Influence (SOI). California's Farmland Mapping and Monitoring Program categorizes the quality of farmland in the state based on such factors as soil type, growing season, availability of water, and history of crop production. *Exhibit 8-4, Important Farmland*, shows the location of farmland types in the City and SOI, including 3,207 acres of Farmland of Local Importance within the City boundaries.

Table 8-2, Farmland Types in Murrieta and Sphere of Influence (2008), provides a breakdown of the acreage of lands within each Farmland Mapping Category for the City and the Sphere of Influence. These Farmland Mapping Categories are defined in the Existing Conditions Background Report.

Table 8-2
Farmland Types in Murrieta and Sphere of Influence (2008)

Farmland Mapping Category	Total in Acres
City of Murrieta	
Urban Built Out Land	11,348
Grazing Land	1,540
Farmland of Local Importance	3,207
Prime Farmland	65
Farmland of Statewide Importance	28
Unique Farmland	81
Other Land	5,242
Sphere of Influence	
Urban Land	442
Grazing Land	1,164
Farmland of Local Importance	2,581
Other Land	1,155
Source: City of Murrieta GIS Data. December 2009. Farmland Mapping Categories are defined in the Existing Conditions Report.	



Exhibit 8-4 and Table 8-2 are based on the Important Farmland maps prepared by the State in 2008. These maps include land that was used for agricultural production anytime in the four years before the maps were prepared. However, by 2010 the extent of land used for agricultural production within the City limits was far less than the farmland depicted in Exhibit 8-4.

WILLIAMSON ACT LANDS

To preserve agricultural uses, the Williamson Act established an agricultural preserve contract procedure by which counties or cities within California can tax landowners at a lower rate, in return for a guarantee that these properties will remain under agricultural production for a period of 10 years.

According to the California Department of Conservation, no Williamson Act encumbered properties are located within the City of Murrieta. Approximately 58 acres of encumbered acreage are located outside of the City boundary within the Sphere of Influence, as shown in Exhibit 8-5, Williamson Act Farmland (2007). None of these contracts are in non-renewal status with the State.

Cultural Resources

ARCHEOLOGICAL AND HISTORICAL RESOURCES

Murrieta enjoys a rich cultural history, with more than 199 documented cultural, archaeological and historic sites. Cultural and archaeological resources include remnants of prehistoric habitation such as milling features and food processing artifacts, stone artifacts (flakes, points, debitage), sites with rock art, village complexes and habitation sites, and prehistoric quarries. Historic sites include built resources and historic archaeological sites (trash scatters, habitation remains). It also includes historic resources such as ranches, homes, and sites of historic



This grain elevator, built in 1918, is one of the most noticeable historic structures in Murrieta.

buildings that have been demolished. The most historically significant areas generally occur along Washington Avenue, west of the I-15 Freeway, and Los Alamos Road, east of the I-215 Freeway.

The General Plan Planning Area contains a number of roads which, due to their individual qualities or historical significance, may warrant recognition or even conservation programs to preserve their character. The historic value of Los Alamos Road was recognized by the Murrieta City Council on July 16, 1991. In March of the following year, the Riverside County Historical Commission recommended that a four-mile stretch of



Los Alamos Road, between Via Santee and Winchester Road, be designated as a County Historic Route.

The City has a *Cultural Resource Preservation Ordinance* that provides “a mechanism by which community resources such as buildings, structures and sites within the City of Murrieta, which are of pre-historic or historic interest or value, or which exhibit special elements of the City’s architectural, cultural, or social heritage may be identified, protected, enhanced, perpetuated and used in the interest of the public’s health, safety, welfare, and enrichment.” Under this ordinance, a natural or constructed feature may be designated as an individual resource, and a geographic area may be designated as an archeological district or a historic preservation district. The City of Murrieta Historic Preservation Advisory Commission acts in an advisory capacity to the City Council with regard to the preservation of cultural and archaeological resources within the City’s boundaries.

In addition, the City will adhere to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52). SB 18 requires agencies, such as the City of Murrieta, to consult with California Native American tribes and provide opportunities for involvement to tribes, during the preparation or amendment of the general plan. AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested consultation to the lead agency in writing.

HISTORIC DOWNTOWN MURRIETA

The Historic Murrieta Specific Plan, predecessor to the Downtown Murrieta Specific Plan, was adopted in October 2000 and amended February 2003 and March 2017, when it was renamed. The Downtown Murrieta Specific Plan provides a framework for the future enhancement and preservation of Historic Downtown Murrieta. The Specific Plan Area is bounded by Jefferson Avenue to the east; Ivy Street to the south; Hayes Avenue to the west; and Kalmia Street to the north. The Specific Plan sets forth guidelines for design of appropriate development including architectural characteristics, site planning, parking, landscaping, and signage. The Specific Plan also identifies five gateways to Historic Murrieta that have visual prominence including: Washington Avenue and Kalmia Street, Washington Avenue and Ivy Street, Jefferson Avenue and Kalmia



This building on Washington Avenue is believed to be the former A. K. Small & Co. dry goods store, pictured in the Vision chapter as it appeared in 1917.



Street, Jefferson Avenue and Juniper Street, and Jefferson Avenue and Ivy Street. Other elements contributing to the historic character of the area include a variety of large, mature trees, particularly along Washington Avenue.

A number of improvements are planned or have been made in recent years within Historic Downtown Murrieta. These projects include design elements to enhance the overall historic theme and character, infrastructure and street improvements, parks, and upgrades to various City facilities. Historic Downtown continues to be a focal point for future improvements and planning efforts.

Energy

Energy resources are commonly categorized as renewable or nonrenewable. Future availability and environmental costs are growing concerns with nonrenewable energy. Two renewable energy sources, solar radiation and wind energy, are readily available in the area. Geothermal resources also exist, as suggested by the presence of thermal springs. However, most energy used in Murrieta comes from sources located elsewhere.

Electricity is provided by Southern California Edison (SCE), whose facilities include hydroelectric, wind, solar, gas, and coal power plants. Due to state targets, a growing percentage of the energy supplied by SCE is from renewable sources: wind, geothermal, solar, biomass, and small hydroelectric.

Natural gas is supplied through transmission pipelines by the Southern California Gas Company. In areas of the City where natural gas infrastructure is not available, homes or businesses use propane gas. Individual propane tanks are located on the property and the owners or occupants execute private agreements with propane companies to maintain and refill the tanks.

Transportation energy is supplied primarily by petroleum or fossil fuels, although hybrid and electric-powered vehicles are becoming more available, as well as vehicles powered by alternative fuels. At this time, gasoline and diesel fuels are readily available within the General Plan Planning Area and throughout the Southern California region. The environmentally significant consequence of using these fuels is the atmospheric release of greenhouse gases and other pollutants.

WIND ENERGY

Wind turbines on residential lots can reduce household consumption of utility-supplied electricity. In order to promote the safe, effective, and efficient construction and use of non-commercial wind energy conversion systems on rural residential lots, the *Municipal Code* includes standards for regulating these systems. The standards are intended to minimize visual, noise, and safety impacts on the surrounding community.



Solid Waste

Murrieta was found to be in compliance with AB 939 in 2006, having made a good faith effort (49 percent diversion rate) to meet the goal of diverting 50 percent of solid waste from landfills. In the two years since AB 939 compliance has been measured according to Annual Per Capita Disposal Rate, Murrieta has succeeded in meeting the AB 939 target set by CalRecycle. The City of Murrieta has established a number of programs in partnership with Waste Management that promote recycling, composting, and waste reduction, all of which have contributed to the City's increasing diversion rate and decreasing disposal rate in recent years.

8.4 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

NATURAL ENVIRONMENT

Water Supply

Water is a precious natural resource in Murrieta and in California. Water conservation and efficiency efforts in Murrieta are occurring against a statewide backdrop of increased demand for water and decreased supply due to many seasons of drought, which will likely be exacerbated in the future by climate change. In addition, the southern California water supply has been reduced by severe restrictions in water diversions from the Sacramento-San Joaquin River Delta for the State Water Project, which has historically supplemented water supplies along with water from the Colorado River.

California law requires Murrieta and other local governments to adopt ordinances ensuring that large landscaped areas are designed to be water-efficient. Plant choices, efficient irrigation systems, and other landscape design techniques can reduce water consumption from large projects such as parks, golf courses, homeowner association sites, and institutional uses, as well as residential yards and smaller landscaped areas. Murrieta adopted the latest *Water Efficient Landscape Ordinance* in 2018.

Future water supplies in Murrieta will rely heavily on recycled/reclaimed water to reduce the demand on potable water supplies. Water districts will need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their Urban Water Management Plan projections. Coordination between the City and water districts will be essential as further development is planned.

Residents and businesses in Murrieta will need to play a role in using water resources efficiently, and this will be encouraged through education and incentives from the City and water agencies.

Storm Water Management and Groundwater Recharge



Groundwater is an important source of water for Murrieta. When land is in its natural state, groundwater supplies are recharged as rain infiltrates the soil. But when areas become urbanized and soil is covered by impervious surfaces, this storm water runs off and is often diverted into channels that carry the water away. As urbanization continues in Murrieta, efforts to recharge groundwater will be important for the long-term sustainability of the City's water supply.

Groundwater recharge can be integrated into the design of development projects by preserving natural drainage courses, encouraging the use of pervious surfaces, and creating areas for water retention and infiltration. Recharge techniques that may be used on-site or off-site include recharge ponds, injection points, and storm water retention ponds.

Besides recharging aquifers with clean water, implementing a comprehensive storm water management program can reduce pollution and erosion, and prevent flooding. Unmanaged urban storm water runoff can cause polluted and excessive storm water flows that diminish water quality in the Santa Margarita River Basin.

In implementing its Storm Water Management Plan, the City will continue its efforts to keep pollutants from entering urban runoff and to provide measures that remove pollutants before runoff reaches the creeks.

Hills and Ridges

Murrieta's hills and ridges offer scenic and biological values, and are considered to be a community treasure. The City has regulations that protect hillside topography and scenic characteristics and prevent slope erosion, and seeks to preserve habitat areas such as the foothills of the Santa Ana Mountains under the MSHCP.

Scenic corridors through Murrieta allow enjoyment of these views. With formal designation of these corridors, the scenic qualities of Murrieta could be recognized at the County and State level as a community amenity.

Mineral Resources

The City of Murrieta recognizes the economic value of mining areas and facilities within its borders. Regulation allows these facilities to co-exist with other land uses and reduces negative impacts that can be associated with mining operations.

Archaeological Resources



Site design can use vegetated areas to remove pollutants from runoff and allow water to infiltrate the soil rather than flowing directly into storm drains

The City of Murrieta recognizes the value of prehistoric and Native American traditional cultural and archaeological sites within its borders and the need to preserve these sensitive non-renewable resources. The impacts of the area's traditional inhabitants have played in the historic development of the City is also recognized and important to future growth and development. Appropriate steps and protocols as outlined in the *Cultural Resources Preservation Ordinance and SB 18 and AB 52* will be taken to carefully balance protection of these archaeological sites, cultural resources and traditional cultural properties with the need to accommodate development.

Paleontological Resources

Paleontological resources in Murrieta will require continued protection during grading and excavation for development. Local displays of excavated fossils could also provide educational benefits and promote a sense of place and history, with the potential to attract visitors as well.

Biological Resources

The preservation of biological resources is of great importance to the City and to the County of Riverside. Ongoing net loss of habitat due to development will contribute to the regional loss of habitat on a cumulative level. Therefore, the City will continue to carefully balance protection of natural lands, habitat, and protection of multiple species with the need to accommodate development. In this effort, Murrieta will maintain compliance with the MSHCP and related state and federal regulations aimed at protecting biological resources.

BUILT ENVIRONMENT

Urban Ecology

Murrieta seeks to balance community needs within the framework of an improved urban ecological system. Whether naturally occurring or constructed, areas with functioning ecology can protect against natural disasters and negative environmental impacts. For example, wetlands can protect urban areas from flooding and provide centers of habitat for ecological restoration work. Trees and landscaping provide a wide array of ecological benefits, including absorbing storm water, cooling surrounding temperatures, removing air pollutants, filtering polluted water, sequestering carbon dioxide, and providing animal habitat. Permeable landscape features that can treat and retain storm water, instead of releasing it immediately during a storm, protect downstream waterways, wetlands, and water bodies from pollution, sedimentation, and flooding.

Preserving native species is a basic requirement for a sustainable ecological system, and can also enhance the quality of life of a community, when residents are provided opportunities to connect with nature and natural systems. Sustaining an ecological system requires protecting it from the negative impacts of invasive species that often accompany the urban edge. It must also be protected from pesticides and herbicides, which can contaminate water, air, and food; breed resistance in pests; and have widespread negative health effects on plants, animals and humans.



Murrieta sets aside natural open space for habitat, drainage, and recreation. In addition, the community constructs a variety of green spaces. As discussed in the Recreation and Open Space Element, the City of Murrieta has a parkland standard of 5 acres per 1,000 people, and seeks to distribute parks among all neighborhoods. Trees and landscaping are promoted throughout developed areas, supporting property values while offering other benefits. Water-efficient landscaping with "California-friendly" plants can also provide habitat for fauna such as butterflies and birds. To assist in storm water management, planted drainage and retention areas will be incorporated into development.

Agriculture

Preservation of farmland in areas less suitable for urban uses can offer multiple benefits: scenic value, maintaining a link to Murrieta's heritage, and providing access to locally grown food. A farmer's market in Murrieta demonstrates the value that residents place on obtaining fresh, locally grown produce. Residents also have opportunities to see where food is grown when farms and ranches operate farm stands and other visitor-serving agritourism activities, which can also improve the financial viability of these agricultural uses.

Increasingly, cities and master-planned communities are seeking to incorporate small-scale agriculture as an amenity for urbanized areas. "Urban agriculture" includes urban farms, community gardens, and cultivation on private properties. Facilities for processing and distributing food are another part of a local food system that supports agricultural uses. Consistent with its heritage and interest in community health, Murrieta will encourage opportunities for community members to access fresh, locally grown food.



Pumpkins from the "Produce for People" community garden were sold at City Hall to raise funds for the garden which generates fresh produce for

Cultural and Historical Resources

Murrieta promotes the preservation of historically and architecturally significant sites, structures, and landscape features within the community and seeks to encourage proper adaptive reuse of historic structures and sites. In reviewing proposed development projects involving historic resources, the use of the *California Historic Building Code* and the U.S. Secretary of the Interior's rehabilitation, reconstruction, restoration, and preservation treatments has assisted in maintaining the historic character of the City while achieving local and regional growth goals.

The City will continue to provide protective measures for the City's Historic Downtown and Los Alamos area, as well as other historically and architecturally significant sites, structures, and



landscape features throughout the community that enhance and/or reinforce the City's rich history and character.

Historic Downtown Murrieta has been recognized as a special cultural resource in the City of Murrieta. The *Downtown Murrieta Specific Plan* describes this vision and the guiding principles to establish a cultural and governmental center, create an attractive town center, improve the historic and pedestrian scale, and foster proactive economic development.

Building on its historic resources and the cultures that make up Murrieta, the City can help satisfy community demand for more cultural institutions and events.

Energy

Murrieta recognizes the responsibility of local governments to help combat climate change and ensure stable energy supplies. As such, the City maintains and updates as necessary a Climate Action Plan (CAP) which includes strategies and measures to reduce greenhouse gas (GHG) emissions.

Energy conservation and improvements in efficiency reduce demand for energy, while production of energy from renewable sources such as wind and solar has far fewer negative impacts than producing energy from fossil fuels. As such, the City is dedicated to using energy more efficiently and reducing greenhouse gas emissions — both in municipal operations and in the community as a whole.



Renewable energy can be produced at a large scale in fields, or by individual panels or turbines located on smaller properties.

Buildings and transportation combined account for approximately two-thirds of the energy consumption and greenhouse gas emissions in the United States. Therefore, in addition to efforts to reduce energy consumption in buildings, land use decisions and transportation behavior that decrease vehicle miles traveled can play an important role in reducing the energy consumed and emissions produced from transportation.

Solid Waste

Discarded waste uses up finite landfill space and often releases toxic material or produces toxic concentrations of material. Landfill waste also creates greenhouse gas (GHG) emissions that contribute to climate change. Organic waste decomposes anaerobically (without using oxygen) in a landfill, which produces methane gas, a GHG that has approximately 23 times greater greenhouse gas effect than carbon dioxide. In addition, sending recyclable materials to a



landfill is a missed opportunity to recapture their “embedded” energy — the energy expended in extracting raw materials and creating these items from scratch.

Waste reduction and recycling efforts are thus proven tools to reduce greenhouse gas emissions along with material waste. They are also opportunities to raise awareness about environmental sustainability and the importance of changing behaviors. Murrieta seeks to continue the success of its efforts to divert waste from landfills. In anticipation of further State requirements, Murrieta should look to create a commercial recycling program that would promote recycling and diversion of solid waste from landfill by requiring businesses, nonresidential properties, and commercial buildings to source separate recyclable materials from all other solid waste for recycling and diversion from landfill and provide for the collection of recyclable materials.

Green Building

Green building, either for new construction or retrofits for existing buildings, can greatly reduce the impacts associated with conventional building practices. Green buildings are designed to save energy and water, reduce waste, minimize air pollution (including greenhouse gas emissions), and create healthier and safer indoor environments. Green buildings also aim to reduce impacts to the site vicinity, by reducing development footprint impacts and encouraging native plantings that contribute to local ecosystems.

Municipalities are in the position to effect significant change in the adoption and success of green building practices, either by creating standards or incentivizing green building — for instance, by removing barriers within City codes or review processes. Murrieta intends to encourage the application of green building practices within the community that will lead the way through the upgrade of municipal facilities.

Although the State of California incorporates a set of green building practices into its building standards code, the field of green building will continue to advance. Murrieta can stay abreast of current techniques and save more natural resources by encouraging green construction, where feasible, to go beyond state standards.

8.5 GOALS AND POLICIES

NATURAL ENVIRONMENT

Water Supply

GOAL CSV-1 A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.



POLICIES

- CSV-1.1 Encourage the provision of a safe and sufficient water supply and distribution system.
- CSV-1.2 Promote the maximization of water supplies through conservation, water recycling, and groundwater recharge.
- CSV-1.3 Promote the protection of groundwater supplies from contamination.
- CSV-1.4 Support water purveyors in promoting a City-wide recycled water system through project review and coordination with water districts.
- CSV-1.5 Encourage the owners of hot springs to protect and enhance them.
- CSV-1.6 Coordinate water resource management with water districts and regional, state, and federal agencies.

GOAL CSV-2 Murrieta promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures in buildings and landscaping.

POLICIES

- CSV-2.1 Ensure that all developments comply with water efficiency requirements, as mandated by the applicable Building Code.
- CSV-2.2 Work with water districts to encourage and incentivize the retrofitting of building systems, both indoor and outdoor, with water-conserving fixtures and appliances.
- CSV-2.3 Continue to utilize the programs and assistance of regional and State water agencies to increase water conservation throughout the City and Sphere of Influence.
- CSV-2.4 Promote water efficient landscaping practices through outreach efforts, project review, and enforcement of City, regional, or State code requirements.
- CSV-2.5 Consider streamlining municipal regulations pertaining to landscaping so that applicability and requirements are easily understood.
- CSV-2.6 Continue to participate in the Home Energy Opportunity (HERO) Program, which helps homeowners reduce energy bills and decrease water consumption through special financing options.



CSV-2.7 Provide information to residents on water consumption rebates and water conservation-related education provided by the various water districts serving the City.



Storm Water Management and Groundwater Recharge

GOAL CSV-3 A community that participates in a multi-jurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed.

POLICIES

- CSV-3.1 Collaborate with partner agencies and other communities to conserve and properly manage surface waters within the City and Sphere of Influence through protection of the watershed and natural drainage system.
- CSV-3.2 Promote storm water management techniques that minimize surface water runoff in public and private developments.
- CSV-3.3 Utilize low-impact development (LID) techniques to manage storm water through conservation, on-site filtration, and water recycling, and continue to ensure compliance with the NPDES permit.
- CSV-3.4 Encourage the creation of a network of “green” streets that minimize stormwater runoff, using techniques such as on-street bio-swales, bio-retention, permeable pavement or other innovative approaches, as feasible.
- CSV-3.5 Seek opportunities to restore natural watershed function as an added benefit while mitigating environmental impacts.

GOAL CSV-4 Restoration of the natural function and aesthetic value of creeks, while providing flood control measures and opportunities for recreation.

POLICIES

- CSV-4.1 Prioritize creek preservation, restoration and/or mitigation banking along creeks as mitigation for environmental impacts.
- CSV-4.2 Consider alternatives to hardlined bottoms and side slopes within flood control facilities, where technically feasible.
- CSV-4.3 Preserve Warm Springs Creek and Cole Creek as a wildlife corridor, while accommodating flood control measures and passive recreation.
- CSV-4.4 Retain and restore natural drainage courses and their function where health and safety are not jeopardized.



- CSV-4.5 Support efforts for restoration, flood control, and recreation along Murrieta Creek, in coordination with regional and federal plans.
- CSV-4.6 Seek funds and provide support for creek restoration, maintenance and protection through grant and mitigation programs, development entitlements, and non-profit organizations.
- CSV-4.7 Continue to support the architectural enhancement of bridges over creeks as a scenic resource.

Hills and Ridges

GOAL CSV-5 Hills and ridges are protected for their environmental and aesthetic values.

POLICIES

- CSV-5.1 Promote compliance with hillside development standards and guidelines to maintain the natural character and the environmental and aesthetic values of sloped areas.
- CSV-5.2 Incorporate significant landform features into City parks and open space, where appropriate.
- CSV-5.3 Maintain a register of cultural resources that includes landforms with cultural significance.

Mineral Resources

GOAL CSV-6 Mineral resources are managed responsibly with minimal impact to surrounding areas.

POLICIES

- CSV-6.1 Ensure compliance with City regulations that seek to prevent or minimize potentially adverse effects of mining, and provide for reclamation of mined lands.



Paleontological Resources

GOAL CSV-7 Paleontological resources are conserved as a record of the region's natural history.

POLICIES

- CSV-7.1 Continue development review procedures that protect paleontological resources.
- CSV-7.2 Encourage local display and educational use of paleontological resources.

Biological Resources

GOAL CSV-8 Conservation of biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates.

POLICIES

- CSV-8.1 Facilitate the conservation of habitat areas and wildlife corridors under the Western Riverside Multiple Species Habitat Conservation Plan.
- CSV-8.2 Address applicable policies and regulations of regional, State, and Federal agencies to achieve common goals for preservation of habitat and the protection of threatened and endangered species.
- CSV-8.3 Work with public and private land owners to conserve biological resources.
- CSV-8.4 Review development projects to determine their impact on biological resources, and compliance with state and federal regulations.
- CSV-8.5 Address Western Riverside Multiple Species Habitat Conservation Plan policies to preserve jurisdictional, wetland, vernal pool and other areas whose hydrology supports habitat and species identified for conservation in the Plan.
- CSV-8.6 Address Western Riverside Multiple Species Habitat Conservation Plan policies for an urban interface, to reduce the impacts from toxics, light, noise, invasive plant species and domestic predators (pets).
- CSV-8.7 Establish an implementation program to clarify procedures for implementation of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Habitat Acquisition Negotiation Strategy (HANS) in the City and to provide



incentives to facilitate conservation with the MSHCP while recognizing private property rights.

BUILT ENVIRONMENT

Urban Ecology - Trees and Landscaping

GOAL CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

POLICIES

- CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.
- CSV-9.2 Consider the establishment of street tree standards and a program for street tree planting, maintenance, and replacement.
- CSV-9.3 Promote the use of street trees as a buffer between pedestrians and motorized traffic.
- CSV-9.4 Encourage the planting of street trees in linear planting beds rather than tree wells in order to support long-living healthy trees.
- CSV-9.5 Encourage the planting of trees in private yards and properties.
- CSV-9.6 Maintain a guide to preferred trees, shrubs, and ground cover plants of non-invasive species, or refer private parties to an existing guide that meets City needs to assist private landscaping efforts.
- CSV-9.7 Allow edible landscaping such as fruit trees, plants that provide foraging opportunities for wildlife, and community gardens on public and private property.
- CSV-9.8 Encourage any new landscaped areas requiring permits to respect and incorporate the distinctive elements of the existing community landscape, including the retention of existing trees, to the maximum extent feasible.
- CSV-9.9 Promote the use of native plant species in public landscaping of parks, schools, medians and planter strips, as well as in private development throughout the City.



- CSV-9.10 Promote and expand the use of drought-tolerant green infrastructure, including street trees, and landscaped areas as part of cooling strategies in public and private spaces.

Agriculture

GOAL CSV-10 Fresh food is grown locally and made available through multiple venues that maintain a link to the City's agricultural heritage and promote healthy eating.

POLICIES

- CSV-10.1 Allow agricultural uses to continue in rural residential areas.
- CSV-10.2 Consider ways to allow small-scale urban agriculture in parks, schools, and neighborhoods.
- CSV-10.3 Ensure that residents are permitted to grow fruits and vegetables in their yards, so long as there are not significant negative impacts to adjacent property owners.
- CSV-10.4 Encourage and support the use of public lands for community gardens and other food production facilities, when feasible.
- CSV-10.5 Support opportunities for local food production and access, such as farmer's markets, community gardens, harvest sharing programs, and community-supported agriculture programs.
- CSV-10.6 Encourage local farmers to sell fresh food locally.
- CSV-10.7 Allow public facilities such as schools, libraries, and community centers to be used as Community Supported Agriculture pick-up sites, where feasible.

Cultural Resources

GOAL CSV-11 Murrieta protects, enhances, and celebrates archaeological, cultural, and historic resources as a way to foster community identity.

POLICIES

- CSV-11.1 Promote the protection and preservation of archaeological, cultural, historical, and architecturally significant sites, structures, districts, Native American resources, and natural features throughout the community, consistent with the



Cultural Resource Preservation Ordinance, SB 18 and AB 52. Preferred methods of protection include avoidance of impacts, placing resources in designated open space and allocation of local resources and/or tax credits as feasible.

- CSV-11.2 Encourage appropriate adaptive reuse of historic structures and sites.
- CSV-11.3 Promote the designation of eligible resources to the City Register of Cultural Resources, the County Landmarks Program, or other regional, state, or federal programs.
- CSV-11.4 Encourage the development of programs to educate the community about Murrieta's historic resources and involve the community in historic preservation.
- CSV-11.5 Comply with state and federal law regarding the identification and protection of archaeological and Native American resources, and consult early with the appropriate tribal governments.
- CSV-11.6 Investigate the feasibility of establishing a museum or other repository to archive and display Murrieta's archaeological resources.
- CSV-11.7 Maintain the position of archivist/historian at the Murrieta Public Library, and promote the Library's Heritage Room as a repository for historical information about the Murrieta area.
- CSV-11.8 Promote the use of historic elements in City parks and public places.
- CSV-11.9 Exercise sensitivity and respect for all human remains, including cremations, and comply with all applicable state and federal laws regulating human remains.

Energy

GOAL CSV-12 Energy conservation and the generation of energy from renewable sources is prioritized as part of an overall strategy to reduce greenhouse gas emissions.

POLICIES

- CSV-12.1 Ensure that all developments comply with energy efficiency requirements as mandated by the applicable Building Code.
- CSV-12.2 Work with energy utilities to encourage and incentivize the retrofitting of building systems with energy-conserving fixtures and appliances.



- CSV-12.3 Support the on-site installation and use of renewable energy generation systems for residential, commercial, institutional, and industrial uses.
- CSV-12.4 Explore options for addressing aesthetic concerns about renewable energy systems that do not unreasonably restrict the use of these systems, remaining consistent with State law.
- CSV-12.5 Consider non-commercial solar power generation in residential areas.
- CSV-12.6 Encourage new development projects and significant rehabilitation or expansion projects to incorporate innovative energy conservation or generation amenities such as electric vehicle charging stations, solar canopies, and carports.
- CSV-12.7 Support bulk purchasing or financing packages of renewable energy purchasing for residential, business and government facilities.
- CSV-12.8 Promote community awareness of opportunities to conserve energy and use renewable energy.
- CSV-12.9 Support the U.S. Department of Energy Weatherization Assistance Program grant recipients' weatherization services and pursue California Weatherization Assistance Program grants and/or other funding sources that can help to provide weatherization services for local residents.
- CSV-12.10 Support incentive programs including, but not limited to permit streamlining, permit fee reductions, or tax rebates to encourage the use of green roofs in residential and commercial buildings and/or the installation of solar photovoltaic (PV) carports in existing and future parking lots.
- CSV-12.11 Implement, and amend as necessary, a Climate Action Plan.

Solid Waste

GOAL CSV-13 Solid waste is diverted from landfills through waste reduction, re-use and recycling.

POLICIES

- CSV-13.1 Comply with the State's landfill diversion requirements.
- CSV-13.2 Ensure that non-residential and multi-family developments provide readily accessible areas for recycling (at a minimum) paper, corrugated cardboard, glass, plastics and metals, as required by California law.



- CSV-13.3 Maximize community reuse and recycling of products and materials through waste management contracts and public education.
- CSV-13.4 Incentivize businesses that provide solutions for recycling and re-use of specific waste streams such as food waste and cooking oils.
- CSV-13.5 Work with local landfills or green waste centers to develop the infrastructure for a composting program.
- CSV-13.6 Provide public outreach and education workshops and information on the composting program.
- CSV-13.7 Work with local landfills or green waste centers, or other interested parties, as appropriate, to implement a community-wide food scrap collection and composting program.

Green Building

GOAL CSV-14 A community that encourages and incentivizes the sustainable development of buildings and neighborhoods, particularly with respect to durability, energy and water use, and transportation impacts.

POLICIES

- CSV-14.1 Ensure all applicable construction projects comply with the California State Green Building Standards Code.
- CSV-14.2 Encourage the integration of other principles of green building into development standards and guidelines, looking for opportunities to realize other benefits such as improved health and increased bicycle transportation.
- CSV-14.3 Identify and reduce regulatory barriers to green building.
- CSV-14.4 Raise community awareness regarding green building methods, incentives, and benefits at community events, the planning counter, and on the City's website.

Municipal Operations

GOAL CSV-15 A community taking a leadership role in resource conservation and reduction of greenhouse gas emissions by implementing programs to improve municipal operations.



POLICIES

- CSV-15.1 Consider renewable energy generation systems on City-owned property for use in municipal operations.
- CSV-15.2 Reduce fuel consumption and emissions from municipal fleet vehicles.
- CSV-15.3 Continue to implement waste reduction programs at municipal facilities.
- CSV-15.4 Consider retrofitting and/or installing water- and energy-efficient fixtures and appliances in municipal facilities, where appropriate and feasible.
- CSV-15.5 Encourage the use of recycled water where appropriate and feasible in City parks and landscaped areas, and demonstrate preferred techniques for water-efficient landscaping, including the use of native plants.
- CSV-15.6 Demonstrate cutting-edge green building techniques when constructing and retrofitting municipal buildings.
- CSV-15.7 Use energy-efficient lighting in parks, streets and other public places.

8.6 IMPLEMENTATION OF THE ELEMENT

Natural resources are shared across jurisdictions and, therefore, conservation of these resources is an effort that is best accomplished through cooperative efforts between cities, counties, and various agencies. As called out in this Element, multi-jurisdictional plans pertaining to conservation include the Upper Santa Margarita Integrated Regional Water Management Plan (IRWMP) and Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). Although implemented by public entities, both plans have implications for private development in Murrieta.

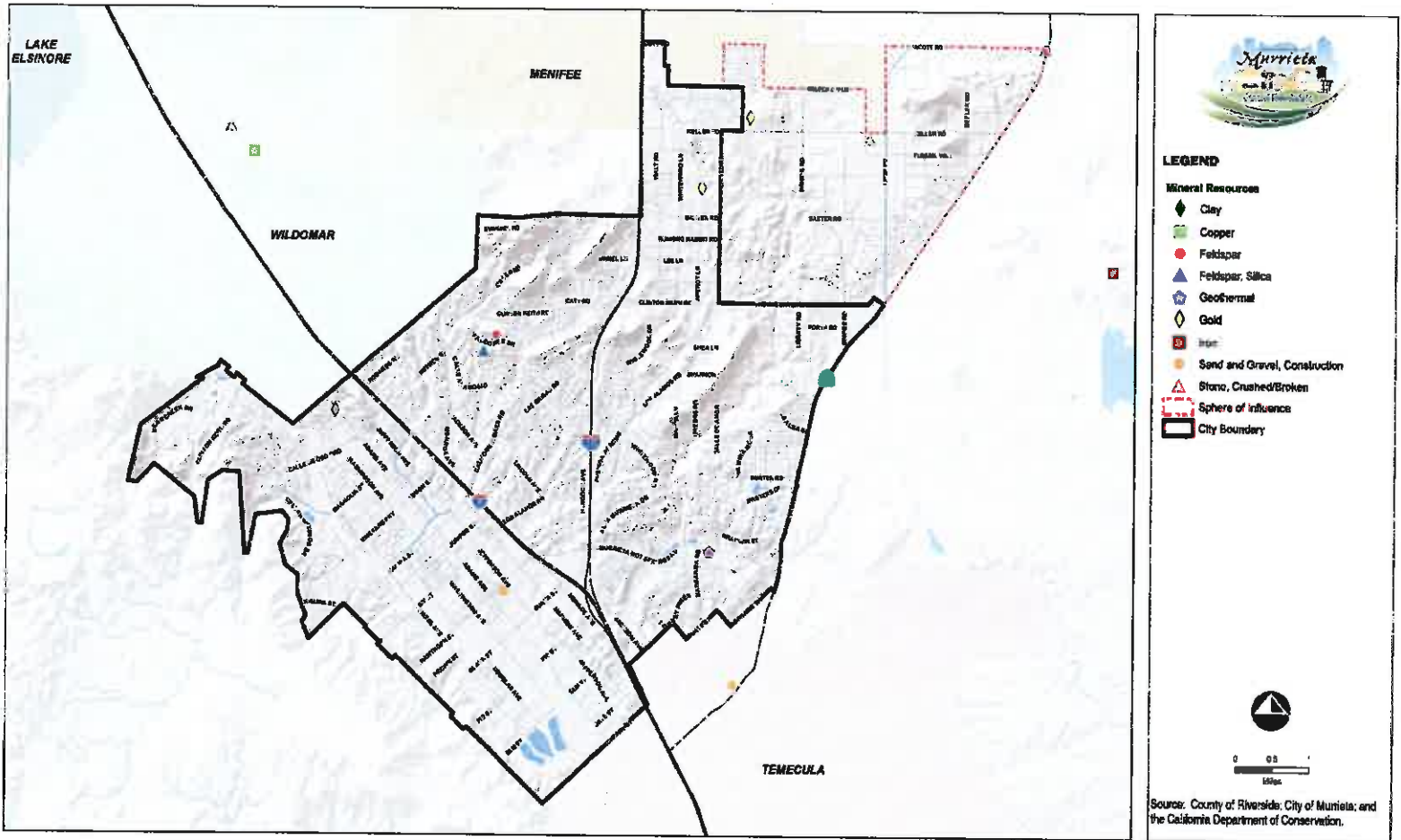
A number of City ordinances exist that promote conservation of natural and cultural resources in Murrieta through the regulation of private activity. These regulations are largely carried out through the development review process and development agreements. The Cultural Resources Ordinance requires proactive measures by the City of Murrieta Historic Preservation Advisory Commission in order to recognize and preserve historical and archaeological resources.

The City's CAP includes strategies and measures to reduce GHG emissions and will be implemented through the regulation of public and private activities in the City.

Businesses and residents in Murrieta are the end users of most resources, and they can be stewards as well. Education and outreach efforts to these community members by the City and its partners such as utility providers will go a long way toward conservation of Murrieta's valuable resources. The City of Murrieta can implement changes in its own operations to set an example for these efforts.

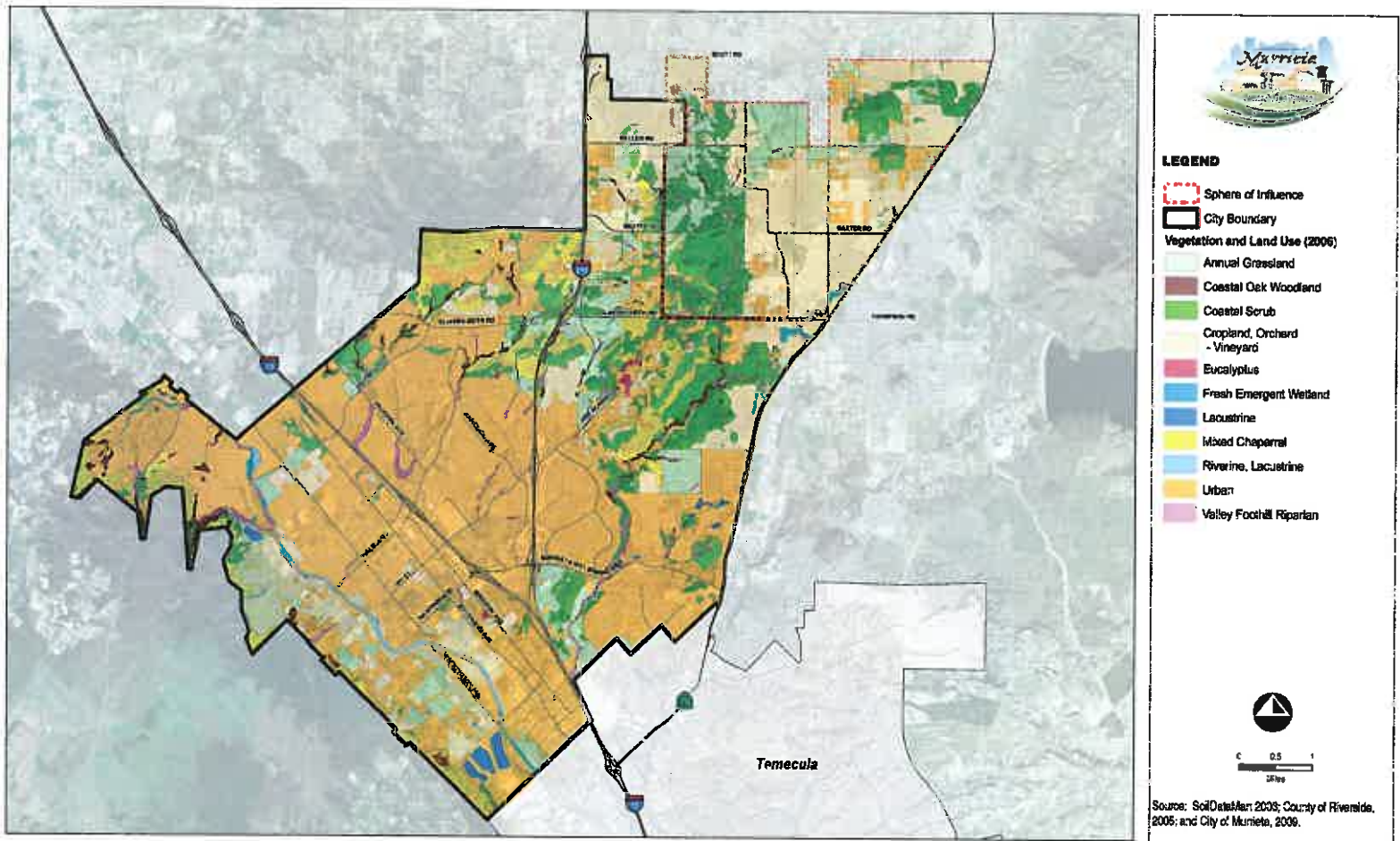


Exhibit 8-1, Mineral Resources

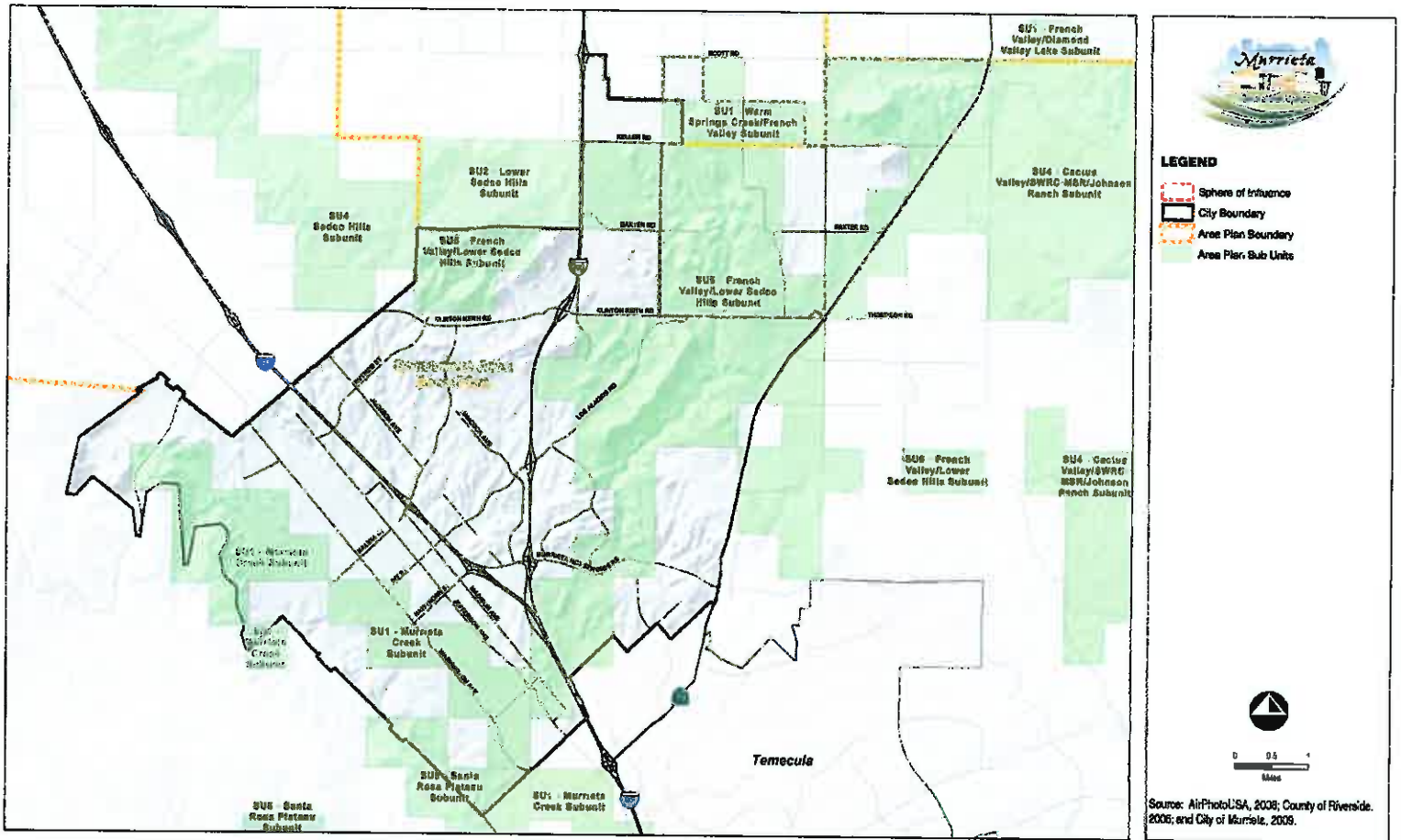


Chapter 8 Conservation Element

Insert Exhibit 8-2_Vegetation and Land Use



Insert Exhibit 8-3, MSHCP Area Plans and Subunit



Chapter 8 Conservation Element

Exhibit 8-4, Important Farmland

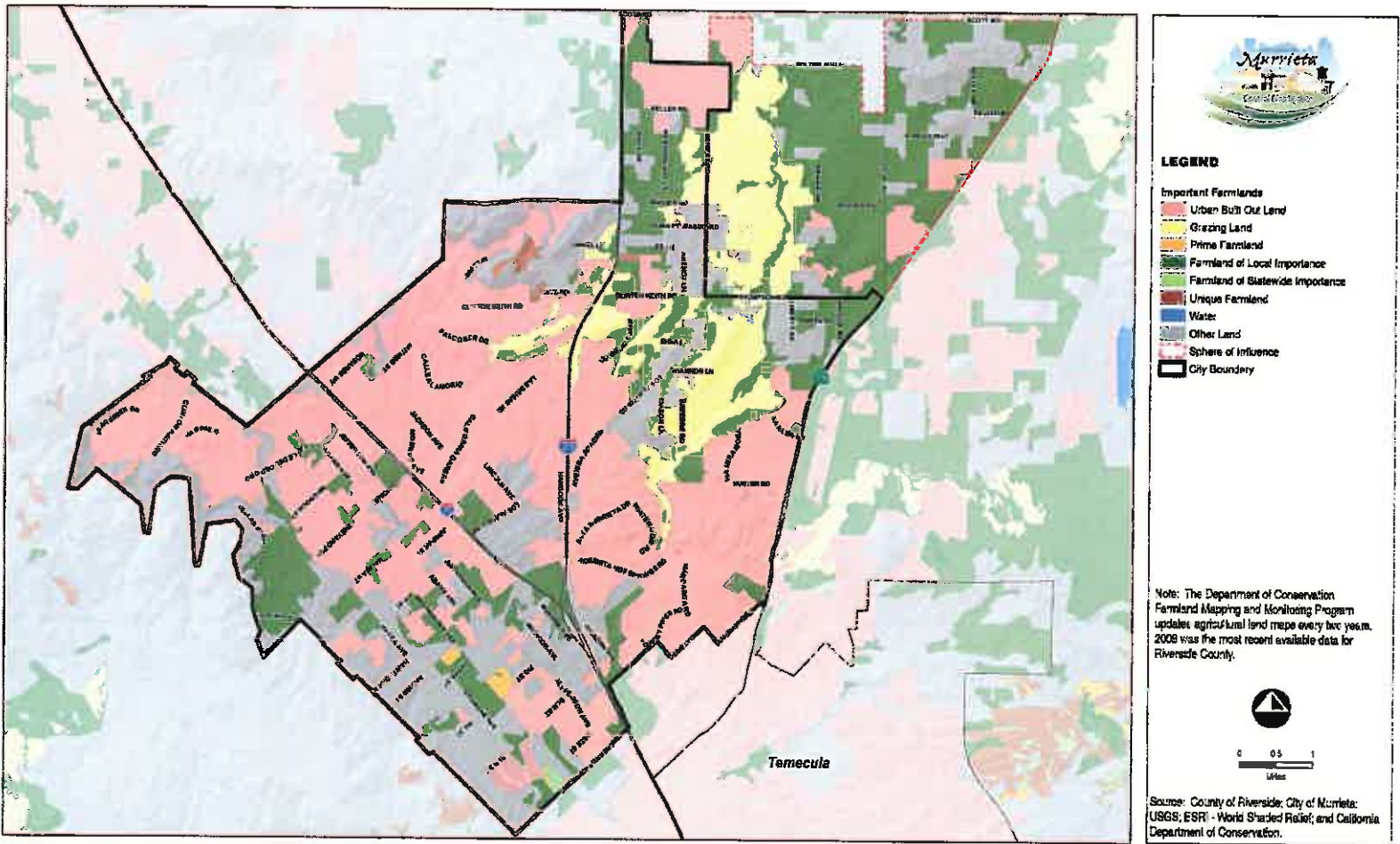
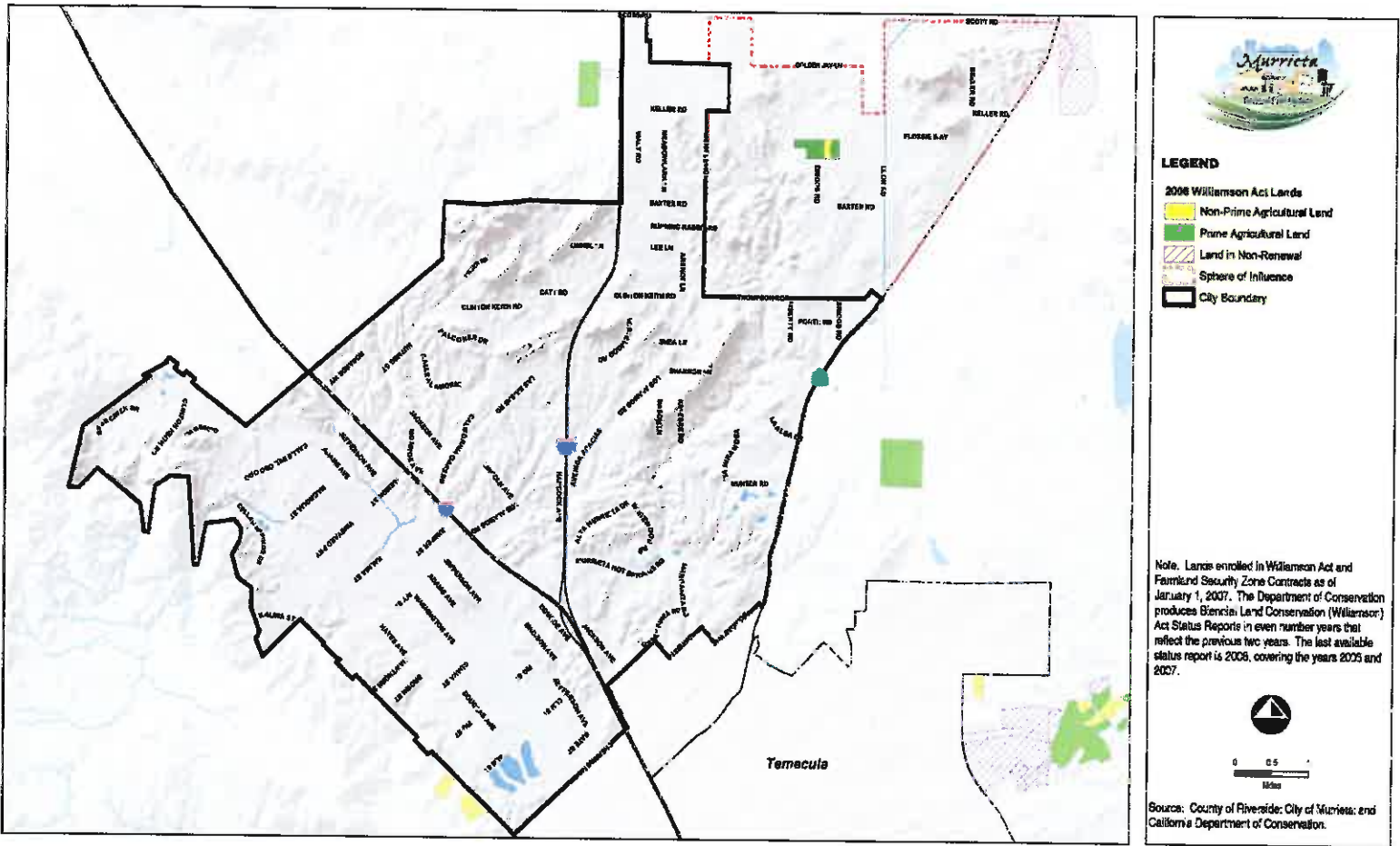


Exhibit 8-5, Williamson Act Farmland (2007)



Williamson Act Farmland (2007)

Exhibit 8-5





9.1 INTRODUCTION

Surrounded by natural beauty, with hills and creeks within its borders, Murrieta is well positioned to provide opportunities for recreation, outdoor activities, and enjoyment of nature. Parks, recreation facilities, and trails promote health, and community members value them highly. Recreation programs such as classes and events offer a variety of benefits including health, education, and social interaction. Besides promoting aesthetic values, open space management and conservation can provide habitat, contribute positively to air and water quality, and protect residents from hazards such as fires and floods.

The following Community Priorities relate most directly to this Element:

- Protect the natural beauty of the mountains, hills, and waterways.
- Provide abundant parks and facilities for recreational activities, and cultural amenities.
- Provide ample activities for all ages of youth.

9.2 AUTHORITY FOR ELEMENT

California *Government Code* Section 65560(b)(3) stipulates that the General Plan address:

"...Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors..."

9.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

Recreation planning is guided by the *City of Murrieta Parks and Recreation Master Plan (Parks Master Plan)*. The *Parks Master Plan* provides information about Murrieta's parks and recreation facilities. It also includes a needs assessment and gap analysis, recommendations for meeting current and future needs, and a financial implementation plan.

PARKLAND

The *Parks Master Plan* indicates that the City has 467.24 acres of parkland in 53 City parks. This total does not include joint use school facilities, some natural areas in Nature Parks, or private facilities. It includes six types of City Parks – City-Wide Parks, Community Parks, Neighborhood Parks, Neighborhood Play Areas, Special Use Parks, Native Parks – shown in *Exhibit 9-1, Parks*, and listed in *Table 9-1, Recreation Facilities Inventory*. *Table 9-1* reflects several new parks and facilities that have been added since the completion of the *Parks Master Plan*, and which increase the City's parkland acreage total.



Los Alamos Hills Sports Park is already Murrieta's largest active park, and will become larger as Phases 2 and 3 are completed.

The following facilities have been added, are in the design phase, or constructed since adoption of the *Parks Master Plan* in 2009:

- Torrey Pines Park (8.80 acres) – Neighborhood Park
- Vineyards (10 acres) – Neighborhood Park
- Grizzly Ridge Park (0.44 acres) – Neighborhood Play Area
- Murrieta Equestrian Park (21.98 acres) – Special Use Park

These facilities range in size from Neighborhood Play Areas that are at most 5 acres to City-Wide Parks with at least 50 acres of parkland. They include Special Use Parks, which are focused on one type of activity, and Nature Parks, which have limited improvements that provide public access to natural open space. Los Alamos Hills Sports Park is Murrieta's only City-Wide Park, with 45 acres of parkland developed in Phase 1.

Parkland Needs

The City has adopted a standard of 5 acres of parkland per 1,000 residents. As of June 2009, the City had a deficit of 34 acres according to this standard. The *Parks Master Plan* estimated that 240.3 acres of parkland would be needed for a population of 120,000 to meet identified needs for recreational facilities, in addition to what is needed to meet the parkland standard.



**Table 9-1
Recreation Facilities Inventory**

Recreational Facilities	Parkland Acreage	Passive Amenities											Active Amenities																
		Amphitheater	Barbecues	Bike Path/Walking Trail	Catch and Release Pond	Community Center/Recreation Room	Dog Park	Open Grass Areas	Parking Lot	Par Exercise Course	Picnic Tables	Restroom/Port-O-Lets	Shelters	Tot Lot/Playground Equipment	Multi-Purpose Trail/Trail Connection	Water Fountains	Baseball Field (with Mound)	Basketball Court	Concession Building	Football Field	Gymnasium	Horseshoe Pits	Skateboard Park	Soccer Field	Softball Field (without Mound)	Spray Turtles	Swimming/Wading Pool	Tennis Court	Volleyball Court
City-Wide Parks																													
1	Los Alamos Hills Sports Park	45.00	.	.	.	.	.	.	.	12	.	3	3	.	.	4L	.	3	L	.	.	.	.	.	.	.	.	.	6L
Community Parks																													
2	Alderwood Park	9.00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	Alta Murrieta Sports Park	9.76	.	.	.	.	.	.	.	3	.	.	1	.	.	1L	.	.	1	.	.	.	.	.	.	.	.	.	.
4	California Oaks Sports Park	19.99	.	.	.	.	.	.	.	6	.	1	1	.	.	.	2L	.	.	.	.	1	1P	2L/3	.	1	2	1	
5	Copper Canyon Park	20.94	.	.	.	.	.	.	.	5	.	3	2	.	.	2	4H	.	.	.	.	.	2P	.	.	.	.	.
6	Glen Arbor Park	18.92	.	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	Hunt Park	4.72	.	.	.	.	.	.	.	4	.	.	.	.	.	1L	1L	.	.	0.5	.	.	.	2	.	.	1L	.	
8	Mira Mosa Park	8.10	.	.	.	.	.	.	.	4	.	1	1	.	.	1	2H	.	.	.	.	.	.	.	.	.	.	.
9	Pond Park	14.59	.	.	.	.	.	.	.	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	Torrey Pines Park	8.00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Neighborhood Parks																													
11	Barratt Park	6.30	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	Firefighters Park	3.21	.	.	.	.	.	.	.	9	.	2	1	.	.	2H	.	.	.	.	.	.	.	.	.	.	.	.	1
13	Mapleton Park	9.30	.	.	.	.	.	.	.	2	.	1	1	.	.	1H	.	.	.	.	.	1P	1	.	.	.	.	.	1
14	Mountain Pride Park	9.64	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	2P	.	.	.	.	.	.
15	Murrieta Elementary School Park	4.26	.	.	.	.	.	.	.	3	.	1	1	.	.	1	.	.	.	.	.	1P	2	.	.	.	.	.	.
16	Northstar Park	14.00	.	.	.	.	.	.	.	4	.	1	1	.	.	.	.	.	.	.	.	1P	1P	.	.	.	.	.	.
17	Pioneer Park	.30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	Rancho Acacia Park	10.11	.	.	.	.	.	.	.	8	.	1	1	.	.	.	.	.	.	.	.	1P	1P	.	.	.	.	.	.
19	Shady Maple Park	4.79	.	.	.	.	.	.	.	2	.	1	1	.	.	.	.	.	.	.	.	1P	1P	.	.	.	.	.	.
20	Valley Vista Park	6.50	.	.	.	.	.	.	.	6	.	1	1	.	.	.	.	.	.	.	.	1P	.	.	.	.	.	.	.
21	Vintage Reserve Park	3.83	.	.	.	.	.	.	.	3	.	.	1	.	.	.	.	.	.	.	.	1P	.	.	.	.	.	.	.
Neighborhood Play Areas																													
22	Antelope Hills Park – Active	5.31	.	.	.	.	.	.	.	11	.	1	1	.	.	2H	.	.	.	.	.	.	.	.	.	.	.	.	.
23	Antigua Park	2.26	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	Blackmore Ranch Park	1.14	.	.	.	.	.	.	.	2	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	Calle Cipres Park	1.80	.	.	.	.	.	.	.	2	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	Calle Estancia Park	2.83	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	Carson Park	0.69	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



**Table 9-1 (continued)
Recreation Facilities Inventory**

Recreational Facilities	Parkland Acreage	Passive Amenities										Active Amenities																	
		Amphitheater	Barbeques	Bike Path/Walking Trail	Catch and Release Pond	Community Center/Restroom Room	Dog Park	Open Grass Area	Parking Lot	Par Exercise Course	Picnic Tables	Restroom/Port-O-Lets	Shelters	Tot Lot/Playground Equipment	Multi-Purpose Trail/Trail Connection	Water Fountains	Baseball Field (with Mound)	Basketball Court	Concession Building	Football Field	Gymnasium	Horseshoe Pits	Shuffleboard Park	Soccer Field	Softball Field (without Mound)	Spray Turtles	Swimming/Wading Pool	Tennis Court	Volleyball Court
Neighborhood Play Areas – continued																													
28	Century Park	3.90		*			*	*	4		1	*	*																
29	Creekside Village Green Park	4.00					*		4		1	*	*			2H													
30	Crystal Aire Park	1.11	*				*		2																				
31	Eastgate Park	1.50																											
32	Echo Canyon Park	3.07					*		2		1	*																	
33	Grizzly Ridge Park	0.44	*				*		1		1	1																	
34	Meadowridge Park	4.29	*	*			*		3		1	*	*																
35	Montafino Park	0.76									1	*																	
36	Monte Vista Park	1.06	*	*			*		2				*			2H													
37	Oak Terrace Park	0.20					*		2		1	*																	
38	Oak Tree Park	0.32					*					1																	
39	Palomar Park	1.75	*				*		2		1	1	*																
40	Rosewood Park	0.41					*																						
41	Springbrook Park	0.29	*				*		1		1	*																	
42	Sycamore Park	2.66					*				1	*	*			1H													
43	Whitewood Park	1.84					*		5		1	*	*																
Special Use Parks																													
44	B Street Station	.50					*	*	*	*	*																		*
45	Murrieta Equestrian Park	22					*			*																			
46	Sykes Ranch Park	2.61	*	*			*	*	10		1	*	*																
47	Town Square Park	4.22	*	*	*	*	*	*					*																
Nature Parks																													
48	Bear Valley Park 1	20.14		*			*					*																	
49	Bear Valley Park 2	3.97		*			*																						
50	Cole Canyon Park	140.00		*								*																	
51	Falcon's View Park	9.37		*								*																	
52	Oak Mesa Park	5.98																											
53	Warm Springs Park	23.80		*			*					*	*								*								
Total Acreage		489.68																											
Definitions: L = Lighted; P = Practice Field; and H = Half Court.																													



Access to Parkland

Besides seeking an adequate quantity of parkland, the City seeks to locate parks within convenient distance of neighborhoods throughout Murrieta. There are six residential areas that the *Parks Master Plan* identified as outside the ½-mile service area of any Neighborhood Park or Neighborhood Play Area. However, proximity to joint use school sites was not considered in that analysis, and those sites are located in at least two of the areas indicated as underserved.

RECREATION AND COMMUNITY FACILITIES

Recreation facilities include sports fields and courts, buildings for indoor recreation, and other facilities that accommodate recreation activities. Murrieta's parks offer a range of recreation facilities, listed in *Table 9-1*. Special Use Parks offer different amenities than other types of parks. For instance, Murrieta Equestrian Park (formerly Murrieta Stud Ranch) has equestrian arenas, a barn, stables, and open pasture.

Additional public recreation facilities are found in school campuses and in community facilities. Murrieta residents also have access to private recreational facilities, some of which are used for City recreation programming.



The former Murrieta Stud Ranch, pictured here in 2009 as it was being acquired by the City, has become a Special Use Park for equestrian activities.

Joint Use Facilities

A joint use agreement between the City and the Murrieta Valley Unified School District provides a framework for the City to access the recreation facilities of all school campuses except the continuation and independent study high schools; and for the District to access California Oaks Sports Park, Copper Canyon Park, Community Center, and Senior Center. Future facilities acquired or constructed by either party may be added to the list of facilities included in the agreement.

Through this agreement, 11 District sports fields become City parks in evenings and on weekends, and the District has exclusive access to certain City fields and parks adjacent to school campuses during the school day.¹ The agreement also grants the City further use of District sports fields, as scheduled in semi-annual meetings of the two parties. The City and District may use each other's facilities besides sports fields through an application process, giving each other first priority after their own use (including events that they sponsor, or by affiliated or related groups).

¹ "Joint Use Agreement for School and Municipal Facilities between Murrieta Valley Unified School District and the City of Murrieta," effective August 1, 2009.



The City and District may assist organizations such as youth sports leagues and school booster clubs to access joint use facilities. In addition to the Joint Use Agreement, community sports organizations can make separate agreements with the District to use school facilities.

Community Center

The Murrieta Community Center is located near Town Square at 41810 Juniper Street. This facility, built in 1979, provides office space for the Community Services Department and a 3,600-square foot multipurpose room. The multipurpose room has a theatrical stage and a kitchen, and can accommodate 250 people. However, there are no room dividers, so it can only be programmed with one class or activity at a time.

The need for additional community centers was identified as a key issue in the *Parks Master Plan*. Specifically, the *Parks Master Plan* calls for community centers that serve youth, multi-generational families, and older adults with a variety of activities and programs as well as opportunities for supervised free play.

Senior Center

The Senior Center opened in 2006, and has a 2,000 square foot multipurpose room, 1,200-square foot lounge, educational room with computers, and offices. The multipurpose room is used for classes, workshops, and meals. Visitors can use the computers in the educational room when a class is not in session.²

Besides providing a gathering place for Murrieta's seniors, the Senior Center aims to provide opportunities for learning; workshops on arts, crafts, and other hobbies; exercise programs; and information and services from organizations serving seniors.

Community Event Space

Murrieta offers indoor and outdoor spaces for community events that are held by the City, residents, and organizations. Community members may reserve the Community Center, Town Square Park, and some Library facilities for events, as well as picnic shelters at several City parks. Community Center amenities are described above. Town



Town Square Park has a large lawn and stage that are suited for community-wide events.

² City of Murrieta, "Senior Center," <http://www.murrieta.org/services/senior/senior.asp>, accessed December 10, 2009.



Square Park provides space for community events in its amphitheater and large open turf area. The Library has a community room with adjacent garden that may be reserved for events. There is also an amphitheater at Antelope Hills Park.

Program Space

Recreation facilities make it possible for the City to offer recreation programs. Community Services programs are held at the Community Center and a nearby annex; Senior Center; Youth Center; Hunt Field; Town Square Park; and in Copper Canyon Park, which has classroom space. Programs are also held in Murrieta schools and private facilities.³

Facility Needs

Murrieta has an identified need for the following additional recreation facilities in order to meet current and future demand:

- Swimming pools
- Sports facilities, including:
 - Baseball fields
 - Soccer fields
 - Softball fields
 - Tennis courts
- Off-leash dog areas
- Gymnasiums and indoor basketball courts

Facilities are planned that will help meet the needs for community centers, gymnasiums, and indoor basketball. Future plans for Los Alamos Hills Sports Park call for a 20,000-square foot community center that may include a gymnasium and outdoor facilities, including a swimming pool and tennis courts. The youth center at the California Oaks Sports Park also is planned to include a gymnasium in phase 2.

Recreation Programs

In fiscal year 2018-19, the Community Services Department served over 59,790 participants with its programs and activities. Senior programs drew the greatest number of participants, followed by gymnastics, aquatics, and dance. Other recreation offerings include sports, toddler, art and music, health and fitness, martial arts, camp, and teen programs. The City also holds a number of community events throughout the year, such as celebrations for major holidays.

The *Parks Master Plan* process produced a priority list of recreation program needs but also advised that responding to changing demographics and recreation preferences is an ongoing process that will demand staff's continual attention and resources.

³ City of Murrieta Parks and Recreation Master Plan, 2009.



Recreation Funding

Funding for capital improvements and additions to park and recreation facilities in the City of Murrieta comes from several sources. Fees on new development (development impact fees and developer special agreements) are a major source of funding to provide parks and recreation facilities for the residents of newly developing areas of the City. Other sources of funding include grant funds (including Community Development Block Grants) and contributions from the City's general fund reserves.

Funding for maintenance and operation of Murrieta park and recreation facilities and programs are provided by Community Services District funds, user fees for recreation programs and facility use, and the City's general fund.

OPEN SPACE

Murrieta had 1,216.95 acres classified as Open Space on the 2006 General Plan/Zoning Map within the City limits, as shown in *Exhibit 9-2, Open Space*.

Lands set aside for protection and conservation of natural resources are designated as open space. This may include steep hillsides with a slope of at least 50 percent, significant habitat areas, and creeks. Additionally, within Specific Plan areas, open space may be set aside to serve as buffer areas and drainage areas.

Some open space is found in conjunction with parkland, especially in Nature Parks. Nature Parks are distinguished from open space because they provide public access via trails. Up to 10 percent of a Nature Park can be improved for active recreation. However, most of the park is undeveloped and contains vegetation, topography, or features that are important to retain in their natural states. Murrieta has seven Nature Parks, the largest of which is Cole Canyon Park.

Trails

There are 16 multi-use trails within the City that provide opportunities to walk and ride through parkland and open space. These trails are shown in *Exhibit 5-1, Trails and Bikeways*, and are described in a guide produced by the City in 2006. Made of asphalt, concrete, native soil, or decomposed granite, these multi-use trails are all open to horses, bikes and pedestrians.



Multi-use trails allow walking, biking, and horseback riding around and through parks in Murrieta.



The *Parks Master Plan* identifies the need to develop an effective, connected, multi-use trail system for walking, jogging, hiking, biking, and horseback riding. Community members repeatedly expressed the same sentiment in workshops for the General Plan Update.

9.4 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

PARKLAND

In general, a parkland acreage standard is the ratio upon which development fees and dedications can be based. Establishment of a standard creates an obligation to fund improvements that achieve the standard throughout the City. Murrieta's parkland standard of 5 acres per 1,000 people is the highest allowed under California's Quimby Act, which gives the City its authority to require fees or dedicated property to offset new development impacts on recreation facilities.

However, this standard will not provide enough parkland to accommodate all the recreational facilities that the General Plan 2035 population is anticipated to demand. In order to plan for future parkland needs, the City will need to look beyond the parkland standard. The City may also consider counting joint use facilities as parkland.

The *Parks Master Plan* identifies a number of undeveloped park sites within the City of Murrieta, as shown in *Exhibit 9-3, Park Site Opportunities*. Some of these park sites may ultimately be considered Nature Parks, for which a maximum of 10 percent of the park's acreage would meet the parkland acreage requirement and the remainder of the park would be considered open space.

RECREATION AND COMMUNITY FACILITIES

Murrieta has a need for additional recreation and community facilities and will need to keep up with greater demand as the population grows. *Table 9-2, Recreation Facility Recommendations for Current Needs*, details how current needs for recreation facilities can be accommodated in existing parks, joint use schools, and opportunity sites. Opportunity sites are a combination of parks that have been designed but not constructed, sites acquired by the City but not yet designed, and other sites with the potential for park use; their locations are shown in *Exhibit 9-3*.

The City will seek to meet needs for recreation and community facilities throughout Murrieta. Satisfaction of these needs can be pursued by acquiring and developing new sites, preferably in partnership with schools or private parties, but also through increased joint use of school sites, renovation and improvement of existing facilities, and building facilities in current or planned parks.

RECREATION PROGRAMS



Murrieta's recreation programs offer sports, activities, and experiences for participants of all ages. They promote health, provide opportunities to pursue interests and learn, and encourage social interaction. The City's special events provide opportunities for residents to meet each other and feel that they belong to a community. There is demand for more programming in arts and culture, for community events, and for youth programs, as well as for therapeutic recreation programs.

**Table 9-2
Recreation Facility Recommendations for Current (2009) Needs**

Recreation Facility Recommendations for Current Needs	Passive Facilities					Athletic Facilities						
	Community Center	Dog Park/Off Leash Dog Area	Picnic Tables with Shade Shelter	Playground/lot Lot	Spray Play Elements	Baseball	Gymnasium	Skate Park	Soccer	Softball	Swimming Pool	Tennis Court
Existing Parks and Facilities												
Antigua Park			4	R								
Barratt Park				R								
Calle Estancia Park			4	1								
California Oaks Sports Park				R	•				1		R	2L
Century Park				R								
Copper Canyon Park					•				1			
Firefighters Park				R								
Glen Arbor Park		•										
Hunt Park							R					
Los Alamos Hills Sports Park (Phase 1)									2AF			
Mapleton Park			4	R	•							
Meadowridge Park			4	R								
Montafino Park				R								
Murrieta Elementary School Park										1L		
Oak Tree Park			4	R								
Rancho Acacia Park				R								
Shady Maple Park				R								
Sycamore Park			4									
Whitewood Park		•										
Subtotal in Existing Parks	0	1*	24	1	3	0	0.5	0	4	0	0.5	2
Joint Use Schools												
Murrieta Elementary School						1						
Warm Springs Middle School						2			2			
Thompson Middle School						1			1			
Murrieta Valley High School												7
Vista Murrieta High School												8
Murrieta Mesa High School						•			•		1	
Subtotal in Joint Use Schools	0	0	0	0	0	4	0	0	3	0	1	16



**Table 9-2 [continued]
Recreation Facility Recommendations for Current (2009) Needs**

Recreation Facility Recommendations for Current Needs	Passive Facilities					Athletic Facilities						
	Community Center	Dog Park/Off Leash Dog Area	Picnic Tables with Shade Shelter	Playground/Tot Lot	Spray Play Elements	Baseball	Gymnasium	Skate Park	Soccer	Softball	Swimming Pool	Tennis Court
Opportunity Sites												
Planned Facilities												
<i>Designed</i>												
California Oaks Sports Park Expansion (Phase 3)	1						1					
Cherry Street Park						4			4			6
Golden Cities Park	0.5			1		1						
Second Avenue Park	0.5		4									
Torrey Pines Park		•	4	1		1						
Vineyards Park				1		1			2			
<i>Not Designed</i>												
Grizzly Ridge Park			6	1								
Los Alamos Hills Sports Park Expansion (Phase 2)				1				1		1		4
Los Alamos Hills Sports Park Expansion (Phase 3)	1	•			•		1				1	
Unplanned Facilities												
Calle Del Oso Oro Site		•										
City Parcel #1 – Nutmeg Site		•										
Town Hall Association Parcel		•										
Acquisition Sites												
Vineyard Specific Plan – developer property	•					•			•		•	•
Subtotal in Opportunity Sites	3	4*	14	5	0	7	2	1	6	1	1	10
Total Recommended Additions:	3.0	5*	38.0	6.0	3.0	11.0	2.5	1.0	13.0	1.0	2.5	27.0
Current Facility Needs From Exhibit 3.3-1 (Deficit):	N/A	3.0	20.0	N/A	N/A	8.7	1.4	1.0	12.9	1.0	1.1	28.4
Total Surplus/Deficit:	N/A	N/A	18.0	N/A	N/A	2.30	1.10	0.00	0.00	0.00	1.40	-1.40
• – Tentative or Unspecific Number												
* – Candidate Locations												
Definitions:												
AF = Artificial Turf; L = Lighting; R = Renovate/Expand												
Source: City of Murrieta Parks and Recreation Master Plan, 2009.												



The availability of recreation facilities affects the City's ability to offer some types of programming that are in demand, such as swimming lessons and indoor fitness classes. Besides pursuing the construction of new facilities, the City can access additional facilities by working with private partners and through the joint use agreement with Murrieta Valley Unified School District. In locating programs, the City should consider how to make them convenient, accessible, and equitably distributed.

YOUTH

Children under 18 make up about one-third of Murrieta's population, and providing programs and facilities for youth is a community priority. For commuting parents, out-of-school care for children is especially important. The community can promote success in school by providing tutoring through the Library, at other venues such as the teen and senior centers, and on-site at school campuses. Youth programs should provide opportunities for physical activity and team sports, as well as a range of learning experiences including arts and environmental education.

Community members including youth have also asked for job training and jobs for teens. By preparing youth for careers, Murrieta can help maintain its skilled workforce. Youth mentoring programs can also be rewarding volunteer opportunities for the adults doing the mentoring.

For teens, events such as dances and battle of the bands are important social activities, while facilities such as the skate park provide spaces where they have a sense of ownership. The youth center meets a variety of facility and program needs, and teens are involved in overseeing it. Teen demand for a dance club could be met by encouraging a privately operated business or through frequent City- and school-sponsored dances.

Murrieta teens are enthusiastic about providing input to the City, as demonstrated in the General Plan Update youth visioning workshop at Vista Murrieta High School. The City of Murrieta has a Youth Advisory Committee, in which high school students provide input on recreation planning and addressing issues that affect teens in Murrieta. This is an example of the ways in which youth can be engaged in their community, while also developing leadership skills that can prepare them for the workforce.

OPEN SPACE

It is a community priority to protect the natural beauty of the mountains, hills, and waterways in and around Murrieta. Community members consider open space to be a treasure and would like to see natural areas retained in the future, while balancing preservation with development and understanding that some residents are concerned about property rights.

With over one-third of its land undeveloped and natural resources such as creeks and hills within its borders, Murrieta has opportunities to designate additional land as open space. Under the *Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)*, the City sets aside parcels as Conservation Land. These parcels contribute to large "Core Areas" of habitat in the northeast and southwest areas of the City and Sphere of Influence, and create "Linkages" between them along Murrieta Creek and Warm Springs Creek. To the southwest of Murrieta, open space connects to the Santa Rosa Plateau.



Other considerations for planning open space include recreation access and management of wildfire and stormwater.

TRAILS

The ability to bike and walk between Murrieta's multi-use trails, neighborhoods, and regional open space is a community priority and can be provided in different ways. Additional multi-use trails provide connectivity for the greatest variety of users, while off-street paved Class I bikeways accommodate all but equestrian users. On-street bikeways and sidewalks provide connectivity for bicyclists and pedestrians, respectively.

The Circulation Element provides goals and policies related to connecting multi-use trails to other paths for pedestrians and bicycles.

9.5 GOALS AND POLICIES

PARKS, RECREATION FACILITIES, AND COMMUNITY FACILITIES

GOAL ROS-1 Parkland is provided within a convenient distance from all residential areas, in a range of park types that meet different needs for active and passive recreation.

POLICIES

ROS-1.1 Maintain a minimum standard of 5 acres of local parkland per 1,000 population.

ROS-1.2 Create a strategy for providing sufficient parkland to accommodate needed recreation facilities through land acquisition, joint use, partnerships, and other means.

ROS-1.3 Provide City-Wide Parks, Community Parks, Neighborhood Parks, Neighborhood Play Areas, Special Use Parks, and Nature Parks in locations appropriate to their intended service areas, so that all residential areas are served by parks.

ROS-1.4 Involve the community in planning for parks.

GOAL ROS-2 Facilities that support recreation needs, programs, and community events are located throughout the City.

POLICIES

ROS-2.1 Pursue the development of active recreation facilities through improvements to parks and existing facilities as well as the development of facilities in new parkland.



- ROS-2.2 Provide community centers, gymnasiums, and courts for indoor recreation programs in convenient, accessible, and equitably distributed locations.
- ROS-2.3 Ensure that recreation facilities provide access and accommodations for users with a range of developmental, cognitive, and physical abilities.
- ROS-2.4 Consider the installation of water fountains, toilets, and sinks in parks and recreation facilities.

GOAL ROS-3 City resources for parks and recreation facilities are leveraged through partnerships, joint use agreements, private facilities, outside funding, and community volunteers.

POLICIES

- ROS-3.1 Maintain the joint use agreement with Murrieta Valley Unified School District and look for additional opportunities to partner in expanding resident access to shared facilities.
- ROS-3.2 Continue to cooperate with school districts in locating schools to allow for park development adjacent to campuses.
- ROS-3.3 Cooperate with federal, state, and county agencies to provide regional open space and recreation facilities for local residents.
- ROS-3.4 Encourage the development of private and commercial recreation facilities.
- ROS-3.5 Seek agreements and joint ventures with private entities to provide recreation facilities and activities.
- ROS-3.6 Pursue support from federal, state, and private sources to assist with acquisition, design, and construction of parks and recreation facilities.
- ROS-3.7 Promote a sense of community responsibility for maintaining and improving the parks and recreation system, and offer ways for individuals, groups, and businesses to invest time and resources in that effort.

RECREATION PROGRAMS

GOAL ROS-4 Recreation programs enrich the lives of residents across a broad spectrum of ages, interests, and abilities.



POLICIES

- ROS-4.1 Seek resident involvement and feedback to create recreation programming that is relevant to a broad spectrum of community members.
- ROS-4.2 Offer and encourage cultural arts programs and events that provide entertainment, such as concerts, as well as those that develop skills in dancing, drama, music, and the arts.
- ROS-4.3 Use recreation programming to promote physical activity, healthy eating, and other healthy lifestyle habits.
- ROS-4.4 Collaborate with other providers to expand therapeutic recreation programs for residents with special needs.

GOAL ROS-5 Recreation programs foster a sense of community and civic involvement, and promote interaction between residents.

POLICIES

- ROS-5.1 Host special events that become community traditions, appealing to a range of ages.
- ROS-5.2 Encourage events in the Town Square Park and Historic Downtown Murrieta.
- ROS-5.3 Promote opportunities for multi-generational interaction such as youth mentoring by seniors and business people.
- ROS-5.4 Create roles for volunteers to assist with recreation facilities and programs.

YOUTH FACILITIES AND PROGRAMS

GOAL ROS-6 Youth are a special focus of recreation facilities and programs.

POLICIES

- ROS-6.1 Expand recreation programs for youth and teens, including before- and after-school care, sports and fitness, outdoor activity and excursions, camps, and arts education.
- ROS-6.2 Use recreation programming to promote success in school.
- ROS-6.3 Provide safe places for teens to socialize and participate in recreation activities.



- ROS-6.4 Expand opportunities for youth to be involved in planning recreation programs, services, and events for youth.
- ROS-6.5 Continue providing the Youth Advisory Committee for high school students.

OPEN SPACE

GOAL ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

POLICIES

- ROS-7.1 Preserve and enhance open space resources in Murrieta.
- ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.
- ROS-7.3 Seek opportunities to designate open space along waterways, while also providing for the development of trails.
- ROS-7.4 When possible, link open space and parks for the movement of wildlife and people.

GOAL ROS-8 New development is part of a coordinated system of open space, parkland, recreation facilities, and trails.

POLICIES

- ROS-8.1 Encourage the provision of parks, recreation facilities, and/or open space in new development and redevelopment projects.
- ROS-8.2 Ensure that new residential developments provide for recreation needs of residents through development fees and park dedication.
- ROS-8.3 Encourage development that promotes outdoor activity.
- ROS-8.4 When reviewing new development or redevelopment projects, refer to the Trails Plan to determine whether right-of-way is needed for trails on the project site.



GOAL ROS-9 Public plazas or green spaces provide additional open space opportunities for existing and future residents and employees.

POLICIES

- ROS-9.1 Continue to require that adequate, usable, and permanent private open space is provided in residential developments.
- ROS-9.2 Encourage new and existing commercial, office, and industrial development to provide outdoor green spaces that may be used by employees.
- ROS-9.3 Encourage new development and redevelopment projects to incorporate gardens and green spaces with various cultural influences throughout the community to bridge cultures and provide education opportunities.
- ROS-9.4 Encourage green spaces planted with a diverse plant palette in order to promote natural variety, ecosystem services, and enhance the well-being of community residents.
- ROS-9.5 Review and modify as necessary, open space requirements for different types of development projects.

TRAILS

Refer to the Circulation Element Goal CIR-8 and related policies.

9.6 IMPLEMENTATION OF THE ELEMENT

The Recreation and Open Space Element is a policy document that requires the ongoing effort and actions of many segments of the community to implement. The Planning Commission and City Council, as major decision-making bodies, play an important role in its implementation. Other responsible parties include such City departments as the Community Development Department, Building Department, Public Works, and Community Service, whose day-to-day decisions are guided by the public policies in this document and the actions of the Parks & Recreation Commission.

The business and development community will do a fair share of the implementation as they incorporate plan policies into their various interests and projects. Murrieta residents should also be engaged in planning and providing for recreation and open space.

The City of Murrieta Parks and Recreation Master Plan is the implementation document that will guide City investments in parks and recreation.



Chapter 9 Recreation & Open Space Element

Exhibit 9-2, Open Space

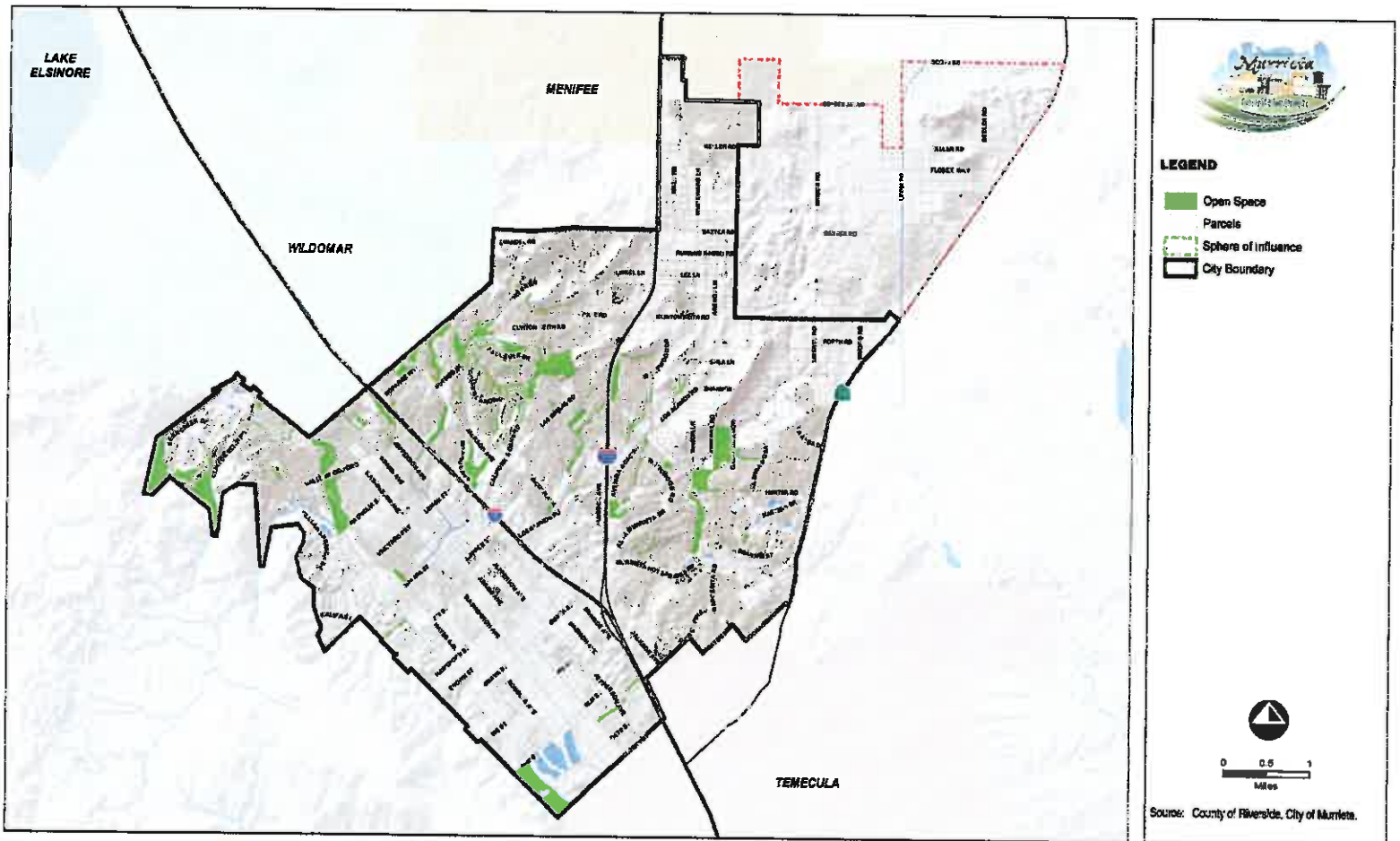
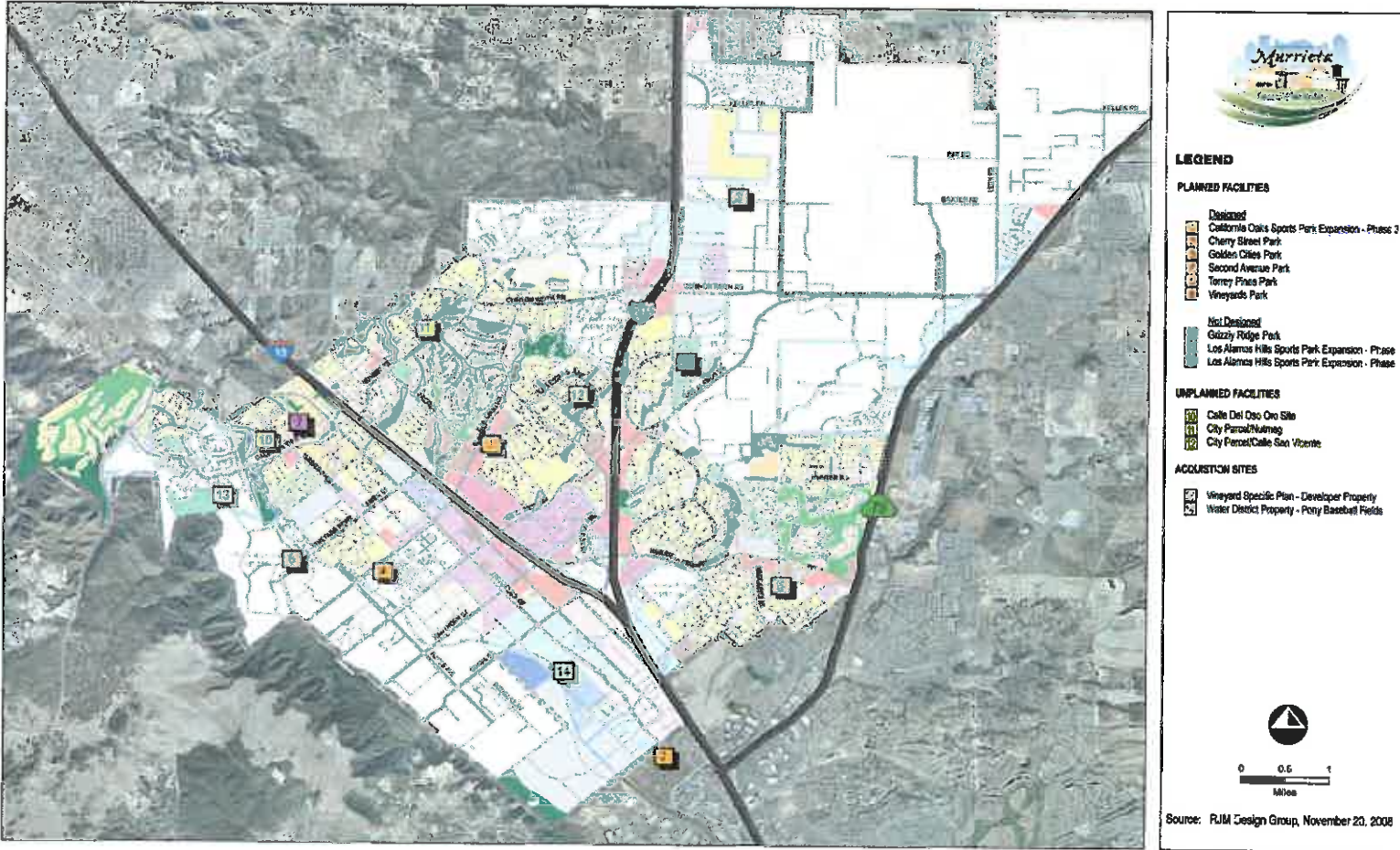


Exhibit 9-3, Park Site Opportunities





10.1 INTRODUCTION

Recognizing the importance of air quality associated with the public's health and welfare and that air quality is a regional issue that extends beyond the jurisdictional boundaries of a city, Murrieta has chosen to include Air Quality as an optional Element within its General Plan. The Air Quality Element is intended to establish policy direction and implementation measures that allow the South Coast Air Basin to attain Federal and State air quality standards, as well as to protect Murrieta residents and businesses from the harmful effects of poor air quality. The Element establishes a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. This Element also contains provisions to address new air quality regulations and requirements. The City also prepared, maintains, and implements a Climate Action Plan, which addresses global climate change issues and the reduction of greenhouse gas emissions.

The City of Murrieta is located in the South Coast Air Basin (Basin), a 10,743-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Regulatory oversight for air quality in the Basin rests with South Coast Air Quality Management District (SCAQMD) at the regional level, the California Air Resources Board (CARB) at the State level and the United States Environmental Protection Agency (U.S. EPA) at the Federal level. The SCAQMD monitors air quality at 37 monitoring stations throughout the Basin. Each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The City of Murrieta is located in SRA 26 (Temecula Valley).

10.2 AUTHORITY FOR ELEMENT

Although Air Quality is not a required element, California *Government Code* Section 65303 authorizes cities and counties to adopt “*any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city.*” Once adopted, an optional element carries the same legal weight as any of the seven mandatory elements and must be consistent with all other elements. *Government Code* Section 65302(d), which provides the statutory requirements for the Conservation Element, also serves as the applicable *Government Code* section for the Air Quality Element. Further guidance is provided in the Office of Planning and Research’s 2003 *General Plan Guidelines* regarding the assessment of air quality impacts in General Plans.

10.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

The following have been identified as key issues and challenges facing Murrieta in regards to air quality, its effects on the community, and how it can be addressed as the City continues to grow.

- **Air Quality.** Although air quality has steadily improved in the Basin in recent history, the Basin (including the City) is designated as a nonattainment area under State standards for one-hour ozone and under Federal standards is designated as nonattainment for eight-hour ozone. The Basin is nonattainment under both State and Federal standards for PM₁₀ and PM_{2.5}. Murrieta community members have identified “good air quality” as a treasure of the City, in comparison to other cities within the region. Maintaining and improving upon the existing air quality is a focus for Murrieta.
- **Land Use Patterns that Contribute to Air Pollutant Emissions.** Air pollutant emissions within the City of Murrieta are currently generated by stationary and mobile sources, with mobile sources accounting for the majority of emissions. Mobile sources of emissions refer to those moving objects that release pollution and include cars, trucks, buses, planes, trains, and motorcycles. Within the County of Riverside, vehicular sources are the largest contributor to the estimated annual average pollutant levels for reactive organic gas (ROG), carbon monoxide (CO), nitrogen oxide (NO_x), sulfur oxide (SO_x), and particulate matter less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}, respectively). In Murrieta, mobile sources of emissions are primarily attributed to automobiles and trucks. Murrieta’s urban form and street layout is primarily low-density and automobile-oriented with most uses separated from each other. These land use patterns support the use of low-occupancy vehicles and higher vehicle miles traveled. Many Murrieta residents travel outside the City for services, recreation, and amenities that could be provided more broadly within the City. Murrieta community members have identified “traffic issues,” “uncontrolled expansion,” and “attracting new business and jobs” as challenges within the City.
- **Population Growth and Development.** Population growth and associated increases in vehicles and development within the City and surrounding region would further contribute to the amount of air pollutants in the City and the Basin. Murrieta community members have identified “growth,” as well as increased “traffic and transportation issues” as challenges within the City.
- **Changing Regulations and Requirements.** As concerns over air quality continue to become more heightened, the regulatory agencies continue to investigate and implement policies and measures to achieve Federal and State standards for improved air quality. New and/or revised policies and guidelines require cities to be proactive in order to respond to these changes.
- **Health Impacts of Air Quality.** Air quality can directly impact a person’s health. Sensitive populations (or sensitive receptors) are more susceptible to the effects of air



pollution than are the general population. Consideration regarding the placement of land uses is important in order to ensure that land uses that potentially emit harmful emissions are not located in proximity to sensitive receptors, such as residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

10.4 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

Murrieta community members have acknowledged the City's air quality as a treasure and identified "stewardship of our good air" as a vision for the future. Maintaining good air quality is important for the physical health of the community, as well as for the City's economic health. Many of the visions identified by the community contribute to improved air quality. The following key concepts and vision for the General Plan directly guide the Air Quality goals and policies and are intended to respond to the key issues and challenges identified above:

- New Development and Balanced Growth
- Land Use Compatibility
- Maintain Coordination with Regulatory Agencies and Compliance with New Regulations and Requirements



Clear skies provide views of mountain ranges around Murrieta.

NEW DEVELOPMENT AND BALANCED GROWTH

Murrieta has one of the fastest growth rates in the state over the past 20 years. With opportunities for new development, it is anticipated that Murrieta will continue to grow. Focusing growth and providing a balance of land uses to meet the needs of the community will help contribute to a reduction in vehicle miles traveled and increase in non-motorized transportation, reducing mobile sources emissions. This can be achieved by developing a diverse mix of uses throughout the City, attracting a variety of employment opportunities to reduce the need for residents to commute for jobs, providing neighborhood retail and services near residential uses, and providing opportunities to shop, dine and recreate in Murrieta. It can also be achieved by creating attractive and safe pedestrian and bicycle facilities and by promoting high-quality transit service. This is consistent with the priorities articulated by the community, which include economic vitality by attracting higher education, growing a base of clean industry, improving roadway networks to reduce traffic, and providing a citywide system of bicycle lanes and recreational trails that improve accessibility without a car. Balancing land uses and growth will help to reduce air pollutant emissions, while at the same time contributing to achieving a sustainable economy.





LAND USE COMPATIBILITY



Murrieta can improve air quality by reducing the need for residents to make car trips outside the City.

As Murrieta continues to grow and development becomes more concentrated, it will become increasingly important to consider land use compatibility as it pertains to sensitive populations. Sensitive populations (or sensitive receptors) are more susceptible to the effects of air pollution than the general population. Additionally, locating sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) in proximity to sources of air pollutants that emit Toxic Air Contaminants (TACs) can have significant health impacts. Land use compatibility and potential health

impacts should be considered as part of the development review process. Addressing potential air pollutant impacts on sensitive receptors can be accomplished through the initial design phase of a development project, allowing for appropriate siting and identification of mitigation that minimize health impacts prior to construction. The General Plan guides development and establishes land use policies to avoid siting sensitive sites near sources of air pollution and to protect the health and safety of the Murrieta community.

MAINTAIN COORDINATION WITH REGULATORY AGENCIES AND COMPLIANCE WITH NEW REGULATIONS AND REQUIREMENTS

Rules, regulations, and guidelines to achieve Federal and State standards for improved air quality continue to change as new information and guidance becomes available. In order to maintain compliance with regulatory requirements, Murrieta will need to be proactive and monitor any updated rules and regulations from the SCAQMD, revisions to SCAQMD's CEQA Guidelines, and periodic updates to the Air Quality Management Plan (AQMP). General Plan policies encourage regional and local efforts to address air quality.



10.5 GOALS AND POLICIES

GOAL AQ-1 Improved air quality through participation in regional and local efforts.

POLICIES

- AQ-1.1 Continue to work with the Western Riverside Council of Governments (WRCOG) Regional Air Quality Task Force to implement regional and local programs designed to meet federal, state, and regional air quality planning requirements.
- AQ-1.2 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP), rules and regulations from South Coast Air Quality Management District (SCAQMD), and revisions to SCAQMD's CEQA Guidelines.
- AQ-1.3 Cooperate with local, regional, State, and Federal agencies to achieve better transportation facility planning and development.
- AQ-1.4 Cooperate with the State and Southern California Association of Governments (SCAG) in the implementation of SB 375 – Regional Transportation Planning, Housing, CEQA and GHG Reduction Strategies.
- AQ-1.5 Provide public education and/or materials to educate and encourage residents and business owners to purchase/use low toxicity household cleaning products.

GOAL AQ-2 The relationship between land use and air quality is considered in policy decisions in order to protect public health and improve air quality.

POLICIES

- AQ-2.1 Locate sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- AQ-2.2 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways.
- AQ-2.3 Consider air quality impacts from both existing and new development when making siting decisions.



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- AQ-2.4** Consult the California Air Resources Board's (CARB) Land Use and Air Quality Handbook and current environmental health research for the safe distances to sensitive land uses including schools, hospitals, elder and childcare facilities, or residences when new or expanded industrial land uses or other stationary sources of pollution are proposed, such as gas stations or auto body shops.
- AQ-2.5** Work with developers and/or builders of any sensitive land uses, such as hospitals, to determine compliance with California Air Resources Board (CARB) standards and to ensure any future plans or expansions are in compliance, and encourage retrofits to the facility such as plantings or air filters to improve indoor air quality, if necessary.
- AQ-2.6** Reduce and mitigate the potential impacts of adjacent incompatible land uses, where feasible, using buffers and other design techniques.
- AQ-2.7** Encourage the planting of rows of fine-needle conifer trees along segments of freeways located in sensitive land use areas within 500 feet of I-215 and I-15. The trees shall be located on the side of the freeway that is between the receptors and the freeway segment. Specific tree species and site design parameters shall be evaluated at the time of development application to determine the most effective barriers for limiting toxic air contaminant exposure.
- AQ-2.8** New buildings with indoor conditioned space located within 500 feet of I-215 and I-15 shall be equipped with particle filtration systems and devices, specifically high-efficiency filtration with mechanical ventilation or portable high efficiency air cleaners, to reduce indoor pollution concentrations as determined by a specialist certified by the American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE). An ongoing maintenance plan for the air filtration system shall be required.
- AQ-2.9** Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.
- AQ-2.10** New land uses that have the potential to generate stationary source emissions shall be required to obtain a permit from the South Coast Air Quality Management District.



GOAL AQ-3 **Reduced emissions during construction activities.**

POLICIES

- AQ-3.1 Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.
- AQ-3.2 Ensure all applicable best management practices are used in accordance with the South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.
- AQ-3.3 Require all construction equipment for public and private projects comply with California Air Resources Board's (CARB) vehicle standards. For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
- AQ-3.4 Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:
- Minimizing simultaneous operation of multiple construction equipment units.
 - Implementation of South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust Control Measures.
 - Watering the construction area to minimize fugitive dust.
 - Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by California Air Resources Board (CARB).
 - Minimizing idling time by construction vehicles.



GOAL AQ-4 **Mobile source emissions are reduced by providing a balance of jobs and housing that serve the needs of the community.**

POLICIES

- AQ-4.1 Cooperate with local, regional, State, and Federal agencies to reduce vehicle miles traveled (VMT) and consequent emissions through job creation.
- AQ-4.2 Improve jobs/housing balance by encouraging the development, expansion, and retention of business.
- AQ-4.3 Improve access of businesses to local institutions that provide education and job training to prepare local residents to fill the jobs local industries create.
- AQ-4.4 Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.

GOAL AQ-5 **Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.**

POLICIES

- AQ-5.1 Encourage employers to implement transportation demand management (TDM) measures, such as the following programs to reduce trips and vehicle miles traveled:
- Transit subsidies
 - Bicycle facilities
 - Alternative work schedules
 - Ridesharing
 - Telecommuting and work-at-home programs
 - Employee education
 - Preferential parking for carpools/vanpools
- AQ-5.2 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.
- AQ-5.3 Promote use of fuel-efficient and low-emissions vehicles, including Neighborhood Electric Vehicles.
- AQ-5.4 Encourage the use of lowest emission technology buses in public transit fleets.



- AQ-5.5 Provide a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).
- AQ-5.6 Manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.
- AQ-5.7 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

GOAL AQ-6 Stationary source pollution (point source and area source) are minimized through existing and future regulations and new technology.

POLICIES

- AQ-6.1 The City shall continue to minimize stationary source pollution through the following:
- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management District (SCAQMD) air quality thresholds by adhering to established rules and regulations.
 - Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
 - Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.
- AQ-6.2 Encourage and support the use of innovative ideas and technology to improve air quality.
- AQ-6.3 Encourage non-polluting industry and clean green technology companies to locate to the City.
- AQ-6.4 Work with the industrial business community to improve outdoor air quality through improved operations and practices.
- AQ-6.5 New multi-family residential buildings and other sensitive land uses in areas with high levels of localized air pollution should be designed to achieve good indoor air quality through landscaping, ventilation systems, or other measures.
- AQ-6.6 Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.



- AQ-6.7 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments near busy roadways with significant volumes of heavy truck traffic).

GOAL AQ-7 Particulate matter and fugitive dust emissions are reduced throughout the City.

POLICIES

- AQ-7.1 Adopt incentives, regulations, or procedures to reduce particulate matter.
- AQ-7.2 Collaborate with transportation agencies, utilities, and developers to minimize fugitive dust and emissions from construction and maintenance activities.
- AQ-7.3 Cooperate with local, regional, State, and Federal jurisdictions and/or agencies to better control fugitive dust from stationary, mobile, and area sources.
- AQ-7.4 Consider the suspension of all grading operations, not including dust control actions, at construction projects when the source represents a public nuisance or potential safety hazard due to reduced visibility on streets surrounding the property.

10.6 IMPLEMENTATION OF THE ELEMENT

To meet State and Federal air quality goals requires commitment and involvement by all jurisdictions within the South Coast Air Basin. Protecting public health is a mutual goal shared by Murrieta, as well as other jurisdictions located within the Basin. Although an individual agency does not have the authority or jurisdiction to implement air quality measures for the larger region, local governments do have the legal authority and responsibility to direct policies and actions within their community. The City of Murrieta has established a policy program that addresses air quality through new development and balanced growth; land use compatibility; and coordination and compliance with regulatory agencies and new regulations/requirements. The responsibility of implementing the goals and policies of the Air Quality Element are assigned to the City's Community Development Department, and in some instances, this authority is shared with the South Coast Air Quality Management District (SCAQMD) and the South California Association of Governments (SCAG).





Chapter 11

Noise Element

11.1 INTRODUCTION

The Noise Element examines noise sources in the City to identify and assess the potential for noise conflicts and problems, and to identify ways to reduce existing and potential noise impacts. This Element addresses noise that affects the larger community, rather than noise associated with site-specific conditions. Existing and future noise from mobile and stationary sources are considered, as well as the compatibility of land uses and sensitive receptors. The Element identifies projected noise levels and contains goals and policies to maintain noise levels that are compatible with various types of land uses, as well as prevent high noise levels in sensitive areas. The regulatory framework, background information, and existing and future conditions can be found in the General Plan EIR.

11.2 AUTHORITY FOR ELEMENT

Government Code Section 65302(f) requires that a General Plan include:

“... a noise element which shall identify and appraise noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify... current and projected noise levels for all of the following sources: (1) highways and freeways; (2) primary arterials and major local streets; (3) passenger and freight on-line railroad operations and ground rapid transit systems; (4) commercial, general aviation, heliport, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation; (5) local industrial plants, including but not limited to, railroad classification yards; (6) other ground stationary noise sources identified by local agencies as contributing to the community noise environment.”

11.3 SUMMARY OF EXISTING STANDARDS AND CONDITIONS

Noise, defined as unwanted sound, is principally caused by the operation of machinery for transportation (automobiles, trucks, trains, and aircraft) and machinery for production (industry and construction). Noise affects the quality of the environment, both at home and work, as well as enjoyment of recreational activity. Excessive amounts of noise may have adverse effects on physical activity and psychological stability. The effect of noise on the individual and the community varies with its duration, intensity, and the tolerance level of the individual.

NOISE DESCRIPTORS

The standard unit of measurement of the loudness of sound is the decibel (dB). This unit expresses an exponential increase, where an increase of 10 decibels represents a tenfold increase in the sound generated. In order to describe “average noise levels,” the measurements are then weighted and added over a specified time period to reflect the magnitude of the sound, as well as its duration, frequency, and time of occurrence.

The sound pressure level is measured on a logarithmic scale. The 0 dB level is based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). The decibel scale has a value of 1.0 dB at the threshold of hearing and 140 dB at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. A 1.0-decibel increase is just audible, and a 10-decibel increase means the sound is perceived as being twice as loud as before. In most situations a 3 dB change in sound pressure level is considered a “just-detectable” difference and a 5 dB change (either louder or quieter) is readily noticeable.

Sound from a small localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops-off at a rate of 6 dB for each doubling of the distance (6 dB/DD). This decrease, due to the geometric spreading of the energy over an ever-increasing area, is referred to as the inverse square law. However, highway traffic noise is not a single, stationary point source of sound. The movement of the vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. Since the change in surface area of a cylinder only increases by two times for each doubling of the radius instead of four times associated with spheres, the change in sound level is 3 dB per doubling of distance.

Noise levels are expressed as A-weighted decibels (dBA), which adjusts the actual sound level to reflect only those frequencies audible to the human ear. The human ear is most sensitive to frequencies around 4,000 Hz (about the highest note on a piano) and less sensitive to low frequencies below 100 Hz (such as a low rumble). Other examples of the decibel level of various noise sources include: the quiet rustle of leaves (10 dBA), a soft whisper (20 to 30 dBA), the hum of a small electric clock (40 dBA), ambient noise outdoors or in a kitchen (50 dBA), normal conversation at five feet (55 dBA), and a busy street at 50 feet (75 dBA).



Examples of various sound levels are shown in *Exhibit 11-1, Sound Levels and Human Response*.

SCALES AND DEFINITIONS

Numerous methods have been developed to measure sound over a period of time. These methods typically include (1) the community noise equivalent level (CNEL); (2) equivalent sound level (Leq); and (3) day/night average sound level (Ldn). These methods are described in *Table 11-1, Noise Descriptors*.

**Table 11-1
Noise Descriptors**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (Lmax)	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (Lmin)	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (Ldn)	The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Single Event Noise Exposure Level (SENEL)	The Single Event Noise Exposure Level (SENEL) is the most appropriate noise level duration rating scale for a single noise occurrence. The SENEL, given in decibels, is the noise exposure level of a single event measured over the time interval between the initial and final times for which it exceeds the threshold noise level.
Exceedance Level (Ln)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L01, L10, L50, L90, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.



SENSITIVE NOISE RECEPTORS

Sensitive populations are more susceptible to the effects of noise and air pollution than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of continuous human exposure to noise.



Schools are a type of land use that is considered sensitive to noise.

According to the Murrieta Police Department, other than noise complaints associated with site-specific domestic activity, the majority of calls include complaints pertaining to commercial activities such as deliveries/loading docks, lot sweeping, employee activities (i.e., talking and music), and mowing.

Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. These types of land uses

often generate high noise levels. Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. Current land uses located within the City that are sensitive to intrusive noise include residential uses (particularly those in the vicinity of I-15 and I-215 Freeways), schools, hospitals, churches, and parks.

NOISE REGULATIONS

Noise Standards and Land Use Compatibility

The State of California General Plan Guidelines, published by the state Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 11-2, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are



advisory in nature. Local jurisdictions, including the City of Murrieta, have the responsibility to set specific noise standards based on local conditions.

**Table 11-2
Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	75 - 85
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	70 - 85
Transient Lodging - Motel, Hotels	50 - 65	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 77.5	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA

CNEL = community noise equivalent level; NA = not applicable

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

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

NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, California, *General Plan Guidelines*, October 2003.

City of Murrieta Noise Standards

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

- **Construction Noise.** Section 16.30.130 of the *City of Murrieta Noise Ordinance* regulates construction noise. The *Noise Ordinance* prohibits noise generated by construction activities between the hours of 7:00 PM and 7:00 AM and on Sundays and holidays. Construction activities shall be conducted in a manner that the maximum noise levels at the affected structures will not exceed those listed in *Table 11-3, City of Murrieta Construction Noise Standards*.



**Table 11-3
City of Murrieta Construction Noise Standards**

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

Source: City of Murrieta, *City of Murrieta Development Code Section 16.30.130.*

- Operational Noise.** Within the City of Murrieta, the *Noise Ordinance* governs operational noise generated between two properties and does not regulate noise from transportation sources, such as traffic, aircraft, and railways. Section 16.30.090 of the *Noise Ordinance* establishes the exterior noise standards for all receptor properties within a designated noise zone. The City’s exterior noise level limits between properties are presented in *Table 11-4, City of Murrieta Exterior and Interior Noise Limits.*

**Table 11-4
City of Murrieta Exterior and Interior Noise Limits**

Noise Zone	Land Use (Receptor Property)	Time Period	Allowed Exterior Noise Level (dBA)
Exterior Noise Limits			
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 PM to 7:00 AM	45
		7:00 AM to 10:00 PM	50
III	Commercial properties	7:00 AM to 10:00 PM	70
		10:00 PM to 7:00 AM	55
IV	Industrial properties	7:00 AM to 10:00 PM	60
		Anytime	70
Interior Noise Limits			
All noise zones	Multi-family residential	10:00 PM to 7:00 AM	40
		7:00 AM to 10:00 PM	45

Source: City of Murrieta, *City of Murrieta Development Code Section 16.30.090.*





Section 16.30.090(B) of the *Development Code* further restricts noise levels. Section 16.30.090(B) states, in part:

No person shall operate or cause to be operated any source of sound at any location within the city or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by a person that causes the noise level, when measured on any other property to exceed the following exterior noise standards:

1. *Standard No. 1 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than thirty (30) minutes in any hour. Standard No. 1 may be the applicable noise level from Table 11-4 above.*
2. *Standard No. 2 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than fifteen (15) minutes in any hour. Standard No. 2 shall be the applicable noise level from Table 11-4 above, plus five dB.*
3. *Standard No. 3 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Table 11-4 above plus ten dB.*
4. *Standard No. 4 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Table 11-4 above plus fifteen (15) dB.*
5. *Standard No. 5 shall be the exterior noise level which shall not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from Table 11-4 above plus twenty (20) dB.*

Section 16.30.100 sets forth interior noise levels limits for multi-family residential properties, as stated in Table 11-4. Section 16.30.100 states, in part:

No person shall operate or cause to be operated within a residential unit any source of sound, or allow the creation of any noise, that causes the noise level when measured inside a neighboring receiving residential unit to exceed the following standards:

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

Vibration Standards

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea



waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency relative to displacement, velocity, or acceleration. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings. PPV and RMS vibration velocity are normally described in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. The response of the human body to vibration relates well to average vibration amplitude; therefore, vibration impacts on humans are evaluated in terms of RMS vibration velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB). The logarithmic nature of the decibel serves to compress the broad range of numbers required to describe vibration.

CEQA states that the potential for any excessive groundborne noise and vibration levels must be analyzed; however, it does not define the term “excessive” vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration. The City’s *Development Code* Section 16.30.130(K) prohibits the operation of any device that creates vibration above the City’s established perception threshold of 0.01 in/sec over the range of one to 100 Hertz.

11.4 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

LAND USE COMPATIBILITY

Land use decisions can have significant impacts on the noise environment. When determining the placement of land uses, it is important to consider the activities associated with potential uses and existing uses within the surrounding environment. Incompatible uses can impact the quality of life of the community. Policies in the General Plan, zoning regulations, and the City’s Noise Ordinance are implemented to ensure land use compatibility with respect to noise and locations of sensitive receptors throughout the City.

Noise Measurements

Noise measurements were taken throughout the City of Murrieta at 15 locations as illustrated in *Exhibit 11-2, Noise Measurement Locations*. Based upon the City’s development patterns and 2011 General Plan, the City was divided into Acoustical Analysis Zones (AAZ) to identify areas of homogenous acoustical conditions. Aerial imagery with a one-foot pixel resolution was utilized for a visual representation of the City’s roadway and land use layout.



The noise measurement locations were selected as a representative sample of the more urbanized portions of the City in order to identify ambient baseline levels. The noise measurements described in *Table 11-5, Noise Measurements*, were taken to identify ambient noise exposure in the City.

**Table 11-5
Noise Measurements**

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Date and Time ¹
1	Corner of Elm Street and Madison Avenue	52.7	41.8	68.5	9.8	10:47 AM – 10:57 AM
2	Intersection of Arjay Drive and Estate Hill Way	41.9	33.1	57.8	79.0	11:21 AM – 11:31 AM
3	Intersection of Jefferson Avenue and Kalmia Street	58.4	49.6	72.3	102.0	11:52 AM – 12:02 PM
4	Cul-de-sac of Pomerado Court off of Douglas Avenue	51.3	41.9	72.1	89.4	12:16 PM – 12:26 PM
5	Cul-de-sac of Summit Park Center off of Vineyard Knoll Drive	49.9	35.7	71.0	89.9	12:45 PM – 12:55 PM
6	Cul-de-sac of Kilkare Circle off of Boldin Drive	47.8	40.4	64.1	87.7	1:30 PM – 1:40 PM
7	Intersection of Catalina Street and Chateau Drive	51.4	45.4	68.3	92.0	1:56 PM – 2:06 PM
8	Cul-de-sac of Kaelan Court off of Roland Road	47.1	38.7	65.7	94.9	3:10 PM – 3:20 PM
9	Cul-de-sac of Copperleaf Court off of Mimosa Drive	50.4	39.0	68.6	88.9	3:40 PM – 3:50 PM
10	Baxter Road off of Antelope Road (adjacent to Loma Linda Medical Center)	41.6	33.1	60.5	96.7	4:30 PM – 4:40 PM

Leq = equivalent sound level; dBA = A-weighted decibel.

1 - Each 10-minute measurement was taken during non-peak traffic hours because free flowing traffic conditions yield higher noise levels, as opposed to rush hour traffic during peak hours when vehicle speeds and heavy truck volumes are low.

Source: RBF Consulting, November 4, 2010.



Noise levels at the selected sensitive receptor sites were measured on November 4, 2010, using a Brüel & Kjær model 2250 sound level meter (SLM) equipped with Brüel & Kjær pre-polarized freefield microphone, which meets standards of the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Each measurement was for 10 minutes, and the sound meter was calibrated prior to noise monitoring.

- **Measurement Site 1** was located at the corner of Elm Street and Madison Avenue. Sources of peak noise included vehicular noise from Elm Street, Madison Avenue, I-15, and I-215, an airplane, and truck horn. The noise level monitored at Site 1 was 52.7 dBA.
- **Measurement Site 2** was located at the intersection of Arjay Drive and Estate Hill Way. The monitored noise level was 41.9 dBA, with the majority of noise from traffic along Hayes Avenue, two airplanes, and a siren.
- **Measurement Site 3** was located at the intersection of Jefferson Avenue and Kalmia Street. The monitored noise level was 58.4 dBA with peak noise from traffic along Jefferson Avenue and Kalmia Street, and vehicles in the City Hall parking lot.
- **Measurement Site 4** was located at the cul-de-sac of Pomerado Court off of Douglas Avenue. Sources of peak noise included traffic along Douglas Avenue and an overhead aircraft. The monitored noise level was 51.3 dBA.
- **Measurement Site 5** was located at the cul-de-sac of Summit Park Center off of Vineyard Knoll Drive. The monitored noise level was 49.9 dBA. The source of peak noise included traffic along Clinton Keith Road and landscaping activities.
- **Measurement Site 6** was located at the cul-de-sac of Kilkare Circle off of Boldin Drive. The monitored noise level was 51.4 dBA. Sources of peak noise were from traffic along Kilkare Circle and three airplanes.
- **Measurement Site 7** was located at the intersection of Catalina Street and Chateau Drive. Sources of peak noise included traffic along Catalina Street, I-15, and I-215, and a siren. The monitored noise level was 51.4 dBA.
- **Measurement Site 8** was located at the cul-de-sac of Kaelan Court off of Roland Road. Sources of peak noise included a helicopter and an airplane. The monitored noise level was 47.1 dBA.
- **Measurement Site 9** was located at the cul-de-sac of Copperleaf Court off of Mimosa Drive. Sources of peak noise included an airplane, trucks, and maintenance activities. The monitored noise level was 50.4 dBA.
- **Measurement Site 10** was located along Baxter Road off of Antelope Road, adjacent to the Loma Linda Medical Center. The monitored noise level was 41.6 dBA and peak noise included traffic along I-215 and Antelope Road, and two airplanes.



MOBILE NOISE SOURCES

The most significant source of noise within the City is generated from mobile sources. In particular, freeway traffic (vehicles and trucks) and traffic on heavily traveled surface streets contribute the greatest amounts of mobile noise sources. The Murrieta community has identified traffic as a challenge, and has identified transportation, including improving accessibility without a car as a priority for the City.

Motor Vehicle Noise

The roadways within the City that generate the most traffic noise from vehicle and truck traffic include the major north-south trending I-15 and I-215 Freeways due to higher traffic volumes and vehicle speeds than other roadways. Major east-west arterials that generate significant noise include Jefferson Avenue and Washington Avenue. Major north-south arterials generating traffic noise include Clinton Keith Road, Kalmia Street/California Oaks Road, and Murrieta Hot Springs Road.

Vehicular noise along major roadways was modeled to estimate existing noise levels from mobile traffic. The existing and future roadway noise levels were projected using the FHWA Traffic Noise Prediction Model (RD-77-108), together with several roadway and site parameters. The FHWA model is based upon reference energy mean emission levels (REMELS) for automobiles, medium trucks (two axles) and heavy trucks (three or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. To predict CNEL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The California Vehicle Noise (Calveno) traffic noise emission curves are used as recommended by the California Department of Transportation (Caltrans) to more accurately calculate noise levels generated by traffic in California.

Traffic volumes used in the FHWA model were obtained from Iteris (January 2011). These traffic inputs determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of automobile and truck traffic, roadway grade, angle of view, and site conditions (hard or soft). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Exhibit 11-3, Existing Roadway Noise Contours and Table 11-6, Existing Roadway Noise Levels, indicates the location of the 60-, 65-, and 70-CNEL noise contours associated with vehicular traffic along local roadways as modeled with the FHWA computer model.

As shown in Table 11-6, the existing noise levels adjacent to City roadways range from a low of 45.2 CNEL along Guava Street from Madison Avenue to Monroe Avenue to a high of 72.9 CNEL along Murrieta Hot Springs Road from I-215 to Alta Murrieta Drive.



**Table 11-6
Existing Roadway Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Existing		
			Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Clinton Keith Road					
Southwest City Limits to Calle del Oso Oro	9,100	63.9	283	90	28
Calle del Oso Oro to Grand Avenue	11,100	65.9	448	142	45
Grand Avenue to Nutmeg Street	19,000	67.0	591	187	59
Nutmeg Street to Murrieta Oaks Road	27,300	68.6	848	268	85
Murrieta Oaks Road to I-215	27,040	68.6	842	266	84
I-215 to Antelope Road	5,281	58.9	91	29	9
Antelope Road to Meadowlark Road/Whitewood Lane	13,000	62.9	224	71	22
Calle del Oso Oro					
Clinton Keith Road to Calle Cipres	4,200	59.3	98	31	10
Calle Cipres to Washington Avenue	11,400	63.7	267	85	27
Nutmeg Street					
Washington Avenue to Adams Avenue	5,900	60.9	138	44	14
Adams Street to Jefferson Avenue	5,900	60.8	138	44	14
Jefferson Avenue to Jackson Avenue	9,300	62.8	218	69	22
Jackson Avenue to Clinton Keith Road	10,900	64.7	339	107	34
Lemon Street					
Washington Avenue to Adams Avenue	3,300	58.7	77	24	8
Adams Avenue to Jefferson Avenue	4,200	59.7	98	31	10
Kalmia Street					
Hayes Avenue to Washington Avenue	1,500	55.2	35	11	4
Washington Avenue to Adams Avenue	15,400	66.3	479	151	48
Adams Avenue to Jefferson Avenue	20,600	67.6	640	202	64
Jefferson Avenue to Madison Avenue	25,500	68.3	793	251	79
Madison Avenue to I-15	35,300	69.7	1,098	347	110
California Oaks Road					
I-15 to Monroe Avenue	29,500	68.8	918	290	92
Monroe Avenue to Jackson Avenue	29,200	68.7	908	287	91
Jackson Avenue to Hancock	24,900	67.0	584	185	58
Hancock to Clinton Keith Road	15,100	66.1	470	149	47



**Table 11-6 [continued]
Existing Roadway Noise Levels**

Roadway Segment	Existing				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Ivy Street					
Hayes Street to Washington Avenue	900	48.7	8	2	1
Washington Avenue to Adams Avenue	8,900	63.9	277	88	28
Adams Avenue to Jefferson Avenue	9,500	64.2	295	93	30
Jefferson Avenue to Madison Avenue	11,300	64.8	351	111	35
Los Alamos Road					
Madison Avenue to Lincoln Avenue	10,400	64.5	324	102	32
Lincoln Avenue to Hancock Avenue	19,000	67.0	591	187	59
Hancock Avenue to I-215	19,200	67.1	597	189	60
I-215 to Whitewood Lane	23,000	66.6	538	170	54
Whitewood Lane to Ruth Ellen Way	3,800	59.3	89	28	9
Murrieta Hot Springs Road					
Jefferson Avenue to Madison Avenue	18,285	67.1	568	180	57
Madison Avenue to I-15	42,600	70.2	1,325	419	132
I-15 to I-215	65,100	71.9	2,022	639	202
I-215 to Alta Murrieta Drive	74,500	72.9	2,315	732	231
Alta Murrieta Drive to Jackson Avenue	48,000	71.0	1,492	472	149
Jackson Avenue to Whitewood Road	43,263	70.5	1,347	426	135
Whitewood Road to Margarita Road	51,200	71.3	1,591	503	159
Margarita Road to Eastern City Limits	40,000	70.2	1,244	393	124
Guava Street					
West of Hayes Avenue	500	49.2	9	3	1
Hayes Avenue to Douglas Avenue	700	50.5	12	4	1
Douglas Avenue to Washington Avenue	1,200	53.0	21	7	2
Adams Avenue to Jefferson Avenue	2,100	55.4	36	11	4
Jefferson Avenue to Madison Avenue	3,100	57.1	53	17	5
Madison Avenue to Monroe Avenue	200	45.2	3	1	0
Elm Street					
Adams Avenue to Madison Avenue	2,500	55.9	43	14	4



**Table 11-6 [continued]
Existing Roadway Noise Levels**

Roadway Segment	Existing				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Hayes Avenue					
Nighthawk Way to Vineyard Parkway	1,900	54.8	33	10	3
Kalmia Street to Ivy Street	1,900	56.3	45	14	4
Ivy Street to Hawthorne Street	1,300	50.3	11	4	1
Hawthorne Street to Guava Street	700	50.5	12	4	1
Washington Avenue					
North of Calle del Oso Oro	10,000	63.2	234	74	23
Calle del Oso Oro to Nighthawk Way/Magnolia Street	14,300	64.8	335	106	34
Nighthawk Way/Magnolia Street to Vineyard Parkway	12,600	64.2	295	93	30
Vineyard Parkway to Kalmia Street	20,800	66.2	488	154	49
Kalmia Street to Ivy Street	8,300	58.3	71	23	7
Ivy Street to Hawthorne Street	1,400	53.6	24	8	2
South of Hawthorne Street	1,300	53.3	22	7	2
Jefferson Avenue					
North of Nutmeg Street	10,000	64.7	311	98	31
Nutmeg Street to Magnolia Street	9,000	62.8	211	67	21
Magnolia Street to Lemon Street	10,000	64.6	311	98	31
Lemon Street to Kalmia Street	11,200	65.0	348	110	35
Kalmia Street to Ivy Street	17,900	66.8	557	176	56
Ivy Street to Murrieta Hot Springs Road	12,000	65.1	373	118	37
Murrieta Hot Springs Road to Guava Street	27,800	68.7	864	273	86
Guava Street to Fig Street	28,000	69.9	1,131	358	113
Fig Street to Elm Street	29,000	70.1	1,172	371	117
South of Elm Street	20,736	67.4	644	204	64
Madison Avenue					
Kalmia Street to Ivy Street/Los Alamos Road	14,914	67.1	602	190	60
Ivy Street/Los Alamos Road to Murrieta Hot Springs Road	24,100	68.1	749	237	75
Murrieta Hot Springs Road to Guava Street	3,400	54.5	29	9	3
Jackson Avenue					
North of Nutmeg Street	7,100	61.7	167	53	17
Nutmeg Street to Monroe Avenue	14,900	64.9	349	110	35
Monroe Avenue to California Oaks Road	14,900	64.8	349	110	35



**Table 11-6 [continued]
Existing Roadway Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Existing		
			Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Hancock Avenue					
California Oaks Road to Las Brisas Road	14,700	64.7	345	109	34
Las Brisas Road to Los Alamos Road	19,550	66.0	458	145	46
Los Alamos Road to Murrieta Hot Springs Road	19,500	66.0	457	144	46
I-15					
City Boundary to Nutmeg Street	124,000	79.0	11,989	3,791	1,199
Nutmeg Street to Kalmia Street	124,000	79.0	11,989	3,791	1,199
Kalmia Street Los Alamos Road	127,000	79.1	12,268	3,879	1,227
Los Alamos Road to I-215	127,000	79.1	12,268	3,879	1,227
I-215 to Cherry Street	186,000	80.8	18,005	5,694	1,801
I-215					
Scott Road to Los Alamos Road	89,000	77.3	7,074	2,237	707
Los Alamos Road to Murrieta Hot Springs Road	91,000	78.3	8,803	2,784	880
Murrieta Hot Springs Road to I-15	83,000	77.9	8,024	2,537	802
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					
Source: Traffic noise modeling is based on traffic data provided by Iteris, January 2011.					

Under existing conditions, very few areas (seven segments along Murrieta Hot Springs Road) within the City experience traffic noise levels in excess of 70 CNEL. The 70-dBA contour along these roadway links extends to a maximum of 231 feet from the roadway centerline. However, many of the City’s commercial areas experience noise levels in excess of 65 CNEL adjacent to major arterial roadways and freeway rights-of-way. Residences located within this area may experience unacceptable noise levels. It should be noted that these are modeled traffic noise levels, and are not based upon actual site measurements.

Freeways typically result in greater noise levels than other roadways due to higher traffic volumes and vehicle speeds. As depicted on *Exhibit 11-3*, the I-15 and I-215 Freeways traverse the City of Murrieta and represent a primary source of traffic noise. The following describes the traffic volumes and general characteristics of the freeways within the City.

- **Interstate 15.** I-15 is a major regional transportation corridor that serves as the backbone of the transportation system connecting the major urban centers of San Diego County and San Bernardino County, while passing through the western portion of Riverside County. Based on traffic data from Iteris, ADT along the segments of I-15 that pass through Murrieta ranges from approximately 124,000 to 186,000 for both northbound and southbound traffic.



- **Interstate 215.** I-215 is a major regional transportation corridor that serves as the backbone of the transportation system connecting western Riverside County to the major urban center of San Bernardino County. Based on traffic data from Iteris, ADT along the segments of I-215 that pass through Murrieta ranges from approximately 83,000 to 91,000 for both northbound and southbound traffic.

Airport Noise

Off-road transportation noise is also generated by aircraft traffic from one nearby airport, the French Valley (Rancho California) Airport, located outside of the City's Sphere of Influence. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of noise heard in the City. The Riverside County Airport Land Use Commission has prepared a Comprehensive Land Use Plan for the French Valley Airport (CLUP), which experiences an average of 409 daily operations. The CLUP indicates that the 55 CNEL noise level contour extends slightly into the eastern part of the City along the westerly side of Winchester Road. The CLUP also designates portions of the City as being located within Compatibility Zones B1, C, D, and E, all of which require certain land use restrictions.

Railway Noise

Although there are currently no railway operations or associated noise sources within the City, opportunities to pursue future light rail transit and high speed rail are anticipated. The potential locations of these facilities have not been determined.

STATIONARY NOISE SOURCES

Stationary noise sources, including construction activities and commercial and industrial uses contribute to overall noise within the City. Existing and future noise associated with stationary noise will need to be considered. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and application of the City *Noise Ordinance*.

Construction noise is one of the most common stationary noise sources in the City. The use of pile drivers, drills, trucks, pavers, graders, and a variety of other equipment can result in short, sporadic elevated noise levels. Although construction noise impacts are generally short-term in nature, it can often disturb nearby sensitive uses.

Commercial uses within the City are generally located along the I-15 and I-215 Freeway corridors, as well as other major roadways such as Jefferson Avenue, Madison Avenue, and Murrieta Hot Springs Road. The primary noise sources associated with commercial facilities are caused by delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting. Residential, institutional, and park uses are located adjacent to several commercial areas of the City. Commercial operations may cause annoyance to these nearby sensitive receptors.



The primary noise sources associated with these facilities are caused by mechanical equipment, loading and unloading of vehicles and trucks, and amplified communication. Industrial noise is generally limited to the immediate source area and only impacts sensitive receptors if there is an incompatible mix of land uses in the vicinity of the industrial facility. Therefore, proper planning, zoning, and enforcement of the Noise Ordinance are important factors in limiting the amount of disturbance to sensitive receptors from industrial noise sources.

POPULATION GROWTH AND DEVELOPMENT

Future population growth and development within the City will generate new and additional noise. As vacant and underutilized land is developed in Murrieta, it will be important to ensure land use compatibility with respect to noise and locations of sensitive receptors.

11.5 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

Protecting the public's health, safety, and welfare from unnecessary, excessive, and harmful noise is a key objective of the City. The following key concepts and vision for the General Plan directly guide the Noise Element goals and policies and are intended to respond to the key issues and challenges identified above:

- Mobile Sources
- Stationary Sources
- Noise Control Techniques
- City Noise Ordinance



Setbacks and landscaped walls can help to buffer residential uses from noise associated with roadways. Home construction techniques can also reduce indoor noise levels.

MOBILE SOURCES

Mobile sources are the most significant noise generators within Murrieta. The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has no direct control over noise produced by trucks and cars because of State and Federal preemption rules. Vehicular noise emissions standards are established at the State and Federal levels. Local agencies can play a part in reducing traffic noise by controlling traffic volume and congestion. Therefore, City noise programs focus on reducing the impact of transportation noise along freeways and arterial roadways and on site planning, landscaping, topography, and the design and construction of noise barriers to alleviate vehicular traffic noise impacts.

Motor Vehicle Noise



Future noise levels have been calculated for various roadway segments within the City of Murrieta. *Table 11-7, General Plan Buildout Roadway Noise Levels*, outlines the City's future roadway noise levels under proposed General Plan 2035 buildout conditions and *Exhibit 11-4, General Plan 2035 Noise Contours*, illustrates the proposed General Plan 2035 noise contours. As indicated in *Table 11-7*, 24 modeled roadway segments (along Clinton Keith Road, Kalmia Street, California Oaks Road, Los Alamos Road, Murrieta Hot Springs Road, and Jefferson Avenue, excluding freeway segments) would generate noise levels greater than 70 dBA CNEL at 100 feet from centerline.

**Table 11-7
General Plan 2035 Roadway Noise Levels**

Roadway Segment	Future 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Clinton Keith Road					
Southwest City Limits to Calle del Oso Oro	33,600	69.5	1,045	330	104
Calle del Oso Oro to Grand Avenue	25,600	69.5	1,034	327	103
Western City Limits to Nutmeg Street	56,000	71.7	1,740	550	174
Nutmeg Street to Murrieta Oaks Road	82,900	73.4	2,580	816	258
Murrieta Oaks Road to I-215	79,000	73.3	2,455	776	246
I-215 to Antelope Road	70,200	70.2	1,211	383	121
Antelope Road to Meadowlark Lane/Whitewood Road	60,700	69.5	1,046	331	105
Calle del Oso Oro					
Clinton Keith Road to Calle Cipres	10,200	63.2	239	76	24
Calle Cipres to Washington Avenue	19,800	66.1	464	147	46
Nutmeg Street					
Washington Avenue to Adams Avenue	12,800	64.3	300	95	30
Adams Street to Jefferson Avenue	13,200	64.3	309	98	31
Jefferson Avenue to Jackson Avenue	14,200	64.6	333	105	33
Jackson Avenue to Clinton Keith Road	15,200	66.1	473	149	47
Lemon Street					
Washington Avenue to Adams Avenue	6,300	61.5	148	47	15
Adams Avenue to Jefferson Avenue	12,100	64.3	284	90	28
Kalmia Street					
Hayes Avenue to Washington Avenue	8,200	62.6	192	61	19
Washington Avenue to Adams Avenue	18,800	67.2	585	185	59
Adams Avenue to Jefferson Avenue	28,400	69.0	883	279	88
Jefferson Avenue to Madison Avenue	49,300	71.2	1,532	485	153
Madison Avenue to I-15	54,500	71.6	1,696	536	170



**Table 11-7 [continued]
General Plan 2035 Roadway Noise Levels**

Roadway Segment	Future 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
California Oaks Road					
I-15 to Monroe Avenue	54,500	71.5	1,693	535	169
Monroe Avenue to Jackson Avenue	52,400	71.2	1,629	515	163
Jackson Avenue to Hancock Avenue	31,700	68.0	743	235	74
Hancock Avenue to Clinton Keith Road	25,800	68.4	801	253	80
Ivy Street					
Hayes Street to Washington Avenue	700	47.6	6	2	1
Washington Avenue to Adams Avenue	8,900	63.9	277	88	28
Adams Avenue to Jefferson Avenue	14,100	65.9	438	139	44
Jefferson Avenue to Madison Avenue	22,600	67.8	703	222	70
Los Alamos Road					
Madison Avenue to Lincoln Avenue	24,700	68.2	767	243	77
Lincoln Avenue to Hancock Avenue	35,100	69.7	1,092	345	109
Hancock Avenue to I-215	53,600	71.5	1,668	528	167
I-215 to Whitewood Road	31,000	67.9	726	230	73
Whitewood Road to Ruth Ellen Way	3,800	59.3	89	28	9
Murrieta Hot Springs Road					
Jefferson Avenue to Madison Avenue	46,400	71.1	1,441	456	144
Madison Avenue to I-15	77,500	72.8	2,411	762	241
I-15 to I-215	91,000	73.4	2,830	895	283
I-215 to Alta Murrieta Drive	93,000	73.9	2,894	915	289
Alta Murrieta Drive to Jackson Avenue	63,200	72.2	1,966	622	197
Jackson Avenue to Whitewood Road	57,600	71.8	1,792	567	179
Whitewood Road to Margarita Road	66,400	72.4	2,064	653	206
Margarita Road to Eastern City Limits	52,500	71.4	1,633	516	163
Guava Street					
West of Hayes Avenue	5,900	59.9	102	32	10
Hayes Avenue to Douglas Avenue	6,300	60.1	109	34	11
Douglas Avenue to Washington Avenue	5,200	59.3	90	28	9
Adams Avenue to Jefferson Avenue	11,400	62.7	197	62	20
Jefferson Avenue to Madison Avenue	1,100	52.6	19	6	2
Madison Avenue to Monroe Avenue	3,300	57.3	57	18	6
Elm Street					
Adams Avenue to Madison Avenue	2,800	56.4	48	15	5



**Table 11-7 [continued]
General Plan 2035 Roadway Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Future 2035		
			Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Hayes Avenue					
Nighthawk Way to Vineyard Parkway	3,600	57.6	62	20	6
Kalmia Street to Ivy Street	6,500	61.6	152	48	15
Ivy Street to Hawthorne Street	4,900	56.0	42	13	4
Hawthorne Street to Guava Street	4,500	58.6	78	25	8
Washington Avenue					
North of Calle del Oso Oro	10,000	63.2	234	74	23
Calle del Oso Oro to Nighthawk Way/Magnolia Street	14,900	65.0	349	110	35
Nighthawk Way/Magnolia Street to Vineyard Parkway	12,600	64.2	295	93	30
Vineyard Parkway to Kalmia Street	20,800	66.2	488	154	49
Kalmia Street to Ivy Street	8,300	58.3	71	23	7
Ivy Street to Hawthorne Street	1,400	53.6	24	8	2
South of Hawthorne Street	3,300	57.4	57	18	6
Jefferson Avenue					
North of Nutmeg Street	24,500	68.5	762	241	76
Nutmeg Street to Magnolia Street	39,700	69.2	931	294	93
Magnolia Street to Lemon Street	40,100	70.6	1,247	394	125
Lemon Street to Kalmia Street	46,900	71.2	1,458	461	146
Kalmia Street to Ivy Street	61,500	72.2	1,912	605	191
Ivy Street to Murrieta Hot Springs Road	53,600	71.6	1,668	527	167
Murrieta Hot Springs Road to Guava Street	53,100	71.6	1,650	522	165
Guava Street to Fig Street	45,100	72.0	1,822	576	182
Fig Street to Elm Street	44,600	71.9	1,798	569	180
South of Elm Street	30,300	69.1	942	298	94
Madison Avenue					
Kalmia Street to Ivy Street/Los Alamos Road	16,900	67.7	682	216	68
Ivy Street/Los Alamos Road to Murrieta Hot Springs Road	24,100	68.1	749	237	75
Murrieta Hot Springs Road to Guava Street	18,000	61.7	155	49	15
Jackson Avenue					
North of Nutmeg Street	9,600	63.0	225	71	23
Nutmeg Street to Monroe Avenue	18,000	65.7	422	133	42
Monroe Avenue to California Oaks Road	17,600	65.5	412	130	41



**Table 11-7 [continued]
General Plan 2035 Roadway Noise Levels**

Roadway Segment	Future 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Hancock Avenue					
California Oaks Road to Las Brisas Road	15,300	64.9	358	113	36
Las Brisas Road to Los Alamos Road	24,600	67.0	576	182	58
Los Alamos Road to Murrieta Hot Springs Road	27,000	67.4	633	200	63
I-15					
City Boundary to Nutmeg Street	199,900	81.0	19,309	6,106	1,931
Nutmeg Street to Kalmia Street	199,900	81.0	19,309	6,106	1,931
Kalmia Street Los Alamos Road	197,000	91.0	19,045	6,022	1,904
Los Alamos Road to I-215	142,600	79.6	13,797	4,363	1,380
I-215 to Cherry Street	248,800	82.1	24,066	7,610	2,407
I-215					
Scott Road to Los Alamos Road	195,300	80.7	15,512	4,905	1,551
Los Alamos Road to Murrieta Hot Springs Road	170,600	81.1	16,506	5,220	1,651
Murrieta Hot Springs Road to I-15	149,900	80.5	14,501	4,586	1,450
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					
Source: Traffic noise modeling is based on traffic data provided by Iteris, January 2011.					

Of the roadway segments modeled, 25 segments (along Clinton Keith Road, Calle del Oso Oro, Nutmeg Street, Kalmia Street, California Oaks Road, Ivy Street, Los Alamos Road, Elm Street, Washington Avenue, Jefferson Avenue, Madison Avenue, Jackson Avenue, and Hancock Avenue) would generate noise levels between 65 dBA CNEL and 70 dBA CNEL at 100 feet from the centerline.

Sixteen modeled roadway segments (along Calle del Oso Oro, Nutmeg Street, Lemon Street, Kalmia Street, Ivy Street, Elm Street, Hayes Avenue, and Washington Avenue) would generate noise levels between 60 dBA CNEL and 65 dBA CNEL at 100 feet from the centerline.

Thirteen modeled roadway segments (along Ivy Street, Los Alamos Road, Guava Street, Hayes Avenue, and Washington Avenue) would generate noise levels below 60 dBA CNEL at 100 feet from the centerline.



Rail Noise

Opportunities to pursue light rail transit and high speed rail are planned for the future of the City, which would create a new source of mobile noise. At this time, the location of any potential stations or rail alignments is not known. The City would be proactive in coordinating with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that noise attenuation measures are addressed.

CALIFORNIA HIGH-SPEED TRAIN PROGRAM

The California High-Speed Rail Authority is currently in the process of analyzing the potential for a high-speed train (HST) connecting northern and southern California, as discussed in the Circulation Element. The HST has similar noise and vibration characteristics to conventional trains with unique features resulting from the higher speed of travel. The HST is expected to be a steel-wheel, steel-rail electrically-powered train operating on its own tracks in an exclusive right-of-way. Due to no highway grade crossings, the train horn and warning bells would be eliminated except in the case of emergencies. The use of electrical power cars eliminates the rumble associated with diesel-powered locomotives. All of these factors allow HST to generate lower noise levels than conventional trains at speeds with which most people are familiar. However, at higher speeds, HST shows a noise increase over conventional trains due to aerodynamic effects. A mitigating factor is that the high speeds enable HST noise to occur for a relatively short duration (a few seconds at the highest speeds).

Vibration of the ground caused by the pass-by of the HST is similar to that caused by conventional steel wheel/steel rail trains. The same speed-dependent vibration generation mechanisms are present in each type of train. Holding down vibration levels associated with the HST are the new track construction and smooth track and wheel surfaces resulting from high maintenance standards required for high speed operation.



Airport Noise

Off-road transportation noise is also generated by aircraft traffic from one nearby airport, the French Valley (Rancho California) Airport, located outside of the City's Sphere of Influence. The CLUP indicates that the 55 CNEL noise level contour extends slightly into the eastern part of the City along the westerly side of Winchester Road. The CLUP also designates portions of the City as being located within Compatibility Zones B1, C, D, and E, all of which require certain land use restrictions. The City will continue to work with the Riverside County Airport Land Use Commission in the development of the French Valley Airport Land Use Plan and other planning and environmental studies.

STATIONARY SOURCES

Commercial and industrial land uses are located near sensitive receptor areas. These uses currently generate occasional stationary noise impacts. Primary noise sources associated with these facilities are due to customer trips, delivery trucks, heavy machinery, air compressors, generators, outdoor loudspeakers, and gas vents. Other significant stationary noise sources within the City include construction activities, street sweepers, and gas-powered leaf blowers.

Residential Uses

Residential uses will comprise the largest land use category in Murrieta. Future development of residential lots would create stationary noise typical of any new residential development. Noise that is typical of single-family residential areas includes children playing, pets, amplified music, pool and spa equipment operation, mechanical equipment, woodworking, car repair, and home repair. Noise from residential stationary sources would primarily occur during the "daytime" activity hours.

Commercial/Industrial Uses

Noise generally produced in commercial and industrial districts includes that typically associated with slow moving truck deliveries, parking areas, landscape maintenance, and similar activities. Commercial land uses are generally located along major corridors, including the I-15 and I-215 Freeways, and segments of Jefferson Avenue, Madison Avenue, California Oaks Road, Murrieta Hot Springs Road, and Clinton Keith Road. Industrial land uses are dispersed throughout the City. Noise strategies and actions require the reduction of noise transmission between commercial/industrial and residential uses. Proper site planning and design would ensure the reduction of noise transmission between these uses. Additionally, any future development of mixed uses would be designed to limit noise from loading areas, refuse collection, and other noise generating activities associated with commercial activity.



NOISE CONTROL TECHNIQUES

There are several basic techniques available to minimize the adverse effects of noise on sensitive noise receivers. Acoustical engineering principles suggest controlling the noise source whenever feasible and protecting the noise receptors when noise source control mechanisms have been pre-empted by State and Federal governments.

Noise producers within local jurisdictions include industrial processes, electrical substations, wastewater treatment facilities, transportation system locations, swimming pool/spa pump motors, air conditioning units, drive-through speakers, siren usage, and local government controlled or sanctioned activities (City vehicles, public works projects). Regulatory mechanisms available to control these noise sources include: *City Noise Ordinance*, the application of “conditions of approval” on new developments, land use policy and approval practices as outlined in the General Plan, and noise information in permit applications for sources of stationary noise. In the event that source control mechanisms have been employed and noise impacts persist or are projected to occur, additional techniques should be considered. The following is a partial listing of noise control techniques:

- **Site Planning.** Involves the careful arrangement of land uses, lots, and buildings to minimize intrusive noise levels. The placement of noise compatible land uses between the roadway and more sensitive uses is an effective planning technique. The use of buildings as noise barriers, and their orientation away from the source of noise, can shield sensitive activities, entrances, and common open space areas. Clustered and master planned developments can maximize the amount of open space available for landscaped buffers next to heavily traveled roadways and thereby allow aesthetic residential lot setbacks in place of continuous noise barriers.
- **Architectural Design.** Involves the incorporation of noise reduction strategies in the design and layout of individual structures. Building heights, room arrangements, window size and placement, balcony and courtyard design, and the provision of air conditioning all play an important role in shielding noise sensitive activities from intrusive sound levels.
- **Construction.** Involves the treatment of various parts of a building to reduce interior noise levels. Acoustic wall design, doors, ceilings and floors, as well as dense building materials, the use of acoustic windows (i.e., double glazed, double paned, thick, non-opening, or small with air-tight seals), and the inclusion of maximum air spaces in attics and walls are all available options.
- **Noise Barriers.** Ideally, noise barriers incorporate the placement of berms, walls, or a combination of the two in conjunction with appropriate landscaping to create an aesthetically pleasing environment. Where space is available (e.g., in clustered developments), a meandering earth berm is both effective and aesthetically pleasing. Where space is restricted, a wall is an effective treatment.



City Noise Ordinance

Implementation and enforcement of the City's *Noise Ordinance* will continue to be the primary means of regulating and controlling construction and operational noise. The City may require acoustical studies be prepared as part of the development review process to ensure adequate analysis of potential noise impacts associated with a development project. Additionally, the City will continue to coordinate with airport operators to minimize noise impacts associated with this use.

11.6 GOALS AND POLICIES

GOAL N-1 **Noise sensitive land uses are properly and effectively protected from excessive noise generators.**

POLICIES

- N-1.1 Comply with the Land Use Compatibility for Community Noise Environments.
- N-1.2 Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.
- N-1.3 Discourage new residential development where the ambient noise level exceeds the noise level standards set forth in the Noise and Land Use Compatibility Guidelines and the City Noise Ordinance.
- N-1.4 Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise conflicts between land uses along the City's boundaries.



GOAL N-2 **A comprehensive and effective land use planning and development review process that ensures noise impacts are adequately addressed.**

POLICIES

- N-2.1 Review and update the Noise Ordinance to ensure that noise exposure information and specific policies and regulations are current.
- N-2.2 Integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.
- N-2.3 Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.
- N-2.4 Encourage proper site planning and architecture to reduce noise impacts.
- N-2.5 Permit only those new development or redevelopment projects that have incorporated mitigation measures, so that standards contained in the Noise Element and Noise Ordinance are met.
- N-2.6 Incorporate noise reduction features for items such as, but not limited to, parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.
- N-2.7 Require that new mixed-use developments be designed to limit potential noise from loading areas, refuse collection, and other noise generating activities typically associated with commercial activity through strategic placement of these sources to minimize noise levels on-site.
- N-2.8 Encourage commercial uses in mixed-use developments that are not noise intensive.
- N-2.9 Orient residential units within mixed-use developments, where possible, away from major noise sources.
- N-2.10 Locate balconies and operable windows of residential units within mixed-use developments away from the primary street and other major noise sources, where possible, or provide appropriate mitigation.



GOAL N-3 Noise from mobile noise sources is minimized.

POLICIES

- N-3.1 Consider noise mitigation measures in the design of all future streets and highways and when improvements occur along existing freeway and highway segments.
- N-3.2 Work with Caltrans to achieve maximum noise abatement in the design of new highway projects or with improvements to interchanges along the I-15 and I-215 Freeways, and with widening of SR-79.
- N-3.3 Encourage the construction of noise barriers and maintenance of existing noise barriers for sensitive receptors located along the I-15 and I-215 Freeways.
- N-3.4 Enforce the use of truck routes to limit unnecessary truck traffic in residential and commercial areas. Consider requiring traffic plans for construction projects and new commercial and industrial uses.
- N-3.5 Consider the use of rubberized asphalt for new roadways or roadway rehabilitation projects.
- N-3.6 Coordinate with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that adjacent land uses are considered and noise attenuation measures are addressed.

GOAL N-4 Reduced noise levels from construction activities.

POLICIES

- N-4.1 Regulate construction activities to ensure construction noise complies with the City's Noise Ordinance.
- N-4.2 Limit the hours of construction activity in residential areas to reduce intrusive noise in early morning and evening hours and on Sundays and holidays.
- N-4.3 Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment.



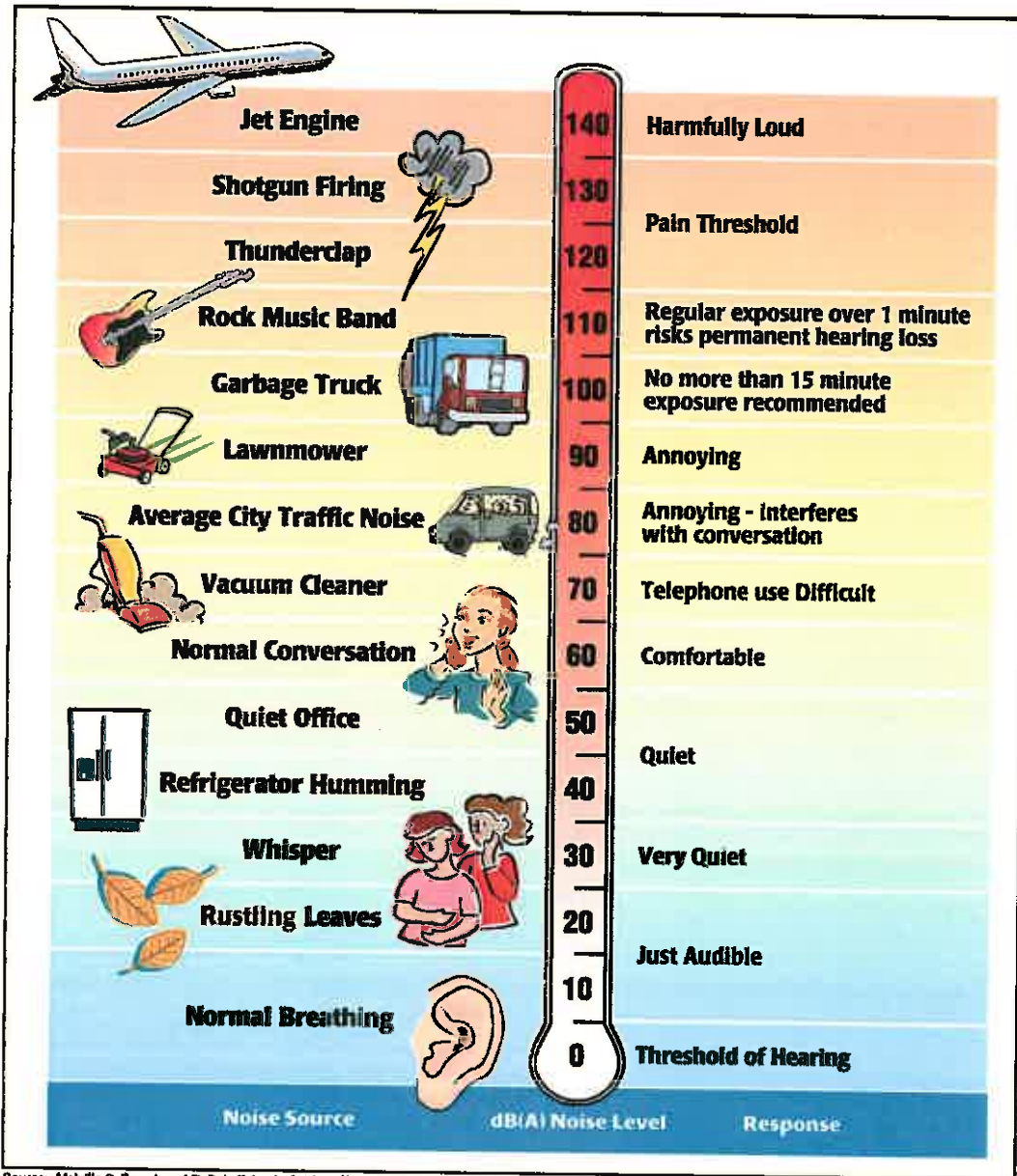
- N-4.4 Encourage the City to purchase and use municipal vehicles or noise-generating mechanical equipment that complies with noise standards specified in the City's Municipal Code, or other applicable codes.
- N-4.5 Allow exceedance of noise standards on a case-by-case basis for special circumstances including emergency situations, special events, and expedited development projects.
- N-4.6 Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas.

11.7 IMPLEMENTATION OF THE ELEMENT

Noise is generated by a variety of sources throughout the City. Protecting public health is a priority for Murrieta. The goals and policies of the Noise Element will be implemented by several City departments including, but not limited to, Community Development, Building, and Code Enforcement. Individual development projects and activities will be reviewed to determine whether the proposed use will have an impact on existing and proposed uses within the vicinity. Project review will include the analysis of land use patterns, compliance with Noise Ordinance requirements, and may include project-specific noise studies. Code enforcement activities include responding to and investigating noise complaints, and noise monitoring. Through coordinated efforts of all City departments, Murrieta will maintain acceptable noise levels for all residents and businesses.



Exhibit 11-1, Sound Levels and Human Response



Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970, Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/R-74-004), March 1974.

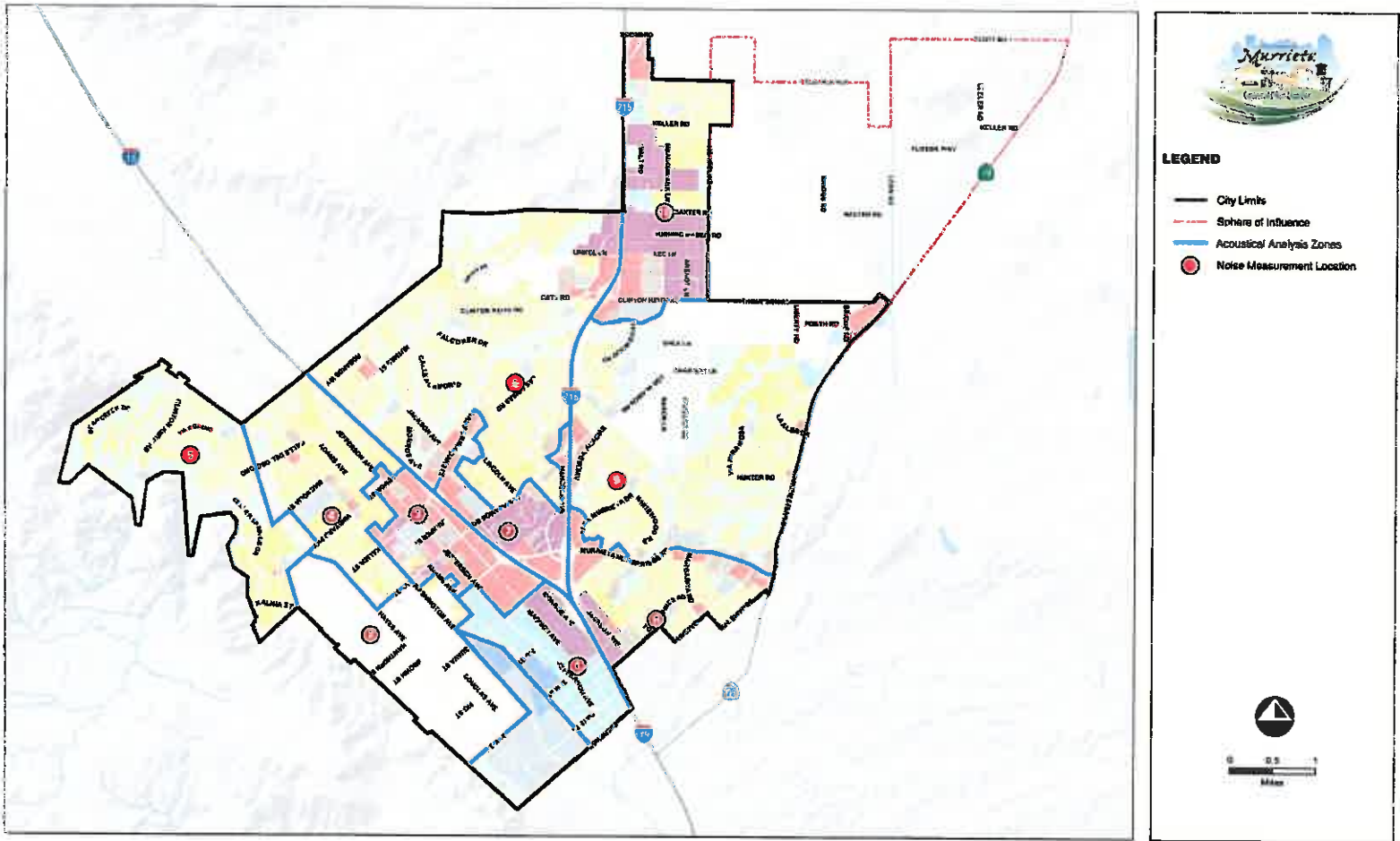


Sound Levels and Human Response

Exhibit 11-1



Exhibit 11-2, Noise Measurement Locations



LEGEND

- City Limits
- - - Sphere of Influence
- Acoustical Analysis Zones
- Noise Measurement Location



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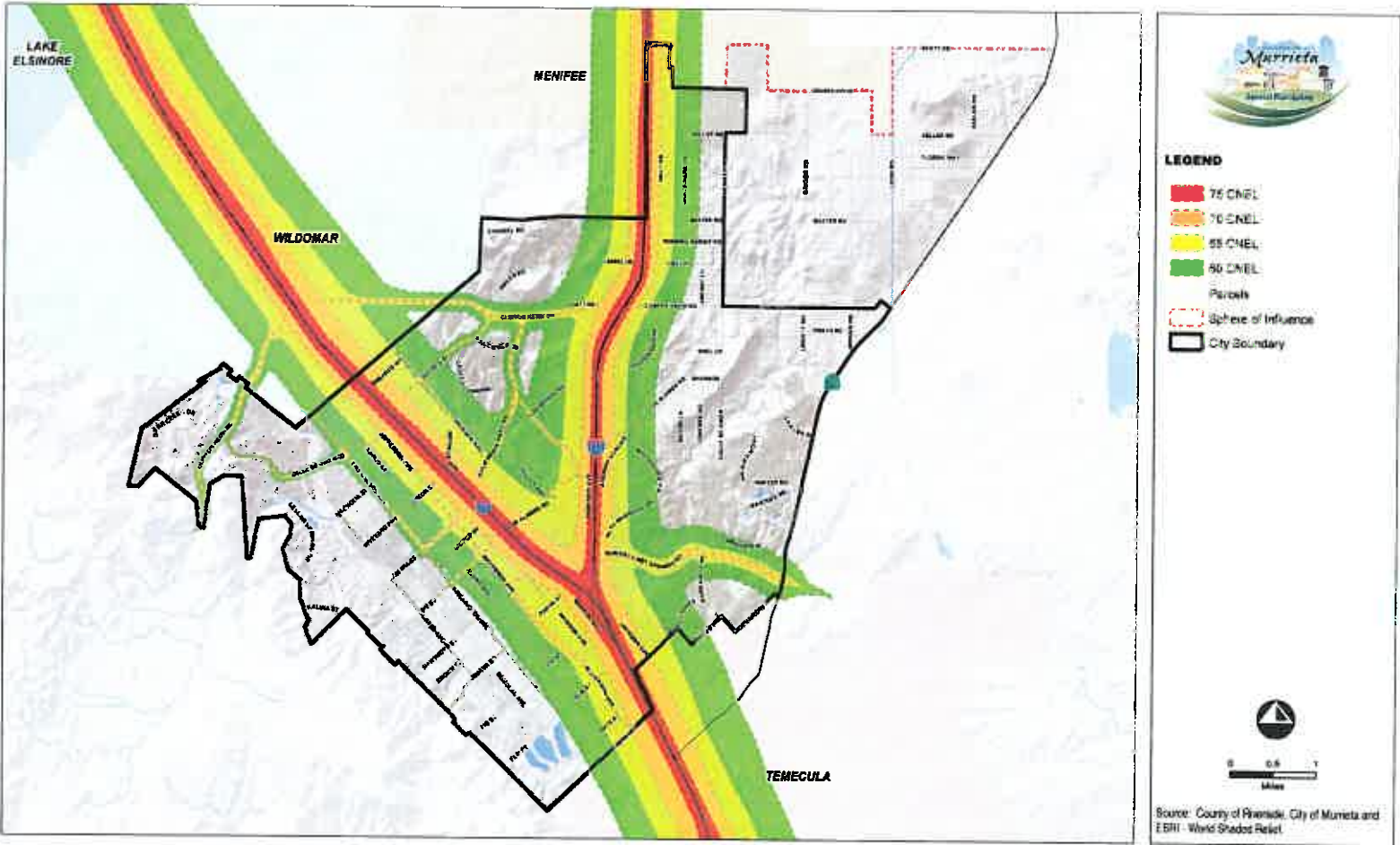


Noise Measurement Locations

Exhibit 11-2



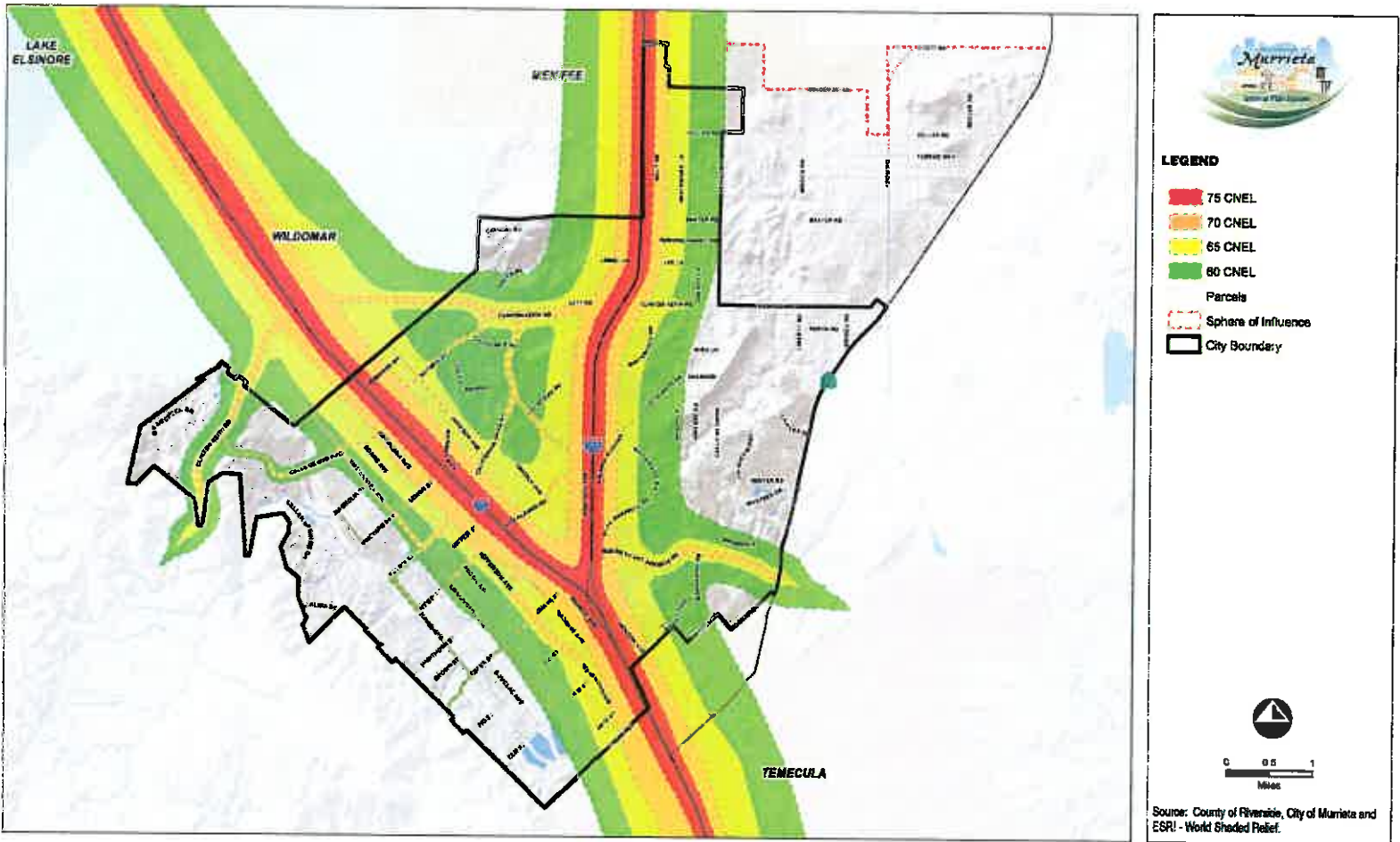
Exhibit 11-3, Existing Roadway Noise Contours



Existing Roadway Noise Contours Exhibit 11-3



Exhibit 11-4, General Plan 2035 Noise Contours





12.1 INTRODUCTION

The Safety Element describes hazards that exist in Murrieta and the measures that the City is taking to address them. Some naturally occurring hazards may be unavoidable, but their impacts on communities can be reduced through planning and preparation. Thus, the Safety Element addresses geologic, seismic, flood, and fire hazards. This Element also addresses hazards created by human activity: hazardous materials and waste, aircraft hazards, and incidents that call for police protection. Expecting that emergencies will occur even when precautions are taken against hazards, the Safety Element describes the City's efforts to prepare for and respond to emergencies.

This Element supports the following Community Priorities:

- Protect and foster a strong sense of community and safety, as well as the “home town” feeling.
- Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.

12.2 AUTHORITY FOR ELEMENT

California Government Code Section 65302(g) requires that a General Plan include:

“...A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with §2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires...”

12.3 SETTING THE CONTEXT: KEY ISSUES AND CHALLENGES

GEOLOGIC HAZARDS

Geological Setting

The City and Sphere of Influence are located within the northern portion of the Peninsular Range geomorphic province, which is characterized by steep, elongated valleys and ranges that generally trend northwestward from the tip of Baja California to the Los Angeles Basin. Features around Murrieta include the Santa Ana Mountains and the Santa Rosa Plateau directly to the west, the Santa Margarita and Agua Tibia ranges approximately 12 to 14 miles to the south, and the San Jacinto ranges approximately 35 miles to the east.

Murrieta is situated within two structural blocks or subdivisions of the Peninsular Range province that are separated by the active Elsinore fault zone, which forms a complex pull-apart basin known as the Temecula Valley that is filled with sedimentary deposits. Major deposits and bedrock formations are shown in *Exhibit 12-1, Regional Geology Map*.

Soils

Expansive soils and collapsible soils present potential hazards in Murrieta. Expansive soils are surface deposits rich in clays that expand when wet and shrink when dried. The change in volume can exert detrimental stresses on buildings and cause structural damage. The collapsible soils process, or hydro-consolidation, typically occurs in soils deposited less than 10,000 years ago that contain a high percentage of voids and possess low relative density. Damage to structures and ground cracking due to collapse of recent alluvial deposits occurred in the California Oaks area of Murrieta when ground water levels rose due to a rise in groundwater or irrigation.

Loading Settlement

Loading settlement can be immediate or occur gradually over a long period of time. Immediate settlement is normally associated with loose granular soils when they are subjected to loads. These soils are generally found in young alluvium or loosely deposited materials.

Subsidence

Subsidence is the ground settlement that results over time from the extraction of oil or groundwater. This process usually extends over a large area and occurs on a gradual basis so the settlement effects on a single site, relative to its immediate neighbors, may be negligible as the neighboring properties are also subsiding.



Although there are no reports of significant subsidence due to groundwater withdrawal in the City, alluvial valley areas are considered susceptible; refer to [*Exhibit 12-2, Subsidence Susceptibility Map*](#).

Radon Gas

According to the California Department of Public Health Services website, rocks containing the minerals that release radon gas exist in the Murrieta area. Radon gas is a naturally occurring radioactive gas that is tasteless, odorless, and invisible. It becomes hazardous when confined in buildings and the long term exposure levels in the air exceed the United States Environmental Protection Agency's concentration of 4 picocuries per liter (4pCi/L).

SEISMIC HAZARDS

The City of Murrieta, like the rest of southern California, is located within a seismically active region. Faults and earthquakes present direct hazards from fault rupture and ground shaking as well as indirect hazards, described below.

Faults

The most significant known active fault zones that are capable of seismic ground shaking and can impact Murrieta are the Elsinore Fault Zone, San Jacinto Fault Zone, Newport-Inglewood Fault Zone, and the San Andreas Fault Zone.

- **Elsinore Fault Zone.** The Elsinore Fault Zone, which includes the local Elsinore-Temecula fault, passes through Murrieta to the west of Interstate I-15; refer to [*Exhibit 12-3, Alquist-Priolo Earthquake Fault Zone Map*](#), and [*Exhibit 12-4, Riverside County Fault Hazard Map*](#). The Elsinore-Temecula Fault Zone is capable of generating a Maximum Earthquake Magnitude (Mw) of 6.8 per the Richter scale.
- **San Jacinto Fault Zone.** The San Jacinto Fault Zone is located at it's nearest point to the city approximately 21 miles northeast of the City and is capable of generating earthquakes in excess of 7.2 Mw.
- **Newport-Inglewood Fault Zone (Offshore).** The Newport-Inglewood Fault Zone is located at it's nearest point to the city approximately 28 miles southwest of the City and is capable of generating earthquakes in excess of 6.9 Mw.
- **San Andreas Fault Zone (Southern Section).** The San Andreas Fault Zone is located approximately 38 miles northeast of the City and is considered the dominant active fault in California. This fault zone is capable of generating earthquakes in excess of 7.4 Mw.

FAULT RUPTURE

To assist cities and counties in avoiding the hazard of surface fault rupture, the Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones



around the surface traces of active faults. The State has identified two Alquist-Priolo Earthquake Fault Zones within Murrieta, shown in [Exhibit 12-3](#). The Temecula Segment of the Elsinore Fault Zone traverses the City, and the Murrieta Creek Fault is located at the extreme southwest corner of the City.

Before a project can be permitted within a fault zone, a site-specific geologic investigation must demonstrate that proposed buildings will not be constructed across an Alquist-Priolo Earthquake Fault Zone, County Fault Zone, or any other active or potentially active fault. Structures are required to be set back from active faults. The earthquake fault zones extend approximately 500 feet in width on either side of a major active fault trace and approximately 200 to 300 feet in width on either side of a well defined minor active fault, as designated by the State. Development of a building designated for human occupancy is generally restricted within 50 feet of an identified fault.

In addition, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property that is being sold lies within an Earthquake Fault Zone.

SEISMIC SHAKING

The effect of seismic shaking on future structures and land development projects within the City may be mitigated by adhering to adopted building codes. The *California Building Standards Code* regulates the design and construction of foundations, building frames, retaining walls, excavations, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions.

Secondary Seismic Hazards

Ground shaking can induce secondary seismic hazards such as liquefaction, lateral spreading, subsidence, ground fissuring, and landslides. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. A majority of the alluvial deposits along the Murrieta Creek lie within a liquefaction hazard zone per the County of Riverside; refer to [Exhibit 12-5, Liquefaction Susceptibility Map](#). The process of liquefaction may also produce lateral spreading of soils on properties adjacent to creeks and drainages, such as Murrieta Creek and Warm Springs Creek.

The active Elsinore-Temecula Fault and the Murrieta Creek Fault may develop fissuring along the fault trace during a significant seismic event or groundwater elevation change, which could lead to differential subsidence. If commercial water wells are installed within or near the subsidence zone, the potential for ground fissuring and differential settlement could be substantially increased.

Earthquake-related landslide potential within the City limits can be understood based on known conditions and published geologic maps. Several old landslides have been mapped in areas along the Santa Ana Mountains eastern slopes and the hills along the northern side of the City. The State Seismic Hazard Zones map provides locations of previous known landsliding or where local conditions indicate a potential for ground displacements.



The potential for rock fall due to a seismic event or natural weathering and instability is present in properties at the base of hillsides where rocks and boulders exist.

FLOOD HAZARDS

Creeks

The City and most of the Sphere of Influence (SOI) lie within the inland portion of the Santa Margarita River Basin. Murrieta Creek and Temecula Creek are the main tributaries of the Santa Margarita River. Murrieta Creek drains approximately 220 square miles of the upper watershed. It runs through the Murrieta Valley and flows southeasterly through the portion of the City that lies between Interstate 15 and the base of the Santa Rosa Plateau. A network of washes and intermittent stream courses occur throughout Murrieta, collecting the seasonal runoff from slopes and valley floors and bringing it towards the creek. Stream flows for Murrieta Creek have been highly variable, and flooding frequently occurs in Historic Murrieta. Warm Springs Creek is a tributary to Murrieta Creek that drains extensive valley and upland areas; it flows southwesterly through the Murrieta Hot Springs area, entering Murrieta Creek in the southern part of the City.

FLOOD HISTORY

The largest known flood in the Santa Margarita Watershed was in January 1862, and the second greatest was in February 1884. Other major floods occurred in years 1916, 1938, 1943, 1969, 1978, 1980, 1991, 1992, 1993, 1995, and 1998. In both January and February 1993, Riverside County was hit by severe storms resulting in a Presidential Disaster Proclamation. These large flood events deposited two to six feet of sediment in the Murrieta Creek streambed from Winchester Road south into Old Town Temecula. Breakouts of floodwaters were caused largely by the magnitude of the event, vegetation density, and the sediment accumulations within the channel that severely reduced flow-carrying capacity. Damage to flood control and other public facilities resulted.

Much of Murrieta Creek and sections along Warm Springs Creek lack formal flood control systems, and as a result drainage is haphazard in the less developed areas of the City, even with moderate rain. This results in frequent overtopping of the Murrieta Creek channel by floodwaters in a number of channel reaches, flood inundation of structures with attendant damages, and other water-related problems caused by these events including emergency costs, traffic disruption, and automobile damage.

The Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan assigned Murrieta a flood severity rating of 3 and a probability rating of 3 on a scale of 0-4, with 4 being the most severe or most likely to occur.

100-YEAR FLOODS



One-hundred-year floods are those that have a 1/100 or one percent chance of occurring in any given year. A total of 1,021.2 acres in the City of Murrieta are within the 100-year flood zone, as shown in Exhibit 12-6, FEMA Flood Zones. The 100-year flood is a regulatory standard used by Federal agencies and most states to administer floodplain management programs, and is also used by the National Flood Insurance Program (NFIP) as the basis for insurance requirements nationwide. Flood insurance rates are based on FEMA designations of flood zones. The practice is to avoid or restrict construction within 100-year flood zones, or to engage in flood-proofing techniques such as elevating building pads or constructing walls and levees.

Dam Inundation

Portions of the City of Murrieta are subject to potential flooding in the event of dam failure at Lake Skinner or Diamond Valley Lake. Potential dam inundation zones are shown in Exhibit 12-7, Dam Inundation. Dam failure is considered an extremely remote possibility as dams are designed to be much stronger than necessary to survive the largest magnitude possible earthquake without affecting the dam structure; however, it must be considered and recognized in the planning process.

Preventive Measures

CITY REGULATIONS

The City of Murrieta's regulations with respect to flood damage prevention are included in *Municipal Code* Chapter 15.56, Flood Damage Prevention Regulations. The purpose of this chapter is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas.

MASTER DRAINAGE PLAN

The City of Murrieta is located within Flood Control District Zone 7 of the Riverside County Flood Control and Water Conservation District. A Master Drainage Plan prepared for the Murrieta Creek area by the District evaluates drainage needs and proposes an economical drainage plan to provide flood protection for both existing and future development in Murrieta. Improvements proposed for Murrieta Creek consist of the channelization of the creek and its major tributaries, and include several concrete-lined open channels and a small network of underground storm drains. The Plan states that certain flood and drainage facilities are critically needed for an orderly and economical development of the Murrieta Creek area.

MURRIETA CREEK FLOOD CONTROL, ENVIRONMENTAL RESTORATION AND RECREATION PROJECT

Besides causing damage to structures and other problems for Murrieta inhabitants, flooding of Murrieta Creek has degraded habitat in one of the last high quality minimally disturbed riverine environments in southern California. In 1997, the U.S. Army Corps of Engineers initiated studies on Murrieta Creek that resulted in the Congressional authorization in 2000 of a \$90 million, multi-faceted project known as the Murrieta Creek Flood Control, Environmental



Restoration and Recreation Project. However, limited funding has been appropriated for construction to date. This project has four phases:

- **Phase One.** Channel improvements through the City of Temecula, completed in 2004. This phase included an earthen channel flanked by a habitat corridor and multi-purpose trails.
- **Phase Two.** Channel improvements through the City of Temecula to address the possible collapse of the bridge at Main Street with a major rainfall event.
- **Phase Three.** Construction of a 250-acre detention basin which would attenuate tributary flows to reduce the peak discharge of flood waters downstream, and remove the floodplain designation from Phases One and Two of the Project. Bounded by Warm Springs Creek to the north and Santa Gertrudis Creek to the south, the basin is designed as a natural riverine system with ponds that would improve groundwater recharge, establish approximately 160 acres of new environmental habitat, and create over 50 acres of recreational facilities within the City of Murrieta. The multi-purpose basin is critical to the overall design of the Project. Until it is completed, improvements constructed in Phase One remain at risk of damages from floods.
- **Phase Four.** Channel improvements through the City of Murrieta that address risk to the treatment plant adjacent to the creek from moderate storms. A spill of untreated water could contaminate downstream waters including the Santa Margarita River and the Ecological Preserve. This phase provides for the largest expansion of "Waters of the U.S." with the development and establishment of a 150-foot wide riparian habitat corridor. The City of Murrieta continues to be actively engaged in both the design and funding issues related to the Project and has initiated engineering design on both the Guava Street and Ivy Street Bridges.



The Murrieta Creek Flood Control, Environmental Restoration and Recreation Project would address flooding in Historic Murrieta while providing habitat and recreational

FIRE HAZARDS

Wildland Fires

A wildland fire is an uncontrolled fire spreading through vegetative fuels that may expose or consume structures. Although not located in a wilderness area, the threat of a wildland fire in or near Murrieta is high due to the wildland urban areas in and around the City, where structures and other human development meet or intermingle with wildland or vegetative fuels. The threat of wildfire is particularly significant during dry summer months and when there are strong Santa



Ana winds. The fire season extends approximately five to six months, from late spring through fall. The aftermath of wildland fire produces new areas of potential landslide as burned and defoliated areas are exposed to winter rains.

The undeveloped hillside areas in and adjacent to the City present a potentially serious hazard due to the high potential for large scale wildland fires, as shown in *Exhibit 12-8, Very High Fire Hazard Zones*. The escarpments along the western boundary of the City are notorious for their threat of wildland fires that move quickly through the area. Similar wildland areas exist in northern Murrieta, in the Greer Ranch and Los Alamos areas. Within the City, wildland fires are assigned a severity rating of 3 and a probability rating of 2 in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan.

There are a number of building criteria and site maintenance techniques available for Murrieta Fire & Rescue and property owners to use for areas within a Very High Fire Hazard Zone or areas described as Wildland Urban Interface areas, which are areas where structures and other human development meet and intermingle with undeveloped wildland or vegetative fuels. These techniques are detailed in the California Building Standards Code *California Code of Regulations Title 24*, Public Resources Code sections 4290 & 4291, and Government Code sections 51175-51189 and address topics such noncombustible siding for buildings and 100-foot fuel modification (buffer) zones. In addition, community planning, awareness, and involvement are proven elements of effectively reducing the occurrence of wildland fires and damage associated with them.



A vegetation fire near I-15 on a windy day in October 2009 was contained without damage to structures.

Urban Fires

No significant unusual urban fire hazards have been identified in Murrieta. Local very high fire hazard zones are located in the wildland/urban interface areas, as described above. Management of hazardous materials that can cause fires is described in the Hazardous Materials Hazards section. Protection from urban fire hazards includes fire prevention and suppression, described in Fire Protection below.



Fire Protection

Murrieta Fire & Rescue is the primary provider of fire suppression and fire prevention services in the City of Murrieta, while the Sphere of Influence is served by the Riverside County Fire Department. However, Murrieta Fire & Rescue participates in an Automatic Aid Agreement with the County Fire Department to expedite service delivery to the eastern portion of the City. Murrieta Fire & Rescue (MFR) may also provide service to the Sphere by means of this Automatic Aid Agreement.



The Murrieta Fire & Rescue is prepared to respond to a variety of emergencies.

MFR participates in the California Master Mutual Aid Agreement. In the event of a major fire, outside resources can be brought into the City as needed.

MFR has five stations located to optimize response times throughout the City of Murrieta, listed in Table 12-1, Murrieta Fire & Rescue Stations, with a proposed sixth station in the eastern Sphere of Influence area (refer to Exhibit 12-9, Fire Station Service Areas).

**Table 12-1
Murrieta Fire & Rescue Stations**

Station	Location
Fire Station No. 1	41825 Juniper Street
Fire Station No. 2	40060 California Oaks Road
Fire Station No. 3	39985 Whitewood Road
Fire Station No. 4	28155 Baxter Road
Fire Station No. 5	38391 Vineyard Parkway
Fire Station No. 6	Specific Location TBD

RESPONSE TIME AND ISO RATING

MFR has a total response time goal within the City of 6:04 minutes for medical emergencies and an effective response force (all resources dispatched to arrive at scene) for fire incidents of 10:24 minutes as measured by the National Fire Protection Association (NFPA) 1710 Standards and the Community Risk Assessment - Standards of Cover. Stations in the outlying regions experience longer average response times, such as the eastern portion of the City along Winchester Road and in the area between Winchester and the I-215 north of Clinton Keith. A sixth fire station in this area is contemplated to help achieve the target response time.



Insurance Services Office (ISO) rates fire department staffing and equipment, communications centers and water systems. The numeral classification rating is utilized to establish the community's residential, commercial and industrial insurance rates. For every decrease in one rating point, these insurance costs may decrease by approximately 10 percent. MFR's ISO rating is 4 in areas with fire hydrants and 9 in outlying areas that do not have water supply.

PROTECTION FOR HIGH-RISE BUILDINGS

As Murrieta develops with more Class A high-rise office buildings, further investments in MFR equipment and personnel are needed. An aerial truck company with a ladder extension of 100 feet or greater will be able to access and provide fire suppression for buildings such as Loma Linda University Medical Center-Murrieta.

FIRE PREVENTION

MFR in activities that are aimed at preventing fires and compliance with California Building Standards Code, Title 24, and the California Fire Code (*California Code of Regulations, Title 24*). MFR provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. As described later in this Element, MFR also provides education and training in public safety and emergency preparedness.

HAZARDOUS MATERIALS AND WASTE

A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof, because of its quantity, concentration, or characteristics. Hazardous materials require special care in handling due to the hazards they pose to public health, safety, and the environment. Potential hazards associated with hazardous materials include fires, explosions, and leaks. Releases of hazardous materials can be damaging when they occur in highly populated areas or along transportation routes.

Hazardous materials are transported through the City, and businesses within the City handle, transport, use, and/or store hazardous materials. Other sources of hazardous materials include agricultural operations, illegal drug manufacturing, and clandestine dumping. Within the City, hazardous materials accidents are assigned a severity rating of 3 and a probability rating of 3 in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan.

Existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within the City.

Transport of Hazardous Materials

Hazardous substance incidents are likely to occur within the City of Murrieta due to the presence of highways. Transportation of hazardous materials/wastes is regulated by *California Code of Regulations* Title 26. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials, and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing). The California Highway Patrol and the California Department of Transportation enforce Federal and



State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through the Murrieta Emergency Operations Plan.

Hazardous Materials Sites

Certain businesses in the City of Murrieta incorporate hazardous materials into their production or service processes, and some generate hazardous waste. These businesses include automotive services, dry cleaners, photo processing, printing, lithography, and medical services.

Hazardous materials disclosure allows for the inspection of businesses that generate, store, and use hazardous materials. Through regular inspections, MFR can identify hazardous conditions and can obtain compliance through the fire code to provide for the safety of citizens and fire fighters in the event of a hazardous materials fire or release. Riverside County Environmental Health acts as the city's designated branch for the Certified Unified Program Agency (CUPA) by the California Environmental Protection Agency related to hazardous materials.

Monitoring of sites which have contamination associated with underground tanks used to store petroleum products is the primary responsibility of the California Department of Health Services and the Regional Water Quality Control Board. The Existing Conditions report provides information on known leaking underground fuel tank (LUFT) sites in Murrieta.

At least one property in Murrieta is subject to regulation under the Site Mitigation and Brownfields Reuse Program of the California Department of Toxic Substances Control. Further information is provided in the Existing Conditions Background Report.

Hazardous Materials Incidents

MFR responds to hazardous materials incidents, with further assistance provided by the County Fire Department Hazardous Materials Response Team and the County Health Department. All MFR personnel receive first responder operations training and are trained in hazardous materials decontamination procedures, so that they can determine that a problem exists, isolate the problem, and assist an advanced team when it arrives.

Hazardous Waste

Hazardous waste is waste with properties that make it dangerous or potentially harmful to human health or the environment. Through its membership in the Southern California Hazardous Waste Management Authority, the County of Riverside has agreed to work on a regional level to solve problems involving hazardous waste. The County of Riverside does not presently have any hazardous waste management facilities within its jurisdiction and therefore must rely on intergovernmental agreements to fulfill its fair share responsibility. The Riverside County Hazardous Waste Management Plan is the County's primary planning document for the management of hazardous materials and waste.



Riverside County landfills do not accept hazardous waste. However, households may bring hazardous waste to collection centers and collection events, while businesses contract with registered hazardous waste transporters.

AIRCRAFT HAZARDS

The French Valley Airport is a County-owned public-use airport located on SR-79 (Winchester Road) in unincorporated Riverside County east of Murrieta, adjacent to Temecula and Winchester. The airport is primarily used for single engine fixed-wing general aviation aircraft. Airport activity is anticipated to increase from approximately 84,000 annual operations in 2002 to 185,000 in about 20 years.

The Riverside County Airport Land Use Commission (RCALUC) adopts plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. The *Riverside County Airport Land Use Compatibility Plan* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development. 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.

As adopted by the RCALUC, the *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County, including French Valley Airport. Included in the *Policy Document* are Compatibility Criteria and Airport Influence Area maps for each individual airport. The *Compatibility Plan* details the procedural requirements associated with the compatibility review of development proposals. An "Airport Influence Area" is an area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. The principal compatibility concerns involve impacts related to:

- Exposure to aircraft noise;
- Land use safety with respect both to people on the ground and the occupants of aircraft;
- Protection of airport airspace; and
- General concerns related to aircraft overflights.

The basic criteria for assessing whether a land use plan, ordinance, or development proposal is deemed compatible with a nearby airport are set forth in Table 2A of ALUC's Policy Document,



*Basic Compatibility Criteria Matrix.*¹ These criteria are used in conjunction with the compatibility map and policies for each airport. The Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four airport impacts identified above. The Compatibility Criteria are presented according to the following Compatibility Zones, which are set forth for the purposes of assessing land use compatibility within the airport influence area:

- **Zone A, Runway Protection Zone and Within Building Restriction Line:** Noise impact is very high; and risk level is very high.
- **Zone B1, Inner Approach/Departure Zone:** Noise impact is high; risk level is high.
- **Zone B2, Adjacent to Runway Zone:** Noise impact is moderate to high; risk level is low to moderate.
- **Zone C, Extended Approach/Departure Zone:** Noise impact is moderate; risk level is moderate.
- **Zone D, Primary Traffic Patterns and Runway Buffer Area Zone:** Noise impact is moderate; risk level is low.
- **Zone E, Other Airport Environs Zone:** Noise impact is low; risk level is low.
- **“**”, Height Review Overlay:** Noise impact is low; risk level is moderate.

The Compatibility Criteria in Table 2A specify the maximum residential densities and non-residential intensities, required open land, prohibited land uses, and other development conditions (i.e., aviation easement dedication, structure locations, minimum Noise Level Reductions (NLR), airspace review, and deed notice requirement). The Compatibility Criteria are discussed in detail in Chapter 2 of the ALUC’s Policy Document, *Compatibility Criteria for Land Use Actions*.

The Compatibility Plan identifies the following prohibited uses within each of the zones:

- Zones B1 and B2 prohibit children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two above ground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight which can include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
- Zone C prohibits children’s schools, day care centers, libraries, hospitals, nursing homes, buildings with greater than three aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight.
- Zone D prohibits highly noise-sensitive outdoor non-residential uses and hazards to flight.

¹ <http://www.rcaluc.org/filemanager/plan/new//04-%20Vol.%201%20County%20wide%20Policies.pdf>, Accessed June 18, 2010.



- Zone E prohibits hazards to flight.

The Compatibility Plan identifies additional compatibility policies for specific zones that pertain to building heights, residential densities, non-residential intensities, and calculations regarding the concentration of people.

The Compatibility Plan contains land use restrictions for the French Valley Airport that affect land use densities and building heights within the City of Murrieta. As addressed in the Noise Element, aircraft from French Valley Airport do not contribute a significant amount of noise heard in the City. Refer to the Land Use Element for goals and policies related to the French Valley Airport.

POLICE PROTECTION

The Murrieta Police Department provides police protection services within the City of Murrieta. Besides responding to incidents involving safety and law enforcement, the Police Department actively promotes safety through education programs, community partnerships, and providing advice on incorporating Crime Prevention Through Environmental Design principles into development projects.



The Murrieta Police Department seeks to improve safety in partnership with the community.

Crimes and Police Activity

In 2009, The *Los Angeles Times* ranked Murrieta as the second safest city in the nation for cities with populations over 100,000, based on 2008 preliminary FBI statistics that showed a violent crime rate of 8.4 per 10,000 residents.²

Table 12-2, Police Activity (2006 to 2009), shows crimes and other events that generated Police Department activity from 2006 through 2009.

² City of Murrieta news release, "Murrieta 2nd Safest City in the Nation," July 8, 2009.



**Table 12-2
Police Activity (2006 to 2009)**

Type of Activity	2009	2008	2007	2006
Total Reports Taken	7,777	8,461	8,273	8,556
Officer Initiated Activities	40,511	40,867	33,365	29,990
Police Responses	43,021	45,272	43,804	41,509
Fire Responses	6,699	6,447	6,666	6,108
Total Activities Processed	90,231	92,586	83,835	77,607
Part 1 Crimes				
Homicide	0	1	3	2
Rape	17	12	9	9
Robbery	34	23	46	31
Assault	199	357	393	388
Burglary	427	442	483	560
Larceny	881	898	1195	1184
Auto Theft	156	166	277	225
Arson	4	10	2	4
Total	1,718	1,909	2,408	2,403
Traffic Collisions				
Traffic Collision Responses	1,292	1,225	1,371	1,497
Damage Reports	541	477	464	458
Injury Reports	238	216	258	263
Fatal Reports	0	0	1	1
Total Collision Reports	779	693	723	722
Citations Issued				
Parkers	943	1,203	1,225	542
Others (including red light camera)	13,018	13,292	11,077	10,750
Total Citations	13,961	14,495	12,302	11,292
Arrest				
Misdemeanor Adult Arrests	1,667	2,024	1,540	1,435
Felony Adult Arrest	564	548	639	642
Misdemeanor Juvenile Arrests	169	308	307	266
Felony Juvenile Arrest	138	147	101	120
Total Arrested	2,538	3,027	2,587	2,463
Source: City of Murrieta Police Department, "Police Activity Report," December 2007, December 2008, December 2009.				



Staffing and Response Times

The Department’s goals will be to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address public safety needs. Established response times are as shown in *Table 12-3, Target Response Times.* The average response times for Priority 1 and Priority 3 calls are longer than the targets while average response time for Priority 2 calls is shorter than the target.

**Table 12-3
Target Response Times**

Call Type	Target Response Time
Priority 1	6 minutes
Priority 2	15 minutes
Priority 3	35 minutes

Mutual Aid Agreements

The Department has an automatic aid agreement with the Hemet Police Department S.W.A.T. Team and participates in mutual aid agreements with other S.W.A.T. Teams in Riverside County. The Department also follows the State of California Law Enforcement Mutual Aid Plan. Resources shared through these agreements include Murrieta’s bloodhound—used for investigations—and the Riverside County Sheriff’s helicopter.

Community Education and Participation

A safe, crime-free environment is created by the community as a whole. Thus, the Police Department has several programs to engage community members, including youth, as partners in promoting safety.

YOUTH PROGRAMS

The Police Department has several educational programs for children in 1st grade through 12th grade: 9-1-1 For Kids, D.A.R.E. and Red Ribbon Week, Every-15-Minutes, and Kid Print/Safety Fairs.

The School Resource Officer Program assigns officers full-time to middle and high schools. School Resource Officers interact with students and serve as positive role models, while providing law enforcement for the campuses.



Police Activities League (PAL) coordinates recreational, educational, and athletic activities for disadvantaged or at-risk youth between the ages of 5 and 17. Police officers volunteer their time to attend PAL events with the intention of providing mentorship and to serve as positive role models. PAL activities create an environment where youth and law enforcement are able to communicate with each other in a neutral environment to foster positive attitudes and mutual respect.

The Department has two programs for youth rehabilitation. The Youth Accountability Team assesses the situations and arrests of delinquent youth aged 12 to 17 and implements a program aimed at rehabilitation, including service referrals and visits. The Southwest Valley Youth Court provides an alternative approach to juvenile justice in which juvenile respondents are sentenced by a jury of their peers for infractions and non-violent misdemeanor crimes.

VOLUNTEER PROGRAMS

Community members are involved in many of the Department's programs. For instance, in Home to School Safety Patrols, parents and community members monitor designated locations around schools to ensure the safety of children on their way to and from school. The Special Enforcement Team manages Murrieta's Neighborhood Watch program.

The Department expands its capacity with the Reserve Officer program, as well as with the Volunteer Program in which participants volunteer at least 16 hours per month. Volunteers assist in Neighborhood Watch, youth programs, Crime Free Multi-Housing, parades, citizen patrols, front counter and receptionist responsibilities, school patrols, and special events.

Crime Prevention Through Environmental Design (CPTED)

The built environment can present opportunities for crimes to occur, or discourage crimes. For instance, design can influence the amount of surveillance provided by residents or passersby, and whether there is an easy escape for someone who commits a crime. Design of public spaces and the relationships between buildings and public space are important considerations in Crime Prevention Through Environmental Design (CPTED). CPTED is a set of approaches to the design of the built environment that seek to minimize opportunities for crime.

CRIME FREE MULTI-HOUSING PROGRAM

New multi-family housing developments going through the development review process in Murrieta must participate in the Crime Free Multi-Housing Program. Through this program, the Department provides recommendations for improving the safety of the developments using CPTED strategies. Tenants also sign a lease addendum form, which lists criminal acts that result in immediate termination of the lease. Communication between rental property managers and the Department helps both parties to deal with problem tenants.



EMERGENCY RESPONSE

Emergency Services

EMERGENCY DISPATCH

Emergency 911 services are provided by the Murrieta Police Department as a joint police/fire dispatch center, dispatching Murrieta fire, police, paramedics, and ambulance services. The dispatch center is inter-connected to the AMR Ambulance dispatch and has a goal to inter-connect with neighboring law and fire dispatch centers, the County Operational Area, School District, and utility companies. It is also a goal to inter-connect to fire apparatus via systems that allow for backup forms of communication between the dispatch center, vehicles, and personnel.

MEDICAL SERVICES

Firefighters are cross-trained to provide services for medical emergencies. All MFR personnel are trained to the level of Emergency Medical Technician (EMT) or are trained as Paramedics. MFR's engine companies are equipped for paramedic service.

URBAN SEARCH AND RESCUE (USAR) TASK FORCE

MFR maintains an Urban Search and Rescue (USAR) team of professional firefighters that are certified by the Federal Emergency Management Agency. They serve the larger community as part of California Task Force 6, supervised by the Riverside City Fire Department and composed of representatives from several Inland Empire fire agencies. The USAR team members regularly train with other agencies for rapid deployment to local, regional, and national incidents.

S.W.A.T. TEAM

The purpose of the Special Weapons and Tactics (S.W.A.T.) Team is to perform special tactical missions in response to unusual occurrences or highly dangerous, life threatening police situations where special skills, tactics, training, and/or equipment are required to protect life and property.

Emergency Preparedness

EVACUATION ROUTES

Currently, the City of Murrieta has no defined evacuation routes in this plan. The Western Riverside Council of Governments (WRCOG) as part of Resilient IE, has prepared Transportation Hazards and Evacuation Maps that define evacuation routes in the city. Under WRCOGs regional evacuation routes, Interstate 15 (I-15) and Interstate 215 (I-215) are considered evacuation routes as they traverse the City granting access from many of the main thoroughfares. Various other streets in the city also may serve as evacuation routes, including, but not limited to Clinton Keith Road, Los Alamos Road, California Oaks Road, Nutmeg Street, Murrieta Hot Springs Road, Washington Ave., Guava Street, Jefferson Ave., and Winchester Road.



EMERGENCY INCIDENT INFORMATION

In the event of a major emergency such as fire, hazardous materials spill, police activity or other situation which may directly impact the City of Murrieta or its residents, the City and MFR website pages, Facebook, Instagram and twitter social media accounts will contain updated information on the nature of the incident, potential impacts to traffic circulation, possible evacuations and/or other pertinent information. The City also has an emergency radio station at AM 1640. Residents who wish to be notified of emergency events and disasters in their area can sign up for the Riverside County's Early Warning Notification System, Alert RivCo and part of RivCo Ready.

COMMUNITY EMERGENCY RESPONSE TEAM (CERT)

The Community Emergency Response Team (CERT) is a nationally recognized program designed to train citizens in the skills needed to survive an earthquake or other disaster should emergency services be interrupted for an extended period of time because of the size of the areas affected, lost communications, and impassable roads. CERT training consists of basic understanding of disaster preparation, disaster teamwork, fire suppression, light search and rescue, medical triage and disaster psychology. Murrieta firefighters provide the training to residents and stakeholders.

EMERGENCY PREPAREDNESS INFORMATION

The City's website provides information from MFR to assist community members in preparing for emergencies, such as a list of supplies and a preparedness checklist. As in CERT training, residents are urged to prepare for at least a week of self-sufficiency.

Emergency Operations Plan

The City of Murrieta Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, national security emergencies, and technological incidents affecting the City of Murrieta. The objective of the EOP is to coordinate and incorporate all the facilities and personnel of the City into an efficient organization capable of responding effectively to all disasters and emergencies. It also facilitates multi-agency and multi-jurisdictional coordination, particularly between the City of Murrieta and Riverside County, special districts, and State agencies, in emergency operations.

The EOP describes the operations of the City of Murrieta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities. The EOC centralizes the collection and dissemination of information about the emergency and makes policy-level decisions about response priorities and the allocation of resources. The Police Department has been designated as the primary EOC. As part of the City's Emergency Management Program, the EOC Manager is responsible for ensuring the readiness of the EOC.



Mutual Aid Agreements

Incidents frequently require responses that exceed the resource capabilities of the affected response agencies and jurisdictions. When this occurs, mutual aid is provided by other agencies, local governments, and the State. Mutual aid is voluntary aid and assistance by the provision of facilities and services, including fire, police, medical and health, transportation, communications, utilities, and other assistance.

The California Master Mutual Aid Agreement is designed to ensure that adequate facilities, resources, and other support are provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. The City of Murrieta is part of Mutual Aid Region VI. Inter-agency, multi-agency, and discipline-specific mutual aid system coordination is used by the City of Murrieta and other member jurisdictions of the Riverside County for coordinating mutual aid. MFR is also part of the standard Countywide and Statewide mutual aid systems.

Volunteer and private agencies are part of the City of Murrieta's mutual aid system. The American Red Cross and Salvation Army are significant elements of response to meet the care and shelter needs of disaster victims. Private sector medical/health resources are also an essential part of the medical response. Volunteer and private agencies mobilize volunteers and other resources through their own systems. They may also identify resource needs that are not met within their own systems that would be requested through the mutual aid system.

12.4 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

Community members describe Murrieta as safe, and place importance on keeping it that way. Residents feel that Murrieta is good for families and want it to be a safe, healthy environment for children in the future. Youth also recognize and value the safety and sense of community they feel in Murrieta. This sense of safety in Murrieta comes from the trust between community members, upkeep of the physical environment, and the provision of effective fire and police services.

The City promotes safety through education, engineering, enforcement, evaluation, community design, and planning for hazards. Fire and Police Departments are involved in these preventive activities and respond to emergencies. These Departments also recognize that safety is in the hands of the people who live and work in Murrieta. Through outreach and education, the City can help community members to create a safe environment.

GEOLOGIC AND SEISMIC HAZARDS

Site-specific geologic review is used to evaluate geologic and seismic hazards that may affect a particular development, and identify appropriate corrective measures. The City requires



geotechnical engineering reports for any development within areas with known geologic or seismic hazards, for grading permits, for hillside development, and for proposed critical uses such as hospitals and utilities. The City may also designate land as open space where hazards such as fault lines preclude development.

FLOOD HAZARDS

The Murrieta Creek Flood Control, Environmental Restoration and Recreation Project is designed to reduce flooding as well as to provide other benefits including groundwater recharge, improved habitat, wildlife corridors, and recreation. Key entities involved in this project are the U.S. Army Corps of Engineers, Riverside County Flood Control and Water Conservation District, City of Murrieta, and City of Temecula. These partners should make it a priority to secure funding for construction of this project.

The Master Drainage Plan provides another guide to the flood control improvements that are needed in Murrieta. Where possible, natural drainage will be preserved in conjunction with open space. The City will also seek opportunities to construct recreational trails along waterways, balancing demands for recreation with considerations for safety and habitat.

Flood hazards within floodplain and dam inundation areas will continue to be addressed through land use regulations and project review.

FIRE PROTECTION

Development in the eastern part of the City will create additional demand for a sixth fire station to serve this area, where response times are longer than the target time. Providing fire protection for high-rise office buildings will require investment in new equipment as well as staffing for four-person engine companies. In both cases, new development will need to pay its fair share of the costs associated with fire protection.

Between the time of dispatch and arriving on the scene of an emergency, the majority of MFR response time is spent driving. Circulation improvements planned for Murrieta should positively affect MFR response times.

Preventive measures will continue to be an important part of fire protection in Murrieta, including conditions of development and vegetation clearance to deter the spread of wildland/urban interface fires, MFR review of site plans, and community education, engineering, and enforcement.

HAZARDOUS MATERIALS AND WASTE

MFR oversight and inspection of sites handling hazardous materials is the City's primary tool for reducing risks related to these materials.

Given the City's dependence on groundwater, remediation of leaking underground fuel tanks should be taken seriously. Although regional and state authorities are responsible for monitoring these sites, the City should facilitate their efforts when possible.



Household hazardous waste collection events raise community awareness that items such as cleaning products, batteries, and paint should not be disposed of in the trash. The City and its waste services contractor should promote these events to divert household hazardous waste from landfills.

AIRCRAFT HAZARDS

To reduce risk from aircraft in the eastern part of Murrieta, the City will continue to ensure that land use policies are consistent with the French Valley Airport Land Use Compatibility Plan.

POLICE PROTECTION

Demand for Police Department services will continue to grow with the population, while the Department seeks to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs of the community. Expansion of the Police Department facility is needed to accommodate additional staff. Target response times for calls is another measure that the City will strive to meet.

Community Design

Police Department input into the design of the built environment can promote a safer community, whether by incorporating Crime Prevention through Environmental Design strategies into housing developments, or designing streets to minimize traffic conflicts that can cause accidents. Coordination between departments should provide opportunities for this kind of input during project review or City project design.

Code Enforcement

Well-kept properties convey the sense of a watchful community that will notice criminal behavior. Code Enforcement is an important strategy for addressing health and safety issues at the property level while maintaining order in the community overall. Residents value the cleanliness of Murrieta and contribute their own time for cleanup efforts such as maintaining the yards of foreclosed properties. This volunteerism should be encouraged and expanded.

In addition to individual property owner commitment to well-kept properties, the City has a comprehensive code enforcement program that helps to protect property owner investment, promote general health and welfare, and enhance the quality of neighborhoods. This program will continue to be an important part of the City's commitment to neighborhood and business safety, preservation, and improvement, and ensuring that Murrieta maintains and enhances its overall community appearance.

Community Participation



Developing partnerships and trust in the community are essential for effective law enforcement. When residents and businesses are engaged as partners, they can provide information about criminal activity, supplement Police Department resources by volunteering, and promote a safe, law-abiding environment.

Residents become leaders in creating a safer community by participating in programs such as Home to School Safety Patrols, Neighborhood Watch, and Business Group Meetings with Law Enforcement. Property owners are key to the success of the Crime Free Multi-Housing Program, which relies on their vigilance to identify tenants engaging in criminal activity, communicate with the Police Department about problem tenants, and enforce the lease addendum. Reserve Officers and volunteers expand the capacity of the Police Department. Incorporating community participation into Police Department programs requires investments of staff time in outreach, supervision, and volunteer recognition.

Youth

Police Department outreach programs for youth offer education about safe behavior, police presence at schools, mentoring, and rehabilitation. These programs supplement other activities available for youth in Murrieta and are a form of proactive law enforcement, promoting safe behavior and providing positive interaction with police. Mentoring and rehabilitation programs are targeted toward youth who may otherwise stray into anti-social and illegal behavior. The Southwest Valley Youth Court also provides an opportunity for youth volunteers to participate in the legal system. Because Murrieta is a community that prioritizes youth and safety, it will continue to support youth programs.

EMERGENCY RESPONSE

Emergency Services

The emergency dispatch system in Murrieta provides quick access to the range of services provided by the Police and MFR. Cross-training of fire personnel in life-saving medical procedures provides an extra measure of safety for people who are critically injured or ill. Incorporating Emergency Medical Dispatch into the dispatching system would provide emergency medical assistance to 911 callers even before an engine company can arrive, through properly trained dispatchers. MFR is evaluating the feasibility of using this program.

Cross-training of MFR personnel in Urban Search and Rescue, swift water rescue, and hazardous materials decontamination allows Murrieta to respond to incidents involving a number of hazards discussed in this Element.



MFR and Police Department responses to emergencies are discussed further in Fire Protection and Police Protection.

Emergency Preparedness

The Emergency Operations Plan (EOP) is the master document that organizes emergency preparedness and response efforts in Murrieta, and that provides a framework for coordination with other agencies at the regional and state levels. Each department involved in implementation of the EOP has the responsibility to internalize the plan in its own operations, as well as keep the plan up-to-date. Dedicated staff support for maintenance and implementation of the EOP would make this effort more likely to succeed. Staff training at all levels would also promote readiness to implement the plan.

Public awareness and education is a critical part of emergency preparedness addressed in the EOP. An educated public will know how to prevent injury and property damage during and after emergency events, and also know how to find and offer help to their neighbors. Community members should be prepared to be self-sufficient for as long as a week in the event of a major emergency.

The City will work to educate residents and businesses about appropriate actions to safeguard life and property during and after emergencies. The CERT program offered by the Fire Department provides a higher level of emergency preparedness training for more interested residents, while basic emergency preparation information should be disseminated throughout the population. Education aimed at children has the potential to shift the expectations of an entire generation while also raising awareness among parents. The City will continue education about emergency preparedness through such avenues as presentations to residents, instruction in local schools, and the City's website.



12.5 GOALS AND POLICIES

CITYWIDE SAFETY

GOAL SAF-1 People and properties are provided with protection from natural and man-made hazards.

POLICIES

- SAF-1.1 Encourage that areas be dedicated as open space when necessary and appropriate to protect property, public health, and safety from hazards such as earthquake fault zones or flood plains.
- SAF-1.2 Coordinate emergency responses and planning for hazards with agencies at the County, regional, state, and federal levels.
- SAF-1.3 Collect and maintain current information on local hazards, and make it available for public use.
- SAF-1.4 Review public safety infrastructure and staff resources as new development is planned or proposed in Murrieta and the Sphere of Influence.
- SAF-1.5 Promote coordination among City departments to provide for safety in new development and/or annexation areas.
- SAF-1.6 Investigate and pursue additional funding mechanisms available to fund City safety services, facilities, and equipment.
- SAF-1.7 Prioritize community education as an essential part of creating a safe community.

GEOLOGIC AND SEISMIC HAZARDS

GOAL SAF-2 Damage from geologic and seismic hazards is minimized by identifying and addressing these hazards during the planning and engineering of built improvements.

POLICIES

- SAF-2.1 Prior to site development, projects located in areas where liquefaction, subsidence, landslide and fissuring are considered hazards shall be required to prepare geologic reports addressing site conditions, potential risk, and mitigation, to the satisfaction of the City Engineer.



SAF-2.2 Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.

SAF-2.3 Seek to maintain emergency access in the event of an earthquake by engineering roadways to reduce damage to them.

FLOOD HAZARDS

GOAL SAF-3 Damage from flood and inundation hazards is minimized by improving flood control systems and providing adequate safety protections in areas of the City subject to inundation.

POLICIES

SAF-3.1 Cooperate with the Riverside County Flood Control and Water Conservation District to evaluate the effectiveness of existing flood control systems and improve these systems as necessary to meet capacity demands.

SAF-3.2 Actively participate in and strongly promote timely completion of regional drainage plans and improvement projects which affect the City.

SAF-3.3 Identify natural drainage courses and designate drainage easements to allow for their preservation, or for the construction of drainage facilities if needed to protect the health, safety, and welfare of the community.

SAF-3.4 Require new construction within the 100 year floodplain to meet National Flood Insurance Program standards.

SAF-3.5 Develop and maintain floodplain inundation evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and MFR.

SAF-3.6 Maintain an active swift water rescue program and response in MFR.

SAF-3.7 The City shall continue to participate in the National Flood Insurance Program's (NFIP) Community Rating System (CRS) which provides a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements.

SAF-3.8 The City will continue to update and implement the City's local Hazard Mitigation Plan and Climate Action Plan.

SAF-3.9 The City will improve flood warning and information dissemination and develop robust multi-lingual educational and outreach materials accessible across multiple media forms (e.g., radio, text messaging) to publicize the potential flood risk day-to-day, emergency supplies, pet protection, key terminology, electrical safety, and evacuation routes in the case of flooding.



DAM INUNDATION

GOAL SAF-4 Land use regulations and emergency response plans reduce potential damage resulting from dam failure.

POLICIES

- SAF-4.1 Maintain and update mapping of dam inundation areas within the City as new studies and projects are completed.
- SAF-4.2 Develop dam failure evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and MFR.
- SAF-4.3 Discourage critical and essential uses as well as high-occupant-load building uses within designated dam inundation areas.

FIRE SAFETY

GOAL SAF-5 Damage from fire hazards is minimized through preventive measures, education, and fire protection services.

POLICIES

- SAF-5.1 Continue efforts to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the City.
- SAF-5.2 Provide public safety education programs through MFR to reduce accidents, injuries and fires, as well as to train members of the public to respond to emergencies.
- SAF-5.3 Continue to coordinate emergency services with Riverside County, CAL FIRE, and all other agencies and districts with fire protection powers through automatic and mutual aid agreements.
- SAF-5.4 Ensure that outlying areas in the City can be adequately served by the fire communication systems as new development occurs.
- SAF-5.5 **Require that all** dedicated open space or undeveloped areas meet specifications for wildland fire safety.



- SAF-5.6 Require that all structures and facilities in the City adhere to City, State and National regulatory standards such as the International Building and Fire Codes and other applicable fire safety standards.
- SAF-5.7 Involve MFR in the early design stage of all projects requiring review to ensure MFR input and appropriate modifications and fire safe design is incorporated in future development.

FIRE RESPONSE

GOAL SAF-6 Murrieta Fire & Rescue provides a timely response to fire and other emergencies.

POLICIES

- SAF-6.1 Provide a total response time within the city of 6:04 minutes for medical emergencies and an effective response force (all resources dispatched to arrive at scene) for fire incidents of 10:24 minutes as measured by NFPA 1710 Standards and the Community Risk Assessment - Standards of Cover.
- SAF-6.2 Ensure that each Paramedic Engine Company provides the capability to treat moderate or greater injuries, advance a hose line for fire control, and to effect a rescue of trapped occupants among other emergency operation tasks.
- SAF-6.3 Provide adequate levels of emergency response personnel for all areas of the City.
- SAF-6.4 Ensure sufficient personnel and appropriate apparatus to provide emergency operations and fire suppression for mid and high rise buildings and large warehouses pursuant to the Community Risk Assessment - Standards of Cover.
- SAF-6.5 Locate, staff, and equip MFR apparatus to provide service to all areas within the City within a maximum of 10:24 minutes total response time for 90 percent of all large scale emergency incidents which include structure fires, mass casualty, hazardous materials or natural or man-made disasters.
- SAF-6.6 Continue to incorporate Emergency Medical Dispatch into the dispatching system to provide emergency medical assistance to callers.
- SAF-6.7 Strategically cross-train MFR personnel in special operations including Urban Search and Rescue, swift water rescue, and hazardous materials decontamination, wildland fire and disaster management.
- SAF-6.8 Maintain and monitor a MFR Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.



- SAF-6.9 Strive to achieve an Insurance Services Office (ISO) Public Protection Classification of 3 in areas with fire hydrants and 9 in areas that are not connected to an existing water district distribution system.
- SAF-6.10 Review the adequacy and accessibility of the fire protection infrastructure annually relative to growth and development.
- SAF-6.11 Coordinate with CAL FIRE, California's Office of Emergency Services and other local fire districts to identify strategies that ensure the capacity and resilience of escape routes potentially compromised by wildfire, including emergency evacuation and supply transportation routes.
- SAF-6.12 Monitor and evaluate evacuation routes when new roads are constructed, improved or connected through the region in coordination with other agencies, such as adjacent cities and WRCOG.
- SAF-6.13 Expedite reviews for building permits for the reconstruction of fire damaged structures.

FIRE HAZARDS

GOAL SAF-7 Reduced incidence of damage to life and property from wildland fires.

POLICIES

- SAF-7.1 Continue to require development in very high fire hazard areas to use fire-resistant building materials and landscaping, and to meet the required codes, standards and specifications for fuel modification, access, and water facilities.
- SAF-7.2 Require all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire through a Fire Protection Plan analysis.
- SAF-7.3 Encourage the use of development features such as roads and irrigated/landscaped open space to buffer homes from wildland fire.
- SAF-7.4 Promote community education about preventing wildfire ignition, using fire-resistant building features, creating defensible space around homes, evacuation routes, and legal brush clearance requirements.
- SAF-7.5 Continue to implement a proactive vegetation management program to reduce fire hazards on private properties.
- SAF-7.6 MFR will consider different forms of mitigation for new residential development in Very High Fire Zones to minimize potential fire hazards.



- SAF-7.7 Locate essential public facilities outside Very High Fire Zones when feasible with consideration that the local surrounding cities are also growing and development may fill in between and essential public facilities may be necessary in these areas.
- SAF-7.8 Update General Plan Exhibit 12-8, Very High Fire Hazard Severity Zones, to maintain consistency with CAL FIRE's recommendations.

HAZARDOUS MATERIALS AND WASTE

GOAL SAF-8 A community that is protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.

POLICIES

- SAF-8.1 Require geologic investigations for sites of proposed uses that manufacture, handle, or store hazardous or explosive materials.
- SAF-8.2 Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses.
- SAF-8.3 Designate appropriate routes for transportation of hazardous materials that are used or produced by facilities in the City.
- SAF-8.4 Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent possible.
- SAF-8.5 Raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.
- SAF-8.6 Promote the use of integrated pest management techniques to keep City properties free of herbicides and pesticides.
- SAF-8.7 Encourage and educate residents and businesses to implement integrated pest management principles and reduce or discontinue the use of pesticides and herbicides on their property.
- SAF-8.8 Comply with the Riverside County Hazardous Waste Management Plan.
- SAF-8.9 Support Caltrans and California Highway Patrol efforts to ensure safe transportation of hazardous materials on freeways.



- SAF-8.10 Ensure that all MFR personnel are trained and ready to operate at the level of Hazardous Materials First Responder.
- SAF-8.11 Coordinate with other agencies to improve the containment and clean up of hazardous material spills.
- SAF-8.12 Ensure that MFR personnel receiving training to achieve the Hazardous Materials Technician level.
- SAF-8.13 When approving new development, ensure that the site:
 - Is sufficiently surveyed for contamination and remediation, particularly for sensitive uses near existing or former toxic or industrial sites.
 - Is adequately remediated to meet all applicable laws and regulations, if necessary.
 - Is suitable for human habitation.
 - Is protected from known hazardous and toxic materials.
 - Does not pose higher than average health risks from exposure to hazardous materials.
- SAF-8.14 Work with the appropriate Federal, State, regional, and local agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

POLICE PROTECTION

GOAL SAF-9 High-quality and timely police services are provided to all residents and businesses in Murrieta.

POLICIES

- SAF-9.1 Seek to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs, measured through established response times (as shown in *Table 12-3, Target Response Times*), crime statistics, crime clearance rates, and community quality of life issues.
- SAF-9.2 Endeavor to respond within six minutes for all Priority 1 calls, 15 minutes for Priority 2 calls, and 35 minutes for Priority 3 calls.
- SAF-9.3 Consider options for locating field stations throughout the City to improve response times for Priority 1 calls and foster relationships with local residents.



- SAF-9.4 Maintain and implement a Police Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.
- SAF-9.5 Explore options for funding needed facilities, staff, and equipment.
- SAF-9.6 Ensure that new development can be served by police communication systems and provide for the construction of radio towers (repeater sites) in outlying areas.
- SAF-9.7 Evaluate the feasibility of adding cellular services for police communication to accommodate Mobile Data Browsers (MBD) technology.
- SAF-9.8 Maintain a S.W.A.T. team that can respond to barricades and other tactical response needs.

GOAL SAF-10 The Police Department coordinates with neighborhoods and community members to enhance safety and continually improve services.

POLICIES

- SAF-10.1 Collaborate with school districts, businesses, nonprofit organizations, and community members, including neighborhood watch groups, to maintain safety throughout the City.
- SAF-10.2 Provide educational programs that deter unsafe and criminal behavior among youth, including the Youth Accountability Team, Youth Court, and School Resource Officers.
- SAF-10.3 Maintain positive relationships with the community through communication and responsiveness to concerns.
- SAF-10.4 Promote participation in the Crime Free Multi-Housing Program among existing multi-family communities.

GOAL SAF-11 Design of the physical environment promotes community safety and reduces opportunities for criminal activity.

POLICIES

- SAF-11.1 Involve the Police Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply CPTED principles.



- SAF-11.2 Continue to require new apartment communities to participate in the Crime Free Multi-Housing Program.
- SAF-11.3 Coordinate efforts between the Police Department and Planning Department to develop guidelines for implementation of CPTED principles.
- SAF-11.4 Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress.

EMERGENCY PREPAREDNESS

GOAL SAF-12 Murrieta is prepared to coordinate effective response and recovery efforts for major emergencies.

POLICIES

- SAF-12.1 Maintain an effective, coordinated and up-to-date Emergency Operations Plan in partnership with the Riverside County and other agencies.
- SAF-12.2 Support a safe, secure, and technologically advanced Emergency Operations Center (EOC) to coordinate the City's response to disasters, and maintain training of City personnel in the operations of the EOC.
- SAF-12.3 Review and test the City's Emergency Operations Plan periodically to note any deficiencies or practices requiring modification.
- SAF-12.4 Provide training to maintain City staff proficiency in implementation of the Emergency Operations Plan, for all staffing levels.
- SAF-12.5 Provide public outreach, presentations, and information that prepares residents and businesses to safeguard life and property during and immediately after emergencies.
- SAF-12.6 Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.
- SAF-12.7 Continue to participate in maintaining the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan, and incorporate it into City planning efforts as appropriate.

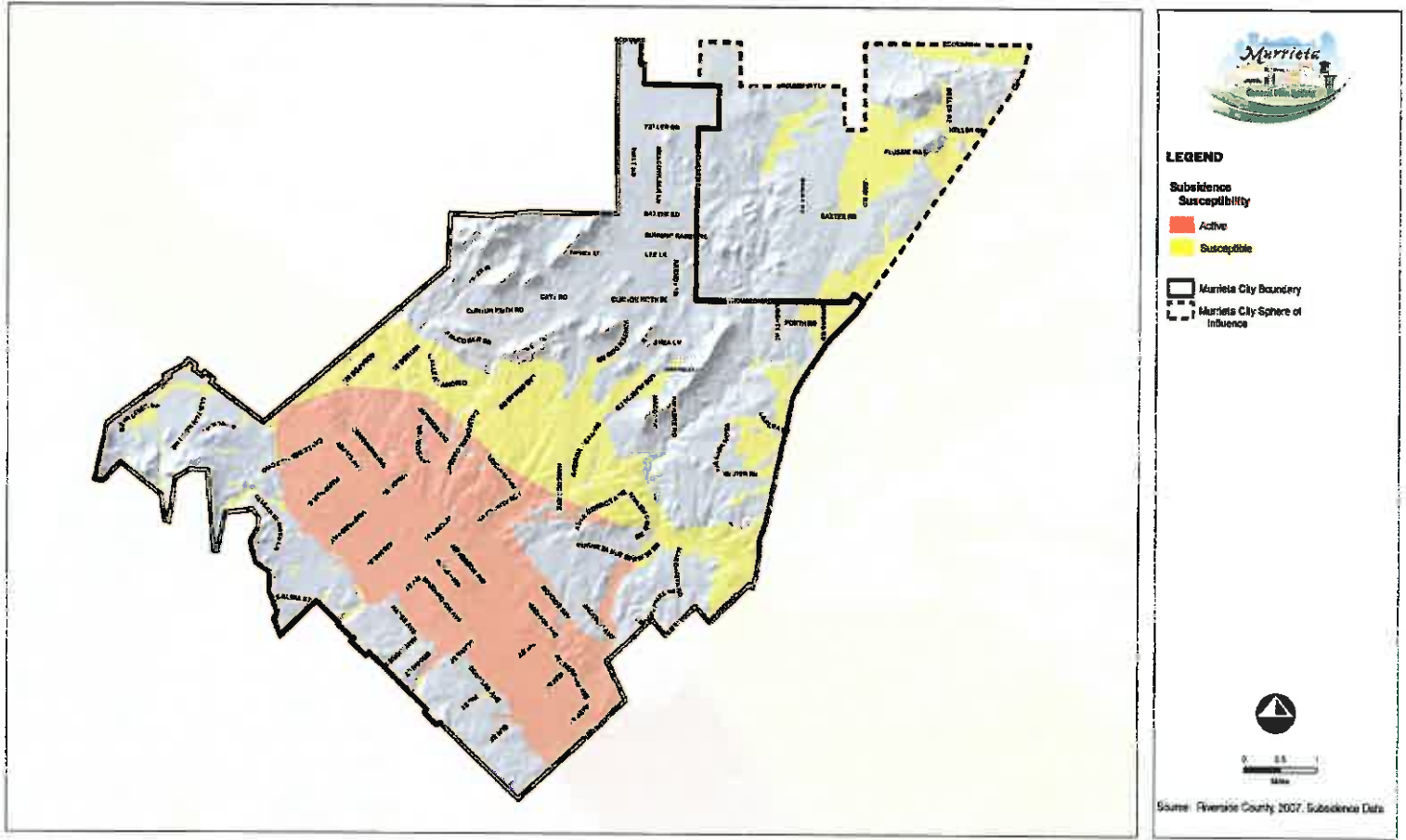
12.6 IMPLEMENTATION OF THE ELEMENT

Ensuring safety in Murrieta begins with understanding the hazards that are present. Maintaining current information and maps of hazards provides a basis for Citywide planning, while site-specific analysis is often needed to evaluate geologic and seismic hazards.





Exhibit 12-2, Subsidence Susceptibility Map

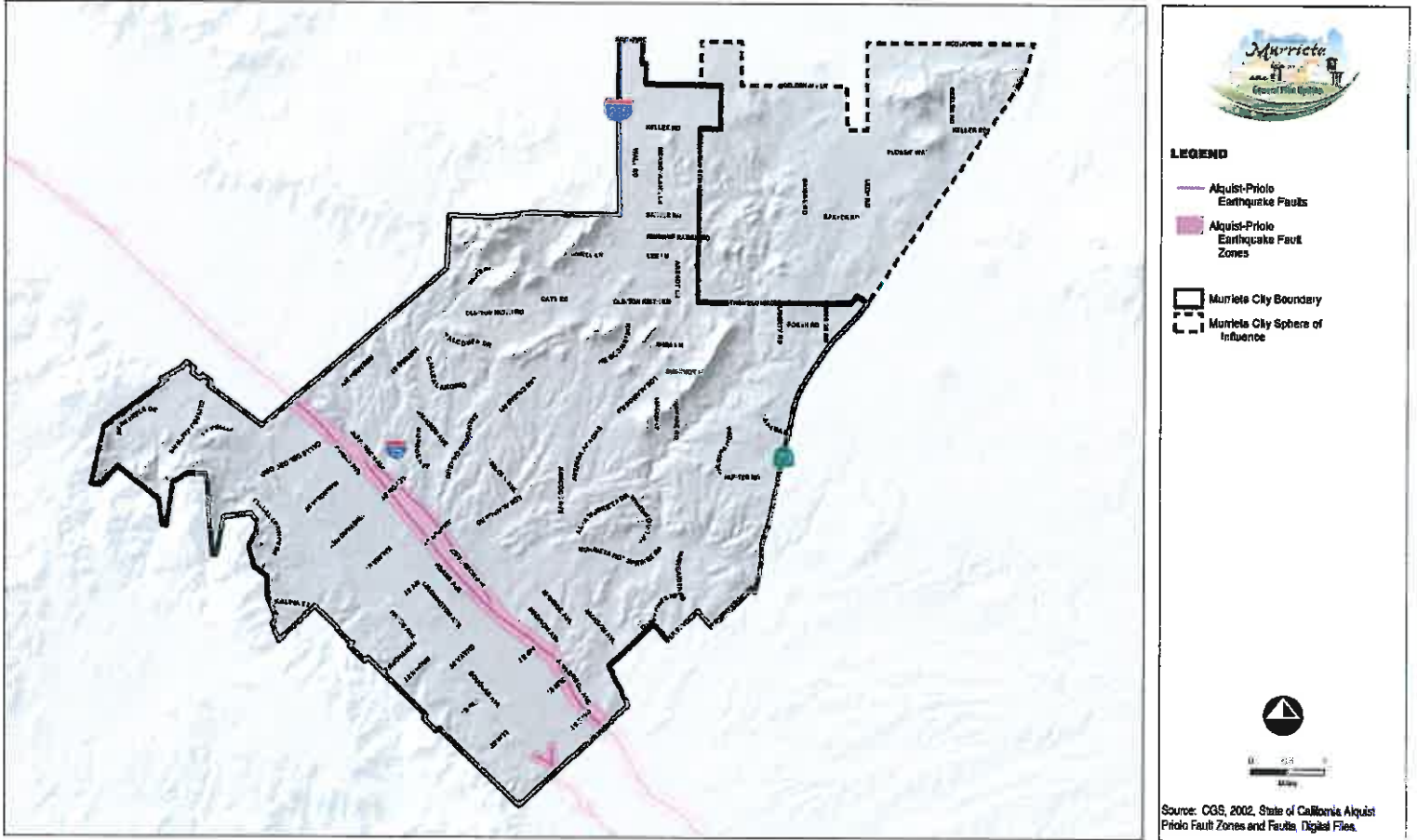


Subsidence Susceptibility Map

Exhibit 12-2



Exhibit 12-3, Alquist-Priolo Earthquake Fault Zone Map

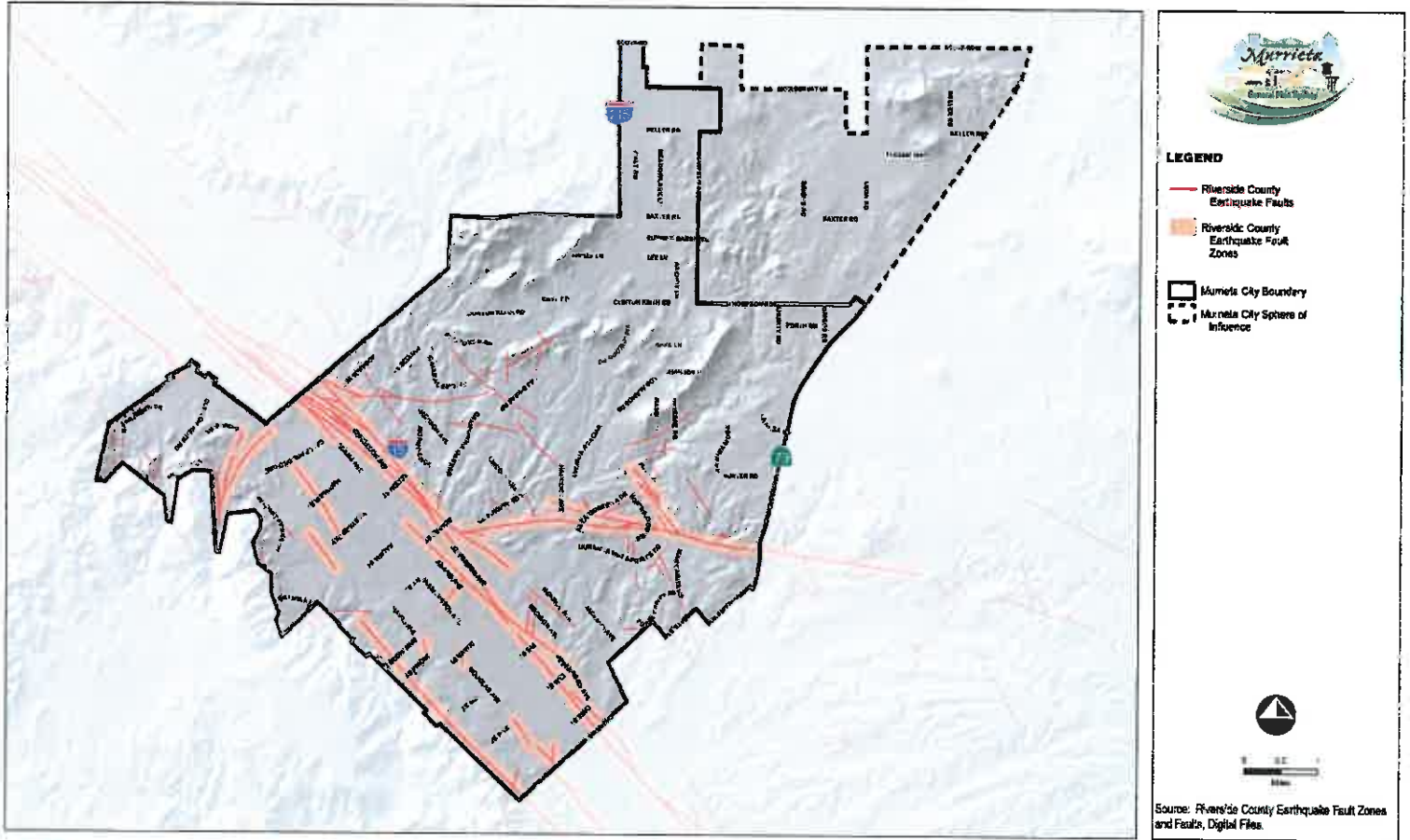


Alquist-Priolo Earthquake Fault Zone Map

Exhibit 12-3



Exhibit 12-4, Riverside County Fault Hazard Map

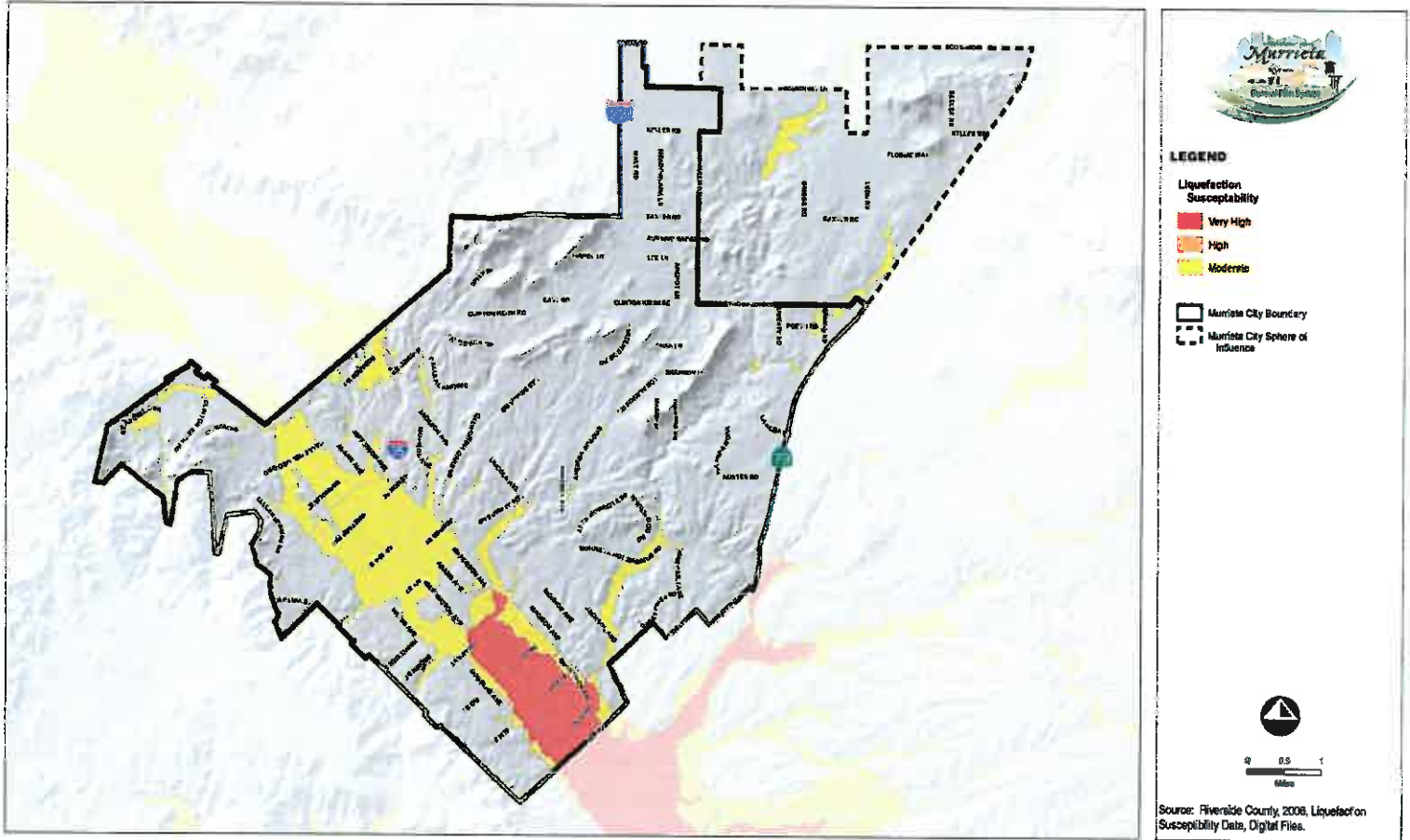


Riverside County Fault Hazard Map

Exhibit 12-4



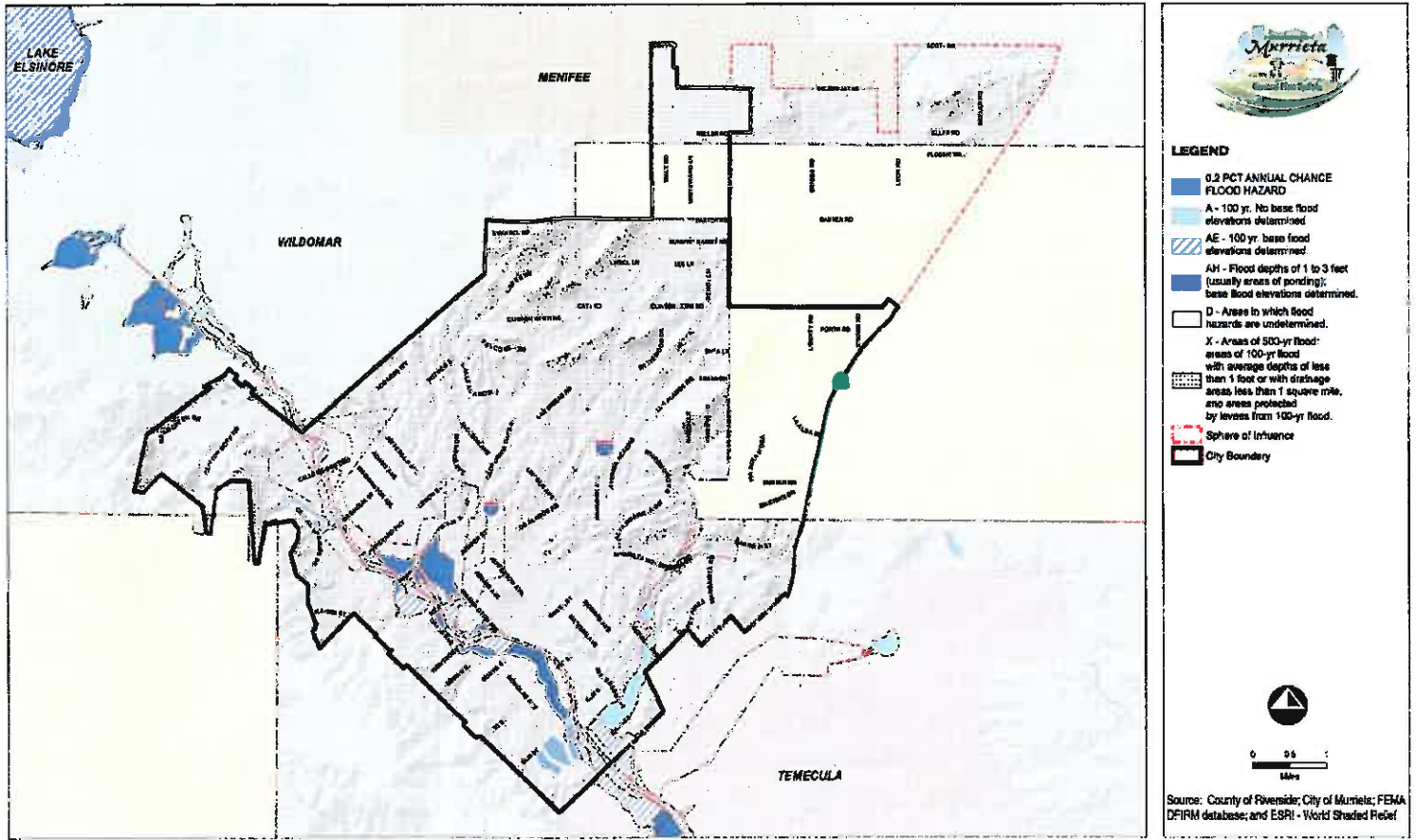
Exhibit 12-5, Liquefaction Susceptibility Map



Liquefaction Susceptibility Map
 Exhibit 12-5



Exhibit 12-6, FEMA Flood Zones



FEMA Flood Zones Exhibit 12-6



Exhibit 12-7, Dam Inundation

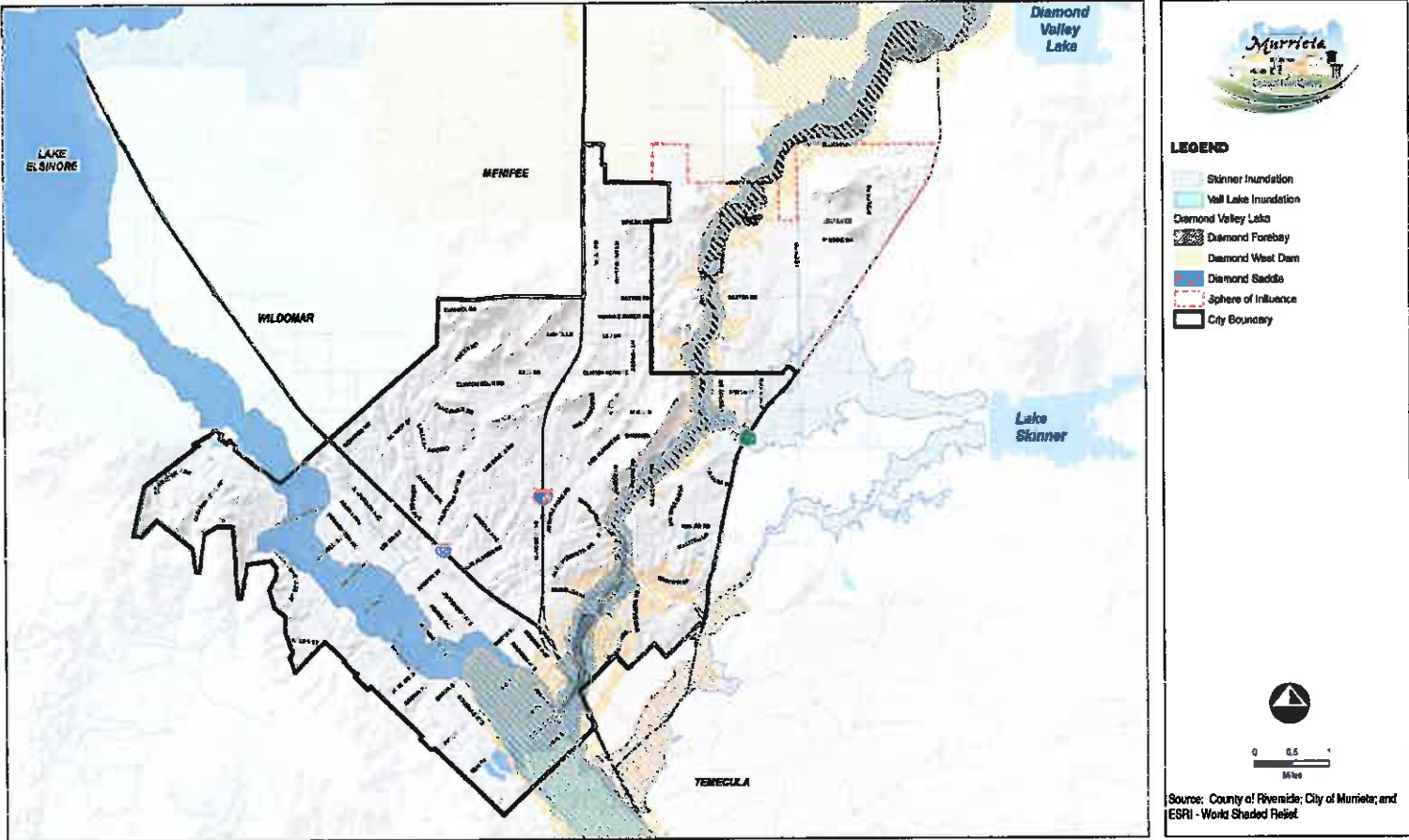


Exhibit 12-8, Very High Fire Hazard Zones

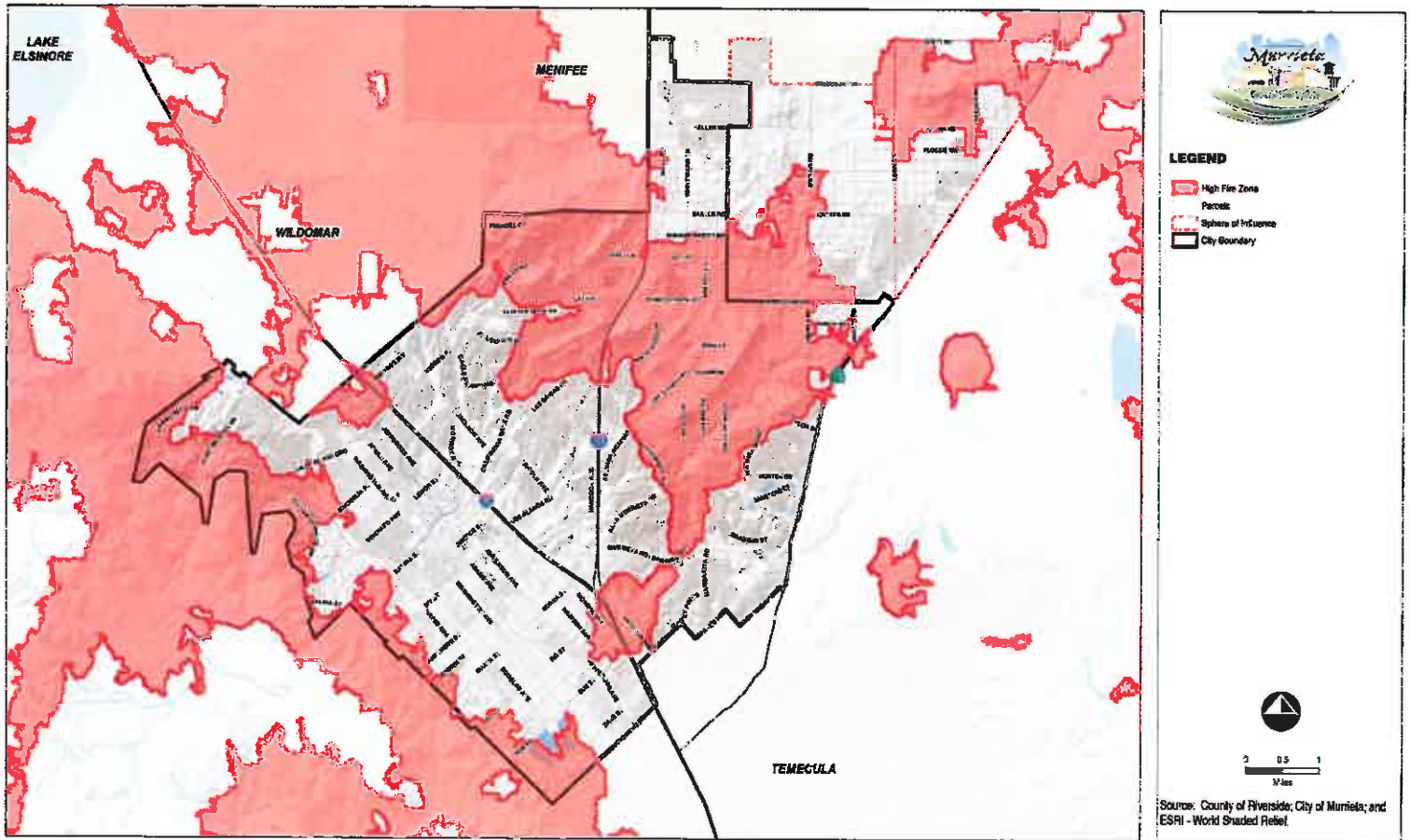
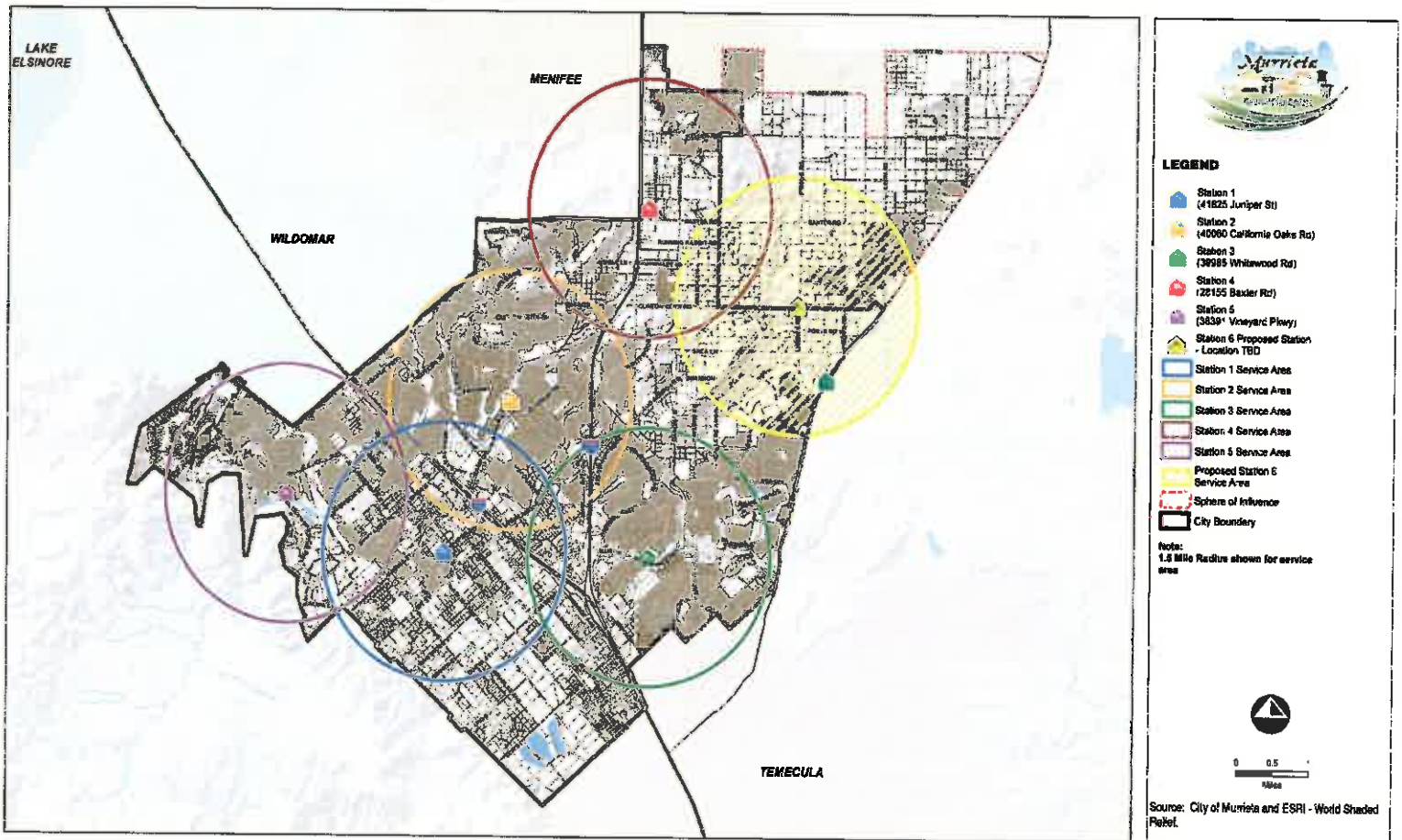


Exhibit 12-9, Fire Station Service Areas



We have not included the Housing Element in this document, as it is unchanged from the existing adopted Element.

Murrieta General Plan 2035 Implementation Plan

INTRODUCTION

The General Plan contains a set of goals describing what Murrieta wishes to achieve, and policies that it has adopted to support those goals. Most of these goals and policies are stated in general terms, and there are a number of ways that they may be carried out in practice.

This implementation plan provides specific action items that the City may undertake in order to achieve the General Plan goals. It is intended to be updated annually by the City when it reports to the State on the progress that has been made in implementation. Although the Community Development Department has primary responsibility for maintaining this implementation plan, implementation of General Plan 2035 is the ongoing responsibility of all City departments.

LAND USE ELEMENT

Discussion

Future development and redevelopment within Murrieta will primarily be guided by private property owners. In certain instances, implementation of the Land Use Element will require the coordination of federal, state and regional planning bodies. Water Management, Public Safety, Airport safety and other related planning considerations will require coordination and compliance with mandates established by other agencies.

The City's Development Code is the primary tool for implementing the General Plan, providing regulating standards, identification of permitted uses, and other regulations that support the proper implementation of the General Plan Land Use Element. The Development Code establishes and manages the use and design of future development by providing detailed descriptions for the use of property and site development standards (e.g., building heights and setbacks, parking standards, etc.) Subsequent to the adoption of the General Plan, the Development Code shall be amended to ensure consistency with the policies described in the Land Use Element.

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
LU-A1	High Speed Rail Liaison. Designate a liaison to the California High Speed Rail Authority to explore the benefits and demands of locating a high-speed rail station in Murrieta, in coordination with the Riverside Transit Authority and City of Temecula.	Public Works & Engineering/ Community Development	LU-8.9, 18.2; CIR-5.11
LU-A2	Los Alamos Hills Specific Plan. Assist Los Alamos Hills property owners in the development of a consensus-based Specific Plan.	Community Development	LU-13.11, 13.12, 13.13
LU-A3	Development Code Consistency. Amend the Development Code to be consistent with the General Plan.	Community Development	LU-20.1
LU-A4	Neighborhood Associations. In neighborhoods where there are no HOAs, encourage the formation of neighborhood associations that can help to promote property maintenance, using Neighborhood Watch groups as a starting point.	Police	LU-3.1, 11.4, 27.4

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
LU-A6	Lot Consolidation/Parcel Assemblage. Explore options for incentivizing lot consolidation and parcel assemblage in Focus Areas.	Community Development	LU-7.7
LU-A7	Shared Parking and Access Incentives. Explore options for incentivizing shared parking and reciprocal access agreements.	Community Development	LU-7.8; CIR-1.10
LU-A8	Mixed Use Zoning Districts. Amend the Development Code to implement mixed use zoning districts that provide development standards for mixed use development, as well as to create walkability.	Community Development	LU-8.7, 10.5
LU-A9	Business Corridor Design Guidelines. Create design guidelines for the North Murrieta Technical Corridor and South Murrieta Business Corridor.	Community Development	LU-9.2, 9.6, 10.1, 11.2, 11.3, 11.7, LU-11.9, LU-11.10
LU-A10	Street Master Plan. Consider preparation and adoption of a Street Master Plan that provides "complete street" standards for multi-modal transportation connections, while incorporating "green street" stormwater capture features and street tree standards.	Community Development	LU-10.2, CSV-3.4, CSV-9.2, CIR-1.11, CIR-2.12

Ongoing Actions			
Action	Description	Responsibility	Related Policies
LU-A11	Land Use Coordination. Coordinate on land use issues with adjacent jurisdictions and other affected agencies including the California Department of Transportation, Riverside County Transportation Commission, County of Riverside, Local Agency Formation Commission, Riverside County Airport Land Use Commission, Riverside County Flood Control and Water Conservation District, and Army Corps of Engineers.	Community Development	LU-18.3, 18.4, 18.5, 18.7, 18.8, 25.1, 25.2

ECONOMIC DEVELOPMENT ELEMENT

Discussion

Implementation of the Economic Development Element requires coordination between the City of Murrieta, adjacent and regional jurisdictions, and local businesses and residents. There are a number of activities that assist and contribute to the implementation of the Element. Murrieta recognizes that economic development is a challenge accepted by several local agencies and that the full scope of possible implementation approaches does not fall on any single entity. The City will implement the Economic Development Element through public/private actions and policies. A key component will be to establish priorities for policy implementation and monitoring the progress of the implementation. Overall, the City must maintain flexibility due to the dynamic nature of our market-based economy.

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
ED-A1	Medical/Health Industry. Refine the economic development recruitment strategy to prioritize recruitment of medical- or health-related businesses, capitalizing on the new Loma Linda University Medical Center, Kaiser Permanente, and Rady Children's Hospital.	Economic Development	ED-3.2
ED-A2	Tech Start-Up Collaborative. Form collaborative group with area universities to pursue a technology incubator/start-up program.	Economic Development	ED-3.6, 3.7
ED-A3	Business Retention and Expansion. Partner with the Chamber of Commerce to establish a Business Retention and Expansion program that assists businesses with needs such as resolving regulatory issues, identifying sites for relocation, hiring, training, and obtaining financing.	Economic Development	ED-8.5, 8.9
ED-A4	Focus Area Vision Promotion. Create marketing materials showcasing the General Plan 2035's emphasis on economic development with an emphasis on the areas designated as Innovation and communicating the vision for Murrieta's focus areas to developers, targeted industries, higher educational institutions, and regional partners.	Economic / Community Development	ED-8.11
ED-A5	Education and Workforce. Create a forum for dialogue between local institutions of higher education and local business leaders about matching programs to employer needs.	Economic Development	ED-6.3

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
ED-A6	Fiscal Impact Analysis. Formalize requirements for fiscal impact analysis of development projects.	Finance Department	ED-2.3
ED-A7	Public Facilities Financing Program. Create a program for long-range public facilities financing for projects that provide community benefits.	Public Works & Engineering	ED-2.7
ED-A8	Madison Avenue Corridor Strategy. Create a unified urban design, marketing, and imaging strategy to strengthen the Madison Avenue commercial corridor.	Community Development	ED-4.5
ED-A9	Higher Education Partnership. Form a partnership with other cities in Southwest Riverside County to recruit a California State University campus and pursue other institutions of higher education.	City Manager	ED-6.1
Ongoing Actions			
Action	Description	Responsibility	Related Policies
ED-A10	Economic Development Strategy. Maintain and update the City's Economic Development Strategy.	Economic Development	None
ED-A11	Fiscal Health Review. Conduct periodic reviews of the City's fiscal policy, fiscal revenue and cost structure, and development impact and processing fees.	Finance Department	ED-2.1, 2.5, 2.9

CIRCULATION ELEMENT

Discussion

Implementation of the Circulation Element involves several City departments including, but not limited to, Public Works & Engineering, Community Development, and Community Services Departments. Traffic impact analysis requirements for individual development projects would continue to be used to effectively determine the impact potential of development projects on the circulation system, and define appropriate mitigation measures which adequately address project impacts. Continued maintenance and updates/refinements of inputs to the City's Buildout Traffic Model will allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. The City's Capital Improvement Program (CIP) will continue to be used to identify and plan for infrastructure improvements, including new or upgraded facilities and the maintenance of existing facilities.

There are a variety of funding sources and mechanisms the City would consider to fund infrastructure improvements including, but not limited to, Development Impact Fees, Transportation Uniform Mitigation Fee (TUMF) and Grant Funds, as well as other State and County funding programs.

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
CIR-A1	Safe Routes to Schools. Assist in the creation of a Safe Routes To Schools task force in collaboration with school districts and other community partners.	Community Development/Public Works & Engineering	CIR-2.11, 2.13
CIR-A2	Highway 395 Corridor. Coordinate with the Cities of Temecula, Wildomar, and Lake Elsinore on preparation of a transportation plan for the Jefferson Avenue Corridor.	Community Development/ Public Works & Engineering	CIR-5.3
CIR-A3	Residential Development Standards. Revise development standards to require pedestrian access from the interior of new residential areas to public transit stops.	Community Development	CIR-7.2
CIR-A4	Bikeway and Trail Map. Maintain a map or maps of current bikeways and multi-use trails, and make the map(s) available to the public.	Community Services/Public Works & Engineering/GIS	CIR-8.13
CIR-A5	Transportation Commission. Consider changing the name of the "Traffic Commission" to the "Transportation Commission," and revise its scope to explicitly address all forms of transportation including automobile, bicycle, pedestrian, public transportation, and ADA enhancements.	Public Works & Engineering	CIR-8.15
CIR-A6	Bicycle Parking and Storage. Update the City's parking requirements in the Development Code to require bicycle parking and storage for all new development or redevelopment projects.	Community Development/Building & Safety	CIR-9.6

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
CIR-A7	Complete Street Standards. Consider developing a set of "complete street" standards for different types of streets, including transit corridors, residential collectors, and roadways in less urbanized areas.	Community Development/Public Works & Engineering	CIR-1.11, 2.3, 2.5, 6.6, 6.8
CIR-A8	Enhanced Intersection Geometrics. Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.	Public Works & Engineering	CIR-1.8
CIR-A9	Truck Traffic Restrictions. Review current goods movement patterns and determine if possible restrictions on hours of truck traffic may reduce impacts to area streets.	Public Works & Engineering	CIR-1.14
CIR-A10	Traffic Calming Pilot Project. Identify candidate locations for implementing traffic calming measures and implement a demonstration project.	Public Works & Engineering	CIR-2.6
CIR-A11	Pedestrian and Bicycle Design. Consider the development of guidelines and standards that increase pedestrian and bicycle safety, create better connections between adjacent land uses, and encourage the installation of pedestrian amenities in appropriate areas.	Community Development/Public Works & Engineering	CIR-2.12, 7.4, 7.5, 7.7, 8.3, 8.6, 8.8
CIR-A12	Key Interchanges. Actively pursue the construction of the French Valley Parkway connector system, south of the I-15/1-215 confluence, as well as a new east-west corridor and interchange at Keller Road.	Public Works & Engineering	CIR-5.4, 5.5
CIR-A13	Transit-Adjacent Development. Consider creating incentives for new developments to locate on existing and planned transit routes, such as reduced parking requirements.	Community Development	CIR-5.14, 9.4

Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
CIR-A14	Traffic Calming Guidelines. Consider the development and implementation of Traffic Calming Guidelines to address safety within residential neighborhoods.	Community Development/Public Works & Engineering	CIR-2.6, 3.4, 3.5
CIR-A15	Travel/Commute Survey. Work with the Riverside Transit Agency and Murrieta Chamber of Commerce to conduct a travel/commute survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.	Economic Development	CIR-6.3
CIR-A16	Non-Motorized Transportation Plan. Create, update, and implement a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities.	Community Development/Community Services/Public Works & Engineering	CIR-8.1
Ongoing Actions			
Action	Description	Responsibility	Related Policies
CIR-A17	Circulation Element Evaluation. Evaluate the Circulation Element roadway plan on a regular basis using the City of Murrieta Traffic Model.	Public Works & Engineering	CIR-1.7

INFRASTRUCTURE ELEMENT

Discussion

Most of the infrastructure discussed in this Element is built and maintained by entities operating independently of the City of Murrieta. However, the City supports water, sewer, and storm water infrastructure by collecting impact fees from new development. The City has the most direct influence over the construction and maintenance of storm drains, and can direct the construction of other storm water infrastructure in private developments. Larger flood control efforts require coordination with Riverside County Flood Control and Water Conservation District, as well as the U.S. Army Corps of Engineers and neighboring jurisdictions. The City's role in ensuring the provision of water and sewer services is to coordinate land use planning with the water agencies providing those services, and encourage annexation of areas not yet within the service areas of water districts. For those facilities under the City's jurisdiction, it is important that the City's Capital Improvement Program include provisions for new or upgraded facilities, as well as the maintenance of facilities.

Electricity and gas service is provided by utilities on a development-by-development basis, and the City requires new development to verify that service will be available. The City can also contribute to future energy supplies by facilitating efforts to generate renewable energy locally.

Implementation Actions

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
INF-A1	Storm Drain Impact Fees. Assess whether impact fees are sufficient to provide needed storm drain infrastructure.	Public Works & Engineering	INF-1.11
INF-A2	Recycled Water to City Parks. Begin discussions with EMWD to explore expanding recycled water pipelines to serve California Oaks Sports Park and Town Square.	Community Services/Public Works & Engineering	INF-2.2, INF-2.5, CSV-15.5

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
INF-A3	LID Guidelines. Incorporate Low Impact Development principles into new design guidelines, including opportunities for groundwater recharge.	Community Development/Public Works & Engineering	INF-1.17, INF-1.18, INF-2.5, CSV-3.2, CSV-3.3
INF-A4	Infrastructure Financing in Business Corridors. Convene property owners to discuss options for financing mechanisms, such as financing districts, to provide infrastructure and maintenance in the North Murrieta Technical Corridor and South Murrieta Business Corridor.	Community Development	INF-1.22
INF-A5	Groundwater Recharge in Parks. Seek opportunities to incorporate groundwater recharge features into park designs.	Community Services/Public Works & Engineering	INF-2.5
Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
INF-A6	Water District Annexation. Work with water districts to intensify efforts to annex property owners into their service areas.	Community Development	INF-1.3
Ongoing Actions			
Action	Description	Responsibility	Related Policies
INF-A7	Communication with Water Districts. Maintain communication with the water districts serving Murrieta, sharing information about proposed development, and seeking ways to facilitate the provision of water and wastewater infrastructure.	Community Development/Public Works & Engineering	INF-1.6, INF-1.8, INF-1.9, INF-1.10
INF-A8	Stormwater Education. Maintain efforts to educate businesses and residents about Best Management Practices for stormwater.	Public Works & Engineering	INF-1.14, INF-1.15

HEALTHY COMMUNITY ELEMENT

Discussion

The topic of Healthy Community crosses all areas of City government, and implementation will require coordination between a number of City departments, including Community Development, Economic Development, Public Works, and the Community Services District.

The Community Development Department and other relevant departments will review the City's existing codes and ordinances (including the Development Code and the Building Code) and make recommendations on how they can be improved to create more positive health outcomes in the City.

The Economic Development Department will pursue a program of incentives and outreach to attract health care related facilities and businesses to the City. The Economic Development Department will also explore incentives to 1) maintain or expand existing or 2) locate and establish new grocery stores and other healthy food purveyors, and to the extent possible, strive for an equal distribution of healthy food stores throughout the City.

The City can lead by example by expanding the Healthy Murrieta program and by developing City-sponsored programs to address employee health for city employees. Suggested programs could include healthy lifestyle challenges, exercise challenges, lunchtime exercise programs, sponsoring bike and walk to work days, and providing transit passes for employees.

Implementation Actions

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
HC-A1	Health Impact Checklist. Seek assistance from the Riverside County Department of Public Health in creating a checklist or other guidelines that can assist in considering community health impacts of policy decisions and programs.	Community Development	HC-1.2, 2.1, 2.3, 2.5
HC-A2	City Employee Wellness. Investigate the feasibility of implementing an employee wellness program, which could reduce health insurance costs and sick days; information on such programs is available from the Healthy Eating Active Living (HEAL) Cities Campaign.	City Manager	HC-1.4, 1.5
HC-A3	Healthy Murrieta Program. Assign staff, as resources are available, responsibility for expanding the Healthy Murrieta program, with an initial emphasis on promoting health at community events and among local businesses.	City Manager	HC-1.4, 2.4, 5.4, 6.4, 6.5
HC-A4	Green Technology Incubator. Conduct a green technology business incubator feasibility study.	Economic Development	HC-5.2; AQ-6.3
HC-A5	Healthy Food Retail Incentives. Explore incentives such as the Healthy Food Financing Initiative or California FreshWorks Fund to expand healthy food retail throughout Murrieta.	Economic Development	HC-6.3

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
HC-A6	Health Care Coordination. Assist the Riverside County Department of Health in convening local health care providers and school districts to identify possible gaps in local health care, and find opportunities to reach more community members.	Community Development	HC-2.2, 2.6, 8.1, 8.2, 8.3
HC-A7	Smoking Ban Enforcement. Begin a program to regularly enforce the City's smoking bans.	Police	HC-3.1
Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
HC-A8	Public Art Ordinance. Consider adopting a public art ordinance that 1) provides incentives for businesses to provide public art and 2) establishes a fee for commercial and industrial projects that do not wish to install public art.	City Manager	HC-4.6
Ongoing Actions			
Action	Description	Responsibility	Related Policies
HC-A9	Communication with County Department of Public Health. Maintain a relationship with the Riverside County Department of Public Health to keep up with best practices in local health promotion and identify resources for plans and programs.	Community Development	HC-1.1, 2.3
HC-A10	"Healthy Home" Education. Disseminate information to property owners and tenants about maintaining a "healthy home," including information about indoor mold and low toxicity cleaning products; look to the CDC and California Department of Public Health for resources.	Building & Safety	HC-3.2; AQ-1.5
HC-A11	Healthy Eating Classes. Offer community classes that promote healthy eating.	Community Services	HC-6.6
HC-A12	Environmental Justice. Consider environmental justice issues and potential health impacts associated with land use decisions.	Community Development	HC- 2.7, HC-2.8, HC-2.9, HC-2.10, HC- 2.11, HC-2.12, HC-2.13, HC-2.14

CONSERVATION ELEMENT

Discussion

Natural resources are shared across jurisdictions and, therefore, conservation of these resources is an effort that is best accomplished through cooperative efforts between cities, counties, and various agencies. As called out in this Element, multi-jurisdictional plans pertaining to conservation include the Upper Santa Margarita Integrated Regional Water Management Plan (IRWMP) and Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). Although implemented by public entities, both plans have implications for private development in Murrieta.

A number of City ordinances exist that promote conservation of natural and cultural resources in Murrieta through the regulation of private activity. These regulations are largely carried out through the development review process and development agreements. The Cultural Resources Ordinance requires proactive measures by the City of Murrieta Historic Preservation Advisory Commission in order to recognize and preserve historical and archaeological resources.

Businesses and residents in Murrieta are the end users of most resources, and they can be stewards as well. Education and outreach efforts to these community members by the City and its partners such as utility providers will go a long way toward conservation of Murrieta's valuable resources. The City of Murrieta can implement changes in its own operations to set an example for these efforts.

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
CSV-A1	Commercial Recycling Program. Implement a commercial recycling program to meet new state requirements per AB 341.	City Manager	None
CSV-A2	Creek Restoration Funding. Investigate the feasibility of pursuing a Proposition 84 Urban Greening grant for creek restoration.	Public Works & Engineering /Community Services	CSV-4.6
CSV-A3	MSHCP Implementation Program. Establish an implementation program to clarify procedures for implementation of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Habitat Acquisition Negotiation Strategy (HANS) in the City and to provide incentives to facilitate conservation with the MSHCP while recognizing private property rights.	Community Development	CSV-8.7
CSV-A4	Preferred Landscaping Guide. Identify a guide to preferred trees, shrubs, and ground cover plants that property owners can reference for their landscaping projects, such as the Metropolitan Water District's California Friendly Garden Guide.	Community Development	CSV-9.6
CSV-A5	On-Site Solar Installation Standards. Consider creating standards for on-site solar power installations.	Community Development	CSV-12.3, CSV-12.4, CSV-12.5, CSV 12.9, CSV 12.10
CSV-A6	Renewable Energy on City Property. Investigate options for generating renewable energy on City property.	Public Works & Engineering	CSV-15.1

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
CSV-A7	Landscaping Guidelines. Incorporate landscaping regulations into design guidelines, along with language that encourages street tree planting, tree preservation, and the use of native plant species.	Community Development/ Community Services	CSV-2.5, CSV-9.3, CSV-9.4, CSV-9.8, CSV-9.9, CSV 9.10
CSV-A8	Energy Conservation/Generation Guidelines. Incorporate language into design guidelines that encourages energy conservation and on-site renewable energy generation.	Community Development/ Community Services	CSV-12.6
CSV-A9	Recreation Facility Green Features. Seek opportunities to incorporate green building features and water-efficient landscaping into recreation facilities.	Community Services	CSV-15.4, CSV-15.6, CSV-15.7
Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
CSV-A10	Promotion of Landscaping Requirements. Consider streamlining municipal regulations pertaining to landscaping or producing educational materials to help property owners understand requirements.	Community Development	CSV-2.5
CSV-A11	Library Archivist/Historian. Identify funding to reinstate and maintain a archivist/historian staff position at the Murrieta Public Library.	Library	CSV-11.4, CSV-11.7
CSV-A12	Citywide Composting Program. Promote resources to the development and promotion of a citywide composting program.	City Manager	CSV-13.5, CSV-13.6, CSV-13.7

Ongoing Actions			
Action	Description	Responsibility	Related Policies
CSV-A13	Cultural Resource Designation. Promote the designation of eligible resources to the City Register of Cultural Resources.	Community Development	CSV-11.3
CSV-A14	Historic Elements in Parks. Seek opportunities to incorporate historic elements into park designs.	Community Services	CSV-11.8
CSV-A15	"Greening" Municipal Operations. Continue reducing waste generation, and energy and water consumption, in municipal operations.	City Manager	CSV-15.1, CSV-15.2, CSV-15.3, CSV-15.4, CSV-15.5, CSV-15.6, CSV 15.7

RECREATION & OPEN SPACE ELEMENT

Discussion

The Recreation and Open Space Element is a policy document that requires the ongoing effort and actions of many segments of the community to implement. The Planning Commission and City Council, as major decision-making bodies, play an important role in its implementation. Other responsible parties include such City departments as the Community Development Department, Building Department, Public Works, and Community Service, whose day-to-day decisions are guided by the public policies in this document and the actions of the Community Services Commission.

The business and development community will do a fair share of the implementation as they incorporate plan policies into their various interests and projects. Murrieta residents should also be engaged in planning and providing for recreation and open space.

The City of Murrieta Parks and Recreation Master Plan is the implementation document that will guide City investments in parks and recreation.

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
ROS-A1	Parkland Expansion. Using the Parks Master Plan as a guide, create a strategy for providing sufficient parkland to accommodate needed recreation facilities.	Community Services	ROS-1.2
ROS-A2	Joint Use Gymnasiums. Explore amending the joint use agreement to expand community use of school gymnasiums for recreation programming and open hours.	Community Services	ROS-2.2, 3.1
ROS-A3	Open Space Requirements. Review and modify as necessary, open space requirements for different types of development projects.	Community Development	ROS-9.5

Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
ROS-A4	Program Space Development. Pursue the development of community center space for recreation programs, as part of planned expansions of Murrieta parks.	Community Services	ROS-2.1, 2.2
ROS-A5	Volunteer Program. Consider a volunteer program that provides regular opportunities for community volunteers and youth in rehabilitation programs to assist with beautification, cleanup, and trail maintenance in public parks and open space.	Community Services	ROS-3.7, 5.4
ROS-A6	Physical Activity Guidelines. Ensure that new design guidelines for residential and commercial developments promote physical activity through provisions for pathways, bicycle facilities, and recreation facilities.	Community Development	ROS-8.3, 9.1, 9.2
Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
ROS-A7	Master Plan Update. Comprehensively update the Parks Master Plan to keep up with population growth, demographic changes, and development of recreation facilities.	Community Services	None
Ongoing Actions			
Action	Description	Responsibility	Related Policies
ROS-A8	Joint Use Facility Development. Continue to pursue joint development of new recreation facilities in partnership with Murrieta Valley School District.	Community Services	ROS-3.1, 3.2
ROS-A9	Private Facilities. Actively recruit private entities to provide needed recreation facilities.	Community Services	ROS-3.4
ROS-A10	Outside Funding. Consider staff responsibility for research and pursuit of grants, and consider contracting with a grants specialist.	Community Services	ROS-3.6
ROS-A11	Community Involvement. Provide for community involvement in the planning process for recreation facilities and programs, using such tools as surveys, online polling, focus groups, and workshops, as well as continuing to seek input from the Youth Advisory Committee.	Community Services	ROS-1.4, 4.1, 6.4, 6.5

AIR QUALITY ELEMENT

Discussion

To meet State and Federal air quality goals requires commitment and involvement by all jurisdictions within the South Coast Air Basin. Protecting public health is a mutual goal shared by Murrieta, as well as other jurisdictions located within the Basin. Although an individual agency does not have the authority or jurisdiction to implement air quality measures for the larger region, local governments do have the legal authority and responsibility to direct policies and actions within their community. The City of Murrieta has established a policy program that addresses air quality through new development and balanced growth; land use compatibility; and coordination and compliance with regulatory agencies and new regulations/requirements. The responsibility of implementing the goals and policies of the Air Quality Element are assigned to the City's Community Development Department, and in some instances, this authority is shared with the South Coast Air Quality Management District (SCAQMD) and the South California Association of Governments (SCAG).

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
AQ-A1	Freeway Buffer Map. Create a map showing a 500-foot buffer around the I-215 and I-15 freeways and avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within this buffer.	Community Development	AQ-2.2, AQ-2.4, AQ-2.5, AQ-2.6, AQ-2.7, AQ-2.8, AQ-2.9, AQ-2.10
AQ-A2	Contractor Emissions. Consider amending the Municipal Code to provide a preference to contractors using reduced emission equipment.	Public Works & Engineering	AQ-5.5
Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
AQ-A3	Indoor Air Quality Guidelines. Incorporate techniques for improved indoor air quality into design guidelines for developments near freeways, major corridors, and other sources causing high levels of localized air pollution.	Community Development	AQ-2.5, AQ-2.7, AQ-2.8, AQ-2.10, AQ-6.5, AQ-6.7
AQ-A4	Green Building Recognition. Consider creating a program recognizing local achievements in green building, in partnership with local business interests and realtors.	Economic Development	AQ-6.6

Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
AQ-A5	Employer Transportation Demand Management (TDM) Measures. Consider reducing parking requirements for industrial or office developments that require tenants to implement transportation demand management measures.	Community Development	AQ-5.1
AQ-A6	Neighborhood Electric Vehicle (NEV) Plan. Explore options for WRCOG to create another multi-city Neighborhood Electric Vehicles Transportation Plan for Murrieta and its neighbors, which would allow the use of NEVs on low-speed city streets.	Community Development	AQ-5.3
AQ-A7	Industrial Truck Facilities. Revise the Development Code to include measures that reduce truck idling.	Community Development	AQ-5.7
Ongoing Actions			
Action	Description	Responsibility	Related Policies
AQ-A8	Maintaining Compliance. Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP), rules and regulations from South Coast Air Quality Management District (SCAQMD), and revisions to SCAQMD's CEQA Guidelines.	Community Development	AQ-1.2

NOISE ELEMENT

Discussion

Noise is generated by a variety of sources throughout the City. Protecting public health is a priority for Murrieta. The goals and policies of the Noise Element will be implemented by several City departments including, but not limited to, Community Development, Building, and Code Enforcement. Individual development projects and activities will be reviewed to determine whether the proposed use will have an impact on existing and proposed uses within the vicinity. Project review will include the analysis of land use patterns, compliance with Noise Ordinance requirements, and may include project-specific noise studies. Code enforcement activities include responding/investigation noise complaints and noise monitoring. Through coordinated efforts of all City departments, Murrieta will maintain acceptable noise levels for all residents and businesses.

Implementation Actions

Short-Term Actions (0-2 years)			
Action	Description	Responsibility	Related Policies
N-A1	Rubberized Asphalt. Assess the feasibility of using rubberized asphalt for new roadways or roadway rehabilitation projects to achieve possible benefits of noise reduction and cooler roadway temperatures.	Public Works & Engineering	N-3.5
Mid-Term Actions (3-5 years)			
Action	Description	Responsibility	Related Policies
N-A2	Mixed Use Noise Guidelines. Incorporate noise control techniques into design guidelines for mixed use areas.	Community Development	N-2.7, N-2.8, N-2.9, N-2.10
N-A3	Freeway-Adjacent Noise Guidelines. Incorporate noise control techniques into design guidelines for freeway-adjacent properties in the North and South Murrieta Business Corridors.	Community Development	N-3.3
Long-Term Actions (6+ years)			
Action	Description	Responsibility	Related Policies
N-A4	Highway Noise Abatement. Work with Caltrans to achieve maximum noise abatement in the design of new highway projects or improvements, including the use of noise barriers.	Public Works & Engineering	N-3.1, N-3.2, N-3.3
Ongoing Actions			
Action	Description	Responsibility	Related Policies
N-A5	Noise Ordinance Maintenance. Review and update the Noise Ordinance to ensure that noise exposure information and specific policies and regulations are current.	Community Development	N-2.1

SAFETY ELEMENT

Discussion

Ensuring safety in Murrieta begins with understanding the hazards that are present. Maintaining current information and maps of hazards provides a basis for Citywide planning, while site-specific analysis is often needed to evaluate geologic and seismic hazards.

Land use policy in the General Plan and Municipal Code will guide efforts to limit damage from known hazards. Project review provides another opportunity to prevent harm to new developments and their inhabitants. Inspections and code enforcement promote compliance with City codes for building and fire safety, as well as hazardous materials handling. Engineering can mitigate geologic and seismic hazards.

Multiple levels of government are involved in safety. The City must follow State and Federal laws and abide by County plans. The City coordinates with agencies from the County to Federal level in planning, enforcement, and emergency response.

The Emergency Operations Plan is intended to coordinate the City response to major emergencies. Under the EOP, emergency response is managed by the Emergency Operations Center, headed by the Fire Division Chief. However, multiple City departments have implementation responsibility for the EOP.

Responses to smaller-scale emergencies are handled every day by Murrieta Fire & Rescue (MFR) and the Police Department, which have the combined capacity to handle emergencies caused by any of the hazards described in the Safety Element — or at least to initiate a response, as in the case of hazardous materials accidents.

Members of the public and business community are important partners in maintaining safety, whether they are helping to prevent crime or preparing to respond appropriately in the event of an emergency. The Police and MFR offer many opportunities for community members to become directly involved in public safety with programs such as the Youth Accountability Board and CERT.

Implementation Actions

<i>Short-Term Actions (0-2 years)</i>			
<i>Action</i>	<i>Description</i>	<i>Responsibility</i>	<i>Related Policies</i>
SAF- A1	Murrieta Creek Flooding. In partnership with Temecula, continue the pursuit of funding for the Murrieta Creek Flood Control, Environmental Restoration and Recreation Project.	City Manager/ Public Works & Engineering	SAF-3.2, CSV-4.5
SAF- A2	Evacuation Plans. Develop and maintain evacuation plans for floodplain inundation and dam failure in cooperation with the Riverside County Flood Control and Water Conservation District.	Fire	SAF-3.5, SAF-4.2
SAF-A3	Development Fees. Propose new development fees that will provide for adequate fire and police protection as the city grows, and that allow these departments to meet their service level targets.	City Manager, Police, Fire	SAF-6.1, SAF-6.3, SAF-6.4, SAF-6.5, SAF-9.1, SAF- 9.2, SAF- 9.5, SAF-9.6
SAF- A4	Police Field Stations. Assess whether Police Department field stations are a cost-effective way to meet target response times and other Department goals, and identify options for developing field stations including co-location.	Police	SAF-9.3
SAF-A5	Emergency Operations Staff. Assign staff responsibility for maintaining the Emergency Operations Plan and conducting training and exercises.	City Manager	SAF-12.1, SAF-12.2, SAF- 12.3, SAF- 12.4, SAF-12.6
<i>Mid-Term Actions (3-5 years)</i>			
<i>Action</i>	<i>Description</i>	<i>Responsibility</i>	<i>Related Policies</i>
SAF-A6	Emergency Medical Dispatch. Evaluate the feasibility and benefits of incorporating Emergency Medical Dispatch into the dispatching system.	Fire	SAF-6.6
SAF- A7	Crime Prevention Through Environmental Design (CPTED) Guidelines. Promote use of CPTED principles by creating design guidelines for multi-family development and incorporating CPTED principles into other design guidelines, with input from the Police Department.	Community Development, Police	SAF-11.1, SAF-11.3
<i>Long-Term Actions (6+ years)</i>			
<i>Action</i>	<i>Description</i>	<i>Responsibility</i>	<i>Related Policies</i>
SAF-A8	East: Murrieta Fire Response. Track the effectiveness of the automatic and mutual aid agreements to provide an effective response force and total response times in eastern Murrieta as the area grows, and assess whether a sixth fire station is needed.	Fire	SAF-6.5, SAF-6.10, SAF- 6.11

Ongoing Actions

Action	Description	Responsibility	Related Policies
SAF-A9	Development Review. Seek input from Fire and Police during the review of development proposals.	Community Development	SAF-1.5, SAF-5.4, SAF- 5.6, SAF- 5.7, SAF-11.1, CIR-2.14
SAF-A10	Safety Education. Partner with Community Services to promote community education opportunities for safety and emergency preparedness—through awareness campaigns, safety education or materials at community events, and classes.	Fire	SAF-1.7, SAF-5.2, SAF- 12.5
SAF-A11	Murrieta Fire & Rescue Strategic Plan. MFR shall maintain a Strategic Plan and Community Risk Assessment – Standards of Cover.	Fire	SAF-6.8
SAF-A12	Wildfire Education. Provide education about wildfire protection and evacuation to homeowners in areas near the wildland/urban interface, through realtors and homeowners associations.	Fire	SAF-7.4
SAF-A13	Household Hazardous Waste Events. Promote County-sponsored household hazardous waste disposal events held in Murrieta.	Fire/City Manager	SAF-8.5, SAF-8.7
SAF-A14	Police Department Strategic Plan. Develop, maintain, and implement a Police Department Strategic Plan.	Police	SAF-9.4

HOUSING ELEMENT

Discussion

The Housing Element has its own five-year action plan, as mandated by state law. Please refer to the Housing Plan section of the Housing Element.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.1

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1400MA20 – Orbis Real Estate Partners (Representative: Grant Ross)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CZ200006 (Change of Zone), PPT200002 (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: At the time this staff report was written, the Air Force has not completed its review of the project.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the June 11, 2020 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 259,127 square foot industrial manufacturing building with second floor mezzanine on 11.78 acres. Also proposed are 37,500 square feet of rooftop solar panels. In order to allow for this development, the applicant also proposes to change zoning on 3.9 acres of the site area from Rural Residential (R-R) and Light Agriculture (A-1) to Manufacturing-Service Commercial (M-SC).

PROJECT LOCATION: The site is located on the northwest corner of Harvill Avenue and Placentia Avenue, in the unincorporated community of Mead Valley, approximately 13,700 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 Land Use 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 total of 259,127 square feet of building area, which includes 245,127 square feet of manufacturing area, 7,000 square feet of first floor office area, and 7,000 square feet of second floor mezzanine office area, accommodating 1,296 people, resulting in an average intensity of 110 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 (179 spaces) and trailer spaces (25 spaces) provided, the total occupancy would be estimated at 294 people for an average intensity of 25 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 36,560 square feet of manufacturing area, 7,000 square feet of first floor office area, and 7,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 253 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 terminus of the 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.

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 37,500 square foot photovoltaic (PV) panel structures would be located on the rooftop of the proposed 259,127 square foot building within Compatibility Zone C2.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 37,500 square feet of smooth glass 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 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 of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image ("green" level glare) in the Runway 14/32 Overhead traffic pattern routes, totaling annually 24,170 minutes of "green" level glare, and would last up to 100 minutes a day throughout the year in the early mornings, noon, and late afternoons. The study also indicates that the panels would result in low potential for temporary after-image ("green" level glare) in the C-17/KC-135 runway 14 and runway 32 traffic pattern routes, totaling annually 5,832 minutes of "green" level glare, and would last up to 20 minutes a day throughout the year in the early mornings and late afternoons.

The combined total of 30,002 minutes of "green" level glare represents 11.42 percent of total day light time.

Electrical and Communication Interference

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

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2. 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 outside the 60 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 proposed 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 (1,488 feet AMSL). At a distance of approximately 13,700 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,625 feet AMSL. The site’s finished floor elevation is 1,522 feet AMSL and the proposed building height is 45 feet, for a top point elevation of 1,567 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

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

Change of Zone: The proposed zoning would be as, or more, consistent with the Compatibility Plan than the existing zoning, as long as the project is consistent with the underlying compatibility criteria.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, 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 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.
 - (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:

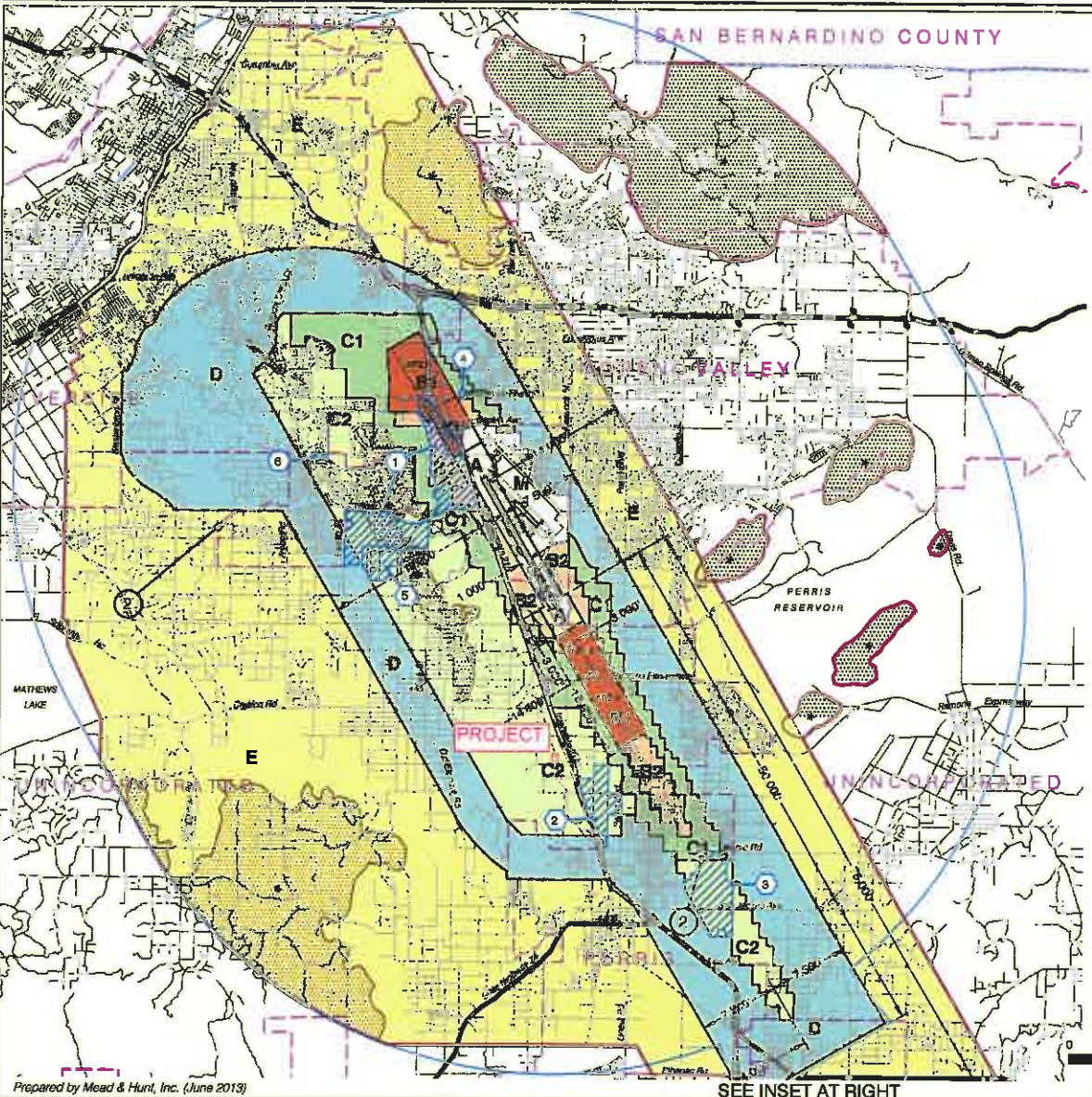
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
 5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
 6. The proposed 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 proposes a total of 259,127 square feet of building area, which includes 245,127 square feet of manufacturing area, 7,000 square feet of first floor office area, and 7,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing 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. The rooftop solar panels shall have a tilt of 10 degrees and orientation of 180 degrees and shall be limited to 37,500 square feet.
10. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
11. 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.
12. 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.
13. 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

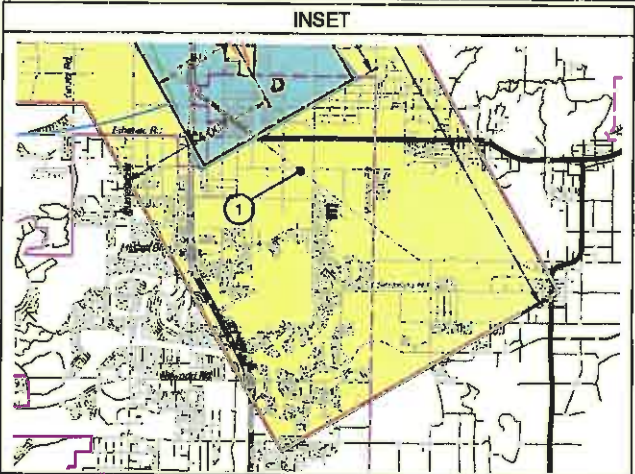
Compatibility Zones

- 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.
- 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)

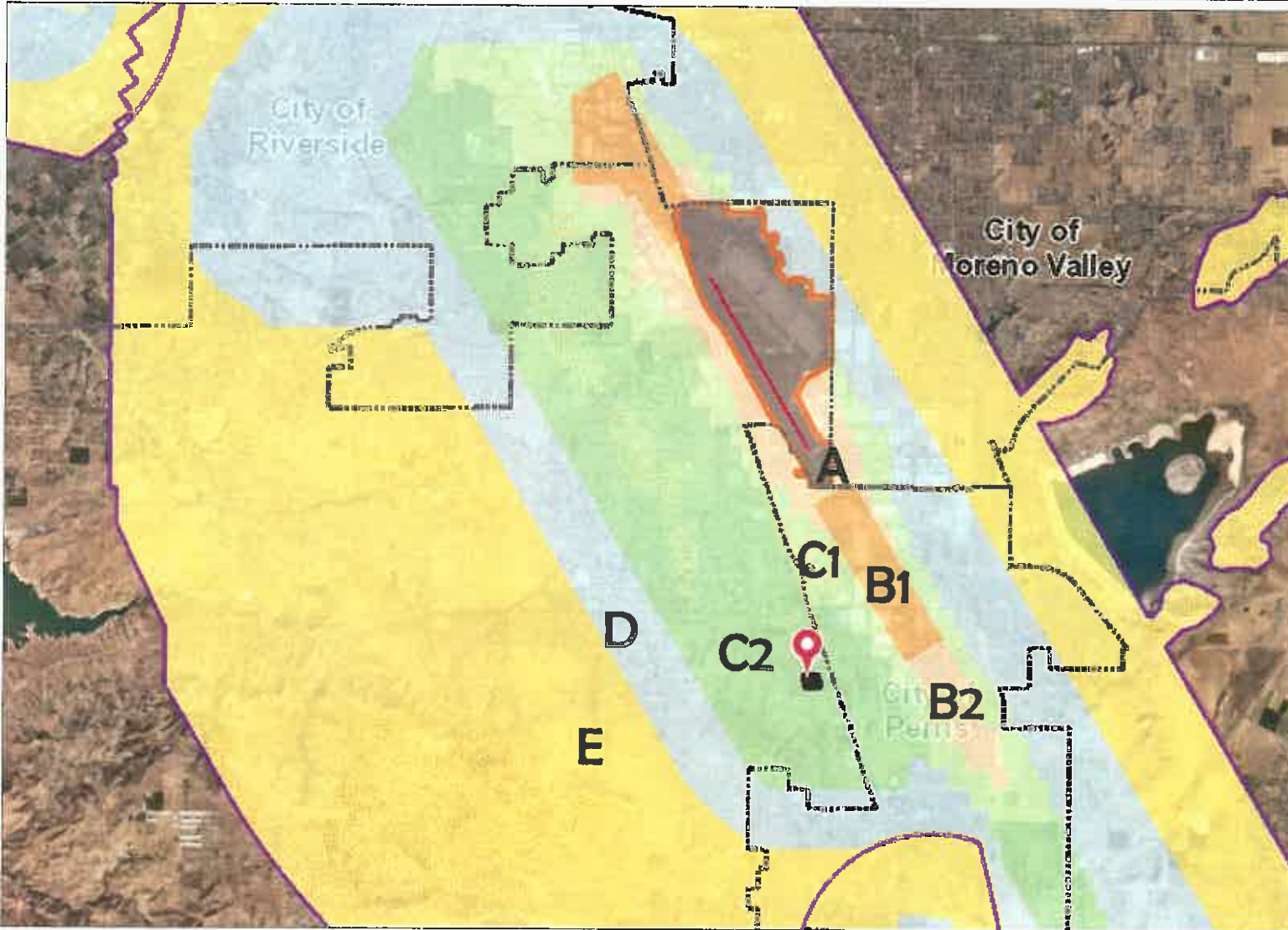
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

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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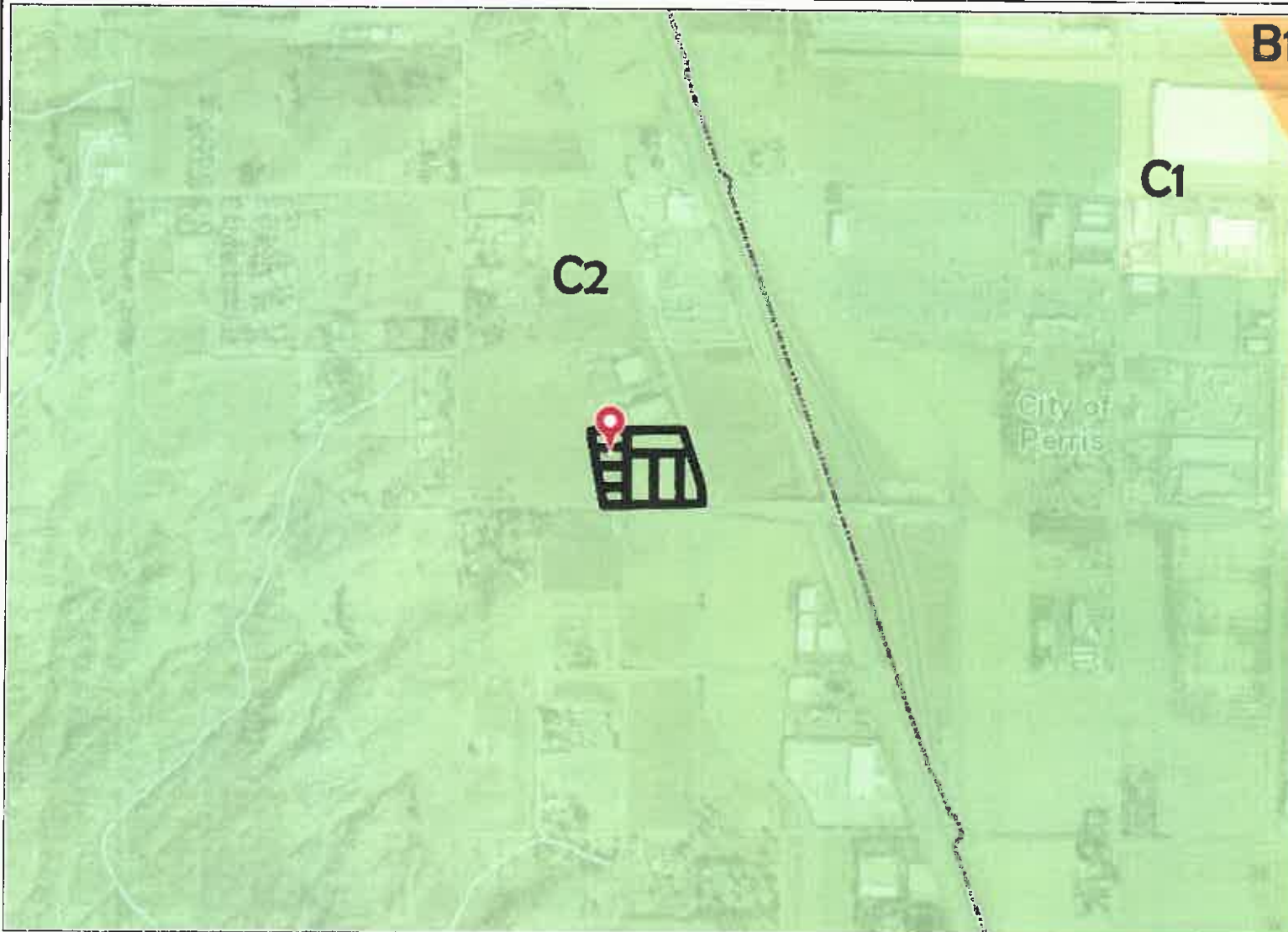


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Notes

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

Notes



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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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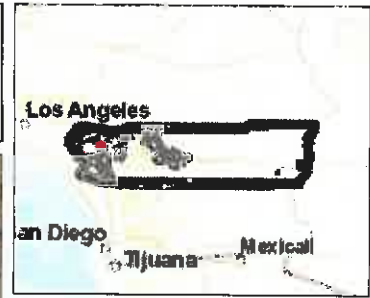
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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

ORBIS REAL ESTATE PARTNERS LLC

280 Newport Center Drive, Suite 240
Newport Beach, CA 92660

September 30, 2019

Mr. Paul Rull
COUNTY OF RIVERSIDE
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: Project Description to accompany Pre-Application Review
11.80 gross acres located at northwest corner of Placentia Avenue and Harvill Avenue
Mead Valley, Riverside County, California

Dear Mr. Rull:

Included herewith are exhibits that comprise the Plot Plan submittal for the proposed development of the subject property. The exhibits included herewith include the following:

- Overall Site Plan – See Architect's Plans

For your review, following is a detailed description of the proposed Project.

Site Description

The Site is located at the northwest corner of Placentia Avenue and Harvill Avenue and it encompasses six Assessor's Parcels, 317-240-017, -019, -020, -021, -028, -029, -039, and -041 with an area of 11.80 gross acres (the "Site"). The Site slopes downward to the southeast, is graded, and undeveloped. Four homes are located on the westerly 3.9 acres of the Site along Sharon Ann Way. The remaining 7.9 acres of the Site is vacant land. Placentia Avenue abuts the Site on the south and Harvill Avenue abuts the Site on the east. Placentia Avenue is currently in an interim condition with its right-of-way ("ROW") below the width of its ultimate configuration. Harvill Avenue is at its ultimate width. In addition to modification to curbs to allow vehicular ingress and egress, the proposed Project will complete sidewalk improvements along its frontage on Harvill Avenue.

Historical aerial photographs show that the Site has been used as an agricultural site and indicate only residential development along the westerly boundary. West of the Site is a planned development of a 694,560 SF industrial building currently in process at the County of Riverside.

Across the northerly property line is located an industrial building. On the east side of Harvill Avenue across the street from the Site will be a trucking facility. On the south side of Placentia Avenue across the street from the Site is vacant land. On the southerly one-half of the easterly property line are located four homes. Access to each home is gained via Sharon Ann Lane.

The westerly 3.9 acres of the Site has residential zoning in the area of the existing residences and the balance of approximately 7.9 acres is zoned Industrial Park ("I-P"), consistent with the proposed Project. While the proposed Project is consistent with zoning of I-P, a change of zone will be processed to change

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the residential zoning to I-P to bring the zoning of the westerly 3.9 acres into conformance with the County's approved General Plan.

The land uses within the proposed Project are those as shown on the following Project Land Use Table:

Table 1

Project Land Use Table

Proposed Land Use	Gross Acreage	Building Area (SF)	Parking Required
Industrial	11.80	274,540	187

Riverside County Airport Land Use Commission

The proposed Project is located within the March Air Reserve Airport Influence Area. ALUC will review the proposed Project to ensure that it complies with the most recently adopted version of the airport land use compatibility plan. The Site falls within ALUC Compatibility Zone C-2. ALUC Compatibility Zone C-2 allows an average of 75 people per acre. Following receipt of a Planning Application number, the Project proponent will submit the proposed Project to ALUC for determination that the proposed Project complies with the most recently adopted version of the March Air Reserve Base Land Use Compatibility Plan.

The following information applies to the whole of the proposed Project. Additional detailed Project information follows for individual uses.

Off-Site Improvements

The proposed Project will widen the northerly right-of-way of Placentia Avenue to its ultimate width as a Secondary Highway per Riverside County Standard No. 94, Ordinance 461. In addition, existing overhead utilities along Placentia Avenue will be placed underground as described below. See Architect's site plan for access points to serve the proposed Project.

The proposed Project will add sidewalk along its frontage on Harvill Avenue in conformance with County Code.

Site Grading and Demolition of Existing Structures

Prior to commencement of grading, four residences currently located on the westerly 3.9 acres of the Site will be demolished under separate permits. The Site will be graded into one master pad. Grading is anticipated to require import of select soils for backfill of trenches. In addition, preliminary grading estimates conclude the the site will require no import of soils or export of soils to achieve grading "balance" i.e., require neither import nor export of soils to achieve the to-be-designed elevations. While the goal is for the site to "balance", a range of 15,000 to 25,000 cubic yards ("cy") of cut and a range 15,000 to 25,000 cy of fill is now estimated which results in a potential import between zero and 10,000 cy and a potential export between zero and 10,000 cy. Offsite grading will involve remedial grading to allow construction of the widening of Placentia Avenue. This remedial grading will occur in accordance with the final geotechnical investigation report and is anticipated to be within five (5) feet of the current elevations of the surrounding roadways.

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Lot Merger

A lot merger will be completed to convert the property from six legal parcels into one. As a part of this lot merger, vacation of the public right-of-way within what is now Sharon Ann Lane will be sought.

Underground Utilities

The proposed Project is within the Eastern Municipal Water District ("EMWD") service area. EMWD provides potable and reclaimed water and wastewater treatment for the Site. The existing EMWD public water and sewer systems are located in Placentia Avenue. EMWD will be requested to provide a new will-serve letter with the applications for water and sewer service. The proposed Project is also within the service area of SCE and Verizon. The proposed Project will place SCE and Frontier distribution facilities underground along Patterson Avenue and Placentia Avenue as discussed above. All on-site utilities will be constructed underground excluding some above-ground, pad-mounted SCE and Verizon appurtenances.

Storm Water Quality

The soil within the proposed Project has very low infiltration rates. A report will be provided with the Preliminary Water Quality Management Plan submitted under separate cover. Because of low infiltration rates, the proposed Project will utilize Modular Wetlands within the Project.

Above-ground Existing Utilities

The proposed Project will work with SCE to place underground the existing overhead distribution lines located on power poles located along the Site's southerly boundary, i.e., along Placentia Avenue. In addition, any Verizon or CATV communication lines that are currently overhead, will be placed underground in a common trench with the SCE distribution lines

Vehicular Access

Vehicular access is as shown on the site plan. The proposed Project will have two points of ingress and egress on Harvill Avenue and two points of ingress and egress on Placentia Avenue. The Traffic Impact Analysis to be completed for the study will provide information for the County to utilize to determine in consultation with Applicant's traffic engineer, which of the proposed points of vehicular ingress and egress will allow full turn movements and which may be right-in/right-out only.

Landscaping

A Preliminary Landscape Plan is included. The proposed plant palette features drought tolerant plants in conformance with County standards.

Outside Lighting

The proposed Project conforms to the County Code. Parking lot area lighting for the proposed Project will utilize energy-efficient LED shielded fixtures with energy savings control options and occupancy sensing units. The proposed Project's landscape design incorporates use of shrubs and trees to reduce off-site light and glare.

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Signage

Signage is to be determined at a later date based on either the requirements of County Code or a separate Master Signage Program approved by the County.

Project Phasing

The proposed Project will be constructed in a single phase. Project construction is anticipated to commence in late 2020 with completion anticipated to occur in late 2021.

Perimeter Walls

An existing block wall is located along the northerly property line adjacent to existing industrial development. The truck court and loading doors are located on the northerly face of the building, facing existing industrial development.

Retaining Walls

Along portions of each property line of the Site retaining walls may be constructed within the proposed Project. The walls are planned to range in height from zero to six feet in height. These retaining walls are in locations and of heights as shown on the Grading Plan submitted as part of the application.

Industrial Building

The proposed Project consists of single building with warehouse and office uses. The total square footage is planned to be 274,540 SF currently designed to provide space for up to two (2) occupants.

A description of specific aspects of the industrial portion of the proposed Project follows:

- 1) Renderings and elevations: See Architect's Plans.
- 2) Building Height: Maximum building height will be 46 feet. Building's height and setbacks are consistent with County's dimensional requirements for I-P Zone.
- 3) Exterior Building Materials: The industrial building will use tilted concrete construction including painted concrete and penetrating sealed concrete, metal awnings, and vision glazing with aluminum mullions.
- 4) Parking: 192 automobile parking spaces and 42 trailer parking spaces will be provided. County Ordinance No. 348 (Land Use) requires 187 automobile parking spaces and all are provided. The proposed Project is consistent with County's Parking Ordinance No. 348 (Land Use).
- 5) Access: Vehicular ingress and egress will come from two locations on Harvill Avenue and two locations on Placentia Avenue.
- 6) Lighting: Lighting in the proposed Project will comply with the County's Lighting Code and will be shielded from any adjacent uses.
- 7) Signage: To be deferred. Monument and building signs shall be consistent with County's Sign Ordinance.

ORBIS REAL ESTATE PARTNERS LLC

- 8) **Electric Vehicle Parking:** Electric Vehicle Parking / Charging Stations are provided in the proposed Project consistent with County Ordinance No. 348 (Land Use).
- 9) **Hours of Operation:** Consistent with County Code.
- 10) **Renewable Energy Resources:** Pursuant to the Riverside County Climate Action Plan ("CAP"), buildings over 100,000 square feet in floor area are required to offset twenty percent (20%) of their energy consumption through onsite renewable resources. Applicant will prepare an energy consumption analysis to determine the estimated usage and integrate a renewable resource system, i.e., solar panels, into the building design, to offset a minimum 20% usage.

Thank you for your review of this project description. I am available to answer any questions you may have. The entire team and I look forward to working with Templeton Planning Group and the County of Riverside.

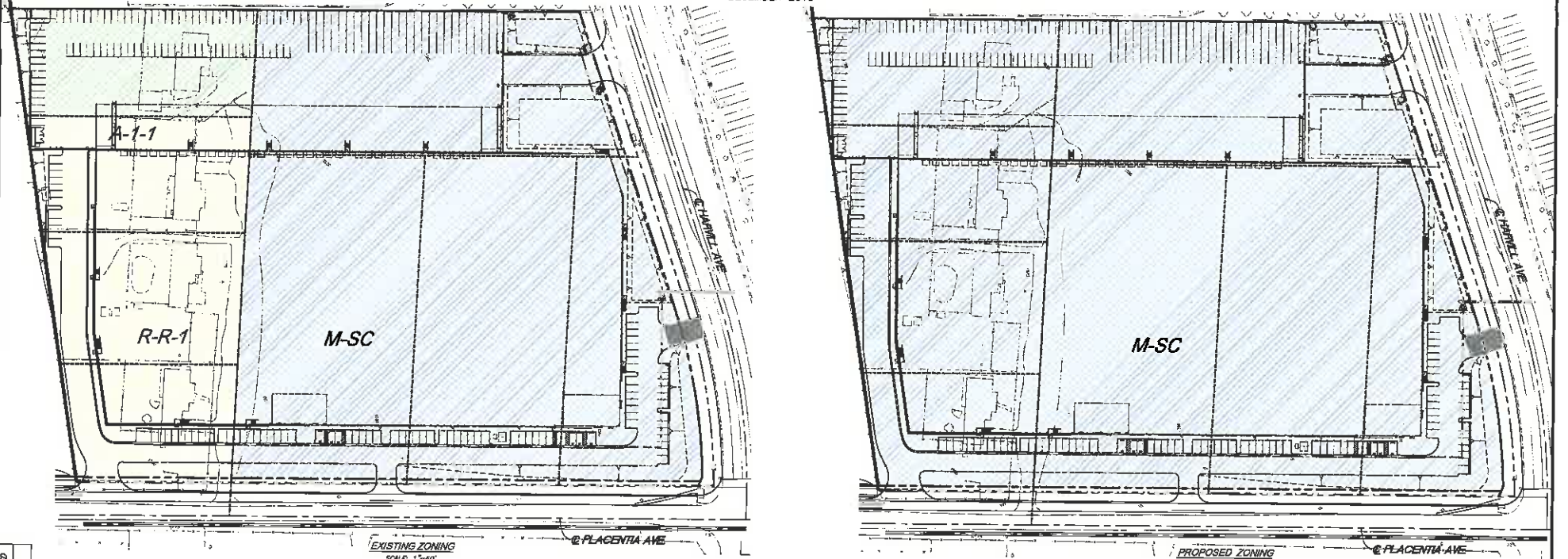
Sincerely,
ORBIS REAL ESTATE PARTNERS LLC



Grant Ross,
Managing Member

PLACENTIA LOGISTICS ZONE CHANGE EXHIBIT - PPTXXXX

COUNTY OF RIVERSIDE, CA
DECEMBER 2019



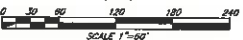
EXISTING ZONING
SCALE: 1"=60'

PROPOSED ZONING
SCALE: 1"=60'

RECORD PLAN CHECK CHECKSHEET ENGINEER REGISTRATION NUMBER DATE SERVED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

ZONING LEGEND

	M-SC
	R-R-1
	A-1-1



OWNER/APPLICANT
 OHSR REAL ESTATE PARTNERS
 282 NEWPORT DRIVE STE 240
 NEWPORT BEACH, CA 92660
 PHONE (949) 332-7884
 EMAIL: RPOLVER@OHSR.COM

ENGINEER
 SOH & ASSOCIATES, INC.
 5225 CANTON GUEST DRIVE 71430
 RIVERSIDE, CA 92507
 PHONE (951) 663-3881
 FAX (951) 788-2314
 EMAIL: STEFFEN@SOH.COM

ASSESSOR'S PARCEL NO.
 317-240-017
 317-240-018
 317-240-020
 317-240-021
 317-240-022
 317-240-023
 317-240-024

SURROUNDING ZONING & LAND USE
 NORTH: M-SC, COMMERCIAL
 EAST: M-SC, INDUSTRIAL
 SOUTH: M-SC, UICANTY / RESIDENTIAL
 WEST: R-R, M-SC, UICANTY / PROP. INDUSTRIAL

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 1: A PORTION OF LOT 8 OF CHANDLER'S SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALL THAT PORTION OF SAID LOT 8 LYING NORTHWESTLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 8; THENCE NORTH 88° 11' 38" EAST, PARALLEL WITH THE NORTH LINE OF SAID LOT 8 A DISTANCE OF 300.18 FEET TO THE EASTERLY LINE OF SAID LOT 8; PARCEL 2: A NON-EXCLUSIVE EASEMENT FOR ingress AND egress OVER THE WESTERLY 30 FEET OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APR 317-240-021-8

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCELS 1, 2 AND 3, AS SHOWN BY PARCEL MAP NO. 11846, ON FILE IN BOOK 68 PAGE 13, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, EXCEPTING THEREFROM THAT PORTION FROM PARCELS 1, 2 AND 3, CONVEYED TO THE COUNTY OF RIVERSIDE BY GRANT DEED RECORDED FEBRUARY 27, 1982 AS INSTRUMENT NO. 66179 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; 1/31 317-240-028-3 (AFFECTS PARCEL 1); 317-240-028-4 (AFFECTS PARCEL 2) AND 317-240-029-3 (AFFECTS PARCEL 3)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 4, AS SHOWN BY PARCEL MAP 11846, ON FILE IN BOOK 68 PAGE 13, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, EXCEPTING THEREFROM THAT PORTION FROM PARCELS 3 AND 4 CONVEYED TO THE COUNTY OF RIVERSIDE BY GRANT DEED RECORDED FEBRUARY 27, 1982 AS INSTRUMENT NO. 66179 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APR 317-240-041-4

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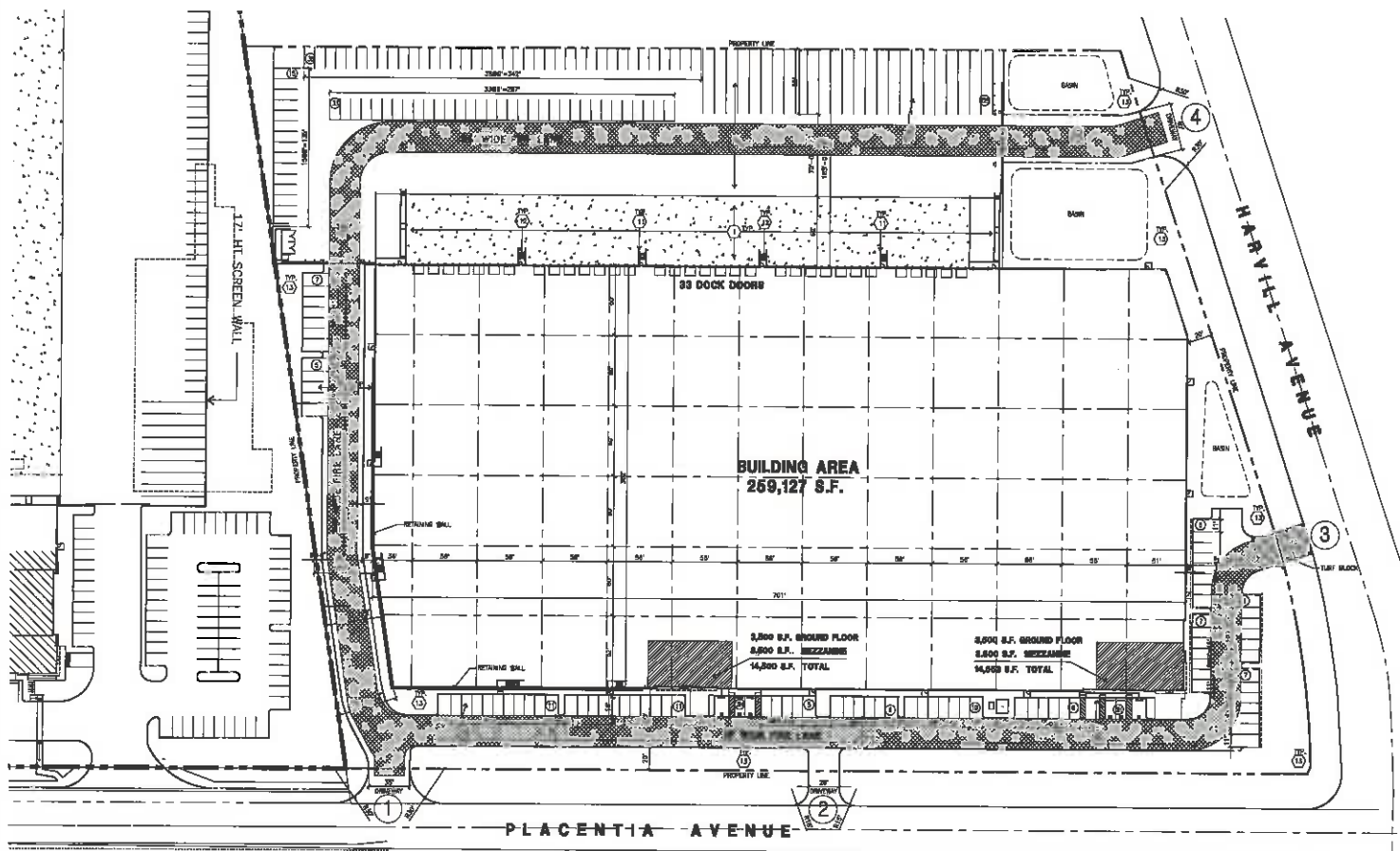
DIGALERT
 CALL BEFORE YOU DIG
 1-800-227-2600
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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

The plan preparer accepts no liability for errors or omissions or for any consequences arising from the use of these plans, or for any damages or losses resulting from the use of these plans, or for any damages or losses resulting from the use of these plans.

SEAL ENGINEER	ENGINEERING COMPANY
SOH & ASSOCIATES, INC. 5225 CANTON GUEST DRIVE RIVERSIDE, CALIFORNIA 92507 TEL: (951) 663-3881 FAX: (951) 788-2314	BENCHMARK: BENCHMARK SYSTEM INC. 3000 W. 14TH ST. STE. 100 RIVERSIDE, CA 92504 TEL: (951) 509-2911 FAX: (951) 509-2914
PREPARED BY: BANK SUMMERS	P.L.C. NO. 00433 DATE 9-30-21
SCALE: 1"=60'	FOR:
R.O.	COUNTY FILE NO.

SHEET NO. 1	PROJECT NO. PLACENTIA LOGISTICS ZONE CHANGE EXHIBIT
I. OF J. SHEETS	COUNTY FILE NO.



Property Owners
 MACH M. WARRICK - 317-240-017
 SYLVIA ANN & CONRAD SMITH - 317-240-018
 BOB F. & PATTY ANN WILLIAMS - 317-240-020
 MARGI BRIDGES - 317-240-021
 DAN & DEBRA SHARON - 317-240-022, 026, 038
 CARROLL, PET. USA INC. - 317-240-021

Address of the property
 14835 Harbor Hill Avenue, #24, #100
 Irvine, CA 92612
 Tel: 949-450-1770
 Fax: 949-450-0661
 email: hpa@hpaads.com

Assessor's Parcel Numbers
 - 088-111-17, 18, 20, 21
 - 088-000-22, 23, 39, 41

Zoning
 M-100

Applicant's representative
 HARVEY POLYMER
 ONE REAL ESTATE PARTNERS
 280 HARBOR CENTER DRIVE, SUITE 240
 IRVINE, CALIF. 92614
 OFFICE: (949) 450-1770 CELL: (714) 746-3104

Tabulation

ITEM	AMOUNT	UNIT
STEEL AREA	442,760	SQ FT
PAVING	14,730	SQ FT
NON-CONCRETE		
Office - 1st floor	1,000	SQ FT
Office - 2nd floor	7,200	SQ FT
Warehouse	7,100	SQ FT
TOTAL	15,300	SQ FT
CONCRETE		
Auto parking	210,127	SQ FT
Office	220	SQ FT
Walls	121	SQ FT
TOTAL	210,368	SQ FT
Auto parking		
Standard 12' x 18'	130	SPACES
EV	8	SPACES
Disabled	2	SPACES
Accessories 18' x 12'	6	SPACES
Concrete 12' x 12' (140)	26	SPACES
TOTAL	172	SPACES
TRUCK PARKING		
Truck 12' x 18'	25	SPACES
TOTAL TRUCK	25	SPACES
VEHICLE STORAGE		
Zoning Compliance - 40' (140)	140	SPACES
Max 4-Vehicle	2	SPACES
Max 2-Vehicle	2	SPACES
Right to be used	1	SPACES
TOTAL STORAGE	145	SPACES
LANDSCAPING		
Area	17%	
Area	6,800	SQ FT
RETAINING		
Subtotal	149'-07"	LINEAL FEET
Subtotal	149'-07"	LINEAL FEET
Subtotal	0	

SITE PLAN GENERAL NOTES

- THE SOILS REPORT PREPARED BY [REDACTED] AND [REDACTED] SHALL BE A PART OF THESE CONTRACT DOCUMENTS.
- IF SOILS ARE EXPANDED IN NATURE, USE STEEL REINFORCED FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRASS LINE (AS APPLICABLE).
- SEE "C" PLANS FOR ALL CONCRETE CURBS, WALLS AND WALLS. DETAILS ON SHEET A-1 ARE MINIMUM STANDARDS.
- THE CURB HEIGHT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC WINDING SYSTEM, FROM TO INSTALLATION & AT LEAST 90 DAYS BEFORE SLOTTED COMPLETION.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO CITY-OWN UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS FROM AS-BUILT RECORDS.
- PROVIDE SLOTTED DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO RETURN TO "C" DRAWINGS FOR ALL PROVISIONAL UTILITY MARKINGS. SEE PLANS FOR SURVEY AND SETTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SCHEDULES TO BE A MINIMUM OF 4" THICK W/ 4000 PSI CONCRETE. ALL CONCRETE SHALL BE 4000 PSI. ALL CONCRETE SHALL BE 4000 PSI. ALL CONCRETE SHALL BE 4000 PSI.
- FOR TRUCK TURNING: MINIMUM TURNING RADIUS SHALL BE 120' MIN. TURNING RADIUS SHALL BE 120' MIN. TURNING RADIUS SHALL BE 120' MIN.
- POINT CURBS AND PRECAST STOPS TO MATCH OF FIRE LANE AS SHOWN BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIIGATION OF THE CONCRETE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC UTILITIES DEPARTMENT PRIOR TO COMMENCEMENT OF BUILDING PERMITS.
- FROM TO CITY ENGINEER, THE LANDSCAPE ARCHITECT SHALL PROVIDE A MANUAL OPERATED STOP VALVE AND SHUT-OFF VALVE FOR EACH FIRE LANE AND IRRIIGATION SYSTEM. THE LANDSCAPE ARCHITECT SHALL PROVIDE A MANUAL OPERATED STOP VALVE AND SHUT-OFF VALVE FOR EACH FIRE LANE AND IRRIIGATION SYSTEM.
- ALL LANDSCAPE AND IRRIIGATION DESIGNS SHALL MEET CURRENT COUNTY STANDARDS AS LISTED IN CODES AND AS APPROVED BY THE COUNTY ENGINEER.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM 6" HIGH (6") HIGH CURB.
- APPROVED LANDSCAPE PLAN PRIOR TO GRADING PERMIT.

SITE PLAN KEYNOTES

- HEAVY BROOM FINISH PORTLAND CONC. CEMENT PAVEMENT
- ASPHALT CONCRETE (AC) PAVING
- CONCRETE SIDEWALK
- DRIVEWAY APPROX TO BE CONSTRUCTED PER "C" DRAWINGS
- 5'-0" TO 6'-0" MIN. THICK CONCRETE OUTSIDE LANDSCAPED AREA. ALL CONCRETE SHALL BE 4000 PSI. ALL CONCRETE SHALL BE 4000 PSI.
- CONCRETE SIDEWALK, SEE CIVIL PLAN
- APPROXIMATE LOCATION OF TRASH COMPACTOR
- PRE-CAST CONC. WHEEL STOP
- CONC. FILLER GUARD POST 3" DIA. H.D.D. 42" H.
- EXTERIOR CONC. STEEL
- LANDSCAPE, SEE "C" DRG. LANDSCAPED AREAS INDICATED BY SHADDED PATTERN
- ACCESSIBLE ENTRY SIGN
- ACCESSIBLE PARKING STALL SIGN
- RECYCLE BASKETS
- APPROXIMATE LOCATION OF THE TRANSFORMER
- MAX 2:1 SLOPE, SEE CIVIL PLANS
- CONCRETE SIDEWALK, SEE CIVIL PLAN
- 18" HIGH TUBULAR STEEL FENCE
- 14" HIGH SCREEN WALL W/ ROLLING GATE
- CONCRETE RETAINING WALL, SEE CIVIL FOR DESIGN. PAINT TO MATCH EXISTING BUILDING COLOR.

SITE LEGEND

- LANDSCAPED AREA
- AC PAVING - SEE "C" DRG. FOR THICKNESS
- CONCRETE PAVING - SEE "C" DRG. FOR THICKNESS
- 2" W/ 4" CONC. FILLER APPROXIMATE ACCESS ROAD, ROAD TO BE CONCRETE WITH FINISHED RED CURBS AND 1/2" SLOPE (AS NOTED) PER CAL. OF IRVINE FIRE DEPT.
- STANDARD PARKING STALL (8' x 18')
- STANDARD PARKING STALL (8' x 12')
- ACCESSIBLE PARKING STALL (8' x 18')
- EV. PUB. OFFICER VEHICLE STALL (8' x 14')
- C.P. DISABLED VEHICLE STALL (8' x 14')
- STANDARD VEHICLE STALL (8' x 12')
- EV. PUBLIC OFFICER VEHICLE STALL (8' x 14')
- MIN. BARRIER - SEE CIVIL
- DRIVE LANE - SEE CIVIL

VICINITY MAP



HPA

HPA Inc.
 14835 Harbor Hill Avenue, #24, #100
 Irvine, CA 92612
 Tel: 949-450-1770
 Fax: 949-450-0661
 email: hpa@hpaads.com

Owner:
 ORUIS REAL ESTATE PARTNERS
 280 Harbor Center Dr, Suite 240
 Newport Beach, CA 92660
 tel: 949-450-1770

Project:
 PLACENTIA LOGISTICS
 Placentia Ave & Harbor Hill Ave
 City of Riverside, CA

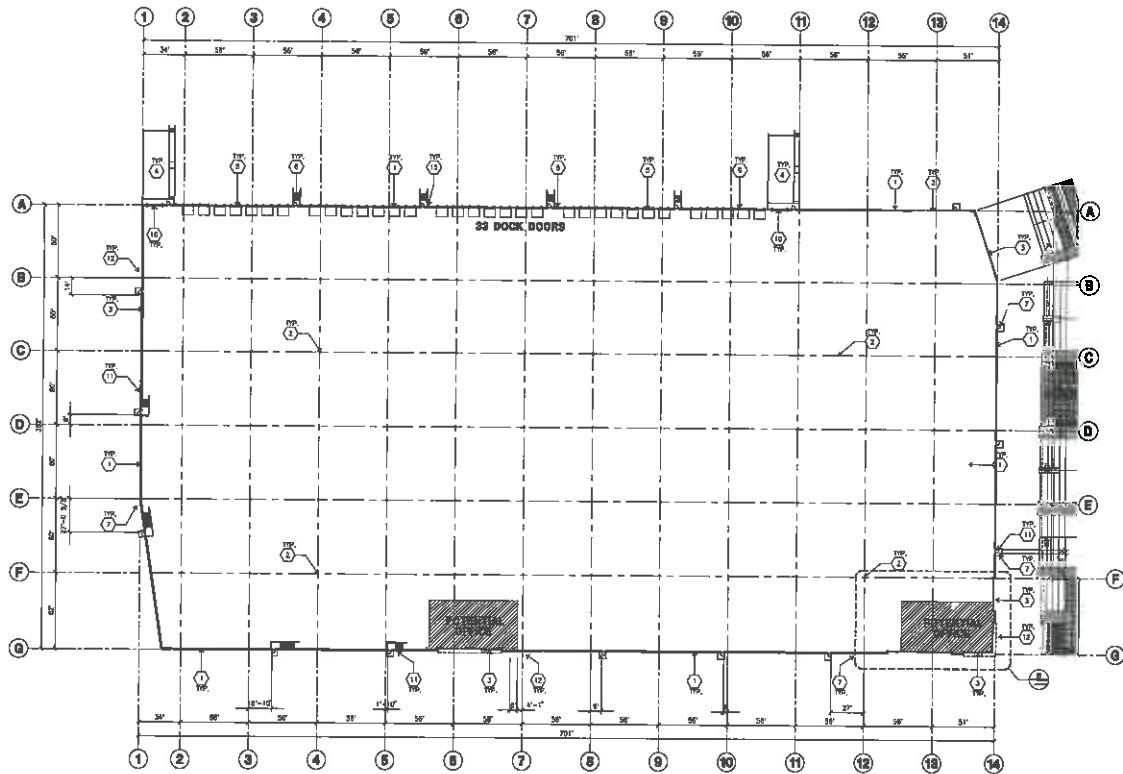
Consultants:
 SDH & ASSOCIATES
 HSA
 SPLA, Inc.

Title: OVERALL SITE PLAN

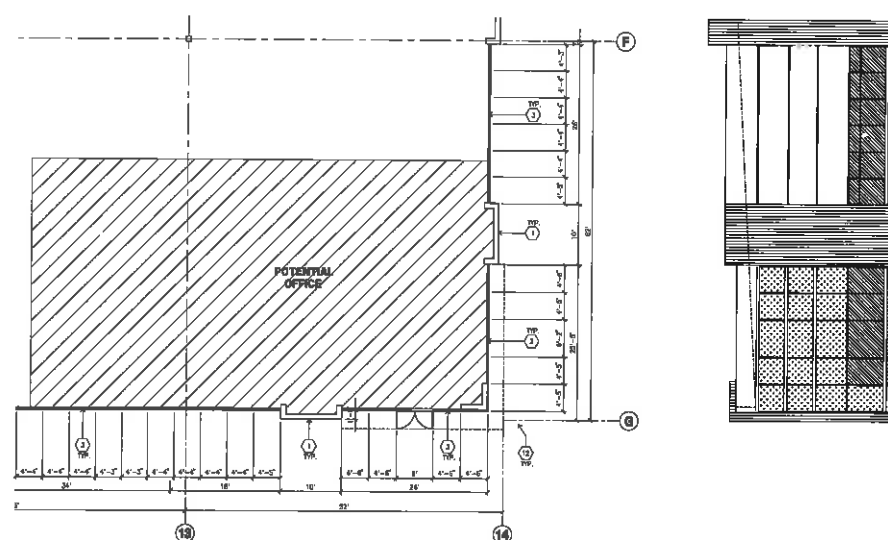
Project Number: 15425
 Drawn by: GANAC
 Date: 04/1/2009
 Revision:

Sheet:
 DAB-A1.1

OFFICIAL USE ONLY



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



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

GENERAL NOTES - FLOOR PLAN

1. THE FINISHES TO BE SHOWN FOR THIS FLOOR SHALL BE SHOWN WITH FINISH ACCESS AND BOOKS OF FINISHES AND A SEPARATE POINT SHALL BE SHOWN FOR EACH FINISH.
2. THE FINISHES TO BE SHOWN FOR THIS FLOOR SHALL BE SHOWN WITH FINISH ACCESS AND BOOKS OF FINISHES AND A SEPARATE POINT SHALL BE SHOWN FOR EACH FINISH.
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20. THE FINISHES TO BE SHOWN FOR THIS FLOOR SHALL BE SHOWN WITH FINISH ACCESS AND BOOKS OF FINISHES AND A SEPARATE POINT SHALL BE SHOWN FOR EACH FINISH.

KEYNOTES - FLOOR PLAN

1. CONCRETE 12" THICK.
2. PRECAST CONCRETE.
3. TYPICAL INTERIOR WALL WITH CLADDING REFER TO CHASED PLAN AND ELEVATION FOR SIZE, COLOR AND LOCATION.
4. CONCRETE 12" THICK WITH 4" RIGID INSULATION ON EXTERIOR SIDE.
5. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
6. EXTERIOR CONCRETE CURB.
7. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
8. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
9. EXTERIOR CONCRETE CURB.
10. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
11. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
12. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
13. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
14. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
15. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
16. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
17. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
18. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
19. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.
20. 2" x 4" x 8" TYPICAL INTERIOR WALL CLADDING.

FLOOR SLAB AND POUR STRIPS REQ.

- THESE NOTES ARE VERY IMPORTANT. SEE "F" SHEET FOR ADDITIONAL REQUIREMENTS.
1. FLOOR CONSTRUCTION - SEE "F" SHEET.
 2. FLOOR CONSTRUCTION - SEE "F" SHEET.
 3. FLOOR CONSTRUCTION - SEE "F" SHEET.
 4. FLOOR CONSTRUCTION - SEE "F" SHEET.
 5. FLOOR CONSTRUCTION - SEE "F" SHEET.
 6. FLOOR CONSTRUCTION - SEE "F" SHEET.
 7. FLOOR CONSTRUCTION - SEE "F" SHEET.
 8. FLOOR CONSTRUCTION - SEE "F" SHEET.
 9. FLOOR CONSTRUCTION - SEE "F" SHEET.
 10. FLOOR CONSTRUCTION - SEE "F" SHEET.
 11. FLOOR CONSTRUCTION - SEE "F" SHEET.
 12. FLOOR CONSTRUCTION - SEE "F" SHEET.
 13. FLOOR CONSTRUCTION - SEE "F" SHEET.
 14. FLOOR CONSTRUCTION - SEE "F" SHEET.
 15. FLOOR CONSTRUCTION - SEE "F" SHEET.
 16. FLOOR CONSTRUCTION - SEE "F" SHEET.
 17. FLOOR CONSTRUCTION - SEE "F" SHEET.
 18. FLOOR CONSTRUCTION - SEE "F" SHEET.
 19. FLOOR CONSTRUCTION - SEE "F" SHEET.
 20. FLOOR CONSTRUCTION - SEE "F" SHEET.

DISABLED ACCESS NOTES

1. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE BY ACCESS TO INDICATE NEAREST ACCESSIBLE EXIT.
2. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
 - a. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE BY ACCESS TO INDICATE NEAREST ACCESSIBLE EXIT.
 - b. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE BY ACCESS TO INDICATE NEAREST ACCESSIBLE EXIT.
 - c. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE BY ACCESS TO INDICATE NEAREST ACCESSIBLE EXIT.
3. EXIT SIGNS SHALL BE PROVIDED PER CBC SECTION 101.1.
4. AT LEAST 1 FOOTCANDLE OF LIGHT AT FLOOR LEVEL SHALL BE PROVIDED TO HINGE OF DOORS FROM ALL OCCUPIED PORTS OF THE BUILDING.

HPA
INCORPORATED

700 No. 16881 Harbor Gateway - Ste. #100
Irvine, CA 92612
Tel: 949-453-1770
Fax: 949-453-1661
Email: hpa@hpaib.com

Owner:

ORBIS REAL ESTATE PARTNERS

280 Newport Center Dr. Suite 240
Newport Beach, CA 92660
Tel: 949-550-7564

Project:

PLACENTIA LOGISTICS

Placentia Ave & Harvill Ave
City of Riverside, CA

Consultants:

BDH & ASSOCIATES
HSA

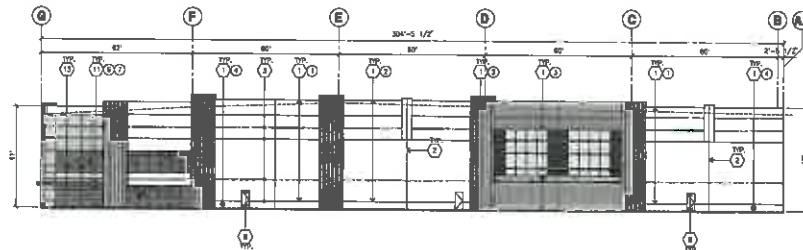
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Title: OVERALL FLOOR PLAN

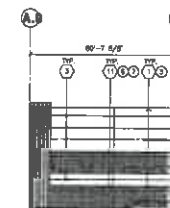
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Drawn by: JAWAD
Date: 01/18/20
Revision:

Sheet:

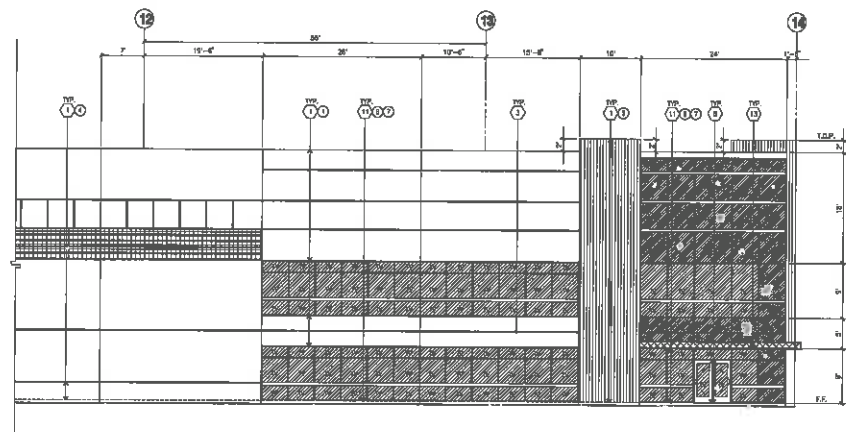
DAB-A2.1



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



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



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

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLUMN CHANGES TO OCCUR ON WHITE CONCRETE UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. F.F. IS A FINISH FLOOR ELEVATION.
- D. F.F. IS A FINISH FLOOR ELEVATION.
- E. CONCRETE OPERATIONAL BEAMS WITH ATTACHMENT AND LAMBS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
- F. CONCRETE SHALL BE FINISHED WITH A SMOOTH FINISH TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
- G. BEAM SIDE OF WALLS TO HAVE SMOOTH FINISH AND BE FINISHED WITH SATIN ENAMEL PAINT.
- H. FOR SPANDREL WALLS, BEAM SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
- I. USE CONCRETE BACK WOOD TRIM FOR ALL BEAM FORMS.
- J. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANELS: ALL WALLS TO HAVE A FINISH OF 1/2" SANDS. FINISH SHALL BE MATCHED TO THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED. ALL WALLS TO HAVE A FINISH OF 1/2" SANDS. FINISH SHALL BE MATCHED TO THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
2. PANEL JOINT.
3. PANEL JOINT. ALL PANELS TO HAVE A FINISH OF 1/2" SANDS. FINISH SHALL BE MATCHED TO THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
4. BEAM SIDE OF WALLS TO HAVE SMOOTH FINISH AND BE FINISHED WITH SATIN ENAMEL PAINT.
5. BEAM SIDE OF WALLS TO HAVE SMOOTH FINISH AND BE FINISHED WITH SATIN ENAMEL PAINT.
6. CONCRETE TILT-UP PANELS: ALL WALLS TO HAVE A FINISH OF 1/2" SANDS. FINISH SHALL BE MATCHED TO THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
7. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
8. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
9. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
10. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
11. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
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15. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
16. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
17. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
18. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
19. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.
20. WALL JOINTS SHALL BE FINISHED TO MATCH THE FINISH OF THE WALLS TO WHICH THEY ARE ATTACHED.

COLOR SCHED. - ELEVATIONS

1	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
2	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
3	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
4	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
5	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
6	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
7	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
8	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
9	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
10	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
11	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
12	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
13	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
14	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
15	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
16	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
17	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
18	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
19	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH
20	CONCRETE TILT-UP PANEL, PAINT FINISH, BEHIND WALLS SYSTEM	PAINT FINISH

GLAZING LEGEND

1	SPANDREL GLASS	SPANDREL GLASS
2	WOOD GLASS	WOOD GLASS

HPA
 Inc. Inc.
 1831 Bayview Avenue, Ste. 2100
 Foster, CA
 92012
 tel: 949-483-1770
 fax: 949-865-0851
 email: hpa@hpaarch.com

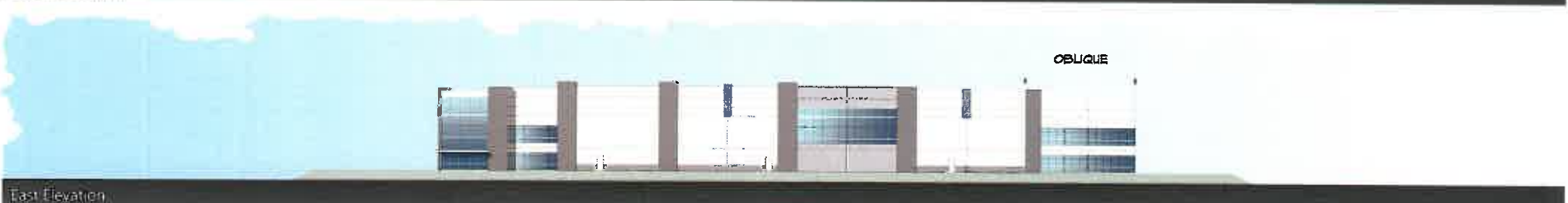
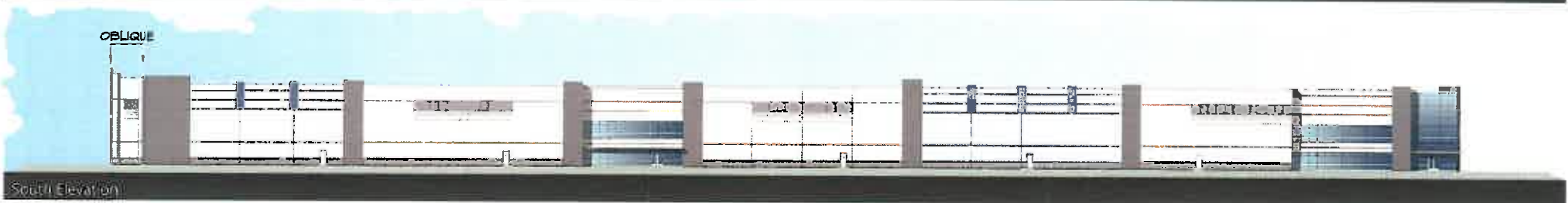
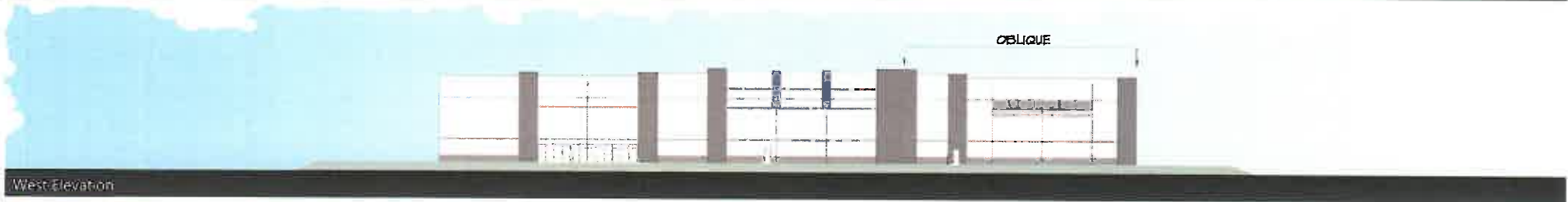
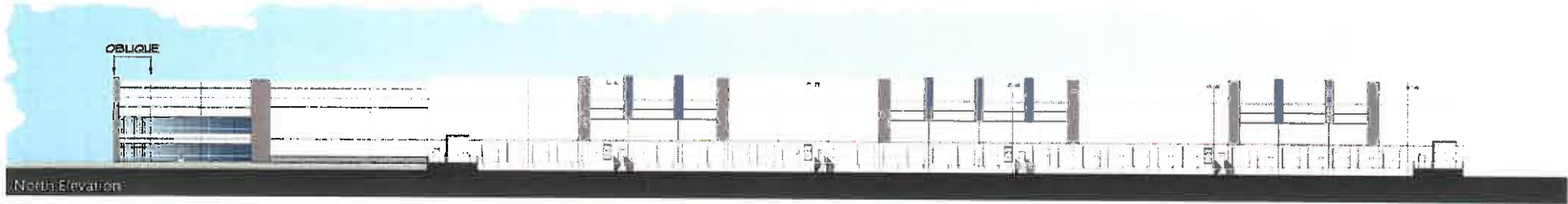
ORDIS REAL ESTATE INVESTMENTS
 280 Newport Center Dr. Suite 200
 Newport Beach, CA 92660
 tel: 949-320-7584

Project:
PLACENTIA LOGISTICS
 Placentia Ave &
 Harvill Ave
 City of Riverside, CA

Consultants:
 SDH & ASSOCIATES
 HSA
 SFLA, Inc.

Title: ELEVATION
Project Number: 18030
Drawn by: AHWAC
Date: 04/19/20
Revised:

Sheet:
DAB-A3.2



PLACENTIA AVE & HARVILL AVE

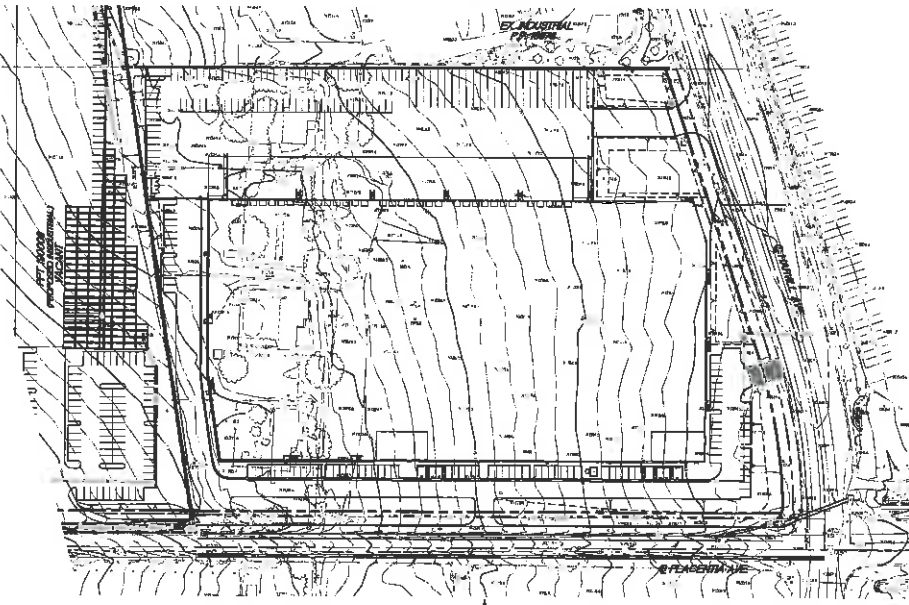
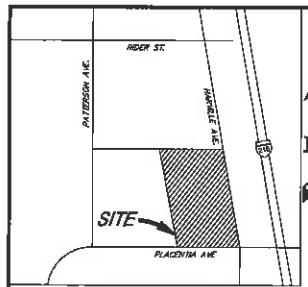
CITY OF RIVERSIDE, CA



ORBIS
REAL
ESTATE
PARTNERS

PLACENTIA LOGISTICS PRELIMINARY GRADING PLAN - PPTXXXX

COUNTY OF RIVERSIDE, CA.
DECEMBER 2019



LEGAL DESCRIPTOR 1
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 1: A PORTION OF LOT 8 OF CHANDLER'S SUBDIVISION, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALL THAT PORTION OF SAID LOT 8 LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE, BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 8, LYING SOUTH 10° 12' 35" EAST, 140.32 FEET FROM THE NORTHWEST CORNER OF SAID LOT 8, THENCE NORTH 88° 11' 38" EAST, PARALLEL WITH THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 300.18 FEET TO THE EASTERLY LINE OF SAID LOT 8, PARCEL 2: A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER THE WESTERLY 30 FEET OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APN 317-240-017-1

LEGAL DESCRIPTOR 2
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCELS 1, 2 AND 3, AS SHOWN BY PARCEL MAP 11848, ON FILE IN BOOK 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE(S) 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, EXCEPTING THEREFROM THAT PORTION FROM PARCEL 1 CONVEYED TO THE COUNTY OF RIVERSIDE BY COUNTY DEED RECORDED FEBRUARY 27, 1992 AS INSTRUMENT NO. 861177 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APN 317-240-028-1 (AFFECTS PARCEL 1); 317-240-028-2 (AFFECTS PARCEL 2) AND 317-240-028-3 (AFFECTS PARCEL 3)

LEGAL DESCRIPTOR 3
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 4, AS SHOWN BY PARCEL MAP 11848, ON FILE IN BOOK 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE(S) 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, EXCEPTING THEREFROM THAT PORTION FROM PARCELS 1 AND 4 CONVEYED TO THE COUNTY OF RIVERSIDE BY COUNTY DEED RECORDED FEBRUARY 27, 1992 AS INSTRUMENT NO. 861177 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APN 317-240-041-4

LEGAL DESCRIPTOR 4
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 1: THAT PORTION OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE(S) 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING SOUTHWESTLY OF THE FOLLOWING DESCRIBED LINE: BEG: 390' AT A POINT ON THE WESTERLY LINE OF SAID LOT 8, LYING SOUTH 10° 12' 35" EAST, 488.53 FEET FROM THE NORTHWEST CORNER OF SAID LOT 8, THENCE NORTH 88° 11' 38" EAST, PARALLEL WITH THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 238.47 FEET TO THE EASTERLY LINE OF SAID LOT 8, EXCEPTING THEREFROM THE SOUTHERLY 44 FEET CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED MAY 16, 1978, AS INSTRUMENT NO. 10086 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, PARCEL 2: A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER THE WESTERLY 30 FEET OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE(S) 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APN 317-240-021-8

LEGAL DESCRIPTOR 5
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 1: A PORTION OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE(S) 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALL THAT PORTION OF SAID LOT 8 LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE, BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 8, LYING SOUTH 10° 12' 35" EAST, 294.22 FEET FROM THE NORTHWEST CORNER OF SAID LOT 8, THENCE NORTH 88° 11' 38" EAST, PARALLEL WITH THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 370.21 FEET TO THE EASTERLY LINE OF SAID LOT 8, PARCEL 2: A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER THE WESTERLY 30 FEET OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APN 317-240-020-5

LEGAL DESCRIPTOR 6
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN AN UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: PARCEL 3 OF LOT 8 OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE(S) 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALL THAT PORTION OF SAID LOT 8 LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE, BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 8, LYING SOUTH 10° 12' 35" EAST, 294.22 FEET FROM THE NORTHWEST CORNER OF SAID LOT 8, THENCE NORTH 88° 11' 38" EAST, PARALLEL WITH THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 270.21 FEET TO THE EASTERLY LINE OF SAID LOT 8, EXCEPTING THAT PORTION LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE, BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 8, LYING SOUTH 10° 12' 35" EAST, 294.22 FEET FROM THE NORTHWEST CORNER OF SAID LOT 8, THENCE NORTH 88° 11' 38" EAST, PARALLEL WITH THE NORTH LINE OF SAID LOT 8, A DISTANCE OF 300.18 FEET TO THE EASTERLY LINE OF SAID LOT 8, PARCEL 2: A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER THE WESTERLY 30 FEET OF LOT 8 OF CHANDLER'S SUBDIVISION, AS SHOWN BY MAP CAPTIONED "REVISED MAP OF CHANDLER'S SUBDIVISION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN" AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, FOR CONVEYANCING PURPOSES ONLY; APN 317-240-018-5

VICINITY MAP
NOT TO SCALE

OWNER/APPLICANT
GRBS REAL ESTATE PARTNERS
200 NEWPORT DRIVE, SUITE 200
NEWPORT BEACH, CA 92660
VOICE: (949) 330-7564
EMAIL: INFO@GRBSREALTOR.COM

ENGINEER
SON & ASSOCIATES, INC.
5225 CAYTON CREST DRIVE 7143P
RIVERSIDE, CA 92507
VOICE: (951) 788-3971
FAX: (951) 788-1214
EMAIL: STEPHENS@SONC.NET

ARCHITECT
HFA ARCHITECTS
10831 BARDEEN AVE, STE. 100
IRVINE, CA 92618
VOICE: (949) 863-1770

ASSESSOR'S PARCEL NO.
317-240-017
317-240-018
317-240-020
317-240-021
317-240-028
317-240-029
317-240-041

EARTHWORK
CUT: 35,000 C.Y.
FILL: 35,000 C.Y.

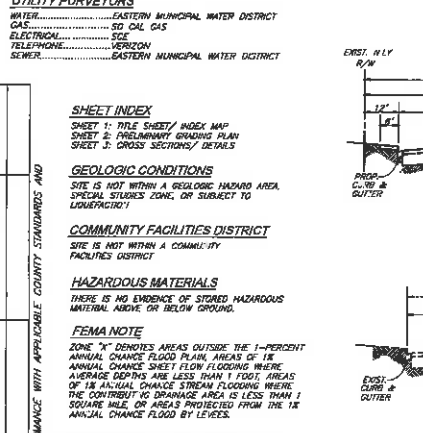
UTILITY PURVEYORS
WATER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SD CAL GAS
ELECTRONIC: VERIZON
SEWER: EASTERN MUNICIPAL WATER DISTRICT

PROJECT DATA
SITE AREA: 513,152 S.F. (11.78 AC.)
NET AREA: 498,370 S.F. (11.44 AC.)
BUILDING AREA: 14,000 S.F.
OFFICE AREA: 252,127 S.F.
WAREHOUSE: 252,127 S.F.
TOTAL: 252,127 S.F.

PARKING INFO
REQUIRED PARKING: 179 STALLS
OFFICE AREA: 38 STALLS
WAREHOUSE AREA: 121 STALLS
TOTAL STALLS: 179 STALLS
PROPOSED PARKING: 179 STALLS

ZONING & LAND USE
EXISTING ZONING: A-1-1, P-1-1, M-3C
EXISTING LAND USE: VACANT / RESIDENTIAL
PROPOSED ZONING: M-3C
PROPOSED LAND USE: INDUSTRIAL

SURROUNDING ZONING & LAND USE
NORTH: M-3C, COMMERCIAL
EAST: M-3C, INDUSTRIAL
SOUTH: I-1-P, M-3C, VACANT / RESIDENTIAL
WEST: I-1-P, M-3C, VACANT / PROP. INDUSTRIAL



SHEET INDEX
SHEET 1: TITLE SHEET / INDEX MAP
SHEET 2: PRELIMINARY GRADING PLAN
SHEET 3: CROSS SECTIONS / DETAILS

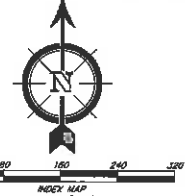
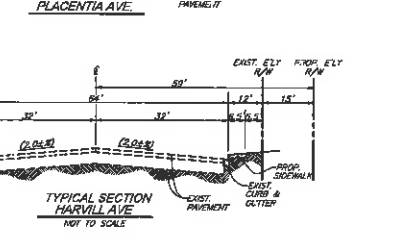
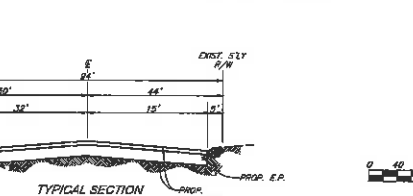
GEOLOGICAL CONDITIONS
SITE IS NOT WITHIN A GEOLOGIC HAZARDOUS AREA, SPECIAL STUDIES ZONE, OR SUBJECT TO LIQUIFICATION!

COMMUNITY FACILITIES DISTRICT
SITE IS NOT WITHIN A COMMUNITY FACILITIES DISTRICT

HAZARDOUS MATERIALS
THERE IS NO EVIDENCE OF STORED HAZARDOUS MATERIAL ABOVE OR BELOW GROUND.

FEMA NOTE
ZONE "X" DENOTES AREAS OUTSIDE THE 1-PERCENT ANNUAL CHANCE FLOOD PLAIN. AREAS OF 1% ANNUAL CHANCE SHEET FLOW FLOODING WHERE AVERAGE DEPTHS ARE LESS THAN 1 FOOT. AREAS OF 1% ANNUAL CHANCE STREAM FLOODING WHERE THE CONTRIBUTING DRAINAGE AREA IS LESS THAN 1 SQUARE MILE. OF AREAS PROTECTED FROM THE 1% ANNUAL CHANCE FLOOD BY LEVEES.

DIGALERT
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND REGULATORY REQUIREMENTS.
RECORD PLAN CHECK DATESHEET ENGINEER
DATE STAMPED
RECORD PLAN CHECK DATESHEET ENGINEER
DATE STAMPED



- CONSTRUCTION NOTES**
- CONSTRUCT P.C.C./A.C. DRIVE ISLE, PARKING AREAS, AND TRUCK COURT
 - CONSTRUCT 6" CURB ONLY (CONSTE)
 - CONSTRUCT 6" CURB ALD. GUTTER (CONSTE)
 - CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
 - CONSTRUCT A.D.A. COMPLIANT HANDICAP RAMP
 - CONSTRUCT 3" WIDE CONC. REBOND CUTTER
 - CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
 - CONSTRUCT 8" CURB & GUTTER PER COUNTY STANDARDS
 - CONSTRUCT XX" A.C. OVER XX" A.B. STREET SECTION PER COUNTY STANDARDS
 - CONSTRUCT RETAINING WALL
 - CONSTRUCT PVC/HDPE DRAIN PIPE (CONSTE)
 - CONSTRUCT 24" CAVEIN BASIN (BIDDING 24x24 OR APPROVED EQUAL)
 - REMOVE/ RELOCATE EXISTING POLE

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

The public engineer signs these plans to certify the accuracy of the information. It is the duty of the contractor to verify the accuracy of the information. The public engineer shall be responsible for the accuracy of the information. The public engineer shall be responsible for the accuracy of the information.

MARK	BY	DATE	REVISIONS	APPR.	DATE	COUNTY

SEAL - ENGINEER
STEPHENSON & ASSOCIATES, INC.
No. 00433
Exp. 0-30-21
QUALIFIED
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

ENGINEERING COMPANY
SON & ASSOCIATES, INC.
11800 Main Street Parkway 113
Towhee, California 92584
TEL: (951) 683-2801 FAX: (951) 788-2514

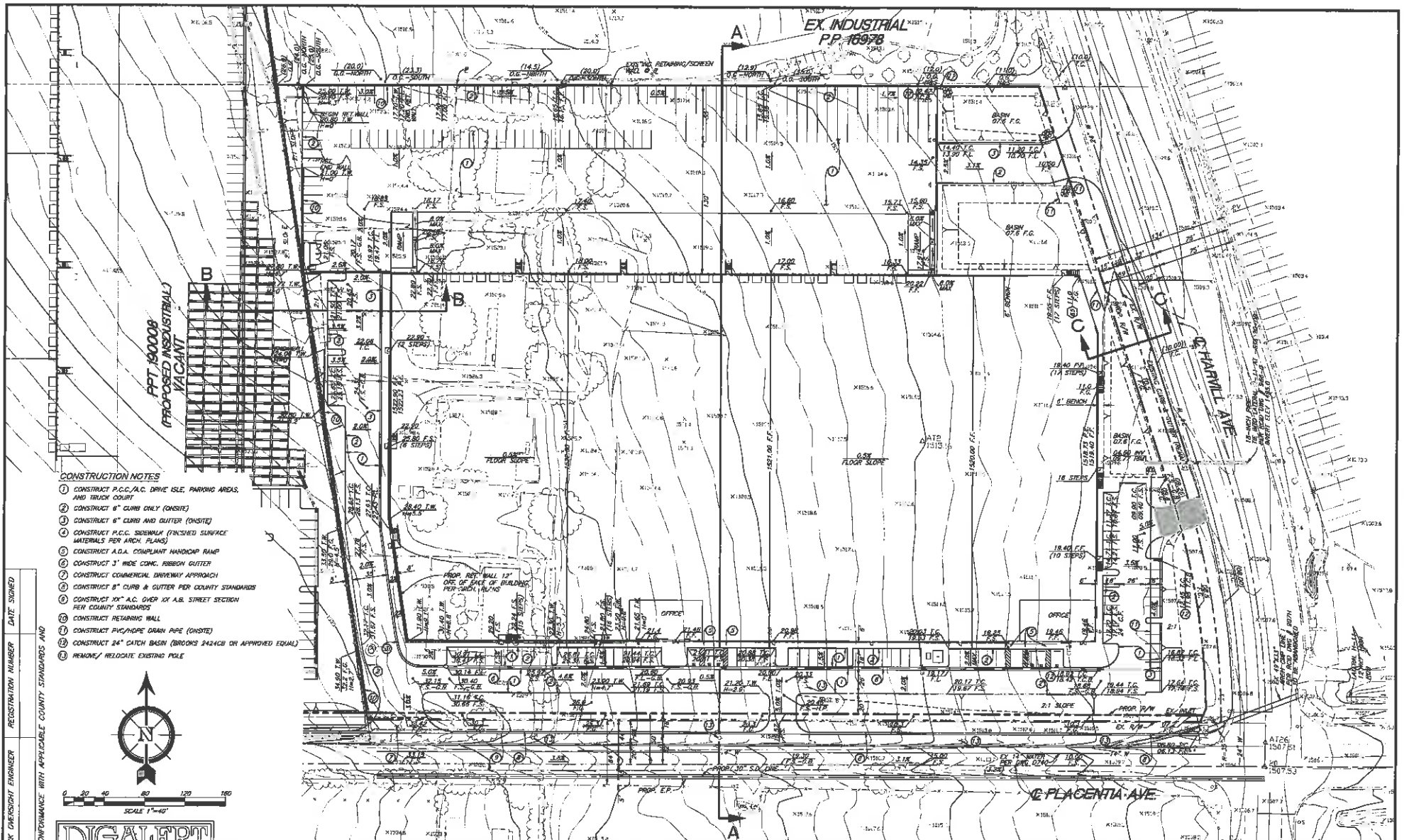
BENCHMARK:
BENCH MARK 1: 11800 MAIN STREET PARKWAY 113
ELEVATION: 11800.00
DATE: 08/15/19

PREPARED BY: DANIE SOMMERES
R.C.E. NO.: 904833
DATE: 8-30-21
SCALE: 1/4" = 1'-0" & N/A

PLACENTIA LOGISTICS
PRELIMINARY GRADING PLAN
TITLE SHEET

SHEET NO. **1**
I. J. SHYS

FOR: W.O. COUNTY FILE NO.



- CONSTRUCTION NOTES**
- 1 CONSTRUCT P.C.C./A.C. DRIVE ISLE, PARKING AREAS, AND TRUCK COURT
 - 2 CONSTRUCT 6" CURB ONLY (ONSITE)
 - 3 CONSTRUCT 6" CURB AND GUTTER (ONSITE)
 - 4 CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
 - 5 CONSTRUCT A.G.A. COMPLIANT HANDICAP RAMP
 - 6 CONSTRUCT 3" WIDE CONC. FIBERON GUTTER
 - 7 CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
 - 8 CONSTRUCT 8" CURB & GUTTER PER COUNTY STANDARDS
 - 9 CONSTRUCT 10" A.C. OVER 10' A.B. STREET SECTION PER COUNTY STANDARDS
 - 10 CONSTRUCT RETAINING WALL
 - 11 CONSTRUCT PVC/HOSE DRAIN PIPE (ONSITE)
 - 12 CONSTRUCT 24" CATCH BASIN (BROOKS 24242 OR APPROVED EQUAL)
 - 13 REMOVE/RELOCATE EXISTING POLE



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

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

The private engineer signing these plans is responsible for securing the accuracy and availability of the field notes. In the event of discrepancies, the private engineer shall be responsible for obtaining an acceptable solution and verifying the plan for approval by the City.

DATE	BY	REVISIONS	APPROV.	DATE



ENGINEERING COMPANY

SDH
 SDH AND ASSOCIATES INC.
 14884 Miramonte Parkway 100
 Riverside, California 92518
 TEL: (951) 952-0991 FAX: (951) 788-2844

PREPARED BY: **LANE SOMMERS** R.C.E. NO. **50263**
 DATE: **8-30-21**

BENCHMARK:
 BENCHMARK POINTS SHOWN ARE BASED UPON THE U.S. NATIONAL SPOT ELEVATION DATA.
 ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL UNLESS OTHERWISE NOTED.
 THE USER SHALL VERIFY THE ACCURACY OF ALL BENCHMARK POINTS AND THE DATA PROVIDED HEREON.
 THE USER SHALL BE RESPONSIBLE FOR OBTAINING A CURRENT SURVEY OF ANY BENCHMARK POINTS THAT ARE NOT SHOWN ON THIS PLAN.
 THE USER SHALL BE RESPONSIBLE FOR OBTAINING A CURRENT SURVEY OF ANY BENCHMARK POINTS THAT ARE NOT SHOWN ON THIS PLAN.

SCALE: **1"=40'**

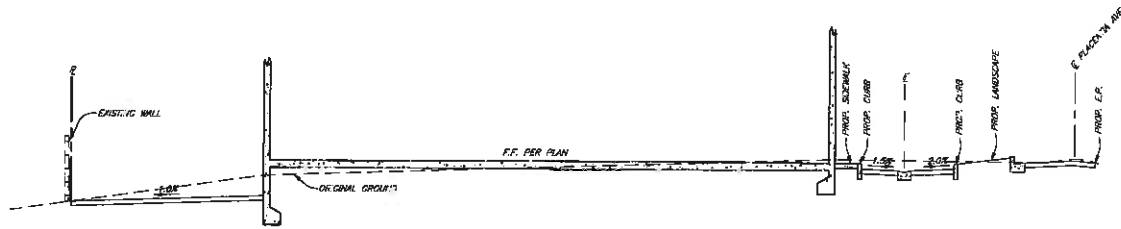
PLACENTIA LOGISTICS
PRELIMINARY GRADING PLAN

SHEET NO. **2**
 2 OF 3 SHEETS

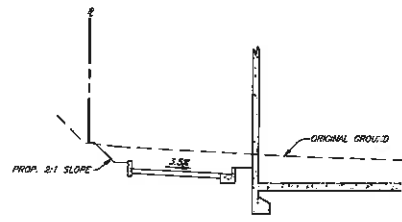
FOR: **PLACENTIA LOGISTICS** R.O. **PLACENTIA** COUNTY FILE NO.

R/C/M/T PLAN CHECK DREWSIGHT ENGINEER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND ORDINANCES

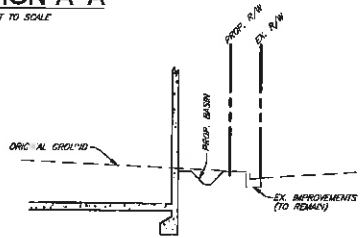
BMP D/1



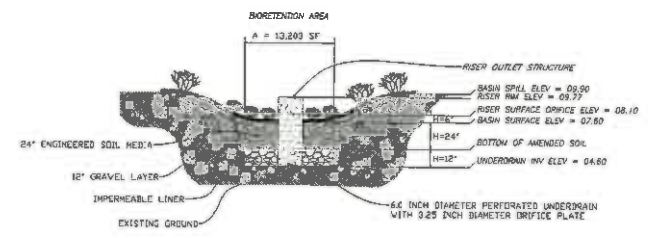
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NOT TO SCALE



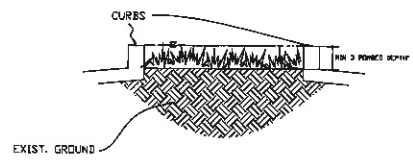
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NOT TO SCALE



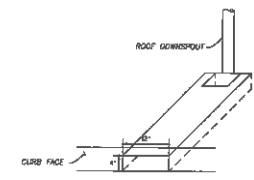
SECTION C-C
NOT TO SCALE



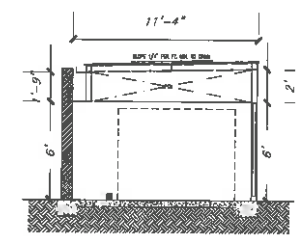
BASIN CROSS SECTION
NOT TO SCALE



LANDSCAPED ISLAND DETAIL (TYPICAL)
NOT TO SCALE



ROOF DRAIN CURB OUTLET STRUCTURE DETAIL
NOT TO SCALE



TRASH ENCLOSURE STRUCTURE DETAIL
NOT TO SCALE

RECD PLAN CHECK DESIGNER ENGINEER DATE SIGNED
 REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND SPECIFICATIONS

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

NOTICE
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
 THE PROVIDER ASSUMES NO RESPONSIBILITY FOR VERIFYING THE ACCURACY AND ADEQUACY OF THE DATA FURNISHED. IN THE EVENT OF DISCREPANCY, THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE DATA AND FOR OBTAINING NECESSARY PERMITS AND FOR OBTAINING NECESSARY PERMITS AND FOR OBTAINING NECESSARY PERMITS.

MARK	BY	DATE	REVISIONS	APPR.	DATE	COUNTY

SEAL - ENGINEER
 PROFESSIONAL ENGINEER
 STATE OF CALIFORNIA
 No. 18423
 Exp. 1-30-21
 CIVIL
 STATE OF CALIFORNIA

ENGINEERING COMPANY
SOH
 SOH AND ASSOCIATES INC.
 4400 Alameda Parkway #113
 Livermore, California 94551
 TEL: (925) 883-2881 FAX: (925) 788-2214

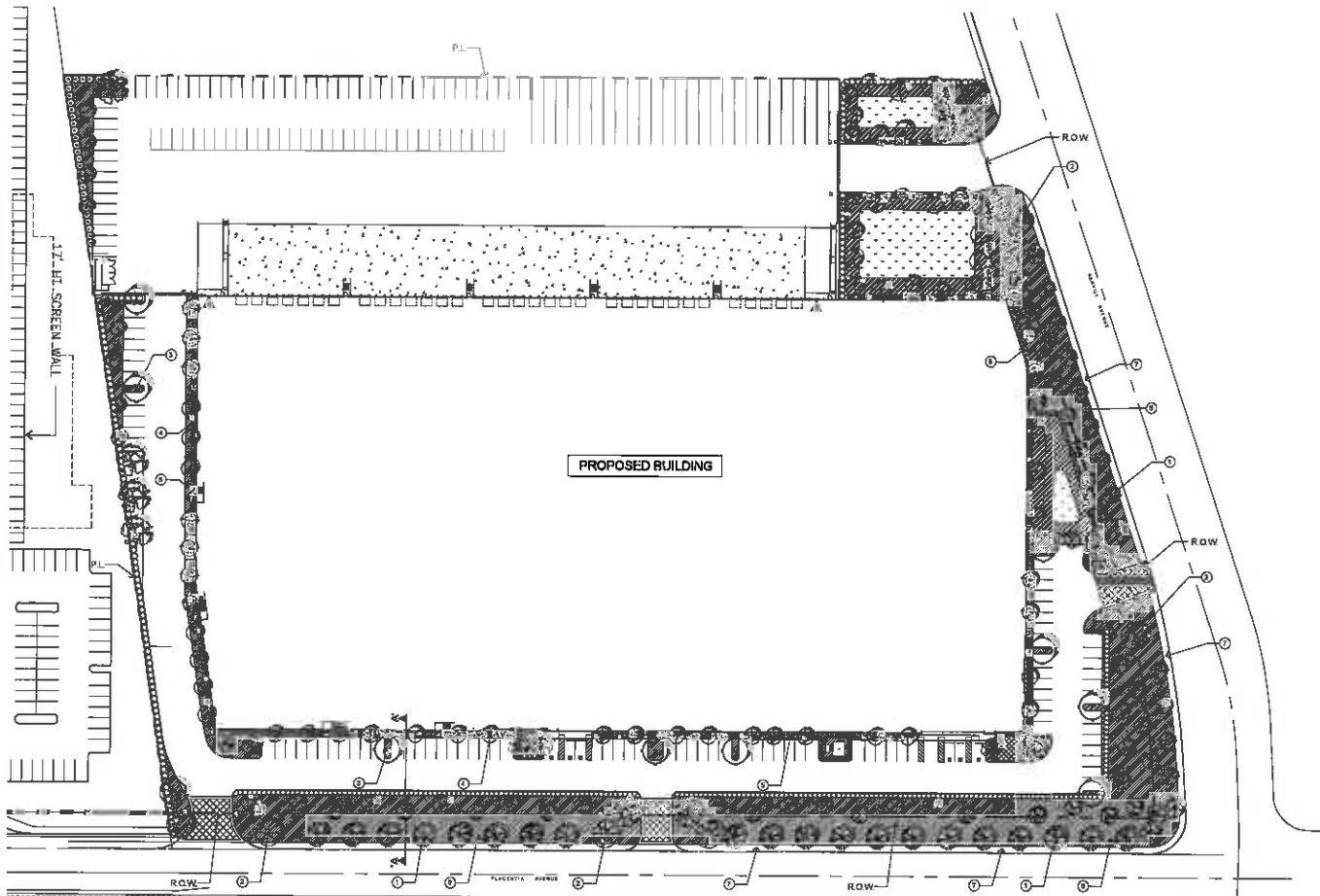
PREPARED BY: **EVAN SUMMERS**
 P.C.E. NO. **30433**
 DATE: **8-30-21**

BENCHMARK:
 ELEVATIONS SHOWN HEREON ARE BASED UPON THE ACSB BENCHMARK LOCAL COORDINATE SYSTEM. ALL ELEVATIONS SHOWN ARE TO THE TOP OF THE CURB UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE TO THE FACE OF THE CURB UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE TO THE FACE OF THE CURB UNLESS OTHERWISE NOTED.

PLACENTIA LOGISTICS
PRELIMINARY GRADING PLAN
SECTIONS AND DETAILS

SHEET NO. **3**
 OF 3 SHEETS

FOR: **PLACENTIA LOGISTICS**
 COUNTY FILE NO.



DESIGN KEY NOTES:

- ① NEW STREET TREE PER LEGEND.
- ② PROPOSED FLOWERING ACCENT TREE AT FOCAL AREAS PER LEGEND.
- ③ PARKING LOT SHADE TREE PER LEGEND.
- ④ VERTICAL TREE ALONG BUILDING PER LEGEND.
- ⑤ FOUNDATION SHRUBS ALONG BUILDING PER LEGEND.
- ⑥ DROUGHT-TOLERANT GROUND COVER PER LEGEND.
- ⑦ NEW SIDEWALK PER CIVIL DWGS.
- ⑧ TYP. DETENTION BASIN WITH HEAVY SCREEN PLANTING.

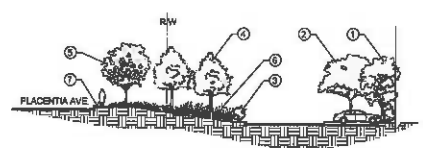
PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG PLACENTIA AVE PLATANUS RADZEMSKA, CALIFORNIA SYCAMORE 24" BOX SIZE. (FINAL SELECTION TO BE APPROVED BY COUNTY OF RIVERSIDE)	20	L
	NEW STREET TREE ALONG HARVILL AVE (TREE WITH DENSE CANOPY FOR VISUAL SCREENING) CHINA MIMIM CAMPHORA, CUMMERT TREE ASORTED SPECIMEN SIZE TREES. (FINAL SELECTION TO BE APPROVED BY COUNTY OF RIVERSIDE)	12	L
	LARGE FLOWERING ACCENT TREE CERCIDIUM X 'DEBERT MUSEUM, BLUE PALM VERDE 36" BOX SIZE	10	L
	FLOWERING ACCENT TREE LACINIA FLORENS L. WATERMELON RED, GRAPE MYRTLE 24" BOX SIZE	9	M
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	9	L
	SECONDARY PARKING LOT TREE CELEBRIA PAINFUL CORN, AUSTRALIAN WILLOW 15 GAL. SIZE MINIMUM	8	L
	EVERGREEN TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE MINIMUM	22	L
	EVERGREEN TREE ALONG BUILDING BRACHYCHITON POPULINEUS, BOTTLE TREE 15 GAL. SIZE MINIMUM	16	L
	CA NATIVE TREE QUERCUS AGROFOLIA, COAST LIVE OAK 36" BOX SIZE	4	L
	EVERGREEN SCREEN TREE PINUS ELDERICA, MONDELL PINE 24 GAL. SIZE	46	L
	PLATANUS RADZEMSKA, CALIFORNIA SYCAMORE 24" BOX SIZE	15	L

SHRUBS		
SYMBOL	SHRUB NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	ROSMARINUS TUSCANUS BLUE, ROSEMARY SHRUB 5 GAL. SIZE	L
	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L

GROUND COVER AND SHRUB MASSES		
SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	ROSMARINUS PROSTRATUS, CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	LANTANA DWARF YELLOW, YELLOW LANTANA 1 GAL. SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	BACCHARIS PILULARIS, COYOTE BUSH 1 GAL. SIZE @ 42" O.C.	L

NOTE: APPLY A 3" LAYER OF MULCH AT ALL PLANTING AREAS.



SECTION 'A-A' (PLACENTIA AVE.)
SCALE: 1/4" = 1'-0"

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW PREVENTERS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS INTENT AS A COMPARETIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW-FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER-BASED SMART CONTROLLER, LOW-FLOW ROTORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED 40-45% WATER CONSUMPTION.

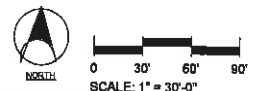
MULTI-USE TRAIL NOTE:

THIS PROJECT IS LOCATED IN WUCOLS REGION 'A-SOUTH INLAND VALLEY'. FURTHER DISCUSSIONS WITH THE COUNTY WILL BE REQUIRED IN ORDER TO DETERMINE THE DESIGN PARAMETERS FOR THE MULTI-USE TRAIL.

WUCOLS PLANT FACTOR

- H = HIGH WATER NEEDS
- M = MODERATE WATER NEEDS
- L = LOW WATER NEEDS
- VL = VERY LOW WATER NEEDS

PARKING LOT CALCULATIONS:	
TOTAL PARKING LOT AREA	= 272,640 SQ. FT.
(PARKING STALLS & DRIVE ISLES)	
TOTAL LANDSCAPE AREA (10% LANDSCAPE AREA REQUIRED)	= 142,301 SQ. FT.
LANDSCAPE COVERAGE:	
TOTAL SITE AREA	= 513,192 SQ. FT.
TOTAL LANDSCAPE AREA REQUIRED (10%)	= 51,319 SQ. FT.
TOTAL LANDSCAPE AREA PROVIDED	= 142,301 SQ. FT. (27.7%)



**CONCEPTUAL LANDSCAPE PLAN
PLACENTIA LOGISTICS**

RIVERSIDE, CALIFORNIA

DECEMBER 10, 2019



Technical Memorandum



To: Raymond Polverini, Orbis Real Estate Partners
From: Nick Johnson, Johnson Aviation, Inc.
Date: November 11, 2019

Subject: Solar Glare Analysis – Solar Photovoltaic (PV) Installation, Placentia Logistics Project

Findings

The findings of this Solar Glare Analysis are that the Proposed Project **PASSES** the FAA's recommended solar glare tests and **PASSES** these same tests for four critical flight paths required by the March Air Reserve Base. This Technical Memorandum outlines the study of the proposed solar PV project and substantiates these findings.

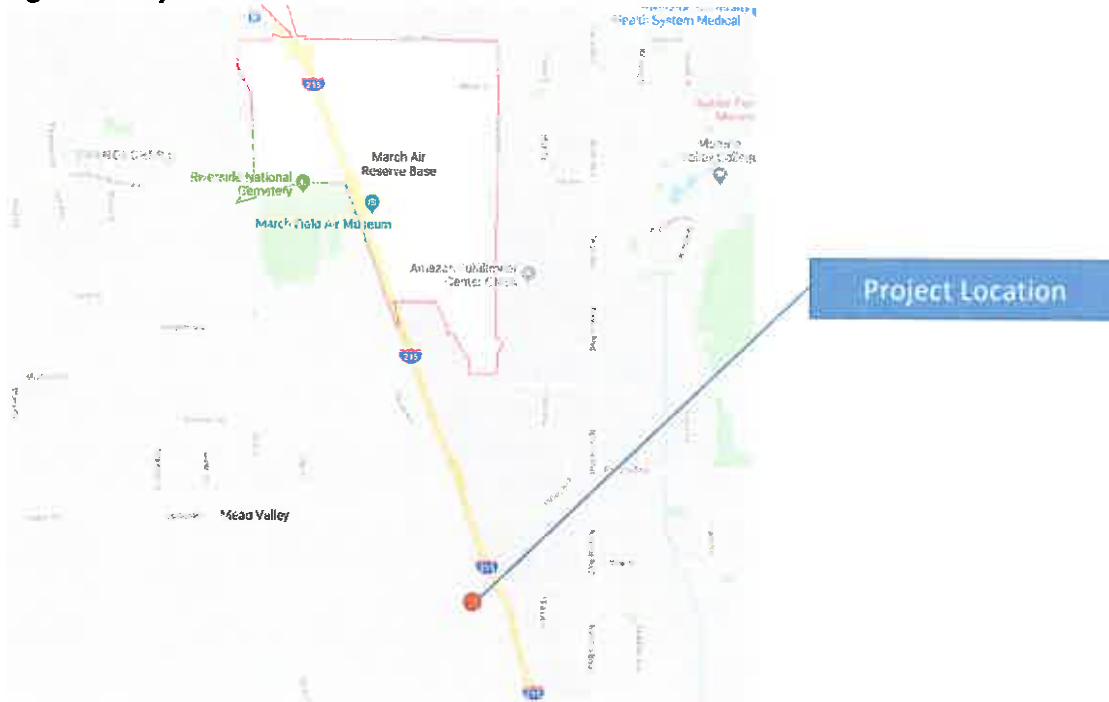
Introduction

The purpose of this technical memorandum is to assess the airport compatibility of a proposed solar PV installation on a portion of the roof of the Placentia Logistics Project. The Project is to be located at the northwest corner of Placentia Avenue and Harvill Avenue in the County of Riverside and within the March Air Reserve Base (March ARB) airport influence area (AIA) (See Figure 1). The analysis and findings of this memo are intended for review and acceptance by Riverside County, Riverside County Airport Land Use Commission (ALUC) and the March ARB.

Project Description

Orbis Real Estate Partners, the Project Owner, proposes to develop a roof-top solar PV installation on the Placentia Logistics Project. The Project site is located north of Placentia Avenue, west of Harvill Avenue, and west of I-215. This site is south of March ARB in the community of Mead Valley (See Figure 1).

Figure 1: Project Location



The proposed solar PV installation is located on the southwest portion of the building (See Figure 2) in a total site area on the roof of the building of approximately 37,500 square feet.

Figure 2: Placentia Logistics Project – Solar PV Installations



Standard of Review

This study and its findings have been prepared consistent with the Federal Aviation Administration's (FAA) policy to eliminate hazards to air navigation that may arise as the result of implementing solar energy facilities on and near airports. The FAA adopted an Interim Policy¹ for Solar PV project review in 2013. The FAA was finding that solar PV reflections of sunlight glint and glare were affecting pilots' vision, particularly on final approach to runways, and was also impacting some air traffic controllers' vision when controlling aircraft near airports. In conjunction with Sandia National Laboratories, the FAA developed a computer analysis tool to measure the potential impact of reflected glint and glare from Solar PV installations. The analysis of this impact is achieved through use of the Solar Glare Hazard Assessment Tool (SGHAT). At the time of the Interim Policy, Sandia Labs produced the tool to meet the analysis requirement. Since then, Sandia Labs has licensed the tool to other providers to sell commercially for solar glare analysis. ForgeSolar licensed the SGHAT tool and incorporated its software into their Glare Analysis tool. Johnson Aviation, Inc. uses the ForgeSolar Glare Analysis tool under subscription license from Sims Industries d/b/a ForgeSolar.

¹ Background on the Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports, Federal Register, October 23, 2013.

The FAA Interim Policy is for federally obligated airports for development on those airports to be included on the Airport Layout Plan (ALP). Solar energy systems located on an airport that is not federally-obligated or located outside the property of a federally-obligated airport are not subject to this policy because the FAA (and in this case, the US Department of Defense (DOD) does not control land use off of airport property. According to the FAA's Interim Policy, "***Proponents of solar energy systems located off-airport property or on non-federally-obligated airports are strongly encouraged to consider the requirements of this policy when siting such systems [emphasis added].***" The following is the Standard for Measuring Ocular Impact from the FAA's Interim Policy:

Standard for Measuring Ocular Impact

FAA adopts the Solar Glare Hazard Analysis Plot as the standard for measuring the ocular impact of any proposed solar energy system on a federally obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or 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 Airport Traffic Control Tower (ATCT) cab; and
2. No potential for glare or "low potential for after-image" along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.
3. Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.

In addition to the FAA's standards for runway final approach paths and air traffic control tower visibility, the March ARB staff in conjunction with the Riverside County ALUC staff have established a series of air traffic patterns for the two runways located at the Base. Their concern is to ensure that land uses around the base are compatible with its air operations and that solar PV installations will not create a hazard to air navigation as a result of reflected sunlight and the associated potential glare. March ARB staff have provided four sets of geographic coordinates to define the standard traffic patterns listed below:

- FAA Policy Review (See Attachment A)
- Runway 12/30 General Aviation Traffic Pattern (See Attachment B)
- Runway 14/32 General Aviation Traffic Pattern (See Attachment C)
- Runway 14/32 C-17/KC-135 Traffic Pattern (See Attachment D)
- Runway 14/32 Overhead Traffic Pattern (See Attachment E)

Solar Glare Analysis Reports

The following pages of this Technical Memorandum provide the solar glare analysis reports for each of the suggested and required studies. The FAA standard study of the final approach paths to the runway ends and the Air Traffic Control Tower analysis is included in each individual report. The five reports are grouped by the flight path studies required by the March ARB and ALUC staff using the SGHAT program.

Attachment A
FAA Policy Review



FORGESOLAR GLARE ANALYSIS

Project: **Placentia Logistics 2**

Proposed roof-top solar PV Installation south of March ARB

Site configuration: **Placentia Logistics - FAA Policy Analysis**

Analysis conducted by Nick Johnson (nick.johnson@johnson-aviation.com) at 23:13 on 11 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)	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: 33009.6030



PV Array(s)

Name: Placentia Logistics
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.823956	-117.248587	1523.07	48.00	1571.08
2	33.823969	-117.247880	1523.07	48.00	1571.08
3	33.823486	-117.247865	1523.07	48.00	1571.08
4	33.823472	-117.248582	1523.07	48.00	1571.08

Flight Path Receptor(s)

Name: RWY 12 Final
Description: None
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1500.07	50.00	1550.08
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

Name: RWY 14 Final
Description: None
Threshold height: 50 ft
Direction: 149.5°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

Name: RWY 30 Final
Description: None
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.07	50.00	1550.08
Two-mile	33.878069	-117.243611	1500.07	1300.06	2800.14

Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5°
Gilde slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Placentia Logistics	10.0	180.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
RWY 12 Final	0	0
RWY 14 Final	0	0
RWY 30 Final	0	0
RWY 32 Final	0	0
1-ATCT	0	0

Results for: Placentia Logistics

Receptor	Green Glare (min)	Yellow Glare (min)
RWY 12 Final	0	0
RWY 14 Final	0	0
RWY 30 Final	0	0
RWY 32 Final	0	0
1-ATCT	0	0

Flight Path: RWY 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: RWY 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: RWY 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: RWY 32 Final

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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.

Attachment B
March ARB Runway 12/30 General Aviation Traffic Pattern Analysis



GlareGauge Glare Analysis Results

Site Configuration: Placentia Logistics-MARB Runway 12-30 GA Analysis

Project site configuration details and results.



Created Nov. 11, 2019 6:17 p.m.
 Updated Nov. 11, 2019 6:18 p.m.
 DNI varies and peaks at 1,000.0 W/m²
 Analyze every 1 minute(s)
 0.5 ocular transmission coefficient
 0.002 m pupil diameter
 0.017 m eye focal length
 9.3 mrad sun subtended angle
 Timezone UTC-8
 Site Configuration ID: 33010.6030

Summary of Results No glare predicted!

PV name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Placentia Logistics	10.0	180.0	0	0	0

Component Data

PV Array(s)

Name: Placentia Logistics

Axis tracking: Fixed (no rotation)

Tilt: 10.0 deg

Orientation: 180.0 deg

Rated power: -

Panel material: Smooth glass with AR coating

Vary reflectivity with sun position? Yes

Correlate slope error with surface type? Yes

Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.823956	-117.248587	1523.07	48.00	1571.08
2	33.823969	-117.247880	1523.07	48.00	1571.08
3	33.823486	-117.247865	1523.07	48.00	1571.08
4	33.823472	-117.248582	1523.07	48.00	1571.08



2-Mile Flight Path Receptor(s)

Name: RWY 12 Final
Description: None
Threshold height : 50 ft
Direction: 135.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.890258	-117.260681	1500.07	50.00	1550.08
2-mile point	33.898508	-117.270608	1500.07	1300.06	2800.14



Name: RWY 30 Final
Description: None
Threshold height : 50 ft
Direction: 315.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.884319	-117.253536	1500.07	50.00	1550.08
2-mile point	33.876069	-117.243611	1500.07	1300.06	2800.14



Route Receptor(s)

Name: RWY 12 GA Pattern Route
Route type: One-way
View angle: 50.0 deg

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.884319	-117.253536	1500.07	50.00	1550.08
2	33.876069	-117.243611	1500.07	1300.06	2800.14
3	33.876081	-117.235119	1500.07	1300.06	2800.14
4	33.880814	-117.229467	1500.07	1300.06	2800.14
5	33.887897	-117.229483	1500.07	1300.06	2800.14
6	33.910333	-117.256469	1500.07	1300.06	2800.14
7	33.910322	-117.264967	1500.07	1300.06	2800.14
8	33.905592	-117.270622	1500.07	1300.06	2800.14
9	33.898508	-117.270608	1500.07	1300.06	2800.14
10	33.890258	-117.260681	1500.07	50.00	1550.08



Name: RWY 3C GA Pattern Route
 Route type One-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.890258	-117.260681	1500.07	50.00	1550.08
2	33.898508	-117.270608	1500.07	1300.06	2800.14
3	33.905592	-117.270622	1500.07	1300.06	2800.14
4	33.910322	-117.264967	1500.07	1300.06	2800.14
5	33.910333	-117.256469	1500.07	1300.06	2800.14
6	33.887897	-117.229483	1500.07	1300.06	2800.14
7	33.880814	-117.229467	1500.07	1300.06	2800.14
8	33.876081	-117.235119	1500.07	1300.06	2800.14
9	33.876089	-117.243811	1500.07	1300.06	2800.14
10	33.884319	-117.253536	1500.07	50.00	1550.08

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1511.07	118.01	1629.08

1-ATCT map image



PV Array Results

Placentia Logistics

Component	Green glare (min)	Yellow glare (min)
FP: RWY 12 Final	0	0
FP: RWY 30 Final	0	0
OP: 1-ATCT	0	0
Route: RWY 12 GA Pattern Route	0	0
Route: RWY 30 GA Pattern Route	0	0

Assumptions

- 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.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- 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.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- 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.
- Refer to the **Help page** for assumptions and limitations not listed here.

Attachment C
March ARB Runway 14/32 General Aviation Traffic Pattern Analysis

Site Configuration: Placentia Logistics-MARB Runway 14-32 GA Analysis

Project site configuration details and results.



Created Nov. 11, 2019 6:19 p.m.
 Updated Nov. 11, 2019 6:20 p.m.
 DNI varies and peaks at 1,000.0 W/m²
 Analyze every 1 minute(s)
 0.5 ocular transmission coefficient
 0.002 m pupil diameter
 0.017 m eye focal length
 9.3 mrad sun subtended angle
 Timezone UTC-8
 Site Configuration ID: 33011.6030

Summary of Results No glare predicted!

PV name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Placentia Logistics	10.0	180.0	0	0	0

Component Data

PV Array(s)

Name: Placentia Logistics

Axis tracking: Fixed (no rotation)

Tilt: 10.0 deg

Orientation: 180.0 deg

Rated power: -

Panel material: Smooth glass with AR coating

Vary reflectivity with sun position? Yes

Correlate slope error with surface type? Yes

Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.823856	-117.248587	1523.07	48.00	1571.08
2	33.823969	-117.247880	1523.07	48.00	1571.08
3	33.823486	-117.247865	1523.07	48.00	1571.08
4	33.823472	-117.248582	1523.07	48.00	1571.08



2-Mile Flight Path Receptor(s)

Name: RWY 14 Final
Description: None
Threshold height: 50 ft
Direction: 149.5 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
2-mile point	33.906486	-117.277783	1500.07	1500.07	3000.15



Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
2-mile point	33.854942	-117.241136	1500.07	1500.07	3000.15



Route Receptor(s)

Name: RWY 14 GA Pattern Route
Route type: One-way
View angle: 50.0 deg

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.864994	-117.248281	1500.07	50.00	1550.08
2	33.854942	-117.241136	1500.07	1500.07	3000.15
3	33.848078	-117.243236	1500.07	1500.07	3000.15
4	33.844669	-117.250119	1500.07	1500.07	3000.15
5	33.846422	-117.258344	1500.07	1500.07	3000.15
6	33.897972	-117.295011	1500.07	1500.07	3000.15
7	33.904833	-117.292903	1500.07	1500.07	3000.15
8	33.908242	-117.286017	1500.07	1500.07	3000.15
9	33.906486	-117.277783	1500.07	1500.07	3000.15
10	33.896431	-117.270636	1500.07	50.00	1550.08



Name: RWY 32 GA Pattern Route
 Route type One-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.896431	-117.270636	1500.07	50.00	1550.08
2	33.906486	-117.277783	1500.07	1500.07	3000.15
3	33.908242	-117.286017	1500.07	1500.07	3000.15
4	33.904833	-117.292903	1500.07	1500.07	3000.15
5	33.897972	-117.295011	1500.07	1500.07	3000.15
6	33.846422	-117.258344	1500.07	1500.07	3000.15
7	33.844689	-117.250119	1500.07	1500.07	3000.15
8	33.848078	-117.243236	1500.07	1500.07	3000.15
9	33.854942	-117.241136	1500.07	1500.07	3000.15
10	33.864994	-117.248281	1500.07	50.00	1550.08

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1511.07	118.01	1629.08

1-ATCT map image



PV Array Results

Placentia Logistics

Component	Green glare (min)	Yellow glare (min)
FP: RWY 14 Final	0	0
FP: RWY 32 Final	0	0
OP: 1-ATCT	0	0
Route: RWY 14 GA Pattern Route	0	0
Route: RWY 32 GA Pattern Route	0	0

Assumptions

- 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.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- 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.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- 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.
- Refer to the **Help page** for assumptions and limitations not listed here.

Attachment D
March ARB Runway 14/32 C-17/KC-135 Traffic Pattern Analysis



GlareGauge Glare Analysis Results

Site Configuration: Placentia Logistics-MARB RWY 14-32 C-17 Analysis

Project site configuration details and results.



Created Nov. 11, 2019 6:22 p.m.
 Updated Nov. 11, 2019 6:24 p.m.
 DNI varies and peaks at 1,000.0 W/m²
 Analyze every 1 minute(s)
 0.5 ocular transmission coefficient
 0.002 m pupil diameter
 0.017 m eye focal length
 9.3 mrad sun subtended angle
 Timezone UTC-8
 Site Configuration ID: 33012.6030

Summary of Results Glare with low potential for temporary after-image predicted

PV name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Placentia Logistics	10.0	180.0	5,832	0	-

Component Data

PV Array(s)

Name: Placentia Logistics
 Axis tracking: Fixed (no rotation)
 Tilt: 10.0 deg
 Orientation: 180.0 deg
 Rated power: -
 Panel material: Smooth glass with AR coating
 Very reflectivity with sun position? Yes
 Correlate slope error with surface type? Yes
 Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.823956	-117.248587	1523.07	48.00	1571.08
2	33.823969	-117.247880	1523.07	48.00	1571.08
3	33.823486	-117.247865	1523.07	48.00	1571.08
4	33.823472	-117.248582	1523.07	48.00	1571.08



2-Mile Flight Path Receptor(s)

Name: RWY 14 Final
Description: None
Threshold height : 50 ft
Direction: 149.5 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
2-mile point	33.906486	-117.277783	1500.07	1500.07	3000.15



Name: RWY 32 Final
Description: None
Threshold height : 50 ft
Direction: 329.5 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
2-mile point	33.854942	-117.241136	1500.07	1500.07	3000.15



Route Receptor(s)

Name: RWY 14 C-17 - KC-135 Pattern Route
Route type: One-way
View angle: 50.0 deg

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.864994	-117.248281	1500.07	50.00	1550.08
2	33.836269	-117.227869	1500.07	1500.07	3000.15
3	33.821961	-117.228367	1500.07	1500.07	3000.15
4	33.813147	-117.244350	1500.07	1500.07	3000.15
5	33.819225	-117.262269	1500.07	1500.07	3000.15
6	33.908131	-117.325528	1500.07	1500.07	3000.15
7	33.922394	-117.325047	1500.07	1500.07	3000.15
8	33.931244	-117.309014	1500.07	1500.07	3000.15
9	33.925156	-117.291061	1500.07	1500.07	3000.15
10	33.896431	-117.270636	1500.07	50.00	1550.08



Name: RWY 32 C-17 - KC-135 Pattern Route
Route type: One-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.896431	-117.270636	1500.07	50.00	1550.08
2	33.925156	-117.291061	1500.07	1500.07	3000.15
3	33.931244	-117.309014	1500.07	1500.07	3000.15
4	33.922394	-117.325047	1500.07	1500.07	3000.15
5	33.908131	-117.325528	1500.07	1500.07	3000.15
6	33.819225	-117.262269	1500.07	1500.07	3000.15
7	33.813147	-117.244350	1500.07	1500.07	3000.15
8	33.821961	-117.228367	1500.07	1500.07	3000.15
9	33.836269	-117.227869	1500.07	1500.07	3000.15
10	33.864994	-117.248281	1500.07	50.00	1550.08

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1511.07	118.01	1629.08

1-ATCT map image



PV Array Results

Placentia Logistics low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: RWY 14 Final	0	0
FP: RWY 32 Final	0	0
OP: 1-ATCT	0	0
Route: RWY 14 C-17 - KC-135 Pattern Route	2336	0
Route: RWY 32 C-17 - KC-135 Pattern Route	3496	0

Placentia Logistics - Receptor (RWY 14 Final)

No glare found

Placentia Logistics - Receptor (RWY 32 Final)

No glare found

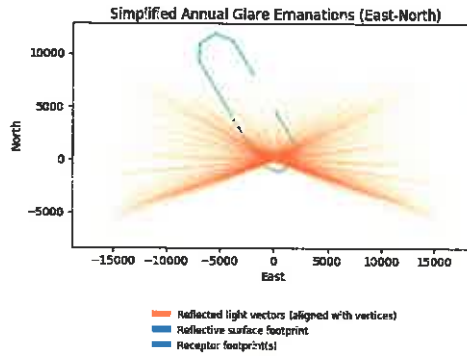
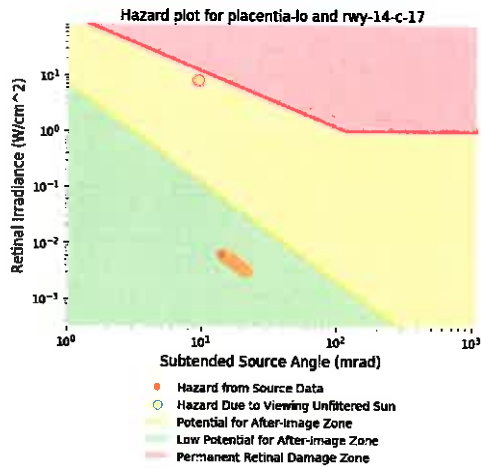
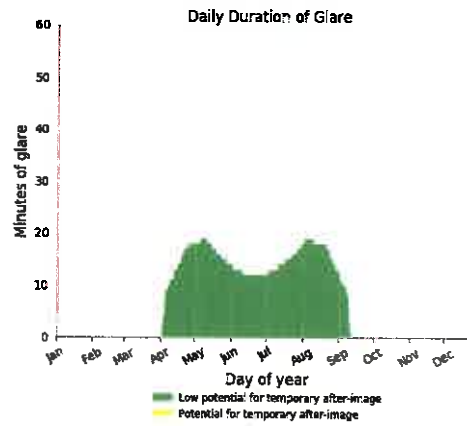
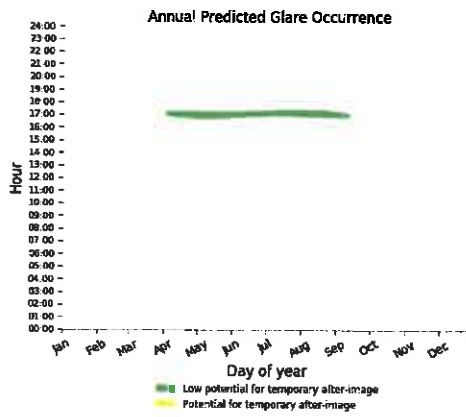
Placentia Logistics - OP Receptor (1-ATCT)

No glare found

Placentia Logistics - Route Receptor (RWY 14 C-17 - KC-135 Pattern Route)

PV array is expected to produce the following glare for receptors at this location:

- 2,336 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.

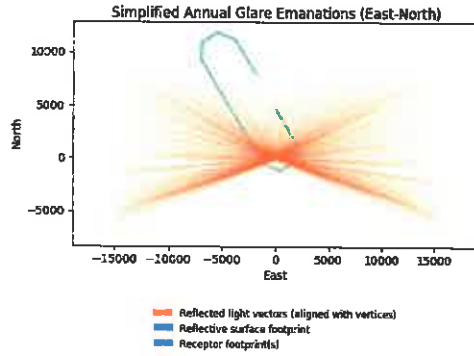
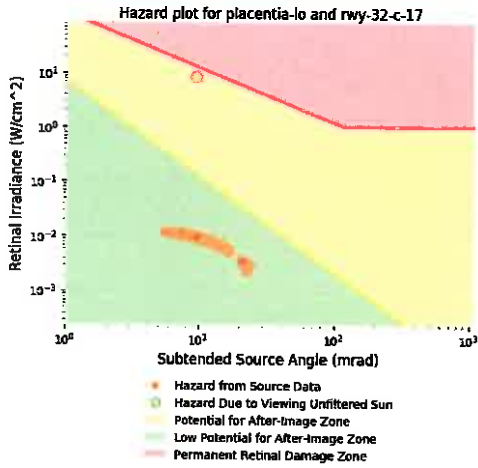
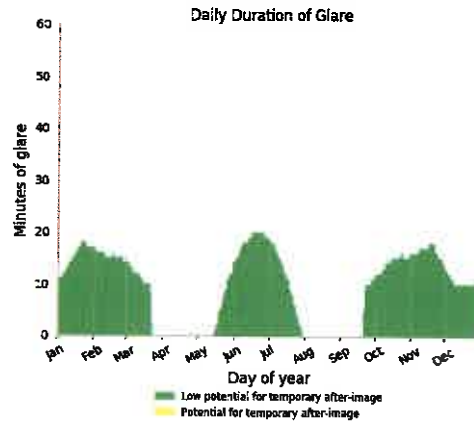
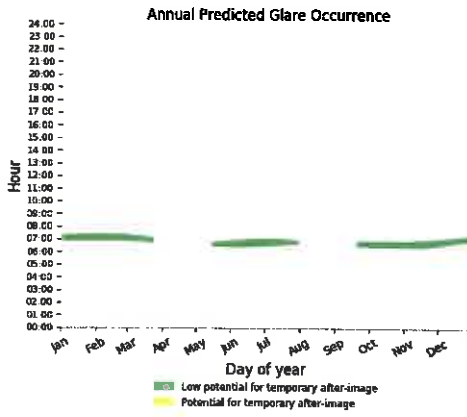


Glare vectors placed at PV centroid for clarity. Actual glare-spot locations vary.

Placentia Logistics - Route Receptor (RWY 32 C-17 - KC-135 Pattern Route)

PV array is expected to produce the following glare for receptors at this location:

- 3,496 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



Glare vectors placed at PV centroid for clarity. Actual glare-spot locations var

Assumptions

- 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.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- 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.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- 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.
- Refer to the **Help page** for assumptions and limitations not listed here.

Attachment E
March ARB Runway 14/32 Overhead Traffic Pattern Analysis



GlareGauge Glare Analysis Results

Site Configuration: Placentia Logistics-MARB RWY 14-32 Overhead

Project site configuration details and results.



Created Nov. 11, 2019 6:26 p.m.
 Updated Nov. 11, 2019 6:28 p.m.
 DNI varies and peaks at 1,000.0 W/m²
 Analyze every 1 minute(s)
 0.5 ocular transmission coefficient
 0.002 m pupil diameter
 0.017 m eye focal length
 9.3 mrad sun subtended angle
 Timezone UTC-8
 Site Configuration ID: 33013.6030

Summary of Results Glare with low potential for temporary after-image predicted

PV name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Placentia Logistics	10.0	180.0	24,170	0	-

Component Data

PV Array(s)

Name: Placentia Logistics
 Axis tracking: Fixed (no rotation)
 Tilt: 10.0 deg
 Orientation: 180.0 deg
 Rated power: -
 Panel material: Smooth glass with AR coating
 Vary reflectivity with sun position? Yes
 Correlate slope error with surface type? Yes
 Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.823956	-117.248587	1523.07	48.00	1571.08
2	33.823969	-117.247880	1523.07	48.00	1571.08
3	33.823486	-117.247865	1523.07	48.00	1571.08
4	33.823472	-117.248582	1523.07	48.00	1571.08



2-Mile Flight Path Receptor(s)

Name: RWY 14 Final
Description: None
Threshold height: 50 ft
Direction: 149.5 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
2-mile point	33.906486	-117.277783	1500.07	2000.10	3500.17

Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
2-mile point	33.854942	-117.241136	1500.07	2000.10	3500.17

Route Receptor(s)

Name: RWY 14 Overhead Route
Route type: One-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.968036	-117.322128	1500.07	2000.10	3500.17
2	33.880706	-117.259453	1500.07	2000.10	3500.17
3	33.863564	-117.293808	1500.07	2000.10	3500.17
4	33.908131	-117.325528	1500.07	2000.10	3500.17
5	33.925156	-117.291061	1500.07	2000.10	3500.17
6	33.896431	-117.270636	1500.07	50.00	1550.08

Name: RWY 32 Overhead Route
 Route type One-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.793375	-117.196878	1500.07	2000.10	3500.17
2	33.880706	-117.259453	1500.07	2000.10	3500.17
3	33.863564	-117.293808	1500.07	2000.10	3500.17
4	33.819225	-117.262269	1500.07	2000.10	3500.17
5	33.836269	-117.227869	1500.07	2000.10	3500.17
6	33.864994	-117.248281	1500.07	50.00	1550.08

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1511.07	118.01	1629.08

1-ATCT map image



PV Array Results

Placentia Logistics low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: RWY 14 Final	0	0
FP: RWY 32 Final	0	0
OP: 1-ATCT	0	0
Route: RWY 14 Overhead Route	0	0
Route: RWY 32 Overhead Route	24170	0

Placentia Logistics - Receptor (RWY 14 Final)

No glare found

Placentia Logistics - Receptor (RWY 32 Final)

No glare found

Placentia Logistics - OP Receptor (1-ATCT)

No glare found

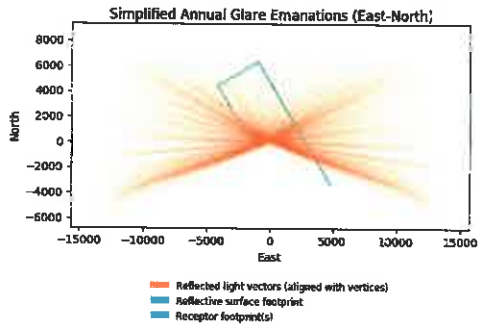
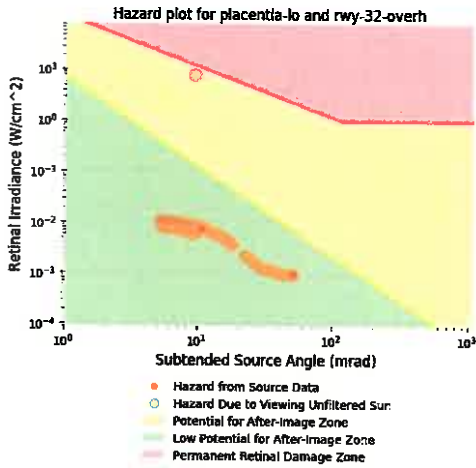
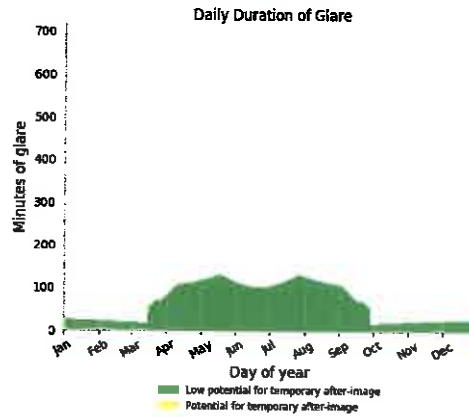
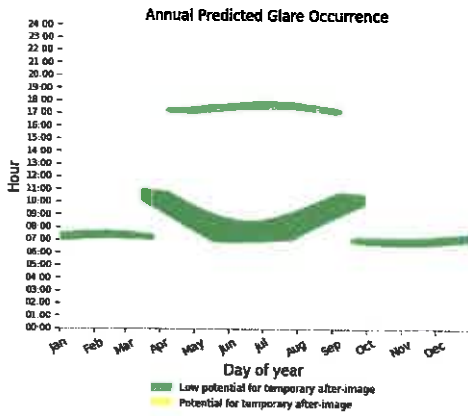
Placentia Logistics - Route Receptor (RWY 14 Overhead Route)

No glare found

Placentia Logistics - Route Receptor (RWY 32 Overhead Route)

PV array is expected to produce the following glare for receptors at this location:

- 24,170 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



Glare vectors placed at PV centroid for clarity. Actual glare-spot locations var

Assumptions

- 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.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- 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.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- 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.
- Refer to the **Help page** for assumptions and limitations not listed here.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. 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. John Hildebrand at (951) 955-3021.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](#), Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1400MA20 – Orbis Real Estate Partners (Representative: Grant Ross) – County of Riverside Case Nos. CZ200006 (Change of Zone), PPT200002 (Plot Plan). A proposal to construct a 259,127 square foot industrial manufacturing building with second floor mezzanine on 11.78 acres located on the northwest corner of Harvill Avenue and Placentia Avenue. The applicant also proposes 37,500 square feet of rooftop solar panels. In order to allow for this development, the applicant also proposes to change zoning on 3.9 acres of the site area from Rural Residential (R-R) and Light Agriculture (A-1) to Manufacturing-Service Commercial (M-SC) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

March
CR

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1400 MA 20 DATE SUBMITTED: February 6, 2017

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Orbis Real Estate Partners Phone Number 949-330-7562
Mailing Address 280 Newport Center Drive, #240 Email gross@orbisrep.com
Newport Beach, CA 92660

Representative Grant Ross Phone Number same
Mailing Address same Email same

Property Owner See attached Exhibit "A" Phone Number
Mailing Address Email

LOCAL JURISDICTION AGENCY

Local Agency Name County of Riverside Phone Number 951-955-3021
Staff Contact John Hildebrand Email JHildebr@RIVCO.ORG
Mailing Address 4080 Lemon Street, 12th Floor Case Type EIR
Riverside, CA 92501

Local Agency Project No. PPT 2006007
CZ 2000006
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 11.8 acres at the northwest corner of Placentia Street and Harvill Avenue, Mead Valley, Riverside, CA
unincorporated area within County of Riverside
Assessor's Parcel No. See attached Exhibit "A" **Gross Parcel Size** 11.80 acres
Subdivision Name Placentia Logistics **Nearest Airport and distance from Airport** March ARB, 13,000 ft
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 height of structures and trees. Include additional project description data as needed

Existing Land Use (describe) Vacant land on easterly 7.9 acres and residential on westerly 3.9 acres (four tracts)
Note: Residential land is subject of Zone Change.



Proposed Land Use (describe)	274,540 SF of industrial uses in a single building.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	As allowed by County of Riverside.	
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)		ft.
	Height of buildings or structures (from the ground)		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, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, 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**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

Exhibit A
 List of Property Owners
 9/17/2019

Assessor's Parcel #	Owner Name	Mailing Address	Land Area (Acres)
317-240-017	BARNES, NAOMI M	753 RIESLING ST*HEMET CA 92545	1.00
317-240-019	SMITH, PATRICIA ANN & EDWARD	19781 LA TIERRA LN*YORBA LINDA CA 92886	1.00
317-240-020	WILLIAMS , RAY E & PATSY ANN	20463 SHARON ANN LN*PERRIS CA 92570	1.00
317-240-021	BARNES, NAOMI	753 RIESLING ST*HEMET CA 92545	0.90
317-240-028	SAMARIN, DAN & DEBRA	603 REPOSADO DR*LA HABRA HEIGHTS CA 90631	2.31
317-240-029	SAMARIN, DAN & DEBRA	603 REPOSADO DR*LA HABRA HEIGHTS CA 90631	2.01
317-240-039	SAMARIN, DAN & DEBRA	603 REPOSADO DR*LA HABRA HEIGHTS CA 90631	1.55
317-240-041	GAMBOL PET USA INC	20343 HARVILL AVE*PERRIS CA 92570	2.03
			<hr/> 11.80

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.2

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1404MA20 – Ferguson Enterprise, Inc. (Representative: Sunpower Corporation Systems)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: DPR12-10-0006 (Development Plan Review)

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: Partially within the 60-65 CNEL contour from aircraft

MAJOR ISSUES: At the time this staff report was written, the Air Force has not completed its review of the project.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the June 11, 2020 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to establish rooftop solar panels totaling 132,715 square feet on an entitled (not yet constructed) 1,036,568 square foot warehouse building (as part of a two warehouse building project totaling 1,455,781 square feet).

The applicant proposes a dual orientation solar panel system (90 degrees and 270 degrees) which they will consider choosing. The applicant has provided a solar glare study for each separate degree orientation option.

PROJECT LOCATION: The site is located northerly of Ramona Expressway, westerly of Webster Avenue, easterly of Patterson Avenue, and southerly of Markham Street, in the City of Perris, approximately 4,460 feet southwest 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 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, no comments have been received from the Air Force regarding this project.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 132,715 square foot photovoltaic (PV) panel structures would be located on the rooftop of the 1,036,568 square foot warehouse building square foot 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 132,715 square feet of solar panels on the building rooftop with a fixed tilt of 10 degrees with no rotation, and orientation options of 90 and 270 degrees (results for each provided below). 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 upwind and final segments of the approach, and zero degrees for the base, crosswind, and downwind segments. No glare would affect the Air Traffic Control Tower (for both 90 and 270 degree orientation option).

The 90 degree orientation 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 Runway 14/32 General Aviation runway 14 crosswind, runway 14 downwind, runway 14 upwind, and runway 32 base traffic pattern, totaling 12,575 minutes of "green" level glare, and lasting up to 60 minutes a day throughout the year in the early mornings and late afternoons. Also, "green" level glare would occur in Runway 14/32 C-

17/KC-135 runway 14 upwind traffic pattern, totaling 240 minutes of “green” level glare, lasting 10 minutes a day between June and July from 4:00 p.m. to 5:00 p.m. (pacific daylight time). The combined total of 12,815 minutes of “green” level glare represents 4.88 percent of total day light time.

The 270 degree orientation 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 Runway 14/32 General Aviation runway 14 downwind, and runway 32 base traffic pattern, totaling 13,066 minutes of “green” level glare, and lasting up to 70 minutes a day between August and May in the early mornings and late afternoons. Also, “green” level glare would occur in Runway 14/32 C-17/KC-135 runway 14 downwind 2 traffic pattern, totaling 1,329 minutes of “green” level glare, lasting 15 minutes a day between March and May, and September to November, from 8:00 a.m. to 9:00 a.m. The combined total of 14,395 minutes of “green” level glare represents 5.48 percent of total day light time.

Both degree orientation options result in green level glare or less.

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 partially within the 60-65 CNEL contour 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 (1,488 feet AMSL). At a distance of approximately 4,460 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,532 feet AMSL. The site’s finished floor elevation is 1,486 feet AMSL and the proposed building height is 39 feet, for a top point elevation of 1,525 feet AMSL. Therefore, review

by the FAA Obstruction Evaluation Service is not required.

The proposed rooftop solar panel project would not increase the approved height of the building.

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 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 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, 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. 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. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
6. Any new retention 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.
7. All solar arrays installed on the project site shall consist of light textured glass photovoltaic solar panels with anti-reflective coating, a fixed tilt of 10 degrees and orientation options of either 90 degrees or 270 degrees. Solar panels shall be limited to a total of 132,715 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
8. In the event that any 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.
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

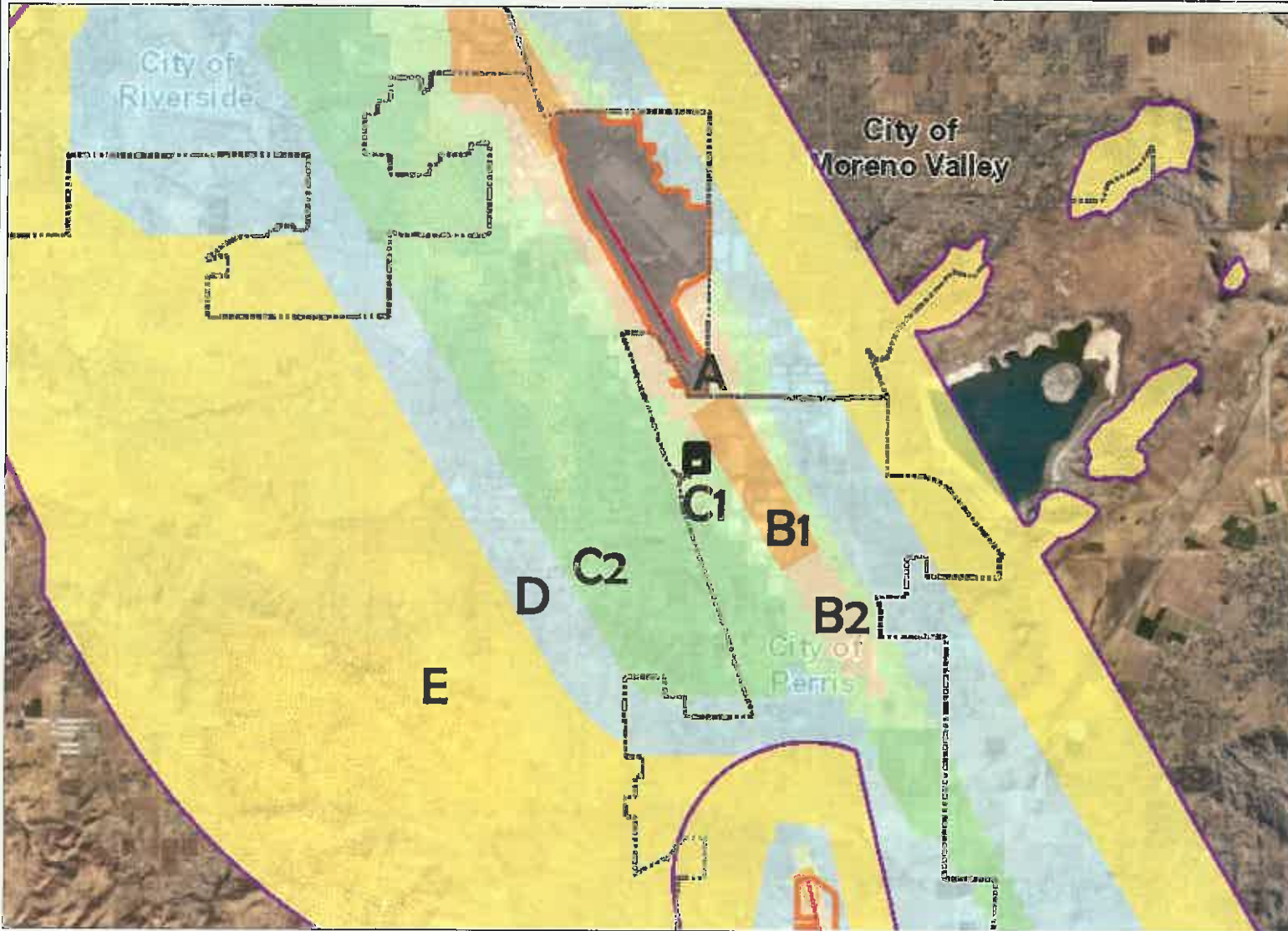
experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment 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.

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NOTICE OF AIRPORT IN VICINITY

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

Map My County Map



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



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

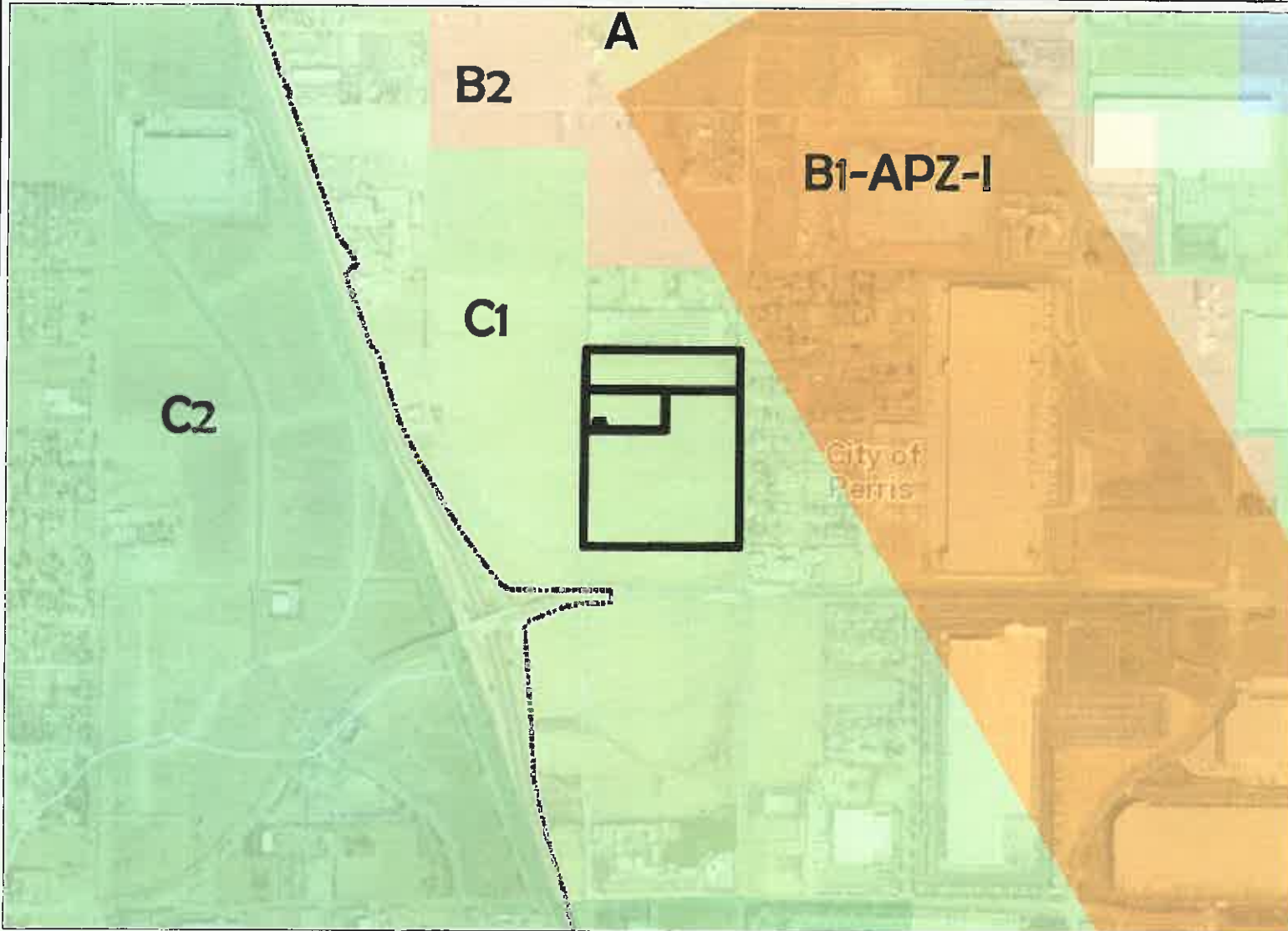


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- City Areas
- World Street Map



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0 12 24,629 Feet
314

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Notes

Map My County Map



Legend

- Blue Line 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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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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Notes

CONTRACTOR NOTE: VERIFY ALL DIMENSIONS PRIOR TO INSTALLATION

SUBMITTALS REQUIRED

1. CONCRETE MIX DESIGN(S)
2. REBAR SHOP DRAWINGS
3. STRUT, METAL FABRICATIONS, & FASTENERS SUPPLIED BY CONTRACTOR
4. COLD GALVANIZING COMPOUND
5. BALLAST BLOCKS

SHADING NOTE:

VERIFY ALL MODULES ON ROOF WILL NOT BE SHADED PRIOR TO INSTALLATION BY MEASURING ALL EXISTING OBSTRUCTIONS ON ROOF AND CONFIRMING THE FOLLOWING SETBACK REQUIREMENTS FOR SHADING:

- MINIMUM SETBACK DISTANCE FOR MODULES LOCATED DUE NORTH OF EXISTING OBSTRUCTION SHALL BE NO LESS THAN 1.5X HEIGHT OF OBSTRUCTION.
- MINIMUM SETBACK DISTANCE FOR MODULES LOCATED EAST AND WEST OF EXISTING OBSTRUCTION SHALL BE NO LESS THAN 2X HEIGHT OF OBSTRUCTION.
- RR ANY MODULE LOCATIONS THAT DO NOT MEET THIS CRITERIA.

STRUCTURAL DESIGN PARAMETERS

WIND SPEED ASCE 7-10 (MPH)	110
EXPOSURE CATEGORY	C
TRANSITIONAL DISTANCE (FT)	0
GROUND SNOW LOAD (PSF)	0
SPECTRAL RESPONSE (SDS)	1
	1.5
	5x
SEISMIC DESIGN CATEGORY	D
SEISMIC IMPT. FACTOR (IP)	1.0
RISK CATEGORY	II

RACKING TYPE

RACKING TYPE	ROOF A
RACKING TECHNOLOGY	HELIX DUAL-TILT
ANCHOR TYPE	OMG Universal
BALLAST BLOCK WEIGHT (LBS)	15.0
ROOF MEMBRANE	Multi-ply Asphalt Built-Up
SEISMIC OFFSETS FOR UNANCHORED ARRAYS	5"
MAX ROOF SLOPE	1/4:12
MIN. OFFSET FROM ROOF EDGE (IN)	3

BUILDING CHARACTERIZATIONS

ROOF HEIGHT (FT)	52.11
ROOF LENGTH (FT)	1381
ROOF WIDTH (FT)	850
PARAPET HEIGHT (FT)	10.17
SPWR AZIMUTH (DEGREES)	0
MAX ALLOWABLE PRESSURE (PSF)	12
TOTAL MAX ALLOWABLE WEIGHT (LBS)	1398000

BALLAST AND ANCHOR SUMMARY

TOTAL SYSTEM WEIGHT (LBS)	218020
AVERAGE PSF	3.0
MAX PSF	10.6
# BALLAST PER ROOF	3311
# OF ANCHOR PER ROOF	0
# MODULE PER ROOF	2944
RACKING COEFFICIENT OF FRICTION ON ROOF	0.59

NOTE:

DIMENSIONS SHOWN ARE FROM EDGE OF MODULE

4" FIRE ACCESS WALKWAY

(E) PARAPET WALL "2" TALL

8'-0" MIN ROOF SETBACK (TYP)



TYPICAL ROOF SETBACKS MIN DISTANCE

HVAC UNIT	4'-0"
SKYLIGHTS	4'-0"
EXHAUST FAN	4'-0"
MECH ACCESS PATHWAYS	4'-0"

TYPICAL WALKWAY MIN CLEARANCE DISTANCE PER FIRE CODE

INTERIOR WALKWAYS MAY ALTERNATE WITH 4" WALKWAYS TO PROVIDE "CUTOUTS" EVERY 20'	4' MIN.
MIN. PERIMETER WALKWAYS	6' MIN.

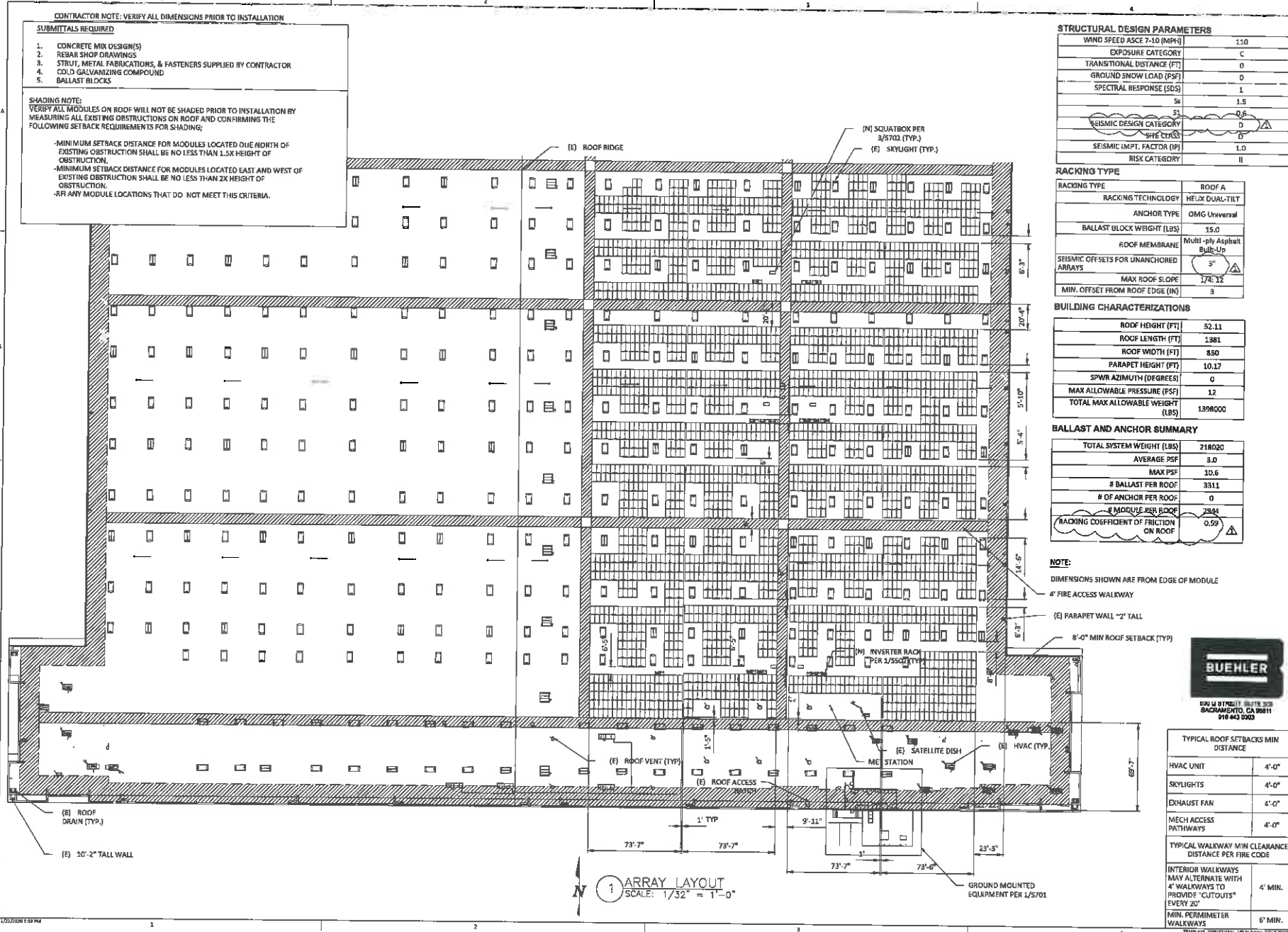
SUNPOWER
 144 HANCOCK WAY SOUTH
 BIRMINGHAM, GA
 (516) 344-0866



FERGUSON PERRIS, CA
 1400 WINDSOR AVE
 FERRIS, CA 94501

REV	DATE	BY	CHK	DESCRIPTION
01	12-04-19	SM	BT	ISSUE FOR PERMITS
02	11-02-20	SM	JH	PLAN CHECK RESPONSE

OPPORTUNITY 0036639651
 PROJECT TBD
 SHEET **S101**



1 ARRAY LAYOUT
 SCALE: 1/32" = 1'-0"

SUNPOWER

February 18, 2020

Paul Rull
Principal Planner
Riverside County Airport Land Use Commission
4080 Lemon St, 14th Floor
Riverside, CA 92501

Dear Mr. Rull,

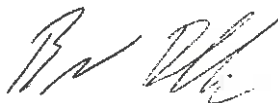
We are submitting this letter as a supplement to our ALUC application, in conjunction with our City of Perris permit application #PMT19-02611, to build a 1.1 megawatt rooftop solar array for Ferguson atop its new distribution center located at 4200 Webster Ave, Perris CA. The purpose of this letter is threefold:

- Differentiate this project from past projects that were proposed and rejected.
- Layout the specific design decisions that we have made allow this project to meet ALUC's high standards and demonstrate the safety of the proposed solar array, which passes all FAA glare requirements.
- Place this project within the larger context of already approved and built solar systems that surround March Air Reserve Base (ARB), many of which are larger and/or closer to the main runway's flight path.

SunPower has built several projects for the US Armed Forces, including the Air Force at [Vandenburg AFB](#) and the [Air Force Academy](#), the Navy's China Lake Air Weapon's Station, and the Army's Redstone Arsenal. Similarly, we have built projects near or for commercial airports, like [the Daniel K Inouye International Airport](#) in Hawaii. SunPower takes its commitment to safety extremely seriously and we would not propose a system if we did not believe it to be safe for our own employees, our customers, and the communities in which our systems operate.

We hope you find this information helpful and are happy to answer any questions or concerns you may have.

Sincerely,



Bradley Dakake
Account Executive
267.439.1469
bradley.dakake@sunpower.com

Fielda Salindeho
Project Manager
408.514.4117
fielda.salindeho@sunpower.com

Differentiated from Past Projects:

In 2015, we understand that the Integra Perris Distribution Center Project was rejected, in part due to its potential to cause glare from its solar array. As described in [Section 1.4.1 on page 2](#), the project was bordered by Nance and Markham Streets and Webster and Indian Avenues. We have plotted those boundaries on the map below:



As you can see, the Integra project laid directly in the flight path of March ARB's main runway, and it was significantly closer to the Base.

We also understand that the array planned for this site would have had its panels facing due south, as is customary in the Northern Hemisphere, to maximize generation from the Sun's southern exposure. This also would have faced the panels directly into oncoming air traffic attempting to land at the Base.

New Design Decisions:

Unlike the typical south-facing arrays described above, which may lead to more glare toward the generally north/south layout of March ARB’s runway, SunPower specifically chose to use its Helix Dual-Tilt racking system, to face the panels east and west. Although this decision means the panels are less optimally arranged to maximize generation and electrical savings, we believe that the financial sacrifice is outweighed by the reduced risk of glare.



HELIX DT



HELIX ST

It should also be mentioned that the purpose of a solar panel is to absorb as much light as possible in order to generate more electricity. To that end, our panels use a highly-engineered, anti-reflective glass to absorb rather than reflect solar rays.

The results of these design decisions mean that this project meets the FAA criteria for solar energy systems on airport property (based on 2013 US FAA Interim Policy 78 FR 63276):

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

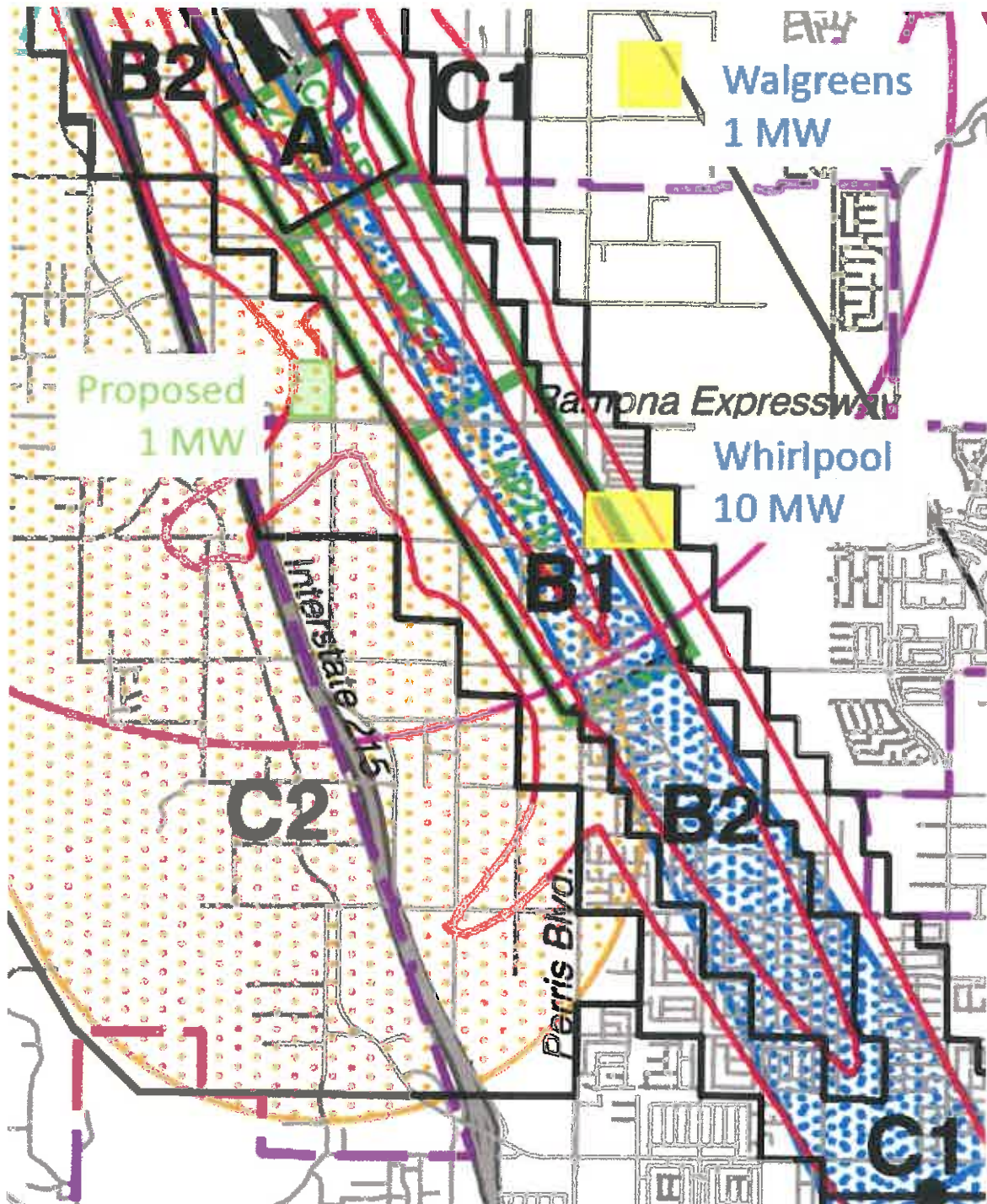
Component	Status	Description
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
Flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Context:

There are several recently completed solar systems near March ARB, some of which are larger, closer, and/or in a more direct flight path than the array proposed for Ferguson.

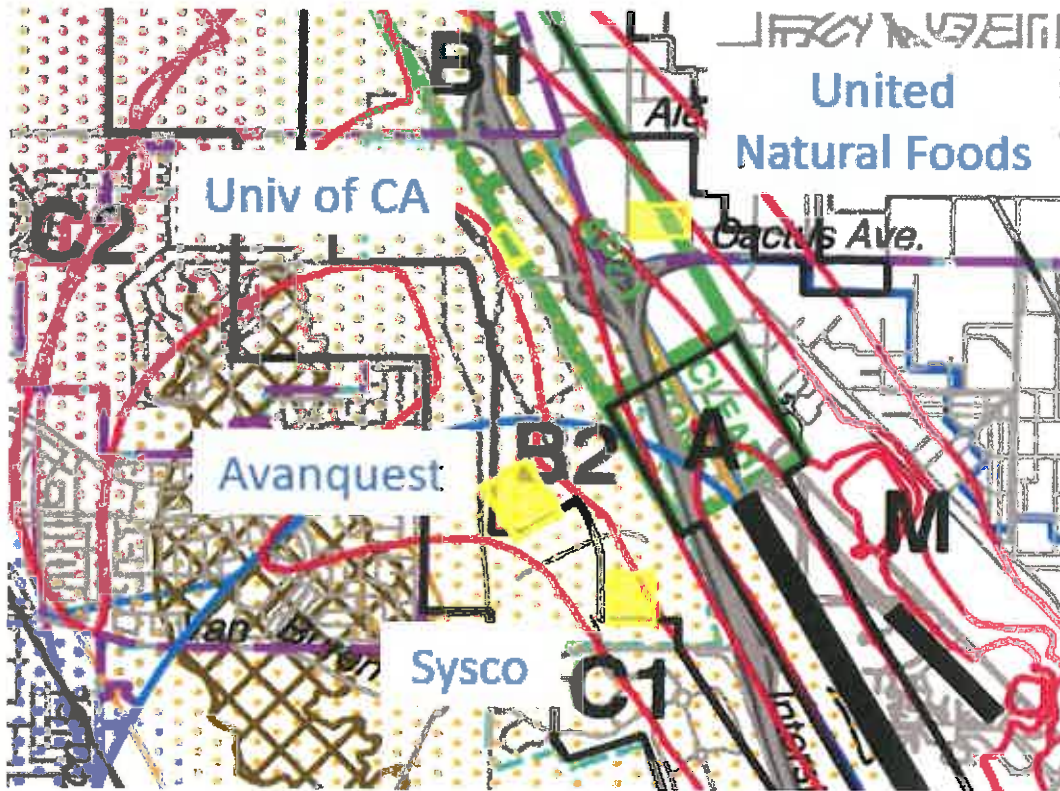


Using the [Compatibility Factors Map](#) found in March ARB's Inland Port Airport Land Use Compatibility Plan, and focusing on the area to the south of the ARB, it appears Walgreens 1 MW existing system sits in the same C1 zone as Ferguson's proposed 1 MW project. Whirlpool's existing 10 MW array is also located in the same C1 zone, and possibly the more restrictive B1 zone. Regardless, Whirlpool's project does fall within the Accident Potential Zone (green outline) and potentially in – or at least very close to – the General Approach/Departure Traffic Pattern Envelope (blue shaded area).



Completing a similar exercise to the north of March ARB shows the following arrays, all of which are located in zones more restrictive than Ferguson's C1 location:

- Sysco: Zone B2
- Avanquest: Zone B2
- University of CA: Zone B1/B2
- United Natural Foods: Zone B1 and within the Accident Prone Zone (green outline)



The fact that these other projects – which do not have the east/west azimuths specifically designed for Ferguson's system to reduce glare – were approved, built, and have operated safely (in some cases for nearly a decade) in spaces that are equally or more restrictive than the proposed Webster Ave location gives us confidence that the ALUC will approve this request.

Ferguson Glare study 3/3/2020

1,148.2 KWDC Photovoltaic System

Located at: 4100 Webster Ave,

Perris, CA 92571

All Flight Paths Array at 90-degree tilt.

Rwy 12/30 GA Rectangular Analysis @ 90 degrees - Pages 2-10

Rwy 14/32 GA Rectangular Analysis @ 90 degrees - Pages 11-21

Rwy 14/32 C-17/KC-135 Rectangular Analysis @ 90 degrees - Pages 22-31

Overhead Analysis @ 90 degrees - Pages 32-41



FORGESOLAR GLARE ANALYSIS

Project: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Rwy 12-30 GA Rectangular array at 90**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 19:11 on 03 Mar, 2020.

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: 36322.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 12 Base
Description:
Threshold height: 2800 ft
Direction: 44.6°
Glide slope: 0.0°
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	33.912482	-117.262225	1556.99	2800.14	4357.13
Two-mile	33.891906	-117.286729	1597.83	2759.30	4357.13

Name: Rwy 12 Crosswind
Description:
Threshold height: 2800 ft
Direction: 225.3°
Glide slope: 0.0°
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	33.873689	-117.238149	1476.60	2800.14	4276.74
Two-mile	33.894019	-117.213359	1503.68	2773.05	4276.74

Name: Rwy 12 Downwind
Description:
Threshold height: 2800 ft
Direction: 134.7°
Glide slope: 0.0°
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	33.887691	-117.229266	1510.44	2800.14	4310.58
Two-mile	33.908017	-117.254064	1545.71	2764.87	4310.58

Name: Rwy 12 Final

Description:

Threshold height: 50 ft

Direction: 135.3°

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	33.890149	-117.260594	1517.90	50.00	1567.91
Two-mile	33.910700	-117.285122	1544.87	576.49	2121.36

Name: Rwy 12 Upwind

Description:

Threshold height: 50 ft

Direction: 314.9°

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	33.884462	-117.253698	1507.25	50.00	1557.25
Two-mile	33.864039	-117.229017	1470.34	640.37	2110.71

Name: Rwy 30 Base

Description:

Threshold height: 2800 ft

Direction: 45.4°

Glide slope: 0.0°

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	33.880874	-117.229394	1485.79	2800.14	4285.93
Two-mile	33.860559	-117.254203	1498.08	2787.85	4285.93

Name: Rwy 30 Crosswind
Description:
Threshold height: 2800 ft
Direction: 224.8°
Glide slope: 0.0°
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	33.905509	-117.270557	1547.47	2800.14	4347.61
Two-mile	33.926028	-117.245986	1597.45	2750.16	4347.61

Name: Rwy 30 Downwind
Description:
Threshold height: 2800 ft
Direction: 314.6°
Glide slope: 0.0°
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	33.910348	-117.256497	1554.54	2800.14	4354.68
Two-mile	33.890032	-117.231679	1510.61	2844.07	4354.68

Name: Rwy 30 Final
Description:
Threshold height: 50 ft
Direction: 134.9°
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	33.864043	-117.229023	1470.34	50.00	1520.34
Two-mile	33.884466	-117.253699	1507.30	566.50	2073.80

Name: Rwy 30 Upwind
Description:
Threshold height: 50 ft
Direction: 135.3°
Gilde 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	33.889987	-117.260451	1517.72	50.00	1567.72
Two-mile	33.910538	-117.284978	1545.58	575.60	2121.17

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	90.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	0	0
Rwy 30 Downwind	0	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	0	0
Rwy 30 Downwind	0	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Final

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

Flight Path: Rwy 30 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Rwy 14-32 GA Rectangular Array at 90**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 16:21 on 03 Mar, 2020.

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: 36325.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 14 Base
Description:
Threshold height: 3000 ft
Direction: 238.9°
Glide slope: 0.0°
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	33.903594	-117.295489	1657.27	3000.15	4657.42
Two-mile	33.918545	-117.265638	1571.50	3085.92	4657.42

Name: Rwy 14 Crosswind
Description:
Threshold height: 3000 ft
Direction: 59.2°
Glide slope: 0.0°
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	33.848095	-117.243269	1479.63	3000.15	4479.77
Two-mile	33.833299	-117.273213	1663.42	2816.35	4479.77

Name: Rwy 14 Downwind
Description:
Threshold height: 3000 ft
Direction: 149.6°
Glide slope: 0.0°
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	33.846405	-117.258601	1526.24	3000.15	4526.38
Two-mile	33.871335	-117.276254	1592.95	2933.44	4526.38

Name: Rwy 14 Final
Description:
Threshold height: 50 ft
Direction: 329.6°
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	33.921378	-117.288267	1525.30	50.00	1575.30
Two-mile	33.896446	-117.270604	1535.91	592.85	2128.76

Name: Rwy 14 Upwind
Description:
Threshold height: 50 ft
Direction: 328.9°
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	33.865075	-117.248360	1487.01	50.00	1537.01
Two-mile	33.840321	-117.230348	1460.04	630.43	2090.47

Name: Rwy 32 Base
Description:
Threshold height: 3000 ft
Direction: 238.8°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



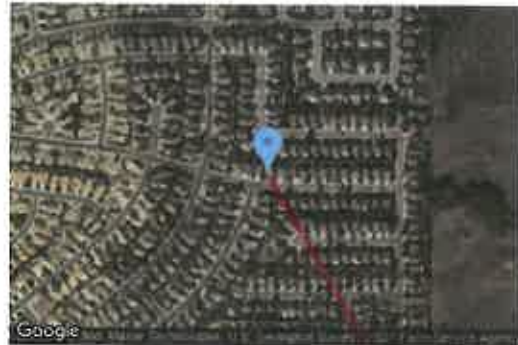
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844744	-117.250006	1495.84	3000.15	4495.98
Two-mile	33.859704	-117.220182	1456.87	3039.11	4495.98

Name: Rwy 32 Crosswind
Description:
Threshold height: 3000 ft
Direction: 58.9°
Glide slope: 0.0°
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	33.912606	-117.277527	1546.48	3000.15	4546.62
Two-mile	33.897663	-117.307387	1780.17	2766.46	4546.62

Name: Rwy 32 Downwind
Description:
Threshold height: 3000 ft
Direction: 329.4°
Glide slope: 0.0°
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	33.898022	-117.295174	1667.47	3000.15	4667.62
Two-mile	33.873139	-117.277417	1579.82	3087.80	4667.62

Name: Rwy 32 Final
Description:
Threshold height: 50 ft
Direction: 148.9°
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	33.840324	-117.230352	1460.04	50.00	1510.04
Two-mile	33.865083	-117.248348	1486.95	576.55	2063.50

Name: Rwy 32 Upwind
Description:
Threshold height: 50 ft
Direction: 149.7°
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	33.896426	-117.270652	1535.67	50.00	1585.67
Two-mile	33.921384	-117.288257	1525.36	613.77	2139.13

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	90.0	12,575	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	3373	0
Rwy 14 Downwind	5438	0
Rwy 14 Final	0	0
Rwy 14 Upwind	305	0
Rwy 32 Base	3459	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	3373	0
Rwy 14 Downwind	5438	0
Rwy 14 Final	0	0
Rwy 14 Upwind	305	0
Rwy 32 Base	3459	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

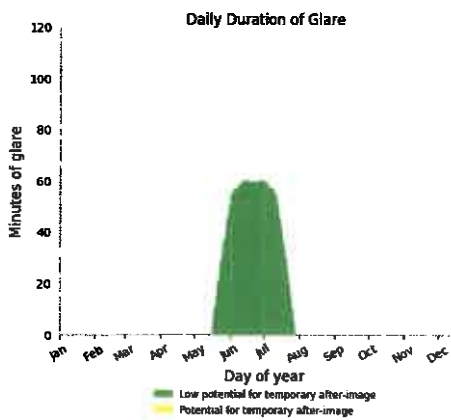
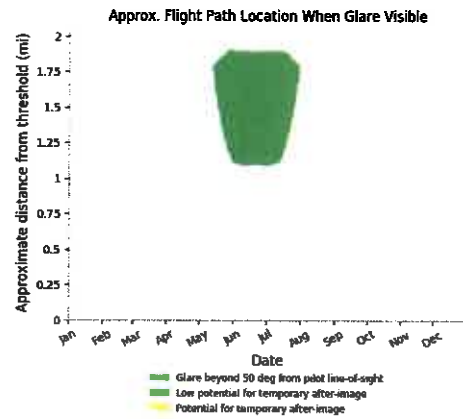
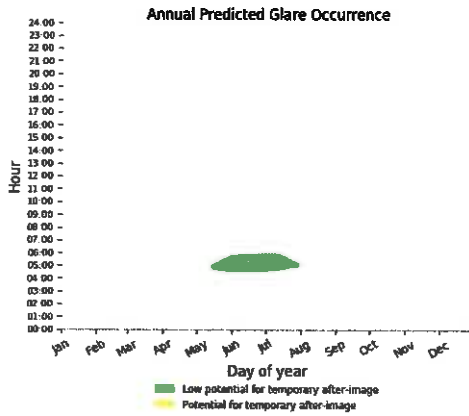
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Crosswind

0 minutes of yellow glare

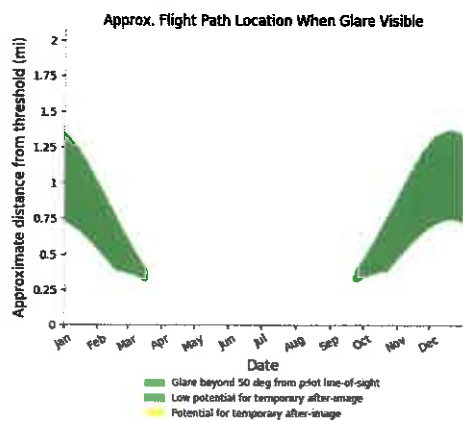
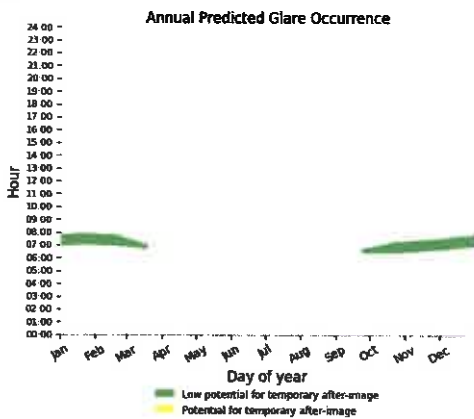
3373 minutes of green glare

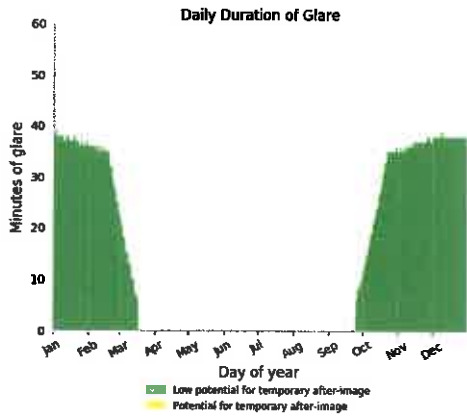


Flight Path: Rwy 14 Downwind

0 minutes of yellow glare

5438 minutes of green glare



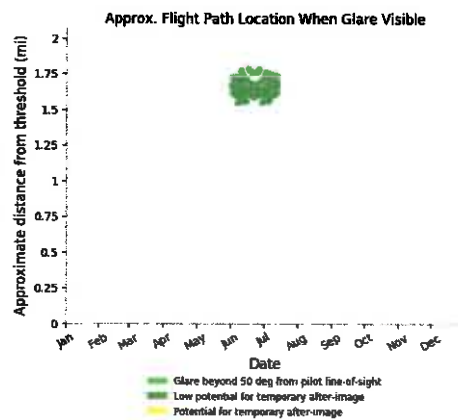
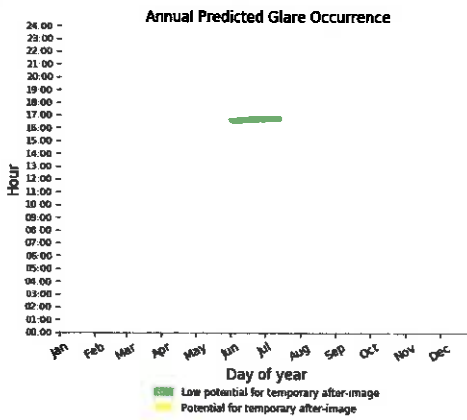


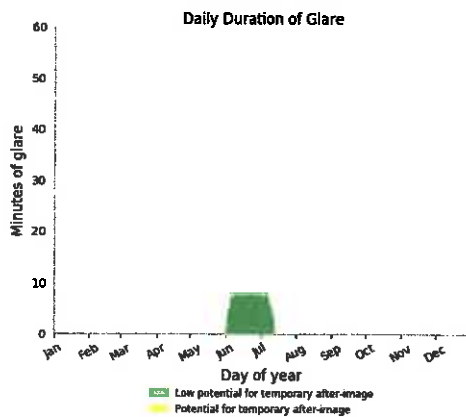
Flight Path: Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 14 Upwind

0 minutes of yellow glare
 305 minutes of green glare

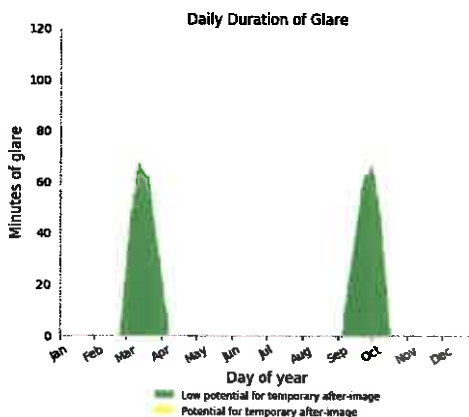
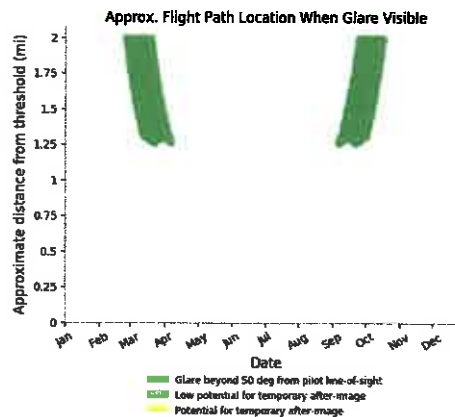
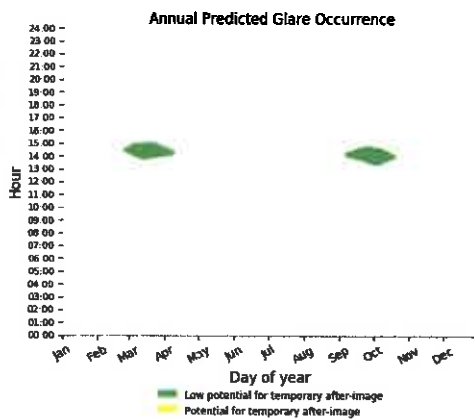




Flight Path: Rwy 32 Base

0 minutes of yellow glare

3459 minutes of green glare



Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Rwy14-32-C-17-KC 135 Rec Array 90**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 18:58 on 03 Mar, 2020.

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: 36329.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 14 Base
Description:
Threshold height: 3000 ft
Direction: 236.2°
Glide slope: 0.0°
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	33.922428	-117.324997	1636.29	3000.15	4636.44
Two-mile	33.938516	-117.296012	1539.27	3097.17	4636.44

Name: Rwy 14 Crosswind
Description:
Threshold height: 3000 ft
Direction: 56.1°
Glide slope: 0.0°
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	33.821989	-117.228425	1448.86	3000.15	4449.01
Two-mile	33.805864	-117.257345	1848.09	2600.92	4449.01

Name: Rwy 14 Downwind
Description:
Threshold height: 3000 ft
Direction: 149.5°
Glide slope: 0.0°
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	33.819278	-117.262338	1777.43	3000.15	4777.57
Two-mile	33.844180	-117.280043	1720.72	3056.85	4777.57

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.844184	-117.280045	1720.68	3000.15	4720.82
Two-mile	33.868962	-117.298006	1692.36	3028.46	4720.82

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

Direction: 329.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.921455	-117.288439	1524.59	50.00	1574.59
Two-mile	33.896551	-117.270718	1534.11	593.93	2128.05

Name: Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 329.4°

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	33.865093	-117.248347	1486.95	50.00	1536.95
Two-mile	33.840202	-117.230612	1460.18	630.23	2090.40

Name: Rwy 32 Base

Description:

Threshold height: 3000 ft

Direction: 236.2°

Glide slope: 0.0°

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	33.813132	-117.244626	1539.41	3000.15	4539.56
Two-mile	33.829221	-117.215678	1442.90	3096.66	4539.56

Name: Rwy 32 Crosswind

Description:

Threshold height: 3000 ft

Direction: 56.1°

Glide slope: 0.0°

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	33.931265	-117.309054	1523.04	3000.15	4523.19
Two-mile	33.915118	-117.337994	1573.19	2950.00	4523.19

Name: Rwy 32 Downwind

Description:

Threshold height: 3000 ft

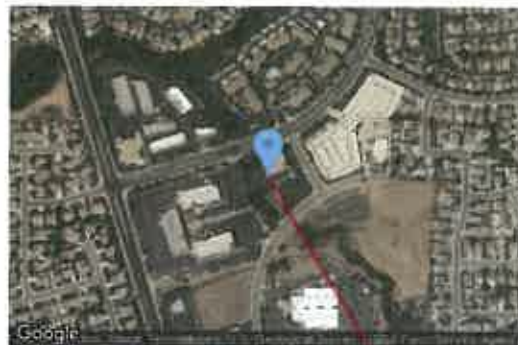
Direction: 329.4°

Glide slope: 0.0°

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	33.908178	-117.325573	1587.51	3000.15	4587.66
Two-mile	33.883304	-117.307792	1747.59	2840.07	4587.66

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 328.8°

Glide slope: 0.0°

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	33.883292	-117.307804	1747.71	3000.15	4747.86
Two-mile	33.856553	-117.289757	1704.98	3042.87	4747.86

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.4°

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	33.840198	-117.230619	1460.19	50.00	1510.19
Two-mile	33.865084	-117.248359	1487.01	576.64	2063.65

Name: Rwy 32 Upwind

Description:

Threshold height: 50 ft

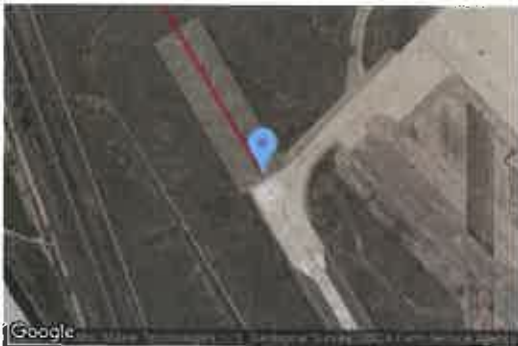
Direction: 149.3°

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	33.896510	-117.270664	1535.15	50.00	1585.16
Two-mile	33.921365	-117.288479	1524.62	613.99	2138.61

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	90.0	240	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Upwind	240	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Upwind	240	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

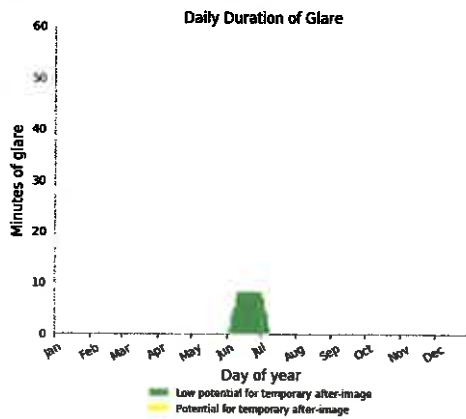
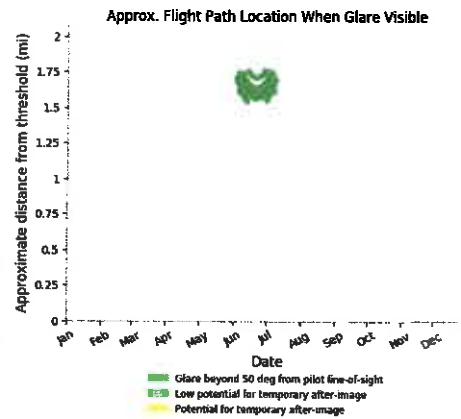
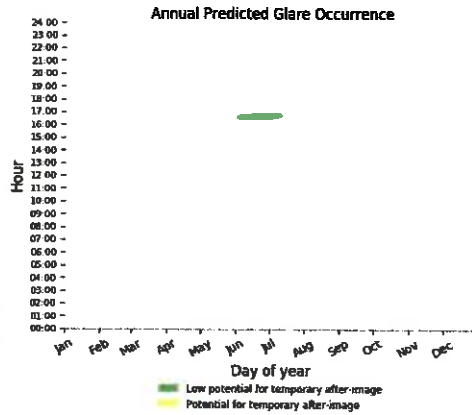
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Upwind

0 minutes of yellow glare

240 minutes of green glare



Flight Path: Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Ferguson**
Glare Study for March AFB

Site configuration: **Ferguson Overhead Analysis at 90**
Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 18:35 on 03 Mar, 2020.

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: 36341.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 14 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 149.4°

Glide slope: 0.0°

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	33.863718	-117.293917	1692.96	3500.17	5193.13
Two-mile	33.888614	-117.311641	1776.34	3416.78	5193.13

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 149.5°

Glide slope: 0.0°

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	33.888618	-117.311640	1776.39	3500.17	5276.56
Two-mile	33.913519	-117.329359	1582.46	3694.10	5276.56

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

Direction: 149.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896438	-117.270666	1535.55	50.00	1585.56
Two-mile	33.921347	-117.288371	1524.88	614.14	2139.01

Name: Rwy 14 Initial 1
Description:
Threshold height: 3500 ft
Direction: 329.2°
Glide slope: 0.0°
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	33.968081	-117.322203	1299.20	3500.17	4799.37
Two-mile	33.943257	-117.304310	1567.75	3231.62	4799.37

Name: Rwy 14 Initial 2
Description:
Threshold height: 3500 ft
Direction: 329.2°
Glide slope: 0.0°
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	33.943256	-117.304309	1567.75	3500.17	5067.92
Two-mile	33.918411	-117.286464	1527.84	3540.08	5067.92

Name: Rwy 14 Initial 3
Description:
Threshold height: 3500 ft
Direction: 329.2°
Glide slope: 0.0°
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	33.918397	-117.286460	1527.93	3500.17	5028.10
Two-mile	33.893550	-117.268625	1534.77	3493.32	5028.10

Name: Rwy 32 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.863697	-117.293921	1693.17	3500.17	5193.34
Two-mile	33.838805	-117.276186	1743.79	3449.55	5193.34

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.838802	-117.276187	1743.50	3500.17	5243.67
Two-mile	33.813903	-117.258473	1874.43	3369.24	5243.67

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.3°

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	33.836311	-117.227880	1458.64	50.00	1508.64
Two-mile	33.861180	-117.245656	1476.33	585.77	2062.10

Name: Rwy 32 Initial 1
Description:
Threshold height: 3500 ft
Direction: 149.0°
Glide slope: 0.0°
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	33.793371	-117.196380	1416.55	3500.17	4916.72
Two-mile	33.818140	-117.214346	1441.12	3475.60	4916.72

Name: Rwy 32 Initial 2
Description:
Threshold height: 3500 ft
Direction: 149.0°
Glide slope: 0.0°
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	33.818159	-117.214353	1441.13	3500.17	4941.30
Two-mile	33.842955	-117.232271	1465.52	3475.78	4941.30

Name: Rwy 32 Initial 3
Description:
Threshold height: 3500 ft
Direction: 149.3°
Glide slope: 0.0°
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	33.842959	-117.232314	1465.92	3500.17	4966.09
Two-mile	33.867819	-117.250107	1490.68	3475.42	4966.09

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	90.0	0	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Downwind 1	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Downwind 1	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Downwind 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Initial 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Initial 3

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 3

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.

Ferguson Glare study 3/3/2020

**1,148.2 KWDC Photovoltaic System
Located at: 4100 Webster Ave,
Perris, CA 92571**

Flight Paths at 270-degree tilt.

Rwy 12/30 GA Rectangular Analysis @ 270 degrees - Pages 2-10

Rwy 14/32 GA Rectangular Analysis @ 270 degrees - Pages 11-20

Rwy 14/32 C-17/KC-135 Rectangular Analysis @ 270 degrees - Pages 21-30

Overhead Analysis @ 270 degrees - Pages 31-41



FORGESOLAR GLARE ANALYSIS

Project: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Rwy 12-30 GA Rectangular array at 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 19:14 on 03 Mar, 2020.

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: 36322.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 12 Base
Description:
Threshold height: 2800 ft
Direction: 44.6°
Glide slope: 0.0°
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	33.912482	-117.262225	1556.99	2800.14	4357.13
Two-mile	33.891906	-117.286729	1597.83	2759.30	4357.13

Name: Rwy 12 Crosswind
Description:
Threshold height: 2800 ft
Direction: 225.3°
Glide slope: 0.0°
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	33.873689	-117.238149	1476.60	2800.14	4276.74
Two-mile	33.894019	-117.213359	1503.68	2773.05	4276.74

Name: Rwy 12 Downwind
Description:
Threshold height: 2800 ft
Direction: 134.7°
Glide slope: 0.0°
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	33.887691	-117.229266	1510.44	2800.14	4310.58
Two-mile	33.908017	-117.254064	1545.71	2764.87	4310.58

Name: Rwy 12 Final
Description:
Threshold height: 50 ft
Direction: 135.3°
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	33.890149	-117.260594	1517.90	50.00	1567.91
Two-mile	33.910700	-117.285122	1544.87	576.49	2121.36

Name: Rwy 12 Upwind
Description:
Threshold height: 50 ft
Direction: 314.9°
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	33.884462	-117.253698	1507.25	50.00	1557.25
Two-mile	33.864039	-117.229017	1470.34	640.37	2110.71

Name: Rwy 30 Base
Description:
Threshold height: 2800 ft
Direction: 45.4°
Glide slope: 0.0°
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	33.880874	-117.229394	1485.79	2800.14	4285.93
Two-mile	33.860559	-117.254203	1498.08	2787.85	4285.93

Name: Rwy 30 Crosswind

Description:

Threshold height: 2800 ft

Direction: 224.8°

Glide slope: 0.0°

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	33.905509	-117.270557	1547.47	2800.14	4347.61
Two-mile	33.926028	-117.245986	1597.45	2750.16	4347.61

Name: Rwy 30 Downwind

Description:

Threshold height: 2800 ft

Direction: 314.6°

Glide slope: 0.0°

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	33.910348	-117.256497	1554.54	2800.14	4354.68
Two-mile	33.890032	-117.231679	1510.61	2844.07	4354.68

Name: Rwy 30 Final

Description:

Threshold height: 50 ft

Direction: 134.9°

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	33.864043	-117.229023	1470.34	50.00	1520.34
Two-mile	33.884466	-117.253699	1507.30	566.50	2073.80

Name: Rwy 30 Upwind
Description:
Threshold height: 50 ft
Direction: 135.3°
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	33.889987	-117.260451	1517.72	50.00	1567.72
Two-mile	33.910538	-117.284978	1545.58	575.60	2121.17

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	270.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	0	0
Rwy 30 Downwind	0	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	0	0
Rwy 30 Downwind	0	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Final

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

Flight Path: Rwy 30 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Rwy 14-32 GA Rectangular Array at 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 16:05 on 03 Mar, 2020.

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: 36325.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 14 Base
Description:
Threshold height: 3000 ft
Direction: 238.9°
Glide slope: 0.0°
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	33.903594	-117.295489	1657.27	3000.15	4657.42
Two-mile	33.918545	-117.265638	1571.50	3085.92	4657.42

Name: Rwy 14 Crosswind
Description:
Threshold height: 3000 ft
Direction: 59.2°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



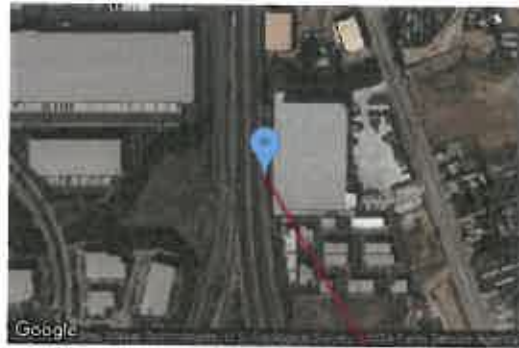
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848095	-117.243269	1479.63	3000.15	4479.77
Two-mile	33.833299	-117.273213	1663.42	2816.35	4479.77

Name: Rwy 14 Downwind
Description:
Threshold height: 3000 ft
Direction: 149.6°
Glide slope: 0.0°
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	33.846405	-117.258601	1526.24	3000.15	4526.38
Two-mile	33.871335	-117.276254	1592.95	2933.44	4526.38

Name: Rwy 14 Final
Description:
Threshold height: 50 ft
Direction: 329.6°
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	33.921378	-117.288267	1525.30	50.00	1575.30
Two-mile	33.896446	-117.270604	1535.91	592.85	2128.76

Name: Rwy 14 Upwind
Description:
Threshold height: 50 ft
Direction: 328.9°
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	33.865075	-117.248360	1487.01	50.00	1537.01
Two-mile	33.840321	-117.230348	1460.04	630.43	2090.47

Name: Rwy 32 Base
Description:
Threshold height: 3000 ft
Direction: 238.8°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



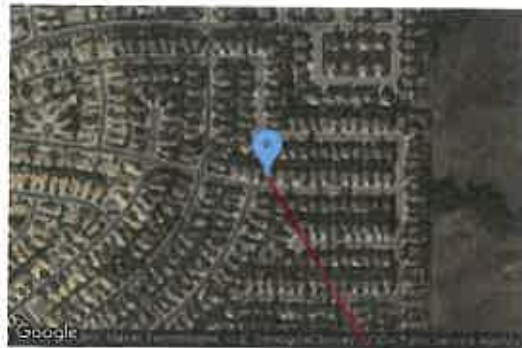
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844744	-117.250006	1495.84	3000.15	4495.98
Two-mile	33.859704	-117.220182	1456.87	3039.11	4495.98

Name: Rwy 32 Crosswind
Description:
Threshold height: 3000 ft
Direction: 58.9°
Glide slope: 0.0°
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	33.912606	-117.277527	1546.48	3000.15	4546.62
Two-mile	33.897663	-117.307387	1780.17	2766.46	4546.62

Name: Rwy 32 Downwind
Description:
Threshold height: 3000 ft
Direction: 329.4°
Glide slope: 0.0°
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	33.898022	-117.295174	1667.47	3000.15	4667.62
Two-mile	33.873139	-117.277417	1579.82	3087.80	4667.62

Name: Rwy 32 Final
Description:
Threshold height: 50 ft
Direction: 148.9°
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	33.840324	-117.230352	1460.04	50.00	1510.04
Two-mile	33.865083	-117.248348	1486.95	576.55	2063.50

Name: Rwy 32 Upwind
Description:
Threshold height: 50 ft
Direction: 149.7°
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	33.896426	-117.270652	1535.67	50.00	1585.67
Two-mile	33.921384	-117.288257	1525.36	613.77	2139.13

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	270.0	13,066	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	6756	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	6310	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	6756	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	6310	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Crosswind

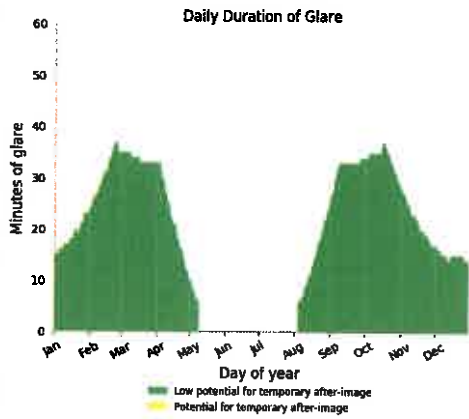
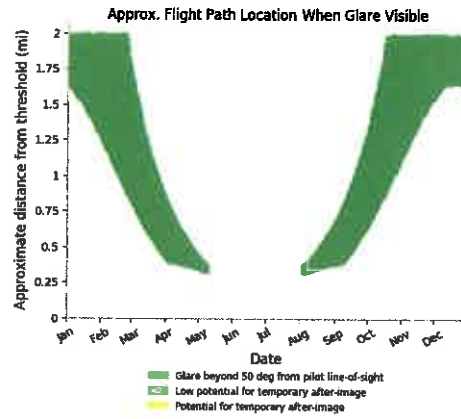
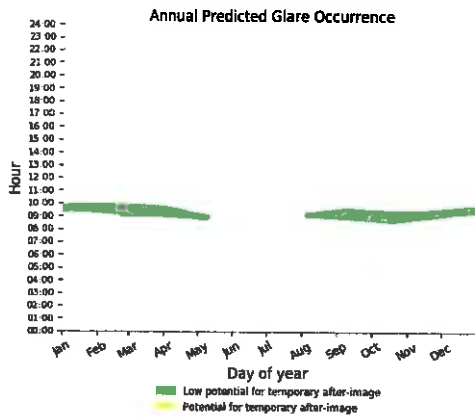
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare

6756 minutes of green glare



Flight Path: Rwy 14 Final

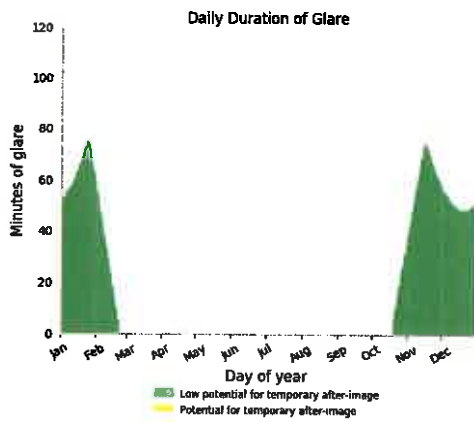
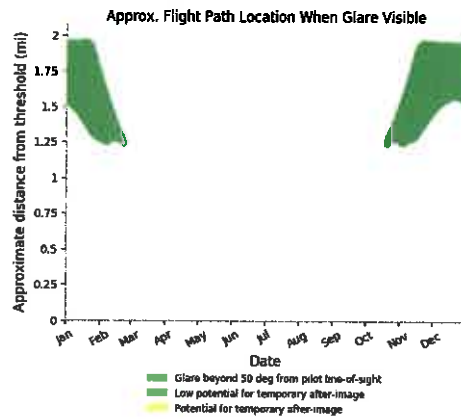
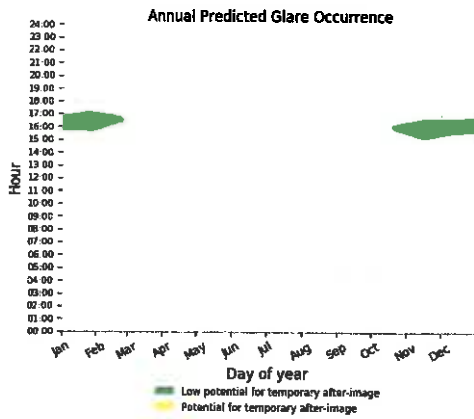
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Base

0 minutes of yellow glare
6310 minutes of green glare



Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Rwy14-32-C-17-KC 135 Rec Array 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 19:02 on 03 Mar, 2020.

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: 36329.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 14 Base
Description:
Threshold height: 3000 ft
Direction: 236.2°
Glide slope: 0.0°
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	33.922428	-117.324997	1636.29	3000.15	4636.44
Two-mile	33.938516	-117.296012	1539.27	3097.17	4636.44

Name: Rwy 14 Crosswind
Description:
Threshold height: 3000 ft
Direction: 56.1°
Glide slope: 0.0°
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	33.821989	-117.228425	1448.86	3000.15	4449.01
Two-mile	33.805864	-117.257345	1848.09	2600.92	4449.01

Name: Rwy 14 Downwind
Description:
Threshold height: 3000 ft
Direction: 149.5°
Glide slope: 0.0°
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	33.819278	-117.262338	1777.43	3000.15	4777.57
Two-mile	33.844180	-117.280043	1720.72	3056.85	4777.57

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.844184	-117.280045	1720.68	3000.15	4720.82
Two-mile	33.868962	-117.298006	1692.36	3028.46	4720.82

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

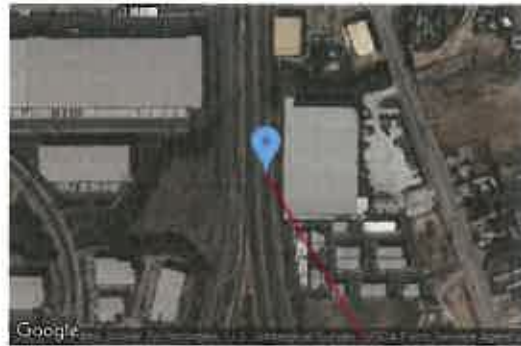
Direction: 329.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.921455	-117.288439	1524.59	50.00	1574.59
Two-mile	33.896551	-117.270718	1534.11	593.93	2128.05

Name: Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 329.4°

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	33.865093	-117.248347	1486.95	50.00	1536.95
Two-mile	33.840202	-117.230612	1460.18	630.23	2090.40

Name: Rwy 32 Base
Description:
Threshold height: 3000 ft
Direction: 236.2°
Glide slope: 0.0°
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	33.813132	-117.244626	1539.41	3000.15	4539.56
Two-mile	33.829221	-117.215678	1442.90	3096.66	4539.56

Name: Rwy 32 Crosswind
Description:
Threshold height: 3000 ft
Direction: 56.1°
Glide slope: 0.0°
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	33.931265	-117.309054	1523.04	3000.15	4523.19
Two-mile	33.915118	-117.337994	1573.19	2950.00	4523.19

Name: Rwy 32 Downwind
Description:
Threshold height: 3000 ft
Direction: 329.4°
Glide slope: 0.0°
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	33.908178	-117.325573	1587.51	3000.15	4587.66
Two-mile	33.883304	-117.307792	1747.59	2840.07	4587.66

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 328.8°

Glide slope: 0.0°

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	33.883292	-117.307804	1747.71	3000.15	4747.86
Two-mile	33.858553	-117.289757	1704.98	3042.87	4747.86

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.4°

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	33.840198	-117.230619	1460.19	50.00	1510.19
Two-mile	33.865084	-117.248359	1487.01	576.64	2063.65

Name: Rwy 32 Upwind

Description:

Threshold height: 50 ft

Direction: 149.3°

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	33.896510	-117.270664	1535.15	50.00	1585.16
Two-mile	33.921365	-117.288479	1524.62	613.99	2138.61

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT		33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	270.0	1,329	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	1329	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	1329	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Crosswind

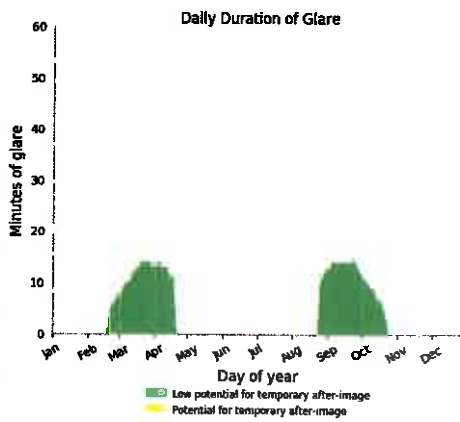
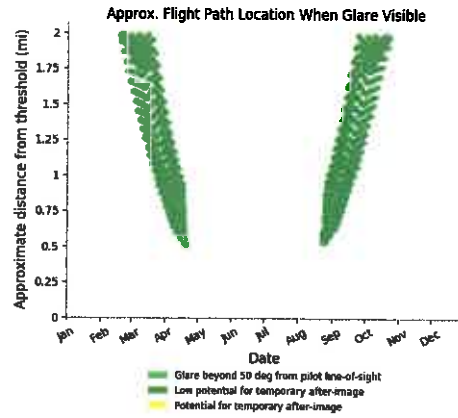
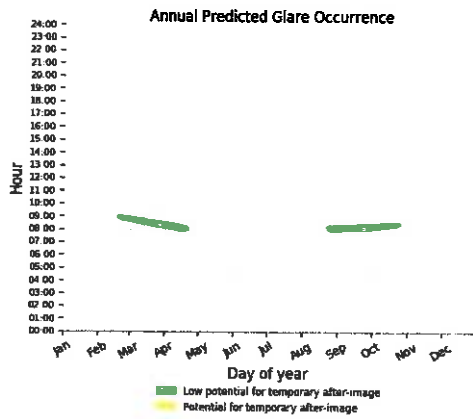
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
1329 minutes of green glare



Flight Path: Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 14 Upwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Ferguson**

Glare Study for March AFB

Site configuration: **Ferguson Overhead Analysis at 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 18:28 on 03 Mar, 2020.

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: 36339.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.847374	-117.246103	1481.22	52.00	1533.22
2	33.847383	-117.244998	1479.53	52.00	1531.54
3	33.846073	-117.245019	1478.97	52.00	1530.97
4	33.846091	-117.246167	1483.22	52.00	1535.22

Flight Path Receptor(s)

Name: Rwy 14 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 149.4°

Glide slope: 0.0°

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	33.863718	-117.293917	1692.96	3500.17	5193.13
Two-mile	33.888614	-117.311641	1776.34	3416.78	5193.13

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 149.5°

Glide slope: 0.0°

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	33.888618	-117.311640	1776.39	3500.17	5276.56
Two-mile	33.913519	-117.329359	1582.46	3694.10	5276.56

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

Direction: 149.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896438	-117.270666	1535.55	50.00	1585.56
Two-mile	33.921347	-117.288371	1524.88	614.14	2139.01

Name: Rwy 14 Initial 1
Description:
Threshold height: 3500 ft
Direction: 329.2°
Glide slope: 0.0°
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	33.968081	-117.322203	1299.20	3500.17	4799.37
Two-mile	33.943257	-117.304310	1567.75	3231.62	4799.37

Name: Rwy 14 Initial 2
Description:
Threshold height: 3500 ft
Direction: 329.2°
Glide slope: 0.0°
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	33.943256	-117.304309	1567.75	3500.17	5067.92
Two-mile	33.918411	-117.286464	1527.84	3540.08	5067.92

Name: Rwy 14 Initial 3
Description:
Threshold height: 3500 ft
Direction: 329.2°
Glide slope: 0.0°
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	33.918397	-117.286460	1527.93	3500.17	5028.10
Two-mile	33.893550	-117.268625	1534.77	3493.32	5028.10

Name: Rwy 32 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.863697	-117.293921	1693.17	3500.17	5193.34
Two-mile	33.838805	-117.276186	1743.79	3449.55	5193.34

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.838802	-117.276187	1743.50	3500.17	5243.67
Two-mile	33.813903	-117.258473	1874.43	3369.24	5243.67

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.3°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



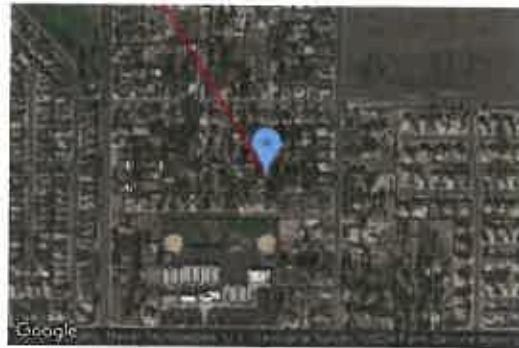
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836311	-117.227880	1458.64	50.00	1508.64
Two-mile	33.861180	-117.245656	1476.33	585.77	2062.10

Name: Rwy 32 Initial 1
Description:
Threshold height: 3500 ft
Direction: 149.0°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



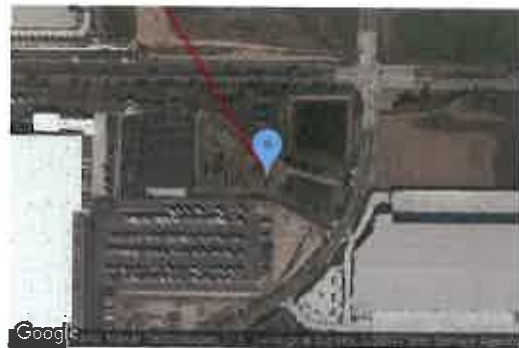
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.793371	-117.196380	1416.55	3500.17	4916.72
Two-mile	33.818140	-117.214346	1441.12	3475.60	4916.72

Name: Rwy 32 Initial 2
Description:
Threshold height: 3500 ft
Direction: 149.0°
Glide slope: 0.0°
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	33.818159	-117.214353	1441.13	3500.17	4941.30
Two-mile	33.842955	-117.232271	1465.52	3475.78	4941.30

Name: Rwy 32 Initial 3
Description:
Threshold height: 3500 ft
Direction: 149.3°
Glide slope: 0.0°
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	33.842959	-117.232314	1465.92	3500.17	4966.09
Two-mile	33.867819	-117.250107	1490.68	3475.42	4966.09

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	270.0	3,506	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Downwind 1	2050	0
Rwy 14 Downwind 2	1456	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Initial 3	0	0
1-ATCT	0	0

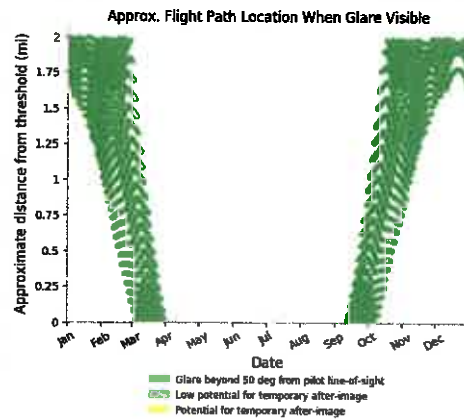
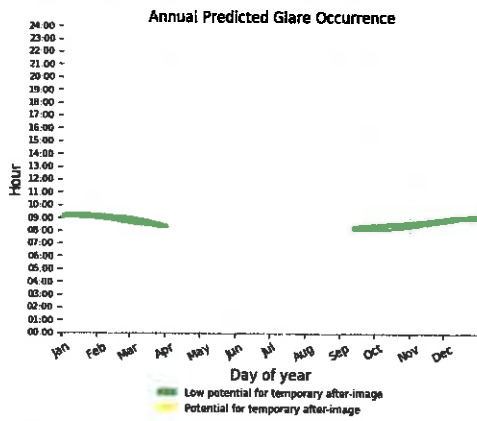
Results for: PV array 1

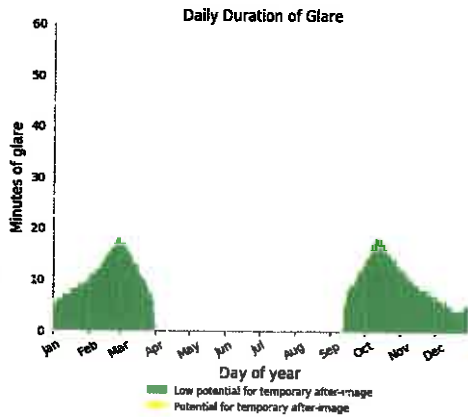
Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Downwind 1	2050	0
Rwy 14 Downwind 2	1456	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Downwind 1

0 minutes of yellow glare

2050 minutes of green glare

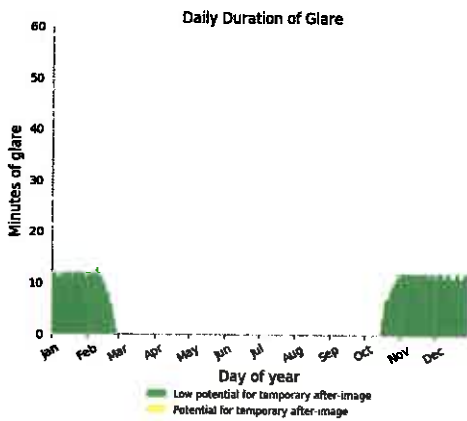
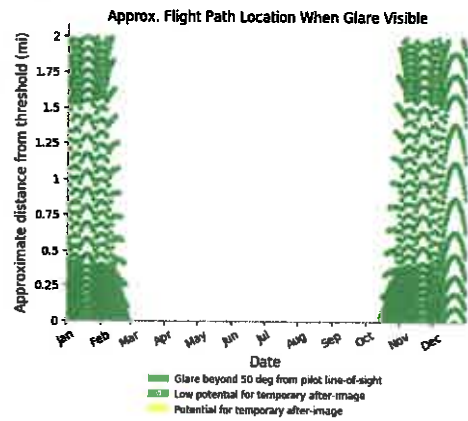
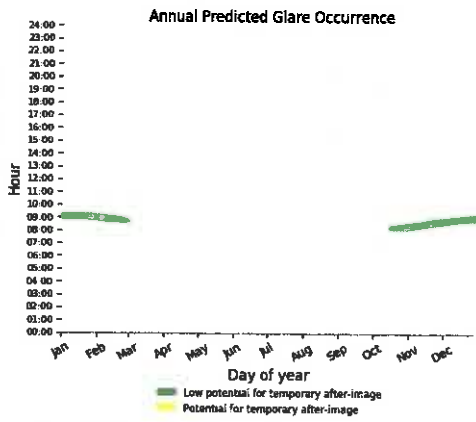




Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare

1456 minutes of green glare



Flight Path: Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Initial 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Initial 3

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 3

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
www.rcaluc.org

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

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

The City of Perris Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Mr. Nathan Perez at (951) 943-5003.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](tel:6699006833), Zoom Meeting ID. [948 2720 1722](https://zoom.us/j/94827201722). Passcode [011630](https://zoom.us/j/94827201722). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1404MA20 – Ferguson Enterprises, Inc. (Representative: Sunpower Corporation Systems) – City of Perris Case No. DPR12-10-0006. A proposal to establish rooftop solar panels totaling 132,715 square feet on an entitled (not yet constructed) 1,036,568 square foot warehouse building (as part of a two warehouse building project totaling 1,455,781 square feet) located northerly of Ramona Expressway, westerly of Webster Avenue, easterly of Patterson Avenue, and southerly of Markham Street (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: ZAP1404MA20 DATE SUBMITTED: February 19, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	SunPower Corporation, Systems	Phone Number	(408) 514-4117
Mailing Address	Fielda Salindeho 2125 East Katella Avenue, Suite 220 Anaheim, CA 92806	Email	Fielda.Salindeho@sunpowercorp.com
Representative	Fielda Salindeho	Phone Number	(408) 514-4117
Mailing Address	Fielda Salindeho 2125 East Katella Avenue, Suite 220 Anaheim, CA 92806	Email	Fielda.Salindeho@sunpowercorp.com
Property Owner	Ferguson Enterprises, Inc.	Phone Number	(757) 223-6142
Mailing Address	12500 Jefferson Avenue Newport News, VA 23602	Email	kelsey.bergan@ferguson.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Perris, CA	Phone Number	951-943-5003
Staff Contact	Nathan Perez	Email	NPerez@cityofperris.org
Mailing Address	135 N. "D" Street Perris, CA 92570	Case Type	Construction Permit
Local Agency Project No	DPR 12-10-0006	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input 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	4100 N Webster Avenue Perris, CA 92571	Gross Parcel Size	32.37 Acres
Assessor's Parcel No.	314170019, <u>021,022</u>	Nearest Airport and distance from Airport	March AFB
Subdivision Name	Zone C1		
Lot Number	314-17		

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) Solar installataion on the rooftop of Ferguson Enterprises, Inc. in Perris, CA.

March C1

Proposed Land Use (describe)	Solar on the rooftop of a distribution center.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hours
	Number of People on Site	Maximum Number _____
	Method of Calculation	_____
Height Data	Site Elevation (above mean sea level)	_____ ft.
	Height of buildings or structures (from the ground)	_____ 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
- Waived* 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: 4.3

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190029 (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 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 study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable in Compatibility Zone C2 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 applicant has commissioned a wildlife hazard study from a qualified wildlife hazard biologist to analyze the project’s potential for wildlife attractant. At the time this staff report was written, the wildlife hazard study had not yet been completed.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the June 11, 2020 meeting, pending completion of the wildlife hazard study.

PROJECT DESCRIPTION: The applicant proposes to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres.

PROJECT LOCATION: The site is located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street, in the unincorporated community of

Mead Valley, approximately 9,400 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 Land Use 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),
- Warehouse – 1 person per 500 square feet,
- Locker Dressing – 1 person per 50 square feet,
- Conference, Break/Lunch, Reception – 1 person per 15 square feet,
- Showroom – 1 person per 60 square feet,
- Storage – 1 person per 300 square feet.

The project proposes a total of 77,492 square feet of building area, which includes 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 74,436 square feet of first floor warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area, accommodating 313 people, resulting in an average intensity of 79 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 (58 spaces) provided, the total occupancy would be estimated at 87 people for an average intensity of 22 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 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 32,050 square feet of warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference

room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area, resulting in a single acre occupancy of 228 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500. (Approximately 1,310 square feet of the single acre area is located outside the building and not generating any occupancy. Approximately 4,062 square feet of the single acre located inside the building are non-generating occupancy i.e. bathrooms, corridors, stairwells etc.)

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. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the proposed 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 (1,488 feet AMSL). At a distance of approximately 9,400 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,582 feet AMSL. The site's elevation is 1,528 feet AMSL and the proposed building height is 30 feet, for a top point elevation of 1,558 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 9,400 feet from the runway, and therefore would be subject to the above requirement.

The project includes approximately 2,145 square foot of bioretention area. 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 study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are potentially suitable within 10,000 feet of the airport only 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 impact, the applicant team has commissioned a wildlife hazard study from a qualified wildlife hazard biologist. At the time this staff report was written, the wildlife hazard study had not yet been completed. Until the study has been completed, staff maintains its continuance recommendation.

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 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.
 - (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 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.

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

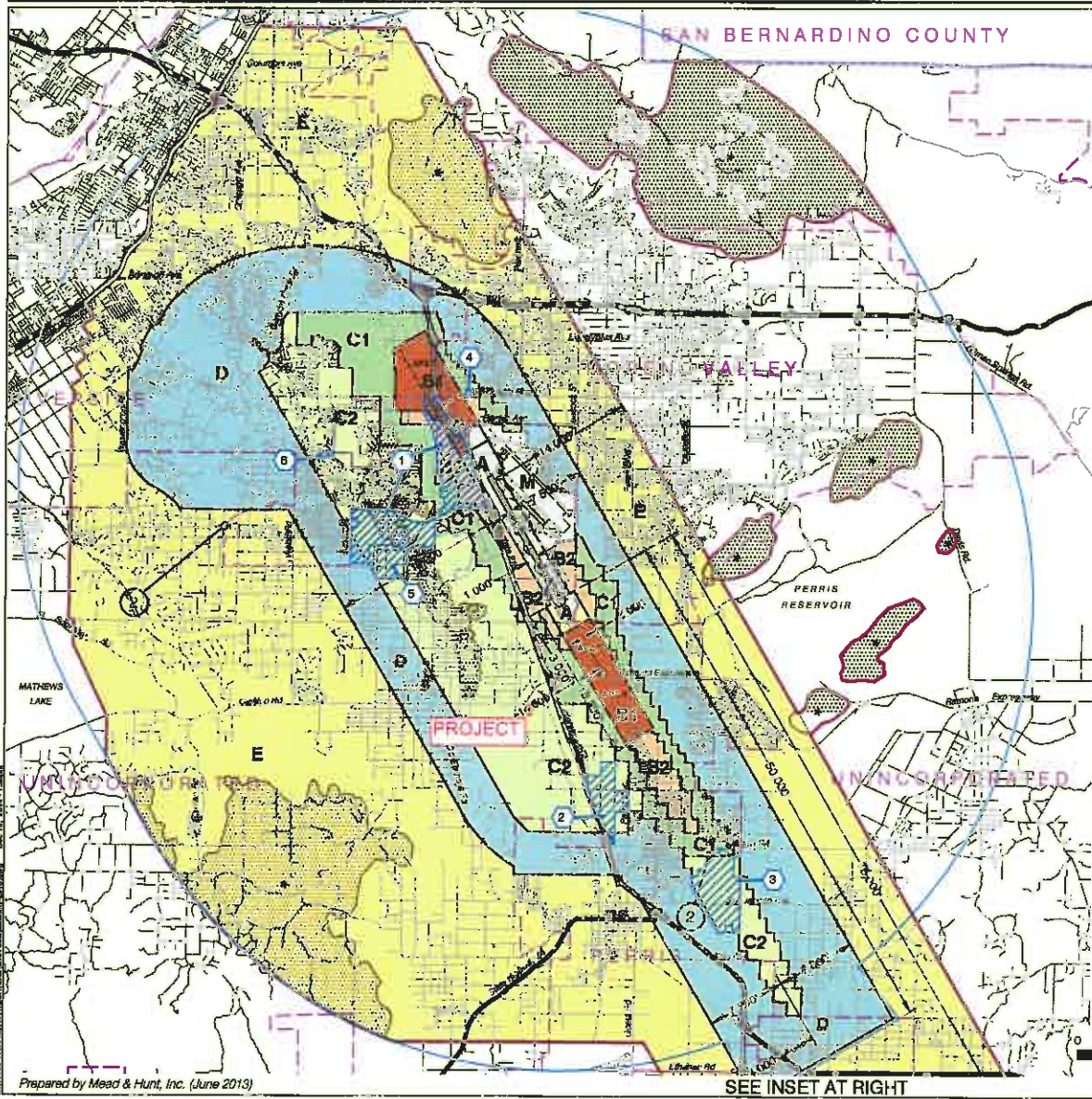
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for 77,492 square feet of building area, which includes 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 74,436 square feet of first floor warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area. Any increase in building area or intensification of floor area use other than what is identified in this project's floor plan, 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.

Y:\AIRPORT CASE FILES\March\ZAP1409MA20\ZAP1409MA20sr.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)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

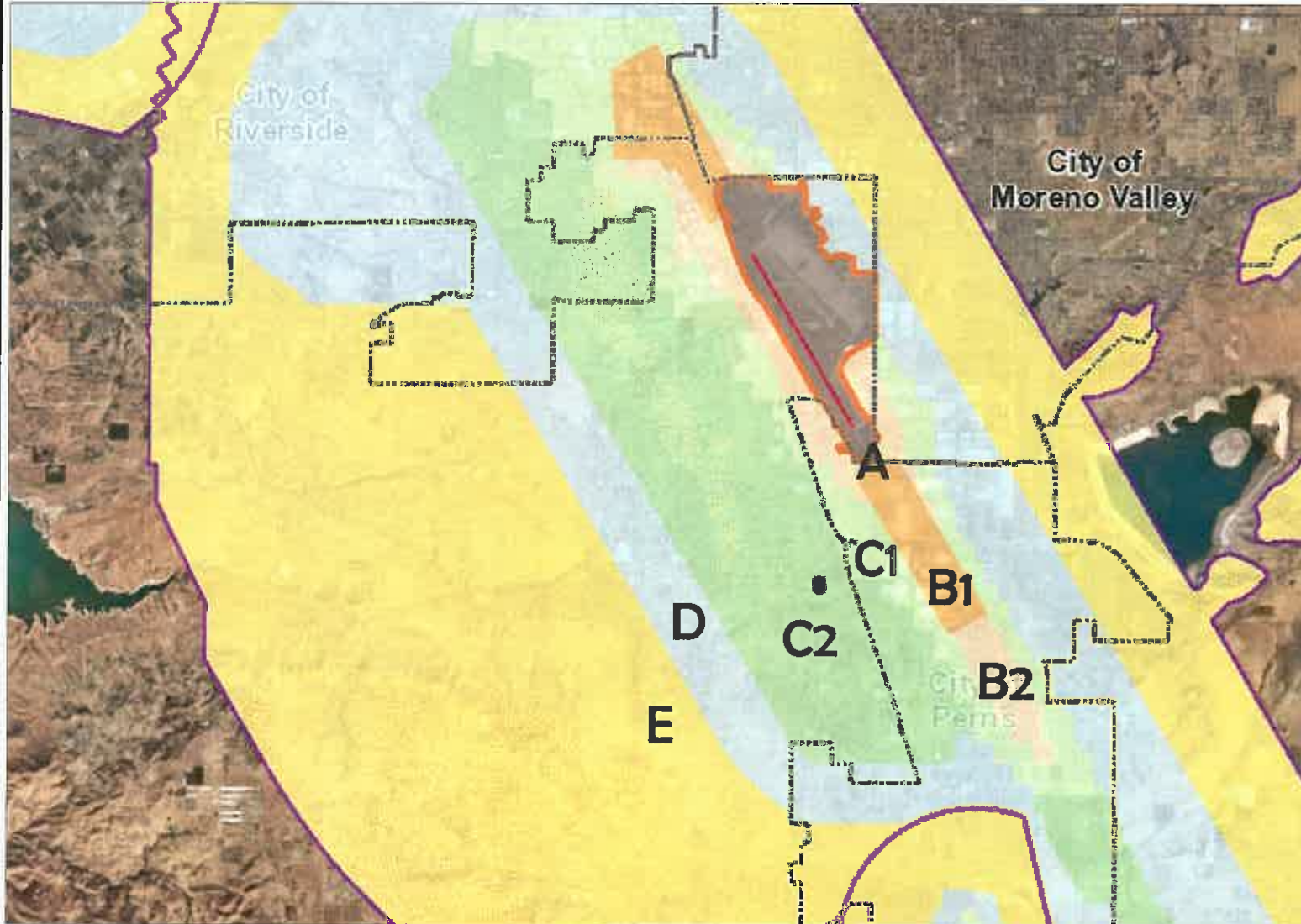
Note:
All dimensions are measured from
runway ends and centerlines.



Base map source: County of Riverside 2013

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

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



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.

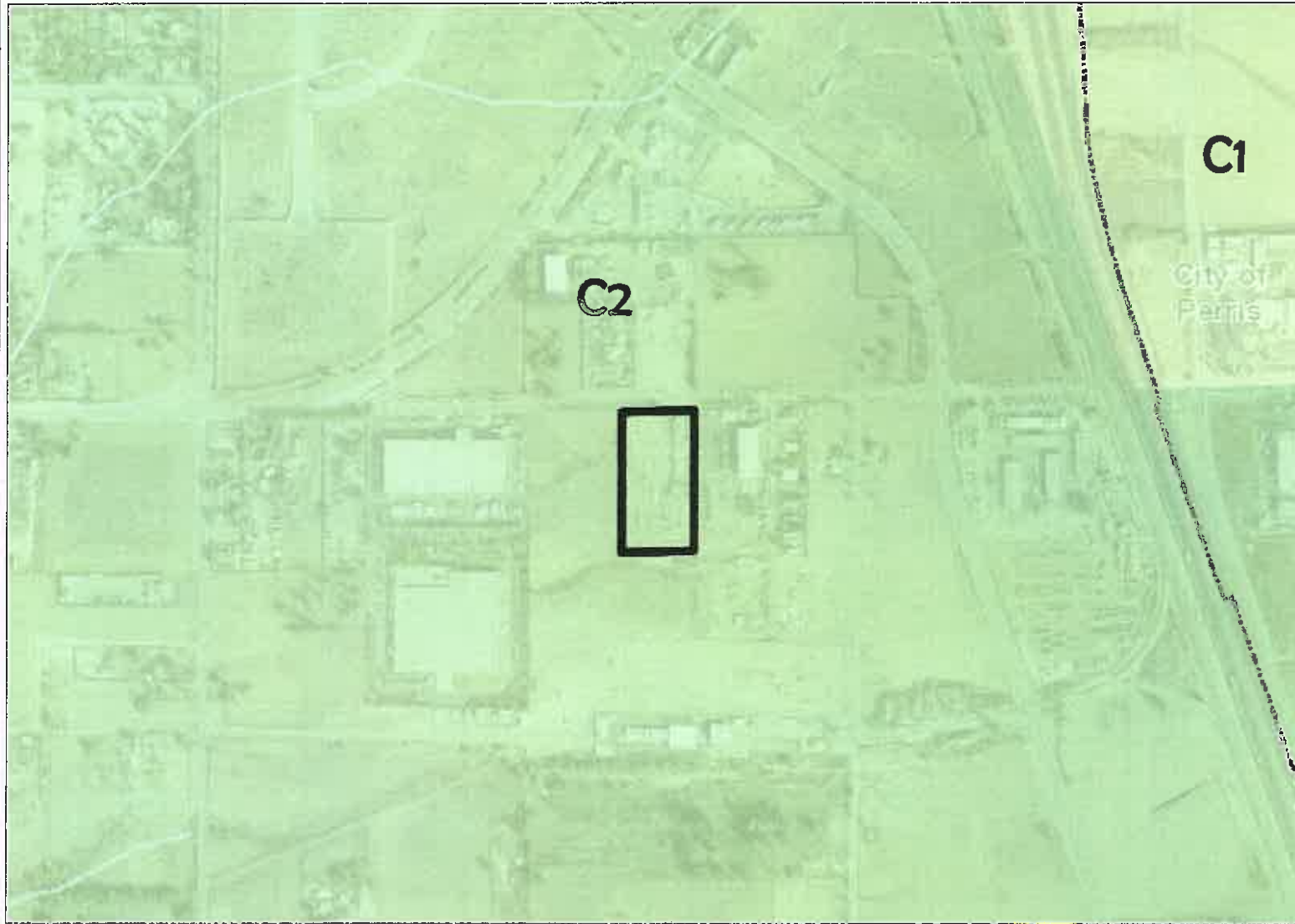
Notes



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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

Map My County Map



Legend

- Blue Line 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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0 770 1,539 Feet

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Notes

Map My County Map



Legend

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



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

Notes

0 192 385 Feet

REPORT PRINTED ON... 3/20/2020 2:31:12 PM

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CAUTION NOTICE TO CONTRACTOR
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 7 DAYS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES HORIZONTALLY AND VERTICALLY WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

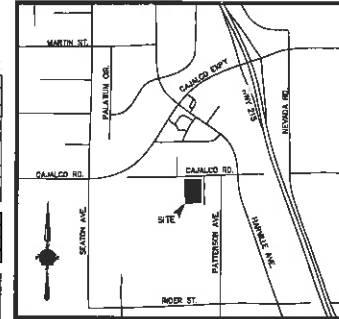
BENCHMARKS
 PER NGS BENCHMARK PID DMS444 DESIGNATION 436 DESCRIBED BY METRO WATER DISTRICT 30 CALIFORNIA 1992 PERRIS, 0.76 MILES (1.21 KM) WEST ALONG CAJALCO RD. FROM THE 215 FRY TO SEATON AVE, 65 FEET (19.8 M) NORTH OF CAJALCO RD, AND 32 FEET (9.8 M) EAST OF SEATON AVE. ON THE FOOTING OF A LARGE STEEL POWER POLE 705640/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING. A STANDARD 3-1/8 INCH ALUMINUM DISK SET FLUSH IN LOWER FOOTING. ELEVATION 1557.17 NAVD88 DATUM.

FLOODNOTE
 ACCORDING TO THE F.I.R.M. NO. 0606541410, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA. PER MAP REVISION DATED AUGUST 8, 2008.

	PHASE I	PHASE II	TOTAL
SITE DATA			
NET ACRES	63,009 SF	25,638 SF	134,277 SF
EXISTING ZONING	M-30 ZONE (MANUFACTURING SERVICE COMMERCIAL)		
PROPOSED ZONING	M-30 ZONE (MANUFACTURING SERVICE COMMERCIAL)		
PERMITTED SITE COVERAGE	40,514 64.3%	26,778 104.9%	77,492 57.7%
LANDSCAPING AREA	0.53% 9.7%	12.73% 49.8%	23,292 17.3%
PAVED AREA	35,420 56.2%	58,027 224.4%	93,447 69.6%
TOTAL			134,689 100%
PARKING DATA BASED ON ACTUAL NUMBER OF EMPLOYEES			
OFFICE (PER 1,000 SQ FT)	8-20	4	10
WAREHOUSE	4	6	10
TOTAL EMPLOYEES	34	12	26
PARKING PROVIDED:			
REGULAR	58		58
HANDICAP	2		2
TOTAL	58		58

	PHASE I	PHASE II	TOTAL
SITE DATA			
PERMITTED SITE COVERAGE	40,514 64.3%	26,778 104.9%	77,492 57.7%
LANDSCAPING AREA	0.53% 9.7%	12.73% 49.8%	23,292 17.3%
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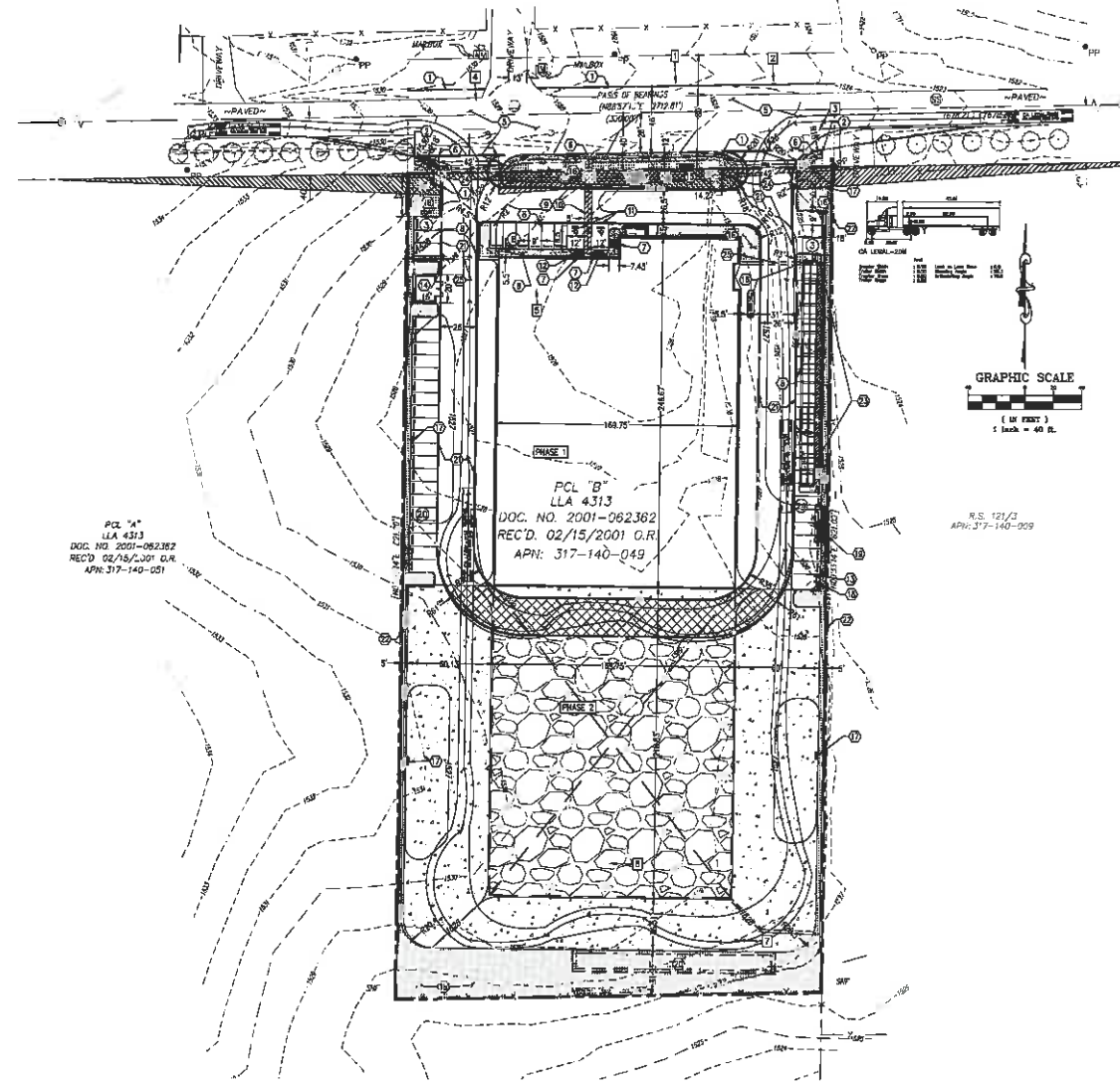


LOCATION MAP
NOT TO SCALE

LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- LIMITS OF FULL DEPTH SANICUT
- FUTURE BUILDING PLANNED
- PARKING SPACES
- AREA DRAIN
- PIEDPLANE
- WATER METER
- HANDICAP SPACES
- IRRIGATION METER
- ADA RAMP
- CURB INLET
- BOLLARD
- BOLLARD MOUNTED HANDICAP SIGN
- MANHOLE
- GATE
- HEAVY DUTY CONCRETE PAVEMENT
- 1" CONCRETE OVER 4" CLASS II AGGREGATE
- BASE OVER 1" OF SCARIFIED, MOISTURE CONDITIONED & COMPACTED SOIL
- REFER TO GDOT TECH FOR SUBGRADE PREPARATION
- LANDSCAPED AREA
- 5" THICK CONCRETE SIDEWALK
- ASPHALT FOR TEMPORARY FIRE LINE
- LOOSE GRAVEL
- COMPACTED NATIVE MATERIAL
- REFERS TO EXISTING SITE PHOTOS ON C 120

- SITE NOTES:**
- CONCRETE CURB AND GUTTER. (PER COUNTY CODES)
 - TAPER CURB TO MATCH EXISTING.
 - MATCH EXISTING PAVEMENT ELEVATION.
 - LIMITS OF FULL DEPTH SANICUT AND PAVEMENT REMOVAL.
 - EXISTING PAVEMENT TO REMAIN.
 - CONCRETE SIDEWALK 2" MAX. CROSS SLOPE AND 3/8" MAX. STRAIGHT SLOPE (PER COUNTY CODES).
 - SIDEWALK RAMP @ 8.33% MAX. (PER COUNTY CODES)
 - PARKING STALL STRIPES. (PER COUNTY CODES)
 - 4" WIDE PAINTED STRIPES, 2' OFF CENTER @ 45°.
 - PEDESTRIAN/HANDICAP CROSSWALK STRIPING.
 - HANDICAP STRIPING & SYMBOL. (TYPICAL-PER ADA AND LOCAL REQUIREMENTS)
 - HANDICAP STRIPS. (TYPICAL-PER ADA AND LOCAL REQUIREMENTS)
 - BOLLARD.
 - DUMPSTER ENCLOSURE. (PER ARCH. PLANS)
 - PROPOSED PAD MOUNTED TRANSFORMER.
 - LANDSCAPE AREA. (PER LANDSCAPE PLAN)
 - INLET. (SEE PLAN FOR SIZE)
 - 2X6' PROPANE STORAGE.
 - BIO-CLEAN STORM WATER FILTRATION BASIN.
 - BIO-RETENTION DRAINAGE AREA.
 - FIRE LANE, MINIMUM 26 FEET WIDE.
 - 1 FOOT WIDE RETAINING WALL. SEE C300 FOR WALL HEIGHT.
 - ADS STORAGE TECH SC-740 CHAMBER SYSTEM.
 - 30' X 30' SIGHT TRIANGLE.
 - GATE PER ARCHITECTURE PLANS.



PCL "A"
LLA 4313
DOC. NO. 2001-062382
REC'D. 02/15/2001 C.R.
APN: 317-140-051

PCL "B"
LLA 4313
DOC. NO. 2001-062382
REC'D. 02/15/2001 C.R.
APN: 317-140-049

N.S. 121/3
APN: 317-140-029

JAN CIVIL Engineering

38 Executive Park
Suite 310
Perris, CA 92504
Ph. 760-956-0388

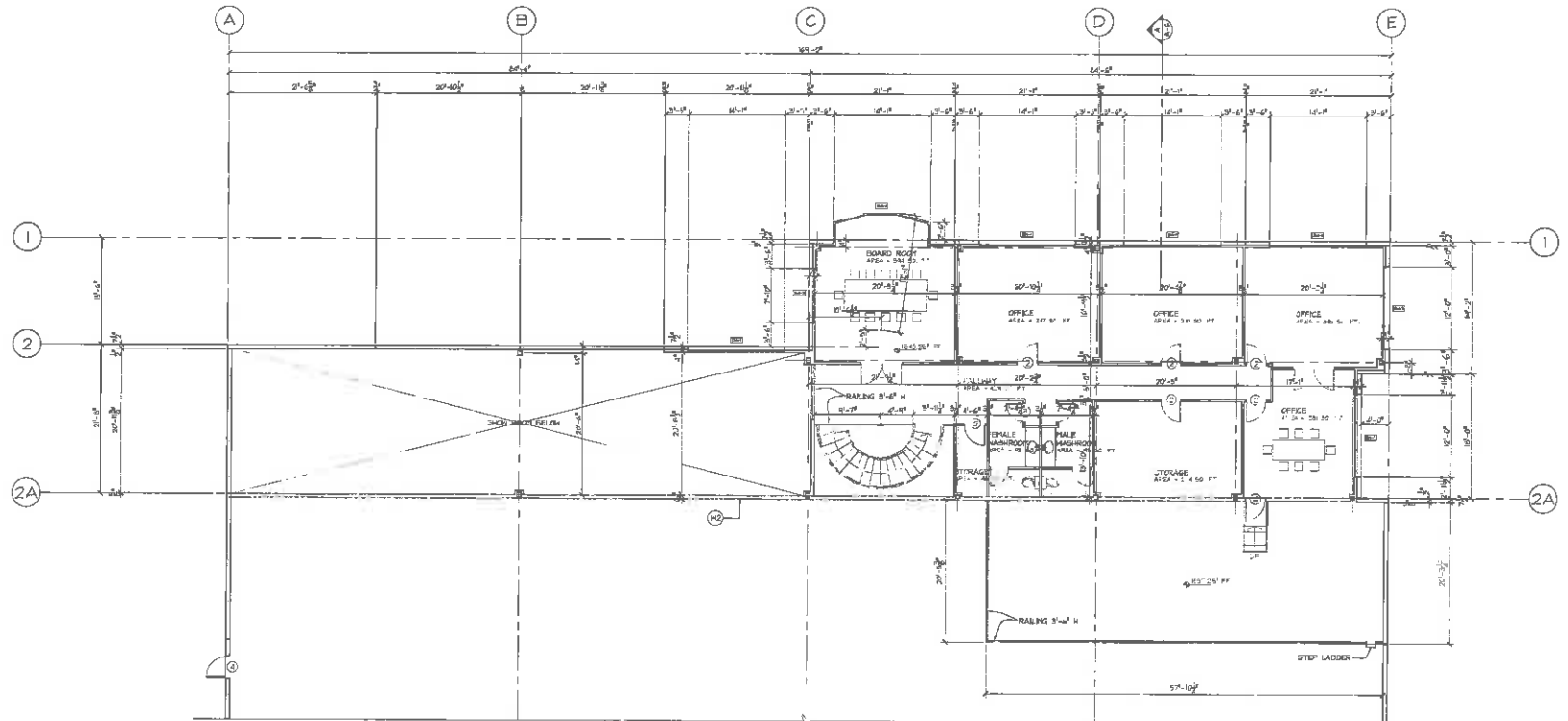
By: Florencio, PE
CIVIL ENGINEER

PERRIS WAREHOUSE
23205 CAJALCO ROAD
PERRIS, CA 92570

DATE	DESCRIPTION
08/20/19 <td>ISSUE FOR PERMITS</td>	ISSUE FOR PERMITS



C 100



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

REVISIONS



VANASAN
ARCHITECTS

200 UNIVERSITY BLVD.
SUITE 100
DANFORTH CITY
DANFORTH, MISSISSAUGA
ON L4R 1A5

DATE:

PERRIS
WAREHOUSE
MCC-FORMING
13125 DANFORTH ROAD
PERRIS, CA 95364

REVISIONS

MEZZANINE FLOOR

NO.	DATE	BY	CHKD BY

DATE:

A-5

KEY NOTES

- ① TILT-UP CONCRETE REINFORCED WALL
- ② 1/2" TO 3/4" WIDE VERTICAL JOINT BETWEEN TWO TILT-UP WALLS FILLED WITH FOAM AND INDUSTRIAL GRADE PAINTABLE CAULKING
- ③ 24 GA METAL FLASHING ON TOP OF TILT-UP WALL
- ④ REINFORCED CONCRETE WALL
- ⑤ CORRUGATED 22 GA GALVANIZED METAL PANELS
- ⑥ LED RAB LIGHTING LOT BLASTER FOR TYPE III WITH PHOTOCELL 400K
- ⑦ LED CYBERX ASSEMBLY PENETR 3000K, DIMMABLE
- ⑧ RAB LIGHTING RED WALL PACKS WITH LBELED 80W 4000K WITH PHOTOCELL
- ⑨ LED RAB LIGHTING BRICK WALL PACK 80W 4000K WITH PHOTOCELL

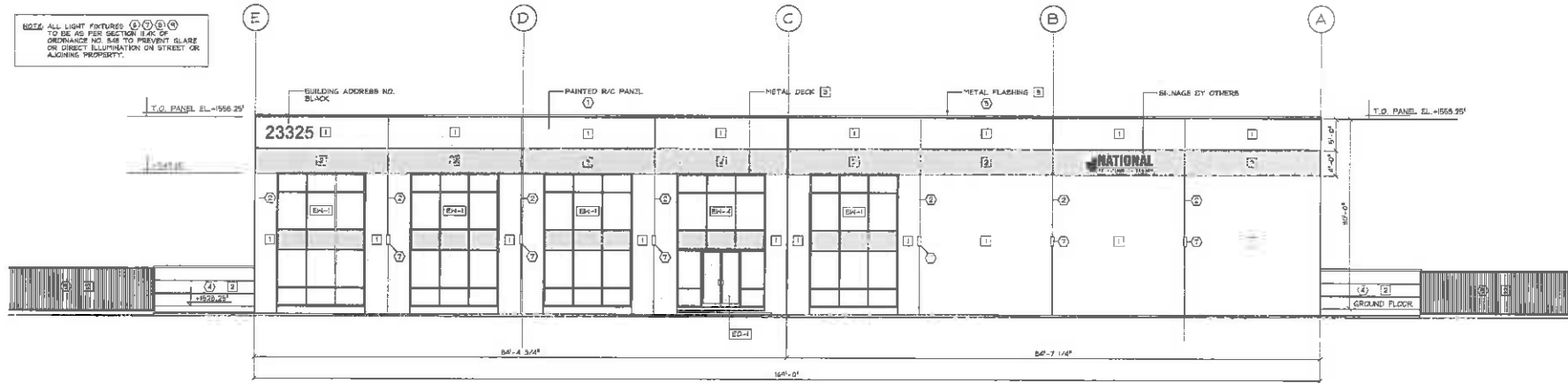
NOTE: ALL LIGHT FIXTURES ⑥ ⑦ ⑧ ⑨ TO BE AS PER SECTION 9.4.1 OF ORDINANCE NO. 8.48 TO PREVENT GLARE OR DIRECT ILLUMINATION ON STREET OR ADJACENT PROPERTY.

COLOR GUIDE

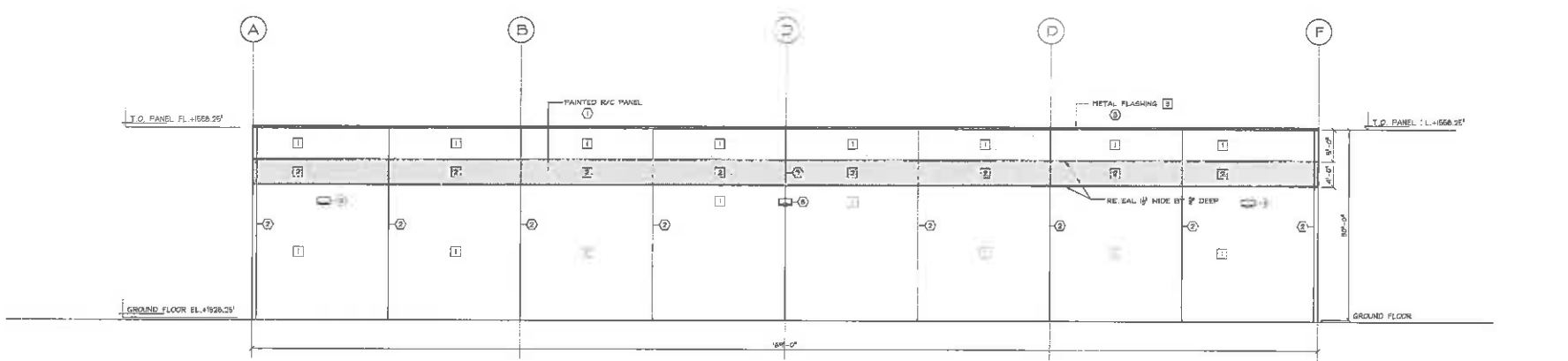
- ① CONCRETE TILT UP WALL BEAR - DOREKIN GRAY, #N200-2 (URETHANE SEMI GLOSS)
- ② CONCRETE TILT UP WALL & ELECTRIC SLIDING GATE BEAR - SAUTTER GRAY, #PP205-9 (URETHANE SEMI GLOSS)
- ③ GALVANIZED METAL INSULATED OVERHEAD DOOR BEAR - MOONLAKE, #660-4 (URETHANE SEMI GLOSS)
- ④ CONCRETE WALL BEAR - DOREKIN GRAY, #N200-2 (URETHANE SEMI GLOSS)
- ⑤ GALVANIZED CORRUGATED METAL IN STEEL FRAME BEAR - DOREKIN GRAY, #N200-2 (URETHANE SEMI GLOSS)

EXTERIOR FINISHES

- EX-1 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
- EX-2 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
- EX-3 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED, SELF CLOSING MECHANISM
- EX-4 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED, SELF CLOSING MECHANISM
- EX-5 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
- EX-6 4 1/2" ALUMINUM SEMI-FINISHED STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
- EX-7 INSULATED METAL DOOR IN METAL FRAME - COLOR BEAR #60-4 SELF CLOSING MECHANISM
- EX-8 ROLL-UP INSULATED METAL DOOR WITH LINEAR GLASS WINDOW - COLOR BEAR #60-4, MECHANICAL OPERATION
- EX-9 ROLL-UP INSULATED METAL DOOR - COLOR BEAR #60-4 - MECHANICAL OPERATION



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



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



VANABAN
ARCHITECTS
I N C

1000 UNIVERSITY AVENUE
SUITE 100
DUBLIN, CALIFORNIA 94568
TEL: 925.835.8888
WWW.VANABANARCHITECTS.COM

PERHIS WAREHOUSE
NCS FORMING
3305 CALICO ROAD
PERHIS, CALIFORNIA

ELEVATIONS

DATE	DESCRIPTION
08/12	ISSUE FOR PERMITS
08/12	ISSUE FOR PERMITS
08/12	ISSUE FOR PERMITS
08/12	ISSUE FOR PERMITS

KEY NOTES

- ① TILT-UP CONCRETE REINFORCED MALL
- ② 1/2" TO 3/4" WIDE VERTICAL JOINT BETWEEN TWO TILT-UP WALLS FILLED WITH FOAM AND INDUSTRIAL GRADE PAINTABLE CAULKING
- ③ 24 GA METAL FLASHING ON TOP OF TILT-UP WALL
- ④ REINFORCED CONCRETE MALL
- ⑤ CORRUGATED 22 GA GALVANIZED METAL PANELS
- ⑥ LED RAB LIGHTING LOT BLASTER 100W TYPE III WITH PHOTOCELL 400K
- ⑦ LED CYLINDER HUBBELL F14009 3000K, DIMMABLE
- ⑧ RAB LIGHTING 180 WALL PACKS WITH LSLED 100W 4000K WITH PHOTOCELL
- ⑨ LED RAB LIGHTING BRICK WALL PACK 95W 4000K WITH PHOTOCELL

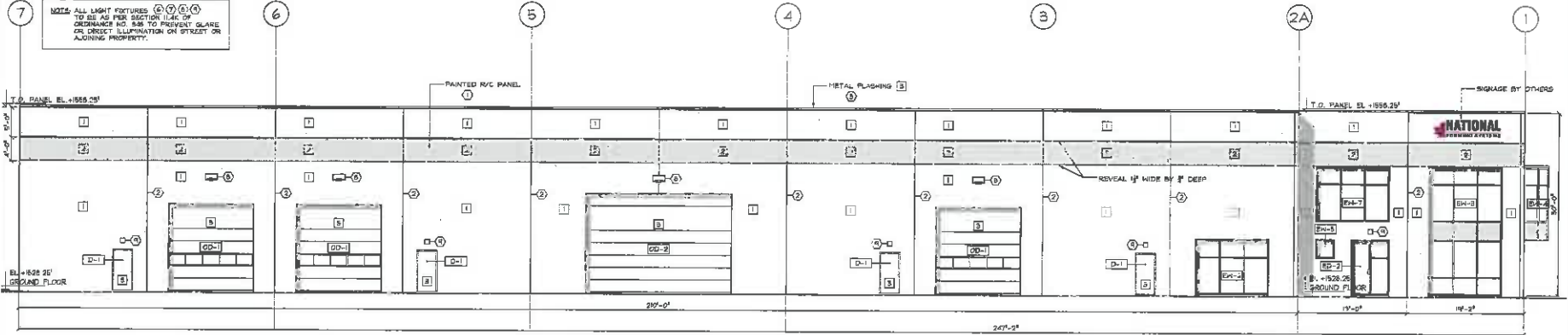
COLOR LEGEND

- ① CONCRETE TILT UP WALL - DOBSON GRAY, #N200-2 (URETHANE BEH'S GLOSS)
- ② CONCRETE TILT UP WALL & ELECTRIC BUILDING GATE BEH - SHUTTER GRAY, #PF22-18 (URETHANE BEH'S GLOSS)
- ③ GALVANIZED METAL INSULATED OVERHEAD DOOR BEH - #N200-2, #H20-4 (URETHANE BEH'S GLOSS)
- ④ CONCRETE WALL - DOBSON GRAY, #N200-2 (URETHANE BEH'S GLOSS)
- ⑤ GALVANIZED CORRUGATED METAL IN STEEL FRAME BEH - DOBSON GRAY, #N200-2 (URETHANE BEH'S GLOSS)

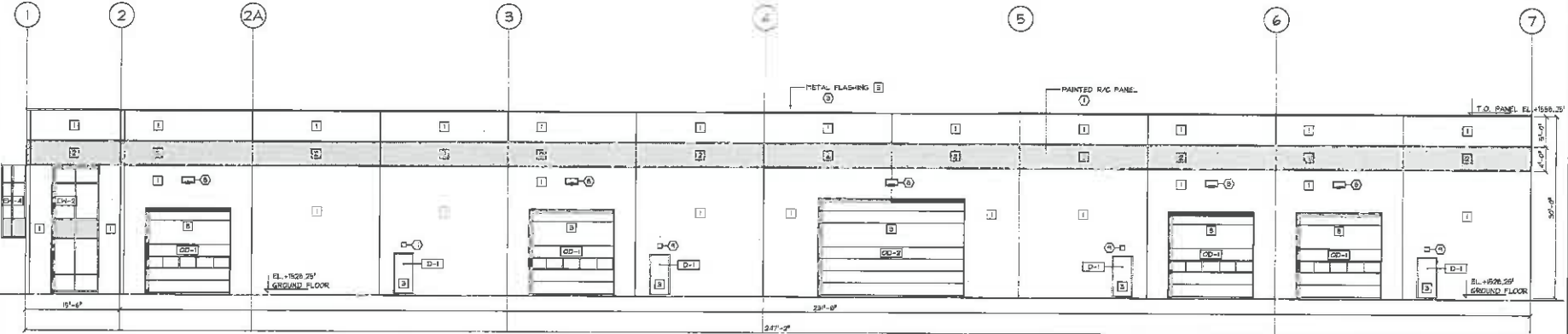
EXTERIOR OPENINGS

- [E-1] 4 1/2" ALUMINUM STOREFRONT ALUPEL - COLOR CLEAR ANODIZED
- [E-2] 4 1/2" ALUMINUM STOREFRONT ALUPEL - COLOR CLEAR ANODIZED
- [E-3] 4 1/2" ALUMINUM STOREFRONT ALUPEL - COLOR CLEAR ANODIZED SELF CLOSING MECHANISM
- [E-4] 4 1/2" ALUMINUM STOREFRONT ALUPEL - COLOR CLEAR ANODIZED SELF CLOSING MECHANISM
- [E-5] 4 1/2" ALUMINUM STOREFRONT ALUPEL - COLOR CLEAR ANODIZED
- [E-6] 4 1/2" ALUMINUM SEGMENTED STOREFRONT ALUPEL - COLOR CLEAR ANODIZED
- [E-7] INSULATED METAL DOOR IN METAL FLATE - COLOR BEH #H20-4 SELF CLOSING MECHANISM
- [E-8] ROLL-UP INSULATED METAL DOOR WITH LINEAR GLASS WINDOW - COLOR BEH #H20-4, MECHANICAL OPERATION
- [E-9] ROLL-UP INSULATED METAL DOOR - COLOR BEH #H20-4 - MOTORIZED OPERATION

NOTE: ALL LIGHT FIXTURES (⑥) (⑦) (⑧) (⑨) TO BE AS PER SECTION 14.01 OF SPECIFICATIONS TO PREVENT GLARE OR DIRECT ILLUMINATION ON STREET OR ADJACENT PROPERTY.



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



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



VANAGAN
ARCHITECTS
I N C.

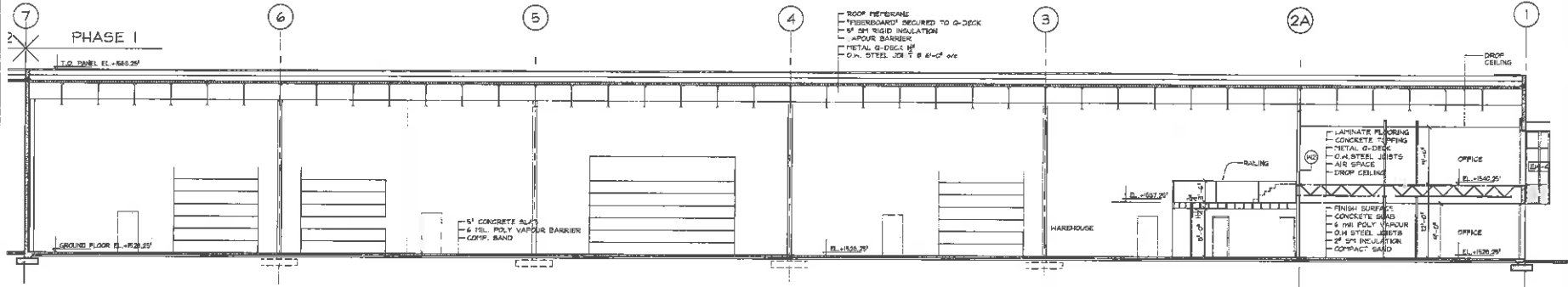
2111 VANADORE WAY
DUBLIN, CA 94568
PHONE: 916-841-1102
FAX: 916-841-8820

PROJECT
PERRIS WAREHOUSE
NCS FORMING
23325 CAVALDO ROAD
PERRIS, CA 92370

SHOWING
ELEVATIONS

SCALE: AS SHOWN
DATE: 01.15.2020
DRAWN: JF
CHECKED: JF
DESIGNED: JF
PROJECT NO: 2019-001
DATE: 01.15.2020
BY: JF
DATE: 01.15.2020

SHEET



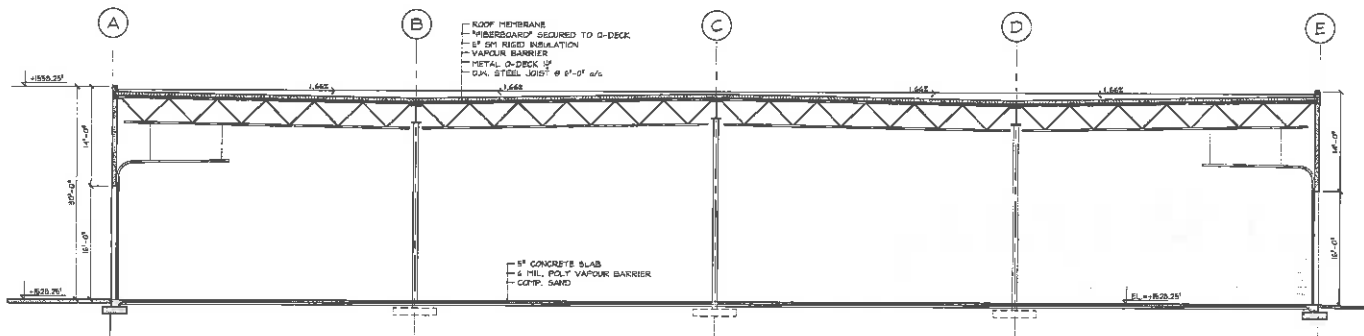
A SECTION
SCALE: 1/8"=1'-0"

ROOF MEMBRANE
 - MEMBRANE SECURED TO G-DECK
 - 5" RIGID INSULATION
 - VAPOUR BARRIER
 - METAL G-DECK 1/4"
 - 2" x 4" STEEL JOIST @ 2'-0" o/c

1" CONCRETE SLAB
 - 6 MIL. POLY VAPOUR BARRIER
 - COMP. SAND

LAMINATE FLOORING
 - CONCRETE TOPPING
 - METAL G-DECK
 - 2" x 4" STEEL JOIST
 - AIR SPACE
 - DROP CEILING

FINISH SURFACE
 - CONCRETE SLAB
 - 6 MIL. POLY VAPOUR
 - 2" x 4" STEEL JOIST
 - 2" RIGID INSULATION
 - COMPACT SAND



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

ROOF MEMBRANE
 - MEMBRANE SECURED TO G-DECK
 - 5" RIGID INSULATION
 - VAPOUR BARRIER
 - METAL G-DECK 1/4"
 - 2" x 4" STEEL JOIST @ 2'-0" o/c

1" CONCRETE SLAB
 - 6 MIL. POLY VAPOUR BARRIER
 - COMP. SAND



VANAGAN
ARCHITECTS
J H C

1811 VANTURE WAY
 SUITE 100
 OAKLAND, CA 94612
 PHONE: 510-435-1122
 FAX: 510-435-0208

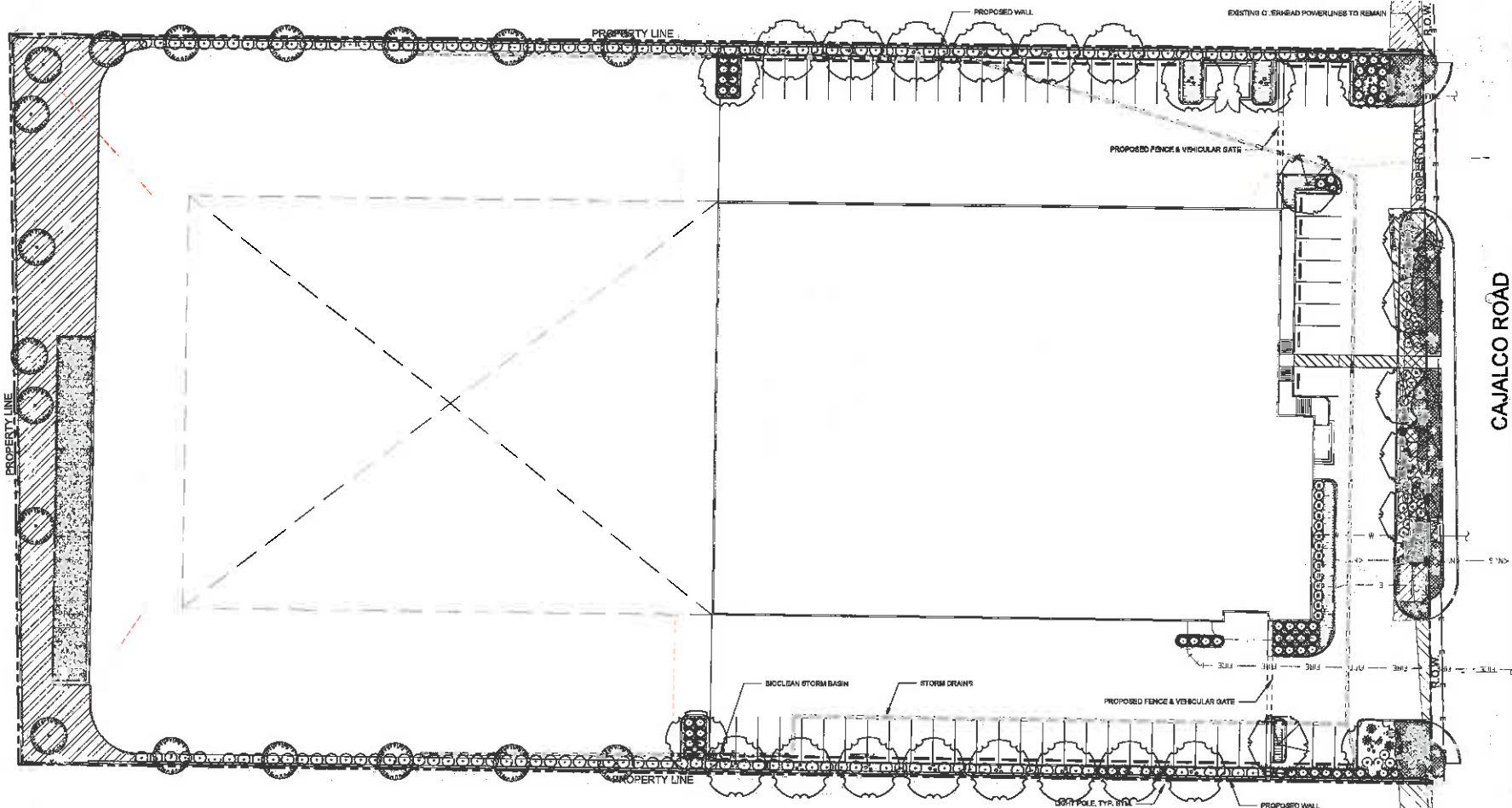
PROJECT
PERRIS WAREHOUSE
 NCS FORMING
 23325 CALALCO ROAD
 PERRIS, CA 92570

DRAWING
 SECTIONS

SCALE	1/8"=1'-0"
DATE	FEB 2002
DRAWN	JT

SHEET

A-6



PLANTING LEGEND

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
TREES					
	LIRIODENDRON TULIPIFERA	CALIFORNIA PEPPER TREE	36" BOX MULTI	20	
	ACACIA STYRACIFLUA	SNODGRASS ACACIA	24" BOX STD.	18	LOW
	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX STD.	1	LOW

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
SHRUBS					
	AGAVE ATTENUATA	BLUE GLOW AGAVE	5 GAL.	37	LOW
	BOUGAINVILLEA SPECTABILIS	BOUGAINVILLEA	5 GAL.	26	LOV
	LEMNISCATA CYMOSA	CANYON PRINCE WILD RYE	5 GAL.	70	LOW
	RHUS INTEGRIFOLIA	LEMONADE BERRY	5 GAL.	143	LOW
	DIANELLA REVOLUTA	LITTLE RED FLAX LILY	5 GAL.	14	LOW
	NOLINA VELUTINA	BLUE NOLINA	5 GAL.	7	VERY LOW

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
GROUNDCOVER					
	BACCHARIS PILULARIS	DWARF COYOTE BUSH	1 GAL.	6FT. O.C.	LOV
	DALISPA CAPITATA	SIERRA GOLD INDIGO BUSH	1 GAL.	6FT. O.C.	LOW
	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA	1 GAL.	6FT. O.C.	LOW

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
BIORETENTION AREA					
	DIANELLA CAERULEA	BERMUDA GRASS	1 GAL.	18" O.C.	LOW
	ELYMUS MAGELLANICUS	MAGELLAN WHEATGRASS	1 GAL.	18" O.C.	LOW
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	18" O.C.	LOW
	ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL.	18" O.C.	LOW

LANDSCAPE CALCULATIONS

TOTAL SITE AREA (GROSS)	3.9 ACRES (174,227 SF)
LANDSCAPE AREA REQUIRED	17,423 SF (0.1% OF SITE AREA)
LANDSCAPE AREA PROVIDED	18,118 SF (1% OF SITE AREA)
NET DEVELOPED AREA (BLDGS. & LANDSCAPE)	3.15 ACRES (137,280 SF)

No existing trees on site.

MAINTENANCE NOTE:
NCS National Construction shall assume maintenance for Gravel and 0.6-Six (0.6") maintenance.

LANDSCAPE DEVELOPMENT

THIS SITE IS CURRENTLY IN USE BY THE OWNER. HOWEVER, THEY HAVE A NEED FOR INTERIOR STORAGE. THEY ARE PROPOSING THIS WORKSCOPE AND THE ASSOCIATED LANDSCAPE.

THE LANDSCAPE USER ALL LOW WATER PLANT THAT ARE NATIVE OR ADAPTED TO THE PERRIS AREA. THE SITE NEEDS TO BE FUNCTIONAL FOR LARGE TRUCKS WITH DELIVERIES SO THE PLANT MATERIAL IS AT THE PERIMETER OF THE PROPERTY AND AT THE FRONT OF THE BUILDING.

THE MAIN TREE SPECIES IN THE AREA IS OLEA EUROPAEA WHICH IS BEING INCORPORATED INTO THIS SITE.

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 808.2, Ordinance No. 808.3, Ordinance No. 808.4, Ordinance No. 808.5, Ordinance No. 808.6, Ordinance No. 808.7, Ordinance No. 808.8, Ordinance No. 808.9, Ordinance No. 808.10, Ordinance No. 808.11, Ordinance No. 808.12, Ordinance No. 808.13, Ordinance No. 808.14, Ordinance No. 808.15, Ordinance No. 808.16, Ordinance No. 808.17, Ordinance No. 808.18, Ordinance No. 808.19, Ordinance No. 808.20, Ordinance No. 808.21, Ordinance No. 808.22, Ordinance No. 808.23, Ordinance No. 808.24, Ordinance No. 808.25, Ordinance No. 808.26, Ordinance No. 808.27, Ordinance No. 808.28, Ordinance No. 808.29, Ordinance No. 808.30, Ordinance No. 808.31, Ordinance No. 808.32, Ordinance No. 808.33, Ordinance No. 808.34, Ordinance No. 808.35, Ordinance No. 808.36, Ordinance No. 808.37, Ordinance No. 808.38, Ordinance No. 808.39, Ordinance No. 808.40, Ordinance No. 808.41, Ordinance No. 808.42, Ordinance No. 808.43, Ordinance No. 808.44, Ordinance No. 808.45, Ordinance No. 808.46, Ordinance No. 808.47, Ordinance No. 808.48, Ordinance No. 808.49, Ordinance No. 808.50, Ordinance No. 808.51, Ordinance No. 808.52, Ordinance No. 808.53, Ordinance No. 808.54, Ordinance No. 808.55, Ordinance No. 808.56, Ordinance No. 808.57, Ordinance No. 808.58, Ordinance No. 808.59, Ordinance No. 808.60, Ordinance No. 808.61, Ordinance No. 808.62, Ordinance No. 808.63, Ordinance No. 808.64, Ordinance No. 808.65, Ordinance No. 808.66, Ordinance No. 808.67, Ordinance No. 808.68, Ordinance No. 808.69, Ordinance No. 808.70, Ordinance No. 808.71, Ordinance No. 808.72, Ordinance No. 808.73, Ordinance No. 808.74, Ordinance No. 808.75, Ordinance No. 808.76, Ordinance No. 808.77, Ordinance No. 808.78, Ordinance No. 808.79, Ordinance No. 808.80, Ordinance No. 808.81, Ordinance No. 808.82, Ordinance No. 808.83, Ordinance No. 808.84, Ordinance No. 808.85, Ordinance No. 808.86, Ordinance No. 808.87, Ordinance No. 808.88, Ordinance No. 808.89, Ordinance No. 808.90, Ordinance No. 808.91, Ordinance No. 808.92, Ordinance No. 808.93, Ordinance No. 808.94, Ordinance No. 808.95, Ordinance No. 808.96, Ordinance No. 808.97, Ordinance No. 808.98, Ordinance No. 808.99, Ordinance No. 808.100.

D. [Signature] 01-17-2020
 D:\Projects\17-2020\17-2020.dwg
 Scale 1" = 20'



VANAGAN HOLDINGS, INC.
 23325 CAJALCO ROAD
 PERRIS, CA 92470
 Phone: 951-946-0080

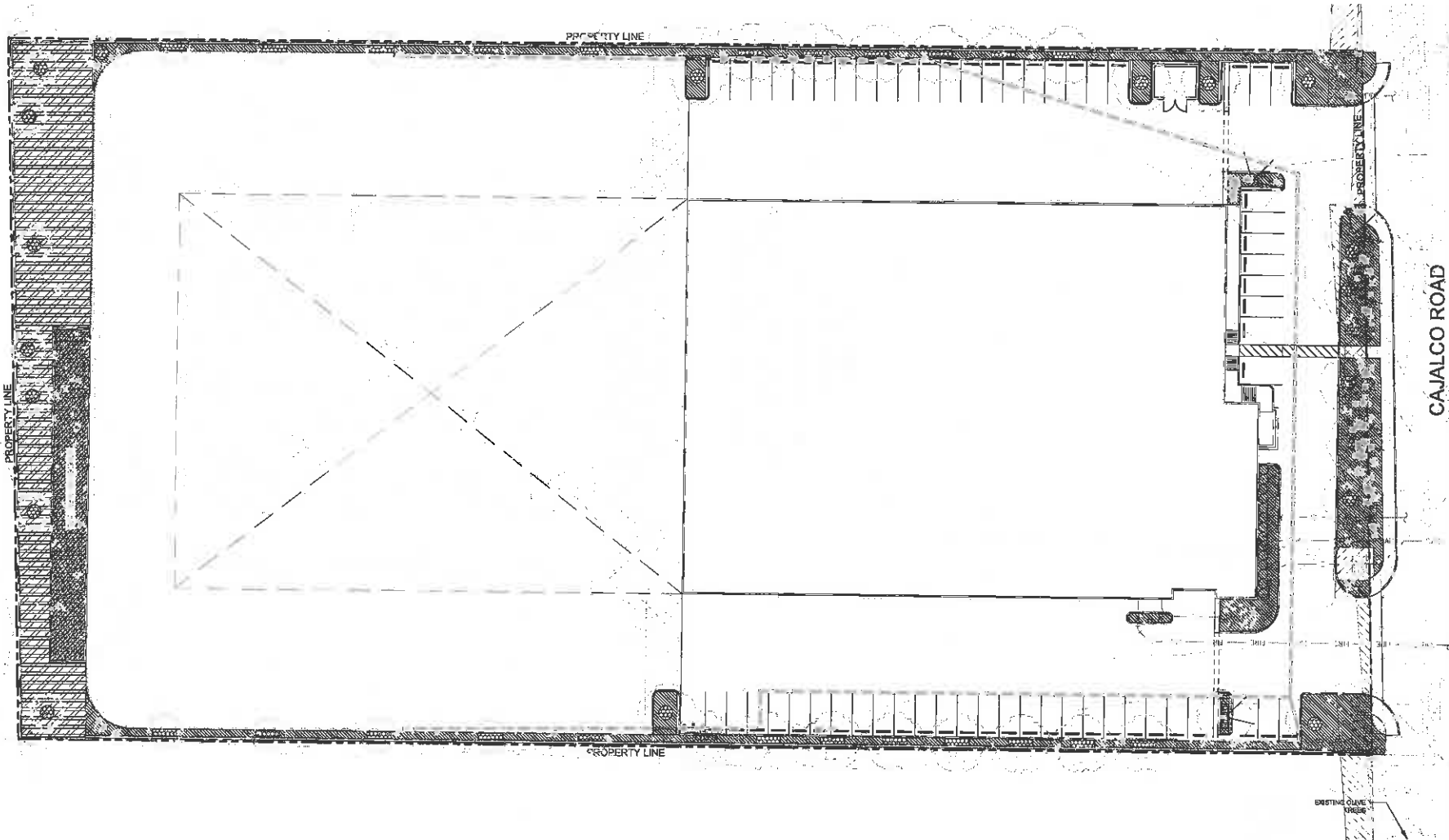
NCS NATIONAL CONSTRUCTION
 23325 CAJALCO ROAD
 PERRIS, CA 92470

Preliminary Landscape Concept Plan

Date	Comment

Project Number: 01/17/2020
 Date: 01/17/2020
 Drawn By: DB
 Checked By: RM

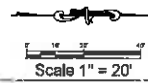
LP-1



HYDROZONE LEGEND

	LOW WATER - IN-LINE ORP 7,880 S.F.
	LOW WATER TREES - BUBBLERS 1,288 S.F.
	LOW WATER BIO-SWALE - MP ROTATORS 2,037 S.F.
	LOW WATER BIO-SWALE - MP ROTATORS 6,925 S.F.

NO OVERHEAD IRRIGATION ALLOWED WITHIN 2' OF NON-PERMEABLE SURFACES. SUBSURFACE OR LOW-VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 10 FEET IN WIDTH.



Client:
VANAGAN HOLDINGS, INC.
 23325 CAJALCO ROAD
 PERRIS, CA 92570
 Phone: 804-946-0080

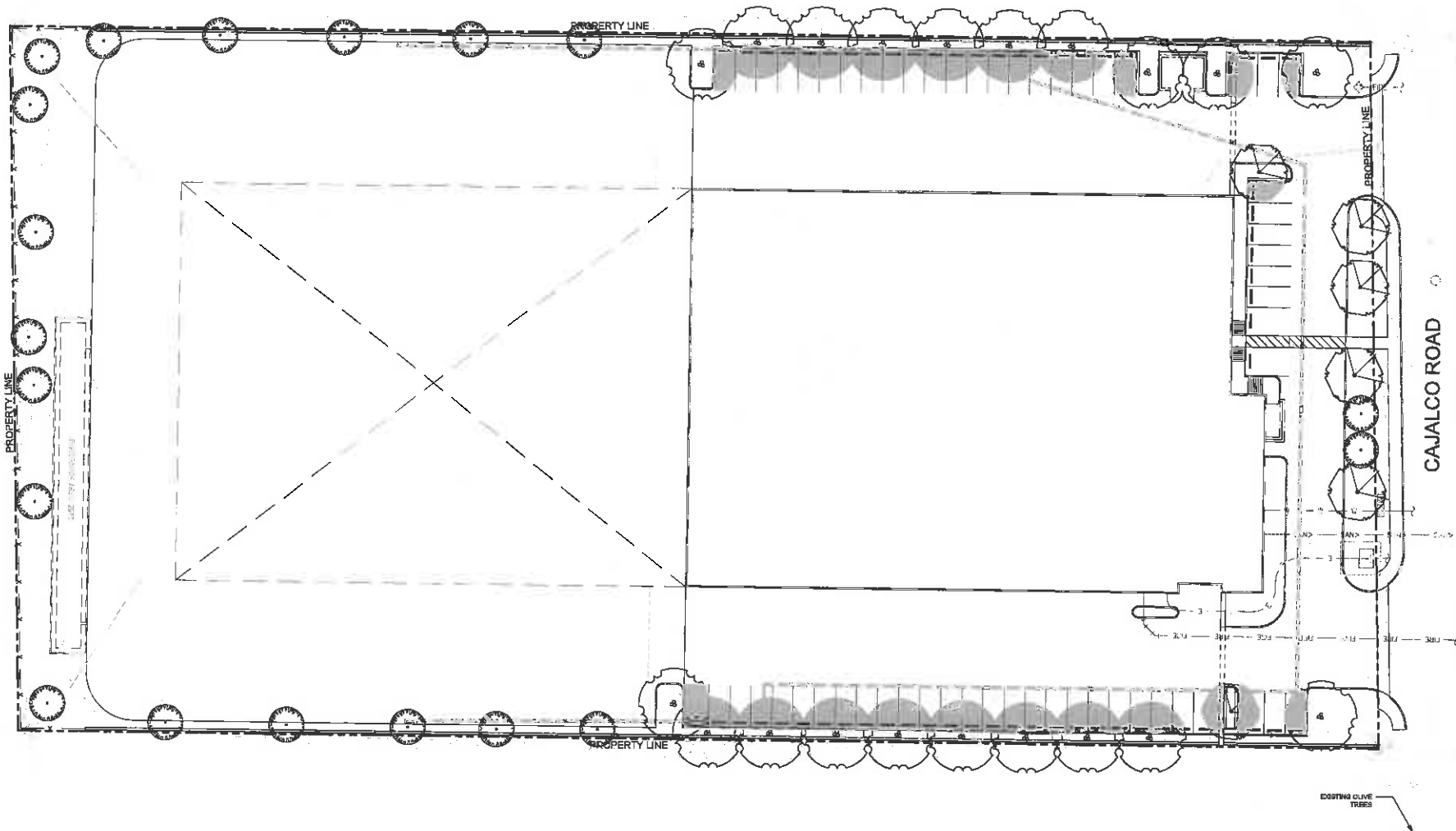
Project Name:
NCS NATIONAL CONSTRUCTION
 23325 CAJALCO ROAD
 PERRIS, CA 92570

Hydrozone Plan

Date Comments

Project Number:
 Date: 01/17/2020
 Drawn by: DB
 Checked by: RM

LP-2



TREE SHADING LEGEND

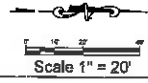
PARKING AREA SHADED BY TREES

SHADING SUMMARY

TOTAL PARKING AREA 9,890 S.F.
 EXCLUDES DRIVE AISLES AND OPEN AREA IN
 BACK OF PROPERTY
 50% SHADING REQUIRED: 4,945 S.F.
 PARKING AREA SHADED BY TREES 6,450 S.F.
 (68% SHADING AREA PROVIDED)

TREE SIZE SHOWN AT 10 YEARS MATURITY PER
 RIVERSIDE COUNTY ORDINANCE 948, SEC. 16.12

EXISTING OLIVE
 TREES



Owner
VANAGAN HOLDINGS, INC.
 23325 CAJALCO ROAD
 PERRIS, CA 92570
 Phone: 604-946-0090

Project Name
NCS NATIONAL CONSTRUCTION
 23325 CAJALCO ROAD
 PERRIS, CA 92570

Tree Shading Plan

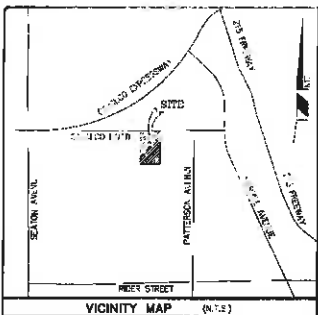
Date	Comment

Project Number: 01/17/2020
 Date: 01/17/2020
 Drawn By: DB
 Checked By: RM

LP-3

TOPOGRAPHIC SURVEY MAP

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



- LEGEND:**
- PARCEL BOUNDARY
 - - - LOT SUBDIVISION
 - CENTER LINE
 - PP INDICATES POWER POLE
 - ⊗ INDICATES LIGHTS
 - ⊙ INDICATES SENDER MARKHOLE
 - INDICATES PALM TREE
 - ⊠ INDICATES WATER METER
 - ⊕ INDICATES WATER VALVE
 - W.B. INDICATES WATER RESER
 - W.B. INDICATES WATER BACKFLOW
 - G.M. INDICATES GAS MARKER
 - C.M. INDICATES CABLE MARKER
 - T.R. INDICATES TRUSS RISE
 - INDICATES FENCE CHAINLINK
 - INDICATES R.A.L.

BASIS OF BEARINGS:
BASIS OF BEARINGS: BEARINGS HEREON ARE BASED ON THE CENTER LINE OF CAJALCO ROAD, PER R.S. 84/44 BEING N 89°57'15"E.

SURVEYOR'S NOTES:

- () DENOTES RECORD DATA PER R.S. 84/44.
- () DENOTES RECORD DATA PER DOC. NO. 2001-062362 REC'D. 02/15/2001 O.R.
- INDICATES FOUND MONUMENT AS NOTED.
- SNF SEARCHED NOTHING FOUND, NOTHING SET.

BENCHMARK:
PER NOS BENCHMARK PLO 003444 DESIGNATION 436 DESCRIBED BY METRO WATER DIST. SO. CALIFORNIA 1982 PERIOD: 0.75 FEET (1.21 M) WEST ALONG CAJALCO RD FROM THE 215 FERRY TO SEATON AVE. AT THE NORTHEAST CORNER OF CAJALCO RD AND SEATON AVE. 85 FEET (25.91 M) NORTH OF CAJALCO RD AND 35 FEET (10.67 M) EAST OF SEATON AVE. ON THE FOOTING OF A LARGE STEEL POWER POLE TOWER/UT ON LOWER FOOTING 4.8 FEET (1.46 M) BELOW UPPER FOOTING. A STANDARD 3-1/2" ALUMINUM DISK SET FLUSH IN LOWER FOOTING.

ELLIPSOID: 1983/17' NAD83: 17' U.S.

SURVEYOR'S STATEMENT:
THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION ON FEBRUARY 15, 2019.

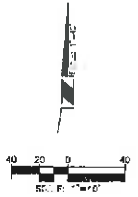
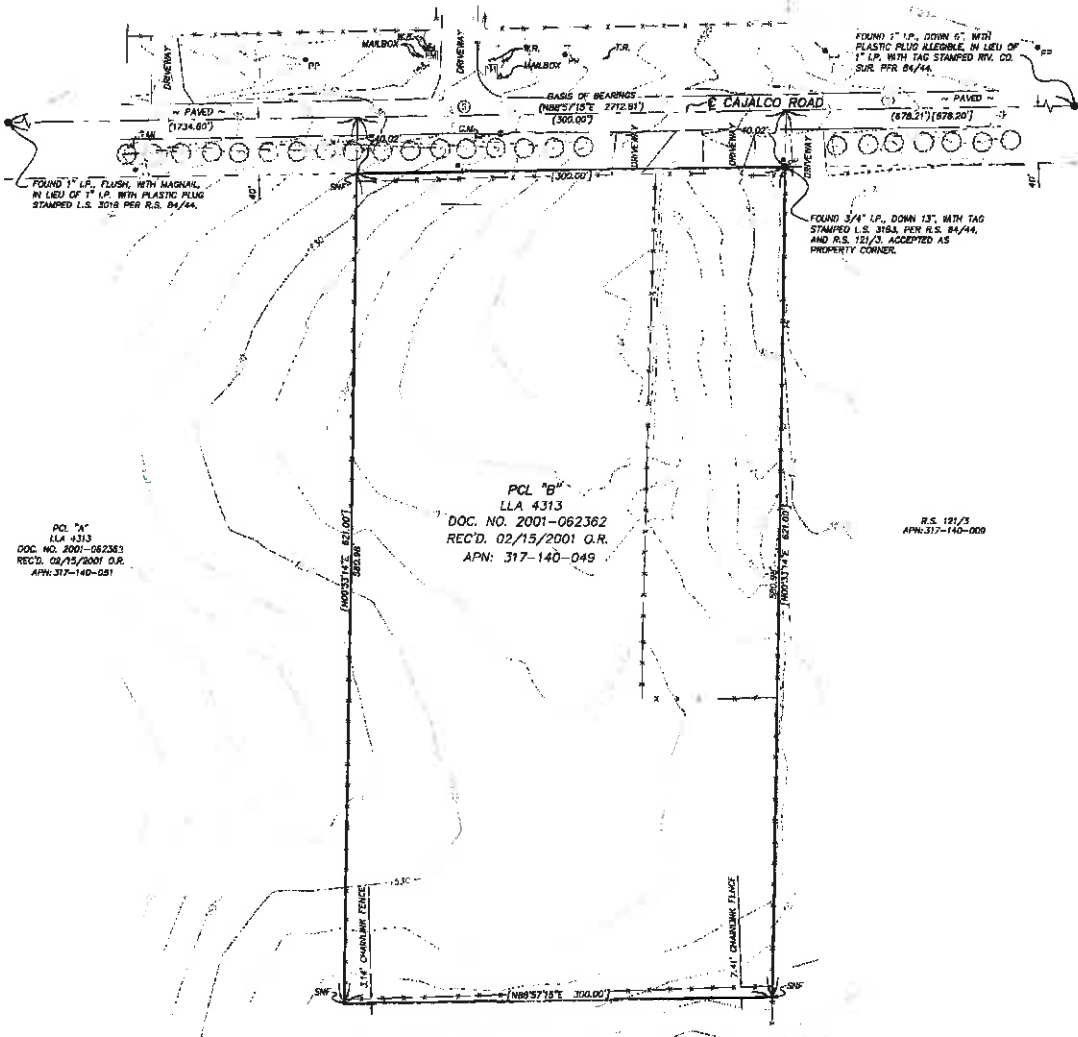


MIGUEL A. VALAGUNAS
P.L.S. 8508

SITE ADDRESS:
23325 CAJALCO ROAD
PERRIS, CA 92570

ASSESSOR PARCEL NUMBER:
317-140-049

OWNER:
VANADAN HOLDINGS INC.
7611 VINTAGE WAY
DUBLIN, CA, 94568



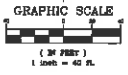
				INLAND VALLEY SURVEYING, INC. 180 WALNUT AVENUE, SUITE A-5 PERRIS, CA 92571 Call (951) 966-8798 Office (951) 957-1800 Email: pvalagunas@ivss.com		COUNTY OF RIVERSIDE TOPOGRAPHIC SURVEY MAP FOR APN: 317-140-049		SHEET NO. 1
				SCALE: AS NOTED BENCHMARK: SEE ABOVE		OF 1 SHEETS FILE NO.		
DATE: FEBRUARY, 2019						FOR: VANADAN HOLDINGS INC.		
DATE: _____ BY: _____ MARK: _____ SUBMITTER: _____ REVISION: _____ APPR. DATE: _____						REC. 19-021		

BENCHMARKS
 PER MGS BENCHMARK PD DMS444 DESIGNATION 438 DESCRIBED BY METRO WATER DISTRICT SO, CALIFORNIA 1982 PERRIS, 0.79 MILES (1.27 KM) WEST ALONG CAJALLO RD. FROM THE 215 FRTW TO SEATON AVE, 85 FEET (19.8 M) NORTH OF CAJALLO RD. AND 32 FEET (9.8 M) EAST OF SEATON AVE. ON THE FOOTING OF A LARGE STEEL POWER POLE 705840/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING. A STANDARD 3-A INCH ALUMINUM DISK SET FLUSH IN LOWER FOOTING. ELEVATION 1527.17 NAVD83 DATUM.

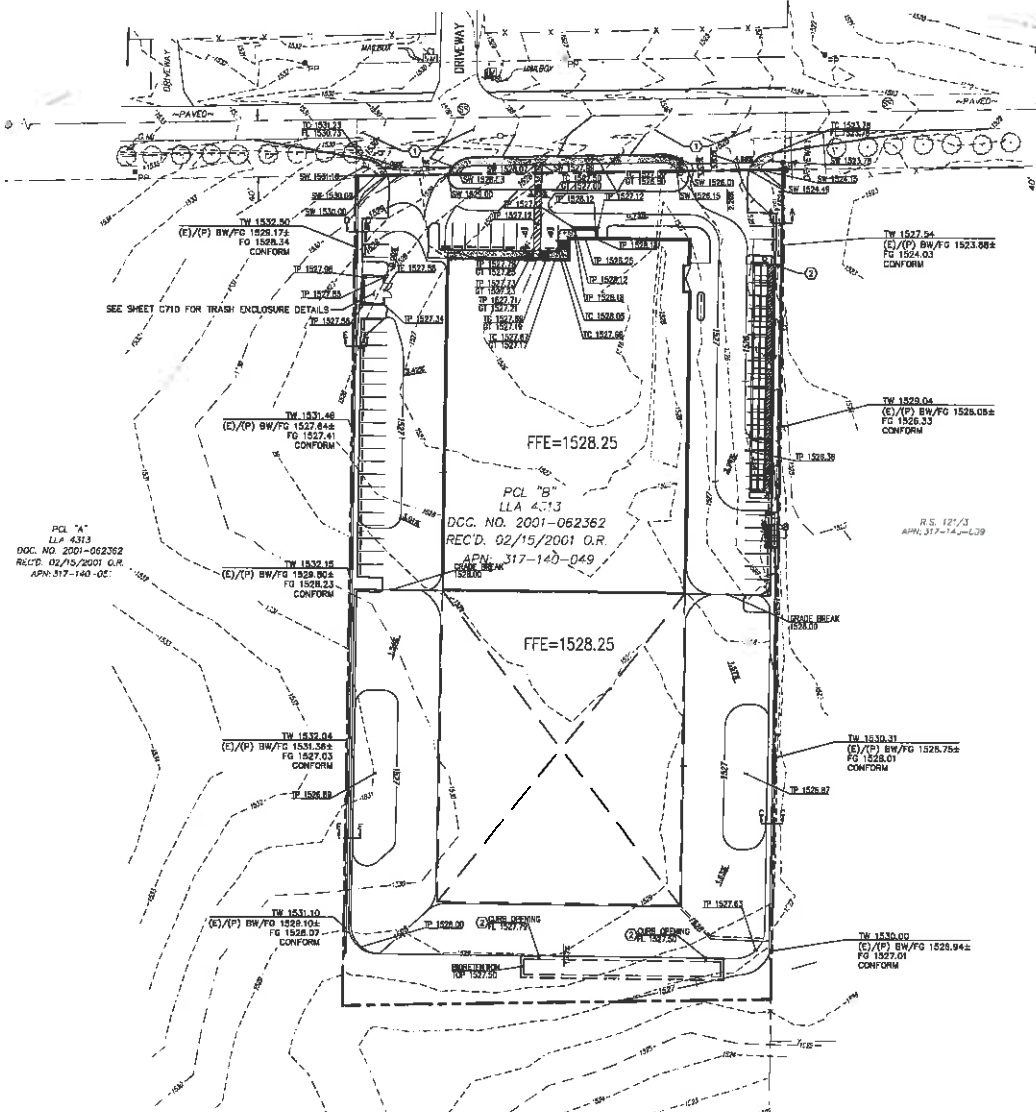
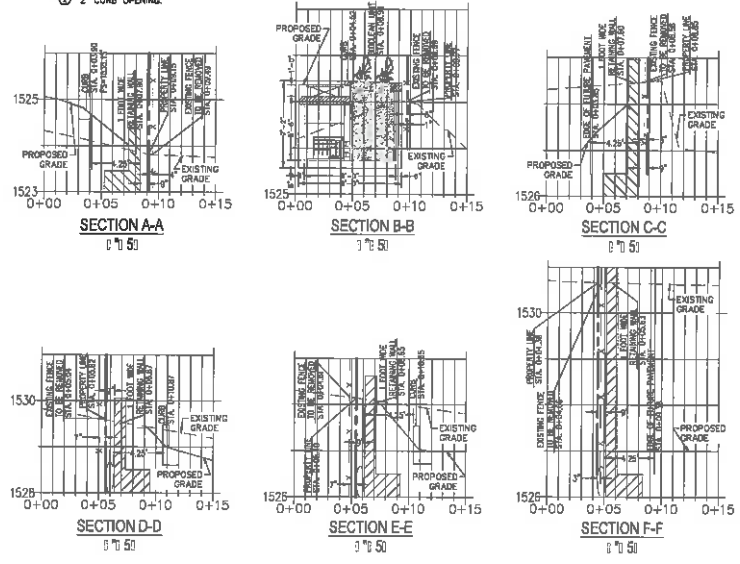
FLOODNOTE
 ACCORDING TO THE F.I.R.M. NO. 06085014106, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 8, 2006.

- LEGEND**
- PROPERTY LINE
 - PROPOSED CURB & GUTTER
 - LIMITS OF FULL DEPTH SAWCUT
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - ADA RAMP
 - BOLLARD
 - TRAFFIC/MANHOLE SIGN
 - AREA DRAIN
 - WATER METER
 - IRRIGATION METER
 - MANHOLE
 - CURB INLET
 - DRAINAGE SLOPE AND DIRECTION

- Y, XXXX.X: EXISTING SPOT ELEVATION
- X, XXXX.X: TOP OF PAVEMENT ELEVATION
- X, XXXX.X: TOP OF CURB
- X, XXXX.X: GUTTER
- X, XXXX.X: GROUND
- X, XXXX.X: FINISH FLOOR
- X, XXXX.X: SIDEWALK
- X, XXXX.X: TOP OF GRATE



GRADING & E NOTES
 ① MATCH EXISTING PAVEMENT ELEVATION
 ② 2" CURB OPENING



PCL "A"
 L.P. 4313
 DOC. NO. 2001-062362
 REC'D. 02/15/2001 C.M.
 APN: 317-140-02

FFE=1528.25
 PCL "B"
 LLA 4:1.3
 DCC. NO. 2001-062362
 REC'D. 02/15/2001 O.R.
 APN: 317-140-049

R.S. 127/3
 APR. 317-140-L39

A PERRIS WAREHOUSE PERRIS, CALIFORNIA CURRENT DRAWING DATE: 08/20/19 11:58 AM 11:58 AM



38 Executive Park
 Suite 310
 Irvine, CA 92614
 Ph. 714-538-3168
 Kyle Fleming, PE
 CIVIL ENGINEER

REGISTRATION SEAL

PERRIS WAREHOUSE
 2325 CAJALLO ROAD
 PERRIS, CA 92570

REV	DATE	DESCRIPTION	BY	CHECKED
1		INITIALS FOR APPROVAL		
2		DATE FOR APPROVAL		
3				
4				
5				

PROJECT NO: 08/20/19
 DRAWING NO: GRADING PLAN
 DATE: 08/20/19



Know what's below.
 Call before you dig.

C 300

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. 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 Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Gabriel Villalobos at (951) 955-6184.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). **Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.**

CASE DESCRIPTION:

ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering) – County of Riverside Case No. PPT190029 (Plot Plan). A proposal to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres, located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street (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

March
C2

ALUC CASE NUMBER: ZAP1409 MA20 DATE SUBMITTED: March 5, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>VANAGAN HOLDINGS INC.</u>	Phone Number	<u>(604) 946-0090</u>
Mailing Address	<u>7411 Vantage Way</u> <u>Delta, B.C. Canada V4G 1C9</u>	Email	
Representative	<u>JM CIVIL ENGINNERING</u>	Phone Number	<u>(949) 200-8042</u>
Mailing Address	<u>38 Exsecutive Park, Suite 301</u> <u>IRVINE, CA 92614</u>	Email	<u>kseki@jmcivileng.com</u>
Property Owner	<u>VANAGAN HOLDINGS INC.</u>	Phone Number	<u>(604) 946-0090</u>
Mailing Address	<u>7411 Vantage Way,</u> <u>Delta, B.C. Canada V4G 1C9</u>	Email	<u>peter@vanaganarchitects.com</u>

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>RIVERSIDE COUNTY Planning Department</u>	Phone Number	<u>(951) 955-6184</u>
Staff Contact	<u>Gabriel Villalobos</u>	Email	<u>gvillalo@rivco.org</u>
Mailing Address	<u>4080 Lemon Street, 12th Floor</u> <u>P.O. Box 1409, Riverside, CA 92502-1409</u>	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	<u>PLOT PLAN NO. 190029</u> <u>APN: 317-140-049</u>		

PROJECT LOCATION

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

Street Address	<u>23325 Cajalco Road, Perris, CA 92570</u>		
Assessor's Parcel No.	<u>317-140-049</u>	Gross Parcel Size	<u>174,227 SF</u>
Subdivision Name		Nearest Airport and distance from Airport	<u>Ontario Municipal, 36 miles</u>
Lot Number			

PROJECT DESCRIPTION

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

Existing Land Use (describe) Bare Land partially used for outside storage for construction forms

Proposed Land Use (describe)	For construction of 37,458 sf Warehouse with 6,162 sf of office space and outside storage yard for concrete forms		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary 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)	1528	ft.
	Height of buildings or structures (from the ground)	30	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: 4.4

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1411MA20 – Sunpower Corporation Systems

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: B19-000-265 (Building Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones B1, B2, C1

Noise Levels: 60-65 CNEL contour from aircraft

MAJOR ISSUES: At the time this staff report was written, the Air Force has not completed its review of the project.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the June 11, 2020 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to establish rooftop solar panels totaling 266,337 square feet on an existing 1,008,880 square foot industrial building.

The applicant proposes a dual orientation solar panel system (90 degrees and 270 degrees) which they will consider choosing. The applicant has provided a solar glare study for each separate degree orientation option.

PROJECT LOCATION: The site is located at 21600 Cactus Avenue, westerly of Meridian Parkway, southerly of Alessandro Boulevard, and northerly of Cactus Avenue, within the jurisdiction of the March Joint Powers Authority, approximately 6,260 feet northwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1 (not

in APZ-I or APZ-II), B2, and C1 which limits average intensity to 50 people per acre and 100 people per single acre in Zone B1, and to 100 people per acre and 250 people per single acre in Zones B2 and C1. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1, B2, and C1 northwesterly of the northerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, no comments have been received from the Air Force regarding this project.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 266,337 square foot photovoltaic (PV) panel structures would be located on the rooftop of the 1,008,880 square foot building within Compatibility Zones B1, B2, and 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 266,337 square feet of solar panels on the building rooftop with a fixed tilt of 10 degrees with no rotation, and orientation options of 90 and 270 degrees (results for each provided below). 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 upwind and final segments of the approach, and zero degrees for the base, crosswind, and downwind segments. No glare would affect the Air Traffic Control Tower (for both 90 and 270 degree orientation option).

The 90 degree orientation analysis concluded that some glare would occur on approach to runway 14, and also within the Air Force traffic pattern. Evaluation of the 2 mile approach indicates that the panels would result in a low potential for temporary after-image ("green" level glare) totaling 871 minutes, lasting up to 10 minutes a day, between May to August, at 6:00 p.m. (pacific daylight time). Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image ("green" level glare) in Runway 12/30 General Aviation runway 30 crosswind and runway 30 downwind, totaling 6,310 minutes of "green" level glare, lasting up to 30 minutes a day, between March and October, from 4:00 p.m. to 5:30 p.m. (pacific daylight time). Also, "green"

level glare would occur in Runway 14/32 General Aviation runway 14 base traffic pattern, totaling 4,383 minutes of “green” level glare”, lasting up to 45 minutes a day, between April and October, from 3:30 p.m. to 4:30 p.m. (pacific daylight time). The combined total of 11,564 minutes of “green” level glare represents 4.40 percent of total day light time.

The 270 degree orientation 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 Runway 12/30 General Aviation runway 30 crosswind traffic pattern, totaling 5 minutes of “green” level glare, lasting up to 2.5 minutes a day in March and September, at 7:00 p.m. (pacific daylight time). Also, “green” level glare would occur in Runway 14/32 General Aviation runway 14 base traffic pattern, totaling 2,943 minutes of “green” level glare, lasting 45 minutes a day in the months of February and March (from 4:30 p.m. to 6:30 p.m. standard time), and September and October, from 5:30 p.m. to 7:30 p.m. (pacific daylight time). Also, “green” level glare would occur in Runway 14/32 C-17/KC-135 runway 32 crosswind traffic pattern, totaling 1,311 minutes of “green” level glare, lasting 20 minutes a day in the months of April and May, and August and September, from 8:30 a.m. to 9:30 a.m. (pacific daylight time). The combined total of 4,259 minutes of “green” level glare represents 1.62 percent of total day light time.

Both degree orientation options result in green level glare or less.

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 partially within the 60-65 CNEL contour from aircraft noise. As a non-noise sensitive use, no mitigation measures are necessary.

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 6,260 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,597 feet AMSL. The site's elevation is 1,574 feet AMSL and the existing building height is 50 feet, for a top point elevation of 1,624 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would normally be required. However, the proposed rooftop solar panel project would not increase the approved height of the building nor exceed the parapet roofline. A condition is included with the project that any solar roof-top equipment or change in height that exceeds the top point building height will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service, and ALUC review.

The original building was reviewed by the FAA OES and a Determination of No Hazard to Air Navigation letter was issued on February 27, 2017.

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 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 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, hotels/motels, restaurants, noise sensitive outdoor nonresidential uses and hazards to flight.
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 tenants of the building.
 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 6. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
 7. Any new 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 detention 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.
 8. Any solar roof-top equipment or change in height that exceeds the top point building height will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service, and ALUC review.
 9. All solar arrays installed on the project site shall consist of light textured glass photovoltaic solar panels with anti-reflective coating, a fixed tilt of 10 degrees and orientation options of either 90 degrees or 270 degrees. Solar panels shall be limited to a total of 266,337 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use

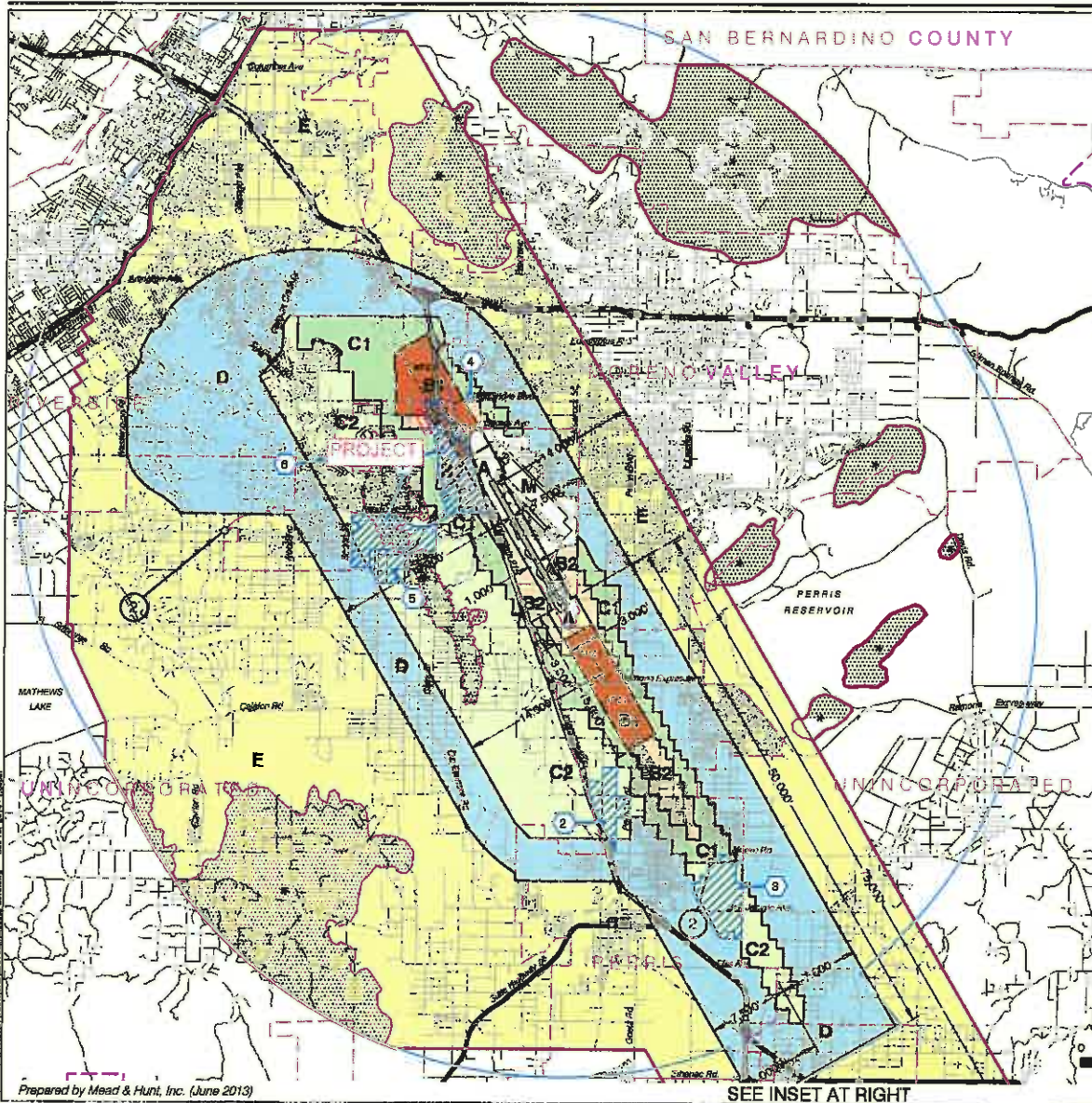
Commission.

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.

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.

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

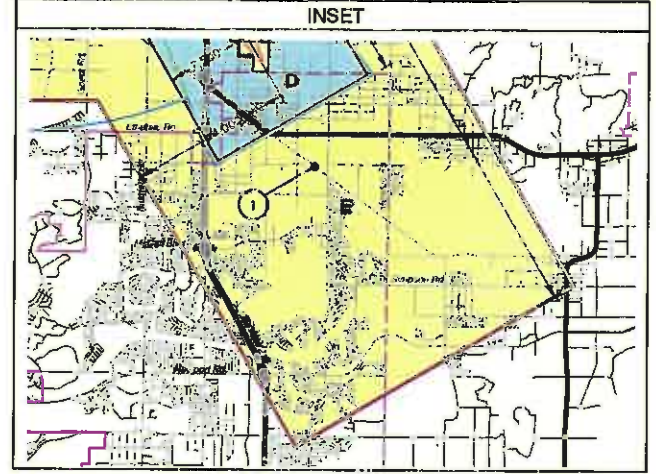
Compatibility Zones

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

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



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



Base map source: County of Riverside 2013

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

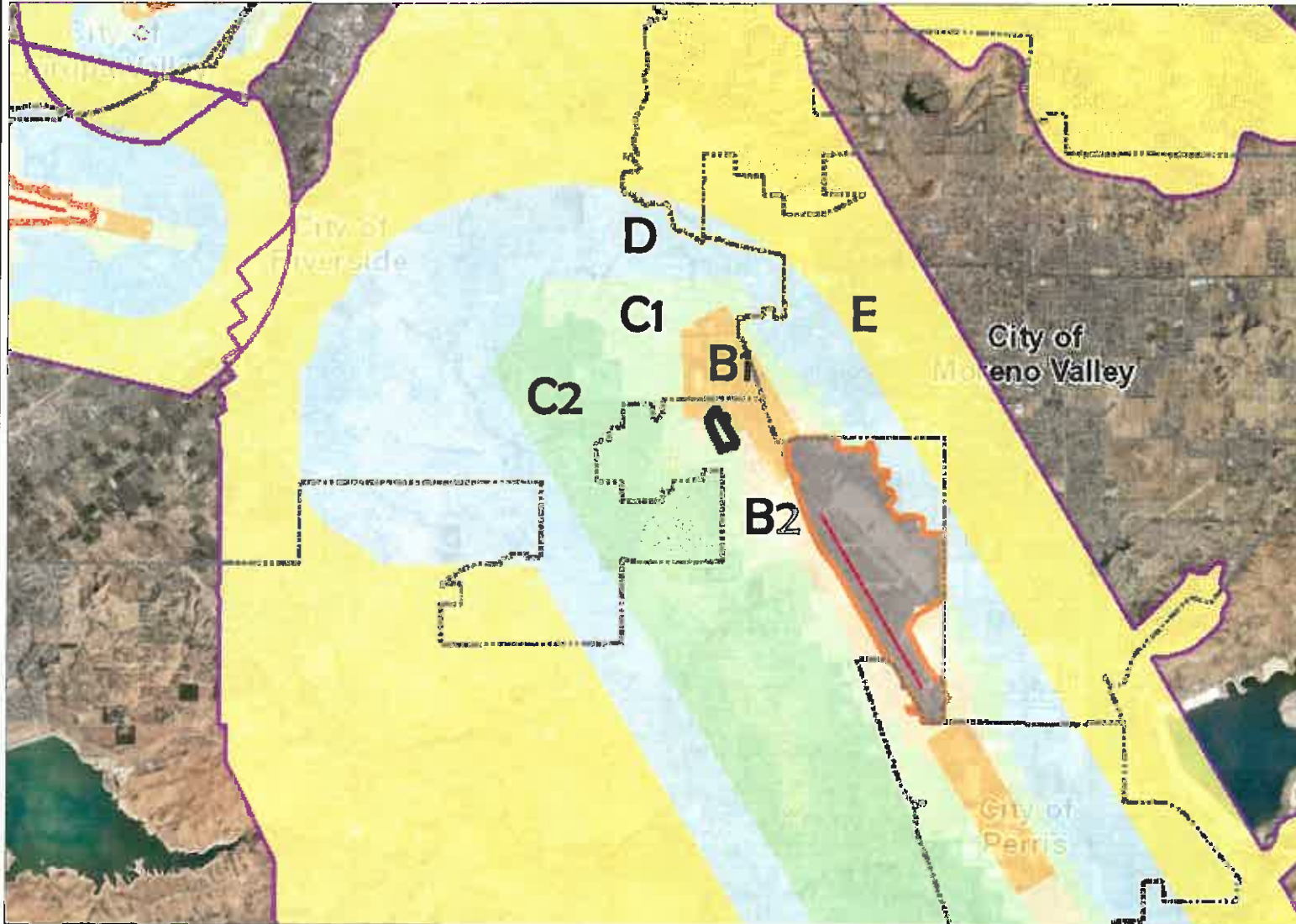
Map MA-1

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

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

SEE INSET AT RIGHT

Map My County Map



Legend

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



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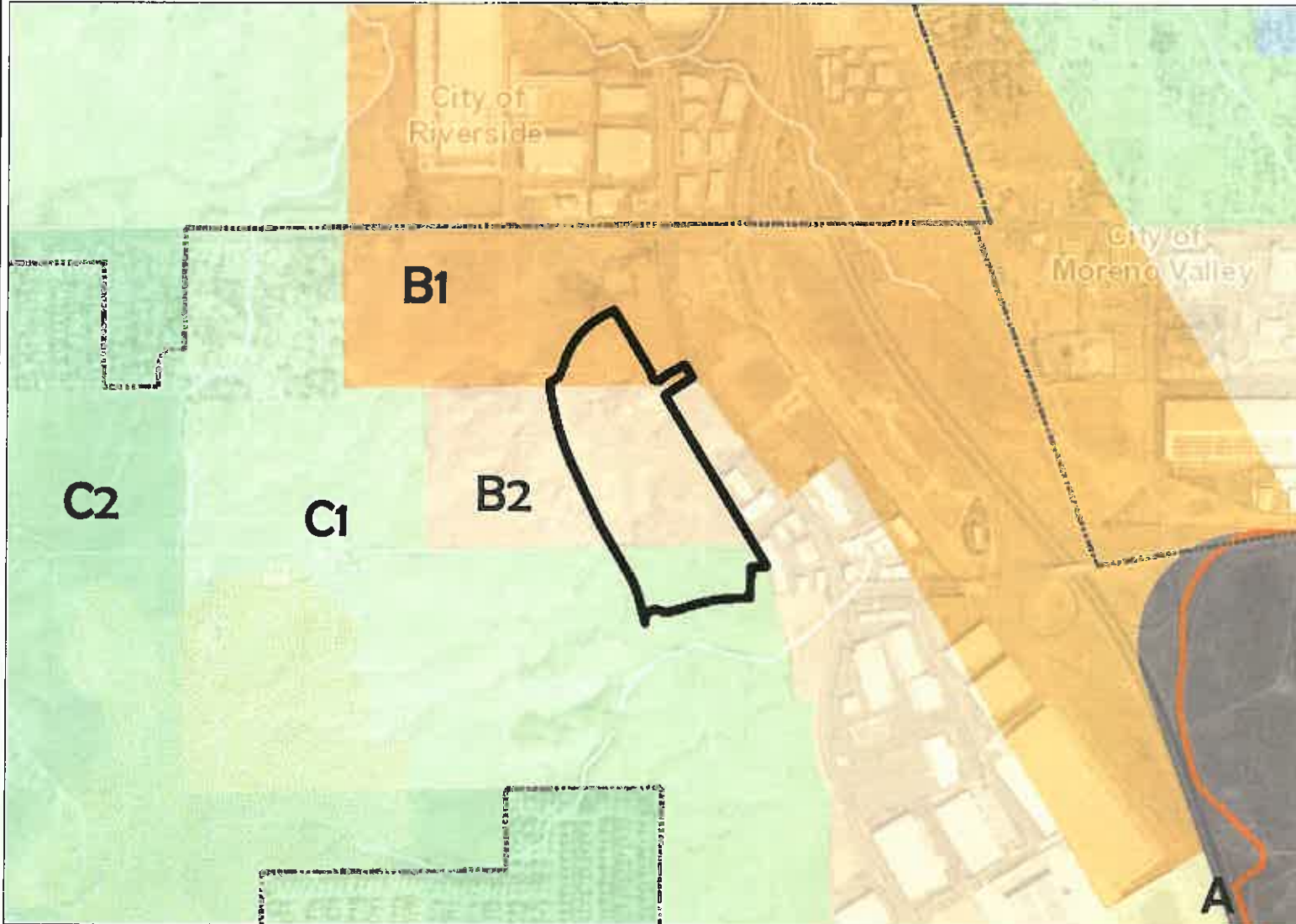


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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- Legend**
-  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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Notes



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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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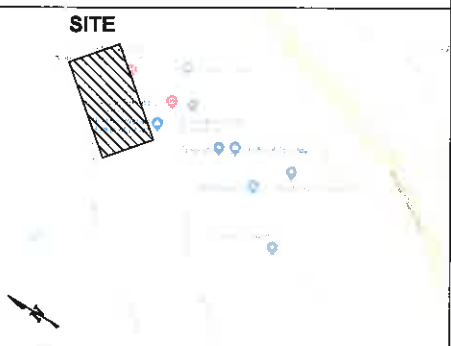
Notes

LEWIS RETAIL CENTERS HELIX DUAL TILT (HDT) SOLAR ROOF PHOTOVOLTAIC ARRAY 21600 CACTUS AVE., RIVERSIDE, CA, 92518

PROJECT SITE



VICINITY MAP



AZIMUTH TABLE

	SPWR AZIMUTH	CSI AZIMUTH

SYSTEM SUMMARY TABLE

ARRAY/BLDG	SPWR AZIMUTH	CSI AZIMUTH	TILT
1	59°7'121"	239°59"	10°

SCOPE OF WORK

THIS PROJECT CONSISTS OF THE INSTALLATION OF A SUNPOWER SOLAR ELECTRIC (PHOTOVOLTAIC) SYSTEM WHICH INCLUDES A ROOFTOP SOLAR ARRAY AND ASSOCIATED ELECTRICAL EQUIPMENT. THIS SYSTEM IS DESIGNED TO WITHSTAND WIND AND SEISMIC LOADS ON THE EXISTING ROOF AND IS NOT VISIBLE FROM THE GROUND, ADJACENT STREETS OR ADJACENT BUILDINGS. THE SYSTEM WILL BE BUILT ON THE EXISTING BUILDING FOOTPRINT AND WILL NOT ENDOACH ON ANY EXISTING SITE BOUNDARIES. IT IS ALSO DESIGNED SO THAT IT WILL NOT IMPACT ROOFTOP ACCESS, ADA COMPLIANCE, FIRE DEPARTMENT CONNECTIONS OR ACCESS, LANDSCAPING, VEHICULAR SITE ACCESS, OR PARKING & LOADING AREAS.

PROJECT TEAM

CLIENT
LEWIS RETAIL CENTERS
MERIDIAN PKWY. & CACTUS AVE.,
RIVERSIDE, CA 92508

STRUCTURAL ENGINEER
STRUCTURAL EOR: PAUL ZACHER
PZE STRUCTURAL ENGINEERS,
LICENSE NO. 33878
3478 STONE POINT DR., SUITE 190,
ROSELVILLE, CA 95661
TEL: (916) 961-3960

ELECTRICAL ENGINEER
ELECTRICAL EOR: JEFFREY H. ANSLEY
NATRON RESOURCES INC.
LICENSE NO. 13459
1480 MORAGA RD, SUITE C #229,
MORAGA, CA 94556
TEL: (510) 868-0701

CONTRACTOR
PROJECT ENGINEER: ADOLFO ESPINO
PROJECT MANAGER: DENISE FAN
SUNPOWER CORPORATION
77 RIO ROBLES,
SAN JOSE, CA 95134
TEL: (510) 439-4708

APPLICABLE CODES

ALL WORK SHALL CONFORM TO ALL PERTINENT CODES, REGULATIONS, LAWS AND ORDINANCES AS REQUIRED BY THE STATE OF CA:

2015 INTERNATIONAL BUILDING CODE (IBC)	2016 CA ELECTRIC CODE (CEC)
2016 CALIFORNIA BUILDING CODE (CBC)	2016 CA ENERGY CODE
ASCE 7-10	2016 CA FIRE CODE
SEACOC PV1-2012 & SEACOC PV2-2012	

SITE CHARACTERIZATION

WIND SPEED ASCE 7-10 (MPH)	110
EXPOSURE CATEGORY	C
TRANSITIONAL DISTANCE (FT)	0
GROUND SNOW LOAD (PSF)	0
SPECTRAL RESPONSE (SDS)	1
Ss	1.5
S1	0.6
SEISMIC HAZARD LEVEL	1
SITE CLASS	D
SEISMIC IMPT. FACTOR (IP)	1.0
RISK CATEGORY	4

GENERAL NOTES

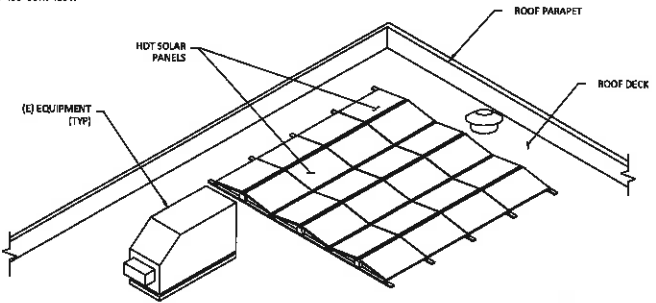
- CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY AND LIABILITY FOR COMPLIANCE WITH REGULATIONS PER FEDERAL, STATE, AND LOCAL BUILDING CODES.
- CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT SITE BEFORE COMMENCING WORK.
- CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND NOTIFY SUNPOWER OF DISCREPANCIES REQUIRING FURTHER CLARIFICATION BEFORE PROCEEDING WITH WORK.
- WORK REQUIRED UNDER THIS CONTRACT INCLUDES ALL LABOR AND MATERIALS EQUIPMENT ETC. NECESSARY AND REASONABLY INCIDENTAL TO COMPLETE THE PROJECT. ALL MATERIALS SHALL BE IN NEW AND UNUSED CONDITION AND OF HIGH QUALITY IN EVERY RESPECT.
- MANUFACTURER'S MATERIAL, EQUIPMENT, ETC. SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.
- THE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL AVAILABLE DOCUMENTATION FOR SITE UTILITIES AND THE LOCATIONS OF ALL EXISTING UTILITIES AND STRUCTURES. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MARKING ALL EXISTING SITE UTILITIES PRIOR TO WORK COMMENCEMENT. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING SITE UTILITIES, STRUCTURES, PAVEMENT OR IMPROVEMENTS.
- ALL WORK SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE LOCAL CODES AND ORDINANCES BY EXPERIENCED WORKERS AND A LICENSED CONTRACTOR WHO SHALL OBTAIN ALL NECESSARY PERMITS AND PAY ALL REQUIRED FEES.
- INSTALL ALL ASPECTS OF THIS CONTRACT IN ACCORDANCE WITH THE SPECIFICATIONS AS NOTED ON DRAWINGS ISSUED FOR CONSTRUCTION.
- SUNPOWER AND ALL CONTRACTORS WILL ADHERE TO AND FOLLOW ANY SITE-SPECIFIC POLICIES AND PRACTICES REGARDING SAFETY AND ENVIRONMENTAL REQUIREMENTS.

SHEET INDEX

SHEET NUMBER	SHEET TITLE
GENERAL	
G001	TITLE SHEET
G002	GENERAL NOTES AND SYMBOLS
STRUCTURAL	
S001	STRUCTURAL NOTES
S100	STRUCTURAL SITEPLAN
S101	STRUCTURAL LAYOUT
S201	BALLAST AND ANCHOR PLAN SUB-ARRAY 1
S202	BALLAST AND ANCHOR PLAN SUB-ARRAY 2
S203	BALLAST AND ANCHOR PLAN SUB-ARRAY 3
S204	BALLAST AND ANCHOR PLAN SUB-ARRAY 4
S205	BALLAST AND ANCHOR PLAN SUB-ARRAY 5
S206	BALLAST AND ANCHOR PLAN SUB-ARRAY 6
S501	HELIX DUAL TILT RACKING DETAILS
S502	ANCHOR TO ROOF DETAILS
S505	HELIX DUAL TILT EQUIPMENT RACK DETAILS
S701	EQUIPMENT MOUNTING DETAILS
ELECTRICAL	
E001	ELECTRICAL NOTES & SYMBOLS
E101	ELECTRICAL SITE PLAN #1
E102	ELECTRICAL SITE PLAN #2
E103	ELECTRICAL SITE PLAN #3
E201	SINGLE-LINE DIAGRAM #1
E202	SINGLE-LINE DIAGRAM #2
E203	GROUNDING 3-LINE
E401	WIRING SCHEDULE & EQUIPMENT SCHEDULE #1
E402	WIRING SCHEDULE & EQUIPMENT SCHEDULE #2
E501	EQUIPMENT ELEVATIONS #1
E502	EQUIPMENT ELEVATIONS #2
E503	EQUIPMENT LOCATION
E504	HELIX EQUIPMENT RACK DETAILS
E701	CONDUIT AND WIRING DETAILS
E702	MC CABLE DETAILS
E703	CONDUIT PENETRATION DETAILS
E801	GROUNDING DETAILS
E901	MONITORING DETAIL #1
E902	MONITORING DETAIL #2
E903	MONITORING DETAIL #3
E1101	LABELS AND MARKINGS #1
E1102	LABELS AND MARKINGS #2
E1103	LABELS AND MARKINGS #3
E1201	SPEC SHEETS #1
E1202	SPEC SHEETS #2
E1203	SPEC SHEETS #3

HDT SYSTEM SUMMARY

4,594 MWp; 3,652 MWac
(10,580) SUNPOWER SPR-E20-435-COM 435W
10 MODULES/STRING
1,056 STRINGS TOTAL



TYPICAL HDT ROOFTOP SUB-ARRAYS
NOTE: SOLAR ARRAY LAYS ON LOW PROFILE RACKING SYSTEMS AND IS NOT VISIBLE FROM GROUND LEVEL

SUNPOWER
1414 HANCOCK WAY SOUTH
RICHMOND, CA 94804
(510) 640-9850



ENGINEER'S STAMP

LEWIS RETAIL CENTERS
MERIDIAN PARK WEST BLDG 1
21600 CACTUS AVE.
RIVERSIDE, CALIFORNIA 92518

REV	REVISION	DATE	BY	CHK
01	ISSUE FOR PERMIT	10/26/2023	AD	AD
02	ADDED METRA NUMBER	10/26/2023	AD	AD
03	BUILDING COMMENTS UPDATED, EQUIPMENT RELOCATED.	04/18/2024	AD	AD
04	REV CONDUIT TYPE & SIZE UPDATED	11/14/2023	AD	AD
05	SUB ADDED	10/26/2023	AD	AD
06	GIT ADDED TO TYPEN	10/26/2023	AD	AD

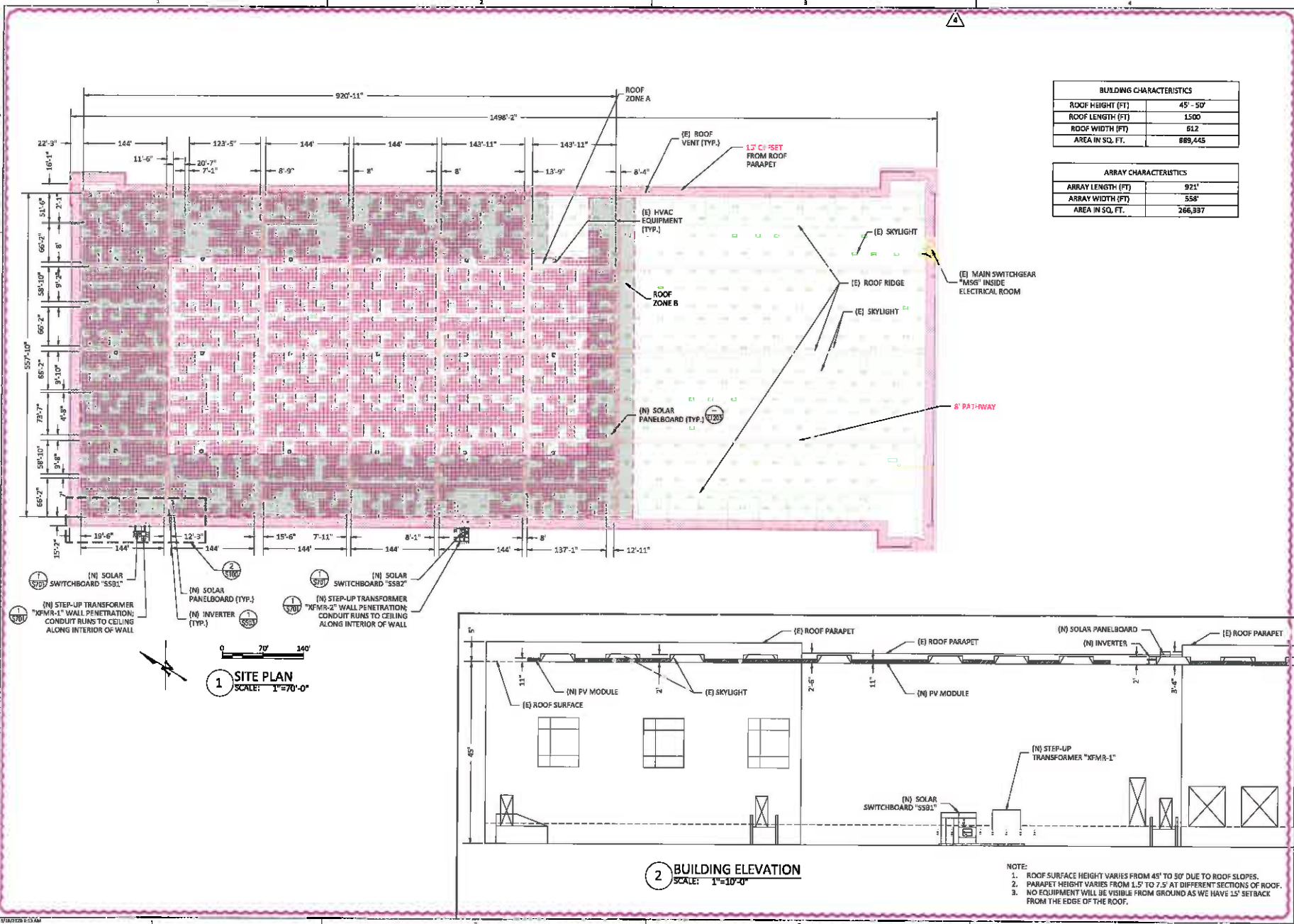
OPPORTUNITY 0001880462

PROJECT 12077



SHEET

G001



BUILDING CHARACTERISTICS	
ROOF HEIGHT (FT)	45' - 50'
ROOF LENGTH (FT)	1500
ROOF WIDTH (FT)	612
AREA IN SQ. FT.	889,445

ARRAY CHARACTERISTICS	
ARRAY LENGTH (FT)	921'
ARRAY WIDTH (FT)	558'
AREA IN SQ. FT.	266,337

1 SITE PLAN
SCALE: 1"=70'-0"

2 BUILDING ELEVATION
SCALE: 1"=10'-0"

NOTE:
 1. ROOF SURFACE HEIGHT VARIES FROM 45' TO 50' DUE TO ROOF SLOPES.
 2. PARAPET HEIGHT VARIES FROM 1.5' TO 7.5' AT DIFFERENT SECTIONS OF ROOF.
 3. NO EQUIPMENT WILL BE VISIBLE FROM GROUND AS WE HAVE 15' SETBACK FROM THE EDGE OF THE ROOF.

SUNPOWER
 141 HAMBOROUGH WAY SOUTH
 RICHMOND, CA 94804
 (415) 442-0550

LEWIS RETAIL CENTERS
 MERIDIAN PARK WEST BLDG 1
 2820 CACTUS AVE.
 RIVERSIDE, CA 92518

STRUCTURAL SITEPLAN

NO.	DATE	BY	CHK	DESCRIPTION
1	08/14/2018	SSB1	SSB2	ISSUED FOR PERMIT
2	08/14/2018	SSB1	SSB2	ADDED METER NUMBER
3	08/14/2018	SSB1	SSB2	BUILDING COMMENTS UPDATED, EQUIPMENT REDUCED.
4	08/14/2018	SSB1	SSB2	REV CONDUCTOR TYPE & SIZE UPDATED
5	08/14/2018	SSB1	SSB2	\$100 ADDED
6	08/14/2018	SSB1	SSB2	60T ADDED TO COLUMN

OPPORTUNITY: 0001800462
 PROJECT: 13277

SCALE: 0 1/2" 1"
S100

Meridian Glare study 3/5/2020

4.594 KWDC Photovoltaic System

Located at: 21600 Cactus Ave

Riverside, CA 92518

Flight Paths at 270-degree tilt.

Rwy 12/30 GA Rectangular Analysis @ 270 degrees - Pages 2-10

Rwy 14/32 GA Rectangular Analysis @ 270 degrees - Pages 11-20

Rwy 14/32 C-17/KC-135 Rectangular Analysis @ 270 degrees - Pages 21-30

Overhead Analysis @ 270 degrees - Pages 31-40



FORGESOLAR GLARE ANALYSIS

Project: Meridian Park West BLDG 1

Glare Study for March AFB

Site configuration: Meridian Rwy 12-30 GA Rec array at 270

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 13:39 on 04 Mar, 2020.

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: 36345.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.912377	-117.294424	1564.28	50.00	1614.28
2	33.913062	-117.293051	1551.96	50.00	1601.96
3	33.911477	-117.291903	1557.50	50.00	1607.50
4	33.910836	-117.293384	1567.13	50.00	1617.14

Flight Path Receptor(s)

Name: Rwy 12 Base

Description:

Threshold height: 2800 ft

Direction: 44.6°

Glide slope: 0.0°

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	33.912482	-117.262225	1556.99	2800.14	4357.13
Two-mile	33.891906	-117.286729	1597.83	2759.30	4357.13

Name: Rwy 12 Crosswind

Description:

Threshold height: 2800 ft

Direction: 225.3°

Glide slope: 0.0°

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	33.873689	-117.238149	1476.60	2800.14	4276.74
Two-mile	33.894019	-117.213359	1503.68	2773.05	4276.74

Name: Rwy 12 Downwind

Description:

Threshold height: 2800 ft

Direction: 134.7°

Glide slope: 0.0°

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	33.887691	-117.229266	1510.44	2800.14	4310.58
Two-mile	33.908017	-117.254064	1545.71	2764.87	4310.58

Name: Rwy 12 Final

Description:

Threshold height: 50 ft

Direction: 135.3°

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	33.890149	-117.260594	1517.90	50.00	1567.91
Two-mile	33.910700	-117.285122	1544.87	576.49	2121.36

Name: Rwy 12 Upwind

Description:

Threshold height: 50 ft

Direction: 314.9°

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	33.884462	-117.253698	1507.25	50.00	1557.25
Two-mile	33.864039	-117.229017	1470.34	640.37	2110.71

Name: Rwy 30 Base

Description:

Threshold height: 2800 ft

Direction: 45.4°

Glide slope: 0.0°

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	33.880874	-117.229394	1485.79	2800.14	4285.93
Two-mile	33.860559	-117.254203	1498.08	2787.85	4285.93

Name: Rwy 30 Crosswind
Description:
Threshold height: 2800 ft
Direction: 224.8°
Glide slope: 0.0°
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	33.905509	-117.270557	1547.47	2800.14	4347.61
Two-mile	33.926028	-117.245986	1597.45	2750.16	4347.61

Name: Rwy 30 Downwind
Description:
Threshold height: 2800 ft
Direction: 314.6°
Glide slope: 0.0°
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	33.910348	-117.256497	1554.54	2800.14	4354.68
Two-mile	33.890032	-117.231679	1510.61	2844.07	4354.68

Name: Rwy 30 Final
Description:
Threshold height: 50 ft
Direction: 134.9°
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	33.864043	-117.229023	1470.34	50.00	1520.34
Two-mile	33.884466	-117.253699	1507.30	566.50	2073.80

Name: Rwy 30 Upwind

Description:

Threshold height: 50 ft

Direction: 135.3°

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	33.889987	-117.260451	1517.72	50.00	1567.72
Two-mile	33.910538	-117.284978	1545.58	575.60	2121.17

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	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
PV array 1	10.0	270.0	5	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	5	0
Rwy 30 Downwind	0	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	5	0
Rwy 30 Downwind	0	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Final

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

Flight Path: Rwy 30 Base

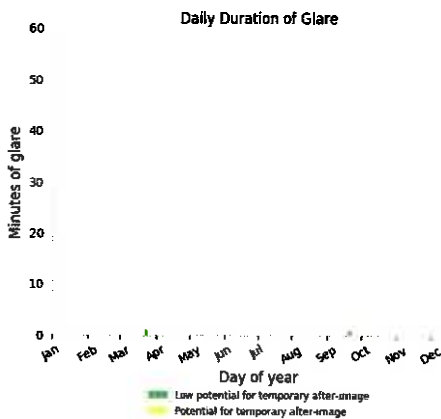
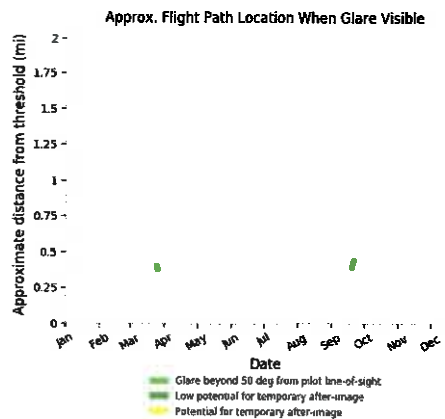
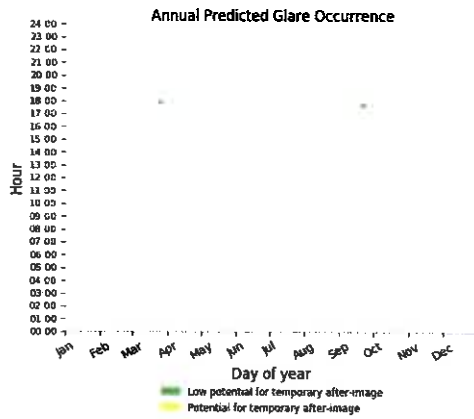
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Crosswind

0 minutes of yellow glare

5 minutes of green glare



Flight Path: Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Meridian Park West BLDG 1**

Glare Study for March AFB

Site configuration: **Meridian Rwy 14-32 GA Rec Array at 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:20 on 04 Mar, 2020.

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: 36346.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.912340	-117.294505	1565.33	50.00	1615.33
2	33.913070	-117.292992	1551.51	50.00	1601.51
3	33.911512	-117.291834	1556.98	50.00	1606.98
4	33.910764	-117.293486	1567.56	50.00	1617.56

Flight Path Receptor(s)

Name: Rwy 14 Base

Description:

Threshold height: 3000 ft

Direction: 238.9°

Glide slope: 0.0°

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	33.903594	-117.295489	1657.27	3000.15	4657.42
Two-mile	33.918545	-117.285638	1571.50	3085.92	4657.42

Name: Rwy 14 Crosswind

Description:

Threshold height: 3000 ft

Direction: 59.2°

Glide slope: 0.0°

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	33.848095	-117.243269	1479.63	3000.15	4479.77
Two-mile	33.833299	-117.273213	1663.42	2816.35	4479.77

Name: Rwy 14 Downwind

Description:

Threshold height: 3000 ft

Direction: 149.6°

Glide slope: 0.0°

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	33.846405	-117.258601	1526.24	3000.15	4526.38
Two-mile	33.871335	-117.276254	1592.95	2933.44	4526.38

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

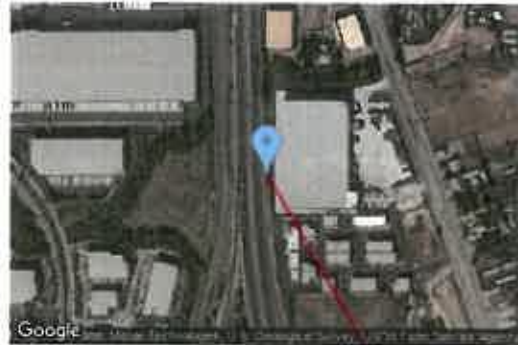
Direction: 329.6°

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	33.921378	-117.288267	1525.30	50.00	1575.30
Two-mile	33.896446	-117.270604	1535.91	592.85	2128.76

Name: Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 328.9°

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	33.865075	-117.248360	1487.01	50.00	1537.01
Two-mile	33.840321	-117.230348	1460.04	630.43	2090.47

Name: Rwy 32 Base

Description:

Threshold height: 3000 ft

Direction: 238.8°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



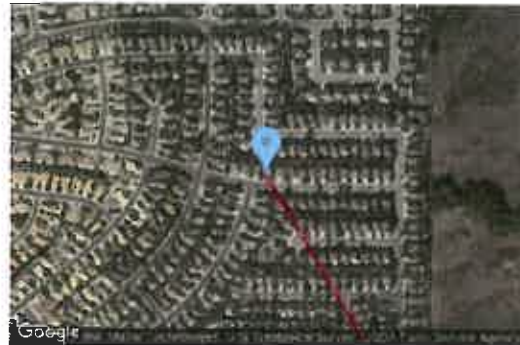
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844744	-117.250006	1495.84	3000.15	4495.98
Two-mile	33.859704	-117.220182	1456.87	3039.11	4495.98

Name: Rwy 32 Crosswind
Description:
Threshold height: 3000 ft
Direction: 58.9°
Glide slope: 0.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



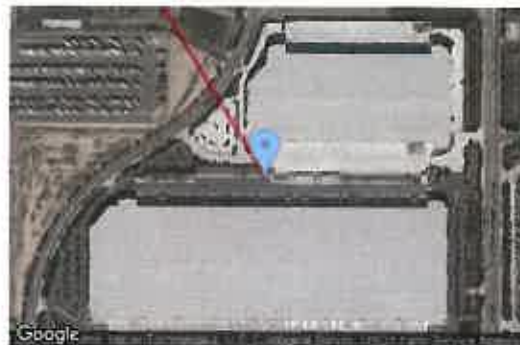
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.912606	-117.277527	1546.48	3000.15	4546.62
Two-mile	33.897663	-117.307387	1780.17	2766.46	4546.62

Name: Rwy 32 Downwind
Description:
Threshold height: 3000 ft
Direction: 329.4°
Glide slope: 0.0°
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	33.898022	-117.295174	1667.47	3000.15	4667.62
Two-mile	33.873139	-117.277417	1579.82	3087.80	4667.62

Name: Rwy 32 Final
Description:
Threshold height: 50 ft
Direction: 148.9°
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	33.840324	-117.230352	1460.04	50.00	1510.04
Two-mile	33.865083	-117.248348	1486.95	576.55	2063.50

Name: Rwy 32 Upwind
Description:
Threshold height: 50 ft
Direction: 149.7°
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	33.896426	-117.270652	1535.67	50.00	1585.67
Two-mile	33.921384	-117.288257	1525.36	613.77	2139.13

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	270.0	2,943	0	-

Total annual glare received by each receptor

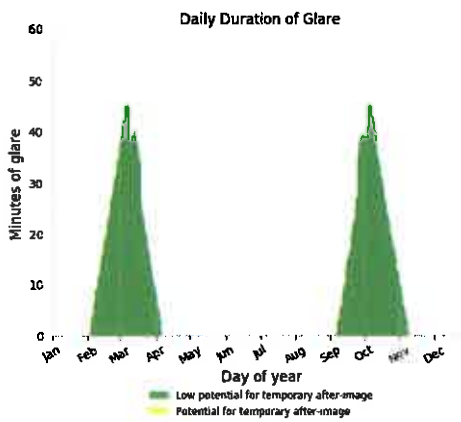
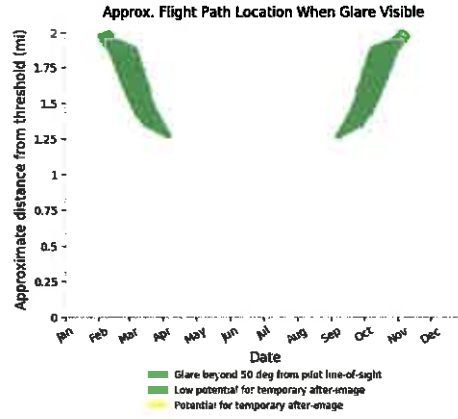
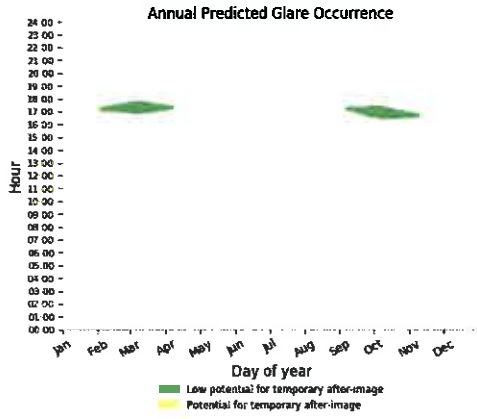
Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	2943	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	2943	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare
2943 minutes of green glare



Flight Path: Rwy 14 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 14 Upwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Meridian Park West BLDG 1**

Glare Study for March AFB

Site configuration: **Meridian Rwy 14-32-C-17-KC 135 Rec Array 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:35 on 04 Mar, 2020.

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: 36347.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.912333	-117.294469	1565.19	50.00	1615.19
2	33.913046	-117.293010	1551.71	50.00	1601.72
3	33.911496	-117.291819	1557.13	50.00	1607.13
4	33.910704	-117.293493	1567.94	50.00	1617.94

Flight Path Receptor(s)

Name: Rwy 14 Base

Description:

Threshold height: 3000 ft

Direction: 236.2°

Glide slope: 0.0°

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	33.922428	-117.324997	1636.29	3000.15	4636.44
Two-mile	33.938516	-117.296012	1539.27	3097.17	4636.44

Name: Rwy 14 Crosswind

Description:

Threshold height: 3000 ft

Direction: 56.1°

Glide slope: 0.0°

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	33.821989	-117.228425	1448.86	3000.15	4449.01
Two-mile	33.805864	-117.257345	1848.09	2600.92	4449.01

Name: Rwy 14 Downwind

Description:

Threshold height: 3000 ft

Direction: 149.5°

Glide slope: 0.0°

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	33.819278	-117.262338	1777.43	3000.15	4777.57
Two-mile	33.844180	-117.280043	1720.72	3056.85	4777.57

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.844184	-117.280045	1720.68	3000.15	4720.82
Two-mile	33.868962	-117.298006	1692.36	3028.46	4720.82

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

Direction: 329.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.921455	-117.288439	1524.59	50.00	1574.59
Two-mile	33.896551	-117.270718	1534.11	593.93	2128.05

Name: Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 329.4°

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	33.865093	-117.248347	1486.95	50.00	1536.95
Two-mile	33.840202	-117.230612	1460.18	630.23	2090.40

Name: Rwy 32 Base

Description:

Threshold height: 3000 ft

Direction: 236.2°

Glide slope: 0.0°

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	33.813132	-117.244626	1539.41	3000.15	4539.56
Two-mile	33.829221	-117.215678	1442.90	3096.66	4539.56

Name: Rwy 32 Crosswind

Description:

Threshold height: 3000 ft

Direction: 56.1°

Glide slope: 0.0°

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	33.931265	-117.309054	1523.04	3000.15	4523.19
Two-mile	33.915118	-117.337994	1573.19	2950.00	4523.19

Name: Rwy 32 Downwind

Description:

Threshold height: 3000 ft

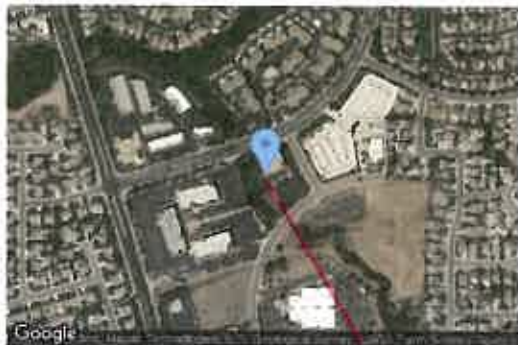
Direction: 329.4°

Glide slope: 0.0°

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	33.908178	-117.325573	1587.51	3000.15	4587.66
Two-mile	33.883304	-117.307792	1747.59	2840.07	4587.66

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 328.8°

Glide slope: 0.0°

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	33.883292	-117.307804	1747.71	3000.15	4747.86
Two-mile	33.858553	-117.289757	1704.98	3042.87	4747.86

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.4°

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	33.840198	-117.230619	1480.19	50.00	1510.19
Two-mile	33.865084	-117.248359	1487.01	576.64	2063.65

Name: Rwy 32 Upwind

Description:

Threshold height: 50 ft

Direction: 149.3°

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	33.896510	-117.270664	1535.15	50.00	1585.16
Two-mile	33.921365	-117.288479	1524.62	613.99	2138.61

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	270.0	1,311	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	1311	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	1311	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Base

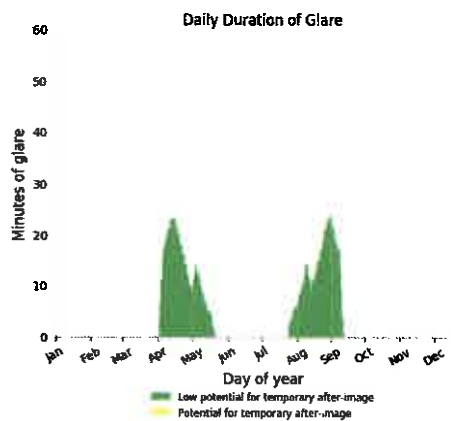
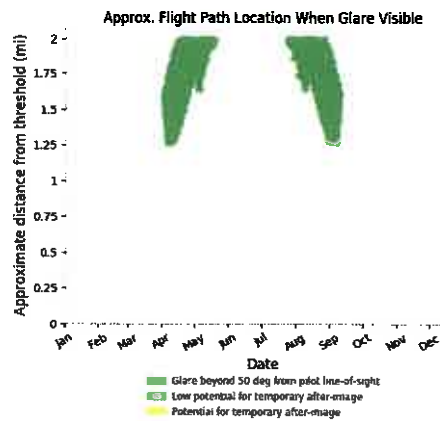
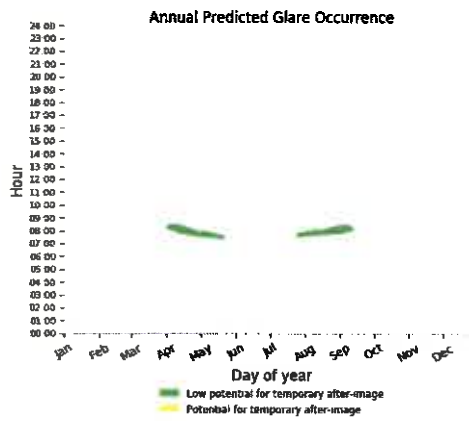
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare

1311 minutes of green glare



Flight Path: Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Meridian Park West BLDG 1**

Glare Study for March AFB

Site configuration: **Meridian Overhead Analysis at 270**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:46 on 04 Mar, 2020.

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: 36348.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
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	33.912337	-117.294431	1564.80	50.00	1614.80
2	33.913049	-117.292993	1551.57	50.00	1601.57
3	33.911500	-117.291813	1557.19	50.00	1607.19
4	33.910743	-117.293401	1567.16	50.00	1617.16

Flight Path Receptor(s)

Name: Rwy 14 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 149.4°

Glide slope: 0.0°

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	33.863718	-117.293917	1692.96	3500.17	5193.13
Two-mile	33.888614	-117.311641	1776.34	3416.78	5193.13

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 149.5°

Glide slope: 0.0°

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	33.888618	-117.311640	1776.39	3500.17	5276.56
Two-mile	33.913519	-117.329359	1582.46	3694.10	5276.56

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

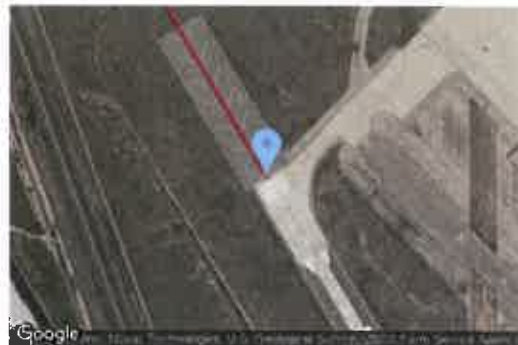
Direction: 149.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896438	-117.270666	1535.55	50.00	1585.56
Two-mile	33.921347	-117.288371	1524.88	614.14	2139.01

Name: Rwy 14 Initial 1

Description:

Threshold height: 3500 ft

Direction: 329.2°

Glide slope: 0.0°

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	33.968081	-117.322203	1299.20	3500.17	4799.37
Two-mile	33.943257	-117.304310	1567.75	3231.62	4799.37

Name: Rwy 14 Initial 2

Description:

Threshold height: 3500 ft

Direction: 329.2°

Glide slope: 0.0°

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	33.943256	-117.304309	1567.75	3500.17	5067.92
Two-mile	33.918411	-117.286464	1527.84	3540.08	5067.92

Name: Rwy 14 Initial 3

Description:

Threshold height: 3500 ft

Direction: 329.2°

Glide slope: 0.0°

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	33.918397	-117.286460	1527.93	3500.17	5028.10
Two-mile	33.893550	-117.268625	1534.77	3493.32	5028.10

Name: Rwy 32 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.863697	-117.293921	1693.17	3500.17	5193.34
Two-mile	33.838805	-117.276186	1743.79	3449.55	5193.34

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.838802	-117.276187	1743.50	3500.17	5243.67
Two-mile	33.813903	-117.258473	1874.43	3369.24	5243.67

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.3°

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	33.836311	-117.227880	1458.64	50.00	1508.64
Two-mile	33.861180	-117.245656	1476.33	585.77	2062.10

Name: Rwy 32 Initial 1

Description:

Threshold height: 3500 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.793371	-117.196380	1416.55	3500.17	4916.72
Two-mile	33.818140	-117.214346	1441.12	3475.60	4916.72

Name: Rwy 32 Initial 2

Description:

Threshold height: 3500 ft

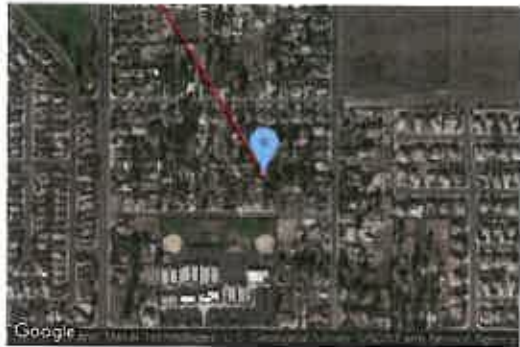
Direction: 149.0°

Glide slope: 0.0°

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	33.818159	-117.214353	1441.13	3500.17	4941.30
Two-mile	33.842955	-117.232271	1465.52	3475.78	4941.30

Name: Rwy 32 Initial 3

Description:

Threshold height: 3500 ft

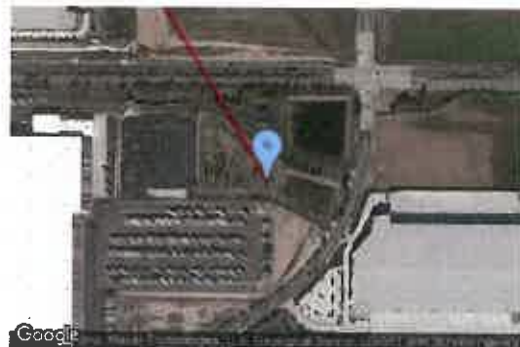
Direction: 149.3°

Glide slope: 0.0°

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	33.842959	-117.232314	1465.92	3500.17	4966.09
Two-mile	33.867819	-117.250107	1490.68	3475.42	4966.09

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	270.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Downwind 1	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Downwind 1	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Downwind 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Initial 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Initial 3

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 3

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.

Meridian Glare study 3/5/2020

4.594 MWDC Photovoltaic System

Located at: 21600 Cactus Ave

Riverside, CA 92518

All Flight Paths Array at 90-degree tilt.

Rwy 12/30 GA Rectangular Analysis @ 90 degrees - Pages 2-11

Rwy 14/32 GA Rectangular Analysis @ 90 degrees - Pages 12-21

Rwy 14/32 C-17/KC-135 Rectangular Analysis @ 90 degrees - Pages 22-31

Overhead Analysis @ 90 degrees - Pages 32-41



FORGESOLAR GLARE ANALYSIS

Project: Meridian Park West BLDG 1

Glare Study for March AFB

Site configuration: Meridian Rwy 12-30 GA Rec array at 90

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:17 on 04 Mar, 2020.

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: 36345.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.912377	-117.294424	1564.28	50.00	1614.28
2	33.913062	-117.293051	1551.96	50.00	1601.96
3	33.911477	-117.291903	1557.50	50.00	1607.50
4	33.910836	-117.293384	1567.13	50.00	1617.14

Flight Path Receptor(s)

Name: Rwy 12 Base

Description:

Threshold height: 2800 ft

Direction: 44.6°

Glide slope: 0.0°

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	33.912482	-117.262225	1556.99	2800.14	4357.13
Two-mile	33.891906	-117.286729	1597.83	2759.30	4357.13

Name: Rwy 12 Crosswind

Description:

Threshold height: 2800 ft

Direction: 225.3°

Glide slope: 0.0°

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	33.873689	-117.238149	1476.60	2800.14	4276.74
Two-mile	33.894019	-117.213359	1503.68	2773.05	4276.74

Name: Rwy 12 Downwind

Description:

Threshold height: 2800 ft

Direction: 134.7°

Glide slope: 0.0°

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	33.887691	-117.229266	1510.44	2800.14	4310.58
Two-mile	33.908017	-117.254064	1545.71	2764.87	4310.58

Name: Rwy 12 Final

Description:

Threshold height: 50 ft

Direction: 135.3°

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	33.890149	-117.260594	1517.90	50.00	1567.91
Two-mile	33.910700	-117.285122	1544.87	576.49	2121.36

Name: Rwy 12 Upwind

Description:

Threshold height: 50 ft

Direction: 314.9°

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	33.884462	-117.253698	1507.25	50.00	1557.25
Two-mile	33.864039	-117.229017	1470.34	640.37	2110.71

Name: Rwy 30 Base

Description:

Threshold height: 2800 ft

Direction: 45.4°

Glide slope: 0.0°

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	33.880874	-117.229394	1485.79	2800.14	4285.93
Two-mile	33.860559	-117.254203	1498.08	2787.85	4285.93

Name: Rwy 30 Crosswind

Description:

Threshold height: 2800 ft

Direction: 224.8°

Glide slope: 0.0°

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	33.905509	-117.270557	1547.47	2800.14	4347.61
Two-mile	33.926028	-117.245986	1597.45	2750.16	4347.61

Name: Rwy 30 Downwind

Description:

Threshold height: 2800 ft

Direction: 314.6°

Glide slope: 0.0°

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	33.910348	-117.256497	1554.54	2800.14	4354.68
Two-mile	33.890032	-117.231679	1510.61	2844.07	4354.68

Name: Rwy 30 Final

Description:

Threshold height: 50 ft

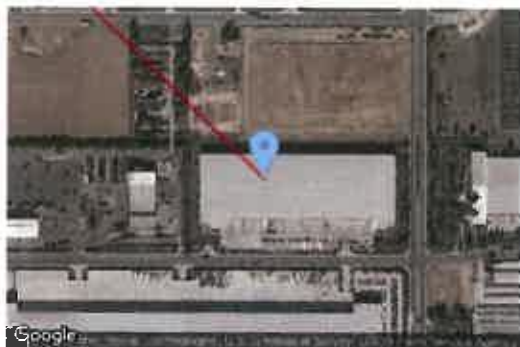
Direction: 134.9°

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	33.864043	-117.229023	1470.34	50.00	1520.34
Two-mile	33.884466	-117.253699	1507.30	566.50	2073.80

Name: Rwy 30 Upwind
Description:
Threshold height: 50 ft
Direction: 135.3°
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	33.889987	-117.260451	1517.72	50.00	1567.72
Two-mile	33.910538	-117.284978	1545.58	575.60	2121.17

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	90.0	6,310	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	4556	0
Rwy 30 Downwind	1754	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12 Base	0	0
Rwy 12 Crosswind	0	0
Rwy 12 Downwind	0	0
Rwy 12 Final	0	0
Rwy 12 Upwind	0	0
Rwy 30 Base	0	0
Rwy 30 Crosswind	4556	0
Rwy 30 Downwind	1754	0
Rwy 30 Final	0	0
Rwy 30 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12 Final

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

Flight Path: Rwy 30 Base

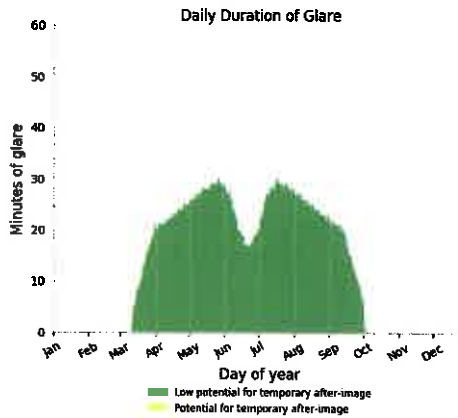
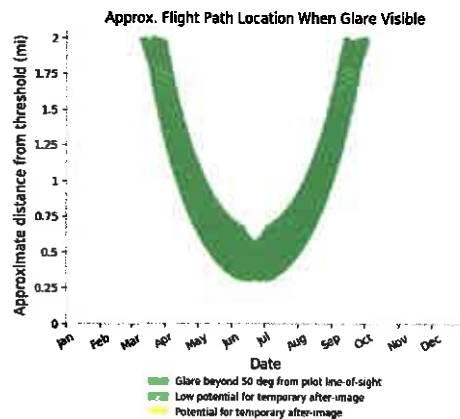
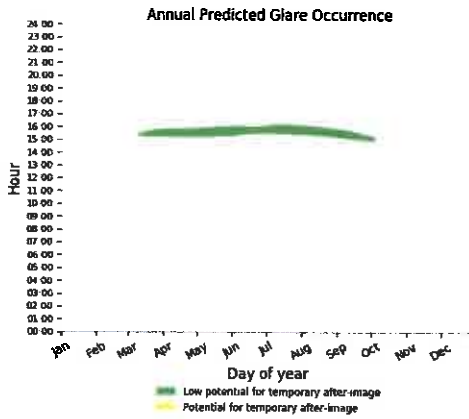
0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Crosswind

0 minutes of yellow glare

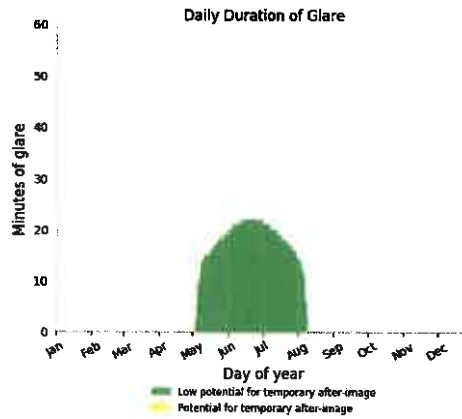
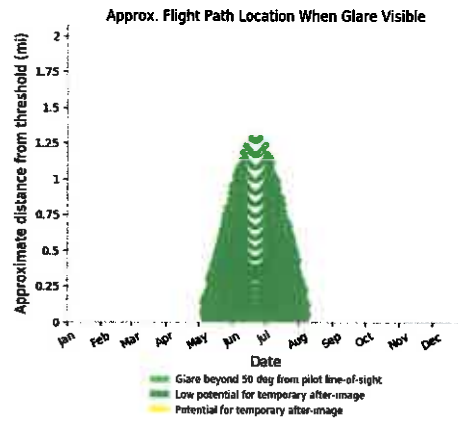
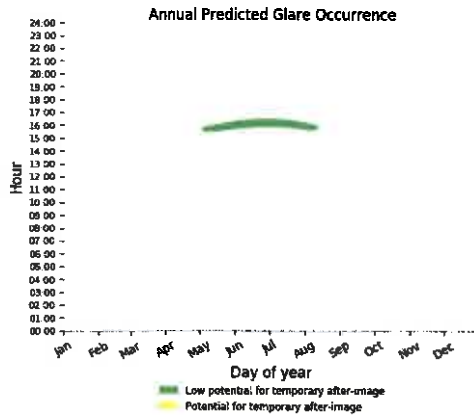
4556 minutes of green glare



Flight Path: Rwy 30 Downwind

0 minutes of yellow glare

1754 minutes of green glare



Flight Path: Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Meridian Park West BLDG 1**
Glare Study for March AFB

Site configuration: **Meridian Rwy 14-32 GA Rec Array at 90**
Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:23 on 04 Mar, 2020.

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: 36346.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.912340	-117.294505	1565.33	50.00	1615.33
2	33.913070	-117.292992	1551.51	50.00	1601.51
3	33.911512	-117.291834	1556.98	50.00	1606.98
4	33.910764	-117.293486	1567.56	50.00	1617.56

Flight Path Receptor(s)

Name: Rwy 14 Base

Description:

Threshold height: 3000 ft

Direction: 238.9°

Glide slope: 0.0°

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	33.903594	-117.295489	1657.27	3000.15	4657.42
Two-mile	33.918545	-117.265638	1571.50	3085.92	4657.42

Name: Rwy 14 Crosswind

Description:

Threshold height: 3000 ft

Direction: 59.2°

Glide slope: 0.0°

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	33.848095	-117.243269	1479.63	3000.15	4479.77
Two-mile	33.833299	-117.273213	1663.42	2816.35	4479.77

Name: Rwy 14 Downwind

Description:

Threshold height: 3000 ft

Direction: 149.6°

Glide slope: 0.0°

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	33.846405	-117.258601	1526.24	3000.15	4526.38
Two-mile	33.871335	-117.276254	1592.95	2933.44	4526.38

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

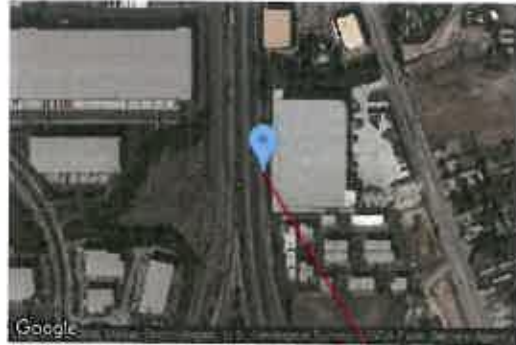
Direction: 329.6°

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	33.921378	-117.288267	1525.30	50.00	1575.30
Two-mile	33.896446	-117.270604	1535.91	592.85	2128.76

Name: Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 328.9°

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	33.865075	-117.248360	1487.01	50.00	1537.01
Two-mile	33.840321	-117.230348	1460.04	630.43	2090.47

Name: Rwy 32 Base

Description:

Threshold height: 3000 ft

Direction: 238.8°

Glide slope: 0.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



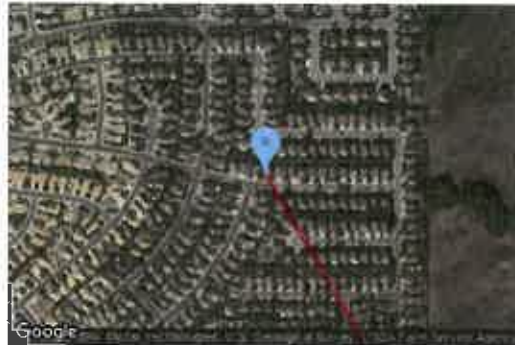
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844744	-117.250006	1495.84	3000.15	4495.98
Two-mile	33.859704	-117.220182	1456.87	3039.11	4495.98

Name: Rwy 32 Crosswind
Description:
Threshold height: 3000 ft
Direction: 58.9°
Glide slope: 0.0°
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	33.912606	-117.277527	1546.48	3000.15	4546.62
Two-mile	33.897663	-117.307387	1780.17	2766.46	4546.62

Name: Rwy 32 Downwind
Description:
Threshold height: 3000 ft
Direction: 329.4°
Glide slope: 0.0°
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	33.898022	-117.295174	1667.47	3000.15	4667.62
Two-mile	33.873139	-117.277417	1579.82	3087.80	4667.62

Name: Rwy 32 Final
Description:
Threshold height: 50 ft
Direction: 148.9°
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	33.840324	-117.230352	1460.04	50.00	1510.04
Two-mile	33.865083	-117.248348	1486.95	576.55	2063.50

Name: Rwy 32 Upwind
Description:
Threshold height: 50 ft
Direction: 149.7°
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	33.896426	-117.270652	1535.67	50.00	1585.67
Two-mile	33.921384	-117.288257	1525.36	613.77	2139.13

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	90.0	4,809	0	0

Total annual glare received by each receptor

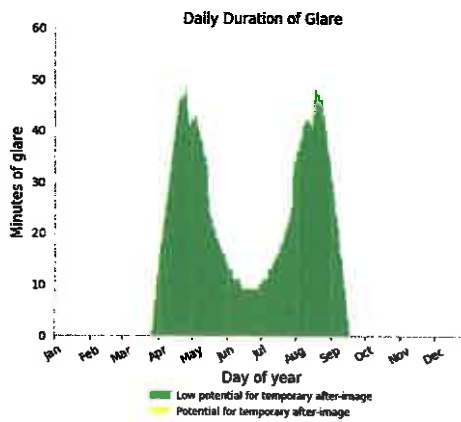
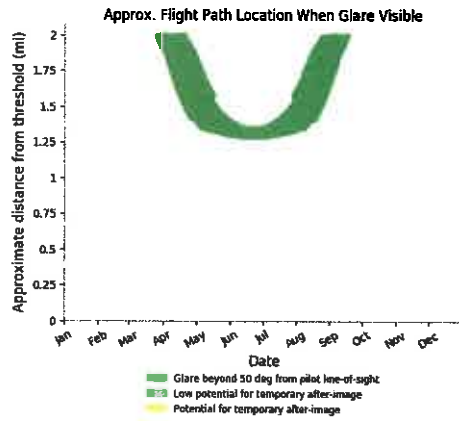
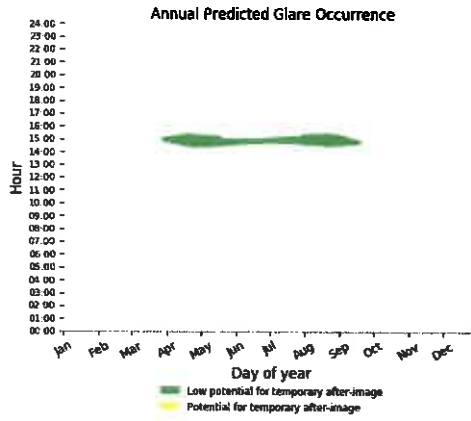
Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	4383	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Final	426	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	4383	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Final	426	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare
4383 minutes of green glare



Flight Path: Rwy 14 Crosswind

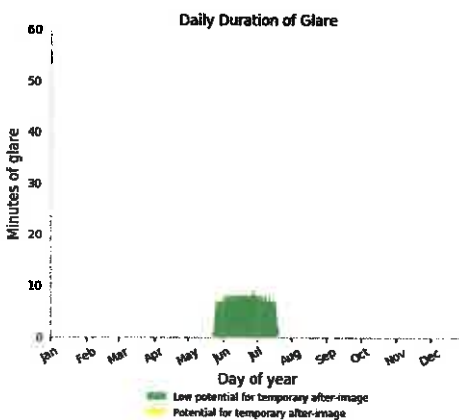
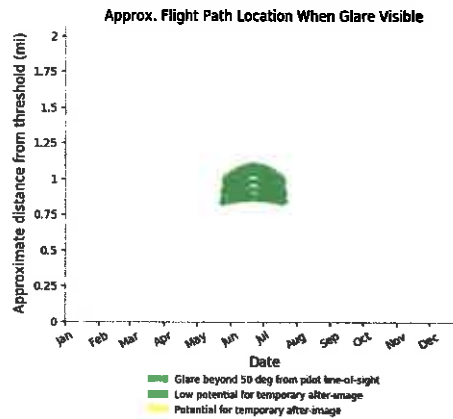
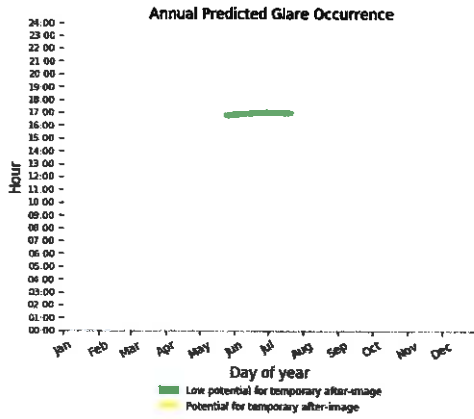
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare
426 minutes of green glare



Flight Path: Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Meridian Park West BLDG 1**

Glare Study for March AFB

Site configuration: **Meridian Rwy 14-32-C-17-KC 135 Rec Array 90**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:42 on 04 Mar, 2020.

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: 36347.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.912333	-117.294469	1565.19	50.00	1615.19
2	33.913046	-117.293010	1551.71	50.00	1601.72
3	33.911496	-117.291819	1557.13	50.00	1607.13
4	33.910704	-117.293493	1567.94	50.00	1617.94

Flight Path Receptor(s)

Name: Rwy 14 Base

Description:

Threshold height: 3000 ft

Direction: 236.2°

Glide slope: 0.0°

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	33.922428	-117.324997	1636.29	3000.15	4636.44
Two-mile	33.938516	-117.296012	1539.27	3097.17	4636.44

Name: Rwy 14 Crosswind

Description:

Threshold height: 3000 ft

Direction: 56.1°

Glide slope: 0.0°

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	33.821989	-117.228425	1448.86	3000.15	4449.01
Two-mile	33.805864	-117.257345	1848.09	2600.92	4449.01

Name: Rwy 14 Downwind

Description:

Threshold height: 3000 ft

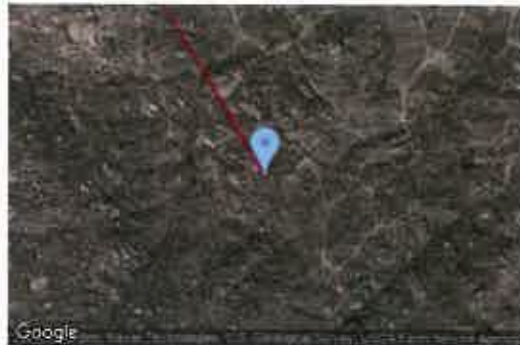
Direction: 149.5°

Glide slope: 0.0°

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	33.819278	-117.262338	1777.43	3000.15	4777.57
Two-mile	33.844180	-117.280043	1720.72	3056.85	4777.57

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.844184	-117.280045	1720.68	3000.15	4720.82
Two-mile	33.868962	-117.298006	1692.36	3028.46	4720.82

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

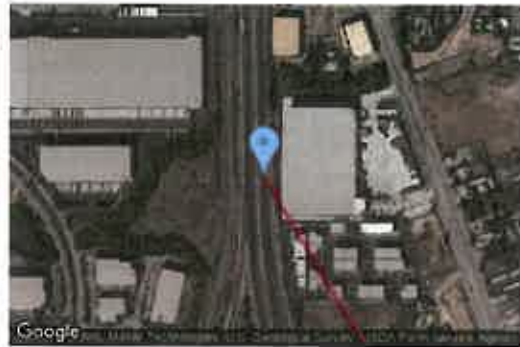
Direction: 329.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.921455	-117.288439	1524.59	50.00	1574.59
Two-mile	33.896551	-117.270718	1534.11	593.93	2128.05

Name: Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 329.4°

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	33.865093	-117.248347	1486.95	50.00	1536.95
Two-mile	33.840202	-117.230612	1460.18	630.23	2090.40

Name: Rwy 32 Base

Description:

Threshold height: 3000 ft

Direction: 236.2°

Glide slope: 0.0°

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	33.813132	-117.244626	1539.41	3000.15	4539.56
Two-mile	33.829221	-117.215678	1442.90	3096.66	4539.56

Name: Rwy 32 Crosswind

Description:

Threshold height: 3000 ft

Direction: 56.1°

Glide slope: 0.0°

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	33.931265	-117.309054	1523.04	3000.15	4523.19
Two-mile	33.915118	-117.337994	1573.19	2950.00	4523.19

Name: Rwy 32 Downwind

Description:

Threshold height: 3000 ft

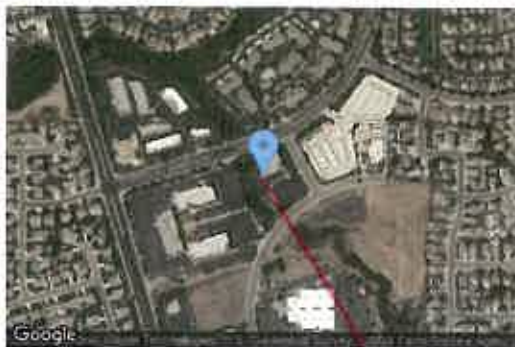
Direction: 329.4°

Glide slope: 0.0°

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	33.908178	-117.325573	1587.51	3000.15	4587.66
Two-mile	33.883304	-117.307792	1747.59	2840.07	4587.66

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3000 ft

Direction: 328.8°

Glide slope: 0.0°

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	33.883292	-117.307804	1747.71	3000.15	4747.86
Two-mile	33.858553	-117.289757	1704.98	3042.87	4747.86

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.4°

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	33.840198	-117.230619	1460.19	50.00	1510.19
Two-mile	33.865084	-117.248359	1487.01	576.64	2063.65

Name: Rwy 32 Upwind

Description:

Threshold height: 50 ft

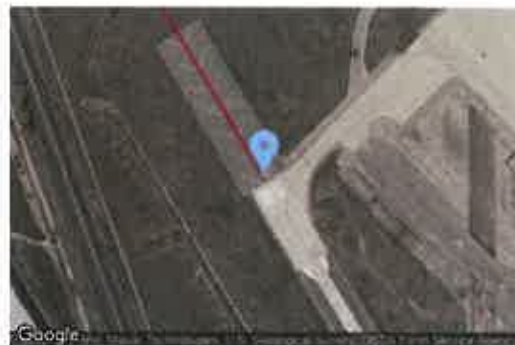
Direction: 149.3°

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	33.896510	-117.270664	1535.15	50.00	1585.16
Two-mile	33.921365	-117.288479	1524.62	613.99	2138.61

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	90.0	445	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	445	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Base	0	0
Rwy 14 Crosswind	0	0
Rwy 14 Downwind	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	445	0
Rwy 14 Upwind	0	0
Rwy 32 Base	0	0
Rwy 32 Crosswind	0	0
Rwy 32 Downwind	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind

0 minutes of yellow glare
0 minutes of green glare

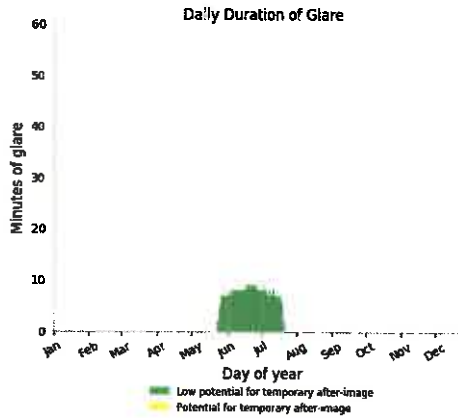
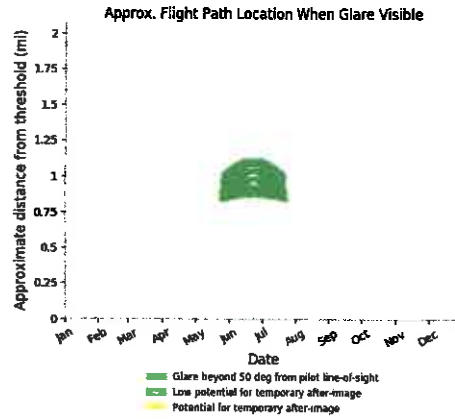
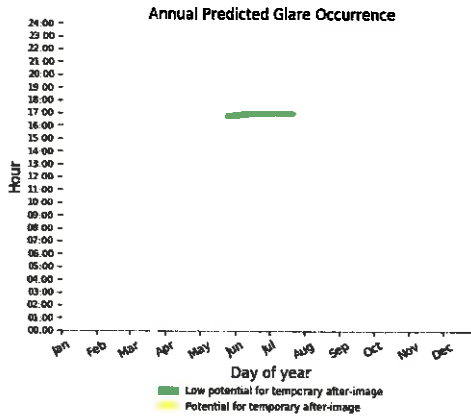
Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare

445 minutes of green glare



Flight Path: Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to 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: **Meridian Park West BLDG 1**

Glare Study for March AFB

Site configuration: **Meridian Overhead Analysis at 90**

Analysis conducted by Tim Christman (glarestudy@sunpowercorp.com) at 14:50 on 04 Mar, 2020.

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: 36348.4117



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
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	33.912337	-117.294431	1564.80	50.00	1614.80
2	33.913049	-117.292993	1551.57	50.00	1601.57
3	33.911500	-117.291813	1557.19	50.00	1607.19
4	33.910743	-117.293401	1567.16	50.00	1617.16

Flight Path Receptor(s)

Name: Rwy 14 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 149.4°

Glide slope: 0.0°

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	33.863718	-117.293917	1692.96	3500.17	5193.13
Two-mile	33.888614	-117.311641	1776.34	3416.78	5193.13

Name: Rwy 14 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 149.5°

Glide slope: 0.0°

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	33.888618	-117.311640	1776.39	3500.17	5276.56
Two-mile	33.913519	-117.329359	1582.46	3694.10	5276.56

Name: Rwy 14 Final

Description:

Threshold height: 50 ft

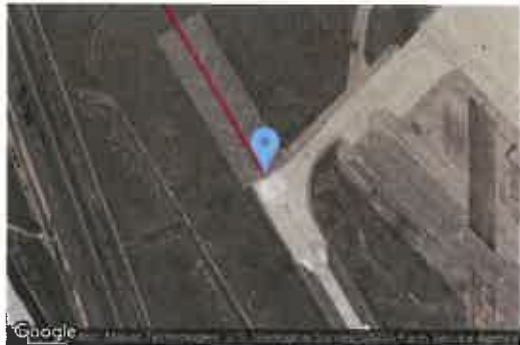
Direction: 149.5°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896438	-117.270666	1535.55	50.00	1585.56
Two-mile	33.921347	-117.288371	1524.88	614.14	2139.01

Name: Rwy 14 Initial 1

Description:

Threshold height: 3500 ft

Direction: 329.2°

Glide slope: 0.0°

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	33.968081	-117.322203	1299.20	3500.17	4799.37
Two-mile	33.943257	-117.304310	1567.75	3231.62	4799.37

Name: Rwy 14 Initial 2

Description:

Threshold height: 3500 ft

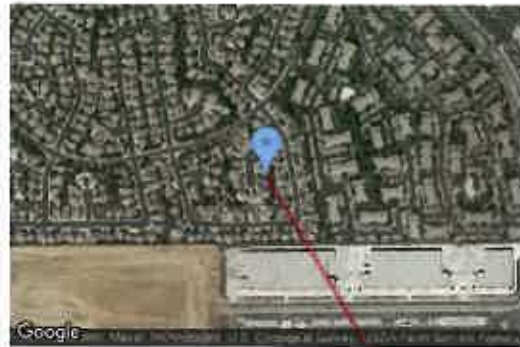
Direction: 329.2°

Glide slope: 0.0°

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	33.943256	-117.304309	1567.75	3500.17	5067.92
Two-mile	33.918411	-117.286464	1527.84	3540.08	5067.92

Name: Rwy 14 Initial 3

Description:

Threshold height: 3500 ft

Direction: 329.2°

Glide slope: 0.0°

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	33.918397	-117.286460	1527.93	3500.17	5028.10
Two-mile	33.893550	-117.268625	1534.77	3493.32	5028.10

Name: Rwy 32 Downwind 1

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.863697	-117.293921	1693.17	3500.17	5193.34
Two-mile	33.838805	-117.276186	1743.79	3449.55	5193.34

Name: Rwy 32 Downwind 2

Description:

Threshold height: 3500 ft

Direction: 329.4°

Glide slope: 0.0°

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	33.838802	-117.276187	1743.50	3500.17	5243.67
Two-mile	33.813903	-117.258473	1874.43	3369.24	5243.67

Name: Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 149.3°

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	33.836311	-117.227880	1458.64	50.00	1508.64
Two-mile	33.861180	-117.245656	1476.33	585.77	2062.10

Name: Rwy 32 Initial 1

Description:

Threshold height: 3500 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.793371	-117.196380	1416.55	3500.17	4916.72
Two-mile	33.818140	-117.214346	1441.12	3475.60	4916.72

Name: Rwy 32 Initial 2

Description:

Threshold height: 3500 ft

Direction: 149.0°

Glide slope: 0.0°

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	33.818159	-117.214353	1441.13	3500.17	4941.30
Two-mile	33.842955	-117.232271	1465.52	3475.78	4941.30

Name: Rwy 32 Initial 3

Description:

Threshold height: 3500 ft

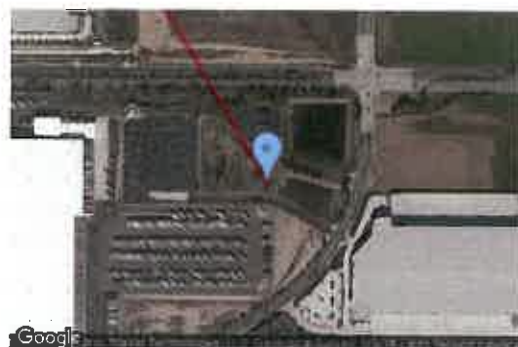
Direction: 149.3°

Glide slope: 0.0°

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	33.842959	-117.232314	1465.92	3500.17	4966.09
Two-mile	33.867819	-117.250107	1490.68	3475.42	4966.09

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891569	-117.251186	1508.96	118.01

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	90.0	0	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 14 Downwind 1	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 14 Downwind 1	0	0
Rwy 14 Downwind 2	0	0
Rwy 14 Final	0	0
Rwy 14 Initial 1	0	0
Rwy 14 Initial 2	0	0
Rwy 14 Initial 3	0	0
Rwy 32 Downwind 1	0	0
Rwy 32 Downwind 2	0	0
Rwy 32 Final	0	0
Rwy 32 Initial 1	0	0
Rwy 32 Initial 2	0	0
Rwy 32 Initial 3	0	0
1-ATCT	0	0

Flight Path: Rwy 14 Downwind 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Downwind 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Initial 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 14 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 14 Initial 3

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Downwind 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 1

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 2

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 32 Initial 3

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
www.rcaluc.org

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

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

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Ms. Katie Dunlap at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Fios channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1411MA20 – Sunpower Corporation Systems – March Joint Powers Authority Case No. B19-000-265 (Building Permit). A proposal to establish rooftop solar panels totaling 266,337 square feet on a 1,008,880 square foot industrial building located at 21600 Cactus Avenue, westerly of Meridian Parkway, southerly of Alessandro Boulevard, and northerly of Cactus Avenue (Airport Compatibility Zones B1, B2, C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

P-11
MARCH
ZONE
B1, B2,
C1

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1411 MAZO DATE SUBMITTED: 3/11/2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	SunPower Corporation, Systems	Phone Number	415-613-3908
Mailing Address	Brandon Macias 2125 East Katella Avenue, Suite 220 Anaheim, CA 92806	Email	Brandon.Macias@sunpowercorp.com
Representative	Denise Fan	Phone Number	909-895-9828
Mailing Address	Denise Fan 2125 East Katella Avenue, Suite 220 Anaheim, CA 92806	Email	Denise.Fan@sunpowercorp.com
Property Owner	Meridian Park West I, LLC	Phone Number	
Mailing Address	1156 N. Mountain Ave Upland, CA 91786	Email	Timothy.reeves@lewismc.com

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Power Authority	Phone Number	951-656-7000
Staff Contact	Katie Dunlap	Email	dunlap@marchjpa.com
Mailing Address	14205 Meridian Pkwy, Ste. 140 Riverside, CA 92518	Case Type	Construction Permit
Local Agency Project No	B19-000-265	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input 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	21600 Cactus Ave. Riverside, CA 92518	Gross Parcel Size	52.44 Acres
Assessor's Parcel No.	297-100-084	Nearest Airport and distance from Airport	March AFB
Subdivision Name	Tract No. 37107		
Lot Number	2		

PROJECT DESCRIPTION

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

Existing Land Use (describe) New Burlington-leased distribution center in Riverside.

Proposed Land Use (describe)	4.59 MW Rooftop Commercial Solar array to be installed.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hours
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	ft.
	Height of buildings or structures (from the ground)	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: 4.5

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1412MA20 – Senior Living Riverside, LLC
(Representative: Davie Cowan, Kimley-Horn)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: TTM 20-01 (Tentative Tract Map No. 37855)

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

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

b. Land Use Policy: Airport Compatibility Zone C (partially in High Terrain Zone)

c. Noise Levels: Outside 60 CNEL contour

MAJOR ISSUES: The applicant team has not specified the locations of the proposed commercial airspace condominiums on Lot 1. Although the overall density is consistent with the limitations of Compatibility Zone C2, the division results in a residential density of 8 dwelling units per acre in Lot 1. However, a case could be made for Lot 1 actually being a mixed-use area, since it also includes skilled nursing and community care facilities subject to State licensing. Additionally, ALUC established an informal policy a number of years ago that a project within a Specific Plan could be considered consistent with a Compatibility Plan even if the density of a particular Planning Area did not comply with Plan criteria, as long as the overall density of the Specific Plan continued to meet the criteria. However, the four proposed lots are not specified as individual Planning Areas within the underlying Air Force Village West Specific Plan. Furthermore, this proposal separates the individual residential structures on Lots 2 and 4 from the facilities whose presence allowed the development to qualify as “Institutional Residential.” The filing of a Specific Plan Amendment should be considered by the jurisdiction.

RECOMMENDATION: Staff recommends that the proposed Tentative Tract Map be found **INCONSISTENT**, specifically due to the proposed establishment of a lot whose existing density exceeds six dwelling units per acre; however, staff would be amenable to a **CONTINUANCE** to June 11, 2020 to allow the applicant to provide additional documentation (an existing site plan) that would enable staff to evaluate whether development on Lot 1 (a) constitutes a mixed-use development and (b) meets the single-acre intensity criteria for Compatibility Zone C2 (limit of 500 persons in any given acre). (It is also recommended that a Specific Plan Amendment establishing Planning Areas and amending the description of the Air Force Village West

Specific Plan be submitted for review by the jurisdiction and ALUC.)

PROJECT DESCRIPTION: Tentative Tract Map No. 37855 is a proposal to divide 153 acres of the existing continuing care retirement community formerly known as Air Force Village West and Alta-Vita Village (health care institution which combined a skilled nursing facility with different size assisted living facilities and residential care facility for the elderly) into four lots. Lot 1 would include the existing apartments, skilled nursing, memory care, and assisted living units. Lot 2 would include 100 existing detached residences and a duplex. Lot 3 would include the chapel. Lot 4 would include 202 existing detached residences and 16 duplexes (32 duplex units).

The applicant also proposes to establish each of the 302 existing single-family residences and 34 duplex units as airspace condominium units, and to provide for up to 20 commercial airspace condominium units within proposed Lot 1.

PROJECT LOCATION: The proposed project is located westerly of Village West Drive, southerly of Van Buren Boulevard, easterly of Ryan Street, and northerly of 5th Street in the jurisdiction of the March Joint Powers Authority, approximately 7,982 feet southwesterly of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its closest point.

BACKGROUND:

Project History: The project includes most of the area subject to the Air Force Village West Specific Plan adopted by the March Joint Powers Authority and originally developed pursuant to a plot plan approved by the County of Riverside in the 1980s as a continuing care retirement community operated by Air Force Village West, a Section 501(c) (3) non-profit public benefit corporation. This facility was originally developed to serve retired U.S. Air Force personnel and their spouses. Later the restriction to retired U.S. Air Force personnel was eliminated, and residency was opened to other seniors. The community includes a licensed skilled nursing facility. The other structures, including personal care units, apartments, duplex units, and detached units were all part of a licensed Long Term Care Residential Facility for the Elderly, subject to State licensing. The community was built over time. There are now 99 skilled nursing beds, 40 special care unit beds, and 104 beds in assisted living units, along with 204 apartments (all of which are located in proposed Lot 1), in addition to the 302 single-family detached units and 34 duplex units in this community.

A proposal for a Specific Plan Amendment was reviewed by ALUC at its meeting of October 11, 2007. At that time, the applicable Airport Land Use Plan was the 1984 Riverside County Airport Land Use Plan, and the project was located in Airport Area II, which required a 2½ acre minimum lot size (maximum density of 0.4 dwelling units per acre). ALUC was able to render a determination of conditional consistency only because of its institutional or quasi-public use, given the operation of the project's detached single-family residential structures, duplexes, and apartments as a Residential Care Facility for the Elderly licensed by the State of California Department of Social Services. The staff report specifically noted that the addition of residential uses that would not be part of the licensed facility would not be consistent with the density limitations of the 1984 Riverside County Airport Land Use Plan.

Since that time, of course, the 1984 Plan has been superseded by the adoption of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Residential Density: The project is located in Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area. Compatibility Zone C2 allows densities up to six dwelling units per acre. On an overall basis, the 153-acre site includes 302 single-family dwellings, 34 units in duplex structures, and 204 apartments, resulting in a density of 3.53 dwelling units per acre. The proposed four-lot tract map divides the 153-acre area as follows: Lot 1, 24.94 acres; Lot 2, 28.72 acres; Lot 3, 2.32 acres; Lot 4, 71.5 acres. An additional 25.52 acres are in “remainder parcels” with no existing dwelling units. The resulting densities on Lots 2 and 4 are 3.55 and 3.27 dwelling units per acre, respectively, which are consistent. Lot 1, however, with 204 apartments, has a density of 8.18 dwelling units per acre. It should be noted that all of these dwelling units already exist, and as existing land uses, they are not subject to ALUC jurisdiction. However, the proposed lots are not in existence at this time, so the proposal is resulting in a new situation of inconsistency.

The Compatibility Plan does allow for a doubling of density if the requirements of infill can be met. However, findings of infill are only possible for sites not exceeding 20 acres in area.

Policy 3.1.3.(d) of the Riverside County Airport Land Use Compatibility Plan states as follows: “Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.”

Although hospitals and nursing facilities provide for overnight stays and their size is often referenced by the number of beds, they are considered to be nonresidential uses for purposes of Compatibility Plan intensity evaluation. Thus, a mixed-use project on Lot 1 would be evaluated on the basis of average and single-acre intensities. With a lot size of 24.94 acres, it is likely that the average intensity criterion of 200 persons per acre would not be exceeded, as it is highly unlikely that more than 4,988 persons would be present at any given time.

Single-acre intensity is a different story. Compatibility Zone C2 limits single-acre intensity to a maximum of 500 persons in any given acre. At this time, staff does not have any information regarding the locations of the 204 apartments and the various care units on Lot 1, and so, cannot confirm that the proposed lot would or would not meet single-acre intensity criteria.

Prohibited and Discouraged Uses: Compatibility Zone C2 prohibits highly noise-sensitive outdoor nonresidential uses and hazards to flight. The applicant does not propose any such uses within the project.

Noise: The site is not located in an area subject to aircraft noise levels exceeding 60 CNEL.

PART 77: Portions of the site are located in a High Terrain Zone, with the site elevation at 1,694 feet above mean sea level (1,694 feet AMSL) exceeding the runway elevation at March Air Reserve Base/Inland Port Airport by more than 150 feet. However, no new structures are proposed, so staff did not require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES).

Open Area: There are no open area requirements for development in Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area.

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. Based on staff's review of the tract map and the project application, no new storm water management systems or other open water bodies are proposed as part of this project.

CONDITIONS:

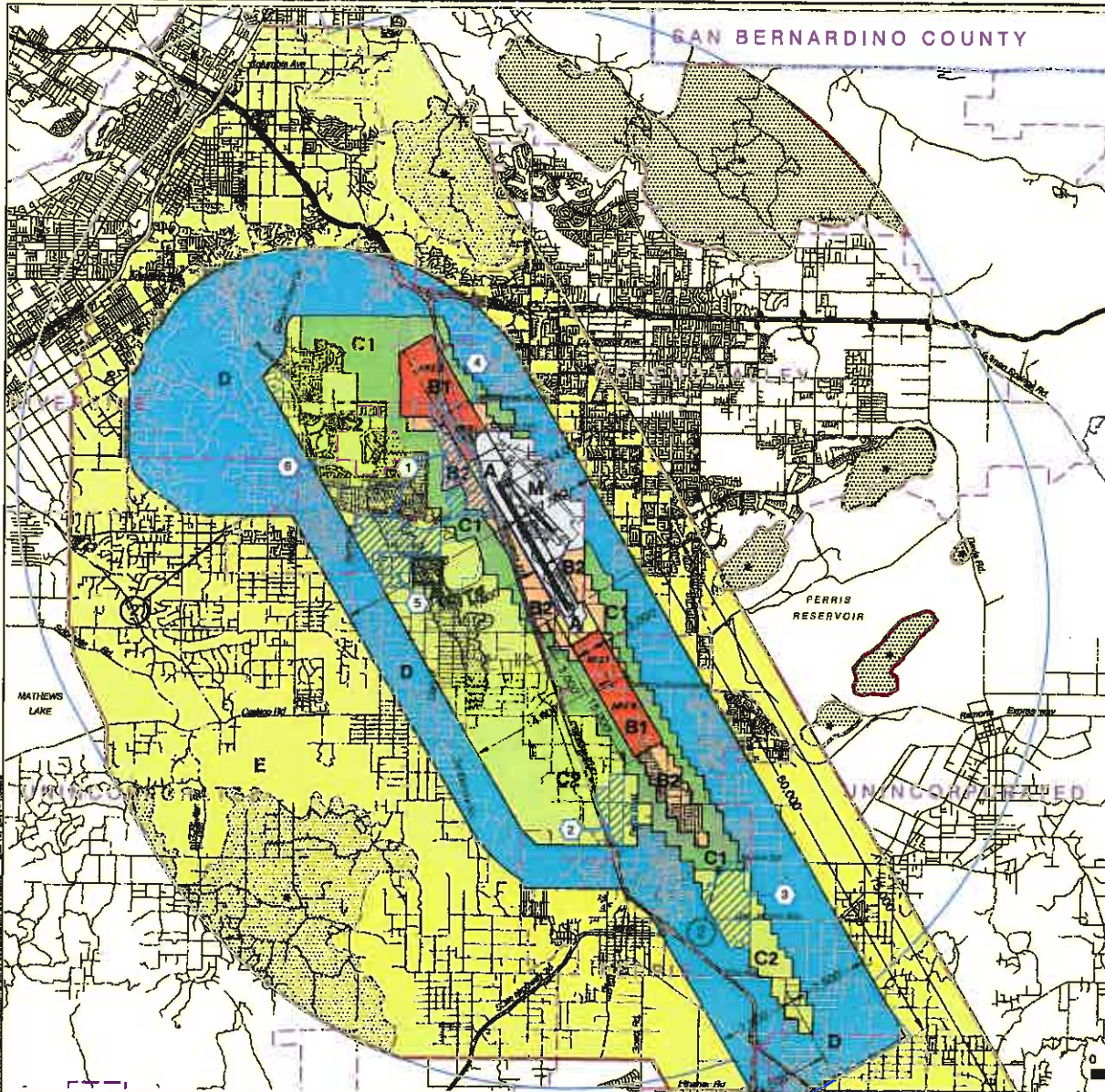
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include 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) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
- 3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.
- 4. The attached notice shall be provided to all prospective purchasers of the proposed lots and the proposed airspace condominiums and to all tenants of the homes thereon.
- 5. Any new ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 6-to-12-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.
- 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- 7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

NOTICE OF AIRPORT IN VICINITY

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

SAN BERNARDINO COUNTY



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

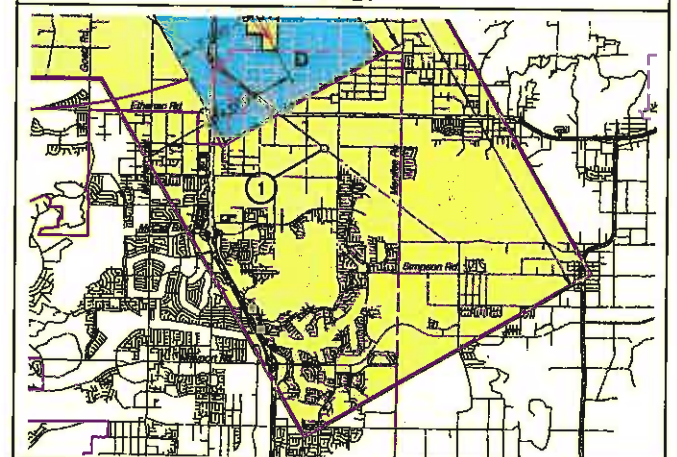
Boundary Lines

- 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 1,635 feet MBL.
- 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

INSET



**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

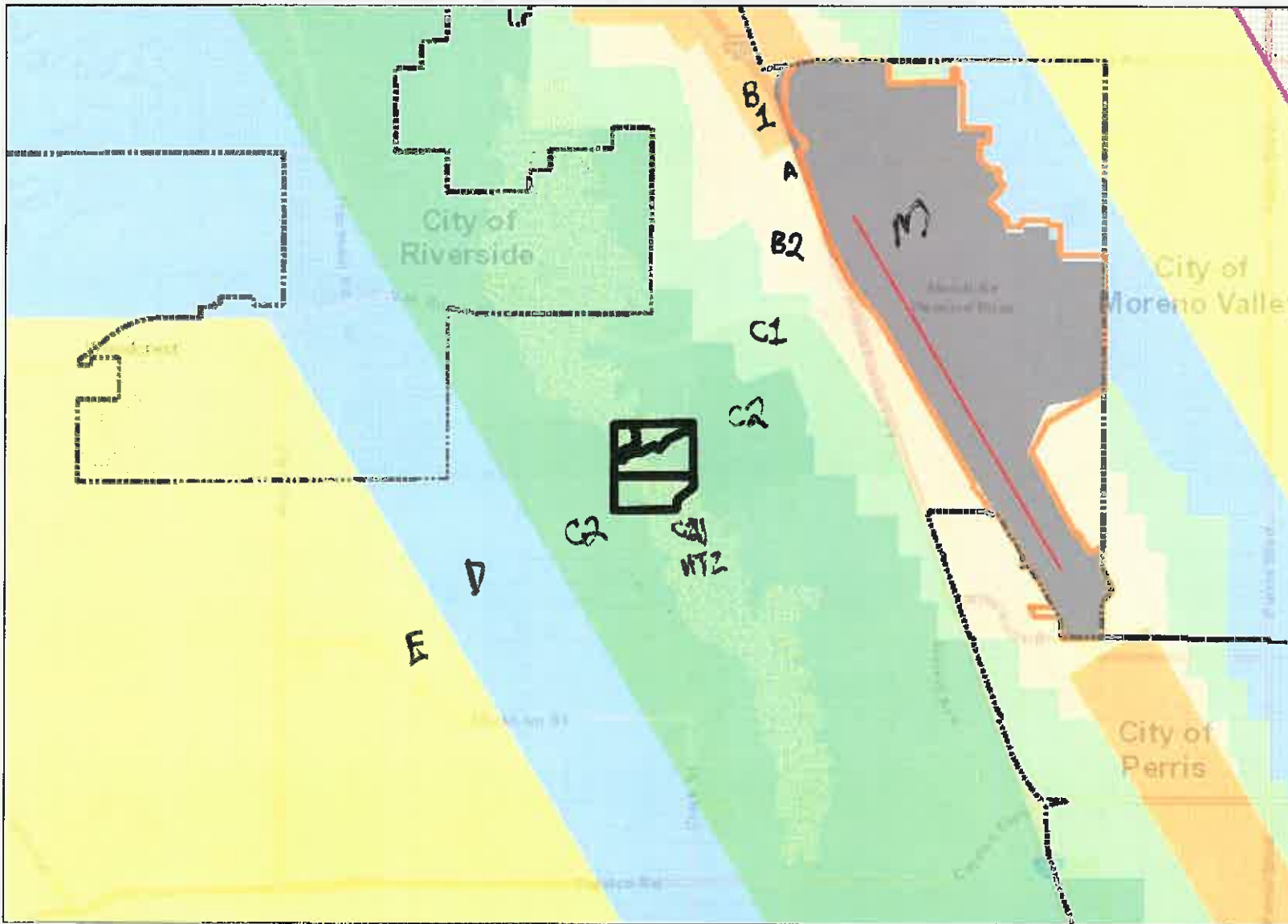
Prepared by Mead & Hunt, Inc. (June 2013)

AIR FORCE VILLAGE WEST - SPECIFIC PLAN



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-EXC6



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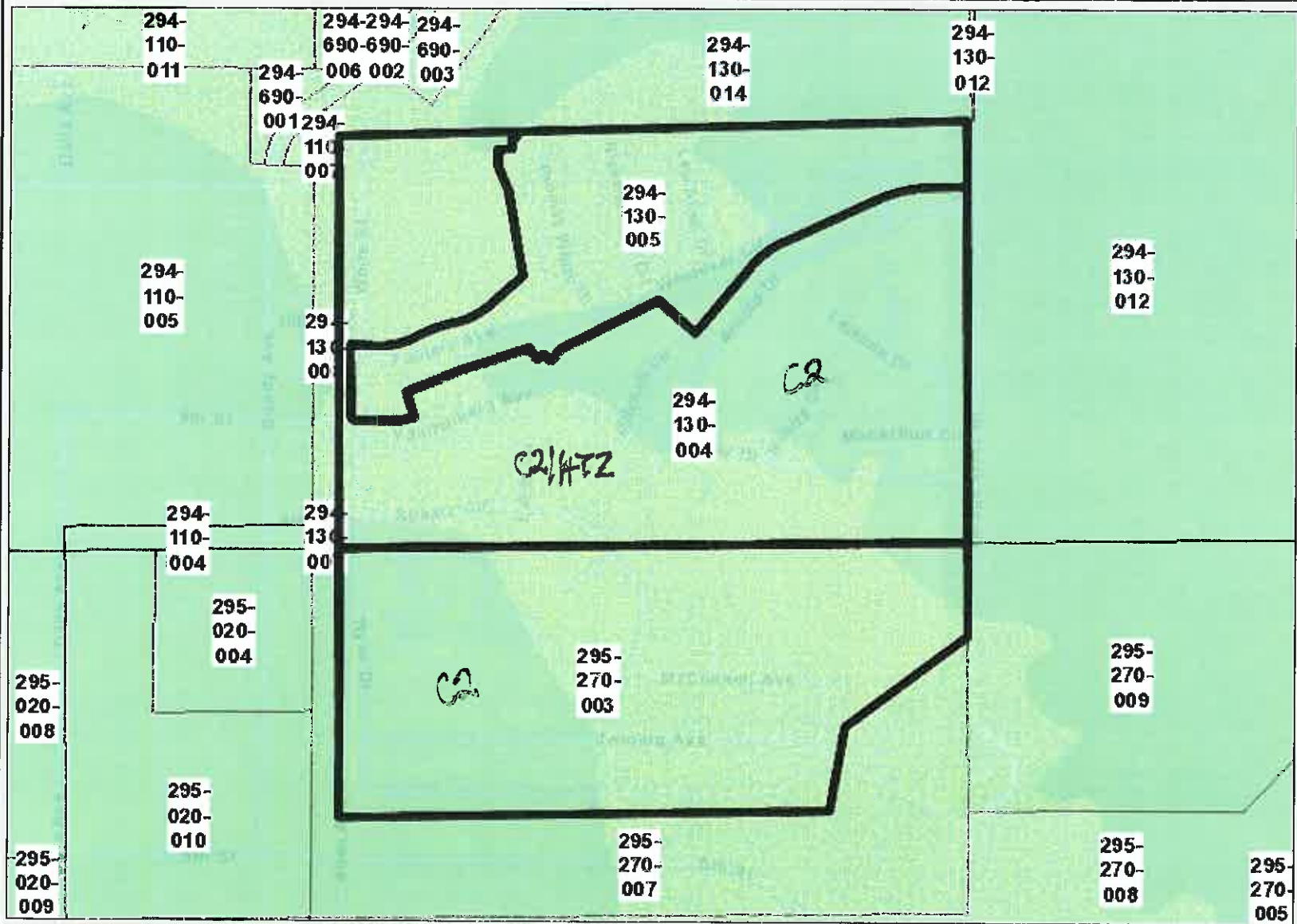


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Notes

Map My County Map



Legend

- Parcel APNs
- 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



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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**
- City Areas
 - World Street Map



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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

-  Parcels
-  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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REPORT PRINTED ON... 4/22/2020 5:48:10 PM

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Notes



MEMORANDUM

To: Paul Rull - ALUC Principal Planner
From: Davie Cowan, P.E. – Kimley-Horn and Associates, Inc.
CC: Andy Plant, Michael O'Rourke
Date: 03/17/2020
Subject: Air Force Village West Specific Plan Area, Tentative Tract Map

Project Description

Senior Living Riverside, LP recently purchased the existing Alta-Vita Village development and undeveloped areas known as the Air Force Village West Specific Plan area (AFVW SP), July 2004. The existing AFVW SP, located in the southern area of the MJPA's overall planning area, consists of ±221.82 acres designated under MJPA's General Plan land use designation as Institutional Residential (IR). Of the 221.82 Acres, there are two existing components 153.0 acres with designated zoning of IR and 68.82 acres of expansion (Future residential and undefined future development). This Tentative Tract Map is associated with the 153.0 acres only.

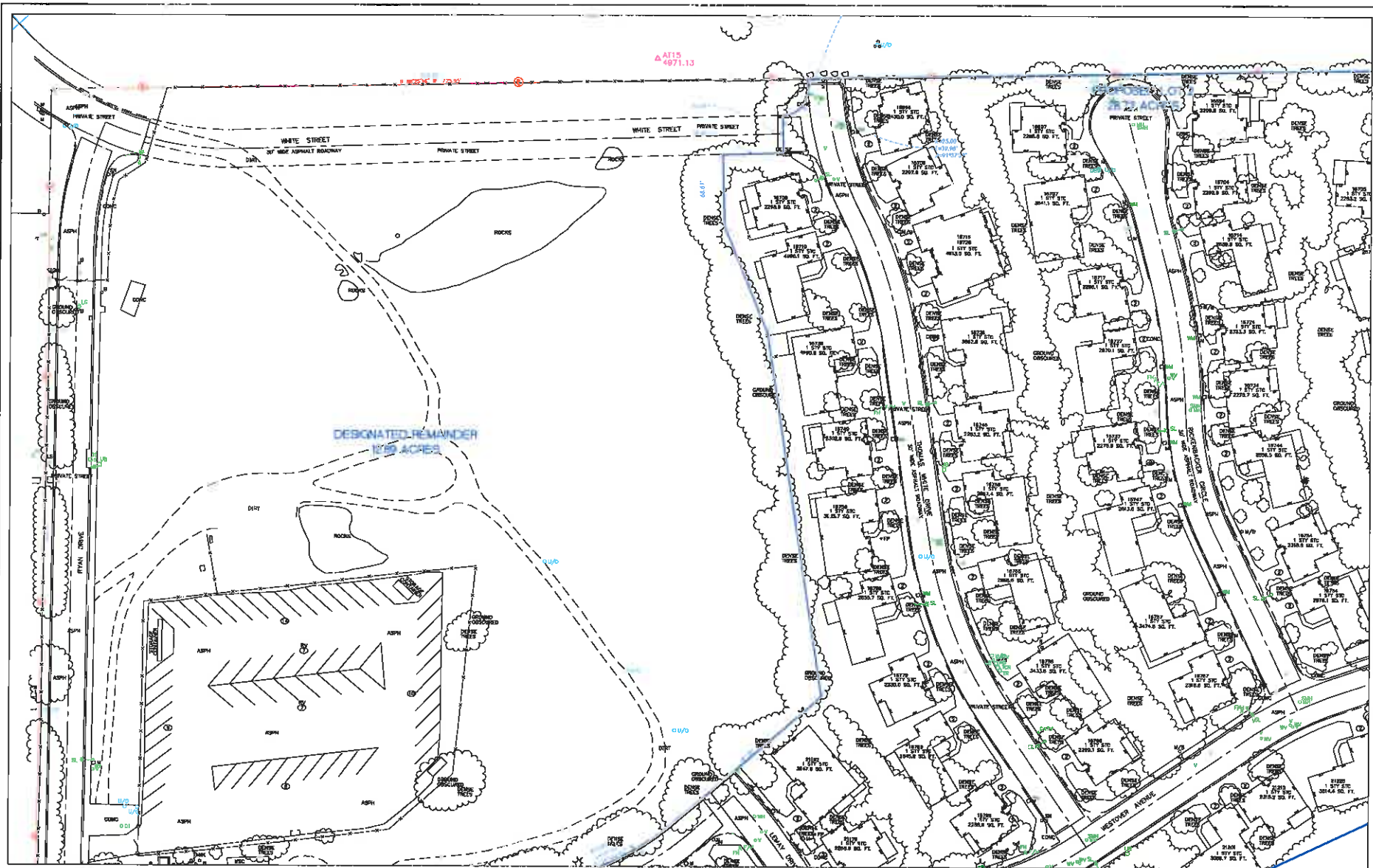
The existing 153.0-acre subdivision is proposing a Tentative Tract Map for one (1) for commercial condominium purposes, two (2) lots for residential condominiums, one (1) lot for an existing church facility, and two (2) designated remainder areas. The proposed subdivision will allow for the Owner to be able to procure funding to maintain the existing buildings and homes on-site.

We look forward to working with the Riverside County ALUC on this project at Air Force Village West.

Sincerely,

Davie Cowan, P.E.

	Acres	Single Family units	Duplex Units	Apartments	Total Units/Beds	Building/Facility	Parking Required	Parking Provided
Lot 1	24.94	0	0	204	243		486	489
Lot 2	28.72	100	2	0	0		404	404
Lot 3	2.32	0	0	0		60	60	60
Lot 4	71.5	202	32			63	872	872
Remainder Parcel	12.89	0	0	0	0	66	66	66
Remainder Parcel	12.63	0	0	0	0	0	0	0
Total	153	302	34	204	243		1888	1891



A 4115
4971.13

Kimley»Horn

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411 S STREET, SUITE 100, SAN JOSE, CA 95131
PHONE: 415-224-9411
WWW.KIMLEY-HORN.COM

KHA PROJECT
100224001
DATE
01/14/2009
SCALE 1" = 40'
DESIGNED BY
DRAWN BY
CHECKED BY

TRACT MAP EXHIBIT
PREPARED FOR
SENIOR LIVING RIVERSIDE, LP

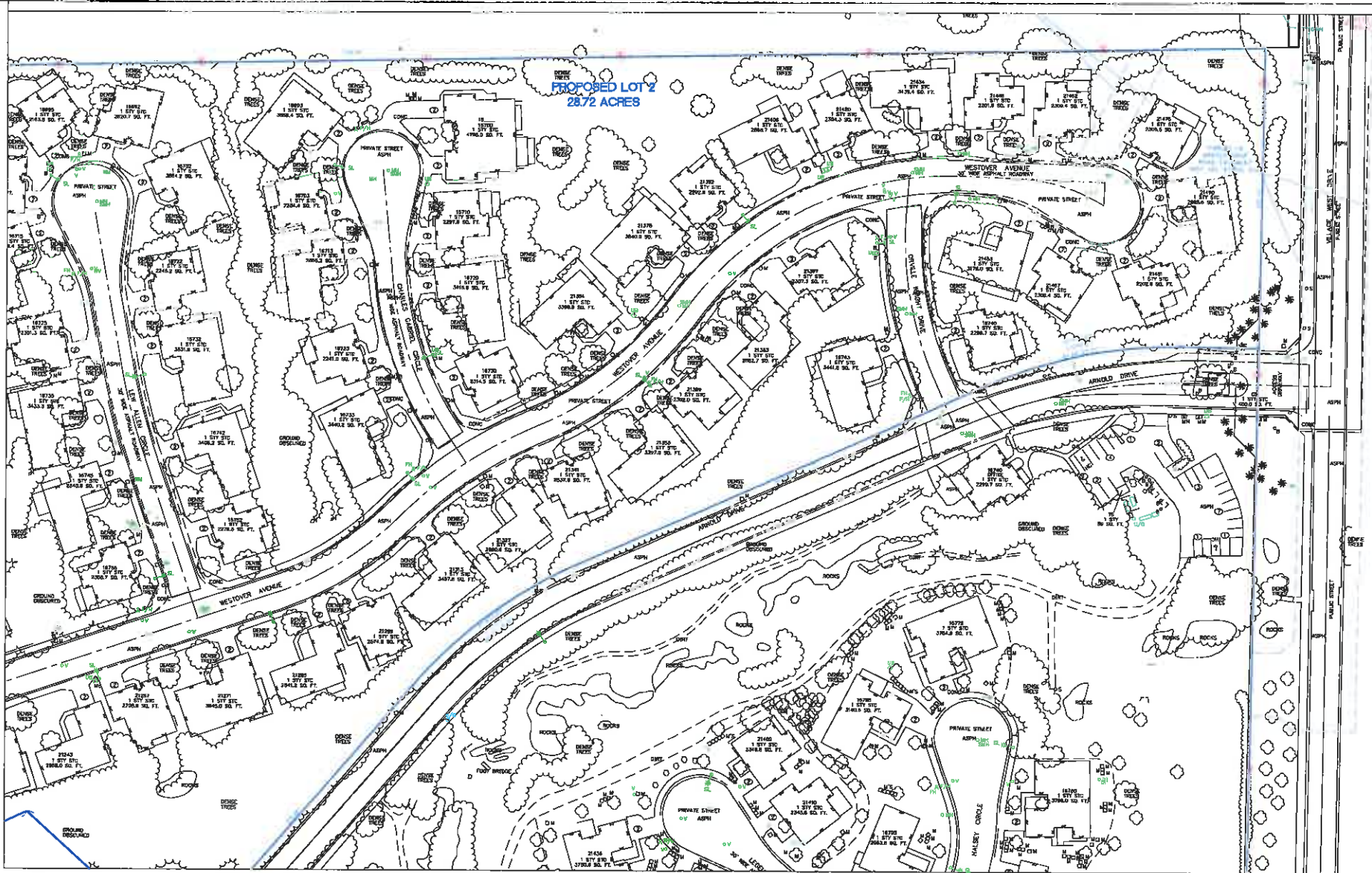
MARCH JOINT POWERS AUTHORITY



TRACT MAP EXHIBIT

SHEET NUMBER
1
OF
8

No.	REVISIONS	DATE	BY



PROPOSED LOT 2
28.72 ACRES

No.	REVISIONS	DATE	BY

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 401 S STREET, SUITE 300 SAN DIEGO, CA 92101
 PHONE: 619-334-4411
 WWW.KIMLEY-HORN.COM

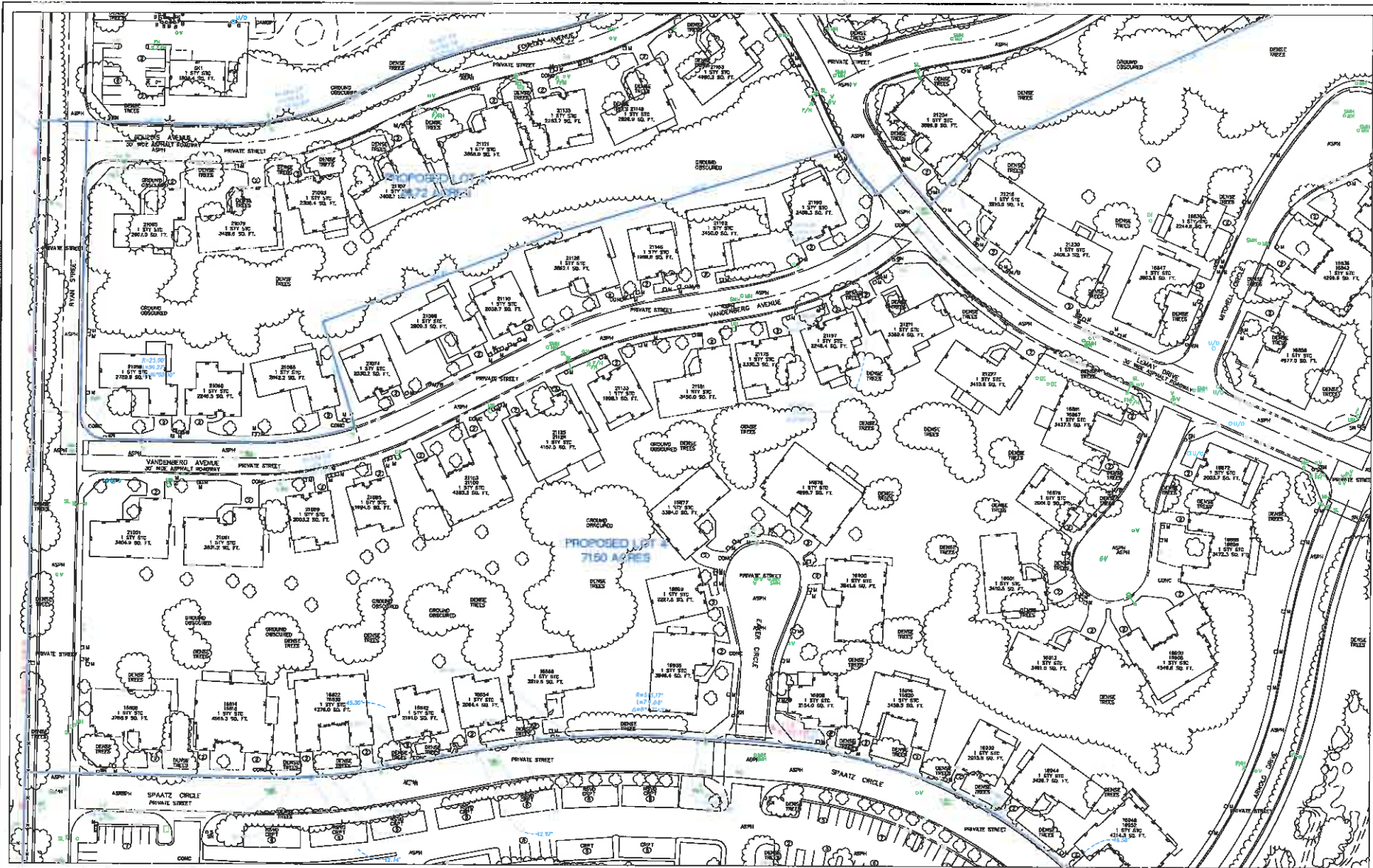
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TRACT MAP EXHIBIT
 PREPARED FOR
SENIOR LIVING RIVERSIDE, LP
 MARCH JOINT POWERS AUTHORITY CA



TRACT MAP EXHIBIT

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 OF
8



No.	REVISIONS	DATE	BY

Kimley»Horn
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 451 B STREET, SUITE 400 SAN DIEGO, CA 92101
 PHONE: 619-534-4111
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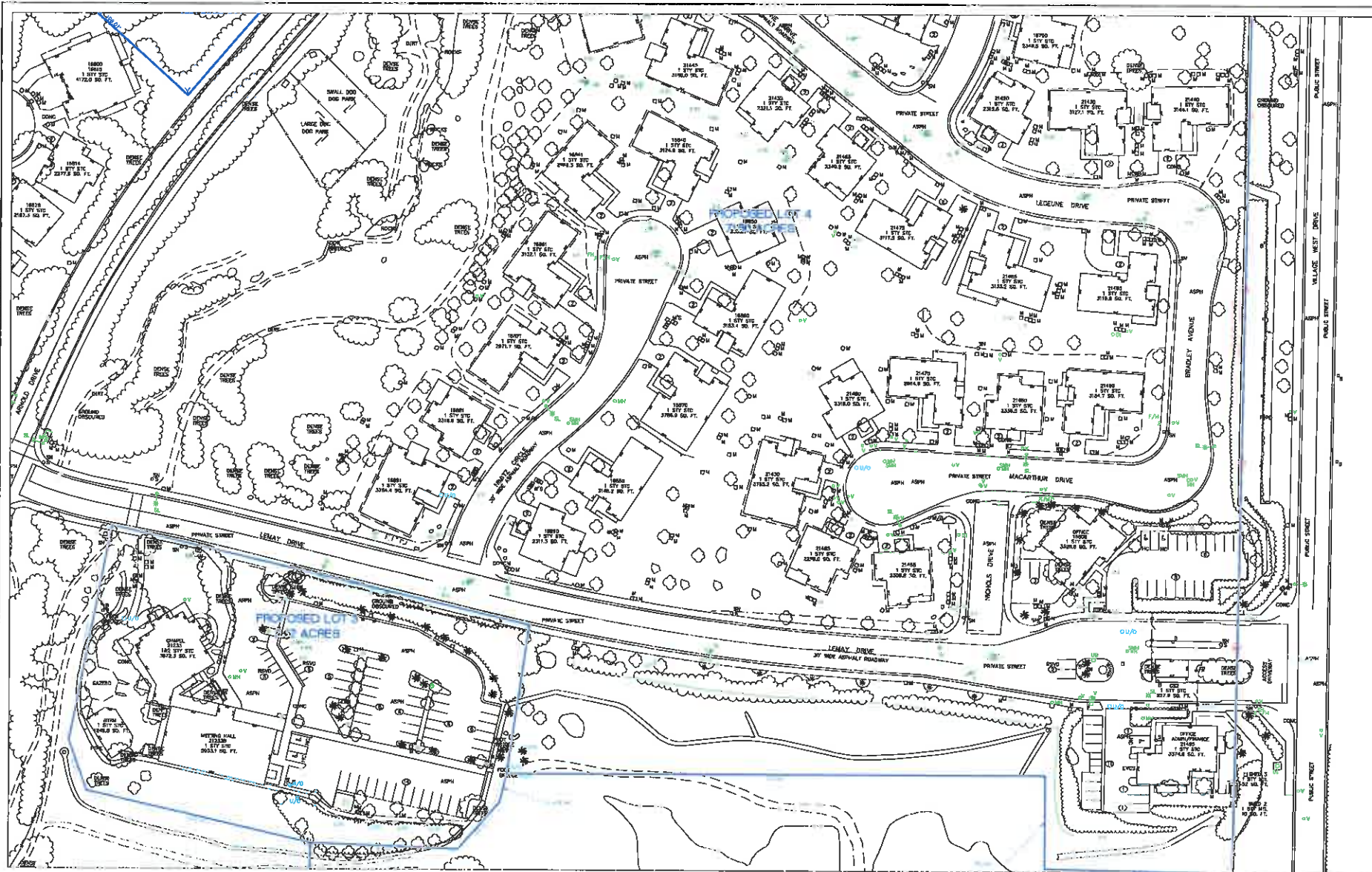
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No.	REVISIONS	DATE	BY

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 401 S STREET, SUITE 100 SAN JOAQUIN, CA 95231
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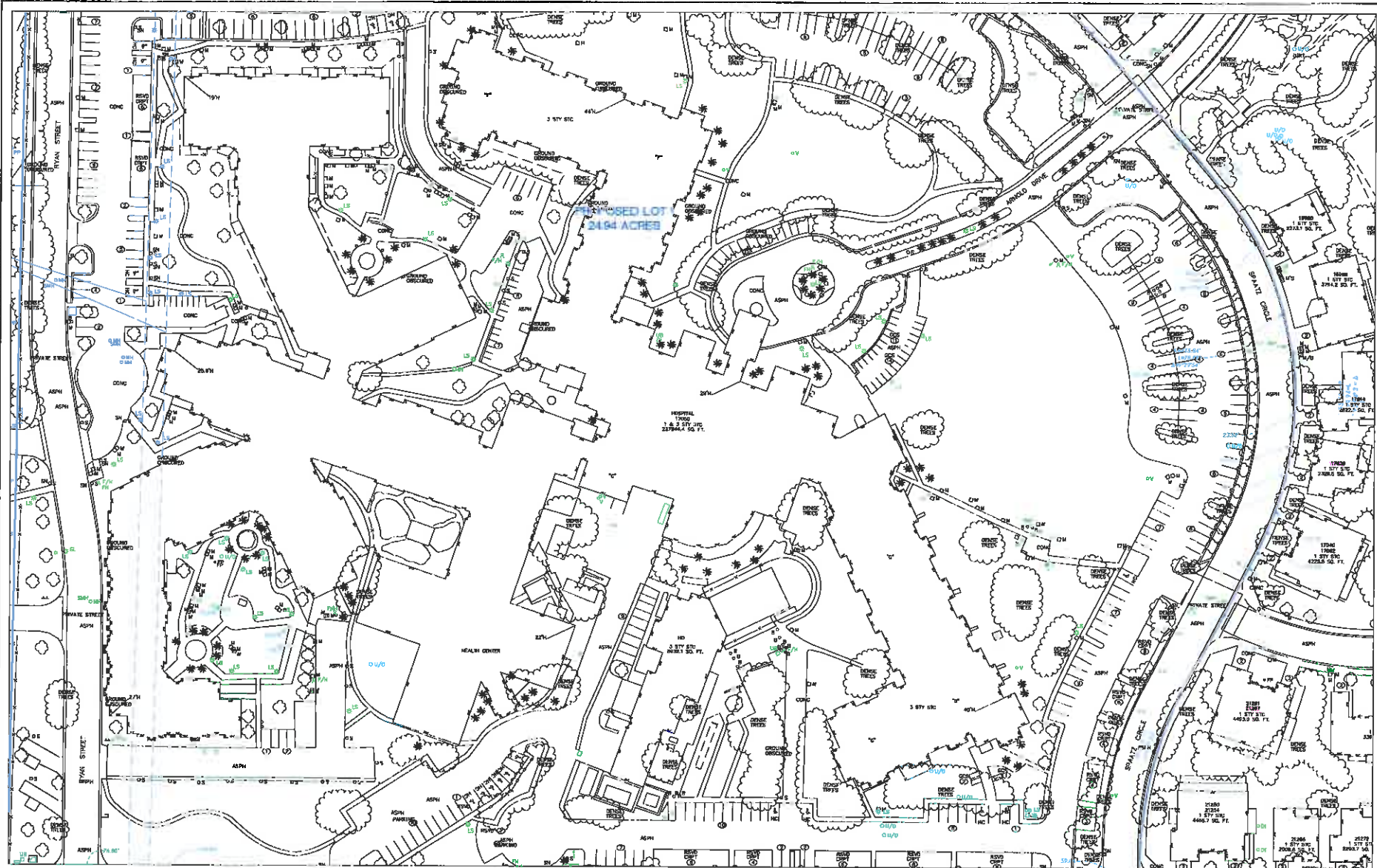
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MARCH JOINT POWERS AUTHORITY

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SENIOR LIVING RIVERSIDE, LP



TRACT MAP EXHIBIT



No.	REVISIONS	DATE	BY

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 441 S. STREET, SUITE 100, SAN BRUNO, CA 94061
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 WWW.KIMLEY-HORN.COM

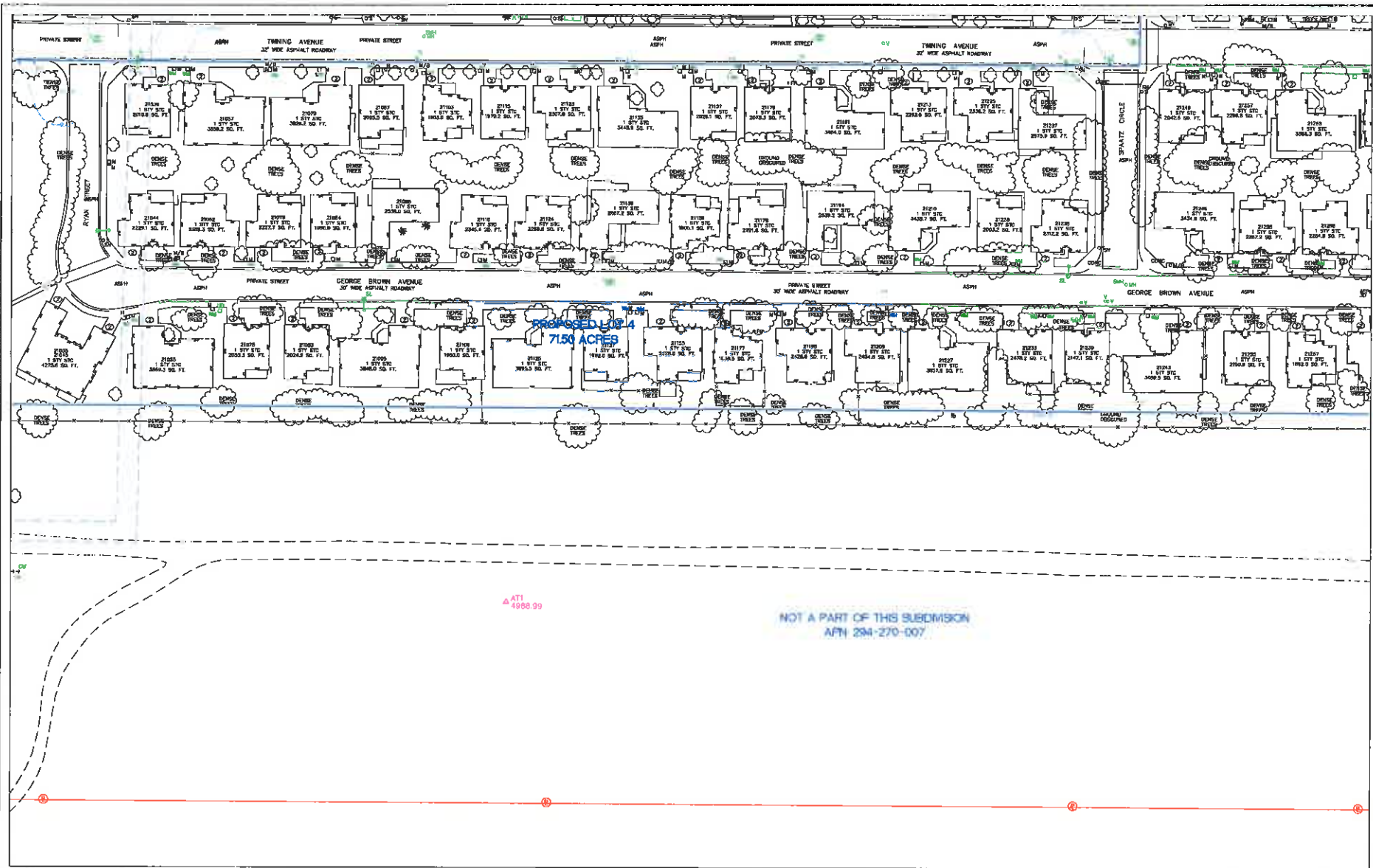
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 PREPARED FOR
 SENIOR LIVING RIVERSIDE, LP



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No.	REVISIONS	DATE	BY

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 401 B STREET, SUITE 500, SAN DIEGO, CA 92101
 PHONE 619-254-8411
 WWW.KIMLEY-HORN.COM

104 PROJECT	19822601
DATE	01/12/2020
SCALE	1" = 40'
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CHECKED BY	

TRACT MAP EXHIBIT
 PREPARED FOR
 SENIOR LIVING RIVERSIDE, LP
 MARCH JOINT POWERS AUTHORITY
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TRACT MAP EXHIBIT

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I. PROJECT SUMMARY

Air Force Village West (AFVW) is a Section 501(c) (3) tax exempt, not for profit public benefit corporation, continuing care retirement community, (CCRC), developed on approximately 153 acres in the northwestern portion of Riverside County, California. The AFVW includes an approximate 68 acre expansion area for a total project area of 221 acres. Honorably discharged uniformed military officers, their spouses, or their survivors, having attained the age of 62 years, are eligible for residency in Air Force Village West. Residents enter into a continuing care contract and pay an entry fee and a monthly service fee. Residents are not given fee title to their home, but do receive substantial fee reductions over rates non-resident pay, for continuing care as they grow older. As such, this project does not fall within the auspices of the California Subdivision Map Act.

People usually enter Air Force Village West as residents of single family or duplex homes and enjoy independent living. As their care needs increase, they are placed on a waiting list for Personal Care units. These residents are provided with non-medical daily personal care tailored to meet their needs. About 25 to 35 people transition from independent to Personal Care units each year. Entry into the Skilled Nursing Unit requires hospital or doctor evaluations and referral to the facility. The skilled nursing unit provides for medical and daily care needs. Vacated homes are turned over to AFVW to be re-occupied.

This Specific Plan area is situated west of I-215, south of Van Buren Boulevard, and north of Nandina Avenue on land that was formerly a part of the March Air Force Base (MAFB). Figure 1-1 depicts the location of the project in a regional context. The immediate project area is shown in Figure 1-2. The Specific Plan is augmented by a General Plan Amendment application to incorporate the Project Area into the authority of the March Joint Powers Authority (JPA). The General Plan Amendment will add an Institutional Residential Care designation to the March JPA General Plan in order to provide policy level direction for land use approvals within AFVW. Air Force Village West is located in the southern portion of West March Planning Subarea of the March JPA General Plan. This Specific Plan will guide the development of Air Force Village West within the framework of the March JPA General Plan.

The Specific Plan project area includes developed and undeveloped lands featuring Institutional Residential Care uses in the form of a licensed Long Term Care (LTC), Residential Care Facility for the Elderly (RCFE), and a Skilled Nursing Facility (SNF), and vacant land for future development. The project area is flanked on the west by the Ben Clark Public Safety Training Center, on the east by the Archie Olds Golf Course, on the north by vacant land planned for park uses, and on the south by vacant land planned for Veterans Administration cemetery expansion. The RCFE residential component of AFVW includes existing and approved single family, duplex, and apartment units. The RCFE Health Services component includes existing and approved assisted living, and special care unit facilities. The Medical Services function is called a licensed Skilled Nursing Facility (SNF). Table 1-1 outlines the number and type of units and facilities for AFVW originally approved by the County of Riverside on January 26, 1988 under Plot Plan 9777 with a Negative Declaration for Environmental Assessment No. 31600:

LAND USE TABLE 1.1
Land Uses Originally Approved by the County of Riverside

Description	Phase One	Phase Two	Total
Apartments	204	305	509
Skilled Nursing Unit	59	59	118
Personal Care	20	20	40
Duplex Units	66	96	162
Cottages	130	141	271
Total	400	542	942

AFVW opened in 1989 and was expanded in 1993 and 1997 with uses shown as "Existing" in Table 1-2. Figure 1-3 shows the boundaries of the project's existing development and planned development phases. As shown in Table 1-2, the Residential component consists of 405 existing residential units ~~of 440 units that have been approved by the California Department of Social Services for immediate development.~~ An additional 235 residential units are planned in future phases for a total of 640 units. The Health Services component of the RCFE includes 44 Assisted Living beds ~~of 59 approved~~ and 20 Special Care Units ~~beds of 40 approved~~, for a total 99 64 bed facility. An additional 45 60 Assisted Living beds and 20 Special Care Units beds are planned in future phases for a total of 144 beds. The existing Skilled Nursing Facility has 59 beds and an additional 40 Skilled Nursing beds are planned in a future phase for a total of 99 beds. A tabulation of these uses is shown in Table 1.2.

**LAND USE TABLE 1-2
Existing and Proposed Land uses within Air Force Village West**

Institutional Residential Care	Existing	Future Development Phases	Total
Single Family	232	75	307
Duplexes	70	0	70
Apartments	103	160	263
Total Units	405	235	640
Assisted Living	44	60	104
Special Care Unit	20	20	40
Total Beds	64	80	144
Skilled Nursing	59	40	99
Total Beds	59	40	99

In addition to the primary mission facilities identified above, there are various support and recreational facilities that may be added to existing support and recreational facilities. The majority of these additional facilities will be in the southwest portion of the project area. The type of facilities anticipated may include:

Support Facilities:

- Covered bus parking
- Drivers lounge
- Area maintenance and grounds-keeping shops
- Warehouses
- Open storage
- Offices
- Chapel

Recreational Facilities:

- Recreational courts
- Putting courses
- Gazebos
- Parking areas
- Walking trails
- Parks

Regional access to and from the Specific Plan area will be provided via Van Buren Blvd. at the I-215 freeway. Village West Drive has been constructed by AFVW from Van Buren Blvd. to serve as the primary access into the project area and will be maintained by the County. Internal streets within the project area are private roadways and will be maintained by AFVW.

C. BACKGROUND AND HISTORY

Since 1988, the federal government has closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993 the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500). The JPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
General Plan of the March Joint Powers Authority (September, 1999)
March Joint Powers Authority Development Code (July, 1997)
Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)

In addition, documents have been prepared for specific development projects that implement the provisions of the March JPA General Plan. These include the following:

Master Development Plan for the Ben Clark Public Safety Training Center (June 2002)
March Business Center General Plan Amendment and Specific Plan (February 2003)

The Air Force Village West Specific Plan follows the same procedural guidelines used for the above projects to implement the March JPA General Plan. In addition, there are a number of Air Force and AFVW planning, policy, and regulatory documents, applicable to the AFVW redevelopment of the former MAFB. Some of these documents are identified under Section 1.E.5 and were prepared before AFVW was placed within the jurisdiction of the March JPA.

D. PLANNING CONTEXT

Figure II-2 depicts the existing March General Plan land use designation for the project area. Exhibit II-3 depicts the proposed land use designation to be shown in the March JPA General Plan. The March JPA General Plan has been amended concurrently with this Specific Plan to add the Air Force Village West project area and to establish an Institutional Residential land use category to reflect the existing and planned uses within the project area.

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of the Air Force Village West project:

1. General Plan Amendment

A General Plan Amendment has been processed concurrently with the Air Force Village West Specific Plan to establish an *Institutional Residential* land use designations as described above. The General Plan Amendment will be adopted by resolution.

2. Specific Plan

This Specific Plan document is a discretionary action and is subject to March JPA approval. When adopted by legislative action, the Specific Plan document will serve both planning and regulatory functions. The Air Force Village West Specific Plan contains the development standards and procedures necessary to fulfill these purposes.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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. Mathew Evans at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream on our website at \[www.rcaluc.org\]\(http://www.rcaluc.org\) or on channels \[Frontier Fios channel 36 and AT&T U-Verse channel 99\]\(#\)](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1412MA20 – Senior Living Riverside, LLC (Representative: Davie Cowan, Kimley-Horn) – March Joint Powers Authority Case No. TTM20-01 (Tentative Tract Map No. 37855). The applicant proposes to divide 153 acres of the existing continuing care retirement community formerly known as Air Force Village West and Alta-Vita Village (health care institution which combined a skilled nursing facility with different size assisted living facilities and residential care facility for the elderly) located westerly of Village West Drive, southerly of Van Buren Boulevard, easterly of Ryan Street, and northerly of 5th Street into four lots. Lot 1 would include the apartments, skilled nursing, memory care, and assisted living units. Lot 2 would include 100 existing detached residences and a duplex. Lot 3 would include the chapel. Lot 4 would include 202 existing detached residences and 16 duplexes (32 duplex units). (Airport Compatibility Zone C2/High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

P-11
MARCH
C2

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1412MA20 DATE SUBMITTED: 03/18/2018

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Senior Living Riverside, LLC Phone Number 858-729-6720
Mailing Address 7600 Fay Avenue, Suite N, La Jolla, CA 92037 Email aplant@westmontliving.com

Representative Davie Cowan Phone Number 619-300-5087
Mailing Address 401 B Street, Suite 600, San Diego, CA 92101 Email davie.cowan@kimley-horn.com

Property Owner Senior Living Riverside, LLC Phone Number 858-729-6720
Mailing Address 7600 Fay Avenue, Suite N, La Jolla, CA 92037 Email aplant@westmontliving.com

LOCAL JURISDICTION AGENCY

Local Agency Name March Joint Powers Authority Phone Number 951-656-7000
Staff Contact Mathew Evans Email evans@marchjpa.com
Mailing Address 14205 Meridian Parkway, Suite 140

Riverside, CA 92518

Local Agency Project No TTM 20-01

- Case Type
- General Plan / Specific Plan Amendment
 - Zoning Ordinance Amendment
 - Subdivision Parcel Map / Tentative Tract
 - Use Permit
 - Site Plan Review/Plot Plan
 - Other

PROJECT LOCATION

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

Street Address 17050 Arnold Drive, Riverside County, CA

Assessor's Parcel No. 294-130-005, 294-130-004, 294-270-003

Subdivision Name Air Force Village West Specific Plan

Lot Number 4 Proposed Lots

Gross Parcel Size 153.0
Nearest Airport and distance from Airport MARB, +/- 6,900 Feet

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 Air Force Village West Specific Plan, Institutional Residential. Project was previously reviewed by the MARB. There are no new facilities beyond the approved specific plan contemplated at this time.

Proposed Land Use (describe)	Existing Air Force Village West Specific Plan, Institutional Residential. The existing 153.0 subdivision is proposing the Tentative Tract Map for one (1) lot for commercial condominium, two (2) lots for residential condominiums, and one (1) lot for an existing church facility, and two (2) designated remainder areas are noted on the Tentative Tract Map.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	2 Lots with 336 units total	
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hours	
	Number of People on Site	1891	Maximum Number 13,630 @ 500 acre, 5,452 @ 200/acre, 601 Units
	Method of Calculation	Lot 1 = 12,470 (500x24.94), Lot 2 = 3.55 (102 Units/28.72 Acres), Lot 3 = 1,160 people (500 people X 2.32 acres), Lot 4 = 3.27 (234 Units/71.50 Acres),	
Height Data	Site Elevation (above mean sea level)	_____ ft.	
	Height of buildings or structures (from the ground)	_____ 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	No proposed structures for tentative tract map. Financing purposes only.	

- 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: 4.6

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1405MA20 – Riverside Inland Development, LLC./Hillwood Investment Properties (Representative: Kathy Hoffer)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NOS: SP16-02 (Specific Plan), PP20-02 (Plot Plan), PM20-02 (Tentative Parcel Map No. 37220), (“VIP 215”)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B2

Noise Levels: 65 – 75 range CNEL from aircraft

MAJOR ISSUES: Security, drainage, potential for glare and storage of hazardous materials in close proximity to the military runway were previous concerns identified by the Air Force in the original project, and had requested that these concerns be addressed in the project EIR, which has not yet been released. The proposal has been redesigned from a two-building to a single building project. At the time this staff report was written, the Air Force has not completed its review of the new proposed project.

The project includes 6.5 acres of 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 causing a Bird Aircraft Strike Hazard (BASH). A study of the site was performed by an FAA-qualified airport wildlife biologist and a wildlife hazard review study was prepared. The study identifies that March Air Reserve Base has historically experienced wildlife strikes, with ninety-two (92) strikes occurring between 2007 and 2019. The study analyzed the proposed bioretention basin and landscaping design, and recommends that the basin be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife), and that the basin’s sides and bottom will use hardscapes like rock scape (in lieu of plantings), which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife. The study also recommends the incorporation of landscape design policies that is consistent with the ALUC

wildlife/landscaping brochures in the underlying specific plan. These policies are included in the updated Specific Plan. The study concludes that the project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the June 11, 2020, meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (with a maximum building height of 54 feet) with mezzanines on 142.5 acres. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel.

The Commission had previously determined the original two building project consistent (by a 4-3 vote) through its action on ZAP1274MA17 at its October 11, 2018 hearing. A new ALUC application was required because of the proposal to increase the building height, the inclusion of second floor mezzanine area, and the overall redesign of the site from two buildings to a single building project.

PROJECT LOCATION: The site is located easterly of Interstate 215, southerly of March Air Force Base Museum and easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of March Air Reserve Base, within the jurisdiction of the March Joint Powers Authority, approximately 950 feet westerly of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Original Determined Consistent Project ZAP1274MA17:

The Commission found the original project on this site consistent by a 4-3 vote on October 11, 2018. The original project proposed two industrial buildings (with a maximum building height of 48 feet) totaling 2,185,618 square feet on 142.5 acres, and also proposed to amend the March Joint Powers Authority General Plan to include general warehousing/logistics uses as allowable land uses on lands designated as "Aviation" (AV), to amend the site's designation from "AV" to "AV (SP-8)", and to update the Building Capacity table in the Land Use Element. Specific Plan No. 16-02 proposed a new Specific Plan (SP-8) providing goals, policies, programs, land uses, development standards, and design guidelines for development on this site. Tentative Parcel Map No. 37220 proposed dividing the site into two parcels (one for each building).

A copy of the original staff report (ZAP1274MA17) has been included in this package to provide an overview of the previous issues, concerns, analysis and comments brought up during the project.

CURRENT PROPOSED PROJECT:

The current proposed project increases the building height to 54 feet, adds a second floor mezzanine and has a single building.

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 B2, 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 rates were used to calculate the occupancy for the proposed building in Compatibility Zone B2:

- Office – 1 person per 200 square feet (with 50% reduction)
- Warehouse – 1 person per 500 square feet

The project proposes a 2,022,364 square foot industrial warehouse building, which includes 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area, accommodating an occupancy of 4,225 people, which would result in an average intensity of 30 people per acre, which is consistent with the Compatibility Zone B2 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 634 parking stalls and 428 truck trailer stalls provided, the total occupancy would be estimated to be 1,379 people. The resulting average intensity of 10 people per acre is consistent with the Compatibility Zone B2 average criterion of 100.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 22,568 square feet of warehouse area, 20,992 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area, accommodating 218 people, which is consistent with the Compatibility Zone B2 single acre criterion of 250. Due to the addition of the mezzanine area, a condition must be added prohibiting conversion of warehouse areas to manufacturing use within 210 feet of any mezzanine area.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone B2 and immediately adjacent to the primary runway at March Air Reserve Base (MARB), the March

Air Reserve Base staff was notified of the revised 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 revised project.

The MARB staff previously reviewed the original project and provided comment letters dated September 2016 and September 2018, which identified several concerns including security, drainage, glare, and safety. These issues, and comments from ALUC staff and the applicant were discussed in the following table.

Issues	Air Force	ALUC	Applicant
Security	Cameras shall not face or record any actions or portion of the base operations. Perimeter fencing shall be constructed out of block.	<p>In addition to the Air Force comment regarding security, ALUC staff raised the concern of the project's size and proximity to the runway with regards to the Base's Anti-Terrorism Force Protection and their ability to carry out its mission of protecting the base. Specifically, since the project expands the use of the site to include non-aviation use, ALUC staff is concerned with the ability of Base security personnel to immediately respond to a threat at the project facility. Therefore it is recommended that the master lease and sublease include provisions that enable Base security personnel to respond immediately to what they perceive as a possible risk at the project facility.</p> <p>Approved ALUC condition #11 states that the lease between the MJPA and the applicant or future tenants shall include that the Air Force has the right and authority to inspect the premises without prior notice</p>	No cameras will be oriented towards the runway and cameras will not record base operations. Fencing along the project-airport boundary shall be minimum 8 feet in height with three strands of barbed wire, and shall be of a durable material subject to the MJPA and Base review. This type of fencing was requested by the Base Security Forces. The project will not impede Base's mission to carry out Anti-Terrorism Force Protection procedures. The applicant will work with their legal counsel to craft the appropriate commercially reasonable language for lease agreements regarding Base security forces to access the property during an imminent threat (same access as provided to law enforcement and emergency response teams) while providing reasonable notice to tenants absent an imminent threat.

		as needed for security of its operations.	
Drainage	Rising groundwater table at the base is an on-going concern, specifically, the ability of a project to drain water detention basins within 48 hours. Base staff shall review basin design. These basins shall address Bird Wildlife Aircraft Strike Hazard concerns.	In addition to the Air Force comment regarding drainage, ALUC staff supports the Base's request to review all drainage plans prior to approval.	The Specific Plan identifies how the project will address storm water drainage to be consistent with NPDES and WQMP requirements. The applicant has met with MIPA and Base staff in discussing proposed drainage solutions. Applicant's drainage studies indicates the downstream floodplain limits are less (than historical flow and current condition) due to the project's improvements. No drainage solution has been agreed upon yet (however, this will most likely occur during the Base's review of the project's EIR).
Glare	Solar panels or any reflective materials on the rooftop are prohibited. Construction material shall be non-reflective including outside ductwork, windows, and roofs.	In addition to the Air Force comment regarding glare, ALUC staff notes that the project does not propose solar panels at this time. Any future solar panels could potentially result in significant glare impacts, and therefore, a solar glare hazard analysis would be required to analyze the impacts. 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 MARB.	The Specific Plan indicates that materials shall be of a non-reflective material, and that highly reflective materials on elevations facing the runway or aircraft approach path are prohibited. Solar panels are prohibited.

Safety	No hazardous materials shall be stored within the facility.	No additional comments to the Air Force Comment regarding safety.	The Specific Plan prohibits above ground petroleum storage containers and below ground storage containers in excess of 10,000 gallons.
Aviation Land Use	Not identified.	<p>The project expands the permissible use of the property from aviation only to include non-aviation uses. The applicant shall agree to conditions being placed on the project that will preserve the ability for subsequent aviation use and to construct taxiways and access to the runways.</p> <p>Recommended condition is included that states “the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site”.</p> <p>Approved ALUC condition #12 states that the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.</p>	<p>The Specific Plan identifies the site as un-zoned. The establishment of the Specific Plan will provide a designation on the MJPA zoning map with an underlying Aviation Designation. Under the Specific Plan, light manufacturing and assembly uses including aviation related manufacturing is a permitted use. One of the key project objectives identified in the Specific Plan is to “facilitate the development of underutilized land currently planned for aviation-related uses that maximize the use of the site and responds to market demand within the Specific Plan area and surrounding region for a large format logistics center.”</p> <p>The project will not obstruct future aviation use or the right to obtain taxiway access to the runway from the project.</p>

It should be noted that the above issues, among others, will be considered in the upcoming Joint Land Use Study (JLUS) requested by the Air Force and supported by the March JPA and other local jurisdictions.

Due to the project’s size and close proximity to the runway, it could potentially impact the JLUS review process or ability to implement its conclusions. As an example, the JLUS will look at increased glare from passive reflective roof surfaces, such as the two million square feet of roof surface on this proposed project.

Prohibited and Discouraged Uses: Compatibility Zone B2 prohibits children’s schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight. 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 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 65-75 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.

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 950 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 1,497.5 feet AMSL.

The original proposal for a 48 foot tall building was reviewed by the FAA Obstruction Evaluation Service (FAA OES), and Determination of No Hazard to Air Navigation letters (Aeronautical Study Numbers 2016-AWP-12028 thru 2016-AWP-12036-OE) were issued on January 26, 2017, revealing that the project's structures would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. Due to the close proximity of the buildings to the runway, marking and lighting of the northeast and southeast corners of each building were required by the FAA OES.

The project proposes increasing the maximum building height to 54 feet and the maximum top point elevation to 1,578 feet AMSL, triggering a new review of the building by the FAA OES. A new submittal to the FAAOES was made and Aeronautical Study Numbers 2020-AWP-644-OE to 2020-AWP-649-OE were assigned. Determination of No Hazard to Air Navigation letters were issued on February 27, 2020. The FAA OES determined that the project would not result in an impact to air navigation, provided that the project complies with the conditions in that letter (which have been included in staff's recommended conditions). The FAA OES also determined that marking and lighting, which were required in the original project, would not be necessary for the proposed project.

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 6.5 acres of 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. In order to evaluate this potential, the applicant team has commissioned a wildlife hazard study from a qualified wildlife hazard biologist.

On March 16, 2020, Mead and Hunt submitted a wildlife hazard review study (“the Study”) of the proposed project’s stormwater and landscape plans, and a study of the site was performed by an FAA-qualified airport wildlife biologist. The Study provides research data on wildlife strikes at March Air Reserve Base, with ninety-two (92) strikes occurring during a 13 year period between 2007 and 2019, with songbirds, swallows, swifts, and raptors being the most commonly struck birds identified. Biological surveys of the project site were conducted in 2015, 2018, and 2019, where doves, sparrows, songbirds and raptors were identified (all of which were identified in the FAA list of the 25 most hazardous species to aircraft operations).

The Study analyzed the proposed bioretention basin located adjacent to the eastern project boundary and parallel to the runway. The basin will be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife) and is sized to collect and convey 100-year storm event, discharging within 48 hours after the end of a storm event. The basin’s sides and bottom will use hardscapes like rock scape (in lieu of plantings) which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife.

The Study also analyzed the proposed landscaping design as plant selections, density, and planting configuration can influence wildlife use, abundance, and behavior, especially landscaping near stormwater management facilities. As such, the project has been conditioned for the proposed landscaping to be consistent with the ALUC brochures titled “Landscaping near Airports” and “Airports, Wildlife and Stormwater Management” which should reduce the potential for wildlife attractants.

The Study recommends that the project’s underlying VIP 215 Specific Plan be updated to follow the guidelines of the ALUC landscaping brochures, which are now included in the Specific Plan.

In addition, Mead & Hunt recommends that Section 4 of the VIP 215 Specific Plan be revised as follows to promote consistency with the 2014 ALUCP and ALUCP design guidance:

- Section 4.3.1 should be revised to reflect the goals of the ALUC for landscaping within the AIA and set forth in its guidance "Landscaping Near Airports." The section should include a revised version of Table 4-1 that reflects the memo from Hunter Landscaping dated March 5, 2020, and the recommendations cited above for trees, shrubs, and groundcover.
- Section 4.3.1 should be revised to state that subsequent landscape plans created by tenants for portions of the VIP site must adhere to the Specific Plan and plant materials identified and guidance set forth by the ALUC and the Applicant's goal of using only plant materials that are acceptable following review by a QAWB. This language should be included in development agreements as well.
- Section 4.3.2 should be revised to reflect the use of hardscape for proposed stormwater management basins.

The Study concludes that with the incorporation of the above recommendations, the proposed project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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 (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
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 provided to all prospective purchasers of the property and tenants or lessees of the building.
 5. 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 WWW.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. March Air Reserve Base (MARB) personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.
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 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area. Any proposals for manufacturing uses, showrooms, retail trade, and/or employee support uses such as cafeterias, training facilities, exercise rooms, or conference rooms, or any changes to the interior floor layout plan shall require subsequent review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
10. 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. 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 MARB.
11. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include that the U.S. Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations and personnel in its sole discretion.
12. The project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.
13. Any roof-top equipment or change in height that exceeds a total height of 54 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.
14. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2020-AWP-644 through 2020-AWP-649-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.
15. The proposed building shall not exceed a height of 54 feet above ground level and a maximum elevation at top point of 1,578 feet above mean sea level.

16. 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.
17. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 54 feet in height and a maximum elevation of 1,578 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
18. 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.

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.
 2020-AWP-644-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
 Suite 125
 Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-47.00N NAD 83
 Longitude: 117-15-50.81W
 Heights: 1521 feet site elevation (SE)
 49 feet above ground level (AGL)
 1570 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 08/27/2021 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 (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-644-OE.

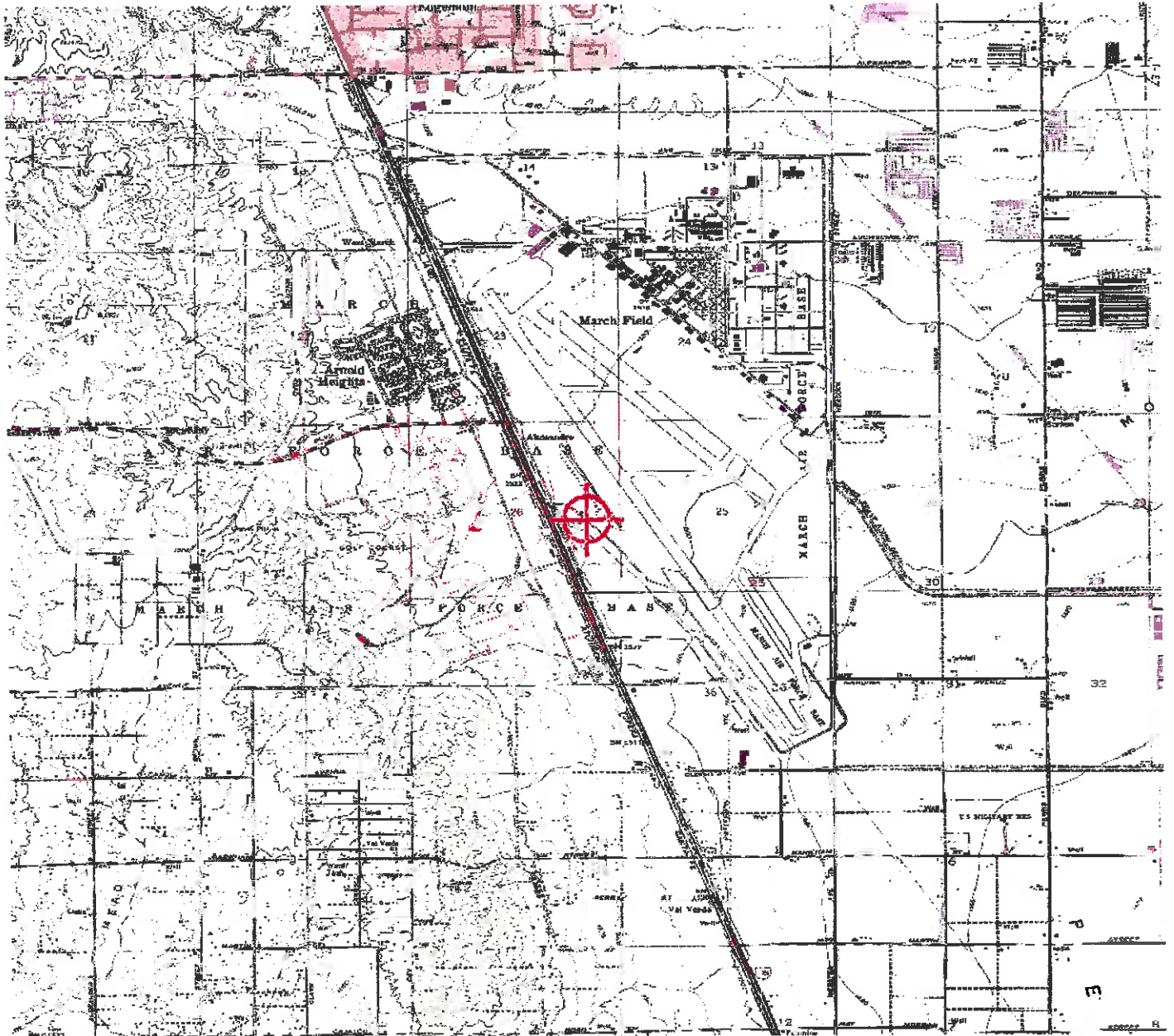
Signature Control No: 428280706-432020104

(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-644-OE





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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-645-OE
Prior Study No.
2016-AWP-12029-OE

Issued Date: 02/27/2020

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901 Via Piemonte
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Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
Location: Perris, CA
Latitude: 33-52-44.07N NAD 83
Longitude: 117-15-56.37W
Heights: 1525 feet site elevation (SE)
53 feet above ground level (AGL)
1578 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 08/27/2021 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.

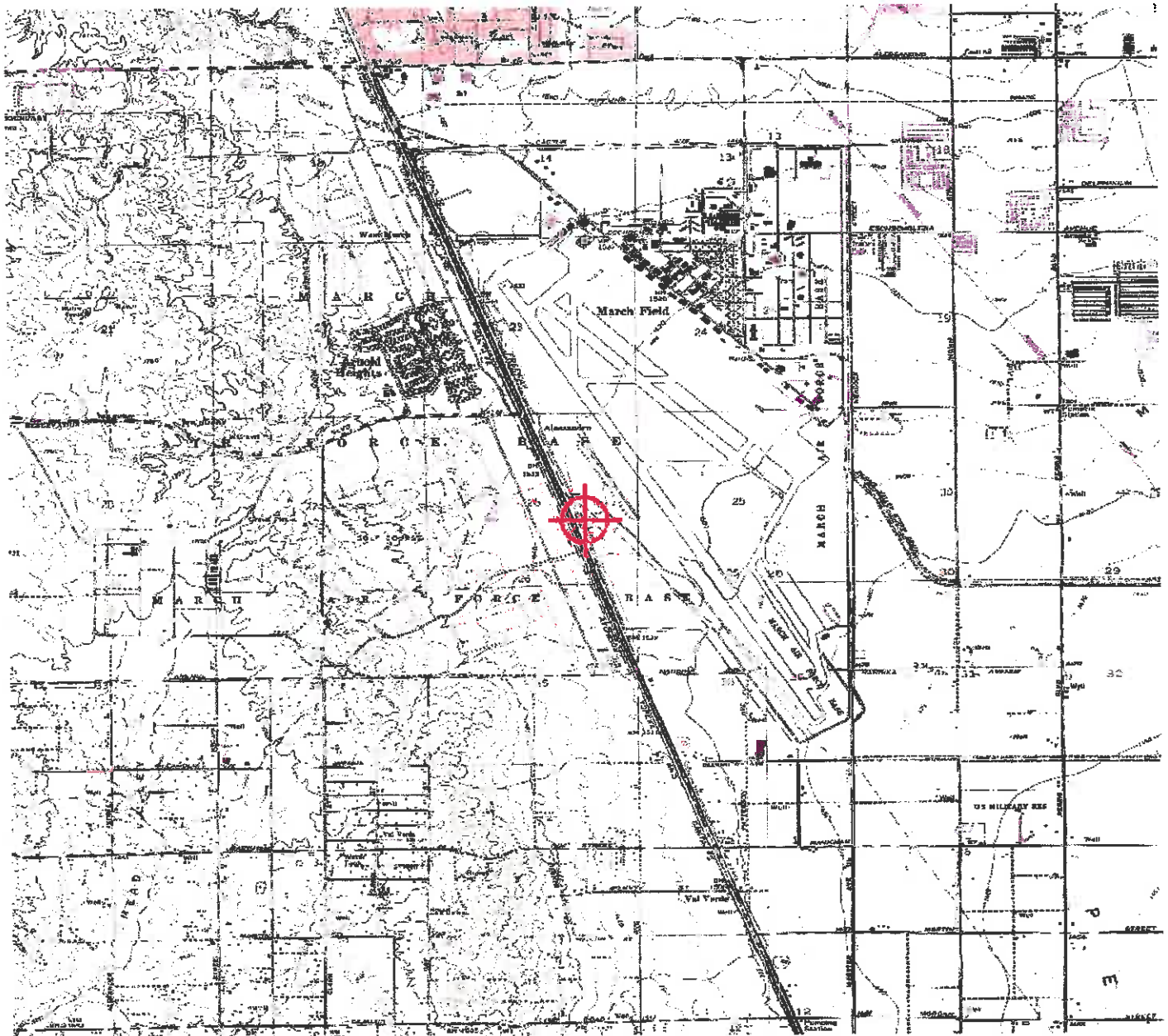
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-645-OE.

Signature Control No: 428280708-432020108
Paul Holmquist
Specialist

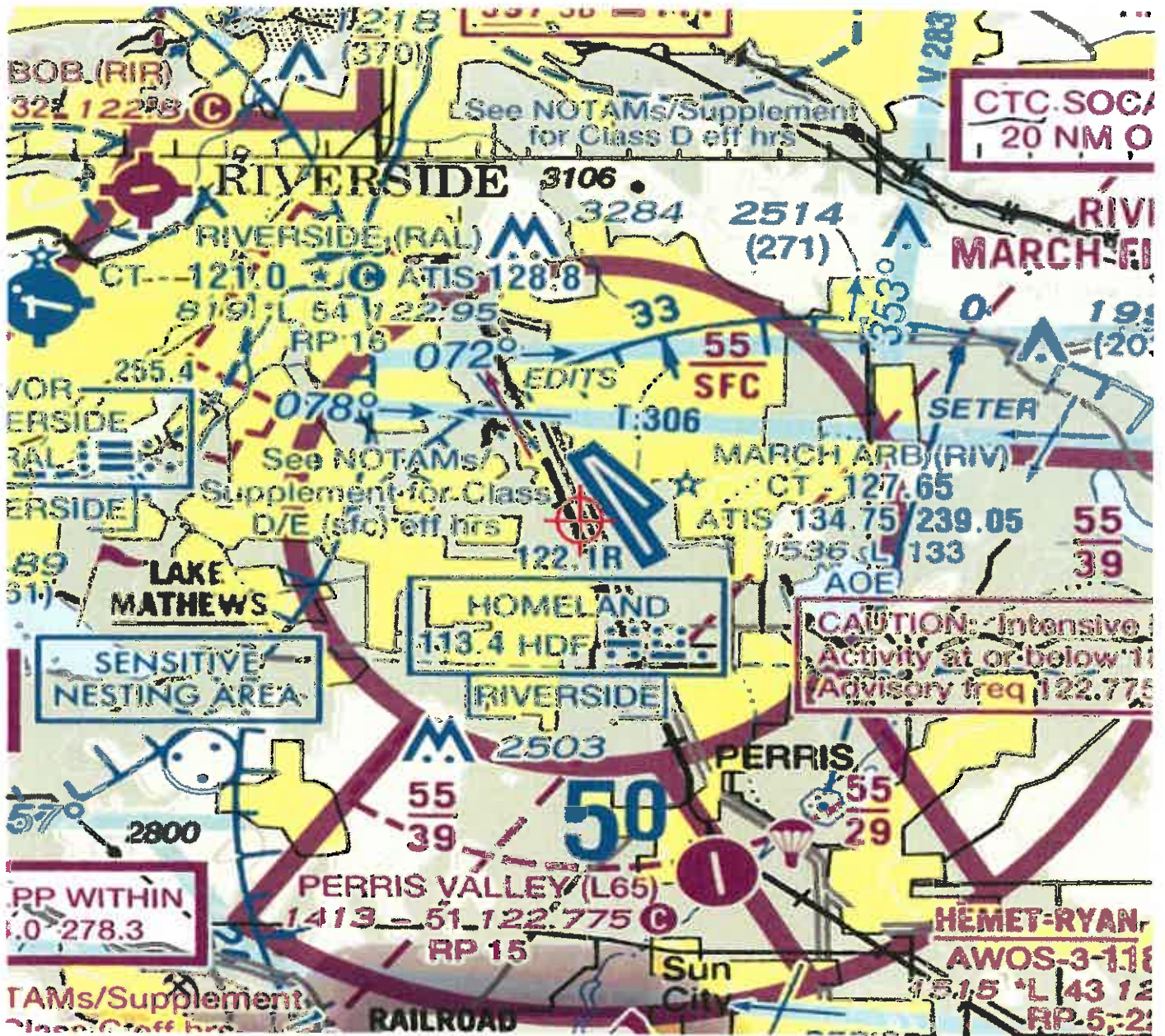
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-645-OE



Sectional Map for ASN 2020-AWP-645-OE





Mail Processing Center
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-646-OE
Prior Study No.
2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
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**** 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 Vetrans Industrial Park I-215
Location: Perris, CA
Latitude: 33-52-16.96N NAD 83
Longitude: 117-15-29.44W
Heights: 1504 feet site elevation (SE)
48 feet above ground level (AGL)
1552 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 08/27/2021 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.

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-646-OE.

Signature Control No: 428280710-432020109

(DNE)

Paul Holmquist
Specialist

Attachment(s)

Map(s)



Mail Processing Center
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 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2020-AWP-647-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
 Suite 125
 Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-14.43N NAD 83
 Longitude: 117-15-35.39W
 Heights: 1507 feet site elevation (SE)
 54 feet above ground level (AGL)
 1561 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 08/27/2021 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.

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Signature Control No: 428280712-432020107

(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
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Aeronautical Study No.
 2020-AWP-648-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
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**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-46.70N NAD 83
 Longitude: 117-15-51.42W
 Heights: 1525 feet site elevation (SE)
 53 feet above ground level (AGL)
 1578 feet above mean sea level (AMSL)

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

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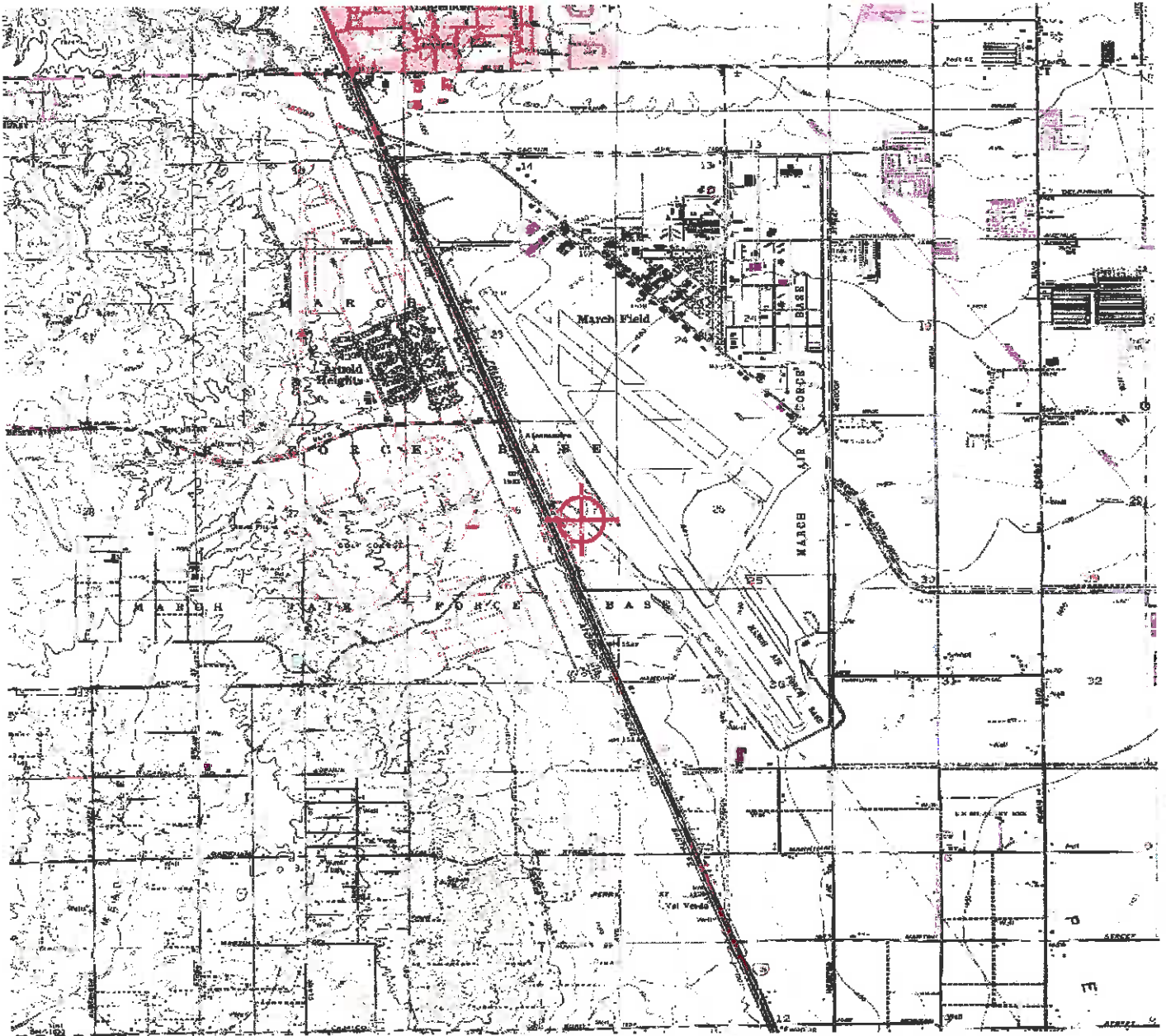
Signature Control No: 428280714-432020105

Paul Holmquist
Specialist

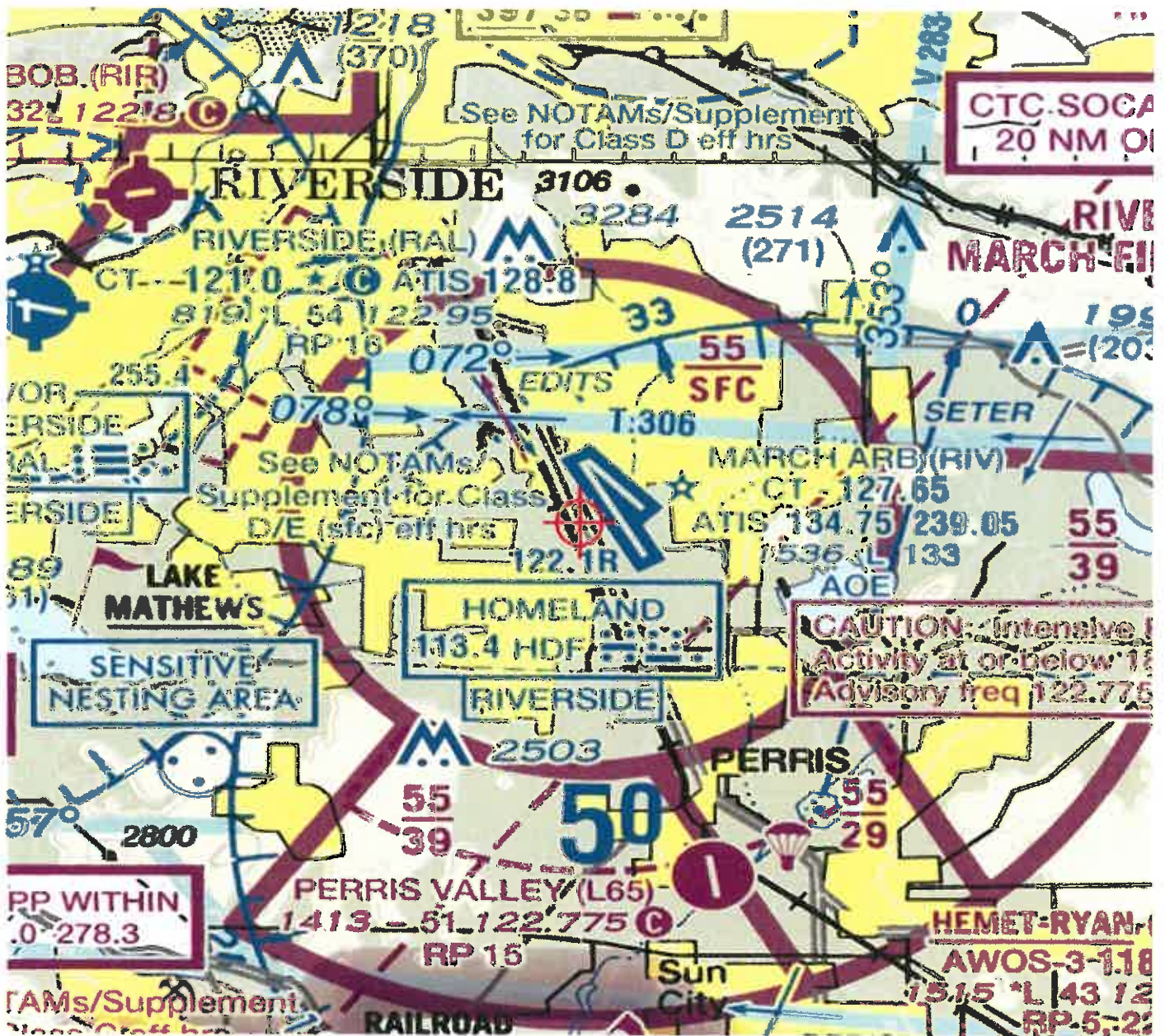
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-648-OE



Sectional Map for ASN 2020-AWP-648-OE





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Aeronautical Study No.
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Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
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**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-16.66N NAD 83
 Longitude: 117-15-30.06W
 Heights: 1507 feet site elevation (SE)
 53 feet above ground level (AGL)
 1560 feet above mean sea level (AMSL)

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

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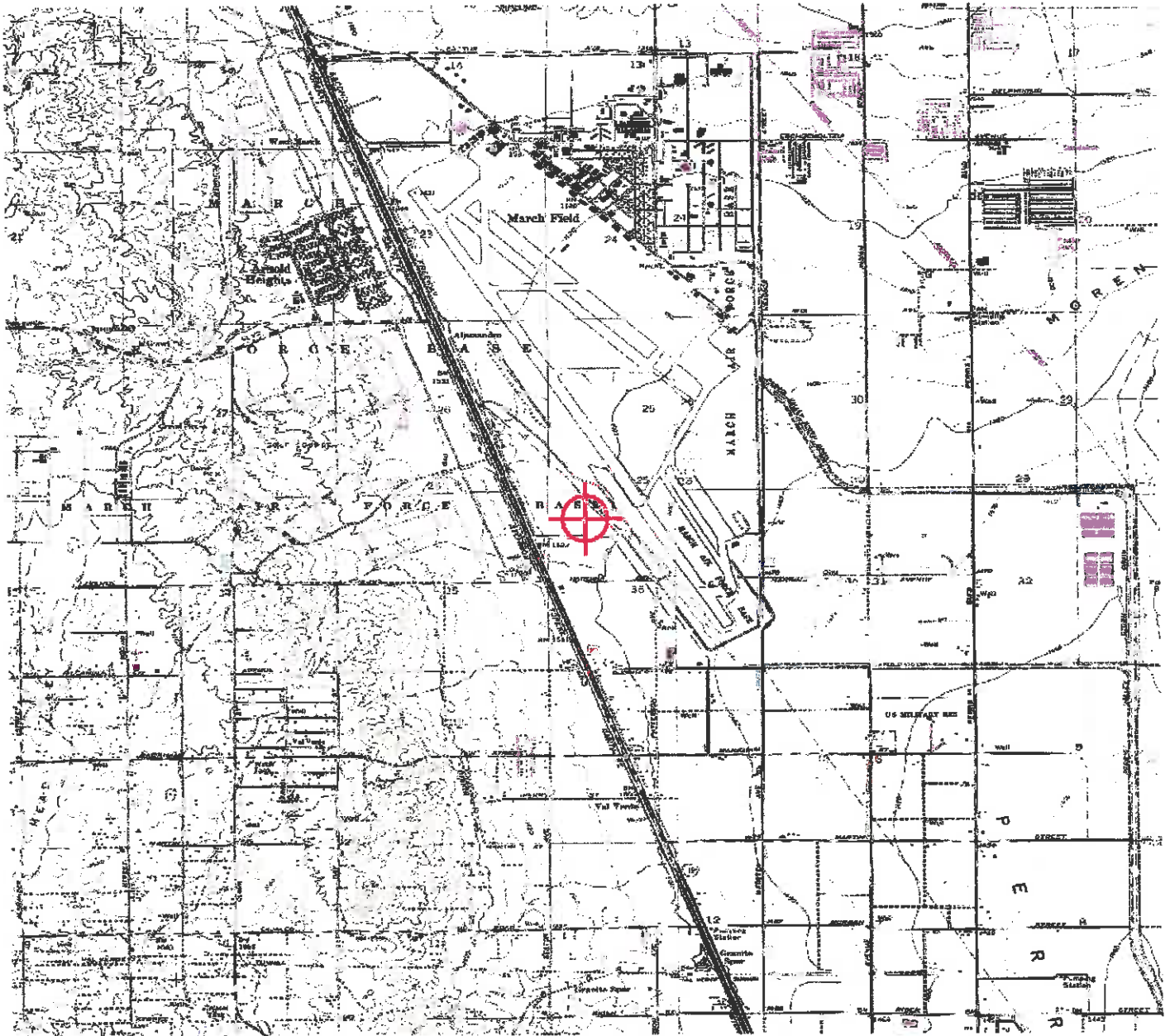
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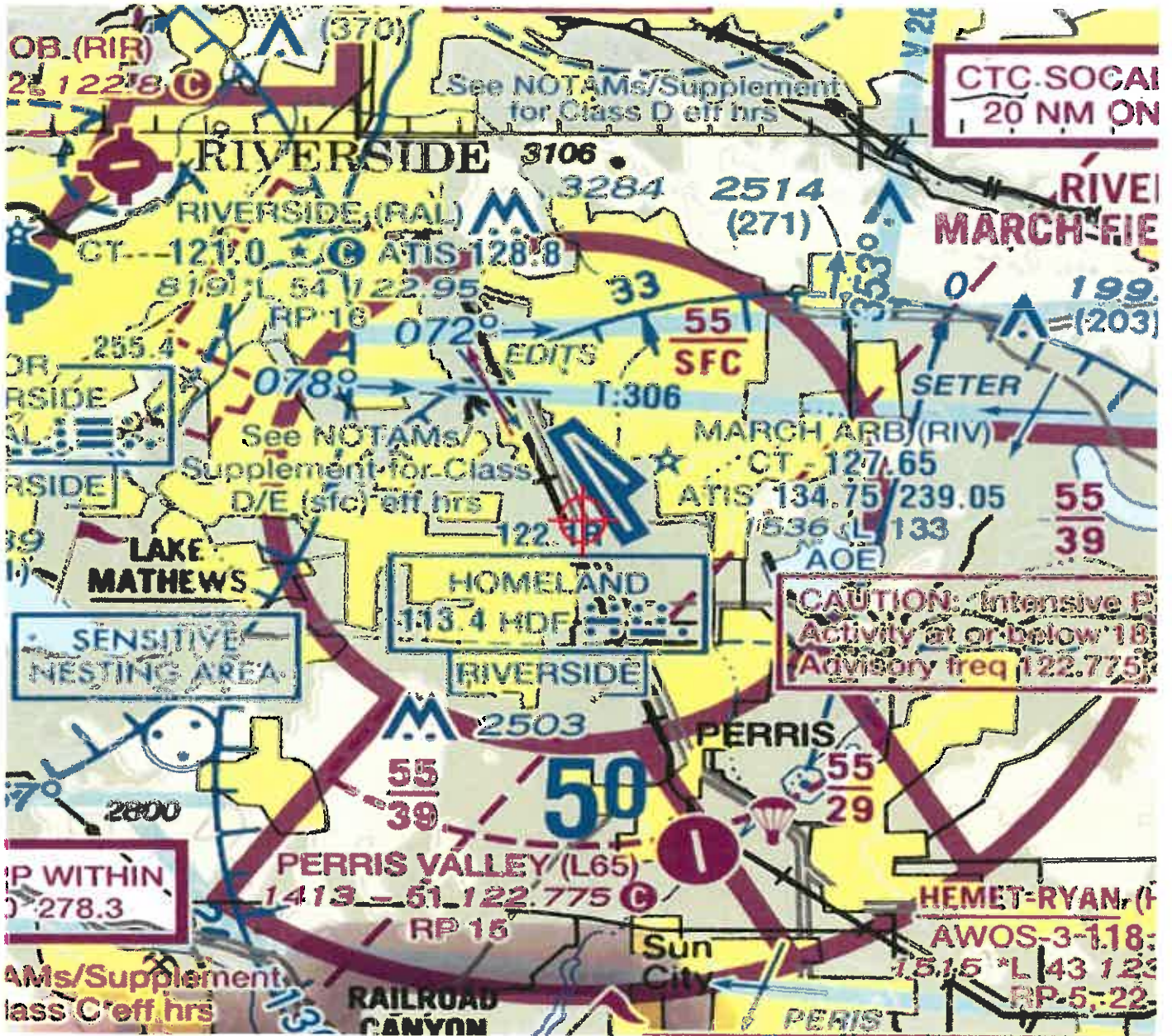
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-649-OE



Sectional Map for ASN 2020-AWP-649-OE





March 27, 2020

Ms. Kathy Hoffer
Vice President
Hillwood
36 Discovery | Suite 120
Irvine, California 92618

Subject: Wildlife Hazard Review of Proposed Stormwater and Landscape Plans for the Proposed VIP 215 Project, Riverside County, California.

Ms. Hoffer:

Riverside Inland Development, LLC, proposes to construct the Veterans Industrial Park 215 ("VIP 215" or "project") on 142.5 acres of property owned by the March Joint Powers Authority (JPA) at the March Inland Port in Riverside County, California. The proposed project would be constructed directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum, and west of Runway 14-32, the primary runway at March Air Reserve Base ARB (see **Figure 1**).

The proposed VIP 215 would operate a state-of-the-art logistics center that takes advantage of existing infrastructure that is in close proximity to the March ARB and I-215/State Route 60 to support the distribution of goods throughout the region. The project would include up to two logistics structures totaling more than 2 million square feet, loading docks, truck parking, and associated infrastructure improvements.

1. REGULATORY COMPLIANCE

The proposed project requires an amendment to the Riverside County General Plan and is subject to environmental review in accordance with the California Environmental Quality Act (CEQA). As part of the CEQA analysis, an applicant must consider whether the proposed project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. The proposed VIP 215 project is located within the Airport Influence Area (AIA) identified in the adopted 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP); therefore, the proposed project is subject to review by the Riverside County Airport Land Use Commission (ALUC) to determine its consistency with the adopted ALUCP. A determination of inconsistency by the ALUC would be considered a significant impact pursuant to CEQA.

ALUC Review and Determination

On October 11, 2018, the Riverside ALUC considered the proposal by Riverside Inland Development, LLC. At that time the ALUC found:

- The proposed amendment to the March JPA's General Plan land use designation is consistent with the ALUCP;
- The proposed adoption of the VIP 215 Specific Plan is consistent with the ALUCP; and
- The proposed construction of two industrial buildings totaling 2,185,618 square feet was consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to nineteen specific conditions. Three of the nineteen conditions cited by the ALUC, conditions nos. 2c, 5 and 6, were associated with the creation of potential wildlife hazards as a result of project development and serve as the focus of the following review:
 2. The following uses/activities are not included in the project and shall be prohibited at the site, including:
 - 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.)
 5. The proposed 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. Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.
 6. March Air Reserve Base personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.

At the request of Hillwood, Mead & Hunt, Inc., reviewed known site conditions and proposed planning documents to determine whether the proposed project would be consistent with the conditions cited by the ALUC. The review was conducted under the supervision of an FAA-qualified Airport Wildlife Biologist (QAWB) who has conducted several Wildlife Hazard Assessments and Wildlife Hazard Management Plans for Riverside County airports and is knowledgeable of the region and its ecology. Specific data considered included:

- FAA strike records for March ARB and associated wildlife hazard management guidance documents;
- Site-specific background studies pertaining to biological and wetland resources;
- Proposed stormwater management plans;
- Proposed landscaping plans and plant materials; and
- Previous comments offered on the proposed project by the ALUC and March ARB.

Department of the Air Force Review

The applicant submitted preliminary project plans to the Department of the Air Force in 2016. In a response letter dated September 27, 2016, the Air Force stated that they reviewed the preliminary site plans and provided eight comments, two of which were associated with aviation and wildlife.

- **Air Force Comment No. 4.** The Air Force expressed concern with rising groundwater in the Perris North sub-basin in which both March ARB and a portion of the project area reside. The Air force was concerned with the ability of the detention basins to drain within the 48 hours. The Air Force requested that underground storage be used if a 48-hour drainage time could not be achieved, as pumping is not permitted.
- **Air Force Comment No. 5.** The Air Force addressed Bird/Wildlife Aircraft Strike Hazard (BASH) concerns specific to stormwater management. The Air Force was specifically concerned with the use of existing degraded natural channels on the base property and requested that the project be connected to a larger regional stormwater effort to route stormwater around the ARB, as any new drainage onto the base would further degrade natural infrastructure, increase discharge periods, and create ponding on the airfield. Further, March ARB stated that based on the proximity to the airfield, trees that will bear mast or grow to an adequate size for roosting should not be planted.

The Air Force requested subsequent review details of the stormwater conveyance system and the landscaping plan when they became available and referred the applicant to Air Force BASH guidance.

2. WILDLIFE HAZARDS TO AIRCRAFT

Conflicts with aircraft and aviation have been ongoing since the start of aviation. Data compiled by the FAA indicates that the number of conflicts between wildlife and aircraft is increasing worldwide as a result of several factors, such as:

- The use of faster and quieter aircraft,
- Increased air traffic,
- Changes in land use, and
- Increased populations of many wildlife species and their adaptation to urban areas.

While most wildlife strikes do not result in extensive aircraft damage, injuries, or death, some have proven to be catastrophic and have resulted in aircraft destruction, injuries, and death. Globally, wildlife strikes have killed more than 282 people and destroyed over 263 aircraft since 1988.

FAA requires federally obligated airports to manage wildlife on their airports to promote safety and comply with the terms of their federal grant assurances and to monitor land use changes within 5 miles of the aircraft operations area (AOA). The FAA sets forth guidance for wildlife hazard monitoring and management through various advisory circulars, such as AC 150/5200-33C, *Wildlife Hazard Attractants On and Near Airports* (2020). The U.S. Air Force requires installations to establish and implement BASH programs as guided by Air Force Instruction 91-212 (2018).

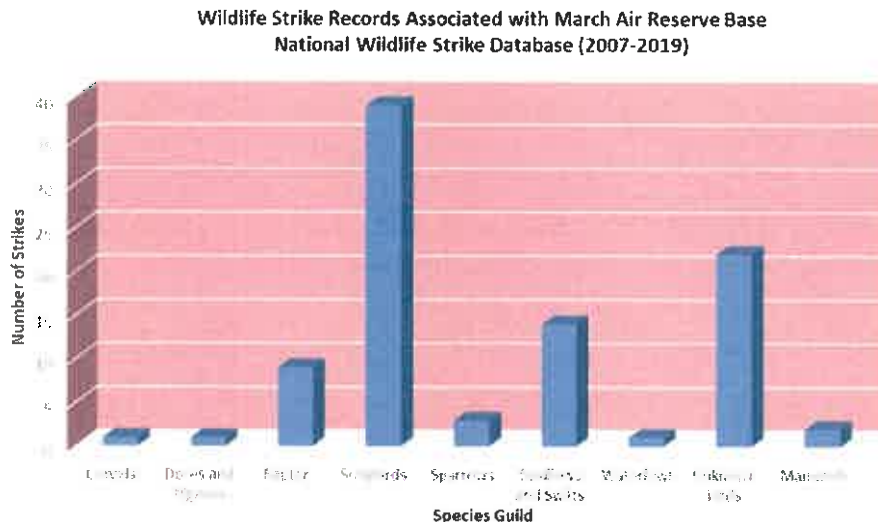
Wildlife Strike Record for March Air Reserve Base

Since 1990, the FAA has maintained a National Wildlife Strike Database to identify the number and type of wildlife strikes that occur in the U.S. The strike data provides a scientific foundation for establishing wildlife hazard management programs and to mitigate risk. In 2018 (the most recent year for which the data have been summarized), a record 16,020 strikes were recorded in the database. Birds were involved in approximately 95 percent of the strikes, bats in approximately 3 percent, and mammals were involved 2 percent.

The FAA's National Wildlife Strike Database was reviewed to identify the number and types of wildlife strikes that have occurred with aircraft operations at March ARB. Ninety-two (92) strikes were recorded during the 13-year period from 2007 through 2019 (FAA, 2020). Although the FAA initiated the wildlife strike database in 1990, no strike reports were submitted for March ARB until 2007. Table 1 summarizes the species struck by guild. A guild represents a group of species that share common habitat or behavior.

Guild or Species	Species	Scientific Name	Number of Strikes	FAA Composite Hazard Ranking
Songbirds	American pipit	<i>Anthus rubescens</i>	1	---
	American robin	<i>Turdus migratorius</i>	1	--
	Horned lark	<i>Eremophila alpestris</i>	31	15
	Perching birds spp.	<i>Passeriformes</i>	3	
	Western meadowlark	<i>Sturnella neglecta</i>	2	22
	Western tanager	<i>Piranga ludoviciana</i>	1	--
Swallows and Swifts	Cliff swallow	<i>Petrochelidon pyrrhonota</i>	11	23
	Swallows (unidentified)	<i>Hirundinidae</i>	1	23
	White-throated swift	<i>Aeronautes saxatalis</i>	2	23
Raptor	American kestrel	<i>Falco sparverius</i>	3	21
	Barn Owl	<i>Tyto alba</i>	2	14
	Ferruginous hawk	<i>Buteo regalis</i>	1	11
	Peregrine falcon	<i>Falco peregrinus</i>	1	--
	Red-tailed hawk	<i>Buteo jamaicensis</i>	2	11
Sparrows	Fox sparrow	<i>Passerella iliaca</i>	1	24
	Savannah sparrow	<i>Passerculus sandwichensis</i>	1	24
	Sparrow	<i>Passeridae</i>	1	24
Corvids	Common raven	<i>Corvus corax</i>	1	16
Doves and Pigeons	Mourning dove	<i>Zenaida macroura</i>	1	18
Waterfowl	Northern pintail	<i>Anas acuta</i>	1	7
Unidentified birds	Not applicable		22	---
Mammals	Brazilian free-tailed bat	<i>Tadarida brasiliensis</i>	1	--
	Coyote	<i>Canis latrans</i>	1	17
Total Strikes			92	

As shown by the FAA database records and **Figure 1**, songbirds, swallows and swifts, and raptors were the most commonly struck birds identified. Minor aircraft damage occurred following a strike with a small unidentified bird.



More than 500 species have been identified in wildlife strike records, and the FAA has ranked 25 species groups as to their relative hazards to aircraft based on three criteria, damage, major damage, and effect on flight, and has developed a composite hazard ranking. Of the 23 species identified in association with wildlife strikes at March ARB, sixteen are ranked within the 25 most hazardous species groups by FAA.

Site-Specific Biological Assessment

Mead & Hunt reviewed the site-specific Biological Assessment Report prepared for the proposed project, which included documentation from biological survey published data and site photographs (ELMT Consulting, 2019). The data in the report was considered with regional data and data obtained from wildlife hazard reports for nearby airports and March ARB.

Most of the project area was disturbed during the construction of March ARB and adjacent roads, drainage features, and an underground pipeline. Five drainage features are present within site boundaries, some of which include concrete linings or rip rap. Virtually no native habitat is present on site (ELMT Consulting, 2019).

On-site vegetation is composed almost entirely of non-native grassland dominated by Russian thistle with pigweed (*Amaranthus Albus*), doveweed (*Croton setiger*), jimsonweed (*Daturawrightii*), red-stemmed filaree (*Erodium cicutarium*), rattlesnake spurge (*Euphorbiaalbomarginata*), telegraph weed (*Heterotheca grandiflora*), short-podded mustard (*Hirschfeldia incana*), and horehound (*Marrubium vulgare*). The main drainage feature contains scattered stands of mulefat (*Baccharis salicifolia*), Spanish lotus (*Acmispon americanus*), common sunflower (*Helianthus annuus*), and cocklebur (*Xanthium strumarium*) throughout.

The four tributaries to the main drainage features are either primarily bare or vegetated with dense weedy plant species, primarily Russian thistle.

On-site plant communities provide foraging habitat, nesting and denning sites, and shelter from adverse weather or predation. The ELMT report states that nineteen avian species and six mammal species were identified during site field investigations. The report summarized the species observed most frequently observed as shown in Table 2.

Table 2			
Wildlife Observed at the Proposed VIP 215 Site			
Guild or Species	Species	Scientific Name	FAA Composite Hazard Ranking
Doves and Pigeons	Rock pigeons	<i>Columba livia</i> ,	-
	Mourning dove	<i>Zenaida macroura</i>	18
Sparrows	Savannah sparrow	<i>Passerculus sandwichensis</i>	24
	White-crowned sparrow	<i>Zonotrichia leucophrys</i>	24
Songbirds	Western meadowlark	<i>Sturnella neglecta</i>	22
Starlings and Blackbirds	Brewer's blackbird	<i>Euphagus cyanocephalus</i>	20
Raptors	Burrowing owl	<i>Athene cunicularia</i>	14
Mammals	Desert cottontail	<i>Sylvilagus audubonii</i>	
	San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	
	California ground squirrel	<i>Otospermophilus beecheyi</i>	
	Botta's pocket gopher	<i>Thomomys bottae</i> ,	
	Coyote	<i>Canis latrans</i>	17

No nests were observed on the project site during site surveys conducted in 2015, 2018, or 2019, and few suitable nesting locations were observed on or adjacent to the project site. However, upland habitat could support local ground-nesting birds such as killdeer (*Charadrius vociferus*) and horned larks (*Eremophila alpestris*). Small pockets of mulefat growing within the main drainage provide isolated nesting opportunities. As identified previously in Table 1, horned larks were identified in more than one-third of the strikes recorded at March ARB.

Wildlife Summary and Conclusions

Biological surveys were conducted in 2015, 2018 and 2019, and biologists were on site for brief periods during the three survey events. The species identified during the site-specific surveys generally coincide with those identified in the FAA Wildlife Strike Database for March ARB such as doves, sparrows, songbirds, and raptors—all of which are identified in FAA's list of the 25 most hazardous species to aircraft operations.

Additional mammal species were identified during field studies. While some of these mammals do not pose strike hazards in and of themselves, they serve as a prey base and are attractive to raptors, which are known to pose a high strike risk and have been involved in nine strikes at March ARB. Similarly, the upland

habitats were observed to provide nesting potential to horned larks, which are responsible for more than 30 strikes at March ARB.

3. PROPOSED STORMWATER MANAGEMENT DESIGN

Mead Hunt reviewed recent guidance from the FAA and the U.S. Air Force BASH program regarding proposed stormwater management facilities. The agency data was used to evaluate the facilities associated with the VIP 215 site.

Agency Guidance

The FAA discourages the development of open water facilities, including stormwater management ponds, within 10,000 feet of an air operations area (AOA) at airports serving turbine-powered aircraft. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

When stormwater management systems must be located within 10,000 feet, the FAA recommends that they be designed and operated so as not to create aboveground standing water that can be attractive to various species of waterfowl. Specific recommendations include the following:

- Stormwater ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms.
- Basins should include the use of steeply sided, rip-rap- or concrete-lined, narrow, linear-shaped water detention basins.
- When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting.

The U.S. Air Force provides guidance for the development of BASH Management Program in Airforce Instruction 91-212 dated May 31, 2018. The guidance states the following in paragraph 3.2.1.7, Wastewater Facilities, Lagoons, and Ponds:

- Installations must consider flight operations when designing and locating wastewater ponds and locate any new open water features or ponds as far from the runway and traffic patterns as possible.
- Consider pond placement to ensure transiting birds do not cross runways.
- Ponds designed with steep sides, impervious liners, little surface area, and little to no vegetation will provide reduced bird attraction.
- If pond alteration or relocation is not feasible, consider installing aeration pumps, agitation equipment, fountains, plastic bird balls/discs or grid wires (placed over the water body) to dissuade birds from utilizing holding ponds and lagoons. If spray fields are utilized, consider discharging sewage effluent during reduced flying operations.
- Consider constructing and utilizing rapid infiltration basins as a means to quickly remove water attractants where sandy soils occur.

Design Review and Considerations

Mead & Hunt reviewed the following documents associated with the proposed project to evaluate their consistency with the guidance provided by the FAA, Air Force, and ALUC:

- The Draft *VIP 215 Specific Plan* (Specific Plan) dated January 2020;
- A site plan dated January 6, 2020, which illustrated the location of the proposed bio-retention ponds;
- A basin cross-section that was received in an email from Kathy Hoffer on February 20, 2020; and
- A memorandum from Mr. Johnny Murad, Huitt-Zollars, to Ms. Kathy Hoffer, Hillwood, dated March 23, 2020, that summarized and clarified the engineer's design and identified modifications to the site plans that had been made in response to previous recommendations from Mead & Hunt to promote consistency with FAA, Air Force, and ALUC guidance documents.

The proposed site plans identify two development scenarios that could be constructed within the project footprint: a one-building scenario and a two-building scenario. Under each scenario, the project would include the construction of bio-retention basins adjacent to the eastern project boundary and parallel to Runway 14-32. Under each scenario, the proposed bio-retention basins would cover an approximately 6.5-acre area. The Specific Plan states that stormwater would be collected by either surface flow or storm drains and directed to bio-retention/detention basins as follows:

Each basin is sized to have storage capacity for the water quality treatment volume as well as to as to detain and mitigate higher storm events. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to a new reinforced concrete box storm drain on the south side of the project, north of Van Buren Avenue. All drainage facilities will be sized to collect and convey the 100-year storm event. All observable water in both basins will be discharged within 48 hours after the end of a storm event (Specific Plan, page 2-13).

Basin Cross-Section G-G indicates that the proposed basins would be constructed with 4:1 slopes (4 feet horizontally for every 1 foot vertically). The ponds would be equipped with curbs and gutter extending out 10 feet from either side, and each side would be fenced.

Basin Location. The proposed basins are located at the eastern edge of the proposed project site and adjacent to the western boundary of March ARB. The FAA recommends avoiding new open water features within 10,000 feet of aircraft movement areas, and the Air Force recommends locating new ponds as far from the runway and traffic patterns as possible.

The Applicant considered placing the proposed stormwater ponds next to the western site boundary adjacent to Interstate 215 to maximize the separation distance between the ponds and Runway 14-32 in accordance with Air Force guidance, but doing so was neither practical nor feasible due to site-specific conditions. In addition, doing so would not provide the recommended 10,000-foot separation recommended in FAA guidance.

As documented by the engineer's memo dated March 23, 2020, moving the basin system to the west side of the project site would be contrary to site topography, which slopes from northwest to southeast. Placing the basins system along the site's western boundary would require site drainage to flow against the site's natural topography. To facilitate drainage without gravity systems, the proposed project would require the use of substantially larger and deeper basins and a pump system to remove the collected water from the basin. Based on the limited capacity of the pumps and the increased size of the basins, it is unlikely that the basin system would drain within 48 hours of a storm event.

Drainage Time. As described in the VIP 215 Specific Plan and confirmed through the engineer's memo of March 23, 2020, the proposed pond will drain completely within 48 hours to achieve the FAA and ALUC criteria.

Slope and Vegetation. The FAA recommends that ponds include steep sides to prevent entry (and nesting by potentially hazardous wildlife (e.g., waterfowl)). The Applicant has provided a slope of 4:1, which is the steepest allowable by County of Riverside design guidelines.

Typically, the basin bottom and side slopes are planted to promote water quality treatment and to prevent erosion. To reduce the attractiveness of the proposed basins to hazardous wildlife, the Applicant's engineer revised its design to include the use of a combination of rock and hardscape for the entire basin system pending approval by the local jurisdiction. To promote water quality, the on-site storm drain systems will be equipped with pre-treatment devices to filter out pollutants in stormwater prior to discharging the water into the basin. The use of rock scape will remove potential food sources, cover, and nesting cover for many species and make the ponds less attractive to hazardous wildlife.

Bird Barriers. Both the FAA and the Air Force recommend the use of physical barriers, such as netting, bird balls, or wire grids, to deter birds from open water. While the use of large grids is effective in excluding waterfowl, it is not effective in deterring smaller birds or mammals when vegetation is present. In addition, the size of the proposed basins may preclude the use of nets. Reducing basin attractiveness through the use of hardscapes would likely be more effective in discouraging wildlife from the site.

Ongoing Maintenance. Stormwater ponds and drains can become clogged with debris over time, leading to longer drainage times, ponding, and the growth of vegetation. In its memo dated March 23, 2020, the Applicant's engineer stated that it would identify a maintenance procedure in the project-specific Water Quality Management Plan (WQMP) for use during the life of the ponds to help ensure that the ponds continue to work properly and drain within 48 hours of a storm event. In addition to the maintenance procedure, storm water clarifiers would be installed at all storm water outlets into the basin system to ensure that clean water is deposited into the basin to help ensure that the basin bottom is not clogged with sediments and/or debris.

Wetland Mitigation. The proposed project will result in impacts to jurisdictional waters of the U.S. and waters of the State, and mitigation will be required by the Corps and the California Department of Fish and Wildlife. Although the Draft Specific Plan indicated that on-site mitigation efforts would be incorporated to provide compensatory mitigation, the Applicant's engineer stated in its memo of March 23, 2020, that the

on-site earthen stream would be replaced with a new Riverside County Flood Control & Water Conservation District (RCFC&WCD) storm drain system that will run along Van Buren Boulevard and around the project site. The new storm drain will likely be less attractive to hazardous wildlife than the existing earthen stream channel, which bisects the property and was observed to include isolated nesting opportunities, because it would be constructed of concrete hardscape and absent of vegetation.

4. PROPOSED LANDSCAPE DESIGN

Mead & Hunt reviewed the proposed landscape designs for the VIP 215 project to determine whether the proposed designs would be attractive to potentially hazardous wildlife observed or likely to be present in the project area. The landscape review was iterative in nature as the Applicant responded to preliminary review efforts and adjusted its plant palettes accordingly.

Regulatory Background

Plant selections, density, and the planting configures proposed in a landscape design can influence wildlife use, abundance, and behavior. Both the FAA and Air Force identify landscaping—and especially landscaping near stormwater management facilities—as one of the greatest attractants to potentially hazardous wildlife.

FAA Advisory Circular 150/5200 33C, Section 282, offers the following recommendations to airport operators regrading landscaping and landscape maintenance:

- A QAWB should review all landscaping plans on behalf of an airport operator. Airport operators should also monitor all landscaped areas on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented to deter wildlife from utilizing these areas.
- Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of revegetating should not be planted with seed mixtures containing millet or any other large-seed-producing grass. Plantings should follow the specific recommendations for grass management and seed and plant selection made by the State University Cooperative Extension Service, the local office of Wildlife Services, or a QAWB.
- Airport operators should also consider developing and implementing a site-specific, preferred/prohibited plant species list reviewed by a QAWB.

While the guidance cited above refers specifically to airport operators and airport facilities, the FAA's guidance is recommended to extend to the areas within 10,000 feet of aircraft movement areas as described earlier and in paragraph 1.3 of the same guidance.

The Riverside County ALUC also prepares guidance for proposed projects located in an Airport Influence Area (AIA). The guidance was developed to assist design professionals promote sustainable landscaping while minimizing hazards to aircraft operations by:

- Avoiding/preventing the creation of contiguous canopy created by trees;

- Limiting the amount of cover and massing offered by shrubs, accents, vines, and grasses to prevent the creation of habitat for birds and small mammals; and
- Preventing the natural succession of landscaping provided by groundcover by creating sharp edges between groundcover types.

The ALUC reviewed the list of California Plant Friendly Landscapes that is included in the County's *Comprehensive Landscape Guidance and Standards* and identified an abbreviated list that is appropriate for projects within the AIA. Alternative plant materials may be incorporated into project designs based on site conditions and review by a QAWB.

Design Review and Considerations

Mead & Hunt reviewed Chapter 4 of the VIP 2015 Specific Plan, which provides guidelines related to landscaping and a plant materials list provided by Hillwood's consultant.

- Chapter 4.3.1, Landscape Master Plan, of the Specific Plan identifies the use of landscape treatments around buildings, the use of vertical trees and lower growing and broader canopy trees along Van Buren Boulevard, and a groundplane that will be "landscaped with a mix of shrubs and groundcover to create a layered appearance. The plan states that shrubs and groundcovers will be selected concurrent with final designs for individual projects in the Specific Plan area.
- Section 4.3.2, Water Quality, identifies the use of bioswales not only to function as stormwater/water treatment facilities but also to be integrated as a landscape feature.
- Table 4-1 of the Specific Plan provides a list of plant materials including trees, shrubs, accents, groundcover.

Landscape Master Plan, Section 4.3.1. Landscape guidance provided by the ALUC suggests the avoidance of continuous canopy and the use of sharp edges between types of planting. In its comments regarding the proposed project, the Air Force stated that based on the proximity to the airfield, trees that will bear mast or grow to an adequate size for roosting should not be planted. The types of trees selected and their placement should include sufficient intervals to avoid the development of mast.

The development of a layered ground plane could be contrary to this guidance that suggests the use of sharp edges between types of planting. Section 4.3.1 of the Specific Plan should be revised to reflect the guidance set forth by the ALUC for landscaping near airports.

Water Quality, Section 4.3.2. The discussion assumes that bio-retention basins will include earthen sides and bottoms and will be planted to further enhance water quality. As previously discussed, Mead & Hunt's recommendations pertaining to stormwater management include the use of hardscapes. While water quality enhancements maybe be achieved through the use of planting materials, the proximity to aircraft movement areas, FAA strike record, and observed wildlife species indicate that hardscapes are more appropriate at this location. In addition, The location of the proposed basins, as currently shown, is outside of public view and reduces the need to provide aesthetic enhancements.

Plant Materials. Mead & Hunt reviewed a portion of the proposed plant list that was provided by Hillwood in February 2019, which included accents and groundcover materials. A landscape architect reviewed the list for its potential to attract or provide habitat for hazardous wildlife. The annotated list was returned to Hillwood on February 20, 2020. Hillwood's Landscape architect, Tom Hayes of Hunter Landscape, provided a revised project plant list on March 5, 2020. The revised plant list eliminated plant materials that were not identified in ALUC landscaping guidance and proposed others for review.

Mead & Hunt reviewed the revised plant list and offers the following recommendations.

- Trees. Three species should be eliminated from the list because they are attractive to wildlife: Chilean mesquite (*Prosopis chilensis*), Chitalpa (*Chitalpa tashkentensis*), and Blue Palo Verde (*Cercidium* sp.). In addition, trees will not be planted on the portion of the site adjacent to the airport.
- Shrubs: Two species should be eliminated because they are attractive to bird species: coyote bush (*Baccharis*) and brittle brush (*Encelia farinosa*).
- Groundcover. Two groundcover species should be eliminated; Poverty weed (*Iva hayesiana*) and Halls honeysuckle (*Lonicera j. Halliana*), are attractive to birds. One proposed groundcover, Lantana, includes many variations, some of which produce seeds or fruit that is attractive to birds. Only non-seeding, non-fruiting selections should be used.

5. CONCLUSIONS AND RECOMMENDATIONS

Project-Related Recommendations

The Riverside County ALUC found that the VIP 215 Plan was conditionally consistent with the adopted 2014 ALUCP for March ARB as long as specific conditions were achieved. Mead & Hunt reviewed the proposed one- and two-building scenario plans developed for the proposed site to determine whether they were consistent with ALUC guidance, FAA guidance, and U.S. Air Force guidance pertaining to potentially hazardous wildlife. During the review process, the Applicant provided additional clarification and incorporated several design revisions that were reflective of FAA, Air Force, and ALUC design guidance to make the proposed project site less attractive to potentially hazardous wildlife to the extent practicable.

Such measures include:

- Confirming that the proposed bio-retention/detention basin system will drain all of the collected storm water within 48 hours of a storm event.
- Providing pond slopes of 4:1, which is the maximum slope allowed by County of Riverside design guidelines.
- Proposing the use of a combination of rock and hardscape for the entire basin system rather than vegetation. This change must be approved by the local jurisdiction.
- Providing a maintenance procedure for the bio-retention/detention basin system in the project – specific Water Quality Management Plan (WQMP) to help ensure that the basins will continue to operate properly and drain within 48 hours after a storm event. In addition, storm water clarifiers will be installed at all storm water outlets into the basin system to ensure that clean water is

deposited into the basin to help ensure that the basin bottom is not clogged with sediments and/or debris.

- Replacing the existing earthen stream that bisects the property with a new Riverside County Flood Control & Water Conservation District (RCFC&WCD) storm drain system that will run along Van Buren Boulevard and around the subject site.
- Eliminating trees from site landscaping plans; and
- Revising the plant palette presented in the Specific Plan to include species that would not be attractive to hazardous wildlife.

The incorporation of site-specific modifications and recommendations for subsequent site development identified in this letter report combined with the submission of revised plans for Air Force review and concurrence will promote consistency with ALUC condition nos. 2c, 5, and 6, and ALUC design guidance.

Subsequent Site Development

Future site development plans for the VIP 2015 site will need to be consistent with the 2014 ALUCP for the March ARB and the attached ALUC design guidance. Mead & Hunt recommends that the ALUC design guidance for landscaping and stormwater, FAA AC 150/5200-33C, *Wildlife Hazard Attractions On and Near Airports*, and Air Force Instruction 91-21231, *Birds/Wildlife Aircraft Strike Hazard (BASH) Management Program*, be considered in subsequent site development and identified in the Specific Plan.

In addition, Mead & Hunt recommends that Section 4 of the VIP 215 Specific Plan be revised as follows to promote consistency with the 2014 ALUCP and ALUCP design guidance:

- Section 4.3.1 should be revised to reflect the goals of the ALUC for landscaping within the AIA and set forth in its guidance "Landscaping Near Airports." The section should include a revised version of Table 4-1 that reflects the memo from Hunter Landscaping dated March 5, 2020, and the recommendations cited above for trees, shrubs, and groundcover.
- Section 4.3.1 should be revised to state that subsequent landscape plans created by tenants for portions of the VIP site must adhere to the Specific Plan and plant materials identified and guidance set forth by the ALUC and the Applicant's goal of using only plant materials that are acceptable following review by a QAWB. This language should be included in development agreements as well.
- Section 4.3.2 should be revised to reflect the use of hardscape for proposed stormwater management basins.

The Riverside County ALUC found that the VIP 215 Plan was conditionally consistent with the adopted 2014 ALUCP for March ARB as long as specific conditions were achieved. The recommendations made by Mead & Hunt and subsequent design revisions made by the Applicant are intended to discourage and reduce the site's attractiveness to potentially hazardous wildlife. The design modifications described in this letter report and the subsequent submission of revised plans for Air Force review and concurrence will promote consistency with ALUC condition nos. 2c, 5, and 6.

Kathy Hoffer
March 27, 2020
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Thank you for this opportunity to review the site plans and planning documents for the VIP 2015 development. Should you have any questions, please reach out to me or Lisa Harmon.

Sincerely,
MEAD & HUNT, INC.



Rick Jones, FAA-Qualified Airport Wildlife Biologist

Attachments:

Riverside County ALUC Stormwater Management Guidance: Airports, Wildlife and Stormwater Management
Riverside County ALUC Landscaping Management Guidance: Landscaping Near Airports

Attachments

**Riverside County ALUC
Stormwater Management Guidance:
Airports, Wildlife and Stormwater Management**

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 in parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (H&U) Recommended	Suitable as long as water is stored in enclosed area.
Sand Filter Basins Recommended	Desirable because standing water is treated through an uperative system.
Vegetated Filter Strips and Vegetated Swales Recommended	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 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.
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 detention period to provide no viable water within 48 hours, or with steep slopes (1:1), provide barricades for walls and sides, and do not provide vegetation within or adjacent to the pond.



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.



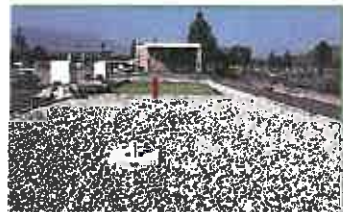
Porous pavements allow water to infiltrate to a soil layer below the surface.



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/npdcs>.
- 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.

Riverside County ALUC
Landscaping Management Guidance:
Landscaping Near Airports



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

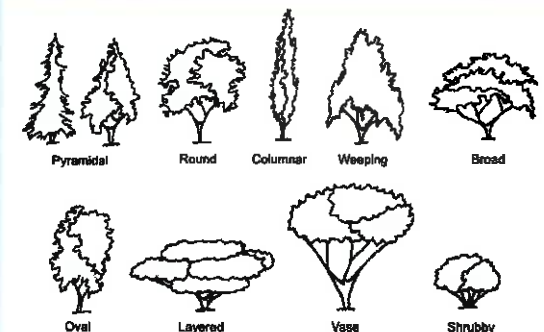
	Scientific Name	Common Name	WRCCS Region 1-2	Source Zone	
TREES	<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24	
	<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24	
	<i>Pinus spp.</i>	Pine, various species	Varies by species	Varies by species	
	<i>Rhus 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	
SHRUBS	<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 spp.</i>	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 Grevellia	L: 1-4; M: 6		
	<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5		
	<i>Langana camara</i>	Burn Jantana	L: 1-4; M: 6		
	<i>Lavandula spp.</i>	Lavender	L: 10S; M: 5-6	2-24; varies	
	<i>Nandina domestica species</i>	Heavenly Bamboo	L: 1-4; M: 5-6		
GROUND COVER	<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: 5-6	2011, 14-24	
	GRASSES	<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
		<i>Festuca spp.</i>	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>		Zoysia Grass	60% of ETD	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 hectorum</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	
ACCENT GRASSES	<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.

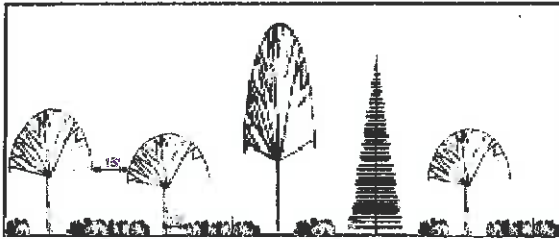


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

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://rctlma.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



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.

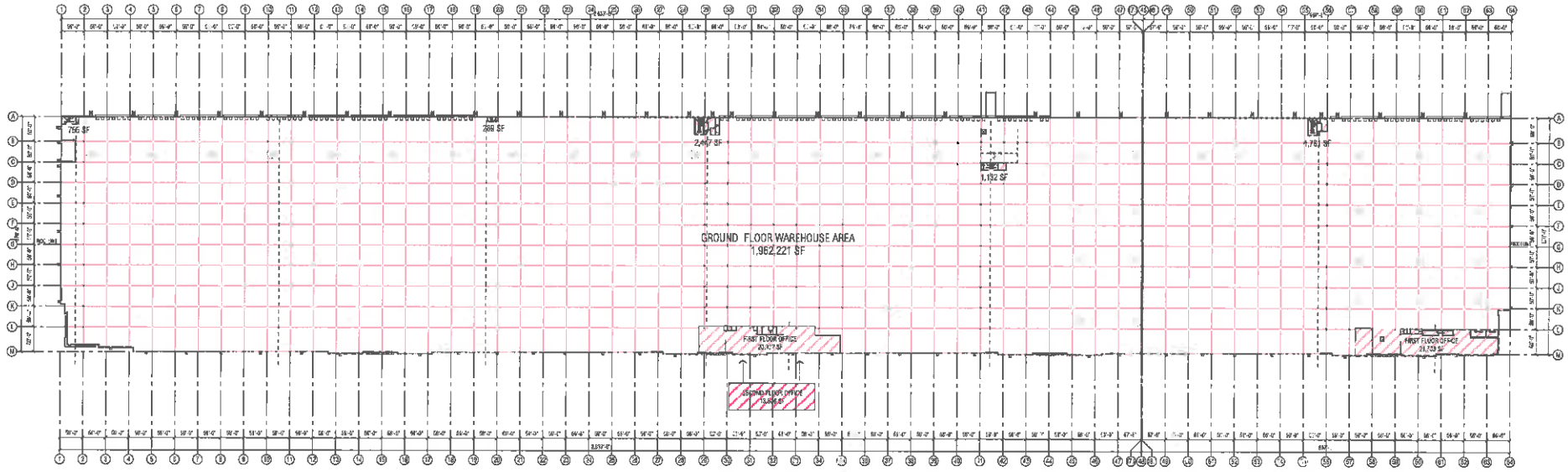
Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. 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





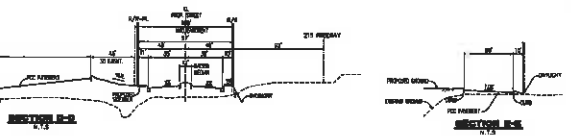
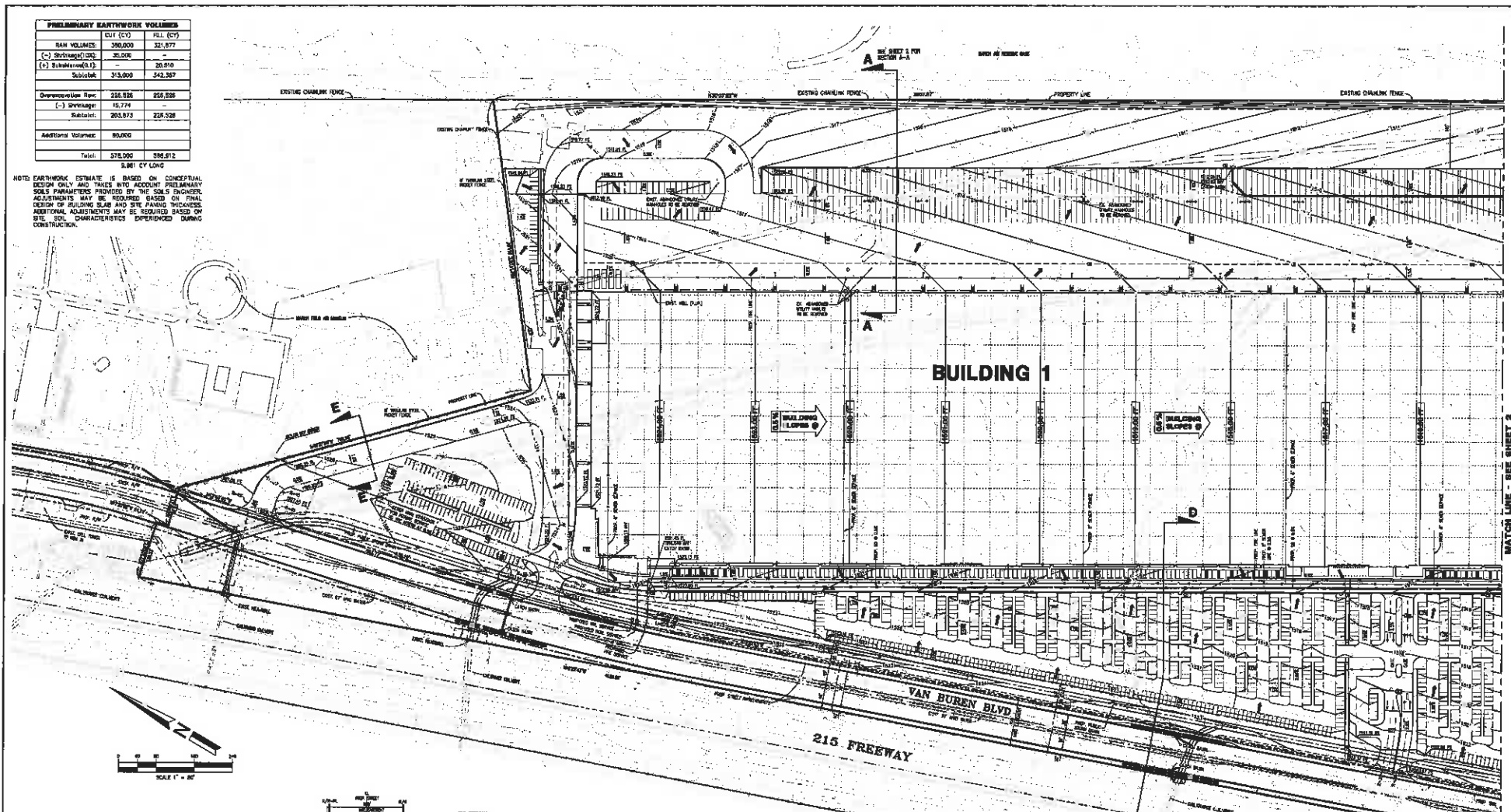
TOTAL GROUND FLOOR OFFICE AREA: 46,637 SF
 TOTAL GROUND FLOOR WAREHOUSE AREA: 1,962,221 SF
 TOTAL SECOND FLOOR OFFICE: 13,506 SF
 TOTAL BUILDING AREA: 2,022,364 SF

BUILDING PLAN



PRELIMINARY EARTHWORK VOLUMES		
	CU FT (CY)	CU YD (CY)
RAW VOLUMES:	390,000	321,877
(-) Subgrade(1)	20,000	-
(+) Subgrade(1)	-	20,810
Subtotal	370,000	342,687
Overexcavation Req:	226,528	226,528
(-) Spillage:	15,774	-
Subtotal:	200,754	226,528
Additional Volumes:	80,000	-
Total:	378,000	342,687
SUMMIT CY LONG		

NOTE: EARTHWORK ESTIMATE IS BASED ON CONCEPTUAL DESIGN ONLY AND TAKES INTO ACCOUNT PRELIMINARY SOIL PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF BUILDING SLAB AND SITE FINISH THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.



- SD - PROPOSED STORM DRAIN
- SS - PROPOSED SEWER SERVICE
- SW - PROPOSED SEWER SERVICE
- GD - PROPOSED GRADE BREAK LINE
- CD - PROPOSED CENTERLINE
- PR - PROPOSED R/W
- RC - REFIN CURVE
- CB - CATCH BASIN
- CG - CURB & GUTTER
- CL - CENTERLINE
- OW - DOMESTIC WATER
- OW - DRAINAGE
- ED - D/C CURVE
- ED - EXISTING
- FF - PROPOSED FINISH FLOOR
- FF - FINISHED SURFACE
- FL - FLOORING
- DR - DRAIN BREAK
- PL - PROPERTY LINE
- PR - PROPOSED
- RW - RECYCLED WATER
- SD - STORM DRAIN
- SW - SEWERLINE
- PL - PROJECT IN PLACE

- UTILITY SURVEYORS**
- EXE/MGR: 8000 1425 HENDON PARKWAY
RIVERSIDE, CA 92508
TEL: 951-506-7000
- INVR: DPM 410 BOX 1300
FARMING, CA 92331
TEL: 951-684-1577
- ELECTRIC: SEE 2008 SERVICE ROAD
RIVERSIDE, CA 92508
TEL: 951-506-4287
- NATURAL GAS: SEE 2008 SERVICE ROAD
RIVERSIDE, CA 92508
- TELEPHONE: ROSTER 160 S JONES STREET
RIVERSIDE, CA 92501
TEL: 951-506-7300
- TV CABLE: SEE 2008 SERVICE ROAD
RIVERSIDE, CA 92508
TEL: 951-506-4169

FLOOD ZONE
FLOOD ZONE D
PANEL NO. 00808502740C
EFFECTIVE DATE: AUGUST 28, 2008
PANEL NOT PRINTED. NO FIELD SURVEY WAS PERFORMED TO DETERMINE THIS ZONE.

AREA
GRID AREA = 51423 ACRES

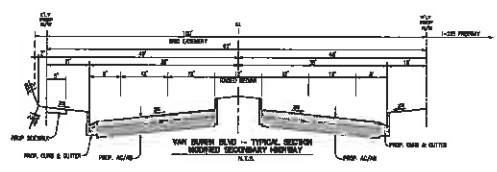
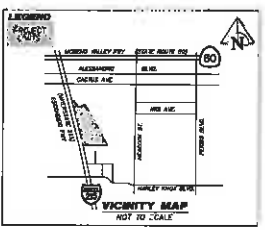
TRIP
SOURCE: DM (DIGITAL MAPING, INC.) DATE: 10-28-15
DATE OF FIELD SURVEY: NOVEMBER, 2015.

BOUNDARIES
ELEVATIONS SHOWN HEREON ARE DERIVED FROM THE NATIONAL GEODETIC SURVEY VERTICAL CONTROL NETWORK. BENCHMARK NUMBER: PD 04723 (COORDINATION 2143, ELEVATION 1432.79 (MADAG23))

PREPARED FOR OWNER
MARCH JOINT POWERS AUTHORITY
1425 HENDON PARKWAY, SUITE 140
RIVERSIDE, CA 92508
PH: 951-506-7000

PREPARED FOR DEVELOPER
RIVERSIDE ISLAND DEVELOPMENT, LLC
301 MA PENAGHTE
ONTARIO, CA 91764
PH: 951-363-0123

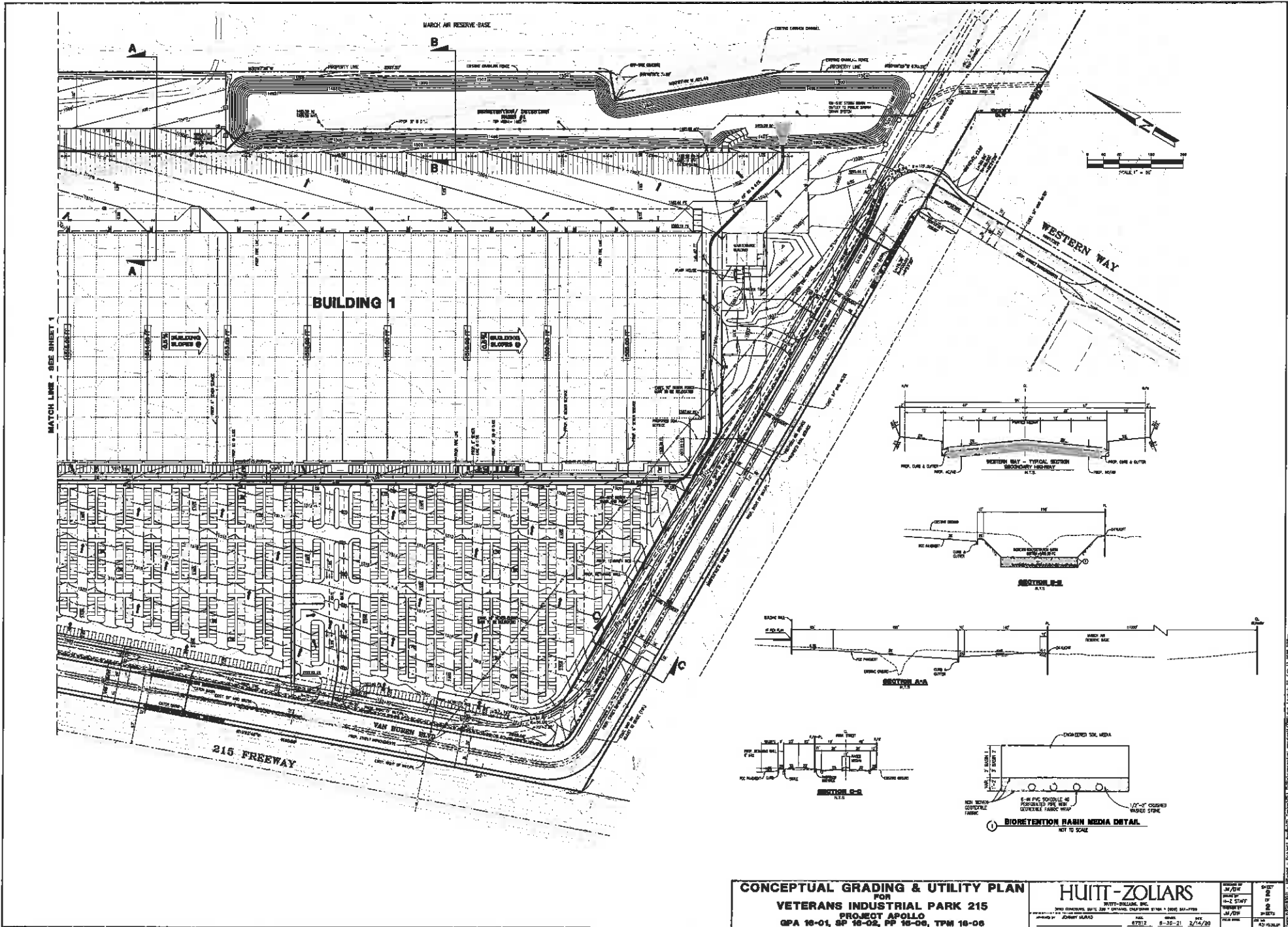
PREPARED IN THE OFFICE OF
HUITT-ZOLLARS, INC.
3900 CONCORDIA, SUITE 330
ONTARIO, CALIFORNIA 91764
PHONE: (909) 941-7799



CONCEPTUAL GRADING & UTILITY PLAN
FOR
VETERANS INDUSTRIAL PARK 215
PROJECT: APOLLO
GPA 16-01, SP 16-02, PP 16-06, TPM 16-06

HUITT-ZOLLARS
3900 CONCORDIA, SUITE 330
ONTARIO, CA 91764
PHONE: (909) 941-7799

DESIGNED BY: JERRY HURD
DATE: 8-30-21
3/14/20



CONCEPTUAL GRADING & UTILITY PLAN
FOR
VETERANS INDUSTRIAL PARK 215
PROJECT APOLLO
GPA 16-01, SP 16-02, PP 16-06, TPM 16-06

HUITT-ZOLLARS

HUITT-ZOLLARS, INC.
 200 UNIVERSITY BLVD, 200 * OFFICE, CHATTANOOGA 37403, (423) 241-1770
 PROJECT NO. 16-01
 SHEET NO. 16-01
 DATE 3/14/20

DESIGNED BY	JM/SH	CHECKED BY	DM
DRAWN BY	16-2 STAFF	DATE	3/14/20
SCALE	AS SHOWN	PROJECT	VIP
DATE	3/14/20	SHEET	16-01
TITLE	CONCEPTUAL GRADING & UTILITY PLAN	DATE	3/14/20

Veterans Industrial Park 215

SPECIFIC PLAN

January 2020

DRAFT

Veterans Industrial Park 215 Specific Plan (SP-8)

January 2020

DRAFT



Prepared For:

March JPA

Applicant:

Riverside Inland Development, LLC

Kimley»Horn

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1 INTRODUCTION

This section explains the purpose of the specific plan; local and regional context and setting; background; planning process and entitlements; authority to prepare; relationship to existing plans and policies; and organization of the specific plan.

1.1 LOCATION AND ACCESS

The Veterans Industrial Park 215 Specific Plan area encompasses approximately 142.5 acres of airport property consisting of Parcel D2 within the boundaries of the March Inland Port Airport, located in Riverside County, California. It is located in the East March Planning Subarea. Parcel D2 is located directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum and west of an existing airport runway; but, provides no access to the runway or any taxiways (flying facilities).

Access to Parcel D2 is provided via the I-215 freeway and Van Buren Boulevard. A southern extension of Van Buren Boulevard is anticipated as a part of this Specific Plan. Figure 1-1, *Location*, shows the regional location of the Specific Plan area.

1.2 BACKGROUND AND HISTORY

March Air Force Base (MAFB) was first established as a military installation in 1918 and has been in near continuous operation between 1918 and 1993. In 1993 the federal government called for the realignment of MAFB and a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The conversion of MAFB to an air reserve base resulted in the need to dispose of and reuse approximately 4,400 acres of land. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The cities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March Joint Powers Authority (MJPA) pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The March JPA was delegated the authority to manage the use, reuse, and joint use of the realigned base.

Since 1996, the MJPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents, that impact the Specific Plan area include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Department of Defense Instructions
- Air Force Instructions
- General Plan of the March Joint Powers Authority (September 1999)
- March Joint Powers Authority Development Code (July 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- Air Installation Compatible Use Zone Study for March Air Reserve Base (2018)
- March Air Reserve Base/Inland Port Airport Joint Land Use Study (December 2010)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (November 2014)
- Airport Layout Plan (September 2013)

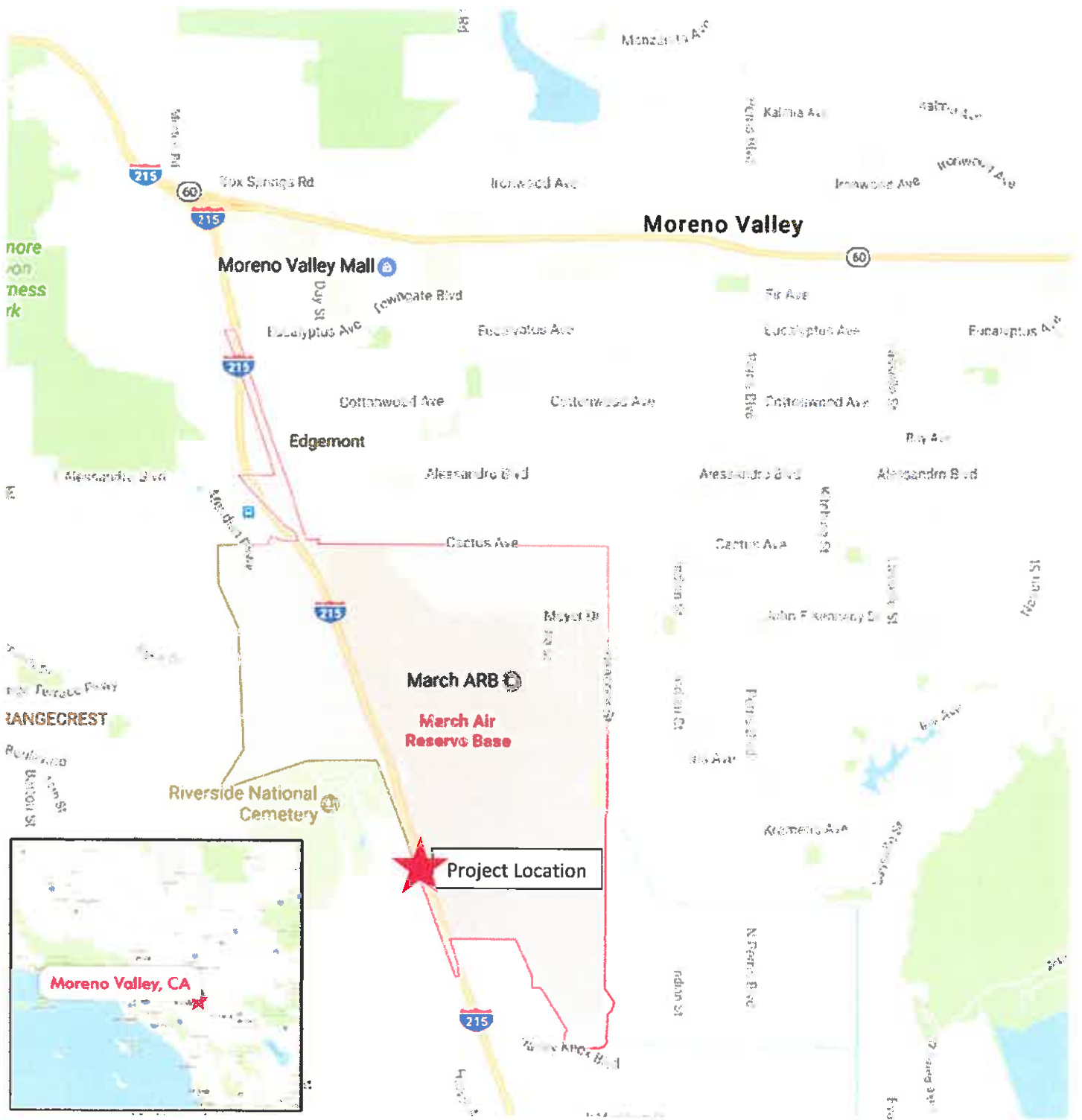


Figure 1-1 Regional Location

In addition to these documents related to development within the airport area, the Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris in January 2012. The PVCCSP consists of approximately 3,500 acres located immediately south of the Veterans Industrial Park 215 Specific Plan area. Western Avenue, an arterial roadway within the PVCCSP, will be extended to the southern edge of the Specific Plan area as a secondary point of access.

Riverside Inland Development, LLC is the Master Developer for the remaining MIPA owned properties at the March Inland Port. Hillwood entered into an Exclusive Negotiating Agreement (ENA) in December 2015 in response to a Request for Proposal and subsequently entered into a Memorandum of Agreement. The development program addressed by this Specific Plan is the first implementing step of these agreements.

1.3 CONTEXT AND LOCAL SETTING

1.3.1 Specific Plan Area and Ownership

The Specific Plan area is comprised of approximately 142.5 gross acres of vacant land. The project site is composed of five tax parcels, Assessor Parcel Numbers (APNs) 294-150-009, 294-170-005, 295-300-008, 294-140-13 and 294-180-038. The property is presently owned by the March Joint Powers Authority. Figure 1-2 illustrates the Specific Plan area.

1.3.2 Existing General Plan and Zoning

The Specific Plan area consists of approximately 142.5 acres of land that is not currently zoned. Its General Plan designation is Aviation, with an allowable Floor Area Ratio (FAR) of 0.4. This property is expected to be developed under a long-term ground lease.

As part of project entitlements, the property would be subject to a General Plan Amendment that would add a Specific Plan overlay (“SP”) to the existing Aviation designation. In addition, the Veterans Industrial Park 215 Specific Plan would be adopted as the zoning for the property. An analysis of compliance with General Plan goals and policies may be found in the Appendix of this Specific Plan document.

1.3.3 Existing and Surrounding Uses

The property is presently vacant. The 142.5-acre Specific Plan area is surrounded by the following uses:

North: Immediately to the north of the development parcel is the existing March Field Air Museum, zoned for Public Facilities uses.

East: Property to the east consists of the existing runways of March Air Reserve Base.

South: Immediately south of the parcel is the corporate boundary of the City of Perris, and the Perris Valley Commerce Center Specific Plan, zoned for Business Park and Light Industrial uses.

West: West of the parcel is I-215, with the Riverside National Cemetery and Meridian Specific Plan area beyond.



Figure 1-2 Specific Plan Area

1.3.4 Existing Infrastructure

Existing Roadways

There is currently no improved roadway access to the Specific Plan area.

Regional access to the Specific Plan area is provided by Interstate 215 (I-215). Interstate 215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard.

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Arterial Highway to the west of I-215. On the east side of I-215 Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

Existing Infrastructure

- **Water.** The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). Existing Eastern Municipal Water District (EMWD) 8-inch water lines are present in Nandina Avenue and Western Way and a 36-inch water line is located in Harley Knox to the south of the Specific Plan Area in the City of Perris. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the Air Museum.

- **Sewer Service.** Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD). Existing EMWD 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris however these lines will not be utilized by the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.
- **Drainage.** An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from four culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore.

1.3.5 Airport Constraints

The March JPA has full land use authority over portions of the former base under its direct control. In order to address airport land use compatibility issues around the March Air Reserve Base/Inland Port, the Riverside County Airport Land Use Commission prepared and adopted a Land Use Compatibility Plan (March ARB/IPA ALUCP) which serves as the JPA's land use compatibility planning recommendations. In

addition, the Department of Defense Instructions (DDI) and the Air Force Instructions (AFI) apply. The runway system and military areas of the airport are under the control of the U.S. Air Force. There are two active runways at March ARB/IP, Runway 14-32, and Runway 12-30. Runway 14-32, the airport's primary runway, is 13,300 feet long and 200 feet wide. Runway 14-32 has a standard left traffic pattern which means all turns in the traffic pattern departing north are made to the west. The primary runway (Runway 14-32) is located immediately east of the D2 parcel and the Specific Plan area.

The Land Use Compatibility Plan (RCALUP) establishes a boundary for the influence area of March ARB/IPA, related to noise, overflight, safety, and airspace protection. The Specific Plan Area:

- Falls between the 65 and 75 CNEL noise contours of the airport.
- Does not fall within any of the accident zones of the JLUS (Clear Zone or Accident Potential Zones I or II).

A number of regulations and land use/height restrictions affect the Specific Plan area. The property is located within the 7:1 Transitional Surface area of the March Air Reserve Base, and a 35-foot building height limitation line extends along the runway edge as identified on the Airport Layout Plan.

1.3.6 Legal Context

A "Specific Plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Veterans Industrial Park 215 Specific Plan implements the goals and policies of the General Plan, serves as an extension of the General Plan, and can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision by providing goals, policies, programs, development standards, and design guidelines to direct future development within the Specific Plan Area.

The authority to prepare and adopt a Specific Plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- *The distribution, location and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*

- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

1.4 DISCRETIONARY ACTIONS

The following discretionary actions will be required in conjunction with the proposed Veterans Industrial Park 215 Specific Plan:

California Environmental Quality Act. This Specific Plan is considered a Project under the California Environmental Quality Act (CEQA). CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts an Environmental Impact Report (EIR) will be prepared for this Specific Plan and must be certified by the Commission prior to adoption of this Specific Plan or any other project entitlements. Subsequent development within the Veterans Industrial Park 215 Specific Plan boundaries deemed consistent with said Specific Plan standards will not require further environmental review except as specified in the Development Regulations section of this document (Section 3). March JPA will be the lead agency responsible for certification of the Project's EIR.

General Plan Amendment. A General Plan Amendment to attach a Specific Plan overlay to the Specific Plan Area. The General Plan Amendment will be adopted by resolution. ~~The existing General Plan land use designation of Aviation would be expanded to include general warehousing and logistic uses.~~

Specific Plan/Zone Change. The Specific Plan Area is presently un-zoned. The establishment of the Specific Plan for the proposed project will provide for an SP-8 designation on the March JPA Zoning Map ~~with an underlying Aviation Designation.~~ Adoption of this Specific Plan as part of a zone change is a discretionary action subject to March JPA approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes.

Tentative Parcel Map. The Specific Plan Area is comprised of five assessor parcels for taxation purposes but is not presently a legal development parcel. The proposed project will include a Tentative Parcel Map to create two legal development parcels, dedicate rights-of-way for the extension of Van Buren and Western Avenues and identify required utility easements.

Plot Plan. A site development plan for the project, consisting of an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways.

Development Agreement (DA) and Disposition and Development Agreement (DDA). A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure,

and phasing, including future phasing. Such development agreement shall be fully approved before the issuance of the first building permit for this project.

Avigation Easement. Development projects must provide an executed easement to the MJPA prior to a final map or building permit.

Requested Permit/Approval	Approving Agency
Final EIR Certification	March JPA
Specific Plan Adoption	March JPA
General Plan Amendment	March JPA
Development Agreement	March JPA
Tentative Parcel Map Approval	March JPA
Plot Plan Approval	March JPA
Water Supply Assessment	Western Municipal Water District
Encroachment Permit (Drainage)	Caltrans
Encroachment Permit (Western Way)	City of Perris
1602 Permit	California Department of Fish and Wildlife Game
404 Permit and associated EA	U.S. Army Corps of Engineers
401 Permit	Regional Water Quality Control Board
NPDES	Regional Water Quality Control Board

1.5 PLAN ORGANIZATION

Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; planning process and entitlements; guiding principles; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan Area; identifies land use policies, and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

Section 3 – Development Regulations

This section explains the development standards for the land use designations established in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage.

Section 4 – Design Guidelines

This section explains design concepts and establishes design guidelines for development in the Specific Plan Area.

1

2 DEVELOPMENT PLAN

This chapter explains the various elements of the Veterans Industrial Park 215 Specific Plan, including Land Use, Circulation, Public Services, and Infrastructure.

2.1 LAND USE

This section of the Veterans Industrial Park 215 Specific Plan discusses the components of the Specific Plan such as land use, circulation, grading, drainage, water and sewer utilities, and public services.

Each of these components is discussed in further detail in the sections below.

2.1.1 Project Objectives

The proposed Veterans Industrial Park 215 Specific Plan is intended to achieve the following objectives:

- Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March JPA infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of similar industrial logistics and distribution center uses.
- Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
- Develop and operate a large format logistics center that will enhance e-commerce opportunities, and attract quality tenants and will be competitive with other similar facilities in the region.
- Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.
- Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.
- Facilitate the development of underutilized land currently planned for aviation-related uses with uses that maximize the use of the site as a large format logistics center consisting of one or more buildings with total building space in excess of 2,000,000 square feet in size and responds to market demand within the Veterans Industrial Park 215 Specific Plan and surrounding area.
- Facilitate the establishment of design guidelines and development standards consistent with the March JPA Development Code and that create a unique, well-defined identity for the proposed project.
- Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly-trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.
- Provide for the extension of planned roadways consistent with the March JPA Circulation Element.
- Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.

- Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large format logistics center use.
- Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large format logistics center, including impacts to aviation uses at the adjacent runway.
- Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately serve the proposed large format logistics center.
- ~~▪ Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March Joint Powers Authority (“MJPA”) infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of, similar industrial, logistics and distribution center uses.~~
- ~~▪ Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.~~
- ~~▪ Develop and operate a large format logistics center that may accommodate e-commerce opportunities, attract quality tenants and will be competitive with other similar facilities in the region.~~
- ~~▪ Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.~~
- ~~▪ Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.~~
- ~~▪ Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.~~
- ~~▪ Implement the Veterans Industrial Park 215 Specific Plan through development of an airport land use program that is consistent with the proposed development standards and criteria relevant to the site and proposed large format logistics center use.~~
- ~~▪ Facilitate the development of underutilized land currently planned for aviation-related uses that maximizes the use of the site and responds to market demand within the Veterans Industrial Park 215 Specific Plan area and surrounding region for a large format logistics center.~~
- ~~▪ Facilitate the establishment of design guidelines and development standards consistent with the MJPA Development Code and that create a unique, well-defined identity for the Veterans Industrial Park 215 Specific Plan.~~
- ~~▪ Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.~~

- ~~* Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large format logistics center, including impacts to aviation uses at the adjacent runway.~~
- ~~* Provide for the extension of planned roadways consistent with the MIPA Circulation Element.~~
- ~~* Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately service the Veterans Industrial Park 215 Specific Plan area for the intended uses.~~
- ~~* Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.~~
- ~~* Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large-format logistics center use.~~

2.1.2 Land Use Plan

The Veterans Industrial Park 215 Specific Plan envisions ~~two~~ logistics structures totaling up to 2,185,618 square feet, with loading docks, truck trailer parking, and associated infrastructure improvements. The primary logistics use would include typical ancillary uses as outlined in the project's Development Regulations, including warehouse, office, and employee support areas such as meeting rooms and break rooms.

The plan, shown in Figure 2-1 *Conceptual Land Use Plan* and Figure 2-2, *Conceptual Site Plan*, provides the overall vision and guide for the development of the site for logistics uses. Table 2-1, *Land Use*, outlines the maximum-anticipated build-out for each planning area.

Although the land use plan identifies two planning areas, if a single user is identified who wishes a single building, buildings may be constructed across planning area boundaries so long as the maximum Floor Area Ratio across the entire area does not exceed the maximum Floor Area Ratio (FAR) for the project as a whole. Individual Planning Area square footages and layout may vary as part of plot plan review so long as the FAR for the Specific Plan Area as a whole does not exceed the maximum allowable FAR of 0.4. In the event that a single user and/or building are proposed at the plot plan level of review and entitlement, final engineering layouts for water, sewer, dry utilities, and on-site drainage would be expected to be modified to accommodate this scenario.

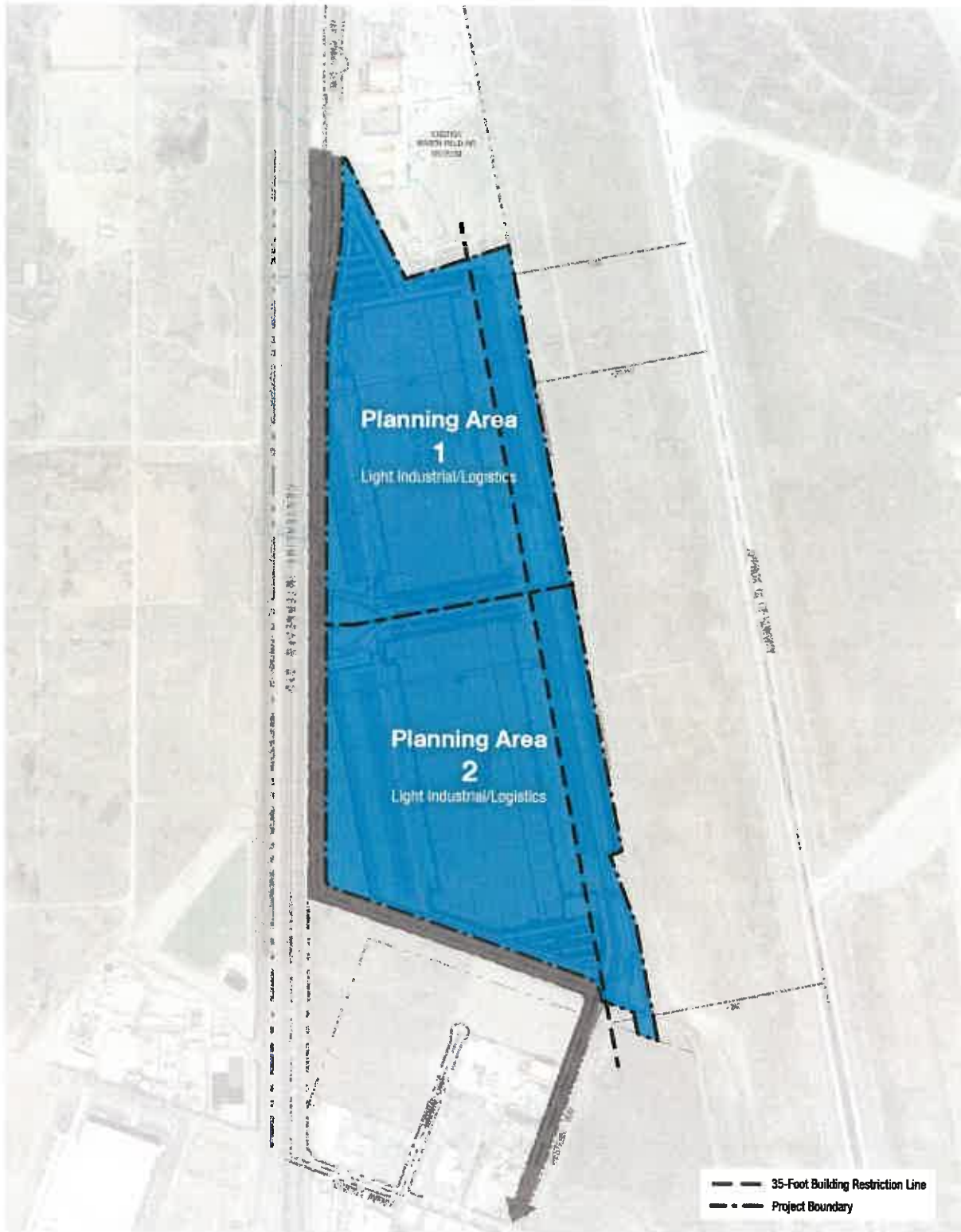
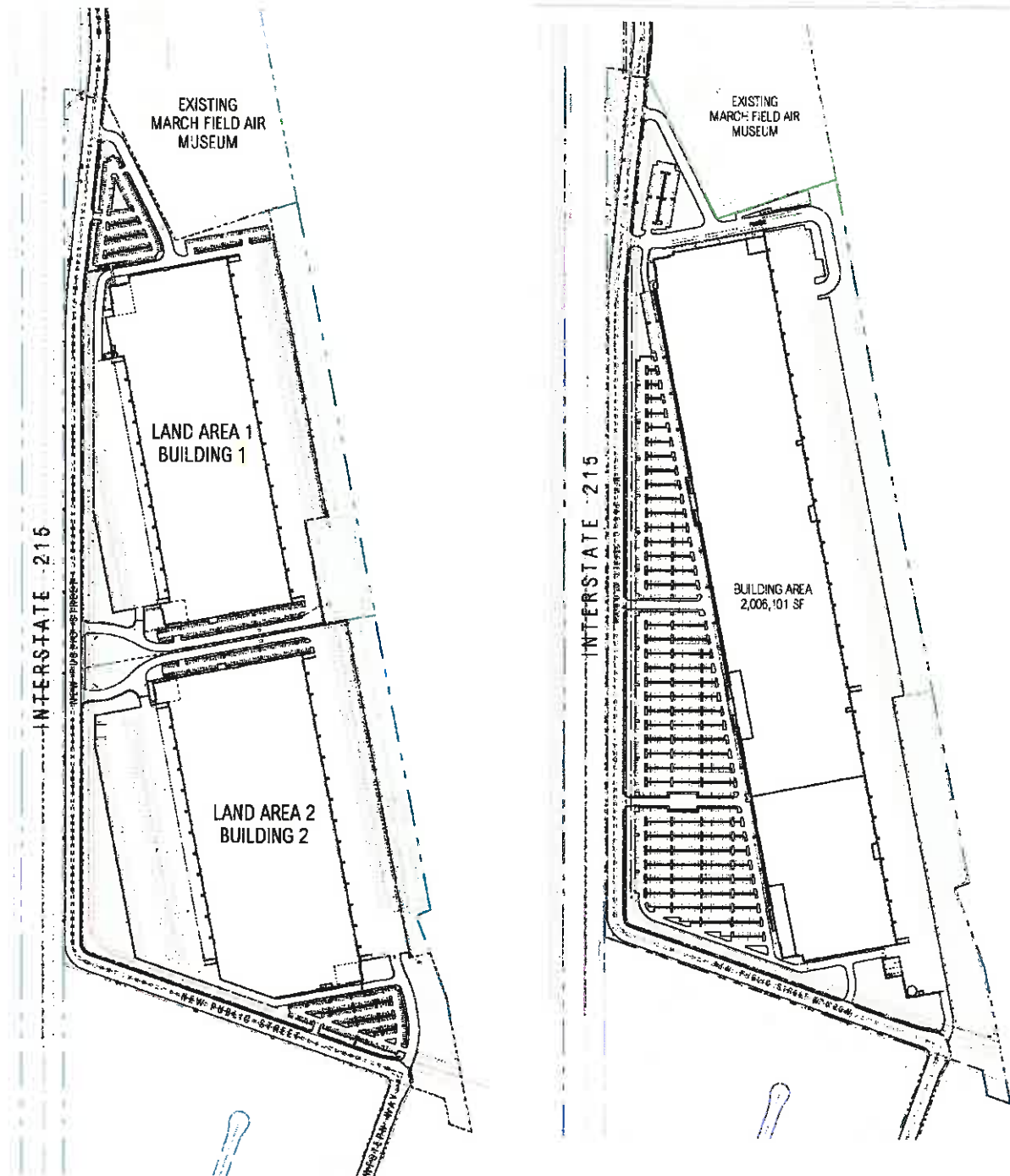


Figure 2-1 Conceptual Land Use



Two Building Concept

Single Building Concept

Site plan is conceptual only. The ultimate site plan will be subject to site plan review and may differ from this concept.

Figure 2-2 Conceptual Site Plans

For purposes of this Specific Plan, if mezzanines are provided as part of a building, only mezzanines providing occupancy (i.e., second floor enclosed office area if provided) are counted in the square footage identified in the land use table or included in the maximum FAR.

Planning Area	Land Use	Acreage	Building Area (Sq. Ft.)	Floor Area Ratio (FAR)
Planning Area 1/ Building 1	Logistics/Light Industrial	57.47 ac.	1,014,822 1,002,601	0.3893
Planning Area 2/ Building 2	Logistics/Light Industrial	70.38 ac.	1,170,796 1,087,917	
Road Dedication	--	14.61 ac.	--	--
Total		142.46 ac.	2,090,518 2,185,618 maximum (2,227,660 maximum)	0.35-34 (gross) 0.393-38 (net) 0.4 (maximum)

2.1.3 Land Use Compatibility

This Specific Plan is subject to the development restrictions of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUP), Department of Defense Instructions (DODI) and Air Force Instructions (AFI). The RCALUP includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3-2, Compatibility Zone Factors (see Appendix B). The Compatibility Map (Exhibit 3-3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). These compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors.

The site is located within Zone B2. Zone B2 encompasses areas of high noise, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway.

Lying just beyond the Air Force defined Accident Potential Zone (APZs), the areas within this zone are subject to sufficient risk to warrant restrictions on the intensity of nonresidential development. Specifically, nonresidential uses would be limited to maximums of 100 people per acre average over a site and 250 people in any single acre. These limits are designed to preclude intensive uses such as major shopping centers and large restaurants. Light industrial uses and office buildings up to three stories are typically consistent with the criteria.

The Specific Plan Area's location adjacent to the runway area subjects the site to a number of unique conditions which are reflected in the project's development regulations and site design, including:

- Height limitations in the 7:1 surface and a building restriction line for structures of over 35 feet;
- Security fencing along the runway property and a clear area beyond;
- Limitations on standing water; and
- Limitations on reflective surfaces facing the runway.

2.2 CIRCULATION PLAN

2.2.1 Regional

Regional access to the Specific Plan area is provided by Interstate 215 Freeway (I-215). I-215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard. Interstate 215 is currently constructed with three lanes in each direction. Ultimate buildout for Interstate 215 is 10 lanes; 4 mixed-flow lanes and one high occupancy vehicle lane in each direction. The nearest on-ramps are present at Van Buren Boulevard. Van Buren Boulevard also provides regional connections to State Route 91 and 60 Freeways.

Figure 2-5, *Circulation Plan*, identifies the planned roadway system serving the Specific Plan area.

2.2.2 Arterial Highways

Van Buren Boulevard Extension

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Augmented Urban Arterial to the west of I-215.

On the east side of I-215, Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

Project-related improvements would include the extension of Van Buren between its existing terminus and the project site, constructed as a divided Modified Secondary Highway, with two northbound and two southbound lanes with a center turn median design, and an on-street bicycle lane. The Modified Secondary Highway street section would include a 97-foot right-of-way (see Figure 2-3, *Van Buren Extension Typical Cross Section*) along the frontage with I-215 and along the site's southern edge, connecting with Western Way. The proposed Van Buren extension improvements would occur within the property boundaries and would be dedicated to the JPA. The Van Buren Boulevard extension by definition (JPA General Plan) is a designated truck route.

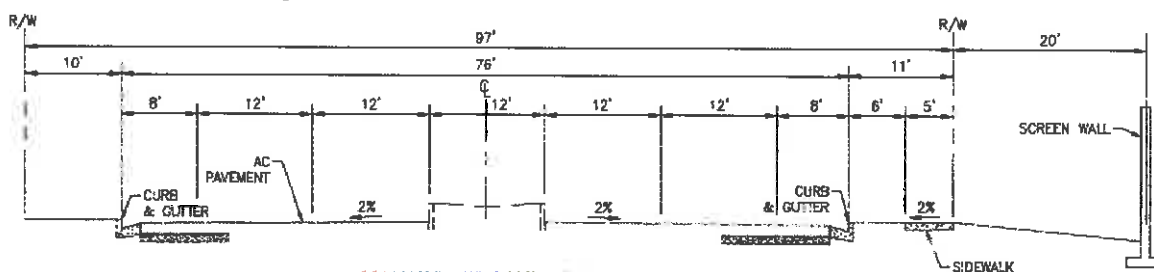


Figure 2-3 Van Buren Extension Typical Cross Section

Western Way Extension

Secondary access to the Specific Plan area would be provided through the construction of a new roadway extending south from the site's southeastern border to Nandina Avenue, as an extension of existing Western Way.

The Western Way extension would ultimately be constructed as a Secondary Arterial as defined in the Perris Commerce Center Specific Plan, with an ultimate right-of-way of approximately 94 feet (see Figure 2-4, *Western Way Typical Cross Section*). This road would be an off-site infrastructure improvement encompassing approximately three acres. Western Way is a secondary arterial in the City of Perris Commerce Center Specific Plan originally planned to extend to the March JPA boundary. It is a designated truck route.

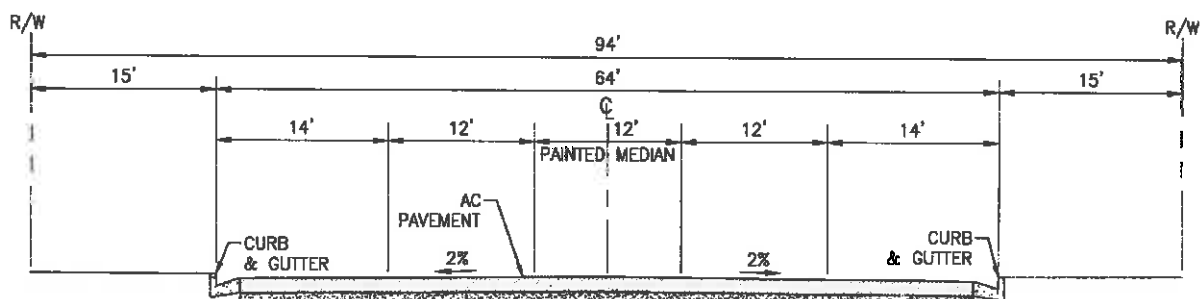


Figure 2-4 Western Way Typical Cross Section (Ultimate)

2.2.3 Site Access

The Specific Plan incorporates six-multiple driveways to provide direct access from the planned Van Buren Avenue and Western Way extensions. Site access may be controlled by security gates within the interior of the site, subject to review by the Fire Department for stacking and emergency access. Additional site access points may be provided subject to plot plan review for conformance with JPA requirements limiting driveways to one for every 300 feet of frontage.

2.2.4 Parking

Parking within the Specific Plan area will be in several locations. Employee and visitor parking will be provided in parking areas separated from the truck docks and service areas as shown on the Conceptual Site Plan, Figure 2-2. These parking areas will be landscaped, with parking lot trees shading parking spaces. Truck docks and trailer parking stalls are-may be located on the front and rear of each building. Truck docks and parking on the front of the project facing Van Buren Boulevard will be screened with a screen wall. Bicycle parking will be provided. Parking standards for the Specific Plan area are outlined in the Development Regulations section of this document (See Section 3, *Development Regulations*).

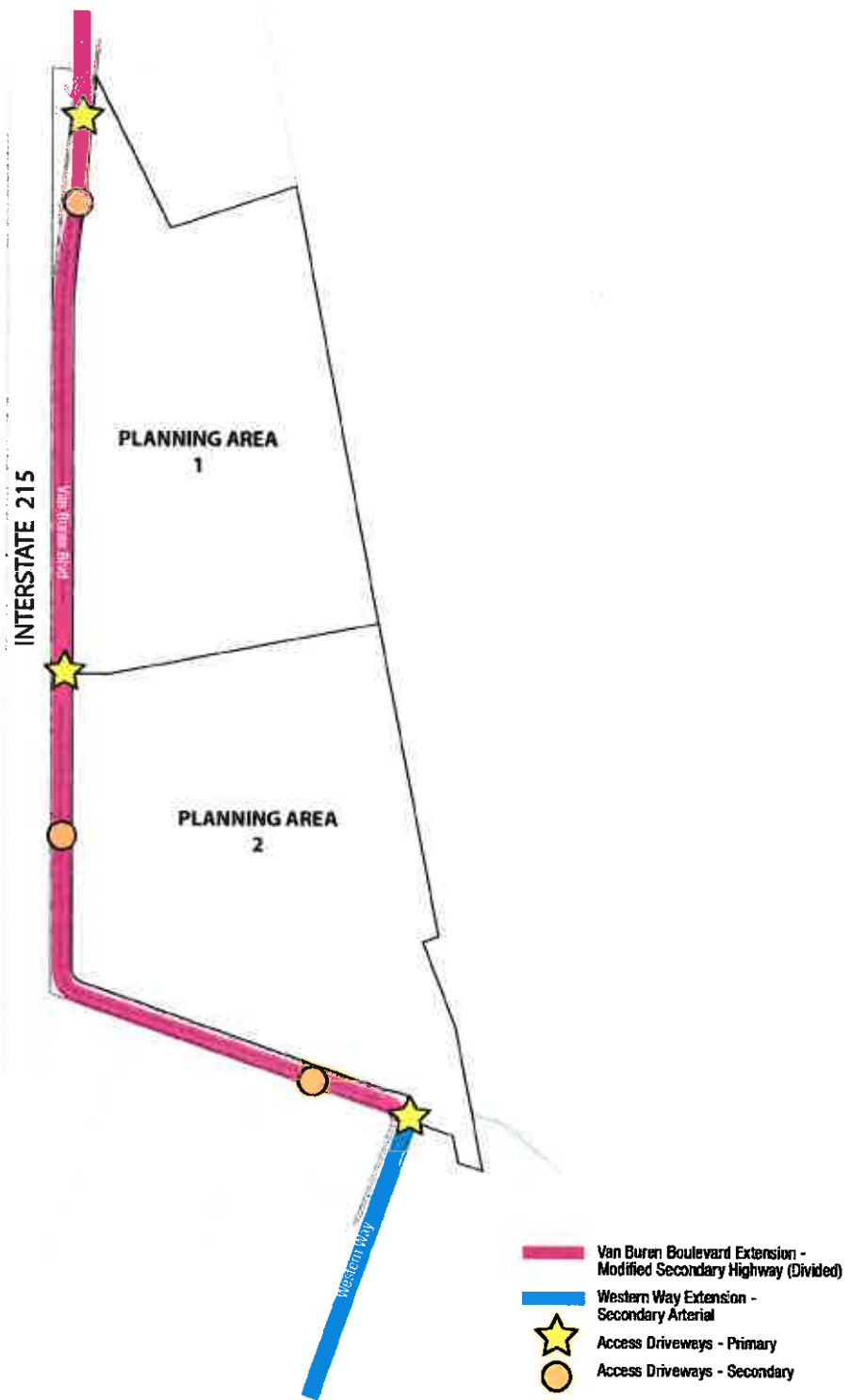


Figure 2-5 Circulation Plan

2.3 INFRASTRUCTURE AND SERVICES

The Veterans Industrial Park 215 Specific Plan will require a variety of public facilities and services to support and serve the needs of its businesses. The infrastructure system will seek to incorporate the highest level of sustainability achievable for a project of its kind and in its specific geographic location.

The various public facilities will be designed to enhance and complement the vision and design objectives of the Project and all facilities will be developed to meet or exceed the required industry standards of the respective service providers and as required by the applicable government standards

Services include: water, sewer, storm drainage, solid waste disposal, fire and police protection services. Table 2-2, *Service Providers*, lists the various service providers for the Project.

Service	Provider
Water	Western Municipal Water District (potable) Eastern Municipal Water District (Fire Flow)
Wastewater	Western Municipal Water District
Drainage	Riverside County Flood Control District
Electric Service	Southern California Edison
Gas Service	Southern California Gas Company
Communications	Frontier/Spectrum
Fire Protection	Riverside County Fire Department
Police Protection	Riverside County Sheriff
Solid Waste Disposal/Recycling	Waste Management Inland Empire

2.3.1 Water Service

The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). WMWD is a member agency of the Metropolitan Water District (MWD), purchasing water from MWD and providing wholesale and retail water within its district boundaries. Water sources from WMWD primarily depend on imported water resources. WMWD purchases both Colorado River and State Water Project water from Metropolitan Water District of Southern California (MWD). Fire water will be provided by Eastern Municipal Water District (EMWD) through an Inter-Agency Agreement between EMWD and WMWD. A Plan of Services will be prepared to identify construction of new facilities and required easements.

Existing Facilities

Existing EMWD 8-inch water lines are present in Nandina Avenue and Western Way to the south of the Specific Plan Area in the City of Perris. According to EMWD, fire flow supply is available from EMWD's 1705 pressure zone. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.

MWD maintains a currently unused 97-inch transmission main in an easement that follows the proposed alignment of the Western Way extension and the Van Buren Boulevard extension. This line will be protected in place.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the [March Airfield](#) Museum. This well will be protected in place within the truck loading area on the runway side of Building 1/Planning Area 1. An easement ~~will~~ would be recorded providing for access to the well. [Alternatively, the Air Force may opt to relocate the well at their discretion.](#)

Proposed Facilities

Domestic Water. The proposed domestic water would be provided by WMWD. Water for the project would be extended from the existing 12-inch WMWD water line within the March Air Museum property to Van Buren Boulevard then southwards along the extension of Van Buren Boulevard. Water laterals would extend from the 12-inch lines to service the buildings.

Water for Fire Suppression. Water for fire suppression systems will be provided to the buildings through extension of an 18-inch EMWD line located in Western Way. The 18-inch fire service line will extend northwards within the Van Buren extension right-of-way. A new ~~12~~10-inch fire water line loop will be provided within the Specific Plan area to each building to provide for on-site fire water supply. Fire flow of 4,000 gpm at 20 PSI is required by the Fire Department.

Due to the size of the proposed industrial/logistics uses, a Water Supply Assessment ~~will be~~ [was required, required and has been prepared and adopted](#) provided by WMWD.

Figure 2-6a, *Conceptual Water Plan*, illustrates the existing and proposed water infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.

The Project would be required to plan and install water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought tolerant species appropriate to the climate and region. Although the Project is not located near any existing recycled water distribution infrastructure, should such facilities be constructed in the future, the Project would be required to use non-potable recycled water for irrigation to the extent permitted by law.

2.3.2 Wastewater Service

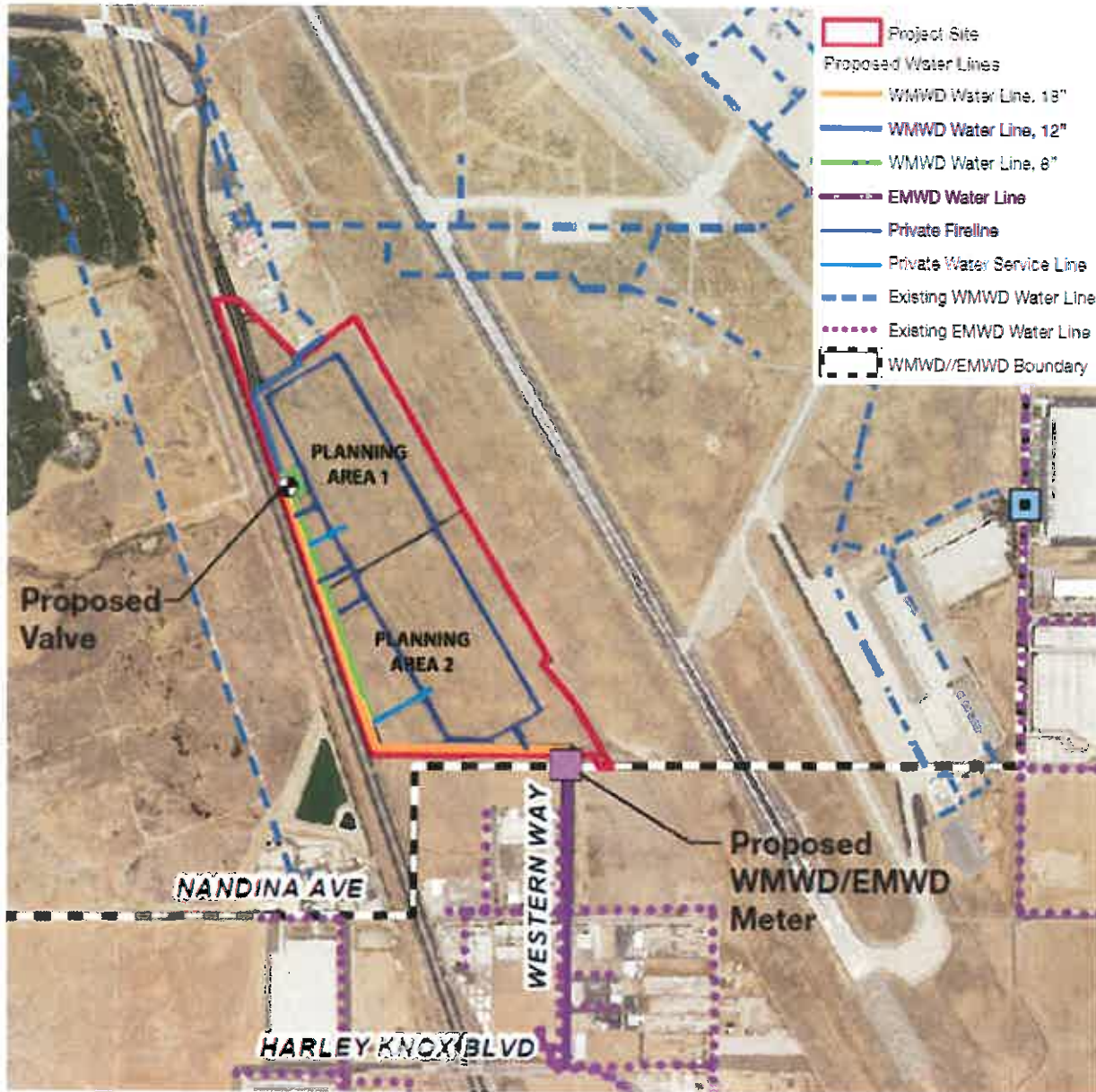
Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD).

Existing Facilities

Existing 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris, however these lines are within EMWD and will not serve the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.

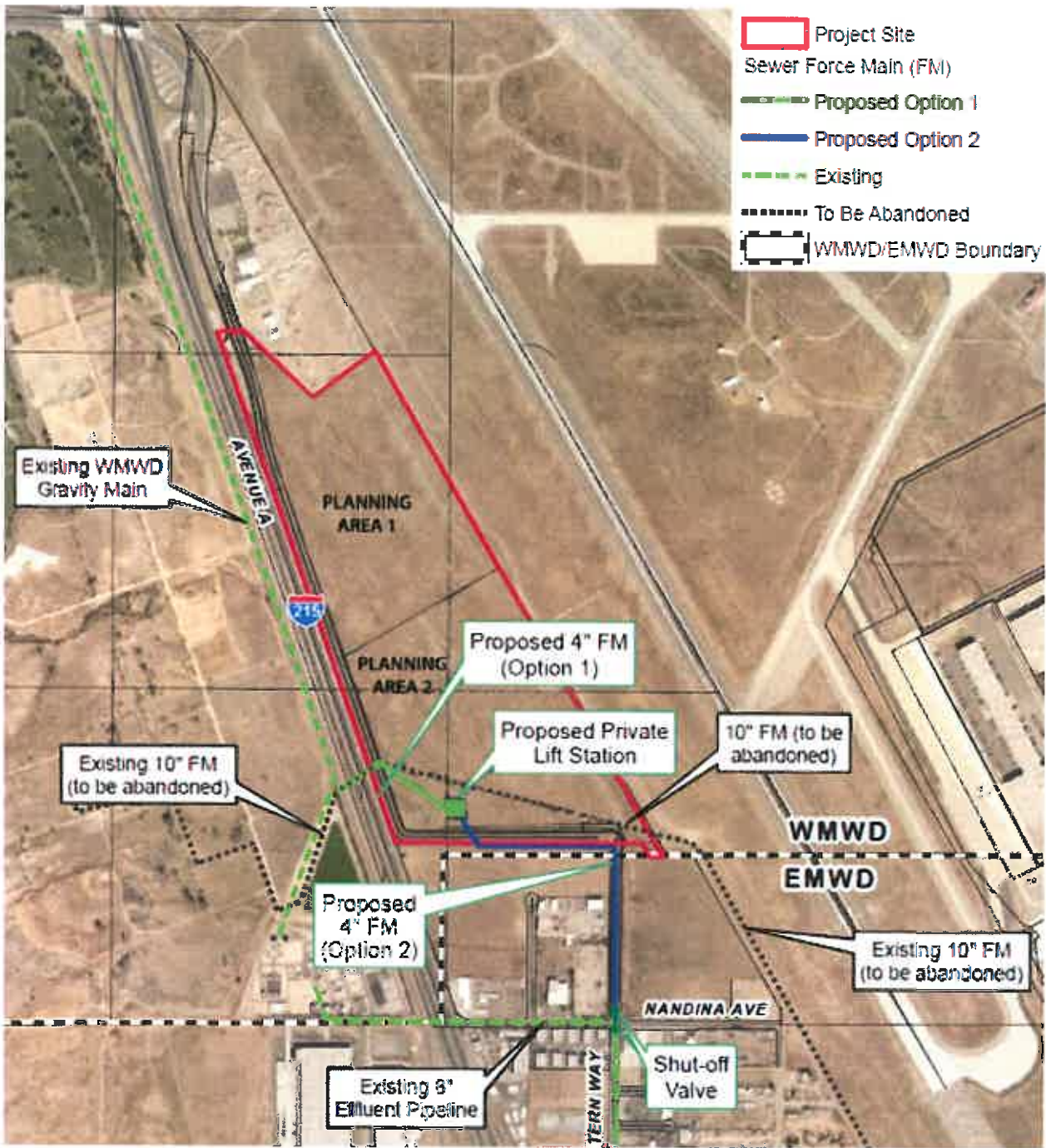
Proposed Facilities

The proposed project would relocate the existing WMWD sewer force main within the proposed alignment of Van Buren Boulevard along the Specific Plan area's southern edge. Wastewater from the Specific Plan area would be conveyed via on-site private sewers to a proposed sewer sump and pump system, connect to a new force main, and then connect with a relocated force main. Figure 2-6b, *Conceptual Sewer Plan*, illustrates the existing and proposed wastewater infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.



Source: Webb & Associates

Figure 2-6a Conceptual Water Plan



Source: Webb & Associates

Figure 2-6b Conceptual Sewer Plan

2.3.3 Storm Water Management

The project site slopes gently from northwest-to-southeast, with elevations ranging from approximately 1,525 feet to 1,500 feet above mean sea level. An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore. The Specific Plan Area is located in the Riverside County Flood Control District's Perris Valley Area Drainage Plan.

Off-Site Drainage

Off-site drainage from upstream properties to the west of the Specific Plan Area is discharged onto the site and into the existing earthen channels from four Caltrans culverts under I-215. To develop the site, this off-site water will be conveyed directly to a proposed ~~concrete-lined trapezoidal channel~~ 14' x 7' to 10' x 10' reinforced concrete box storm drain system on the Specific Plan Area's ~~eastern edge~~ western edge adjacent to ~~the runway~~ Van Buren Boulevard, ultimately discharging to the existing earthen drainage swale at the site's southeastern corner to an interim off-site outlet (see Figure 2-7, Drainage Plan). This off-site water will not be comingled with untreated on-site flows.

Project Drainage

The site was divided into two parcels/drainage areas with stand-alone drainage facilities, consistent with the two Specific Plan Planning Areas. As noted above, the existing earthen channel will be realigned to the property's ~~eastern-western edge~~ along the east and north sides of Van Buren, and a reinforced concrete box storm drain system will be constructed to collect and convey the off-site flows around the subject property. ~~a concrete trapezoidal channel constructed.~~ On-site storm water will be collected, either by surface flow or storm drains, and directed to ~~two-three~~ bio-retention/detention basins. Each basin is sized to have storage capacity ~~above-for~~ the water quality treatment volume as well as to detain and mitigate higher storm events. ~~A pump system will be used to convey water from the basins to the proposed trapezoidal channel since the bottom of the basin is lower than the proposed channel. These pumps will regulate the rate of discharge to mimic pre-development flow rates. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue.~~

All drainage facilities ~~are will be~~ sized to collect and convey for the 100-year storm event flows. All observable water in both basins will be ~~pumped-discharged out within 24 hours of the end of a storm event. This is a betterment from MIPA's standard criteria of within 48 hours after the end of a storm event.~~ Figure 2-87, *Drainage Plan*, illustrates the drainage concept for the project.

Water Quality

The site is subject to water quality requirements of March Joint Powers Authority (MIPA) and complies with the 2010 Santa Ana MS4 permit. These require that Low Impact Development (LID) Best Management practices (BMPs) are limited to *Infiltration* or *Harvest* and/or bio-retention unless proven infeasible. A WQMP was prepared for the project by Huitt-Zollars (Revised December 2019). The WQMP concludes that both Infiltration and Harvest and Reuse are infeasible and other treatment control BMPs must be considered. Infiltration was deemed infeasible because the Geotechnical Engineer has

determined that the project site soils have no infiltration capacity and recommended that infiltration BMPs should not be used. The soil is impermeable and infiltration rates have been determined to be less than 1.6 inches/hour. Harvest and Use is not utilized because the anticipated demands for irrigation and toilet use are less than their respective required amounts. Therefore, bio-retention BMPs are considered for this site.

Thus, the primary BMPs to be implemented will be construction of ~~two~~ **three** bio-retention/bio-treatment basins (refer to Figure 2-7, *Drainage Plan*). Catch basin filters will be provided in all on-site catch basins as pre-treatment control prior to water being conveyed to the basins. The water collected into each basin is then discharged to an on-site storm drain pipe which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue. The runoff collected in the Reinforced Concrete Box storm drain system will then be conveyed to the east and discharge to the existing channel on March Air Reserve Base Property which ultimately flows to the south end of the Base and then to the Perris Valley Channel. ~~The water collected into each basin is then pumped to a storm drain channel to the East and ultimately conveyed to the existing earthen channel which flows towards the Perris Valley Channel.~~

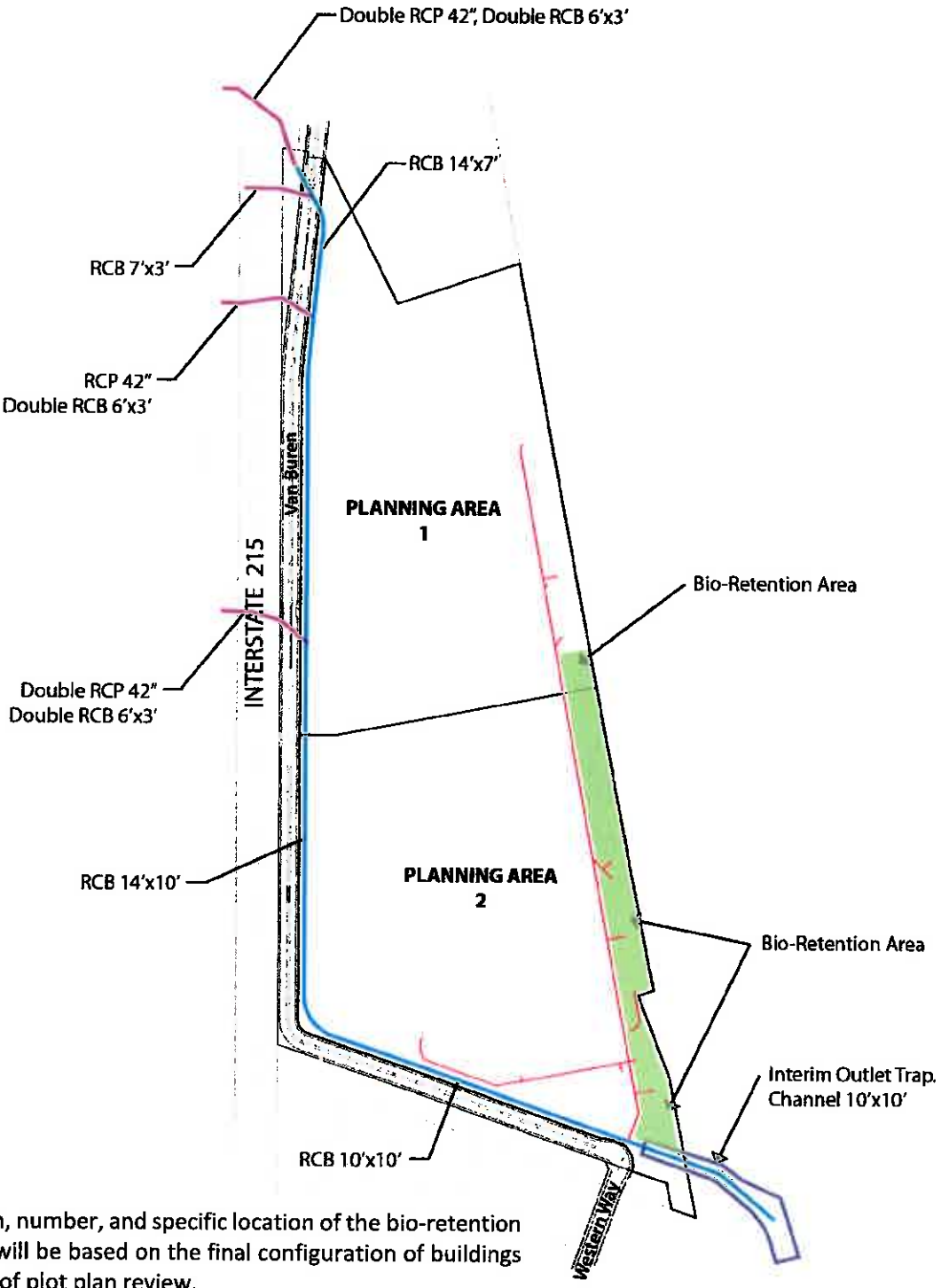
The site is located within an area identified by the Riverside County Flood Control District as being within an area susceptible to streambed erosion (aka Hydrologic Conditions of Concern, or HCOC). Even though the LID design (bio-retention basins) adequately addresses the water quality requirements for the project, this design could still create streambed erosion. ~~The~~ the project site is subject to hydromodification and thus source-control BMPs must also be used for the project to reduce flows to reduce the potential for erosion. The on-site bio-retention basins will also serve as detention basins to mitigate post-development storm water runoff rates down to levels equivalent to the pre-developed condition, thus addressing the HCOC.

Hydromodification refers to changes in runoff characteristics caused by altered land use and increase of impervious areas.

Too much hydromodification can cause erosion of stream banks and beds. BMPs can include structural BMPs to reduce flows or volumes thus reducing impacts to downstream channels.

Additionally, source control BMPs will be used within the project, including permanent structural features with ongoing operations and maintenance. Some of the source control BMPs used include, “Only Rain Down the Storm Drain” stenciling on catch basins, litter control at truck docks, underground fire protection service and fire sprinkler tests, storm drain filters, landscape and irrigation, and sweeping in plaza/parking areas.





*Design, number, and specific location of the bio-retention basins will be based on the final configuration of buildings as part of plot plan review.

Source: Webb Associates/Huitt-Zollars

Figure 2-7 Drainage Plan

2.3.4 Grading

The grading plan for the site creates building pads ~~for two buildings, parking area and, two~~ bio-retention basins, ~~and a trapezoidal channel on the site's eastern edge.~~ ~~The grading plan includes approximately 562,116 cubic yards of cut, and 433,974 cubic yards of fill, inclusive of remedial grading (over excavation).~~

Figure 2-8, *Conceptual Grading Plan*, illustrates the conceptual grading for the site. Final grading design and quantities will be based on final engineering ~~and a final plot plan~~. Any import or export of soil will be detailed on the Tentative Parcel Map for the project and in the final grading plans.

2.3.5 Dry Utilities

Natural Gas Service

The Southern California Gas Company provides natural gas service to the Specific Plan Area.

Electrical Service

Southern California Edison provides electrical service to the Specific Plan Area. Electrical service lines are present adjacent to the site to the north, associated with the March Air Museum. Electrical service will be extended to the Specific Plan Area along the Van Buren Boulevard extension to the proposed buildings.

2.3.6 Solid Waste

Solid waste generated on the Specific Plan area is currently collected by Waste Management Inc. (WMI).

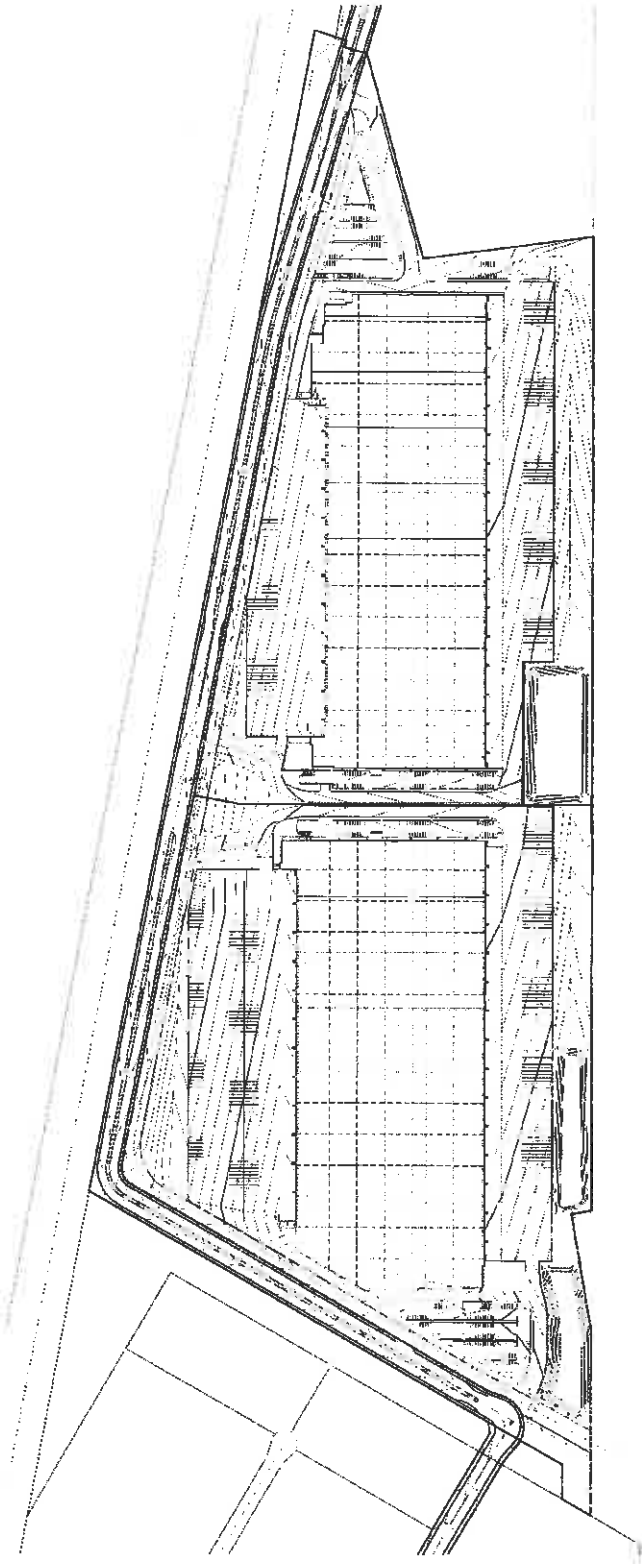
Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. The majority of waste from the Specific Plan Area would be sent to the Badlands Landfill, located at 31125 Ironwood Avenue in Moreno Valley, with residual waste sent to the Lamb Canyon Landfill, located at 16411 Lamb Canyon Road in the unincorporated County of Riverside. Both landfills are owned and operated by Riverside County.

In order to reduce the amount of material generated by the Specific Plan's planned future development to meet the State's mandate of 50% solid waste diversion, the Specific Plan will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE) and the provisions of AB 341, which focuses on increased commercial waste recycling. Typical of large logistics uses, the logistics buildings will incorporate trash compacting areas.

2.3.7 Police and Fire Service

Law enforcement services in the March JPA planning area fall under the Riverside County Sheriff's Department. Sheriff substations are located within the cities of Moreno Valley, Riverside, and Perris.

Fire Services fall under the jurisdiction of the Riverside County Fire Department. Fire protection services are provided by existing County fire stations in Moreno Valley and non-County fire stations from the March Air Reserve Base and neighboring City of Riverside through mutual aid agreements. Existing County Station 6, located at 22250 Eucalyptus Avenue in Moreno Valley would provide fire response to the Specific Plan Area. Station 6 is located approximately six miles from the Specific Plan Area.



Source: Huitt-Zollars

Figure 2-8 **Conceptual** Grading Plan

3

DEVELOPMENT REGULATIONS

This chapter discusses the general provisions and specific development standards for uses within the Specific Plan area, including setbacks, height, and parking requirements.

3.1 GENERAL PROVISIONS

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities and agencies to utilize Specific Plans for purposes of implementing the goals and policies of the agency's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the March JPA Development Code (Section 9.13). Regulations are included for the proposed logistics land use.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community.

The following General Development Standards apply to all uses within the Specific Plan Area.

3.1.1 Applicability

The Veterans Industrial Park 215 Specific Plan has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, tract or parcel maps, plot plans or any other action requiring ministerial or discretionary approval of the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Veterans Industrial Park 215 Specific Plan shall be judged to be consistent with the March JPA General Plan.

Where conflicts exist between the standards contained in this Specific Plan and those found in the March JPA General Plan or Development Code, the regulations and standards in this Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the March JPA Development Code, using the context and objectives of this Specific Plan as a guide.

3.1.2 Severability

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

3.1.3 Consistency with Specific Plan

Properties within the Veterans Industrial Park 215 Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2-1, *Land Use Plan*). Development of properties governed by the Specific Plan shall be in accordance with the mandatory requirements of all March JPA ordinances (unless specifically revised herein) and state laws, and shall conform substantially to the Veterans Industrial Park 215 Specific Plan, as filed in the office of the March JPA Development Services Department, unless otherwise amended.

Except for the Specific Plan Development Standards/Design Guidelines and Substantial Conformance procedures adopted with the Veterans Industrial Park 215 Specific Plan, no portion of the Specific Plan which purports or proposes to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Specific Plan.

3.1.4 Subdivision Map Act

Lots created pursuant to the Veterans Industrial Park 215 Specific Plan and the concurrently processed tentative parcel map, shall be in conformance with the development standards of the zoning applied to the property and all other applicable JPA standards, as well as the Subdivision Map Act.

3.1.5 Determination of Unlisted Use

Any land use proposal not specifically covered by the provisions contained herein shall be subject to determination by the Community Development Director in accordance with Section 9.01.060 of the March JPA Development Code.

3.1.6 Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the March JPA Development Code, except where specifically provided in this Specific Plan. Whenever the provisions contained in this Specific Plan conflict with the Development Code, the provisions of this Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the JPA's Planning Director or their designee in accordance with Development Code Section 9.01.060. Such interpretations shall take into account the stated goals and intent of this Specific Plan. If requested or appealed, the Commission may review any administrative interpretation.

3.1.7 Definitions

Unless otherwise specified below, terms used in this document shall have the same definitions provided in the JPA's Development Code. If a word is not defined in this section or in any provision of the Development Code, the Planning Director shall determine the correct definition.

- **E-Commerce.** E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is higher than a high cube distribution center.
- **Mezzanine.** As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for office or other enclosed work space. For purposes of this Specific Plan, mechanical mezzanine platforms (typically relocatable, freestanding steel structures) used for logistics/high cube purposes are not counted in the square footage allocated to mezzanines in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.
- **High Cube Warehouse/Distribution Center.** High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate minor assembly as an ancillary use. These facilities are generally very large buildings characterized by a small employment count due to a high level of automation/mechanization, and truck activities are frequently outside of the peak hours of the adjacent street system.
- **Warehousing, with Distribution** means the use of a building or buildings primarily for the interim (short-term) internal storage of goods of any type, which may include sales of goods (e.g. retail sales

or wholesaling). This use is generally engaged in receipt and distribution of goods, products, supplies, etc., with incidental storage and is typically identified with a quick turnaround of such goods.

3.1.8 Design Guidelines

Development shall be designed and built in substantial conformance with the Design Guidelines contained in this document (Refer to Section 4, *Design Guidelines*).

3.1.9 March Air Reserve Base Performance Standards

The Veterans Industrial Park is located in MARB Airport Influence Zone, therefore, all development within the plan shall comply with the following measures:

- **Avigation Easements.** Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, an avigation easement shall be conveyed to March Air Reserve Base/March Global Port through the March JPA and will provide and disclose a “Notice of Airport in Vicinity” to building tenants.
- **Noise Standard.** All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate interior sound levels. This standard will be confirmed as part of building permit plan check.
- **Retention and Water Quality Basins.** All retention and water quality basins shall be designed to de-water within 48 hours of a rainfall event.
- **Lighting Plans.** Prior to issuance of building permit, lighting plans shall be submitted to an airport lighting consultant or March Air Reserve Base/March Inland Port (MARB/MIP), for review and comment prior to issuance of building permits. Lighting shall consist of High Pressure Sodium or LED fixtures (below 2500 Kelvin).
- **Height Restrictions per Federal Aviation Regulations Part 77.** The Federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case by case basis. The project area is located within the Inner Horizontal Surface (Surface E).

The Inner Horizontal Surface is a plane, oval in shape at a height of 150 feet above the established airfield elevation (i.e. 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway) extending 7,500 feet around the centerline of the runway. Therefore, structures would need to exceed an elevation of 1,685 feet MSL at the northern end of the runway and 1,638 feet at the southern end before they encroached into this Part 77 surface for the March Air Reserve Base runways. For the Project, FAA review would be required for any structure with a top of roof exceeding 1,497.5 feet above MSL¹.

¹ [Airport Land Use Commission staff analysis](#)

3.2 PERMITTED USES

3.2.1 Permitted Uses

- a) Heavy and Light Logistics/distribution and warehousing, including high-cube warehousing (including uses requiring refrigeration of up to 10,000 square feet)
- b) E-Commerce, including fulfillment centers
- c) Research and Development
- d) Light Manufacturing and Assembly including aviation-related manufacturing

3.2.2 Ancillary Uses

An ancillary use is a permitted use which is subordinate to the primary permitted use. The following are uses which are permitted within the Specific Plan area as ancillary uses in support of and subordinate to the primary permitted uses.

- a) Cellular transition facilities and structures.
- b) Offices, including corporate, subsidiary and regional management offices.
- c) Maintenance facilities (internal) associated with a permitted use.
- d) Showrooms and retail uses not to exceed 5% of the gross building area.
- e) Outdoor vehicle, equipment and container storage ancillary to an approved use accommodated within an approved building (outdoor storage shall be screened when facing the public right-of-way).
- f) Short-term construction yards.
- g) Public utility uses and structures.
- h) Employee support uses including cafeteria/café and training facilities as an ancillary use.
- i) Uses determined by the Planning Director to be similar and not more intensive than other allowed ancillary uses.

3.2.3 Conditional Uses subject to further Environmental Review

- a) Aviation Related Facilities
- b) Facilities incorporating greater than 5% total building area in showroom/retail space.
- c) Cold Storage facilities larger than 10,000 S/F incorporating ammonia refrigeration or other refrigerants which are combustible or toxic.

3.2.4 Prohibited Uses

The following uses shall be prohibited within the Specific Plan:

- a) Outdoor new or used car, truck, trailer and equipment sales.
- b) Public Assembly facilities, inclusive of churches, assembly halls, schools, and libraries.
- c) Retail/Restaurant as a primary use.
- d) Above ground Petroleum Storage containers and below ground storage containers in excess of 10,000 gallons.

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- e) Uses inconsistent with the B2 Airport Land Use Compatibility Zone as identified in the current March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.
- f) Child care.
- g) Medical related facilities involving the treatment of patients.
- h) Solar panels: For projects that consider a roof or ground mounted solar photovoltaic system, a glare/glint study must be submitted to March ARB to examine the potential impacts on flight operations.
- i) Temporary Uses except for construction trailers and security offices.

3.3 DEVELOPMENT STANDARDS

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards. The following development standards are minimums unless otherwise stated.

Items	Dimension/Standard
Floor Area Ratio (maximum):	0.4 ²
Front Setback	20 feet
Side Setback	5 feet
Rear Setback (at Property Line)	25 feet minimum
Buildings over 35 feet in height	1,224' feet minimum ³ , subject to compliance with the 7:1 slope.
Building Separation	100 feet
Site Landscaping	10%
Building Height (maximum)	48-55 feet ⁴

² Floor Area Ratio (FAR) shall be averaged - calculated across the entire Specific Plan Area. FAR shall not include mechanical mezzanines.

³ Measured from runway centerline.

⁴ Inclusive of rooftop equipment.

3.3.1 Parking

Parking within the Veterans Industrial Park 215 Specific Plan area shall be provided in accordance with the ratios in Table 3-2, *Parking*:

Table 3-2 Parking	
Item	Parking Ratio
Office/Ancillary Retail	1 space/300 sf
Logistics ⁵	
0-50,000 sf	1 space/1,000 sf
50,000 – 200,000 sf	1 space/3,000 sf
200,000 + sf	1 space/ 5,000 sf
Bicycle Parking	1 /20 auto stalls/5%
Carpool Stalls	5% of auto stalls
Electric Vehicle Charging Stations	2.5% of auto stalls or per CAL Green requirements

3.3.2 General Design Standards

This section is intended to provide the general development regulations and standards for land uses located within the Specific Plan area. The following standards shall apply:

1. Buildings containing the land uses shall consist of quality architectural features.
2. Architectural elements such as pilasters, columns, canopies, porticos, colonnades, arcades, and other architectural elements may be incorporated.
3. In addition to the architectural elements standards expressed in this subsection, color changes, texture changes, and material changes shall be used.
4. Methods to reduce the likelihood of graffiti, such as creeping vines or other methods shall be incorporated, as appropriate.
5. Building entryways shall be clearly defined and incorporate architectural details.

Trash, Service, and Delivery Areas

1. Service areas and loading docks shall be screened from view from adjacent streets.
2. All outdoor storage areas for equipment shall be fully screened from view.
3. When appropriate, a landscape buffer may be provided along service/delivery areas.
4. Trash enclosures shall be a minimum six (6) feet in height and should be architecturally compatible with the main building.

Mechanical Equipment

1. Rooftop mechanical equipment shall be securely fastened to the roof and fully screened with architectural elements consistent with the overall design of the primary structure.
2. Exterior ventilating and mechanical equipment shall not disturb neighboring occupants and shall be screened, shielded, and/or buffered from sound from adjacent properties.

⁵ Mechanical mezzanines shall not require additional parking.

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3. All mechanical equipment, including aboveground utility boxes, telephone boxes, back flow preventers, cable boxes, or similar structures shall be fully screened from view from the closest adjacent public street. Screening shall not obstruct required equipment access required by the relevant utility provider.
4. Satellite dishes shall be roof-mounted and screened from view.

Lighting and Security

1. Site lighting shall be low or high-pressure sodium, maximum 750-watt, full cut-off fixtures, with the maximum light fixture height of 25 feet above finished grade, and a maximum lighting level of 0.5 foot candles at the property line. For LED lighting an equivalent wattage level shall be provided.
2. All freestanding light poles shall be located within landscaped areas. Concrete light pole bases shall be painted to match the primary building color or finished to match parking screening walls and shall not exceed 24' above finished grade.
3. No cameras may be oriented towards the runway and cameras must not record base airfield operations.
4. Perimeter fencing adjacent to airport runway must be a minimum of eight feet in height with three strands of barbed wire.

4

DESIGN GUIDELINES

This chapter explains design concepts and establishes design policies and design guidelines for development within the Specific Plan area. These guidelines address the built form as well as general guidelines related to mobility and parking, landscaping and signage.

The guidelines within this chapter describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. The design guidelines should be used in conjunction with the development standards described in Chapter 3: Development Regulations.

These design guidelines will serve to promote cohesive design and community identity. Graphics and photographic images are included as a visual reference and should not be interpreted as the only design solution. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To provide the March JPA with assurance that the Veterans Industrial Park will be developed in accordance with the quality and character described within this Specific Plan.
- To establish design guidelines for site design, architecture, circulation, parking, lighting, and other distinguishing features.
- To provide guidance to JPA staff, and the Commission in the review of future implementing projects within the Specific Plan area
- To provide developers, builders, planners, architects, landscape architects and property owners with guidelines and recommendations, to aid in maintaining the high level of community cohesiveness and unity, while still allowing for a degree of personal expression.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.

The terms “shall”, “should”, and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and economic fluctuations.

4.1 INTRODUCTION

These Design Guidelines are intended to create quality development while allowing flexibility. Projects implementing this Specific Plan will depict detailed building footprints, parking lot layouts, internal circulation flow patterns, and landscaping, and should be in substantial conformance with the goal of these Design Guidelines. However, the Design Guidelines in this Section are not intended to be interpreted in a way that would unnecessarily burden the Developer(s) and their design professionals with the need to exactly replicate the exhibits included in these guidelines.

These Design Guidelines consist of two principal elements: Architecture and Landscape. These elements define the design concept, physical character, and overall theme of the Veterans Industrial Park. Text descriptions and graphic exhibits are used to convey the overall theme of the project.

The Architectural Design Guidelines address the industrial themed architecture for buildings permitted within the Veterans Industrial Plan and are intended to provide a basis for decisions regarding the

structural environment. A high-quality industrial project is defined by the guidelines provided for architectural design and details, building mass and scale, materials and exterior colors, and articulation.

The Landscape Guidelines present general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting. Plant material guidelines provide direction regarding the use of plant materials that complement the overall theme. The Landscape Design Guidelines also provide general requirements relating to water conservation.

4.2 ARCHITECTURE GUIDELINES AND STANDARDS

4.2.1 Building Form and Orientation

Building form is a defining feature of architecture. Shape, massing, scale, proportion, and articulation are all components of a building's form. The proposed architecture for the Veterans Industrial Park is a contemporary design appropriate to the proposed industrial use. Building Corners facing Van Buren Boulevard will be utilized for offices and show a higher level of articulation and fenestration than the logistics/warehouse components of the plan.

Figure 4-1, *Example Architecture*, illustrate elevations that comply with these design guidelines. Future building designs may vary from this example. Buildings within the Veterans Industrial Park 215 Specific Plan shall comply with the following guidelines:

- Buildings should be oriented so that loading areas are screened from view from streets and public areas.
- Buildings should be arranged to provide convenient access to entrances and efficient internal circulation for vehicles and pedestrians.
- Visitor parking should be located with convenient access to public building entries
- Indoor or outdoor break areas shall be provided.
- Architectural style should be of a classic, contemporary technical/industrial style with clean efficient lines. Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms and rooflines should be avoided.
- Building planes visible from Van Buren Boulevard should be articulated using changes in building materials, color, and/or decorative accents/scoring.
- Modulation and variation of building masses between adjacent buildings visible from Van Buren Boulevard or Western Way is encouraged.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Pedestrian entrances to buildings accessible to visitors should be identifiable through changes in massing, color, and/or building materials.
- Primary building entries shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize the building's entry.





Source: RGA

Figure 4-1 Example Architecture

4.2.2 Materials and Colors

Complementary materials and colors play a key role in developing a pleasing visual environment. Slight variations from building to building are permitted within the Specific Plan area to provide visual interest.

- Materials shall be of a non-reflective material when facing the runway, including exterior ductwork, windows, and roofs.
- Appropriate primary exterior building materials within the Specific Plan area may include tilt-up concrete panels, stucco, and concrete.
- Primary materials may be accented by secondary materials on elevations visible from public streets such as Van Buren Boulevard and Western Way. Appropriate secondary materials may include glass, natural or fabricated stone, metal, and tile or tile panel systems. Highly reflective materials on elevations facing the runway or the aircraft approach path are prohibited.
- Building materials shall be durable and able to withstand long-term exposure to the elements.
- Trim details may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Foam cornice caps or moldings are discouraged.
- Colors and materials for all structures onsite should consist of earth tones. Use of at least two to three different colors, materials or textures is encouraged. Bright, primary colors are discouraged, except in tenant signage logos.
- Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color.
- The color of exposed downspouts, service doors and mechanical screens should complement the color of the structure.

4.2.3 Windows and Doors

Windows and doors should be defined by function, consistent in form, pattern, and color. Appropriate treatments consist of functional glass use, a balance of glazing and wall surfaces, with no highly reflective surfaces facing the runway.

- Window layout should be in a repetitive pattern for visual continuity.
- Window and door styles and trims should be consistent within a building and among multiple buildings.
- Mirrored or highly reflective glass is not permitted.
- Pedestrian entries should be clearly defined.

4.2.4 Loading Docks and Service Doors

- Service doors, loading docks, and truck courts should be screened so they are not easily visible from public roads, unless the public road is substantially higher in elevation than the loading areas. Screening may be accomplished with solid walls compatible with the architectural style of the building or by a combination of screen walls, landscaping, and berms. Screen walls may be located at the foot or top of slopes to effectively screen loading areas.
- Docks and truck courts should be separated from visitor and customer parking areas and pedestrian walkways through the use of walls, fences and/or landscaping.

- No loading or unloading activity is permitted to take place from public streets or the internal drive aisles. Trucks shall have clear and convenient access into and within the truck courts of each building and should not disrupt vehicular and pedestrian circulation.

4.2.5 Security Elements

Cameras

The location and appearance of security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet.

- No cameras may be oriented towards the runway and cameras must not record base airfield operations.
- Cameras may be mounted on poles in parking lots
- Cameras may be mounted on building or screen walls with the top of the camera below the top of the parapet
- The color of the camera housing should match the color of the poles or the building wall.

Inappropriate Treatment

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Exposed wiring
- Cameras mounted in spheres on arms projecting from building walls.

Fencing

Along the runway/airport boundary on the Specific Plan area's eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to JPA and March Air Reserve Base review.

Gating

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

4.2.6 Trash Enclosures

- All outdoor refuse bins or other containers must be screened within a permanent, durable enclosure and oriented away from public roads or other public view.
- The design of trash enclosures must be consistent with the architectural style, color, and materials of adjacent buildings.
- At least one trash enclosure shall be located adjacent to each building. Three sides of the trash enclosures will be constructed of concrete or block walls and the fourth side of a gate.

4.3 LANDSCAPE GUIDELINES

4.3.1 Landscape Master Plan

Landscape treatments around buildings will be designed to help break up the building massing by incorporating both ~~tall, vertical trees and~~ lower growing and ~~broader~~ canopy trees along Van Buren Boulevard. The ground plane will be landscaped with a mix of shrubs and ground cover plants to create a layered appearance along the western edge of the site adjacent to Van Buren Boulevard. On the eastern

side of the site adjacent to the airfield, landscaping will not include tree plantings and will provide a ground plane with sharp edges between shrubs and groundcover. A Conceptual Landscape Plan for the Specific Plan area is illustrated on Figures 4-3, and 4-4 *Landscape Master Plan*. Trees used within the Specific Plan will be selected from the list on Table 4-1 *Plant Materials*. Shrubs and groundcovers will be selected concurrent with final designs for individual projects within the Specific Plan area and shall be in keeping with the Airport Land Use Commission guidance for landscaping near airports (see Appendix D)-

Subsequent landscape plans created by tenants must adhere to the landscape materials outlined in this Section of the Specific Plan.

- Landscaping shall be provided in all setback areas of the Specific Plan area.
- The Specific Plan area shall comply with the landscape design measures to reduce water use contained within the MIPA Development Code Section 9.17 and with the ALUC guidance for landscaping near airports-
- Streetscapes will incorporate low water use plant materials to minimize irrigation needs. Open space areas not planted with living material should utilize permeable materials such as decomposed granite, mulch and/or rocks/cobble to reduce irrigation demands where possible.
- The community shall be irrigated with reclaimed or recycled water if available.
- Planting areas will be irrigated with a high efficiency automatic irrigation system.



Figure 4-2 Van Buren Boulevard Streetscape Edge

4.3.2 Water Quality

~~Bio-retention~~Stormwater basins are included in the drainage plan for the Specific Plan. The basins are shallow impoundments designed to collect, treat, and detain stormwater runoff before discharging it. ~~In addition to functioning as storm water/water treatment facilities, water quality features such as bioswales need to consider their impact on the overall aesthetics of the project. Whenever possible, these facilities will be carefully sited and integrated into landscaped areas if possible, and to avoid the look of engineered, utilitarian facilities.~~ The design should ~~integrated into the landscape and appear as a landscape feature, while incorporating acceptable plant material~~ utilize hardscape



Infiltration Basin (Source: SoCal LID Manual)

materials (i.e. non-vegetated) to avoid attracting birds, in accordance with the ALUC guidance for landscaping near airports.

~~Vegetative cover is important to minimize erosion and ensure that treatment occurs in biofiltration basins. To prevent basins from being used as walkways or passive recreation areas to the extent that their primary function is compromised, bioretention facilities will be planted with a combination of small trees along the upper edges, densely planted shrubs, and natural grasses (see Table 4-2).~~

~~Final design of on-site basin landscaping plant materials and will be reviewed by a BASI-certified biologist for compliance with FAA regulations.~~

The following guidelines should be followed:

- ~~_____ The basin area should be designed for at least 70 percent mature coverage to maximize biofiltration. Basin bottoms shall be constructed of porous material to allow for water penetration.~~
- ~~_____ Grasses should be native or ornamental; preferably ones that do not need to be mowed.~~
- ~~_____ The application of fertilizers and pesticides should be minimal.~~
- ~~_____ To maintain oxygen levels for the vegetation and promote biodegradation, and to comply with aviation-related restrictions related to ponding, it is important that vegetation not be completely submerged for any extended period of time.~~

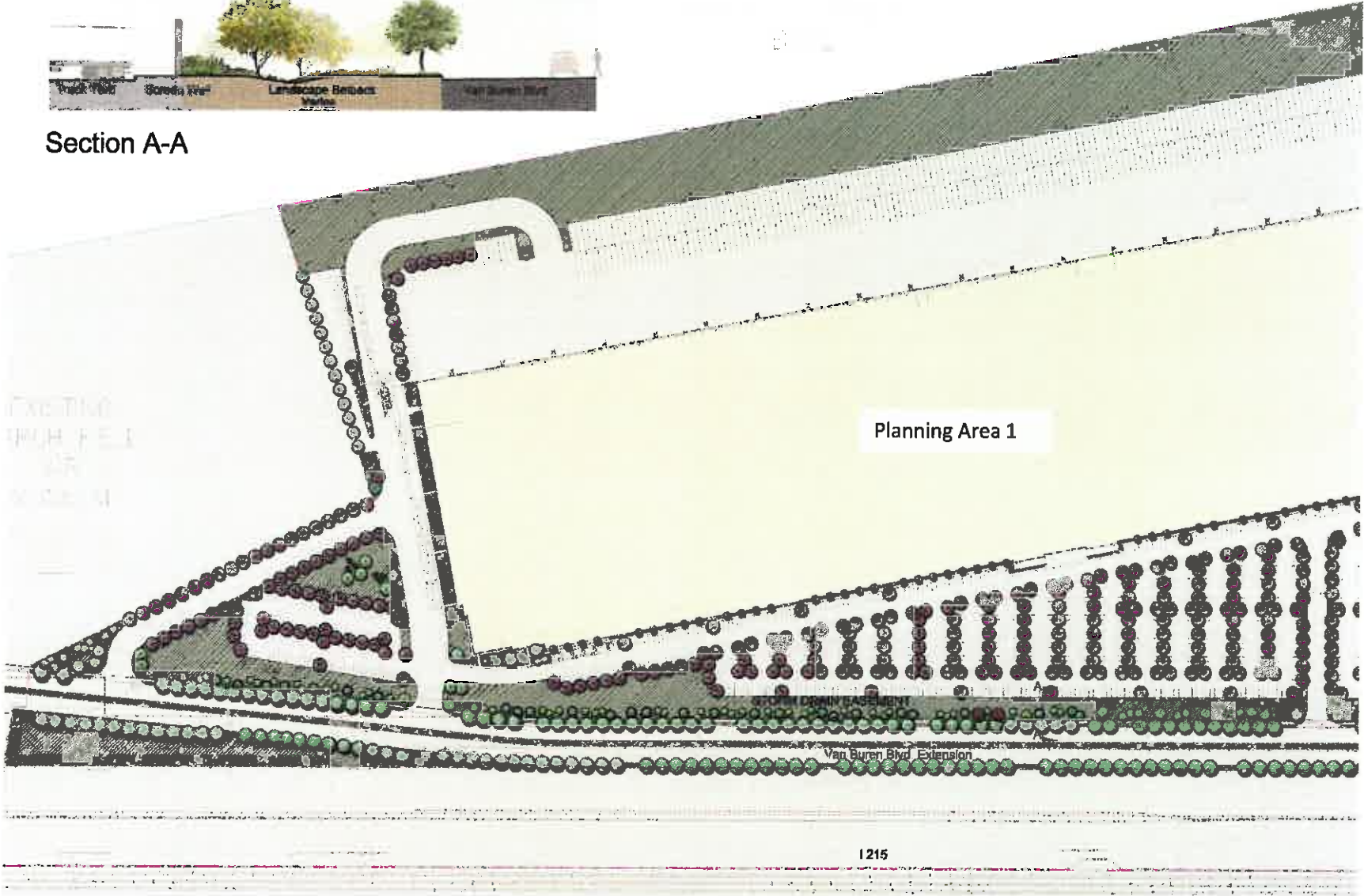
Table 4-1 Plant Materials - Trees				
Botanical Name	Common Name	Size	WUCOLS	Remarks
Cercidium 'Desert Museum'	Blue Palo Verde	24" Box	L	Multi
Cercis occidentalis	Western Redbud	24" box	M	
Chilopsis linearis	Desert Willow	24" Box	L	Multi
Chitalpa tashkentensis	Chitalpa	24" Box	L	Standard
Prosopis ssp.	Mesquite Tree	24" Box	M	Standard
Acacia smallii	Acacia	24" Box	L	Multi
Acacia stenophylla	Shoestring Acacia	24" Box	L	Multi
Lagerstroemia indica	Crape Myrtle	24" Box	M	
Pinus canariensis	Canary Island Pine	24" Box	M	Standard
Pinus eldarica	Afghan Pine	24" Box	L	Standard
Rhus lancea	African Sumac	24" Box	L	Standard
Tristania conferta	Brisbane Box	24" Box	M	Standard
Washington robusta	Mexican Fan Palm	10' bt	L	Skinned
Brahia armata	Blue Fan Palm	15 Gal	M	Standard
Table 4-2 Summary Plant Materials - Shrubs				
Botanical Name	Common Name	Size	WUCOLS	Remarks
Cistus 'Sunset Pink'	Sunset Pink Rockrose	5 Gal	M	
Callistemon "Little John"	Dwarf Bottle Brush	5 Gal	M	
Diets bicolor	Fortnight Lily	5 Gal	M	
Leucophyllum ssp.	Texas Ranger	5 Gal	L	
Ligustrum j. Texanum	Texas Privet	5 Gal	M	
Salvia c. 'Allen Chickering'	Allen Chickering Sage	5 Gal	L	
Salvia greggii	Autumn Sage	5 Gal	L	
Salvia leucantha	Mexican Sage	5 Gal	L	
Westringia f. "Grey Box"	Coast Rosemary	5 Gal	L	
Senna artemisioides	Feathery Cassia	5 Gal	L	

4 | DESIGN GUIDELINES

<u>Caesalpinia pulcherrima</u>	<u>Red Bird-of-Paradise</u>	<u>5-Gal</u>	<u>L</u>		
<u>Tecoma stans</u>	<u>Yellow Bells</u>	<u>5-Gal</u>	<u>L</u>		
<u>Artemisia spp.</u>	<u>Wormwood</u>	<u>5-Gal</u>	<u>L</u>		
<u>Rhamnus spp.</u>	<u>Coffeeberry</u>	<u>5-Gal</u>	<u>L</u>		
<u>Plant Materials - Succulents</u>					
<u>Latin Name</u>	<u>Common Name</u>	<u>Size</u>	<u>WUCOLS</u>	<u>Remarks</u>	
<u>Agave spp.</u>	<u>Agave</u>	<u>5 Gal</u>	<u>L</u>		
<u>Aloe spp.</u>	<u>Aloe</u>	<u>5 Gal</u>	<u>L</u>		
<u>Dasylerion wheeleri</u>	<u>Desert Spoon</u>	<u>5 Gal</u>	<u>L</u>		
<u>Hesperaloe parviflora</u>	<u>Red Yucca</u>	<u>5 Gal</u>	<u>L</u>		
<u>Opuntia spp.</u>	<u>Prickly Pear</u>	<u>5 Gal</u>	<u>L</u>		
<u>Echinocactus grusonii</u>	<u>Golden Barrel Cactus</u>	<u>5 Gal</u>	<u>L</u>		
<u>Plant Materials - Groundcovers</u>					
<u>Latin Name</u>	<u>Common Name</u>	<u>Size</u>	<u>Spacing</u>	<u>WUCOLS</u>	<u>Remarks</u>
<u>Acacia redolens 'Desert Carpet'</u>	<u>Dwarf Acacia</u>	<u>1 Gal</u>	<u>8' O.C.</u>	<u>L</u>	
<u>Festuca mairei</u>	<u>Alta Fescue</u>	<u>1 Gal</u>	<u>24" O.C.</u>	<u>M</u>	<u>Grass</u>
<u>Festuca o. 'Glauca'</u>	<u>Blue Fescue</u>	<u>1 Gal</u>	<u>12" O.C.</u>	<u>M</u>	<u>Grass</u>
<u>Hemerocallis hybridus-Yellow</u>	<u>Yellow Day Lily</u>	<u>1 Gal</u>	<u>24" O.C.</u>	<u>M</u>	
<u>Lantana 'Gold Mound'</u>	<u>Yellow Lantana</u>	<u>1 Gal</u>	<u>36" O.C.</u>	<u>L</u>	<u>Non fruiting</u>
<u>Muhlenbergia capillaris</u>	<u>Pink Muhly</u>	<u>1 Gal</u>	<u>36" O.C.</u>	<u>L</u>	<u>Grass</u>
<u>Rosmarinus o. 'Huntington Carpet'</u>	<u>Prostrate Rosemary</u>	<u>1 Gal</u>	<u>48" O.C.</u>	<u>L</u>	



Section A-A



Source: Hunter Landscape

Figure 4-3 Planning Area 1 Conceptual Landscape Plan



Source: Hunter Landscape

Figure 4-4 Planning Area 2 Conceptual Landscape Plan

Table 4.3 Recommended Native Plant List	
Latin Name	Common Name
<i>Achillea millefolium</i>	Yarrow
<i>Eschscholzia caespitosa</i>	Foothill Poppy
<i>Juncus bufonius</i>	Toad Rush
<i>Leymus triteoides</i> Rio	Wild Rye
<i>Deschampsia caespitosa</i>	Tufted hairgrass
<i>Festuca rubra</i> "Molate"	Red Fescue
<i>Hordeum brachyantherum</i>	Meadow Barley
<i>Muhlenbergia rigens</i>	Deergrass

4.3.3 Utility Placement and Screening

All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view by a combination of decorative walls (where appropriate) and dense landscaping.



- Utility boxes should be grouped where possible and placed in landscape setbacks and/or shrub/groundcover areas.
- Above grade utility boxes should be screened and planted to the extent possible while allowing required access and clearance, and providing for adequate sight distance if located near intersections.

Inappropriate Screening Treatments

- Screening materials contrasting with adjacent structures
- Chain link fencing
- Lack of landscape buffering

Roof-mounted mechanical equipment shall be fully screened by a parapet wall equal to or exceeding the height of the mechanical units, subject to FAA height limits.

4.3.4 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept. Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan.

- Along the runway/airport boundary on the Specific Plan area’s eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to MIPA and March Air Reserve Base review.

- Six-Foot Tubular Steel Fences are provided around the Water Quality Basins to provide safety and security for pedestrians walking near the Basins. The Tubular Steel Fence is constructed from steel pickets painted black.
- Screening walls for trucks shall be 12' high (minimum).

Pedestrian and vehicular access gates visible from public areas such as parking lots and public streets shall be constructed of a durable material, such as tubular steel.

Plot Plans must include all site fencing, truck screening wall, and gate details.

Materials

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete or painted tilt-up screen walls. Fences shall be wrought iron or tubular steel. Chain link fencing is not permitted except for security fencing along the runway.

Design elements may include:

- Varied heights
- wall plane offsets
- Scoring or other decorative elements
- Pilasters or distinctive elements.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels or landscape pockets.



4.3.5 Exterior Lighting

Lighting will utilize high efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, the adjacent runway, and open space areas, and appropriate shielding or recesses to minimize glare and reflections.

Street and parking lot lighting will meet JPA standards.

- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, especially when within 100 feet of open space or adjacent runways. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts should be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures should be avoided – maximum height is 25 feet. Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site.
- Energy efficient, low voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting below 2500 Kelvin is also allowed.
- If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- Addresses should be visible from streets and illuminated at night.

4.3.6 Signage

Signage will be provided in accordance with a Sign Program prepared prior to building permit issuance. The Signage will conform to MIPA Development Code requirements.

5

ADMINISTRATION AND IMPLEMENTATION

This chapter discusses the development review procedures by the March JPA and other relevant permitting agencies applicable to the Specific Plan. A process for amendments to the Specific Plan is discussed as well as a process for ~~substantial conformance~~Administrative Amendment determinations.

The purpose of this chapter is to provide an outline of the steps necessary to implement the Veterans Industrial Park 215 Specific Plan and applicable regulations in coordination with the March JPA and other governing public agencies. This chapter is intended to address each of these elements for the benefit of the development team, the MIPA and other relevant agencies, and interested citizens.

The approval of this Specific Plan, certification of an Environmental Impact Report, and adoption of conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP) will assure that timely mitigation of project impacts takes place at the appropriate milestones and in accordance with project implementation.

5.1 ADMINISTRATION

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to agencies to utilize Specific Plans for purposes of implementing the goals and policies of the General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

5.1.1 Responsibility

The March JPA's Planning Department, its Director or their designee shall be responsible for administering the Veterans Industrial Park 215 Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the March JPA General Plan, and the March JPA Development Code.

5.1.2 Applicability

The Veterans Industrial Park 215 Specific Plan serves as the implementation tool for the zoning for the Specific Plan Area. The Specific Plan addresses permitted uses, development standards, and design guidelines.

5.1.3 Enforcement and Interpretation

The JPA shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Development Code.

Whenever the provisions contained in the Specific Plan conflict with the Development Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Veterans Industrial Park 215 Specific Plan shall be resolved by the Planning Director, or their designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

5.1.4 Severability

If any portion of this Specific Plan and its regulations are declared to be invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

5.1.5 Initial Entitlements

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the JPA:

- Environmental Impact Report ("EIR") – The Veterans Industrial Park 215 Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality

Act ("CEQA"). As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the JPA prior to approval of any of the project-related entitlements.

- General Plan Amendment – The Project site is presently identified as "Aviation" by the General Plan. An amendment of the General Plan Land Use map will be required to add a "Specific Plan" designation (SP-8) to the underlying Aviation designation. ~~In addition, an amendment to the list of uses within the designation would include the addition of general warehousing/logistics.~~
- Specific Plan – The Project site is presently un-zoned. The Veterans Industrial Park 215 Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan project area. The Specific Plan will implement the JPA's General Plan. The Specific Plan will be considered by the Joint Powers Commission (JPC) and will be adopted by Ordinance. Tract/parcel maps or plot plans must be in substantial compliance with the adopted Specific Plan.
- Plot Plan – ~~The A~~ site development plan for the project, consisting of ~~two buildings of approximately 2,185,618 square feet~~ an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways. If the project changes due to specific tenants after approval, a new or revised plot plan would be processed with MJPA.
- Subdivision Map – The Subdivision Map is a basic tool for implementation of a Specific Plan. The project's Tentative Parcel Map will create either the individual one or two legal lots for project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. A Tentative Parcel Map has been prepared (TMP 37220) and will be considered by the JPA concurrently with the review of this Specific Plan. The Parcel Map creates the backbone road rights-of-way, and ~~two either one or two~~ development parcels.
- Development Agreement/Disposition and Development Agreement – A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure. Such development agreement shall be fully approved before the issuance of the first building permit for this project. In addition, and Disposition and Development Agreement (DDA) will be executed to formalize the land transaction.

5.1.6 ~~Substantial Conformance~~Administrative Amendments

Final development plans for the project may be adjusted or modified based on final design and engineering and the precise development plans of the builder. ~~Substantial Conformance~~Administrative Amendment is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

Upon the request of Developer for an amendment or modification of any Project Approval, the JPA Planning Director or his/her designee shall determine: (a) whether the requested amendment or modification is minor when considered in light of the Project as a whole; and (b) whether the requested amendment or modification substantially conforms with the material terms of the Specific Plan and the Applicable Law and may be processed administratively. If the JPA Planning Director or his/her designee finds that the requested amendment or modification is both minor and substantially conforms with the material terms of the Specific Plan and the Applicable Law, the amendment or modification shall be determined to be an "Administrative Amendment" and the JPA Planning Director or his/her designee may approve the Administrative Amendment, without public notice or a public hearing.

Written documentation requesting a proposed minor modification/~~substantial conformance~~administrative amendment finding to support an implementing map, site plan, or use permit or modification of conditions of approval must be submitted for the review and approval of the Planning Director or their designee in accordance with Section 9.02.280 and Section 9.02.290 of the March JPA Development Code or as otherwise outlined in the project's Development Agreement.

~~A Substantial Conformance application shall be subject to minor development review procedures. A substantial conformance application may be filed in lieu of an applicable minor development review application, provided that the proposal complies with the limitations described below:~~

- ~~▪ That the proposal is not inconsistent with the expressed intent of the original project approval;~~
- ~~▪ That the proposal qualifies as a categorical exemption under the California Environmental Quality Act and/or the proposal is consistent with the environmental determination for the original project and where no further environmental determination is necessary; and~~
- ~~▪ That the proposed modifications do not have the potential to adversely affect surrounding land uses or improvements.~~

5.1.7 Amendments

Substantial modifications to the Specific Plan would require an Amendment. A minor modification or adjustment to the Specific Plan listed in the section above would not require a Specific Plan Amendment.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);
- Any increase in the overall development intensity thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

5.1.8 Appeals

An appeal of any determination, decision, or requirement of the March JPA Planning Director shall be made in conformance with the appeal procedures established by the Development Code Section 9.02.240.

5.2 IMPLEMENTATION

5.2.1 Adoption

The Veterans Industrial Park 215 Specific Plan will be prepared, submitted, and approved in a manner consistent with California Government Section 65451, as well as Chapter 9.13 of the JPA's Development Code. The Specific Plan will be adopted by Ordinance and shall serve as the zoning for the Veterans Industrial Park 215 project area. The approved Specific Plan project site will be designated on the JPA's General Plan Land Use Diagram and Zoning Map as the Veterans Industrial Park 215 Specific Plan. The land use and development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

5.2.2 Phasing

Construction of the proposed project, including recordation of final subdivision map(s), and plot plan review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety.

Any project phasing would:

- Provide for the orderly build-out based upon market demand;
- Provide adequate infrastructure to service the project;
- Phases may occur concurrently so long as the associated infrastructure is provided.

5.2.3 Maintenance and Ownership

Maintenance of facilities within the Veterans Industrial Park 215 Specific Plan will be accomplished through a combination of public and private mechanisms. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by a private maintenance mechanism. Table 5-1, *Financing, Ownership, and Maintenance* outlines the anticipated program.

A Business Association and/or multiple associations may be formed to address the maintenance of private drives, shared driveways, landscaping, signage, water quality features, and private infrastructure within the Specific Plan.

Table 5-1 Financing, Ownership, and Maintenance			
Improvement	Financing	Ownership	Maintenance
Water System (off-site)	Developer	Public	Public
Water System (on-site)	Developer	Private	Private
Sewer System (off-site)	Developer	Public	Public
Sewer System (on-site)	Developer	Private	Private
Drainage System On-site Regional	Developer Developer	Private Public	Private Public
Public Street Improvements (Van Buren)	Developer	MJPA	MJPA
Public Street Improvements (Western Way)	Developer City of Perris with developer mitigation fee	City of Perris	City of Perris
Private Internal Streets and driveways	Developer/Builder	Private	Private
Landscaping within Public Right-of-Way	Developer	MJPA	MJPA/Private

5.2.4 Relationship to CEQA

The California Environmental Quality Act (CEQA) classifies a specific plan as a “project” which is subject to environmental review. An Environmental Impact Report (EIR) is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provision of CEQA. This EIR will analyze the Specific Plan and address potential impacts associated with the development of the Specific Plan area. The EIR will include recommended mitigation measures and analyzes implementing actions for the development. The EIR will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

An approved Mitigation Monitoring Program will insure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring program shall be established upon EIR certification by the MJPA.

6

APPENDICES

- A Legal Description
- B General Plan Conformance
- C Land Use Compatibility Plan
- D Landscaping for Airports

**APPENDIX A
LEGAL DESCRIPTION**

THE LEGAL DESCRIPTION SHOWN HEREON HAS BEEN PREPARED BY THE SURVEYOR OF RECORD FOR THE PURPOSE OF DEPICTING THE AREA TO BE INCLUDED IN THIS SURVEY ONLY. SAID DESCRIPTION IS NOT TO BE USED FOR CONVEYANCE OF TITLE OF ANY NATURE.

THAT PORTION SECTIONS 25, 26, 35 AND 36, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SHOWN AS PARCEL 11 ON MAP FILED IN BOOK 110 PAGES 30 TO 40 INCLUSIVE, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER, OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°06'59" WEST 670.29 FEET IN THE EASTERLY BOUNDARY OF SAID PARCEL 11, SAID SOUTHERLY TERMINUS ALSO BEING A POINT ON THE NORTHERLY LINE OF PARCEL MAP NO. 8698, AS PER MAP FILED IN BOOK 37 PAGE 90, OF PARCEL MAPS IN THE OFFICE OF SAID RECORDER; THENCE ALONG SAID NORTHERLY LINE SOUTH 89°53'52" WEST 117.66 FEET; THENCE LEAVING SAID NORTHERLY LINE NORTH 30°09'25" WEST 124.78 FEET TO A LINE PARALLEL WITH 108.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERLY LINE; THENCE ALONG SAID PARALLEL LINE SOUTH 89°53'52" WEST 1955.75 FEET TO THE EASTERLY BOUNDARY OF CALIFORNIA STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MONUMENTATION MAP 45680 ON FILE IN THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION; THENCE ALONG SAID EASTERLY BOUNDARY NORTH 19°22'43" WEST 4259.32 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY NORTH 77°53'09" EAST 120.23 FEET; THENCE SOUTH 17°20'02" EAST 24.72 FEET; THENCE NORTH 75°40'21" EAST 81.83 FEET; THENCE SOUTH 45°37'50" EAST 766.67 FEET; THENCE NORTH 52°14'06" EAST 614.61 FEET TO THE NORTHWESTERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°07'27" WEST 3507.80 FEET IN THE BOUNDARY OF THE "MARCH AIR RESERVE BASE" AS SHOWN ON MAP FILED IN BOOK 124 PAGES 69 TO 81 INCLUSIVE OF SAID RECORDS OF SURVEY; THENCE ALONG SAID LAST MENTIONED BOUNDARY AS FOLLOWS: SOUTH 30°07'25" EAST 3507.87 FEET; THENCE SOUTH 49°46'59" WEST 73.50 FEET; THENCE SOUTH 39°57'49" EAST 421.43 FEET; THENCE SOUTH 30°06'29" EAST 670.22 FEET TO THE POINT OF BEGINNING.

APPENDIX B

Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 1	<i>Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.</i>	The project provides for logistics/industrial uses. These uses are compatible with the General Plan and the adjacent Perris Valley Commerce Center Specific Plan. The project will include a General Plan Amendment adding a Specific Plan Overlay designation to the Site. Consistent with the Reuse Plan and General Plan, the project will continue to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
Policy 1.1	<i>Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.</i>	See response to Land Use Goal 1.
Policy 1.2	<i>Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses.</i>	See response to Land Use Goal 1.

APPENDIX B

Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
<i>Policy 1.3</i>	<i>Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.</i>	<p>The project is consistent with the approved General Plan circulation plan. The project will extend Van Buren Boulevard south of the March Air Field Museum. The General Plan designates the Van Buren Boulevard extension as a Major Arterial. This segment of Van Buren Boulevard will be designed as a Modified Secondary Highway, which while providing two traffic lanes, provides 97-feet of right-of-way instead of 100-feet of right-of-way the General Plan assigned to a Major Arterial. An additional 20-foot separation between the edge of sidewalk and screen walls associated with the Veterans Park Specific Plan.</p> <p>In addition, the project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.</p>
<i>Policy 1.4</i>	<i>Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.</i>	<p>The property does not currently have a zoning designation. The General Plan land use is Aviation, which would allow for a variety of uses including hangars, aviation support services, air cargo storage, fixed based operations, and aviation operations services. The Site does not have direct access to flying facilities. As such, industrial facilities described in the Specific Plan will allow for a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers. It is anticipated that these uses would support airport-related businesses in the future.</p>
<i>Policy 1.5</i>	<i>Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation - related, and research and development.</i>	<p>The project will provide a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers.</p>
<i>Policy 1.6</i>	<i>Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure.</i>	<p>See response to Land Use Goal 1.</p>

APPENDIX B

Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
<i>Policy 1.9</i>	<i>Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.</i>	The project does not include specific aviation-related facilities, however, the development concept could support airport related businesses. Building height and uses described within the Specific Plan are consistent with the AICUZ guidelines and requirements.
Goal 2	<i>Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.</i>	The project provides the same types of land uses as designated in the General Plan. These land uses are compatible with the surrounding land uses. Incompatible or competing land uses will not be allowed in the project area.
<i>Policy 2.1</i>	<i>Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.</i>	The Specific Plan Design Guidelines provide the architectural, signage, walls and fences, lighting, and landscaping standards to help alleviate any land use incompatibilities with the surrounding areas.
<i>Policy 2.3</i>	<i>Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions.</i>	See response to Land Use Goal 2.
<i>Policy 2.4</i>	<i>Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.</i>	See response to Land Use Goal 2.

APPENDIX B

Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 3	<i>Manage growth and development to avoid adverse environmental and fiscal effects.</i>	Development of the project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The project will be required to implement the applicable infrastructure and services per the Development Agreement. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts.
Policy 3.1	<i>Manage growth so that its rate does not exceed the ability of March JPA or service districts to provide for an acceptable level of public facilities and services.</i>	The project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
Goal 4	<i>Develop an identity and foster quality development within the Planning Area.</i>	The Specific Plan Design Guidelines will provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development.
Policy 4.1	<i>Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas.</i>	See Response to Land Use Goal 1.
Policy 4.4	<i>Develop a distinctive community identity for commercial, business park and industrial developments that reflect the character and atmosphere of March JPA Planning Area through the use of good planning and design principals, and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.</i>	See responses to Land Use Goals 1 and 4.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
<i>Policy 4.7</i>	<i>Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.</i>	See response to Land Use Goal 1.
Goal 5	<i>Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.</i>	The project will expand on the large employment center concept started by the adjacent Meridian Specific Plan and Perris Valley Commerce Center Specific Plan. As such, it will provide a substantial enhancement to the tax base.
<i>Policy 5.1</i>	<i>Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.</i>	See response to Land Use Goal 5.
<i>Policy 5.2</i>	<i>Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan.</i>	Riverside Inland Development, LLC, has entered into a Memorandum of Understanding with March JPA related to development of the property within the Specific Plan area. The applicant, Riverside Inland Development, LLC, has assumed the responsibilities and obligations of the Master Developer for the remaining areas of the former March Air Force Base (which includes this project area) in a Disposition and Development Agreement which will be processed concurrently with the Veterans Industrial Park 215 Specific Plan.
<i>Policy 5.5</i>	<i>Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion.</i>	See response to Land Use Goal 1.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 6	<i>Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions.
Policy 6.3	<i>Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.</i>	See response to Land Use Goal 6.
Policy 6.4	<i>Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc.</i>	See response to Land Use Goal 6.
Policy 6.5	<i>Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.</i>	See response to Land Use Goal 6.
Policy 6.8	<i>Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.</i>	The project will obtain concurrence letters from the FAA stating, “no hazard to air navigation” for the proposed buildings within the development.
Goal 7	<i>Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services</i>	The Veterans Industrial Park 215 Specific Plan includes industrial land uses compatible with the adjacent aviation uses through compliance with runway height limitations, provision of security fencing, and provision of warehousing, and logistics, which could support aviation-related business.
Policy 7.6	<i>Plan for compatible land uses within the aviation area.</i>	See response to Land Use Goal 7.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 8	<i>Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.</i>	There are no known sensitive environmental areas near the site. A jurisdictional drainage channel is present, crossing the project site; impacts to this drainage will be addressed through a permitting process with appropriate agencies. Design features and mitigation measures to minimize the impacts to potential sensitive land uses from the project will be evaluated during the environmental review process.
Policy 8.1	<i>Where practical, revegetate graded area with native plants compatible to the area to prevent erosion.</i>	The project will comply with the requirements of the California Construction General Permit (SWRCB Orders No. 2009-009-DWQ as amended by Order 2010-0014-DWQ and Order 2012-006-DWQ) and employ Best Management Practices (BMPs) to minimize erosion for graded areas.
Goal 10	<i>Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.</i>	See response to Land Use Goal 3.
Policy 10.1	<i>Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.</i>	See response to Land Use Goal 3. The project sponsors will finance the public service extensions to water and sewer lines to serve the project, as well as extending Van Buren Boulevard adjacent to the site. In addition, the project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development. Further, the project will pay its fair share of the cost of providing services and infrastructure through payment of the development impact fees assessed by the JPA.
Policy 10.2	<i>Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use.</i>	See response to Land Use Goal 3.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
<i>Policy 10.3</i>	<i>Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.</i>	See response to Land Use Goal 3.
Goal 12	<i>Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.</i>	See response to Land Use Goal 3.
<i>Policy 12.3</i>	<i>Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.</i>	See responses to Land Use Policy 1.3 and Goal 3.
Goal 13	<i>Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.</i>	The project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development. A Water Supply Assessment was prepared as part of project entitlement by Western Municipal Water District to evaluate the required water supply for the subject logistics project.
<i>Policy 13.2</i>	<i>Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas.</i>	See response to Land Use Goal 17. Note that due to the close proximity to the airport runways the project must minimize standing water while addressing water quality requirements for the site. On-site bio-retention basins will treat on-site runoff while minimizing standing water.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 14	<i>Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.</i>	The project will provide the necessary conveyance facilities to achieve this goal. The project EIR will evaluate infrastructure requirements, including conveyance and treatment of wastewater.
Policy 14.1	<i>Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements.</i>	The project will comply with the March JPA’s NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011.
Policy 14.2	<i>Require connection to the sewer system for any development occurring on land formerly part of March AFB.</i>	See response to Goal 14 and Land Use Policy 14.1. As shown in Figure 3-6 of the Specific Plan, the project will extend sewer lines to service the project, connecting to the existing sewer lines adjacent to the Specific Plan area.
Policy 14.3	<i>Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation.</i>	Reclaimed water is not available for use within the project.
Goal 16	<i>Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.</i>	The project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
Policy 16.1	<i>Where feasible, require new development to underground on-site telecommunication connections.</i>	The project will underground on-site telecommunication connections.

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General Plan Goal/Policy		Consistency
Land Use		
Goal 17	<i>Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.</i>	The project will comply with the March JPA’s NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. A hydrology study and water quality management plan (WQMP) will be prepared for the project. It is not presumed that project implementation would have a substantial impact on water quality standards or waste discharge requirements. The project will provide for a drainage plan to convey on-site flows to the existing drainage areas downstream of the project. Any significant impacts to hydrology and water quality will be mitigated through the environmental review process and prior to development.
Policy 17.1	<i>Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.</i>	See response to Land Use Goal 17.
Policy 17.2	<i>Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.</i>	See response to Land Use Goal 17.
Policy 17.3	<i>Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.</i>	The project’s hydrology study evaluates the system required to capture and convey on-site runoff. Site runoff will be captured and detained in three on-site basins, located in each of the two planning areas within the Specific Plan area. Water will be detained, treated, and released at a rate consistent with the existing condition.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 1	<i>Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.</i>	The project is located to the east of the Meridian Specific Plan area. The existing infrastructure for the Meridian development will be extended to the east to support the project, including extension of Van Buren Boulevard from its existing terminus to the extension of Western Way on the Specific Plan’s southern edge. This road extension is consistent with the planned roadway network in the General Plan Circulation Element.
Policy 1.1	<i>Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.</i>	See responses to Transportation Goals 1 and 2.
Policy 1.2	<i>Design transportation improvements which are compatible with the natural environment. Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes.</i>	See responses to Land Use Policy 14.3 and Resource Management Policy 1.5. The Specific Plan’s landscape plan illustrates the proposed landscaping within the Specific Plan Area and in the proposed roadways supporting the project. The plant palette outlined in Table 4-1 of the Specific Plan is comprised of drought tolerant landscape materials.
Policy 1.4	<i>Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element’s effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from).</i>	See responses to Transportation Goals 1 and 2. No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 2	<i>Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
Policy 2.6	<i>FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall be upheld and supported to encourage and realize a safe environment in and around the aviation field.</i>	FAA standards and AICUZ requirements, as well as Department of Defense Instructions and Air Force Instructions, will be complied with. The project’s land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B2 occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport’s 48 hour criteria will be allowed as part of the project’s drainage plans.
Policy 2.7	<i>On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes.</i>	The project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping.
Policy 2.8	<i>Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable.</i>	The project will comply with the roadway standards within the Circulation Plan associated with this Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development. For the Van Buren Boulevard extension to the east of I-215, the General Plan does not include on-street bike lanes.

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General Plan Goal/Policy		Consistency
Transportation		
Goal 3	<i>Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.</i>	This project will construct an internal driveway/private drive network and provide for the extension of Van Buren Boulevard from its existing terminus to a planned extension of Western Way on the Specific Plan’s southern edge, based on future demand and the General Plan circulation element. Transportation improvements will be constructed and phased as determined by the project EIR’s traffic analysis. The project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development.
Policy 3.1	<i>Follow standards for transportation element roadways in designing and constructing street improvements.</i>	See response to Transportation Policy 2.8.
Goal 4	<i>Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.</i>	project internal drives and adjacent public roadways (Van Buren Boulevard and Western Way extensions) will be sized to accommodate projected future traffic in an efficient manner.
Policy 4.2	<i>All streets shall be constructed in accordance with planning area’s standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities.</i>	See response to Transportation Policy 2.8.

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General Plan Goal/Policy		Consistency
Transportation		
<i>Policy 4.10</i>	<i>Work with the City of Perris to plan for an arterial roadway on the east frontage of I-215 between Van Buren Boulevard and Oleander Avenue, in order to preserve future options for developing a passenger or air cargo terminal on the west side of the runway.</i>	The proposed extension of Van Buren Boulevard on the eastern edge of I-215, connecting with a proposed extension of Western Way in the City of Perris, implements this requirement.
Goal 6	<i>Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.</i>	project internal roadways will be designed in accordance with the “County Road Improvement Standards and Specifications,” published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards, and implement appropriate intersection and driveways intervals on arterial roadways.
<i>Policy 6.2</i>	<i>Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage.</i>	The Specific Plan area includes approximately 5,500 linear feet of frontage on the proposed extension of Van Buren Boulevard, allowing for approximately 18 access points. The Specific Plan land use includes six points of access and is thus consistent with this requirement.
Goal 7	<i>Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.</i>	Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.
<i>Policy 7.5</i>	<i>Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 8	<i>Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.</i>	See response to Transportation Goal 2. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA) as appropriate along the proposed extension of Van Buren Boulevard and Western Way.
Policy 8.1	<i>Evaluate transportation alternatives with project design, development and implementation.</i>	See responses to Transportation Goals 1 and 2.
Goal 9	<i>Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.</i>	See response to Land Use Goal 1. The project will provide a large employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
Policy 9.1	<i>Provide incentives to employers who encourage carpooling and vanpooling for employees.</i>	See response to Transportation Goal 7.
Policy 9.2	<i>Provide preferential parking for carpools and vanpools, where appropriate.</i>	The Specific Plan development regulations require a minimum of 5% carpool/vanpool parking spaces within the Specific Plan area.
Goal 10	<i>Regulate the travel of trucks on March JPA Planning Area streets.</i>	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
<i>Policy 10.1</i>	<i>Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.</i>	See response to Transportation Goal 10.
<i>Policy 10.2</i>	<i>Clearly sign designated truck routes and identify maximum weight limitations on these routes.</i>	See response to Transportation Goal 10. This requirement would be implemented as part of construction plans for the public roadways developed as part of the project (Van Buren Boulevard and Western Way).
Goal 11	<i>Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.</i>	The project will provide adequate parking to limit the potential for parking spillover on to streets. Parking will be provided in accordance with the Development Regulations established by the Specific Plan. Parking ratios have been provided based on square footage. Parking ratios for car/vanpools, bicycle parking, and charging stations have also been provided in the Specific Plan development regulations.
<i>Policy 11.1</i>	<i>Provide for adequate parking facilities for all uses.</i>	See response to Transportation Goal 11.
<i>Policy 11.4</i>	<i>Require all new development to provide adequate off-street parking based on expected parking needs</i>	See response to Transportation Goal 11.
<i>Policy 11.5</i>	<i>Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.</i>	The project will provide adequate loading areas associated with the proposed logistics/industrial buildings.

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General Plan Goal/Policy		Consistency
Transportation		
Goal 12	<i>Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
Policy 12.7	<i>Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.</i>	As shown in the street cross sections of the Specific Plan’s Circulation Plan, sidewalks are provided on the project-frontage of Van Buren Boulevard, and right of way accommodating sidewalks is provided on both Van Buren Boulevard and Western Way extensions.
Goal 13	<i>Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.</i>	The project will not impact the use of the air field in any way.
Policy 13.6	<i>Protect flight paths from inappropriate development encroachment.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions
Policy 13.8	<i>Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA.</i>	See response to Policy 13.6 above.
Goal 15	<i>In accordance with state and federal law, promote and provide mobility for the disabled.</i>	Development plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).
Policy 15.1	<i>Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.</i>	See response to Transportation Goal 15.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Noise		
Goal 1	<i>Ensure that land uses are protected from excessive and unwanted noise.</i>	project development shall be consistent with the land use and noise limitations established in the AICUZ study and the Riverside County Airport Land Use Plan and MJPA Development Code. Industrial uses are consistent with the noise limitations of the AICUZ study.
<i>Policy 1.1</i>	<i>Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible.</i>	The project EIR will evaluate noise impacts. The Specific Plan area is located adjacent to the airport runway, an inherently noisy environment. Any significant impacts from project noise will be mitigated through the environmental review process and prior to development. Industrial uses are consistent with the noise limitations of the AICUZ study.
<i>Policy 1.3</i>	<i>Encourage good acoustical design in new construction.</i>	See response to Noise Policy 1.1.
Goal 2	<i>Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.</i>	No sensitive uses are located in proximity to the proposed Specific Plan area. Design features and mitigation measures to minimize noise impacts from the project will be evaluated during the environmental review process. Incompatible land uses will not be allowed in the project area.
<i>Policy 2.4</i>	<i>March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed.</i>	See response to Noise Goal 2.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Noise		
Goal 3	<i>Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.</i>	See response to Noise Goal 2.
Policy 3.4	<i>Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development property located adjacent to aviation and rail facilities.</i>	Noise mitigation, if required, will be incorporated into the project based on the noise studies prepared as part of the project’s Environmental Impact Report.
Policy 3.7	<i>Limit trucking operations to appropriate routes, times and speeds.</i>	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan. Standard speeds would apply on public truck routes.
Policy 3.8	<i>Appropriate muffling systems for construction equipment and operations shall be required, as necessary.</i>	The project EIR will evaluate noise impacts associated with construction. Any significant impacts from project construction noise will be mitigated through the environmental review process and prior to development.

General Plan Goal/Policy		Consistency
Air Quality		
Goal 1	<i>Promote alternative modes of travel.</i>	See response to Transportation Goal 2.
Policy 1.3	<i>Support trip-reduction programs, such as longer work days, shorter week work schedules.</i>	See response to Transportation Goal 7.

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General Plan Goal/Policy		Consistency
Air Quality		
Goal 2	<i>Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.</i>	The project will provide an employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
Policy 2.1	<i>Create an employment center within the housing rich environment of the subregion.</i>	See responses to Air Quality Goal 1 and Transportation Goal 9.
Goal 3	<i>Reduce air pollution through proper land use, transportation and energy use planning.</i>	See responses to Transportation Goals 2 and 7.
Policy 3.1	<i>Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled.</i>	The Specific Plan development regulations allow for ancillary office and retail uses in association with the proposed logistics uses. Inclusion of these ancillary uses will reduce the need for outside vehicular trips.
Policy 3.2	<i>Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips.</i>	See responses to Land Use Goal 1 and Transportation Goal 9.
Policy 3.3	<i>Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
Policy 3.4	<i>Encourage ride share programs.</i>	See response to Transportation Goal 7.

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General Plan Goal/Policy		Consistency
Air Quality		
Policy 3.5	<i>Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services.</i>	See response to Transportation Goal 2. In addition, the project will include charging stations for electric vehicles within the parking areas of the plan consistent with CAL Green standards.
Goal 5	<i>Maximize the effectiveness of air quality control programs through coordination with other governmental entities.</i>	The project will comply with South Coast Air Quality Management District rules and regulations.
Policy 5.5	<i>Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.</i>	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.
Goal 6	<i>Reduce emissions associated with vehicle/engine use.</i>	See responses to Land Use Goal 1 and Transportation Goal 9.
Policy 6.3	<i>Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.</i>	See response to Transportation Goal 10.
Policy 6.5	<i>Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.</i>	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Air Quality		
Goal 7	<i>Reduce emissions associated with energy consumption.</i>	Buildings shall be designed to reduce energy usage through various measures (such as energy efficient lighting and glazing, using lighter colored roofing materials, orienting buildings north and increasing wall insulation above Title 24 requirements, etc.) The project’s EIR will analyze the impacts associated with energy consumption and proposed mitigation measures to reduce impacts.
<i>Policy 7.1</i>	<i>Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.</i>	See response to Air Quality Goal 7.
<i>Policy 7.3</i>	<i>Support passive solar design in new construction.</i>	See response to Air Quality Goal 7.
<i>Policy 7.4</i>	<i>Support recycling programs which reduce emissions associated with manufacturing and waste disposal.</i>	Recycling of materials will be a component of the waste management program of uses within the Specific Plan area.
<i>Policy 7.5</i>	<i>Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.</i>	The specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project’s plant materials include predominantly drought tolerant vegetation.
Goal 8	<i>Reduce air pollution emissions and impacts through siting and building design.</i>	See response to Air Quality Goal 7. Design features and mitigation measures to minimize the impacts to air quality from the project will be evaluated during the environmental review process.
<i>Policy 8.1</i>	<i>Support the use of low polluting construction materials and coatings.</i>	The project EIR will evaluate air quality impacts from construction. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Air Quality		
Goal 9	<i>Reduce fugitive dust and particulate matter emissions.</i>	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. Where feasible, construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway or track-out devices should be installed. In addition, the project EIR will evaluate impacts associated with fugitive dust and particulate matter during construction and proposed mitigation measures to reduce or eliminate impacts.
Policy 9.1	<i>Require all feasible fugitive dust reduction techniques to be utilized during construction activities.</i>	See response to Air Quality Goal 9.

General Plan Goal/Policy		Consistency
Housing		
The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The project maintains consistency with the General Plan’s absence of a residential land use designation within the Specific Plan area.		

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
Goal 1	<i>Conserve and protect surface water, groundwater, and imported water resources.</i>	The project will be constructed to mitigate impacts to the existing drainage channel. Furthermore, the project EIR will evaluate impacts to hydrology and water supply from the project. Any significant impacts to hydrology or water supply from the project will be mitigated through the environmental review process and prior to development.
Policy 1.1	<i>Where possible, retain local drainage courses, channels and creeks in their natural condition.</i>	See response to Resource Management Goal 1. The on-site drainage is related to regional water flows across the site and is not a natural stream course. The proposed grading plan impacts this drainage to facilitate development of the site and to provide an alternative drainage conveyance plan for regional flows. Impacts will be mitigated in accordance with agency permitting requirements.
Policy 1.2	<i>Protect groundwater and surface water resources from depletion and sources of pollution.</i>	See responses to Land Use Goal 17 and Resource Management Goal 1.
Policy 1.4	<i>Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.</i>	See response to Air Quality Goal 7.
Policy 1.5	<i>Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought-resistant landscaping, and reclaimed water for irrigation, when available and appropriate.</i>	The project will comply with the Specific Plan’s Design Guidelines. The Design Guidelines require the use of drought-resistant landscaping by the project. Reclaimed water will be used if available.
Policy 1.6	<i>Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for other urban uses, whenever feasible and where legally permitted.</i>	See response to Resource Management Policy 1.5. The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project’s plant materials include predominantly drought tolerant vegetation. The project does not contain parks.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
Policy 1 8	<i>Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.</i>	The project shall be required to obtain a Clean Water Act (CWA) Section 404 permit (regulated by the U.S Army Corps of Engineers), a Streambed Alteration Agreement (regulated by the California Department of Fish and Wildlife), a CWA Section 401 Water Quality Certification (regulated by the Regional Water Quality Control Board) to impact waters of the U.S/State.
Goal 2	<i>Control flooding to reduce major losses of life and property.</i>	See response to Land Use Goal 17.
Policy 2 3	<i>Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development.</i>	See response to Land Use Goal 17.
Policy 2 5	<i>To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels.</i>	The drainage plan for the project will utilize the existing off-site open channel as a downstream conveyance system as well as a box culvert system on the project’s western edge along Van Buren Boulevard. See response to Land Use Goal 17.
Goal 3	<i>Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.</i>	The project will not impact any significant landforms or mineral resources. The project EIR will evaluate impacts to hydrology, geology and soils from the project. Any significant impacts to hydrology, geology and soils from the project will be mitigated through the environmental review process and prior to development.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
Policy 3.1	<i>Conserve hillsides and rock outcroppings in the planning area through the use of master-planned developments which create a “Campus-like” setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.</i>	The project will be constructed in a flat area with no rock outcroppings and will not impact any of the area’s hillsides.
Policy 3.5	<i>Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.</i>	See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation.
Policy 3.6	<i>Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.</i>	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Policy 3.7	<i>Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.</i>	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Goal 4	<i>Conserve energy resources through use of available energy technology and conservation practices.</i>	See response to Air Quality Goal 7.
Policy 4.1	<i>Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.</i>	See response to Air Quality Goal 7.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
Policy 4.2	<i>Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage.</i>	See response to Air Quality Goal 7.
Policy 4.3	<i>Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.</i>	See response to Air Quality Goal 7.
Goal 5	<i>Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.</i>	The project EIR will evaluate impacts to biological resources from the project. Any significant impacts to biological resources from the project will be mitigated through the environmental review process and prior to development. The project would comply with the federal, state and local regulations regarding impacts to sensitive biological resources.
Policy 5.1	<i>Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications.</i>	See responses to Resource Management Goals 1 and 5.
Policy 5.2	<i>Encourage the planting of native species of trees and other drought-tolerant vegetation.</i>	See response to Resource Management Policy 1.5.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
Policy 5.4	<i>In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate.</i>	See responses to Resource Management Policy 1.8 and Goal 5. The site is not located in an area with important plant and animal communities.
Policy 5.6	<i>Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March JPA Planning Area.</i>	See response to Resource Management Policy 1.8.
Goal 6	<i>Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.</i>	The project shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.
Policy 6.4	<i>Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.</i>	See response to Safety Risk/Management Goal 4.
Goal 7	<i>Promote cultural awareness through preservation of the planning area’s historic, archaeological and paleontological resources.</i>	The project is not anticipated to impact significant historic, archaeological or paleontological resources. The project EIR will comply with the requirements of AB52 and SB18 related to Tribal consultation.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
<i>Policy 7.5</i>	<i>Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.</i>	See response to Resource Management Goal 7, above
<i>Policy 7.6</i>	<i>Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.</i>	See response to Resource Management Goal 7, above
Goal 9	<i>Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.</i>	This goal is not applicable to the project, as the site is located between the airport runway and the freeway (I-215) and lacks the potential for significant open space linkages.
<i>Policy 9.8</i>	<i>Enforce the standards of the military and FAA relative to aviation hazard areas to protect the use of the aviation field, and use of property within its vicinity.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project’s land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport’s criteria will be allowed as part of the project’s drainage plans.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Resource Management		
Goal 10	<i>Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.</i>	Not applicable. No established scenic corridors or planned trails are present adjacent to the Specific Plan area.
Policy 10.4	<i>Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to complement and enhance the character of the planning area.</i>	The Specific Plan includes landscape sections and a landscape plan that includes street trees and pedestrian walkways as well as landscaped setbacks.

General Plan Goal/Policy		Consistency
Safety/Risk Management		
Goal 1	<i>Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.</i>	No Fault Rupture Hazard Zone or Alquist-Priolo Earthquake Fault Zone, as designated by the Department of Conservation (DOC), exist within the project site based on the projects soils report and the General Plan. Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
Policy 1.1	<i>Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.</i>	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.

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General Plan Goal/Policy		Consistency
Safety/Risk Management		
Policy 1.2	<i>Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of development sites by a State-registered geotechnical engineers and certified engineering geologists.</i>	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
Goal 2	<i>Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.</i>	The project will be constructed in a relatively flat area and will not impact the hillsides or rock outcroppings. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.
Policy 2.1	<i>Discourage any grading beyond that which is necessary to create adequate building pads area.</i>	See response to Safety Risk/Management Goal 2.
Goal 3	<i>Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.</i>	See response to Land Use Goal 17.
Policy 3.4	<i>Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.</i>	The project will implement a drainage system that will convey existing storm water around the development footprint and will be consistent with existing drainage patterns. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed condition. See response to Land Use Goal 17.
Policy 3.5	<i>Require the installation and maintenance of storm drains by property owners.</i>	See response to Land Use Goal 17.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Safety/Risk Management		
Goal 4	<i>Reduce threats to public safety and protect property from wildland and urban fire hazards.</i>	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area.
Policy 4.5	<i>Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.</i>	project roadways meet fire and emergency vehicle standards.
Policy 4.7	<i>Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance standards for areas with high fire hazard.</i>	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area. In addition, the project will be constructed in a relatively flat area and will not impact hillsides. Furthermore, the project will comply with the Specific Plan Design Guidelines, which require the use of drought-resistant landscaping by the project.
Goal 5	<i>Reduce the potential for hazardous material exposure or contamination in the Planning Area.</i>	The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations), the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials.
Policy 5.1	<i>Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation.</i>	See response to Safety Risk/Management Goal 5.

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Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Safety/Risk Management		
Policy 5.3	<i>Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities.</i>	See response to Safety Risk/Management Goal 5.
Policy 5.4	<i>Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance.</i>	See response to Safety Risk/Management Goal 5.
Goal 7	<i>Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts associated with an aviation facility.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project’s land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport’s criteria will be allowed as part of the project’s drainage plans.
Policy 7.1	<i>Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ.</i>	See response to Safety Risk/Management Goal 7.

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

Adopted by

Riverside County Airport Land Use Commission

November 13, 2014

Prepared by

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MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IPA. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
 - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.


Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M <i>(Military)</i>	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
A <i>Clear Zone</i> <i>(if not on base)</i>	<i>Noise Impact: Very High</i> ▶ High CNEL and single-event noise levels	<i>Risk Level: Very High</i> ▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ▶ Generally on air base property or controlled by easements
B1 <i>Inner Approach/Departure Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: High</i> ▶ Within Accident Potential Zone I or II ▶ Additionally, zone boundary to north reflects turning flight tracks
B2 <i>High Noise Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ▶ Not within Accident Potential Zones
C1 <i>Primary Approach/Departure Zone</i>	<i>Noise Impact: Moderate to High</i> ▶ Within or near 60-CNEL contour ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to low altitude overflight corridors
C2 <i>Flight Corridor Zone</i>	<i>Noise Impact: Moderate</i> ▶ Within 60 CNEL contour, but more than 5 miles from runway end; or ▶ Outside 60-CNEL contour, but regularly overflowed in mostly daytime flight training ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	<i>Risk Level: Moderate to Low</i> ▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or ▶ Closed-circuit flight training activity corridors
D <i>Flight Corridor Buffer</i>	<i>Noise Impact: Moderate to Low</i> ▶ Mostly within 55-CNEL contour ▶ More concern with respect to individual loud events than with cumulative noise contours	<i>Risk Level: Low</i> ▶ On periphery of flight corridors ▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
E <i>Other Airport Environs</i>	<i>Noise Impact: Low</i> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities	<i>Risk Level: Low</i> ▶ Within outer or occasionally used portions of flight corridors
 * <i>High Terrain Zone</i>	<i>Noise Impact: Low</i> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights	<i>Risk Level: Moderate</i> ▶ Moderate risk because high terrain constitutes air-space obstruction ▶ Concern is tall single objects (e.g., antennas)

Table MA-1

Compatibility Zone Factors

March Air Reserve Base / Inland Port Airport

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
 - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
 - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an aviation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, aviation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
 - (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
 - (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
- (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
- (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.

(b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*

- (1) Situated in Compatibility Zone C2.
- (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
- (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.

(c) *(Exception Site 3) Park West Specific Plan, City of Perris*

- (1) Situated in Compatibility Zones C1 and C2.
- (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
- (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
 - Future development of the property shall be consistent with the deed restrictions.
 - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
 - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
 - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
 - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
 - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
 - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
 - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards			Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Development Conditions ⁴
			Average ⁵	Single Acre ⁶			
M	Military					> No ALUC authority	
A	Clear Zone ⁷	No new dwellings allowed	0	0	Ali Remaining	> All non-aeronautical structures > Assemblages of people > Objects exceeding FAR Part 77 height limits > All storage of hazardous materials > Hazards to flight ⁸	> Electromagnetic radiation notification ⁹ > Avigation easement dedication and disclosure ^{4,7}
B1	Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100	Max. 50% lot coverage within APZs ¹²	> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly > Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ > Hazardous materials manufacture/storage ¹⁴ > Noise sensitive outdoor nonresidential uses ¹⁵ > Critical community infrastructure facilities ¹⁶ > Hazards to flight ⁸ > Uses listed in ALCUZ as not compatible in APZ I or APZ II ¹⁷	> Locate structures maximum distance from extended runway centerline > Sound attenuation as necessary to meet interior noise level criteria ¹⁸ > Zoned fire sprinkler systems required > Airspace review req'd for objects >35 ft. tall ¹⁹ > Electromagnetic radiation notification ⁹ > Avigation easement dedication and disclosure ⁴
B2	High Noise Zone	No new dwellings allowed ¹⁰	100	250	No Req't	> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, hotels/motels, places of assembly > Bldgs with >3 aboveground habitable floors > Noise-sensitive outdoor nonresidential uses ¹⁵ > Critical community infrastructure facilities ¹⁶ > Hazards to flight ⁸	> Locate structures max. distance from runway > Sound attenuation as necessary to meet interior noise level criteria ¹⁸ > Aboveground bulk storage of hazardous materials discouraged ^{14,20} > Airspace review req'd for objects >35 ft. tall ¹⁹ > Electromagnetic radiation notification ⁹ > Avigation easement dedication and disclosure ⁴
C1	Primary Approach/Departure Zone	≤3.0	100	250	No Req't	> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, places of assembly > Noise-sensitive outdoor nonresidential uses ¹⁵ > Hazards to flight ⁸	> Critical community infrastructure facilities discouraged ^{16,20} > Aboveground bulk storage of hazardous materials discouraged ^{14,20} > Sound attenuation as necessary to meet interior noise level criteria ¹⁸ > Airspace review req'd for objects >70 ft. tall ¹⁹ > Electromagnetic radiation notification ⁹ > Deed notice and disclosure ⁴
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't	> Highly noise-sensitive outdoor nonresidential uses ¹⁵ > Hazards to flight ⁸	> Children's schools discouraged ²⁰ > Airspace review req'd for objects >70 ft. tall ¹⁹ > Electromagnetic radiation notification ⁹ > Deed notice and disclosure ⁴
D	Flight Corridor Buffer	No Limit	No restriction ²¹	No	No Req't	> Hazards to flight ⁸	> Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged ²¹ > Electromagnetic radiation notification ⁹ > Deed notice and disclosure ⁴
E	Other Airport Environs	No Limit	No Restriction ²¹	No	No Req't	> Hazards to flight ⁸	> Disclosure only ⁴
*	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	> Hazards to flight ⁸ > Other uses restricted in accordance with criteria for underlying zone	> Airspace review req'd for objects >35 ft. tall ¹⁹ > Avigation easement dedication and disclosure ⁴

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- ⁴ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchipa.com/docs_forms/avigationeasement.pdf. Any aviation easements required within Zone A shall be dedicated to the United States of America.
- ⁵ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁶ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- ⁷ Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- ⁸ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- ⁹ March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- ¹⁰ Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- ¹¹ Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- ¹² In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

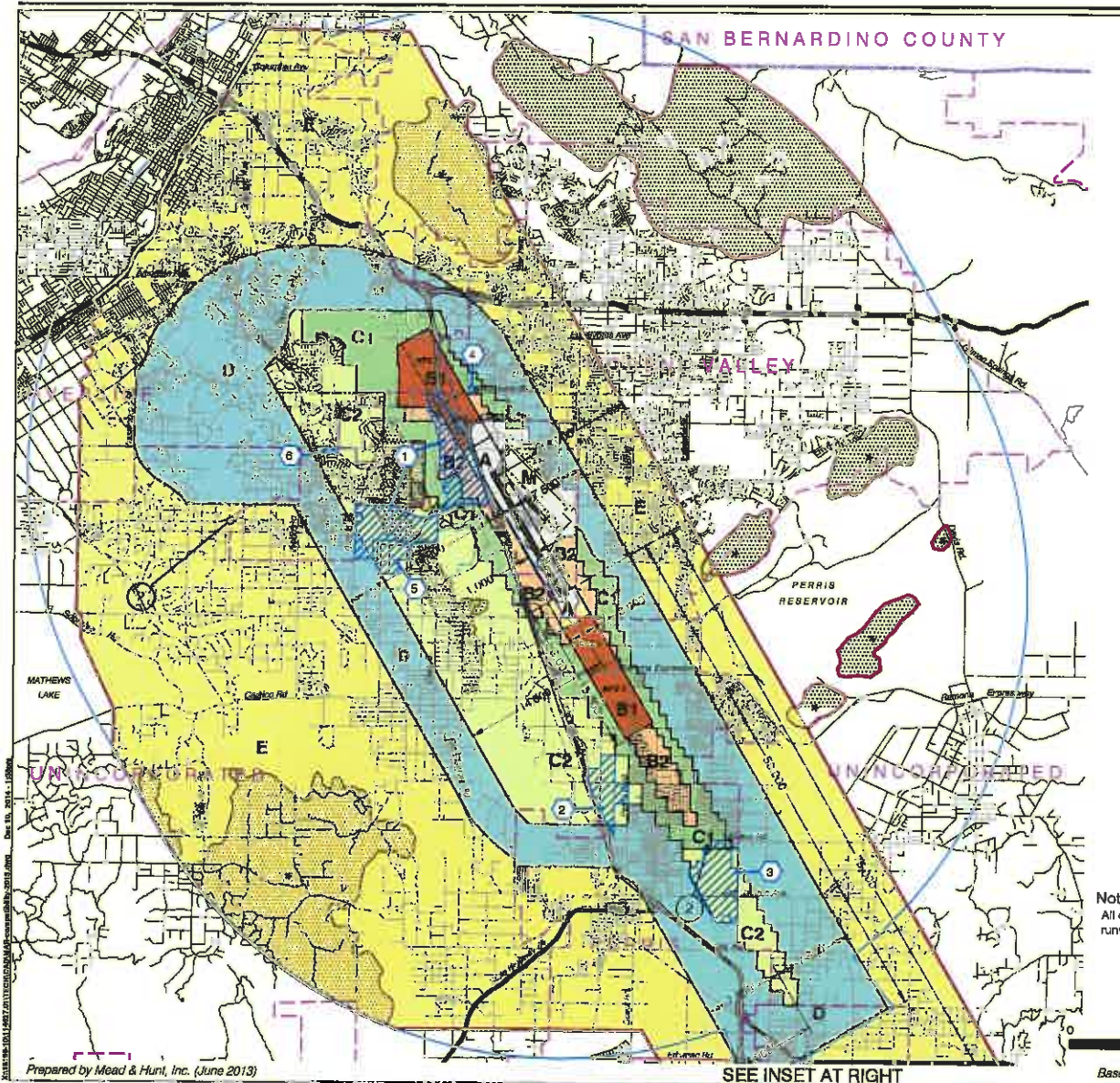
Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- ¹³ Within APZ II and outside APZs, two-story buildings are allowed.
- ¹⁴ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- ¹⁵ Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹⁶ Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- ¹⁷ For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- ¹⁸ All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- ¹⁹ This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- ²⁰ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ²¹ Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA-2, continued

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Compatibility Zones

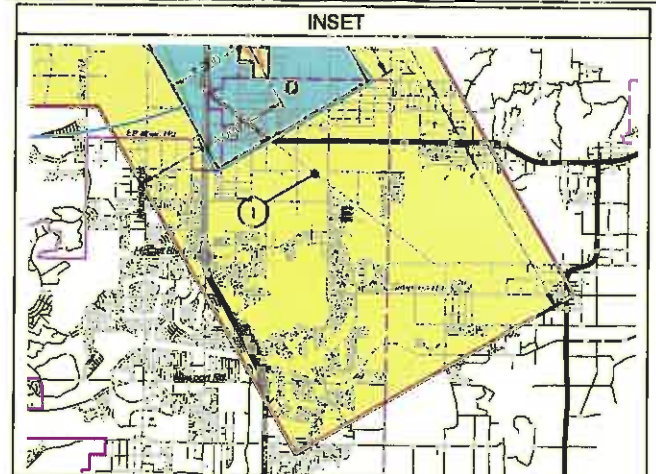
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 22 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
- ① Perris: Harvest Landing
- ① Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ③ March JPA: Ben Clark Training Center
- ③ Riverside: Ridge Crest Subdivision



INSET

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



Base map source: County of Riverside 2013

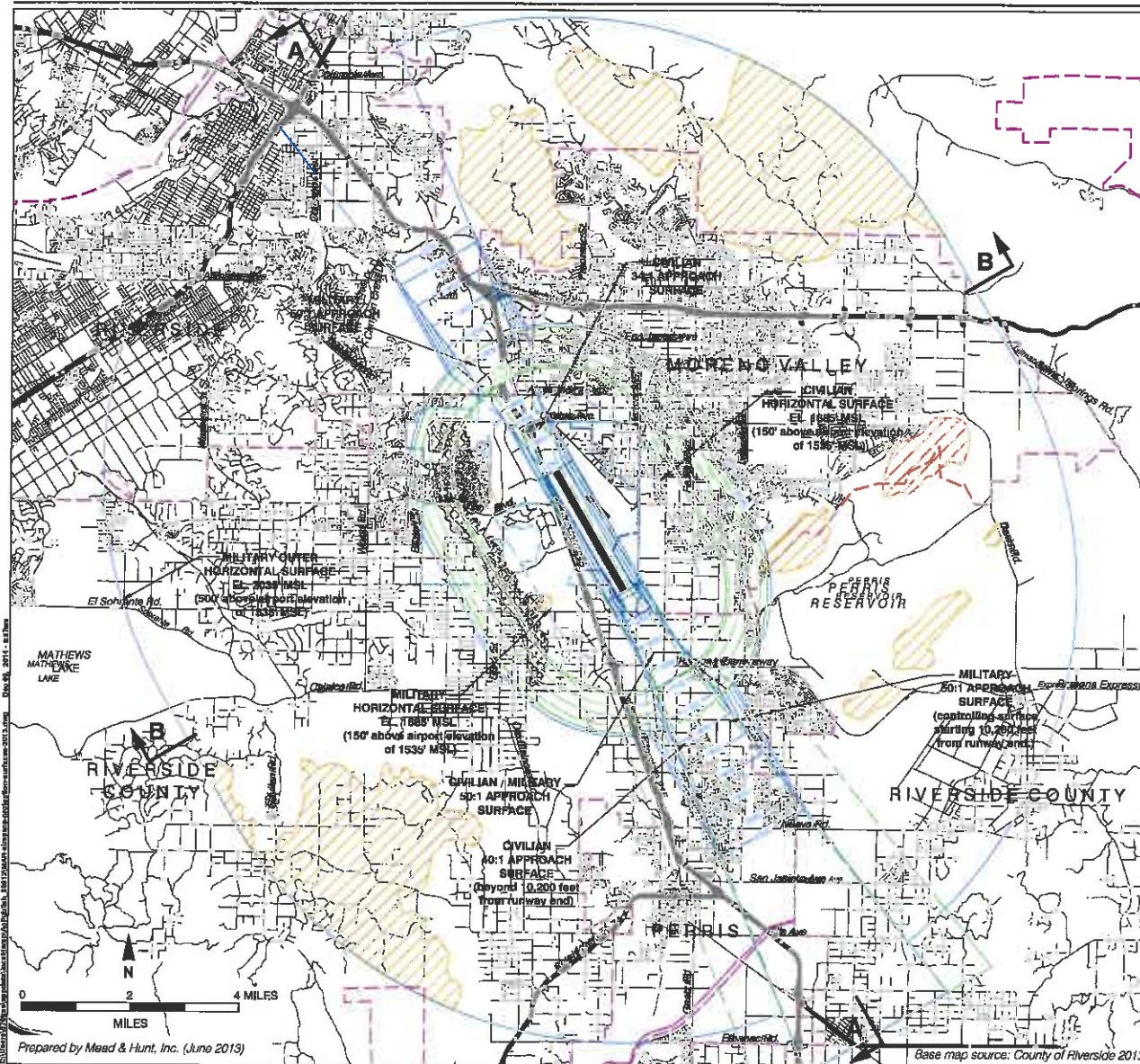
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

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

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

SEE INSET AT RIGHT



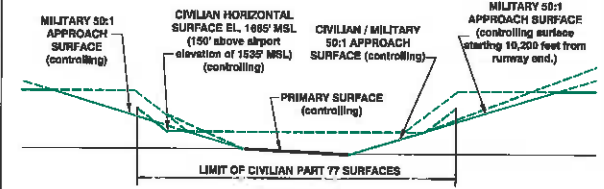
LEGEND

FAR Part 77
 Military Surfaces } Dashed line indicates
 Civilian Surfaces } other set of surfaces
 is controlling

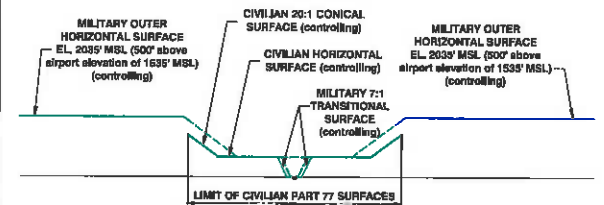
Terrain Penetration of FAR Part 77 Surfaces
 Military
 Civilian

Boundary Lines

March Air Reserve Base /
 Inland Port Airport
 March Joint Powers Authority Property Line
 City Limits



Profile A



Profile B

Source:

Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

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

Map MA-2

**Airspace Protection Surfaces
 March Air Reserve Base / Inland Port Airport**

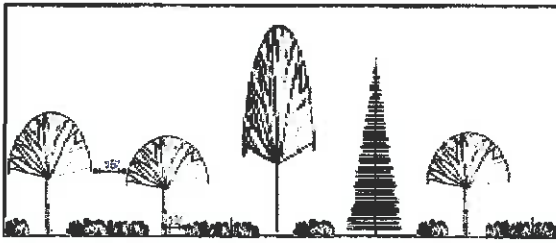


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

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://rcflma.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.



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



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

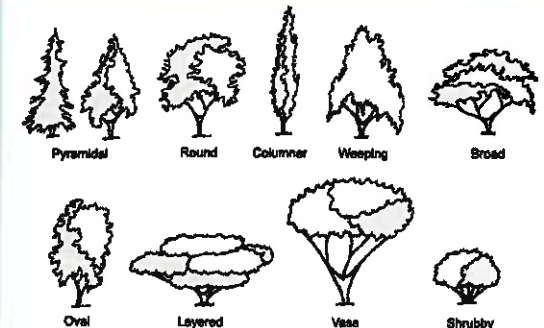
	Scientific Name	Common Name	WCCA Region 1-7	Sunset Zone
TREES	<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
	<i>Olea europaea</i> "Swan Hill"	Fruitless Olive	6L: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
	<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
	<i>Rhus 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
SHRUBS	<i>Alaysia 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 Noellii</i>	Noel's Grevellia	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		
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)
	<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
	<i>Chondropetalum itectorum</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
ACCENT GRASSES	<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



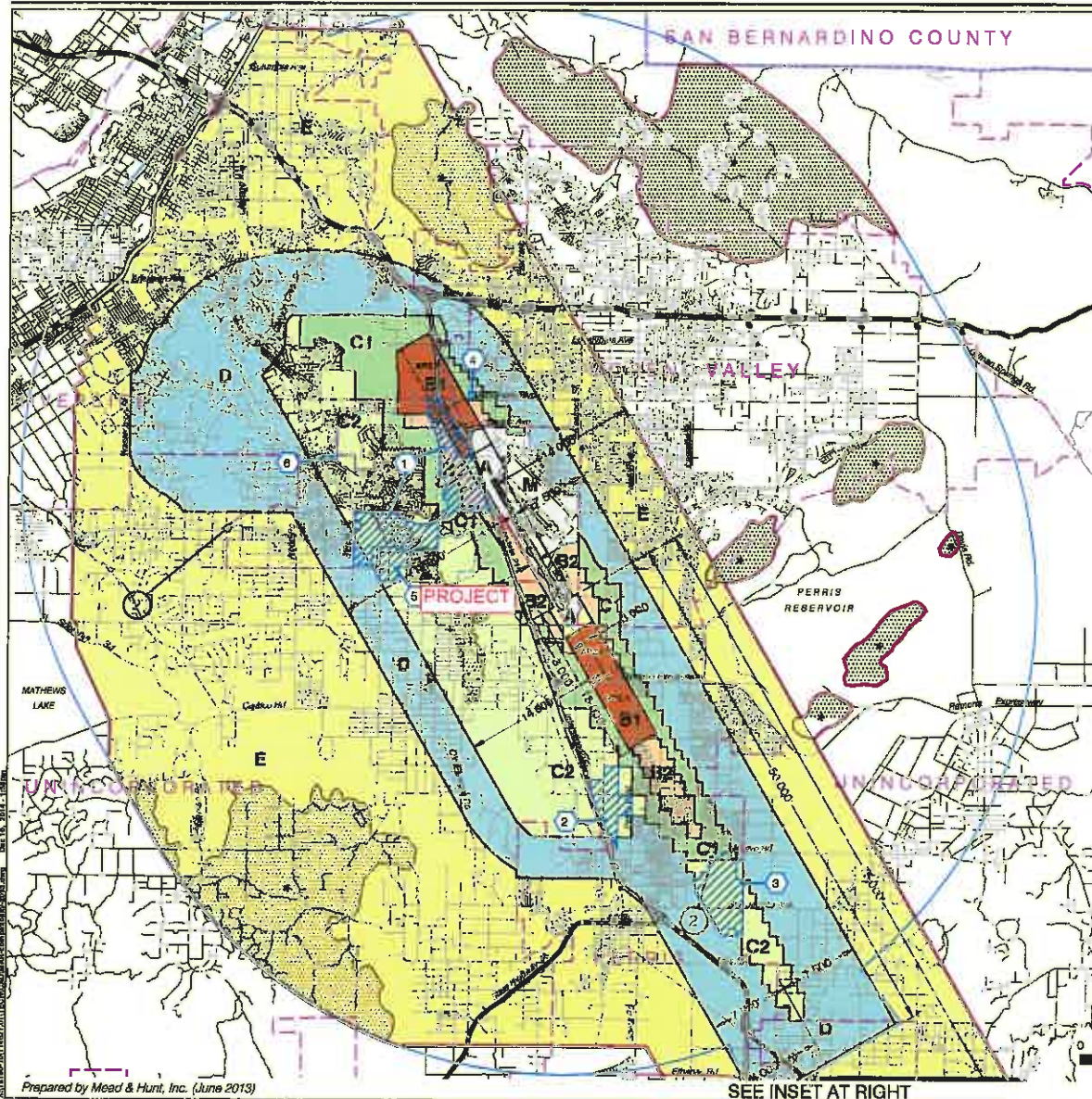
Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



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.



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

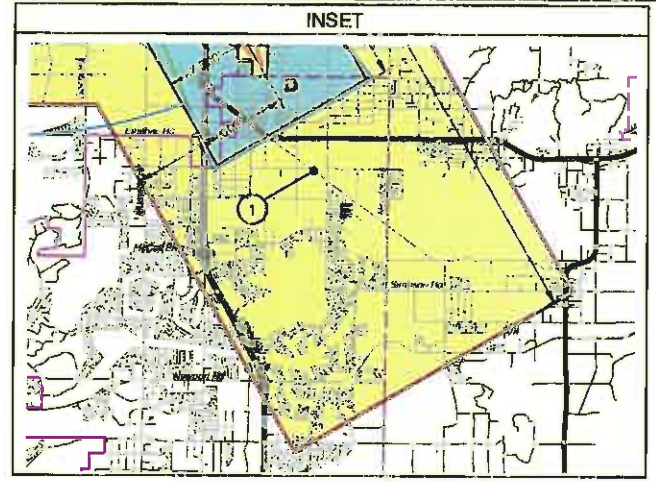
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

Site-Specific Exceptions

- March JPA: March Business Center/Meridian
- Perris: Harvest Landing
- Perris: Park West
- Moreno Valley: Affordable Housing
- March JPA: Ben Clark Training Center
- Riverside: Ridga Crest Subdivision

Notes:

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



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

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



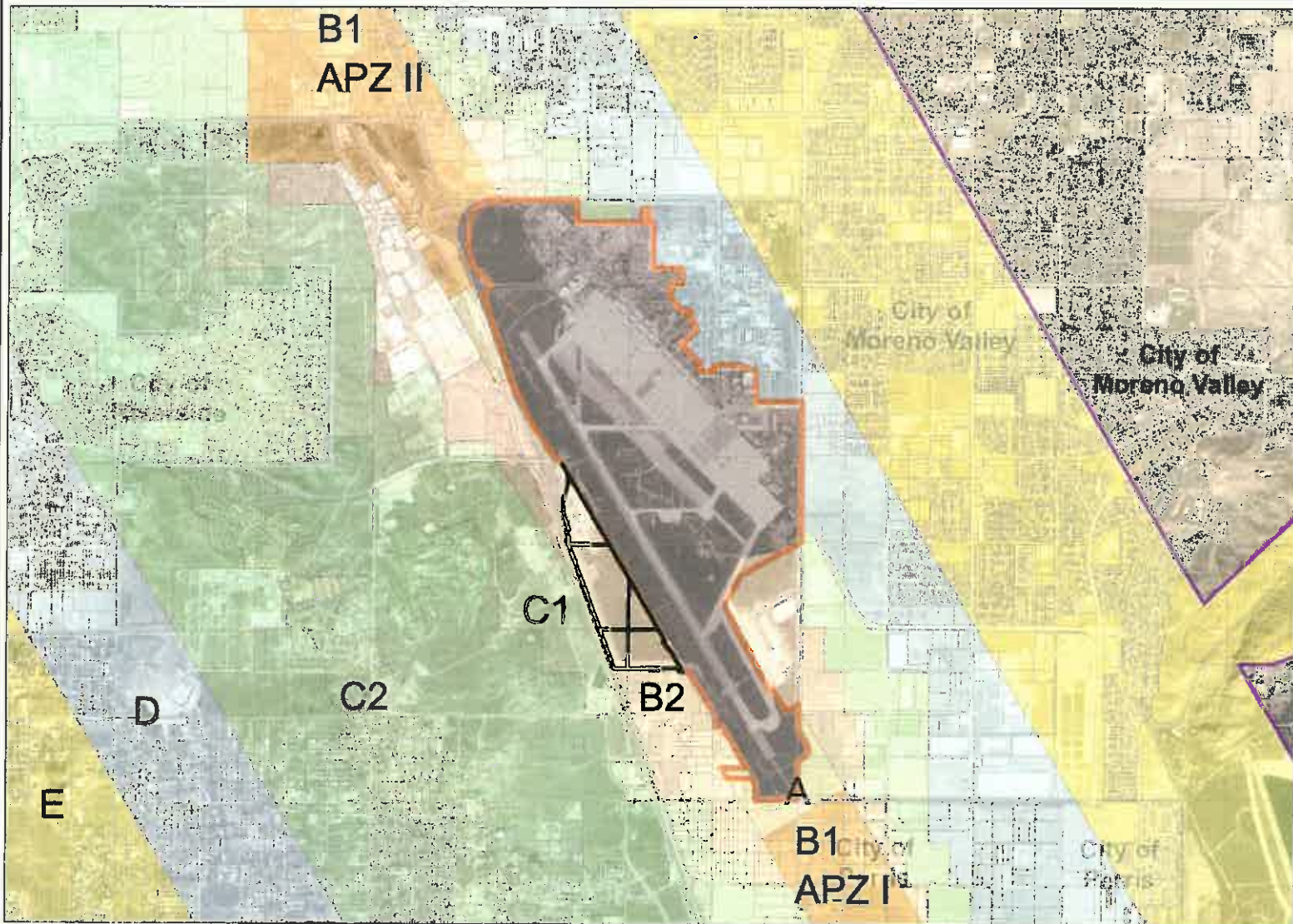
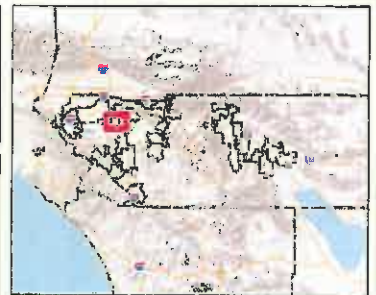
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

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

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



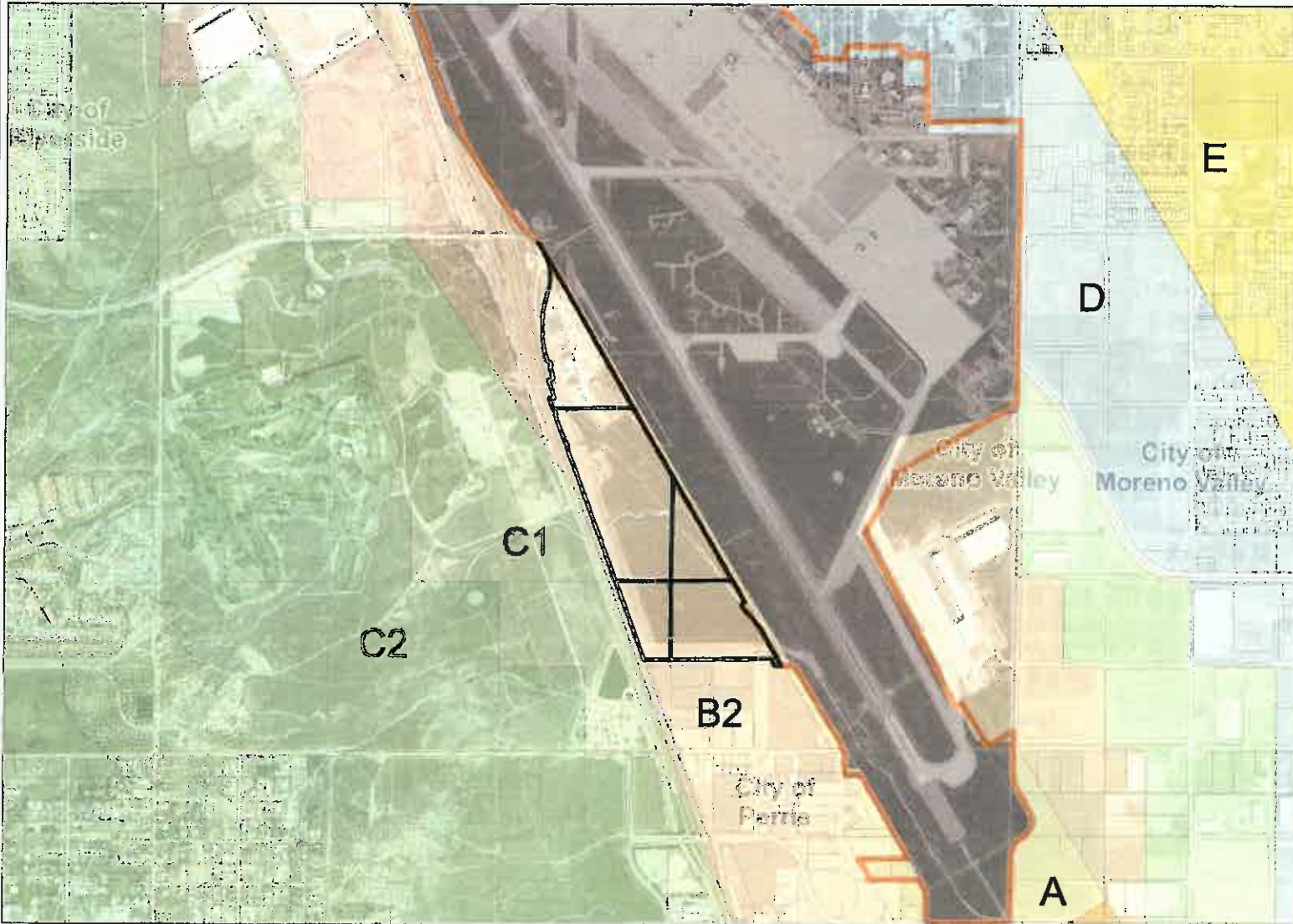
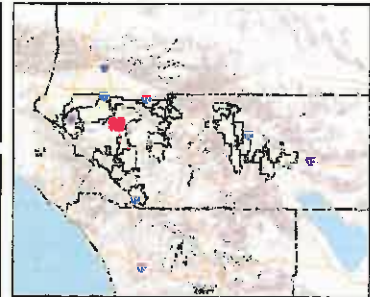
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Notes

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 2,877 5,755 Feet



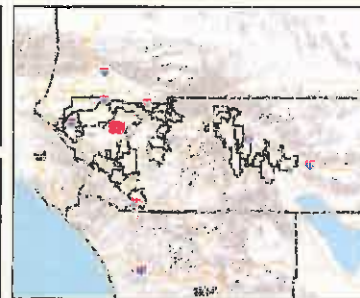
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Notes

My Map



Legend

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



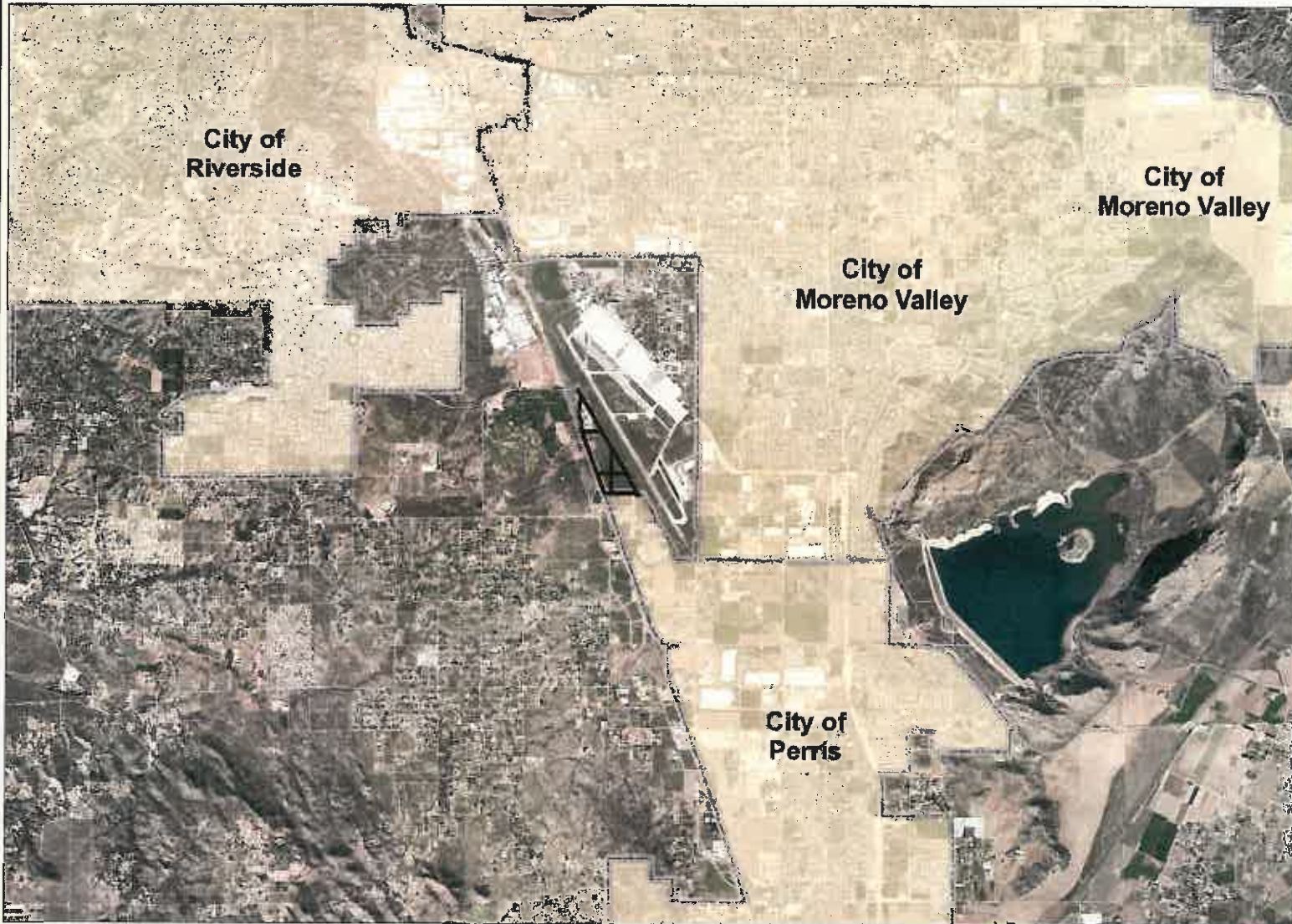
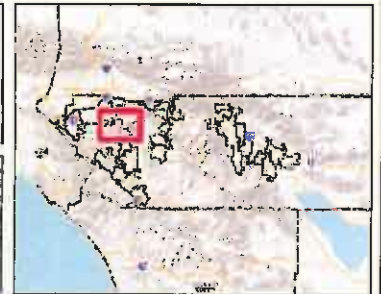
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Notes

My Map



Legend

- City Boundaries
- Cities**
- adjacent_highways**

 - Interstate
 - Interstate 3
 - State Highways: 60
 - State Highways 3
 - US HWY
 - OUT

- highways_large**

 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY

- counties
- cities



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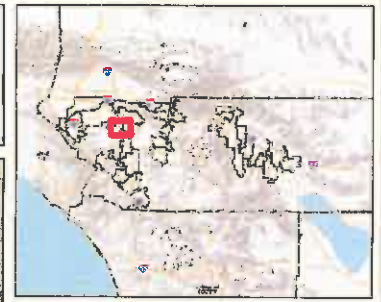


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Notes

My Map



Legend

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



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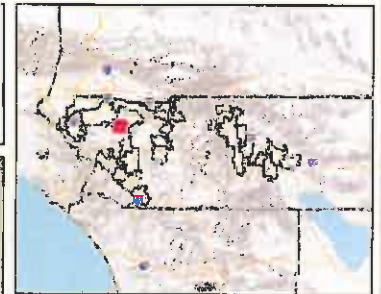


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Notes

My Map



Legend

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



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0 2,877 5,755 Feet



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Notes

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. 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. Jeff Smith at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer) – March Joint Powers Authority Case Nos. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone 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: ~~ZAP12ZAMA17~~ **ZAP14OSMAZD** DATE SUBMITTED: February 21, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Riverside Inland Development, LLC	Phone Number	909-382-0033
Mailing Address	901 Via Piemonte	Email	
	Suite 175		
	Ontario, CA 91764		
Representative	Kathy Hoffer - Hillwood	Phone Number	909-382-0033
Mailing Address	901 Via Piemonte	Email	Kathy.hoffer@hillwood.com
	Suite 175		
	Ontario, CA 91764		
Property Owner	March Joint Powers Authority	Phone Number	951-656-7000
Mailing Address	14205 Meridian Parkway Suite 146	Email	
	Riverside, CA 92518		

March
B2

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 146	Case Type	Plot Plan Review
	Riverside, CA 92518	<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			

PROJECT LOCATION

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

Street Address	Van Buren and I-215 at March Inland Port Airport		
Assessor's Parcel No.	264-150-009, 294-170-005, 295-300-008, 294-140-013, 294-180-038	Gross Parcel Size	142.5 acres
Subdivision Name		Nearest Airport and distance from Airport	Un-Zoned
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)	The existing General Plan land use designation is aviation. The site is located within zone B2.

Proposed Land Use (describe)	The existing General Plan land use designation of aviation would be expanded to include general warehousing and logistics uses.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24/7-Operation	
	Number of People on Site	Maximum Number	100 people per acre, average onsite
	Method of Calculation	Per Specific Plan	
Height Data	Site Elevation (above mean sea level)	Please see attached Exhibit A ft.	
	Height of buildings or structures (from the ground)	55 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: 4.7

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1017PV20 – IDI Logistics (Representative: Nicole Torstvet, Albert A. Webb Associates)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NOS: PLN19-05332 (Minor Modification) (original number DPR08-01-0007)

LAND USE PLAN: 2011 Perris Valley Airport Land Use Compatibility Plan (“Perris Valley ALUCP”) and 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”)

Airport Influence Area: Perris Valley Airport and March Air Reserve Base

Land Use Policy: Zones D and E (Perris Valley); Zones D and E (March)

Noise Levels: Less than 60 CNEL from March aircraft; Primarily less than 55 CNEL from Perris Valley aircraft, except southwesterly corner of site in 55-60 CNEL range

MAJOR ISSUES: **The project includes a large water quality detention basin, which is unchanged from the originally designed project.**

RECOMMENDATION: Staff recommends that the Commission find the proposed Minor Modification **CONDITIONALLY CONSISTENT** with the 2011 Perris Valley ALUCP and the 2014 March ALUCP, pending review by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant proposes to modify a previously approved project (ZAP1056MA09) determined conditionally consistent by ALUC on May 14, 2009. The approved project consisted of four warehouse/distribution buildings with a cumulative total gross floor area of 3,166,456 square feet and a water quality detention basin on 215.7 to 218.1 acres. The approved buildings were not to exceed a height of 44 feet above ground level and a maximum elevation at the top of the buildings of 1,464 feet above mean sea level. The modified project consists of three buildings with a cumulative gross floor area of 2,869,677 square feet. The applicant specifically proposes allowance for a height of 55 feet above ground level and a maximum elevation at the top of the buildings of 1,475 feet above mean sea level.

PROJECT LOCATION: The site is located northerly of Ellis Avenue, easterly of Redlands Avenue, southerly of 7th Street, and southwesterly of Interstate 215, within the City of Perris, approximately 1,166 feet northeasterly of the northwesterly terminus of Runway 15-33 at Perris Valley Airport.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the site is located within Compatibility Zones D and E. Compatibility Zone D limits average intensity to 150 persons per acre.

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 buildings:

- Office – 1 person per 200 square feet (with 50% reduction)
- Warehouse – 1 person per 500 square feet

The project proposes 2,799,677 square feet and 70,000 square feet of office space. With such uses, the buildings would be expected to accommodate 5,950 persons on a 216.89-acre site, which would result in an average intensity of 27 persons per acre, which would be consistent with the Compatibility Zone D criterion of 150.

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 standard automobile spaces and one person per truck-trailer in trailer spaces in the absence of more precise data). Based on the 1,461 parking stalls and 1,601 trailer stalls provided, the total occupancy would be estimated to be 3,793 people. The resulting average intensity of 17 persons per acre is consistent with the Compatibility Zone D average criterion of 150.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone D limits maximum single-acre intensity to 450 persons.

The office space is divided among three buildings, with 30,000 square feet in Building 3 and 20,000 square feet each in Buildings 1 and 2. There are no mezzanines, so the highest-intensity single-acre area would consist of 30,000 square feet of office area and 13,560 square feet of warehouse area, which together would accommodate 177 persons, which is consistent with the Compatibility Zone D single-acre criterion of 450.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area outside the 60-65 CNEL range from aircraft noise. The Perris Valley Airport Land Use Compatibility Plan depicts the southwest corner as being affected by aircraft noise of 55-60 CNEL. 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 buildings.

Part 77: The elevation of Perris Valley Airport's Runway 15-33 at its northwesterly terminus is 1,413 feet above mean sea level (1,413 feet AMSL). At a distance of approximately 1,166 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,424 feet AMSL. The maximum finished floor elevation is 1,422 feet AMSL and the maximum building height is 55 feet, resulting in a top point elevation of 1,477 feet AMSL. Therefore, the applicant was aware that review of this building by the FAA Obstruction Evaluation Service (FAA OES) would be required. Submittal to the FAA OES was made, and Aeronautical Study Numbers 2020-AWP-3064-OE, 2020-AWP-3448-OE, and 2020-AWP-3449-OE were assigned to this project. These studies are currently listed as Works in Progress.

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 large water quality detention basin. Pursuant to current practice, a review by a qualified airport wildlife biologist would be required. However, the location and size of the basin remain unchanged from the originally approved project. The basins are located easterly of the buildings, whereas the runway is located to the southwest of the project site. Therefore, review by a qualified airport wildlife biologist is not being required.

A condition is included to require any landscaping in the detention basin to be in accordance with the guidelines provided in ALUC's "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures, which are based on the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

Open Area: The site is larger than 10 acres in area, so open area would normally be required pursuant to Table 2A of the Countywide Policies. However, Additional Compatibility Policy 2.2 of the Perris Valley ALUCP states that the open area requirements of Table 2A are not applicable to those portions of Compatibility Zones C and D northerly of Ellis Avenue. The site is also in Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area, but no zones in the March 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:
 - (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.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

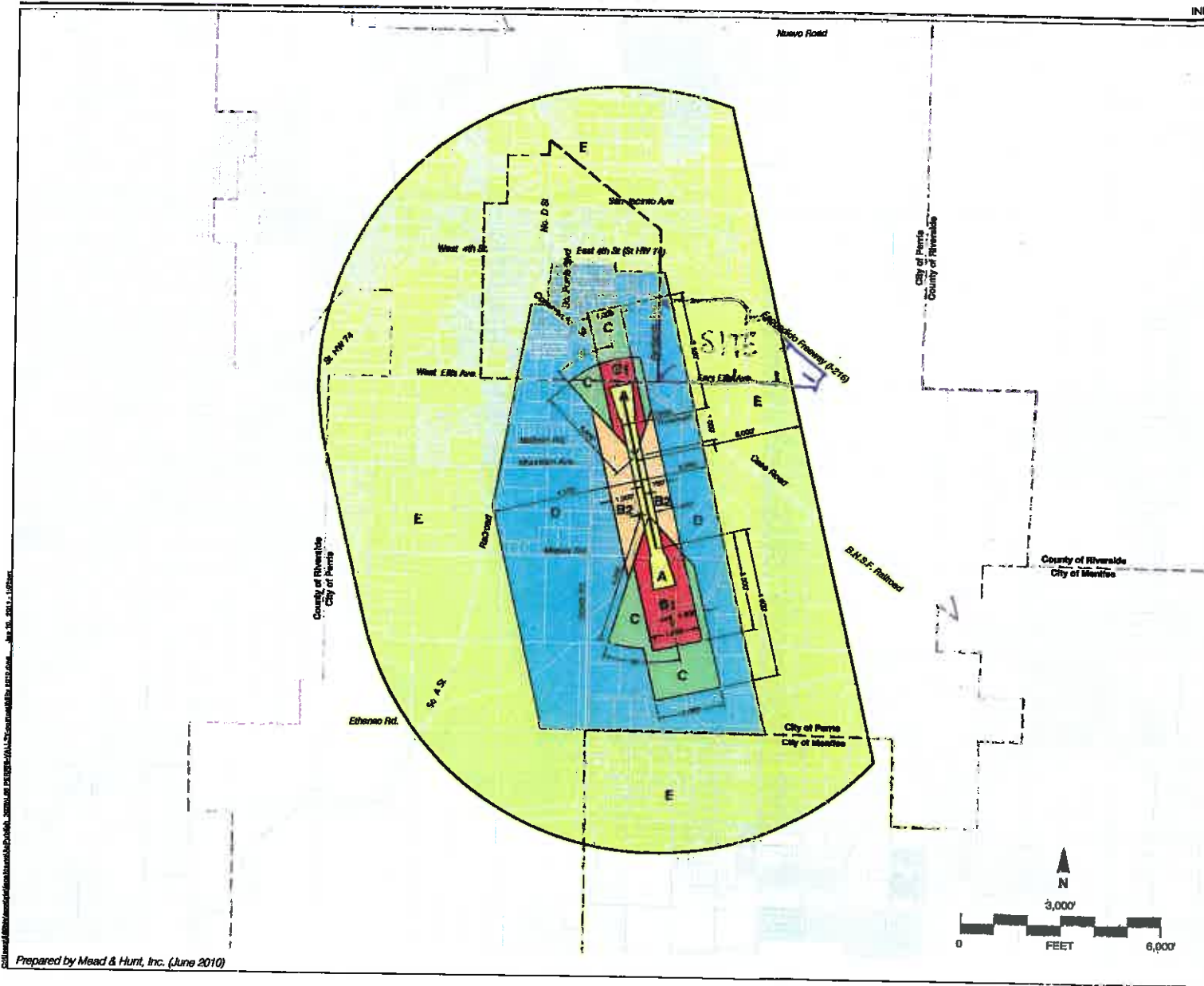
biologist.

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. This project has been evaluated for 2,799,677 square feet of warehouse area and 70,000 square feet of office area. Any increase in building area or change in use other than for warehouse and office uses will require additional evaluation of compliance with the Perris Valley Airport Land Use Compatibility Plan.
7. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

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)



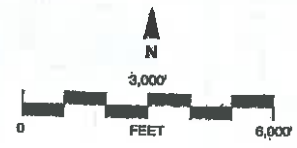
Legend

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
- Downtown Specific Plan

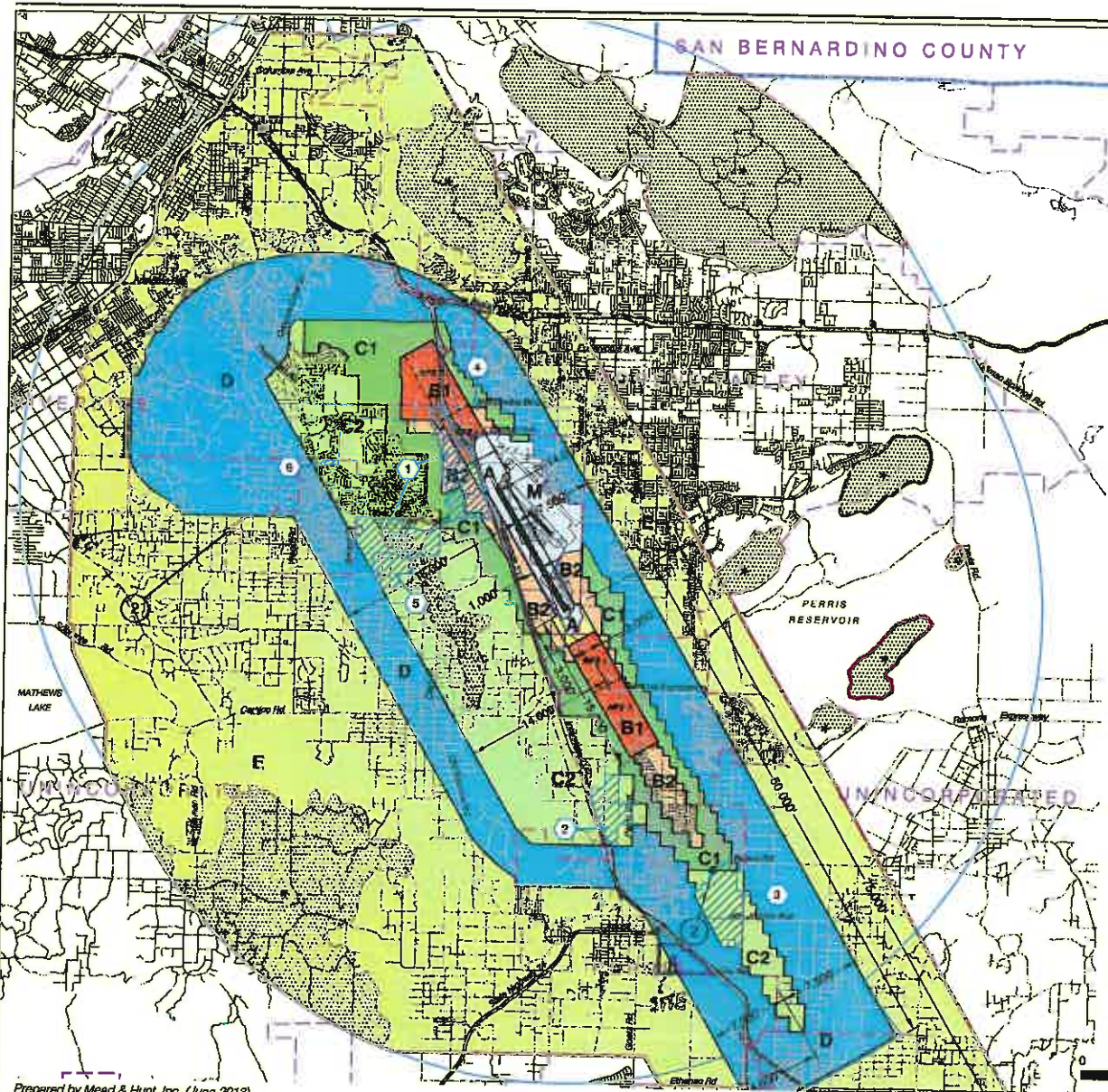


Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (July 2010 Draft)

Prepared by Mead & Hunt, Inc. (June 2010)

Map PV-1
Compatibility Map
 Perris Valley Airport

SAN BERNARDINO COUNTY



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

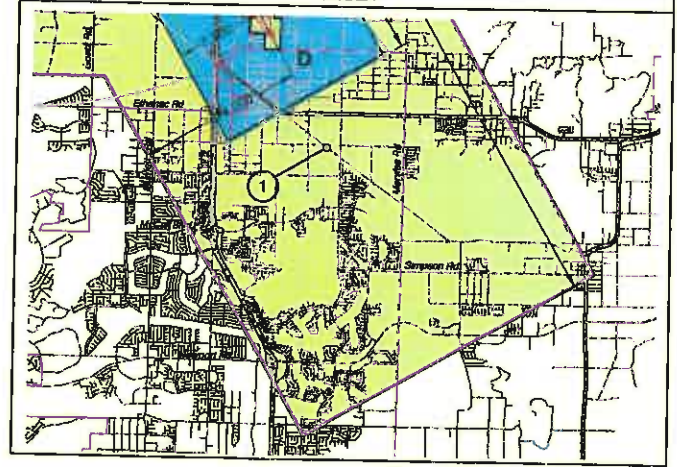
Boundary Lines

- 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)

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

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

INSET



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

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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

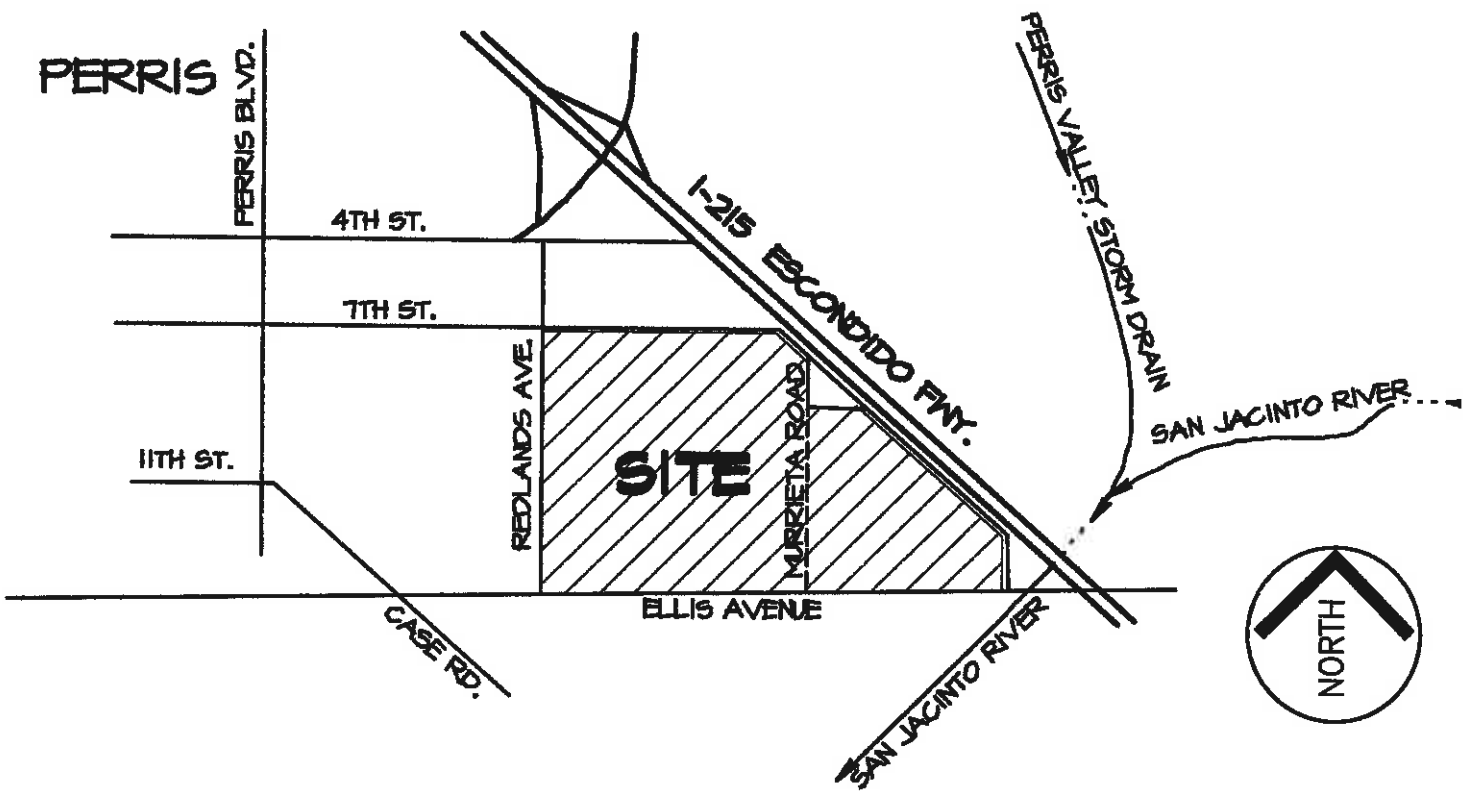
Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

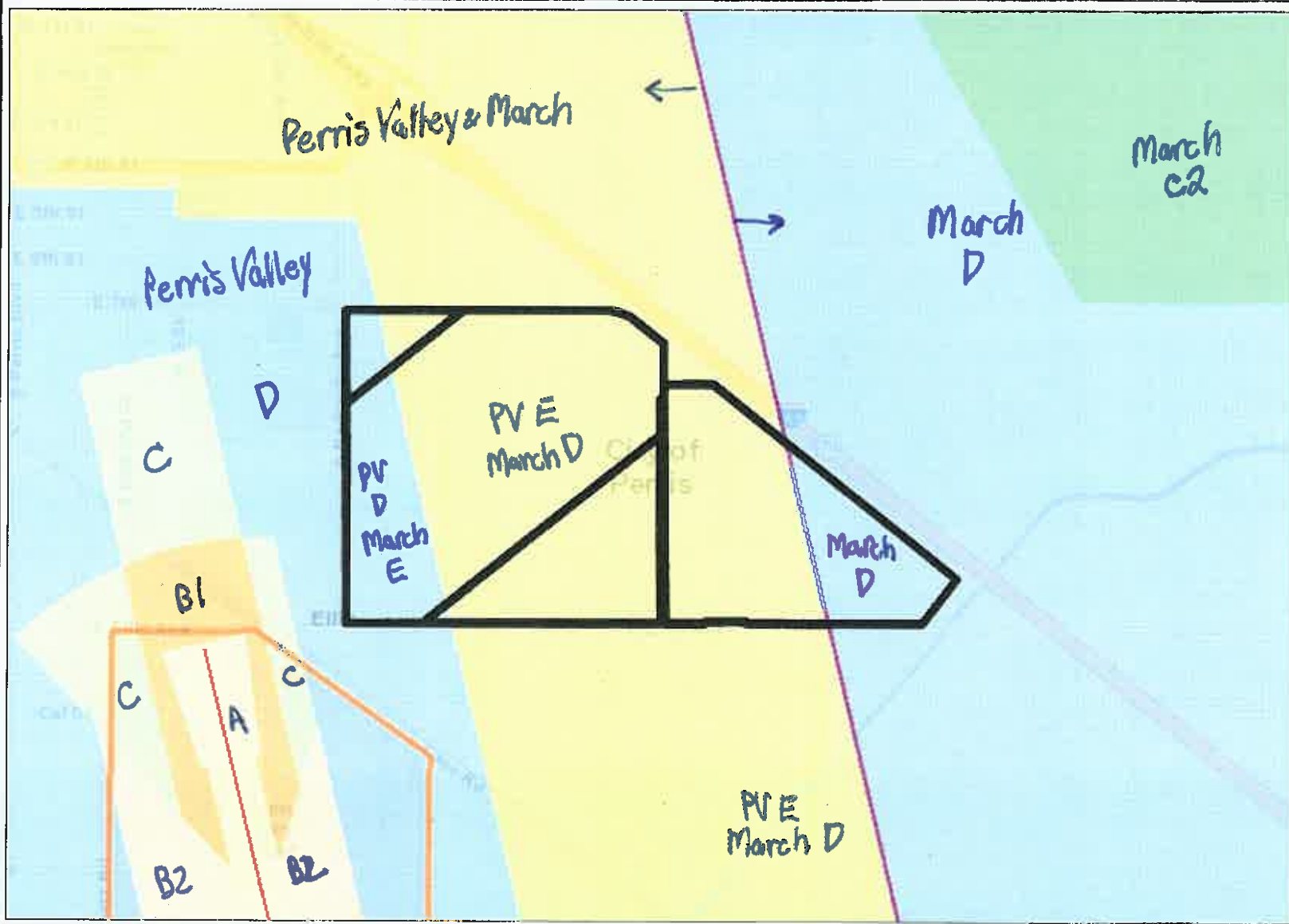
Compatibility Map
March Air Reserve Base / Inland Port Airport

PERRIS LOGISTICS CENTER NORTH

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-EXC6



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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- ⋯ City Areas
- World Street Map



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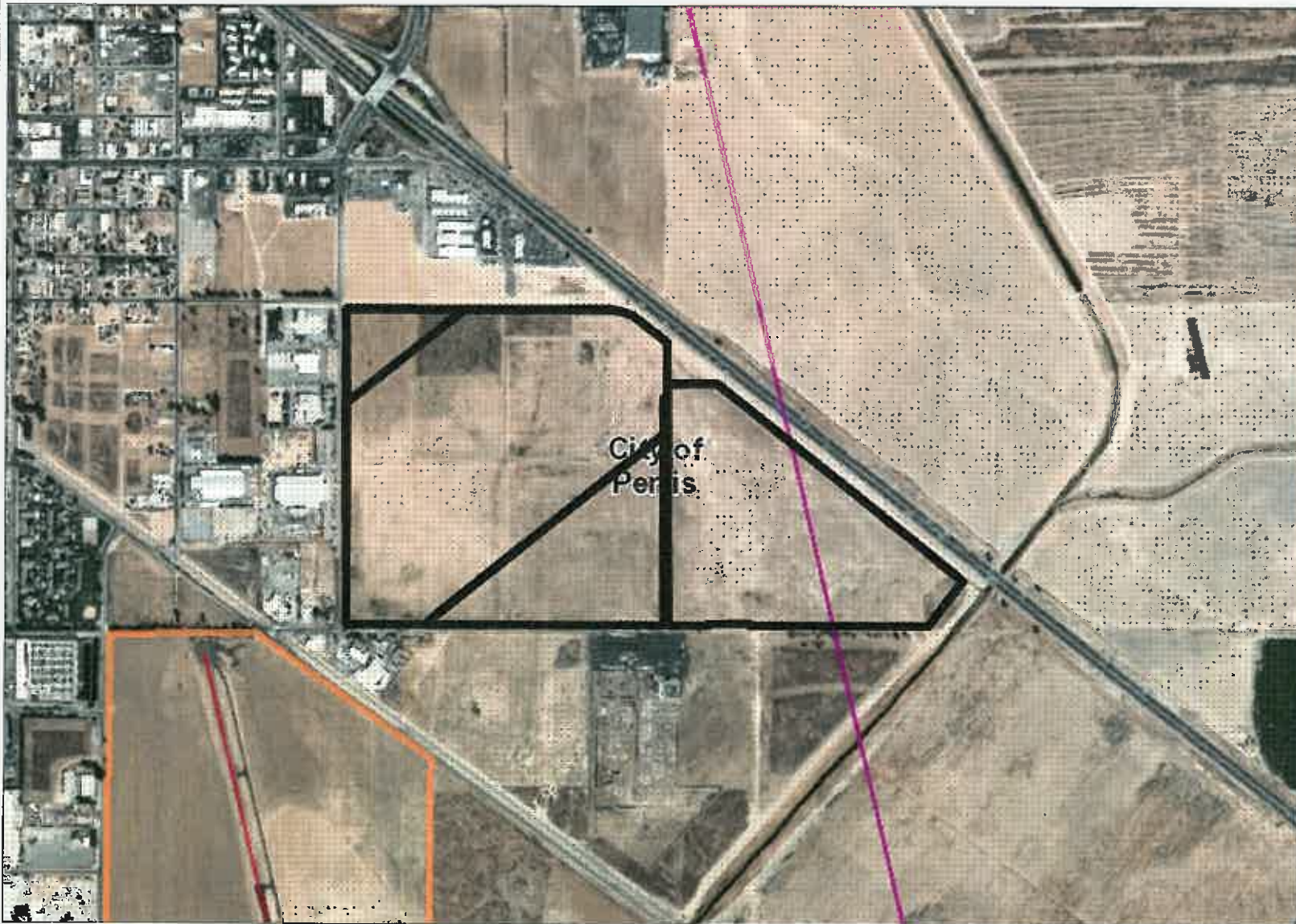


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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - City Areas
 - World Street Map



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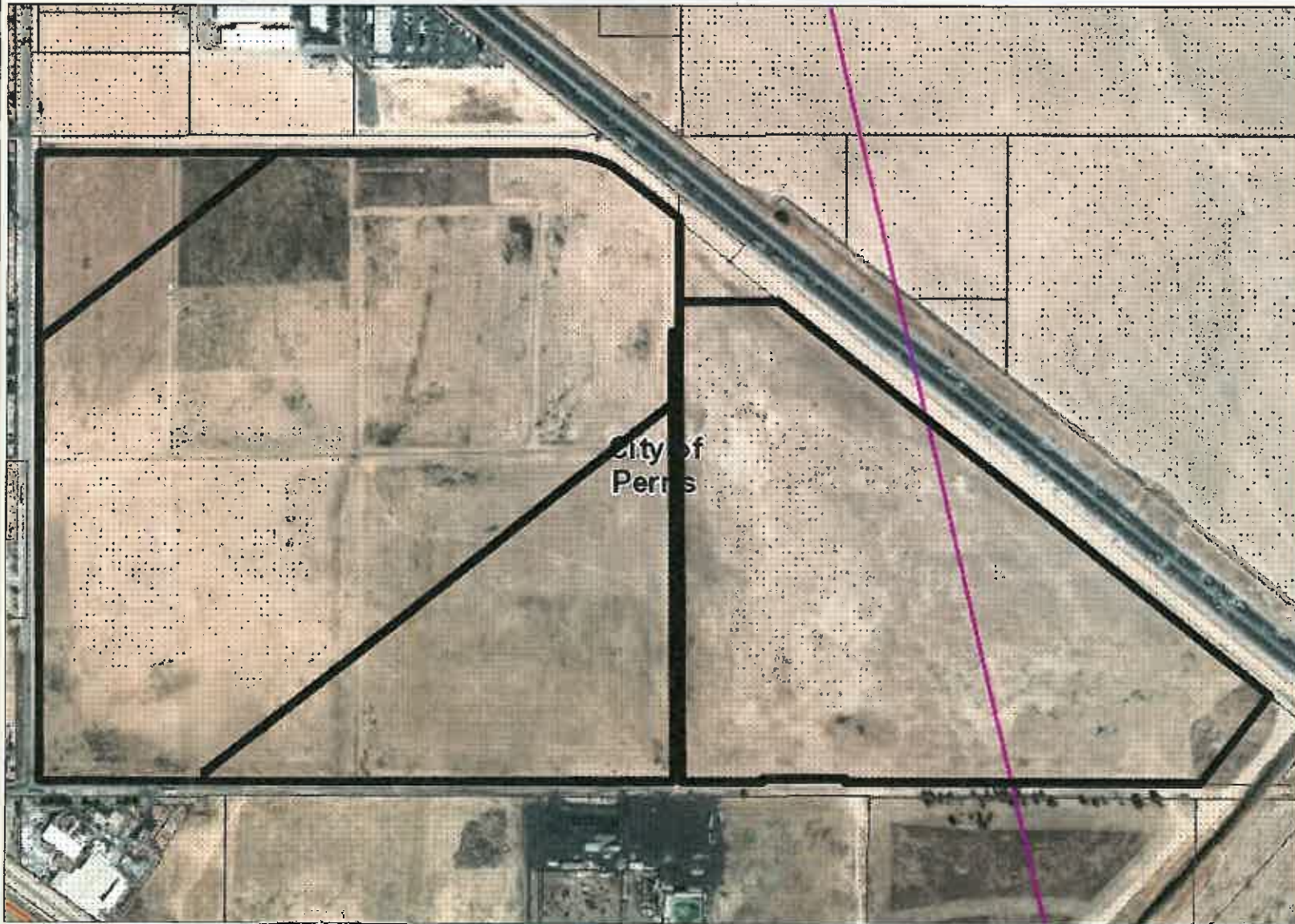


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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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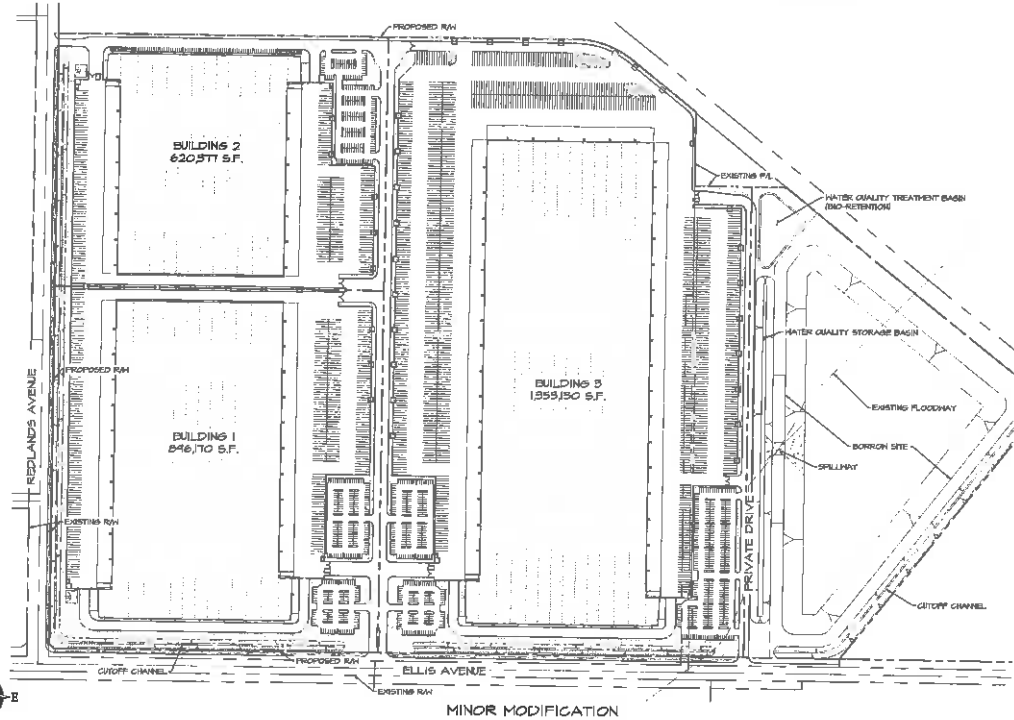
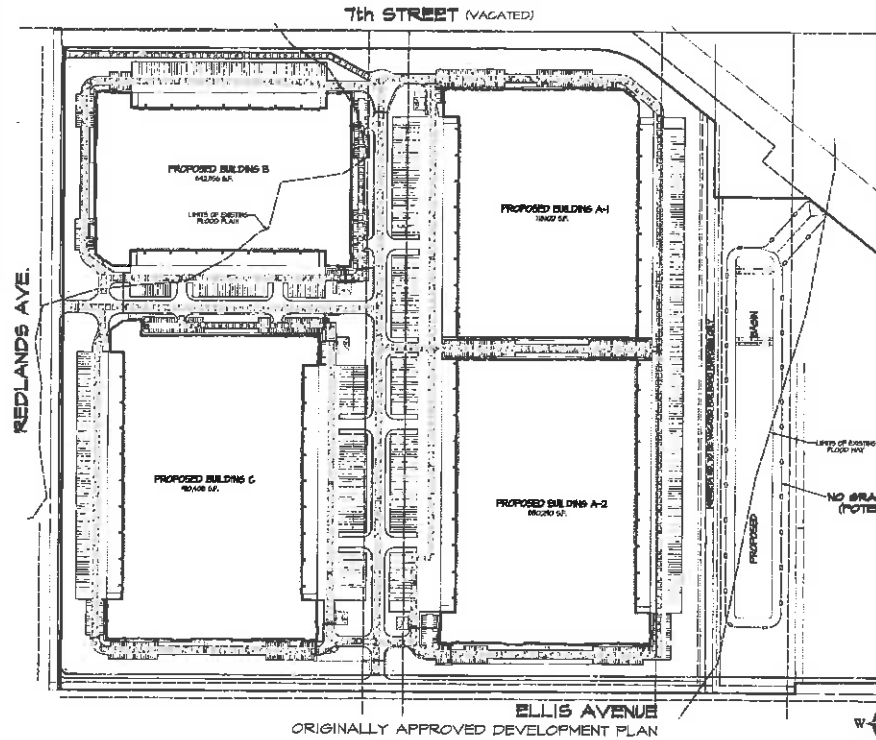
0 752 1,505 Feet

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Notes

MINOR MODIFICATION OF DPR 08-01-0007 PERRIS LOGISTICS CENTER NORTH



SITE AREA	APPROVED DATA				NET TOTAL	MODIFIED DATA				NET TOTAL
	BUILDING A-1	BUILDING A-2	BUILDING B	BUILDING C		BUILDING 1	BUILDING 2	BUILDING 3		
ACRES					409,250					409,250
BUILDING AREA					28,64					28,64
OFFICE	0	0	0	0	0	0	0	0	0	0
WAREHOUSES	0	0	0	0	0	0	0	0	0	0
MECHANICAL	0	0	0	0	0	0	0	0	0	0
UTILITY BUILDINGS	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
CONCRETE	0	0	0	0	0	0	0	0	0	0
PARKING REQUIREMENTS										
HAZARDOUS										
1-1/2 CAR & 1 TRUCK	20	20	20	20	80	20	20	20	80	80
1-1/2 CAR & 1 TRUCK	20	20	20	20	80	20	20	20	80	80
TRUCK & TRAILER	10	10	10	10	40	10	10	10	40	40
TOTAL	50	50	50	50	200	50	50	50	200	200
TRAILER & TRUCK	10	10	10	10	40	10	10	10	40	40
TOTAL	60	60	60	60	240	60	60	60	240	240
PARKING PROVIDED										
STANDARD TALLS	160	160	160	160	640	160	160	160	640	640
WATERCAMP TALLS	4	4	4	4	16	4	4	4	16	16
TRUCK STALLS	16	16	16	16	64	16	16	16	64	64
TOTAL	180	180	180	180	720	180	180	180	720	720
TRUCK STALLS	16	16	16	16	64	16	16	16	64	64
TOTAL PARKING PROVIDED	196	196	196	196	784	196	196	196	784	784

OWNER:
INDUSTRIAL DEVELOPERS REALTY
1201 HUN BUMP DRIVE, SUITE 15
SAN DIEGO, CA 92108
ATTN: WENDY KILLEN
PHONE: (619) 523-0714

APPLICANT:
IDA LOGISTICS
840 AVOLLO AVENUE, SUITE 240
EL SEGUNDO, CA 90245
ATTN: WENDY KILLEN
PHONE: (714) 961-1243

A.P.N.:
80-10-006
80-10-007
80-10-008
80-10-009

ACRESAGE:
22.84 AC GROSS (EXISTING BOUNDARY PER ALTA)
28.62 AC NET

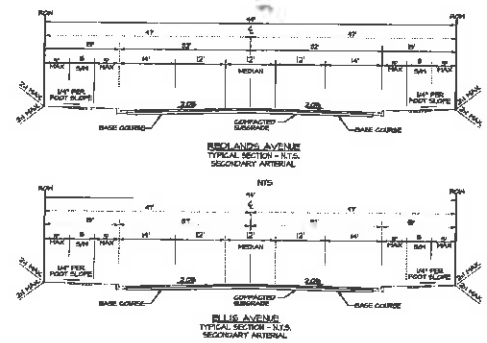
LAND USE / ZONING:
EXISTING LAND USE: VACANT
PROPOSED LAND USE: DISTRIBUTION CENTER
EXISTING ZONING: SP - COMMERCIAL INDUSTRIAL
PROPOSED ZONING: GENERAL INDUSTRIAL
EXISTING GENERAL PLAN: NEI-PERRIS SPECIFIC PLAN
PROPOSED GENERAL PLAN: NEI-PERRIS SPECIFIC PLAN

LEGAL DESCRIPTION:
THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 20, TOGETHER WITH THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 4 NORTH, RANGE 9 WEST, IN SAN DIEGO COUNTY, CALIFORNIA, LAND PORTIONS BEING DESCRIBED IN PRELIMINARY TITLE REPORT NO. 2024000 PREPARED BY FIRST AMERICAN TITLE CO.

PROJECT DESCRIPTION:
MINOR MODIFICATION TO APPROVED DPR 08-01-0007 FOR 3 BUILDINGS TOTALING 5,000,000 SQUARE FEET ON 28.62 ACRES. THE MINOR MODIFICATION CONSISTS OF RECONFIGURATION OF THE BUILDING AND PARKING LAYOUT.

UTILITY COMPANIES:
WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA Edison COMPANY
TELEPHONE: VERIZON
GAS: SOUTHERN CALIFORNIA GAS COMPANY

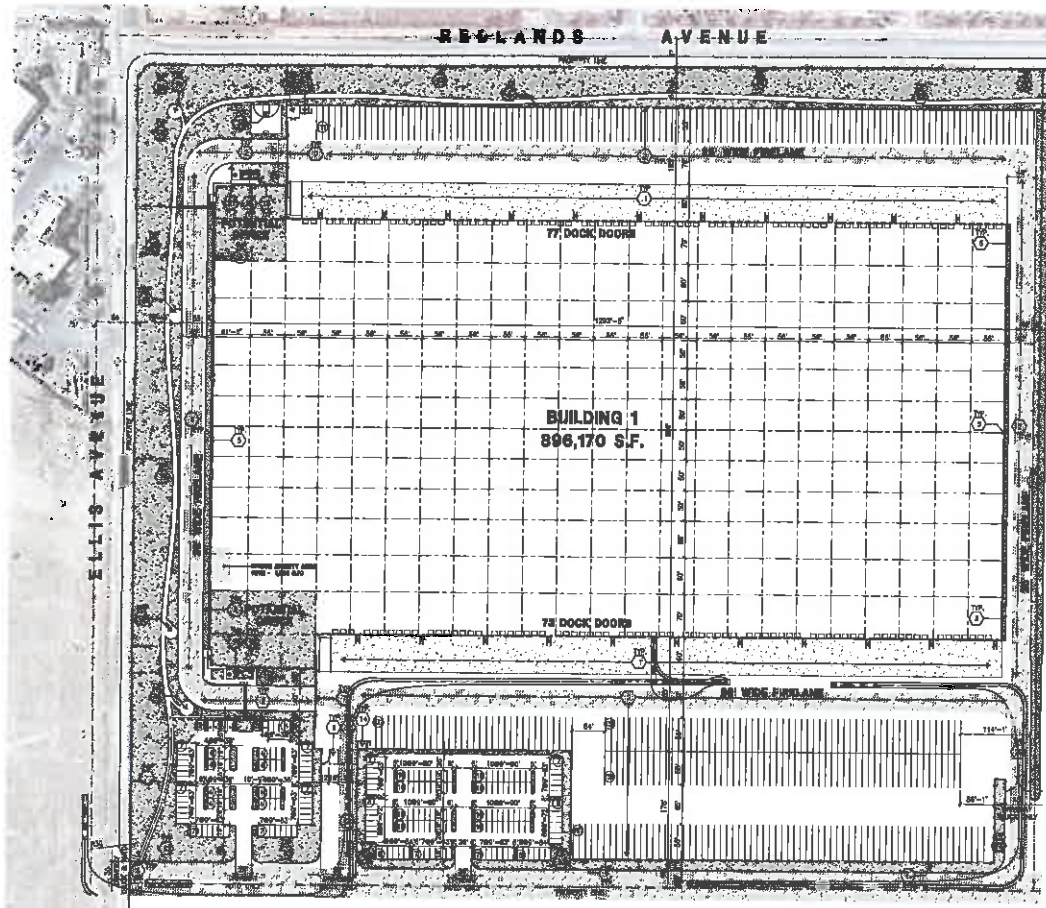
LEGEND:
PROPOSED LANDSCAPE
PROPOSED CONCRETE



ENGINEERING CONSULTANTS
3788 MCCRAY STREET
RIVERSIDE, CA 92506
PH: (951) 688-1070
FAX: (951) 788-1256

CITY OF PERRIS
DPR 08-01-0007
MINOR MODIFICATION
PERRIS LOGISTICS CENTER NORTH

NO. 11-0000
SHEET
OF 4 SHEETS
DATE NO.



PROPERTY OWNER

05 LOCUSTS
840 ARROYO STREET, SUITE 343
EL SEGUIN, CA 92425
214-330-8220

ADDRESS OF THE PROPERTY

730

ASSESSOR'S PARCEL NUMBER

310-170-002-0, 310-170-007-0, 310-170-008-0,
310-223-000-1

ZONING

GENERAL INDUSTRIAL

APPLICANT

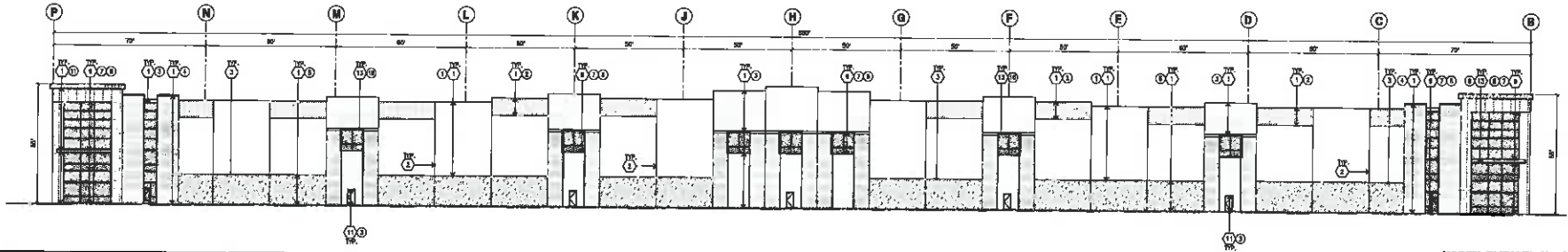
05 LOCUSTS
840 ARROYO STREET, SUITE 343
EL SEGUIN, CA 92425
214-330-8220

APPLICANT'S REPRESENTATIVE

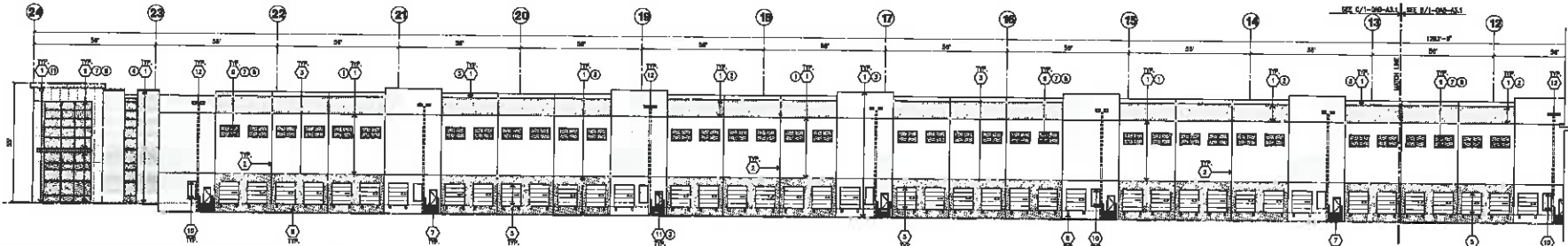
HPA, INC.
18021 BERDEEN AVENUE SUITE 100
MIRAGE, CA 92551
TEL: 949-455-2116
ATTN: STEVE HONG

PROJECT DATA

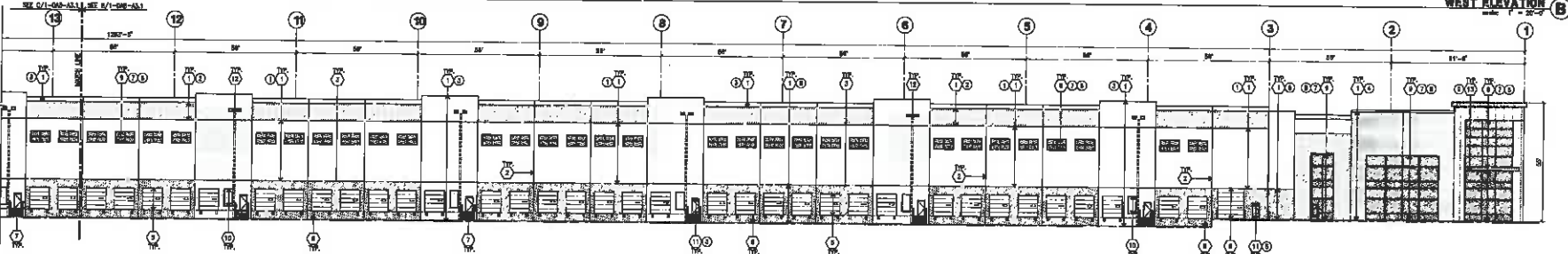
DETAILS	BLDG. 1	BLDG. 2	TOTAL
AREA	1,227,000	1,811,000	3,038,000
PERMITS	452	217	669
TEAM	20,000	20,000	40,000
MANPOWER	100	100	200
TURN	100	100	200
CONSTRUCTION	4	4	8
OPERATION	4	4	8
MAINTENANCE	4	4	8
REPAIRS	4	4	8
REPLACEMENT	4	4	8
RENOVATION	4	4	8
DEMOLITION	4	4	8
RECYCLING	4	4	8
WATER	4	4	8
SEWER	4	4	8
ELECTRICITY	4	4	8
TELEPHONE	4	4	8
HEATING	4	4	8
AIR CONDITIONING	4	4	8
SALES	4	4	8
MARKETING	4	4	8
TRAINING	4	4	8
RESEARCH	4	4	8
DEVELOPMENT	4	4	8
OPERATIONS	4	4	8
FINANCIAL	4	4	8
LEGAL	4	4	8
TAXES	4	4	8
REGULATORY	4	4	8
ENVIRONMENTAL	4	4	8
ARCHITECTURAL	4	4	8
ENGINEERING	4	4	8
LANDSCAPE	4	4	8
CONSTRUCTION	4	4	8
OPERATION	4	4	8
MAINTENANCE	4	4	8
REPAIRS	4	4	8
REPLACEMENT	4	4	8
RENOVATION	4	4	8
DEMOLITION	4	4	8
RECYCLING	4	4	8
WATER	4	4	8
SEWER	4	4	8
ELECTRICITY	4	4	8
TELEPHONE	4	4	8
HEATING	4	4	8
AIR CONDITIONING	4	4	8
SALES	4	4	8
MARKETING	4	4	8
TRAINING	4	4	8
RESEARCH	4	4	8
DEVELOPMENT	4	4	8
OPERATIONS	4	4	8
FINANCIAL	4	4	8
LEGAL	4	4	8
TAXES	4	4	8
REGULATORY	4	4	8
ENVIRONMENTAL	4	4	8
ARCHITECTURAL	4	4	8
ENGINEERING	4	4	8
LANDSCAPE	4	4	8
CONSTRUCTION	4	4	8
OPERATION	4	4	8
MAINTENANCE	4	4	8
REPAIRS	4	4	8
REPLACEMENT	4	4	8
RENOVATION	4	4	8
DEMOLITION	4	4	8
RECYCLING	4	4	8
WATER	4	4	8
SEWER	4	4	8
ELECTRICITY	4	4	8
TELEPHONE	4	4	8
HEATING	4	4	8
AIR CONDITIONING	4	4	8
SALES	4	4	8
MARKETING	4	4	8
TRAINING	4	4	8
RESEARCH	4	4	8
DEVELOPMENT	4	4	8
OPERATIONS	4	4	8
FINANCIAL	4	4	8
LEGAL	4	4	8
TAXES	4	4	8
REGULATORY	4	4	8
ENVIRONMENTAL	4	4	8
ARCHITECTURAL	4	4	8
ENGINEERING	4	4	8
LANDSCAPE	4	4	8
CONSTRUCTION	4	4	8
OPERATION	4	4	8
MAINTENANCE	4	4	8
REPAIRS	4	4	8
REPLACEMENT	4	4	8
RENOVATION	4	4	8
DEMOLITION	4	4	8
RECYCLING	4	4	8
WATER	4	4	8
SEWER	4	4	8
ELECTRICITY	4	4	8
TELEPHONE	4	4	8
HEATING	4	4	8
AIR CONDITIONING	4	4	8
SALES	4	4	8
MARKETING	4	4	8
TRAINING	4	4	8
RESEARCH	4	4	8
DEVELOPMENT	4	4	8
OPERATIONS	4	4	8
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REGULATORY	4	4	



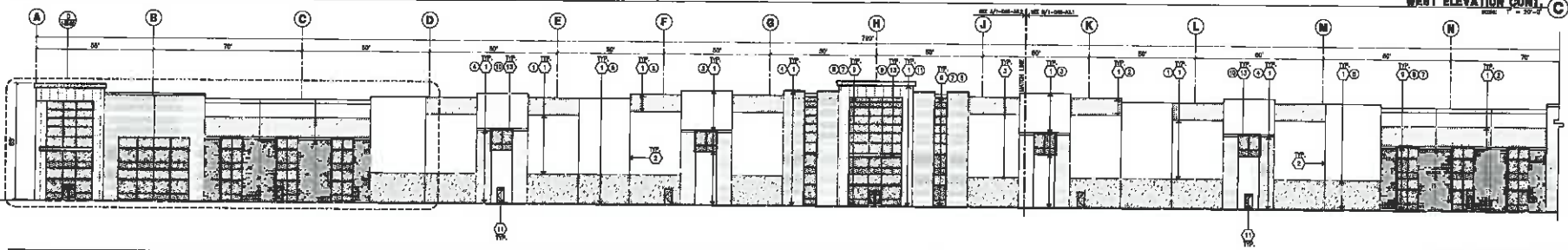
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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



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



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

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL JOINT
- 3 PANEL BEAD
- 4 CONCRETE TILT-UP PANEL WITH FINISH BEAD
- 5 OVERHANG DOOR IN BRICK WORK
- 6 OVERHANG DOOR IN CONCRETE PANEL
- 7 CONCRETE FORM, LANSING AND CONG. CLONORAN
- 8 DOCK RAMPO
- 9 ALUMINUM STOREFRONT FRAMING W/ TAMPONED GLAZING AT ALL DOORS
- 10 INSULATED WINDOW TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 1" ABOVE F.F. ELEVATION
- 11 LOWER CASE AND GLAZING APPROX. ONLY
- 12 YELLOW METAL DOORS
- 13 INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER
- 14 OVERHANG CHIMNEY

COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL PAINT FINISH BEAD BEAD BY 2001 BRAY SYSTEM
- 2 CONCRETE TILT-UP PANEL PAINT FINISH BEAD BEAD BY 2001 BRAY SYSTEM
- 3 CONCRETE TILT-UP PANEL PAINT FINISH BEAD BEAD BY 2001 BRAY SYSTEM
- 4 CONCRETE TILT-UP PANEL PAINT FINISH BEAD BEAD BY 2001 BRAY SYSTEM
- 5 CONCRETE TILT-UP PANEL PAINT FINISH BEAD BEAD BY 2001 BRAY SYSTEM
- 6 CONCRETE TILT-UP PANEL PAINT FINISH BEAD BEAD BY 2001 BRAY SYSTEM
- 7 BRASS
- 8 BRASS
- 9 BRASS
- 10 BRASS
- 11 BRASS
- 12 BRASS
- 13 BRASS

- 1 METAL CHIMNEY
- 2 METAL CHIMNEY
- 3 METAL CHIMNEY
- 4 METAL CHIMNEY

GLAZING LEGEND

- 1 TAMPONED VISION GLASS
- 2 TAMPONED SPANGLER GLASS

GENERAL NOTES - ELEVATIONS

- 1. ALL PAINT COLORS CHANGED TO OCCUR AT BRICK CORNERS UNLESS NOTED OTHERWISE.
- 2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- 3. T.A.P. = TOP OF PARAPET - ELEVATION
- 4. F.F. = FINISH FLOOR ELEVATION

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Project:
PERRIS LOGISTICS CENTER

NORTH
PERRIS AVENUE & ELLIS AVENUE
PERRIS, CA 92470

ORIGINAL PROJECT NUMBER:
09-01-0007

MINOR MODIFICATION PLAN:
10-0538

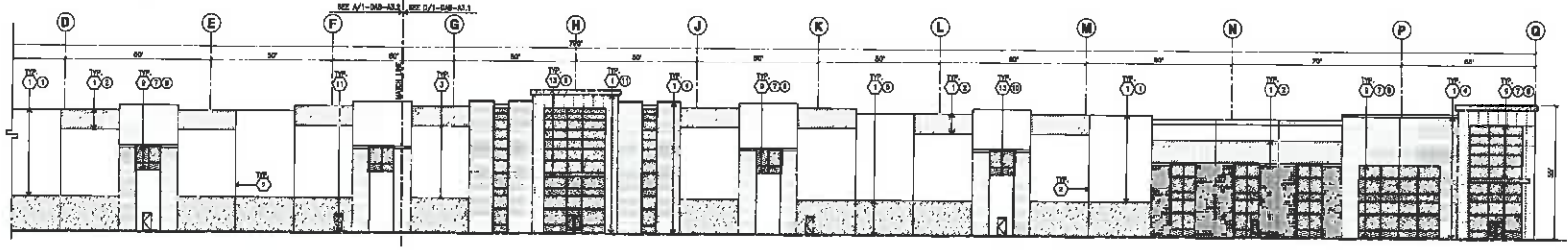
Consultants:

WEISS ASSOCIATES
HUNTER

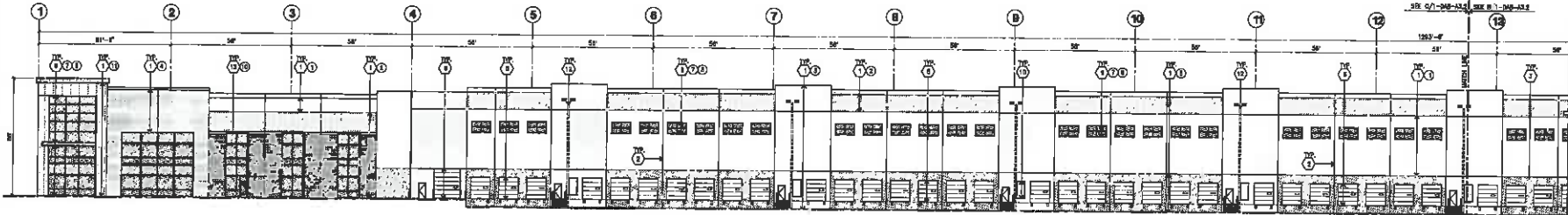
Title: ELEVATIONS

Project Number: 101/2
Drawn by: CR
Date: 09/10/09
Revision:

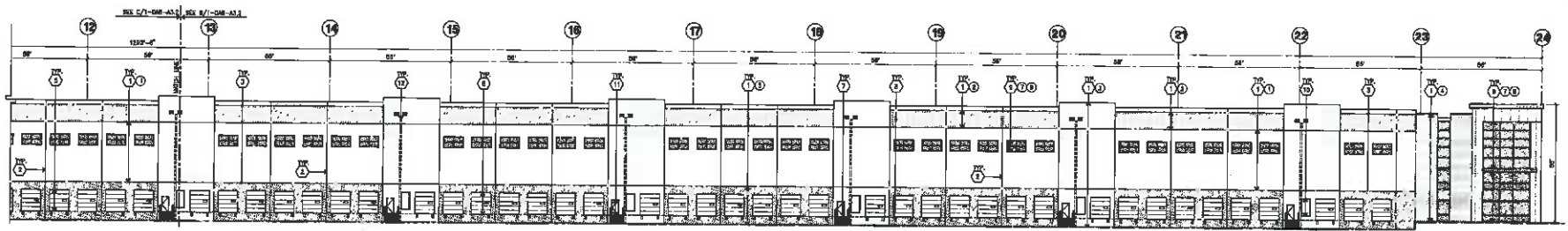
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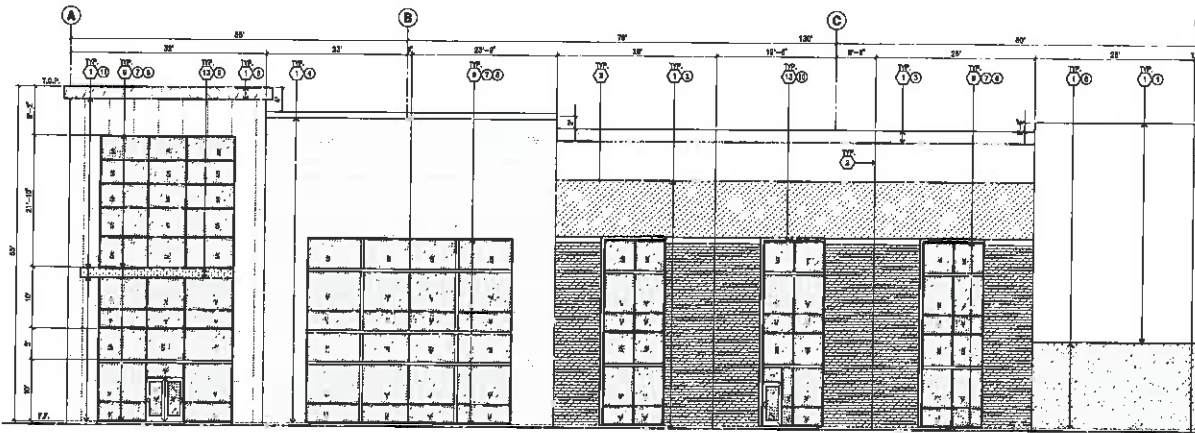
SOUTH ELEVATION CONT.



EAST ELEVATION



EAST ELEVATION CONT.



ENLARGED SOUTH ELEVATION

- KEYNOTES - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL (PAINTED)
 - 2 PANEL JOINT
 - 3 PANEL NEVE
 - 4 CONCRETE TILT-UP SCREW WALL
 - 5 EXPANDED DOOR w/ DOCK HECK
 - 6 EXPANDED DOOR w/ DOCK PANEL
 - 7 CONCRETE STEEL LIVERY AND CONC. GUARDRAIL
 - 8 ROCK REAPER
 - 9 ALUMINUM STORMDOOR FINISHING w/ TINTED GLASS AT ALL DOORS
 - 10 STEEL DOOR FINISHING TO DOORS AND SLABS w/ FINISHES LESS THAN 1" ABOVE F.F. ELEVATION
 - 11 LIVERY (SIZE AND LOCATION APPROX. ONLY)
 - 12 HOLDUP METAL DOORS
 - 13 FIBERGLASS ROOF SHEET WITH EXPANDED SLOTTED
 - 14 STEEL CLADDING
- COLOR SCHEDULE - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL PAINT FINISH/TEXTURE TO MATCH 1001 GREY CONCRETE
 - 2 CONCRETE TILT-UP PANEL PAINT FINISH/TEXTURE TO MATCH 1001 GREY CONCRETE
 - 3 CONCRETE TILT-UP PANEL PAINT FINISH/TEXTURE TO MATCH 1001 GREY CONCRETE
 - 4 CONCRETE TILT-UP PANEL PAINT FINISH/TEXTURE TO MATCH 1001 GREY CONCRETE
 - 5 CONCRETE TILT-UP PANEL PAINT FINISH/TEXTURE TO MATCH 1001 GREY CONCRETE
 - 6 CONCRETE TILT-UP PANEL PAINT FINISH/TEXTURE TO MATCH 1001 GREY CONCRETE
 - 7 FLOOR - 3/4" POLISHED CONCRETE
 - 8 FLOOR - 3/4" POLISHED CONCRETE
 - 9 FLOOR - 3/4" POLISHED CONCRETE
 - 10 FLOOR - 3/4" POLISHED CONCRETE
 - 11 FLOOR - 3/4" POLISHED CONCRETE
 - 12 FLOOR - 3/4" POLISHED CONCRETE
 - 13 FLOOR - 3/4" POLISHED CONCRETE
 - 14 FLOOR - 3/4" POLISHED CONCRETE
 - 15 FLOOR - 3/4" POLISHED CONCRETE
 - 16 FLOOR - 3/4" POLISHED CONCRETE
 - 17 FLOOR - 3/4" POLISHED CONCRETE
 - 18 FLOOR - 3/4" POLISHED CONCRETE
 - 19 FLOOR - 3/4" POLISHED CONCRETE
 - 20 FLOOR - 3/4" POLISHED CONCRETE
 - 21 FLOOR - 3/4" POLISHED CONCRETE
 - 22 FLOOR - 3/4" POLISHED CONCRETE
 - 23 FLOOR - 3/4" POLISHED CONCRETE
 - 24 FLOOR - 3/4" POLISHED CONCRETE

- GLAZING LEGEND**
- 1 TINTED WOOD GLASS
 - 2 TINTED SPUNGLASS
- GENERAL NOTES - ELEVATIONS**
- A. ALL PAINT COLOR CHANGES TO OCCUR AT WORK CORNERS UNLESS NOTED OTHERWISE.
 - B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
 - C. T&G - TOP OF FINISHES - ELEVATION.
 - D. F.F. = FINISH FLOOR ELEVATION.
 - E. STATEMENT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LEVELS SHALL BE REFERRED TO PER EXPOSURE OF WORK. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
 - F. CONTRACTOR SHALL FULLY FINISH ONE CONCRETE PANEL w/ SELECTED COLOR, METAL AND OTHER SHALL APPROVE PRIOR TO PARTIAL REMOVAL OF BUILDING.

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 ARCHITECTS
 16801 Redlands Avenue - Ste. #100
 Irvine, CA 92614
 Tel: 949-451-1776
 Fax: 949-451-2551
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PROFESSIONAL ARCHITECT
 No. 22897
 3-81-81
 STATE OF CALIFORNIA

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 El Segundo, CA 90245
 Tel: 310-338-4000

Project:
 PARRIS LOGISTICS CENTER
NORTH
 REDLANDS AVE. & ELLIS AVE.
 PERRIS, CA 92476
ORIGINAL PROJECT NUMBER:
 88-01-0007
MINOR MODIFICATION PLAN:
 18-0002

Consultants:
 WEBB ASSOCIATES
 6111 E. ...
 ...
 HUNTER

Title: ELEVATIONS
Project Number: 18102
Drawn by: GR
Date: 09/18/09
Revised:
Sheet:
1-DAB-A3.2

KEYNOTES - ELEVATIONS

- ① CONCRETE SET-UP PANEL, PAINTED
- ② PANEL JEWEL
- ③ CONCRETE TILT-UP SCREEN WALL
- ④ OVERHEAD DOOR IN DOCK HOUSING
- ⑤ OVERHEAD DOOR & DOCK TRAIL
- ⑥ CONCRETE STAIR, LANDING AND CONC. GUARDRAIL
- ⑦ DOCK BUMPER
- ⑧ ALUMINUM STRUCTURE FINISH W/ TINTED GLAZING AT ALL DOORS
- ⑨ SELECTED FINISH TO DOORS AND LANDING W/ FINISHES LESS THAN 1" ABOVE F.F. ELEVATION
- ⑩ LEADER TRICE AND LOCATION APPROX. ONLY
- ⑪ HOLLOW METAL DOORS
- ⑫ INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER
- ⑬ EXTERIOR CANOPY

COLOR SCHEDULE - ELEVATIONS

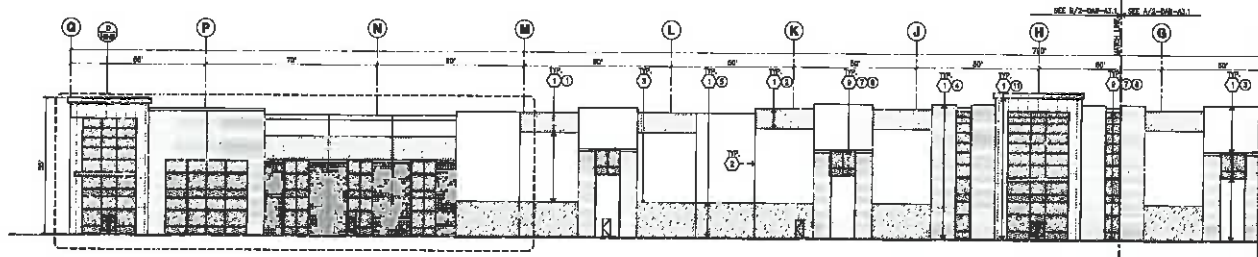
- ① CONCRETE SET-UP PANEL, PAINT BRNWA, EXTERIOR FINISH BY 2021, 100% SOLID
- ② CONCRETE SET-UP PANEL, PAINT BRNWA, EXTERIOR FINISH BY 2021, 100% SOLID
- ③ CONCRETE TILT-UP PANEL, PAINT BRNWA, EXTERIOR FINISH BY 2021, 100% SOLID
- ④ CONCRETE TILT-UP PANEL, PAINT BRNWA, EXTERIOR FINISH BY 2021, 100% SOLID
- ⑤ CONCRETE SET-UP PANEL, PAINT BRNWA, EXTERIOR FINISH BY 2021, 100% SOLID
- ⑥ CONCRETE SET-UP PANEL, PAINT BRNWA, EXTERIOR FINISH BY 2021, 100% SOLID
- ⑦ GLAZING
COLOR: BLUE TINTED GLAZING
- ⑧ WALLS
COLOR: CLAY ACCENT
- ⑨ METAL CURB
MATERIAL: ALUMINUM ANODIZED
FINISH: BRNWA
PERFORMANCE: 100% SOLID
- ⑩ METAL CURB
MATERIAL: ALUMINUM ANODIZED
FINISH: BRNWA
PERFORMANCE: 100% SOLID
- ⑪ METAL CURB
MATERIAL: ALUMINUM ANODIZED
FINISH: BRNWA
PERFORMANCE: 100% SOLID

GLAZING LEGEND

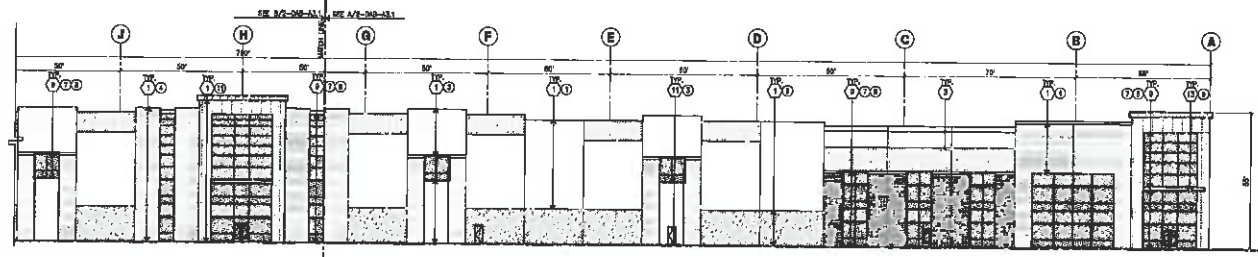
- TINTED VISION GLASS
- TINTED SPANDELS GLASS

GENERAL NOTES - ELEVATIONS

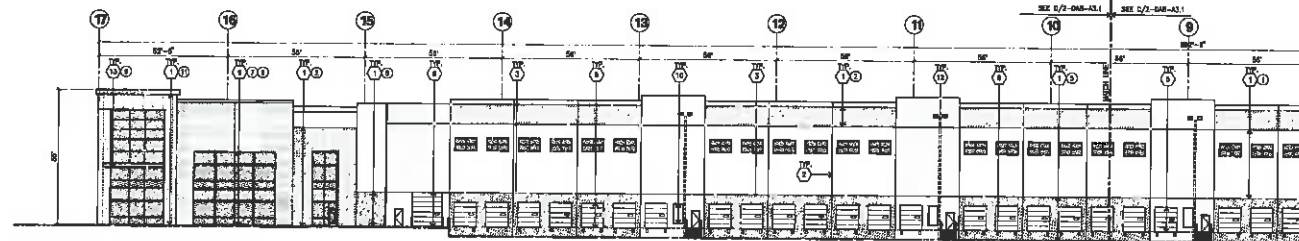
- A. ALL PAINT COLOR NUMBERS TO DECOR AT INTER CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.A.P. = TOP OF PARAPET - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STRUCTURAL CONSTRUCTION PLANS, WITH ATTACHMENTS AND LIFELINES SHALL BE PROVIDED TO REFER TO ANY DISCREPANCY TO BEIN.
- F. CONTRACTOR SHALL FULLY PAINT THE CONCRETE PANELS W/ SELECTED COLOR, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO FINISHING REMOVAL OF BUILDING.



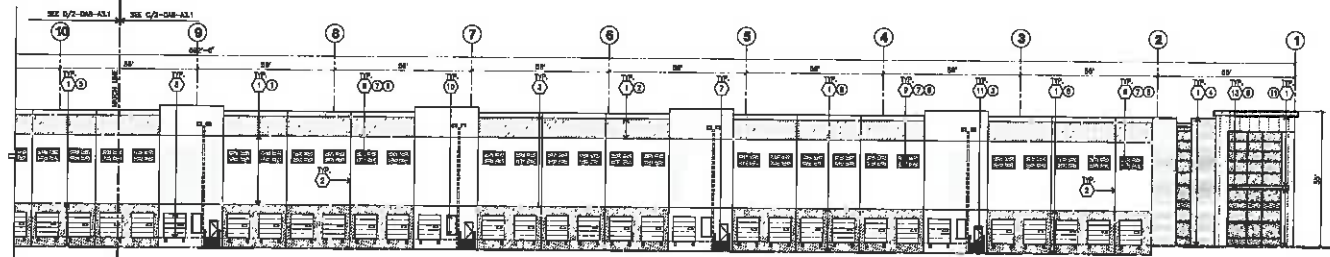
NORTH ELEVATION
SCALE: 1" = 30'-0"



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



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



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



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Project:
PARRIS LOGISTICS
CENTER

NORTH
PERRIS AVENUE & ELLIS AVENUE
PERRIS, CA 92570

ORIGINAL PROJECT NUMBER
08-01-0037

MINOR MODIFICATION PLAN
18-0338

Consultants:

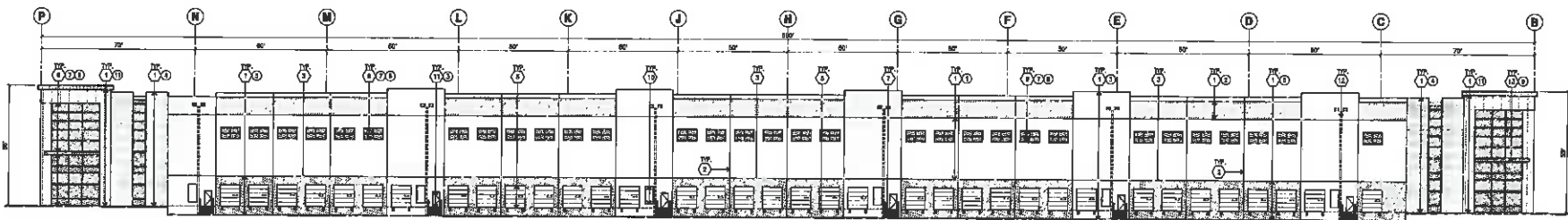
WEBB ASSOCIATES
HUNTER

Title: ELEVATIONS

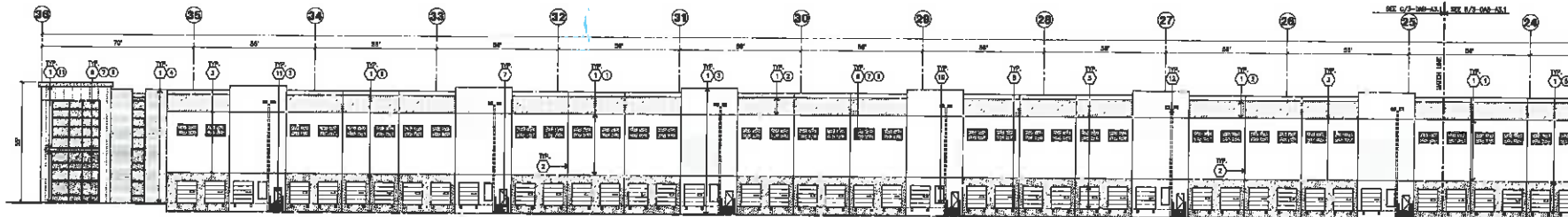
Project Number: 18129
Drawn by: CH
Date: 08/15/20
Revision:

Sheet:

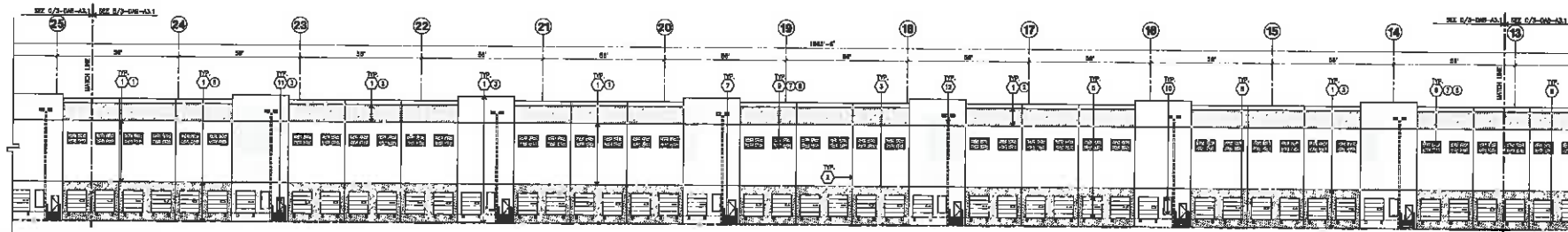
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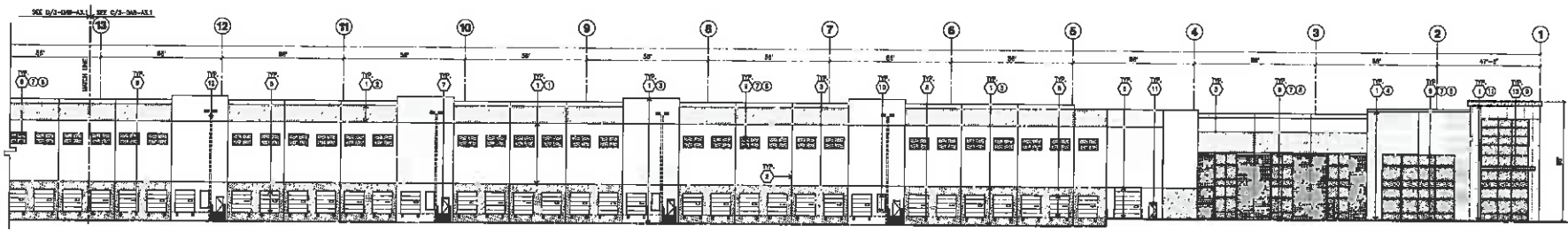
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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



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



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

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL JOINT
- 3 PANEL BOUNDARY
- 4 CONCRETE TILT-UP PANEL CORNER WALL
- 5 OVERHEAD DOOR @ DOCK 1001
- 6 OVERHEAD DOOR @ DOCK 1001
- 7 CONCRETE TILT-UP PANEL PAINT BRUSH-ON/BRUSH-ON/BRUSH-ON
- 8 DOCK RAMP
- 9 ALUMINUM STRENGTH PROGRAM W/ TYPED GLAZING AT ALL DOORS
- 10 RESULTS SUBJECT TO DOCK AND GLAZING BY BOTTOMING LINES SHOWN UP ABOVE F.F. ELEVATION
- 11 LUNDS (ONE AND EIGHTS APPROX. ONLY)
- 12 HOLLOW METAL DOORS
- 13 INSULATED ROOF DRAIN WITH OVERFLOW EQUIPPED
- 14 EXTERIOR CANOPY

COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL PAINT BRUSH-ON/BRUSH-ON/BRUSH-ON
- 2 CONCRETE TILT-UP PANEL PAINT BRUSH-ON/BRUSH-ON/BRUSH-ON
- 3 CONCRETE TILT-UP PANEL PAINT BRUSH-ON/BRUSH-ON/BRUSH-ON
- 4 CONCRETE TILT-UP PANEL PAINT BRUSH-ON/BRUSH-ON/BRUSH-ON
- 5 GLAZING
- 6 METAL CANOPY

- 7 METAL CANOPY
- 8 METAL CANOPY
- 9 METAL CANOPY

GLAZING LEGEND

- 1 TYPED VISION GLAZING
- 2 TYPED SPUNGLASS

ALL GLASS TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.D. = TOP OF FINISH - FLOOR/SLAB.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. EQUIPMENT CONSTRUCTION SHALL BE WITH ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 50 MPH EXPOSURE TO WIND. CONTRACTOR SHALL VERIFY SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR. APPROVED AND ORDER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

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ARCHITECT

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REGISTERED ARCHITECT
STATE OF CALIFORNIA

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Project:
PERRIS LOGISTICS CENTER

NORTH
REDLAND AVE & ELLIS AVE.
PERRIS, CA 92570

ORIGINAL PROJECT NUMBER:
08-01-0077

MINOR MODIFICATION PLAN:
14-0032

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HUNTER

Title: ELEVATIONS

Project Number: 18122
Drawn by: CH
Date: 08/14/09
Revised:

Sheet:

3-DAB-A3.1

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL, FINISHED.
- ② PANEL JOINT.
- ③ PANEL EDGEL.
- ④ CONCRETE TILT-UP SCREEN WALL.
- ⑤ OVERHEAD DOOR @ DOCK HOOD.
- ⑥ OVERHEAD DOOR @ DRIVE THRU.
- ⑦ CONCRETE STAIR, LANDING AND CONC. GUARDRAIL.
- ⑧ DOOR BUMPER.
- ⑨ ALUMINUM STORMDOOR FINISHES w/ TEMPERED GLASS AT ALL DOORS RELIABLE ADHESIVE TO DOORS AND BLADING w/ SYSTEMS LESS THAN 10" ABOVE F.F. ELEVATION.
- ⑩ LIGNIN OILS AND LIGNIN APPLIED ONLY.
- ⑪ HOLLOW METAL DOORS.
- ⑫ INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
- ⑬ EXTERIOR CANYON.

COLOR SCHEDULE - ELEVATIONS

- ① CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600 SERIES
- ② CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600A SERIES
- ③ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600B SERIES
- ④ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600C SERIES
- ⑤ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600D SERIES
- ⑥ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600E SERIES
- ⑦ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600F SERIES
- ⑧ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600G SERIES
- ⑨ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600H SERIES
- ⑩ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600I SERIES
- ⑪ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600J SERIES
- ⑫ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600K SERIES
- ⑬ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600L SERIES
- ⑭ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600M SERIES
- ⑮ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600N SERIES
- ⑯ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600O SERIES
- ⑰ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600P SERIES
- ⑱ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600Q SERIES
- ⑲ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600R SERIES
- ⑳ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600S SERIES
- ㉑ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600T SERIES
- ㉒ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600U SERIES
- ㉓ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600V SERIES
- ㉔ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600W SERIES
- ㉕ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600X SERIES
- ㉖ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600Y SERIES
- ㉗ CONCRETE TILT-UP PANEL PAINT BRN/BLK/GRN/BLU BY 2017, 600Z SERIES

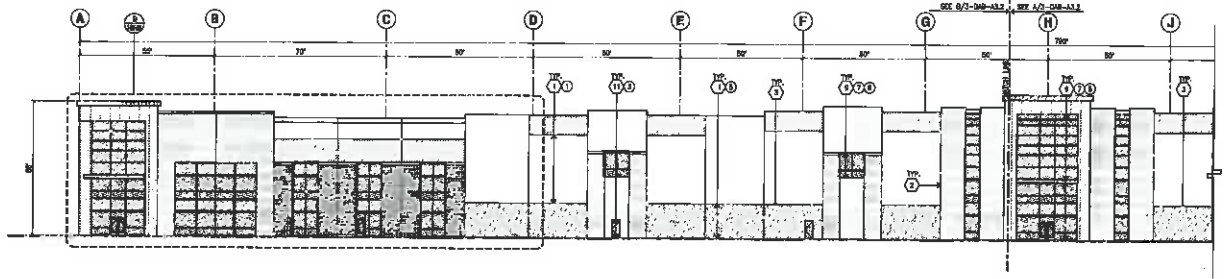
GLAZING LEGEND

- ① TEMPERED MONO GLASS
- ② TEMPERED SPANNER GLASS

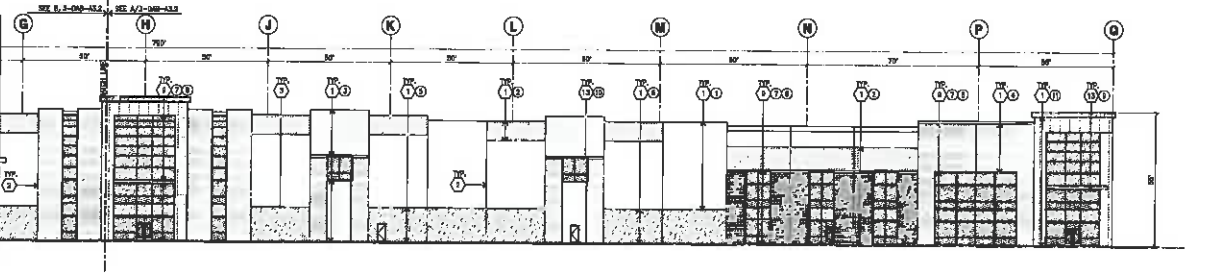
ALL GLASS TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

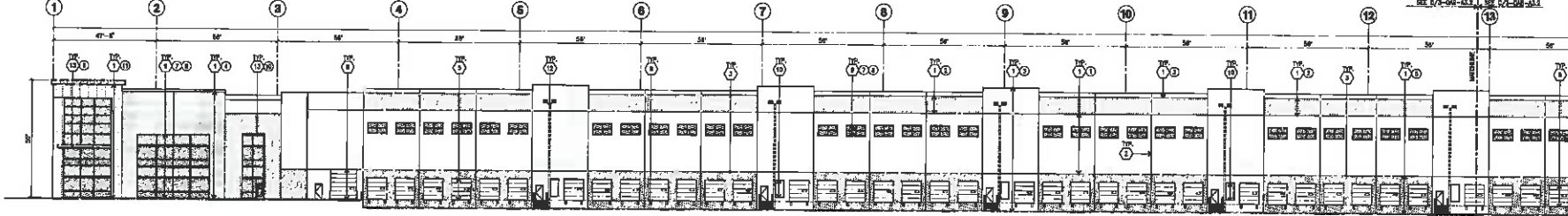
- A. ALL PAINT COLOR CHANGES TO OCCUR AT THESE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.A.P. = TOP OF PANEL - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STORMDOOR CONSTRUCTION GLASS, METAL ATTACHMENTS AND LIFELINES SHALL BE PROVIDED TO SURE BY SHOP DRAWINGS TO OWNER. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL PAINT CONCRETE PANELS w/ SELECTED COLOR, MONOTONE AND FINISH SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.



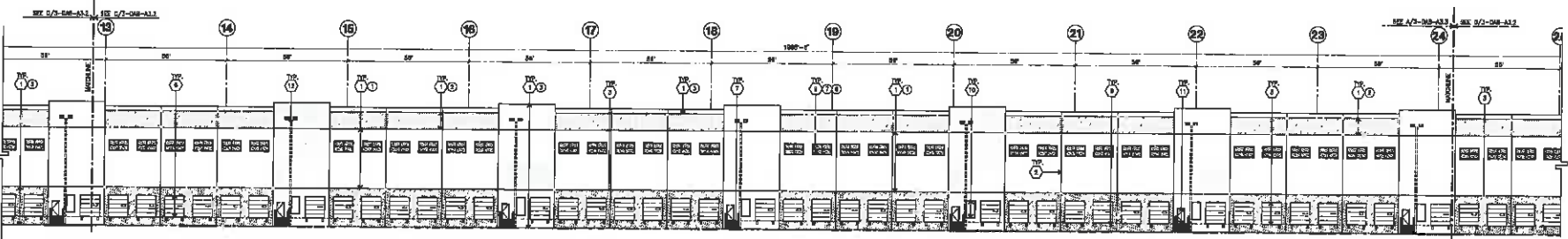
SOUTH ELEVATION
SCALE: 1" = 20'-0"



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



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



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

HPA
ARCHITECTURE

HPA, Inc.
1851 Bayview Avenue - Ste. 8100
Irvine, CA 92614
Tel: 949-451-1773
Fax: 949-451-3851
www.hpaarch.com

REGISTERED ARCHITECT
CALIFORNIA
No. 41141
EXPIRES 12/31/2017

IDI Logistics

IDI Logistics
840 Apollo Drive, Suite 240
El Segundo, CA 90245
Tel: 310-300-6000

Project:
PERRIS LOGISTICS CENTER

NORTH

REDLANDS AVE. & ELLIS AVE.
PERRIS, CA 92571

ORIGINAL PROJECT NUMBER
06-41-0007

MINOR MODIFICATION PLAN
18-0002

Consultants:

ERIC S. WEBB ASSOCIATES
ARCHITECTS
10000 WILSON AVENUE
SUITE 100
DANA POINT, CA 92629
TEL: 949-441-1111
WWW.ERICWEBB.COM

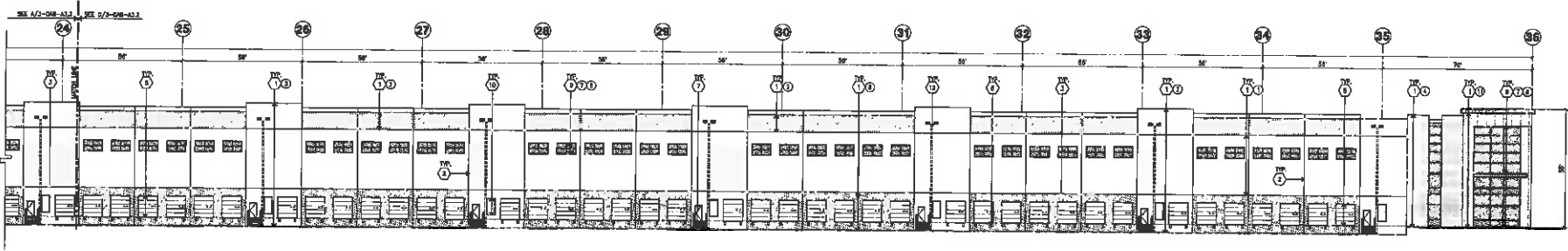
HUNTER

Title: ELEVATIONS

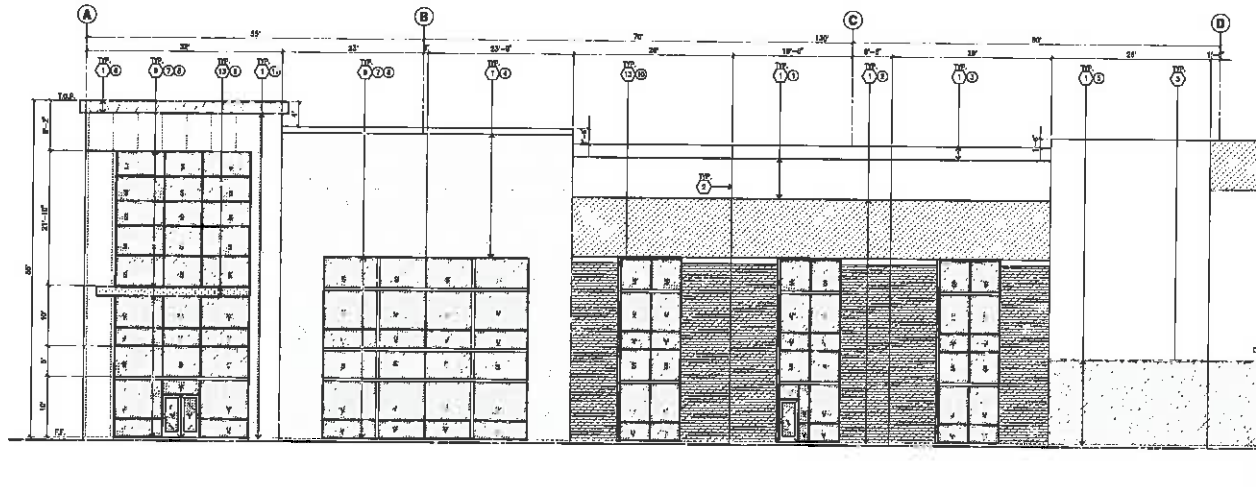
Project Number: 18122
Drawn by: CH
Date: 02/16/2018
Revision:

Sheet:

3-DAB-A3.2



EAST ELEVATION CONT. **A**



ENLARGED SOUTH ELEVATION **B**

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (SHADED).
- 2 PANEL JOINT.
- 3 PANEL BEZEL.
- 4 CONCRETE TILT-UP SCREEN WALL.
- 5 EXTERIOR CORNER OF BRICK WALL.
- 6 EXTERIOR CORNER OF STONE WALL.
- 7 CONCRETE STAIR, LANDING AND CONC. CLIMBERS.
- 8 DOOR RAMMER.
- 9 ALUMINUM STRENGTHENING FRAMING BY TEMPERED GLAZING AT ALL DOORS (EXCLUDES ADJACENT TO DOORS AND SLUICHS 1/4" BOTTOMS LESS THAN 1/4" ABOVE F.L. ELEVATION).
- 10 LAMBER (SIZE AND LOCATION APPROX. ONLY).
- 11 HOLLOW METAL DOOR.
- 12 INTERIOR HOOK COVER WITH OVERFLOW SCUPPER.
- 13 EXTERIOR CHIMNEY.

COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL PAINT BRANCO/STONE RELIANCE BY 2013 BANK SYSTEM
- 2 CONCRETE TILT-UP PANEL PAINT BRANCO/STONE RELIANCE BY 2013 BANK SYSTEM
- 3 CONCRETE TILT-UP PANEL PAINT BRANCO/STONE RELIANCE BY 2013 BANK SYSTEM
- 4 CONCRETE TILT-UP PANEL PAINT BRANCO/STONE RELIANCE BY 2013 BANK SYSTEM
- 5 CONCRETE TILT-UP PANEL PAINT BRANCO/STONE RELIANCE BY 2013 BANK SYSTEM
- 6 CONCRETE TILT-UP PANEL PAINT BRANCO/STONE RELIANCE BY 2013 BANK SYSTEM
- 7 GLAZING
- 8 BRICK
- 9 BRICK
- 10 METAL CHIMNEY
- 11 METAL CHIMNEY
- 12 METAL CHIMNEY
- 13 METAL CHIMNEY

GLAZING LEGEND

- 1 TEMPERED VISION GLASS
 - 2 TEMPERED OPACIFIED GLASS
- ALL GLAZES TO BE NON-REFLECTIVE.
- GENERAL NOTES - ELEVATIONS**
- A. ALL PAINT COLOR CHANGES TO OCCUR AT ABOVE COVERING UNLESS NOTED OTHERWISE.
 - B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
 - C. T.O.P. = TOP OF FINISH - ELEVATION.
 - D. F.L. = FINISH FLOOR ELEVATION.
 - E. STRENGTHENING CONSTRUCTION GLAZES WITH METALCHIMNEY AND UNITS SHALL BE DESIGNED TO RESIST 50 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL VERIFY EACH CHIMNEY PRIOR TO INSTALLATION.
 - F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLORS, IDENTIFY AND ORDER SMALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

HPA
ARCHITECTURE

HPA, Inc.
18251 Broadway Drive - #21, #100
Perris, CA 92422
Tel: 951-953-1770
Tel: 951-953-0461
Email: hpa@hpaarch.com

REGISTERED ARCHITECT
STATE OF CALIFORNIA
No. 37411

IDI Logistics

IDI Logistics
648 North Street, Suite 343
Perris, CA 92422
Tel: 213-333-5883

Project:
PERRIS LOGISTICS CENTER

NORTH

NELANDS AVE & ELLIS AVE
PERRIS, CA 92427

ORIGINAL PROJECT NUMBER
18-01-0287

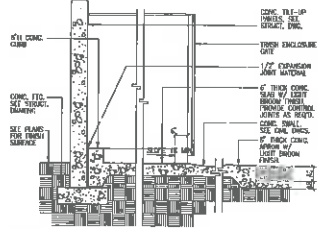
MINOR MODIFICATION PLAN
18-0032

Consultants:

WEBB ASSOCIATES
HUNTER

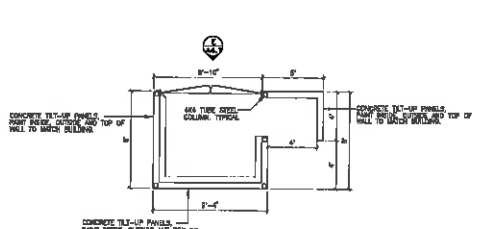
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Project Number: 18122
Drawn by: DR
Date: 08/19/19
Revision:

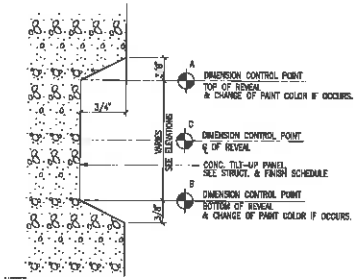


NOTES:
 1. SEE SHEET FOR BELOW SLAB PREPARATIONS AND STEEL REINFORCEMENT RECOMMENDATIONS.
 2. SEE DETAILS FOR ADDITIONAL NOTES.

TRASH ENCLOSURE SECTION F
 scale 1/2" = 1'-0"

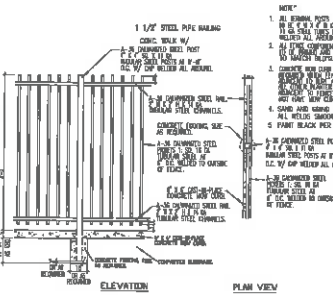


TRASH ENCLOSURE PLAN C
 scale 1/2" = 1'-0"

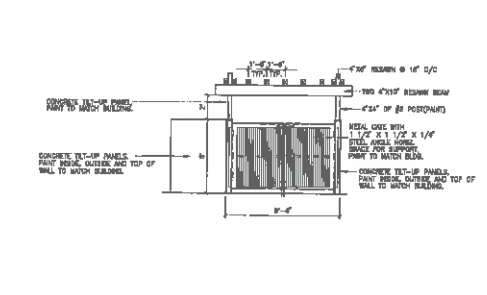


NOTES:
 1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR. SEE WALL SECTIONS.
 2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B".

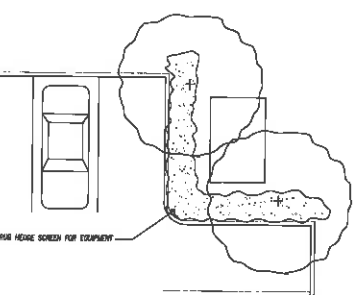
TYP. CONCRETE REVEAL B
 scale N.E.C.



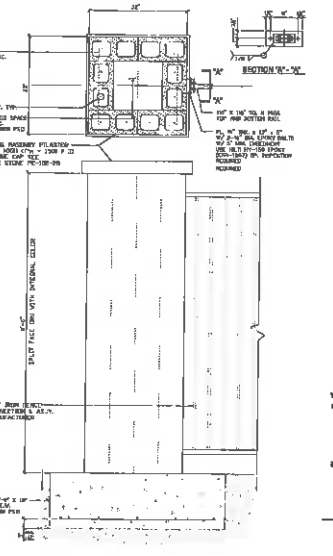
METAL FENCE DETAIL H
 scale N.E.C.



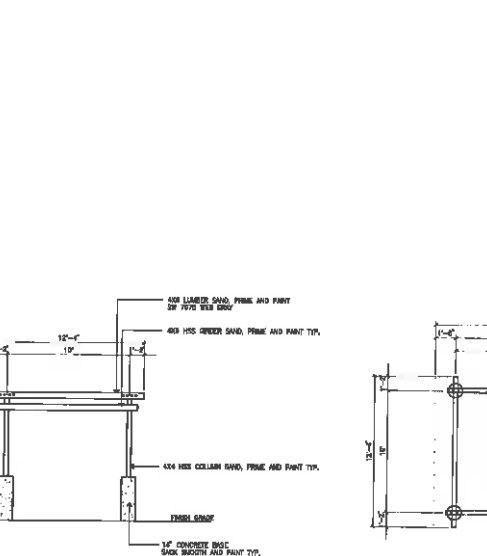
TRASH ENCLOSURE GATE ELEVATION E
 scale 1/2" = 1'-0"



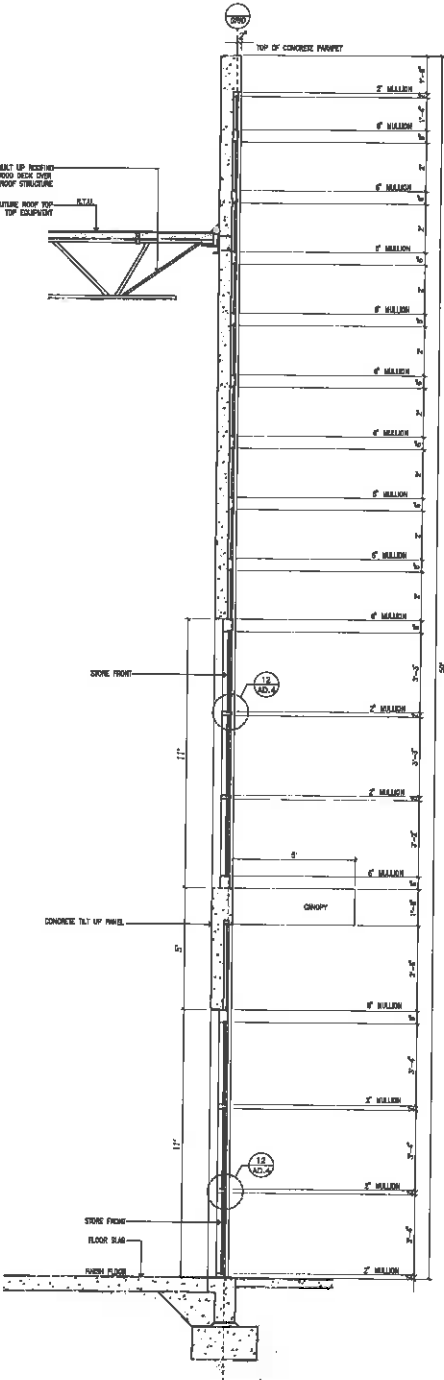
GROUND MOUNTED EQUIPMENT SCREENING, TYP. D
 scale 1/2" = 1'-0"



PILASTER DETAIL & METAL FENCE I
 scale N.E.C.



TRELLIS PLAN AND ELEVATION G
 scale 1/2" = 1'-0"



TYP. STOREFRONT SECTION A
 scale 1/2" = 1'-0"

HPA
 PROJECT ARCHITECTS
 10011 Redondo Avenue - Ste. 6100
 Irvine, CA 92618
 Tel: 949-453-1776
 Fax: 949-453-8831
 email: hpa@hpaarch.com

IDI Logistics
 101 Logistics
 990 Amato Blvd., Suite 303
 El Segundo, CA 90245
 tel: 313-258-9030

Project:
 PERRIS LOGISTICS CENTER
NORTH
 REDLANDS AVE. & ELLIS AVE.
 PERRIS, CA 92570

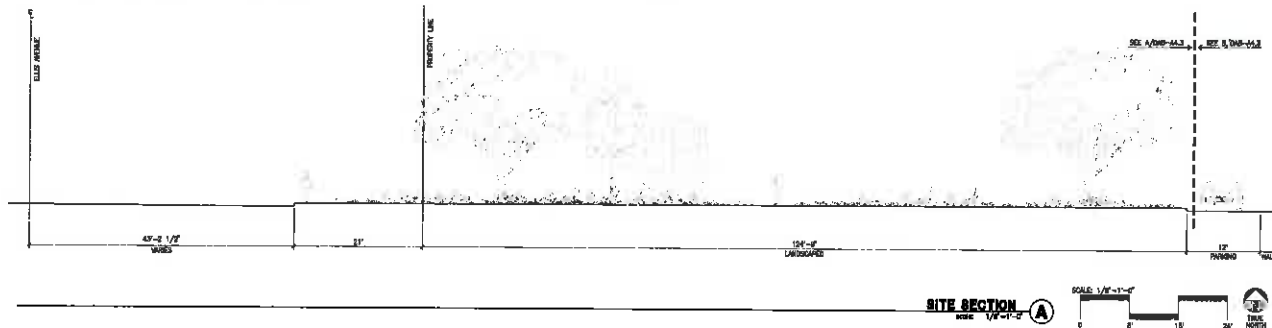
ORIGINAL PROJECT NUMBER:
 06-41-0067
MINOR MODIFICATION PLAN:
 19-0033C

Consultants:
 WEISS ASSOCIATES
 HUNTER

Title: SECTION

Project Number: 19122
 Drawn by: CR
 Date: 06/18/20
 Revision:

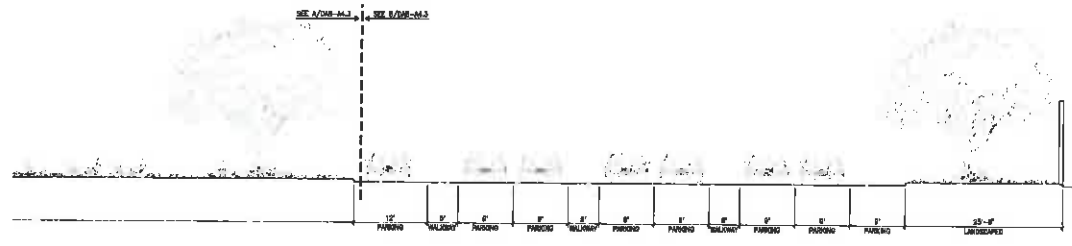
Sheet: 1-DAB-A4.1



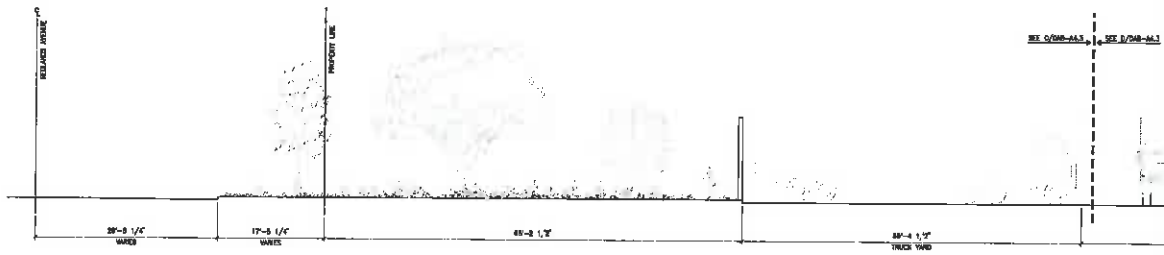
SITE SECTION A
SCALE: 1/8"=1'-0"



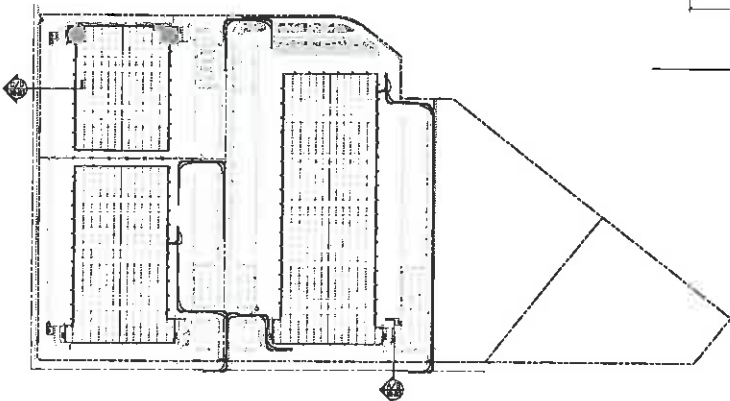
ENTRY MONUMENT
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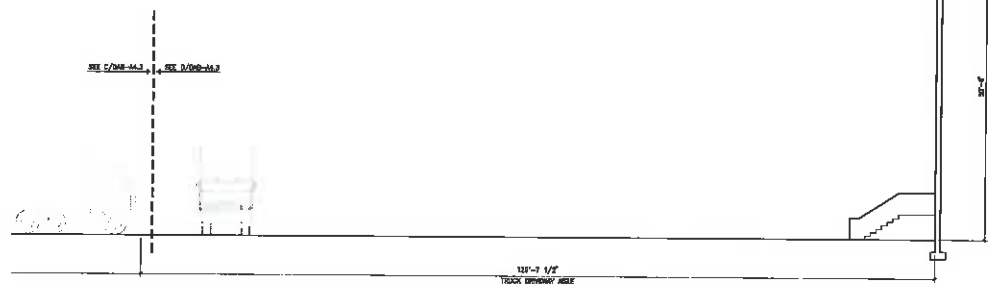
SITE SECTION - CONT. B
SCALE: 1/8"=1'-0"



SITE SECTION C
SCALE: 1/8"=1'-0"



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



SITE SECTION - CONT. D
SCALE: 1/8"=1'-0"



HPA, Inc.
18821 Beckwith Avenue - Ste. #100
Bakersfield, CA 93312
Tel: 805-833-1770
Fax: 805-833-0851
www.hpaarchitect.com



IDI Logistics

IDI Logistics
940 Apollo Street, Suite 343
Escondido, CA 92025
Tel: 213-238-9038

Project:
PERRIS LOGISTICS CENTER

NORTH
PERRIS AVENUE & ELLIS AVENUE
PERRIS, CA 92570

ORIGINAL PROJECT NUMBER:
08-01-0007
MINOR MODIFICATION PLAN:
19-0322

Consultants:

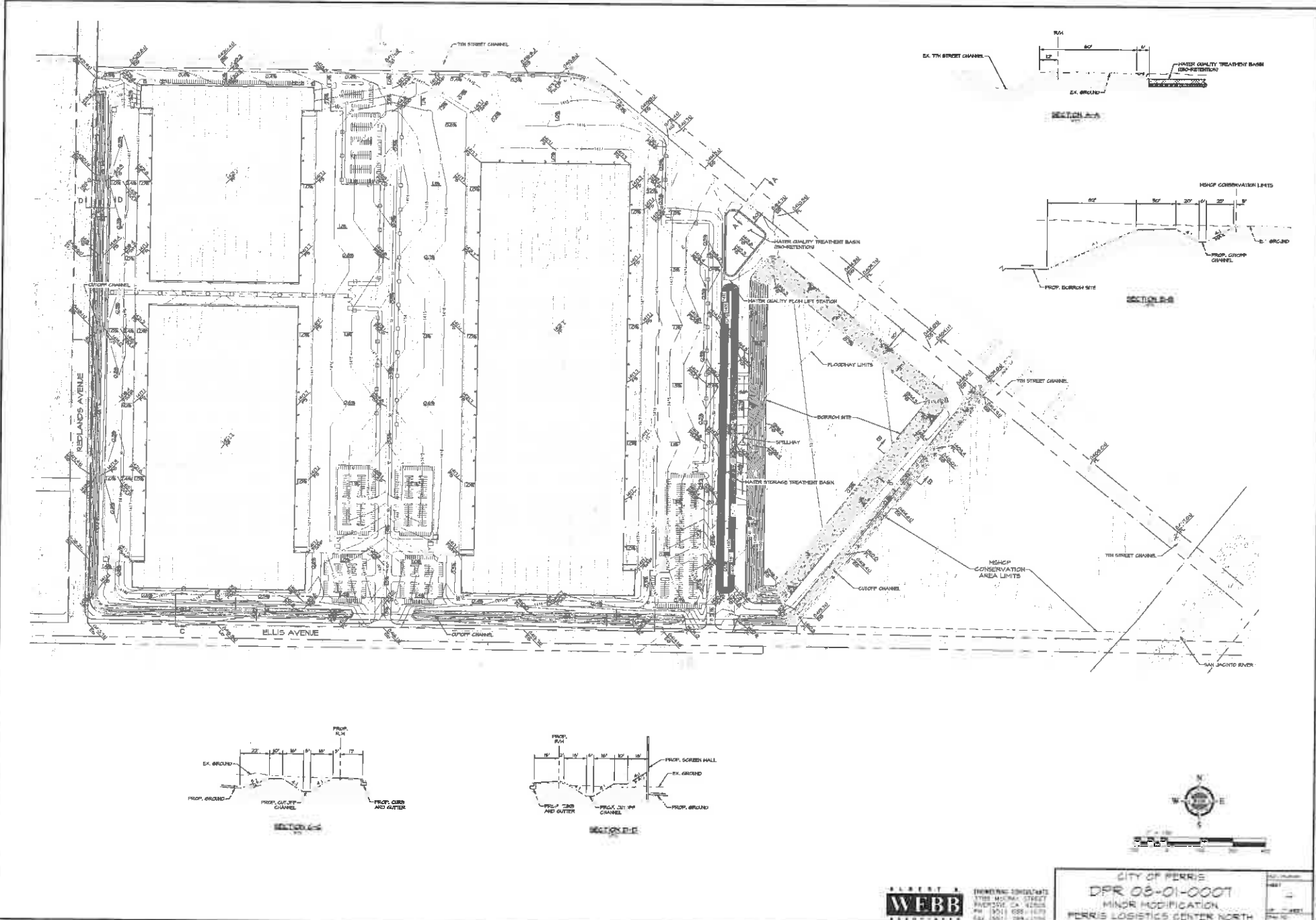
DATE: 08/14/19
DRAWN BY: J. HUNTER
CHECKED BY: J. HUNTER
PROJECT NO.: 19-0322
SHEET NO.: 19-0322-01
DATE: 08/14/19

TITLE: SECTION

Project Number: 19122
Drawn by: JH
Date: 08/15/19
Revision:

Sheet:

DAB-A4.3



ALBERT A. WEBB
 ARCHITECTS

ENGINEERING CONSULTANTS
 3708 MCKINLEY STREET
 PERRIS, CA 92570
 PH: (951) 688-1473
 FAX: (951) 788-1222

CITY OF PERRIS
 DPR 08-01-0001
 MINOR MODIFICATION
 PERRIS LOGISTICS CENTER NORTH

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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 Perris may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Perris Planner, Mr. Kenneth Phung at (951) 943-6100.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1017PV20 – IDI Logistics (Representative: Nicole Torstvet, Albert A. Webb and Associates)
– City of Perris Case No. PLN 19-05332 (Minor Modification). A proposal to modify a previously approved project. The approved project consisted of four warehouse/distribution buildings with a cumulative total gross floor area of 3,166,456 square feet and a water quality detention basin on 215.7 to 218.1 acres located northerly of Ellis Avenue, easterly of Redlands Avenue, southerly of 7th Street, and southwesterly of Interstate 215. The buildings were not to exceed a height of 44 feet above ground level and maximum elevation at the top of the buildings of 1,464 feet above mean sea level. The modified project consists of three buildings with a cumulative gross floor area of 2,869,677 square feet. The applicant specifically proposes allowance for a height of 55 feet above ground level and a maximum elevation at the top of the buildings of 1,475 feet above mean sea level. (Compatibility Zones D and E of the Perris Valley Airport Influence Area, and Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area)



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1017PV20 DATE SUBMITTED: 2-26-20

PV +
MAR
D, E

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Steve Hollis C/O IDI Logistics	Phone Number	(951) 351 - 7243
Mailing Address	840 Apollo Street, Suite 343	Email	Steve.Hollis@idilogistics.com
	El Segundo, CA 90245		
Representative	Albert A. Webb Associates C/O Nicole Torstvet	Phone Number	(951) 320 - 6066
Mailing Address	3788 McCray Street	Email	Nicole.Torstvet@webbassociates.com
	Riverside, CA 92506		
Property Owner	Greg Lansing C/O Lansing Companies	Phone Number	(858) 523 - 0719
Mailing Address	12671 High Bluff Drive, Suite 150	Email	glansing@lansingcompanies.com
	San Diego, CA 92130		

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Perris	Phone Number	(951) 943-6100
Staff Contact	Kenneth Phung	Email	Kphung@cityofperris.org
Mailing Address	101 N. D Street	Case Type	
	Perris, CA 92570	<input type="checkbox"/>	General Plan / Specific Plan Amendment
Local Agency Project No	PLN19-05332	<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 Minor Modification

PROJECT LOCATION

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

Street Address	East of Redlands Avenue and North of Ellis Avenue, City of Perris, CA 92570		
Assessor's Parcel No.	310-170-006, 310-170-007, 310-170-008, 310-220-050	Gross Parcel Size	216.89 Acres
Subdivision Name	N/A	Nearest Airport and distance from Airport	Approx. 7.5 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)	Vacant undisturbed land

Proposed Land Use (describe)	Proposed industrial speculative building	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A
For Other Land Uses (See Appendix C)	Hours of Operation	TBD - speculative building
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	1422.4 ft.
	Height of buildings or structures (from the ground)	55 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: 4.8

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1099FV20 – The KWC Companies, Inc.
(Representatives: Jo Howard and Mike Taing)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP190019 (Conditional Use Permit)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Airport Compatibility Zone B2

Noise Levels: 65-70 CNEL

MAJOR ISSUES: The applicant is proposing drainage basins that exceed 30 feet in length within 1,000 feet of the runway at French Valley Airport.

RECOMMENDATION: Staff recommends that consideration of the proposed Conditional Use Permit be CONTINUED to June 11, 2020, pending completion and review of a study by a qualified airport wildlife biologist or redesign of the basins to be consistent with ALUC criteria.

PROJECT DESCRIPTION: A proposal to develop a one-story office and retail building with 2,890 square feet of leasable space on a 0.71-acre site. The applicant envisions a 1,181 square foot bail bond office and a 1,709 square foot storefront retail cannabis business.

PROJECT LOCATION: The proposed project is located at the southeasterly corner of Auld Road and Sky Canyon Drive in the unincorporated community of French Valley, approximately 950 feet southwesterly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Previous Action: The proposed building was previously reviewed by ALUC as ZAP1058FV14 on

August 11, 2016 and determined consistent. The drainage basins were not evaluated at that time,

Residential Density/Non-Residential Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B2 of the French Valley Airport Influence Area. Compatibility Zone B2 restricts average intensity to 100 persons per acre.

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan and Additional Compatibility Policy 2.5 of the French Valley Airport Land Use Compatibility Plan, the following rates were used to calculate projected occupancy for the proposed building:

- Retail trade – one person per 115 square feet
- Office – one person per 200 square feet (reflects 50 percent reduction from Building Code maximum occupancy)

The proposed project includes 2,890 square feet of leasable space. Based on the proposed breakdown of uses, the building would include 1,709 square feet of retail use, resulting in an occupancy of 15 persons and 1,181 square feet of office area, resulting in an occupancy of 6 persons, for a total intensity of 21 and an average intensity of 30 persons per acre, which is consistent with the Zone B2 average criterion of 100.

If at some point in the future, the entirety of the building were to be used for retail purposes, the potential occupancy would be 25 persons, resulting in an average intensity of 35 persons per acre, which would also be consistent.

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 bicycle or motorcycle space). Based on the number of vehicle parking spaces provided (16) and the number of cycle spaces (8), the total occupancy would be estimated at 32 persons. This results in an average intensity of 45 persons per acre, which is consistent with the Zone B2 average criterion of 100.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B2. Zone B2 restricts single acre intensity to a maximum of 200 persons in the most intensely utilized acre. However, a minimum of two acres of site area would be required to allow such occupancy.

Based on the site plan provided and the occupancies as previously noted, the site is entirely included in a single-acre area. The total occupancy of 21 using the Building Code method, 25 in an all-retail scenario, and 32 using the Parking Space method would be consistent with the Zone B2 single-acre intensity criterion of 200 persons.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2 (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous

materials and hazards to flight).

Noise: The French Valley Compatibility Plan depicts the site as being located within the 65-70 CNEL contour range from aircraft noise. The proposed office use is considered a noise sensitive receptor. Commercial and office uses are identified as marginally acceptable within 65-70 CNEL contour range. ALUC's objective is that interior noise levels from aviation-related sources not exceed 45 dBA CNEL. Within Compatibility Zone B2, single-event noise is sufficient to disrupt many land use activities, including indoor activities if windows are open. Therefore a condition has been added to the project to incorporate noise attenuation measures into the design of the building to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 950 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,356 feet AMSL. The maximum finished floor elevation is 1,323 feet AMSL. With a maximum building height of 15 feet, the top point elevation would be 1,338 feet. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required based on the current design. (FAAOES did review a previous proposal for a 42-foot high building at this location and issued a Determination of No Hazard to Air Navigation, which subsequently expired.)

Open Area: Compatibility Zone B2 does not require any open areas to be set aside by the project.

Detention Basins: The site plan depicts two detention basins on-site. Each is at least 60 feet in length. One is three feet in depth, and the other one foot in depth. This is described as a biofiltration basin. Such facilities are not recommended for extensive use near airports due to the potential to provide food, shelter, nesting, and perching sites for wildlife. Within Zone B2, it is only considered appropriate for small areas, and then only when "vegetation is selected carefully so as not to provide food, shelter, nesting, roosting, or water for wildlife." Staff has requested preparation of a study by a qualified airport wildlife biologist.

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.
2. The review of this Conditional Use Permit is based on the proposed uses and activities noted in the project description. 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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.
 4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the building.
 5. 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.
 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.

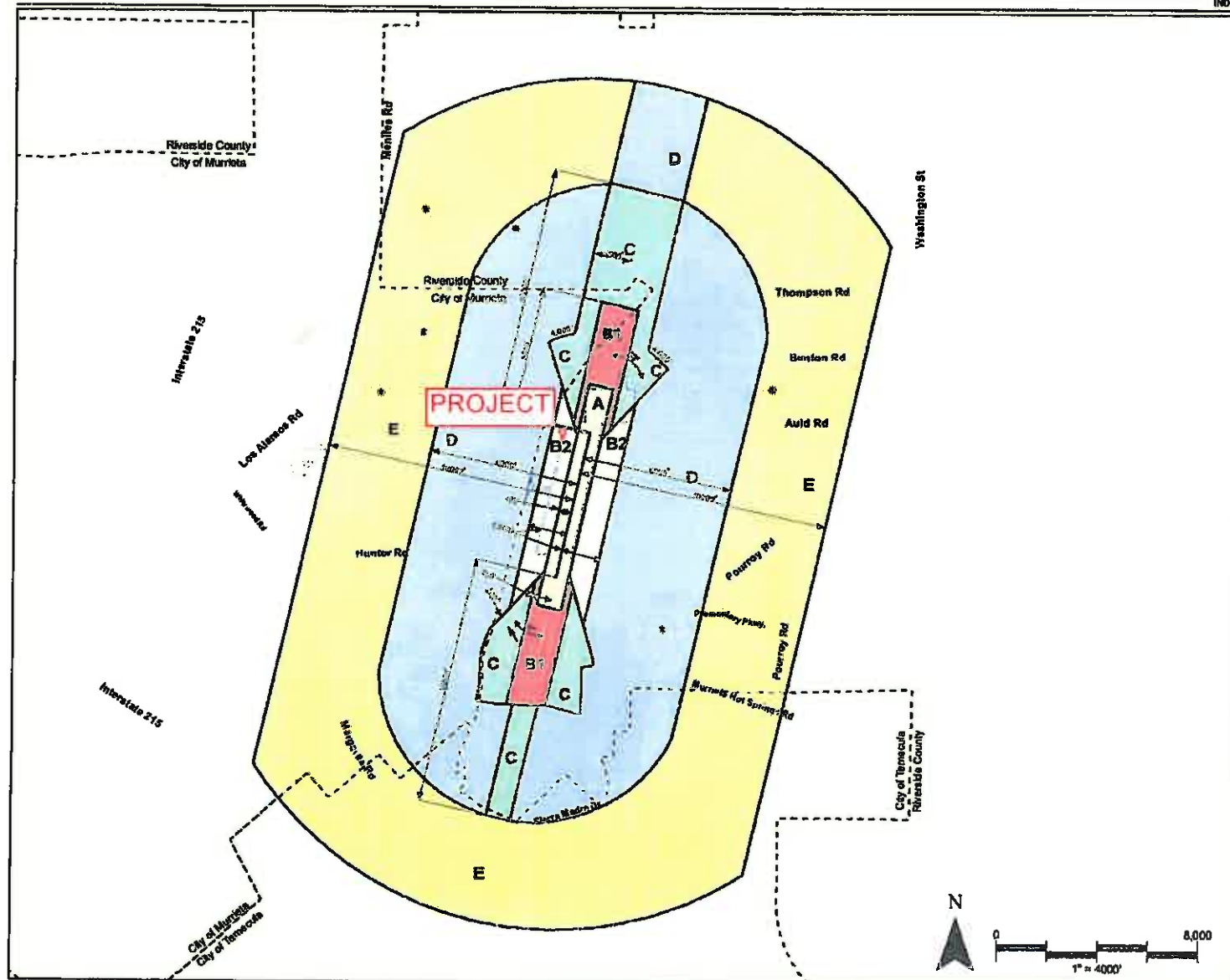
Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide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

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

7. The proposed structure shall not exceed a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,356 feet above mean sea level.
8. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

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 of the Countywide Policies and the Additional Compatibility Policies in Section FV.2 of this Plan for compatibility criteria associated with this map.

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

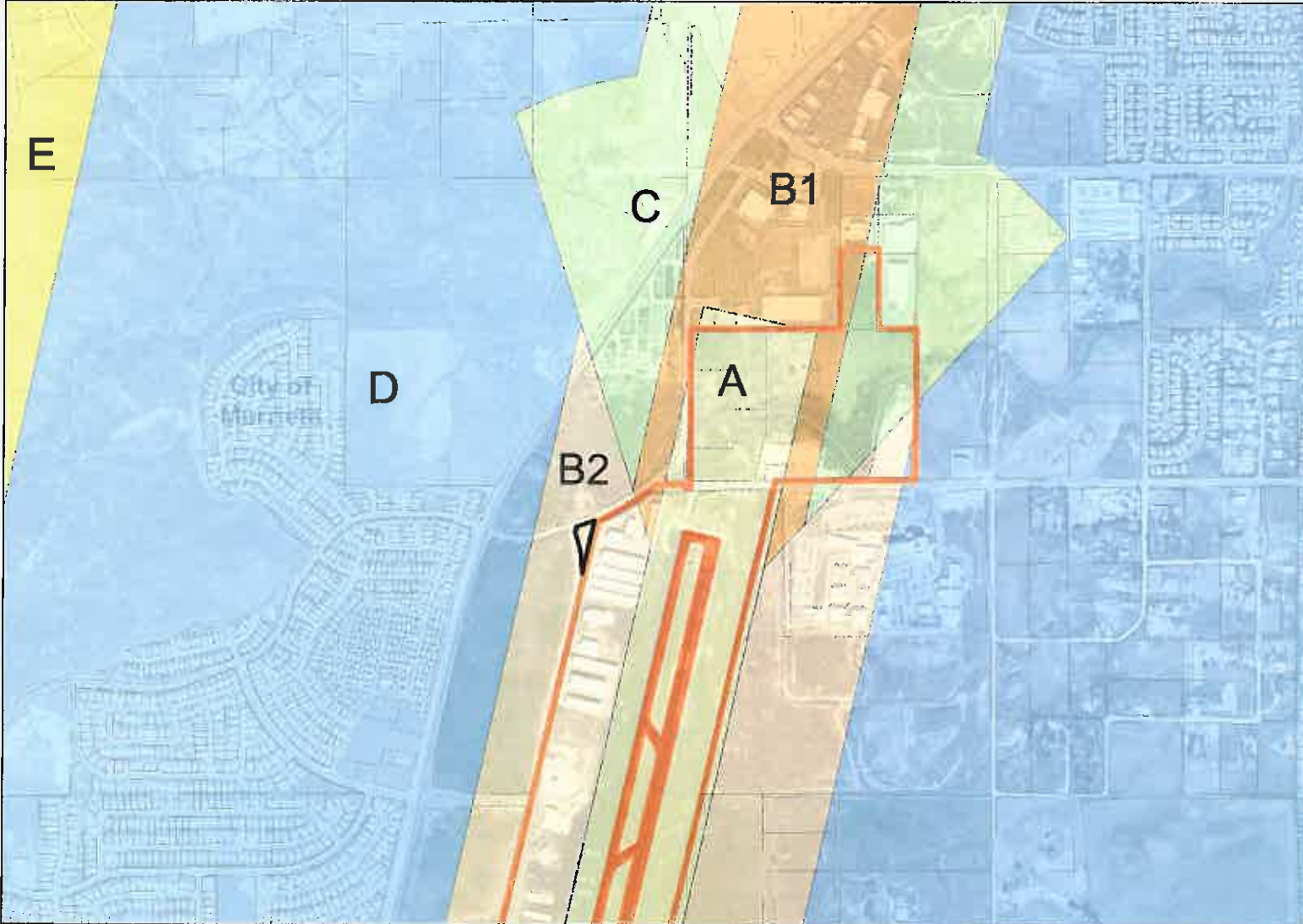
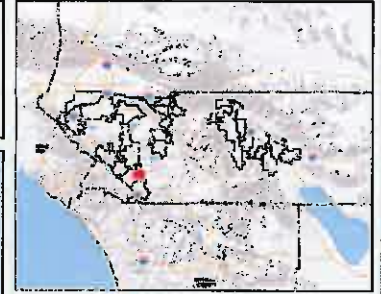
Map FV-1

Compatibility Map
 French Valley Airport

VICINITY MAP



My Map

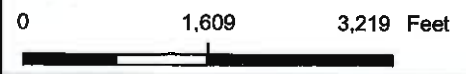


Legend

- 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



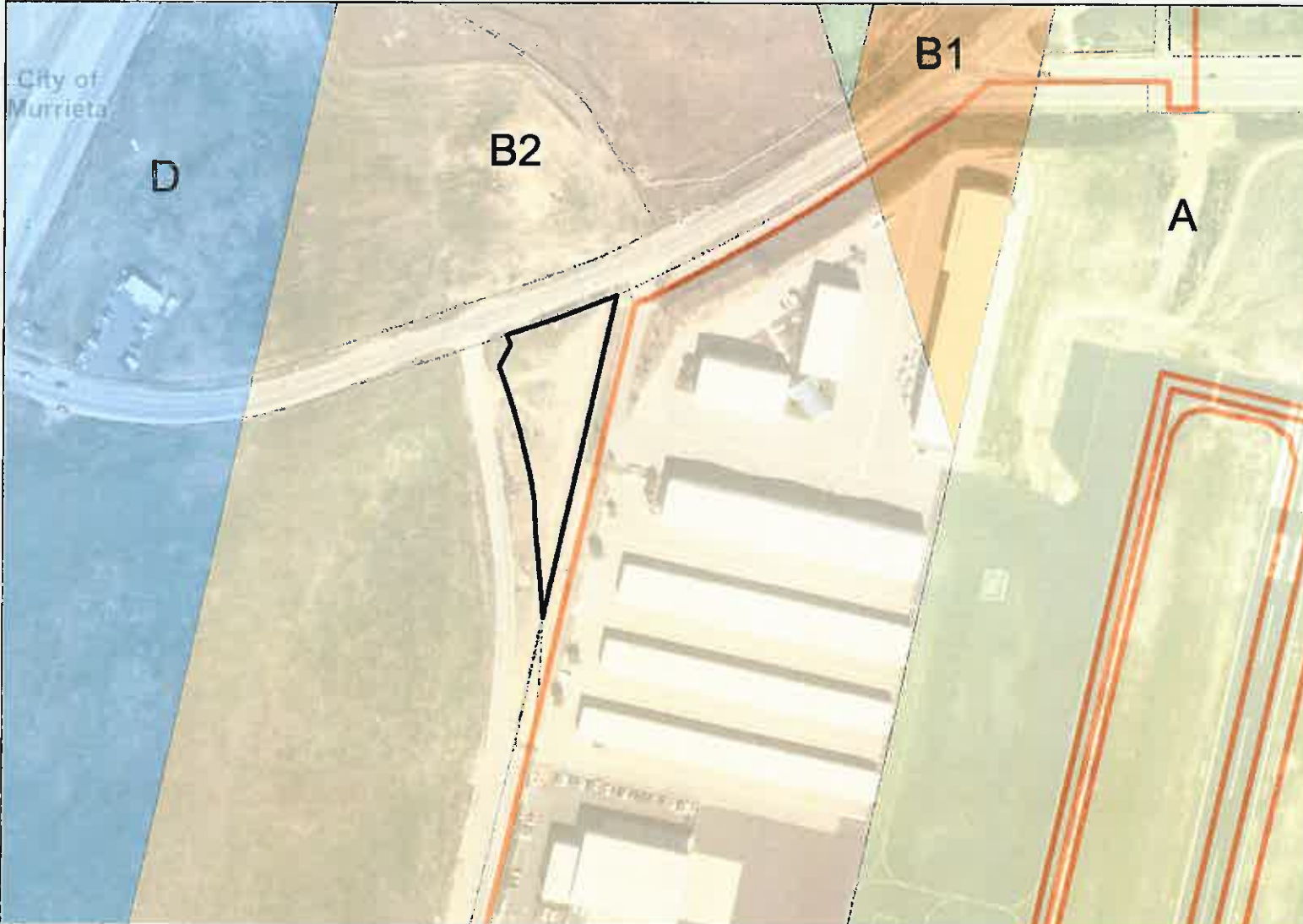
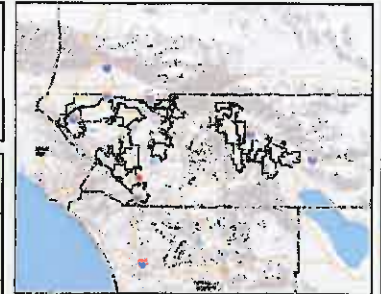
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Notes

My Map




Legend


- 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



0 268 536 Feet



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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

-  Parcels
-  City Areas
-  World Street Map



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0 752 1,505 Feet

REPORT PRINTED ON... 4/20/2020 4:02:16 PM

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Notes

Map My County Map



- Legend**
- Parcels
 - ▣ City Areas
 - World Street Map



0 376 752 Feet

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Notes

Map My County Map



Legend

- Parcels
- City Areas
- World Street Map



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0 376 752 Feet

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Notes

Map My County Map



Legend

-  Parcels
-  City Areas
-  World Street Map



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Notes

CUP 190019

PROJECT DESCRIPTION

Conditional Use Permit 190019 proposes to occupy Suite "B" (approximately 1,709 s.f.) of previously approved new office building under PP 26047, to be used as a storefront for a retain cannabis business.

Suite "A" under previously approved PP 26047 will remain a Bail Bond business occupying approximately 1,181 s.f. of the overall 2,890 s.f. building.

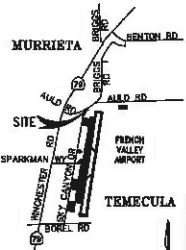
CONDITIONAL USE PERMIT NO. 190019 - SITE PLAN EXHIBIT

30375 AULD RD, CA

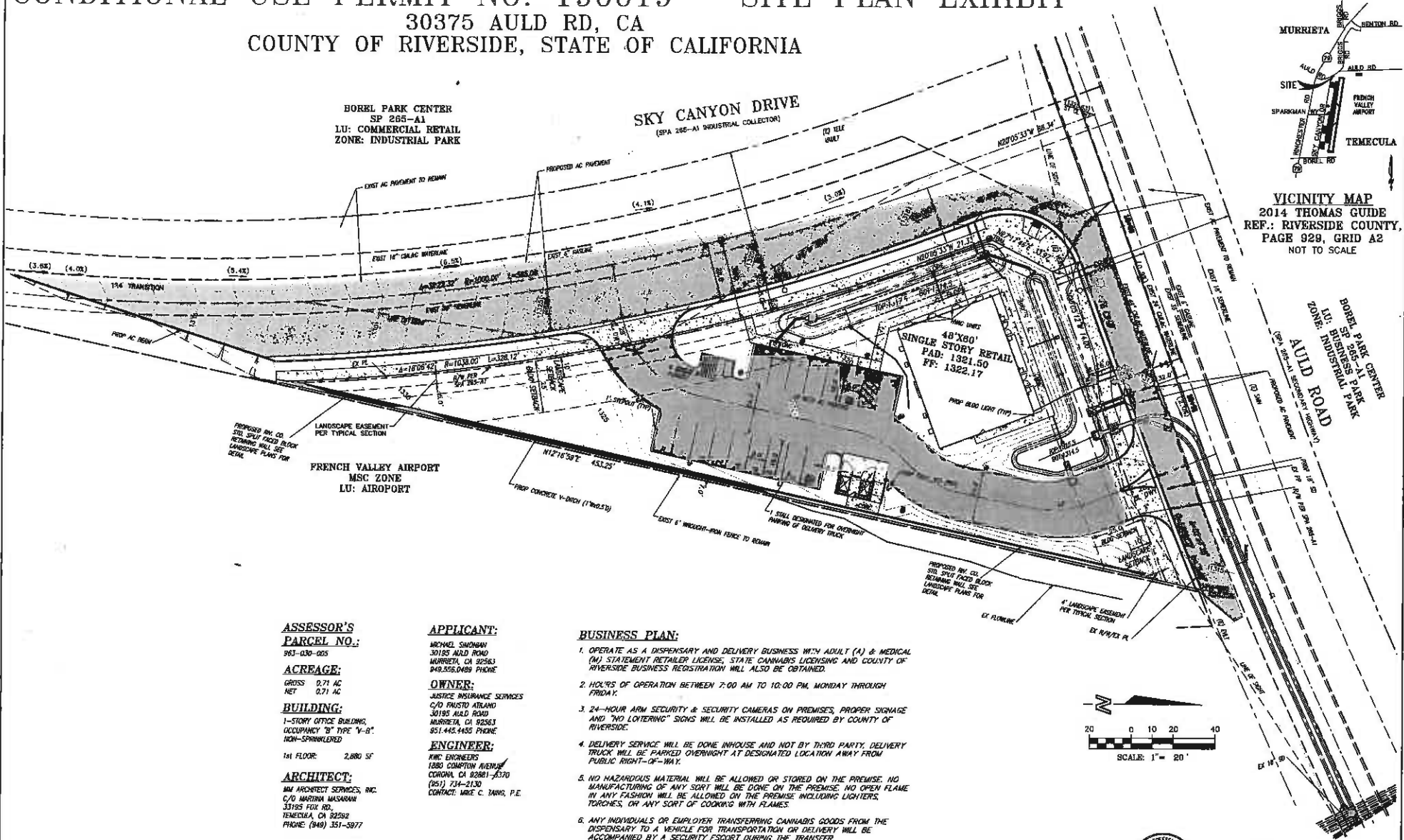
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BOREL PARK CENTER
 SP 265-A1
 LU: COMMERCIAL RETAIL
 ZONE: INDUSTRIAL PARK

SKY CANYON DRIVE
 (SFA 266-A1 INDUSTRIAL COLLECTOR)



VICINITY MAP
 2014 THOMAS GUIDE
 REF.: RIVERSIDE COUNTY,
 PAGE 929, GRID A2
 NOT TO SCALE



ASSESSOR'S PARCEL NO.:
 963-030-025

ACREAGE:
 GROSS 0.71 AC
 NET 0.71 AC

BUILDING:
 1-STORY OFFICE BUILDING,
 OCCUPANCY "B" TYPE "V-B".
 NON-SPRINKLED

1st FLOOR: 2,680 SF

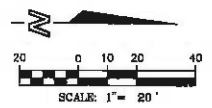
ARCHITECT:
 AM ARCHITECT SERVICES, INC.
 C/O MARTINA WISNORAN
 33795 FOX RD,
 TEMECULA, CA 92592
 PHONE: (949) 351-5977

APPLICANT:
 MICHAEL SWANSON
 30195 AULD ROAD
 MURRIETA, CA 92563
 949.555.0489 PHONE

OWNER:
 JUSTICE INSURANCE SERVICES
 C/O FRISTO ATLANT
 30195 AULD ROAD
 MURRIETA, CA 92563
 951.445.1455 PHONE

ENGINEER:
 KMC ENGINEERS
 1280 COMPTON AVENUE
 CORONA, CA 92681-4370
 (951) 734-2130
 CONTACT: MIKE C. DAVIS, P.E.

- BUSINESS PLAN:**
- OPERATE AS A DISPENSARY AND DELIVERY BUSINESS WITH ADULT (A) & MEDICAL (M) STATEMENT RETAILER LICENSE. STATE CANNABIS LICENSING AND COUNTY OF RIVERSIDE BUSINESS REGISTRATION WILL ALSO BE OBTAINED.
 - HOURS OF OPERATION BETWEEN 7:00 AM TO 10:00 PM, MONDAY THROUGH FRIDAY.
 - 24-HOUR ARM SECURITY & SECURITY CAMERAS ON PREMISES, PROPER SIGNAGE AND TWO "LOITERING" SIGNS WILL BE INSTALLED AS REQUIRED BY COUNTY OF RIVERSIDE.
 - DELIVERY SERVICE WILL BE DONE INHOUSE AND NOT BY THIRD PARTY. DELIVERY TRUCK WILL BE PARKED OVERNIGHT AT DESIGNATED LOCATION AWAY FROM PUBLIC RIGHT-OF-WAY.
 - NO HAZARDOUS MATERIAL WILL BE ALLOWED OR STORED ON THE PREMISE. NO MANUFACTURING OF ANY SORT WILL BE DONE ON THE PREMISE. NO OPEN FLAME IN ANY FASHION WILL BE ALLOWED ON THE PREMISE INCLUDING LIGHTERS, TORCHES, OR ANY SORT OF COOKING WITH FLAMES.
 - ANY INDIVIDUALS OR EMPLOYER TRANSFERRING CANNABIS GOODS FROM THE DISPENSARY TO A VEHICLE FOR TRANSPORTATION OR DELIVERY WILL BE ACCOMPANIED BY A SECURITY ESCORT DURING THE TRANSFER.



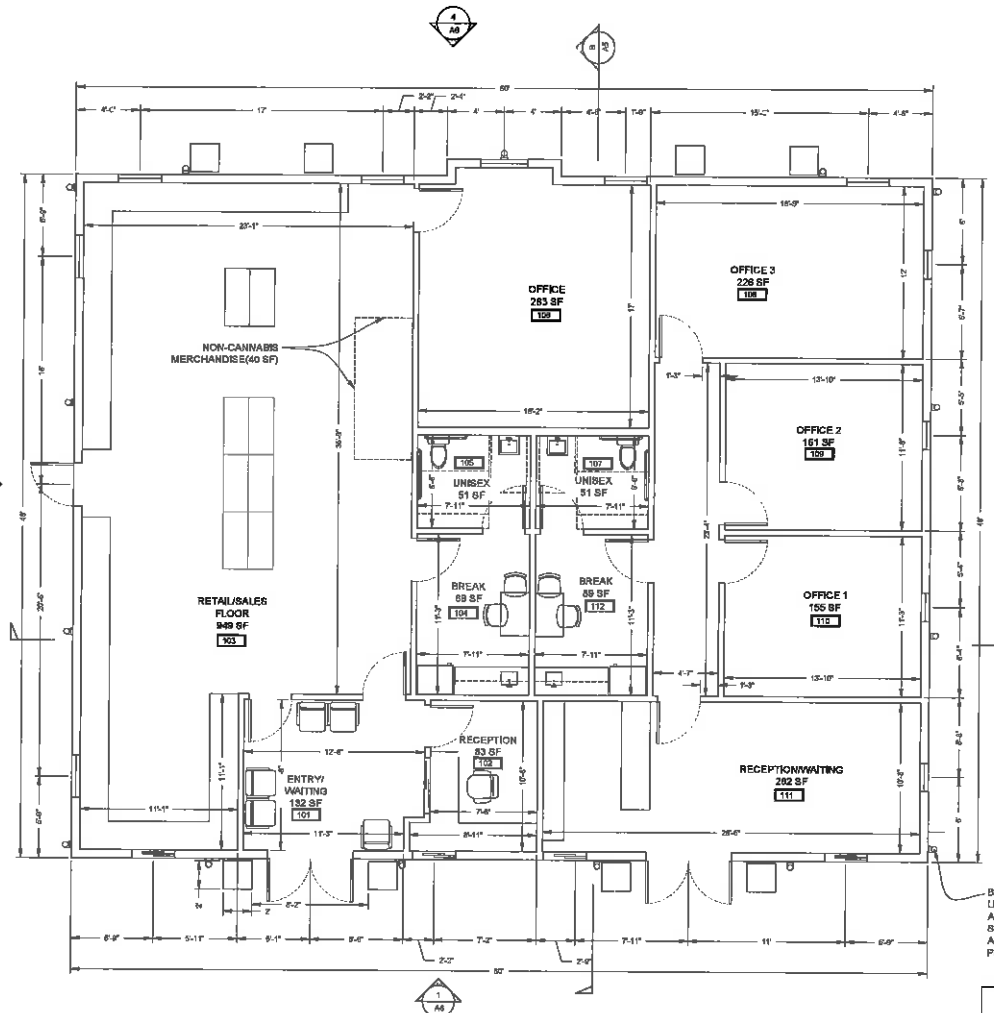
DATE PREPARED:
 01/25/2020



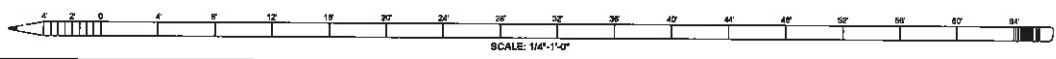
DATED: 03-26-20

KMC ENGINEERS
 1280 COMPTON AVENUE, CORONA, CA 92681-4370
 PHONE: 951-734-2130

1 OF 2 SHEETS

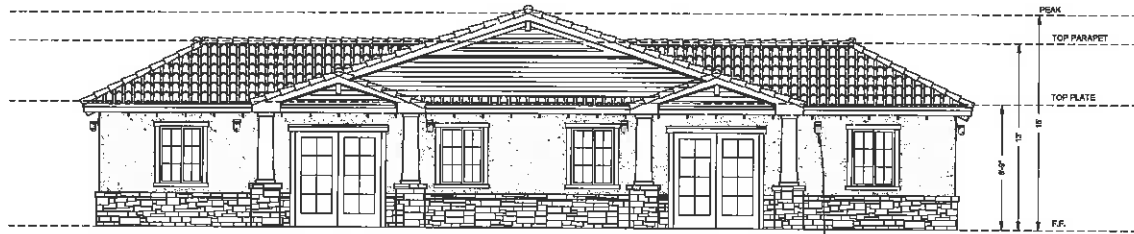


TOTAL BUILDING SQUARE FEET: 2,890 SQ. FT. (TO OUTSIDE WALL)
 TOTAL FOR MERCANTILE UNIT: 1,708 SF
 TOTAL FOR BUSINESS(OFFICE) UNIT: 1,181 SF



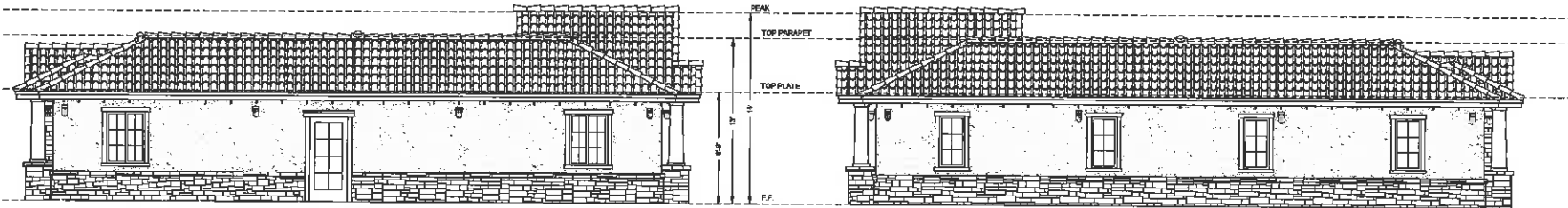
DATE: MAR. 12 2020
 DRAWN BY: SWM
 334 Verdugo Way, Upland, CA. 91786
 serge@woodruffmayer.com
 (909)971-1872
WOODRUFF MAYER ARCHITECTURE
 REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 NO. 61174
 DATE: _____
 PROJECT: _____
 DATE: _____
 JUSTICE INSURANCE SERVICES
 S.E.C. SKY CANYON DR. & AULD RD.
 COUNTY OF RIVERSIDE, CA.
FLOOR PLAN
 SCALE: 1/4"=1'-0"
 SHEET NO. **A3**

THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVIEWED BY THE ARCHITECT AND REVISIONS HAVE BEEN ISSUED FROM A REVISION OR A CONTACT WITH THE ARCHITECTURE FIRM FOUND.



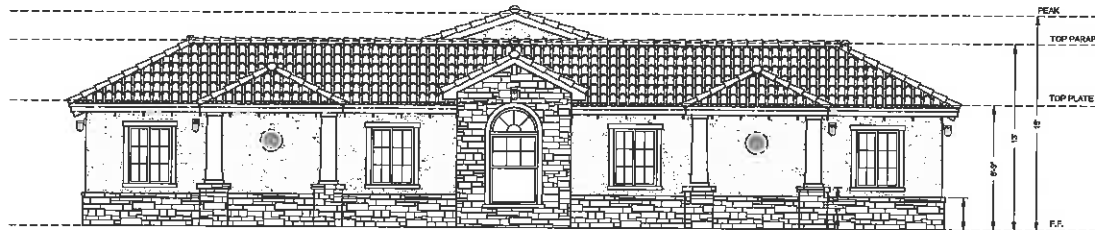
FRONT ELEVATION(NORTH) ①
1/4"=1'-0"

LIGHTING SHALL BE HOODED AND DIRECTED SO AS TO NOT SHINE DIRECTLY UPON ADJACING PROPERTY OR PUBLIC RIGHTS-OF-WAY.



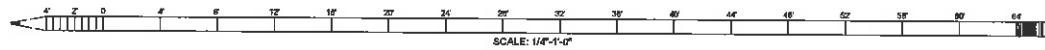
LEFT ELEVATION(EAST) ②
1/4"=1'-0"

RIGHT ELEVATION(WEST) ③
1/4"=1'-0"



REAR ELEVATION(SOUTH) ④
1/4"=1'-0"

NO SECURITY BARS TO BE INSTALLED INSIDE OR OUTSIDE OF WINDOWS AND DOORS.



DATE: MAR. 12, 2020
DRAWN BY: EMM

314 Verano Way, Upland, CA. 91786
seige@woodruffmayer.com
(909)991-1872

WOODRUFF MAYER
ARCHITECTURE INC.



NO.	DATE	REVISIONS

JUSTICE INSURANCE SERVICES
S.E.C. SKY CANYON DR. & AULD RD.
COUNTY OF RIVERSIDE, CA.

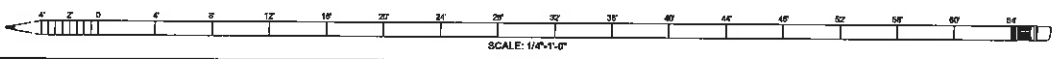
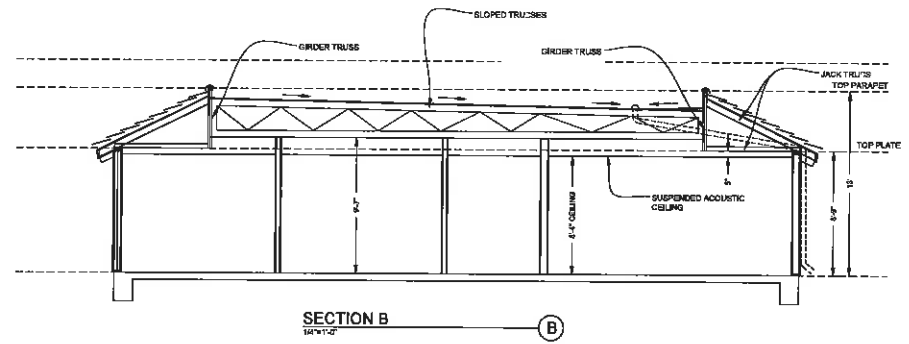
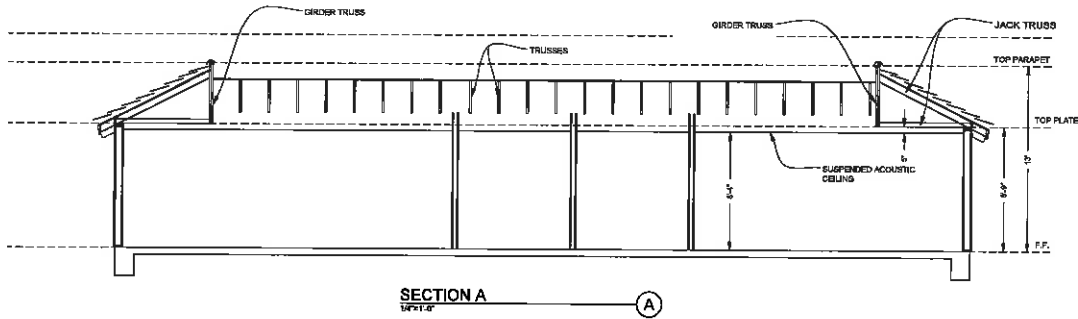
ELEVATIONS

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

SHEET NO.

A6

THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNTIL OBTAINED BY THE APPLICANT AND ALL REQUIRED PERMITS HAVE BEEN OBTAINED FROM APPLICABLE JURISDICTION. CONTACT YOUR ARCHITECT FOR DISCREPANCIES AND REVISIONS.



DATE: MAR. 12, 2020
 DRAWN BY: SVM

334 Veritago Way, Upland, CA. 91786
 serge@woodruffmayer.com
 (951)991-1172



DATE	REVISIONS

JUSTICE INSURANCE SERVICES
 S.E.C. SKY CANYON DR. & AULD RD.
 COUNTY OF RIVERSIDE, CA.

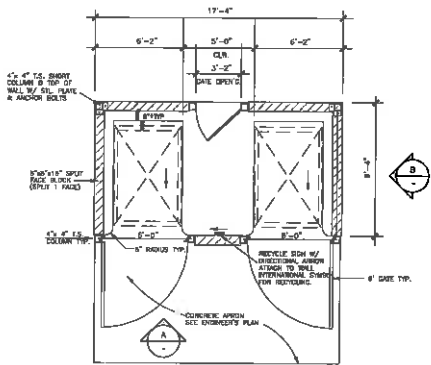
SECTIONS

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

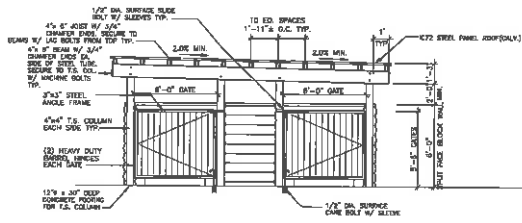
SHEET NO.

A5

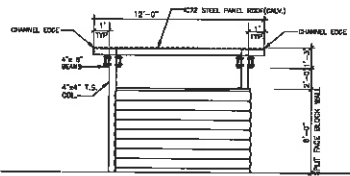
THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNTIL BONDED BY THE ARCHITECT AND REQUIRED PERMITS HAVE BEEN OBTAINED FROM AGENCIES OF JURISDICTION. CONTACT WOODRUFF MAYER PARTNERS, INC. FOR MORE INFORMATION.



PLAN
1/4"=1'-0"



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



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

TRASH ENCLOSURE
1/4"=1'-0"

DATE: MAR, 12, 2020

DESIGN BY: GMM

334 Vertigo Way, Upland, CA, 91786
 serge@woodruffmayer.com
 (909)957-1872



NO.	REVISIONS	DATE

JUSTICE INSURANCE SERVICES
 S.E.C. SKY CANYON DR. & AULD RD.
 COUNTY OF RIVERSIDE, CA.

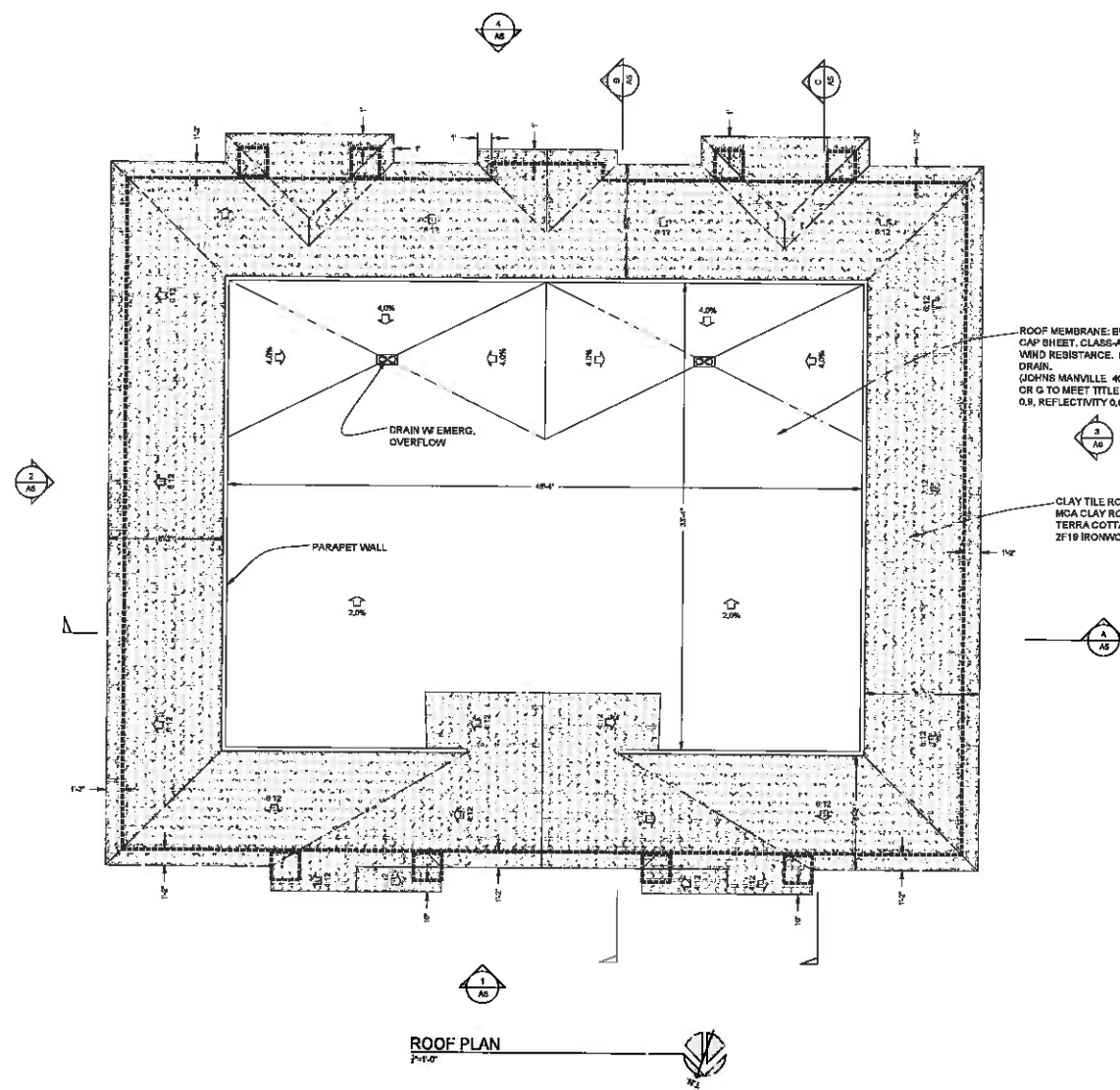
DETAILS

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

SHEET NO.

A7

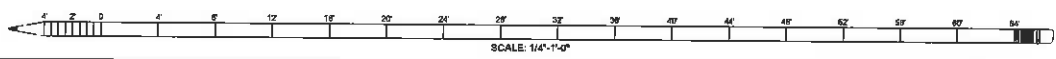
THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNTIL REVIEWED BY THE ARCHITECT AND REQUIRED PERMITS HAVE BEEN RECEIVED FROM AGENCIES OF JURISDICTION. CONTACT MAINTENANCE OF JURISDICTION. CONTACT INFORMATION: (909)957-1872



ROOF MEMBRANE: BUILT UP ROOF WITH MINERAL CAP SHEET, CLASS-A FIRE RESISTANCE AND HIGH WIND RESISTANCE. MIN. SLOPE 2.0% TO ROOF DRAIN. (GDHS MANVILLE K93NC METHOD WITH GLASKAP OR G TO MEET TITLE 24 COOL ROOF [EMISSIVITY 0.9, REFLECTIVITY 0.64 AT 3YR AGED].)

CLAY TILE ROOF ONE-PIECE "8" MIMSON TILE, MCA CLAY ROOF TILE, COLOR VARIEGATED; TERRA COTTA - 3 COLORS. (2F60 DESERT SAND, 2F19 IRONWOOD, F43 BRICK RED CROWN FLASH).

ROOF PLAN
3/1-0"



DATE: MAR. 24, 2020

DRAWN BY: SKM

334 Verdugo Way, Lodi, CA 91786
 serge@woodruffmayer.com
 (909)9974872



DATE	REVISIONS

JUSTICE INSURANCE SERVICES
 30375 AULD RD, MURRIETA, CA 92563
 COUNTY OF RIVERSIDE

ROOF PLAN

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

SHEET NO.

A4

THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNLESS OWNED BY THE ARCHITECT AND REQUIRED PERMITS HAVE BEEN OBTAINED FROM AGENCIES OF JURISDICTION. CONTACT WOODRUFF MAYER ENGINEERS ARCHITECTS PLANNERS FOR PERMITS AND ALL OTHER NECESSARY CONSTRUCTION

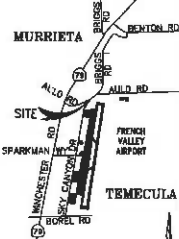
CONDITIONAL USE PERMIT NO. 190019 - GRADING PLAN

30375 AULD RD, CA

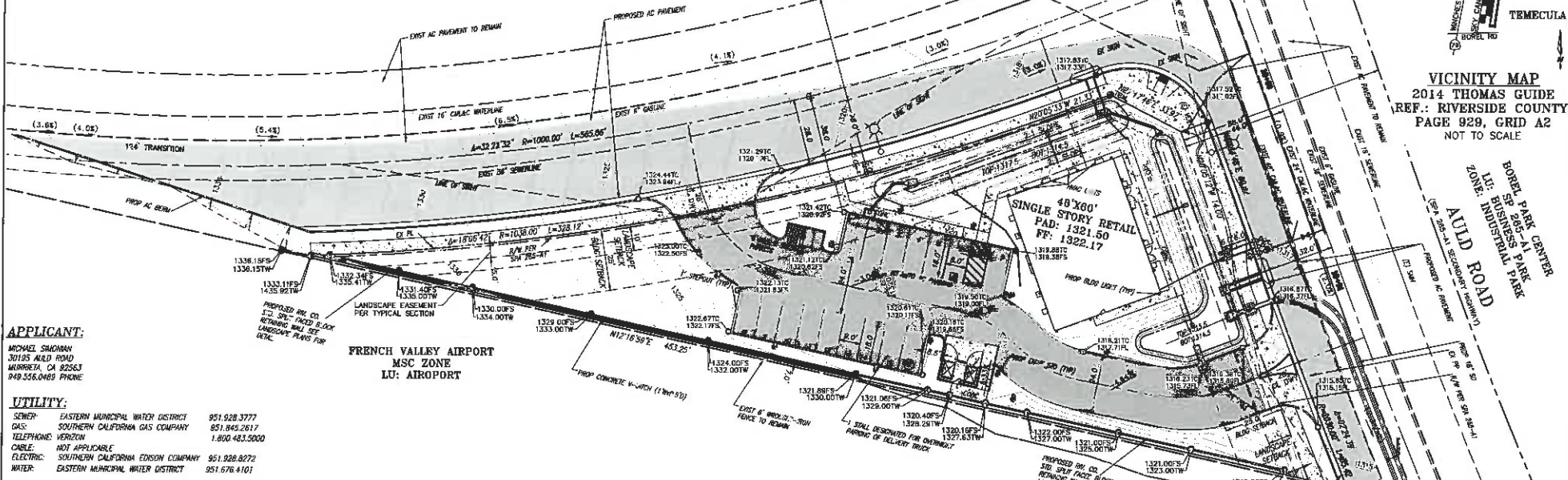
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BOREL PARK CENTER
 SP 265-A1
 LU: COMMERCIAL RETAIL
 ZONE: INDUSTRIAL PARK

SKY CANYON DRIVE
 (SPA 265-A1 INDUSTRIAL COLLECTOR)



VICINITY MAP
 2014 THOMAS GUIDE
 REF: RIVERSIDE COUNTY,
 PAGE 929, GRID A2
 NOT TO SCALE



APPLICANT:

MICHAEL SHADMAN
 30125 AULD ROAD
 MURRIETA, CA 92563
 949.256.0489 PHONE

UTILITY:

SEWER: EASTERN MUNICIPAL WATER DISTRICT 951.928.3777
 GAS: SOUTHERN CALIFORNIA GAS COMPANY 951.845.2617
 TELEPHONE: VERIZON 1.800.483.5000
 CABLE: NOT APPLICABLE
 ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY 951.928.8272
 WATER: EASTERN MUNICIPAL WATER DISTRICT 951.676.4101

SERVICES DISTRICT:

EXISTING ZONING: SP 265-A1 BOREL AIRPORT CENTER
 PROPOSED ZONING: SP 265-A1 BOREL AIRPORT CENTER
 EXISTING & PROPOSED LAND USE: (CR) COMMERCIAL RETAIL

FEMA FLOOD PLAIN:

NOT IN A FLOOD PLAIN
 ASSESSOR'S PARCEL NO.: 963-030-005

ACREAGE:

GROSS 0.71 AC
 NET 0.71 AC

ARCHITECT:

MA ARCHITECT SERVICES, INC.
 1800 COMPTON AVENUE
 CORONA, CA 92701-3370
 (951) 734-2130
 CONTACT: MIKE C. TANG, P.E.

ENGINEER:

KVC ENGINEERS
 2850 COMPTON AVENUE
 CORONA, CA 92701-3370
 (951) 734-2130
 CONTACT: MIKE C. TANG, P.E.

BUILDING:

1-STORY OFFICE BUILDING,
 OCCUPANCY "B" TYPE "B"
 NON-SPRINKLERED

1st FLOOR: 2,880 SF

SOURCE OF TOPOGRAPHY:

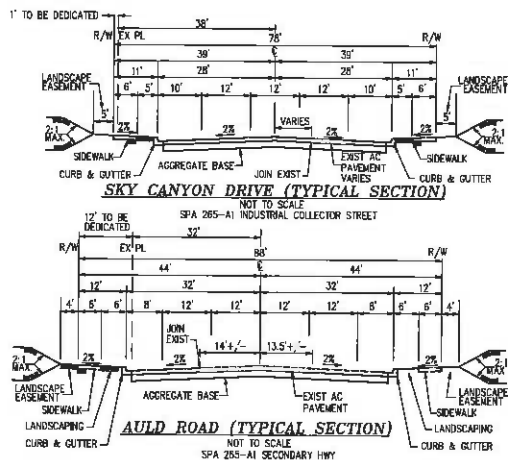
AERIAL TOPO BY:
 INLAND AERIAL SURVEYS, INC.
 7117 ARLINGTON AVE., SUITE A
 RIVERSIDE, CA 92503
 951.687.4252 PHONE

OWNER:

JUSTICE INSURANCE SERVICES
 C/O TRUSTO ATLANT
 30125 AULD ROAD
 MURRIETA, CA 92563
 951.445.4455 PHONE

GEOTECHNICAL:

GEO SOILS, INC.
 2850 COMPTON AVENUE
 CORONA, CA 92701-3370
 951.677.9651 PHONE
 951.677.9301 FAX



LEGAL DESCRIPTION:

BEING A PORTION OF THE NORTH ONE-HALF AND THE SOUTH ONE-HALF OF GOVERNMENT LOT 2, IN THE SOUTHWEST QUARTER OF SECTION 7, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, PER RV. CO. OFFICIAL RECORDS DOC #2004-0057819 DATED 01-27-2004

BASIS OF BEARING:

IS TAKEN FROM CENTERLINE OF AULD ROAD AS SHOWN BY RECORD OF SURVEY IN BOOK 120 PD 14, BEING N 69°54'40" E

BUSINESS PLAN:

- OPERATE AS A DISPENSARY AND DELIVERY BUSINESS WITH ADULT (A) & MEDICAL (M) STATEMENT RETAILER LICENSE. STATE CANNABIS LICENSING AND COUNTY OF RIVERSIDE BUSINESS REGISTRATION WILL ALSO BE OBTAINED.
- HOURS OF OPERATION BETWEEN 7:00 AM TO 10:00 PM, MONDAY THROUGH FRIDAY.
- 24-HOUR ARM SECURITY & SECURITY CAMERAS ON PREMISES, PROPER STORAGE AND "NO LITER-10" SIGNS WILL BE INSTALLED AS REQUIRED BY COUNTY OF RIVERSIDE.
- DELIVERY SERVICE WILL BE DONE IN-HOUSE AND NOT BY 3RD PARTY. DELIVERY TRUCK WILL BE PARKED QUIETLY AT DESIGNATED LOCATION AWAY FROM PUBLIC RIGHT-OF-WAY.
- NO HAZARDOUS MATERIAL WILL BE ALLOWED OR STORED ON THE PREMISE. NO MANUFACTURING OF ANY SORT WILL BE DONE ON THE PREMISES AND OPEN FLAME (I) ANY FASHION WILL BE ALLOWED ON THE PREMISE INCLUDING LIGHTERS, TORCHES, OR ANY SORT OF COOKING WITH FLAMES.
- ANY INDIVIDUALS OR EMPLOYER TRANSFERRING CANNABIS GOODS FROM THE DISPENSARY TO A VEHICLE FOR TRANSPORTATION OR DELIVERY WILL BE ACCOMPANIED BY A SECURITY ESCORT DURING THE TRANSFER.

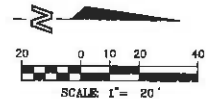
GEOLOGICAL HAZARDS:

LOW LIQUEFACTION
 SUSCEPTIBLE SUBSIDENCE
 NOT WITHIN A FAULT/FRACTURE ZONE

BENCH MARK:

RIVERSIDE COUNTY BM 1-43-01 2-1/2" BRASS DISK EASTSIDE WINCHESTER ROAD S/O AULD ROAD. ELEVATION 1328.408 1928 NGVD

TM @ 1" @ LS 4343 ELEVATION 1321.45



EXPORT:

AN EXPORT LOCATION WITH AN ACTIVE GRADING PERMIT WILL BE IDENTIFIED PRIOR TO GRADING PERMIT ISSUANCE

EARTHWORK:

CUT = 7,500 CY
 FILL = 800 CY
 EXPORT = 5,700 CY

DATE PREPARED:

03/25/2020

DATED: 03-25-20



HYDROLOGY AND HYDRAULIC STUDY FOR JUSTICE INSURANCE SERVICES PLOT PLAN 26047

**COUNTY OF RIVERSIDE
CALIFORNIA**

PREPARED FOR:

**MELISSA LIPPERT
JUSTICE INSURANCE SERVICES
36865 Calle Medusa
Temecula, CA 92592
(951) 445-4455**

PREPARED BY:



**36263 CALLE DE LOBO
MURRIETA, CA 92562
(951) 304-9552 • FAX (951) 304-3568**

DATE PREPARED:

JUNE 8, 2016

REVISED:

MARCH 7, 2017

MAY 2, 2017

OCTOBER 7, 2019

**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

This report has been prepared by or under the direction of the following registered civil engineer who attests to the technical information contained herein. The registered civil engineer has also judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.

Joseph L. Castaneda

10/07/2019



Joseph L. Castaneda RCE 59835
Registered Civil Engineer

Date

Seal

**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

Table of Contents

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VII.	REFERENCES.....	4

FIGURES

FIGURE 1: VICINITY MAP

APPENDICES

APPENDIX A: POST-PROJECT CONDITION RATIONAL METHOD ANALYSIS
APPENDIX A.1: AREA "A"

APPENDIX B: HYDRAULIC ANALYSES
APPENDIX B.1: LINE "A" WATER SURFACE PROFILE GRADIENT PROGRAM CALCULATIONS
APPENDIX B.2: PARKWAY DRAIN
APPENDIX B.3: CURB OPENING
APPENDIX B.4: CATCH BASIN
APPENDIX B.5: LINE "A-2" WATER SURFACE PROFILE GRADIENT PROGRAM
CALCULATIONS
APPENDIX B.6: BASIN OUTLET CALCULATIONS

APPENDIX C: WATER QUALITY CALCULATIONS
APPENDIX C.1: ISOYETAL MAP FOR THE 85TH PERCENTILE 24-HOUR STORM EVENT
APPENDIX C.2: SANTA MARGARITA WATERSHED BMP DESIGN VOLUME SPREADSHEET
APPENDIX C.3: SANTA MARGARITA RIVER BIOFILTRATION WITH NO INFILTRATION
FACILITY – DESIGN PROCEDURE SPREADSHEET

APPENDIX D: HYDROMODIFICATION CALCULATIONS
APPENDIX D.1: SANTA MARGARITA REGION – COUNTY HYDROMOD ITERATIVE
SPREADSHEET MODEL



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

EXCERPTS

EXCERPT A: PRECISE GRADING PLAN FOR FRENCH VALLEY AIRPORT

EXHIBITS

EXHIBIT A: POST-PROJECT CONDITION HYDROLOGY MAP
EXHIBIT B: DRAINAGE FACILITIES MAP
EXHIBIT C: HYDROLOGIC SOILS MAP
EXHIBIT D: RAINFALL MAPS
EXHIBIT E: SLOPE OF INTENSITY DURATION CURVE
EXHIBIT F: LAND USE MAP
EXHIBIT G: PLOT PLAN 26047 IMPROVEMENT PLANS



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

I. INTRODUCTION

Plot Plan 26047 is a proposed commercial project site that will be constructing a single story office building, parking lot area, landscaped area, and a biofiltration basin. The project site is currently undeveloped. The purpose of this study is to determine the required drainage improvements necessary to flood protect the project site. The scope of work for this report includes:

- Determine the peak 100-year flow rates for the post-project condition using the Riverside County Flood Control and Water Conservation District (RCFC & WCD) Rational Method.
- Develop a preliminary drainage concept and sizes required to flood protect the project site from onsite flows.
- Determine the required water quality volume to be treated within the Biofiltration basin, as well as the required basin size to address hydromodifications.
- Preparation of a hydrology and hydraulic report, which consists of hydrological and analytical results and exhibits.

II. PROJECT SITE AND DRAINAGE OVERVIEW

Plot Plan 26047 is a proposed commercial site that will construct a single story office building, parking area, landscaped area, and a biofiltration basin. The project site is 0.66 acres, with an additional 0.54 acres of offsite street improvements, and is located in the County of Riverside (unincorporated area of Murrieta), and is roughly bounded by Auld Road to the north, Sky Canyon Drive to the west, and French Valley Airport to the east. The project site is located within Section 7 of Township 7 South, Range 2 West.

The project site will convey the onsite flows via sheet flow to an inlet located at the low point of the project adjacent to Auld Road. Flows associated with the street improvements will be collected via a parkway drain on Auld Road, which will intercept existing paved areas of Auld Road in lieu of areas downstream of the Biofiltration Basin for water quality treatments. Flows will discharge into a proposed Line A storm drain system, which will connect to an existing triple 18" culvert crossing Auld Road approximately 200 feet east of the project site along Auld Road. The project site is also improving Sky Canyon Drive and Auld Road adjacent to the project site.

III. HYDROLOGY ANALYSIS

The RCFC & WCD Hydrology Manual (Reference 1) was used to develop the hydrological parameters for the rational method calculations. The calculations were performed using the computer program developed by Civil Cadd/Civil Design.

The existing soil classification for the area consists of Soil "B" and Soil "C", as shown on Exhibit C. Exhibit C is a hydrologic soils map that was obtained from the United States Department of Agriculture, Natural Resources Conservation Service (NRCS). As



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

recommended by the County of Riverside, an Antecedent Moisture Condition (AMC) II was utilized for the 100-year storm events.

The following rainfall depths were obtained from the RCFC & WCD Hydrology Manual's Isohyetal Maps.

Storm Event	1-hour (in)
2-Year	0.50
100-Year	1.20

The slope value used for the rational method value is 0.55. The rainfall maps have been included as Exhibit D, and the slope of intensity duration curves have been included as Exhibit E.

The hydrology analyses utilized commercial land use for the proposed project, and consists of one watershed area designated as Area A, with two subareas. Area A1 is the onsite area and A2 is the offsite street improvement area, as shown on Exhibit A. Using commercial land use is very conservative, considering the average impervious fraction (per the water quality calculations) is 0.60. Area A1 was analyzed as one area, and the catch basin and curb opening utilized this total flow rate for Area A1, which is considered conservative since a high point has been added in the middle of the site. Instead of revising the area to approximately 0.3 acres of area each, the hydraulic calculations for each onsite inlet/curb opening was sized for the total onsite area.

The basin outlet structure has been sized for the peak 100-year flow rate emanating from the onsite area based upon the weir equation. Using the peak 100-year flow rate of 4.20 ft³/s, and the maximum ponded depth of 0.50 feet for the weir opening, the minimum required weir length is 4.24 feet, therefore the outlet structure will be a modified CB110 that will incorporate two 2.42 foot wide openings instead of one per the standard CB110. This will result in a 100-year water surface elevation of 1316.71 within the basin.

The rational method calculations have been included in Appendix A, and the hydrology map has been included as Exhibit A.

IV. HYDRAULIC ANALYSIS

The project will construct a an 18" storm drain (Line A) to convey the flows from the project site to the existing triple 18" culvert crossing Auld Road (see Excerpt A for plans referencing the existing triple 18" pipes). A parkway drain will be constructed to collect flows from the street area and a curb opening will be constructed to collect the onsite flows.

The curb opening and parkway drains were analyzed using normal depth calculations. The parkway drains will be 3' wide, and a yield was determined to calculate the flow rate tributary to each parkway drain (as hatched on the Drainage Facilities Map). Area A2 is 0.69 acres and has a 100-year flow rate of 2.33 ft³/s, resulting in 3.38 ft³/s per acre.



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

Parkway Drain 1 has a tributary area of 0.52 acres and Parkway Drain 2 has a tributary area of 0.17 acres, resulting in 1.76 ft³/s and 0.57 ft³/s, respectively. Based upon the normal depth calculations, Parkway Drain 1 will intercept 0.91 ft³/s of 1.76 ft³/s, resulting in 0.85 ft³/s bypassing to Parkway Drain 2. The total tributary flow rate used in the normal depth calculations for Parkway Drain 2 is 0.85 ft³/s + 0.57 ft³/s, equaling 1.42 ft³/s. Parkway Drain 2 intercepts 0.71 ft³/s of this flow rate. The table below summarizes these calculations:

Parkway Drain	Tributary Area	Yield Flow Rate	Tributary Flow Rate	Upstream By-pass	Total Flow Rate	Intercepted Flow Rate	Bypass Flow Rate
1	0.52 ac	3.38 cfs/ac	1.76 ft ³ /s	N/A	1.76 ft ³ /s	0.91 ft ³ /s	0.85 ft ³ /s
2	0.17 ac	3.38 cfs/ac	0.57 ft ³ /s	0.85 ft ³ /s	1.42 ft ³ /s	0.71 ft ³ /s	0.71 ft ³ /s

The Line A storm drain utilized the total flow rate from the rational method hydrology calculations, which is conservative since the total flow rate at the parkway drain on Auld Road does not intercept the total 100-year tributary flow rate for Area A2. The hydraulic analyses for Line A utilized a starting water surface equal to the soffit of the storm drain since there was no hydraulic data available for the existing triple 18" CMP culvert.

Line A2 was sized for the total onsite flow rate (the same flow rate as the curb opening) to be conservative. Additionally, the onsite catch basin was also sized using the total onsite flow rate.

The hydraulic calculations have been included in Appendix B.

V. WATER QUALITY AND HYDROMODIFICATION

The project site will utilize a Biofiltration basin to treat for water quality purposes.

The required water quality volume was determined by using the Santa Margarita Watershed BMP Design Volume Spreadsheets. The effective impervious fraction was calculated based upon the building, asphalt, sidewalks/concrete, and landscaped area (which is shown on Exhibit F – Land Cover Map), and resulted in an effective impervious fraction of 0.60. Based upon this fraction, the required water quality volume to be treated is 1,215 cu. ft.

The Biofiltration basin was sized using the Biofiltration with Partial Infiltration Facility – Design Procedure worksheet. The Biofiltration basin will incorporate 3 feet of soil media, and a minimum of 1' of gravel with 6" perforated underdrains. A typical section has been provided on the Drainage Facilities Map, and construction details can be found on the improvement plans.



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

The biofiltration basin will also address hydromodifications. The Santa Margarita Region – County Hydromod Iterative Spreadsheet Model was utilized to determine the sizing requirements.

The water quality calculations have been included in Appendix C, and the hydromodification calculations have been included in Appendix D.

VI. CONCLUSIONS

Drainage analyses were prepared for the project site in order to determine the necessary improvements for the post-project condition. The following conclusions were derived from the hydrology and hydraulic results:

1. The proposed drainage facilities will adequately convey the 100-year flow rates.
2. The proposed Biofiltration Basin has been designed to adequately treat the onsite flows for water quality purposes and address hydromodifications.

VII. REFERENCES

1. Riverside County Flood Control and Water Conservation District Hydrology Manual, April 1978.
2. Riverside County Flood Control and Water Conservation District Design Handbook for Low Impact Development Best Management Practices, September 2011

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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 may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Mina Morgan at (951) 955-6035.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). **Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.**

CASE DESCRIPTION:

ZAP1099FV20 – The KWC Companies, Inc. (Representatives: Jo Howard and Mike Taing) – County of Riverside Case No. CUP190019 (Conditional Use Permit). A proposal to develop a one-story office and retail building with 2,890 square feet of leasable space on a 0.71-acre site located at the southeasterly corner of Auld Road and Sky Canyon Drive, westerly of French Valley Airport in the unincorporated community of French Valley. The applicant envisions a 1,181 square foot bail bond office and a 1,709 square foot storefront retail cannabis business. (Airport Compatibility Zone B2 of the French Valley Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

FV
B2

ALUC CASE NUMBER: ZAP 1099FV20 DATE SUBMITTED: March 27, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Michael Simonian	Phone Number	949-556-0489
Mailing Address	c/o KWC Engineers	Email	jo.howard@kwceengineers.com
	1880 Compton Avenue, Suite 100		
	Corona, CA 92881		

Representative	KWC Engineers (Jo Howard)	Phone Number	951-901-5408
Mailing Address	1880 Compton Avenue, Suite 100	Email	jo.howard@kwceengineers.com
	Corona, CA 92881		

Property Owner	Fausto Atilano	Phone Number	
Mailing Address	30195 Auld Road	Email	
	Murrieta, CA 92563		

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County Planning Department	Phone Number	951-955-6035
Staff Contact	Mina Morgan	Email	mimorgan@rivco.org
Mailing Address	4080 Lemon Street	Case Type	Conditional Use Permit
	12th Floor	<input type="checkbox"/>	General Plan / Specific Plan Amendment
	Riverside, CA 92501	<input type="checkbox"/>	Zoning Ordinance Amendment
Local Agency Project No	CUP 190019	<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input checked="" type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

PROJECT LOCATION

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

Street Address	30375 Auld Road		
Assessor's Parcel No.	963-030-005	Gross Parcel Size	0.71 ac.
Subdivision Name	n/a	Nearest Airport and distance from Airport	French 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)	Vacant

Proposed Land Use (describe)	One building with two separate suites (Suite A for Fausto's Bail Bond Office and Suite B for Cannabis Retail) Please note that this building previously received ALUC approval for the Bail Bond business under PP 26047.	
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	7:00 a.m. to 10:00 p.m.
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	Per attached Site Plan, pad elev = 1317.5 ft.
	Height of buildings or structures (from the ground)	15.0 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)

KWC Engineers
1680 Compton Avenue, Suite 100 • Corona, CA 92701
Tel: 951-734-2130 • Fax: 951-734-9139
www.kwcengineers.com

To:	Paul Rull	Date:	March 26, 2020
Company:	Riverside County ALUC	J.N.:	2019.1938.1
Address:	4080 Lemon Street 14 th Floor Riverside, CA 92501	<input type="checkbox"/>	For Your Information
Phone:	951-955-6893	<input checked="" type="checkbox"/>	For Your Approval
Delivery:	By GSO	<input type="checkbox"/>	For Your Review & Comment
		<input type="checkbox"/>	As Requested

Reference: 30375 Auld Road in Murrieta – ALUC Application for CUP 190019

Attachment:

Copies	Description
1	Completed Application
1	Check No. 18051 in the amount of \$1,521.00 for processing fee
1	Full-size copy of Site Plan, Grading Plan and Floor Plans & Elevations
1	8-1/2" x 11" copy of Site Plan, Grading Plan and Floor Plans & Elevations
1	Vicinity Map
1	Project Description
1	Label Package (3 sets of gummed labels, Certification and 300' Radius Map
1	CD containing PDFs of all above items

Remarks:

Should you have any questions, please do not hesitate to contact me. Thank you.

Sincerely,
KWC ENGINEERS


Jo Howard

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.9

HEARING DATE: May 14, 2020

CASE NUMBER: ZAP1049TH20 – Thermal Operating Company, LLC
(Representative: Fayres Hall, Albert A. Webb and Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP24690R3 (Revised Plot Plan)

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use
Compatibility Plan (as amended in 2006)

Airport Influence Area: Jacqueline Cochran Regional Airport

Land Use Policy: Airport Compatibility Zones B1, C, and D; proposed building
in Zone C

Noise Levels: 55 - 60 CNEL from aircraft

MAJOR ISSUES:

The proposed building single acre occupancy is 160 which exceeds the Compatibility Zone C maximum single-acre intensity limit of 150 persons, when evaluated pursuant to the Building Code Method.

RECOMMENDATION: Staff recommends that the Commission find the revision to the plot plan, specifically in regard to the proposed paddock garage building, INCONSISTENT with the non-residential single acre land use intensity limits of the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006.

The Thermal Club has evolved over time. It is a country club with are race track instead of a golf course. There is a quantitive difference in the number of people on site between members and guests and the club hosting a major event. According to the application it is used by “GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS.”

RECOMMENDATION: Staff also recommends that the Commission consider evaluating and if appropriate restricting the number of persons, other than members, their guests and staff, attending events at the Thermal Club due to the safety hazards related to part of the club

property being located in airport approach & departure zones B and C.

PROJECT DESCRIPTION: The applicant proposes to develop a new 16,800 square foot two-story “middle paddock” garage with lounge (tables and chairs) for track viewing and dining and offices on the second floor, within the existing Thermal Club facility.

PROJECT LOCATION: The site is located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street, in the unincorporated community of Thermal, approximately 3,090 feet southeasterly of the future southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

BACKGROUND:

History of ALUC Review of Thermal Club Plot Plan No. 24690

Plot Plan No. 24690 was originally considered by the Airport Land Use Commission at its October 14, 2010 hearing. At that time, it was described as “a proposal to construct and operate a motorsports race track facility consisting of a private (membership) auto racing track, control tower, track-side garages/luxury suites, event tent, member car storage buildings, registration building, maintenance building, tuning shop, go-kart track, and go-kart team garages,” along with 254 private/member garages, one for each “founders’ lot” being established through Commercial Parcel Map No. 36293. The track was not to be open to the public and would be for daytime use only, and there was to be no overnight occupancy of the members’ garages on the founders’ lots.

Based on sample floor plans provided by the applicant, ALUC Planner Russell Brady estimated total planned occupancy per member garage at 19.1 persons, and that not more than 6 lots would be located within a single-acre area. As such, the single-acre intensity of the founders’ lot areas was estimated at less than 120 persons per acre. The applicant team estimated the number of persons in each garage as 14.3. On an overall basis, with 195 acres in Compatibility Zone C, the average intensity allowance of 75 persons per acre results in a total allowed capacity of 14,625 persons.

Condition No. 12, as recommended in the initial staff report, stated as follows:

“Prior to building permit issuance of any of the Member Garages/Founder Lots, verification that proposed buildings do not exceed the Standard Garage plan shall be provided. The Standard Garage shall be defined as two stories, with a total square feet of 7,150, including a garage area of 2,450 square feet, storage area of 380 square feet, and office use or other undefined area of 4,320 square feet. Any building that exceeds the number of stories, total square feet of the building, or total square feet of the individual uses, shall be reviewed by ALUC for consistency.”

The applicant team expressed concerns that persons purchasing lots larger than the standard size of 7,540 square feet might wish to have larger garages, and so staff prepared revised conditions that provided separate conditions for the smaller lots and a general condition. The condition for the

smaller lots was revised to read as follows:

“Prior to building permit issuance on any of the Member Garages/Founders’ Lots with a net area of 7,540 square feet or less, verification that proposed buildings do not exceed the “Standard Garage” plan shall be provided. The “Standard Garage” shall be defined as two-stories with having a total square feet of footage not exceeding 7,150 square feet, including a garage area of 2,450 square feet, storage area of 380 square feet, and with office use or other undefined (and kitchen, if applicable) area of not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses (Occupancy Type S uses). Any building that exceeds the number of stories, total square feet of the building, or total square feet of the individual uses, shall be reviewed by ALUC for consistency. on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than Occupancy Type S uses, or with a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.”

A general condition No. 13 was added that would apply to all of the Founders’ Lots stating as follows:

“Development on Founders’ Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to office uses or other uses whose intensity exceeds Occupancy Type S uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.”

Condition No. 14 required posting of special occupancy load restrictions limiting the maximum number of persons in each of the track side garages, the registration/administration building, and the corporate tent at any given time to 150 persons, and limiting the maximum number of persons in each of the members’ storage garage structures at any given time to 75 persons.

Condition No. 15 stated as follows: “Prior to map recordation of Parcel Map No. 36293, a notice to potential purchasers that no residential uses or overnight occupancy shall be permitted, shall be provided to ALUC staff for approval. Prior to sale of any individual lot, this notice shall be provided to potential purchasers.”

On April 12, 2012, the Airport Land Use Commission considered Plot Plan No. 24690, Substantial Conformance No. 1. The proposal primarily affected uses that would be in the “motorsports village” and included deletion of the track-side garages/luxury suites and the event tent (a.k.a., corporate tent) and addition of team garages, day garages, and a fuel island. The

control tower and registration buildings were redesigned as well.

Condition No. 14 was amended to limit the maximum number of persons in the tower building and the tuning shop building (as well as the registration/administration building) at any given time to 150 persons, and limiting the maximum number of persons permitted in each of the day garage structures at any given time to 75 persons.

The Commission modified Condition No. 15 at the hearing to read as follows: "~~Prior to map recordation of Parcel Map No. 36293,~~ **A notice to potential purchasers, indicating that no residential uses or overnight occupancy shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for Parcel Map No. 36293.** Prior to sale of any individual lot, this notice shall be provided to potential purchasers."

On September 12, 2013, the Airport land Use Commission considered Plot Plan No. 24690, Revised Permit No. 1. The applicant proposed addition of an on-site irrigation reservoir with aviary screen, deletion of the previously proposed, but never built, registration building, and amendments to the conditions relating to the occupancy type of the garages on the founders' lots and the prohibition of overnight stays. The applicant indicated that the assignment of a non-residential occupancy classification to the garages on the founders' lots required various "commercial/industrial improvements within the individual garage units, such as elevators and other equipment to render the garage units accessible pursuant to the Americans with Disabilities Act, unlike the requirements imposed on garages attached to single-family residences.

ALUC staff responded that the fundamental problem arises from the site's Specific Plan and zoning were for industrial use. Additionally, the lots had been approved as commercial/industrial. If the applicant had wanted to allow residential uses, the founders' lots should have been established through a tract map process, rather than a parcel map process.

The Commission did not support staff's attempt to reduce the allowable square footages and reinstated the allowance for 7,150 square feet of total floor area, including up to 4,320 square feet of office, entertainment, and kitchen uses per building, but did add "whichever is less" in the second and third sentences following the phrase "two stories or 42 feet."

Staff proposed to amend the text of Condition No. 13 to read as follows: "Development on Founders' Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to ~~office uses or other~~ **storage, garage, and warehousing uses whose intensity exceeds Occupancy Type S uses** shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy (**occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time**)

is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.

The Commission supported the amendment to section (3), did not support the amendment to section (5), and changed the word “these” to the word “those” in the final sentence.

Condition No. 14 was amended to limit the maximum number of persons in the members’ storage garage in the village area at any given time to 75 persons. References to the registration/administration building and the day garage structures were deleted, as these were no longer part of the project.

Staff proposed to amend the text of Condition No. 15 to read as follows: “A notice to potential purchasers of lots, indicating that no residential uses or overnight occupancy (**between 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time**) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for **each unit of Parcel Map No. 36293**. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. **This restriction does not apply to the nonresidential use of the tuning shop and members’ storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.**”

The Commission declined to make any changes to Condition No. 15.

On January 8, 2015, the Airport Land Use Commission considered Specific Plan No. 303, Amendment No. 3, Change of Zone Case No. 7852, and Tentative Tract Map No. 36851. Although Plot Plan No. 24690 was not directly considered, its conditions became an integral part of the discussion of the proposal to change the designation of the Thermal Club from Heavy Industrial to Mixed Use, in order to provide for a maximum of 166 dwelling units (including 15 live/work units and an “amenity” area that would allow for a hotel, motel, or bed and breakfast facility with up to 32 rooms. In order to avoid increasing the allowable number of residential units in the entirety of the Kohl Ranch Specific Plan, the applicant proposed to reduce the number of dwelling units in the central portion of the Specific Plan by an equal amount. The Tentative Tract Map proposed to subdivide 20 non-contiguous Founders’ Lots parcels for condominium purposes so as to allow for each of those lots to accommodate a two-unit structure or duplex.

The applicant originally proposed to provide for 120 overnight stay units within Zone D and 39 within Zone C, plus 15 live/work units in Zone C. However, a portion of the Zone C area had

been separated from the Thermal Club ownership for use as a BMW facility. This reduced the Thermal Club acreage within Zone C to 155 acres. Therefore, pursuant to Compatibility Plan criteria, only 31 dwelling units could be located in Zone C. The net density of the portion of the project in Zone D, however, would have fallen into the prohibited intermediate density range. (Ultimately, the Airport Land Use Commission utilized Policy 3.3.6 to allow up to 120 units with overnight occupancy on the original 103 lots within Zone D and adding the additional units allowed by the Tentative Tract Map, given that the inherent ambient noise from the racetrack already exposes the proposed units to considerable noise, rendering the impact from aircraft noise to those units negligible, and that the project provides 233.6 acres of open area, which greatly exceeds the minimum open area requirement, thus limiting potential safety impacts on the proposed residential area. A total of 39 units with overnight stays was allowed in Zone C, including a row of 18 lots along the southerly portion of the property and 21 lots east of the track. This was part of a trade-off in which the applicant withdrew the request for the 15 live/work units.)

A set of conditions were provided that were based on the Plot Plan conditions, with the following changes:

It was clarified that Condition Nos. 12, 13, and 15 would not apply to those Founders' Lots allowing overnight stays. A new conceptual Condition No. 33 was formulated for the units that would allow overnight stays, stating as follows:

“Prior to building permit issuance on any of the Founders' Lots allowing overnight stays within Planning Area E-5, E-6, E-7, E-8 and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the “Standard Unit” plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The “Standard Unit” shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.”

It should be noted that no restriction was placed on the size of units allowing overnight stays on lots with a net area larger than 7,540 square feet.

Three commercial/industrial projects were approved through separate Plot Plans, reducing the acreage of Plot Plan No. 24690 in Compatibility Zone C: Plot Plan No. 25677 for a BMW Performance Driving School facility on a 37.3-acre area that had previously been planned for a go-kart track; Plot Plan No. 26120 for development of eight industrial buildings with a cumulative gross floor area of 135,549 square feet on 4.69 acres southerly of Jasper Lane; and Plot Plan No. 26121 for development of fourteen industrial buildings with a cumulative gross

floor area of 361,800 square feet on 14.16 acres westerly of Ascot Drive. Together these projects reduced the acreage of Plot Plan No. 24690 in Zone C to 134.2 acres.

On October 12, 2017, the Airport Land Use Commission considered Plot Plan No. 24690, Revised Permit No. 2, which proposed to add a members' club house facility and six commercial hotel suites on 5.39 acres in Zone D and a new 7,040 square foot trackside garage with viewing deck in Zone C. A separate set of conditions was prepared for this project.

On December 14, 2017, the Airport Land Use Commission considered Specific Plan No. 303, Amendment No. 4, along with its associated Change of Zone Case No. 7952. The Specific Plan Amendment proposed to allow overnight stays at the remaining 110 "founders' lots" in Zone C by creating a new land use category, "racetrack recreational units." The applicant contended that these "racetrack recreational units" would be distinguished from residences, and should not be counted as such, because they would be subject to limitations within the Thermal Club's covenants, conditions, and restrictions on the number of consecutive nights that they would be in use. They would be intermittently occupied overnight, but would not be available for use as permanent residences. Staff's concern was that the Zone C density limitations (one dwelling unit per five acres) would be exceeded if any additional residences were permitted in the Zone C area. The Commission found the project inconsistent. This determination was ultimately overruled by the Board of Supervisors, who allowed most, but not all, of the remaining lots to be used for overnight stays. Specifically, 36 lots (Lots 149 through 184) located westerly and northwesterly of the northerly racing circuit would continue to be prohibited from having overnight occupancy. So there are now three different levels of occupancy for the founders' lots: 159 that can be used as residences (as far as the County is concerned), 75 that are permitted overnight occupancy but are not residences, and 36 that permit neither residential use nor overnight occupancy.

It should be noted that the Plot Plan was not concurrently under consideration at that time.

ANALYSIS OF THE CURRENT PROJECT:

Non-Residential Average Land Use Intensity: Pursuant to the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, the parcel is split between Compatibility Zones B1, C, and D; however, the proposed building is located in Compatibility Zone C.

The building is located on a 139.26-acre parcel that also includes the central and south tracks, the trackside garage that allows for viewing of the south track, and the multi-building motorsports village. The parcel includes 62.98 acres in Zone B1, 56.67 acres in Zone C, and 19.61 acres in Zone

D.

The “motorsports village” includes a control tower with dining and administration areas, a members’ storage garage, and a tuning shop. Pursuant to Condition No. 14 of PP24690R1, as reviewed by ALUC on September 12, 2013, the number of persons in these buildings was to be limited to 150, 75, and 150 persons, respectively. The trackside garage – south, added through PP24690R2, had a capacity of 139 persons. This project adds an additional 162 persons, so the total for the five buildings rises to 676 persons, resulting in an intensity of 12 persons per acre of Zone C land within the parcel, which is consistent with the Compatibility Zone C average criterion of 75.

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 outdoor parking spaces (156), the number of parking spaces in the trackside garages (71 – 53 in the proposed garage and 18 in the previously approved garage), and 20 in the members’ storage garage, the total occupancy would be estimated at 371 people for an average intensity of less than 7 people per acre, which is consistent with the Compatibility Zone C average criterion of 75.

Aerial photographs show that most of the outdoor parking spaces are already in use.

Looking at the larger area within the scope of Plot Plan No. 24690, Compatibility Zone C includes 134.2 acres within the Thermal Club area. Adding the 676 persons in the motorsports village to the residents of the 149 racetrack recreational units (assumed at 19 persons per unit), the total intensity would be 3,507 persons. However, the average intensity would be 26 persons per acre, which is still consistent with the Zone C compatibility criterion of 75.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C limits maximum single-acre intensity to 150 people.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C:

- Lounge/Tables and Chairs (Less-Concentrated Assembly) – 1 person per 15 square feet
- Serving Area (behind bar/counter with exit area) – 1 person per 200 square feet
- Office – 1 person per 200 square feet (with 50% reduction),
- Parking Garage – 1 person per 200 square feet.
- Mechanical Room – 1 person per 300 square feet

The entire 16,800 square foot building is located within a single-acre area. There are no portions of other buildings within any single-acre area that includes all of this proposed building. The building includes 7,425 square feet of first floor garage area, 4,582 square feet of second floor garage area, 1,394 square feet of tables and chairs area, 915 square feet of office area, 264 square feet of

mechanical area, and 153 square feet of serving area, resulting in a single acre occupancy of 160 people, which is inconsistent with the Compatibility Zone C single acre criterion of 150.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C (children's schools, hospitals, nursing homes, day care centers, libraries).

Part 77: The elevation of Runway 17-35 at its future southerly terminus is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of approximately 3,090 feet from the future southerly terminus of the runway (not more than 660 feet southerly of Avenue 60) to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding -106.6 feet AMSL. The building's finished floor elevation is -147.9 feet AMSL and the proposed building height is 26 feet, for a top point elevation of -121.9 feet AMSL (i.e., 121.9 feet below mean sea level). Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: The building site is located within Compatibility Zone C, which requires that at least 20 percent of land area be set aside as ALUC-qualifying open land. This criterion was previously addressed, when it was determined that the track and its surroundings provided sufficient open land to meet the requirements of all of the development northerly of 62nd Avenue.

Use of the track for spectator sports.

Condition No. 8 of previous ALUC cases relating to Plot Plan No. 24690, states as follows: "No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency."

The Thermal Club has evolved over time. The applicant's project description states as follows: **"Only members, their invited guests, staff and credentialed 3rd parties are allowed inside the gate [to use the tracks, motorsports village, and amenities]. The main exceptions are groups such as car clubs, manufacturers that use the track for testing, and corporate events."**

Staff requested further details regarding these exceptions, the number of events and people attending. As of the date of this staff report, the applicant had not provided that information.

Research through the Thermal Club facebook page lead to an event Flyer, Entry Packet and Team Info Packet for the THERMAL WINTER INVITATIONAL EVENT by SRO Motorsports Group, scheduled at the Thermal Club on December 13-15 2019, January 17-19, 2020 and February 7-9, 2020. Copies of these documents are attached to this staff report. The Team Info Packet describes how drivers and crews register and "Teams are limited to 15 guests. Guests will be required to check in at the gate and sign the Thermal Waiver and receive a wristband."

The Commission should consider if it that the Thermal Club has evolved over time. It is a country club with are race track instead of a golf course. There is a quantitative difference in the number of people on site between members and guests and the club hosting a major event. (Eg. A membership tournament vs a PGA event.) According to the application it is used by "GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS."

RECOMMENDATION: Staff also recommends that the Commission consider evaluating and if appropriate restricting the number of persons attending events at the Thermal Club due to the potential safety hazards related to part of the club property being located in airport approach & departure zones B and C.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing. Outdoor lighting plans, if any, shall be transmitted to Riverside County Transportation and Land Management Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
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, or any type of strobe light, 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, livestock operations, production off 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, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazards to flight, and, in the Compatibility Zone B1 portion of the project, aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
3. The attached notice shall be provided to all prospective purchasers and tenants of the buildings thereon, and shall be recorded as a deed notice.
 4. Any detention or retention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention 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.
 5. Noise attenuation measures shall be incorporated into the design of office areas of structures, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 6. Any increase in building area or change in use will require an amended review by the Airport Land Use Commission.
 7. No portion of any roadway or track shall be located within the Runway Protection Zone.
 8. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.
 9. Development of the areas addressed through Plot Plan No. 24690, Plot Plan No. 24690, Revised Permit No. 1, Plot Plan No. 24690, Revised Permit No. 2, and Plot Plan No. 24690, Revised Permit No. 3 shall comply with all nonresidential intensity criteria and open area requirements of the applicable airport compatibility zones.

10. All structures shall maintain a minimum perpendicular distance of 750 feet from any point along the centerline of Runway 17-35 of Jacqueline Cochran Regional Airport, as the runway is depicted on the Airport's Master Plan (including any point on the centerline of the runway as extended to the southerly boundary of Airport Compatibility Zone A).
11. Occupancy of the 3rd floor of the Control Tower shall be limited to track control officials only or their designees.
12. The following special occupancy load restrictions shall be posted:
 - (a) The maximum number of persons permitted in the tower building at any given time shall not exceed one hundred fifty (150) persons.
 - (b) The maximum number of persons permitted in the members' storage garage in the village area at any given time shall not exceed seventy-five (75) persons.
 - (c) The maximum number of persons permitted in the tuning shop building at any given time shall not exceed one hundred fifty (150) persons.
13. No trees, light poles, utility poles, or any other object greater than four feet in height and thicker than four inches shall be allowed within designated open areas.
14. Per the applicant's comment, racing on the track shall be limited to the hours of 7:00 A.M. to 7:00 P.M.
15. No pole affixed lighting shall be allowed on interior private streets.

The following conditions apply to portions of the area with development approved pursuant to Plot Plan No. 24690 with its associated Revised Permits and Substantial Conformance determinations, but which lie outside the boundaries of the parcel upon which the building evaluated through PP24690R3 is proposed.

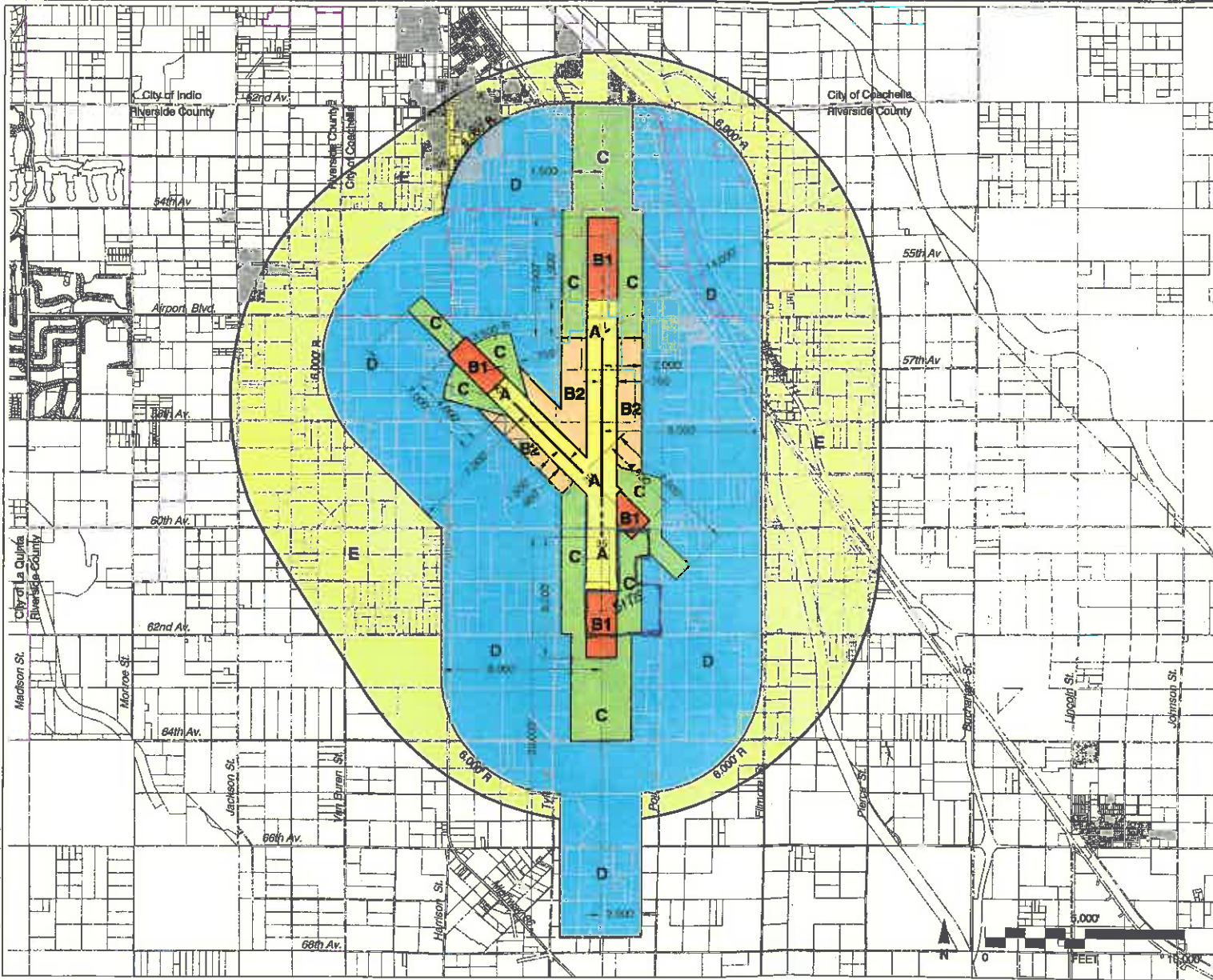
16. Prior to building permit issuance on any of the Founders' Lots not allowing overnight stays and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Garage" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Garage" shall be defined as having a total square footage not exceeding 7,150 square feet, with office, entertainment, and kitchen areas, as applicable not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses, and a height not exceeding two stories or 42 feet, whichever is less. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than storage,

- garage, and warehousing uses, or with a height exceeding two stories or 42 feet, whichever is less, shall be submitted to the Riverside County Airport Land Use Commission for review.
17. Development on Founders' Lots not allowing overnight stays shall comply with the following standards: (1) floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to uses other than storage, garage, and warehousing uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential use or overnight occupancy (occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time) is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.
 18. A notice to potential purchasers of lots not allowing overnight stays, indicating that no residential uses or overnight occupancy (between 10:00 P.M. and 6:00 A.M. – between 2200 and 600 hours military time) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding the content of the notice. Said instrument shall be recorded at the time of map recordation for each unit of Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. This restriction does not apply to the nonresidential use of the tuning shop and members' storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.
 19. Prior to building permit issuance on any of the Founders' Lots allowing overnight stays and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Unit" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding 42 feet. Any building on such lots proposing either (1) at total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.
 20. Development on Founders' Lots shall be reviewed for determination of whether FAA review is required for Obstruction Evaluation. The Exhibit titled Buildings Summary Table and dated March 27, 2012 shall be used as a guide for determining whether a building is required to be reviewed based on the pad elevation, building height, distance to the ultimate end of the runway, and a relevant slope ratio of 1:100. ALUC staff shall be consulted if there is any issue with this determination at time of building permit application. If FAA review is deemed to be required, the development shall comply with any subsequent determination and conditions from the FAA.

21. The covenants, conditions, and restrictions established for this project shall specify that any splash pools or other water features associated with individual member garage units shall be equipped with covers. The water shall not be allowed to stagnate and shall be completely covered at all times when the individual member garage unit is not in immediate use.
22. Prior to issuance of certificates of occupancy or final inspection approval for garage units on Lots 156 through 201, a block wall shall be constructed in conjunction with the progressive development phasing along the property line separating the easterly boundary of the airport property and the private street providing access to these properties.
23. The irrigation reservoir shall be completely covered at all times from top, sides, and bottom so as to prevent access by birds and other wildlife. The cover shall consist of 1" x 1" UV-protected polypropylene mesh secured at ground level around the edges and suspended four feet above the edge elevation, on steel cables spread not greater than 30 feet apart, as depicted on the attached exhibits. The suspension design is intended to allow for the sagging of the netting material without touching the surface of the waters, so that the material stays dry. The cables and netting material shall be maintained in operable condition (no gaps or tears) throughout the life of the permit, as long as the reservoir holds water or other liquid.
24. In the event that wildlife activity is observed as a result of the presence of the irrigation reservoir on-site, upon notification to the airport operator [currently the Riverside County Transportation and Land Management Agency], the airport operator shall notify Thermal Operating Company, LLC (or its successor(s)-in interest) (Hereafter referred to as "Owner") in writing. Within 15 days of written notice, the Owner shall be required to promptly take all measures necessary to eliminate such wildlife activity, including, if necessary, but not limited to, the emptying of the reservoir and repair or replacement of the netting material. The Owner shall work with the airport operator to prevent recurrence of the wildlife activity. Suggested measures may include providing for scheduled joint inspections of the reservoir by representatives of the Owner and the airport operator to assure that the cables and netting material continue to prevent access to the water. For each such incidence made known to the Owner, 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 C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line - Existing
- +— Airport Property Line - Planned
- City Limits

Note

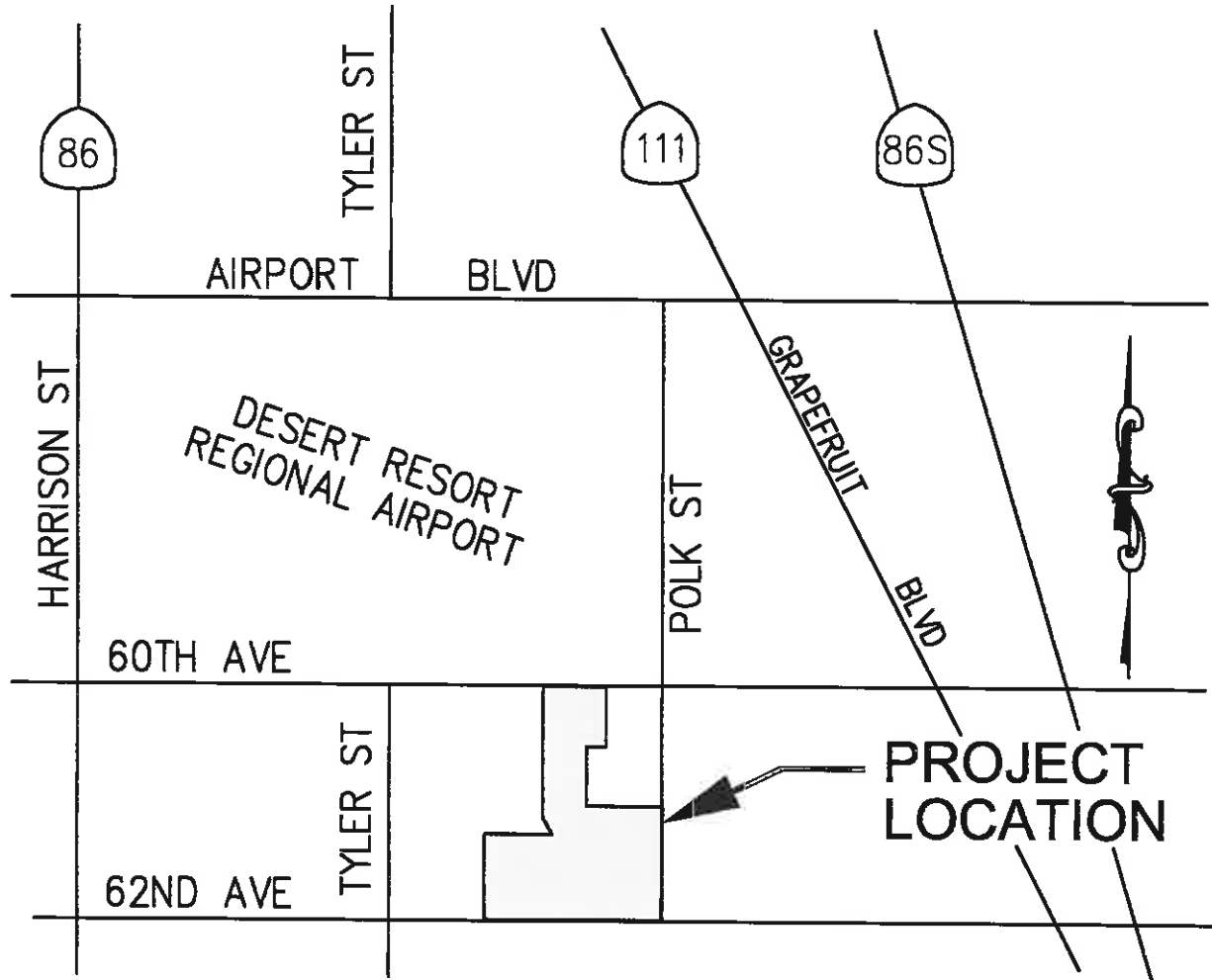
Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

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

Map JC-1

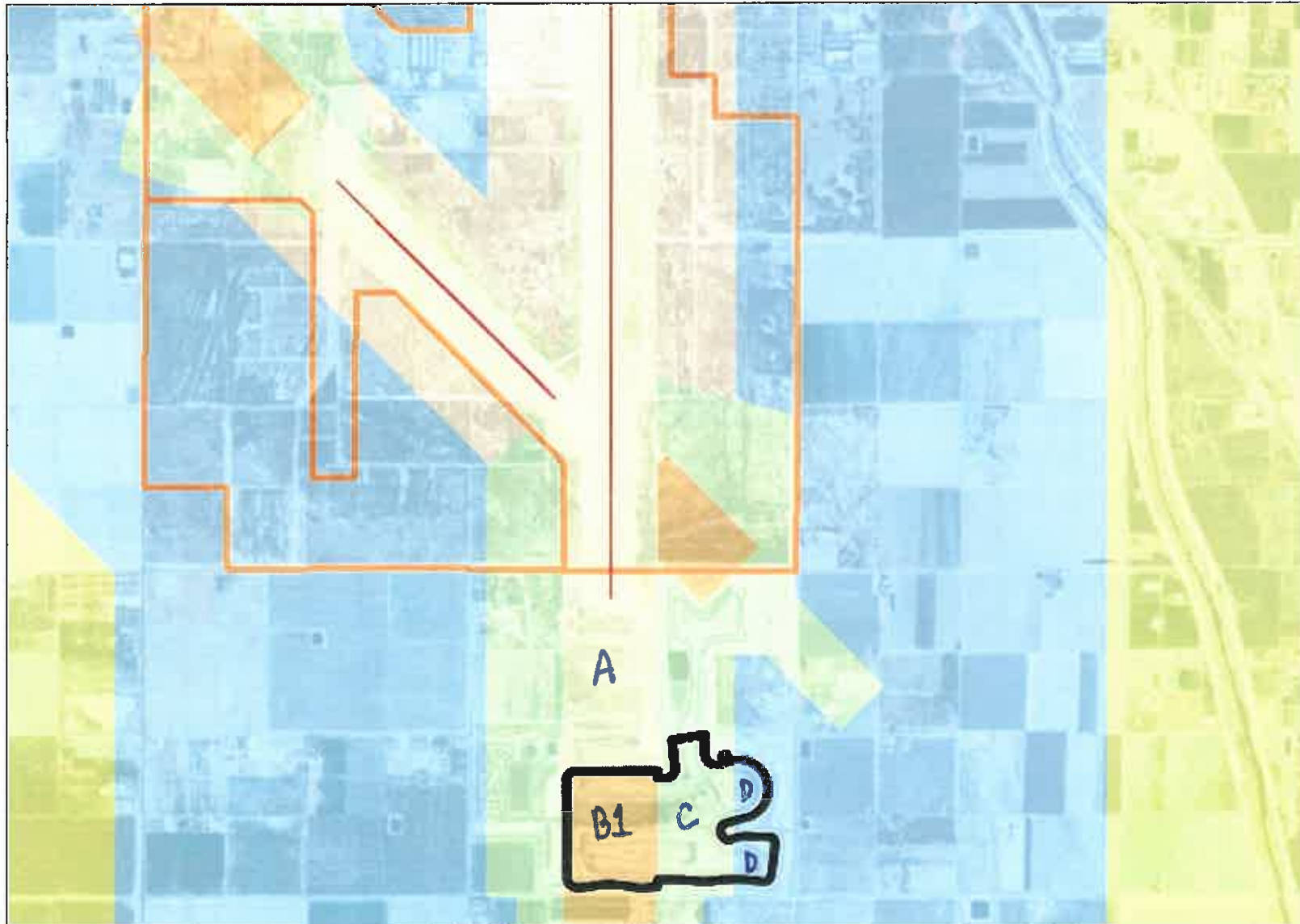
Compatibility Map
Jacqueline Cochran Regional Airport



VICINITY MAP

NTS

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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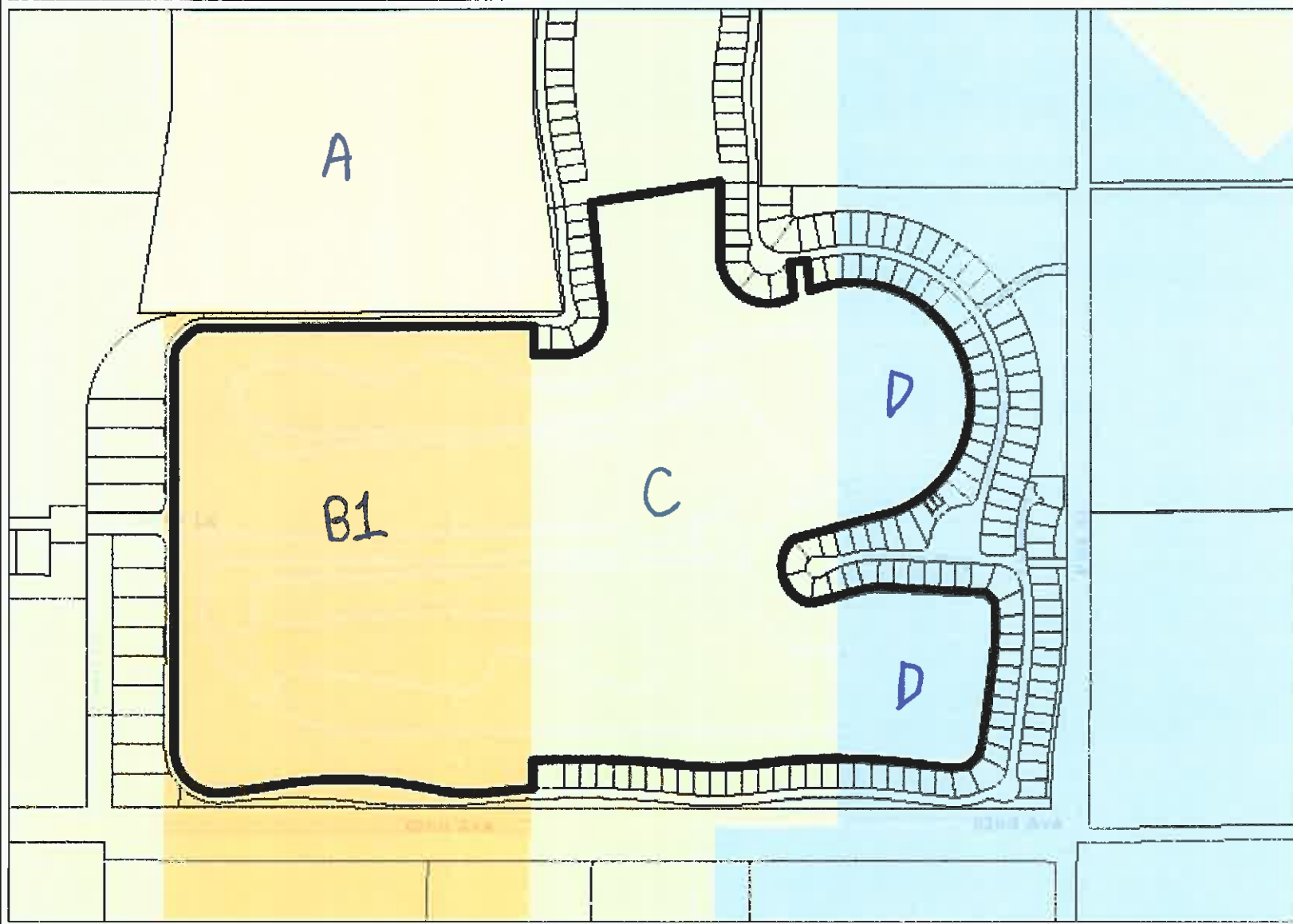


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Notes

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-HIGH IT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- ⋮ City Areas
- World Street Map



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Notes

Map My County Map



- Legend**
-  Runways
 -  Airports
 -  Airport Influence Areas
 -  City Areas
 -  World Street Map



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Notes

Map My County Map



Legend

-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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Notes

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - City Areas
 - World Street Map



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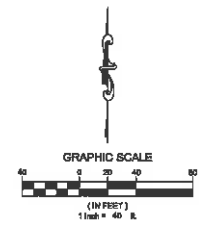
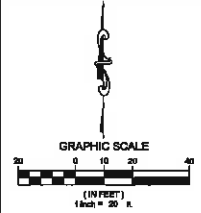
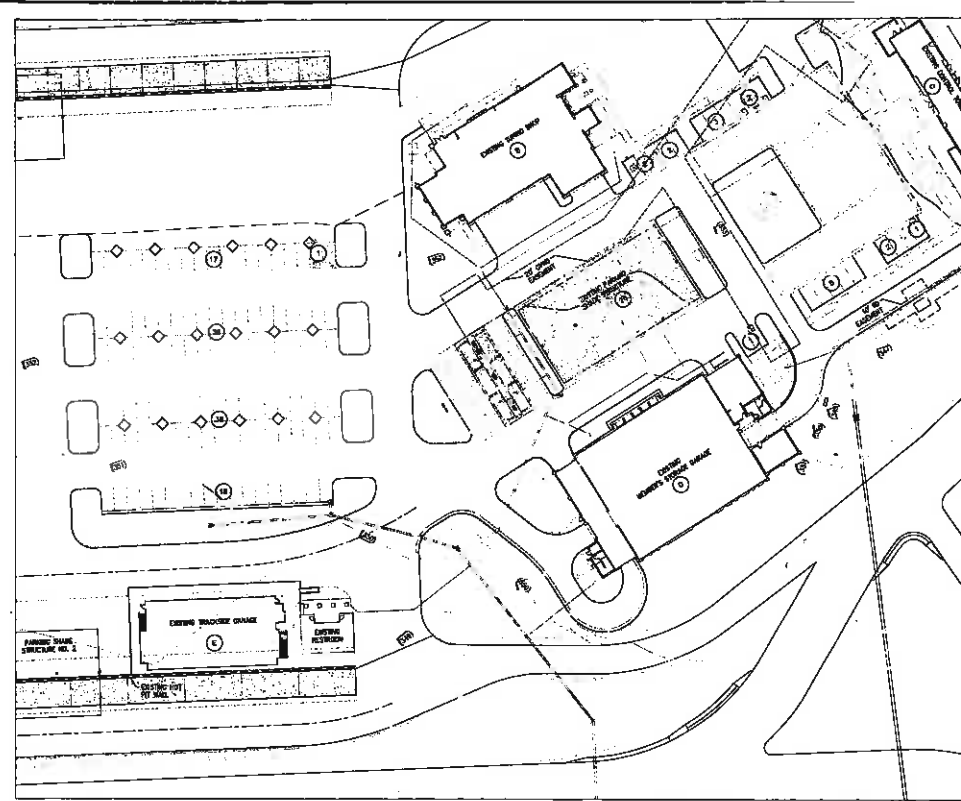
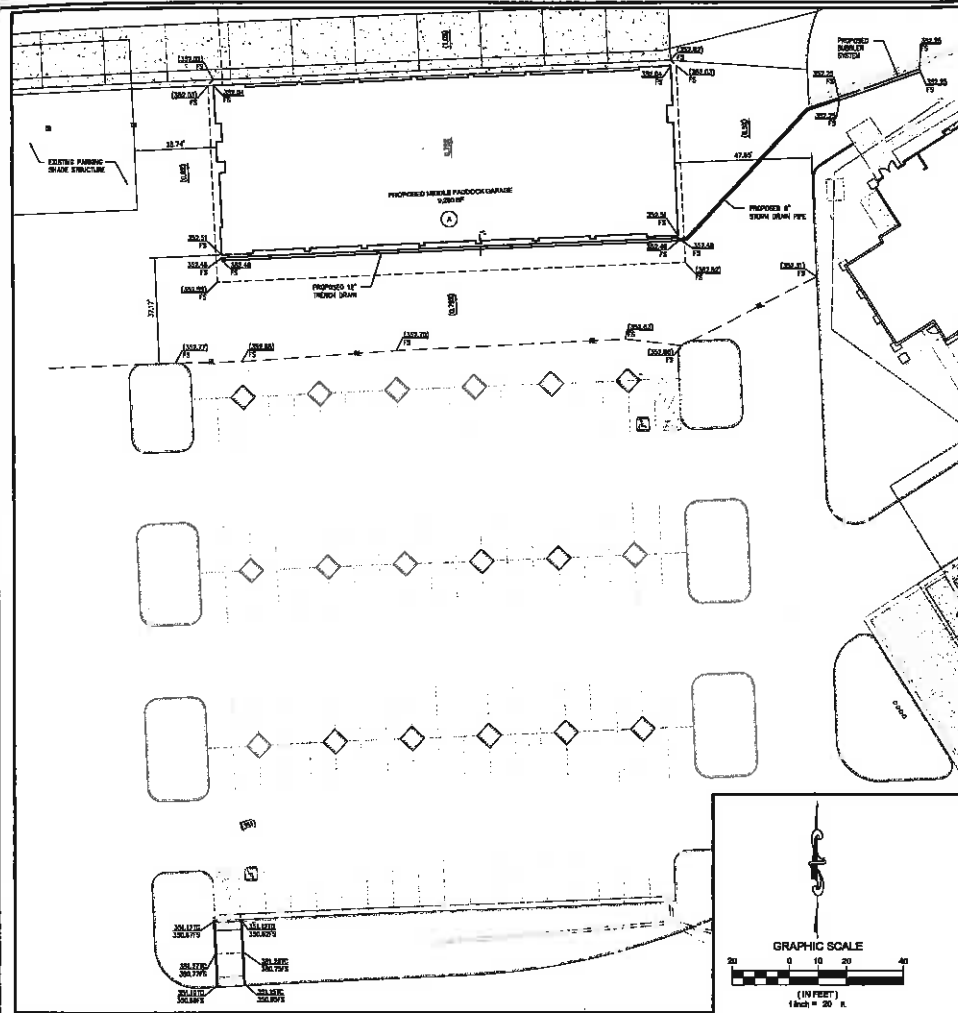
Notes

PROJECT DESCRIPTION

THE THERMAL MOTORSPORTS TRACK & CLUB WAS ORIGINALLY APPROVED AND BEGAN CONSTRUCTION UNDER PLOT PLAN 24690 ON 329.72 ACRES LOCATED WITHIN PLANNING AREAS A-5 THRU A-7 AND E-1 THRU E-9 OF THE KOHL RANCH SPECIFIC PLAN (PARCELS 1 AND 6 OF PM 36315) AT THE NORTHWEST CORNER OF POLK STREET AND AVENUE 62 IN THE COMMUNITY OF THERMAL, CA. IT IS THE FIRST WORLD CLASS ROAD COURSE BUILT IN SOUTHERN CALIFORNIA AND FEATURES A MEMBERSHIP PROGRAM SIMILAR TO A GOLF COURSE COUNTRY CLUB. THE GRAND PRIX TRACK IS 5.2 MILES IN LENGTH AND HAS MULTIPLE CONFIGURATION POSSIBILITIES. THE THERMAL CLUB IS A PRIVATE FACILITY. ONLY MEMBERS, THEIR INVITED GUESTS, STAFF, AND CREDENTIALLED 3RD PARTIES ARE ALLOWED INSIDE THE GATE. THE MAIN EXCEPTIONS ARE GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS.

REVISED PLOT PLAN (PP24690R2) WAS APPROVED ON MARCH 19, 2018, WHICH INCLUDED THE ADDITION OF A MEMBERS CLUB AND A TRACKSIDE GARAGE WITH A VIEWING DECK. REVISED PP24690R2 INCORPORATED ALL APPROVED CHANGES TO THE PLOT PLAN 24690 COVERED IN REVISED PLOT PLAN 24690R1, AND 24690R2, AS WELL AS SUBSTANTIAL CONFORMANCES 1-4. IT ALSO REMOVED FROM THE BOUNDARY OF THE PLOT PLAN PROJECTS THAT WERE APPROVED UNDER SEPARATE PLOT PLANS (I.E. BMW FACILITY, PP25677, ASCOT AND JASPER PLOT PLANS, 26120, AND 26121).

THE CHANGE TO THIS REVISED PLOT PLAN (PP24960R3) CONSIST OF AN ADDITIONAL 9,280 S.F. TRACKSIDE GARAGE TO BE LOCATED IN THE PADDOCK AREA TO THE NORTH OF THE MAIN PARKING LOT AND WEST OF THE TUNING SHOP. THE MAIN LEVEL OF THE TRACKSIDE GARAGE CONSISTS OF OVERFLOW CAR STORAGE. THE UPPER LEVEL IS PROPOSED AS BOTH CAR STORAGE AND A 1,820 S.F. ROOFTOP PATIO FOR VIEWING THE TRACK. THE SECOND STORY WILL BE ACCESSIBLE VIA AN ELEVATOR OR ONE OF TWO STAIR WAYS ON EACH SIDE OF THE BUILDING. SINCE THIS STRUCTURE IS PROPOSED WITHIN ALUC ZONE C, THERE WILL BE A MAXIMUM OF 17.6 OCCUPANTS ALLOWED ON THE GROUND STORAGE AREA AND 130.7 OCCUPANTS ON THE UPPER LEVEL VIEWING PATIO, FOR A TOTAL OCCUPANT LOAD OF 148.3.



MIDDLE PADDOCK GARAGE PARKING CALCULATIONS

BUILDING NAME	SIZE	USE	PARKING	TOTAL PARKING REQUIRED	PARKING PROVIDED	ADA PARKING PROVIDED
(A) MIDDLE PADDOCK GARAGE (MOVING BOOK AND OFFICE ONLY)	5,914 SF	LOUNGE	1 SPACE/230 SF	25	8	5

MIDDLE PADDOCK GARAGE PROPOSED BUILDING LEGEND AND DATA

BUILDING NAME	SIZE	CONSTRUCTION TYPE	OCCUPANCY
(A) MIDDLE PADDOCK GARAGE	5,930 SF	VI	180

DIFFERENCES BETWEEN APPROVED PP24690R2 & PROPOSED PP24690R3
 + ADDED MIDDLE PADDOCK GARAGE

LEGAL DESCRIPTION FOR MIDDLE PADDOCK GARAGE
 LOT 235 OF PARCELS MAP NO. 2012, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING A SUBDIVISION OF PARCELS 1 AND 4 OF PARCELS MAP NO. 2012, AS PER MAP RECORDED IN BOOK 204 PAGES 24-46 OF PUBLIC MAPS, RECORDS OF SAID COUNTY.
 APR 198-00-013
 THE PROJECT IS LOCATED WITHIN THE IDEAL PLANNING PLAN No. 302.

EXISTING PARKING CALCULATIONS

BUILDING/FACILITY NAME	TOTAL AREA	SPACES REQUIRED
(B) TERNING SHOP	5,694 SF	20 + 2 ADA
(C) CONTROL BUILDING	7,269 SF	88 + 2 ADA
(D) MEMBERS SERVICE GARAGE	13,764 SF	7 + 1 ADA
(E) RANGERS GARAGE	4,276 SF	8 + 1 ADA

PROPOSED PARKING TOTAL = 118 + 7 ADA
 RECORDED PARKING TOTAL = 128 + 7 ADA

PREVIOUS APPROVAL PER PP24690R2

LEGEND

SYMBOL	DESCRIPTION
(P)	PARKING COURT

REVISIONS

NO.	DATE	NO.

RCE CONSULTANTS, INC.
 24422 Avenida de la Corriente Suite 3001
 Laguna Hills, Ca. 92653
 Phone: 949.453.0111

SIGNATURE: _____
 P.E. _____
 EXP. _____

STAMP

BASIS OF BEARINGS
 BEARINGS ARE BASED UPON THE NORTHERLY END OF THE NORTHWEST QUARTER CORNER OF SECTION 33, TOWNSHIP 36 NORTH RANGE 3 EAST, S.B.M., AS SHOWN AND SET BY RECORD OF SURVEY MAP NO. 48 SHOWN BY RECORD MAPS AS TOWNSHIP 36 NORTH, RANGES 3 EAST AND 4 EAST, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

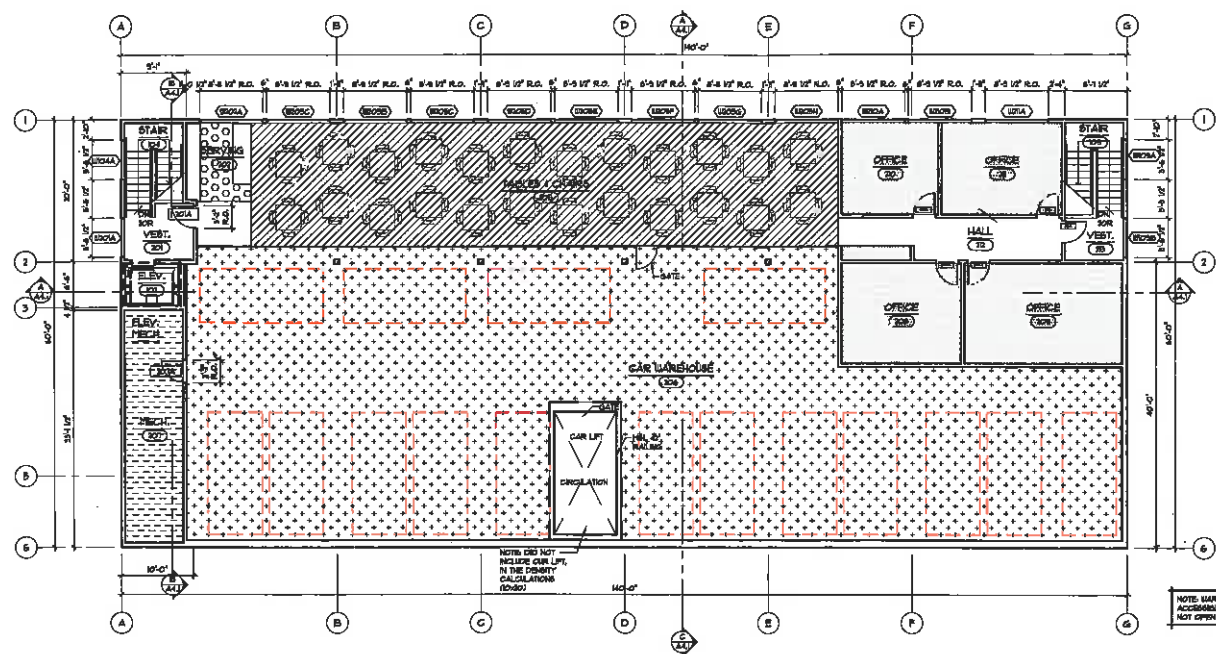
BENCH MARK
 CALTRANS BM NO. 194-14.8 L 2'-1/2" BRASS BENCH IN CONCRETE AT THE E.S. CORNER OF 1945 AND AVE. 81, STAMPEL CALIFORNIA DEPT. OF TRANSPORTATION 1989 19-14.8 L 0.7' BELOW GROUND AND 7' S.E. OF PIPE BENCH
 ELEVATION = 278.83
 UTMARS DATUM + 2007 1973 ADJUSTMENT

APPROVED BY: _____

IN THE UNINCORPORATED TERRITORY OF THERMAL COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PLOT PLAN NO. 24690R3
THE THERMAL CLUB
PM36293-1, FAST TRACK #2011-11
 BEING A PORTION OF THE SE 1/4 OF SECTION 33
 T.6S, R.6E, S.B.M.

DRAWING NAME:
 PP 24690R3 02 PP
 PROJECT NO.
 0590.0001.605
 SHEET 2 OF 2



LEGEND

- STANDING AREA (1 OCC / 1 SF)
- TABLES + CHAIRS (1 OCC / 15 SF)
- OFFICE (1 OCC / 300 SF)
- SERVING (1 OCC / 300 SF)
- MECHANICAL (1 OCC / 300 SF)
- WAREHOUSE (1 OCC / 200 SF)

TABLES + CHAIRS: 871 SF AT (1/15) = 58.0
 OFFICE: 862.5 SF AT (1/300) = 2.9
 SERVING: 108 SF AT (1/300) = 0.4
 MECHANICAL: 360 SF AT (1/300) = 1.2
 WAREHOUSE: 16 CARS (161 SF EA) = 2576 SF
 2576 SF AT (1/200) = 12.9
TOTAL SECOND LEVEL OCCUPANCY = 103.3

NOTE: DO NOT
 INCLUDE CAR LIFT
 IN THE PARKING
 CALCULATIONS (2000)

NOTE: WAREHOUSE ONLY
 ACCESSIBLE BY TRUCKS,
 NOT OPEN STORAGE

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

OPTION #2

No.	Date	Revision

Project Number: 19-046
Paddock Garage

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Drawn:	RL, BS
Checked:	MF, DG
Date:	March 11, 2020

Sheet Title:
UPPER FLOOR PLAN

Sheet Number:
A2.2

16/5/2019/Thamir - Paddock Garage - JTS/JW Working Drawing/A4 Floor Plan/Rev. 14/17, 2020

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or 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 Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1049TH20 – Thermal Operating Company, LLC (Representative: Fayres Hall, Albert A. Webb and Associates) – County of Riverside Case No. PP24690R3 (Revised Plot Plan). The applicant is proposing to develop a new 16,800 square foot two-story “middle paddock” garage with lounge (tables and chairs) for track viewing and dining and offices on the second floor, within the existing Thermal Club facility located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street. (The overall Plot Plan includes land within Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area; the proposed additional building is located in Compatibility Zone C.)



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ICRA

ALUC CASE NUMBER: ZAP1049TH20 DATE SUBMITTED: February 24, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	JTM Land Company, LLC C/O Mark Vasey	Phone Number	310-486-4474
Mailing Address	1983 W 190th Street, Suite 100 Torrance, CA 90504	Email	tim@tetm.com / m@tetm.com

Representative	Albert A WEBB Associates	Phone Number	951-248-4200
Mailing Address	3788 McCray Street Riverside, CA 92506	Email	fayres.hall@webbassociates.com

Property Owner	JTM Land Company, LLC C/O Tim Rogers	Phone Number	310-486-4474
Mailing Address	1983 W 190th Street, Suite 100 Torrance, CA 90504	Email	tim@tetm.com / m@tetm.com

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County	Phone Number	951-955-0314
Staff Contact	Jason Killebrew	Email	jkillebr@rivco.org
Mailing Address	4080 Lemon Street Riverside, CA 92501	Case Type	Revised Plot Plan
Local Agency Project No	PP24690R3	<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	86030 62nd Avenue, Thermal, CA 92774		
	N of Avenue 62, S of Avenue 60, E of Tyler Street, W of Polk Street		
Assessor's Parcel No.	portion of 759-180-013	Gross Parcel Size	139.26 acres
Subdivision Name	PM36293-2	Nearest Airport and distance from Airport	jacqueline cochrane <small>Approx. 3,000 feet from proposed garage to airport</small>
Lot Number	Portion of Lot 226		

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) Racetrack

Proposed Land Use (describe)	The addition of a second trackside garage west of the Motorsports Village within ALUC Zone C.		
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	Private use only	
	Number of People on Site	N/A	Maximum Number N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	352	ft.
	Height of buildings or structures (from the ground)	126'	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals.

- A. During the period of February 16 through March 15, 2020, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed two non-legislative cases within Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1403MA20 (March Air Reserve Base/Inland Port Airport Influence Area, Zone D) pertains to County of Riverside Case No. PM37213 (Tentative Parcel Map No. 37213), a proposal to divide 5.0 gross acres located on the northeast corner of Patti Lane and Dawson Road into four residential parcels. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA"), where residential density is not restricted.

Although the project is located in the March AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The northerly terminus of this runway is located 13,300 feet from the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,546 feet AMSL. The site pad elevation is 1,435 feet AMSL, and the building height is 18 feet, resulting in a top point elevation of 1,453 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on February 27, 2020.

ZAP1096FV20 (French Valley Airport Influence Area, Zone E) pertains to County of Riverside Case No. CUP200002 (Conditional Use Permit), a proposal to construct a retail and fueling facility including a 2,627 square foot Starbucks restaurant building with drive-thru, a 5,185 square foot convenience store/service station with 16 fueling spaces, and a 2,315 square foot car wash building on 2.94 acres located on the northwest corner of Winchester Road and Jean Nicholas Road in the unincorporated community of French Valley. The site is located within Compatibility Zone E of the French Valley Airport Influence Area, where non-residential intensity is not restricted.

The elevation of Runway 18-36 at French Valley Airport at its northerly terminus is 1,347 feet above mean sea level (AMSL). At a distance of approximately 10,990 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof elevation exceeding 1,456 feet AMSL. The building pad elevation is 1,396 feet AMSL. With a maximum building height of 29 feet, the top point elevation would be 1,425 feet AMSL. Therefore, review of the proposed buildings by the FAA OES was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on March 12, 2020.

- B. Additionally, ALUC Director Simon Housman reviewed one City-initiated non-impact legislative case (an ordinance amendment) pursuant to ALUC Resolution No. 2011-02 and issued a determination of consistency.

ZAP1046RG20 (Countywide – unincorporated areas) pertains to County of Riverside Ordinance Amendment No. 457.105, a proposal to amend County Ordinance No. 457 relating to building requirements and adopting for unincorporated areas of the County of Riverside, with appropriate amendments: the 2019 California Building Code (also known as the 2019 Building Standards Code); the 2019 California Administrative Code; the 2019 California Residential Code; the 2019 California Electrical Code; the 2019 California Mechanical Code; the 2019 California Plumbing Code; the 2019 California Energy Code; the 2019 California Historic Building Code; and the 2019 California Green Building Standards Code. The proposed amendment also declares all substandard buildings and portions thereof as public nuisances, implements the procedures required by the State Housing Law, and incorporates the abatement cost recovery procedures of Riverside County Ordinance No. 725.

There are no development standard changes or changes to zoning land uses that would increase residential density or non-residential intensity within the proposed amendment. Therefore, this ordinance has no possibility for having an impact on the safety of air navigation within airport influence areas located within the unincorporated areas of Riverside County.

ALUC Director Simon Housman issued a determination of consistency for this project on February 20, 2020.

5.2 Election of Officers (Chair/Vice Chair)

The Commission will elect a Chair and Vice-Chair.

5.3 Storm Water Basin Sign Review

Presentation by ALUC Director Simon Housman or his designee.

Y:\ALUC\ALUC Administrative Items\Admin Item 05-14-20.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 27, 2020

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

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.realuc.org

Ms. Dionne Harris, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

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

File No.: ZAP1403MA20
Related File No.: PM37213 (Tentative Parcel Map)
APN: 327-061-009

Dear Ms. Harris:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. PM37213 (Tentative Parcel Map No. 37213), a proposal to divide 5.0 gross acres located on the northeast corner of Patti Lane and Dawson Road into four residential parcels.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

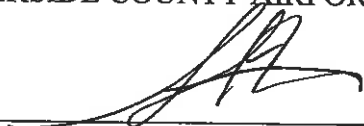
Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The northerly terminus of this runway is located 13,300 feet from the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,546 feet AMSL. The site pad elevation is 1,435 feet AMSL, and the building height is 18 feet, resulting in a top point elevation of 1,453 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

1. Any new 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 1 on Table 5 of the Harvest Valley/Winchester Area Plan:

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

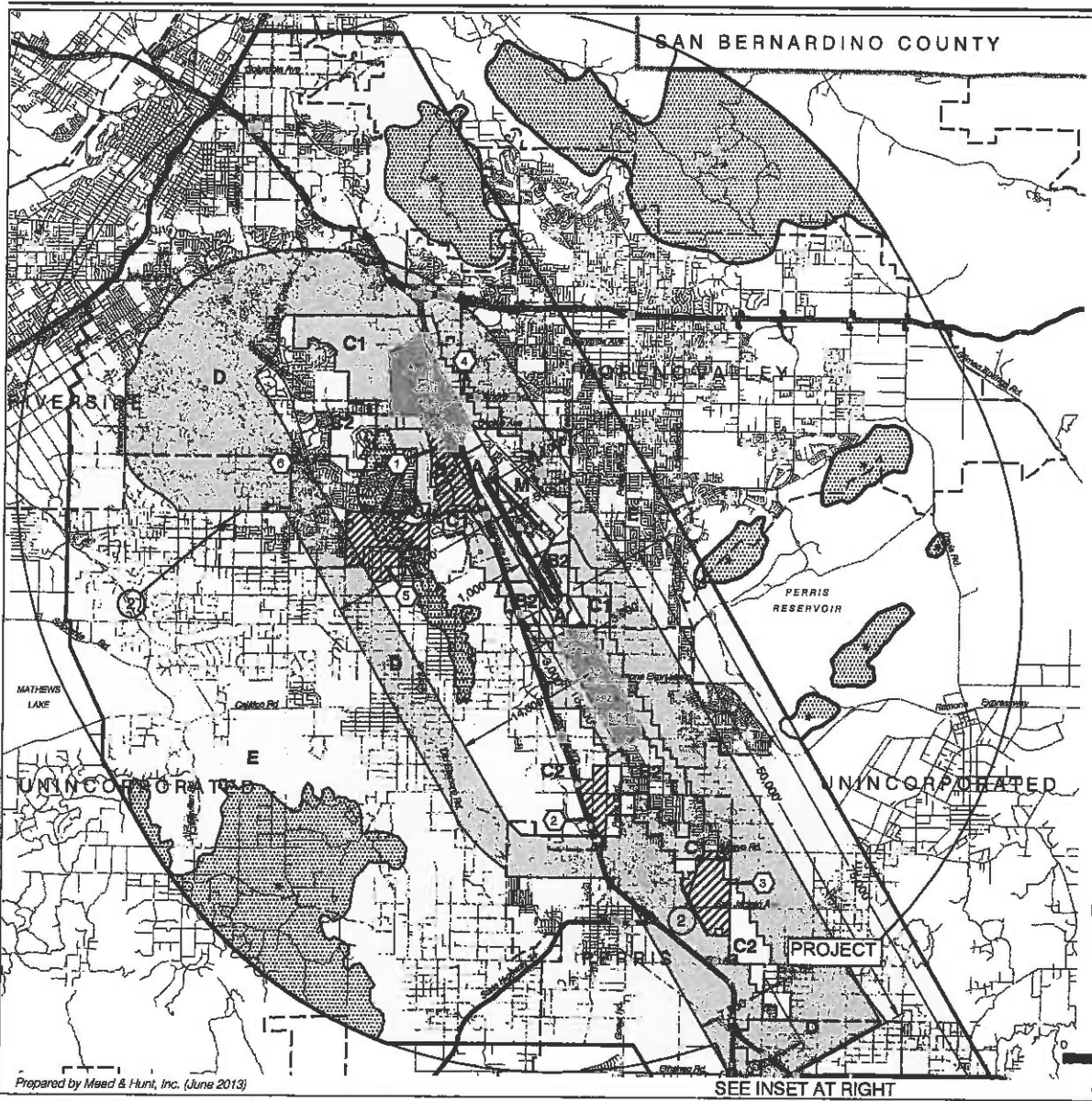


Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Hector Correa (applicant/property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1403MA20\ZAP1403MA20.LTR.doc



LEGEND

Compatibility Zones

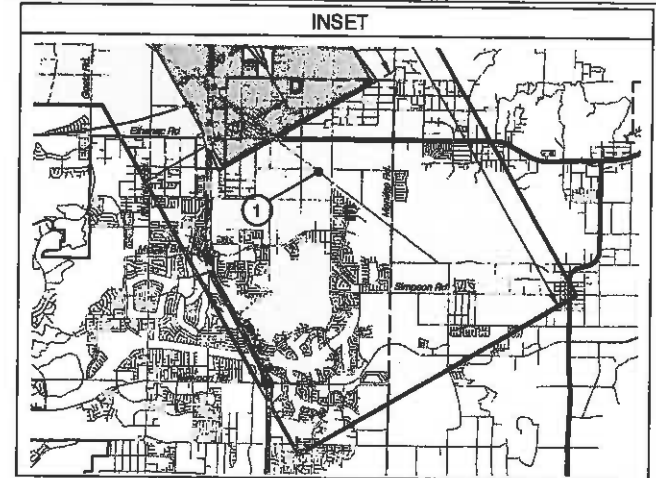
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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.

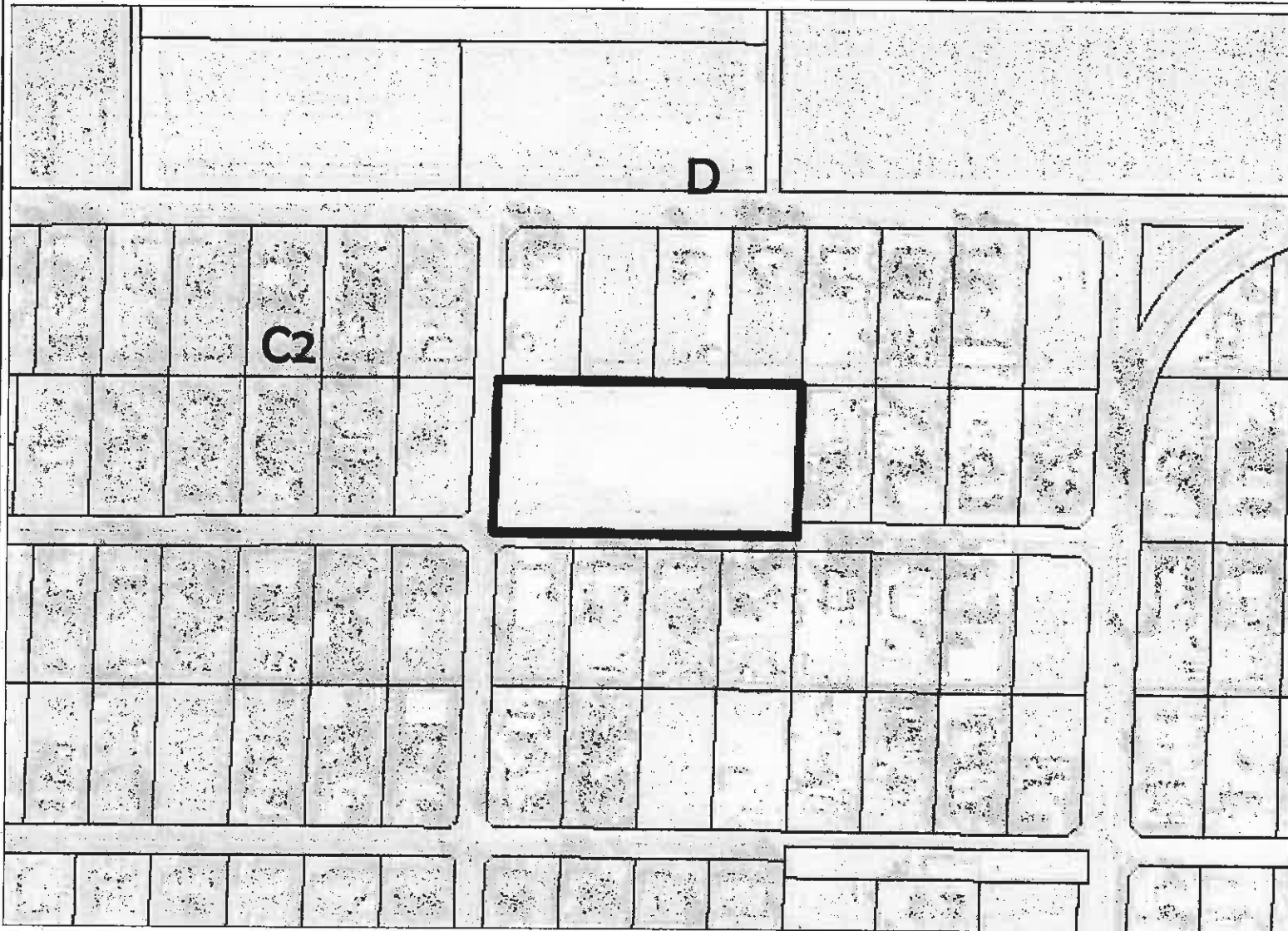


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map My County Map



Legend

- 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



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

- Blueline Streams
- City Areas
- World Street Map



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Notes



Map My County Map

Los Angeles



San Diego

Tijuana

Mexical



Legend

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



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Notes

0 385 770 Feet

REPORT PRINTED ON... 2/20/2020 11:15:28 AM

© Riverside County GIS

OWNER/APPLICANT

HECTOR CORREA AND MARGARITA CORREA
27982 BEMIGH AVENUE
ROMOLAND, CA 92585
(909) 578-4952

A.P.N.
327-081-009

LAND USE NOTES:

- FAITH LANE, ROMOLAND, CA 92585
- EXISTING ZONING B-R PROPOSED ZONING R-R
- SURROUNDING PROPERTIES ARE ZONED R-R
- EXISTING GENERAL LANDUSE DESIGNATION VLDL
- PROPERTY IS LOCATED IN THE HARVEST VALLEY/WINCHSTER AREA PLAN.
- PROPERTY IS NOT CURRENTLY WITHIN A SPECIFIC PLANNING AREA
- PROPERTY IS IN OR PARTIALLY WITHIN LAKEVIEW/NUOVO/ROMOLAND/HOMELAND #148 - LIBRARY STREET LIGHTING. (PAY QUMBEY FEES)
- PROPERTY IS SUBJECT TO LOW LIQUEFACTION.
- THOMAS BHGS. MAP CO-ORDS RIVERSIDE COUNTY PG. 608, D4, D5 AND E4, 2014 EDITION
- PROPERTY CURRENTLY USES SUBSURFACE SEPTIC SEWAGE DISPOSAL (NO SEWER USAGE IS PROPOSED)
- PROPERTY IS LOCATED IN FEMA FLOOD ZONE "X". PANEL 08085C1445H, DATED AUG. 18, 2014
- THERE ARE NO KNOWN EXISTING WELLS ON THE PROPERTY OR WITHIN 100 FEET OF THIS TENTATIVE PARCEL MAP BOUNDARY
- MAP SCHEDULE R.

GENERAL NOTES:

- SCHOOL DISTRICTS:
ROMOLAND UNION HIGH SCHOOL DISTRICT
FERRIS UNION HIGH SCHOOL DISTRICT
- WATER - EASTERN MUNICIPAL WATER DISTRICT
- GAS - SOUTHERN CALIFORNIA GAS CO.
- ELECTRICAL - SOUTHERN CALIFORNIA EDISON
- TELEPHONE AND CABLE TV - VERIZON

BASIS OF BEARINGS:

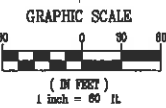
THE BASIS OF BEARING FOR THIS SURVEY IS THE CENTERLINE OF DAWSON ROAD PER M.B. 14/63-85 BEING N01°27'E

SURVEYOR NOTES:

() RECORD PER M.B. 14/63-85

THIS TENTATIVE PARCEL MAP IS A SUBDIVISION OF THE ENTIRE CONTIGUOUS OWNERSHIP OF THE ABOVE LISTED OWNERS.

LETTERED LOT	
LOT	AREA (NET)
A	8,561 SQ FT
B	6,147 SQ FT
C	4,706 SQ FT
D	4,706 SQ FT
E	4,706 SQ FT



IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE

PARCEL MAP NO. 37213

BEING A SUBDIVISION OF LOT 445 OF TRACT ROMOLA FARMS NO. 6A, AS PER MAP RECORDED IN BOOK 14, PAGE 83 THROUGH 85, INCLUSIVE, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER, RIVERSIDE COUNTY, STATE OF CALIFORNIA

JANUARY, 2019
4 PARCELS 4.34 AC. NET 5,004C. GROSS
SCALE 1" = 80'

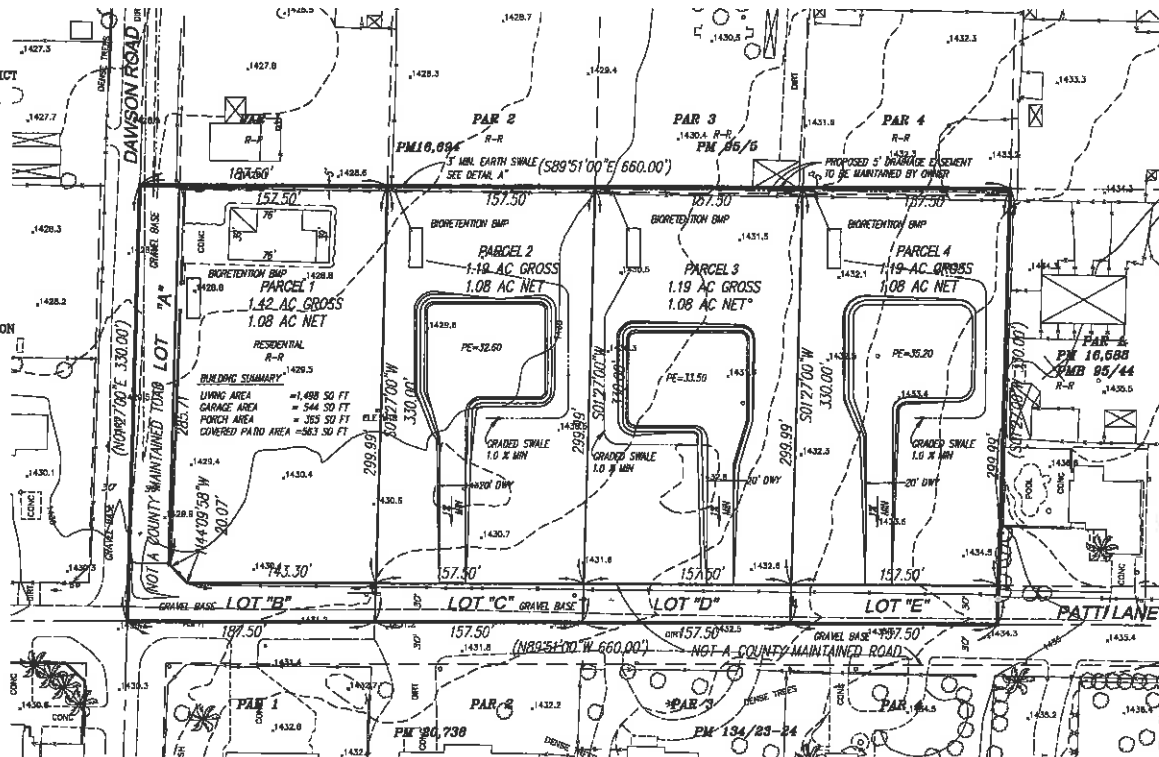
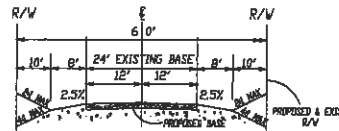
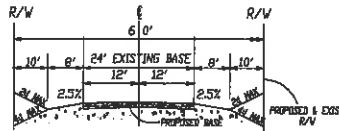
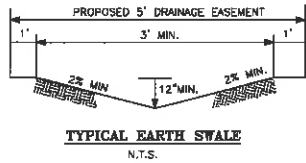


EXHIBIT PREPARER

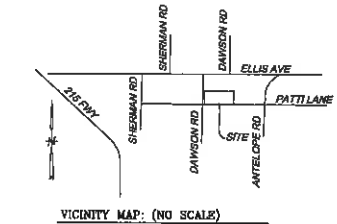
HACIENDA DEVELOPMENT SOLUTIONS
75 W NUEVO ROAD, SUITE E-307
FERRIS, CA 92571
(760) 688-2740

EASEMENT NOTES:

1. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF THE TEMESCAL WATER COMPANY IN INSTRUMENT RECORDED APRIL 23, 1928 IN BOOK 760 PAGE 221 OF OFFICIAL RECORDS
 2. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, IN FAVOR OF THE SOUTHERN SIERRAS POWER COMPANY IN INSTRUMENT RECORDED JUNE 25, 1927 IN BOOK 720 PAGE 209 OF OFFICIAL RECORDS
 3. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF GEORGE A. SATTLER IN INSTRUMENT RECORDED JULY 31, 1947 IN 3983 OF OFFICIAL RECORDS
 4. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, IN FAVOR OF THE CALIFORNIA ELECTRIC POWER COMPANY RECORDED OCTOBER 28, 1946 IN INSTRUMENT 3371 BOOK 1032 PAGE 613 OF OFFICIAL RECORDS
 5. AN EASEMENT FOR FACILITIES, CONSISTING OF UNDERGROUND CONDUITS, MANHOLES, PEDESTALS, CABLES, WIRES AND APPURTENANCES, IN FAVOR OF GENERAL TELEPHONE COMPANY OF CALIFORNIA RECORDED OCTOBER 4, 1985 IN INSTRUMENT NO. 286661 OF OFFICIAL RECORDS
- LOTS "A" THROUGH "E" FOR PUBLIC USE FOR STREET PURPOSES, AND FOR CONSTRUCTION AND MAINTENANCE OF PUBLIC UTILITIES.

LEGEND:

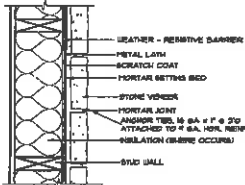
- CONTROL BOX - TELEPHONE
- ⊕ FIRE HYDRANT
- S GATE
- GUY ANCHOR
- MAIL BOX
- × METER - ELECTRIC
- ⊙ METER - GAS
- ⊙ METER - WATER
- FULL BOX - TELEPHONE
- △ SIGN
- UTILITY POLE
- STOP SIGN
- ASPHALT
- BUILDING
- FENCE - CHAIN LINK
- CONCRETE AREA
- BLOCK WALL



ATTIC VENTILATION BY EAVE VENTS FOR COVERED PATIO AREA			
Area	603.00	SF	
Total Vent Area Req'd	1.23	SF	(area/500)
Vent Area Req'd w/ Roof Vents	0.84	SF	
Qty. Gable Vents	0	16"x24" Double End Vents (19 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Dormer Vents	0	24"x12" Dormer Vents (9 sq. in.)	
Total Area Provided	0.00	SF	
Qty. Round Vents	0	12" Round Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Chimney Vents	2	Chimney Vents (500-8000) per roof type (94.25 sq. in.)	
Vent Area Provided	1.80	SF	
Area Provided	1.80	>	0.84 OK
Vent Area Req'd w/ Eave Vents	0.64	SF	
Roof Framing Spacing	24	in	
Qty. 2x4 Sawn Vents	4		
Vent Area Provided	1.17	SF	
Area Provided	1.17	>	0.64 OK

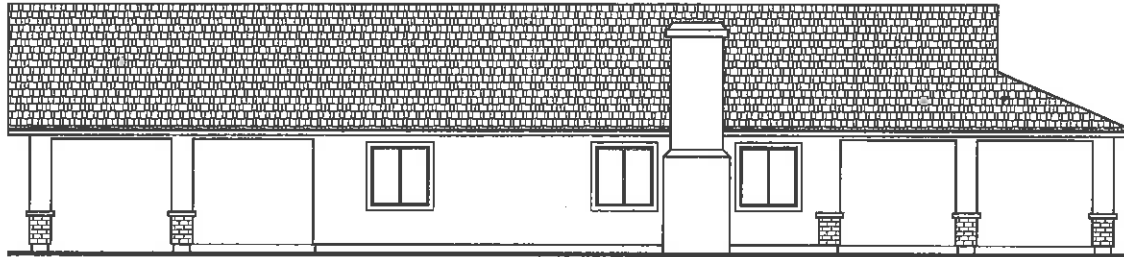
ATTIC VENT NOTES:

- ALL THE OPENINGS FOR VENTS SHALL BE COVERED WITH COMMON RESISTANT METAL MESH WITH 1/4" MINIMUM AND 1/4" MAXIMUM IN OPENING DIMENSIONS.
- UPPER ROOF VENTS MUST BE LOCATED A MINIMUM OF 36" ABOVE EAVE VENTS AND SHALL NOT BE LOCATED MORE THAN 36" BELOW ROOF RIDGE.
- PROVIDE A WINDSTOPPER LEAVING A TRANSMISSION RATE NOT EXCEEDING 1 PERCENT IN ACCORDANCE WITH ASTM E99, INSTALLED ON THE WIND SIDE OF THE ATTIC INSULATION.

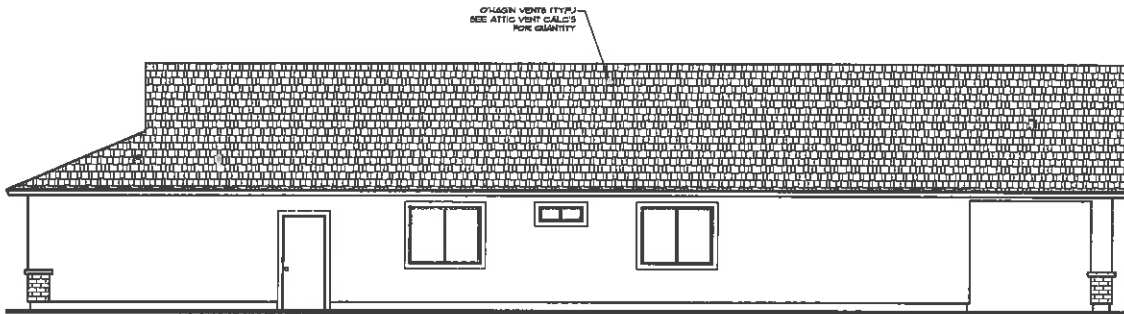


NOTE: INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

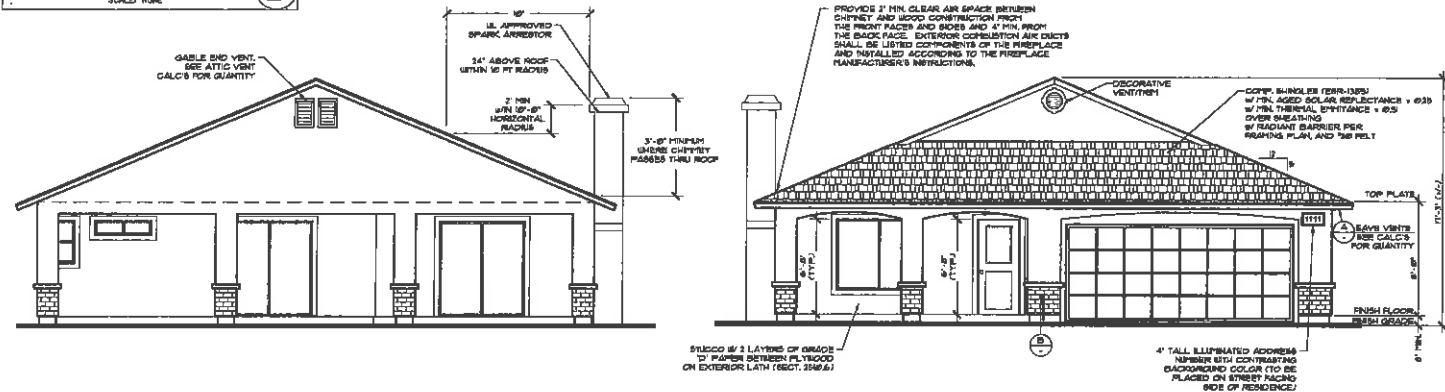
00498 **STONE VENEER** (B)
SCALD SIDE



LEFT/NORTH ELEVATION
SCALE: 1/4"=1'-0"



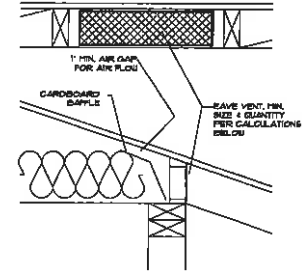
RIGHT/SOUTH ELEVATION
SCALE: 1/4"=1'-0"



REAR/EAST ELEVATION
SCALE: 1/4"=1'-0"

FRONT/WEST ELEVATION
SCALE: 1/4"=1'-0"

NOTES



EAVE VENTS

ATTIC VENTILATION BY EAVE VENTS FOR LEVINE AREA			
Area	1488.00	SF	
Total Vent Area Req'd	4.80	SF	(area/300)
Vent Area Req'd w/ Roof Vents	3.28	SF	
Qty. Gable Vents	3	16"x24" Double End Vents (19 sq. in.)	
Vent Area Provided	1.23	SF	
Qty. Dormer Vents	0	24"x12" Dormer Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Round Vents	0	12" Round Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Chimney Vents	2	118 sq. in. (500-8000) per roof type (94.25 sq. in.)	
Vent Area Provided	1.20	SF	
Area Provided	2.43	>	2.00 OK
Vent Area Req'd w/ Eave Vents	0.30	SF	
Roof Framing Spacing	24	in	
Qty. 2x4 Sawn Vents	9		
Vent Area Provided	2.84	SF	
Area Provided	2.84	>	2.30 OK

ATTIC VENTILATION BY EAVE VENTS FOR PORTER AREA			
Area	355.00	SF	
Total Vent Area Req'd	1.17	SF	(area/300)
Vent Area Req'd w/ Roof Vents	0.59	SF	
Qty. Gable Vents	3	16"x24" Double End Vents (19 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Dormer Vents	0	24"x12" Dormer Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Round Vents	0	12" Round Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Chimney Vents	2	118 sq. in. (500-8000) per roof type (94.25 sq. in.)	
Vent Area Provided	1.20	SF	
Area Provided	1.20	>	0.81 OK
Vent Area Req'd w/ Eave Vents	0.61	SF	
Roof Framing Spacing	24	in	
Qty. 2x4 Sawn Vents	5		
Vent Area Provided	0.68	SF	
Area Provided	0.68	>	0.61 OK

ATTIC VENTILATION BY EAVE VENTS FOR GARAGE AREA			
Area	945.00	SF	
Total Vent Area Req'd	1.81	SF	(area/500)
Vent Area Req'd w/ Roof Vents	0.81	SF	
Qty. Gable Vents	0	16"x24" Double End Vents (19 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Dormer Vents	0	24"x12" Dormer Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Round Vents	0	12" Round Vents (9 sq. in.)	
Vent Area Provided	0.00	SF	
Qty. Chimney Vents	2	Chimney Vents (500-8000) per roof type (94.25 sq. in.)	
Vent Area Provided	1.20	SF	
Area Provided	1.20	>	0.81 OK
Vent Area Req'd w/ Eave Vents	0.81	SF	
Roof Framing Spacing	24	in	
Qty. 2x4 Sawn Vents	4		
Vent Area Provided	1.17	SF	
Area Provided	1.17	>	0.81 OK

07/20/23 NO. 25 RESIDENTIAL CONNECTIONS
 07/25/23 NO. 25 RESIDENTIAL CONNECTIONS
 07/27/23 NO. 25 RESIDENTIAL CONNECTIONS
 07/28/23 NO. 25 RESIDENTIAL CONNECTIONS
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 12/31/23 NO. 25 RESIDENTIAL CONNECTIONS

EW-Webb Engineering Inc.
 1230 Columbia Ave. Ste. E-7
 Riverside, CA 92507
 (951) 788-2020 - Fax (951) 788-2075
 ewwebb.com

ELEVATIONS

Residence
 &
 Cornea Residence
 2400 Doreen Road
 Romoland, CA 92585

SHEET NO. **A-2**

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 12, 2020

Ms. Deborah Bradford, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
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Gary Youmans
Temecula

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

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

File No.: ZAP1096FV20
Related File No.: CUP200002 (Conditional Use Permit)
APN: 480-462-004

Dear Ms. Bradford:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. CUP200002 (Conditional Use Permit), a proposal to construct a retail and fueling facility including a 2,627 square foot Starbucks restaurant building with drive-thru, a 5,185 square foot convenience store/service station with 16 fueling spaces, and a 2,315 square foot car wash building on 2.94 acres located on the northwest corner of Winchester Road and Jean Nicholas Road in the unincorporated community of French Valley.

The site is located within Airport Compatibility Zone E of the French Valley Airport Influence Area (AIA). Within Compatibility Zone E of the French Valley Airport Influence Area, non-residential intensity is not restricted.

The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (AMSL). At a distance of approximately 10,990 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,456 feet AMSL. The building pad elevation is 1,396 feet AMSL. With a maximum building height of 29 feet, the top point elevation would be 1,425 feet. Therefore, review of the proposed buildings by the FAA Obstruction Evaluation Service (FAA OES) was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

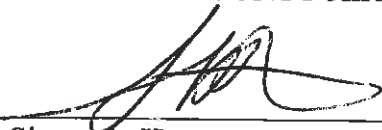
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky and shall comply with Riverside County Ordinance No. 655. Outdoor lighting shall be downward facing.

2. The review of this project is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site as hazards to flight.
 - (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 attached notice shall be provided to all potential purchasers of the property and to the tenants of the buildings.
4. The following uses/activities are specifically prohibited at this location due to their propensity to attract birds: aquaculture; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; artificial marshes; and wastewater management facilities.
5. Any new detention basins or water quality management 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 detention 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.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

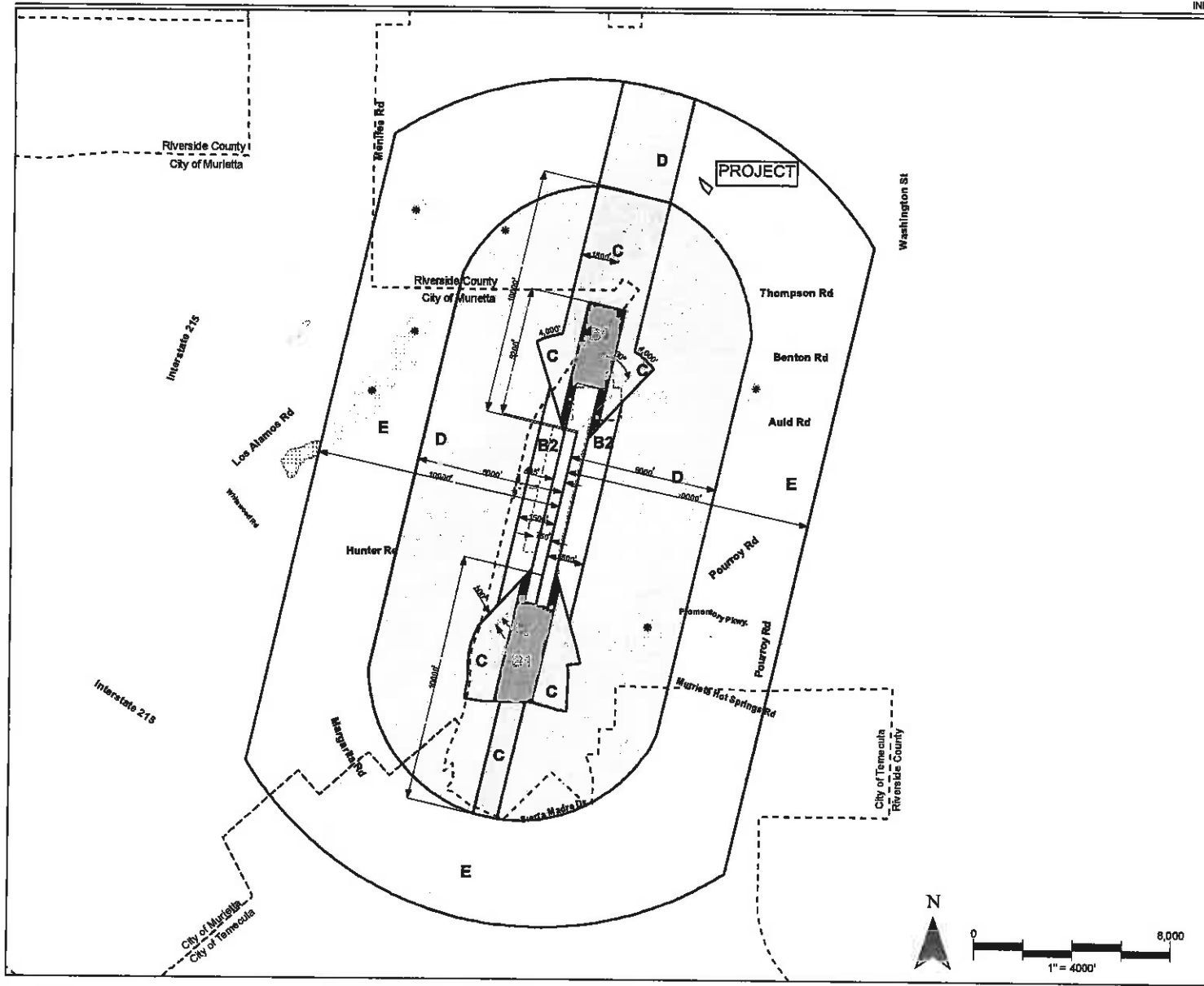
Attachment: Notice of Airport in Vicinity

cc: AZIZ LLC (applicant)
Michael Ramirez, Beyond Food Mart (representative)
NGN and Nael Shehetto, c/o Talal Muhtaseb (listed property owner per tax roll)
Vince Yzaguirre, Assistant Director, Riverside County Economic Development Agcy.
Liliana Valle, Airports Manager, Riverside County Economic Development Agency
ALUC Case File

Y:\AIRPORT CASE FILES\French Valley\ZAP1096FV20\ZAP1096FV20.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- - - City Limits
- ☼ Height Review Overlay Zone

Note

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

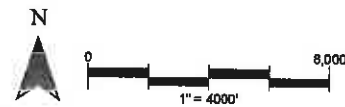
See Chapter 2, Table 2A from compatibility criteria associated with this map.

Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document

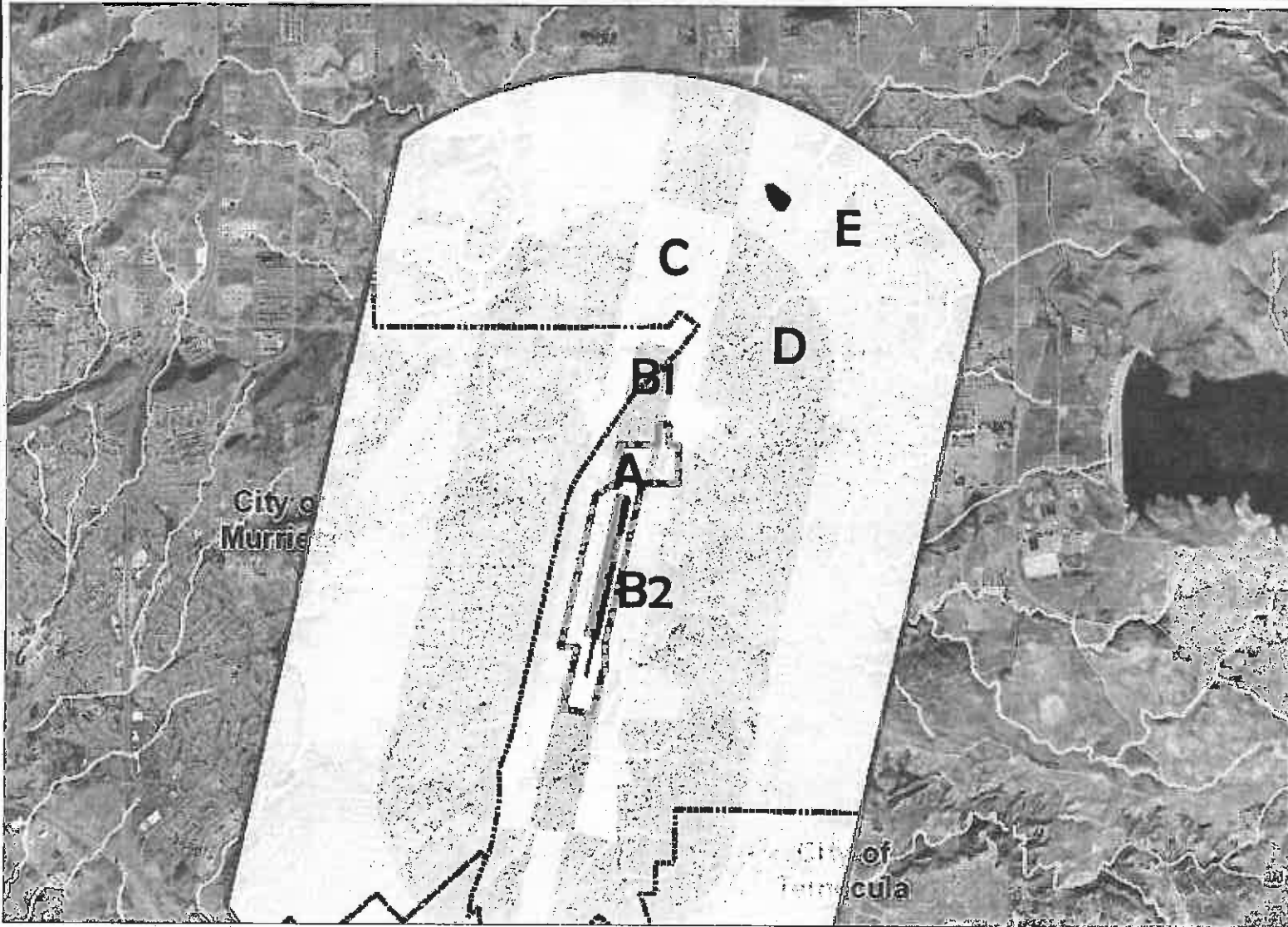
(April 2010)

Map FV-1

Compatibility Map
 French Valley Airport



Map My County Map



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



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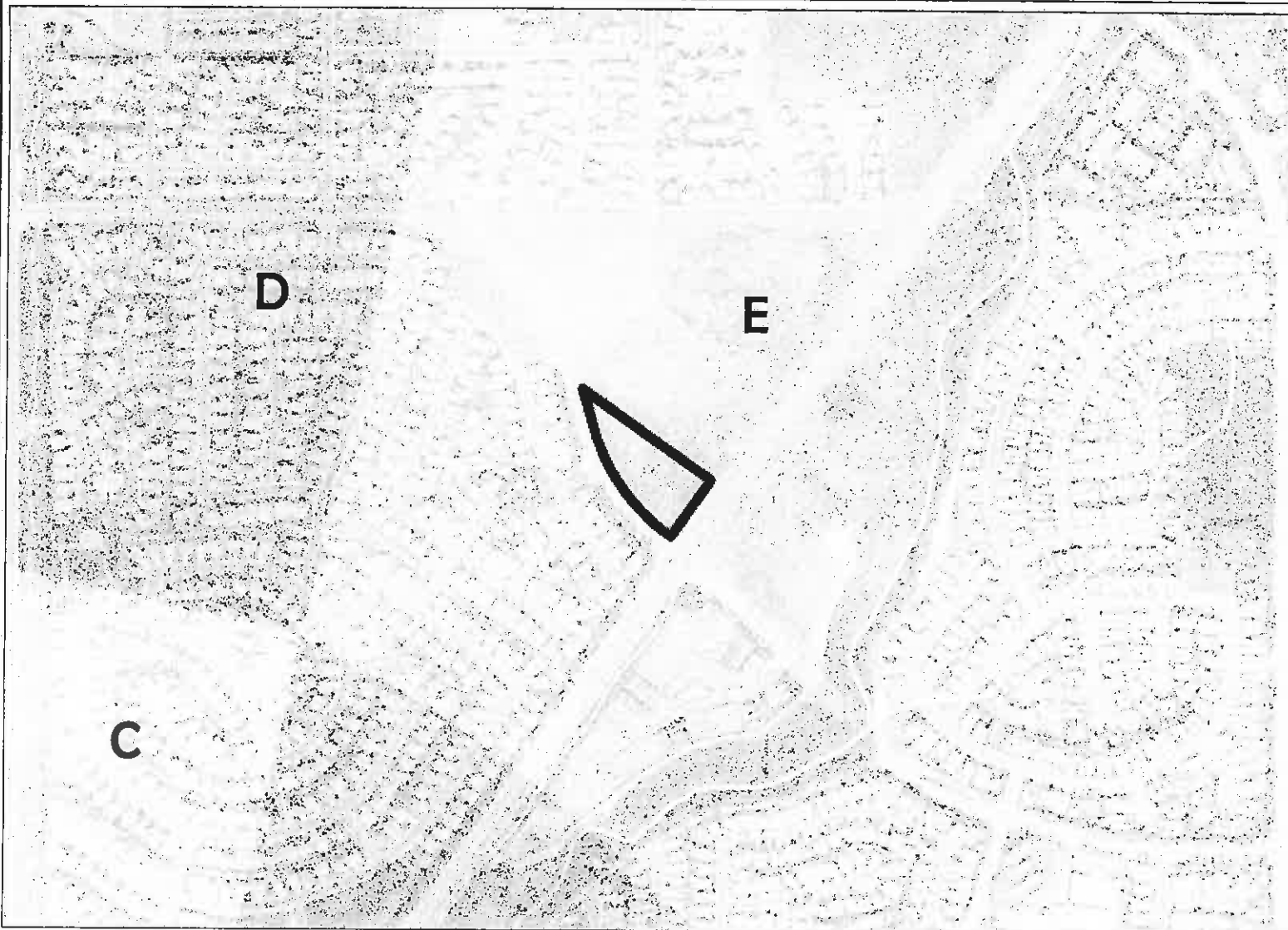
Notes



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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
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- C1
- C1-EXC1
- C1-EXC3
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- C2-EXC5
- C2-EXC6



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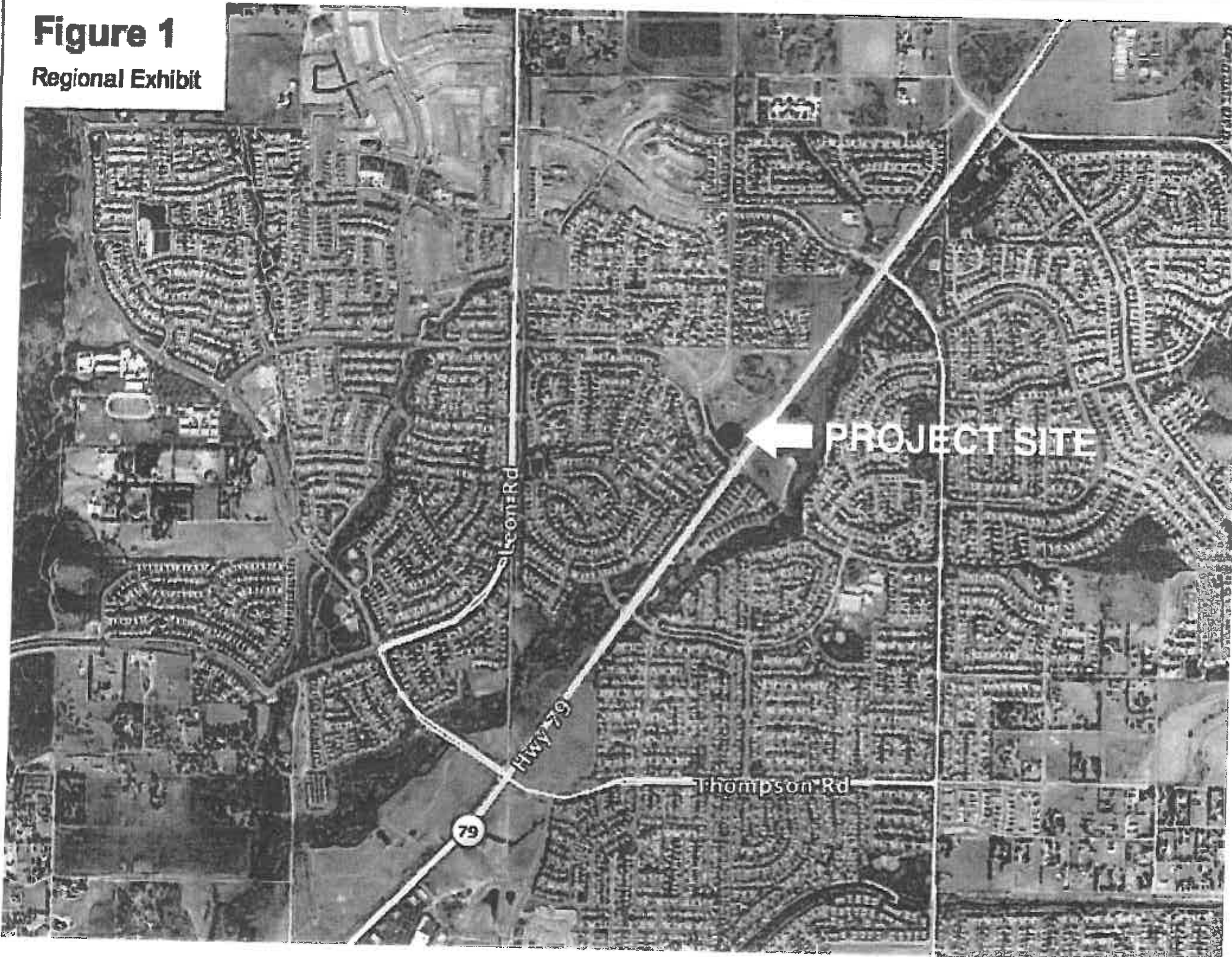


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Figure 1

Regional Exhibit



Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Los Angeles



San Diego

Tijuana Mexico

Legend

- Blue Line Streams
- 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



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Notes





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Map My County Map



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



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Notes

Reference Notes

□



WESTLAND DESIGN CONSULTANTS INC.
ARCHITECTURE, CIVIL ENGINEERING & INTERIOR

2133 N. TORRILL BLVD., STE 1, UPLAND, CA 91786
PHONE: (909) 824-7118 FAX: (909) 824-1117

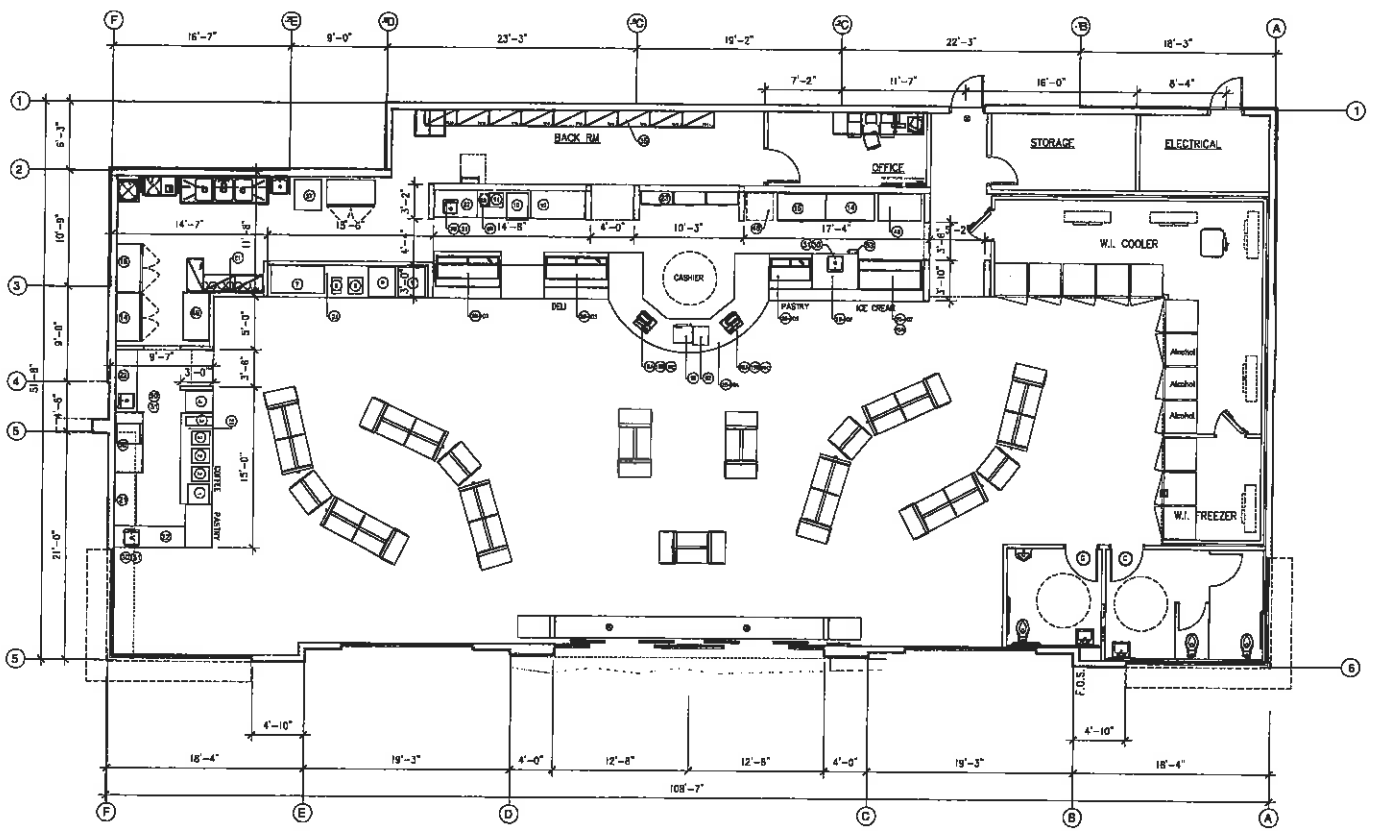
PROJECT: NEW GAS STATION W/ QSR EXPRESS
DEVELOPMENT
CARWASH & STARBUCKS
ADDRESS: 1400 OF WINCHESTER RD., AND JEAN NICOLAS
RIVERSIDE COUNTY
CLIENT: MR. ASHRAF AZIZ
CORONA, CA 92626

SHEET TITLE:
**C-STORE BUILDING
FLOOR PLAN**

KEY MAP SEAL/STAMP

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DRAWN BY:	JL
SUPERVISED BY:	[Signature]
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PLAN CHECK	[Signature]
PERMIT SET	[Signature]
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REVISIONS	
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SHEET NO:
A2.01
OF SHEETS
S H E E T

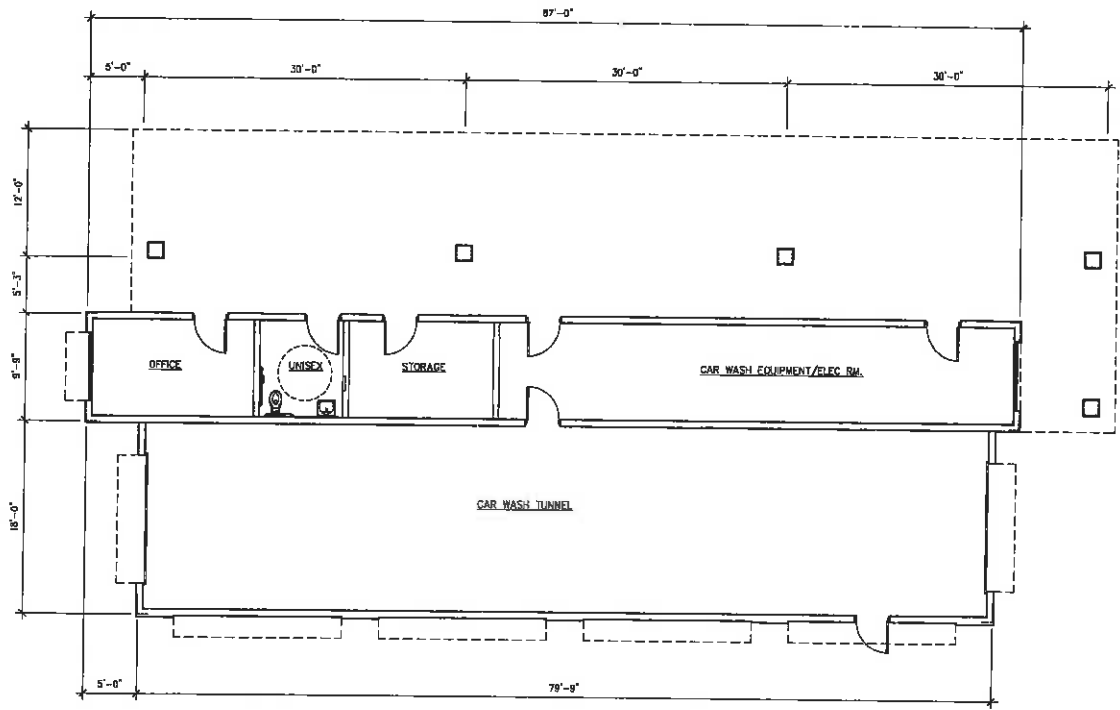


Floor Plan

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

Reference Notes

1



WDM LAND DESIGN CONSULTANTS INC.
ARCHITECTURE, CIVIL, ENVIRONMENTAL & RECREATION

2335 R. STICHEL BLVD., STE 1, LIPARI, CA 91786
PHONE: (909) 808-7118 FAX: (909) 945-1137

PROJECT: NEW GAS STATION W/ OBP EXPRESS
CARWASH & STARBUCKS
DEVELOPMENT
ADDRESS: NINO OF WINCHESTER RD. AND JUAN NICHOLAS
RD., WINCHESTER, CA 92596
RIVERSIDE COUNTY
CLIENT: MR. ASHRAF AZIZ
408 E. PINNACON ST., SUITE 175,
CONDON, CA 92629

CARWASH BUILDING
FLOOR PLAN

SHEET TITLE

KEY MAP SEAL/STAMP

JOB NO.	1228
DRAWN BY:	TL
SUPERVISED BY:	[Signature]
CHECKED BY:	[Signature]
PLAN CHECK:	[Signature]
PERMIT SET:	[Signature]
NO. REVISIONS	
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SHEET NO:

A2.02
OF SHEETS

Floor Plan

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

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**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**

February 20, 2020

Mr. Rendell Klaarenbeek, Deputy Director of TLMA/Building Official
County of Riverside Building & Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS
Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

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

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

File No.: ZAP1046RG20
Related File No.: Ordinance Amendment No. 457.105
APN: Countywide

Dear Mr. Klaarenbeek:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance Amendment No. 457.105, a proposal to amend County Ordinance No. 457 relating to building requirements and adopting for unincorporated areas of the County of Riverside, with appropriate amendments: the 2019 California Building Code (also known as the 2019 California Building Standards Code); the 2019 California Administrative Code; the 2019 California Residential Code; the 2019 California Electrical Code; the 2019 California Mechanical Code; the 2019 California Plumbing Code; the 2019 California Energy Code; the 2019 California Historic Building Code; and the 2019 California Green Building Standards Code. The proposed amendment also declares all substandard buildings and portions thereof as public nuisances, implements the procedures required by the State Housing Law, and incorporates the abatement cost recovery procedures of Riverside County Ordinance No. 725.


There are no development standard changes or changes to zoning land uses that would increase residential density or non-residential intensity within the proposed amendment. Therefore, this ordinance has no possibility for having an impact on the safety of air navigation within airport influence areas located within the unincorporated areas of Riverside County.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Simon A. Housman, ALUC Director

1 construction of ponds, construction performed without a permit, handling of
2 construction sites, grading, and processing requirements for grading permits.

3 FG. The average wind conditions in Riverside County can vary substantially from
4 region to region with high wind gusts exceeding 50 miles per hour in the
5 desert area of Riverside County. In addition, Riverside County experiences
6 annual hot and dry Santa Ana winds. The wind conditions in Riverside
7 County contribute to blown sand and soil, which can cause erosion of and
8 damage to building materials and unfinished buildings, structures, grading
9 elevations or building sites. This type of wind erosion may leave buildings
10 and structures more susceptible to fire damage, as well. These conditions
11 require more stringent local modifications to the criteria for the architectural
12 design and structural design for buildings and structures, submittal
13 requirements, construction of buildings and structures, construction
14 performed without a permit, and handling of construction sites.

15 GH. The temperature variation in Riverside County can range from 20 degrees
16 Fahrenheit with snow in Idyllwild to well over 100 degrees several days of
17 the year in the desert area of Riverside County. The extreme temperature
18 conditions may have an adverse effect on building materials and unfinished
19 buildings and structures because these materials are not designed for long
20 term exposure to these weather conditions. In addition, the extreme
21 temperature conditions may create additional stress on the integrity of
22 buildings and structures. These conditions require more stringent local
23 modifications to the criteria for the architectural design and structural design
24 for buildings and structures, submittal requirements, construction of buildings
25 and structures, construction without permit, and handling of construction
26 sites.

27 HI. A variety of regions exist within Riverside County including deserts,
28 mountains, brush covered wild lands, the Salton Sea, and agricultural lands.

1 Additionally, elevations within Riverside County range from 300 feet below
2 sea level to mountains over 10,000 feet in height. Certain areas of Riverside
3 County are also located in floodplains, which necessitates certain local
4 modifications to account for potential damage to the buildings, structures, and
5 grading due to flooding. These conditions require more stringent local
6 modifications to the criteria for the architectural design and structural design
7 for buildings and structures, submittal requirements, construction of buildings
8 and structures, construction of ponds, construction without permit, grading,
9 and processing requirements for grading permits.

10 J. Among the many earthquake faults in Riverside County, two major
11 earthquake faults, the San Andreas Fault and the San Jacinto Fault, bisect
12 Riverside County and numerous minor faults exist throughout Riverside
13 County. As a result, a substantial amount of building and structures located in
14 Riverside County are likely to be impacted by earthquakes. Earthquakes can
15 impact the soil compaction and cause damage to buildings and structures,
16 changes in elevation to grading sites and building sites, and impede
17 emergency access to properties. These conditions require more stringent local
18 modifications to the criteria for the architectural design and structural design
19 for buildings and structures, submittal requirements, construction of buildings
20 and structures, construction of ponds, construction without permit, grading,
21 and processing requirements for grading permits.

22 JK. A wide variety of soil conditions exist throughout Riverside County, which
23 may cause challenges in maintaining the structural integrity of buildings and
24 structures, landslides during heavy rainstorms, and damage to buildings and
25 structures during earthquakes. These conditions require more stringent local
26 modifications to the criteria for the architectural design and structural design
27 for buildings and structures, submittal requirements, construction of buildings
28

1 and structures, construction of ponds, construction without permit, grading,
2 and processing requirements for grading permits.

3 KL. The local modifications to the California Building Standards Code are
4 necessary to establish the minimum requirements for building standards of
5 buildings, structures, and improvements in order to protect the public health,
6 safety and general welfare in the County of Riverside.

7 Section 2. PURPOSE. The purpose of this ordinance is to do all of the following:

8 A. Adopt the 2019~~6~~ California Building Standards Code, California Code of
9 Regulations, Title 24, including any ~~current~~ or future errata and supplements,
10 with local amendments to establish the minimum requirements for building
11 standards of buildings, structures, and improvements, which are necessary to
12 protect the public health, safety and general welfare.

13 B. Declare and establish as a public nuisance every substandard building or
14 portion thereof as defined in the State Housing Law, Health and Safety Code
15 Sections 17920.3 and 17920.10, as may be amended from time to time and
16 implement the laws, rules and regulations to be enforced by local enforcement
17 agencies provided in Title 25 of the California Code of Regulations, Division
18 I, Chapter 1, Subchapter 1, State Housing Law Regulations.

19 Section 3. AUTHORITY. This ordinance is adopted pursuant to all of the following:

20 A. California Health and Safety Code Sections 17958, 17958.5, 17958.7 and
21 18941.5, California Building Code Section 1.8.6.2 and California Residential
22 Code Section 1.8.6.2, which authorize a local enforcement agency to adopt
23 more restrictive building standards to the 2019~~6~~ California Building
24 Standards Code that are reasonably necessary because of local climatic,
25 geological or topographical conditions.

26 B. California Building Code Section 109.2 and California Residential Code
27 Section R108.2, which require a local enforcement agency to establish a
28

1 schedule of permit fees for buildings, structures, electrical, gas, mechanical
2 and plumbing systems or alterations requiring a permit.

3 C. Article XI, Section 7 of the California Constitution, which authorizes the
4 County of Riverside to adopt ordinances and enforce within its limits all local,
5 police, sanitary, and other ordinances and regulations not in conflict with
6 general laws and declare certain conditions, like substandard buildings and
7 portions thereof, a public nuisance.

8 D. State Housing Law, Title 25 of the California Code of Regulations, Division
9 1, Chapter 1, Subchapter 1, Article 3, Section 6, which requires a local
10 enforcement agency to adopt ordinances or regulations imposing the
11 requirements of Subchapter 1.

12 E. California Government Code Section 25845, which permits a county to
13 establish procedures for the abatement of a nuisance and related cost recovery.

14 Section 4. APPLICATION

15 A. General. This ordinance shall apply to all buildings, structures, grading,
16 improvements or parts thereof in the unincorporated area of the County of
17 Riverside.

18 B. Effect on Past Actions and Obligations. The adoption of the 20196 California
19 Building Standards Code as amended, does not affect any civil lawsuit
20 instituted or filed or prosecutions for ordinance violations committed on or
21 prior to the effective date of this ordinance, does not waive any fee or penalty
22 due and unpaid prior to the effective date of this ordinance, and does not affect
23 the validity of any bond or cash deposit posted, filed or deposited pursuant to
24 the requirements of any ordinance.

25 C. References to Ordinance No. 457.103 and Ordinance No. 457.104.
26 References in County forms, documents and regulations to the chapters and
27 sections of Ordinance No. 457.103 and Ordinance No. 457.104 shall be
28 construed to apply to the corresponding provisions contained within this

1 Ordinance No. 457.1054.

- 2
- 3 D. No Permission to Violate Other Riverside County Ordinances. The issuance
- 4 or granting of any building permit or approval of any plan, specification,
- 5 computations, or inspection does not constitute a permit for, or an approval
- 6 of, any violation of the provisions of any Riverside County ordinance. The
- 7 issuance of any building permit or approval of any plan, specification,
- 8 computations, or inspection presuming to grant authority to violate or cancel
- 9 the provisions of any Riverside County ordinance is not valid.

10 Section 5. AMENDMENTS TO THE 20196 CALIFORNIA BUILDING CODE. The

11 20196 California Building Code, including any errata and supplements, is adopted in its entirety except as

12 to the following:

13 A. DUTIES AND POWERS OF BUILDING OFFICIAL.

14 Section 104.11 of the California Building Code is amended to read as follows:

15 ~~"104.11 Alternative materials, design and methods of construction and~~

16 ~~equipment.~~ The provisions of this code are not intended to prevent the

17 installation of any material or to prohibit any design or method of construction

18 not specifically prescribed by this code, provided that any such alternative has

19 been approved by the building official. An alternative material, design or

20 method of construction shall be approved where the building official finds

21 that the proposed design is satisfactory and complies with the intent of the

22 provisions of this code, and that the material, method or work offered is, for

23 the purpose intended, not less than the equivalent of that prescribed in this

24 code in quality, strength, effectiveness, fire resistance, durability and safety.

25 An alternative material, design or method of construction shall also be

26 approved where the building official finds that the proposed method of

27 construction provides equivalent flood protection or if the unique

28 characteristics of a building site make the requirements unnecessary. The

1 building official may require plans for an alternative material, design or
2 method of construction that are prepared by a registered design professional.
3 Where the alternative material design or method of construction is not
4 approved, the building official shall respond in writing, stating the reasons
5 why the alternative was not approved.

6 [DSA-SS, DSA-SS/CC & OSHPD 1, 1R, 2, 4 & 54] Alternative system shall
7 satisfy ASCE 7 Section 1.3, unless more restrictive requirements are
8 established by this code for an equivalent system.

9 [DSA-SS, DSA-SS/CC] Alternative systems shall also satisfy the California
10 Administrative Code, Section 4-304.

11 [OSHPD 1, 2 & 4] Alternative systems shall also satisfy the California
12 Administrative Code, Section 7-104.

13 B. PERMITS

14 1. A new Section 105.1.3 is added to Section 105.1 of the California
15 Building Code to read as follows

16 "105.1.3 Construction Without Permit. To remedy any
17 construction without permit, as defined in Section 202 of this code,
18 any owner or owner's authorized agent applicant shall comply with
19 the provisions of the applicable part of the California Building
20 Standards Code, Riverside County ordinances, and Riverside County
21 Building and Safety Department policies and procedures in effect at
22 the time of the building plan submittal to obtain the required permit(s).
23 The building official may determine whether non-deconstructive
24 testing or deconstructive testing will be required to verify whether the
25 construction without permit complies with the applicable part of the
26 California Building Standards Code, Riverside County ordinances,
27 and Riverside County Building and Safety Department policies and
28 procedures."

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2. A new Section 105.3.1.1 is added to Section 105.3.1 of the California Building Code to read as follows:

"105.3.1.1 Performance Bond or Security. As a condition to the issuance of a permit for any project involving construction, demolition, rehabilitation, grading, or special inspection, the building official may require the posting of a performance bond or security in an amount which the building official, in his discretion, deems sufficient to assure timely performance and completion of the project for which the permit is issued. The applicant shall satisfy the requirement of posting a performance bond or security by providing any of the types of security specified in Section 19835 of the Health and Safety Code, as may be amended from time to time. The performance bond or security shall be released upon completion, final inspection, and approval of the project for which the permit is issued. All or part of the performance bond or security may be released earlier at the discretion of the building official."

3. Section 105.5 of the California Building Code is amended to read as follows:

"105.5 Expiration. Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced and an approved building inspection has been obtained within 12 months after its issuance, or if the work authorized on the site by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. A permit shall be deemed suspended or abandoned if more than 180 days elapses prior to filing a request for extension of time on the permit with the building official. The building official is authorized to grant, in writing, one or more extensions of time, for periods not more than 90 days each. The extension shall be

1 requested in writing and justifiable cause demonstrated, including
2 documentation of the substantial completion of a required inspection
3 pursuant to Section 110. When a permit expires under this section, no
4 work shall be done unless the owner or owner's authorized agent
5 obtains a new permit."

- 6 4. A new Section 105.8 is added to Section 105 of the California
7 Building Code to read as follows:

8 "**105.8 Recommencement of Work After Expiration, Suspension**
9 **or Revocation.** After expiration, suspension or revocation of a
10 permit, any owner or owner's authorized agent must obtain the
11 required new permit prior to recommencing work. The permit fee shall
12 be determined by using the approved fix-rate fee or deposit-based fee,
13 as established in Riverside County Ordinance No. 457, as amended
14 from time to time, for the activity permitted. If there has been a major
15 code change between the expired, suspended or revoked permit date
16 and the request for a new permit for the same work, fees will be
17 charged for the time necessary to verify compliance with the new
18 building codes that have been adopted since the initial permit was
19 issued. A major code change includes revisions, errata, or
20 supplements issued by the California Building and Standards
21 Commission to any part of the California Building Standards Code."

22 C. SUBMITTAL DOCUMENTS.

- 23 1. Section 107.1 of the California Building Code is amended to read as
24 follows:

25 "**107.1 General.** Submittal documents consisting of construction
26 documents, statement of special inspections, geotechnical report and
27 other data shall be submitted in two or more sets with each permit
28 application. The construction documents shall be prepared by a

1 registered design professional where required by the statutes of the
2 jurisdiction in which the project is to be constructed and the
3 documents shall bear the stamp and signature of the registered design
4 professional, as set forth in Business and Professions Code sections
5 5536.1 and 6735. Where special conditions exist, the building official
6 is authorized to require additional construction documents to be
7 prepared by a registered design professional and the documents shall
8 bear the stamp and signature of the registered design professional, as
9 set forth in Business and Professions Code Sections 5536.1 and 6735.

10 **Exception:** The building official is authorized to waive the
11 submission of construction documents and other data not
12 required to be prepared by a registered design professional if
13 the building official determines that the nature of the work
14 applied for is such that review of construction documents is
15 not necessary to obtain compliance with this code."

16 2. A new Section 107.1.1 is added to Section 107.1 of the California
17 Building Code to read as follows:

18 **"107.1.1 Exemption to submittal documents prepared by a
19 registered design professional.**

20 1. As set forth in Business and Professions Code Sections 5537
21 and 6737.1, a person other than a registered design
22 professional as defined in this code may prepare construction
23 documents for the following:

- 24 a1. Single-family dwellings of woodframe construction
25 not more than two stories and basement in height.
26 b2. Multiple dwellings containing no more than four
27 dwelling units of woodframe construction not more
28 than two stories and basement in height. However, this

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paragraph shall not be construed as allowing an unlicensed person to design multiple clusters of up to four dwelling units each to form apartment or condominium complexes where the total exceeds four units on any lawfully divided lot.

- c3. Garages or other structures appurtenant to buildings described under subdivision (1), of woodframe construction not more than two stories and basement in height.
- d4. Agricultural and ranch buildings of woodframe construction, unless the building official having jurisdiction deems that an undue risk to the public health, safety, or welfare is involved.

2. If any portion of any structure exempted by this section deviates from substantial compliance with conventional framing requirements for woodframe construction found in the most recent edition of Title 24 of the California Code of Regulations or tables of limitation for woodframe construction, as defined by the applicable part of the California Building Standards Code duly adopted by the County of Riverside or the state, the building official shall require the preparation of plans, drawings, specifications, or calculations for that portion by, or under the responsible control of, a licensed architect or registered engineer. The documents for that portion shall bear the stamp and signature of the licensee who is responsible for their preparation. Substantial compliance for purposes of this section is not intended to restrict the ability of the building officials to approve plans

1 pursuant to existing law and is only intended to clarify the
2 intent of Chapter 405 of the Statutes of 1985.

3 ~~3. **Exception**:-~~At no time may a contractor or person other than
4 a registered design professional prepare construction
5 documents for design for others.”

6 3. A new Section 107.2.1.1 is added to Section 107.2.1 of the California
7 Building Code to read as follows:

8 “**107.2.1.1 Earthquake Fault Zones.** In addition to the requirements
9 of this code, all applicants for a building permit for a building or
10 structure used for human occupancy that lies within an earthquake
11 fault zone delineated by the State Geologist pursuant to Public
12 Resources Code Section 2621 et seq. and which is subject to Riverside
13 County Ordinance No. 547, as amended from time to time, shall
14 comply with all the provisions thereof.”

15 D. **FEES**

16 1. Section 109.2 of the California Building Code is amended to read as
17 follows:

18 “**109.2 Schedule of permit fees.** On buildings, structures, electrical,
19 gas, mechanical, and plumbing systems or alterations requiring a
20 permit, a fee for each permit shall be paid as required, in accordance
21 with the schedule as by the applicable governing authority. The
22 County of Riverside establishes the processing procedures for permit
23 fees in Riverside County Ordinance No. 671, as amended from time
24 to time, and the amount and type of each permit fee in Appendix A to
25 Riverside County Ordinance No. 457, as amended from time to time.”

26 2. Section 109.4 of the California Building Code is amended to read as
27 follows:

28 “**109.4 Work commencing before permit issuance.** Any person or

1 entity who commences any work on a building, structure, electrical,
2 gas, mechanical or plumbing system before obtaining the necessary
3 permits shall be subject to a fee established by the building official
4 that shall be in addition to the required permit fees. The County of
5 Riverside establishes an hourly permit fee as set forth in Riverside
6 County Ordinance No. 457, as amended from time to time, for an
7 investigation of such work. This hourly permit fee shall be in addition
8 to the required permit fees."

9 3. Section 109.6 of the California Building Code is amended to read as
10 follows:

11 "109.6 Refunds. The building official is authorized to establish a
12 refund policy. The County of Riverside shall refund fees in
13 accordance with the processing procedure of Riverside County
14 Ordinance No. 671, as amended from time to time, in the following
15 circumstances:

- 16 1. A permit or inspection fee which was erroneously paid or
17 collected.
- 18 2. During the term of a fixed rate permit and when no work has
19 commenced under a permit in accordance with this code. In
20 this circumstance, the building official may authorize the
21 refunding of not more than 80% of the permit fee paid.
- 22 3. When property for which a permit for a project has been issued
23 is annexed to a city and the County loses jurisdiction over the
24 property prior to completion of the project. In this
25 circumstance, the portion of any fees collected, in accordance
26 with Riverside County Ordinance No. 457, as amended from
27 time to time, that are in excess of the costs to the Department
28 of Building and Safety may be refunded. An application for

1 refund shall be made on the appropriate form to the building
2 official for review and approval.

3 **Exception:** Any fee collected under any section of this code for the
4 State of California shall not be refunded by the County of Riverside.”

5 E. **DEFINITIONS.**

- 6 1. Section 202 of the California Building Code is amended to add the
7 following definitions:

8 **“AGRICULTURAL SHADE STRUCTURE.** A structure that is
9 open on two or more sides and designed and constructed to house farm
10 implements, hay, grain, poultry, livestock or other horticultural
11 products. This structure shall not be a place of human habitation or a
12 place of employment where agricultural products are processed,
13 treated or packaged, nor shall it be a place used by the public.”

14 **“CONSTRUCTION WITHOUT PERMIT (“CWP”).** Any
15 building, structure, grading, improvement, appliance or equipment
16 that has been constructed, erected or placed on a property without a
17 permit required by the California Building Standards Code.”

18 **“POND.** A constructed or prefabricated artificial basin constructed
19 below grade, designed to contain water and not intended to be used as
20 a lake, pool or swimming pool.”

21 **“SHED.** A building not to exceed 600 square feet in area, which is
22 only used for storage and not a place of human habitation, place of
23 employment, or place used by the public. A shed shall not contain a
24 door where a vehicle can pass through.”

- 25 2. Section 202 of the California Building Code is amended to amend the
26 following definitions:

27 **“REGISTERED DESIGN PROFESSIONAL.** An individual who
28 is registered or licensed to practice their respective design profession

1 as defined by the statutory requirements of the professional
2 registration laws of the state or jurisdiction in which the project is to
3 be constructed and holds a current California license or registration as
4 an architect or engineer.”

5 F. PONDS.

- 6 1. A new Section 31142 is added to Chapter 31 of the California Building
7 Code to read as follows:

8 “SECTION 31142

9 POND”

- 10 2. A new Section 31142.1 is added to Section 31142 of the California
11 Building Code to read as follows:

12 “31142.1 General Construction of ponds shall comply with all
13 requirements of this code, including permits for grading, plumbing,
14 electrical, and mechanical, when applicable.”

- 15 3. A new Section 31142.2 is added to Section 31142 of the California
16 Building Code to read as follows:

17 “31142.2 Definition. The following term is defined in Section 202:
18 POND.”

19 G. AGRICULTURAL REGISTRATION CERTIFICATE.

- 20 1. A new Section 31153 is added to Chapter 31 of the California Building
21 Code to read as follows:

22 “SECTION 31153

23 AGRICULTURAL REGISTRATION CERTIFICATE”

- 24 2. A new Section 31153.1 is added to Section 31153 of the California
25 Building Code to read as follows:

26 “31153.1 General. Prior to the commencement of any construction
27 or work on an agricultural shade structure, an agricultural registration
28 certificate shall be obtained from the building official.”

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3. A new Section 31153.2 is added to Section 31153 of the California Building Code to read as follows:
"31153.2 Definition. The following term is defined in Section 202: **AGRICULTURAL SHADE STRUCTURE.**"
 4. A new Section 31153.3 is added to Section 31153 of the California Building Code to read as follows:
"31153.3 Application. An application for an agricultural registration certificate shall describe the location, nature, and estimated cost of construction of the agricultural shade structure."
 5. A new Section 31153.4 is added to Section 31153 of the California Building Code to read as follows:
"31153.4 Payment of Fees. An agricultural registration certificate shall not be valid until the fees established by Riverside County Ordinance No. 457, as amended from time to time, have been paid, nor shall an amendment to a permit be released until the additional fee, if any, has been paid."

H. **SAFEGUARDS DURING CONSTRUCTION.**

1. A new Section 3302.2.1 is added to Section 3302.2 of the California Building Code to read as follows:
"3302.2.1 **Waste Materials.** Waste materials are construction rubbish and debris that includes, but is not limited to, stub ends of cut lumber, broken lumber and other scrap wood, scrap cement and plaster, scrap metal, paper cartons, wrappings, and similar materials that result from the process of constructing a building or structure."
2. A new Section 3302.2.2 is added to Section 3302.2 of the California Building Code to read as follows:
"3302.2.2 **Collections and Disposal.** During the process of constructing a building or structure, the construction site and general

1 area around the site shall be kept clear of waste materials that result
2 from the construction activities. Waste materials shall not be allowed
3 to accumulate on, or be blown from, the site and shall be placed in
4 appropriate containers or removed from the construction site to an
5 authorized disposal area. All containers for waste materials shall be
6 emptied periodically at an authorized disposal area so they will remain
7 usable for further collection of waste materials. When construction is
8 complete, a final clean-up of waste materials from the site shall be
9 conducted by the permittee."

10 3. A new Section ~~3302.2.3~~ is added to Section 3302.2 of the California
11 Building Code to read as follows:

12 "3302.2.3 Inspections. A permit holder shall not be entitled to, and
13 no inspector shall make an inspection of any phase of completed work,
14 including the final inspection, if the construction site or general area
15 thereof contains an accumulation of waste materials, rubbish and
16 debris."

17 Section 6. ADOPTION OF APPENDIX C, GROUP U – AGRICULTURAL
18 BUILDINGS, OF THE 2019 CALIFORNIA BUILDING CODE. Appendix C, Group U – Agricultural
19 Buildings, including any errata and supplements, of the 2019 California Building Code is adopted in its
20 entirety.

21 Section 7. ADOPTION OF APPENDIX I, PATIO COVERS, OF THE 2019
22 CALIFORNIA BUILDING CODE. Appendix I, Patio Covers, including any errata and supplements, of
23 the 2019 California Building Code is adopted in its entirety.

24 Section 8. AMENDMENTS TO APPENDIX J, GRADING, OF THE 2019
25 CALIFORNIA BUILDING CODE. Appendix J, Grading, including any errata and supplements, of the
26 2019 California Building Code is adopted in its entirety, except as to the following:

27 A. GENERAL.

28 1. Section J101.1 of Appendix J of the California Building Code is

1 amended to read as follows:

2 “J101.1 Scope. The provisions of this chapter apply to grading,
3 excavation and earthwork construction, including fills and
4 embankments. Where conflicts occur between the technical
5 requirements of this chapter and the geotechnical report, the
6 geotechnical report shall govern. The intent of this Appendix J is to
7 safeguard life, limb, property, and public welfare by regulating the
8 clearing, grubbing, grading, excavation, stockpiling, paving,
9 exploratory excavations and earthwork construction, including fills
10 and embankments, agricultural grading, storm water compliance, and
11 control of runoff from graded sites, including erosion sediments and
12 construction related pollutants on private property in the
13 unincorporated area of the County of Riverside. The scope of this
14 Appendix J does not include road work that is administered by the
15 Riverside County Director of Transportation through a Riverside
16 County contract or Riverside County Ordinance Nos. 460, 461 and
17 499, as amended from time to time.”

18 2. A new Section J101.1.1 is added to Section J101.1 of Appendix J of
19 the California Building Code to read as follows:

20 “J101.1.1 Purpose. This Appendix sets forth requirements to control
21 the clearing, grubbing, grading, excavation, stockpiling, paving,
22 exploratory excavations and earthwork construction, including fills
23 and embankments, agricultural grading, storm water compliance and
24 control of runoff from graded sites, including erosion sediments and
25 construction related pollutants on private property and establishes
26 administrative requirements for approval of plans, issuance of permits
27 and inspection of grading in compliance with the other provisions of
28 this code.”

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3. A new Section J101.1.2 is added to Section J101.1 of Appendix J of the California Building Code to read as follows:
 "J101.1.2 Alternative Methods of Construction. The provisions of this Appendix J are not intended to prevent any method of construction not specifically prescribed by this code, provided that any such alternative has been approved by the building official. An alternative method of construction may be approved where the building official finds that the proposed method of construction provides equivalent flood protection or if the unique characteristics of a building site make the requirements unnecessary."
4. A new Section J101.1.3 is added to Section J101.1 of Appendix J of the California Building Code to read as follows:
 "J101.1.3 Other Requirements. In addition to the requirements of this Appendix J, the building official may require intermittent grading inspections, additional storm water inspections, implementation of additional precautionary Best Management Practices ("BMPs"), permanent stabilization and other mitigation measures to provide site stabilization and protection of adjacent private property, public right of way, blue line streams and natural water courses."
5. A new Section J101.3 is added to Section J101 of Appendix J of the California Building Code to read as follows:
 "J101.3 Grading Designation. The designations for Regular Grading and Engineered Grading are described as follows."
6. A new Section J101.3.1 is added to Section J101.3 of Appendix J of the California Building Code to read as follows:
 "J.101.3.1 Regular Grading. Grading is designated "Regular Grading" in any of the following circumstances:
 1. Single Family Grading with earthwork quantities indicating

grading less than 200 cubic yards.

2. Stockpile Permit with earthwork quantities indicating stockpiling less than 200 cubic yards.

3. Clearing and Grubbing with earthwork quantities indicating less than 200 cubic yards.”

7. A new Section J101.3.2 is added to Section J101.3 of Appendix J of the California Building Code to read as follows:

“**J101.3.2 Engineered Grading.** Grading is designated “Engineered Grading” in any of the following circumstances:

1. Single Family Grading with earthwork quantities of 200 or more cubic yards.

2. Stockpile with earthwork quantities in excess of 200 or more cubic yards.

3. Commercial / Industrial Grading.

4. Tract Grading, which includes the following:

a. Mass, Rough and Precise.

b. Mass Only.

c. Rough Only.

d. Precise Only.”

B. **DEFINITIONS**

Section J102.1 of Appendix J of the California Building Code is amended to add the following definitions:

“**APPROVAL.** When the proposed work or completed work conforms to the requirements of this Appendix J, as determined by and to the sole satisfaction of the building official.”

“**BERM.** A mound of earth located at the top of fill slopes to prevent drainage flows over the slope face and to direct drainage towards an approved drainage swale or drainage device.”

1 "BORROW SITE. Earth material acquired from an off-site location with an
2 approved grading permit for use in grading on a site."

3 "CLEARING. The removal of natural vegetation by any means; including,
4 but not limited to, brushing, grubbing, tilling or discing."

5 "EARTH MATERIAL. Any rock, natural soil or fill or any combination
6 thereof."

7 "FARMED. The lot has been subject to practices associated with the raising
8 of crops or animals including but not limited to discing, plowing, tilling,
9 seeding, cultivating, harvesting, pasturing and fallowing for the purpose of
10 crop rotation."

11 "FARMING. The performance of practices associated with the raising of
12 crops or animals including but not limited to discing, plowing, tilling, seeding,
13 cultivating, harvesting, pasturing and fallowing for crop rotation."

14 "FARM PLAN. A proposed plan for a site where the natural ground surface
15 has not been previously disturbed and will be agriculturally graded for
16 commercial farming."

17 "GRUBBING. The removal of the natural vegetation root system by any
18 means, including but not limited to brushing, clearing, tilling or disking."

19 "NATURAL GROUND SURFACE. The ground surface in its original state
20 before any clearing, grubbing, grading, excavation or filling."

21 "NATURAL WATER COURSE. Any natural channel through which water
22 may flow, including an arroyo, canal, channel, conduit, creek, culvert, ditch,
23 drain, gully, ravine, stream, wash, waterway or wetland, in which tributary
24 drainage flows in a definite direction or course, either continuously,
25 intermittently or seasonally."

26 "OPERATING FARM. An agricultural operation that has for at least two
27 consecutive years done each of the following:

- 28 1. Owned or leased implements used to produce crops or animals and

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2 produced crops or animals for sale on any owned, managed or leased
3 land whether the land is contiguous or non-contiguous; and

4 2. Derived reportable sales of the crops or animals produced.”

5 “ROUGH GRADE. The stage at which the grade approximately conforms
6 to the approved plan including the installation of brow ditches, terrace and
7 down drains and the installation of runoff velocity reducers.”

8 “SITE. A lot or parcel of land or contiguous combination thereof, under the
9 same ownership, where grading is performed or permitted.”

10 “STOCKPILE. A supply of earth material placed on a site, for a temporary
11 period of time not to exceed 12 months.”

12 C. PERMITS REQUIRED.

13 1. Section J103.1 of Appendix J of the California Building Code is
14 amended to read as follows:

15 “J103.1 Permits required. Except as exempted in Section J103.2,
16 none of the following types of grading shall take place without first
17 obtaining approval and an appropriate permit from the building
18 official pursuant to all of the permit requirements of this Appendix J:

19 1. Clearing, grubbing, grading, excavation, stockpiling,
20 earthwork construction, including fills and embankments,

21 2. Widening or construction of private roads including placement
22 of base or gravel,

23 3. Paving, re-paving of private roads and parking lots,

24 4. Exploratory excavations, and

25 5. Precise grading.”

26 12. A new Section J103.1.1 is added to Section J103.1 of Appendix J of
27 the California Building Code to read as follows:

28 “J103.1.1 Precise Grading Permit. After issuance of a permit
authorizing rough grading work, a precise grading permit authorizing

1 precise grading work shall be obtained regardless of precise grading
2 quantities of excavation or fill.”

3 23. A new Section J103.1.2 is added to Section J103.1 of Appendix J of
4 the California Building Code to read as follows:

5 “**J103.1.2 Best Management Practices Permit.** The building official
6 may require a Best Management Practice (“BMP”) permit to conduct
7 certain types of inspections, including but not limited to the following
8 types of inspections: Pre-Construction Inspection, National Pollutant
9 Discharge Elimination System (“NPDES”) Construction inspections,
10 Water Quality Management Plan (“WQMP”) BMP inspections,
11 Annual WQMP inspections, Bond Release inspections and Air
12 Quality inspections.”

13 34. A new Section J103.1.3 is added to Section J103.1 of Appendix J of
14 the California Building Code to read as follows:

15 “**J103.1.3 Performance Bond or Security.** A performance bond or
16 security may be required pursuant to Section 105.3.1.1 of the
17 California Building Code prior to the issuance of any permit pursuant
18 to this Appendix J.”

19 45. Section J103.2 of Appendix J of the California Building Code is
20 amended to read as follows:

21 “**J103.2 Exemptions.** When approved by the building official, the
22 following minor grading is exempt from the permit requirement of
23 Section J103.1:

- 24 1. Road work that is being regulated by the Riverside County
25 Director of Transportation by Riverside County contract or
26 through Riverside County Ordinance Nos. 460, 461 and 499,
27 as amended from time to time.
28 2. An excavation below finished grade for basements and

1 footings of a building, retaining wall or other structure
2 authorized by a valid building permit. This shall not exempt
3 any fill made with the material from such excavating nor
4 exempt any excavation having an unsupported height greater
5 than 5 feet after the completion of such structure.

- 6 3. Cemetery Graves.
- 7 4. Refuse disposal sites controlled by other regulations.
- 8 5. Excavations for wells or tunnels or utilities.
- 9 6. Mining quarrying, processing, stockpiling of rock, sand,
10 gravel, aggregate or clay regulated by Riverside County
11 Ordinance No. 555, as amended from time to time, provided
12 such operations do not affect the lateral support or increase the
13 stresses in or pressure upon any adjacent or contiguous
14 property.
- 15 7. The construction or maintenance of roads or facilities for the
16 generation, storage or transmission of water including
17 floodwaters or any utilities by public agencies or their agents.
- 18 8. The maintenance of existing private roads by private
19 individuals or their agents, including private roads used
20 exclusively in connection with an agricultural use, but not the
21 construction, paving or placement of gravel or base or the
22 widening of such roads.
- 23 9. Fire protection within that area specified in any annual weed
24 abatement notice or hazard reduction notice or such additional
25 area as may be authorized or required, in writing, by the
26 appropriate fire protection agency or as provided in Riverside
27 County Ordinance No. 787, as amended from time to time..
- 28 10. Uses incidental to an existing residence such as fencing,

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gardening, or landscaping, including but not limited to, the mowing, cutting or removal of dead underbrush, dead weeds, or dead grasses when the work does not violate Section J103.1.

11. Site restoration work required pursuant to court order or otherwise authorized in writing by the County of Riverside or any state or federal agency.
12. Exploratory excavations under the direction of soil engineers or engineering geologists. This exemption shall be restricted to those circumstances involving exploratory excavations of less than one thousand cubic yards in any one location less than one acre.
13. An excavation which does not exceed 50 cubic yards on any one lot and which (a) is less than 2 feet in depth, or (b) which does not create a cut slope greater than 5 feet in height and steeper than 1 ½ horizontal to 1 vertical. This exemption shall not apply when finish grading is proposed, subsequent to a permit authorizing rough grading.
14. A fill less than 1 foot in depth and placed on natural terrain with a slope flatter than 5 horizontal to 1 vertical, or less than 3 feet in depth, not intended to support structures, which does not exceed 50 cubic yards on any one lot and does not obstruct a drainage course. This exemption shall not apply when finish grading is proposed, subsequent to a permit authorizing rough grading.
15. Agricultural discing on an operating farm.
16. The raising of crops or animals exclusively for commercial agricultural purposes ("agricultural grading or clearing") when all excavated material remains on-site and the agricultural

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grading or clearing occurs on land that will be used exclusively to raise crops or animals within one year of the grading or clearing.

a. Any person or entity claiming the benefit of this exemption shall file, under penalty of perjury, a completed Agricultural Grading/Clearing Certificate ("Certificate") with the building official prior to commencing the agricultural grading or clearing. The Certificate shall be accompanied by the appropriate processing fee as well as an approved erosion control plan from the United States Department of Agriculture Nature Resource Conservation Service or licensed soil engineer where any grading or clearing performed under the exemption involves a slope angle of 10% or greater. The filing of a Certificate shall not be construed to authorize the commencement or continuance of any activity prohibited by this Appendix J, any other Riverside County ordinance, or any state or federal law or regulation.

b. Any person or entity who files a Certificate shall file, under penalty of perjury, a completed Agricultural Grading/Clearing Verification ("Verification") within one year of filing of said Certificate. The Verification shall be accompanied, where an approved erosion control plan has been previously required to be submitted, by a written confirmation from the United States Department of Agriculture Natural Resource Conservation Service or licensed soil engineer that all

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work required in the approved erosion control plan has been performed. Site restoration pursuant to this Appendix J and all applicable Riverside County Board of Supervisors policies shall, in all instances, be required if a person or entity fails to file a Certificate prior to grading, subsequently fails to file a verification or fails to comply with erosion control plan requirements as provided herein.

- c. This exemption shall be restricted to only those areas disturbed by actual farming and shall not apply to the grading or clearing associated with the construction of any building or structure itself and shall not apply to any grading or clearing for any activity that requires a land use permit. Furthermore, any grading or clearing performed under this exemption shall not be construed to have been evaluated for compliance with the grading or building requirements of this Appendix J or any of the applicable parts of the California Building Standards Code.
- d. The building official is authorized to grant, in writing, one or more extensions of time, for periods not more than one year each. The extension shall be requested in writing and justifiable cause demonstrated for why the farm plan would not be implemented within one year. A grading permit shall be required for farm plans not implemented within the time authorized by the Certificate.
- e. If at any time the building official determines that the

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planned or actual grading or clearing is not for agricultural purposes, a grading permit shall be required. Any person or entity aggrieved by the decision of the building official to require a grading permit may file a written appeal of the decision with Appeals Board as set forth in this code.

Exemption from the permit requirements of this Appendix J shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or Riverside County ordinances."

6. A new Section J103.3 is added to Section J103 of Appendix J of the California Building Code to read as follows:

"SECTION J103.3

PENALTIES AND RESTORATION"

57. A new Section J103.3.1 is added to Section J103.3 of Appendix J of the California Building Code to read as follows:

"J103.3.1 Penalty. In addition to any other remedy provided by law, any grading or clearing done in violation of this Appendix J may be grounds for denying for five years all applications for building permits, use permits, sub-divisions, changes of zones, specific plans, specific plan amendments, general plan amendments, and any other land development application proposed for the property in which the violation occurred. Grading permits shall not be subject to the five year penalty established by this section. The five year period shall commence from the date the violation is documented by the County of Riverside through a notice of violation or any other means. The Riverside County Board of Supervisors may waive this penalty for good cause as may be demonstrated by the property owner. The

procedures, remedies and penalties for violations of this Appendix J and for recovery of costs related to enforcement are provided in Riverside County Ordinance No. 725, as amended from time to time.”

68. A new Section J103.3.2 is added to Section J103.3 of Appendix J of the California Building Code to read as follows:

“J103.3.2– Unpermitted Grading Restoration of Unpermitted Grading. ~~Unpermitted Grading~~ Any area graded without a permit shall be restored according to the requirements of Section J111, Restoration of Unpermitted Grading.”

D. **PERMIT APPLICATION AND SUBMITTALS**

1. A new Section J104.5 is added to Section J104 of Appendix J of the California Building Code to read as follows:

“J104.5 CEQA Compliance. All grading permits shall comply with the California Environmental Quality Act (“CEQA”) and Riverside County CEQA Implementing Procedures, as may be amended from time to time.”

2. A new Section J104.6 is added to Section J104 of Appendix J of the California Residential Code to read as follows:

“J104.6 Payment of fees. A grading permit shall not be valid until the fees prescribed by Riverside County Ordinance No. 457, as amended from time to time, law have been paid, nor shall an amendment to a permit be released until the additional fee, if any, has been paid.”

3. A new Section J104.6.1 is added to Section J104.6 of Appendix J of the California Building Code to read as follows:

“J104.6.1 Schedule of permit fees. The County of Riverside establishes the processing procedures for permit fees in Riverside County Ordinance No. 671, as amended from time to time, and the

1 amount and type of each permit fee in Appendix A to Riverside
2 County Ordinance No. 457, as amended from time to time. A fee for
3 all types of grading permits shall be paid in accordance with Riverside
4 County Ordinance No. 457, as amended from time to time."

5 E. SETBACKS.

- 6 1. Section J108.1 of Appendix J of the California Building Code is
7 amended to read as follows:

8 "J108.1 General. Cut and fill slopes shall be set back from the
9 property lines in accordance with this section. Setback dimensions
10 shall be horizontal distances measured perpendicular to the property
11 line and shall be as shown in Figure J108.1 of this Appendix J, unless
12 substantiating data is submitted justifying reduced setbacks including
13 recommendations in the soils engineering and engineering geology
14 report approved by the building official."

- 15 2. Section J108.2 of Appendix J of the California Building Code is
16 amended to read as follows:

17 "J108.2 Top of Slope. The setback at the top of a cut slope shall not
18 be less than that shown in Figure J108.1 of this Appendix J, or than is
19 required to accommodate any required interceptor drains, whichever
20 is greater. For graded slopes within the site boundaries of the approved
21 grading plan, the property line between adjacent lots shall be at the
22 apex of the berm at the top of the slope. Additional setbacks may be
23 required if the building official finds it necessary for stability, safety,
24 increased drainage runoff, irrigation runoff or to ensure proper
25 maintenance along property line."

- 26 3. A new Section J108.2.1 is added to Section J108.2 of Appendix J of
27 the California Building Code to read as follows:

28 "J108.2.1 Toe of Fill Slope. The setback from the toe of a fill slope

1 shall not be less than that shown in Figure J108.1 of this Appendix J.
2 Additional setbacks may be required if the building official finds it
3 necessary for stability, safety, increased drainage runoff, irrigation
4 runoff or to ensure proper maintenance along property line.”

5 F. **EROSION CONTROL.**

6 Section J110.1 of Appendix J of the California Building Code is amended to
7 read as follows:

8 “J110.1 General. The faces of cut and fill slopes shall be prepared and
9 maintained to control erosion and to provide permanent stability. This control
10 shall be permitted to consist of effective planting or other means of
11 stabilization that are approved by the building official.

12 **Exception:** Erosion control measures need not be provided on cut
13 slopes not subject to erosion due to the erosion-resistant character of
14 the materials. Erosion control for the slopes shall be installed as soon
15 as practicable and prior to requesting a calling for final inspection.”

16 G. **RESTORATION OF UNPERMITTED GRADING.**

17 1. Section J111 of Appendix J of the California Building Code is
18 amended to read as follows:

19 **“SECTION J111.**

20 **RESTORATION OF UNPERMITTED GRADING”**

21 2. A new Section J111.1 is added to Section J111 of Appendix J of the
22 California Building Code to read as follows:

23 “J111.1 General. Site restorations shall be completed in accordance
24 with Section J111 of this Appendix J. The building official may
25 require that the site be restored to the condition it was in previous to
26 the unlawful grading or clearing.”

27 3. A new Section J111.2 is added to Section J111 of Appendix J of the
28 California Building Code to read as follows:

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"J111.2 Requirements. A restoration assessment under an hourly permit shall be obtained in compliance with the applicable Riverside County Board of Supervisor's policies and ordinances when either:

1. The building official determines such an assessment is necessary due to grading or clearing of a site in excess of an approved permit or without an approved permit in violation of the requirements of Section J103 of this Appendix J, or
2. The owner or owner's authorized agent of the property has received a notice of violation related to grading or clearing of a site in excess of an approved permit or without an approved permit in violation of the requirements of Section J103 of this Appendix J.
4. A new Section J111.3 is added to Section J111 of Appendix J of the California Building Code to read as follows:

"J111.3 Site Restoration Procedures. The following procedures shall be completed for all site restorations:

1. **Grading Restoration Assessment Permit Application.** Complete an "Application to Construct" and file for an hourly permit, referred to as a BHR permit, to obtain a grading restoration assessment number.
2. **Site Assessment.** Obtain a site assessment from the Riverside County Planning Department Environmental Programs Division ("EPD") and the Riverside County Building and Safety Department.
3. **Restoration Plan.** Submit the following Biological Restoration Plan or Earthwork Restoration Plan, if required by the building official.

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a. **Biological Restoration Plan.** A biological restoration plan for grading shall be prepared by a qualified biologist and shall be submitted to the Riverside County EPD for review and approval.

b. **Earthwork Restoration Plan.** An earthwork restoration plan for grading shall be prepared by a qualified California licensed civil engineer shall be submitted to the Riverside County Building and Safety Department for review and approval."

5. A new Section J111.4 is added to Section J111 of Appendix J of the California Building Code to read as follows:

"J111.4 Payment of Fees. A Restoration Assessment Permit shall not be valid until the fees prescribed in Riverside County Ordinance No. 457, as amended from time to time, have been paid, nor shall an amendment to a permit be released until the additional fee, if any, has been paid."

H. **STOCKPILES**

1. A new Section J112 is added to Appendix J of the California Building Code to read as follows:

**"SECTION J112
STOCKPILES"**

2. A new Section J112.1 is added to Section J112 of Appendix J of the California Building Code to read as follows:

"J112.1 Definition. The following definition is defined in Section J102.1:

STOCKPILE."

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3. A new Section J112.2 is added to Section J112 of Appendix J of the California Building Code to read as follows:

"J112.2 Stockpile Requirements. The requirements for stockpiles are as follows:

1. A stockpile shall require a stockpile registration permit in accordance with this Section J112 and payment of a fee in accordance with the fee schedule in Riverside County Ordinance No. 457, as amended from time to time.
2. A stockpile shall be authorized in conjunction with an approved construction project or as approved by the building official.
3. A stockpile shall not obstruct or divert natural drainage, water courses or blue line streams.
4. A stockpile shall be carefully maintained and under no circumstances cause an adverse effect to adjacent properties.
5. Erosion and dust control measures shall be implemented for a stockpile pursuant to Sections J110 and J114 of this Appendix J and fencing may be required for a stockpile, as determined by the building official. Permanent BMPs shall be implemented when stockpiling for greater than six months.
6. The borrow site shall be permitted pursuant to the provisions of this Appendix J and the quantity of excavated earth material may not exceed the authorized quantity for either site."

4. A new Section J112.3 is added to Section J112 of Appendix J of the California Building Code to read as follows:

"J112.3 Stockpile Registration Permit. A stockpile registration permit shall be required for a stockpile in accordance with the requirements of this Appendix J and the following:

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1. A stockpile shall not be authorized until such time as a stockpile registration permit is submitted to and approved by the building official.
2. A stockpile registration permit shall expire 12 months from the date of issuance. Upon expiration, the stockpile shall be removed pursuant to a grading permit authorizing such removal unless a new stockpile registration permit is submitted to and approved by the building official.
3. A stockpile registration permit may be approved by the building official for a total of an additional three times for the same site.
4. If stockpiling remains for greater than six months, permanent BMPs shall be installed. Temporary BMPs will not be acceptable for stockpiling greater than six months."

5. A new Section J112.4 is added to Section J112 of Appendix J of the California Building Code to read as follows:
"J112.4 Payment of Fees. A stockpile registration permit shall not be valid until the fees prescribed in Riverside County Ordinance No. 457, as amended from time to time, have been paid, nor shall an amendment to a stockpile registration permit be released until the additional fee, if any, has been paid."

I. PARKING LOTS.

1. A new Section J113 is added to Appendix J of the California Building Code to read as follows:

"SECTION J113
PARKING LOTS"
2. A new Section J113.1 is added to Section J113 of Appendix J of the California Building Code to read as follows:

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"J113.1 Requirements. The requirements for grading parking lots are as follows:

1. Minimum parking lot grade for asphalt concrete shall be 1%.
2. Minimum parking lot grade for concrete shall be 0.35%.
3. Minimum parking lot grade for alternative pavements such as porous or pervious pavements shall be in accordance with the manufactures specifications for drainage or approved Water Quality Management Plan.
4. If no preliminary soils report is provided specifying the structural paving section, then the structural section required shall be 3 inches asphalt concrete and 4 inches Class II aggregate base.
5. In instances where the grading plan involves the use of porous or pervious pavements as an alternative to asphalt and concrete surfaces, the manufactures specifications shall be provided to the building official for review and approval."

3. A new Section J113.2 is added to Section J113 of Appendix J of the California Building Code to read as follows:

"J113.2 Permits. A permit to grade a parking lot shall be obtained in accordance with the all of the permit requirements of Section J103 of Appendix J."

4. A new Section J113.3 is added to Section J113 of Appendix J of the California Building Code to read as follows:

"J113.3 Payment of Fees. A permit to grade a parking lot shall not be valid until the fees prescribed in Riverside County Ordinance No. 457, as amended from time to time, have been paid, nor shall an amendment to a permit be released until the additional fee, if any, has been paid."

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5. A new Section J113.4 is added to Section J113 of Appendix J of the California Building Code to read as follows:
- “J113.4 Inspections. Inspections shall be performed in accordance with Section J105 of this Appendix J.”

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J. DUST CONTROL

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1. A new Section J114 is added to Appendix J of the California Building Code to read as follows:

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“SECTION J114
DUST CONTROL”

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2. A new Section J114.1 is added to Section J114 of Appendix J of the California Building Code to read as follows:
- “J114.1 General. The sites for which a valid grading permit has been issued shall have necessary dust control measures to control dust during grading operations and throughout all aspects of the site development. All clearing and grading shall be carried out with dust control measures adequate to prevent creation of a nuisance to persons or public or private property. The following measures shall be implemented during clearing or grading to achieve adequate dust control: watering, application of surfactants, shrouding, control of vehicle speeds or other measures to reduce the dispersion of dust. Sites located within the Coachella Valley shall implement PM10 Fugitive Dust Mitigation measures in accordance with Riverside County Ordinance No. 742, as amended from time to time.”

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K. REFERENCED STANDARDS

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The existing Section J111 is renumbered as Section J115 of Appendix J of the California Building Code.

Section 9. ADOPTION OF APPENDIX O, EMERGENCY HOUSING, OF THE 2019

1 CALIFORNIA BUILDING CODE. Appendix O, Emergency Housing, including any errata and
2 supplements, of the 2019 California Building Code is adopted in its entirety.

3 Section 910. AMENDMENTS TO THE 2019 CALIFORNIA RESIDENTIAL CODE.
4 The 2019 California Residential Code, including any errata and supplements, is adopted in its entirety
5 except as to the following:

6 A. DUTIES AND POWERS OF BUILDING OFFICIAL.

7 1.—Section R104.11 of the California Residential Code is amended to
8 read as follows:

9 “R104.11 Alternative materials, design and methods of construction and
10 equipment. The provisions of this code are not intended to prevent the
11 installation of any material or to prohibit any design or method of construction
12 not specifically prescribed by this code, provided that any such alternative has
13 been approved by the building official. The building official shall have the
14 authority to approve an alternative material, design or method of construction
15 upon application of the owner or the owner’s authorized agent. The building
16 official shall first find that the proposed design is satisfactory and complies
17 with the intent of the provisions of this code, and that the material, method or
18 work offered is, for the purpose intended, not less than the equivalent of that
19 prescribed in this code in quality, strength, effectiveness, fire resistance,
20 durability and safety. An alternative material, design or method of
21 construction shall be approved where the building official finds that the
22 proposed design is satisfactory and complies with the intent of the provisions
23 of this code, and that the material, method or work offered is, for the purpose
24 intended, not less than the equivalent of that prescribed in this code in quality,
25 strength, effectiveness, fire resistance, durability and safety. An alternative
26 material, design or method of construction shall also be approved where the
27 building official finds that the proposed method of construction provides
28 equivalent flood protection or if the unique characteristics of a building site

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1 make the requirements unnecessary. The building official may require plans
2 for an alternative material, design or method of construction that are prepared
3 by a registered design professional. Compliance with the specific
4 performance-based provisions of the California Codes shall be an alternative
5 to the specific requirements of this code. Where the alternative material
6 design or method of construction is not approved, the building official shall
7 respond in writing, stating the reasons why the alternative was not approved.”

8 **B. PERMITS.**

9 1. A new Section R105.1.1 is added to Section R105.1 of the California
10 Residential Code to read as follows:

11 “**R105.1.1 Construction Without Permit.** To remedy any
12 construction without permit, as defined in Section R202 of this code,
13 any owner or owner’s authorized agent applicant shall comply with
14 the provisions of the applicable Part of the California Building
15 Standards Code, Riverside County ordinances, and Riverside County
16 Building and Safety Department policies and procedures in effect at
17 the time of the building plan submittal to obtain the required permit(s).
18 The building official may determine whether non-deconstructive
19 testing or deconstructive testing will be required to verify whether the
20 construction without permit complies with the applicable Part of the
21 California Building Standards Code, Riverside County ordinances,
22 and Riverside County Building and Safety Department policies and
23 procedures.”

24 2. A new Section R105.3.1.2 is added to Section R105.3.1 of the
25 California Building Code to read as follows:

26 “**R105.3.1.2 Performance Bond or Security.** As a condition to the
27 issuance of a permit for any project involving construction,
28 demolition, rehabilitation, grading, or special inspection, the building

1 official may require the posting of a performance bond or security in
2 an amount which the building official, in his discretion, deems
3 sufficient to assure timely performance and completion of the project
4 for which the permit is issued. The applicant shall satisfy the
5 requirement of posting a performance bond or security by providing
6 any of the types of security specified in Section 19835 of the Health
7 and Safety Code, as ~~may be~~ amended from time to time. The
8 performance bond or security shall be released upon completion, final
9 inspection, and approval of the project for which the permit is issued.
10 All or part of the performance bond or security may be released earlier
11 at the discretion of the building official.

12 3. Section R105.5 of the California Residential Code is amended to read
13 as follows:

14 "R105.5 Expiration. Every permit issued shall become invalid unless
15 the work on the site authorized by such permit is commenced and an
16 approved building inspection has been obtained within 12 months
17 after its issuance, or if the work authorized on the site by such permit
18 is suspended or abandoned for a period of 180 days after the time the
19 work is commenced. A permit shall be deemed suspended or
20 abandoned if more than 180 days elapses prior to filing a request for
21 extension of time on the permit with the building official. The building
22 official is authorized to grant, in writing, one or more extensions of
23 time, for periods not more than 90 days each. The extension shall be
24 requested in writing and justifiable cause demonstrated, including
25 documentation of the substantial completion of a required inspection
26 pursuant to Section R109. When a permit expires under this section,
27 no work shall be done unless the owner or owner's authorized agent
28 obtains a new permit."

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4. A new Section R105.10 is added to Section R105 of the California Residential Code to read as follows:
- "R105.10 Recommencement of Work After Expiration, Suspension or Revocation.** After expiration, suspension or revocation of a permit, any owner or owner's authorized agent must obtain the required new permit prior to recommencing work. The permit fee shall be determined by using the approved fix-rate fee or deposit-based fee, as established in Riverside County Ordinance No. 457, as amended from time to time, for the activity permitted. If there has been a major code change between the expired, suspended or revoked permit date and the request for a new permit for the same work, fees will be charged for the time necessary to verify compliance with the new building codes that have been adopted since the initial permit was issued. A major code change includes revisions, errata, or supplements issued by the California Building and Standards Commission to any Part of the California Building Standards Code."

C **CONSTRUCTION DOCUMENTS**

1. Section R106.1 of the California Residential Code is amended to read as follows:
- "R106.1 Submittal documents.** Submittal documents consisting of construction documents, statement of special inspections, geotechnical report and other data shall be submitted in two or more sets with each permit application. The construction documents shall be prepared by a registered design professional where required by the statutes of the jurisdiction in which the project is to be constructed and the documents shall bear the stamp and signature of the registered design professional, as set forth in Business and Professions Code

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Sections 5536.1 and 6735. Where special conditions exist, the building official is authorized to require additional construction documents to be prepared by a registered design professional and the documents shall bear the stamp and signature of the registered design professional, as set forth in Business and Professions Code Sections 5536.1 and 6735.

Exception: The building official is authorized to waive the submission of construction documents and other data not required to be prepared by a registered design professional if the building official determines that the nature of the work applied for is such that review of construction documents is not necessary to obtain compliance with this code."

2. A new Section R106.1.65 is added to Section R106.1 of the California Residential Code to read as follows:

"R106.1.65 Exemption to submittal documents prepared by a registered design professional.

1. As set forth in Business and Professions Code Sections 5537 and 6737.1, a person other than a registered design professional as defined in this code may prepare construction documents for the following:

a1. Single-family dwellings of woodframe construction not more than two stories and basement in height.

b2. Multiple dwellings containing no more than four dwelling units of woodframe construction not more than two stories and basement in height. However, this paragraph shall not be construed as allowing an unlicensed person to design multiple clusters of up to four dwelling units each to form apartment or

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2 condominium complexes where the total exceeds four
units on any lawfully divided lot.

3 e3. Garages or other structures appurtenant to buildings
4 described under subdivision (1), of woodframe
5 construction not more than two stories and basement in
6 height.

7 d4. Agricultural and ranch buildings of woodframe
8 construction, unless the building official having
9 jurisdiction deems that an undue risk to the public
10 health, safety, or welfare is involved.

11 2. If any portion of any structure exempted by this section
12 deviates from substantial compliance with conventional
13 framing requirements for woodframe construction found in the
14 most recent edition of Title 24 of the California Code of
15 Regulations or tables of limitation for woodframe
16 construction, as defined by the applicable Part of the
17 California Building Standards Code duly adopted by the
18 County of Riverside or the state, the building official shall
19 require the preparation of plans, drawings, specifications, or
20 calculations for that portion by, or under the responsible
21 control of, a licensed architect or registered engineer. The
22 documents for that portion shall bear the stamp and signature
23 of the licensee who is responsible for their preparation.
24 Substantial compliance for purposes of this section is not
25 intended to restrict the ability of the building officials to
26 approve plans pursuant to existing law and is only intended to
27 clarify the intent of Chapter 405 of the Statutes of 1985.

28 3. ~~Exception~~ At no time may a contractor or person other than

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2 a registered design professional prepare construction
3 documents for design for others.”

- 4 3. A new Section R106.1.76 is added to Section R106.1 of the California
5 Residential Code to read as follows:

6 “R106.1.76 Earthquake Fault Zones. In addition to the
7 requirements of this code, all applicants for a building permit for a
8 building or structure used for human occupancy that lies within an
9 earthquake fault zone delineated by the State Geologist pursuant to
10 Public Resources Code Section 2621 et seq. and which is subject to
11 Riverside County Ordinance No. 547, as amended from time to time,
12 shall comply with all the provisions thereof.”

13 D. FEES.

- 14 1. Section R108.2 of the California Residential Code is amended to read
15 as follows:

16 “R108.2 Schedule of permit fees. On buildings, structures,
17 electrical, gas, mechanical, and plumbing systems or alterations
18 requiring a permit, a fee for each permit shall be paid as required, in
19 accordance with the schedule as by the applicable governing
20 authority. The County of Riverside establishes the processing
21 procedures for permit fees in Riverside County Ordinance No. 671, as
22 amended from time to time, and the amount and type of each permit
23 fee in Appendix A to Riverside County Ordinance No. 457, as
24 amended from time to time.”

- 25 2. Section R108.5 of the California Residential Code is amended to read
26 as follows:

27 “R108.5 Refunds. The building official is authorized to establish a
28 refund policy. The County of Riverside shall refund fees in
accordance with the processing procedure of Riverside County

1 Ordinance No. 671, as amended from time to time, in the following
2 circumstances:

- 3 1. A permit or inspection fee which was erroneously paid or
4 collected.
- 5 2. During the term of a fixed rate permit and when no work has
6 commenced under a permit in accordance with this code. In
7 this circumstance, the building official may authorize the
8 refunding of not more than 80% of the permit fee paid.
- 9 3. When property for which a permit for a project has been issued
10 is annexed to a city and the County loses jurisdiction over the
11 property prior to completion of the project. In this
12 circumstance, the portion of any fees collected, in accordance
13 with Riverside County Ordinance No. 457, as amended from
14 time to time, that are in excess of the costs to the Department
15 of Building and Safety may be refunded. An application for
16 refund shall be made on the appropriate form to the building
17 official for review and approval.

18 **Exception.** Any fee collected under any section of this code for the
19 State of California shall not be refunded by the County of Riverside.”

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21 3. Section R108.6 of the California Residential Code is amended to read
22 as follows:

23 “R108.6 Work commencing before permit issuance. Any person
24 or entity who commences any work on a building, structure, electrical,
25 gas, mechanical or plumbing system before obtaining the necessary
26 permits shall be subject to a fee established by the building official
27 that shall be in addition to the required permit fees. The County of
28 Riverside establishes an hourly permit fee as set forth in Riverside

1 County Ordinance No. 457, as amended from time to time, for an
2 investigation of such work. This hourly permit fee shall be in addition
3 to the required permit fees.”

4 E. DEFINITIONS.

- 5 1. Section R202 of the California Residential Code is amended to add
6 the following definitions:

7 “**AGRICULTURAL SHADE STRUCTURE.** A structure that is
8 open on two or more sides and designed and constructed to house farm
9 implements, hay, grass, poultry, livestock or other horticultural
10 products. This structure shall not be a place of human habitation or a
11 place of employment where agricultural products are processed,
12 treated or packaged, nor shall it be a place used by the public.”

13 “**CONSTRUCTION WITHOUT PERMIT (“CWP”).** Any
14 building, structure, grading improvement, appliance or equipment
15 that has been constructed, erected or placed on a property without a
16 permit required by the California Building Standards Code.”

17 “**POND.** A constructed or prefabricated artificial basin constructed
18 below grade, designed to contain water and not intended to be used as
19 a lake, pool or swimming pool.”

20 “**SHED.** A building not to exceed 600 square feet in area, which is
21 only used for storage and not a place of human habitation, place of
22 employment, or place used by the public. A shed shall not contain a
23 door where a vehicle can pass through.”

- 24 2. Section R202 of the California Residential Code is amended to amend
25 the following definitions:

26 “**REGISTERED DESIGN PROFESSIONAL.** An individual who
27 is registered or licensed to practice their respective design profession
28 as defined by the statutory requirements of the professional

1 registration laws of the state or jurisdiction in which the project is to
2 be constructed and holds a current California license or registration as
3 an architect or engineer.”

4 F. **PONDS.**

- 5 1. A new Section R341 is added to Chapter 3 of the California
6 Residential Code to read as follows:

7 “SECTION R341
8 POND”

- 9 2. A new Section R341.1 is added to Section R341 of the California
10 Residential Code to read as follows:

11 “R341.1 General. Construction of ponds shall comply with all
12 requirements of this code, including permits for grading, plumbing,
13 electrical, and mechanical, when applicable.”

- 14 3. A new Section R341.2 is added to Section R341 of the California
15 Residential Code to read as follows:

16 “R341.2 Definition. The following term is defined in Section R202:
17 POND.”

18 G. **AGRICULTURAL REGISTRATION CERTIFICATE.**

- 19 1. A new Section R342 is added to Chapter 3 of the California
20 Residential Code to read as follows:

21 “SECTION R342

22 AGRICULTURAL REGISTRATION CERTIFICATE”

- 23 2. A new Section R342.1 is added to Section R342 of the California
24 Residential Code to read as follows:

25 “R342.1 General. Prior to the commencement of any construction or
26 work on an agricultural shade structure, an agricultural registration
27 certificate shall be obtained from the building official.”

- 28 3. A new Section R342.2 is added to Section R342 of the California

1 Residential Code to read as follows:

2 "R342.2 Definition. The following term is defined in Section R202:
3 AGRICULTURAL SHADE STRUCTURE."

- 4 4. A new Section R342.3 is added to Section R342 of the California
5 Residential Code to read as follows:

6 "R342.3 Application. An application for an agricultural registration
7 certificate shall describe the location, nature, and estimated cost of
8 construction of the agricultural shade structure."

- 9 5. A new Section R342.4 is added to Section R342 of the California
10 Residential Code to read as follows:

11 "R342.4 Payment of Fees. An agricultural registration certificate
12 shall not be valid until the fees established by Riverside County
13 Ordinance No. 457, as amended from time to time, have been paid,
14 nor shall an amendment to a permit be released until the additional
15 fee, if any, has been paid."

16 Section 119 ADOPTION OF APPENDIX H - PATIO COVERS OF THE 20196
17 CALIFORNIA RESIDENTIAL CODE. Appendix H - Patio Covers of the 2019 California Residential
18 Code is adopted in its entirety.

19 Section 121 ADOPTION OF THE 20196 CALIFORNIA ELECTRICAL CODE. The
20 20196 California Electrical Code, including any errata and supplements, is adopted in its entirety.

21 Section 132 ADOPTION OF THE 20196 CALIFORNIA ADMINISTRATIVE CODE.
22 The 20196 California Administrative Code, including any errata and supplements, is adopted in its entirety.

23 Section 143 ADOPTION OF THE 20196 CALIFORNIA MECHANICAL CODE. The
24 20196 California Mechanical Code, including any errata and supplements, is adopted in its entirety.

25 Section 154 ADOPTION OF THE 20196 CALIFORNIA PLUMBING CODE. The
26 20196 California Plumbing Code, including any errata and supplements, is adopted in its entirety.

27 Section 165 ADOPTION OF THE 20196 CALIFORNIA ENERGY CODE. The 20196
28 California Energy Code, including any errata and supplements, is adopted in its entirety.

1 Section 176. ADOPTION OF THE 20196 CALIFORNIA HISTORIC BUILDING CODE.
2 The 20196 California Historic Building Code, including any errata and supplements, is adopted in its
3 entirety.

4 Section 187. ADOPTION OF THE 20196 CALIFORNIA GREEN BUILDING
5 STANDARDS CODE. The 20196 California Green Building Standards Code, including any errata and
6 supplements, is adopted in its entirety.

7 Section 198. DECLARATION OF PUBLIC NUISANCE FOR SUBSTANDARD
8 BUILDINGS OR PORTIONS THEREOF AND INCORPORATION OF THE ABATEMENT COST
9 RECOVERY PROCEDURES IN RIVERSIDE COUNTY ORDINANCE NO. 725. The County of
10 Riverside declares all substandard structures, as defined in Sections 17920.3 or 17920.10 of the California
11 Health and Safety Code, a public nuisance and imposes the abatement procedures and requirements as
12 required by the State Housing Law through California Code of Regulations, Title 25, Division 1, Chapter
13 1, Subchapter 1 as follows:

14 A. Public Nuisance Declared. Every substandard building or portion thereof as
15 defined in Sections 17920.3 or 17920.10 of the California Health and Safety
16 Code, as amended from time to time, located within the unincorporated areas
17 of the County of Riverside ("County") which is caused, maintained or
18 permitted to exist shall be and the same is hereby declared unlawful and a
19 public nuisance that may be abated consistent with the procedures in this
20 section.

21 B. Authority to Inspect. The County is authorized to enter any real or personal
22 property or premises within the unincorporated area of the County to
23 investigate and ascertain whether the property or premises is in compliance
24 with this section, and to make any inspection as may be necessary in the
25 performance of the enforcement duties. These investigation activities may
26 include visual inspections, taking of photographs, taking samples or other
27 physical evidence, and the making of video or audio recordings. All such
28 entries and inspections shall be done in a reasonable manner. If an owner,

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lawful occupant or the respective agent thereof refuses permission to enter or inspect, the County may seek an Administrative Inspection Warrant pursuant to the procedures provided by California Code of Civil Procedure Section 1822.50 et seq., as ~~may be amended~~ from time to time. All costs incurred by the County in seeking and obtaining an Administrative Inspection Warrant shall be recoverable as abatement costs.

C. Summary Abatement. Pursuant to California Government Code Section 25845(a), ~~and as may be amended, from time to time,~~ the County enforcement officer is authorized to ~~summarily abate~~ public nuisances determined by the enforcement officer to ~~constitute~~ an immediate threat to public health, safety or welfare. Summary ~~abatement~~ authority shall ~~include~~ the right of the County of Riverside to take immediate ~~interim~~ remedial measures to mitigate, secure or make ~~safe~~ the immediate threat to public health and safety, including the building official issuing an order to vacate.

D. Order to Vacate. Whenever ~~in the opinion~~ of the building official extreme and imminent hazard ~~exists~~, the building official shall give written notice ordering the occupants of any such building to immediately vacate, and in the event compliance with the order is not voluntarily and promptly obtained, the building official shall request the law enforcement agency having jurisdiction to effect such a vacation or forthwith take such action at law as is required to cause the premises to be vacated. A copy of the "Order to Vacate", which shall include the reasons for the order, shall be posted on the building and mailed to all concerned parties and filed with the Clerk of the Riverside County Board of Supervisors in the same manner as the notice of defects. Upon giving such order to vacate, the building official shall cause to be posted at each entrance to the building a notice to read: "Danger – Do Not Enter or Occupy, Building Official, County of Riverside". Such notices shall remain posted until the required repair, demolition or removal are completed. Such

1 notice shall not be removed without written permission of the building
2 official, and no person shall enter the building except for the purpose of
3 making the required repairs or the demolition of the building, without the
4 written permission of the building official.

5 E. Abatement Procedure. The abatement procedures for substandard building
6 shall be All substandard buildings as defined by this section shall be abated
7 in accordance with the procedures provided for in the State Housing Law,
8 California Health and Safety Code, Division 13, Part 1.5, commencing with
9 Section 17910 and California Code of Regulations, Title 25, Division 1,
10 Chapter 1, Subchapter 1 except Section 24(f) through (k), which are enforced
11 by the California Department of Housing and Community Development.

12 F. Recordation of Notices of Pendency in Abatement Proceedings.

13 1. Notice of Pendency.

14 a. Whenever the County institutes a judicial action or proceeding
15 to enforce a Land Use Ordinance, as defined in Riverside
16 County Ordinance No. 725, as amended from time to time, a
17 Notice of Pendency of the action or proceeding may be filed
18 with the County Recorder's Office. The Notice may be filed at
19 the time of the commencement of the action or proceeding and
20 upon recordation of the Notice, shall have the same effect as a
21 notice recorded in compliance with Section 405.20 et seq. of
22 the California Code of Civil Procedure, as amended from time
23 to time.

24 b. Upon motion of a party to the judicial action or proceeding,
25 the Notice of Pendency may be vacated upon an appropriate
26 showing of need therefore by an order of a judge of the Court
27 in which the action or proceeding is pending.

28 2. Notice of Pendency of Administrative Proceedings.

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a. Whenever a Notice of Violation has issued pursuant to this Ordinance, the County may record a Notice of Pendency of Administrative Proceedings with the Office of the County Recorder and shall notify the owner of the property of such action.

b. The Notice of Pendency of Administrative Proceedings shall describe the real property, shall set forth the non-complying conditions, and shall state that all current or subsequent owners of the property may be liable for abatement costs pertaining to any violation of Land Use Ordinances and that the abatement costs may be affixed as a lien and special tax assessment on the real property.

c. A Release of Notice of Pendency of Administrative Proceedings may be recorded after the County has confirmed that each violation described in the Notice of Pendency of Administrative Proceedings has been abated and all related abatement costs have been reimbursed to the County.

3. Notice of Non-Compliance. Any Notice of Non Compliance issued or recorded by the County in abatement proceedings prior to the effective date of this Riverside County Ordinance No. 457.1054 shall remain in full force and effect.

GF. Abatement Cost Recovery. In addition to the costs recovery procedures pursuant to the State Housing Law, all abatement costs incurred pursuant to this section shall be recovered in accordance with the abatement costs recovery procedures provided for in Riverside County Ordinance No. 725, as amended from time to time, which is incorporated herein by this reference.

HG. Enforcement by Civil Action. The County may abate a violation of this ordinance by the prosecution of a civil action through the Office of County

1 Counsel, including an action for injunctive relief. The remedy of injunctive
2 relief may take the form of a court order, enforceable through civil contempt
3 proceedings or receivership, prohibiting the maintenance of the violation of
4 this ordinance or requiring compliance with other terms.

5 II. Misdemeanor Penalty. Any person who violates any of the provisions of this
6 part, the building standards published in the State Building Standards Code
7 relating to the provisions of this part, or any other rule or regulation
8 promulgated pursuant to the provisions of this part is guilty of a misdemeanor,
9 punishable by a fine not exceeding \$1,000.00 or by imprisonment not
10 exceeding six months, or by both such fine and imprisonment.

11 II. Non-Exclusive Remedies and Penalties. All remedies and penalties for the
12 abatement of public nuisances provided for in this section shall be cumulative
13 and not exclusive. Enforcement by use of any administrative, criminal or civil
14 action, citation or administrative proceeding or abatement remedy does not
15 preclude the use of additional citations or other remedies as authorized by
16 other ordinance or law. Enforcement remedies may be employed concurrently
17 or consecutively. Conviction and punishment of or enforcement against any
18 person hereunder shall not relieve such person from the responsibility of
19 correcting, removing or abating a violation, nor prevent the enforced
20 correction, removal or abatement thereof. Each and every day, or any portion
21 thereof, during which any violation of a this section or the rules, regulations,
22 orders, permits or conditions of approval issued thereunder is committed,
23 continued, or permitted by such person, shall be deemed a separate and
24 distinct offense.

25 Section 2019. —INCORPORATION OF APPENDIX A. Appendix A, setting forth permit
26 types and fees related to building and grading, is incorporated herein by this reference.

27 Section 210. —VIOLATION AND PENALTIES. Unless otherwise provided in this
28 ordinance or as required by state law, the procedures, remedies and penalties for any violation of this

1 ordinance and for recovery of costs related to enforcement are provided for in Riverside County Ordinance
2 No. 725, as amended from time to time, which is incorporated herein by this reference.

3 Section 221. SEVERABILITY. If any provision, clause, sentence or paragraph of this
4 ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity
5 shall not affect the other provisions of this ordinance which can be given effect without the invalid provision
6 or application, and to this end, the provisions of this ordinance are hereby declared to be severable.”

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24 Section 2. EFFECTIVE DATE. This ordinance shall take effect ~~thir~~sixty (360) days
25 after its adoption.

26 BOARD OF SUPERVISORS OF THE COUNTY
27 OF RIVERSIDE, STATE OF CALIFORNIA

28 By: _____

Chairman

1
2 ATTEST:
3 CLERK OF THE BOARD

4 By: _____
5 Deputy
6 (SEAL)

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10 APPROVED AS TO FORM
11 ~~February~~ July ____, 2020/19

12 By: _____
13 SARAH K. MOORE
14 Deputy County Counsel
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APPENDIX A

AP Type	Description	Work Class	Description	Deposit or Fixed Fee	Total
BNR	Commercial Buildings	ACOM	ADDITION TO COMMERCIAL BUILDING	D	\$6,815.10
		AGRC	AGRICULTURAL BUILDING	D	\$4,865.32
		AIND	ADDITION TO INDUSTRIAL BUILDING	D	\$13,985.38
		COM	COMMERCIAL BUILDING	D	\$11,567.28
		IND	INDUSTRIAL BUILDING	D	\$16,174.98
BTI	Tenant Improvement	TI	TENANT IMPROVEMENT	D	\$2,749.30
		COT	CHANGE OF TENANT	D	\$1,094.16
BTW	Tower	CTWR	CELL TOWERS	D	\$2,419.84
		EQCS	EQUIP FOR CELL SITES	D	\$813.60
BRM	Mechanical	RMEC	RESIDENTIAL MECHANICAL	F	\$187.89
		CMEC	COMMERCIAL MECHANICAL	D	\$434.72
BPL	Plumbing	RPLU	RESIDENTIAL PLUMBING	F	\$187.89
		CPLU	COMMERCIAL PLUMBING	D	\$434.72
BSP	Pool	COMP	COMMERCIAL POOL/SPA	F	\$734.60
		RES	RESIDENTIAL POOL/SPA	F	\$537.03
		SPAF	PORTABLE SPA/ FOUNTAIN	F	\$187.89
		PLFNL	POOL/SPA FINAL INSPECTION	F	\$332.52
BDE	Demo	DEMO	DEMOLITION PERMIT	F	\$216.14
BEL	Electrical	RELE	RESIDENTIAL ELECTRICAL	F	\$221.14
		CELE	COMMERCIAL ELECTRICAL	D	\$432.64
		RSET	METER RESET RESIDENTIAL	F	\$304.27
		EWEL	ELECTRIC TO WELL	F	\$407.80
		TPWR	TEMPORARY POWER	F	\$221.14
		ELUP	SERVICE UP-GRADE - RESIDENTIAL	F	\$304.27
		RSLRR	ROOF MOUNT SOLAR RESIDENTIAL	F	\$441.05
		GSLRR	GROUND MOUNT SOLAR RESIDENTIAL	F	\$574.06
		RSCC	SOLAR COMMERCIAL	D	\$2,763.92
BRR	Re-Roof	RREP	INSTALLATION/ REPLACEMENT - RESIDENTIAL	F	\$187.89
		RALT	STRUCTURE ALTERATION - RESIDENTIAL	F	\$424.42
		CREP	INSTALLATION/ REPLACEMENT - COMMERCIAL	F	\$191.48
		CALT	STRUCTURE ALTERATION - COMMERCIAL	F	\$432.64
BMN	Manufactured Buildings	SPC	LOW-PROFILE COMMERCIAL	F	\$345.28
		MDC	MANUFACTURED COMMERCIAL COACH	F	\$249.44
	Commercial	ACC	ACCESSORY STRUCTURE (each structure)	F	\$235.15
		FBC	FACTORY BUILT COMMERCIAL WITH FOUNDATION	D	\$781.40
		PFC	PERMANENT FOUNDATION COMMERCIAL	F	\$251.38
		REPLC	REPLACEMENT MANUFACTURED BLDG COMMERCIAL	F	\$249.44
		SPC	SITE PREPARATION COMMERCIAL	D	\$861.22
BAS	Accessory Structure	ACB1	ACCESSORY BUILDING 1,000 SQ FT	D	\$1,947.21
		ACB3	ACCESSORY BUILDING 1,001-3,000 SQ FT	D	\$1,585.79
		ACCB1	ACCESSORY BUILDING OVER 3,000 SQFT	D	\$1,689.32
		ACFNL	ACCESSORY BUILDING FINAL INSPECTION	F	\$349.15
BMK	Manufactured Home Park	AGEH	AGRICULTURAL EMPLOYEE HOUSING	F	\$629.34
		PARK	MANUFACTURED HOME PARK	F	\$629.34

AP Type	Description	Work Class	Description	Deposit or Filed Fee	Total
		ACMHP	ACCESSORY STRUCTURE PARK (each structure)	F	\$230.63
BSD	Standard Plan	STSP	STANDARD PLAN TRACT DWELLING	D	\$3,128.65
		WALL	STANDARD PLAN TRACT WALL	D	\$1,012.66
BRS	New Residential	MODL	MODEL TRACT DWELLING	D	\$2,017.25
		GST	GUEST QUARTERS	D	\$3,001.85
		MFD	MULTI-FAMILY DWELLING	D	\$4,788.69
		SFA	SINGLE FAMILY ATTACHED DWELLING	D	\$6,269.00
		SFD	SINGLE FAMILY DETACHED DWELLING	D	\$5,353.56
		PTD	PRODUCTION TRACT DWELLING	D	\$1,453.70
		SUP	SECOND UNIT SINGLE FAMILY DWELLING	D	\$5,353.56
		DFNL	DWELLING FINAL INSPECTION	F	\$482.15
BWL	Walls	RETCS	RETAINING WALL - COUNTY STANDARD	D	\$991.48
		RETE	RETAINING WALL - ENGINEERED	D	\$634.14
	Single Lot Each wall	GWAL	GARDEN WALL, COUNTY STANDARD	F	\$291.72
		WALT	REPEAT PRODUCTION WALLS	F	\$254.39
		GWALE	GARDEN WALL, ENGINEERED	D	\$457.68
BPT	Patio	DEKE	DECK ENGINEERED	D	\$596.80
		DEKCS	DECK COUNTY STANDARD	F	\$464.10
		LPAT	LATTICE PATIO COVER COUNTY STANDARD	F	\$258.47
		SPAT	SOLID PATIO COVER COUNTY STANDARD	F	\$324.97
		PATE	PATIO COVER ENGINEERED	D	\$679.93
		PTFNL	PATIO COVER FINAL INSPECTION	F	\$182.89
BSN	Sign	BSIGN	SIGN	F	\$455.64
BAR	Residential	AGST	ADDITION TO GUEST QUARTERS	D	\$2,389.94
	Additions, Rehab.	AMFR	ADDITION MULTI-FAM DWELLING	D	\$740.82
		ASFR	ADDITION SINGLE FAM DWELLING	D	\$2,978.80
		ADD1	ADDITION UNDER 1,000 SQ FT	F	\$1,733.38
		RGST	REHAB GUEST HOUSE	D	\$2,044.58
		RMFR	REHAB MULTI FAMILY DWELLING	D	\$684.82
		RSFR	REHAB SINGLE FAMILY DWELLING	D	\$3,060.20
		ADFNL	ADDITION FINAL INSPECTION	F	\$465.53
BWE	Wind Energy	WECS	MASTER WECS	D	\$3,477.04
	Conservation	WECR	REPEAT WECS (each additional Wecs)	F	\$1,598.92
BMR	Manufactured	SPR	LOW PROFILE RESIDENTIAL	F	\$282.64
	Residential	FBR	FACTORY BUILT RESIDENTIAL WITH FOUNDATION	D	\$762.45
		MHR	MANUFACTURED HOME RESIDENTIAL	F	\$240.72
		PFR	PERMANENT FOUNDATION RESIDENTIAL	F	\$246.55
		REPR	REPLACEMENT MANUFACTURED HOME RESIDENTIAL	F	\$240.72
		SPR	SITE PREPARATION RESIDENTIAL	D	\$583.64
		ERBR	EARTHQUAKE BRACING SYSTEM	F	\$258.88
		ADR	NEW ACCESSORY DETACHED RESIDENTIAL	F	\$924.36
		ACAM	ACCESSORY ATTACHED MOBILE	F	\$240.72
BHR	Hourly	DAI	DAMAGE ASSESSMENT INSPECTION	D	\$748.17
		MHI	MISCELLANEOUS HOURLY INSPECTION	D	\$311.51
		GRDV	GRADING VERIFICATION INSPECTION	F	\$392.52
		TEVN	SPECIAL TEMPORARY EVENT	D	\$448.90

AP Type	Description	Work Class	Description	Deposit or Fixed Fee	Total
BGRT	GRADING	RRES	RESIDENTIAL GRADING RESTORATION	D	\$2,510.53
	RESTORATION	CRES	COMMERCIAL GRADING RESTORATION	D	\$6,797.76
		REST	RESTORATION	D	\$311.51
BGR	Grading	GCOM	GRADING COMMERCIAL	D	\$5,372.02
		GOTH	GRADING OTHER	D	\$2,256.28
		GPRE	GRADING PRECISE	D	\$454.72
		GRUF	TRACTS GRADING ROUGH OR ROUGH/ PRECISE	D	\$5,196.39
		GSFR	GRADING SINGLE FAMILY DWELLING	D	\$2,113.13
		GSFE	GRADING SINGLE FAMILY EXPANSION	D	\$2,113.13
		GSPL	GRADING STOCKPILE	D	\$4,798.39
		GAG	AGRICULTURAL (GRUBBING/CLEARING)	D	\$689.21
BXX	Miscellaneous	FENC	FENCES OVER 7'	F	\$519.06
	Permits	OTHCN	OTHER CONSTRUCTION	D	\$798.05
		CTAN	COM WATER TANK	F	\$690.78
		RTNK	RES WATER TANK	F	\$677.59
		BBQI	BBQ ISLAND	F	\$343.64
		LST	LIGHT STANDARD	F	\$729.04
		BBQP	BBQ PORTABLE	F	\$208.59
BFE	PEE ONLY	AREG	AGRICULTURAL REGISTRATION	F	\$80.00
BFE		AGEI	AGRICULTURAL GRADE EXEMP INSP REQ	F	\$253.00
BFE		AGEX	AGRICULTURAL GRADE EXEMP NO INSP	F	\$111.11

Note: Final Permit cost calculated at permit application

www.ci.milpitas.ca.gov

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NOTICE

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

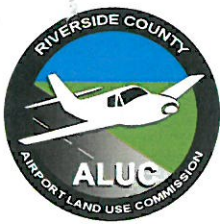
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MARCH 12, 2020**

DRAFT

3-19-20

COMMISSIONERS PRESENT: Steve Manos, Russell Betts, Arthur Butler, John Lyon, Gary Youmans

COMMISSIONERS ABSENT: Steven Stewart and Richard Stewart

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW ITEMS

- 3.1 Staff report recommended: **CONSISTENT** ZAP1012CO20 – City of Corona (Representative: Joanne Coletta, Community Development Director) – City of Corona General Plan Technical Update. A City-initiated proposal to adopt an updated General Plan (“General Plan 2040”), including the following Elements: Land Use, Housing, Circulation, Noise, Public Safety, Environmental Resources (including Conservation and Open Space), Healthy Community (including Environmental Justice), Infrastructure and Utilities, Community Design, Parks, Recreation, Cultural Arts, and Education, Economic Development, and Historic Resources. An Introduction chapter is also included. (All Compatibility Zones [A, B1, B2, C, D, and E] of the Corona Municipal Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 5-0; Absent: Richard Stewart and Steven Stewart)**
- Motion: Russell Betts**
Second: Gary Youmans

4.0 ADMINISTRATIVE ITEMS

4.1 Director’s Approvals – Information Only

4.2 Update on March Air Reserve Base/Inland Port Airport Joint Land Use Study Grant Application Process

Simon Housman, ALUC Director informed the Commission that we have received authorization to prepare a grant application. Mr. Housman will be meeting with the local jurisdictions for their input regarding the grant application process.

5.0 APPROVAL OF MINUTES

Commissioner Butler motioned to approve the February 13, 2020 minutes, seconded by Commissioner Lyon. Absent: Commissioners Richard Stewart and Steven Stewart (Vote 5-0)

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

Simon Housman, ALUC Director informed the Commission that we received a complaint regarding glare and dust problems on several solar projects around the Blythe Airport.

VIDEO:

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MARCH 12, 2020**

7.0 **COMMISSIONER'S COMMENTS**

None

9.0 **ADJOURNMENT**

Chairman Manos adjourned the meeting at 10:03 a.m.

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VIDEO:

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