

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3-3 2.1

HEARING DATE: February 13, 2020 (continued from January 9, 2020)

CASE NUMBER: ZAP1391MA19 – Trammell Crow So. Cal Development Inc.
(Representative: EPD Solutions)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190031 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones C1 and C2

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) The applicant has identified a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The proposal provides for 18,700 square feet of solar panels on 5 carports with *smooth glass anti-reflective coating*, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees for Arrays 1 and 4, 150 degrees for Arrays 2 and 5, and 240 degrees for Array 3. This proposal would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways or at the air traffic control tower. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

The project also proposes 167,200 square feet of rooftop solar panels (not analyzed in the January staff report) with smooth glass, a fixed tilt of 25 degrees with no rotation, and an orientation of 150 degrees. This proposal would also result in “green” level glare within the Air Force traffic patterns, but no glare within the 2 mile approach to runways or at the air traffic control tower.

At the time this staff report was written, the Air Force has not completed its review of the *either* solar glare study and has not ~~given their acceptance~~ *communicated its position regarding this project.*

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the ~~February 13, March 12, 2020~~ meeting, pending completion of the Air Force solar glare study review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 418,000 square foot industrial manufacturing building on 20.32 acres. Also proposed are 5 carports with solar panels totaling 18,700 square feet and **167,200 square feet of rooftop solar panels.**

PROJECT LOCATION: The site is easterly of Harvill Avenue, northerly of Oleander Avenue, westerly of the 215 freeway, and southerly of Harley Knox Boulevard, in the unincorporated community of Mead Valley, approximately 3,600 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones C1 and C2, where average intensity is limited to 100 people per acre in Zone C1 and 200 people per acre in Zone C2. Approximately 13.19 acres are located within Zone C1 and 6.33 acres are located within Zone C2.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zones C1 and C2:

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

The project proposes a 418,000 square foot industrial manufacturing building, accommodating 2,090 people. ~~resulting in an overall average intensity of 103 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200, but would slightly exceed the with Zone C1 criterion of 100. (It should be noted that if 30,000 square feet of the building is utilized as warehousing/storage, the average intensity drops to 100 people per acre. There are no tenants proposed at this time. The applicant anticipates a range of possible industrial uses from manufacturing to warehousing.)~~

Pursuant to the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, projects split by Compatibility Zone boundaries are to be evaluated for consistency on an individual zone basis.

A breakdown of use by Compatibility Zone indicates that Zone C1 includes 259,827 square feet of manufacturing area, which would accommodate 1,299 people, resulting in an average intensity of 99 people per acre for the portion of the site located in Zone C1, and would be consistent with Compatibility Zone C1 average acre intensity criterion of 100. Zone C2 includes 158,173 square feet of manufacturing area, which would accommodate 791 people, resulting in an average intensity of 125 people per acre for the portion of the site located in Zone C2, which would be consistent with the Compatibility Zone C2 average acre intensity criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (228 spaces) and truck trailer spaces (71 spaces) provided, the total occupancy would be estimated at 413 people for an average intensity of 20 people per acre, which is consistent with the Compatibility Zones C1 average criterion of 100 and C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C1 limits maximum single-acre intensity to 250 people and Zone C2 limits it to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 41,060 square feet of manufacturing area and 2,500 square feet of office area, resulting in a single acre occupancy of 218 people, which is consistent with the Compatibility Zone C1 single acre criterion of 250 and C2 single acre criterion of 500.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones C1 and C2 southwesterly of the southerly terminus of the runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project, specifically the carport's solar panels **and 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.

Renewable Energy and Flight Hazards: The applicant proposes **167,200 square feet of rooftop solar panels that and photovoltaic (PV) panel structures** totaling 18,700 square feet ~~be located~~ on 5 carports within Compatibility Zones C1 and C2.

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

nevertheless required to install on-site renewable energy production to the greatest extent feasible.)

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

Carport Solar Array:

The project proposes 18,700 square feet of solar panels on 5 carports with **smooth glass anti-reflective coating** and a fixed tilt of 10 degrees with no rotation. **Arrays 1 and 4 have an orientation of 180 degrees, Arrays 2 and 5 have an orientation of 150 degrees, and Array 3 has an orientation of 240 degrees.** ~~and an orientation of 180 degrees.~~ The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runway 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 5.0 degrees for the approach. No glare would affect the Air Traffic Control Tower.

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

The total amount of **"green" level glare time from the carport structures** experienced annually is 24,149 minutes **(9.19% of total day light time).** ~~for "green" level glare.~~

- A total of 450 minutes (annually) of low potential "green" glare is projected to occur within the Runway 12/30 General Aviation traffic pattern, and would last up to 10 minutes a day from October through March between 3:50 p.m. and 6:00 p.m. (pacific standard time).
- A total of 17,823 minutes (annually) of low potential "green" glare is projected to occur within the Runway 14/32 General Aviation traffic pattern, and would last up to 25 minutes a day from September through April between 7:00 a.m. and 9:30 a.m. (pacific standard time).
- A total of 3,498 minutes (annually) of low potential "green" glare is projected to occur within the Runway 14/32 C-17/KC-135 traffic pattern, and would last up to 15 minutes a day throughout the year in the early mornings and later afternoons.

- A total of 2,378 minutes (annually) of low potential “green” glare is projected to occur within the Runway 14/32 Overhead traffic pattern, and would last up to 15 minutes a day from September through April between 6:00 a.m. and 8:30 a.m. (pacific standard time).

Rooftop Solar Array:

The project also proposes 167,200 square feet of rooftop solar panels (that was not analyzed in the prior staff report) with smooth glass, a fixed tilt of 25 degrees with no rotation, and an orientation of 150 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runway 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 5.0 degrees for the approach. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force upwind traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image (“green” level glare) in the C-17/KC-135 runway 14 upwind traffic pattern, totaling annually 1,338 minutes of “green” level glare, and would last up to 15 minutes a day from April to September between 4:30 p.m. and 5:00 p.m. (pacific daylight time). The study also indicates that the panels would result in low potential for temporary after-image (“green” level glare) in the 14/32 General Aviation runway 14 upwind traffic pattern, totaling annually 2,470 minutes of “green” level glare, and would last up to 25 minutes a day from April to September between 4:00 p.m. and 4:30 p.m. (pacific daylight time).

The total amount of “green” level glare time from the rooftop structures experienced annually is 3,808 minutes (1.45% 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.

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 an approximate 3,600 square foot detention basin that is greater than 100 feet in length and 50 feet in width. Detention basins areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the brochure titled “Airports, Wildlife and Stormwater Management” prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone C1 only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

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

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C1 and 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. Therefore, no special mitigation for aircraft-generated noise exposure is required.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 3,600 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,524 feet AMSL. The site’s finished floor elevation is 1,525 feet AMSL and the proposed building height is 50 feet, for a top point elevation of 1,575 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) ~~is~~ **was** required. Submittal to the FAAOES was made, and Aeronautical Study Numbers 2019-AWP-15181-OE ~~were~~ **was** assigned to this project. ~~Its status is currently a “work in progress”.~~ **A Determination of No Hazard to Air Navigation letter was issued on January 13, 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).

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this site: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators.
4. Additionally, the following uses are prohibited within the Compatibility Zone C1 portion of the site: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), and critical community infrastructure facilities.
5. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.

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

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

7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for a total of 418,000 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
9. Solar panels shall incorporate **smooth glass anti-reflective coating** and shall be fixed with no rotation. **Rooftop solar panels shall have a tilt of 25 degrees and orientation of 150 degrees and shall be limited to 167,200 square feet. Carport solar panels shall have a tilt of 10 degrees and orientation of 180 degrees solar panels areas and shall be limited to 18,700 square feet. Carport Arrays 1 and 4 shall have an orientation of 180 degrees. Arrays 2 and 5 shall have an orientation of 150 degrees. Array 3 shall have an orientation of 240 degrees.**
10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" or "red" level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the

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

12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
13. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-15181-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.**
14. **The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,581 feet above mean sea level.**
15. **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.**
16. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,581 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
17. **Within five (5) days after construction of the proposed 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.

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

Aeronautical Study No.
 2019-AWP-15181-OE

Issued Date: 01/13/2020

Neal Holdridge
 Trammell Crow So. Cal Development Inc
 3501 Jamboree Rd
 #230
 Newport Beach, CA 92660

**** 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 Diamond Project
 Location: Perris, CA
 Latitude: 33-51-42.84N NAD 83
 Longitude: 117-15-40.79W
 Heights: 1531 feet site elevation (SE)
 50 feet above ground level (AGL)
 1581 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 07/13/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

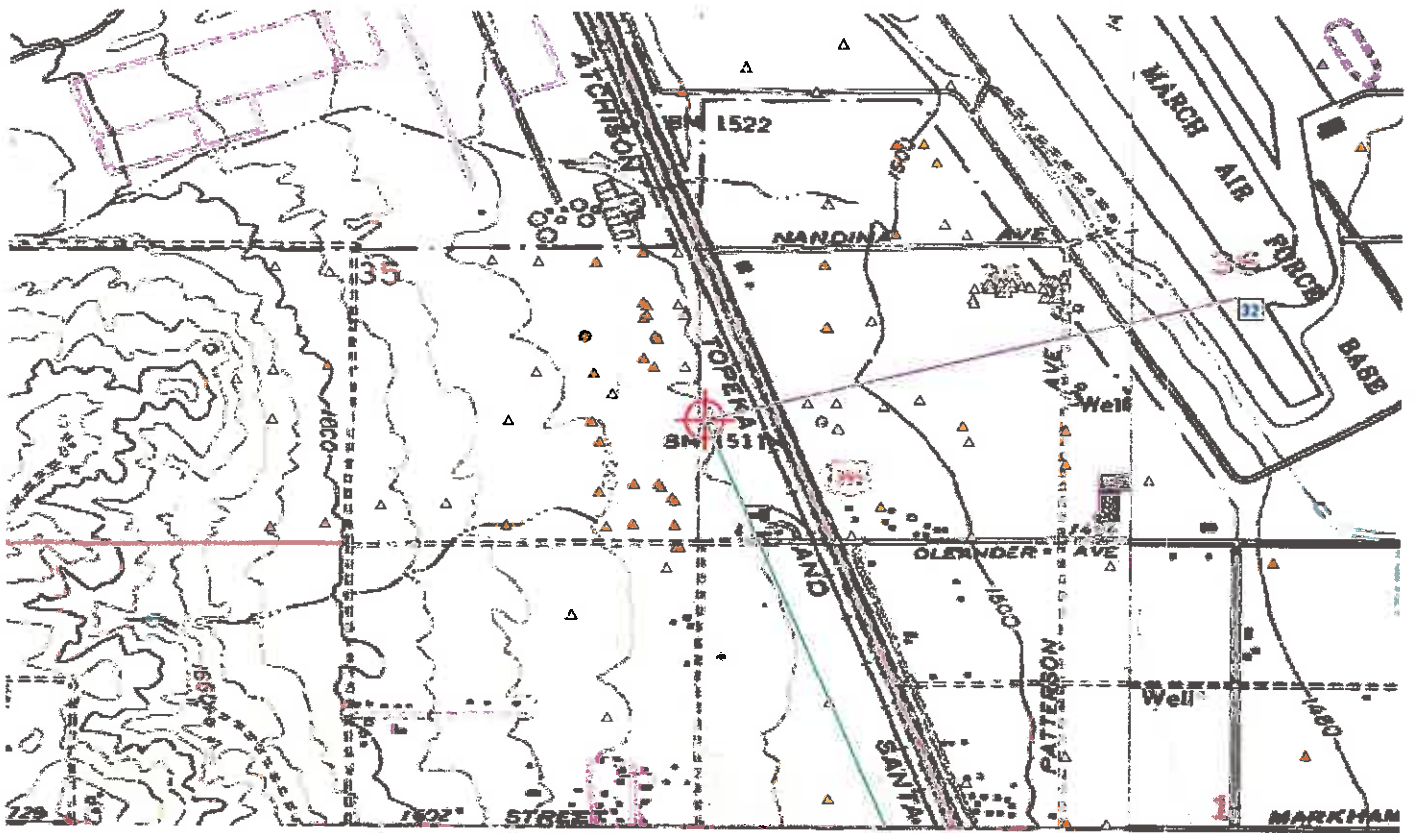
If we can be of further assistance, please contact our office at (817) 222-4613, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-15181-OE.

Signature Control No: 424602417-427747748

(DNE)

Natalie Schmalbeck
Technician

Attachment(s)
Map(s)



DATE	01/08/20
REVISION	
NO.	
DESCRIPTION	
BY	
CHECKED	
DATE	

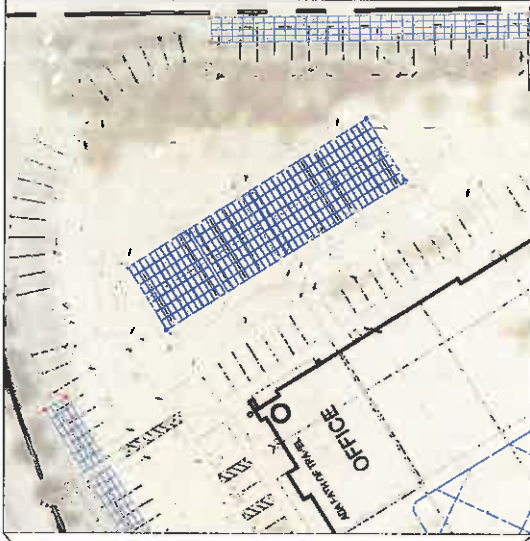
TRAMMEL CROW COMPANY
PHOTOVOLTAIC GENERATION SYSTEM
 HARVILL AVENUE @ HARLEY KNOX BOULEVARD
 MORENO VALLEY, CA

DATE: OCT 22, 2019
PROJECT NUMBER:
CLIENT: M. BARTON
DESIGNER: J. COLEMAN
CHECKER: A. BROWN

PRELIMINARY PHOTOVOLTAIC SITE PLAN

SHEET NO. PV-100

Environment Planning / Development Solutions
 EPD Solutions, Inc.
 10101
ENERGETIC SOLAR, INC.
 San Francisco, CA
 949-413-0758



DETAIL VIEW, TYPICAL PARKING AREA AND PV CANOPIES

- INDUSTRY STANDARD PHOTOVOLTAIC GENERATION SYSTEM
- MOUNTED TO SUPPORT / CANOPY STRUCTURES
 - STRUCTURES CONSTRUCTED FROM FINISHED TUBULAR AND I-BEAM STEEL COLUMNS, RAILS AND MODULE STRINGS. LED EXTERIOR LIGHTING FIXTURES AND CAMERAS, SET TO UNDERNEATH OF CANOPIES, TO MAINTAIN PARKING AREA LIGHTING & SECURITY.
 - 10 DEGREE FIXED TILT MODULE MOUNTING ANGLE, VARYING BEARINGS / ALIGNMENT OF ACTIVE PV SURFACE. SEE PLAN VIEWS.
 - MONO- OR POLYCRYSTALLINE MODULES, 370-420 WATTS DC PER MODULE; 15000VDC MAXIMUM.
 - ALTERNATE 1: SPECIFY AND INSTALL 8'-FOOT PV MODULES WITH ACTIVE PV SURFACE ON BOTH FACES OF PV MODULE. POTENTIAL 3-6% INCREASE IN PV PRODUCTION.
 - MINIMIZE AND COORDINATE SUPPORTING STRUCTURE DETAILS, TO MINIMIZE SHADING OF MODULE BACK SURFACE (WHERE FACIAL IS USED). PRESENT ON MODULES, AT NEW OR AT AGED CONDITION.
 - ALL PV SURFACE CANOPIES NOT TO SCALE
 - STRING PV INVERTERS 480 VOLTS 3P AC, ~75-125kW EACH

SITE DATA TABLE II

ARRAY #	ARRAY AREA (SQ FT)	ARRAY LENGTH (FT)	ARRAY WIDTH (FT)	ARRAY PERCENTAGE	ARRAY PERCENTAGE	ARRAY PERCENTAGE	ARRAY PERCENTAGE
1	10,000	100	100	10%	10%	10%	10%
2	10,000	100	100	10%	10%	10%	10%
3	10,000	100	100	10%	10%	10%	10%
4	10,000	100	100	10%	10%	10%	10%
5	10,000	100	100	10%	10%	10%	10%
6	10,000	100	100	10%	10%	10%	10%
7	10,000	100	100	10%	10%	10%	10%

PV SITE PLAN AND POSSIBLE ARRAYS
 NOTE: BLACK ARROWS INDICATE NORTH IS NOT TO SCALE

PRELIMINARY DESIGN — NOT FOR CONSTRUCTION



FORGESOLAR GLARE ANALYSIS

Project: **Diamond, Rev2**

Combined, roof-mount + carport PV

Site configuration: **TCrow Diamond PV_Rooftop only**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 13:20 on 10 Jan, 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: 34718.6382



PV Array(s)

Name: TCrow Diamond PV
Axis tracking: Fixed (no rotation)
Tilt: 25.0°
Orientation: 150.0°
Rated power: 1500.0 kW
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.859286	-117.260781	1532.67	20.00	1552.68
2	33.861540	-117.262616	1532.67	20.00	1552.68
3	33.862010	-117.261788	1524.97	20.00	1544.98
4	33.859830	-117.259933	1525.27	20.00	1545.28

Flight Path Receptor(s)

Name: C/KC, Rwy 14 Base

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.922394	-117.325047	1500.07	1500.07	3000.15
Two-mile	33.931244	-117.309014	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



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

Name: C/KC, Rwy 14 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.819225	-117.262269	1500.07	1500.07	3000.15
Two-mile	33.908131	-117.325528	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925156	-117.291061	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

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



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

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.931244	-117.309014	1500.07	1500.07	3000.15
Two-mile	33.922394	-117.325047	1500.07	1500.07	3000.15

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



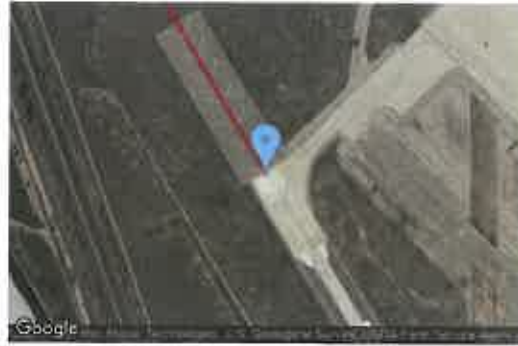
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908131	-117.325528	1500.07	1500.07	3000.15
Two-mile	33.819225	-117.262269	1500.07	1500.07	3000.15

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.925156	-117.291061	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910322	-117.264967	1500.07	1300.06	2800.14
Two-mile	33.905592	-117.270622	1500.07	1300.06	2800.14

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.887897	-117.229483	1500.07	1300.06	2800.14
Two-mile	33.910333	-117.256469	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.898508	-117.270608	1500.07	1300.06	2800.14
Two-mile	33.890258	-117.260681	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.904833	-117.292903	1500.07	1500.07	3000.15
Two-mile	33.908242	-117.286017	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848078	-117.243236	1500.07	1500.07	3000.15
Two-mile	33.844669	-117.250119	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.846422	-117.258344	1500.07	1500.07	3000.15
Two-mile	33.897972	-117.295011	1500.07	1500.07	3000.15

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905592	-117.270622	1500.07	1300.06	2800.14
Two-mile	33.910322	-117.264967	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910333	-117.256469	1500.07	1300.06	2800.14
Two-mile	33.887897	-117.229483	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876069	-117.243611	1500.07	1300.06	2800.14
Two-mile	33.884319	-117.253536	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1500.07	0.00	1500.07
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

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



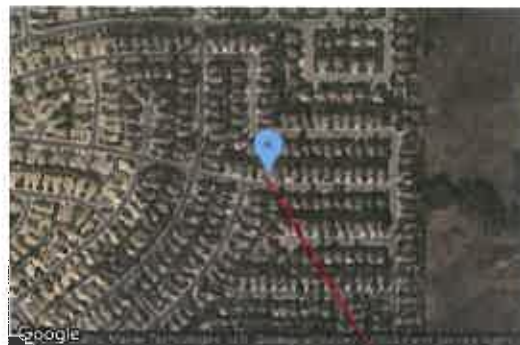
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844669	-117.250119	1500.07	1500.07	3000.15
Two-mile	33.848078	-117.243236	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908242	-117.286017	1500.07	1500.07	3000.15
Two-mile	33.904833	-117.292903	1500.07	1500.07	3000.15

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



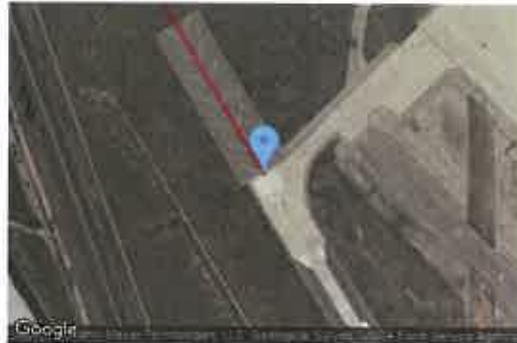
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.897972	-117.295011	1500.07	1500.07	3000.15
Two-mile	33.846422	-117.258344	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.854942	-117.241136	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.908131	-117.325528	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925156	-117.291061	1500.07	2000.10	3500.17
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.968036	-117.322128	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.819225	-117.262269	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836269	-117.227869	1500.07	2000.10	3500.17
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.793375	-117.196878	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.07	0.00	1500.07
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251208	1508.87	18.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
TCrow Diamond PV	25.0	150.0	3,808	0	3,501,000.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	0	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	1338	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	0	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	2470	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Results for: TCrow Diamond PV

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	0	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	1338	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	0	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	2470	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Final

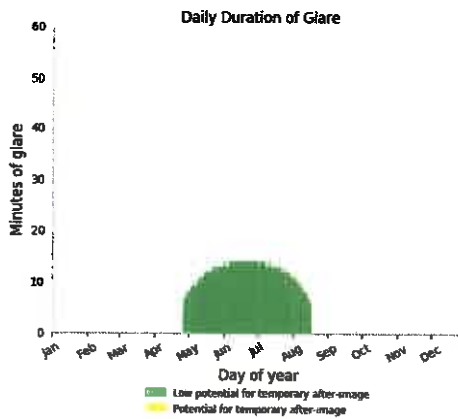
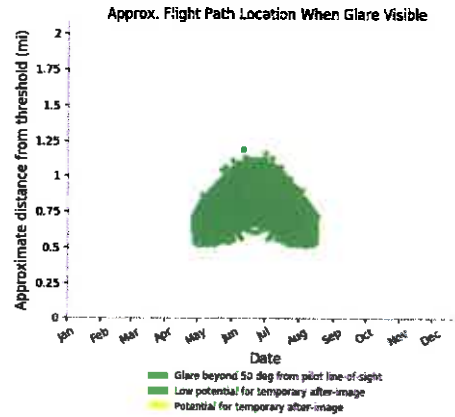
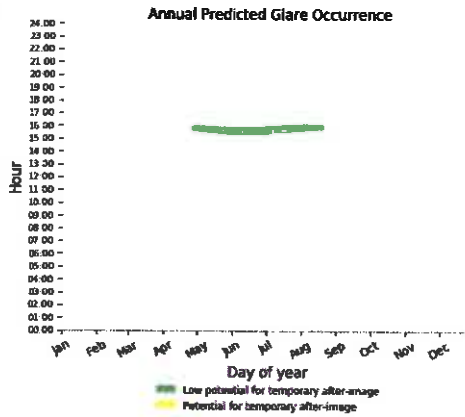
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare

1338 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Final

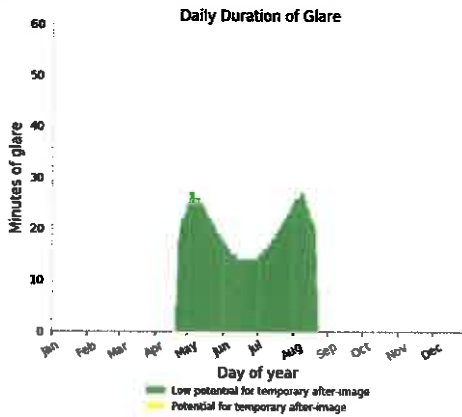
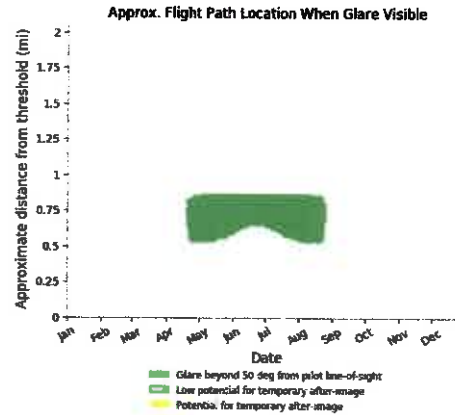
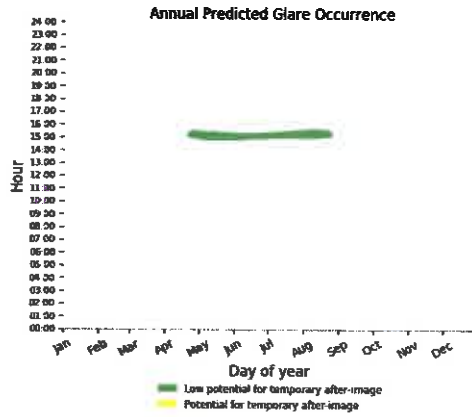
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare

2470 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

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

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

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

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

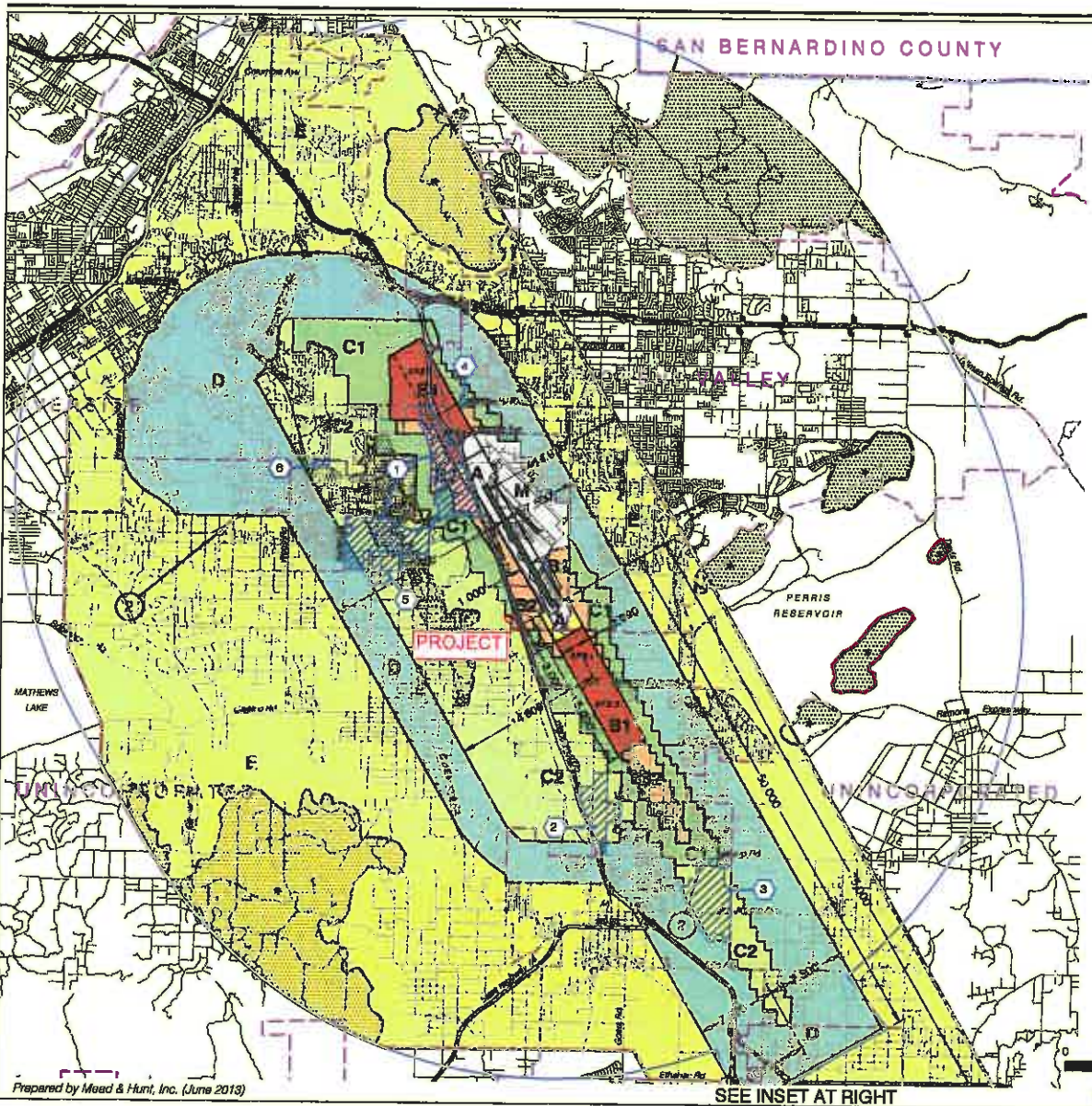
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

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

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

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

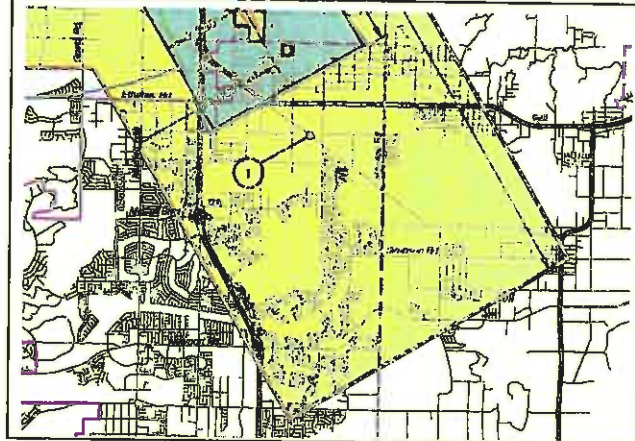
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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**

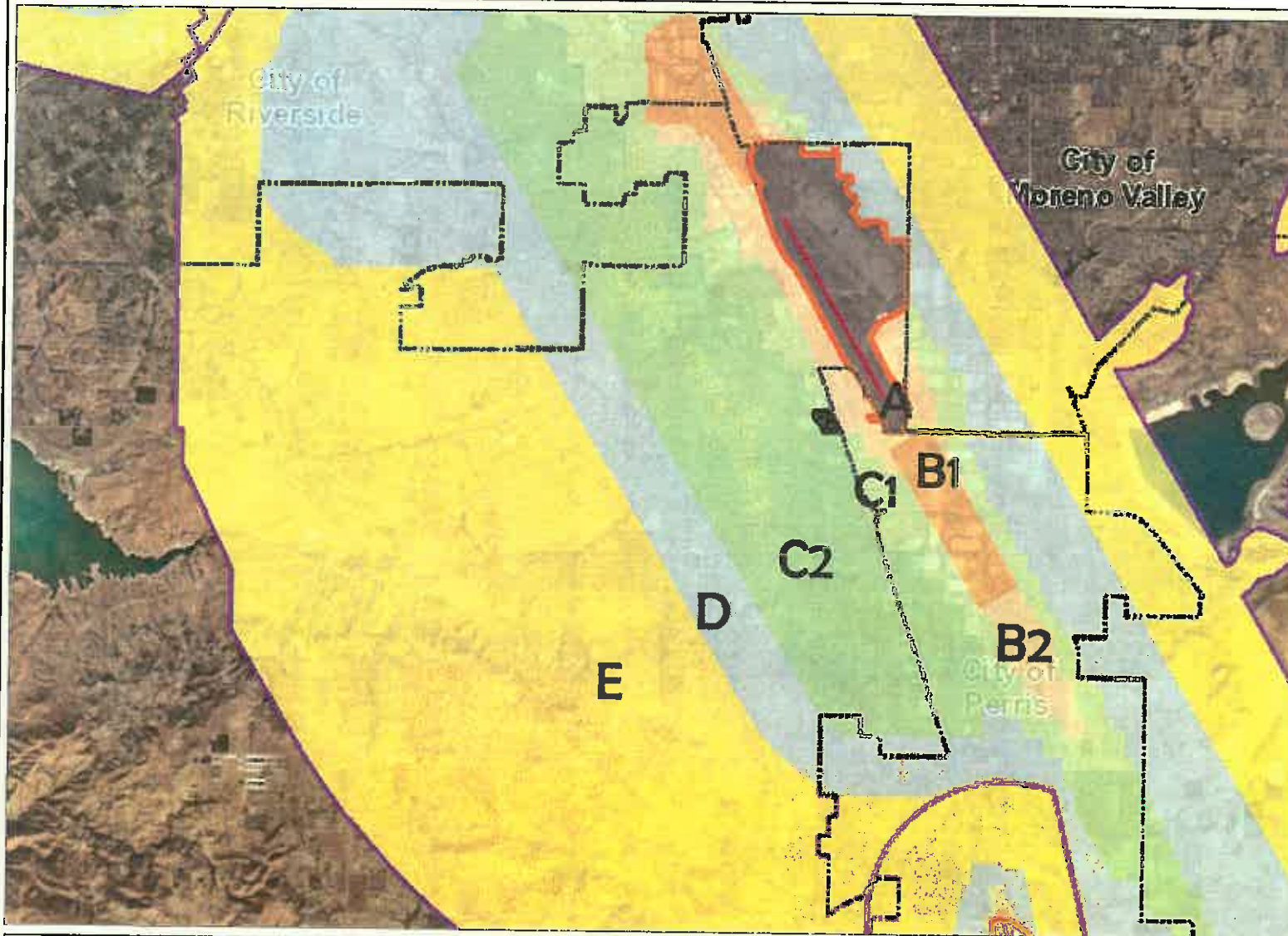
Note:
All dimensions are measured from
runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

Map My County Map



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



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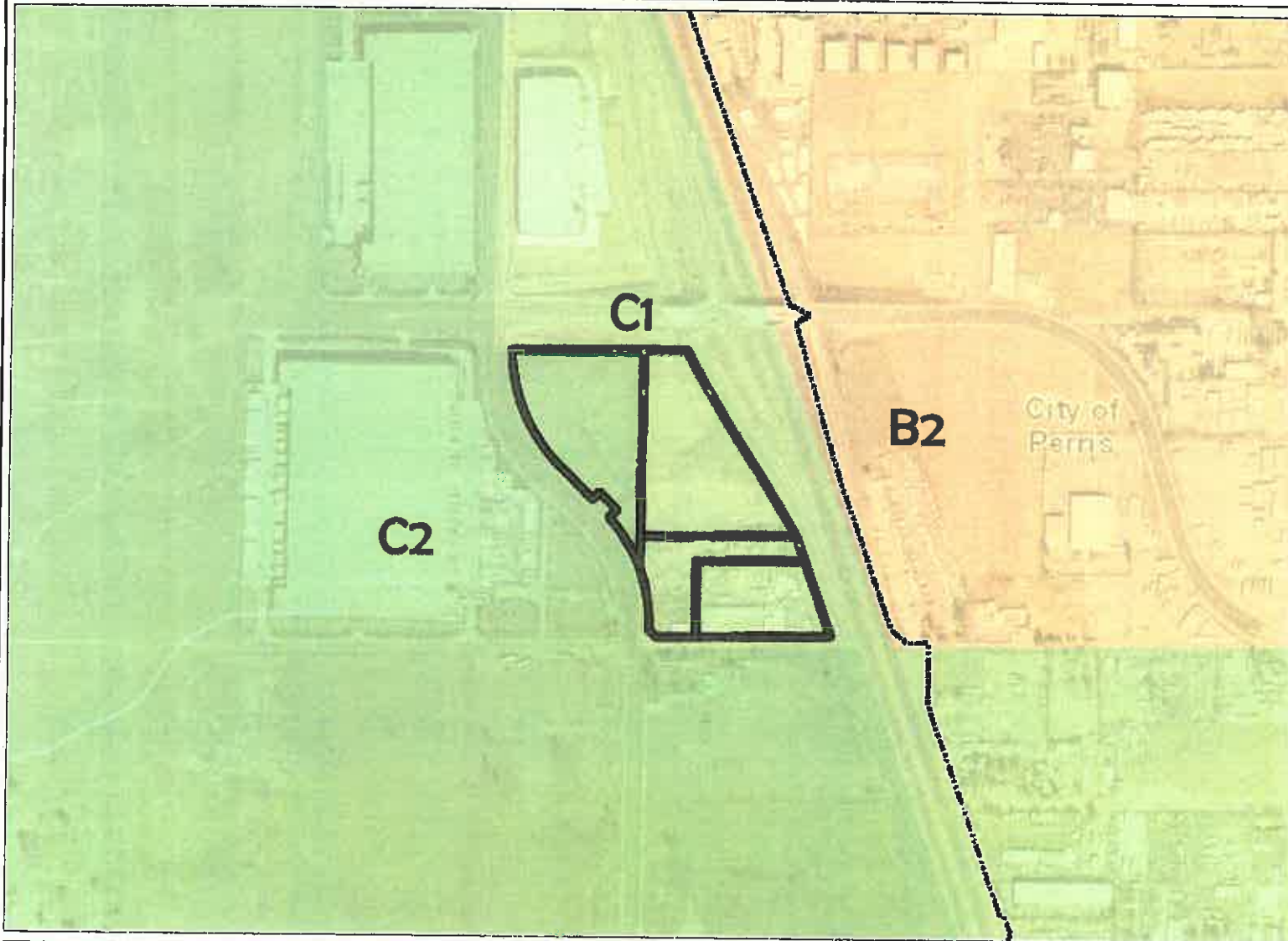
Notes



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Map My County Map



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



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



0 6 12,127 Feet
064

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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0 1 3,032 Feet
516

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Notes

Map My County Map



Los Angeles



San Diego

Tijuana

Mexico

Legend

 Blueline Streams

 City Areas

 World Street Map



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0 758 1,516 Feet

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Notes

Project Description

Assessor's Parcel Number: 295-310-049, 294-210 -048, 052, 057

Project Location and Land Use

The Diamond project site consists of 4 adjacent parcels spanning approximately 20 acres. The project site is located South of Harley Knox Blvd, North of Old Oleander Ave, West of the 215 freeway and East of Harvill Ave. The site is zoned M-M with a land use designation of light industrial.

The intent of the M-M zone is to: 1. Promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base; 2. Provide the necessary improvements to support industrial growth; 3. Insure the new industry is compatible with uses on adjacent lands; and, 4. Protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

The proposed speculative industrial use is allowed within the project zone with approval of a Plot Plan and meets the intent of the zone.

The proposed project is compatible with the present and future development of the area. Surrounding properties are described below:

WEST: Separated by Harvill Ave, land zoned I-P and improved with a logistics use (DSC Logistics).

EAST: The 1-215 Freeway and the City of Perris jurisdiction.

NORTH: Separated by Harley Knox Blvd, newly constructed distribution building zoned I-P and to the northwest land improved with a distribution service (iHerb).

SOUTH: Separated by Old Oleander Ave, land zoned M-H and improved with a bulk terminal for rail cars containing styrene.

Proposed Project

The Diamond project proposes to redevelop a site currently improved with Power PT dba AAA Pallet a manufacturer of wooden pallets and a company that repairs diesel engines. The project proposes an approximately 418,000 SF one story speculative industrial building with limited mezzanine. The proposed site will be utilized for industrial/manufacturing use with approximately 5,000 SF designated for supporting office use.

Truck loading docks and trailer parking is oriented away from adjacent streets and along the portion of the site that abuts the I-215 freeway.

One access point is proposed from Harvill Ave and two are proposed off Old Oleander Ave. It is assumed the eastern most driveway off Oleander and the driveway off Harvill will be used for truck access and circulation around the site.

The proposed project complies with all development standards of the M-M zone as highlighted below:

	Required	Provided
Parking:	1 space / 2000 SF of gross industrial floor area and 1/250 SF for office for a total of 227 stalls	228 Stalls
MAX Height:	50 FT	50FT
Setback:	0 FT	25FT (Harvill Ave) 26 FT (Old Oleander) . 36FT (Harley Knox)
Landscape Setback:	10 FT adjacent to ROW	10FT
Landscape:	10%	16.6%

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TCC DIAMOND - PLOT PLAN NO.
A TRAMMELL CROW COMPANY DEVELOPMENT

OWNER/APPLICANT:
 TRAMMELL CROW COMPANY
 1500 JEFFERSON ROAD, SUITE 200
 RIVERSIDE, CALIFORNIA 92503
 PHONE: (951) 514-1200
 FAX: (951) 514-1202

ARCHITECT:
 ARCHITECTS GRANDE LLP
 4716 VAN HORN ROAD
 RIVERSIDE, CALIFORNIA 92504
 PHONE: (951) 514-1200
 FAX: (951) 514-1202

ENGINEER:
 A. J. JONES ASSOCIATES
 1100 W. 10TH STREET
 RIVERSIDE, CALIFORNIA 92504
 PHONE: (951) 514-1200
 FAX: (951) 514-1202

ACREAGE:
 TOTAL AREA: 30.85 ACRES
 VACATION: 0.25 ACRES
 DEMONSTRATION: 0.25 ACRES
 TOTAL: 30.85 ACRES

PROJECT DATA:
 TOTAL AREA: 30.85 ACRES
 TOTAL FLOOR AREA: 100,000 SQ. FT.
 TOTAL FLOOR AREA: 100,000 SQ. FT.

AREAS INCLUDED:
 TOTAL: 200 STALLS
 TOTAL: 200 STALLS

LANDSCAPE:
 LANDSCAPED AREA: 10.00 ACRES
 UNDEVELOPED AREA: 10.00 ACRES
 LANDSCAPED AREA: 10.00 ACRES

MARKING ESTIMATED:
 TOTAL: 100,000 SQ. FT.
 TOTAL: 100,000 SQ. FT.

UTILITY COMPANIES:
 WATER: CALIFORNIA WATER SERVICE
 SEWER: SOUTHERN CALIFORNIA GAS COMPANY
 GAS: SOUTHERN CALIFORNIA GAS COMPANY

LAND USE/ZONING:
 ZONING: M-1
 ZONING: M-1

LEGEND:
 PROPOSED CONCRETE PAVEMENT
 PROPOSED LANDSCAPE AREA
 PROPOSED FURF ACCESS

PROPOSED DIMENSIONS:
 PROPOSED DIMENSIONS
 PROPOSED DIMENSIONS

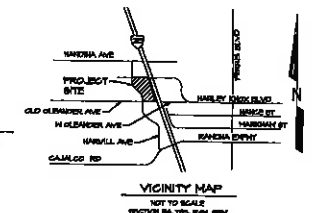
PROPOSED DIMENSIONS:
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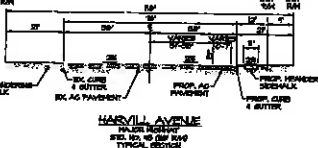
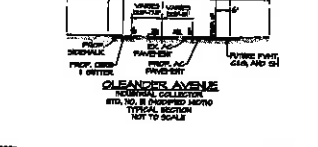
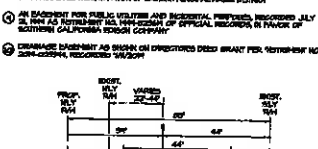
PROJECT DESCRIPTION:
 THIS PROJECT PROPOSES A 100,000 SQ. FT. BUILDING WITH APPROXIMATELY 200 STALLS OF OFFICE SPACE AND 200 STALLS OF RETAIL SPACE, 100,000 SQ. FT. OF OFFICE SPACE AND 200 STALLS OF RETAIL SPACE.

LEGAL DESCRIPTION:
 REFER TO TITLE REPORT THROUGHOUT WITH "REFERRED" FOR MORE DETAILS INFORMATION.

ASSessor'S PARCEL NUMBER(S):
 200-200-040
 200-200-041
 200-200-042, 043, 044

- NOTES:**
1. SOON THEREAFTER THE STATE OF CALIFORNIA SHALL BE SUBJECT TO REVISIONS.
 2. THE AREA IS SUBJECT TO CITY ORDINANCES AND IS SUBJECT TO REVISIONS.
 3. THE AREA IS SUBJECT TO CITY ORDINANCES AND IS SUBJECT TO REVISIONS.
 4. THE PROJECT IS LOCATED WITHIN THE VARIOUS ZONING DISTRICTS.
 5. ALL BUILDING UTILITIES ON THIS PLAN ARE APPROXIMATE IN LOCATION AND SIZE.
 6. THIS PROJECT IS LOCATED WITHIN THE HARVILL AVENUE PLAT.
 7. THIS PROJECT IS BEING A SPECIAL PLAN PAY DIRECT CONVEYOR TOOL.

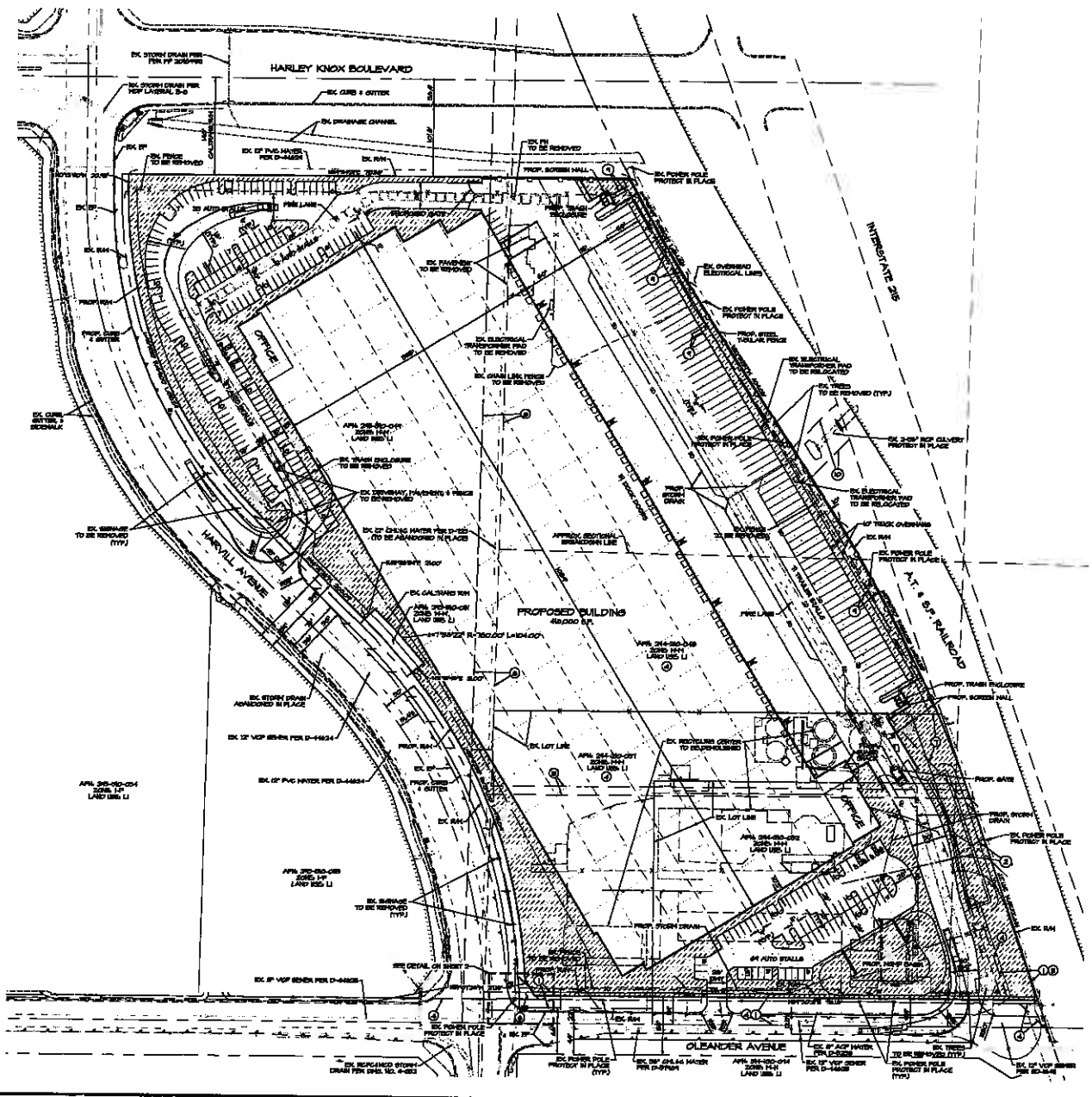
- PASSENGER NOTES:**
1. AN AGREEMENT FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT, INCLUDING THE DESIGN AND CONSTRUCTION OF THE PROJECT, INCLUDING THE DESIGN AND CONSTRUCTION OF THE PROJECT.
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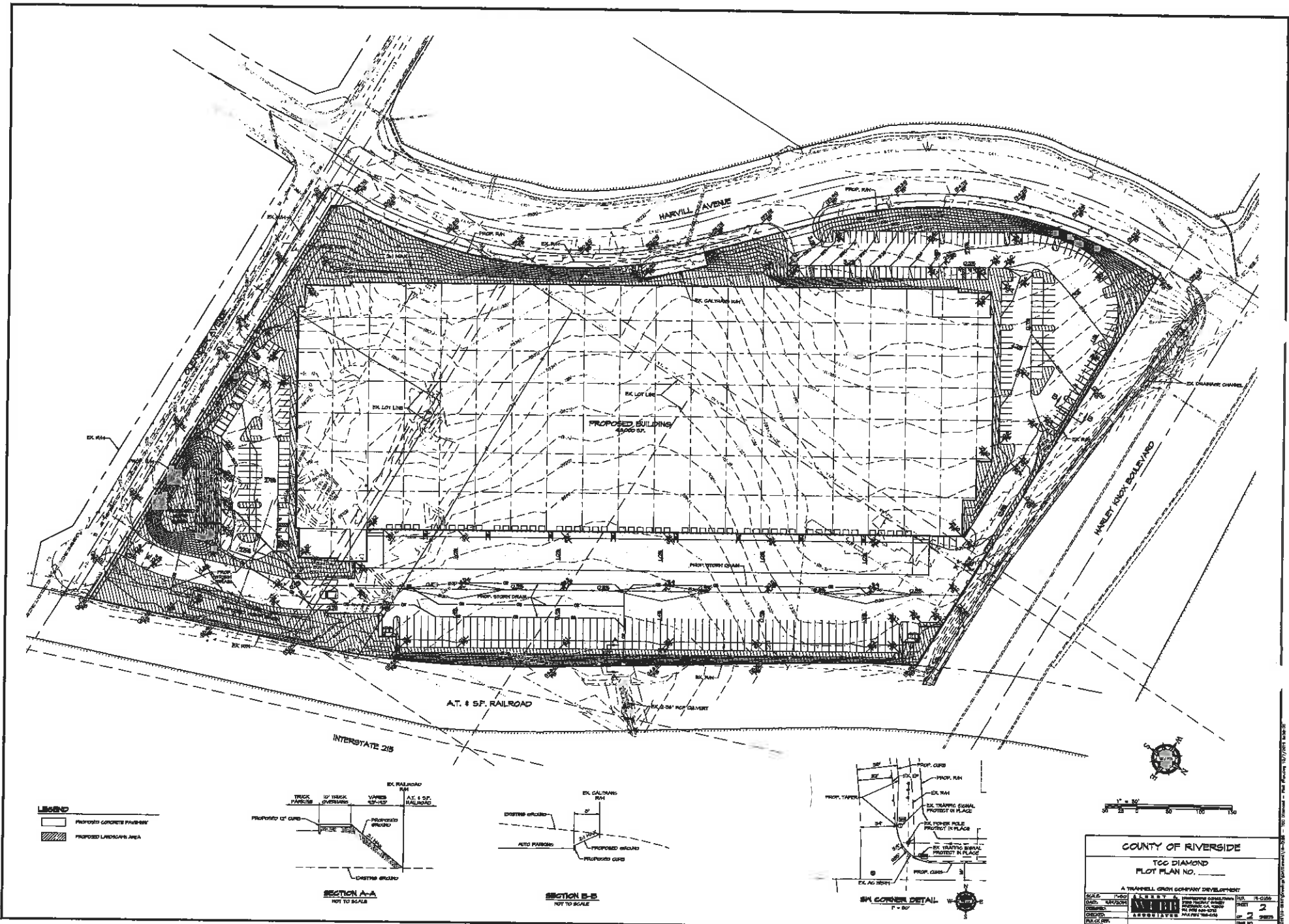


COUNTY OF RIVERSIDE
TCC DIAMOND
PLOT PLAN NO.

A TRAMMELL CROW COMPANY DEVELOPMENT

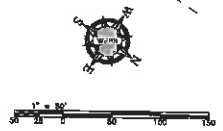
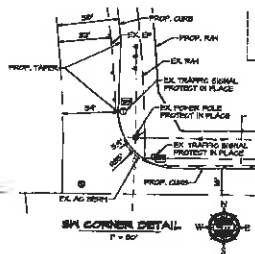
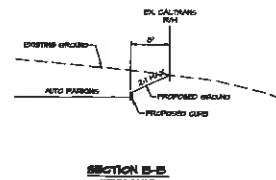
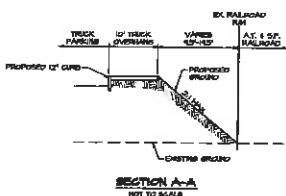
DATE: 11/20/2011	PROJECT: TCC DIAMOND	SCALE: 1" = 40'
BY: [Signature]	CHECKED: [Signature]	DATE: 11/20/2011
DESIGNED: [Signature]	APPROVED: [Signature]	DATE: 11/20/2011



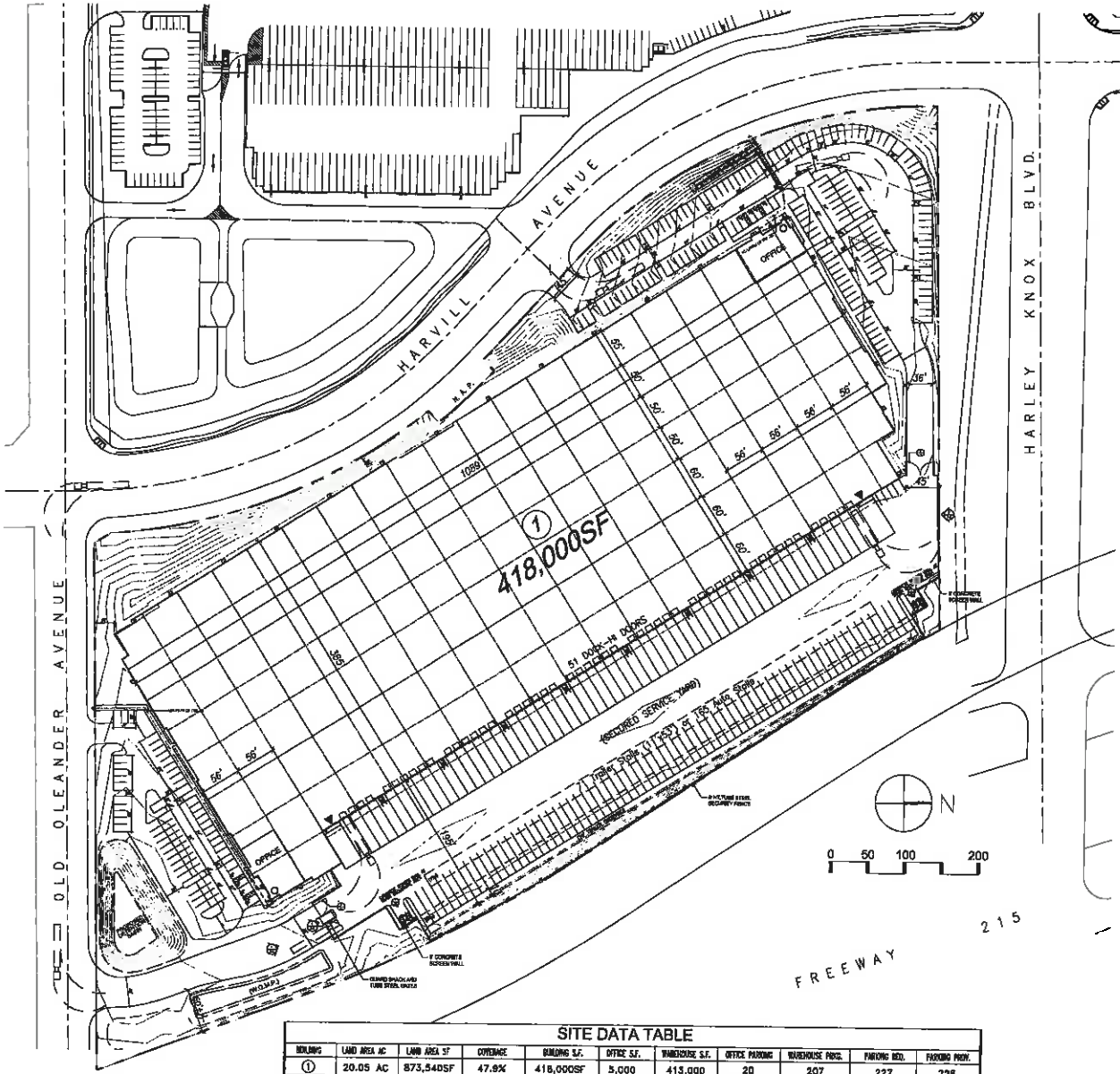


LEGEND

PROPOSED CONCRETE PAVEMENT
 PROPOSED LANDSCAPE AREA



COUNTY OF RIVERSIDE			
TGG DIAMOND			
PLOT PLAN NO. _____			
A TRAVELLER GROUP COMPANY DEVELOPMENT			
SCALE	DATE	DESIGNED BY	PROJECT NO.
1" = 50'	11/20/03	TRAVELLER GROUP	100-0000
DATE	BY	CHECKED BY	SHEET NO.
11/20/03	TRAVELLER GROUP	TRAVELLER GROUP	2
DATE	BY	CHECKED BY	SHEET NO.
11/20/03	TRAVELLER GROUP	TRAVELLER GROUP	2



OCCUPANCY CLASSIFICATION:
INDUSTRIAL OFFICE AND WAREHOUSE -- B, S1

CONSTRUCTION TYPE:
--TYPE X TILT-UP CONCRETE

PROJECT TEAM:

OWNER/APPLICANT:

TRAMMELL CROW COMPANY
ATTN: JANE CHASE
2001 JANNING ROAD, SUITE 233
DUNSMIRE BEACH, CA 92620
PHONE: (714) 477-1123

ARCHITECT:

ARCHITECTS CHANGE, LLP
4776 DAN JACOBO
144 N. ORANGE STREET
DUNSMIRE, CA 92626
PHONE: (714) 438-8286

ENGINEER:

ALBERT A. WEIN ASSOCIATES
57 WILLOW
3700 MCCOY STREET
DUNSMIRE, CA 92629
PHONE: (951) 885-1070
FAX: (951) 768-1566

LANDSCAPE ARCHITECT:

WIRTH LANDSCAPE
311 THREE AMM STREET
PLACENZA, CA 92701
(714) 888-9400
wirthlandscaperes.com

ACREAGE:

OFFICE AREA 20.33 ACRES
WAREHOUSE 146.00 ACRES
TOTAL 166.33 ACRES
TOTAL 166.33 ACRES
TOTAL 166.33 ACRES

PROJECT DATA

BUILDING AREA 418,000 S.F.
TOTAL AREA 418,000 S.F.

USE COVERAGE: PROVIDED: 47.9% MAX. ALLOWED: 50%

PERMITS REQUIRED: 207 STALLS
OFFICE 81,000 S.F. 20 STALLS
TOTAL 81,000 S.F. 207 STALLS
TOTAL PARKING REQUIRED: 227 STALLS

PARKING REQUIRED:

AUTO 290 STALLS
TOTAL 227 STALLS

LANDSCAPED AREA:

LANDSCAPED AREA REQUIRED: 12.0%
LANDSCAPED AREA PROVIDED: 144,584 S.F.

EARTHWORK ESTIMATE:

CUT: 85,000 CY
FILL: 70,200 CY
SUBGRADE/SUBDRAINAGE: 8,200 CY
NET (BALANCED) 0 CY

UTILITY COMPANIES:

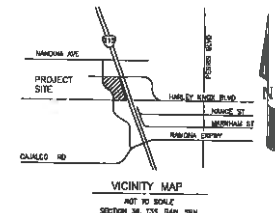
WATER: SOUTHERN CALIFORNIA GAS COMPANY
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA Edison
TELEPHONE: AT&T
GAS: SOUTHERN CALIFORNIA GAS COMPANY

LAND USE/ZONING:

EXISTING LAND USE: VACANT
PROPOSED LAND USE: INDUSTRIAL FACILITY
ENGINEER'S OFFICE ZONING: I-2
EXISTING & PROPOSED ZONING: INDUSTRIAL FACILITY
EXISTING & PROPOSED ZONING PLAN LAND USE L-1
SPECIFIC PLAN: 344

GRAPHIC LEGEND:

- = OFFICE ENTRY
- G.D. = GRADE DOOR (14'X14')
- = A.D.A. ACCESSIBLE PRKG.
- = PROPERTY LINE (SEE CIVIL)
- = DOCK DOOR & LEVELER
- = CANOPY OR OVERHANG
- = CENTERLINE OR GRID LINE
- = EASEMENT (SEE CIVIL)
- = TRASH ENCLOSURE W/ SOLID ROOF
A.D.A. ACCESSIBLE
- = TRACTOR TRAILER
- ← = ADA PATH OF TRAVEL



SHEET SHEET DESCRIPTION

- A1 OVERALL SITE PLAN
- A2 BUILDING FLOOR PLAN
- A3 BUILDING ELEVATIONS
- A4 WALL AND FENCE PLAN
- L1 CONCEPTUAL LANDSCAPE PLAN
- G1 PRELIMINARY GRADING PLAN
- G2 PRELIMINARY GRADING PLAN

PROJECT DESCRIPTION:

THIS PROJECT PROPOSES A 418,000 S.F. BUILDING WITH APPROXIMATELY 3,000 S.F. OF OFFICE SPACE AND 415,000 S.F. OF WAREHOUSE. 31 FOOD STORAGE AND STORAGE FOR AUTOMOBILES AND TRUCKS.

LEGAL DESCRIPTION:

REFER TO TITLE 50(000) 73719(000)99-RCM & 23717(00) 05-RCM FOR MORE DETAILED INFORMATION.

ASSESSOR'S PARCEL NUMBER(S):

22-310-044
22-010-048 -227, -229

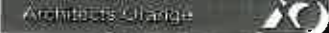
SITE DATA TABLE										
SECTIONS	LAND AREA AC	LAND AREA SF	COVERAGE	BUILDING S.F.	OFFICE S.F.	WAREHOUSE S.F.	OFFICE PARKING	WAREHOUSE PRKG.	PARKING REQ.	PARKING PROF.
①	20.05 AC	873,540SF	47.9%	418,000SF	5,000	415,000	20	207	227	228
							(4/1000)	(1/2000)		(.55/1000)

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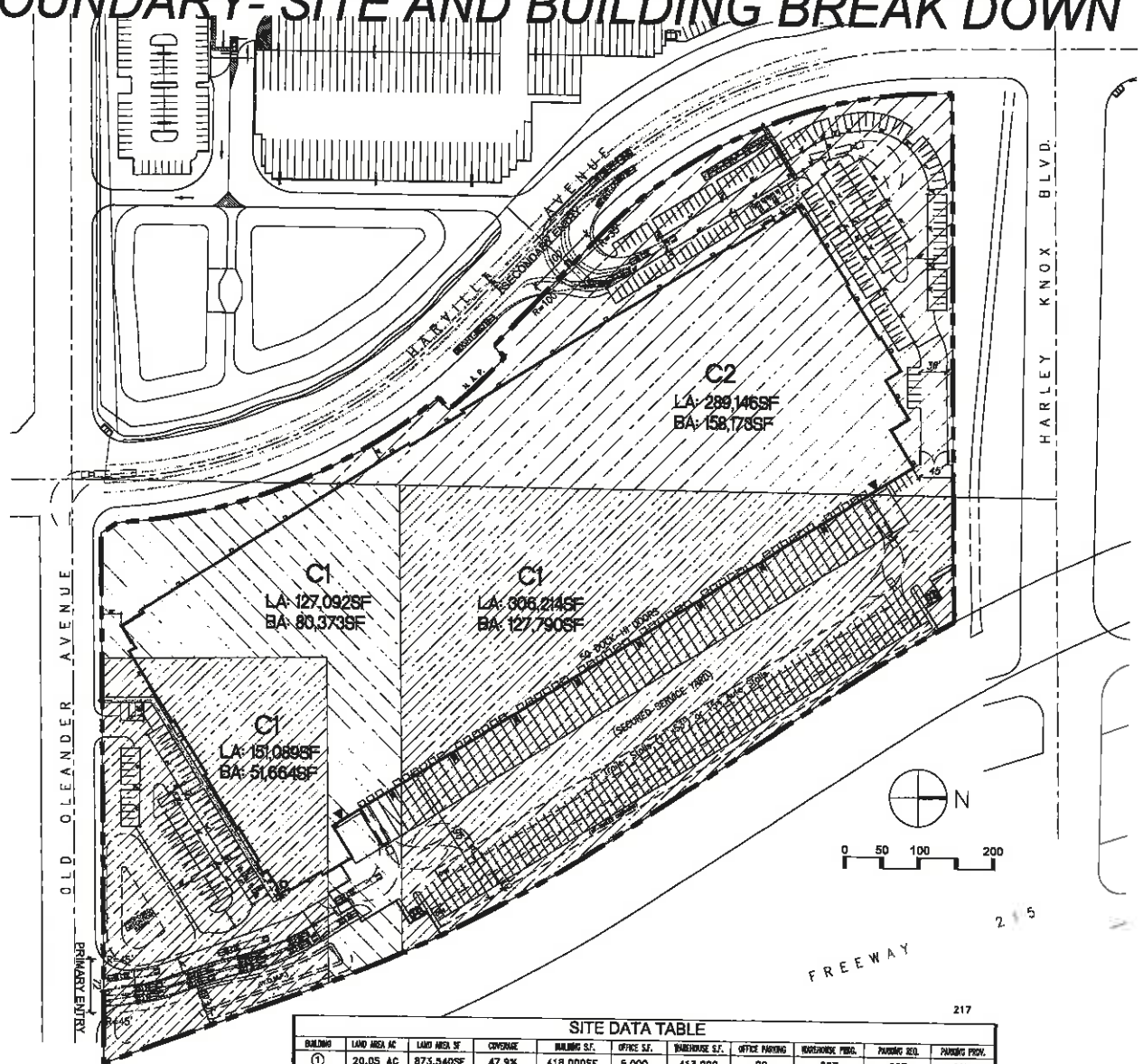
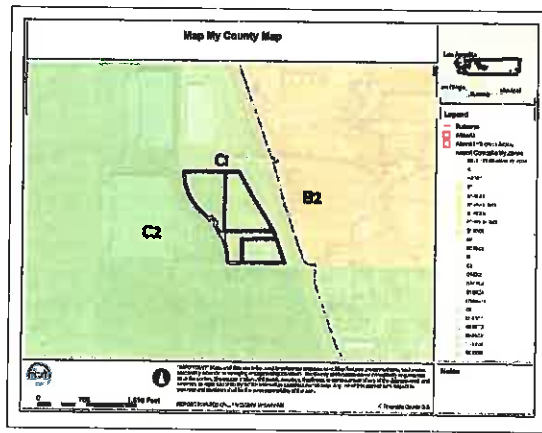
DIAMOND
COUNTY OF RIVERSIDE

CONCEPT SITE PLAN 10-08-2019



144 North Orange St. Orange, CA 92866 (714) 639-9860

AIRPORT ZONE BOUNDARY- SITE AND BUILDING BREAK DOWN



217

SITE DATA TABLE										
BUILDING	LAND AREA AC	LAND AREA SF	COVERAGE	BUILDING S.F.	OFFICE S.F.	WAREHOUSE S.F.	OFFICE PARKING	WAREHOUSE PARKING	PARKING REQ.	PARKING PROV.
①	20.05	873,540SF	47.9%	418,000SF	5,000	413,000	20	207	227	227
							(4/1000)	(1/2000)		(.65/1000)

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DIAMOND

CONCEPT SITE PLAN 12-03-2019

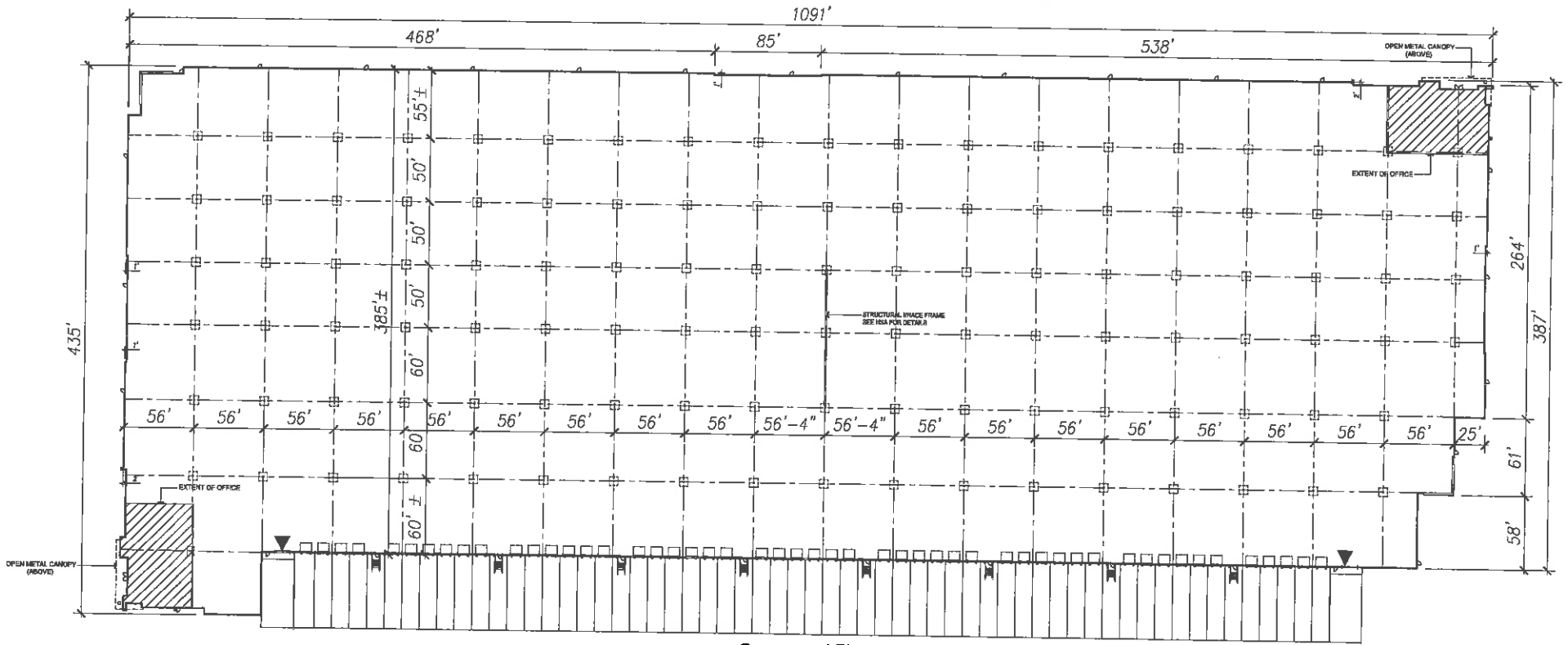
COUNTY OF RIVERSIDE

144 North Orange St. Orange, CA 92866 (714) 639-9860

A1

ADR: 2019





Conceptual Floor Plan



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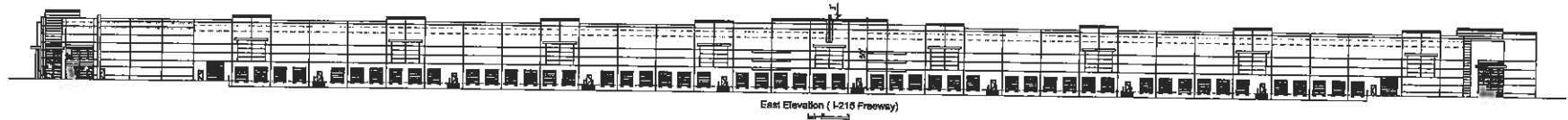
DIAMOND

COUNTY OF RIVERSIDE

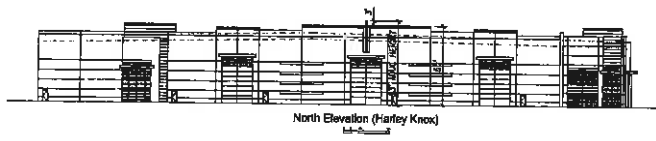
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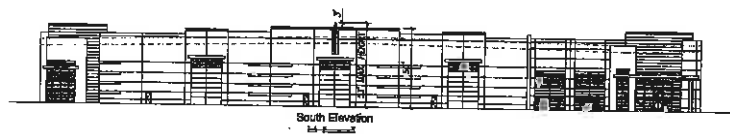
144 North Orange St. Orange, CA 92866 (714) 639-9860



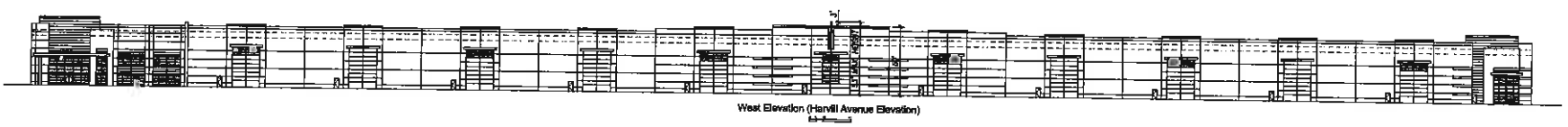
East Elevation (I-215 Freeway)



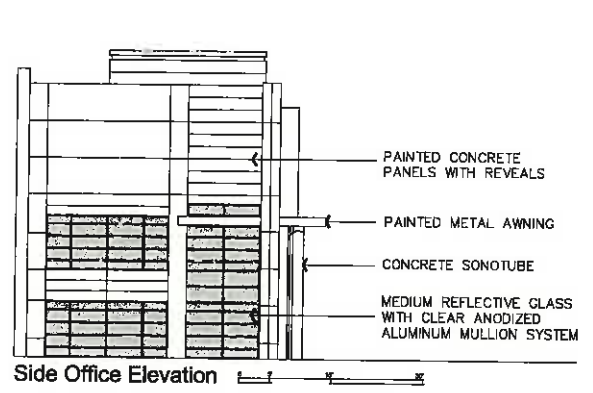
North Elevation (Harley Knox)



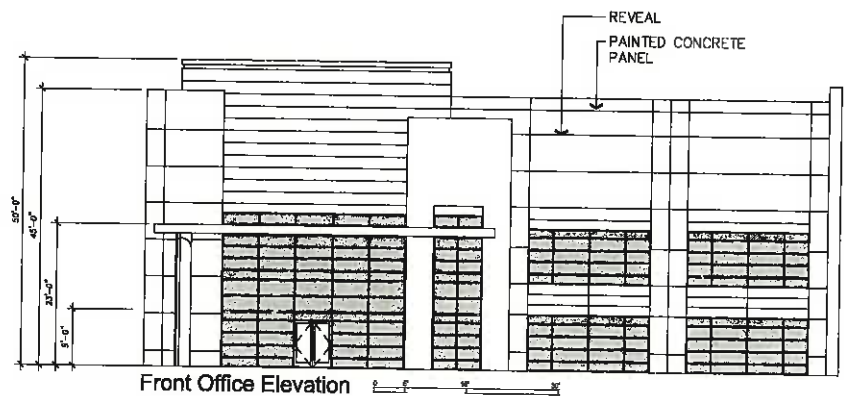
South Elevation



West Elevation (Harvill Avenue Elevation)



Side Office Elevation



Front Office Elevation

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DIAMOND

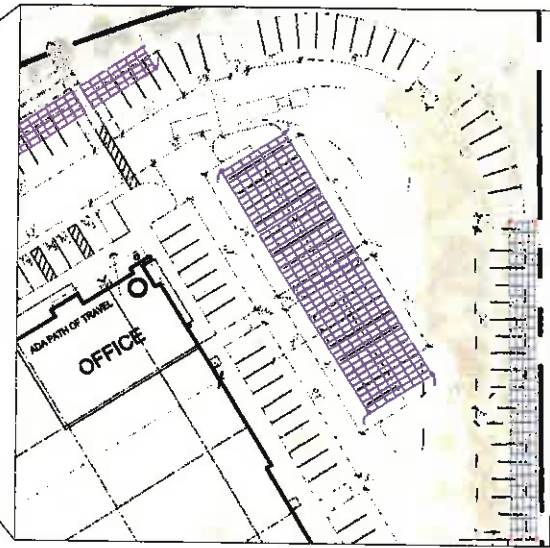
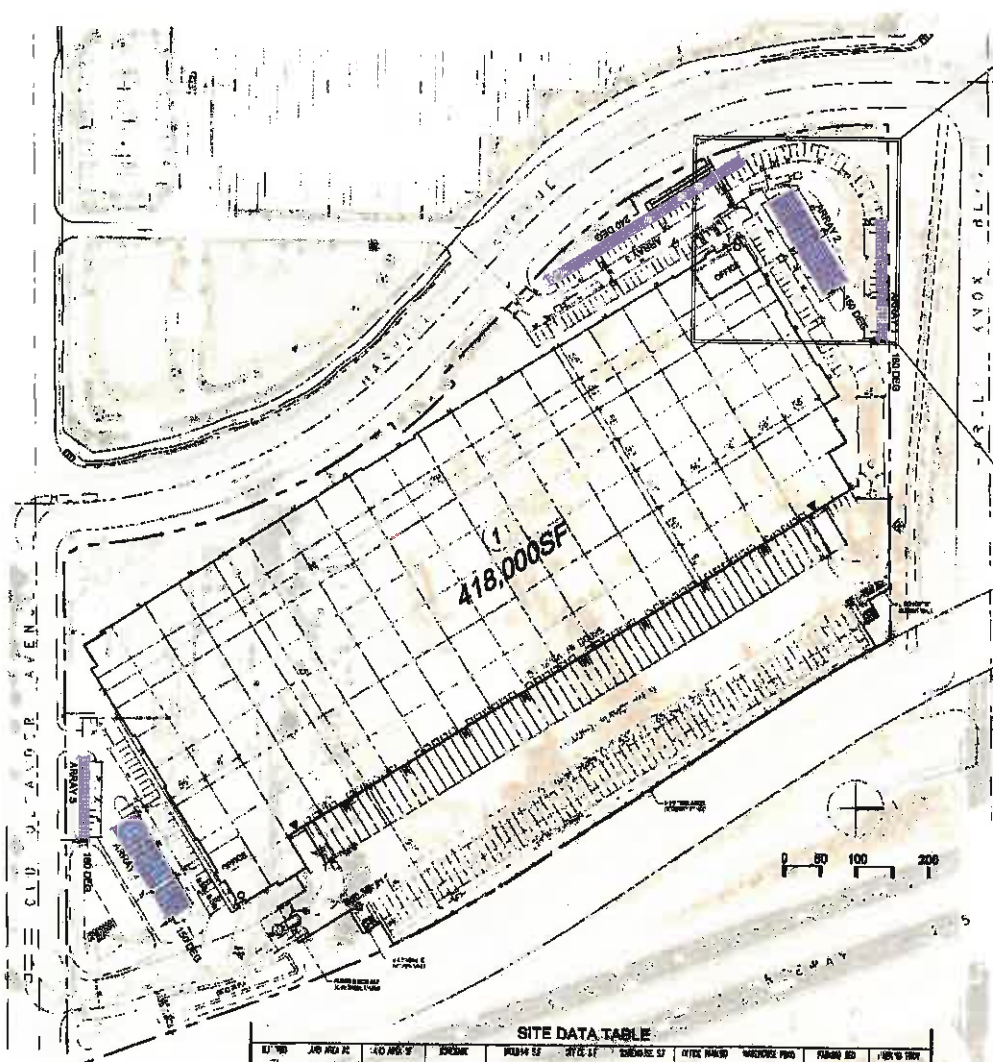
COUNTY OF RIVERSIDE

CONCEPT ELEVATIONS 10-08-2018

144 North Orange St. Orange, CA 92866 (714) 639-8860



COMMERCIAL AND INDUSTRIAL



DETAIL VIEW, TYPICAL PARKING AREA AND PV CANOPIES 1

- INDUSTRY STANDARD PHOTOVOLTAIC GENERATION SYSTEM**
- MOUNTED TO CARPORT / CANOPY STRUCTURES
 - STRUCTURES CONSTRUCTED FROM FINISHED TUBULAR AND I-BEAM STEEL COLUMNS, PURLINS AND MODULE STRINGERS. LED EXTERIOR FLOOD LIGHTING FIXTURES AND CAMERAS, SET TO UNDERNEATH OF CANOPIES, TO MAINTAIN PARKING AREA LIGHTING & SECURITY.
 - 10 DEGREE FIXED TILT MODULE MOUNTING ANGLE, VARYING BEARINGS / ALIGNMENT OF ACTIVE PV SURFACE. SEE PLAN VIEWS.
 - MONO- OR POLYCRYSTALLINE MODULES, 370-420 WATTS DC PER MODULE; 1500VDC MAXIMUM.
 - ALTERNATE 1: SPECIFY AND INSTALL BI-FACIAL PV MODULES, WITH ACTIVE PV SURFACE ON BOTH FACES OF PV MODULE. POTENTIAL 3-6% INCREASE IN PV PRODUCTION.
 - MINIMIZE AND COORDINATE SUPPORTING STRUCTURE DETAILS, TO MINIMIZE SHADING OF MODULE BACK SURFACE IF BI-FACIAL IS USED.
 - ANTI-GLARE COATINGS NOT ASSUMED PRESENT ON MODULES, AT NEW OR AT AGED CONDITION.
 - STRING PV INVERTERS 480 VOLTS 3ø AC, ~75-125kW EACH

SITE DATA TABLE

LOT NO	APPROX AC	APPROX SF	PERCENT	POTENTIAL PV	ESTIMATED SF	ESTIMATED KW	ESTIMATED MW	ESTIMATED MW	ESTIMATED MW	ESTIMATED MW
③	20.28 AC	8,124,450 SF	47.8%	418,000 SF	5,500	418,000	20	307	227	228

PV SITE PLAN AND POSSIBLE ARRAYS
 NOT TO SCALE
 NOTE PLAN NOTATION - NORTH IS SHEET RIGHT

PRELIMINARY DESIGN = NOT FOR CONSTRUCTION

DATE	DESCRIPTION

EPD

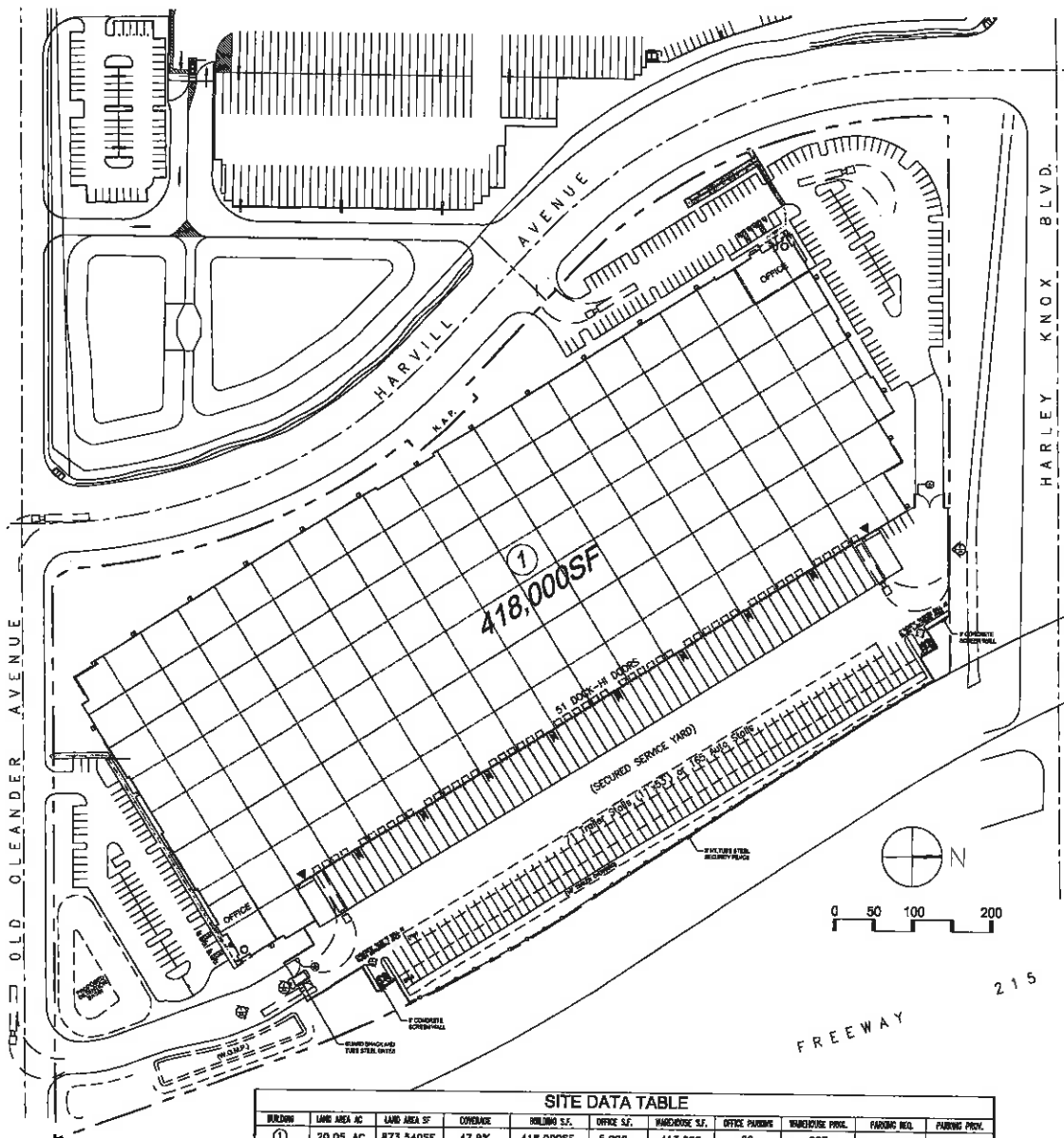
Environment | Planning |
Development Solutions
EPD Solutions, Inc.

EBERTIS SOLAR, INC
San Francisco, CA
949-412-6763

TRAMMELL CROW COMPANY
DIAMOND
PHOTOVOLTAIC GENERATION SYSTEM
 HARKILL AVENUE @ HARLEY KNOX BOULEVARD
 MORENO VALLEY, CA

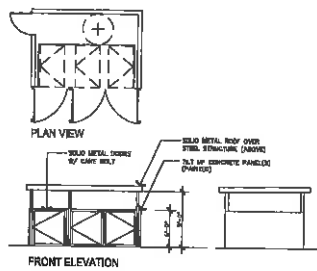
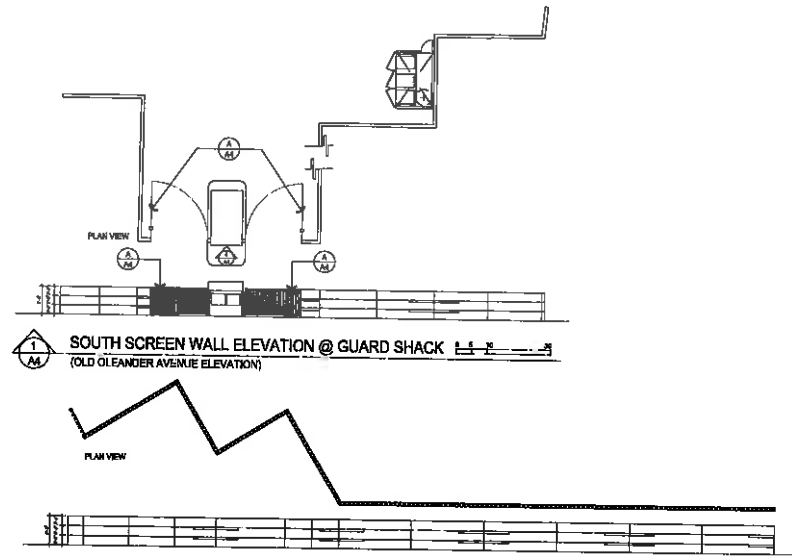
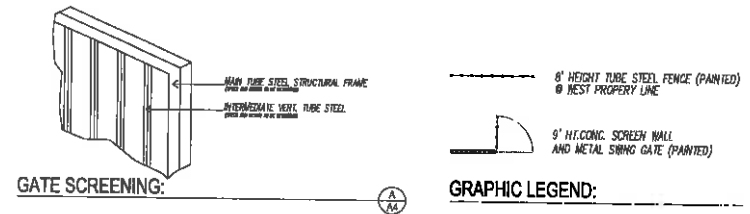
DATE	OCT 22, 2019
PROJECT NUMBER	14-047010M
ISSUE NO.	001-019-001-00-00
SCALE	AS SHOWN
PRELIMINARY PHOTOVOLTAIC SITE PLAN	

SHEET NO:
PV-100



SITE DATA TABLE										
BLK/LOT	LAND AREA AC	LAND AREA SF	COVERAGE	BUILDING SF.	OFFICE SF.	WAREHOUSE SF.	OFFICE PARKING	WAREHOUSE PARK.	PARKING REG.	PARKING PREV.
①	20.05 AC	873,340SF	47.8%	418,000SF	5,000	413,000	20 (4/1000)	207 (1/2000)	227	228 (.56/1000)

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FRONT AND SIDE VIEW
Provided by Bill O'Connell, Inc.
(951) 959-1438
Cerramon Guard Booth with Red room (30)

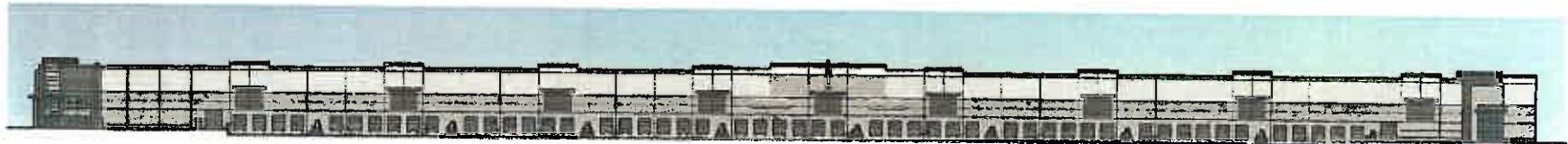


DIAMOND
COUNTY OF RIVERSIDE

SCREEN WALL AND FENCE PLAN 10-08-2019



144 North Orange St. Orange, CA 92866 (714) 639-9860



East Elevation (I-215 Freeway)
1/4 Section



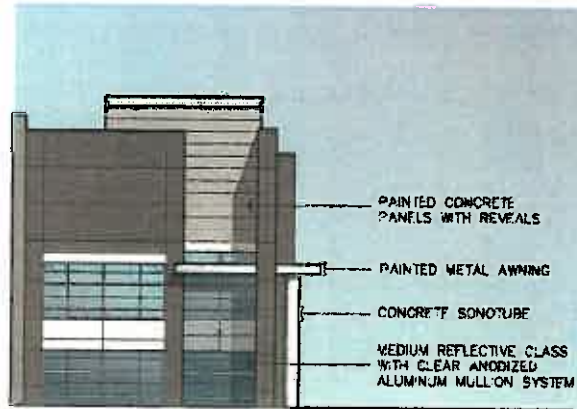
North Elevation (Harley Knox)
1/4 Section



South Elevation
1/4 Section

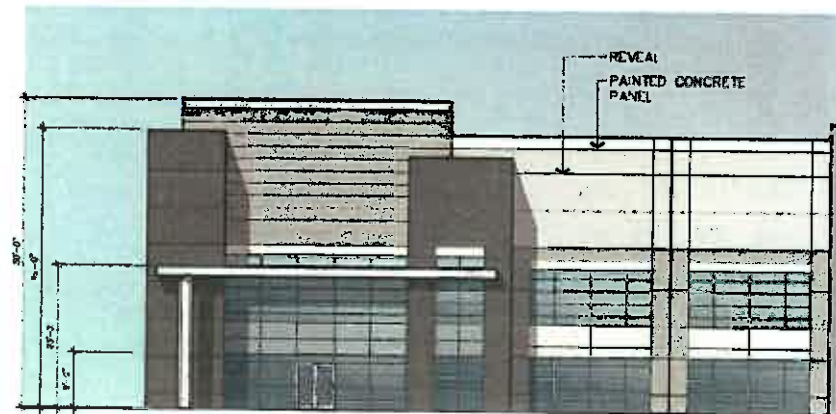


West Elevation (Harvil Avenue Elevation)
1/4 Section



Side Office Elevation

- PAINTED CONCRETE PANELS WITH REVEALS
- PAINTED METAL AWNING
- CONCRETE SONOTUBE
- MEDIUM REFLECTIVE GLASS WITH CLEAR ANODIZED ALUMINUM MULLION SYSTEM



Front Office Elevation

REVEAL
PAINTED CONCRETE
PANEL

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DIAMOND

COUNTY OF RIVERSIDE

CONCEPT ELEVATIONS 10-05-2019

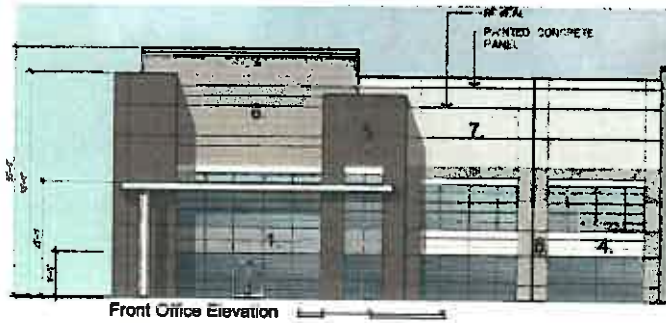
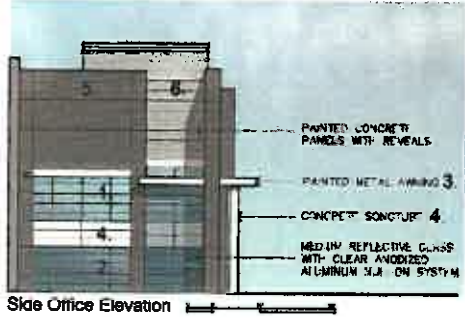
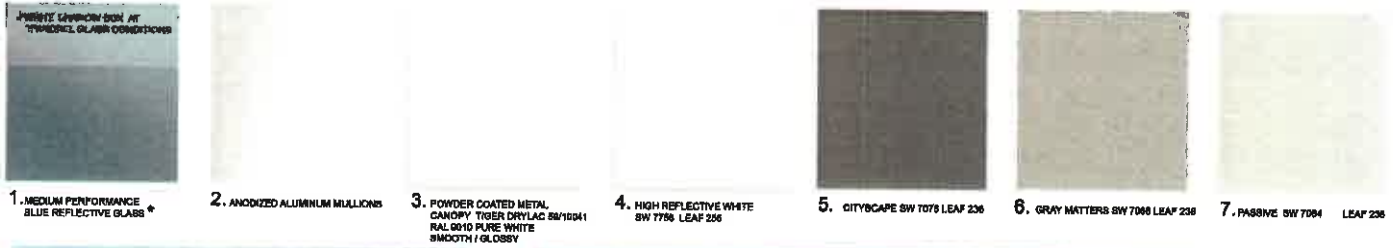
Architects Orange

AOR: 2019

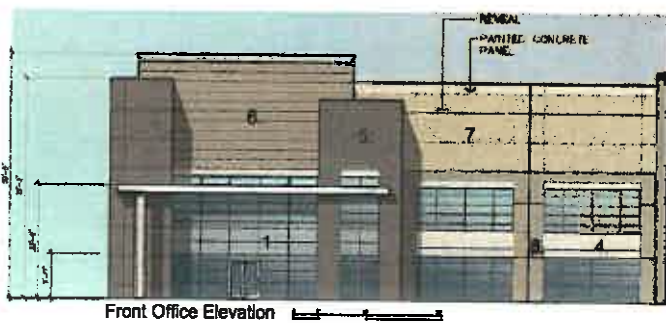
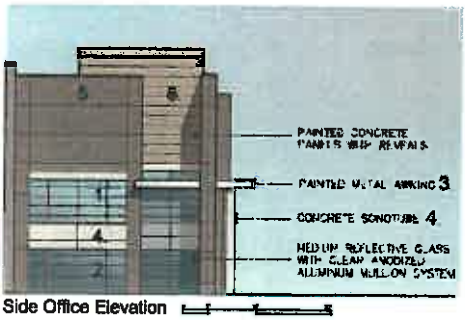


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COLOR SCHEME OPTION A



COLOR SCHEME OPTION B (COLORS TO MATCH EXISTING ADJACENT BUILDINGS)



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Trammell Crow Company

DIAMOND

COUNTY OF RIVERSIDE

COLOR BOARD

Architects Orange

ADR 2219



144 North Orange St. Orange, CA 92866 (714) 639-9860



ENERT/S

Report prepared for:
EPD Solutions, Inc

**Owner's Engineering Report for
Solar Glare Hazard Analysis,
Diamond PV Project
Perris, California**

September 29, 2019

Rev 1: 10/29/19





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1. EXECUTIVE SUMMARY

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

Enertis Solar, LLC (hereinafter, Enertis, Owner's Engineer or OE) has completed the required analysis using acceptable solar glare hazard (SGH) analysis software on a possible roof-mounted PV array as well as likely locations and sizing should the PV arrays be mounted to car-port canopy structures, and found the project to Enertis has found that both possible configurations PASS analysis compliant with FAA and USAF regulations. Inputs, model parameters and results from this analysis program are documented and included in the Appendices.

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



Figure 1-1 Area Plan

2. SOLAR GLARE HAZARD ANALYSIS, METHOD and RESULTS

2.1. Solar Glare Analysis Tools and Standards

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

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

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

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

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

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

2.2. Customer-provided Information

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

Customer-Supplied Information	
Item	Description
SP2_8282019-Layout1.pdf	Site Plan, 'Diamond' development, Trammell Crow Harley Knox Blvd at Harvill Ave By Architects Orange

Table 2-1 Summary of reference information provided to date

2.3. Preliminary Photovoltaic Array Design

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

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

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

The PV system summary is included below:

Photovoltaic Design Parameters and Information	
Parameter	Selection, Description or Information
PV Modules	Canadian Solar, M#CS3U-375 (up to -395) or equal. High efficiency monosilicone PERC PV modules; 1000V / 1500V DC No Anti-Glare coating or treatment is assumed as coating and benefits may degrade with age
PV Racking Systems	<ol style="list-style-type: none"> Unirac, RM10 series; Panel Claw, clawFR series; or equal 10 Degree fixed tilt ballasted roof-top PV racking system Possible walkway widths (Row Gap), and resulting roof coverage ratio : <ul style="list-style-type: none"> 11" Row Gap yields an 80% roof coverage ratio 14" Row Gap, 75% roof coverage ratio 17" Row Gap, 70% roof coverage ratio
PV Racking Systems – Alternate Carport Systems	<ol style="list-style-type: none"> Mounting structures to be "carport" style, above portions of the planned parking area. Effective 10 degree fixed tilt at the module active surface.

	<p>1-3. Arrays are aligned with proposed parking plan and curbs, using industry-standard spans, spacing and dimensions</p>
Inverters, Balance of System	<p>Likely 1000-volt DC-rated PV system (rated peak voltage); connected to string-level inverters, 60-120kW AC each;</p> <p>These sub-systems have no significant reflective surfaces or impact to the glare analysis. Electrical enclosures, less than 2 square feet roof area per unit, housed in finished, exterior-rated gray metal or fiberglass enclosures.</p>
Assumed buildable PV array roof area, and resulting approximate PV system size	<p>Gross rectangular is approximation of potential PV array area, based on Customer-supplied information.</p> <p>Area estimates do not include any significant space offsets for HVAC systems, vertical structures creating shading offset areas, etc.</p> <p>Roof coverage areas possible in PV areas are 70-80%, as noted above. Assumed available roof area is set at 65% in the following calculation, allowing some allowance for HVAC, fire department and other space offsets.</p> <p>PV Module power density is approximately 19 watts DCp per square foot of active PV area, based on the PV module class listed.</p> <p>Rooftop Arrangement: Approx 798' east-west x 250' north-south, with an area removed from this rectangle, along the north perimeter. 180 deg (south facing) azimuth and front building façade;</p> <p>Allow for service and mechanical aisles, each 100-150', in each direction;</p> <p>Approx 760'x 220' PV array area;</p> <p>65% Roof Coverage Ratio, for active PV area to total roof area;</p> <p>19 watts DCp per square foot;</p> <p><u>Maximum</u> PV system size approximately 2,050 kW DCp, without set-aside area for HVAC or other obstructions;</p> <p>A value of 1600kW DCp (~1,200kW AC) was used in GlareGauge modeling, to accommodate potential compromises in project area or use of lower power class of module.</p>
Approximate PV System size, Alternate Carport Systems	<p>Five PV sub-arrays were preliminarily designed for the parking areas at the Diamond facility. Total capacity, assuming 380-400 watts per module, would be approximately 400kW DCp.</p> <p>This configuration and power capacity were used in the revised glare analysis.</p>

Table 2-2 Summary of Preliminary Photovoltaic Design

2.4. Air Force / Base Requirements

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



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

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

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

	Three Point			2-mile point		
	Lat	Lon	Elev	Lat	Lon	Elev
Rwy 12/30 GA Rectangular Analysis						
GA, Rwy 12 Upwind	N 33° 53' 03.55" 33.8843194	W 117° 15' 12.73" -117.2535361	1,500	N 33° 52' 33.85" 33.8782694	W 117° 14' 37.00" -117.2436101	2,800
GA, Rwy 30 Final	N 33° 52' 33.85" 33.8760694	W 117° 14' 37.00" -117.2436111	2,800	N 33° 53' 03.55" 33.8943194	W 117° 15' 12.73" -117.2535361	1,500
GA, Rwy 30 Base	N 33° 52' 50.93" 33.8805130	W 117° 13' 46.08" -117.2294667	2,800	N 33° 52' 33.89" 33.8760694	W 117° 14' 06.43" -117.2351094	2,800
GA, Rwy 12 Crosswind	N 33° 52' 33.88" 33.8760696	W 117° 14' 06.43" -117.2351194	2,800	N 33° 52' 50.93" 33.8805139	W 117° 13' 46.08" -117.2294667	2,800
GA, Rwy 12 Downwind	N 33° 53' 16.43" 33.8878972	W 117° 13' 46.14" -117.2294833	2,800	N 33° 54' 37.20" 33.9103533	W 117° 15' 23.29" -117.2564694	2,800
GA, Rwy 30 Downwind	N 33° 54' 37.20" 33.9103333	W 117° 15' 23.29" -117.2564694	2,800	N 33° 53' 16.43" 33.8878972	W 117° 13' 46.14" -117.2294833	2,800
GA, Rwy 12 Base	N 33° 54' 37.16" 33.9103222	W 117° 15' 53.88" -117.2649667	2,800	N 33° 54' 20.13" 33.9055517	W 117° 16' 14.24" -117.2706222	2,800
GA, Rwy 30 Crosswind	N 33° 54' 20.13" 33.9055117	W 117° 16' 14.24" -117.2706222	2,800	N 33° 54' 37.16" 33.9103117	W 117° 15' 53.88" -117.2649667	2,800
GA, Rwy 12 Final	N 33° 53' 54.63" 33.8985033	W 117° 16' 14.19" -117.2705933	2,800	N 33° 53' 24.93" 33.8907988	W 117° 15' 38.45" -117.2606806	1,500
GA, Rwy 30 Upwind	N 33° 53' 24.93" 33.8932133	W 117° 15' 38.45" -117.2606806	1,500	N 33° 53' 54.63" 33.8985080	W 117° 16' 14.19" -117.2706063	2,800

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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248261	1500.07	0.00	1500.07
Two-mile	33.854842	-117.241136	1500.07	1500.07	3000.15

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



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

Figure 2-2 A sample of USAF FP requirements, as represented in GlareGauge modeling

2.5. Results

Enertis finds that the Project as modeled and specified **PASSES** glare hazard model criteria, for both the roof-mounted and the alternate carport PV structure systems, with zero minutes per year outside the 'green zone' of acceptable reflected energy.

The complete Glare Report is available and provided, under separate cover from this report summary.

FORGESOLAR GLARE ANALYSIS

Project: **Test, Ver3**

Site configuration: **TCrow Diamond PV**

Analysis conducted by Mark Burton (Mark.Burton@EnerTis.com) at 07:20 on 27 Sep, 2019.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 83276. This policy requires the following criteria be met for solar energy systems on airport property:

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

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

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

Figure 2-3 Report and system summary, GlareGauge

FORGESOLAR GLARE ANALYSIS

Project: EPD Solutions, Diamond Alternate PV

Site configuration: TCrow Diamond PV

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 20:05 on 29 Oct, 2019.

U.S. FAA 2013 Policy Adherence

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

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

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

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

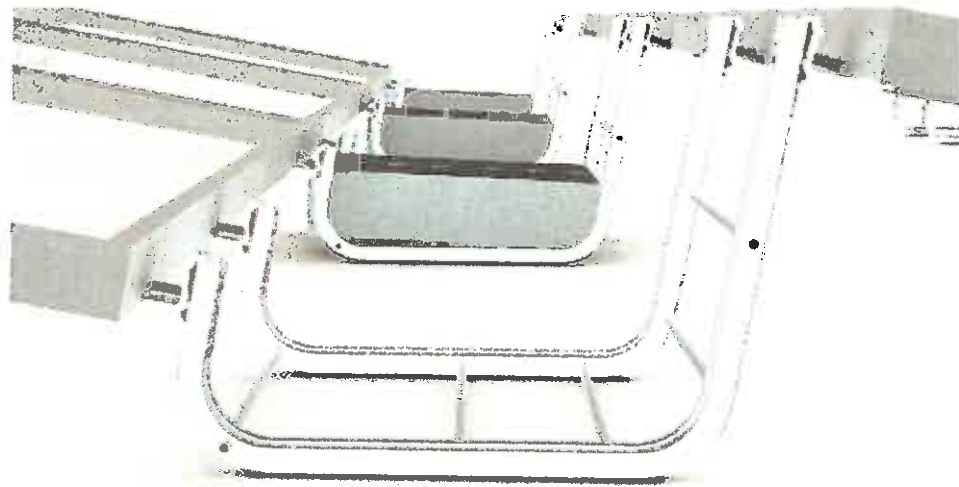
Figure 2-4 Report and system summary, Alternate PV design

Unirac, Roof Mount RM10 series PV racking solution

ROOFMOUNT



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



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

3. APPENDICES

3.1. Appendix 1 - Technical Reference Sheets

Canadian Solar. Monocrystalline, High efficiency PV modules

KuMax

HIGH EFFICIENCY MONO PERC MODULE

CS3U-375 | 380 | 385 | 390 | 395MS
(1000 V / 1500 V)

MORE POWER

- Low power loss in cell connection
- Low MPP/STC: $-0.3 \text{ } ^\circ\text{C}$
Low temperature coefficient (Pmax): $-0.35 \text{ } \%/ ^\circ\text{C}$
- Better shading tolerance
- High PTC rating of up to: 36.11 %

MORE RELIABLE

- Lower hot spot temperature
- Minimal micro-cracks
- Heavy metal load up to 5400 Pa,
wind load up to 2400 Pa*

25 linear power output warranty*

10 product warranty on materials and workmanship*

*According to the applicable Canadian Solar Limited Warranty Statement.

MANAGEMENT SYSTEM CERTIFICATIONS

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

PRODUCT CERTIFICATIONS*

IEC 61215 / IEC 61701; VDE / CE / IEC / MCS / US / BIMETHO
UL 1709 / IEC 62121; performance: CEC best SDC
UL 1708; CSA / IEC 61701 E02; VDE / IEC 62716; VDE / IEC 60900-2-02; SGS
Taka-easy

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

CANADIAN SOLAR INC. is committed to providing high quality solar products, solar system solutions and services to customers around the world. No. 1 module supplier for quality and performance/ratio ratio in the Module Customer Insight Survey. As a leading PV project developer and manufacturer of solar modules with over 33 GW deployed around the world since 2001.

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

CANADIAN SOLAR INC.
545 Speersville Avenue West, Guelph, Ontario N1K 1E5, Canada. www.canadiansolar.com, support@canadiansolar.com



3.2. Appendix 2 – USAF Flight Path Coordinate Requirements

As received from Riverside County Airport Land Use Commission representatives.

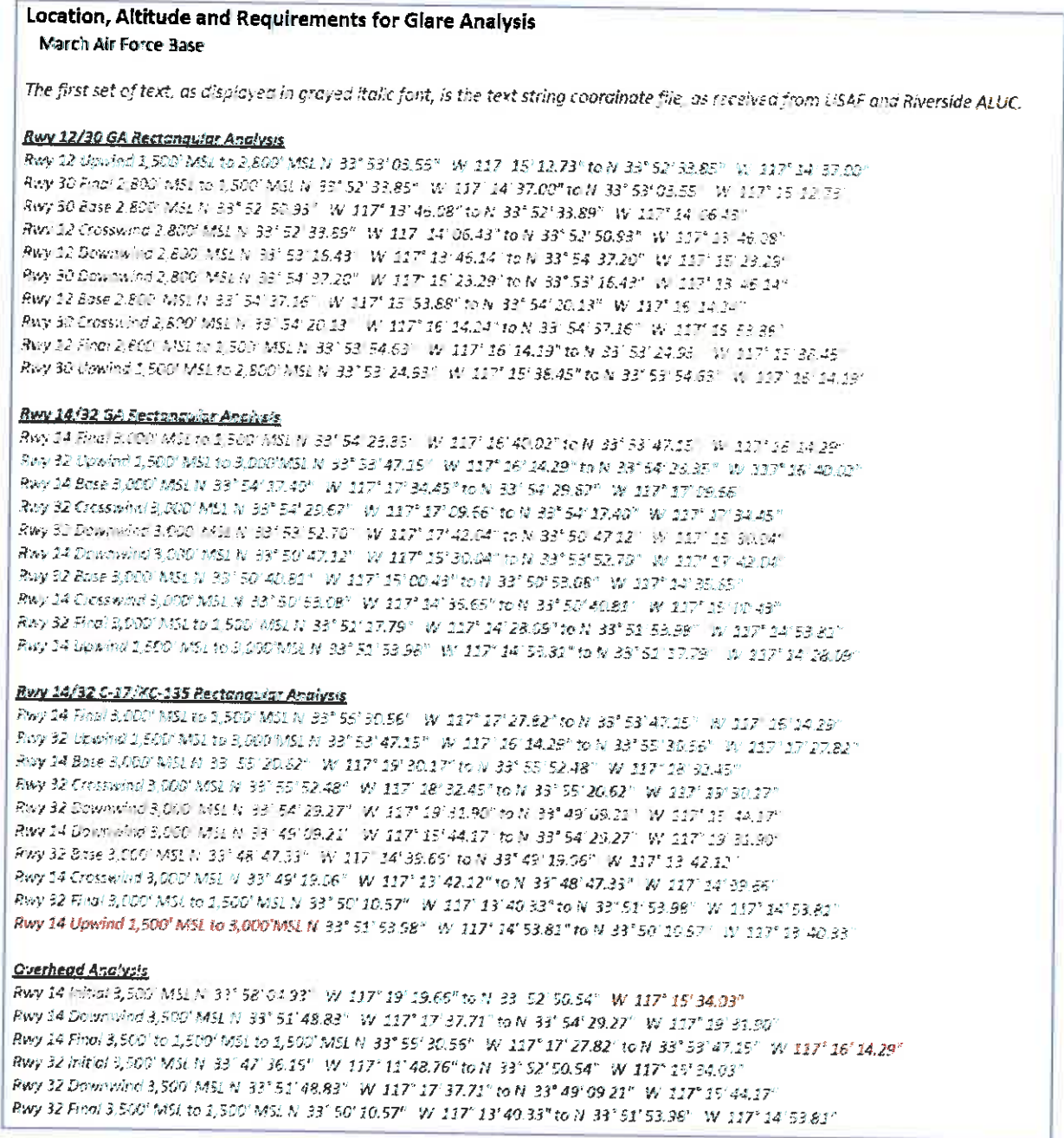


Figure 3-1 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB



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

	Threshold			Z-rise point		
	Lat	Lon	Elev	Lat	Lon	Elev
Rwy 12/30 GA Rectangular Analysis						
GA, Rwy 12 Upwind	N 33° 53' 03.85"	W 117° 15' 22.73"	1,500	N 33° 52' 33.85"	W 117° 14' 37.00"	2,800
GA, Rwy 30 Final	N 33° 52' 33.85"	W 117° 14' 37.00"	2,800	N 33° 53' 03.85"	W 117° 15' 22.73"	1,500
GA, Rwy 30 Base	N 33° 52' 50.43"	W 117° 19' 42.25"	2,800	N 33° 52' 33.85"	W 117° 14' 06.43"	2,800
GA, Rwy 12 Crosswind	N 33° 52' 33.89"	W 117° 14' 05.43"	2,800	N 33° 52' 50.93"	W 117° 19' 46.09"	2,800
GA, Rwy 12 Downwind	N 33° 53' 16.43"	W 117° 13' 45.14"	2,800	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800
GA, Rwy 30 Downwind	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800	N 33° 53' 16.43"	W 117° 13' 46.14"	2,800
GA, Rwy 12 Base	N 33° 54' 37.16"	W 117° 15' 33.58"	2,800	N 33° 54' 22.13"	W 117° 16' 14.24"	2,800
GA, Rwy 30 Crosswind	N 33° 54' 20.13"	W 117° 15' 24.54"	2,800	N 33° 54' 37.15"	W 117° 15' 53.88"	2,800
GA, Rwy 12 Final	N 33° 53' 54.63"	W 117° 15' 24.25"	2,500	N 33° 54' 28.93"	W 117° 15' 38.45"	1,500
GA, Rwy 30 Upwind	N 33° 53' 24.93"	W 117° 15' 38.45"	1,500	N 33° 53' 54.63"	W 117° 16' 14.19"	2,800
Rwy 14/32 GA Rectangular Analysis						
GA, Rwy 14 Final	N 33° 54' 23.93"	W 117° 15' 41.22"	3,000	N 33° 53' 47.15"	W 117° 16' 14.29"	1,500
GA, Rwy 32 Upwind	N 33° 53' 47.15"	W 117° 16' 24.29"	1,500	N 33° 54' 23.93"	W 117° 16' 40.02"	3,000
GA, Rwy 14 Base	N 33° 54' 27.40"	W 117° 17' 34.45"	3,000	N 33° 54' 29.67"	W 117° 17' 05.65"	3,000
GA, Rwy 32 Crosswind	N 33° 54' 26.67"	W 117° 17' 28.39"	3,000	N 33° 54' 17.40"	W 117° 17' 34.45"	3,000
GA, Rwy 32 Downwind	N 33° 53' 52.70"	W 117° 17' 42.54"	3,000	N 33° 54' 47.12"	W 117° 15' 30.04"	3,000
GA, Rwy 14 Downwind	N 33° 54' 47.12"	W 117° 15' 30.04"	3,000	N 33° 53' 52.70"	W 117° 17' 42.04"	3,000
GA, Rwy 32 Base	N 33° 54' 45.81"	W 117° 15' 00.49"	3,000	N 33° 54' 58.68"	W 117° 14' 35.65"	3,000
GA, Rwy 14 Crosswind	N 33° 54' 58.68"	W 117° 14' 35.65"	3,000	N 33° 54' 42.61"	W 117° 15' 00.49"	3,000
GA, Rwy 32 Final	N 33° 51' 27.79"	W 117° 14' 28.09"	1,500	N 33° 51' 53.95"	W 117° 14' 53.81"	1,500
GA, Rwy 14 Upwind	N 33° 51' 53.95"	W 117° 14' 28.09"	1,500	N 33° 51' 17.79"	W 117° 14' 28.09"	3,000
Rwy 14/32 C-17/KC-135 Rectangular Analysis						
C/KC, Rwy 14 Final	N 33° 55' 30.56"	W 117° 17' 21.12"	3,000	N 33° 53' 47.15"	W 117° 16' 14.25"	1,500
C/KC, Rwy 32 Upwind	N 33° 53' 47.15"	W 117° 16' 24.29"	1,500	N 33° 55' 30.56"	W 117° 17' 21.12"	3,000
C/KC, Rwy 14 Base	N 33° 55' 23.62"	W 117° 18' 31.17"	3,000	N 33° 55' 52.46"	W 117° 18' 32.45"	3,000
C/KC, Rwy 32 Crosswind	N 33° 55' 52.46"	W 117° 18' 32.45"	3,000	N 33° 55' 23.62"	W 117° 18' 31.17"	3,000
C/KC, Rwy 32 Downwind	N 33° 54' 29.27"	W 117° 15' 51.54"	3,000	N 33° 49' 09.21"	W 117° 15' 44.17"	3,000
C/KC, Rwy 14 Downwind	N 33° 49' 09.21"	W 117° 15' 44.17"	3,000	N 33° 54' 29.27"	W 117° 15' 31.50"	3,000
C/KC, Rwy 32 Base	N 33° 48' 47.93"	W 117° 14' 53.81"	1,500	N 33° 48' 19.05"	W 117° 13' 42.12"	3,000
C/KC, Rwy 14 Crosswind	N 33° 48' 19.05"	W 117° 13' 42.12"	3,000	N 33° 48' 47.93"	W 117° 14' 53.81"	1,500
C/KC, Rwy 32 Final	N 33° 50' 10.57"	W 117° 13' 40.33"	3,000	N 33° 51' 53.95"	W 117° 14' 53.81"	1,500
C/KC, Rwy 14 Upwind	N 33° 51' 53.95"	W 117° 13' 40.33"	3,000	N 33° 50' 10.57"	W 117° 13' 40.33"	3,000
Overhead Analysis						
OHead, Rwy 34 Initial	N 33° 50' 04.53"	W 117° 19' 23.61"	3,500	N 33° 52' 55.54"	W 117° 15' 34.63"	3,500
OHead, Rwy 14 Downwind	N 33° 51' 48.83"	W 117° 17' 37.52"	3,500	N 33° 54' 29.27"	W 117° 15' 31.50"	3,500
OHead, Rwy 34 Final	N 33° 55' 30.56"	W 117° 17' 21.12"	3,500	N 33° 53' 47.15"	W 117° 16' 14.29"	1,500
OHead, Rwy 32 Initial	N 33° 47' 36.15"	W 117° 13' 46.75"	3,500	N 33° 52' 50.54"	W 117° 15' 34.63"	3,500
OHead, Rwy 32 Downwind	N 33° 51' 48.83"	W 117° 17' 37.52"	3,500	N 33° 49' 09.21"	W 117° 15' 44.17"	3,500
OHead, Rwy 32 Final	N 33° 50' 10.57"	W 117° 13' 40.33"	3,500	N 33° 51' 53.95"	W 117° 14' 53.81"	1,500

Figure 3-2 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB; Translated

3.3. Appendix 3 – GlareGauge Report Document

(See Report, submitted under separate cover)



ENERTIS



FORGESOLAR GLARE ANALYSIS

Project: **EPD Solutions, Diamond Alternate PV**

Site configuration: **TCrow Diamond PV**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 20:05 on 29 Oct, 2019.

U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 32688.5959



PV Array(s)

Name: Array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: 48.0 kW
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.862140	-117.262160	1532.67	20.00	1552.68
2	33.862110	-117.262160	1532.67	19.00	1551.68
3	33.862100	-117.262700	1524.97	19.00	1543.98
4	33.862130	-117.262700	1525.27	20.00	1545.28

Name: Array 2

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 150.0°

Rated power: 123.0 kW

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.861990	-117.262440	1532.67	20.00	1552.68
2	33.861900	-117.262370	1532.67	17.00	1549.68
3	33.861680	-117.262780	1524.97	17.00	1541.98
4	33.861770	-117.262850	1525.27	20.00	1545.28

Name: Array 3

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 240.0°

Rated power: 88.0 kW

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.861580	-117.262950	1532.67	20.00	1552.68
2	33.860850	-117.262400	1532.67	20.00	1552.68
3	33.860830	-117.262440	1524.97	19.00	1543.98
4	33.861560	-117.262990	1525.27	19.00	1544.28

Name: Array 4

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 180.0°

Rated power: 34.0 kW

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.859500	-117.259530	1532.67	20.00	1552.68
2	33.859410	-117.259460	1532.67	17.00	1549.68
3	33.859190	-117.259870	1524.97	17.00	1541.98
4	33.859280	-117.259940	1525.27	20.00	1545.28

Name: Array 5

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 150.0°

Rated power: 120.0 kW

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.859100	-117.259820	1532.67	20.00	1552.68
2	33.859060	-117.259820	1532.67	19.00	1551.68
3	33.859060	-117.260200	1524.97	19.00	1543.98
4	33.859100	-117.260200	1525.27	20.00	1545.28

Flight Path Receptor(s)

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.922394	-117.325047	1500.07	1500.07	3000.15
Two-mile	33.931244	-117.309014	1500.07	1500.07	3000.15

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



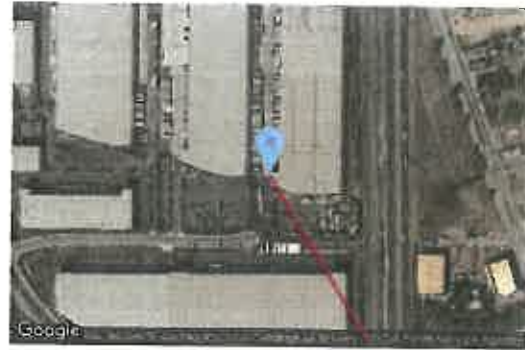
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.821961	-117.228367	1500.07	1500.07	3000.15
Two-mile	33.813147	-117.244350	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.819225	-117.262269	1500.07	1500.07	3000.15
Two-mile	33.908131	-117.325528	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925156	-117.291061	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

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



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

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.931244	-117.309014	1500.07	1500.07	3000.15
Two-mile	33.922394	-117.325047	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908131	-117.325528	1500.07	1500.07	3000.15
Two-mile	33.819225	-117.262269	1500.07	1500.07	3000.15

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.925156	-117.291061	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910322	-117.264967	1500.07	1300.06	2800.14
Two-mile	33.905592	-117.270622	1500.07	1300.06	2800.14

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



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

Name: GA, Rwy 12 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.887897	-117.229483	1500.07	1300.06	2800.14
Two-mile	33.910333	-117.256469	1500.07	1300.06	2800.14

Name: GA, Rwy 12 Final

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.898508	-117.270608	1500.07	1300.06	2800.14
Two-mile	33.890258	-117.260681	1500.07	0.00	1500.07

Name: GA, Rwy 14 Base

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.904833	-117.292903	1500.07	1500.07	3000.15
Two-mile	33.908242	-117.286017	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848078	-117.243236	1500.07	1500.07	3000.15
Two-mile	33.844669	-117.250119	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.846422	-117.258344	1500.07	1500.07	3000.15
Two-mile	33.897972	-117.295011	1500.07	1500.07	3000.15

Name: GA, Rwy 14 Final

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

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



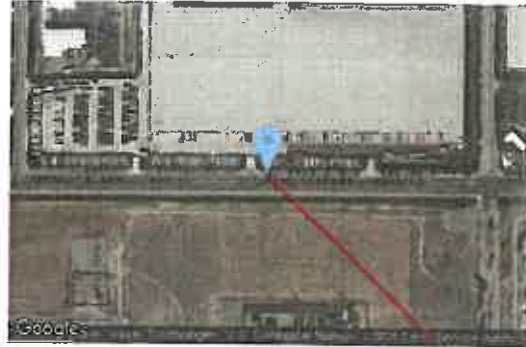
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.880814	-117.229467	1500.07	1300.06	2800.14
Two-mile	33.876081	-117.235119	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905592	-117.270622	1500.07	1300.06	2800.14
Two-mile	33.910322	-117.264967	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910333	-117.256469	1500.07	1300.06	2800.14
Two-mile	33.887897	-117.229483	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876069	-117.243611	1500.07	1300.06	2800.14
Two-mile	33.884319	-117.253536	1500.07	0.00	1500.07

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



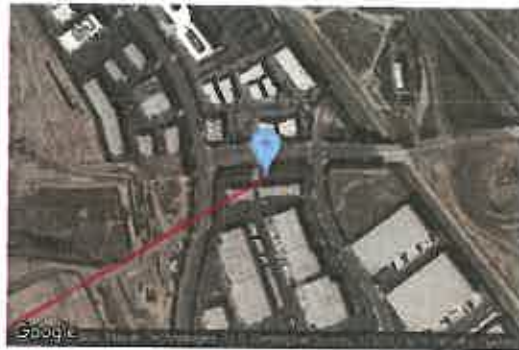
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1500.07	0.00	1500.07
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844669	-117.250119	1500.07	1500.07	3000.15
Two-mile	33.848078	-117.243236	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908242	-117.286017	1500.07	1500.07	3000.15
Two-mile	33.904833	-117.292903	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.897972	-117.295011	1500.07	1500.07	3000.15
Two-mile	33.846422	-117.258344	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.854942	-117.241136	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

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



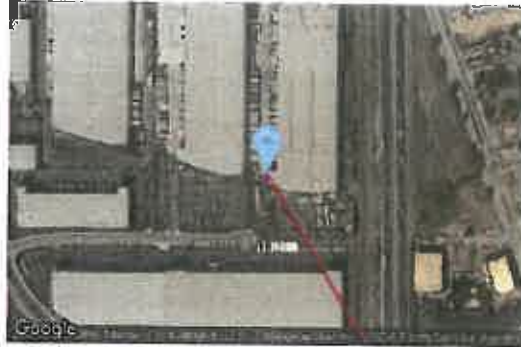
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.908131	-117.325528	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925156	-117.291061	1500.07	2000.10	3500.17
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.968036	-117.322128	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.819225	-117.262269	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836269	-117.227869	1500.07	2000.10	3500.17
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.793375	-117.196878	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.07	0.00	1500.07
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14

Discrete Observation Receptors

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

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Array 1	10.0	180.0	7,090	0	107,300.0
Array 2	10.0	150.0	4,906	0	272,300.0
Array 3	10.0	240.0	1,581	0	188,300.0
Array 4	10.0	180.0	5,289	0	75,960.0
Array 5	10.0	150.0	5,283	0	265,600.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	1452	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	2046	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	450	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	15224	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	2599	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	2378	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Results for: Array 1

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	733	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	404	0
C/KC, Rwy 32 Base	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	2	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	4167	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	486	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	1298	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

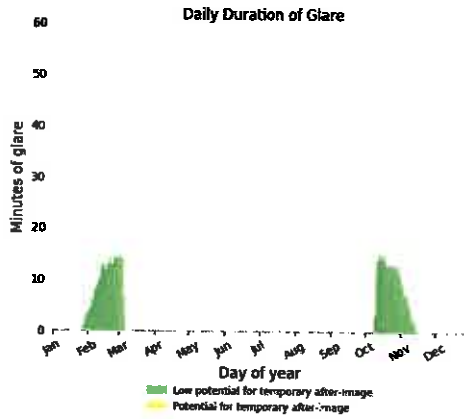
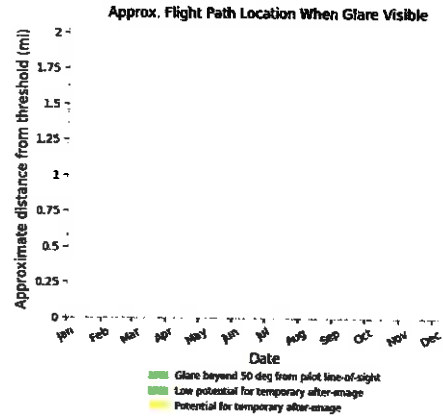
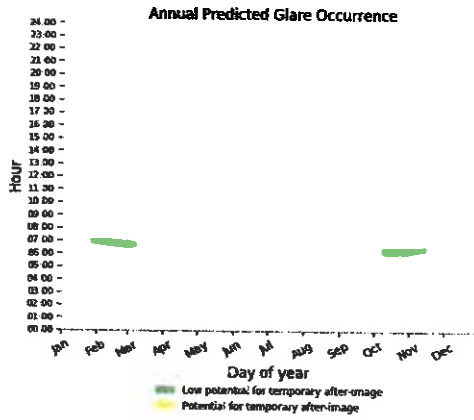
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

733 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

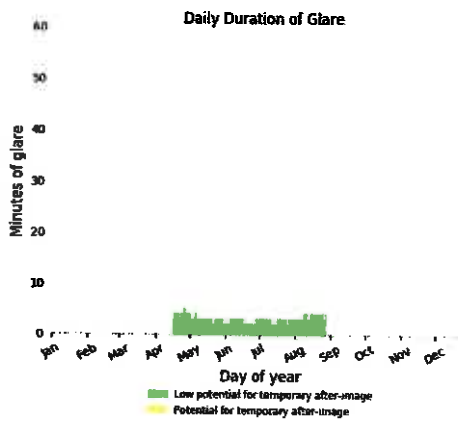
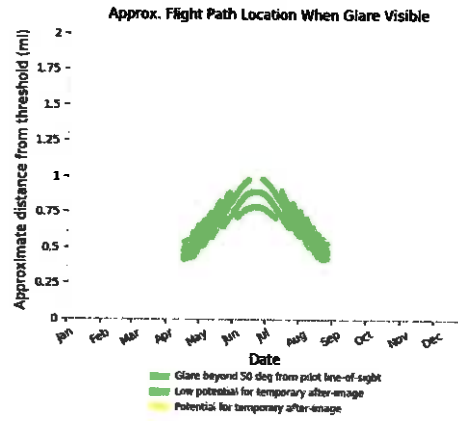
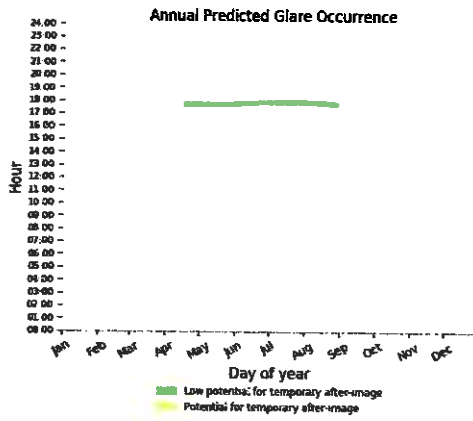
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare

404 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

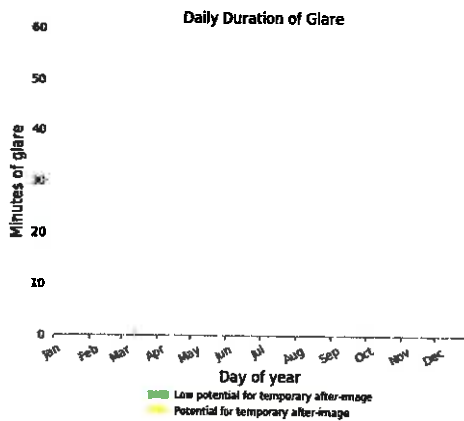
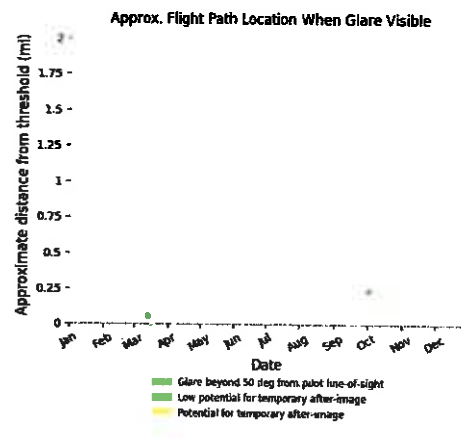
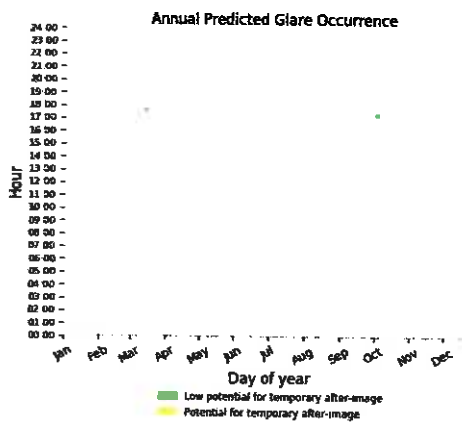
0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare
 2 minutes of green glare



Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Base

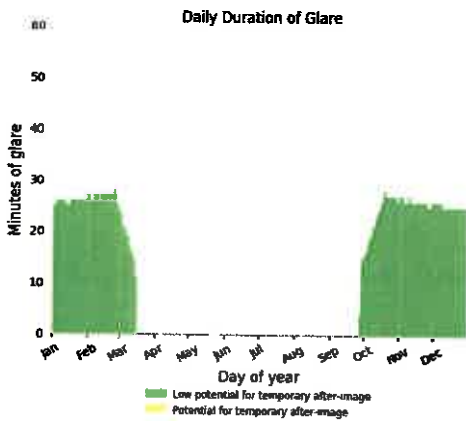
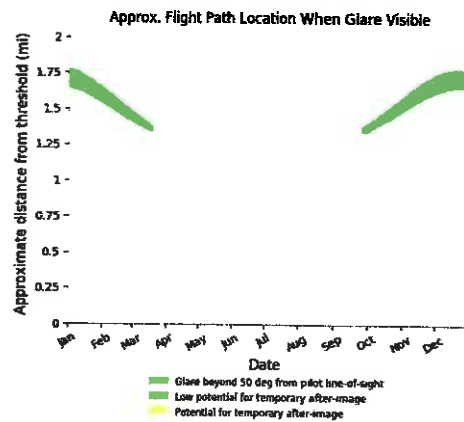
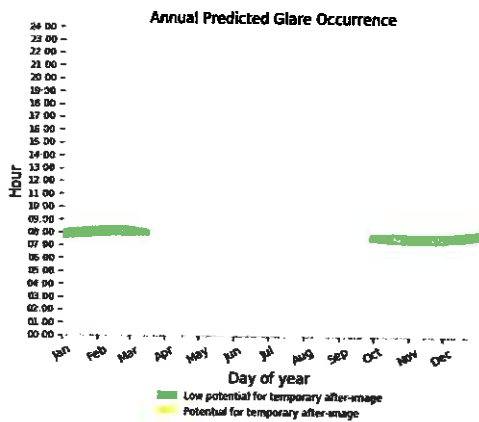
0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare
 4167 minutes of green glare

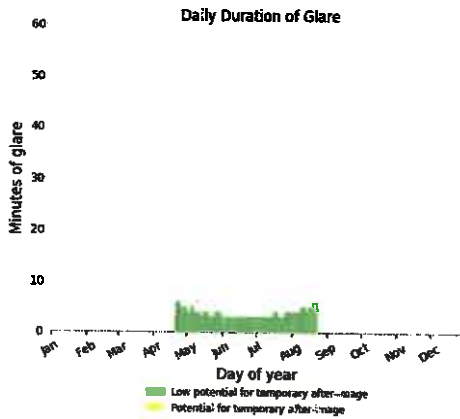
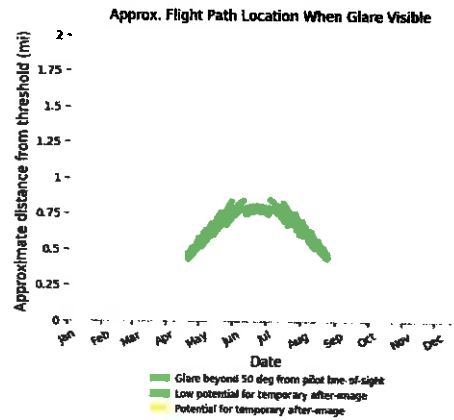
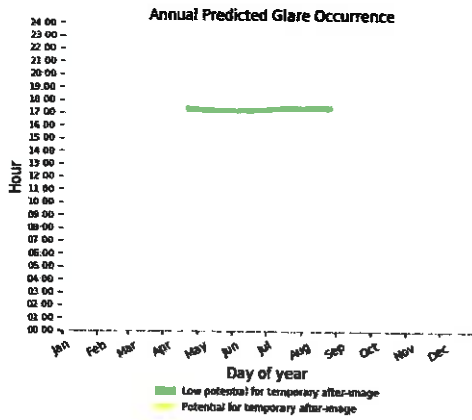


Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
 486 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

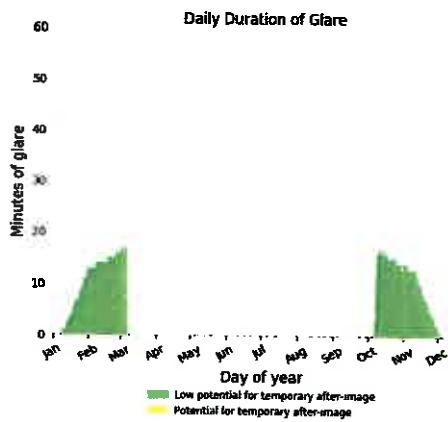
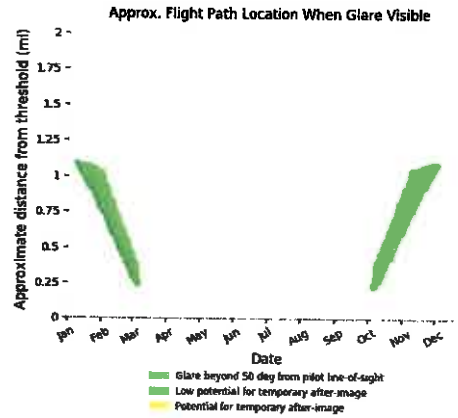
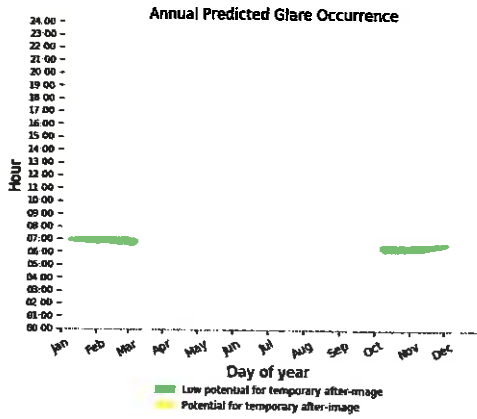
0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

1298 minutes of green glare



Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: Array 2

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	0	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	546	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	448	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	3017	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	895	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0

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

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

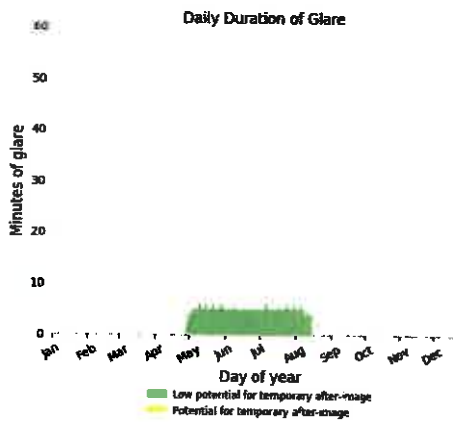
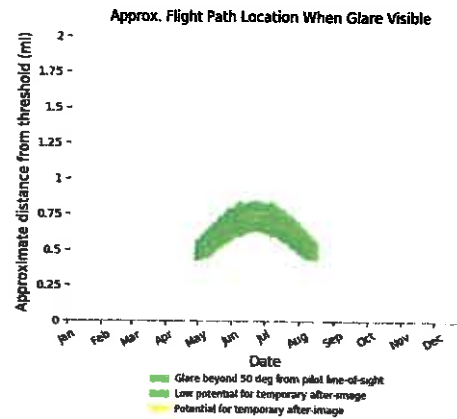
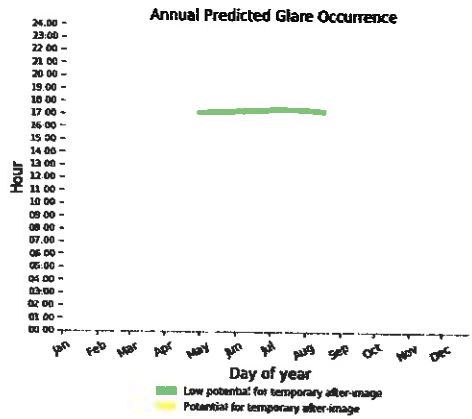
0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
546 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Base

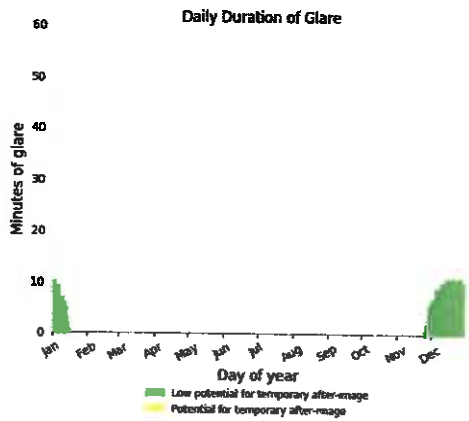
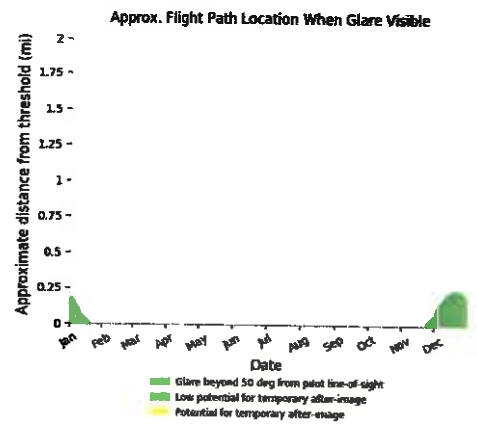
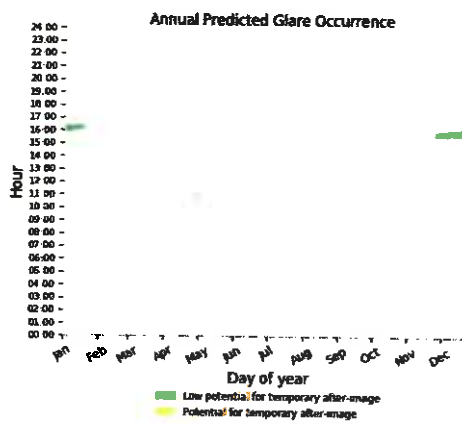
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare

448 minutes of green glare



Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Base

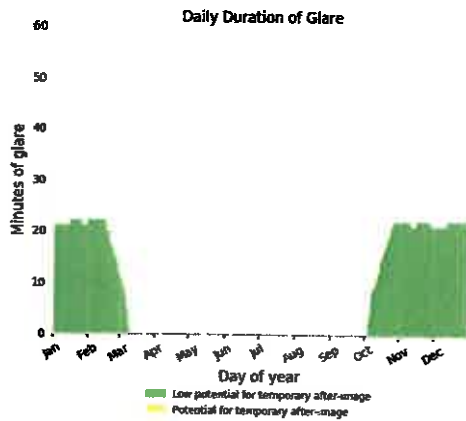
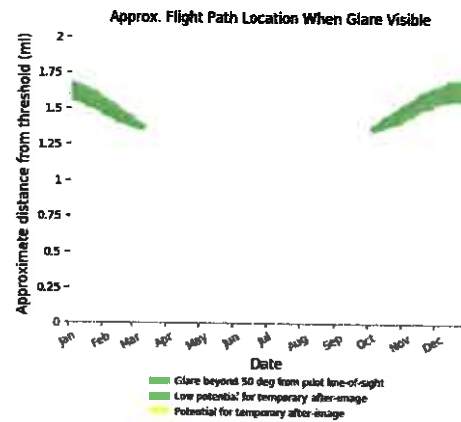
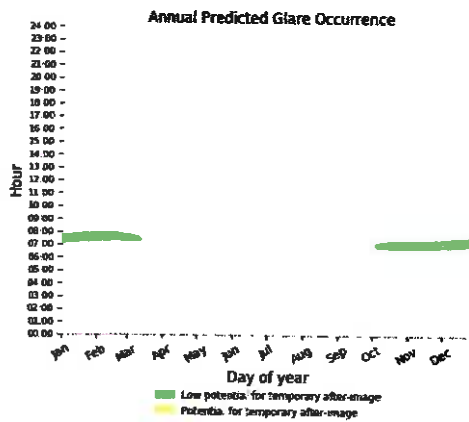
0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare
3017 minutes of green glare

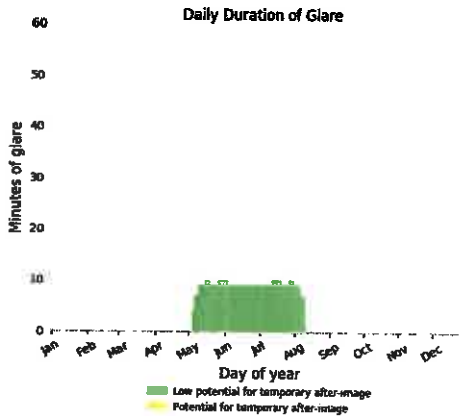
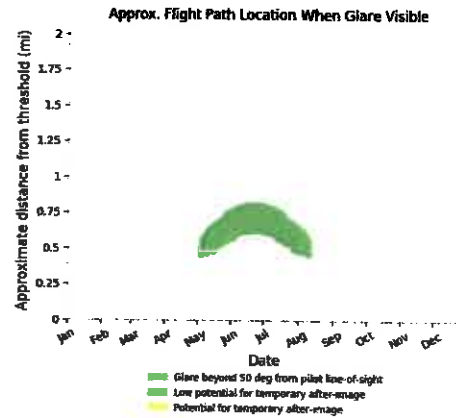
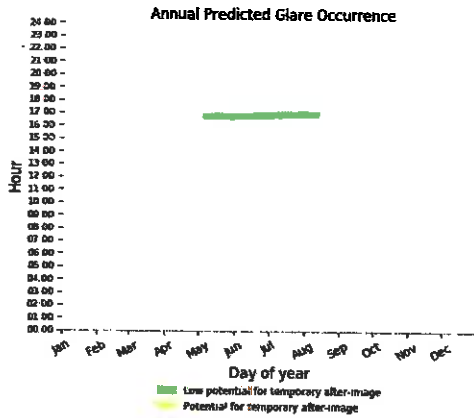


Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
 895 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: Array 3

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	372	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	800	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	0	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	409	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

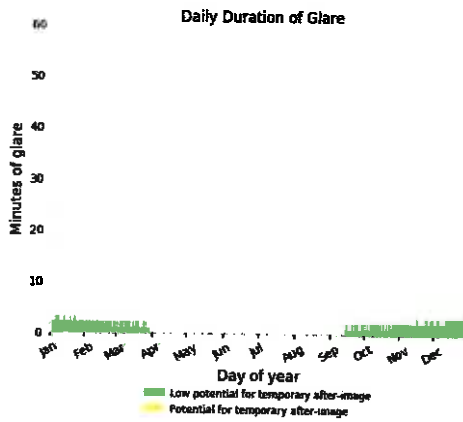
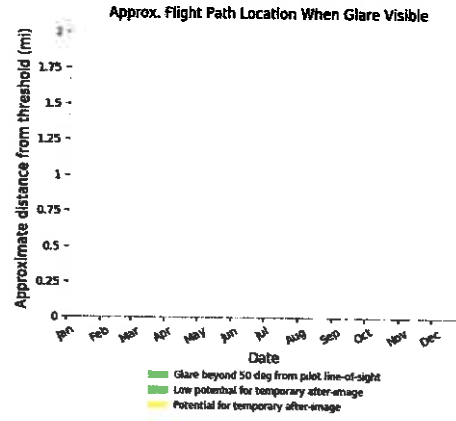
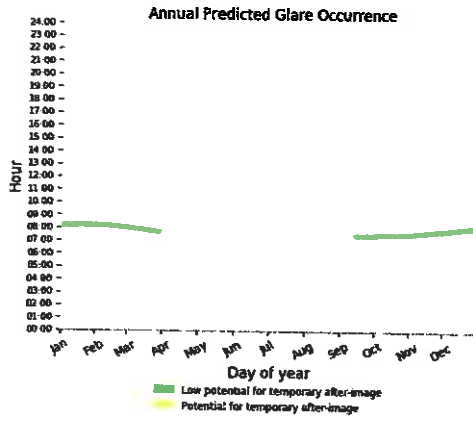
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

372 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

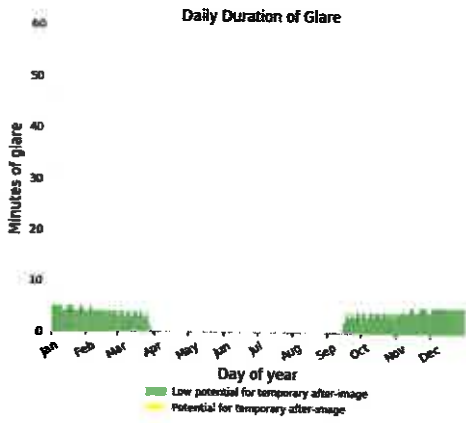
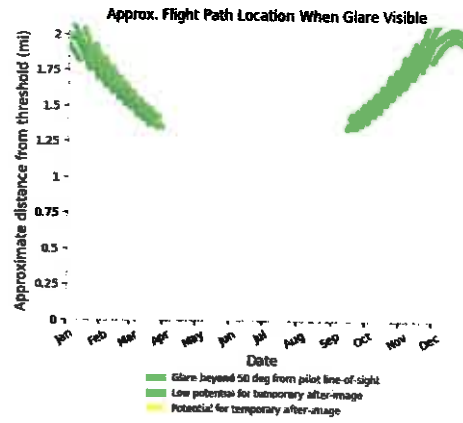
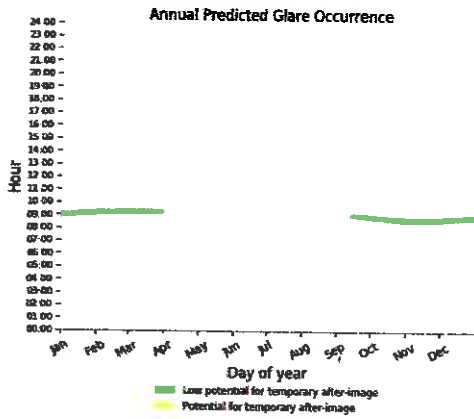
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

800 minutes of green glare



Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

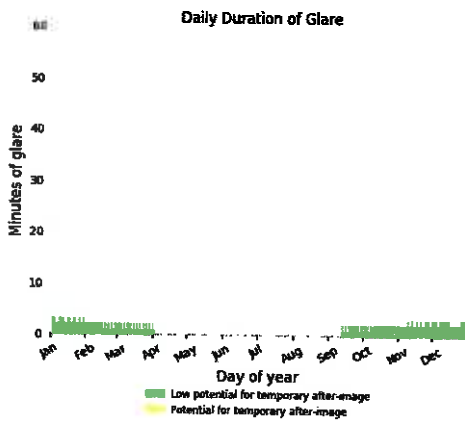
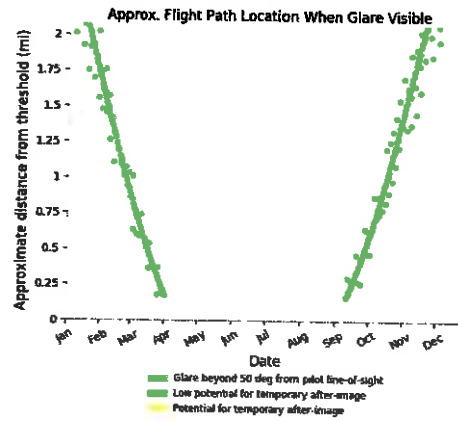
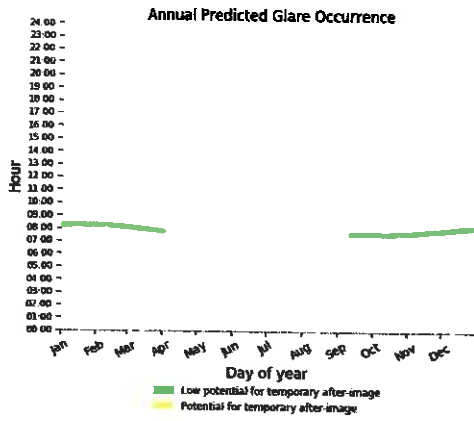
0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

409 minutes of green glare



Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: Array 4

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	347	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	535	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	3365	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	371	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	671	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

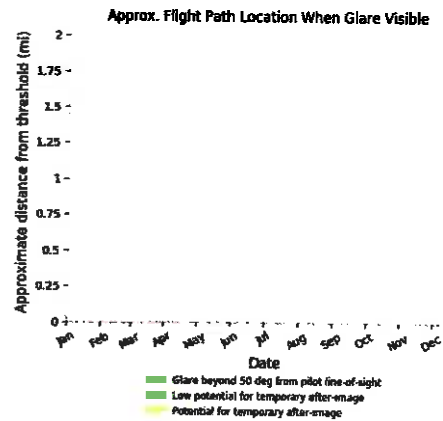
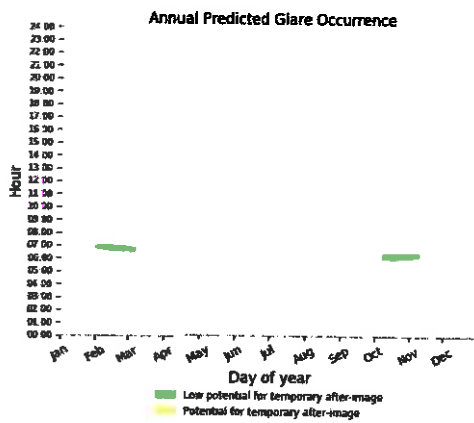
0 minutes of yellow glare
0 minutes of green glare

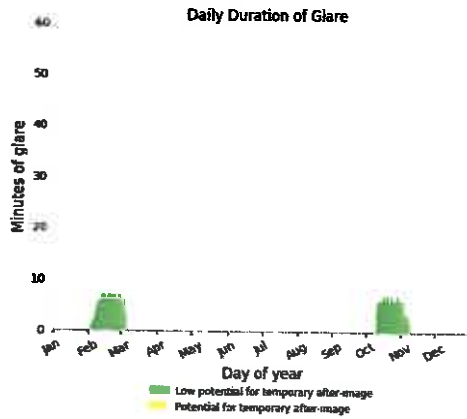
Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare
347 minutes of green glare



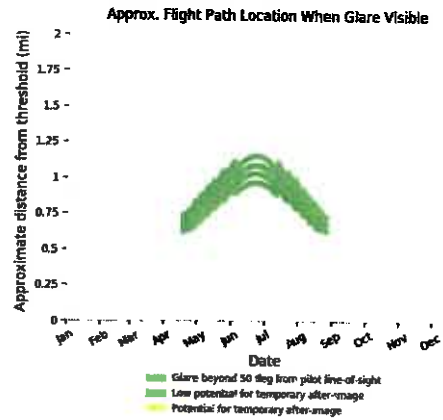
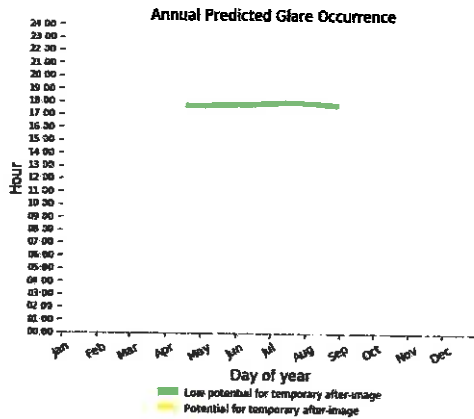


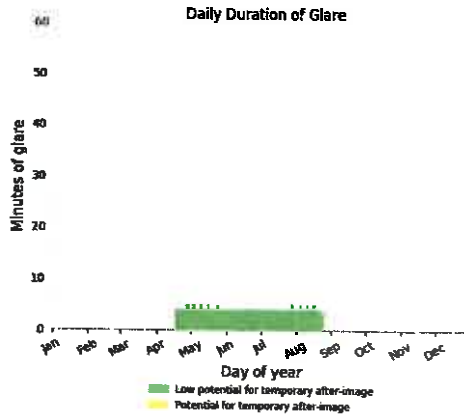
Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
 535 minutes of green glare





Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

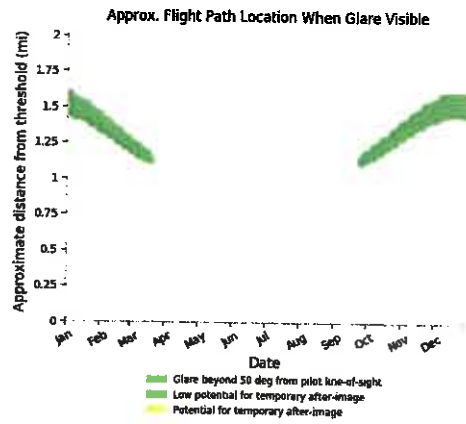
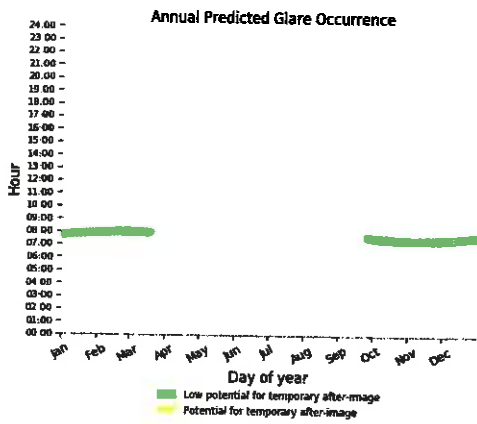
0 minutes of yellow glare

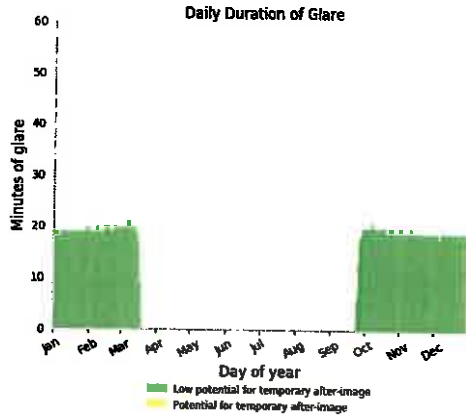
0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

3365 minutes of green glare



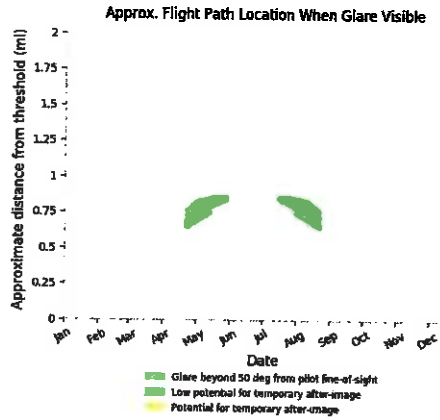
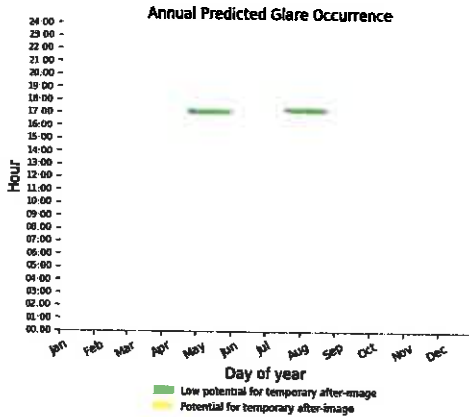


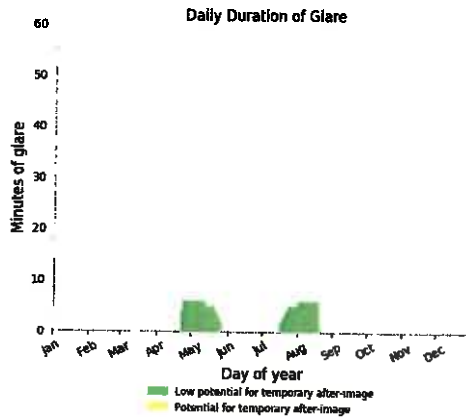
Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
 371 minutes of green glare





Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Final

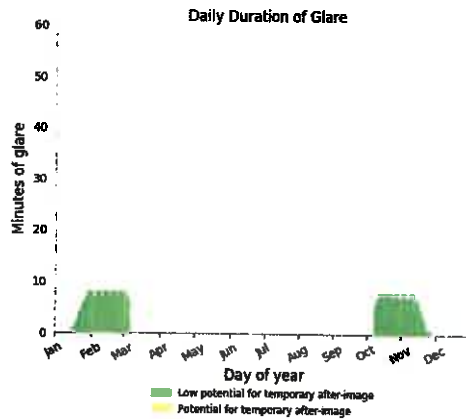
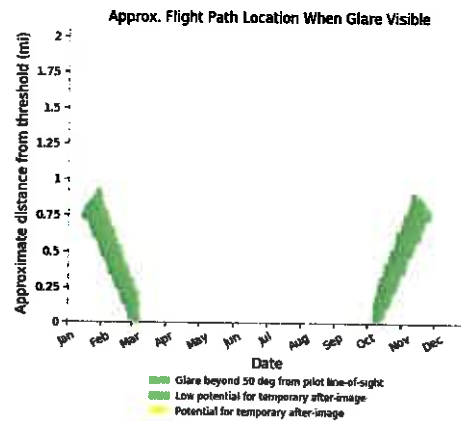
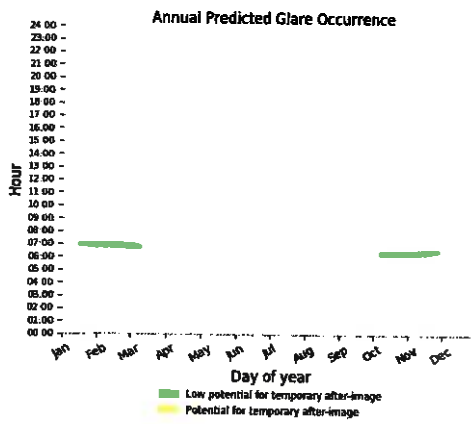
0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare
671 minutes of green glare



Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: Array 5

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	0	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	561	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0
GA, Rwy 12 Crosswind	0	0
GA, Rwy 12 Downwind	0	0
GA, Rwy 12 Final	0	0
GA, Rwy 14 Base	0	0
GA, Rwy 14 Crosswind	0	0
GA, Rwy 14 Downwind	3875	0
GA, Rwy 14 Final	0	0
GA, Rwy 14 Upwind	847	0
GA, Rwy 30 Base	0	0
GA, Rwy 30 Crosswind	0	0
GA, Rwy 30 Downwind	0	0
GA, Rwy 30 Final	0	0
GA, Rwy 30 Upwind	0	0
GA, Rwy 32 Base	0	0
GA, Rwy 32 Crosswind	0	0
GA, Rwy 32 Downwind	0	0
GA, Rwy 32 Final	0	0
GA, Rwy 32 Upwind	0	0
OHead, Rwy 14 Downwind	0	0
OHead, Rwy 14 Final	0	0
OHead, Rwy 14 Initial	0	0
OHead, Rwy 32 Downwind	0	0
OHead, Rwy 32 Final	0	0
OHead, Rwy 32 Initial	0	0
Rwy 12-Upwind	0	0
1-ATCT	0	0

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

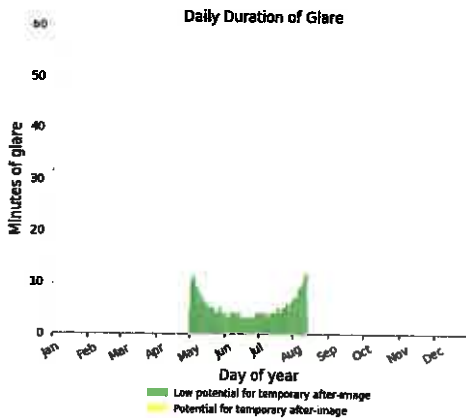
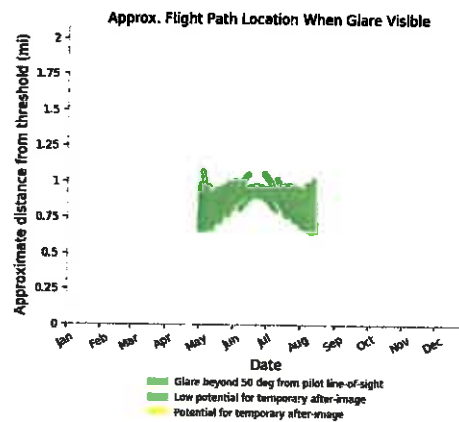
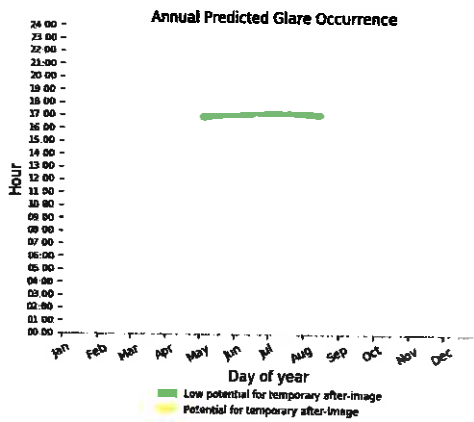
0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
 561 minutes of green glare



Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

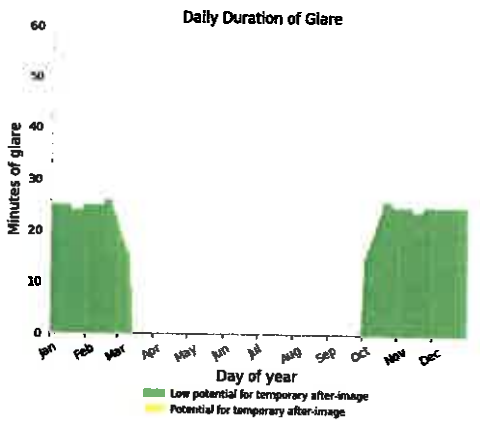
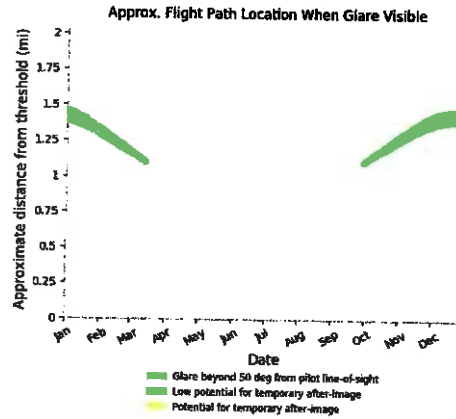
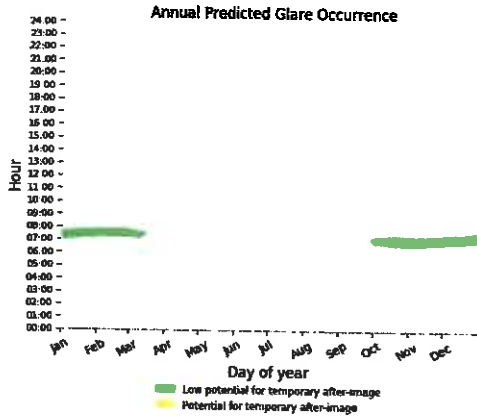
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

3875 minutes of green glare



Flight Path: GA, Rwy 14 Final

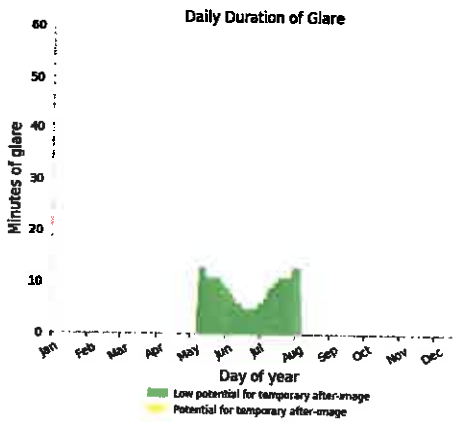
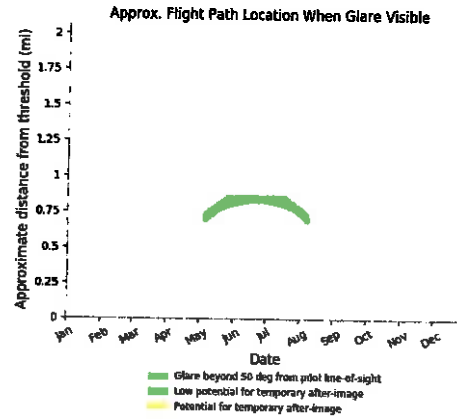
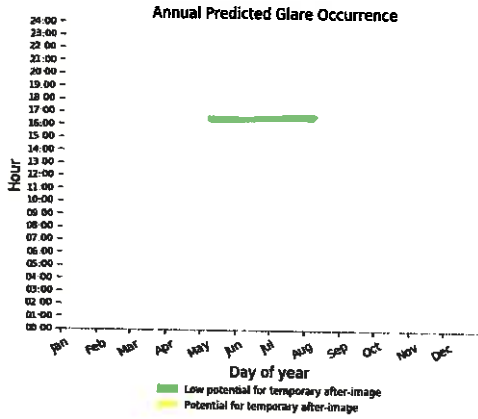
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare

847 minutes of green glare



Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

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

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

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

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

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

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

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

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Tim Wheeler at (951) 955-6060.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by prescheduled appointment on Fridays, from 9:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1391MA19 – Trammell Crow So. Cal Development Inc. (Representative: EPD Solutions) – County of Riverside Case No. PPT190031 (Plot Plan). A proposal to construct a 418,000 square foot industrial manufacturing building on 20.32 acres located westerly of the 215 freeway, southerly of Harley Knox Boulevard, easterly of Harvill Avenue, and northerly of Oleander Avenue. The applicant also proposes 5 carports with solar panels totaling 18,700 square feet and 167,200 square feet of rooftop solar panels (Airport Compatibility Zones C1 and C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP139LMA19 DATE SUBMITTED: 11-12-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

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

Representative	<u>EPD Solutions</u>	Phone Number	<u>949-226-1854</u>
Mailing Address	<u>2 Park Plaza Suite 1120</u>	Email	<u>norah@epdsolution.com</u>
	<u>Irvine CA 92614</u>		

Property Owner	<u>ADJ Holdings and Family Rentals Bradley</u>	Phone Number	_____
Mailing Address	<u>807 E Mission Rd</u>	Email	<u>twoods@hilltopgroupinc.com</u>
	<u>San Marcos CA 92069</u>		

Much
C1

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>County of Riverside</u>	Phone Number	<u>951-955-6060</u>
Staff Contact	<u>Timothy Wheeler</u>	Email	<u>TWHEELER@RIVCO.ORG</u>
Mailing Address	<u>4080 Lemon St 12th Floor</u>	Case Type	<u>Plot Plan</u>
	<u>Riverside CA 92501</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input checked="" type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

PROJECT LOCATION

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

Street Address	<u>N of Old Oleander, South of Harley Knox, East of Harvill and West of I-215</u>		
Assessor's Parcel No.	<u>294-210-048, 052, 057 and 295-310-049</u>	Gross Parcel Size	<u>20 acres</u>
Subdivision Name	_____	Nearest Airport and	_____
Lot Number	_____	distance from Air-	_____
		port	_____

PROJECT DESCRIPTION

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

Existing Land Use (describe)	<u>Power PT dba AAA Pallet a manufacturer of wooden pallets and a company that repairs diesel engines.</u>

Proposed Land Use (describe)	The project proposes an approximately 418,000 SF one story speculative industrial building with limited mezzanine. The proposed site will be utilized for industrial/manufacturing use with approximately 5,000 SF designated for supporting office use	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NA
For Other Land Uses (See Appendix C)	Hours of Operation	TBD
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	
	Height of buildings or structures (from the ground)	50 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 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: 3-6 2.2

HEARING DATE: February 13, 2020 (continued from January 9, 2020)

CASE NUMBER: ZAP1393MA19 – Innovation Industrial Partners/Vincent Von Der Ahe (Representative: Kent Norton, MIG. Inc.)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: PP19-03 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Compatibility Zones B1-APZ-I and B2

Noise Levels: 65-70 CNEL

MAJOR ISSUES: The applicant is proposing to construct an industrial warehouse building on a site located partially within the portion of Airport Compatibility Zone B1 in Accident Potential Zone I (APZ-I), as delineated by the United States Air Force in the 2005 and 2018 Air Installation Compatible Use Zone (AICUZ) studies. (The remainder of the site is located in Zone B2.) The proposed building floor area would be expected to accommodate a population level that is inconsistent with ALUC's Compatibility Zone B1-APZ-I average intensity limit of 25 people per acre. The potential occupancy would also exceed 25 people in any given acre, which the Air Force understands to be the maximum allowable level pursuant to Department of Defense Instruction (DoDI) No. 4165.57.

In order to address this issue, the applicant ~~has accepted~~ *agreed to accept* a condition to execute and record a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 25 people in any given acre in APZ-I. Operation in compliance with this covenant will be necessary to satisfy Air Force and March Joint Powers Authority concerns regarding project intensity. ~~With the Covenant in place, the project's intensity becomes consistent with Compatibility Zone B1-APZ-I average and single acre intensity criteria, and with the Air Force DoDI intensity criteria.~~

At the January 9, 2020 meeting, the Commission voted against a motion for consistency relying on the Covenant as a means of complying with the March ALUCP average intensity limits. The

Commission voted to continue the item to the February 13 meeting, pending Air Force comments. The project team has since requested continuance to the March meeting.

RECOMMENDATION: ~~Staff recommends that the Commission find the proposed Plot Plan CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.~~ ***Staff recommends that the Commission CONTINUE the matter to the March 12, 2020 meeting, pending completion of the Air Force review of the project and per the applicant's request for additional time to resolve intensity issues.***

PROJECT DESCRIPTION: The applicant proposes to construct a 48,400 square foot industrial warehouse building on 3.22 acres.

PROJECT LOCATION: The site is located on the southeast corner of Cactus Avenue and Innovation Drive, approximately 4,670 feet northwesterly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Site-Specific Exception Area: The project is located within the March Joint Powers Authority: March Business Center Specific Plan and Meridian site exception area as identified in the 2014 March ALUCP. This exception area consisted of properties that were subject to entitlements (SP-1 and SP-5) with development agreements in effect prior to the adoption of the 2014 March ALUCP. The March ALUCP, therefore, included language that exempted subsequent projects in these areas from compliance with March ALUCP compatibility criteria and ALUC review. The exception was only to be valid as long as the indicated specific plans and associated development agreements remained in effect.

Pursuant to the provisions stated in the March Joint Powers Authority letter dated November 8, 2017 (included in this staff report package), the development agreement no longer applies to this property. The project, therefore, is subject to ALUC review and the 2014 March ALUCP compatibility criteria.

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-I and B2. Zone B1-APZ-I limits average intensity to 25 people per acre, and B2 limits average intensity to 100 people per acre. Approximately 2.55 acres are located within APZ-I and 0.67 acres within B2.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed project:

- Office – 1 person/200 square feet, and
- Warehouse – 1 person/500 square feet.

The applicant proposes a 48,400 square foot industrial warehouse building consisting of 43,400 square feet of warehouse area and 5,000 square feet of office area, potentially accommodating 112 people, resulting in an average of 35 people per acre for the entire site, which would be inconsistent with the Compatibility Zone B1-APZ-I criterion of 25 (but consistent with Compatibility Zone B2 criterion of 100).

A breakdown of use by Compatibility Zone indicates that 40,258 square feet of warehouse area and 5,000 square feet of office area would be located within Zone B1-APZ-I, potentially accommodating 106 people, resulting in an average intensity of 42 people per acre for the portion of the site located in Zone B1-APZ-I, which would be inconsistent with the Compatibility Zone B1-APZ-I average acre intensity criterion of 25. 3,142 square feet of warehouse area would be located in Zone B2, accommodating 6 people, resulting in an average intensity of 9 people per acre for the portion of the site located in Zone B2, which would be consistent with the Compatibility Zone B2 average acre intensity criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (79 standard vehicle spaces), the total occupancy would be estimated at 119 people for an average intensity of 37 people per acre, which is inconsistent with the Zone B1-APZ-I average acre intensity criterion of 25, but consistent with the B2 average intensity criterion of 100.

The applicant has agreed to a condition that will require execution and recordation of a Covenant, recorded on the title of the property, which limits actual occupancy of the building in conformance with the limit of 25 persons in any given acre within APZ-I. With this Covenant in place, the project's occupancy accommodates 28 people, resulting in an average intensity of 9 people per acre for the entire site, which is consistent with average intensity criteria for Zone B1-APZ-I of 25 people per acre, and Zone B2 of 100 people per acre. (However, this would also indicate that the number of parking spaces being required is excessive.)

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1-APZ-I limits maximum single-acre intensity to 100 people, and Zone B2 limits single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity occurs around the proposed office areas in APZ-I. This single-acre area includes 31,647 square feet of warehouse area and 5,000 square feet of office area, which, in the absence of the Covenant, could accommodate a total occupancy of 88 people, which would be consistent with the 2014 March ALUCP Compatibility Zone B1-APZ-I single acre intensity criterion of 100 (as well as the Zone B2 criterion of 250). (Approximately 6,913 square feet of the single-acre area is located outside the building and will not generate any occupancy.)

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

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-I and B2 of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies most of the project site as located within Accident Potential Zone I (APZ-I). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite "warehousing" as a permitted use in APZ-I (and prohibited use in the Clear Zone [CZ]).

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

The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 25 people in any given acre of APZ-I. As noted above, the project would be expected to result in a single acre occupancy of 88 people in APZ-I.

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

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

The applicant has agreed to a condition that will require execution and recordation of said document, which limits actual occupancy of the building in conformance with the limit of 25 persons in any given acre within APZ-I. Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restriction and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) forty-eight (48) occupants ("Density Cap"); and (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I.

Requirement (ii) constitutes the “Density Restriction”. Accordingly, any building expansion or change in use is prohibited, without further review by the JPA and MARB representatives, and consent and approval provided through an amendment to this covenant.

The Density Cap of 48 in this situation was derived by subtracting the portion of the building in the most intense single-acre area from the total square footage, applying the one person per 500 square feet ratio to that area, and adding that number (23) to the 25 in the most intense single-acre area.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1-APZ-I and B2. Industrial warehouse buildings are compatible within Accident Potential Zone I pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Use as an industrial warehouse is also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57, but the intensity levels of this project in the absence of the Covenant would exceed DODI allowances, as understood by the Air Force.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building so as to achieve an interior noise level of 45 CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 4,670 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,581 feet AMSL. The maximum finished floor elevation is 1,562 feet AMSL. The applicant has identified that all building heights will be a maximum of 38 feet, resulting in a top point elevation of 1,600 feet AMSL. Therefore, review of this building by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAA OES was made, and Aeronautical Study Number 2019-AWP-15121-OE was assigned to this project. ~~Its status is currently a “work in progress”.~~ **A Determination of No Hazard to Air Navigation letter was issued on January 3, 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).**

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, development within Compatibility Zone B1-APZ-I is limited to a maximum lot coverage of 50% (no requirement for Zone B2). The proposed lot coverage is 43%, which is consistent with the maximum lot coverage criterion for warehouses of 50% in the Accident Potential Zones.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, hazardous materials manufacture/storage, noise sensitive outdoor nonresidential uses, and hazards to flight.
 - (f) Retail trade, eating and drinking establishments, personal services, professional services, educational services, governmental services, medical facilities, cultural activities, and any other uses providing on-site services to the public.
 - (g) Commercial service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; gaming; auction rooms.
 - (h) Manufacturing of: food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products,

professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and/or tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. Any proposed detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. This project has been evaluated as a proposal for 43,400 square feet of warehouse area and 5,000 square feet of office floor area. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of office uses exceeding the amounts specified above.
7. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. March Joint Powers Authority shall require an acoustical study to ensure compliance with this requirement.
8. Zoned fire sprinkler systems shall be required throughout the building.
9. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
10. The project shall execute and record a Covenant on the title of the property, which limits building occupancy to a maximum of 25 people in any given acre in the APZ-I portion of the building. The project shall be in compliance with the recorded Covenant. Any changes to the Covenant will require review by the Airport Land Use Commission, March Joint Powers Authority, and March Air Reserve Base.

11. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-15121-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 building shall not exceed a height of 38 feet above ground level and a maximum elevation at top point of 1,600 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. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 38 feet in height and a maximum elevation of 1,600 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
15. **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://ocaaa.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.**



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

Aeronautical Study No.
2019-AWP-15121-OE
Prior Study No.
2008-AWP-4498-OE

Issued Date: 01/03/2020

Deirdre McCollister
MIG
1500 Iowa Avenue, Suite 110
Riverside, CA 92507

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

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

Structure: Building VDA Meridian Lot 2
Location: Riverside, CA
Latitude: 33-54-29.00N NAD 83
Longitude: 117-17-01.00W
Heights: 1562 feet site elevation (SE)
38 feet above ground level (AGL)
1600 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 07/03/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

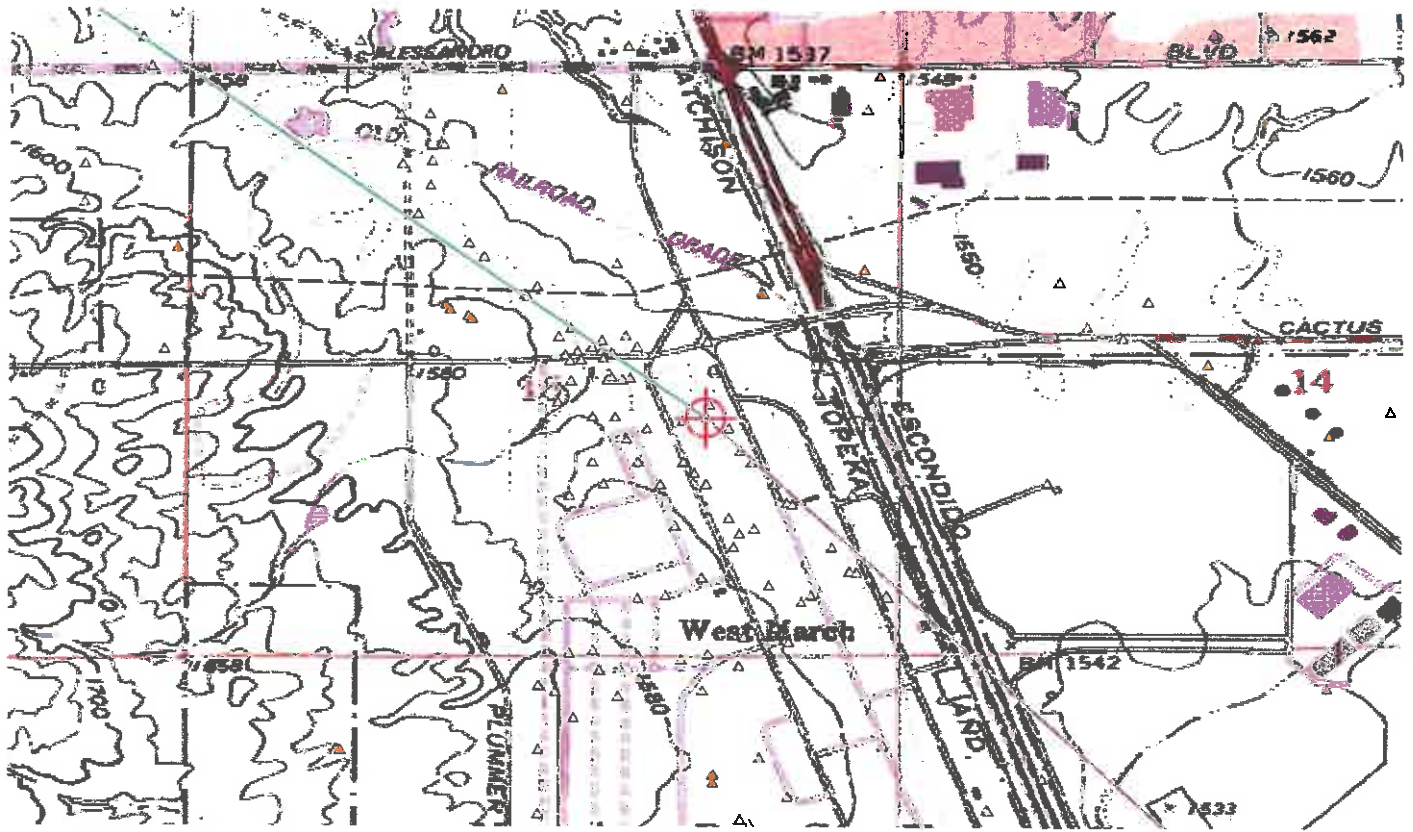
If we can be of further assistance, please contact our office at (817) 222-4613, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-15121-OE.

Signature Control No: 424408877-426666492
Natalie Schmalbeck
Technician

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2019-AWP-15121-OE



Rull, Paul

From: Kent Norton <knorton@migcom.com>
Sent: Wednesday, January 15, 2020 12:42 PM
To: Rull, Paul
Subject: VDA ALUC Hearing Continuance

CAUTION: This email originated externally from the **Riverside County** email system.
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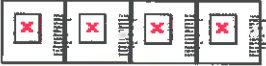
We are discussing the VDA project with March JPA but will need more time. Please put us on the March hearing schedule, we hope to have it resolved by then. What is your deadline for the agenda/staff report for the March meeting? Thank you...

--
Kent Norton, AICP, REPA
Senior Project Manager



PLANNING | DESIGN | COMMUNICATIONS | MANAGEMENT | SCIENCE | TECHNOLOGY

1500 Iowa Avenue, Suite 110
Riverside, California 92507 | USA
☎ 951-787-9222 ext 832 cell 909-518-8200
knorton@migcom.com
www.migcom.com



Former State President of the Association
of Environmental Professionals (AEP)

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)



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,

A handwritten signature in blue ink, appearing to read "Dan Fairbanks", is written over a faint, larger version of the same signature.

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:

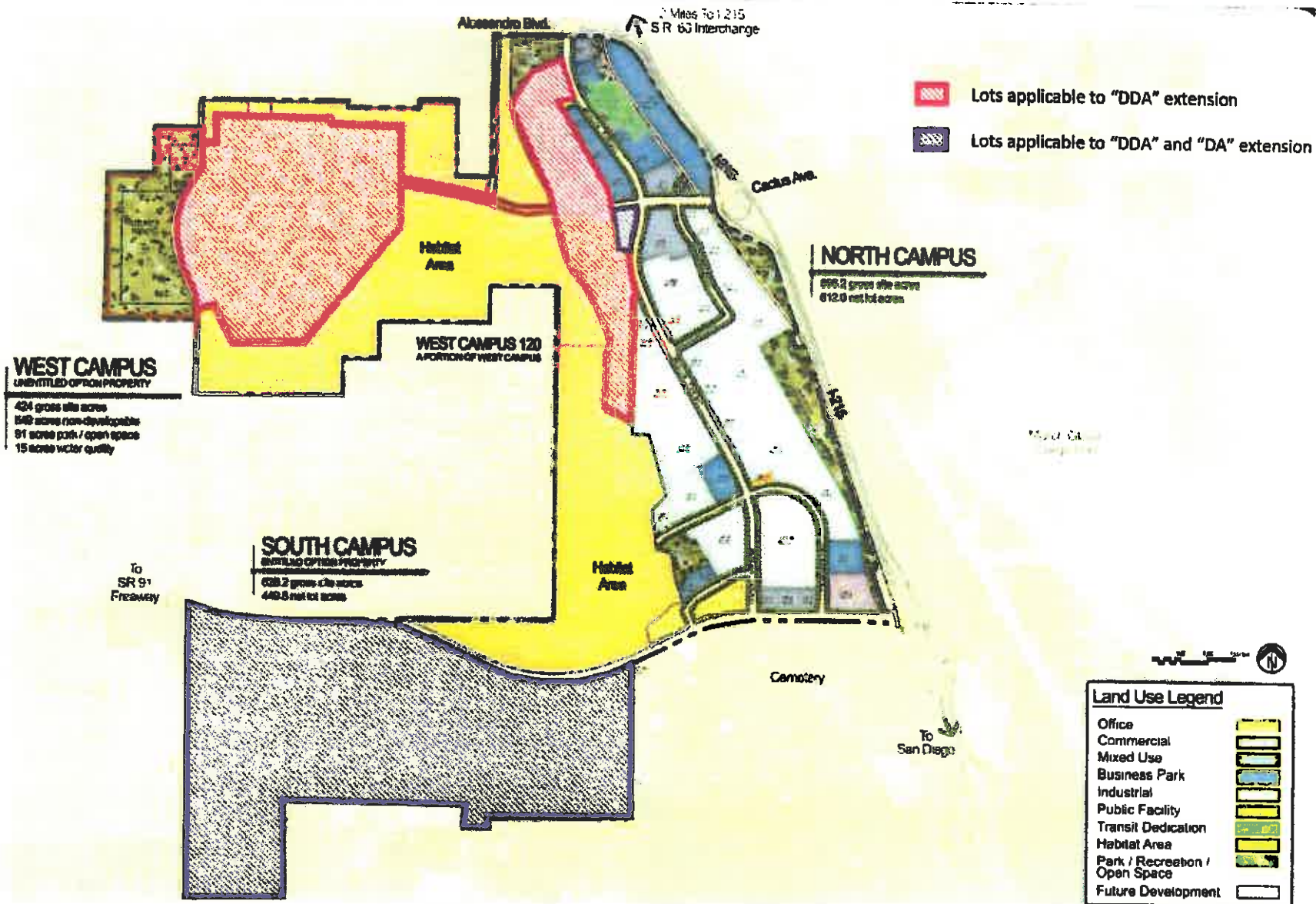
Meridian Park, LLC is the successor Master Developer of the March Business Center, later referred to as Meridian. On June 30, 2016, the March Joint Powers Authority ("MJPA") consented to our request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement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



2 Miles To I 215
SR 63 Interchange

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

WEST CAMPUS
UNDEVELOPED OPEN PROPERTY

- 424 gross site acres
- 542 acres non-developable
- 91 acres park / open space
- 15 acres water quality

WEST CAMPUS 120
A PORTION OF WEST CAMPUS

NORTH CAMPUS
696.2 gross site acres
612.0 net lot acres

SOUTH CAMPUS
UNDEVELOPED OPEN PROPERTY

- 628.2 gross site acres
- 448.5 net lot acres

To
SR 91
Freeway

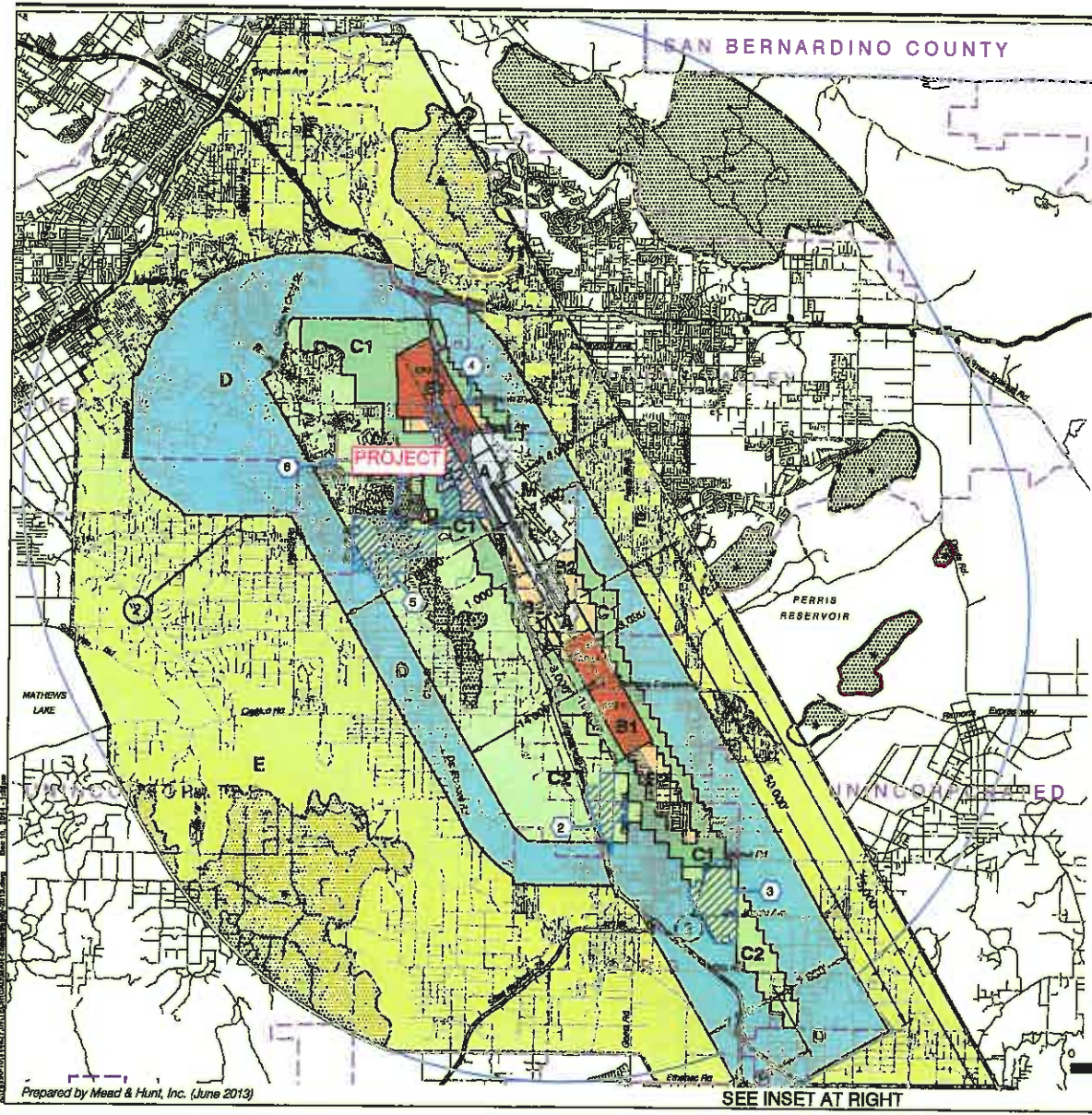
Cemetery

To
San Diego

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



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 Limita
- FAR Part 77 Notification Area

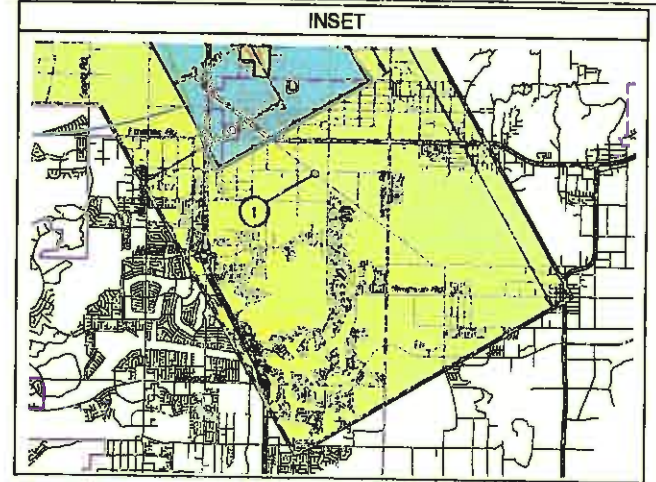
Boundary Lines

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

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

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

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



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

Map MA-1

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

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

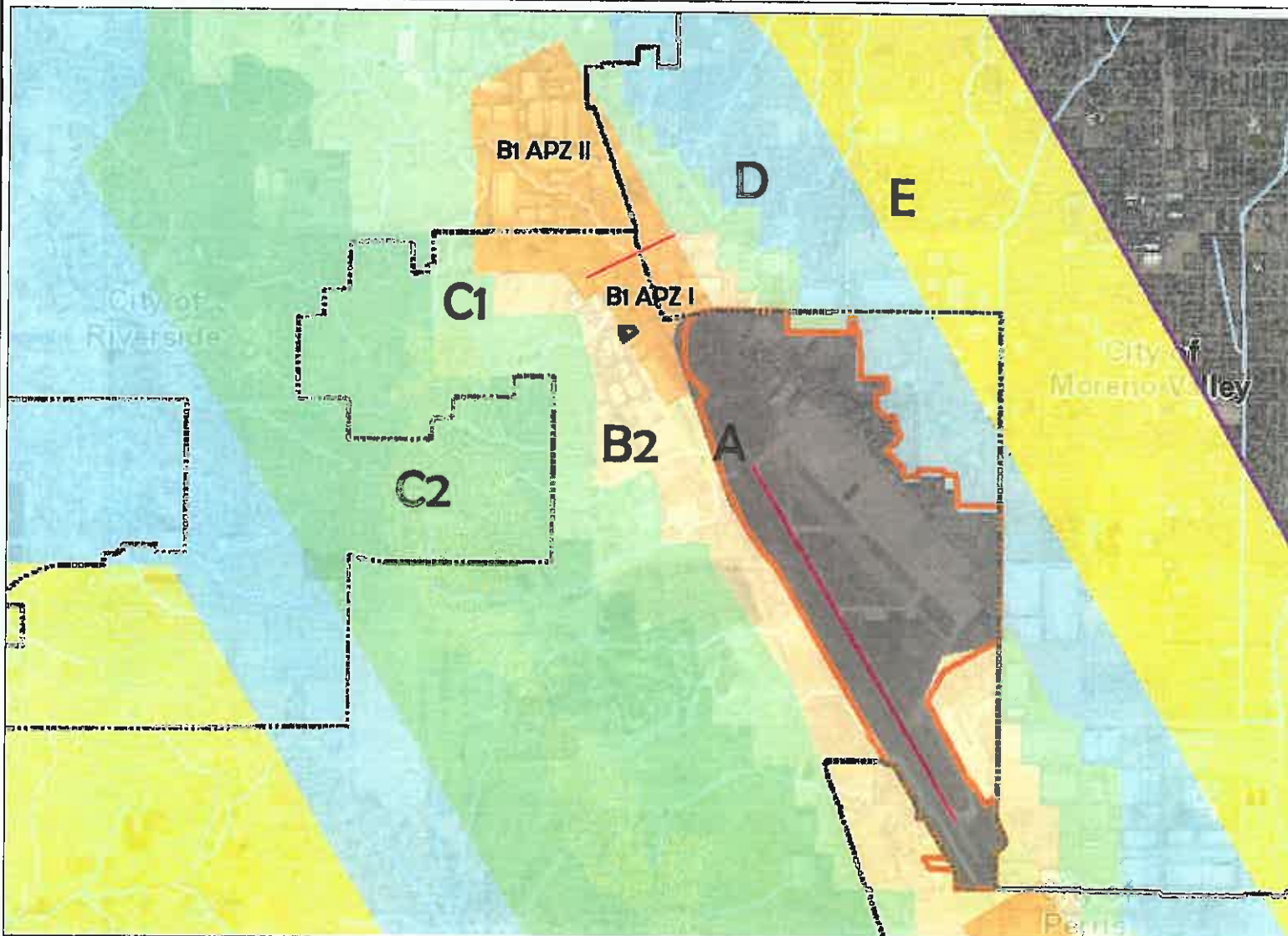


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map My County Map



Legend

- Runways
- ✈ Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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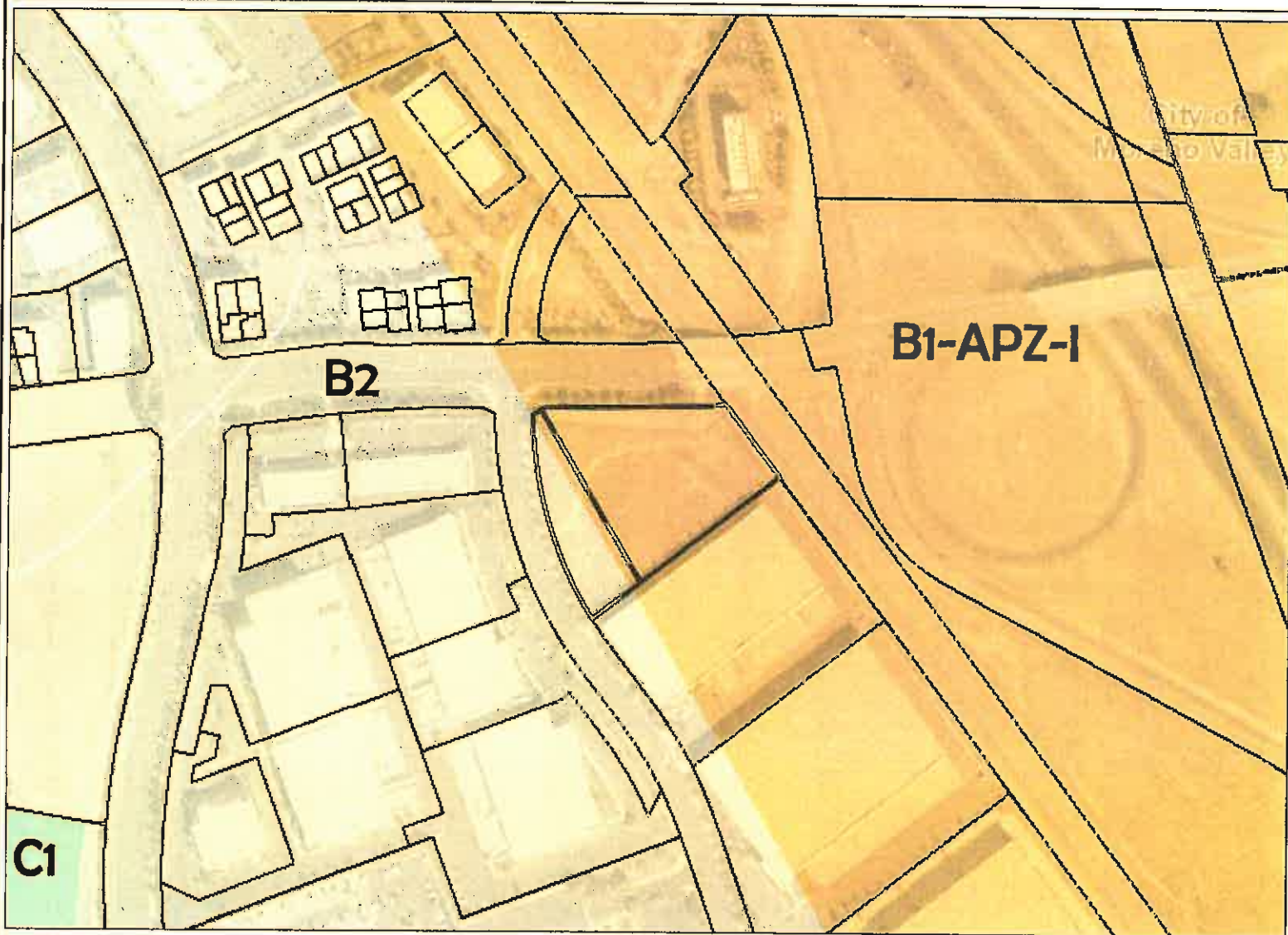


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



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



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Notes

Map My County Map



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



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Notes

Map My County Map



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



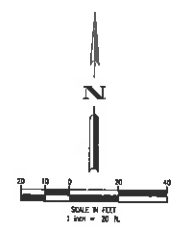
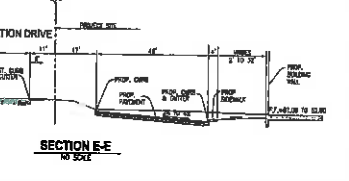
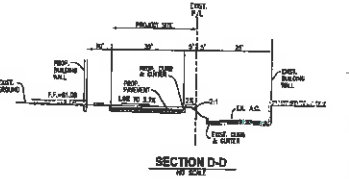
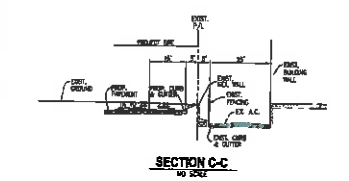
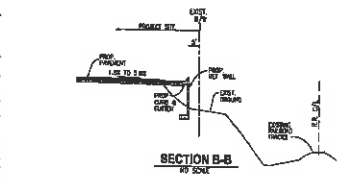
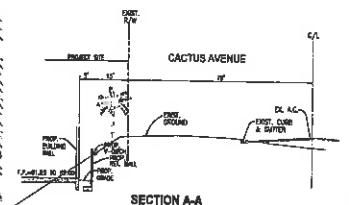
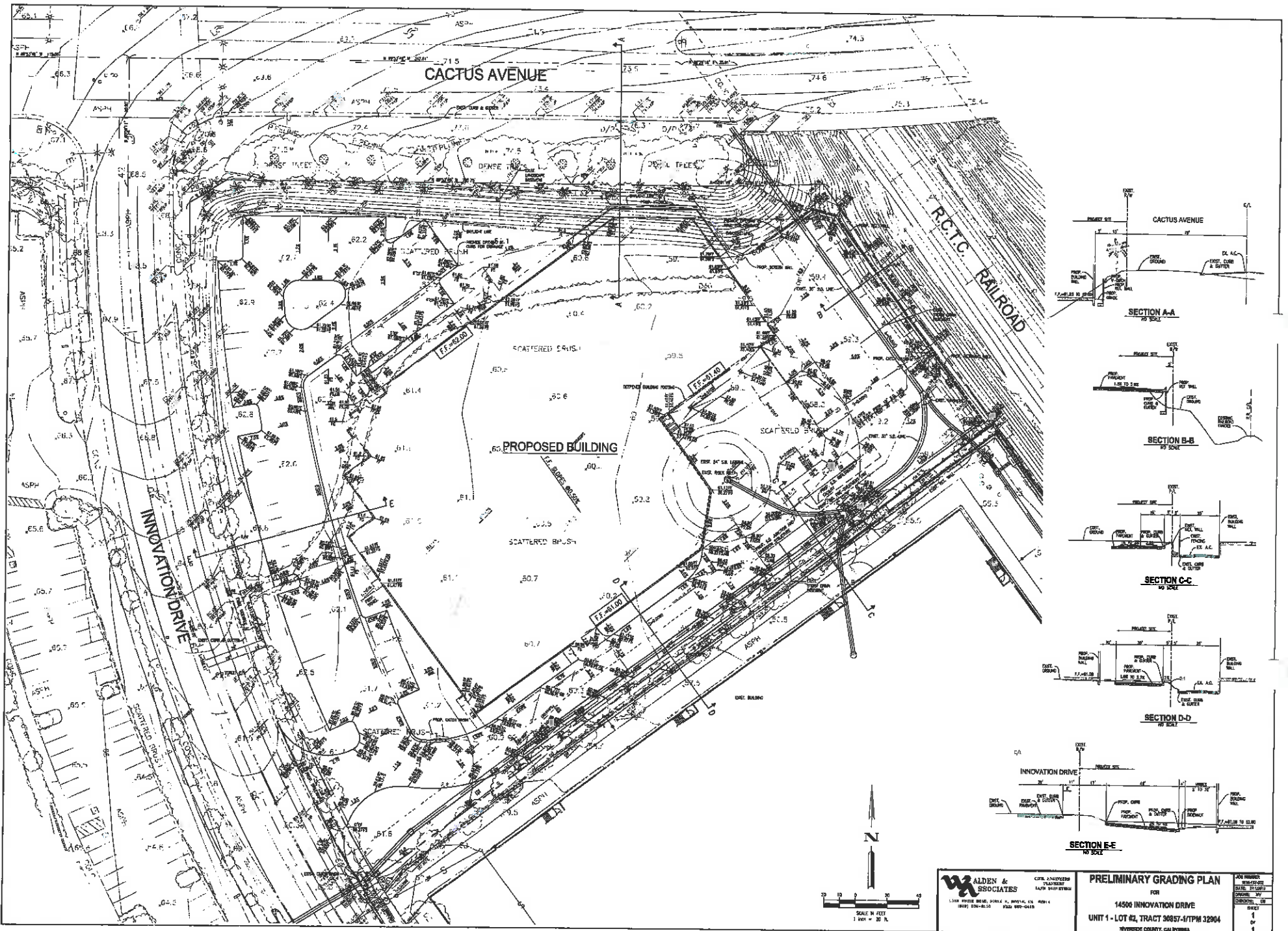
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0 379 758 Feet

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Notes



<p>WALDEN & ASSOCIATES CITY ENGINEER PLANNING LAND DEVELOPMENT</p> <p>1348 WHITE BIRD DRIVE, SUITE 201, BOSTON, CA 94014 (415) 594-0140 FAX (415) 594-0145</p>	<p>PRELIMINARY GRADING PLAN FOR 14500 INNOVATION DRIVE UNIT 1 - LOT #2, TRACT 30857-4/TPM 32904 WYANDOTE COUNTY, CALIFORNIA</p>		<p>JOB NUMBER: 20000000 DATE: 11/14/00 DRAWN BY: [blank] CHECKED BY: [blank] SCALE: 1/4" = 20'</p>
	<p>DATE: 11/14/00</p>		<p>SHEET: 1 OF: 1</p>
	<p>SCALE: 1/4" = 20'</p>		
	<p>DATE: 11/14/00</p>		

Rull, Paul

From: Kent Norton <knorton@migcom.com>
Sent: Tuesday, December 10, 2019 2:37 PM
To: Rull, Paul
Cc: Vincent M. Von der Ahe; Mike Gill; Pam Steele
Subject: VDA project ALUC review

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Paul, the VDA project applicant Vincent Von der Ahe has agreed to the occupancy restrictions in the example covenant you sent over last week. Please let me know if you need anything more official at this time to keep the project on the January commission hearing. Finally, who prepares the actual covenant/agreement? Thank you...

Kent Norton, AICP, REPA
Senior Project Manager



1500 Iowa Avenue, Suite #110
Riverside, California 92507

Ph: 951 787 9222 | www.migcom.com

Cell: 909 518 8200

former State President of the Association
of Environmental Professionals (AEP)

Rull, Paul

From: Kent Norton <knorton@migcom.com>
Sent: Friday, December 13, 2019 10:42 AM
To: Rull, Paul
Cc: Vincent M. Von der Ahe; Mike Gill; Pam Steele; Bob Prasse
Subject: VDA ALUC Application ZAP1393MA19

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After discussion with the applicant and his architect, VDA has agreed to remove the 2nd floor mezzanine from their project to meet the AICUZ limitation you informed us of earlier this week. The overall building footprint would remain the same but the interior uses would change as shown below:

Use	Submitted Plan	Proposed Changes
Office	5,000 SF	5,000 SF
Warehouse	45,900 SF	43,400 SF
TOTAL	50,900 SF	48,400 SF

As we indicated earlier, the applicant has also agreed to a covenant with March JPA limiting the project occupancy to meet the APZ-1 limits. Please let me know if you need anything else that would affect our Jan hearing date. Thank you...

Kent Norton, AICP, REPA
Senior Project Manager



1500 Iowa Avenue, Suite #110
Riverside, California 92507
Ph: 951 787 9222 | www.migcom.com
Cell: 909 518 8200

former State President of the Association
of Environmental Professionals (AEP)

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Jeffrey Smith at (951) 656-7000.

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

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1393MA19 – Innovation Industrial Partners, LLC, Vincent Von Der Ahe (Representative: Kent Norton, MIG, Inc.) – March Joint Powers Authority Case No. PP19-03 (Plot Plan). The applicant proposes to construct a 48,400 square foot industrial warehouse building on 3.22 acres located on the southeast corner of Cactus Avenue and Innovation Drive (Airport Compatibility Zones B1-APZ-I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1393MA19 DATE SUBMITTED: November 27, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Vincent Von der Ahe</u>	Phone Number	<u>949-348-9690</u>
Mailing Address	<u>VDA Real Estate Services</u>	Email	<u>vmv@vdaco.com</u>
	<u>26440 La Alameda, Suite 270</u>		
	<u>Mission Viejo, CA 92691</u>		
Representative	<u>MIG</u>	Phone Number	<u>951-787-9222</u>
Mailing Address	<u>1500 Iowa Avenue, Suite 110</u>	Email	<u>knorton@migcom.com</u>
	<u>Riverside, CA 92507</u>		
	<u>Attn: Kent Norton</u>		
Property Owner	<u>Vincent Von der Ahe</u>	Phone Number	<u>Same</u>
Mailing Address	<u>same as applicant (see above)</u>	Email	<u>Same</u>

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>March Joint Powers Authority</u>	Phone Number	<u>951-656-7000</u>
Staff Contact	<u>Jeff Smith, AICP, Senior Planner</u>	Email	<u>smith@marchjpa.com</u>
Mailing Address	<u>14205 Meridian Parkway, Suite 140</u>	Case Type	
	<u>March Air Reserve Base, CA 92518</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input checked="" type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other
Local Agency Project No	<u>Plot Plan 19-03</u>		

PROJECT LOCATION

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

Street Address	<u>14500 Innovation Drive</u>		
	<u>Riverside, CA 92518</u>		
Assessor's Parcel No.	<u>297-230-011 and -012</u>	Gross Parcel Size	<u>3.22 acres</u>
Subdivision Name	<u>Meridian Lot 2 Unit 1</u>	Nearest Airport and distance from Airport	<u>March ARB 4,686 ft</u>
Lot Number	<u>Lot 2, Tract Map 30857-1, Book 371</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>Site is vacant and rough graded land planned for industrial use within the Meridian Business Center Specific Plan (MBCSP). Surrounding uses include a railroad line and the I-215 Freeway to the east, Cactus Avenue and existing warehouses to the north, Innovation Drive and existing warehouses to the west, and an existing warehouse to the south.</u>
------------------------------	---

Proposed Land Use (describe)	One tilt-up industrial building with 45,900 SF of industrial use and 5,000 SF of office use (total area = 50,900 SF). The Meridian Business Center Specific Plan (MBCSP) designates the site for industrial use. The current site plan shows the building would occupy 36% of the site, landscaping 24%, and parking/travel ways 40% of the site. Minor revision to previous approval. See attached Project Description and Plans for additional details.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NA	
For Other Land Uses (See Appendix C)	Hours of Operation	No user selected but could be up to 24/7	
	Number of People on Site	117	Maximum Number average = 18.3 and max one-acre = 50
	Method of Calculation	ALUC Application Appendix C based on CBC standards (see attached Proj Desc).	
Height Data	Site Elevation (above mean sea level)	1562 feet (max finished floor)	ft.
	Height of buildings or structures (from the ground)	1,600 feet (max 38 feet)	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes	<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:** 2.3 ~~3-7~~
- HEARING DATE:** February 13, 2020 (continued from January 9, 2020)
- CASE NUMBER:** ZAP1094FV19 – MLC Holdings, Inc. (Representative: T & B Planning)
- APPROVING JURISDICTION:** County of Riverside
- JURISDICTION CASE NO:** SP00286A07 (Amendment No. 7 to Specific Plan No. 286, Winchester 1800); TR37715 (Tentative Tract Map No. 37715); GPA190013 (General Plan Amendment); CZ1900008 (Change of Zone)
- LAND USE PLAN:** 2007 French Valley Airport Land Use Compatibility Plan (as amended in 2011)
- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Airport Compatibility Zones D and E
- c. Noise Levels: Outside the 55 CNEL contour

MAJOR ISSUES: The project includes two “bio-treatment and hydrological modification basins” within 10,000 feet of the French Valley Airport runway that *were initially proposed to be* ~~are each~~ greater than 30 feet in length and in width. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the *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”, prepared by Mead & Hunt at the direction of ALUC staff,* such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

Following the January hearing, the applicant team amended the tract map to reduce the bioretention areas within the 0.22 and 0.17 acre lots to a maximum of 30 feet in length and 30 feet in width. The applicant team also provided an analysis from a qualified wildlife hazard biologist, who concluded that the proposed bioretention facilities, as revised, are “unlikely to attract large numbers of birds that would pose a hazard to aviation at French Valley Airport.”

RECOMMENDATION: Staff recommends that the proposed Specific Plan Amendment, General Plan Amendment, and Change of Zone be found CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

~~Staff further recommends that the proposed Tentative Tract Map be found **INCONSISTENT**, specifically due to the presence of large detention basins within 10,000 feet of the runway at French Valley Airport, although staff would be amenable to a continuance to allow for the preparation of a report from a qualified wildlife hazard biologist assessing potential bird aircraft strike hazard (BASH) and the proposed mitigation, and recommending site-specific design revisions as may be necessary in order to minimize this risk.~~

*Staff further recommends that the proposed Tentative Tract Map be found **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the conditions included herein.*

PROJECT DESCRIPTION: Tentative Tract Map No. 37715 is a proposal to divide 16.63 acres (Assessor's Parcel Number 963-100-008) into 145 single-family residential lots with a minimum lot size of 2,720 square feet, plus two lots less than one-quarter acre in size each for water quality basins. General Plan Amendment No. 190013 is a proposal to amend the land use designation of the above-referenced 16.63 acres from VHDR (Very High Density Residential – 14 to 20 dwelling units per acre) and CR (Commercial Retail) to HDR (High Density Residential – 8 to 14 dwelling units per acre).

Amendment No. 7 to Winchester 1800 Specific Plan No. 286 (SP00286A07) is a proposal to modify the land use designations, boundaries, and descriptions of Planning Areas 40 and 41 of Specific Plan No. 286 as follows: (1) Reconfigure the boundaries between Planning Areas 40 and 41; (2) Increase the acreage of Planning Area 40 from 9.3 to 16.6 acres, amend its designation from CR to HDR, and provide for the development of 145 units therein; and (3) decrease the acreage of Planning Area 41 from 22.6 to 17.9 acres, amend its designation from VHDR to HDR, and reduce its dwelling unit allocation from 339 to 204 (with the 135-unit difference re-allocated to Planning Area 40). The combined net effect is to eliminate 9.3 acres of Commercial Retail and increase the residential dwelling unit count in Specific Plan No. 286 from 4,720 to 4,730. Change of Zone Case No. 1900008 (CZ 1900008) is a proposal to amend the SP (Specific Plan) ordinance for Specific Plan No. 286 regarding allowable land uses within Planning Area 40 and the development standards therefor.

PROJECT LOCATION: The proposed project is located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, in the unincorporated community of French Valley, approximately 7,232 feet easterly/northeasterly of the northeasterly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Residential Density: The project is located in Compatibility Zones D and E of the French Valley Airport Influence Area and includes 6.13 acres in Compatibility Zone D and 9.31 acres in Compatibility Zone E. Compatibility Zone D allows residential densities less than or equal to one dwelling unit per five acres and residential densities at least 5.0 dwelling units per acre, but prohibits new residential development at intermediate densities greater than 0.2 and less than 5.0 dwelling

units per net acre. At least 52 of the proposed lots are entirely located in Compatibility Zone D, resulting in a density of 8.48 dwelling units per acre therein. If we were to count lots that are primarily in Compatibility Zone D, the total number of lots would increase to 58, resulting in a density of 9.46 dwelling units per acre. These densities are clearly consistent with the high density option for Compatibility Zone D.

There are no restrictions on density in Compatibility Zone E.

Prohibited and Discouraged Uses: The applicant does not propose any uses listed as discouraged (children's schools, hospitals, and nursing homes) or prohibited (highly noise-sensitive outdoor nonresidential uses and hazards to flight) within the project; however, staff ~~is~~ **was** concerned as to the potential for the proposed "bio-treatment" basins to become bird attractants. (See discussion, below.)

Noise: The site is located outside the 55 CNEL (Community Noise Equivalent Level) contour. Therefore, no special noise mitigation measures are required. Typical construction methods reduce noise levels by 20 dB(A), thus reducing average interior noise levels from aircraft to below 40 CNEL, which is acceptable for residential land uses.

PART 77: The elevation of French Valley Airport's Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1,347 feet AMSL). At a distance of 7,232 feet from the runway to the southwesterly corner of the site, any structure with a top point elevation exceeding 1,419 feet AMSL would require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The highest pad elevation on-site is approximately 1,380 feet AMSL, and structures will not exceed a height of 40 feet, for a maximum top point elevation of 1,420 feet AMSL. The applicant ~~has~~ submitted to FAA OES for review, and Aeronautical Study No. 2019-AWP-14925-OE ~~has been~~ **was** assigned to this project. ~~, with a current status of "Work in Progress."~~ **On December 17, 2019, the FAA OES issued a Determination of No Hazard to Air Navigation letter for this project, provided that the project complies with the conditions included in that letter, which are incorporated into staff's recommended conditions.**

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, only 6.13 acres of the site is located in Compatibility Zone D, with the remainder in Compatibility Zone E. The applicant has not provided for any on-site open areas. Pursuant to Policy 3.3.5 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, any parcel that is split between two or more Compatibility Zones is to be considered as if it were multiple parcels divided at the zone boundary line. Therefore, ALUC-qualifying open land is not required for this tract map.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to

create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B)

The project includes two “bio-treatment and hydrological modification” basins with areas of 0.22 and 0.17 acres. These basins are described by the applicant as follows:

“The project proposes the construction of two bio-treatment basins (BMPs A and B) to biotreat the water quality flows. Storm volumes (26,100CF) are collected in a planter area with native plants selected to comply with the ALUC requirements. Storm runoff slowly percolates through a biofiltration media that removes the pollutants of concern. An underdrain collects and conveys the biotreated storm flows to the adjacent public storm drain. The proposed bio-treatment basins are sufficiently sized to capture runoff from larger storm events, hence providing adequate hydrologic mitigation to meet the requirements of the Regional MS4 Permit.”

Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the brochure titled “Airports, Wildlife and Stormwater Management” prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

Both of these basins have been reduced in size so as to comply with the brochure guidance (maximum length and width of 30 feet). With these revisions and the additional measures listed below, a qualified wildlife hazard biologist has opined that the revised bioretention areas are unlikely to attract birds in sufficient quantities as to pose a hazard to aviation.

~~The larger of these basins is located in Compatibility Zone D on Lot A with a nearly square bottom area measuring 68 feet in length by 65 feet in width, within an overall lot area (including slopes) measuring 97 feet in length by 97 feet in width. The lot is located approximately 7,425 feet from the northerly end of the runway at French Valley Airport and approximately 5,000 feet from the boundary of the airport property.~~

~~The smaller basin is located in Compatibility Zone E on Lot B with a rectangular bottom area measuring 73 feet in length along the east-west axis by 45 feet in width along the north-south axis, within an overall lot area measuring 97 feet in length by 73 feet in width. This lot is located approximately 7,555 feet from the northerly end of the runway at French Valley Airport (being farther east than Lot A, but not as far north) and approximately 5,361 feet from the boundary of the airport property.~~

~~(For comparative purposes, the large detention basin at the proposed shopping center considered last summer [ZAP1090FV19] was less regularly shaped, with dimensions of approximately 110 feet by 68 feet along its longest sides, at a distance of 6,732 feet from the airport, but at a much lower~~

elevation.)

The applicant ~~acknowledges that the basins are larger than 30 feet in length and in width, and offers the following measures to minimize bird aircraft strike hazards:~~

- The facilities are designed to provide a 48 hour drawdown time during a 24 hour rainfall event.
- Regular maintenance will be provided to eliminate seeding, shelter, and unsuitable vegetation. (Note: Tentative map indicates that the basins will be County maintained.)
- Plants will comply with ALUC's landscaping brochure.
- Basins are of rectangular shape.
- Facility design includes slopes greater than 3:1 in the "hydromod" portions of the facilities in order to minimize shelter and nesting opportunities.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.
4. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
5. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-14925-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.**
6. **The proposed dwellings shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,419 feet above mean sea level.**
7. **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.**
8. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 40 feet in height and a maximum elevation of 1,419 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**

Staff Report
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CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

January 17, 2020

Matt Maehara
MLC Holdings, Inc. (Meritage Homes)
5 Peters Canyon Road, Suite 310
Irvine, CA 92606

Subject: Hazardous Wildlife Attractants Analysis of Two Bioretention Features for the Proposed Residential Development at 31980 Benton Road in Winchester, Riverside County, CA

Dear Mr. Maehara:

Per your request, LSA presents this letter with our analysis of the potential for two proposed bioretention features (i.e., stormwater management facilities) to attract hazardous wildlife at the above-referenced residential development project site near French Valley Airport (airport) in unincorporated Riverside County (County). I am a qualified airport wildlife biologist per the Federal Aviation Administration (FAA) Advisory Circular (AC) No. 150/2500-36B requirements.

INTRODUCTION

Meritage Homes is proposing to construct a residential development on the 16.6-acre site (APN 963-100-008), including two bioretention features. Both of these features have a planted bio-area (where stormwater drains) measuring 30 feet by 30 feet, with one bio-area within an overall lot area (including slopes) measuring 97 feet by 97 feet (approximately 0.22 acres) and the other bio-area within an overall lot area (including slopes) measuring 97 feet by 73 feet (approximately 0.17 acres). The larger feature is located approximately 7,425 feet (1.4 miles) from the northerly end of the airport runway and approximately 5,000 feet (0.9 miles) from the boundary of the airport property. The smaller feature is located approximately 7,555 feet (1.4 miles) from the northerly end of the airport runway and 5,361 feet (1 mile) from the boundary of the airport property.

The project site is located within the 10,000-foot (1.8 miles) wildlife hazard separation zone of the airport, per FAA AC No. 150/5200-33C, *Hazardous Wildlife Attractants on or Near Airports*. AC 150/5200-33C, Section 2.3.2, identifies new stormwater management facilities, such as the proposed project bioretention features, as potential hazardous wildlife attractants.

Additionally, the Riverside County Airport Land Use Commission (ALUC) has identified land use compatibility zones around county airports; the larger proposed bioretention feature is located within Compatibility Zone D and the smaller proposed feature is within Compatibility Zone E of the airport. Proposed land uses (e.g., stormwater management facilities) that could cause hazards to flight, such as an increase in large flocks of birds (ALUC: Policy 4.3.7 *Other Hazards (d)*), are prohibited in Compatibility Zones D and E.

Pursuant to the ALUC's brochure entitled "Airports, Wildlife and Stormwater Management," such basins are potentially suitable in Compatibility Zone D only if 30 feet or less in length and width and if vegetation is selected to discourage hazardous wildlife and is reviewed by a qualified biologist.

Therefore, based on the location of the proposed project within the 10,000-foot wildlife hazard separation zone and the ALUC land use Compatibility Zones D and E of the French Valley Airport, the ALUC has requested an analysis of the potential for these proposed bioretention features to attract wildlife hazardous to aviation.

FIELD SURVEY

To gain a better understanding of the structure and function of the proposed bioretention features and their potential to attract hazardous wildlife, LSA conducted a field survey of six existing bioretention features in residential developments near the project site. The features surveyed were similar in size and function to the proposed features for the 31980 Benton Road project. LSA wildlife biologist Lonnie Rodriguez conducted the field survey on January 13, 2020.

During the survey, 20 species of birds were observed (see attached Animal Species Detected list) in and adjacent to the features. Most of these species were common resident and/or wintering songbirds or other small bird species typical of residential landscapes in western Riverside County, such as black phoebe (*Sayornis nigricans*), house finch (*Haemorrhous mexicanus*), lesser goldfinch (*Spinus psaltria*), and white-crowned sparrow (*Zonotrichia leucophrys*). A number of other bird species likely occur during migration and during the breeding season, but most of these species would likewise be small songbirds typical of residential landscapes. Mourning doves (*Zenaida macroura*) and European starlings (*Sturnus vulgaris*), which is a non-native species, were also observed during the field survey, but in small numbers. American crows (*Corvus brachyrhynchos*) were also observed; this larger species is common throughout residential areas in western Riverside County. Red-tailed hawks (*Buteo jamaicensis*) were another large bird observed during the field survey; this raptor occurs widely in a variety of habitat types in western Riverside County and is often seen soaring over residential areas.

Several species of reptiles and mammals (see attached Animal Species Detected list) were also observed during the field survey, but these small non-flying vertebrates would not pose a hazard to aviation. Some of these species could be attractive prey items for raptors, but they would not likely be present, given the residential setting, in densities that would attract large numbers of raptors.

During the survey, LSA noted that the surveyed features were well maintained, did not contain standing water, and did not support vegetation typical of wetland habitats. Therefore, these bioretention features would be unlikely to attract flocks of waterbirds, such as geese, ducks and shorebirds.

WILDLIFE HAZARD ANALYSIS

The bird species observed in and adjacent to the existing bioretention features near the project site suggest that these features are not a significant attractant to hazardous wildlife that would pose a threat to aviation at the French Valley Airport. Birds observed during the field survey were mostly songbirds and other small species (e.g., hummingbirds) that are not a high hazard to aviation due to

their small mass and the fact that they generally do not form large flocks or aggregations. American crows (also observed during the field survey), on the other hand, are relatively large and under certain conditions form large flocks that are potentially hazardous to aircraft. Crows are widespread throughout urban/residential landscapes in western Riverside County; however, large numbers would not be particularly attracted to bioretention features because the features are unlikely to provide a concentrated food source or extensive roosting habitat for large flocks.

Mourning doves and European starlings can form large flocks during the non-breeding season, but such flocks generally occur in agricultural landscapes with fallow fields, feedlots, or other sources of abundant food. The existing features provide some potential foraging and/or nesting habitat for these species but would not be expected to attract large numbers that would be hazardous to aviation at French Valley Airport due to the lack of an abundant and concentrated food source.

Red-tailed hawks, being a large raptor, pose a potential hazard to aircraft. This species is territorial, occurs in low population densities, and would be expected throughout the area around French Valley Airport. Although red-tailed hawks would likely forage over bioretention features occasionally, such features would not attract large numbers of this species due to their low population densities and territorial behavior.

No Canada geese (*Branta canadensis*) were observed during the field survey, but this species is particularly problematic to aviation and resident Canada geese are increasing in many urban areas in California. Stormwater basins, including bioretention features, are a potential attractant to geese as loafing and feeding habitat. Canada geese do not appear to be common in the area around the project site, but there are a number of observations of this species southwest of the airport and throughout other urbanized areas in western Riverside County¹. Resident Canada geese in urban landscapes are attracted to open water and areas supporting irrigated turf grass, such as school athletic fields, urban parks, and golf courses. As previously noted, the existing features observed during the field survey lacked surface water and wetland vegetation; they did support some annual grass cover (due to the recent winter rains), but not irrigated turf grass. Due to the lack of standing water and turf grass within these existing features, these existing features would not likely be particularly attractive to Canada geese. Likewise, if the proposed bioretention features resemble the existing features in structure and function, they would not likely be a significant attractant to Canada geese.

The proposed bioretention features are 30 feet in length and width, which, as noted above, is recommended by the ALUC. In addition, the applicant proposes the following measures to further reduce or eliminate the potential attractiveness of the proposed bioretention features to hazardous wildlife:

- The features are designed to provide a 48-hour drawdown time during a 24-hour rainfall event.

¹ eBird. 2020. eBird: An online database of bird distribution and abundance. eBird, Cornell Lab of Ornithology, Ithaca, New York. Available: <http://www.ebird.org> (accessed January 15, 2020).

- Regular maintenance will be provided to eliminate seeding, shelter, and unsuitable vegetation. (As noted on the project tentative map, the basins will be maintained by the County.)
- Plantings in the proposed features will comply with ALUC's landscaping brochure recommendations.
- Features are of rectangular shape.
- The features design includes slopes greater than 3:1 in the "hydromod" portions of the facilities in order to minimize shelter and nesting opportunities for hazardous wildlife.

If the above measures are followed, the proposed bioretention features are unlikely to be attractive to large numbers of hazardous wildlife, such as Canada geese and other waterfowl, American crows, and/or European starlings.

CONCLUSIONS

Stormwater management facilities, including bioretention features, can be attractants to birds that are hazardous to aviation; therefore, the FAA and Riverside County ALUC discourage the construction of new stormwater facilities within the 10,000-foot wildlife hazard separation zone around airports. However, if stormwater management facilities are designed and maintained specifically to eliminate or minimize bird use, particularly by species that present a high hazard to aviation, such as Canada geese, these facilities can be compatible with airports.

Based on the above analysis, the proposed bioretention features for the residential development at 31980 Benton Road are unlikely to attract large numbers of birds that would pose a hazard to aviation at the French Valley Airport. Please do not hesitate to contact me at 510-376-5694 or eric.lichtwardt@lsa.net if you have questions and/or require further information regarding this analysis.

Sincerely,

LSA Associates, Inc.



Eric Lichtwardt
Associate/Senior Biologist

Attachment: Animal Species Detected

ANIMAL SPECIES DETECTED

This is a list of the reptiles, birds, and mammals noted in the field survey of six existing bioretention features in the area around the project site by LSA. Presence of a given species may be noted if directly observed or heard, or identified by the presence of tracks, scat, or other signs. Species are listed in phylogenetic order. Numbers of individuals of a given species observed are indicated in the right hand column after the English name.

* Species not native to the study area

REPTILIA

Phrynosomatidae

Sceloporus occidentalis

AVES

Columbidae

Zenaida macroura

Trochilidae

Archilochus alexandri

Calypte anna

Accipitridae

Buteo jamaicensis

Picidae

Picoides nuttallii

Falconidae

Falco sparverius

Tyrannidae

Sayornis nigricans

Tyrannus vociferans

Corvidae

Corvus brachyrhynchos

Aegithalidae

Psaltriparus minimus

Troglodytidae

Troglodytes aedon

Thryomanes bewickii

Turdidae

Sialia mexicana

REPTILES

Phrynosomatid Lizards

Western fence lizard (1)

BIRDS

Pigeons and Doves

Mourning dove (3)

Hummingbirds

Black-chinned hummingbird (2)

Anna's hummingbird (2)

Hawks, Kites, Eagles, and Allies

Red-tailed hawk (3)

Woodpeckers and Allies

Nuttall's woodpecker (1)

Caracaras and Falcons

American kestrel (1)

Tyrant Flycatchers

Black phoebe (4)

Cassin's kingbird (2)

Crows and Jays

American crow (7)

Long-Tailed Tits and Bushtits

Bushtit (5)

Wrens

House wren (1)

Bewick's wren (1)

Thrushes

Western bluebird (3)

Mimidae*Mimus polyglottos***Sturnidae*** *Sturnus vulgaris***Fringillidae***Haemorhous mexicanus**Spinus psaltria***Passerellidae***Aimophila ruficeps**Zonotrichia leucophrys***Parulidae***Setophaga coronata***MAMMALIA****Didelphidae*** *Didelphis virginiana***Leporidae***Sylvilagus audubonii***Sciuridae***Otospermophilus beecheyi***Mockingbirds and Thrashers**

Northern mockingbird (4)

Starlings

European starling (2)

Fringilline and Cardueline Finches and Allies

House finch (7)

Lesser goldfinch (8)

New World Sparrows

Rufous-crowned sparrow (1)

White-crowned sparrow (8)

Wood Warblers

Yellow-rumped warbler (6)

MAMMALS**Opossums**

Virginia opossum (1)

Rabbits and Hares

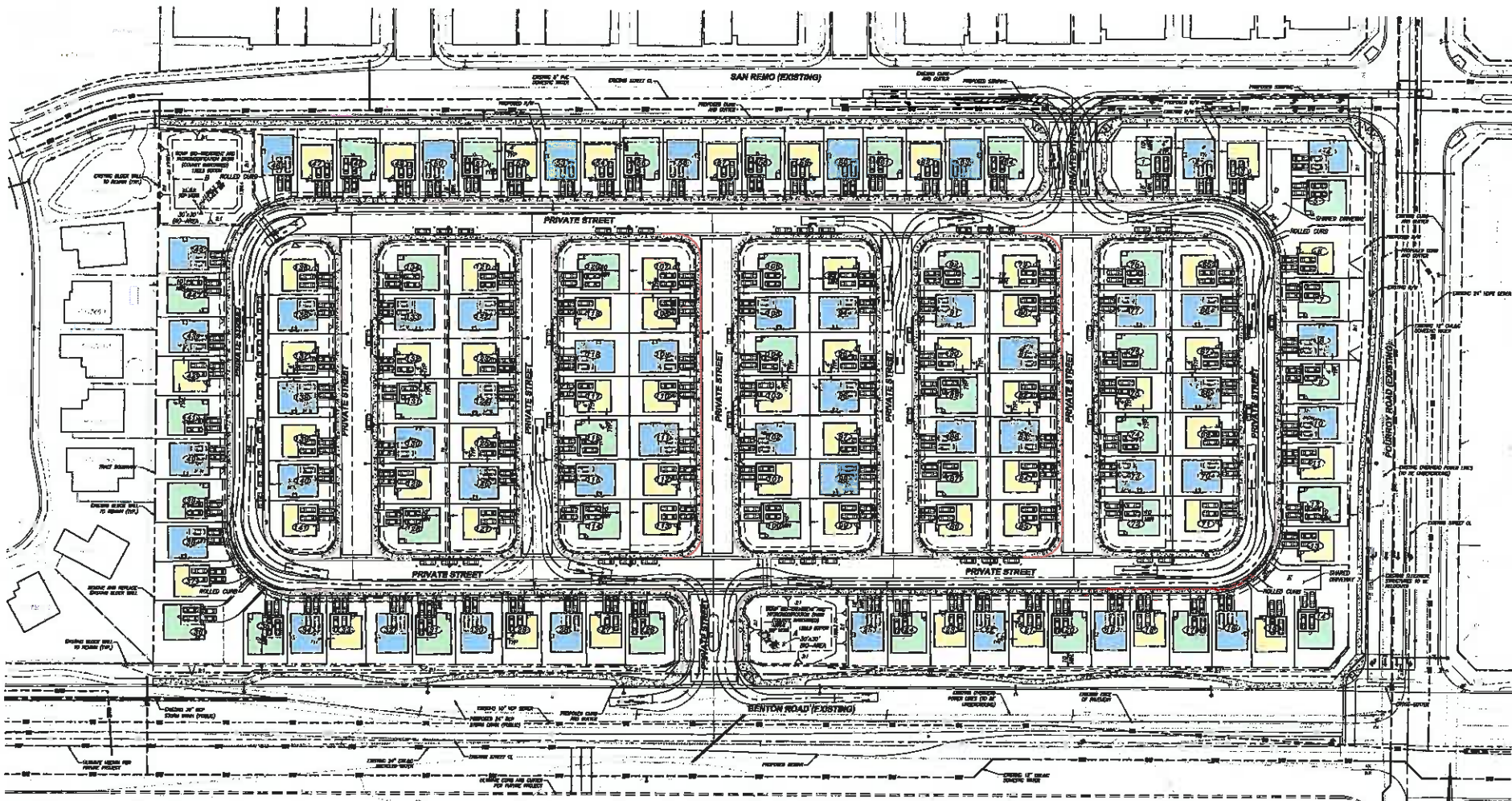
Audubon's cottontail (3)

Squirrels, Chipmunks, and Marmots

California ground squirrel (1)

Taxonomy and nomenclature are based primarily on the following:

- **Amphibians and Reptiles:** Crother, B.I. ed. (2017, Scientific and Standard English Names of Amphibians and Reptiles of North America North of Mexico, with Comments Regarding Confidence in our Understanding. Eighth Edition. *Herpetological Circular* 43.) for species taxonomy and nomenclature; AmphibiaWeb (<https://amphibiaweb.org/>) and The Reptile Database (www.reptile-database.org/) for higher order taxonomy.
- **Birds:** American Ornithological Society (1998, The A.O.U. Checklist of North American Birds, Seventh Edition, American Ornithologists' Union, Washington, D.C.; and supplements; see <http://checklist.aou.org/taxa>).
- **Mammals:** Bradley, R.D. et al. (2014, Revised Checklist of North American Mammals North of Mexico, 2014. Museum of Texas Tech University Occasional Papers No. 327).

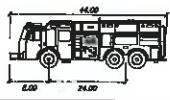


NOTE: SEE SHEET 2 FOR SPECIAL UTILITY CROSS SECTIONS AND RIGHT-OF-WAY BOUNDARIES.
 NOTE: SEE REMARKS SHEET 301 FOR EXISTING AND PROPOSED DIMENSIONS.
 BUILD ONLY THE PORTION OF THIS SHEET TO BE PARALLELED, THE REMAINDER OF THE SHEET IS TO REMAIN UNCHANGED.

PLAN 1: TWO STORY (1,477 SF) - 50 UNITS
 PLAN 2: TWO STORY (1,802 SF) - 48 UNITS
 PLAN 3: TWO STORY (2,300 SF) - 38 UNITS

ROLLED CURVE TO ALLOW FOR FIRE TURNING
 ON-STREET PARKING NOT ALLOWED
 ON-STREET PARALLEL PARKING (8,122)
 FIRE TRUCK TURNING PATH

PARKING SUMMARY:
 ON-STREET: 52 SPACES
 DRIVEWAY: 362 (21 ROW UNITS)
 GARAGE: 277 (17 ROW UNITS)
 318 TOTAL PARKING SPACES



PUMPER FIRE TRUCK
 Axle : 8.00
 Wheel : 8.00
 Axle to Load Line : 1.60
 Steering Angle : 37.8

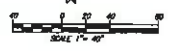
NO.	REVISIONS	APP'D	DATE	APPROVAL/REMARKS

MLC Holdings, Inc.
 8000 WEST STREET, SUITE 310
 TOLSON, CALIFORNIA 92581
 PHONE (949) 482-9451 FAX (949) 984-8520

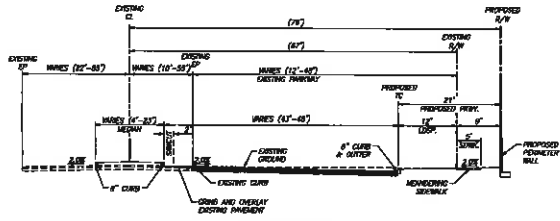
HUIT-ZOUARS
 2000 West Street, Suite 400
 TOLSON, CALIFORNIA 92581
 Phone (949) 482-9451 Fax (949) 984-8520

DATE	BY	CHK
01/19/2009		

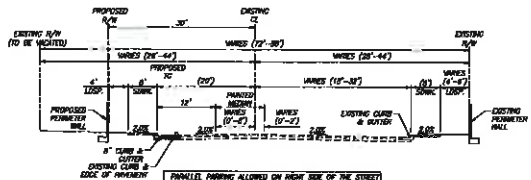
TENTATIVE TRACT MAP 37715
 WINCHESTER, CA
 PRELIMINARY SITE PLAN, ON-STREET PARKING, AND TRUCK TURNING



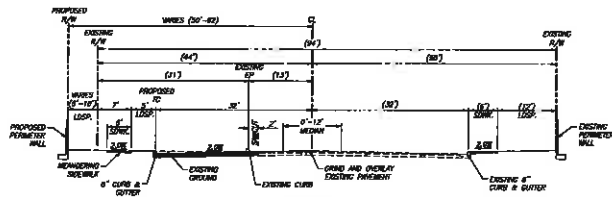
Sheet 1 of 4
 Date 01/19/2009
 Project 37715



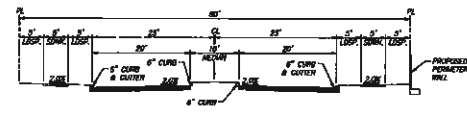
**BENTON ROAD
PUBLIC STREET
(URBAN ARTERIAL HIGHWAY)**
NO PARKING ALLOWED
SCALE: 1"=10'



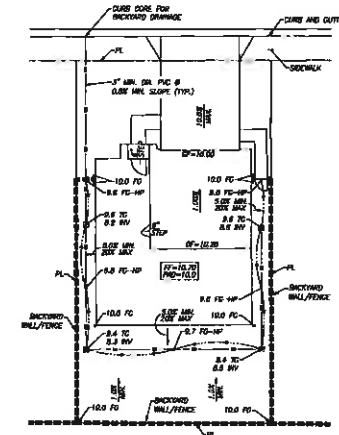
**SAN REMO
PUBLIC STREET
(MINOR)**
SCALE: 1"=10'



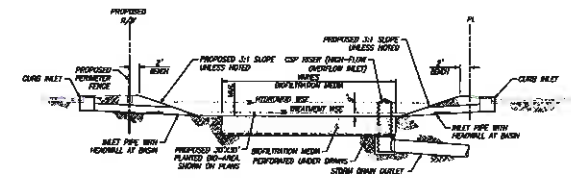
**POURROY RD
PUBLIC STREET
(SECONDARY HIGHWAY)**
NO PARKING ALLOWED
SCALE: 1"=10'



**PRIVATE STREET
(ENTRY OFF BENTON RD. AND SAN REMO)**
NO PARKING ALLOWED
PER COUNTY STANDARD 103
SCALE: 1"=10'



TYPICAL LOT GRADING
SCALE: 1"=10'



**BIORETENTION BASIN
TYPICAL SECTION**
SCALE: 1"=10'

NO.	REVISION	APP'D	DATE	APPROVAL/OWNER	PREPARED BY	DATE	PROJECT

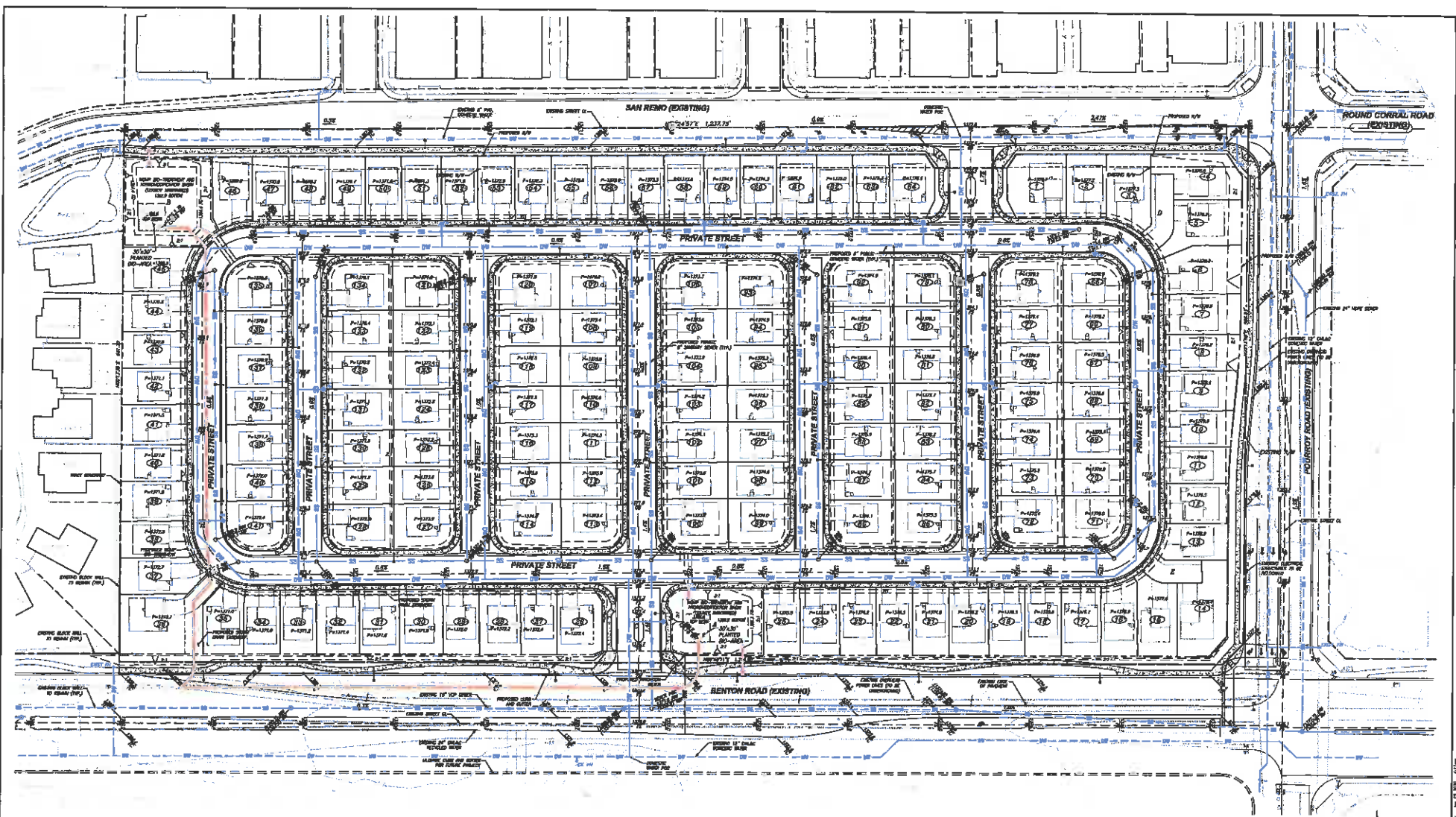
MLC Holdings, Inc.
1000 South Blvd, Suite 400
Winchester, CA 95971
Phone: (916) 944-0115 Fax: (916) 944-9820

HUTT-ZOLIARS
INC.
1000 South Blvd, Suite 400
Winchester, CA 95971
Phone: (916) 944-0115 Fax: (916) 944-9820

**TENTATIVE
TRACT MAP 37715
WINCHESTER, CA**

TYPICAL STREET AND GRADING SECTIONS

SHEET
3
OF
4
DATE
01/18/2006
FILE#
2210141.G



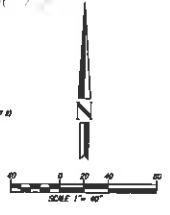
NOTE: SEE SHEET 2 FOR TRUCK TRAIL, DRIVE, SIDEWALK AND WALK WAY PLAN SHEETS.

NOTE: SEE EXHIBIT SHEET 101 FOR EXISTING AND PROPOSED GRADING.

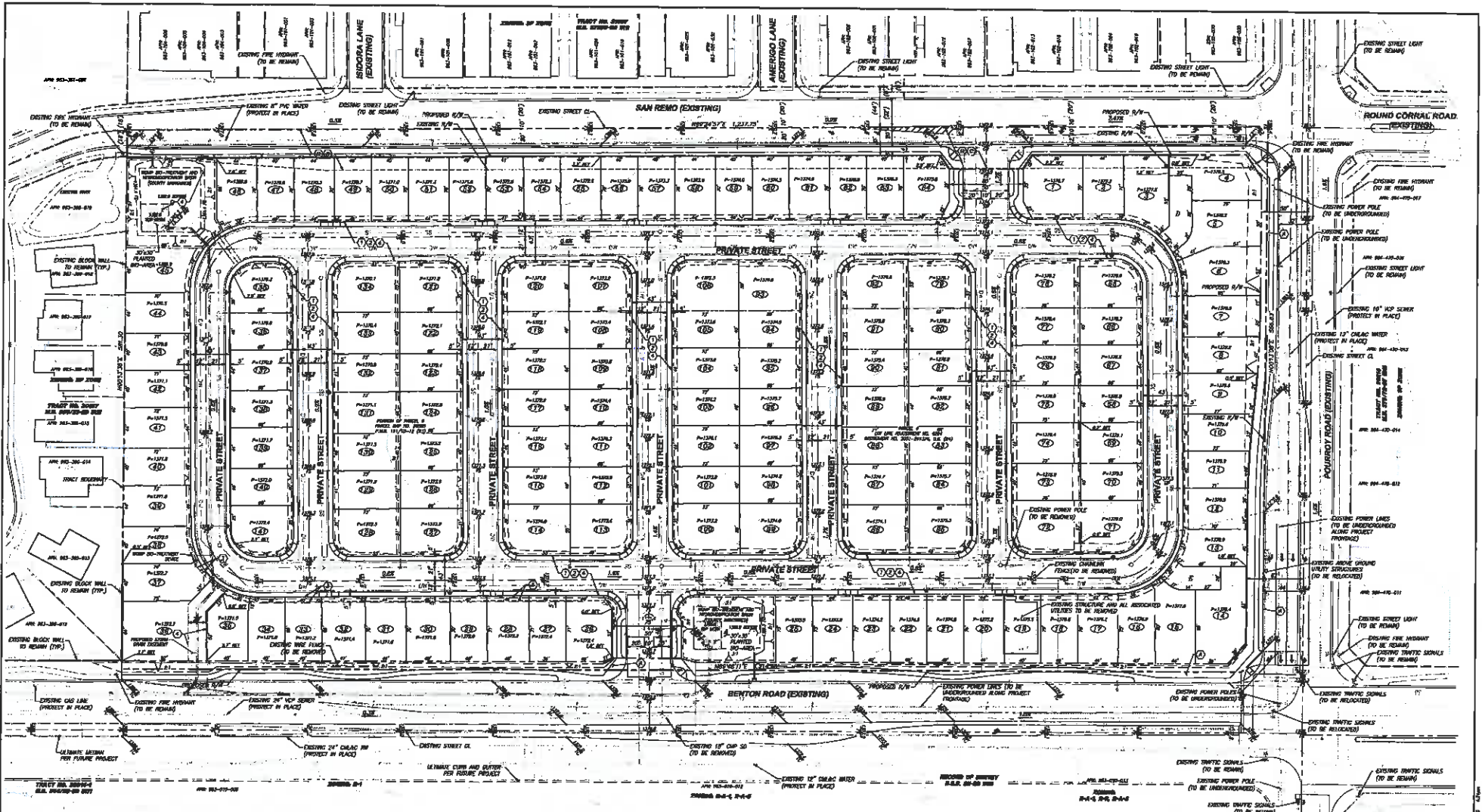
NOTE: ONLY THE UTILITY EASEMENTS ARE TO BE PLANNED, THE REMAINDER OF THE TRACT IS TO REMAIN UNPLANNED.

LEGEND

- EXISTING BOUNDARY
- PROPOSED BOUNDARY OF THE TRACT
- PROPOSED STREET CENTERLINE
- PROPOSED SIDEWALK
- PROPOSED 12" PVC SANITARY SEWER (PUBIC)
- PROPOSED 12" PVC SANITARY SEWER (PRIVATE)
- PROPOSED 12" PVC SANITARY SEWER (PUMP STATION)
- PROPOSED FIRE MAIN
- EXISTING SANITARY SEWER
- EXISTING SANITARY SEWER
- EXISTING SANITARY SEWER
- PROPOSED STREET LIGHT
- PROPOSED PLANNED SIGNAGE



NO.	REVISION	APP'D	DATE	APPLICANT/OWNER	PREPARED BY	DATE	PROJECT
				MLC Holdings, Inc.	HUITT-ZOLIARS	01/25/2020	TENTATIVE TRACT MAP 37715 WINCHESTER, CA
				6000 Main Street, Suite 310 Folsom, California 95754 Phone: (916) 994-0400 Fax: (916) 994-0400	SHC SEP SHC		PRELIMINARY UTILITY PLAN



STATUS OF EXISTING EASEMENTS FIELD SURVEY COMPLETED BY HUNT-ZOJARS DATED NOVEMBER 3, 2016

NOTES:
 1.) ALL EXISTING UTILITY LINES ON THE PROPERTY OF NEIGH 200 FEET OF THE PROPERTY REMAINING.
 2.) SUBSURFACE SEPTIC SERVICE DISPOSAL IS NOT PROVIDED FOR THE PROPOSED DEVELOPMENT.
 3.) PER GEOLOGICAL REPORT NUMBER 2013-04, PREPARED BY GEOTECH, DATED NOVEMBER 28, 2013, THE SITE IS NOT SUBJECT TO COSEISMIC RECORDING ZONING OR IS WITHIN A SPECIAL SEISMIC ZONE.
 4.) THE PROPERTY IS WITHIN FEMA ZONE 0.
 5.) ALL PROPOSED DRIVEWAYS AND WALKWAYS ARE TO BE MAINTAINED BY EASTERN MARIETTA WATER DISTRICT.
 6.) ALL UTILITIES ARE TO BE LOCATED AT 2' MINIMUM.
 7.) PROJECT SITE IS IN A VERY HIGH FIRE HAZARD AREA AND MUST AVOID A STATE RESPONSIBILITY AREA (SRA).
 8.) ALL PROPOSED DRIVEWAYS AND WALKWAYS ARE TO BE MAINTAINED BY EASTERN MARIETTA WATER DISTRICT.
 9.) ALL UTILITIES ARE TO BE LOCATED AT 2' MINIMUM.
 10.) PROJECT SITE IS IN A VERY HIGH FIRE HAZARD AREA AND MUST AVOID A STATE RESPONSIBILITY AREA (SRA).

NOTE: ONLY THE AREAS SHOWN ARE TO BE PLANNED, THE REMAINDER OF THE TRACT IS TO REMAIN UNDEVELOPED.

PROJECT IS LOCATED WITHIN A VERY HIGH FIRE HAZARD SEVERITY ZONE AND SHALL COMPLY WITH CBC CHAPTER 1A AND CPC CHAPTER 45.

EXISTING EASEMENTS

- 1. EASEMENT OF WAY AND EGRESS TO OR FROM BENTON ROAD AND ROUND CORNAL ROAD, EXCEPT THE GENERAL EASEMENT OF WAY AND EXCEPT THE TWO 60' ACCESS OPENINGS, HAVE BEEN DEPOSITED OR REDEPOSITED ON PARCEL MAP NO. 21038 ON FILE IN BOOK 191, PAGE 17-12, OF PUBLIC MAPS.
- 2. AN EASEMENT FOR PUBLIC ROAD, DRAINAGE, PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES IN FAVOR OF THE COUNTY OF MARIETTA, RECORDED JULY 18, 2004, AS INSTRUMENT NO. 2004-020303, OFFICIAL RECORDS.
- 3. AN EASEMENT FOR PIPELINE PURPOSES IN FAVOR OF EASTERN MARIETTA WATER DISTRICT RECORDED JANUARY 20, 2008 AS INSTRUMENT NO. 2008-000803, OFFICIAL RECORDS.

PROPOSED EASEMENTS

- 1. EMERGENCY VEHICLE ACCESS EASEMENT TO COUNTY OF MARIETTA.
- 2. SEWER AND WATER MAINTENANCE AND ACCESS EASEMENT TO EASTERN MARIETTA WATER DISTRICT.
- 3. DRAINAGE EASEMENT TO FUTURE U.S.A.
- 4. DRAINAGE EASEMENT TO COUNTY OF MARIETTA.

LEGEND

- TRACT BOUNDARY (TO BE REMAINING)
- PROPOSED RIGHT OF WAY
- PROPOSED LOT LINE
- PROPOSED SURVEY CENTERLINE
- PROPOSED EASEMENT
- PROPOSED DRIVEWAY WALKWAY
- PROPOSED DOMESTIC WATER
- PROPOSED SEWER
- PROPOSED GAS
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER
- EXISTING DOMESTIC WATER
- EXISTING SEWER DRAIN
- 6" W.P. OF SEWER
- PROPOSED RETAINING WALL
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER LIFT
- PROPOSED MANHOLE

NO.	REVISION	APP'D	DATE	APPLICATION/NOTES

PREPARED BY
HUNT-ZOJARS
 10000 N. GARDEN BLVD. SUITE 210
 GARDEN GROVE, CA 92646
 PHONE (949) 953-6111 FAX (949) 953-6000

DATE: 01/19/2020
 SHEET 2 OF 2
TENTATIVE TRACT MAP 37715 WINCHESTER, CA
 SCHEDULE A MAP
 SCALE: 1" = 40'

MLC Holdings, Inc.
 10000 N. GARDEN BLVD. SUITE 210
 GARDEN GROVE, CA 92646
 PHONE (949) 953-6111 FAX (949) 953-6000



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

Aeronautical Study No.
2019-AWP-14925-OE

Issued Date: 12/17/2019

Matt Maehara
MLC Holdings, Inc.
5 Peters Canyon Road
Suite 310
Irvine, CA 92606

**** 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 Home
Location:	Murrieta, CA
Latitude:	33-35-30.40N NAD 83
Longitude:	117-06-21.83W
Heights:	1379 feet site elevation (SE) 40 feet above ground level (AGL) 1419 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:

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 06/17/2021 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.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

If we can be of further assistance, please contact our office at (817) 222-4613, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-14925-OE.

Signature Control No: 423960147-425495168

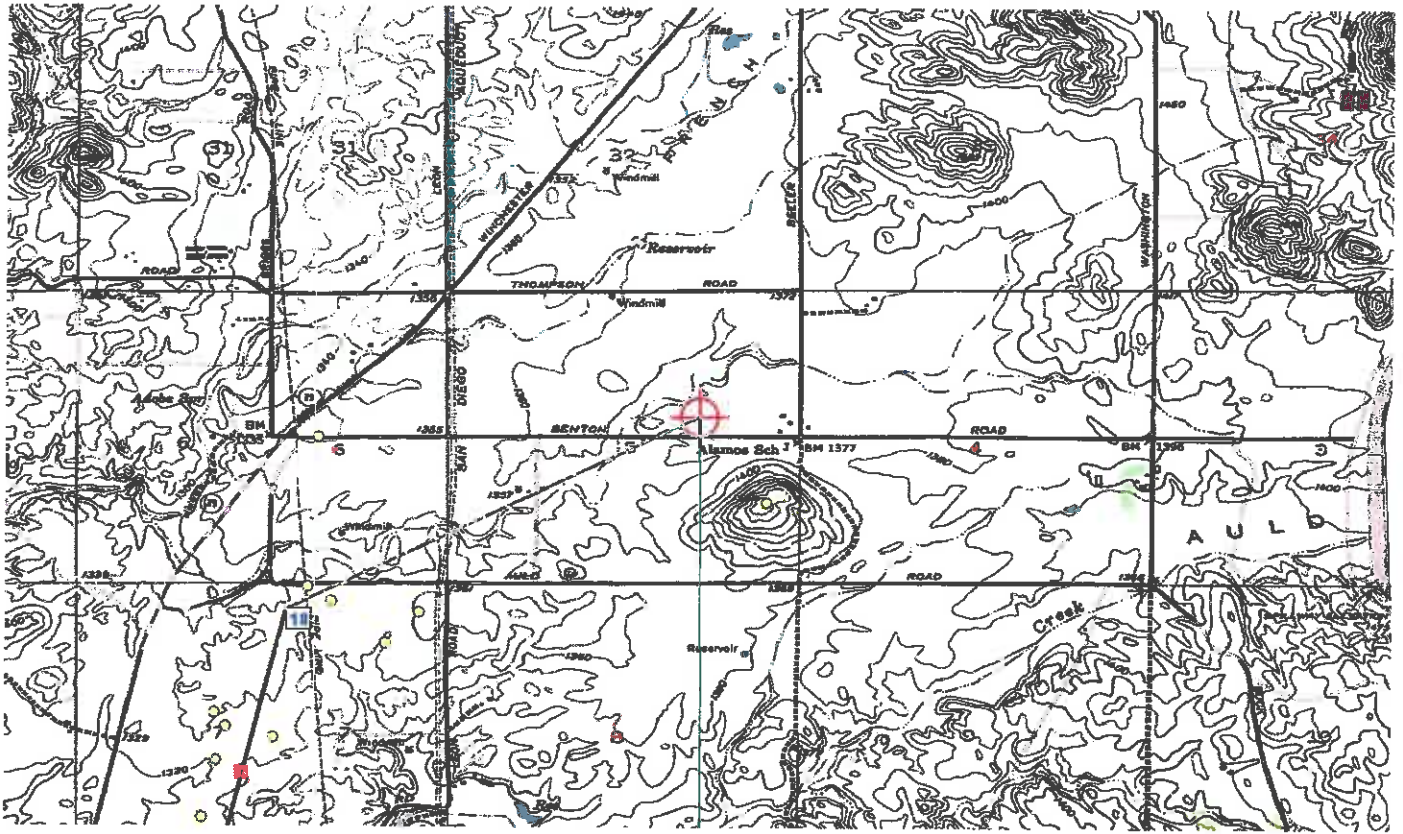
(DNE)

Natalie Schmalbeck
Technician

Attachment(s)

Map(s)

Verified Map for ASN 2019-AWP-14925-OE



NOTICE OF AIRPORT IN VICINITY

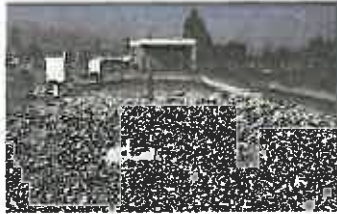
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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)



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/nspdes>.
- 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, ftc birds, and mammals (coyote and deer). Since 1990, more than 100 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



Remains of an owl ingested by an aircraft engine.



Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface. ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Backup (qualified biologist) to discourage wildlife.
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high traffic areas.
Harvest and Use (KWH) Recommended	Suitable as long as water is stored in enclosed areas.
Sand Filter Basins Recommended	Desirable because standing water is treated through an underdrain 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.
Detention Basins Not Recommended without Modification	<ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zones A, B, and C. ■ 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.



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.

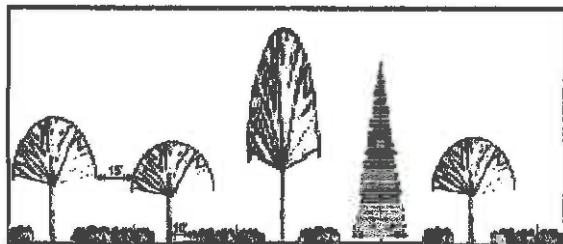


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://reflma.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	SHRUBS/ACCENTS/GRASSES	GROUND COVER	VINES
<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other. 			
<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height. 			
<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). 			
<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials. 			

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm Heavenly Bamboo California Fuchsia Deer Grass Society Garlic

LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's effort to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.

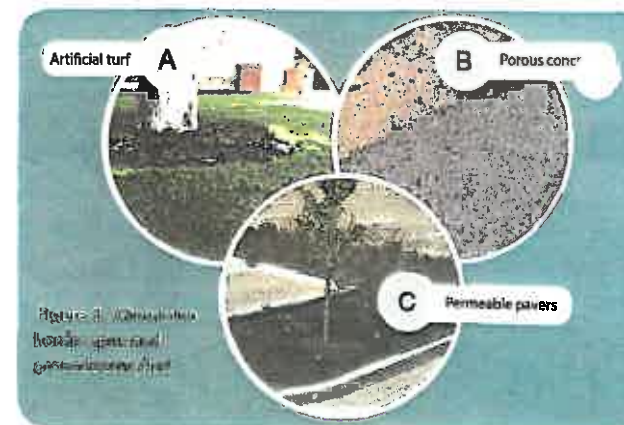


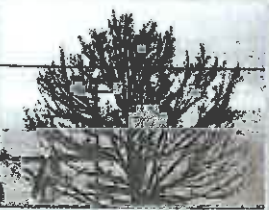
Figure 2. Alternative groundcover options to reduce wildlife hazards.





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

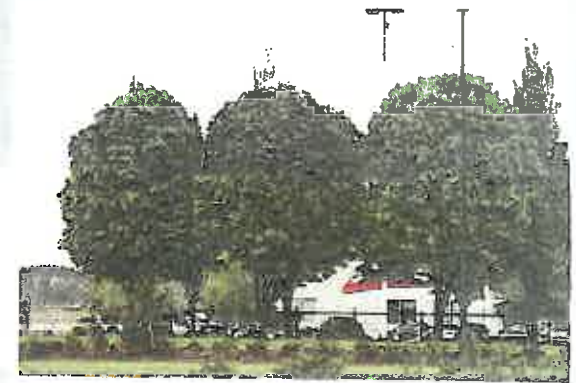
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided



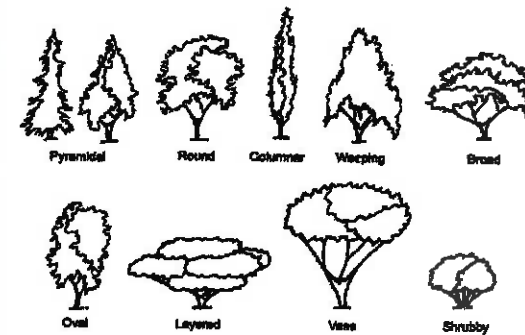
...ing trees and shrubs
...ing trees and shrubs
but it must conform with
the responsibility
for...

TABLE 2. Acceptable Plants from Riverside County Landscaping Ordinance

Scientific Name	Common Name	MOISTURE REQUIREMENTS	Height (ft)
<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
<i>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>Langsonia camara</i>	Bush Lantana	L: 1-4; M: 6	
<i>Lavendula</i> spp.	Lavender	L: 105; M: 5-6	2-24; varies
<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia pyramidalis</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>Trochelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETO	8-9, 12-24
<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
<i>Chondropetalum tectorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
<i>Dasyliroton species</i>	Desert Spoon	VL: 1, 4-6	10-24
<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Diets bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2b, 3, 7-16, 18-24
<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species



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



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.

Guerin, John

From: Maehara, Matt <Matt.Maehara@meritagehomes.com>
Sent: Friday, December 20, 2019 1:46 PM
To: Guerin, John; Lance Retuya; jmorse
Cc: Rull, Paul; Housman, Simon; Candaele, Remi; Jeffrey Okamoto (okamoto@Huitt-Zollars.com)
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

John,

See below for the description. Let us know if you need anything else.

The project proposes the construction of two bio-treatment basins (BMPs A and B) to biotreat the water quality flows. Storm volumes (26,100CF) are collected in a planter area with native plants selected to comply with the ALUC requirements. Storm runoff slowly percolates through a biofiltration media that removes the pollutants of concern. An underdrain collects and conveys the biotreated storm flows to the adjacent public storm drain. The proposed bio-treatment basins are sufficiently sized to capture runoff from larger storm events, hence providing adequate hydrologic mitigation to meet the requirements of the Regional MS4 Permit.

Thanks,

Matt Maehara | Forward Planning Manager



5 Peters Canyon Road Suite 310
Irvine, CA 92606
matt.maehara@mlcholdings.net
www.mlcholdings.net
O: 949-372-3310
C: 714-397-6461

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Friday, December 20, 2019 10:26 AM
To: Lance Retuya <lretuya@tbplanning.com>; jmorse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Housman, Simon <shousman@rivco.org>; Maehara, Matt <Matt.Maehara@meritagehomes.com>
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

Thank you. I believe we had also asked for a definition/description of "bio-treatment and hydrological modification" basins – please check with the engineer as needed.

From: Lance Retuya [<mailto:lretuya@tbplanning.com>]
Sent: Wednesday, December 18, 2019 12:42 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Housman, Simon <shousman@rivco.org>; Maehara, Matt <Matt.Maehara@meritagehomes.com>
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

Hi John –

The project's engineer reviewed the documents you sent over and provided the attached table identifying the project's design compatibility with ALUC's basin requirements. As we discussed earlier, the Specific Plan will be revised to update the basin landscaping language to ensure that the landscaping does not attract wildlife.

Let us know if you need any additional information, or if we have provided all the required materials to be on the January 9th Hearing Agenda.

Thank you,

Lance Retuya
Assistant Project Manager



T&B PLANNING, INC.
Office: (714) 505-6360 x 110
lretuya@tbplanning.com
www.tbplanning.com
[Linkedin](#) | [Facebook](#)

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New Corporate Office Address Effective October 28, 2019

3200 El Camino Real, Suite 100 | Irvine, CA 92602

Phone numbers will remain the same.

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Monday, December 09, 2019 2:29 PM
To: Lance Retuya <lretuya@tbplanning.com>; Joel Morse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Housman, Simon <shousman@rivco.org>
Subject: RE: ZAP1094FV19 Tract Map Lots A and B

Lots A and B of Tract Map No. 37715 are set aside as WQMP bio-treatment and hydrological modification basins. However, such basins are not recommended within Airport Influence Areas and specifically within 10,000 feet of runways, due to potential to provide food, water, and shelter for hazardous wildlife (i.e., birds that are not compatible with aircraft). They are listed as potentially suitable in Zones D and E when basin is less than 30 feet in length and width and provided that vegetation is selected to discourage hazardous wildlife and is reviewed by a qualified wildlife hazard biologist. Please see ALUC brochures "Airports, Wildlife, and Stormwater Management" and "Landscaping Near Airports." (Go to www.rcaluc.org/Resources and click Brochures.)

Please indicate the means, in addition to the 48-hour drawdown requirement, that will be utilized to prevent these intermittent water bodies from becoming bird attractants.

From: Guerin, John
Sent: Tuesday, December 3, 2019 12:55 PM
To: Lance Retuya <lretuya@tbplanning.com>; jmorse <jmorse@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>
Subject: RE: ZAP1094FV19 Specific Plan Amendment

Thank you.

As a note, the identification arrow for ... A#7 on Figures I-2 and I-3 is pointing toward a portion of the Specific Plan that is far from the location of the SP Amendment, which is in the lower left quadrant of the page on Figure I-3. Not a big ALUC concern, but may be confusing to the general reader.

From: Lance Retuya [mailto:lretuya@tbplanning.com]
Sent: Tuesday, December 3, 2019 10:33 AM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 Specific Plan Amendment

Hi John –

Per our conversation, please find attached the 1st Draft Screencheck of the Winchester 1800 SPA7 document with the proposed redlines from the approved Amendment #6 document.

Let us know if you have any questions.

Thank you,

Lance Retuya
Assistant Project Manager



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Phone numbers will remain the same.

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Monday, December 02, 2019 3:03 PM
To: Lance Retuya <lretuya@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Joel Morse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 Specific Plan Amendment

I realize that only the changed pages of the Specific Plan are being provided, but is there a redline version available that shows what the changes are on those pages, as was provided for the zoning ordinance?

From: Lance Retuya [mailto:lretuya@tbplanning.com]
Sent: Monday, December 2, 2019 12:13 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

Hi John –

Please find attached the exhibit overlaying the airport zone boundary on TTM37715, and the work-in-progress FAA OES application confirmation. The Aeronautical Study Number (ASN) is: **2019-AWP-14925-OE**.

These are the last two items requested! ALUC, let us know if you need anything else!

Thank you,

Lance Retuya

Assistant Project Manager



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lretuya@tbplanning.com
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Phone numbers will remain the same.

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Wednesday, November 27, 2019 2:42 PM
To: Lance Retuya <lretuya@tbplanning.com>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Joel Morse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

Thanks.

From: Lance Retuya [<mailto:lretuya@tbplanning.com>]
Sent: Wednesday, November 27, 2019 2:04 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; jmorse <jmorse@tbplanning.com>
Subject: RE: ZAP1094FV19 FAA OES review

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Hi John –

Please find attached the General Plan Amendment exhibit for ZAP1094FV19. We will send the revised TTM showing the airport zone boundary early next week.

Happy Thanksgiving!

Lance Retuya

Assistant Project Manager



T&B PLANNING, INC.
Office: (714) 505-6360 x 110
lretuya@tbplanning.com
www.tbplanning.com
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New Corporate Office Address Effective October 28, 2019

3200 El Camino Real, Suite 100 | Irvine, CA 92602

Phone numbers will remain the same.

From: Rull, Paul <PRull@RIVCO.ORG>

Sent: Tuesday, November 26, 2019 10:30 AM

To: Joel Morse <jmorse@tbplanning.com>; Lance Retuya <lretuya@tbplanning.com>

Subject: RE: ZAP1094FV19 FAA OES review

In addition, I will need the following items for my review:

- General Plan Amendment exhibit showing the project boundary, existing land use designation, proposed land use designation.
- A revised TTM map that shows the airport zone boundary (see attached), and identify the site acreage in each airport zone (I will provide this to you when County GIS provides me with the acreage). The purpose for this is to identify how many units are proposed in the portion of the site that is located in Zone D for a density calculation (Zone E does not restrict residential density). Zone D restricts residential density to either below 0.2 du/ac or above 5.0 du/ac. If we need to, we can use net area rather than gross to help with your density in Zone D.

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

Paul Rull
ALUC Principal Planner



Riverside County Airport Land Use Commission
4060 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-8893
(951) 955-5177 (fax)
PRULL@RIVCO.ORG
www.rcaluc.org

From: Rull, Paul

Sent: Tuesday, November 26, 2019 10:00 AM

To: jmorse <jmorse@tbplanning.com>; Lance Retuya <lretuya@tbplanning.com>

Subject: ZAP1094FV19 FAA OES review

Good Morning,

I am processing your project through ALUC and wanted to point out that based on the following calculations (found in your application materials), your project exceeds the FAA notification threshold for obstacle obstruction, and thus requires FAA OES review and application <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. Because the numbers are so close, please feel free to clarify if any of your application information needs to change i.e. building heights? Thanks.

Runway elevation 1,347 feet AMSL
Distance from site to runway 7,150 feet
FAA threshold for site 1,418.5 feet AMSL

Pad elevation 1,379 feet AMSL
Building height 40 feet
Top point elevation 1,419 feet AMSL

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

Paul Rull
ALUC Principal Planner



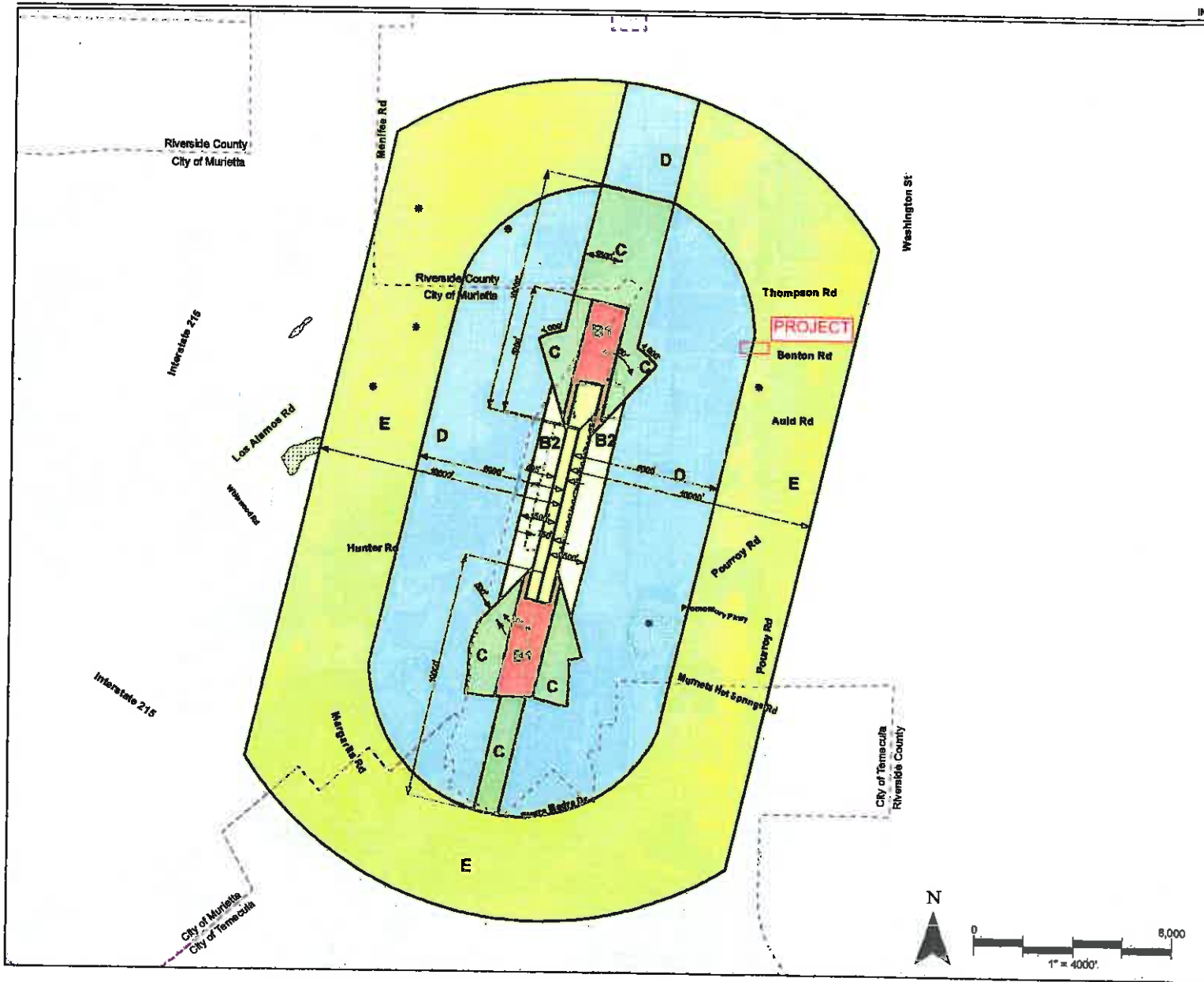
Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-8893
(951) 955-5177 (fax)
PRULL@RIVCO.ORG
www.rcaluc.org

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County of Riverside California



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

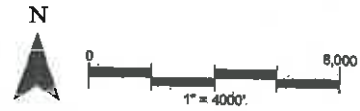
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

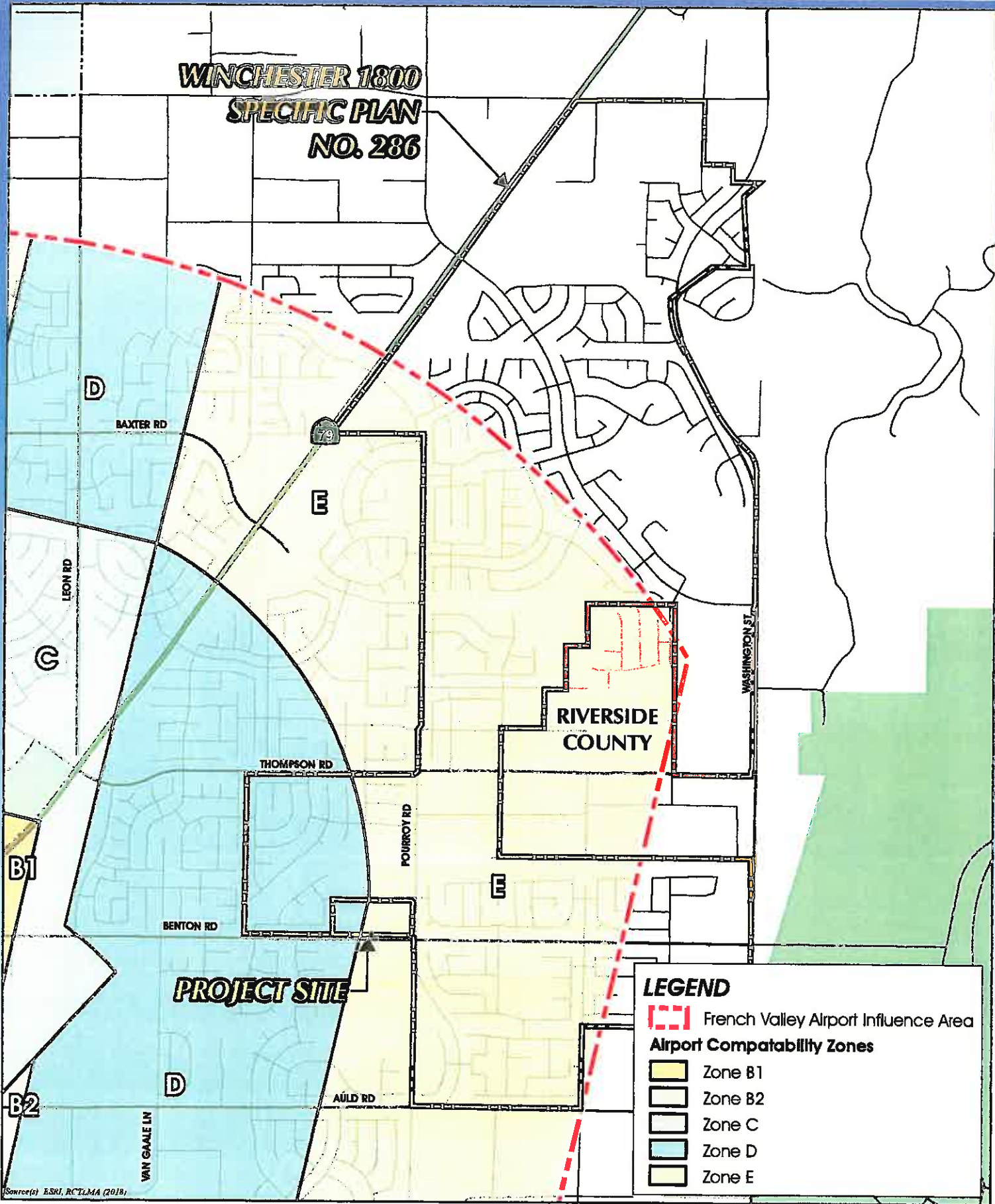
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Policy Document
 (April 2010)

Map FV-1







Compatibility Map
 French Valley Airport



**WINCHESTER 1800
SPECIFIC PLAN
NO. 286**



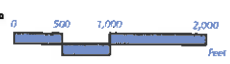
LEGEND

-  French Valley Airport Influence Area
- Airport Compatibility Zones**
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E

Source(s) ESRI, RCLMA (2018)

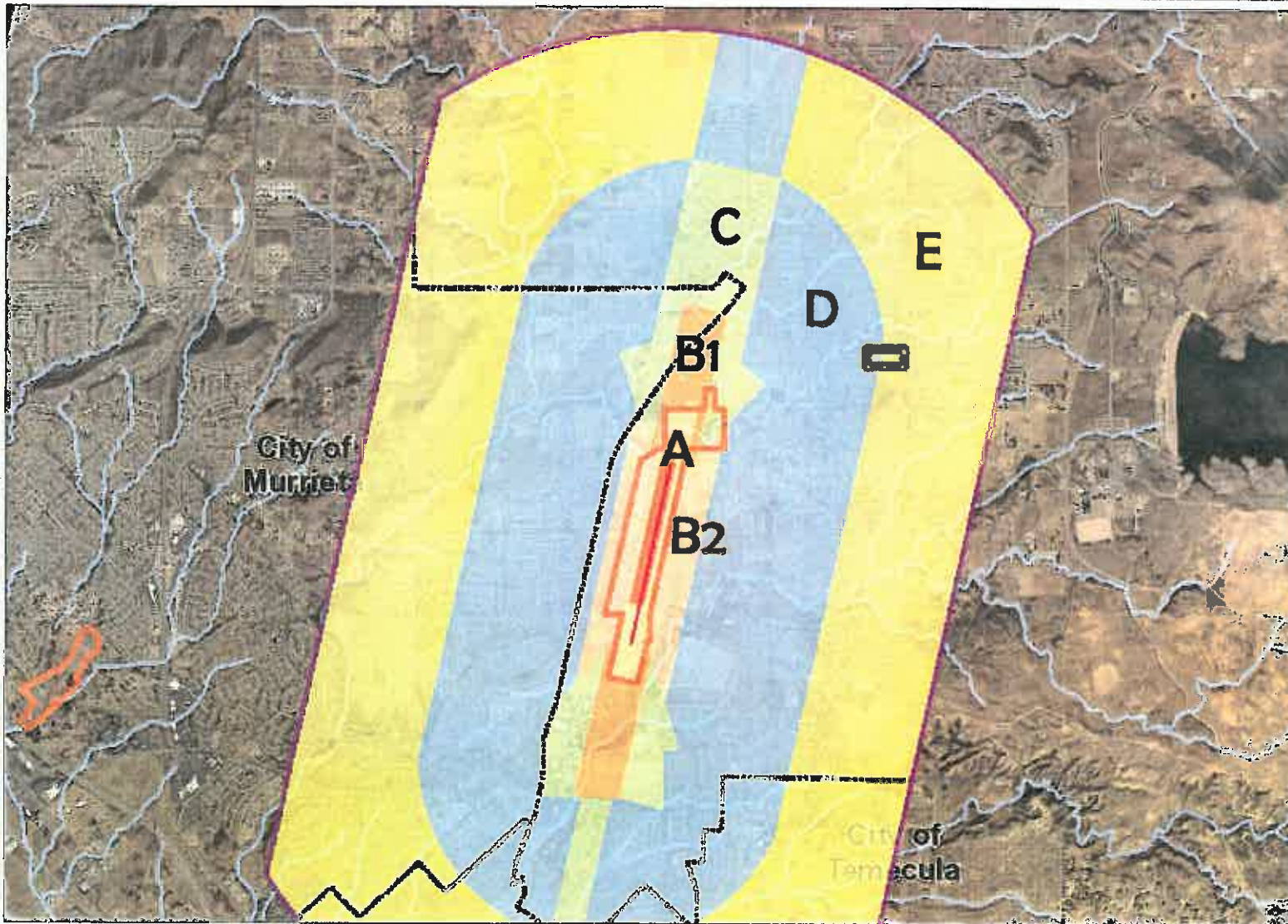
WINCHESTER 1800 DUE DILIGENCE

FIGURE 5



**FRENCH VALLEY AIRPORT
COMPATABILITY ZONES**

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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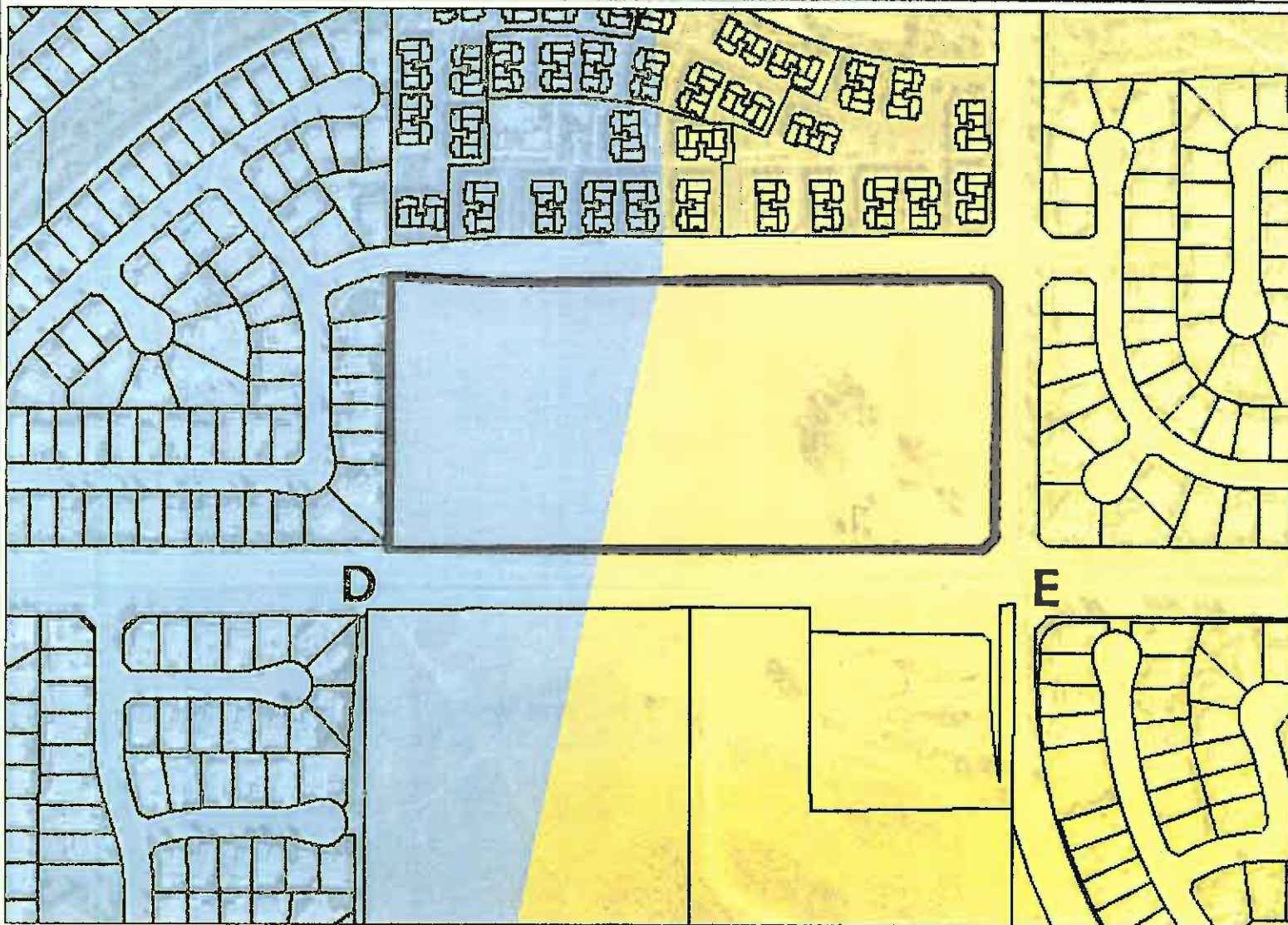
Notes



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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

-  Blueline Streams
-  City Areas
-  World Street Map



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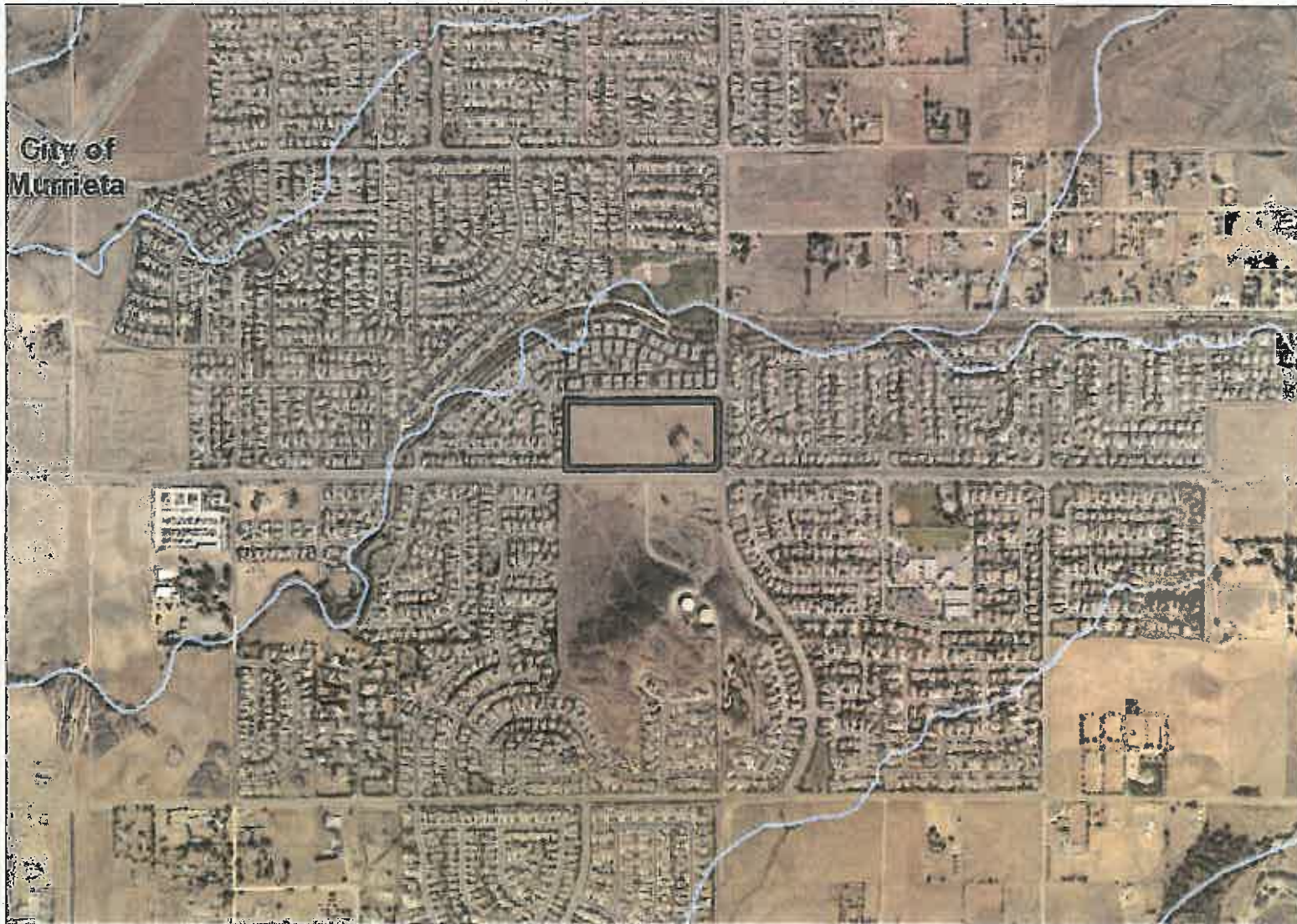


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Notes

Map My County Map



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



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Notes



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Map My County Map



Legend

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



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Notes

0 379 758 Feet

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Map My County Map



Legend

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



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0 376 752 Feet

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Notes



PROJECT SITE

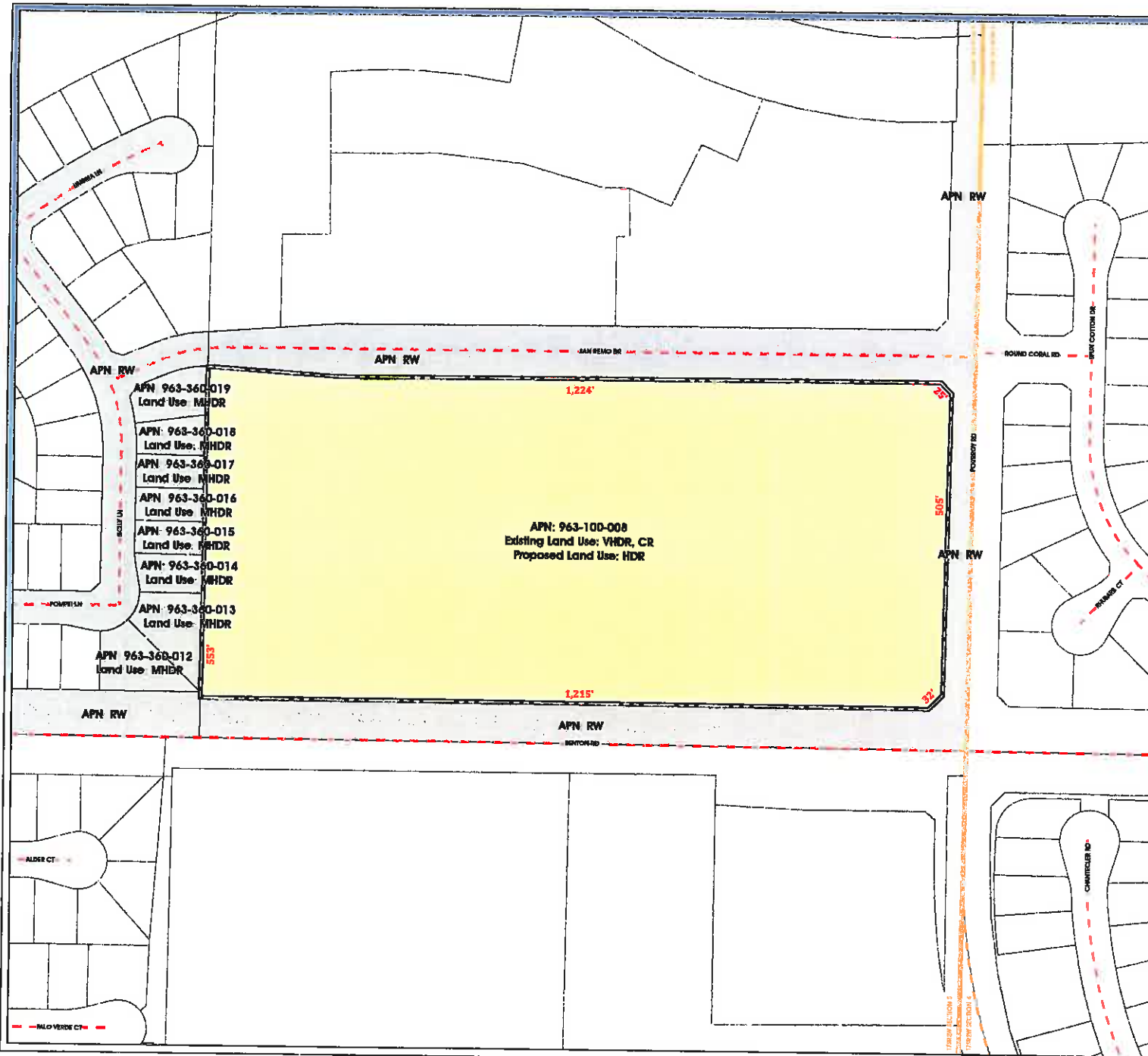
SAN REMO DR

BENTON RD

POURROY RD

WINCHESTER 1800 DUE DILIGENCE

FIGURE 2



APPLICANT:
 MLC Holdings, Inc.
 5 Peters Canyon Road, Suite 310
 Irvine, CA 92606
 949-372-3309

LAND OWNERS:
 Carl Joseph Rheingans, Trustee of the
 Helen C. Rheingans Family Bequest Trust
 P.O. Box 99
 Winchester, CA 92596

LEGAL DESCRIPTION:
 See Attached.

EXISTING LAND USE DESIGNATIONS:
 Very High Density Residential
 Commercial Retail

PROPOSED LAND USE DESIGNATIONS:
 High Density Residential

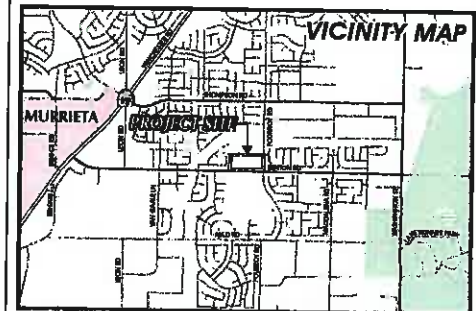
AMENDMENT DESCRIPTION:
 Amend Southwest Area Plan Map from
 VHDR and CR to HDR

ASSESSOR'S PARCEL NUMBER:
 963-100-008

UTILITIES:
 Water: EMWD
 Sewer: EMWD
 Gas: So Cal Gas
 Electric: So Cal Edison
 Telephone: Frontier Communications

ACRES OF PROPERTY
 GROSS = 16.63 AC

FEMA FLOOD ZONE DESIGNATION:
 Flood Zone D



General Plan Amendment Site Plan
WINCHESTER 1800 SP286A7
 PREPARED BY:
 T&B PLANNING
 20000 W. 15th St., Suite 200
 Torrance, CA 90504
 www.tandbplanning.com
 Riverside County
 DATE: 11.26.2019

PROJECT DESCRIPTION

Winchester 1800 Specific Plan No. 286, Amendment #7 (SP286 A7)

Description

Specific Plan Amendment Number 7 to SP 286 would amend the Land Use Designations, re-allocate units, increase the total number of units in the Specific Plan and re-configure the boundaries and acreages of Planning Areas 40 and 41.

The proposed Amendment would modify the Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)", provide for the development of 145 single-family homes (135 units reallocated from Planning Area 41), reconfigure the boundaries and increase the acreage of PA 40 from 9.3 acres to 16.6 acres.

Additionally, the proposed Amendment would modify the Land Use Designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and provide for the development of 204 multi-family homes (rather than the designated 339 units), in acknowledgement of approved Tentative Tract Map 31007. Additionally, Amendment #7 would reconfigure the boundaries and acreage of PA 41, reducing the acreage from 22.6 to 17.9 acres to conform to Tentative Tract Map 31007.

Finally, Specific Plan Amendment #7 would eliminate 9.3 acres of Commercial Retail (PA 40), and increase the total number of units within the Specific Plan by ten (10) additional units from 4,720 to 4,730 (allocating those ten (10) units to Planning Area 40).

TTM 37715

CZ 1900017

CEQ190044

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I. SUMMARY OF CHANGES

A. SPECIFIC PLAN 286 AMENDMENT NO. 7

Specific Plan Amendment No.7 to WINCHESTER 1800 SP 286 amends the Land Use Designations, re-allocates dwelling units, increases the total number of units in the Specific Plan, re-configures the boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of the Circulation Plan.

Specifically, Specific Plan Amendment No. 7 provides the following modifications to the Land Use Plan to be consistent with approved TTM 31007 and proposed Tentative Tract Map No. 37715.

- **Planning Area 40:** Specific Plan Amendment No.7 modifies the Land Use Designation of Planning Area 40 from "Commercial Retail (CR)" to "High Density Residential (HDR)", provides for the development of 145 single-family homes (135 units reallocated from Planning Area 41), re-configures the Planning Area boundary, and increases the acreage of PA 40 from 9.3 acres to 16.6 acres.
- **Planning Area 41:** Specific Plan Amendment No.7 modifies the Land Use Designation of Planning Area 41 from "Very High Density Residential (VHDR)" to "High Density Residential (HDR)" and provide for the development of 204 multi-family homes (rather than the designated 339 units), in acknowledgement of approved Tentative Tract Map 31007 (TTM 31007). Additionally, Specific Plan Amendment No.7 re-configures Planning Area 41's boundary, and reduces the acreage from 22.6 to 17.9 acres to conform to TTM 31007. Since Planning Area 41 was subdivided by TTM 31007 and has been developed with only 204 units, there are 145 unused/excess units available within the Highway 79 Policy Area that may be allocated to Planning Area 40. Specific Plan Amendment No.7 would reallocate all of these 145 "surplus" units from Planning Area 41 to Planning Area 40, consistent with the Highway 79 Policy.
- **Re-Allocation of Units:** Specific Plan Amendment No. 7 eliminates 9.3 acres of Commercial Retail (PA 40), and increases the total number of units within the Specific Plan by ten (10) additional units from 4,720 to 4,730 (allocating those ten (10) units to Planning Area 40).
- **Major Community Roadways:** The acreage reserved for Major Community Roadways within the Circulation Plan has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715.

Please refer to Figure SC-1, *Land Use Plan – Area of Change*, for an illustration of the area modified per Specific Plan Amendment No. 7.

The modifications provided by Specific Plan Amendment No. 7 are summarized in Table SC-1, *Specific Plan No. 286, Specific Plan Amendment No. 7*,

Table SC-1 - Specific Plan No. 286, Specific Plan Amendment No. 7

Approved Winchester 1800 Specific Plan No. 286 Amendment No. 6					Winchester 1800 Specific Plan No. 286 Amendment No. 7				
PA	Land Use	Target Units	Acres	Target Density	PA	Land Use	Target Units	Acres	Target Density
40	Commercial Retail	--	9.3	--	40	High Density Residential	145	16.6	8.7
41	Very-High Density Residential	339	22.6	15.0	41	High Density Residential	204	15.7	12.9
--	Major Roads	--	137.6	--	--	Major Roads	--	137.2	--
Total		339			Total		349		

SUMMARY OF CHANGES

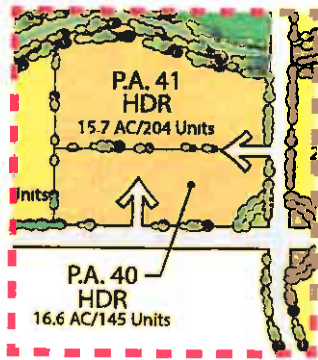
WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7

STATISTICAL ABSTRACT

SPECIFIC PLAN/LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (DR) (PA 3, 4)	25.6	8.3	6
LOW DENSITY RESIDENTIAL (DR) (PA 1, 2)	26.7	3.9	69
MEDIUM DENSITY RESIDENTIAL (MDR) (PA 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	878.3	3.1	3,076
MEDIUM HIGH DENSITY RESIDENTIAL (MHDR) (PA 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	234.3	8.3	1,238
HIGH DENSITY RESIDENTIAL (HDR) (PA 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	25.3	18.9	249
MIXED USE (MU)	15.2	11.6	176
RESIDENTIAL SUBTOTAL	1,282.2	5.9	4,782
COMMERCIAL RETAIL (CR)	45.4		
COMMERCIAL TOURIST (CT)	34.7		
PUBLIC FACILITIES (PF)	10.4		134
OPEN SPACE - RECREATION (OS-R)	53.4		14
OPEN SPACE - CONSERVATION (OS-C)	82.5		
OPEN SPACE - CONSERVATION BALDPAE (OS-CB)	71.3		
CIRCULATION	879.8		
NON-RESIDENTIAL SUBTOTAL	494.7	8.7	148
TOTAL	1,456.9	2.9	4,780

*INCLUDES POTENTIAL DEVELOPMENT OF 148 DWELLING UNITS WITHIN PLANNING AREAS 15, 26, 43 & 64.



AREA OF CHANGE

P.A.	SPECIFIC PLAN LAND USE			
	FROM	TO	ACRES	UNITS
P.A. 40	From:	CR	9.3	—
	To:	HDR	16.6	145
P.A. 41	From:	VHDR	22.6	339
	To:	HDR	15.7	204

AREA OF CHANGE

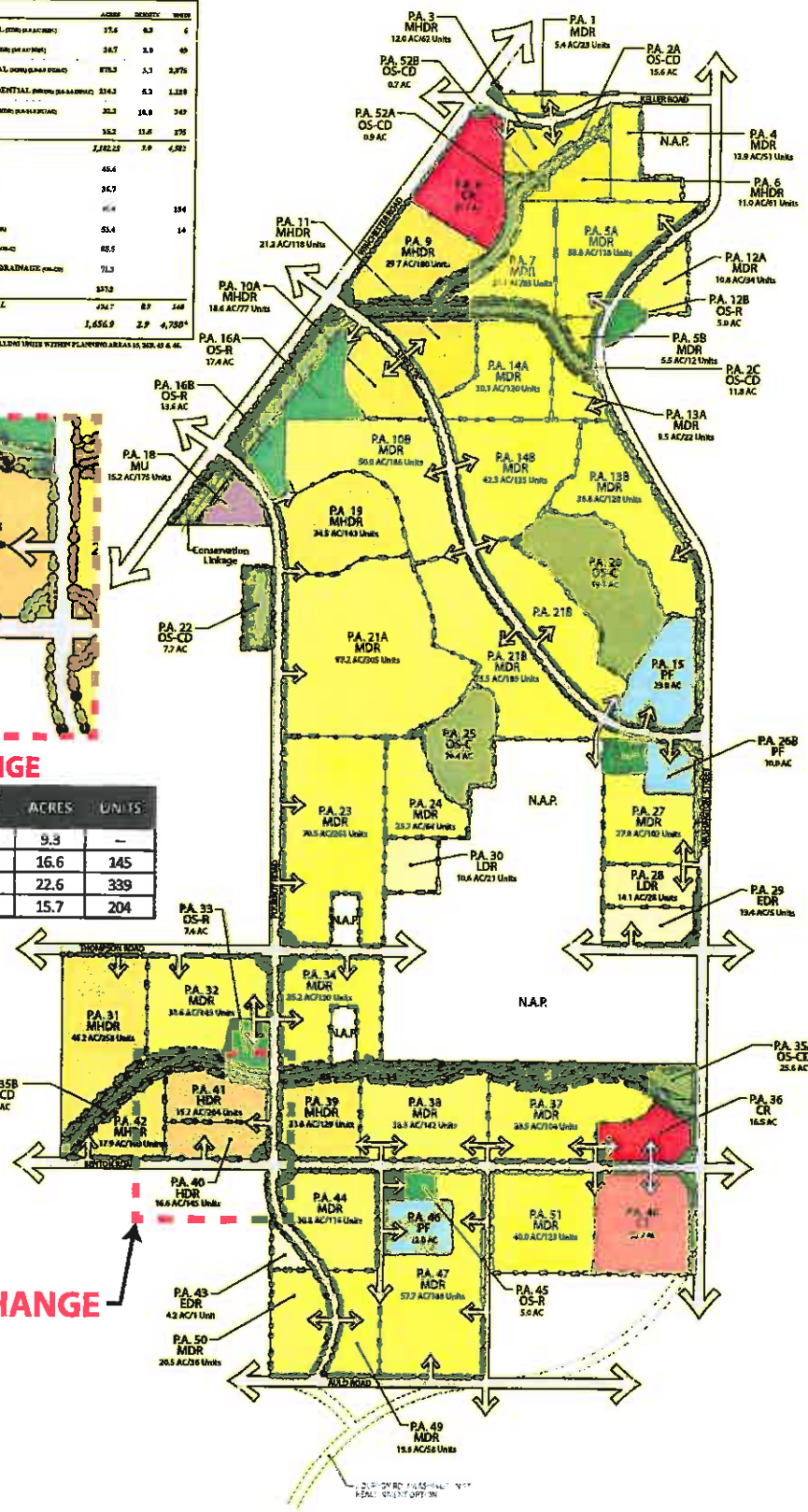


FIGURE SC-1



I. SUMMARY

A. PROJECT SUMMARY

The WINCHESTER 1800 Specific Plan is located on 1,656.9 acres in the southerly portion of the French Valley area of unincorporated Riverside County, approximately seven (7) miles north of the City of Temecula, as noted on the *Regional Map* (Figure I-1) and the *Vicinity Map* (Figure I-2). The proposed community is generally bounded by Keller Road to the north; Auld Road to the south, Washington Street to the east, and Winchester Road to the west. The *Aerial Photograph* (Figure I-3) depicts existing site conditions.

The WINCHESTER 1800 Specific Plan reflects the logical and orderly expansion of urban growth within the French Valley and neighboring areas of Riverside County. The WINCHESTER 1800 Specific Plan contains numerous residential housing opportunities on a variety of lot sizes and densities ranging from 0.2 dwelling units per acres to 14.0 dwelling units per acre, providing the community with a total of 4,730 dwelling units. Additional uses incorporated into the community include commercial, commercial recreation, school, active park, and open space/drainage uses. Commercial centers within the Specific Plan are located adjacent to major transportation corridors, providing convenience, accessibility, and visual identity to local residents. Two locations are planned as commercial centers, totaling 45.6 acres, and one location is planned for commercial tourist activity, totaling 36.7 acres.

In addition to the provision of commercial-oriented land uses, the WINCHESTER 1800 project includes a variety of recreational land uses. Six (6) active park sites totaling 53.4 acres are located throughout the community, offering residents and the surrounding community a variety of active and passive recreational opportunities. A total of 71.3 acres of Open Space – Conservation Drainage (OS-CD) uses will support and promote further pedestrian-oriented recreation opportunities, and will include a planned Regional Recreation Trail, as designated on the Southwest Area Plan (SWAP) Trails and Bikeway System Map. These areas may be developed in the form of meandering landscaped greenbelts adjacent to drainage courses throughout the project site. In addition, natural open space totaling 85.5 acres will be maintained in its natural state to preserve the only sensitive on-site topographical features and to provide aesthetic visual identity.

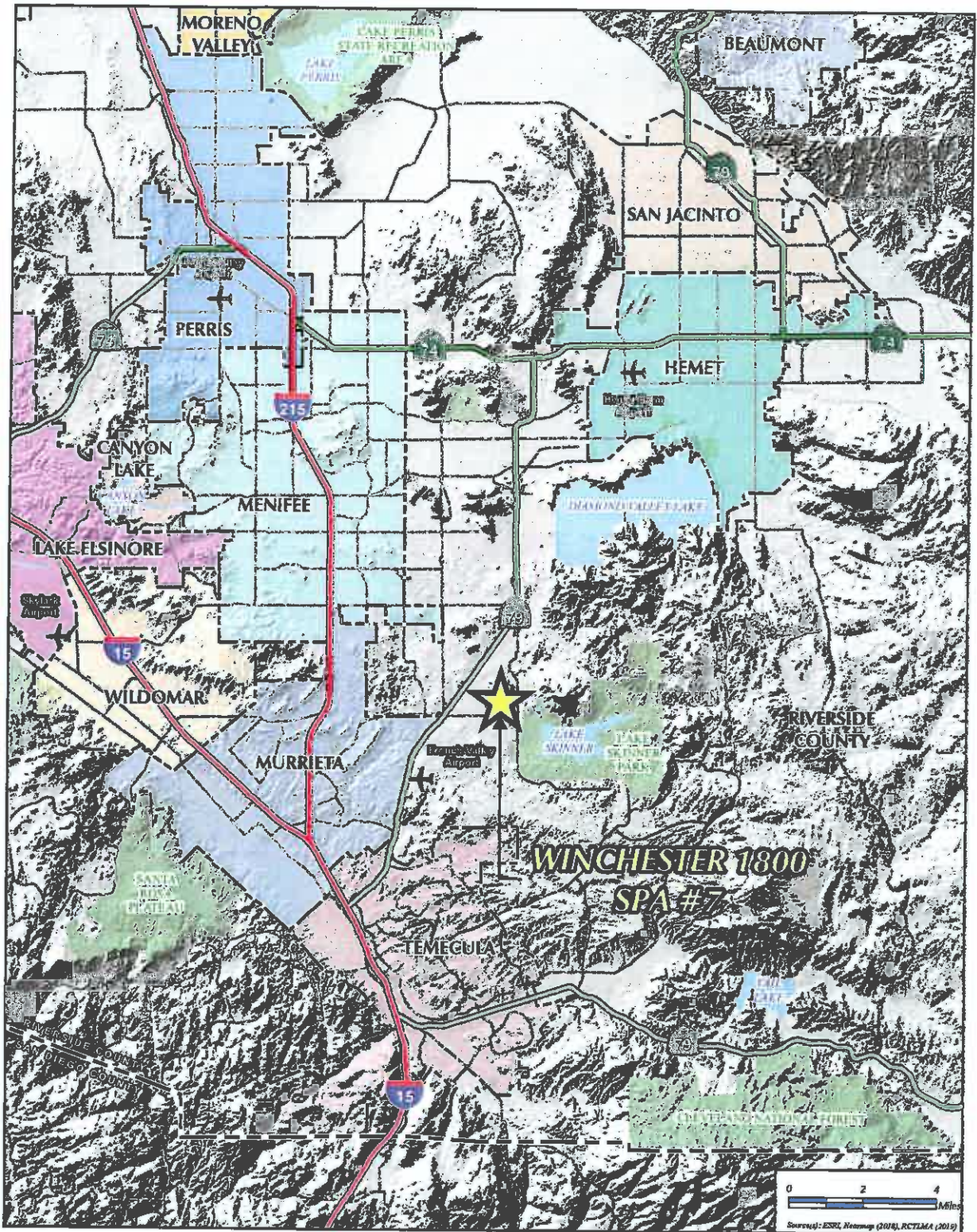


FIGURE I-1



Regional Map
WINCHESTER 1800

I. SUMMARY

Specific Plan No. 286, Amendment No. 7

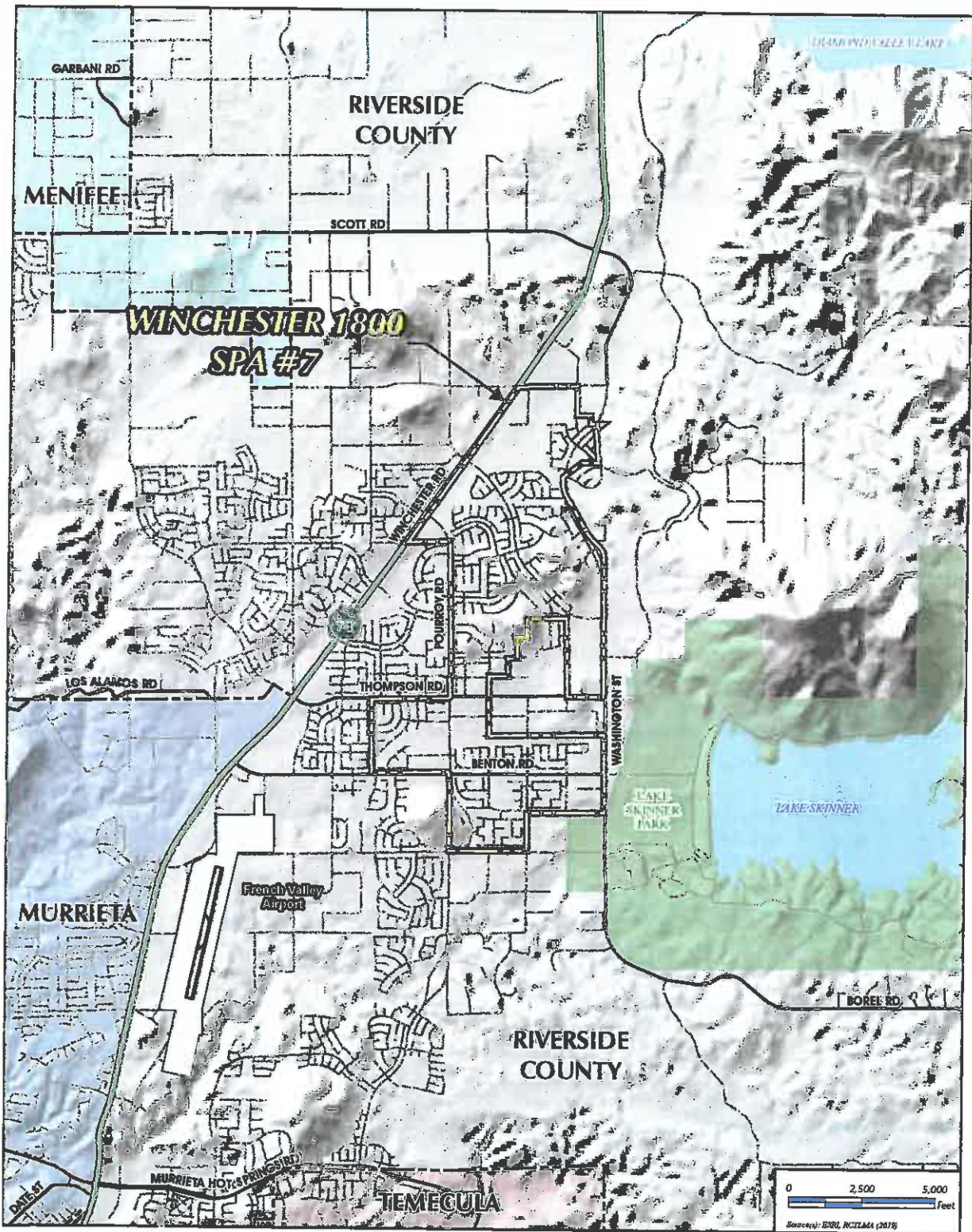


FIGURE I-2

Vicinity Map
WINCHESTER 1800



I. SUMMARY

Specific Plan No. 286, Amendment No. 7



FIGURE I-3



Aerial Photograph

WINCHESTER 1800

I. SUMMARY

Specific Plan No. 286, Amendment No. 7

WINCHESTER 1800 residents will enjoy various benefits of a master-planned community. Infrastructure and other public facilities are sufficiently sized to accommodate the needs of the entire community at full build-out. In addition, specific plan design elements including land use compatibility, site design, architecture and landscaping are consistently applied to assure a varied, yet harmonious project.

The WINCHESTER 1800 Specific Plan is summarized as follows:

Table I: Land Use Summary

LAND USE	ACREAGE	DENSITY FACTOR	DWELLING UNITS	SHARE OF TOTAL ACREAGE (%)
RESIDENTIAL				
Estate Density (EDR)	17.6 ac	0.35 du/ac	6 du	1.1
Low Density (LDR)	24.7 ac	2.0 du/ac	49 du	1.5
Medium Density (MDR)	878.3 ac	3.3 du/ac	2,875 du	53.0
Medium High Density (MHDR)	214.1 ac	5.3 du/ac	1,128 du	12.9
High Density (HDR)	32.3 ac	10.8 du/ac	349 du	1.9
Mixed-Use Policy Area (MUPA)	15.2 ac	11.5 du/ac	175 du	0.9
SUBTOTAL	1,182.2 ac	3.9 du/ac	4,582 du	71.3%
NON-RESIDENTIAL				
Commercial Retail (CR)	45.6 ac	-----	-----	2.8
Commercial Tourist (CT)	36.7 ac	-----	-----	2.2
Public Facility	45.0 ac	-----	134 du	2.7
Open Space – Recreation (OS-R)	53.4 ac	-----	14 du	3.2
Open Space – Conservation Drainage (OS-CD)	71.3 ac	-----	-----	4.3
Open Space – Conservation (OS-C)	85.5 ac	-----	-----	5.2
Expanded Parkways	6.5 ac	-----	-----	0.4
Roads	130.7 ac	-----	-----	7.9
SUBTOTAL	474.4 ac	-----	148 du	28.7%
TOTAL	1,656.9 ac	-----	4,730 du	100.0%

B. PROJECT HISTORY

The WINCHESTER 1800 Specific Plan (No. 286) was adopted on April 29th 1997 along with the certification of the project's Environmental Impact Report (EIR No. 374). EIR No. 374

I. SUMMARY

WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7

analyzed the originally approved unit count of 5,806 although subsequent amendments reduced the unit count to 4,716.

Amendments to Specific Plan No. 286 since its original adoption are documented below.

Amendment No. 1 (adopted July 11, 2000) – amended Planning Areas 43, 44, 45, 46 and 47. The changes to the Specific Plan as approved in Amendment No. 1 were as follows:

- Revised the park concept for Planning Area 45 to reflect Valley-Wide Park and Recreation District standards;
- Added two acres to the 10-acre school site within Planning Area 46 to reflect Temecula Valley Unified School District Standards;
- Revised the statistical abstract for Planning Area 43 from 4.1 acres to 4.2 acres maintaining 1 existing dwelling unit;
- Revised the statistical abstract for Planning Area 44 from 28 acres to 30.8 acres and a corresponding increase in the number of units from 104 to 116;
- Revised the statistical abstract for Planning Area 47 from 58.5 acres to 57.7 acres and an increase in the number of units from 158 to 188;
- Provided for elementary school/park site development options including 14 units to be built in Planning Area 45 if not developed as a park site and 32 units to be built in Planning Area 46 if not utilized as a school site; and
- Provided a sign program.

Amendment No. 2 (adopted December 18, 2000) – added two additional Planning Areas (PAs 49 and 50) to Specific Plan 286, comprising 40.1 acres located adjacent to the southwestern portion of the Specific Plan area. The project area is bordered by Planning Areas 43 and 44 to the north, Planning Area 47 to the east, and Auld Road to the south with Pourroy Road bisecting the site. The changes to the Specific Plan as approved in Amendment No. 2 were as follows:

- Added Planning Area 49 to the Specific Plan, located to the east of Pourroy Road, consisting of 19.6 acres and proposed to contain 58 medium density residential dwelling units;
- Added a detention basin comprised of 1.9 acres as part of Planning Area 49 to replace temporary facilities; and
- Added Planning Area 50 to the Specific Plan. Located to the west of Pourroy Road, it is 20.5 acres and proposed to contain 36 medium density residential dwelling units. One existing single-family residence will remain in Planning Area 50 with 35 new dwelling units.

Amendment No. 3 (adopted June 25, 2002) – added Planning Area 51 and 40 acres to Specific Plan 286 in the southeastern portion of the Specific Plan area. The project area is between Planning Areas 47 and 48, south of Benton Road. The changes to the Specific Plan as approved in Amendment No. 3 were as follows:

- Added 40 acres within Planning Area 51, located south of Benton Road and 123 medium density residential dwelling units to the Specific Plan.

Amendment No. 4 (adopted March 23, 2004) – proposed to reconfigure and/or adjust the statistical abstracts for Planning Areas 2B, 2C, 2D, 10B, 12, 13B, 14B, 15, 16, 17, 18, 19, 20, 21, 22, and 25. The amendment is administrative in nature, reflecting engineered site conditions and the current development desires of the Riverside County Board of Supervisors. The changes to the Specific Plan as approved in Amendment No. 4 were as follows:

- Deleted Planning Areas 2B and 2D, integrating their design into Planning Areas 16 A/B and 18, respectively;
- Adjusted the statistical abstract for Planning Area 2C from 11.1 to 11.8 acres;
- Converted Planning Area 10B from a Medium-High Density (5-8 du/ac) to a Medium Density (2-5 du/ac) land use category, increased its minimum lot size from 5,000 square feet to 7,200 square feet, reconfigured its land area from 11.4 to 50 acres, and raised its maximum dwelling units from 64 to 211;
- Converted Planning Area 13B from a Medium-Low Density (2-4 du/ac) to a Medium Density (2-5 du/ac) land use category, reconfigured its land area from 57.5 to 36.8 acres, and lowered its maximum dwelling units from 155 to 128;
- Reconfigured the land area for Planning Area 14B from 81 to 42.3 acres and lowered its maximum dwelling units from 300 to 135;
- Provided for medium density residential development (with a maximum dwelling unit count of 75) as an alternative land use to the proposed middle school, in the event that Planning Area 15 is not utilized as a school site;
- Reconfigured the land area for Planning Area 16 into separate Planning Areas 16A and 16B, still totaling 31 acres and still to be devoted to park development;
- Delete Planning Area 17, combining its area with Planning Area 18 for development of mixed uses instead of Very-High Density Residential;
- Converted Planning Area 18 from a Commercial to a Mixed Use (8-14 du/ac) land use category, reconfigured its land area from 10.2 to 15.2 acres, and lowered its maximum dwelling units from 205 (previously allowed by Planning Area 17) to 175;
- Reconfigured the land area for Planning Area 19 from 50.1 to 34.5 acres and lowered its maximum dwelling units from 280 to 143;
- Adjusted the statistical abstract for Planning Area 20 from 47.9 to 59.1 acres;
- Reconfigured the land area for Planning Area 21 (142.4 acres and 527 dwelling units) into separate Planning Areas 21A and 21B, totaling 172.7 acres and 494 dwelling units;
- Converted Planning Area 22 from a Medium Density (2-5 du/ac) to an Open Space/Drainage/Parkland land use category, which allows no residential dwelling units;

- Reconfigured the land area for Planning Area 25, retaining 26.4 acres for Open Space; and
- Reconfigured the land area for Planning Area 12 (15.8 acres and 32 dwelling units) into separate Planning Areas 12A and 12B, and converted Planning Area 12 from a Low Density (2.0 du/ac) to a Medium Low Density (3.1 du/ac) land use category (Planning Area 12A – 10.8 acres, 34 units) and to a Parks land use category (Planning Area 12B – 5 acres).

Amendment No. 5 (adopted June 5, 2007) reconfigured the land area and/or adjusted the statistical abstracts for Planning Areas 2A, 5, 7, 9, 10A, 10B, and 13A to permit implementation of a 180 DU condominium project. The changes to the Specific Plan as approved in Amendment No. 5 were as follows:

- Reconfigured the land area for Planning Area 7 from 28.6 acres to 23 acres, and lowered its maximum dwelling units from 106 units to 85 units;
- Reconfigured the land area for Planning Area 2A from 10 acres to 15.6 acres, adding open space/ conservation area in support of the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP);
- Converted Planning Area 9 from a Medium Density (2-5 du/ac) to Medium High Density (5-8 du/ac) land use category;
- Transferred the previously-approved development density allocated to the 5.6 acres previously in PA 7 removed from development (21 units) to Planning Area 9; and
- Transferred the unrealized residential units from maps recorded within Planning Areas 5, 10A, 10B, and 13A (totaling 58 units) to Planning Area 9.

Amendment No. 6 (adopted June, 2, 2015) - included substantive changes that modified the land uses and acreages for Planning Areas in the northern portion of the Specific Plan primarily in response to changing market and other conditions since the previous amendment was adopted on June 5th, 2007.

Amendment No. 6 reduced the total number of residential dwelling units within the Specific Plan from 4,870 to 4,720 by re-designating a 17.9-acre, Very High Density Residential Planning Area to Medium Density Residential and reducing its acreage to 5.4 acres; replaced one (1) 10-acre elementary school site and one (1) 5.0-acre park site with Medium High Density Residential; and created two (2) new Planning Areas designated as Open Space – Conservation Drainage.

Substantive changes to the Specific Plan contained in Amendment No. 6 included:

Planning Area 1

- Amended the land use designation from Very High Density Residential (14-20 du/ac) to Medium Density Residential (2-5 du/ac);
- Reduced acreage from 17.9 acres to 5.4 acres; and

- Reduced Target Dwelling Units from 269 to 23 units.

Planning Area 3

- Eliminated the 5.0-acre Park and amends the land use designation to Medium High Density Residential (5-8 du/ac);
- Increased acreage from 5.0 acres to 12.0 acres; and
- Increased Target Dwelling Units from zero (0) to 62 units.

Planning Area 5A

- Increased acreage from 33.4 acres to 38.8 acres; and
- Amended the land use designation from Medium Low Residential to Medium Residential.

Planning Area 6

- Eliminated the 10-acre Elementary School site and amends the land use designation from School to Medium High Density Residential (5-8 du/ac);
- Increased acreage from 10.0 acres to 11.0 acres; and
- Increased the Target Dwelling Units from 27 to 61 units.

Planning Area 7

- Reduced acreage from 23.0 acres to 21.1 acres; and
- The land use designation remains as Medium Density Residential.

Planning Area 52A

- Created a new 0.9-acre Planning Area designated as Open Space-Conservation Drainage

Planning Area 52B

- Created a new 0.7-acre Planning Area designated as Open Space-Conservation Drainage

Keller Road

- Keller Road was re-aligned thru the Specific Plan to create a standard intersection at Winchester Road

Circulation/Roads

- Reduced acreage devoted to Circulation from 131.7 acres to 131.1 acres

Amendment No. 6 also included non-substantive changes encompassing the complete Specific Plan area, ensuring that all Land Use Designations conform to current nomenclature. Non-substantive changes to the Specific Plan contained in Amendment No. 6 included:

Public Facility

- Amended the land use designation for school sites from Schools to Public Facility to conform to current Riverside County General Plan nomenclature;
- Reduced Public Facility acreage from 55.0 acres to 45.0 acres, with the elimination of the 10.0-acre elementary school site in Planning Area 6; and
- Three (3) Public Facility sites remain.

Open Space – Recreation

- Amended the land use designation from Parks and Conservation/Parks to Open Space – Recreation to conform to current Riverside County General Plan nomenclature, with the exception of Planning Area 3, which is allocated in SP286-A6 as MHDR; and
- Decreased Open Space – Recreation acreage from 58.4 acres to 53.4 acres, with the elimination of the 5.0-acre park site in Planning Area 3.

Open Space – Conservation

- Amended the land use designation in Planning Areas 20 and 25 from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation to conform to current Riverside County General Plan nomenclature; and
- Increased Open Space – Conservation acreage from zero (0) acres to 85.5 acres.

Open Space – Conservation Drainage

- Amended the land use designation from Open Space/Drainage and Conservation/Drainage to Open Space – Conservation Drainage to conform to current Riverside County General Plan nomenclature, with the exception of Planning Areas 20 and 25, which are allocated in SP286-A6 as Open Space – Conservation; and
- Reduced Open Space – Conservation Drainage acreage from 155.2 acres to 71.3 acres.

Commercial Retail

- Amended the land use designation from Commercial to Commercial Retail to conform to current Riverside County General Plan nomenclature

Commercial Tourist

- Amended the land use designation from Commercial Recreation to Commercial Tourist to conform to current Riverside County General Plan nomenclature

Estate Density Residential

- Amended the land use designation from Very Low Density Residential to Estate Density Residential to conform to current Riverside County General Plan nomenclature at the planned density.

Medium Density Residential

- Amended the land use designation from Medium Low Density Residential to Medium Density Residential to conform to current Riverside County General Plan nomenclature;
- Increased Medium Density Residential acreage from 690.3 acres to 878.3 acres; and
Increased Medium Density Residential Dwelling Units from 2,310 units to 2,875 units.

Amendment No. 7 to the WINCHESTER 1800 Specific Plan (SP286-A7) amends the Land Use Designations of Planning Areas 40 and 41, re-allocates dwelling units, decreases the total number of units in the Specific Plan, re-configure boundaries and acreages of Planning Areas 40 and 41, and reduces the acreage of circulation.

Planning Area 40

- The land use designation for Planning Area 40 is modified from Commercial Retail (CR) to High Density Residential (HDR), increases the acreage from 9.3 acres to 16.6 acres, provides for the development of 145 dwelling units with a residential density of 8.7 du/ac to reflect TTM 37715.

Planning Area 41

- To be consistent with approved TTM No. 31007, the land use designation for Planning Area 40 is modified from Very High Density Residential (VHDR) to High Density Residential (HDR), decreases the acreage from 22.6 acres to 15.7 acres, decreases the dwelling unit count 339 to 204 with a decrease in density from 15.0 du/ac to 12.9 du/ac.

Circulation/Roads

- The acreage reserved for circulation has been decreased from 137.6 acres to 137.2 acres to reflect the engineered boundaries and acreages of TTM No. 37715

II. INTRODUCTION

A. DOCUMENT PURPOSE

This document has been prepared for the purpose of establishing guidelines for a Community Development Specific Plan. WINCHESTER 1800 Specific Plan encompasses a total of 1,656.9 acres of land located within the French Valley area of unincorporated Riverside County, California.

Authorized by California Government Code §65450 et seq., a Specific Plan is a tool that is used for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. As such, this document provides the County of Riverside with policies and regulations to ensure efficient, orderly development of the subject property in accordance with the County's adopted General Plan.

The WINCHESTER 1800 Specific Plan establishes standards for the development of a master planned community in unincorporated Riverside County. This Specific Plan includes regulations relative to land uses, site planning, and building intensity, as well as design guidelines that are intended to allow for innovation in architecture, landscaping and building arrangements as future tentative maps and site plans are proposed to implement the Specific Plan. All future implementing actions (development plans, tract maps, site plans, and other similar entitlements) for property located within the boundaries of this Specific Plan are required to be consistent with the standards and guidelines set forth in this document and with all applicable County regulations. Furthermore, all regulations, conditions, standards and guidelines contained herein shall be deemed distinct and independent provisions of the Specific Plan. If any section, clause, phrase, or portion of this document is for any reason to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

B. SPECIFIC PLAN FORMAT

Amendment No. 7 of the WINCHESTER 1800 Specific Plan (SP286-A7) is divided into the following sections: (1) Summary; (2) Introduction; (3) Specific Plan; (4) Design Guidelines; and (5) Zoning Ordinance. SP286-A7 has been prepared pursuant to the provisions of California Government Code §65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §65450 through §65454 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to §65450, a Specific Plan shall include text and a diagram or diagrams which specify all of the following details:

- The distribution, location, and extent of the uses of land within the area covered within the specific plan area;
- The distribution, location, extent, and intensity of major circulation and utility services to be located within the plan area or that will be needed to service the specific plan area;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A schematic program of implementation measures indicating how public services will be financed; and
- A statement of the specific plan's relationship to the general plan.

California state law also provides for the inclusion of any other subject that, in the judgment of the local planning agency, is deemed necessary or desirable to implement the general plan, such as architectural or landscape design guidelines.

In response to government requirements, this Specific Plan has been prepared to provide the essential link to the policies of the County of Riverside General Plan. By functioning as a regulatory document, the SP286-A7 provides a means of implementing and detailing the County's General Plan and tailoring its policies to the subject property. In this regard, all future development plans or other entitlement applications are required to substantially conform to the standards and guidelines set forth in this document, as well as all applicable County regulations. SP286-A7 is designed to address site specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as vehicular and non-vehicular circulation, energy conservation, landscaping, and the provision of utilities. SP286-A7 also ensures that new development meets or exceeds County standards for environmental protection, infrastructure, site planning, and aesthetic quality.

C. DISCRETIONARY ACTIONS

The WINCHESTER 1800 Specific Plan No. 286 Amendment No. 7 (SP286-A7) has been prepared under the authority of the Riverside County Planning Department. This document will be used by the County of Riverside in connection with the following decisions.

1. Riverside County Planning Commission
 - Recommendation to the Board of Supervisors regarding consideration of an Addendum to EIR No. 374 based on the findings and conclusions in Environmental Assessment No. XX.
 - Recommendation to the Board of Supervisors regarding adoption of Specific Plan No. 286 Amendment No. 7 by Resolution.
 - Recommendation to the Board of Supervisors regarding adoption of Change of Zone No. 1900017.
 - Recommendation to the Board of Supervisors regarding adoption of Tentative Tract Map No. 37715.

2. Riverside County Board of Supervisors
 - Consider an Addendum to EIR No. 374 based on the findings and conclusions in Environmental Assessment No. XX.
 - Adoption of Specific Plan No. 286 Amendment No. 7 by Resolution.
 - Adoption of Change of Zone No. 1900017 by Ordinance.
 - Approval of Tentative Tract Map No. 37715.

Subsequent discretionary actions may include, but are not limited to, tentative tract maps, final tract maps, conditional use permits, site plans, plot plans, grading permits, water and sewer system approvals, and encroachment permits.

III. SPECIFIC PLAN

A. DEVELOPMENT PLANS AND STANDARDS

PLANNING OBJECTIVES

Many important issues were thoroughly examined and considered during the preparation of this Specific Plan. Engineering feasibility, market acceptance, economic viability, County Comprehensive General Plan goals, Southwest Area Community Plan goals, development phasing, and local community goals all were considered during the planning process. In order to ensure the functional integrity, economic viability, environmental sensitivity and positive aesthetic impact of this Specific Plan, specific planning and development goals for the project were established and supported by this extensive analysis. With these specific project goals in mind, the WINCHESTER 1800 Specific Plan:

- Furnishes a plan for development that is sensitive to the environment as well as aesthetically pleasing, and one that provides for noise suppression, protection of health and safety and the promotion of the people, community and region.
- Considers topographic, geologic, hydrologic and environmental opportunities and constraints to create a design that essentially conforms to the condition of the land by maintaining and using basic landforms where practical.
- Anticipates marketing needs and public demand by providing varying housing types, styles, sizes and values that will be marketable within the evolving economic profile of surrounding communities as well as within Riverside County.
- Attracts commercial uses that will serve community needs and the needs of the surrounding area while supplying an employment base for local residents within Riverside County, conveniently located to minimize commuting distances.
- Provides backbone infrastructure systems and public facilities to support development in an efficient and timely manner.
- Reinforces the community identity of the project vicinity through control of project design elements such as architecture, landscaping, color, paving, walls, fencing, signage and entry treatments.
- Develops an environment that is visually attractive and efficiently and effectively organized, including a pleasing landscape palette.
- Maintains consistency with the County's Noise Element by properly mitigating noise generating uses that exceed the maximum suggested dBA level.

- Integrates with the character of surrounding communities and establishes a development that results in logical coordinated growth.
- Provides for a long-range comprehensive planning approach to development which cannot be accomplished on a parcel-by-parcel basis.

1. Specific Land Use Plan

a. Project Description

Upon completion, The WINCHESTER 1800 Specific Plan will contain a high quality master-planned community, primarily composed of residential, commercial, open space and recreation land uses. Residential planning areas vary in density from 0.2 du/ac to 14.0 du/ac. The various residential product types will be designed to meet the market need in the urbanizing French Valley area of Riverside County, while maintaining a sensitive approach to design relative to existing topography and additional environmental conditions. When fully developed, a maximum of 4,730 dwelling units will be built in WINCHESTER 1800. These residences will be divided among a range of lot sizes as depicted in the *Specific Land Use Plan* (Figure III-I). The WINCHESTER 1800 Specific Plan will ensure a well-balanced community by incorporating commercial centers, school sites, parks and a variety of open space uses into a master-planned development.

Specific information on each of the planning areas within WINCHESTER 1800 is provided within Table 2, *Detailed Land Use Summary*, and in Section III.B, *Planning Area Figures III-12 through III-37*.

The proposed land uses within WINCHESTER 1800 are as follows:

RESIDENTIAL - Residential planning areas account for 1,172.5 acres of the project site, containing 4,730 dwelling units, with an average density of 3.9 du/ac. The housing mix will fall within seven density ranges, varying from "Estate Density" (2.0-acre minimum) to "High Density Residential" (8.0-14.0 du/ac). However, Amendment No. 7 provides additional dwelling units as an alternate use for Planning Areas 15, 26B, 45, and 46 should the school district or park district not acquire these sites. This alternate use was also provided in prior Amendments of the WINCHESTER 1800 Specific Plan.

If residential use is implemented in these four Planning Areas, total residential areas and dwelling units would increase by a maximum of 50.0 acres and 148 dwelling units, respectively. The optional dwelling units are incorporated into the project total throughout the WINCHESTER 1800 Specific Plan, which provides a total of 4,730 dwelling units in Amendment No. 7.

STATISTICAL ABSTRACT

SPECIFIC PLAN LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (200) (2.6 AC/UNIT)	37.6	8.3	6
LOW DENSITY RESIDENTIAL (200) (2.6 AC/UNIT)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (240) (2.5 AC/UNIT)	878.3	3.5	2,878
MEDIUM HIGH DENSITY RESIDENTIAL (200) (1.8 AC/UNIT)	214.1	5.3	1,228
HIGH DENSITY RESIDENTIAL (200) (1.4 AC/UNIT)	32.3	14.8	349
MIXED USE (200)	15.2	21.5	178
RESIDENTIAL SUBTOTAL	1,382.3	3.9	4,382
COMMERCIAL RETAIL (200)	45.6		
COMMERCIAL TOURIST (200)	36.7		
PUBLIC FACILITIES (200)	45.9		334
OPEN SPACE - RECREATION (200)	63.4		14
OPEN SPACE - CONSERVATION (200)	85.5		
OPEN SPACE - CONSERVATION DRAINAGE (200)	71.3		
CIRCULATION	137.6		
NON-RESIDENTIAL SUBTOTAL	474.7	8.3	149
TOTAL	1,656.9	2.9	4,730

*INCLUDES POTENTIAL DEVELOPMENT OF 148 DWELLING UNITS WITHIN PLANNING AREAS 16, 14B, 45 & 46.

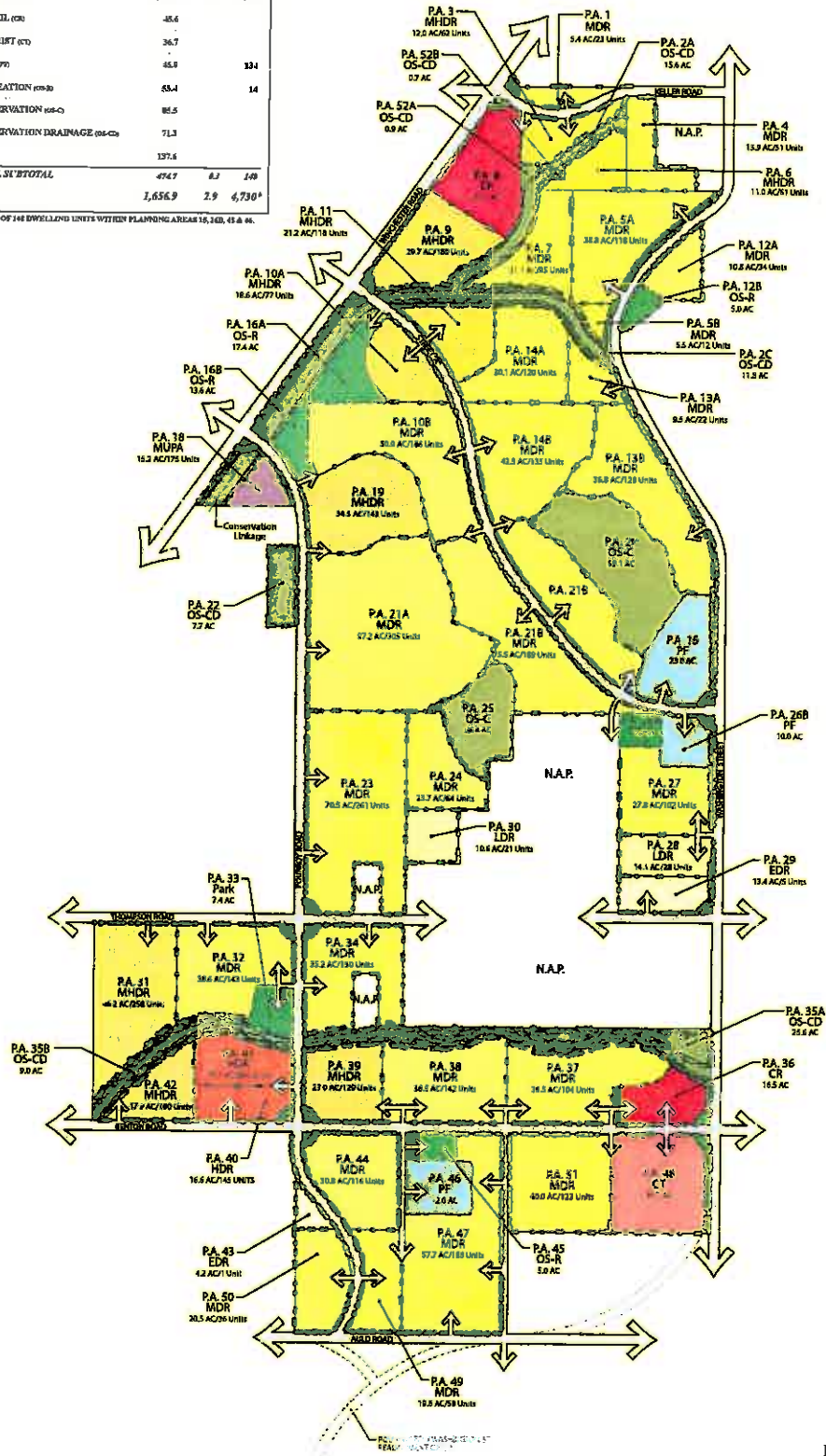


FIGURE III-1



STATISTICAL ABSTRACT

SPECIFIC LAND USE	ACRES	DENSITY	UNITS
ESTATE DENSITY RESIDENTIAL (2000 sq. ft. min.)	37.6	0.3	6
LOW DENSITY RESIDENTIAL (1200 sq. ft. min.)	24.7	2.0	49
MEDIUM DENSITY RESIDENTIAL (800 sq. ft. min.)	178.3	3.3	3058
MEDIUM HIGH DENSITY RESIDENTIAL (600 sq. ft. min.)	214.1	6.3	1,328
HIGH DENSITY RESIDENTIAL (400 sq. ft. min.)	31.9	16.9	340
MIXED USE POLICY AREA (2000 sq. ft. min.)	16.5	11.6	176
RESIDENTIAL SUBTOTAL	1,311.8	2.9	6,592
COMMERCIAL RETAIL (200 sq. ft. min.)	45.6		
COMMERCIAL TOURIST (200 sq. ft. min.)	36.7		
PUBLIC FACILITIES (200 sq. ft. min.)	45.8		134
OPEN SPACE - RECREATION (200 sq. ft. min.)	53.4		14
OPEN SPACE - CONSERVATION (200 sq. ft. min.)	85.4		
OFFSPACE - CONSERVATION DRAINAGE (200 sq. ft. min.)	71.2		
CIRCULATION	375.6		
NON-RESIDENTIAL SUBTOTAL	478.3	8.8	144
TOTAL	1,656.9	2.9	4,736*

*INCLUDES POTENTIAL DEVELOPMENT OF 148 DWELLING UNITS WITHIN PLANNING AREA 16, 34.8 AC. AC.

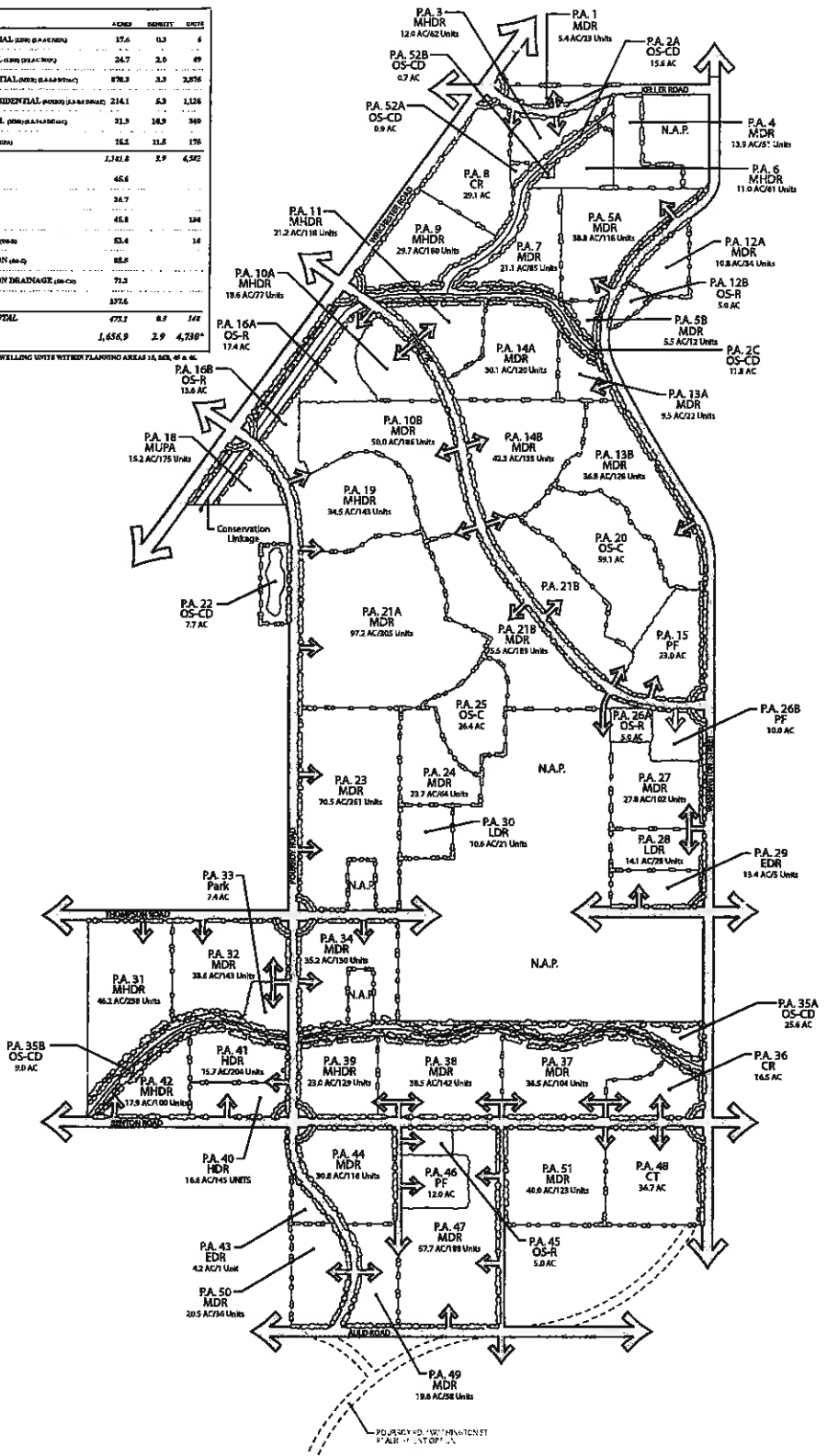


FIGURE III-1A

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Specific Land Use Plan
WINCHESTER 1800

III. SPECIFIC PLAN
Specific Plan No. 286, Amendment No. 7

Table 2, Detailed Land Use Summary

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
RESIDENTIAL					
Estate Density Residential (EDR)	29	13.4	2.0-acre minimum	0.4	5
	43	4.2	2.0-acre minimum	0.2	1
	Subtotal:	17.6			6
Low Density Residential (LDR)	28	14.1	0.5-acre minimum	2.0	28
	30	10.6	0.5-acre minimum	2.0	21
	Subtotal:	24.7			49
Medium Density Residential (MDR)	5A	38.8	2.0-5.0	3.0	118
	5B	5.5	2.0-5.0	2.2	12
	12A	10.8	2.0-5.0	3.1	34
	13A	9.5	2.0-5.0	2.3	22
	24	23.7	2.0-5.0	2.7	64
	37	38.5	2.0-5.0	2.7	104
	47	57.7	2.0-5.0	3.3	188
	1	5.4	2.0-5.0	4.3	23
	4	13.9	2.0-5.0	3.7	51
	7	21.1	2.0-5.0	4.0	85
	10B	50.0	2.0-5.0	3.7	186
	13B	36.8	2.0-5.0	3.9	128
	14A	30.1	2.0-5.0	4.0	120
	14B	42.3	2.0-5.0	3.5	135
	21A	97.2	2.0-5.0	3.1	305
	21B	75.5	2.0-5.0	2.5	189
	23	70.5	2.0-5.0	3.7	261
	27	27.8	2.0-5.0	3.7	102
	32	38.6	2.0-5.0	3.7	143
	34	35.2	2.0-5.0	3.7	130
	38	38.5	2.0-5.0	3.7	142
	44	30.8	2.0-5.0	3.8	116
	49	19.6	2.0-5.0	3.0	58
	50	20.5	2.0-5.0	1.7	36
51	40.0	2.0-5.0	3.0	123	
	Subtotal:	878.3			2,875
Medium High Density Residential (MHDR)	3	12.0	5.0-8.0	5.2	62
	6	11.0	5.0-8.0	5.5	61
	10A	18.6	5.0-8.0	4.1	77
	11	21.2	5.0-8.0	5.6	118

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
	19	34.5	5.0-8.0	4.1	143
	31	46.2	5.0-8.0	5.6	258
	39	23.0	5.0-8.0	5.6	129
	42	17.9	5.0-8.0	5.6	100
Medium High Density Residential (MHDR)	9	29.7	5.0-8.0	6.1	180
	Subtotal:	214.1			1,128
	40	16.6	8.0-14.0	8.7	145
High Density Residential (HDR)	41	15.7	8.0-14.0	12.9	204
	Subtotal:	32.2			349
Mixed Use Policy Area	18	15.2	8.0-14.0	11.5	175
Residential Acres/DUs		1,182.2		3.9	4,582
NON-RESIDENTIAL					
	8	29.1			
Commercial Retail (CR)	36	16.5			
	Subtotal:	45.6			
Commercial Tourist (CT)	48	36.7			
	Subtotal:	36.7			
	15	23.0	2.0-4.0	3.4	75
Public Facility (PF)	26B	10.0	2.0-4.0	2.7	27
	46	12.0	2.0-4.0	2.7	32
	Subtotal:	45.0			134
	12B	5.0			
Open Space – Recreation (OS-R)	16A	17.4			
	16B	13.6			
	26A	5.0			
	33	7.4			
	45	5.0			14
	Subtotal:	53.4			14

Land Use	Planning Area (PA)	Gross Acres	Density Range	Dwelling Density	Maximum Dwelling Units
Open Space – Conservation Drainage (OS-CD)	2A	15.6			
	2C	11.8			
	22	7.7			
	35A	25.6			
	35B	9.0			
	52A	0.9			
	52B	0.7			
	Subtotal:	71.3			
Open Space – Conservation (OS-C)	20	59.1			
	25	26.4			
	Subtotal:	137.6			
Expanded Parkways		6.5			
Roads		131.1			
	Subtotal:	137.6			
Nonresidential Acres/DUs		474.4			148
PROJECT TOTAL		1,656.9		2.9	4,730

- **Estate Density Residential** (0.34 du/ac) – consists of 6 dwelling units on 17.6 acres of land. These units are proposed for Planning Areas 29 and 43.
- **Low Density Residential** (2.0 du/ac) – consists of 49 dwelling units on 24.7 acres of land. These units are proposed for Planning Areas 28 and 30.
- **Medium Density Residential** (3.3 du/ac) – consists of 2,875 dwelling units on 878.3 acres of land. MDR units are proposed for Planning Areas 1, 4, 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A, 14B, 21A, 21B, 23, 24, 27, 32, 34, 37, 38, 44, 47, 49, 50 and 51.
- **Medium High Density Residential** (5.3 du/ac) – consists of 1,128 dwelling units on 214.1 acres of land. These units are proposed for Planning Areas 3, 6, 9, 10A, 11, 19, 31, 39 and 42.
- **High Density Residential** (8.0-14.0 du/ac) – consists of 349 dwelling units on 32.2 acres of land. These units are proposed for Planning Area 40 and 41.
- **Mixed-Use Area** (11.5 du/ac) – consists of 175 dwelling units on 15.2 acres of land. These units are proposed for Planning Area 18.

- COMMERCIAL RETAIL - The commercial uses within the WINCHESTER 1800 community consist of 45.6 acres overall. Located adjacent to major transportation corridors for accessibility and convenience, these commercial centers provide shopping opportunities for residents as well as regional travelers along Winchester Road, Benton Road, and Washington Street. In addition, residents from surrounding communities will be serviced by the proposed commercial centers. Two commercial centers will be located throughout the site in Planning Areas 8 and 36.
- COMMERCIAL TOURIST - A 36.7 acre tourist-related commercial center is planned adjacent to Benton Road and Washington Street in Planning Area 48. This commercial tourist center is anticipated to provide recreation-orientated commercial services to users of the nearby Lake Skinner recreational facilities. This site could also accommodate a Recreational Vehicle (RV) park or similar use.
- PUBLIC FACILITY - Three (3) school sites are planned on a total of 45.0 acres of land, in Planning Areas 15, 26B, and 46. Each school site is strategically located adjacent to a proposed park, enabling the school to take advantage of additional recreational opportunities. The Specific Plan contains an option that will allow for residential development should the School District elect not to acquire the designated Planning Areas. Under this alternate scenario, 134 Medium Density residential units are available with the following distribution: Planning Area 15 would permit 75 units; Planning Area 26B would permit 27 units; and Planning Area 46 would permit 32 units.
- OPEN SPACE – RECREATION - Six (6) active park sites are planned for WINCHESTER 1800 totaling 53.4 acres of land, in Planning Areas 12B, 16A, 16B, 26A, 33 and 45. These parks vary in size from 5.0 acres to 17.4 acres and will offer a variety of passive and active recreational opportunities to residents of the WINCHESTER 1800 community. Parks are further delineated in Section IV.A, Landscape Guidelines
- OPEN SPACE – CONSERVATION DRAINAGE - A total of 71.3 acres are proposed for open space/drainage uses. The project dedicates 62.0 acres in Planning Areas 2A, 2C, 35A and 35B as open space/drainage corridors, portions of which will be viewed as greenbelt/paseo systems. These areas will incorporate a variety of pedestrian-oriented, non-vehicular trail networks, including a Regional Recreational Trail. Additionally, Planning Areas 22, 52A, and 52B provide 9.3 acres of detention basins and first-flush facilities as approved by the state Regional Water Quality Control Board to filter the on-site flows through the property.
- OPEN SPACE – CONSERVATION - A total of 85.5 acres are proposed for the preservation of natural, undisturbed open space, in Planning Areas 20 and 25. This area contains scenic topographical features, providing further visual identity to the WINCHESTER 1800 community.

- ROADS - The project includes the implementation of approximately 130.7 acres of major roadways, in addition to 6.5 acres of expanded landscaped parkways. The Riverside County Master Plan of Streets and Highways will adequately serve future traffic volumes for the region. On-site traffic will be conveyed by a hierarchical circulation system which ranges in right-of-way width from 60 feet to 134 feet.

b. Land Use Development Standards

To ensure the orderly and sensitive development of land uses proposed for the WINCHESTER 1800 Specific Plan, special mitigations have been created for each planning area. These area-specific standards, which are thoroughly discussed in Section III.B, *Planning Area Development Standards*, will assist in efficiently implementing the proposed development. In addition to these specific guidelines, project-wide development standards have also been prepared which complement the diverse conditions within each planning area. These general standards are:

- 1) The total Specific Plan area shall be developed with a maximum of 4,730 dwelling units on 1,656.9 acres, as illustrated on Figure III-1, *Specific Land Use Plan* (a reduced black and white version of the Specific Land Use Plan is shown on Figure III-1A). General uses permitted will include residential, mixed use, commercial, commercial recreation, schools, active park, and open space/drainage uses, as prescribed on the *Specific Land Use Plan* and in the individual planning areas (Figures III-12 thru III-37).
- 2) Uses and development standards will be in accordance with the County of Riverside Zoning Code and will be defined by Specific Plan objectives, future detailed plot plans, the Specific Plan Zoning Ordinance, and potential conditional use permits as appropriate.
- 3) Standards relating to signage, landscape, parking and other related design elements will conform to the County of Riverside Zoning Code Ordinance No. 348. When appropriate and necessary to meet the goals of this Specific Plan, the standards contained within this document will exceed the zoning code requirements. In addition, a Specific Plan Zoning Ordinance will be processed concurrently with this Specific Plan.
- 4) All project lighting shall be in accordance with applicable Riverside County standards, including Ordinance No. 655 regarding Mt. Palomar Observatory standards.
- 5) Development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinances No. 348 and 460. Development shall conform substantially with adopted Specific Plan No. 286.
- 6) Except for the Specific Plan Zone Ordinance adopted concurrently with this Specific Plan, no portion of this Specific Plan which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted Specific Plan.

- 7) A land division filed for the purpose of phasing or financing shall not be considered an implementing development application and, as such, shall not be subject provided that if the maintenance organization is a property owners' association, the legal documentation necessary to establish the association shall be recorded concurrently with the recordation of the final map.
- 8) Common areas identified in the Specific Plan shall be owned and maintained as follows:
 - a) A permanent master maintenance organization shall be established for the Specific Plan area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association, neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas
 - b) Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision is recorded.
 - c) The maintenance organization shall be established prior to, or concurrent with, the first land division or issuance of any building permit for any approved development permit. The ownership and maintenance responsibility shall be identified for each open space lot at the time Tentative Subdivision Maps are filed.
- 9) The applicant shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers and employees from any claim, action or proceeding against the County of Riverside or its agents, officers or employees to attach, set aside, void or annul an approval of the County of Riverside, its advisory agencies, appeal boards or legislative body concerning the Specific Plan. The County of Riverside will promptly notify the applicant of any such claim, action or proceeding against the County of Riverside and will cooperate fully in the defense. If the County fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the County of Riverside.
- 10) Prior to issuance of a building permit for construction of any use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.

- 11) An environmental assessment shall be conducted for each Tract, Plot Plan, Specific Plan Amendment or any other discretionary permit required to implement the Specific Plan. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in EIR No. 374 prepared for this Specific Plan.
- 12) Lots created pursuant to this Specific Plan and any subsequent tentative maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property.
- 13) Development applications which incorporate common areas shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and/or bicycle).
- 14) Passive solar heating techniques shall be employed whenever practical within the project. Passive solar systems do not utilize sophisticated hardware. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems.
- 15) If necessary, roadways, infrastructure, parks and open space may be coordinated: by and paid for through an assessment or community facilities district or community service area to facilitate construction, maintenance and management.
- 16) Final development densities for each planning area shall be determined through the appropriate development application up to the maximum density identified based upon but not limited to the following: a) adequate availability of services; b) adequate access and circulation; c) innovation in building types and design; d) sensitivity to landforms; e) density transfer; f) sensitivity to neighborhood design through lot and street layouts; g) lot sizes as proposed by this Specific Plan; and h) density bonuses for affordable housing.
- 17) Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction or other development activity in such open space.
- 18) Designation and/or dedication of park land and open space acreage, necessary to satisfy both County and State requirements, will be based on the final number of dwelling units and subsequent population generated by the WINCHESTER 1800 Specific Plan as adopted by the Riverside County Board of Supervisors, unless otherwise amended. Private recreational facilities shall be provided within High Density Residential land uses (Planning Area 41) and may receive appropriate parkland credit subject to Riverside County formulas.
- 19) Prior to the issuance of building permits, improvement plans for adjacent developed common open space areas, including irrigation plans, shall be submitted for Planning

Department approval for the stage of development in question. Irrigation plans shall be certified by a landscape architect.

- 20) For the security and safety of future residents, the applicant and/or development shall incorporate the following design concepts within each individual tract:
 - a) Circulation for pedestrians, vehicles and police patrols.
 - b) Lighting of streets, walkways and bikeways.
 - c) Visibility of doors and windows from the street and between buildings, where practical.
 - d) Fencing heights and materials which are developer's responsibility.
- 21) It is anticipated that maintenance associations, if formed, will be established as follows:

The master property owners' association shall be charged with the unqualified right to assess their own individual owners who own individual units for reasonable maintenance and management costs which shall be established and continuously maintained. The property owners' association shall be responsible for parking, open space areas, signing, landscaping, irrigation, common areas and other responsibilities as necessary.
- 22) Construction of certain public facilities and infrastructural requirements (such as schools, sewers, water, roadways, among others) may be financed through a community facilities district (CFD). Financing of these facilities through a CFD may substitute for the payment of fees that would have financed those facilities.
- 23) No second story balconies shall face the roadway for units located inside the 60 CNEL impact zone due to potential noise impacts. If such balconies are planned, additional noise mitigation will be required.
- 24) A comprehensive geotechnical report shall be submitted for review and approval to the Riverside County Planning Department Engineering Geologist with each Tentative Map or use permit.
- 25) All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to approval by the Riverside County Fire Department. Fire flows over 3,000 gpm shall be for 3 hours duration.

2. Circulation Plan





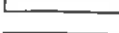
a. Circulation Plan Description

As shown in Figure III-2, *Circulation Plan*, primary access to the project site is provided via Winchester Road (Highway 79) which borders the west side of the site. Highway 79 is a State Highway and is therefore subject to the State's standards and criteria, including the CalTrans requirement of half-mile spacing for local roadway access. All plans and proposals affecting Winchester Road (Highway 79) will be subject to review and approval by CalTrans. East-west traffic through the site is provided via Keller Road, Thompson Road, Benton Road and Auld Road. Principal north-south access is provided along Pourroy Road and Washington Street. An efficient roadway network has been designed to accommodate on-site circulation.

The Riverside County General Plan Circulation Element depicts several master-planned roadways that run adjacent to or through the WINCHESTER 1800 project site. The main objective of the Circulation Plan is to provide direct and convenient access to individual residential clusters, commercial centers, school sites and recreational land uses through a safe and efficient network of urban arterial, arterial, major secondary, collector and local roadways. Roadway cross sections are depicted on Figures III-3, Figure III-4, Figure III-5, and Figure III-5A.

In addition to the vehicular circulation plan proposed for the project, a pedestrian circulation system is envisioned for the WINCHESTER 1800 community. The pedestrian circulation system will promote pedestrian-oriented, non-vehicular usage and incorporate community recreational trails within the open space/drainage channels.

LEGEND

-  **URBAN ARTERIAL**
Winchester Road & Benton Road
-  **ARTERIAL**
Washington Street
-  **SECONDARY ROAD**
Thompson Road, Auld Road, Pourroy Road, Street "A", Keller Road, Borel Road, & Leon Road (east of Winchester Road)
-  **TRANSPORTATION CORRIDOR-25-FOOT**
Adjacent to Winchester Road
-  **BUS TURNOUT**

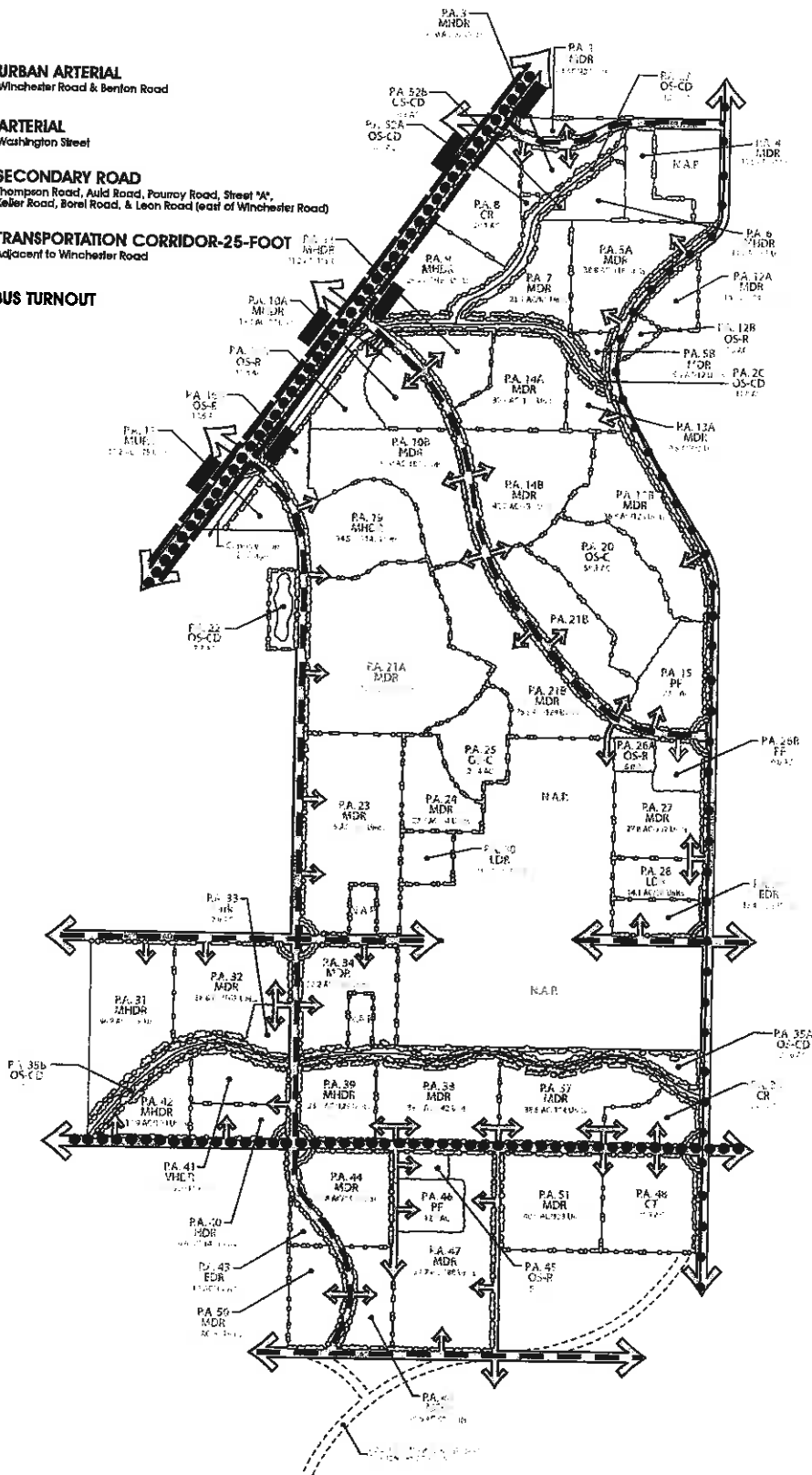


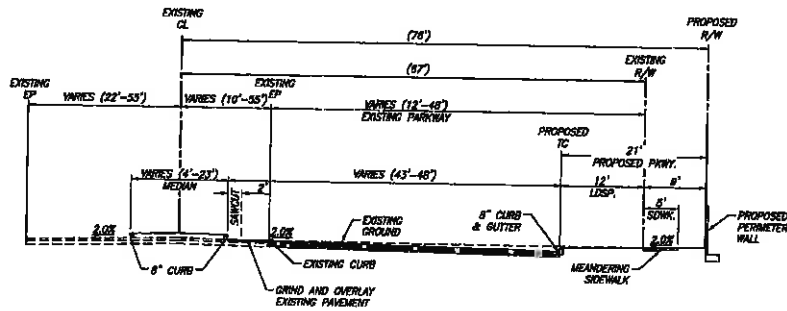
FIGURE III-2

Circulation Plan
WINCHESTER 1800

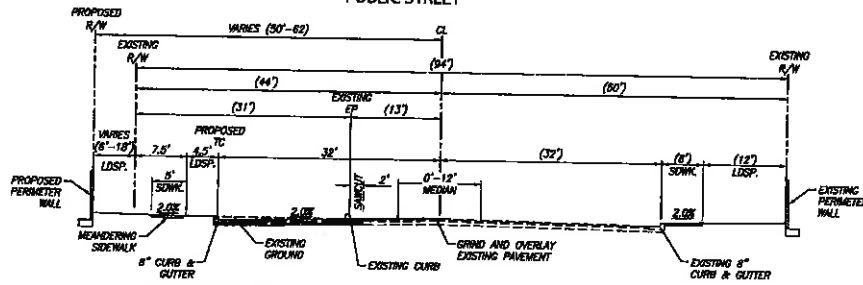
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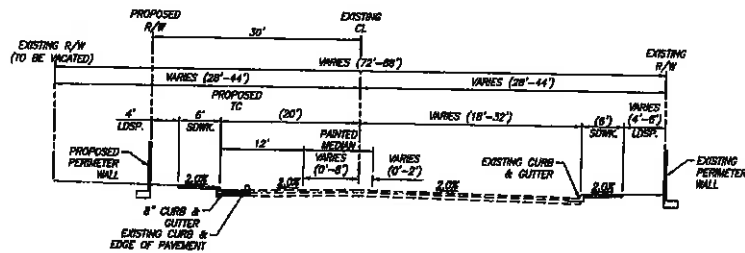
III. SPECIFIC PLAN
Specific Plan No. 286, Amendment No. 7



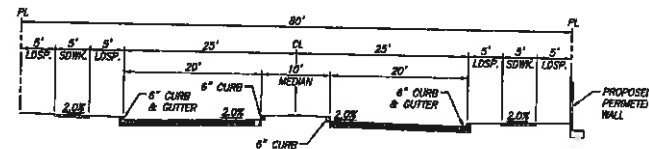
BENTON ROAD (URBAN ARTERIAL - 152' ROW)
(FRONTING PA 40)
PUBLIC STREET



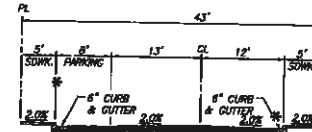
POURROY ROAD (SECONDARY HIGHWAY - 100' ROW)
(FRONTING PA 40)
PUBLIC STREET



SAN REMO DRIVE (MODIFIED LOCAL STREET - 72'-88' ROW)
(FRONTING PAs 40/41)
PUBLIC STREET



**PRIMARY PA 40 PRIVATE ENTRY -
SAN REMO DRIVE & BENTON ROAD (80' WIDE)**
PRIVATE STREET



PRIVATE RESIDENTIAL STREET (43' WIDE)
PRIVATE STREET

* ZERO INCH/MOUNTED/ROLLED CURBS SHALL BE PROVIDED AT CORNERS WITHIN PA 40 TO ALLOW FOR FIRE TRUCK TURNING.

Roadway Cross Sections (TTM 37715)

WINCHESTER 1800



III. SPECIFIC PLAN

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b. Circulation Plan Development Standards

- 1) The proposed Circulation Plan provides an efficient traffic design that meets the needs of the project. The on-site system depicted on the Circulation Plan (Figure III-2) has been derived from the Traffic Analysis in EIR No. 374. The illustrated, on-site roadway improvements will be phased in accordance with this plan.
- 2) Heavy through-traffic volumes should be eliminated from residential neighborhoods. Major roadways should be implemented as non-access roadways, with residential neighborhoods served by smaller residential collectors.
- 3) On-site roads will be constructed as follows:
 - Urban Arterial (134' R.O.W.)
 - Arterial (110' R.O.W.)
 - Secondary (88' R.O. W.)
 - Collector (66' R.O.W.)
 - Local Streets (60' R.O. W.)
 - Private Streets (43' R.O.W. – 80' R.O.W.)
- 4) As shown on Figure III-5A, on-site roads for Amendment No. 7 (specifically within and adjacent to Planning Area 40) will be constructed as follows:
 - Benton Road (Urban Arterial, 152' R.O.W) – Half-width road improvements of approximately 1,250 feet along the southern boundary of Planning Area 41 starting at the intersection of Benton Road and Pourroy Road to the west. Half-width improvements of Benton Road include the 76-foot R.O.W improvement on the northern half of Benton Road.
 - Pourroy Road (Secondary Highway, 100' R.O.W) – Half-width road improvements from San Remo Drive to Benton Road. Half-width improvements include 50' – 62' R.O.W. on the west side of Pourroy Road, a 5-foot wide meandering sidewalk, and a 4.5-foot wide landscaped parkway and a landscaped parkway that ranges from 6' to 18'.
 - San Remo Drive (Modified Local Street, 72'-88' R.O.W.) – Half-width road improvements on the southern portion of San Remo Drive includes a 28-foot to 44-foot wide R.O.W., 6-foot wide sidewalks, and a 6-foot wide landscaped parkway.
 - Primary PA 40 Private Entry - San Remo Drive (80' Wide.) - Construct an 80-foot wide private entry drive from San Remo Drive and Benton Road as the primary access drives into Planning Area 40. Improvements include 2520-foot wide travel lanes on both sides of the street, 5-foot wide sidewalks, 10-feet of landscaped parkway, and ~~an 8a~~ 10-foot wide median.
 - ~~• Secondary PA 40 Private Entry - Benton Road (53' Wide) - Construct a 53-foot wide private entry drive from Benton Road as the secondary access into Planning Area 40. Improvements would include 14-foot wide travel lanes on either side, 5-foot wide sidewalks, and 10-feet of landscaped parkway.~~

- Private Residential Street (43' Wide) - Construct 43-foot wide Private Residential Streets within Planning Area 40 for local access and connectivity. Improvements would include a 12-foot wide travel lane on one side and a 13-foot wide travel land on the other side. Additionally, Private Residential Streets provide 8-feet of parking on one side of the street, and 5-foot sidewalks on both sides of the street. "No Parking" curb striping shall be provided at knuckle and corner conditions. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.
- 5) Landscape requirements shall be in accordance with the Roadway Landscape Treatments as depicted in Section IV, Design Guidelines.
 - 6) Major roadway improvements may be financed through an assessment district, community facilities district, Southwest Road and Bridge Benefit District or Transportation Uniform Mitigation Fees, or similar financing mechanism.
 - 7) Except as noted in Number 24 below, all roads within the Specific Plan project boundary shall be constructed to appropriate County full or half-widths standards in accordance with Ordinance Nos. 460 and 461 as a requirement of the implementing subdivisions for the Specific Plan, subject to approval by the Director of Transportation.
 - 8) The project proponent shall participate in the Traffic Signal Mitigation Program as approved by the Board of Supervisors.
 - 9) The project shall comply with the conditions and requirements set forth by the County Transportation Department.
 - 10) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
 - 11) All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
 - 12) All access points, as shown in this Specific Plan, shall conform to Transportation Department standard access spacing, depending upon the street's classification.
 - 13) Per the Riverside County General Plan, "Neighborhood commercial uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways."
 - 14) The Transportation Department's policy regarding streets adjacent to school and park sites requires a minimum of 66' R.O.W. (Standard 103).

- 15) Any application for any subdivision within the Specific Plan boundary (including a Schedule I Parcel Map) shall cause the design and construction of the Specific Plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section.
- 16) All projects, including subdivisions and plot plans within the Specific Plan boundary, shall be subject to the Development Monitoring Program as described in Section II of this document.
- 17) No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- 18) All bike trails developed as part of this Specific Plan should be designated as Class I bikeways generally located within separate rights-of-way in accordance with the standards contained within Chapter 1000 of the California Department of Transportation - Highway Design Manual (fourth edition). The Class I Bike Trails within the plan are Regional Facilities and as such will be maintained by the Riverside County Transportation Department.
- 19) All roadways intersecting four-lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four-lane facility to the nearest intersection.
- 20) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in subsequent traffic studies for each individual project.
- 21) Except as noted in Number 24-25 below, all typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- 22) No textured pavement accents will be allowed within any County right-of-way.
- 23) Mid-block crosswalks are not approved.
- 24) This Specific Plan proposes no drainage facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or Flood Control District facilities.
- 25) As shown on Figures III-3 and IV-5, both a Class I Bikeway and a soft surface pedestrian/equestrian trail are being provided adjacent to Washington Street. This eliminates the need for a sidewalk adjacent to the curb. The soft surface trail, which will be constructed within the Washington Street right-of-way will be maintained by the Riverside County Regional Park and Open Space District.

3. Drainage Plan

a. Drainage Plan Description

The WINCHESTER 1800 project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's Murrieta Master Area Drainage Plan. Most of the project is located within the Warm Springs Valley Sub-Watershed, however, portions of the project area are located within the Santa Gertrudis Valley Sub-Watershed.







The proposed *Drainage Plan*, as shown in Figure III-6, utilizes the project's streets, open channels (turf with concrete-lined low-flow channel) and underground storm drains to carry storm water through the project. These facilities propose to meet the existing natural drainage courses at the upstream end of the project, convey the flows through the project and then discharge at the downstream end of the project into existing natural drainage courses. The drainage system is designed to utilize the natural drainage patterns and courses to the maximum extent possible while providing required erosion control and 100-year flood control protection.

The WINCHESTER 1800 site is located downstream of the Skinner Reservoir and is protected from flooding by means of a dam. The seismic stability evaluation of the dam, dikes and headworks embankments performed by Harding-Lawson Associates in December of 1978 concluded that they will perform satisfactorily during a maximum credible earthquake.

b. Drainage Plan Development Standards

- 1) Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County's Flood Control and Water Conservation District requirements.
- 2) It is anticipated that major backbone drainage/flood control facilities to be constructed within the Open Space/Park areas will be maintained by the Valley-Wide Recreation and Park District. Facilities to be constructed in road right-of- ways and drainage easements will be maintained by the Riverside County Transportation Department. Local drainage devices and channels will be maintained by a County Service Area or a similar public/private entity.
- 3) The on-site open channels are designed for 100-year frequency storms. The channels will have minimum side slopes of 4:1 (horizontal to vertical). The grass-lined channel will have a concrete-lined low-flow channel and will incorporate concrete drop structures to create reduced velocities for erosion control purposes if needed. The open channel proposed to serve the northerly portion of the project is designed to discharge at the

LEGEND:

-  DRAINAGE BOUNDARY
-  STORM DRAIN
-  FLOW DIRECTION
-  INLET/OUTLET
-  DETENTION BASIN
-  OPEN CHANNEL

-NOTE: PORTIONS OF PLANNING AREAS 16, 21B, 22, 33, and 49 ARE TO BE USED AS DETENTION BASINS

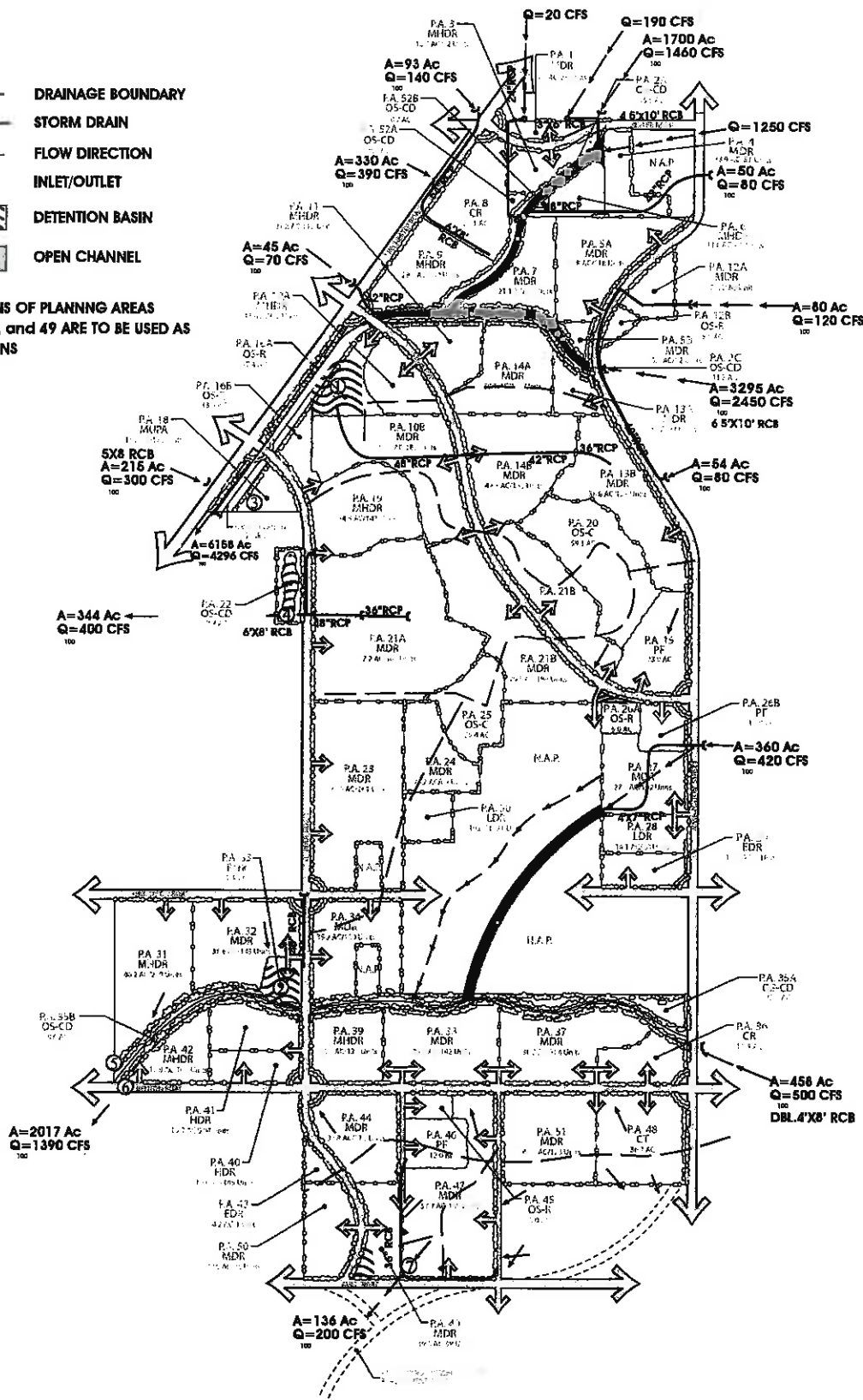


FIGURE III-6

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Master Drainage Plan
WINCHESTER 1800

III. SPECIFIC PLAN
Specific Plan No. 286, Amendment No. 7

perimeter of the Quinta do Lago development. These discharges can either be routed through the Quinta do Lago development or incorporated into their proposed drainage system.

- 4) On-site detention basins are provided in Planning Areas 22, 52A, and 52B to capture storm waters through the project. Additional detention basins are provided in portions of Planning Areas 16A and 33 (proposed for parks) to accommodate increased runoff from the proposed development. Detention basins will be designed to meet the requirements of the Riverside County Flood Control and Water Conservation District and shall function during 2-, 5- and 10-year frequency storms.
- 5) All projects proposing construction activities including: clearing, grading or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.
- 6) In accordance with the Conditions of Approval for this Specific Plan Amendment, a National Pollutant Discharge Elimination System (NPDES) Permit is required from the State Water Resources Control Board prior to grading.

4. Water and Sewer Plans

a. Water Plan Description

The proposed WINCHESTER 1800 development lies within a portion of Eastern Municipal Water District's (EMWD) Assessment District No. 6. However, Assessment District No. 6 facilities are not designed to service the WINCHESTER 1800 project.

The average annual water demand for the proposed WINCHESTER 1800 project has been estimated to be 3.4 million gallons per day (mgd). In order to provide the water storage necessary for the WINCHESTER 1800 project at ultimate build-out, two storage tanks sized at 2.7 MG and 6.6 MG are necessary.

The site for the proposed 2.7 MG reservoir (1508 pressure zone to serve a maximum elevation of 1,375) is located west of Pourroy Road adjacent to the existing 2.0 MG reservoir. The *Master Water Plan* (Figure III-7) illustrates improvements necessary to provide the project site with an adequate supply of water.

The WINCHESTER 1800 Master Water Plan proposed a major 20" line in Pourroy Road connecting with the existing 20" line located in Auld Road which will supply the lower pressure zone reservoir. A 16"/24" line will connect with a future 36" transmission line proposed by EMWD's master plan in Washington Street from Auld Road to Keller Road with a pump plant at Auld Road to tie to the higher pressure zone reservoir.

b. Sewer Plan Description

The *Master Sewer Plan* (Figure III-8) illustrates the proposed sewer collection system for handling the discharge from the project.

The proposed sewer collection system will deliver the majority of the WINCHESTER 1800 sewage flows to the proposed EMWD Master Plan 30" trunk sewer facility at the intersection of Leon Road with Benton Road. From the Leon/Benton facility, the sewage flows will be conveyed from approximately 24,000 feet in a southwesterly direction to the existing 33" sewer line in Murrieta Hot Springs Road at Warm Springs Creek.

A small fraction of the WINCHESTER 1800 sewage flows, consisting of the southerly part of Planning Area 47, will be conveyed to the proposed EMWD Master Plan 12" trunk sewer facility at the intersection of Auld Road and Pourroy Road. From this intersection the sewage flows will be conveyed for approximately 19,500 feet in a southwesterly direction to the existing 30" sewer line in Winchester road at Murrieta Hot Springs Road.

LEGEND:

- EXISTING W.L. IN ZONE 1508
- W.L. IN ZONE 1508
- W.L. IN ZONE 1627
- █ ZONE 1508 SERVICE AREA
- █ ZONE 1627 SERVICE AREA

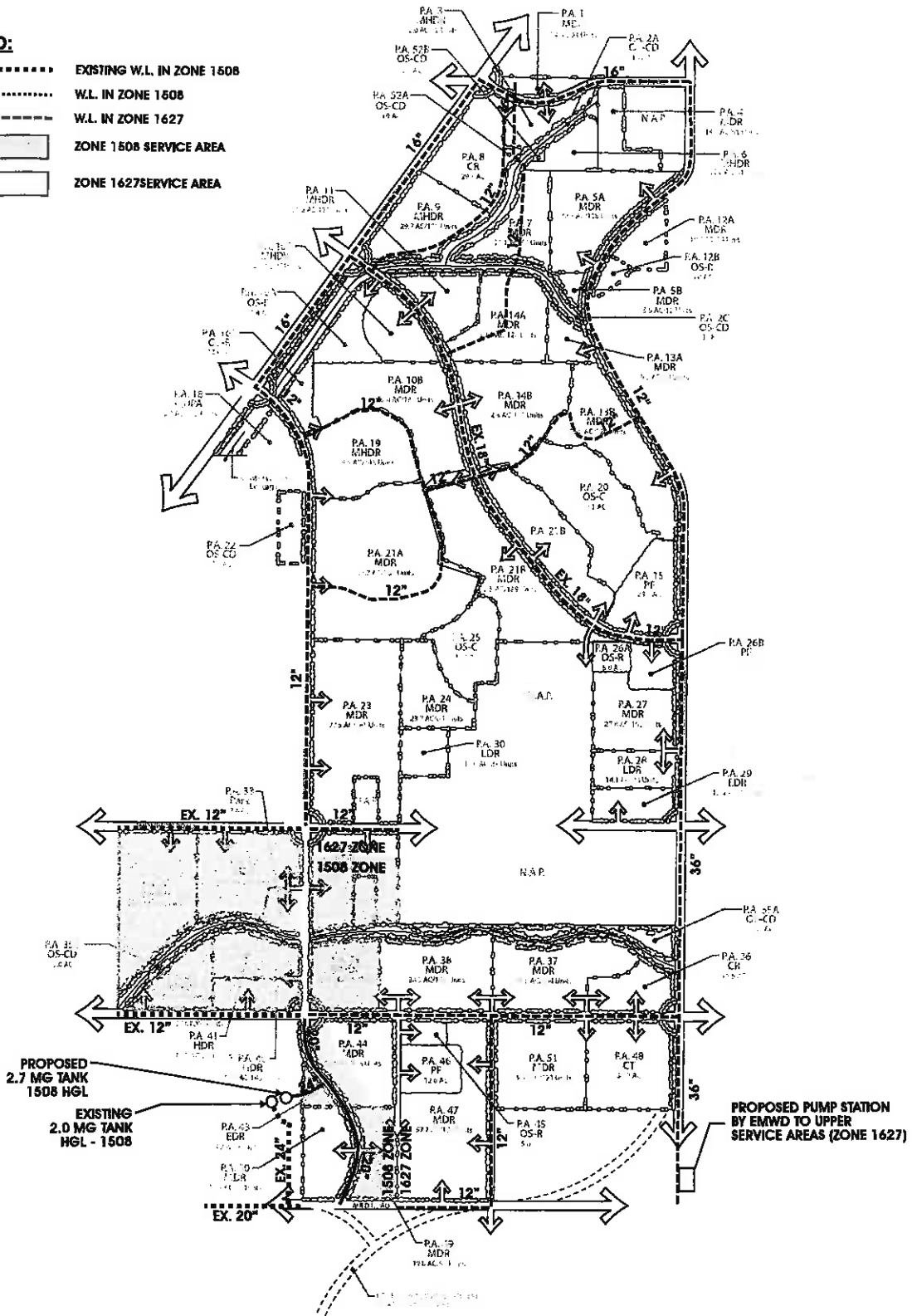


FIGURE III-7



Master Water Plan

WINCHESTER 1800

III. SPECIFIC PLAN

Specific Plan No. 286, Amendment No. 7

LEGEND:

- PROPOSED SEWER LINE
- - - EXISTING SEWER LINE

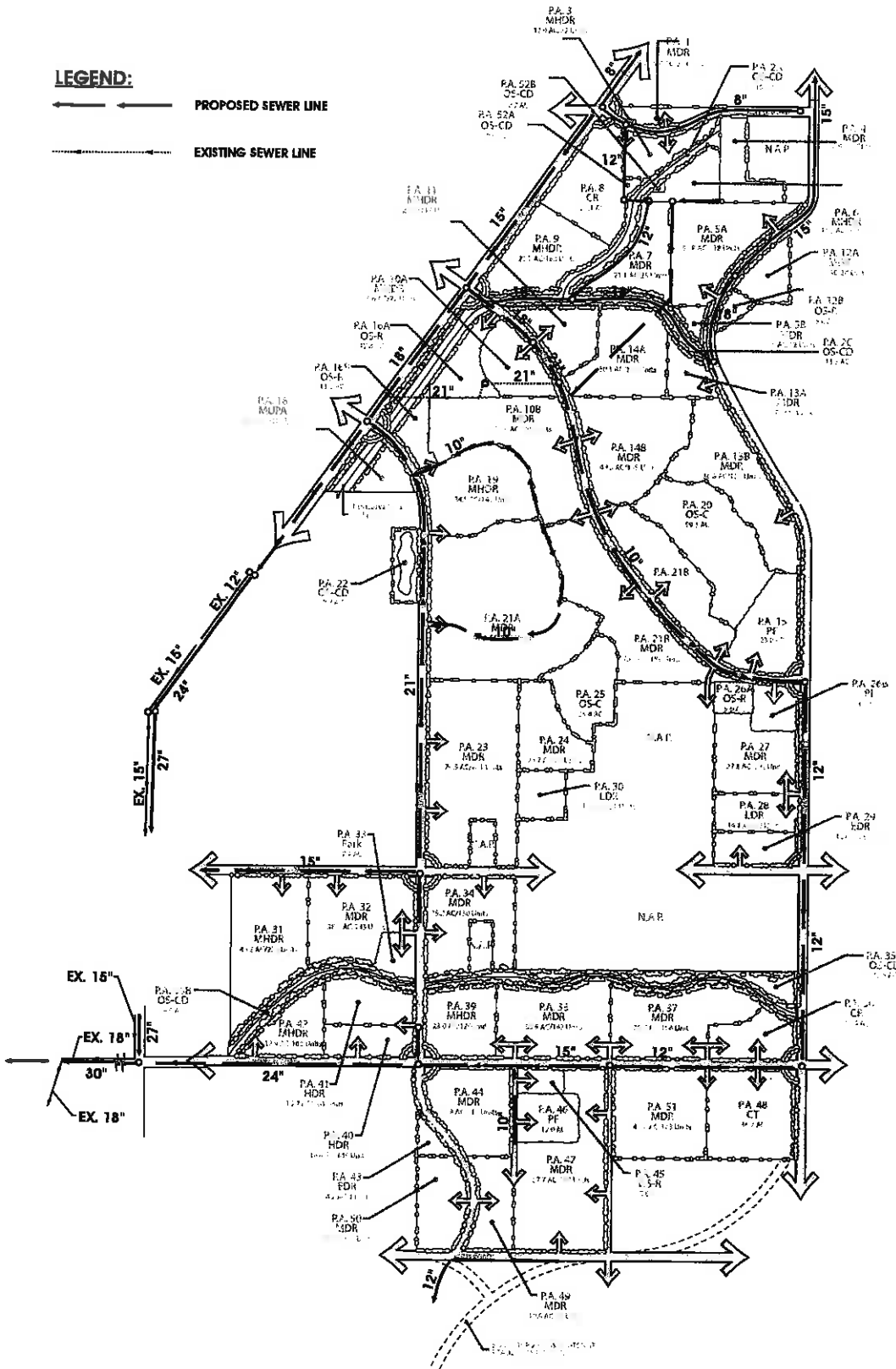


FIGURE III-8



Master Sewer Plan
WINCHESTER 1800

III. SPECIFIC PLAN
 Specific Plan No. 286, Amendment No. 7

The WINCHESTER 1800 sewage flows will be conveyed to the Temecula Valley Regional Water Reclamation Facility (RWRF) through the above sewage systems. EMWD's policy for available treatment plant capacity is based on a first-come, first-serve basis.

Eastern Municipal Water District is in the process of master planning a district-wide reclaimed water system. Currently, a 24-inch transmission line has been installed in Winchester Road and Leon Road, and another 24-inch transmission line is planned along Washington Road. It is anticipated that EMWD will require the project to construct reclaimed water lines on-site so that when the regional system is complete, the project can ultimately utilize reclaimed water for certain types of irrigation.

c. Water and Sewer Plan Development Standards

- 1) All water and sewer lines shall be placed underground.
- 2) All lines will be designed per the Eastern Municipal Water District's (EMWD) requirements.
- 3) The infrastructural system will be installed to the requirements of the Riverside County Building and Safety Department.
- 4) Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- 5) The project developer shall submit information which describes estimates of the project's reclaimed water demand, and landscape/irrigation conceptual plans to EMWD for review. At the time of EMWD's review, a determination shall be made regarding requirements for reclaimed water use and system improvements by WINCHESTER 1800 .

5. Open Space and Recreation Plan

a. Open Space and Recreation Plan Description

An important element of the WINCHESTER 1800 community is the Open Space and Recreation Plan. The plan provides a variety of recreational opportunity which all residents of the WINCHESTER 1800 community can enjoy. The various proposed park sites and natural open space amenities offer residents both passive and active recreational opportunities and further serve to distinguish WINCHESTER 1800 from the surrounding communities.

Typically, the County requires 3.0 acres of parkland for each 1,000 residents to satisfy Quimby Act requirements, as expressed in Ordinance No. 460, Section 10.35. According to the population calculation (which is derived from the County’s Ordinance No. 460, Section 10.35), WINCHESTER 1800 would be required to provide 36.5 acres of parks to satisfy Quimby Act standards. WINCHESTER 1800 meets this requirement by providing active park facilities totaling 53.4 acres. WINCHESTER 1800 also provides open space related to conservation/drainage (OS-CD) and conservation (OS-C). In addition, private recreation facilities will be provided within High Density Residential planning areas (Planning Areas 40 and 41).

The overall *Open Space and Recreation Plan* concept is illustrated in Figure III-9. The elements and acreage of the program are further identified in Table 3, *Open Space and Recreation Plan Summary* below.

Table 3, Open Space and Recreation Plan Summary







<u>Community Recreation Opportunities</u>	<u>Acreage</u>
• Open Space – Recreation	53.4
• Open Space – Conservation Drainage	71.3
• Open Space – Conservation	85.5
<hr/>	
TOTAL	210.2

In addition, school recreation facilities can be available for community use during non-school hours, at the discretion of the School District.

□ Open Space - Recreation

Six (6) park sites are planned for WINCHESTER 1800 in Planning Areas 12B, 16A, 16B, 26A, 33 and 45. These parks will offer both active and passive recreational opportunities to the residents of WINCHESTER 1800 and surrounding communities.

LEGEND:

-  OPEN SPACE/DRAINAGE, TURF LINED
-  UNDISTURBED OPEN SPACE
-  ACTIVE PARK
-  REGIONAL RECREATIONAL TRAIL
-  LOCAL RECREATIONAL TRAIL
-  CLASS I BIKE TRAIL

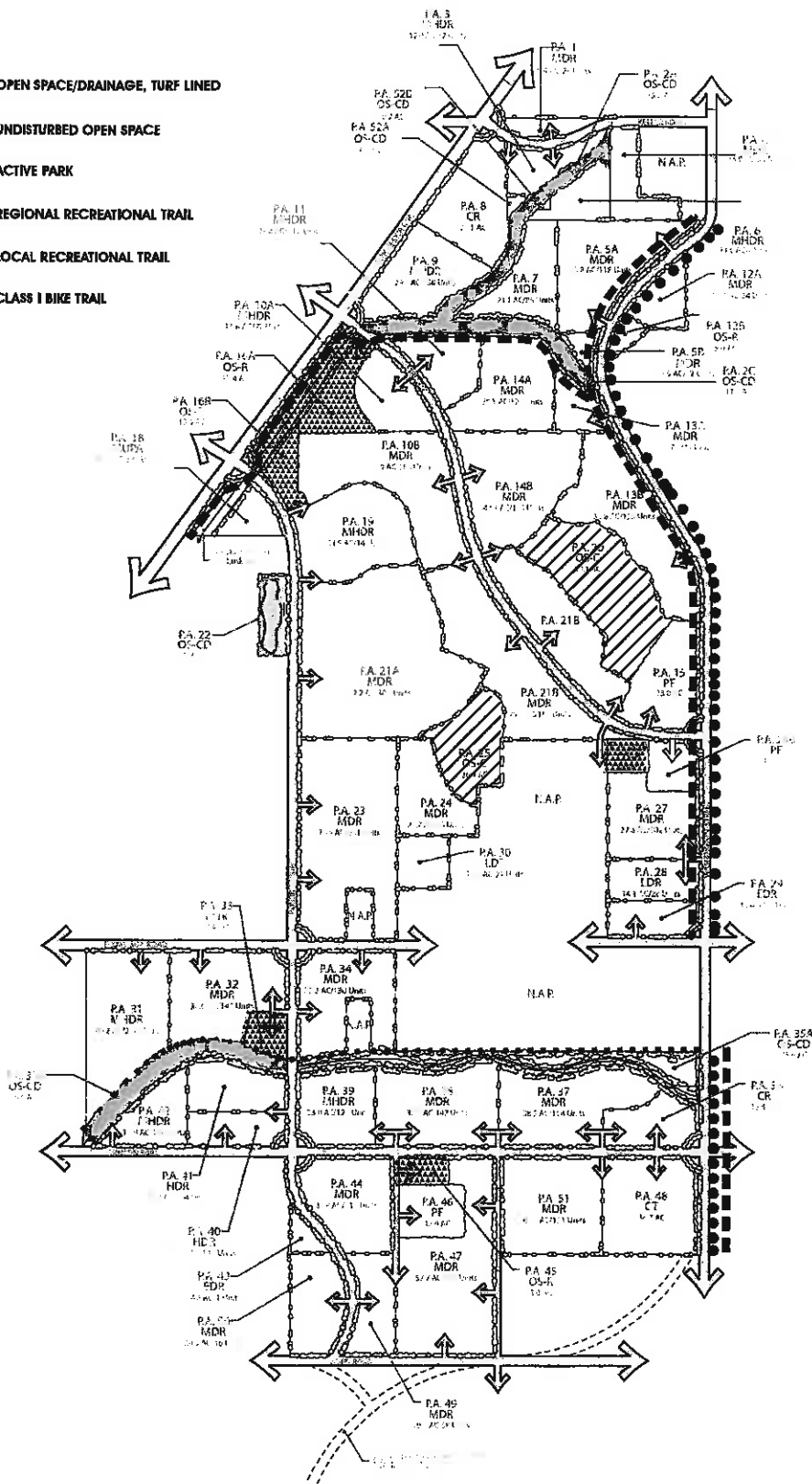


FIGURE III-9



Open Space & Recreation Plan

WINCHESTER 1800

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The largest of the six recreational parks are two (2) community parks located in Planning Areas 16A and 16B. These two parks total 31.0 acres and feature a Multi-Purpose Building. The smaller parks in the community include a 7.4-acre neighborhood park located in Planning Area 33 and three (3) 5-acre neighborhood parks located in Planning Areas 12B, 26A and 45. The smaller parks are designed to serve the neighborhoods in which they are located.

Proposed amenities for the parks include facilities such as: tot lots, sand volleyball courts, tennis courts, basketball courts, play fields, sport fields, bleachers, picnic areas and shade structures, as well as parking and restroom facilities. A complete description of the facilities proposed for the seven park sites is included within Section IV, Design Guidelines.

□ **Open Space – Conservation Drainage**

Open Space – Conservation Drainage land uses comprise 71.3 acres of the project site, and are shown on Planning Areas 2A, 2C, 22, 35A, 35B, 52A, and 52B. Pedestrian access is provided through a greenbelt corridor located within a turf-lined drainage channel on-site in Planning Areas 35A and 35B. Planning Areas 22, 52A, and 52B are also open space/drainage/park land. These areas include a detention basin and first-flush facilities, as approved by the State Regional Water Quality Control Board, to filter the onsite flows through the property. These areas are located adjacent to three proposed park sites, thus serving as an extension of recreational uses such as jogging, walking and biking. Open Space – Conservation Drainage land uses are further enhanced by the use of a pleasing plant palette, designed to reflect the characteristics of the surrounding French Valley area. Further discussion is provided in Section IV.A., Landscape Guidelines.

Trails

A fourteen foot (14') wide Regional Recreational Trail will traverse the project site, following along the eastern half of the drainage channel in Planning Area 2A. This regional trail is part of the "Regional Recreational Trail" network designated by the Southwest Area Plan (SWAP), Trails and Bikeway System Map, dated October 2003. This trail will function as a multi-purpose, recreational trail, providing a pedestrian-oriented and non-vehicular network throughout the region. Convenient neighborhood access to project parks, schools and commercial centers will also be provided by the local and regional recreation trail system.

The on-site community non-vehicular trail and walkway system consists of both local and Regional Recreational trails. The greenbelt/drainage corridor in Planning Area 2C provides a Regional Recreational Trail with a safe connection to the regional soft surface combination trail and Class I bicycle trail located along Washington Street. The greenbelt/drainage corridors located in Planning Areas 2A,

35A and 35B provide local recreational trails with access to the regional soft surface combination trail and Class I bicycle trail on Washington Street. The greenbelt/drainage corridors contain eight-foot (8') wide meandering paseo walk/service roads on both sides to enhance the safety and efficiency of both the local and regional circulation network.

□ **Open Space - Conservation**

WINCHESTER 1800 provides 85.5 acres of natural open space, located in Planning Areas 20 and 25. This area contains scenic topographical features, providing further visual identity to the community.

b. Open Space and Recreation Plan Development Standards

- 1) All property within Specific Plan No. 286 shall be annexed into the Valley-Wide Recreation and Park District.
- 2) All public parks within WINCHESTER 1800 shall be developed by the Master Developer. Private recreation facilities shall be created by the developer of the planning area with which the private recreation area is associated.
- 3) The neighborhood parks and community park will be publicly owned and maintained for the benefit of all residents within the WINCHESTER 1800 community and the surrounding areas. Ownership and maintenance of all recreational facilities, with the exception of those allowed in the ~~very~~ high density areas, will be the responsibility of a Master Homeowners' Association, Valley-Wide Recreation and Park District, or a similar mechanism. The maintenance mechanism shall be selected at the time that the implementing development application is submitted.
- 4) All recreational facilities will be landscaped and, where necessary, irrigated in a manner that is conducive to the type of plant material and landscape setting.
- 5) All recreational facilities will provide parking in accordance with Riverside County standards.
- 6) Landscaping within recreation and open space areas will be further governed by the Development Standards in the Landscaping Plan section of this Specific Plan (Section III.B) and the Design Guidelines section (Section IV) of this Specific Plan.
- 7) Private recreational facilities shall be provided within the High Density Residential Planning Area (Planning Area 41).
- 8) Fees for neighborhood and community park facilities, in accordance with the County's implementation of the State's Quimby Act (Section 10.35 of Ordinance No. 460) shall be paid for each dwelling unit constructed within the Specific Plan. Credit against these fees shall be granted by the County for all public park land and improvements provided by the developer.
- 9) Design of the Multi-Purpose Building shall be coordinated with the Riverside County Office of Education, County Public Library and the Southern California Association of Governments.

6. Grading Plan

a. Grading Plan Description

The WINCHESTER 1800 Specific Plan grading is tailored to the existing topography of the project site. The existing terrain is comparatively level over most of the site with a low elevation of approximately 1,360 feet and a high elevation of 1,621 feet. It is intended that proposed site grading be sensitive to natural landforms. (See Figure III-10, *Grading Plan*.)

According to an earthwork quantity take-off study conducted by the project engineer, it appears that the project site will balance on-site. Based on the conceptual Grading Plan, approximately 6,000,000 cubic yards of material will be moved to necessitate this balance on-site. This figure may vary as final grading plans are developed. The Grading Plan has been designed to accommodate drainage and a street system that meets County of Riverside standards for acceptable infrastructure gradients.

b. Grading Plan Development Standards

- 1) All grading activities shall be in substantial conformance with the overall Conceptual Grading Plan (Figure III-10), and shall implement any grading-related mitigation measures outlined in EIR No. 374.
- 2) Prior to any development within any planning area of the Specific Plan, an overall Conceptual Grading Plan for the planning area in process shall be submitted for Planning Department approval. The Grading Plan for each planning area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that planning area, and shall include: techniques employed to prevent erosion and sedimentation during and after the grading process; approximate time frames for grading; identification of areas which may be graded during high probability rain months (January through March); and preliminary pad and roadway elevations. Additionally, each planning area will be designed to allow for a balanced site condition within its own boundaries for future development.
- 3) All streets shall have a gradient not to exceed 15%.
- 4) The toes and tops of all slopes higher than ten feet (10') shall be rounded with curves with radii designed in proportion to the total height of the slope, where drainage and stability permits such rounding.
- 5) Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared to analyze on-site soil conditions and slope stability and include appropriate measures to control erosion and dust.

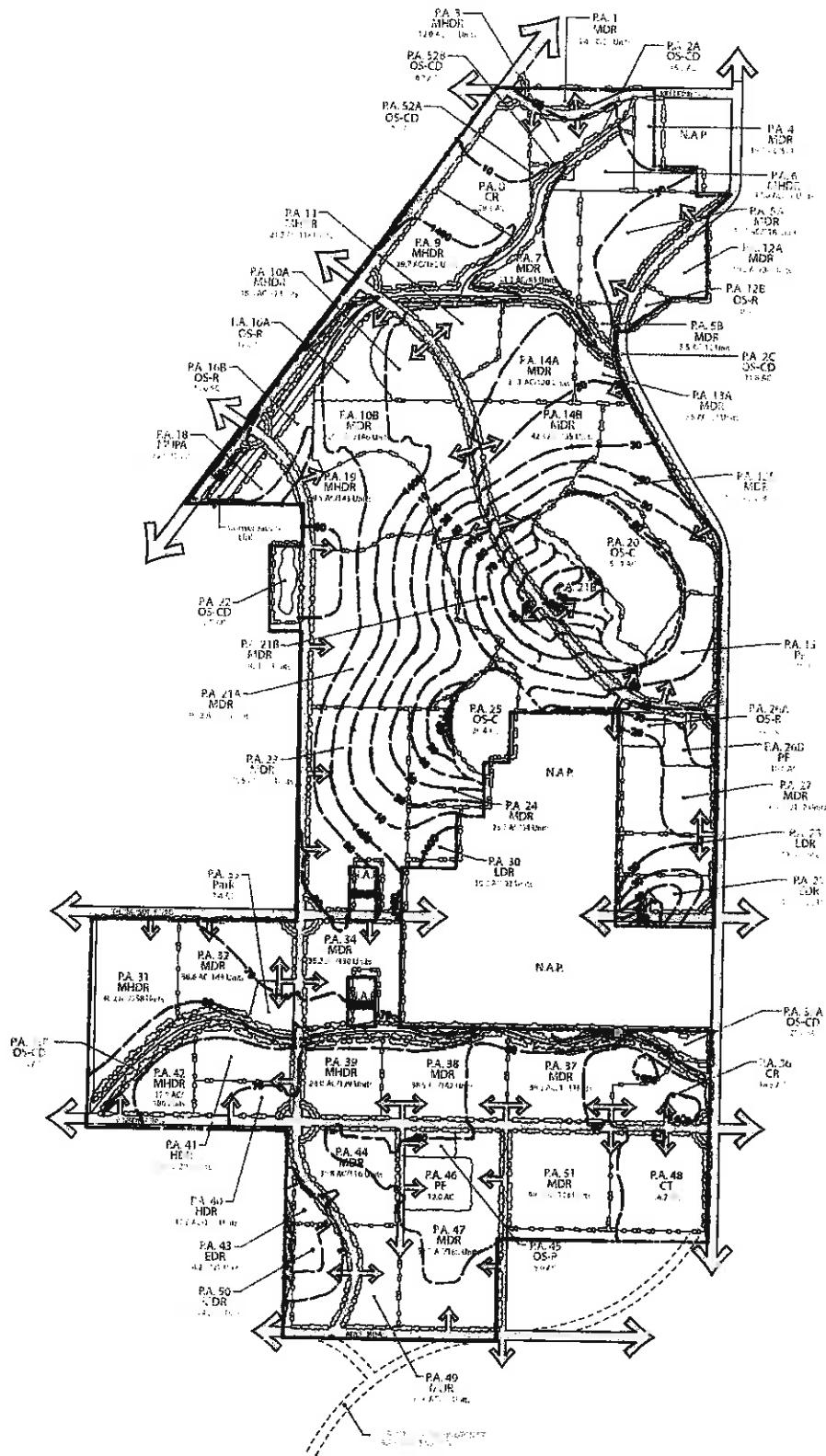


FIGURE III-10



Conceptual Grading Plan

WINCHESTER 1800

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- 6) Slopes steeper than 2:1 and exceeding ten feet (10') in vertical height are allowed provided they are recommended to be safe in a slope stability report prepared by a soils engineer or an engineering geologist. The slope stability report shall also contain recommendations for landscaping and erosion control. County Ordinance No. 457 will be observed regarding setback requirements with regard to slopes.
- 7) Where cut and fill slopes are created higher than ten feet (10'), detailed landscaping and irrigation plans shall be submitted to the Planning Department prior to Grading Plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.
- 8) The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibilities of other parties.
- 9) Potential brow ditches, terrace drains or other minor swales, determined necessary by the County of Riverside at future stages of project review, shall be lined with natural erosion control materials or earth-toned concrete.
- 10) Grading work shall be balanced on-site whenever possible.
- 11) Graded land that is undeveloped shall be maintained weed-free and planted with interim landscaping within ninety (90) days of completion of grading, unless building permits are obtained.
- 12) A grading permit shall be obtained from the County of Riverside, as required by the County Grading Ordinance, prior to grading.
- 13) If any historic or prehistoric remains are discovered during grading, a qualified archaeologist should be consulted to ascertain their significance.
- 14) Soil stabilizers should be used to control dust as required by SCAQMD Rule 403.

7. Public Facility Sites and Project Phasing

a. Schools and Parks Phasing

To ensure timely development of public facilities, a Phasing Plan has been prepared for the proposed park and school sites.

Public facility construction shall be phased as provided by the Public Facilities Phasing Table (Table 4) as follows:

- 1) All residential planning areas shall be subject to Quimby fees. Credits may be issued for land and improvements provided by the builder/developer. When fees are paid, they shall be used to reimburse project proponents who have provided improvements in excess of Quimby requirements and to fund the construction of the community center in Planning Area 16B.
- 2) The community center in Planning Area 16B, as shown on Exhibit IV-21, shall be funded through Quimby fees paid by builders and developers within the WINCHESTER 1800 Specific Plan. When the community parks in Planning Areas 16A and 16B are designed as specified in Table 4, detailed plans for the community center depicting exact building size, details and functions shall be reviewed and approved by the County. When the parks are constructed, the site for the community center shall be set aside. When sufficient Quimby funds are available, the community center shall be constructed by Valley-Wide Recreation and Park District, CSA or Homeowner's Association as appropriate.

Table 4, Public Facilities Phasing

PLANNING AREA	PUBLIC FACILITY	SIZE OF SITE	MILESTONE AND REQUIREMENT
12B	Neighborhood Park	5.0 ac	The park plans shall be submitted to and approved prior to the issuance of the 50 th building permit within Planning Areas 5A, 5B, or 12A. The park shall be constructed and fully operable prior to the issuance of the 100 th building permit within Planning Areas 5A, 5B, or 12A.
15	School	22.0 ac	The school shall be designed and constructed at a time to be determined by applicable school district.

PLANNING AREA	PUBLIC FACILITY	SIZE OF SITE	MILESTONE AND REQUIREMENT
26A	Park	5.0 ac	To be completed during Phase II. The park shall be designed prior to the issuance of the first building permit in Planning Areas 27 or 28. It shall be constructed and fully operable prior to the issuance of the 35 th occupancy permit anywhere within Planning Areas 27 and 28.
26B	School	10.0 ac	The school shall be designed and constructed at a time to be determined by applicable school district.
33	Park	7.4 ac	To be completed during Phase I. The park shall be designed prior to the issuance of the first building permit in Planning Areas 31, 32, 34, 41, or 42. It shall be constructed and fully operable prior to the issuance of the 95 th occupancy permit anywhere within Planning Areas 31, 32, 34, 41, and 42.
45	Park	5.0 ac	To be completed during Phase I. The park shall be designed prior to the issuance of the first building permit in Planning Areas 37, 38, 39, 44, or 47. It shall be constructed and fully operable prior to the issuance of the 90 th occupancy permit anywhere within Planning Areas 37, 38, 39, 44, and 47.
46	School	12.0 ac	The school shall be designed and constructed at a time to be determined by applicable school district.

b. Sewer and Water Phasing

An agreement with the Eastern Municipal Water District (EMWD) shall be made in writing which states that the provision of services to any implementing project shall be available prior to the recordation of any tract maps or commercial parcel maps or approval of any commercial plot plans.

c. Transportation Phasing

The project phasing shall ensure that the following provisions are met:

- 1) The ultimate general plan network will achieve Level of Service "C" based upon City and County model projections with project trip ceiling and general plan upgrades.
- 2) A project ceiling of 85,700 trips per day will limit the intensity of project growth to 76% of potential plan impacts. The project shall establish a Development Monitoring Program that shall track the developments through approval and construction within the boundaries of the WINCHESTER 1800 Specific Plan, and ensure that the trip ceiling imposed upon the overall Specific Plan is not exceeded.

Prior to the approval of any project within the boundaries of the Specific Plan, the applicant shall establish and obtain Board of Supervisors approval of a Transportation Management Association (TMA). The TMA shall be responsible for implementing and identifying specific measures as to how the project intends to guarantee that the trip ceiling of 85,700 trips placed on the Specific Plan shall not be exceeded. All employers within the boundaries of the Specific Plan shall be required to participate in the TMA. The TMA shall provide an annual update regarding TDM activities and trip generation rates.

- 3) The phasing of on-site and off-site roadway improvements will be determined at each development phase based upon actual conditions with area-wide growth. Traffic studies will be required for all subsequent development within the boundaries of the WINCHESTER 1800 Specific Plan. The landowner/developer will participate in a fair share area-wide roadway construction program, if established prior to the issuance of building permits, for the purpose of improving the off-site roadway system. The landowner/developer will be responsible for needed off-site improvements if significantly impacted by the implementing project and if an area-wide roadway construction program is not in place.
- 4) Planning areas which are dependent on adjacent planning areas for access shall be phased in a manner that demonstrates an ability to provide the necessary infrastructure and access prior to tentative map approval.

d. Project Phasing Plan Description

WINCHESTER 1800 has two phases to be developed over an approximate 10-year period in response to market demands and according to a logical and orderly extension of roadways, public utilities and infrastructure. (See Figure III-11, *Phasing Plan* and Table 5, *Project Phasing Plan*.)

e. Project Phasing Standards

- 1) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas and/or plans to mitigate an environmental impact for the respective tract, shall be submitted to the County Planning Department for approval. The improvement plans shall include:
 - Final Grading Plan
 - Irrigation Plans certified by a landscape architect
 - Fence Treatment Plans
 - Special Treatment/Buffer Area Treatment Plans
 - Landscape Plans (with seed mixes for mulching, staking methods and locations, type, size and quantity of plant materials).
- 2) Each planning area shall include development of adjacent common open space areas, landscape development zones and applicable infrastructure.
- 3) Construction of the development permitted hereby, including recordation of final subdivision maps, may be done progressively in stages, either in Phase I or II, provided vehicular access, public facilities and infrastructure is constructed to adequately service the dwelling units or as needed for public health and safety in each stage of development and further provided that such phase of development conforms substantially with the intent and purpose of the Specific Plan Phasing Program.
- 4) The phasing sequence described herein is conceptual based on current market demand. Certain planning areas may be developed out of the expected sequence, provided the required infrastructure and services are available at the time of development.

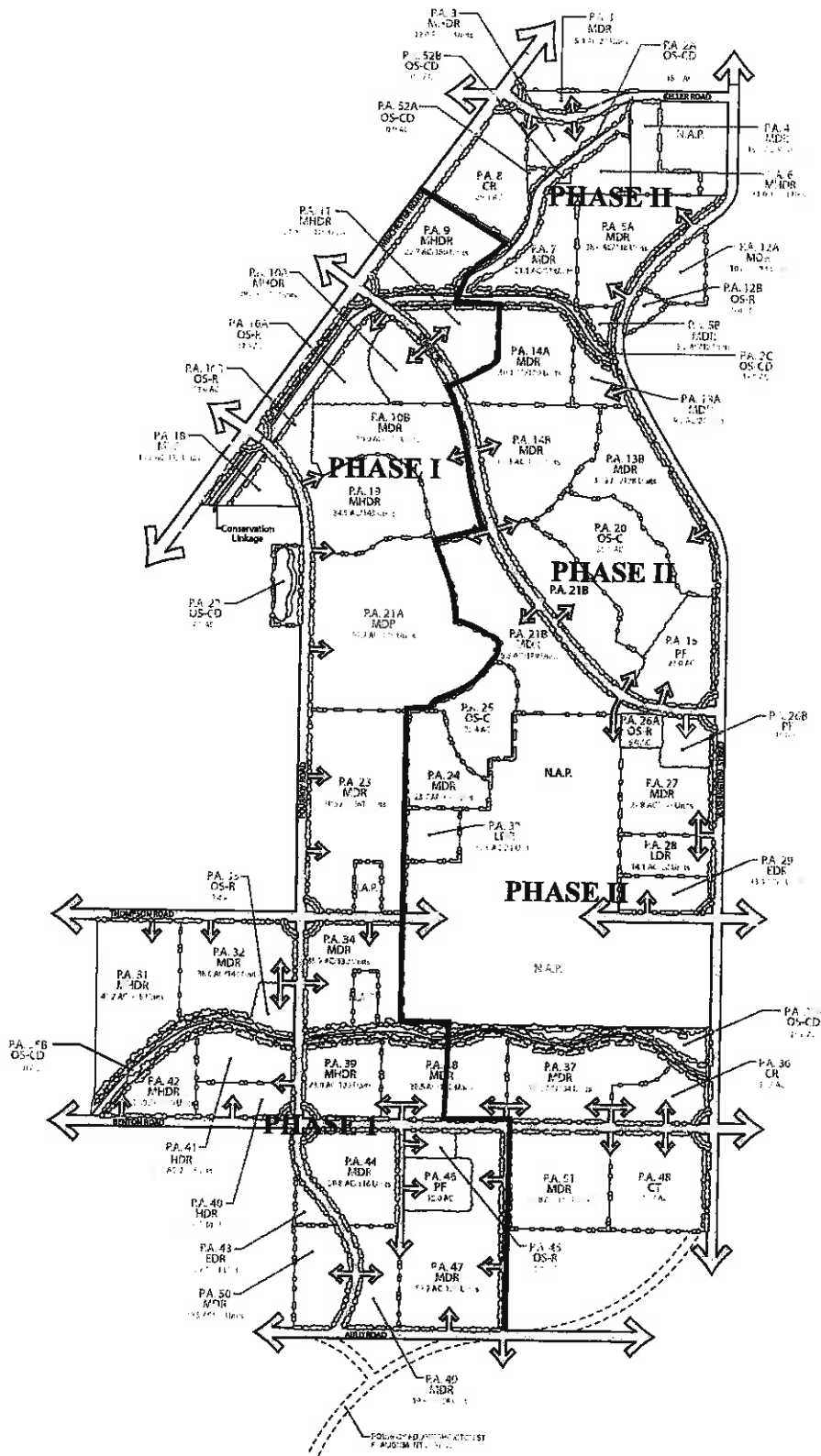


FIGURE III-11

Phasing Plan
WINCHESTER 1800



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Table 5, Project Phasing Plan

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE I			
Very Low Estate Density Residential (EDR)	43	4.2	1
Medium Density Residential (MDR)	47	57.7	188
	10B	50.0	186
	21A	97.2	305
	23	70.5	261
	32	38.6	143
	34	35.2	130
	38 ³	19.3	71
	44	30.8	116
	49	19.6	58
Medium High Density Residential (MHDR)	50	20.5	36
	10A	18.6	77
	11	21.2	118
	19	34.5	143
	31	46.2	258
Medium High Density Residential (MHDR)	39	23.0	129
	42	17.9	100
Medium High Density Residential (MHDR)	9	29.7	180
High Density Residential (HDR)	41	15.7	204
Mixed-Use Area (MUA)	18	15.2	175
High Density Residential (HDR)	40	16.6	145
Public Facility (PF)	46	12.0	32 ¹
Open Space – Recreation (OS-R)	16A	17.4	N/A
	16B	13.6	N/A
	33	7.4	N/A
	45	5.0	14 ¹
Open Space – Conservation Drainage (OS-CD)	2A ³	3.0	N/A
	2C ³	3.7	
	22	7.7	
	35A ³	6.7	
	35B	9.0	
PHASE I SUBTOTAL		826.5	2,895¹⁺

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE II			
Very Low Estate Density Residential (EDR)	29	13.4	5
Low Density Residential (LDR)	28	14.1	28
	30	10.6	21
Medium Density Residential (MDR)	5A	38.8	118
	5B	5.5	12
	12A	10.8	34
	13A	9.5	22
	24	23.7	64
	37	38.5	104
	1	5.4	23
	4	13.9	51
	7	21.1	85
	13B	36.8	128
	14A	30.1	120
	14B	42.3	135
	21B	75.5	189
	27	27.8	102
	38 ³	19.2	71
Medium High Density Residential (MDR)	51	40.0	123
	3	12.0	62
Commercial Retail (CR)	6	11.0	61
	8	29.1	N/A
Commercial Tourist (CT)	36	16.5	N/A
	48	36.7	N/A
Public Facility	15	23.0	75 ²
	26B	10.0	27 ²
Open Space – Recreation (OS-R)	12B	5.0	N/A
	26A	5.0	N/A
Open Space – Conservation (OS-CD)	20	59.1	N/A
	25	26.4	N/A
Open Space – Conservation Drainage (OS-CD)	2A ³	12.6	N/A
	2C ³	8.1	N/A
	35A ³	18.9	N/A
	52A	0.9	N/A
	52B	0.7	N/A
PHASE II SUBTOTAL		784.7	1,731²

Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE I SUBTOTAL		826.1	2,895¹

III. SPECIFIC PLAN

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Land Use	Planning Area (PA)	Acres	Maximum Dwelling Units
PHASE II SUBTOTAL		784.7	1,731²
Roads	N/A	130.7	N/A
Expanded Parkways	N/A	6.5	N/A
PROJECT TOTAL		1,656.9³	4,730³
NOTES:			
<ol style="list-style-type: none"> 1 The Specific Plan provides for a total of 46 dwelling units in Planning Areas 45 and 46 to be developed within Phase I, if the park district and school district do not acquire these areas. 2 The Specific Plan provides for a total of 102 dwelling units in Planning Areas 15 and 26B to be developed within Phase II, if the school district does not acquire these areas. 3 Planning Areas 2A, 2C, 35A, and 38 are listed in both Phases because the phasing boundary runs through each of the four Planning Areas. Detailed acreages and dwelling unit counts do not exist for these divided portions, therefore, their total area and dwelling units are listed. The project total has been corrected to avoid the double-counting that is present in the subtotals. 			

8. Landscaping Plan

a. Landscaping Plan Description

As illustrated on Figure IV-1, *Conceptual Landscape Plan*, project landscaping will play an important role in maintaining the overall project theme, while emphasizing community continuity. This section of the Specific Plan provides a general description and development standards for the landscaping concept. Detailed landscaping information is provided in the Design Guidelines section (Section IV.A) of this Specific Plan.

Entry monumentation will provide initial definition for the site at key access points. Once within the WINCHESTER 1800 community, entry monumentation will continue to be used at all key intersections. The entry monuments will be developed in a hierarchical format that ranges from major community entry monuments to minor community entry monuments to neighborhood community entry monuments. Neighborhood entry monuments will provide initial identification for each residential planning area.

Individual neighborhoods and residential development enclaves will be distinguished by varied planting themes that will serve to complement and reinforce the overall project theme. Special treatments, including land use transition areas, will be provided between certain planning areas, as identified in the Planning Area Development Standards (Section III.B).

b. Landscaping Plan Development Standards

- 1) All detailed landscaping programs for planning areas and roadways shall be prepared by a qualified and licensed landscape architect for review by County staff and applicable decision-making agencies.
- 2) Project entries shall be designed with landscaping and architectural treatments that project a high quality image for the community development.
- 3) The landscaping design for the project site shall include trees, shrubs and ground cover compatible with existing natural vegetation where feasible.
- 4) Special treatment areas shall be designed to provide definition to certain planning areas, as identified in Section III.B.
- 5) Major entrance roads into WINCHESTER 1800 shall have entry monumentation, planted medians and landscaped shoulders to define the project's design concept. The introductory landscape theme shall include elements such as tree clustering to reinforce the project theme and character.

- 6) Planted raised medians (according to Ordinance No. 461, Standard No. 113) may be established within any roadway right-of-way as long as access and safety criteria can be met as approved by the County Road Commissioner.
- 7) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas, or plans to mitigate an environmental impact for the stage of development, shall be submitted to the County Planning Department for approval. The improvement plans shall include but not be limited to the following:
 - Final Grading Plan
 - Irrigation Plans certified by a landscape architect
 - A Landscaping Plan with seed mixes for mulching and staking methods; locations, types, size and quantity of plantings.
 - Fence Treatment Plans
 - Special Treatment Buffer Area Treatment Plans
- 8) The applicant and/or master developer shall be responsible for maintenance and upkeep of all slope planting, common landscaped areas and irrigation systems until such time as these operations are the responsibility of other parties.
- 9) At the time of recordation of any tentative subdivision which contains a common greenbelt or open space area, the applicant and/or developer shall convey such areas to the master property owners' association or appropriate public maintenance agency.
- 10) The landscaping plan shall reflect the following water conservation methods, whenever feasible: landscape with low water using plants, group plants of similar water use to reduce over-irrigation of low water using plants; use mulch extensively, since mulch applied on top of soil will improve the water holding capacity of the soil by reducing evaporation and soil compaction; and install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods of increasing irrigation efficiency.
- 11) The project applicant and/or developer shall comply with the planting, irrigation, implementation, and model home requirements set forth by Ordinance No. 348.3446, Article XIXf, Water-Efficient Landscape Requirements.
- 12) For additional landscape development standards, please refer to Section IV.A, Landscape Guidelines.

9. Comprehensive Maintenance Plan

Successful operation of maintenance districts and associations are important in maintaining quality in a project area. It is anticipated that maintenance responsibilities for certain public facilities will be maintained by the County through the Transportation Department, the Regional Park and Open Space district and the Flood Control District. Other common project facilities may be divided among a Master Homeowners' Association, Neighborhood Associations, County Service Area (CSA), Community Service District (CSD), and/or similar maintenance mechanisms. Valley-Wide Recreation and Park District is a potential maintenance entity for public parks, landscaped parkways and trails within WINCHESTER 1800. Final decisions regarding maintenance entities shall be made at a future stage of project design review and in concert with County agencies. (See Table 5-A for a summary of maintenance responsibilities.)

a. Master Homeowners' Association

A Master Homeowner's Association is neither anticipated nor required, but would be allowed as a common area maintenance mechanism if desired by the builder or developer. Common areas identified in the Specific Plan may be owned and maintained by a permanent public or private master maintenance organization, to assume ownership and maintenance responsibility for all common recreation, open space, private circulation systems and landscape areas. Areas of responsibility may include open space, neighborhood parks and landscape areas located along the project roadways.

b. Residential Neighborhood Associations

In certain residential areas of the project, smaller associations may be formed to assume maintenance responsibility for common areas and facilities that benefit only residents in those areas. Potential private recreation centers, common open space areas, shared private driveways, and potential private roadways exemplify facilities that may come under the jurisdiction of a neighborhood association.

c. Open Space and Parks

Any open space roadway greenbelt and park areas not directly associated with a particular neighborhood will be the responsibility of either a Master Homeowners' Association, a County Service Area (CSA), or Community Service District (CSD) or the Valley-Wide Recreation and Park District for public facilities maintenance.

d. Project Roadways/Class I Bike Trails

All public project roadways and private streets will be designed and constructed to standards acceptable to the County. All public roadways and Class I Bike Trails will be entered into the

	HOMEOWNERS' OR RESIDENTIAL NEIGHBORHOOD ASSOCIATION	PRIVATE COMMERCIAL ASSOCIATION	CSD, CSA OR VALLEY-WIDE	RIVERSIDE COUNTY	EMWD	APPROPRIATE SCHOOL DISTRICT
Private Streets and Shared Private Driveways	✓					
Landscape Parkways			✓			
Street Lighting			✓	✓		
Public Streets				✓		
Sidewalks, Class I Bike Trails and Hardscape			✓	✓		
Storm Drains (in Roads)				✓		
Public Sewer/ Water					✓	
Project Signage	✓		✓	✓		
Regional Trails				✓		
Parks			✓			
Common Open Space	✓		✓			
Natural Open Space	✓		✓			
Commercial Sites		✓				
School Sites						✓

Riverside County system of roads for operation and maintenance as approved by the Board of Supervisors. Shared Private Driveways within Planning Area 40 will be the responsibility of a Residential Neighborhood Association.

e. Commercial Areas

The commercial planning areas may have their own private association. If no association is formed, a common maintenance charge will be assessed to cover common area maintenance.

f. Schools

It is anticipated that maintenance responsibilities for the three school sites will be overseen by the governing school district.

B. PLANNING AREA DEVELOPMENT STANDARDS

Development standards and zoning regulations for WINCHESTER 1800 have been established at three levels: General Development Provisions, which were addressed in Section III.A; Design Guidelines, which are provided in Section IV; and Planning Area Development Standards, to which this section is devoted.

Planning areas were formed on the basis of logical, separate units of development. Criteria considered in this process included uniformity of use as it pertains to zoning and relationship to adjoining product and surrounding topography.

The planning area graphics for this section (Figures III-12 through III-37) were derived from the *Conceptual Landscape Plan* (Figure IV-1). The site plans depicted herein are only conceptual in nature. Although development may conform closely to some elements of the illustrative plans provided in Section IV it is anticipated that actual lotting will not be determined until the tract map stage.

A Specific Plan Zoning Ordinance was prepared and submitted separately from this Specific Plan document. The zoning provisions within that ordinance establish use restrictions for each planning area. The zoning provisions should be used in conjunction with the planning standards for each respective planning area.

51. Planning Area 40: High Density Residential (HDR)

a. Descriptive Summary

Planning Area 40, as depicted in Figure III-34, provides for development of 16.6 acres devoted to High Density Residential uses. A maximum of 145 dwelling units are planned at a target density of 8.7 du/ac (Density Range of 8.0-14.0 du/ac). Shared private driveways within Planning Area 40 shall be owned and maintained by the Residential Neighborhood Association.

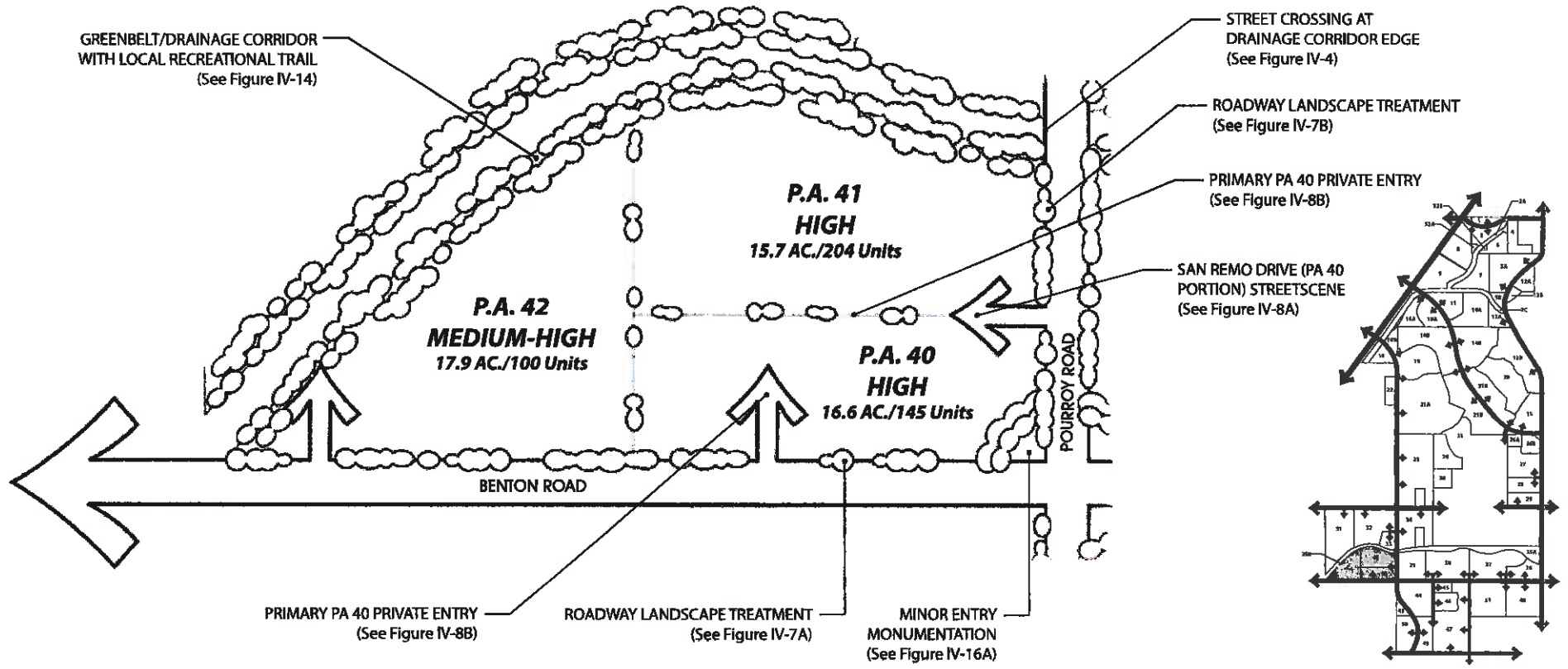
b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 40 shall be provided from San Remo Drive, ~~Secondary access to Planning Area shall be provided from~~ and Benton Road.
- 2) A minor community entry, as shown on Figure IV-16A, is planned at the intersection of Benton Road and Pourroy Road.
- 3) Roadway landscape treatments, as shown on Figures IV-7A and IV-7B are planned along the portions of Pourroy Road and Benton Road fronting PA 40. Roadway landscape treatments, as shown on Figures IV-8A, IV-8B, ~~and IV-8C, and IV-8D~~ are planned along the portion of San Remo Drive between Planning Areas 40 and 41, at the Primary PA 40 Private Entry from San Remo Drive ~~and, at the Secondary PA 40 Private Entry~~ from Benton Road, and along Private Residential Streets within PA 40.
- 4) Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.
- 5) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

- | | |
|--------------------------------|---|
| III.A.1 Specific Land Use Plan | III.A.5 Open Space and Recreation Plan |
| III.A.2 Circulation Plan | III.A.6 Grading Plan |
| III.A.3 Drainage Plan | III.A.7 Public Sites and Project Phasing Plan |
| III.A.4 Water and Sewer Plans | III.A.8 Landscaping Plan |



Planning Areas 40, 41, & 42
WINCHESTER 1800



52. Planning Area 41: High Density Residential (HDR)

a. Descriptive Summary

Planning Area 41, as depicted in Figure III-34, provides for development of 15.7 acres devoted to High Density Residential uses. A maximum of 204 dwelling units are planned at a target density of 8.0-14.0 du/ac (density range 12.9-du/ac).

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4805. (Section V, *Zoning Ordinance*.)

c. Planning Standards

- 1) Primary access to Planning Area 41 shall be provided from San Remo Drive.
- 2) A neighborhood entry, as shown on Figure IV-17, is planned at the intersection of San Remo Drive and the access into Planning Area 41.
- 3) A greenbelt/drainage corridor treatment, as illustrated on Figure IV-14, shall provide a landscaped buffer zone between Planning Area 41 and adjacent uses to the north.
- 4) Roadway landscape treatments, as shown on Figures IV-7 and IV-8A, are planned along San Remo Drive and Pourroy Road.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

III.A.1 Specific Land Use Plan
III.A.2 Circulation Plan
III.A.3 Drainage Plan
III.A.4 Water and Sewer Plans

III.A.5 Open Space and Recreation Plan
III.A.6 Grading Plan
III.A.7 Public Sites and Project Phasing Plan
III.A.8 Landscaping Plan

IV. DESIGN GUIDELINES

A. LANDSCAPE ARCHITECTURAL DESIGN GUIDELINES

1. Introduction

WINCHESTER 1800 Community's landscape image is influenced by the community's location and surrounding environs and the California inland valley traditions and history. Traditionally, California inland valley communities have been focused internally with the accompanying landscape development responding to and mitigating the environmental conditions. California inland valley landscapes perform mainly functional applications such as, defined streetscene hierarchy, pathway and boundary articulation, shade, wind modulation, and landscaped screens. Aesthetic landscape uses were focused at key locations such as entries within courtyards and at people gathering spaces or activity centers to highlight the distinctiveness of these use areas. Utilization of the California inland valley traditions and history for the landscape development image is a logical and appropriate response to the environmental conditions and locale of the WINCHESTER 1800 Community.

The landscape image envisioned for the WINCHESTER 1800 Community, in support of the Architecture and Land Planning, has two main guiding goals. One goal is the achievement of a cohesive sense of place, and the second goal is the creation of a high quality community. The following more detailed objectives were used in guiding the landscape development planning for the WINCHESTER 1800 community:

- 1) Development of a comprehensive and coordinated treatment for landscape, hardscape and monumentation which creates a strong thematic identity for WINCHESTER 1800.
- 2) Development of a landscape environment visually attractive and efficiently organized.
- 3) Utilization of the landscape and hardscape to emphasize distinctive land uses, provide visual direction, and provide for the integration of the communities common areas and parks.
- 4) Provide outdoor recreation experiences throughout the development in the form of quality neighborhood parks and greenbelts.
- 5) Feature an off-street pedestrian walkway system along streetscenes and within the greenbelt/paseo system to community wide destinations.
- 6) Provide trail head connections from internal trails to adjacent communities and to the Riverside County Regional Recreational Trail System.

LEGEND

—○— INDICATES STREETSCENE, EDGE CONDITION SECTION, OR ENLARGED PLAN/ELEVATION VIEW

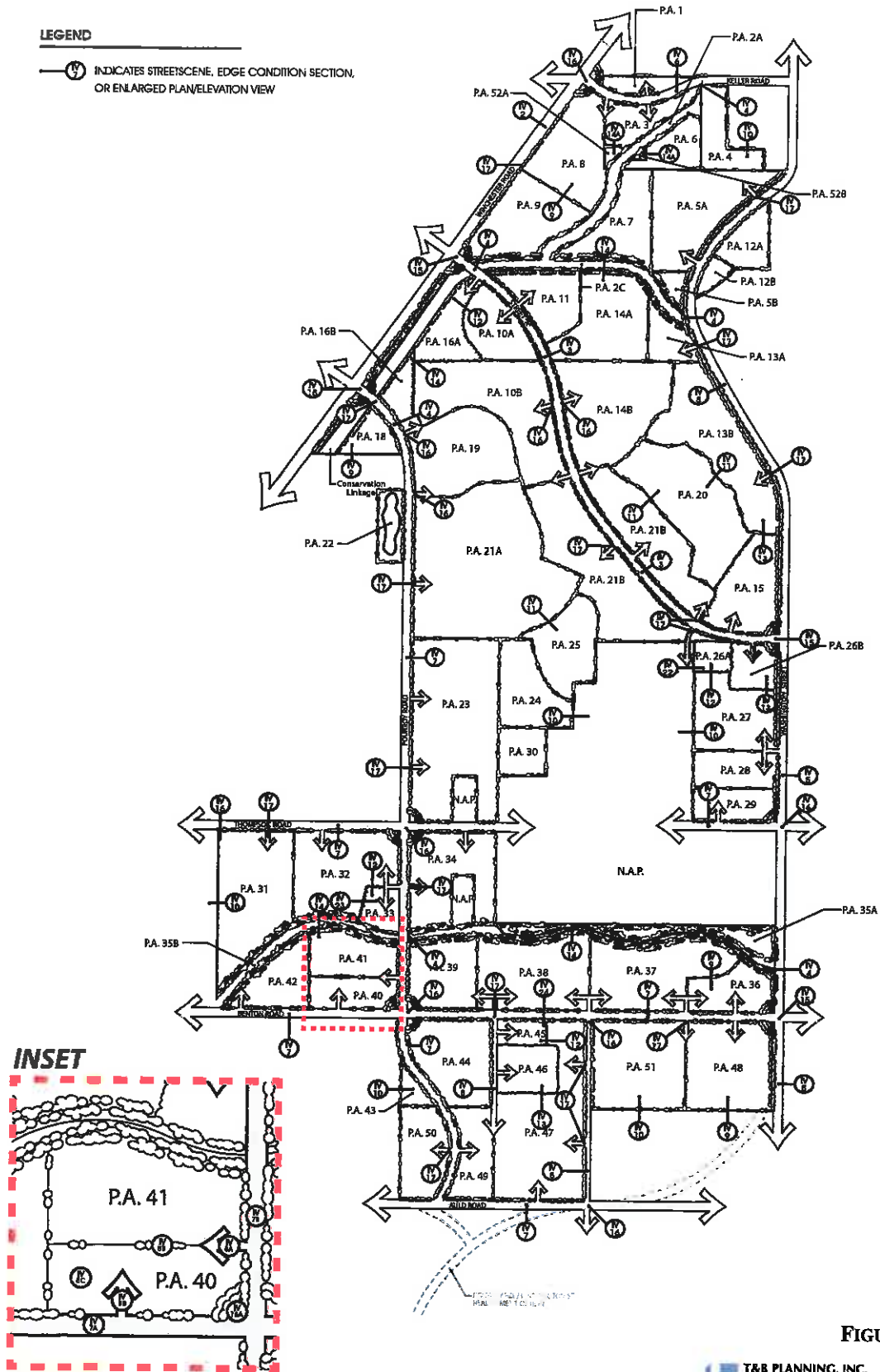


FIGURE IV-1

T&B PLANNING, INC.
 9742 East 17th Street, Suite 100, Torrance, CA 90504
 P: 310.209.8800 F: 310.209.8291
 www.tbplanning.com



Conceptual Landscape Plan

WINCHESTER 1800

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

The WINCHESTER 1800 Community landscape development can be divided into three (3) main sections: Community Streetscenes and Edge Boundaries; Planting Guidelines; and community elements. These sections expand further and describe in depth the WINCHESTER 1800 landscape development character.

The Community Streetscenes and Edge Boundaries section presents the landscape development concept for the thematic treatment of all major community perimeter and minor community interior streetscenes, community edges and boundaries, and other commonly maintained community edges areas associated with WINCHESTER 1800.

The Planting Guidelines present in summary the overall community plant materials palette. General information relative to seasonal planting constraints, climate constraints, and horticultural soils test requirements are presented as an aid to successful landscape implementation. General requirements relative to planting installation, irrigation installation and landscape maintenance are also contained herein.

The Community Elements portion of these guidelines consist of written summaries and graphic exhibits which address the design development of specific and typical project areas which comprise the WINCHESTER 1800 community concept. Specifically addressed are landscape requirements for single family, multi-family, and retail/commercial land uses. In addition, recreation elements and amenities, as well as major community, minor community and neighborhood entries are delineated to further explain the character of the community.

These Landscape Architectural Guidelines are intended to establish standards for the quality of landscape development for the community. The final landscape design will respond to the market conditions existing at the time of construction. Landscape development refinement may include such features as street tree and entry monument tree selection; entry monument sign design; community theme wall design; and the programming of alternative park activities.

2. Community Streetscenes and Edge Boundaries

a. Community Streetscenes

A hierarchy of community perimeter and interior streetscene landscape development has been planned consisting of major community, minor community and neighborhood streetscenes. Each streetscene landscape development hierarchy is uniform and consistent in order to provide a strong sense of community identity.

Within this hierarchy, all community street scenes have the following in common:

- an enhanced landscape setback and parkways,
- pedestrian sidewalks, and
- community theme hardscape elements

Neighborhood streetscenes consist primarily of front yard landscape development. Neighborhood landscape development streetscenes are discussed in greater depth in the Community Elements section.

b. Major Community Streetscenes

- 1) Highway 79 (Winchester Road) Streetscene at Commercial and Residential Land Use Edges - (See Figure IV-2):

Highway 79 forms the northwest boundary of the WINCHESTER 1800 Community, as well as, affords one of the main vehicular accesses for the community. In consideration of the above facts and that Winchester Road is a CalTrans Highway, the Landscape Development Zone (LDZ) is twenty-six feet (26') wide. In addition to the twenty-six foot (26') LDZ, an additional twenty-five foot (25') wide Riverside County Transportation Corridor easement is planned for this streetscene. The landscape development associated with the Major Community Streetscene along Winchester Road consists of:

- Twenty-Five Foot (25') Transportation Corridor Easement
- Uniformly Spaced Row of Small Scale Parkway Trees and a Background Row of Street Trees
- Sidewalk Paralleling the Street
- Six Foot (6') Wide Landscape Buffer at Community Theme Walls
- Three Foot (3') High Minimum Shrub Screen at All Commercial Areas
- Community Theme Wall or Fence Per Fencing Plan -No Wall at Commercial Land Uses
- Conforms to CalTrans Thirty Foot (30') Tree Setback Zone
- A Hierarchy of Entry Monumentation

a) Twenty-Six Foot (26') Landscape Development Zone

The streetscene tree planting concept consists of a double row of street trees. One row consists of a uniformly spaced small scale parkway tree with a four inch (4") or less caliper. The second tree row consists of evergreen background street trees with unlimited caliper size. The major community streetscene LDZ is defined as the planting area from the curb face to the street right-of-way, a twelve foot (12') distance plus an additional fourteen foot (14') for a twenty-six foot (26') total distance from the curb face to the community theme wall or back edge of the LDZ.

The twenty-six foot (26') wide LDZ incorporates a six foot (6') concrete sidewalk, eight feet (8') away from the back edge of the twenty-five foot (25') transportation corridor easement or future curb face, paralleling the street. This eight foot (8') area is planted with turf. On the opposite side of the sidewalk is twelve feet (12') of additional landscape area of which six feet (6') is planted with turf, and six feet (6') is planted with shrubs and groundcover.

b) CalTrans Tree Setback Zone Distance

Winchester Road is a California State Highway. CalTrans requires a thirty foot (30') tree setback zone along Highway 79. The thirty foot (30') tree setback zone is measured from the edge of the closest lane of future travel. This zone begins with an eight foot (8') wide paved shoulder to future curb face with the remainder of the area, twenty-two feet (22'), completing the CalTrans thirty foot (30') tree setback zone. The twenty-two foot (22') area will be landscaped according to CalTrans standards.

An additional four foot (4') landscape area will supplement CalTrans' twenty-two foot (22') landscape easement for a twenty-six foot (26') total Landscape Development Zone (LDZ).

The twenty-five foot (25') Transportation Corridor Easement is in addition to the twenty-six foot (26') LDZ on Winchester Road and does not alter the CalTrans tree setback zone.

2) Street 'A' at Single Family Residential, School and Park Land Use Edges - (See Figure IV -3)

Street 'A' is considered the main access street into WINCHESTER 1800, therefore, the Landscape Development Zone has been expanded to its ultimate width of twenty-two feet (22'). The landscape development associated with the major community streetscene along Street 'A' at single family residential, school and park land use edges consists of:

- Formal Street Trees Triangularly Spaced at Forty Feet (40') on Center
- Eight Foot (8') Wide Landscape Buffer Behind Sidewalk -Residential Land Uses Only
- Community Theme Wall or Fence Per Fencing Plan –No Wall at School or Park Land Uses
- 4:1 Maximum Mound in Turf Parkway
- A Hierarchy of Entry Monumentation
- Eight Foot (8') Wide Turf Parkway Both Sides of Walk
- At School and Park Land Uses Only

a) Twenty-Two Foot (22') Landscape Development Zone

The streetscene planting concept consists of a double row of formal street trees triangularly spaced planted within a “Landscape Development Zone” (LDZ). This major community streetscene LDZ is defined as the planting area from the curb face to the street right-of-way, a twelve foot (12') distance plus an additional ten foot (10') for a twenty-two foot (22') total distance from the curb face to the community theme wall or LDZ boundary edge.

The twenty-two foot (22') LDZ incorporates a six foot (6') concrete sidewalk, eight feet (8') away from curb face, paralleling the street. On the opposite side of the sidewalk is eight feet (8') of additional landscape area. At single family residential land uses, a eight foot (8') wide turf parkway parallels the walk with the remaining eight feet (8') landscape buffer area planted with ground cover and shrubs. At the school and park land uses, the eight foot (8') landscape area behind the sidewalk is planted with turf. This streetscene is consistent along flat and 2:1 slope conditions.

3) Street Crossing at Turf Lined Drainage Channel - (See Figure IV-4)

Pourroy Road, Washington Road, Keller Road, Street 'A' and Benton Road cross over the proposed turf lined intermittent flow water drainage course. The Landscape Development Zone changes consist of:

- Thematic Bridge Railing at the Back Edge of the Street Right-of-Way
- Twelve Foot (12') Wide Concrete Walk Parallel to the Curb Face when Adjacent to the Thematic Bridge Railing
- Riparian Accent Tree Gateway
- Service Road/Pedestrian Circulation Both Sides of the Turf Channel

The street scene at the turf lined drainage course consists of riparian accent trees forming a gateway and interrupting the formal streetscene pattern to highlight the distinctiveness of this area.

c. Minor Community Streetscene

Keller Road, Washington Road, Thompson Road, Benton Road, Auld Road, and Pourroy Road, have been classified as minor community streetscenes for landscape development purposes. The minor community streetscenes provide access to all areas of the community, provide visual direction, and aid in visually unifying the overall community through common streetscene landscape and hardscape thematic treatments.

- 1) Washington Road Streetscene at Residential and Commercial Land Use Edges - (See Figure IV-5)

The Landscape Development Zone associated with Washington Road Streetscene feature:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence per Fencing Plan. No Wall at Commercial or Greenbelt/Drainage Corridor
- Varying Width Turf Parkway
- Class I Bike Trail
- Landscape Buffer at Community Theme Wall
- Soft Surface Combination Trail

The streetscene planting concept features informal evergreen or deciduous tree groupings intermixed with deciduous or evergreen informal street tree groupings within the "Landscape Development Zone" (LDZ). The LDZ planting area is measured from face of curb to street right-of-way, a twelve foot (12') plus an additional twenty foot (20') for a total of thirty-two foot (32') minimum distance width from the street scene curb face to the community theme or back edge of LDZ.

The thirty-two foot (32') LDZ incorporates a four foot (4') to eight foot (8') varying width turf parkway adjacent to curb with a soft surface combination trail located behind the parkway. A Class I bike trail (10' wide minimum) is buffered with a four foot (4') to eight foot (8') wide shrub zone between community theme wall and trail, as well as, a four foot (4') to eight foot (8') wide shrub zone between the bike trail and the hiking/equestrian trail. When parking at commercial land uses is adjacent to LDZ a four foot (4') wide shrub landscape buffer shall be planted adjacent to the back edge of the LDZ by the commercial developer.

2) Keller Road Streetscene at Residential and Commercial Land Use Edges - (See Figure IV-6)

The Landscape Development Zone associated with Keller Road streetscene features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence per Fencing Plan. No Wall at Commercial
- Sidewalk Adjacent to Curb
- Turf Parkway Located Behind Sidewalk
- Landscape Buffer at Community Theme Wall

The streetscene planting concept features informal evergreen or deciduous tree groupings intermixed with deciduous or evergreen informal street tree groupings within the "Landscape Development Zone" (LDZ). The LDZ Planting Area is measured from face of curb to street right-of-way, which continues for eighteen feet (18') beyond the curb face.

The eighteen feet (18') LDZ incorporates a five foot (5') wide curb-separated sidewalk. A nine foot (9') curb-adjacent landscape parkway separates the curb from the sidewalk with an additional four foot (4') landscape parkway located between the sidewalk and the edge of the right-of-way .

Adjacent commercial sites shall plant a four foot (4') wide shrub landscape buffer adjacent to the back edge of the LDZ by the commercial developer when parking occurs next to the Landscape Development Zone.

3) Thompson Road, Benton Road, Auld Road and Pourroy Road Streetscene at Commercial, Park, School and Residential Land Use Edges - (See Figure IV-7)

The landscape development associated with these minor community streetscenes features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan -No Wall at Commercial, Park or School Land Uses
- A Hierarchy of Entry Monumentation -Meandering Sidewalk
- Varying Width Turf Parkway
- Landscape Buffer at Community Theme Wall
- Eighteen-Foot (18") wide Median Island -Benton Road only

The streetscene planting concept features informal evergreen or deciduous tree groups intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ). The LDZ planting area is measured from the curb face to the street right-of-way, a twelve foot (12') maximum plus an additional six foot (6') for a total of a eighteen foot (18') minimum distance width from the streetscene curb face to the community theme wall or back edge of LDZ.

The eighteen foot (18') LDZ incorporates a six foot (6') concrete sidewalk which meanders from a four foot (4') minimum distance from the curb face to a four foot (4') minimum distance from the community theme wall or back edge of LDZ. The meandering sidewalk may also change vertical grades. This treatment is consistent for flat and 2:1 slope conditions. When a commercial site condition is adjacent to the LDZ a four foot (4') wide shrub landscape buffer shall be planted adjacent to the back edge of the LDZ by the Commercial Developer when parking occurs next to the Landscape Development Zone.

3A) Benton Road and Pourroy Road Streetscene (PA 40 Portion) - (See Figure IV-7A and Figure IV-7B)

The landscape development associated with this minor community streetscene features:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Meandering Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (Varies from 4' to 23') – Benton Road Only
- Painted Median (Varies from 0' to 12') – Pourroy Road Only

The streetscene planting concept features informal evergreen or deciduous tree groups intermixed with deciduous or evergreen informal street tree groupings within the “Landscape Development Zone” (LDZ).

Benton Road

The LDZ along the northerly right-of-way of Benton Road is a minimum distance of 21', measured from the curb face to the community theme wall or back edge of the LDZ. The twenty-one foot (21') LDZ incorporates a 12-foot landscaped parkway and a five-foot (5') concrete sidewalk which meanders from a four-foot (4') minimum distance from the curb face to a four foot (4') minimum distance from the community theme wall or back edge of LDZ.

Pourroy Road

The LDZ along the westerly right-of-way of Pourroy Road is a minimum distance that ranges from 18' to 30', measured from the curb face to the community theme wall or back edge of the LDZ. The 18' to 30' LDZ incorporates a four-foot (4') to six-foot (6') landscaped parkway and a five-foot (5') concrete sidewalk which meanders from a four-foot (4') minimum distance from the curb face to a four-foot (4') minimum distance from the community theme wall or back edge of LDZ.

- 4) Street 'B', Street 'C', and Street 'D', -Streetscene at School, Park and Residential Land Use Edges - (See Figure IV-8)

The landscape development associated with these minor community streetscenes along Street 'B', Street 'C', and Street 'D' consists of:

- Uniformly Spaced Linear Street Trees
- Sidewalk Adjacent to the Street
- Standard Width Turf Parkway at School or Park Site Condition
- Landscape Buffer Zone -Residential Land Uses only
- Hierarchy of Minor Community and Neighborhood Entry Monumentation
- Community Theme Wall or Fence Per Fencing Plan -No Wall at School or Park Land Uses

This minor community street scene Landscape Development Zone (LDZ) is a minimum fourteen foot (14') wide on flat areas and will increase if slopes adjoin the streetscene.

The fourteen foot (14') wide LDZ begins at the curb face and includes an eight foot (8') turf parkway behind a six foot (6') concrete sidewalk when adjacent to park or school land uses, and an eight foot (8') landscape buffer adjacent to the walk planted with shrubs and groundcover at Residential land uses. This treatment is consistent for flat and 2:1 manufactured slope conditions.

- 5) San Remo Drive Streetscape (PA 40/41 Portion) – (See Figure IV-8A)

The landscape development associated with this minor community streetscene along San Remo Drive consists of:

- Street Trees Spaced at 40' on Center
- Landscape Buffer adjacent to Community Theme Wall
- Curb-Adjacent Sidewalk
- Community Theme Wall Per Fencing Plan
- Painted Median (Varies from 0' to 8')

The LDZ along the southerly right-of-way of San Remo Drive is a minimum of twelve feet (12'), measured from the curb face to the community theme wall or back edge of the LDZ. The twelve-foot (12') wide LDZ includes a six foot (6') landscape buffer behind a six foot (6') curb-adjacent concrete sidewalk.

6) Primary PA 40 Private Entry from San Remo Drive ~~Streetscene and Benton Road~~ – (See Figure IV-8B)

The landscape development associated with this minor community streetscene at the primary private entry into Planning Area 40 from San Remo Drive ~~and Benton Road~~ consists of:

- Evergreen or Deciduous Informal Street Tree Groupings
- Evergreen or Deciduous Grove Trees Intermixed with Street Trees
- Community Theme Wall or Fence Per Fencing Plan
- Curb-Adjacent Sidewalk
- Landscape Buffer along Community Theme Wall
- Median Island with Flowering Accent Tree, Shrubs, and Groundcover (8 feet wide)

~~7) Secondary PA 40 Private Entry from Benton Road Streetscene – (See Figure IV-8C)~~

~~The landscape development associated with this minor community streetscene at the secondary private entry into Planning Area 40 from Benton Road consists of:~~

- ~~• Entry Accent Tree Groupings and Groundcover Parkway~~
- ~~• Evergreen or Deciduous Grove Trees Intermixed with Street Trees~~
- ~~• Curb-Adjacent Landscape Parkway~~
- ~~• 5-foot Wide Sidewalk~~
- ~~• Landscape Buffer~~

87) Private Residential Street Streetscene – (See Figure IV-~~8D~~8C)

The landscape development associated with this minor community streetscene within private residential streets in Planning Area 40 consists of:

- 5-foot Wide Curb-Adjacent Sidewalk
- 8-foot Wide Parking on One Side of the Street. "No Parking" curb striping shall be provided at knuckle, corner, and cul-de-sac conditions.
- Front Yard Trees and Front Yard Landscaping
- Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

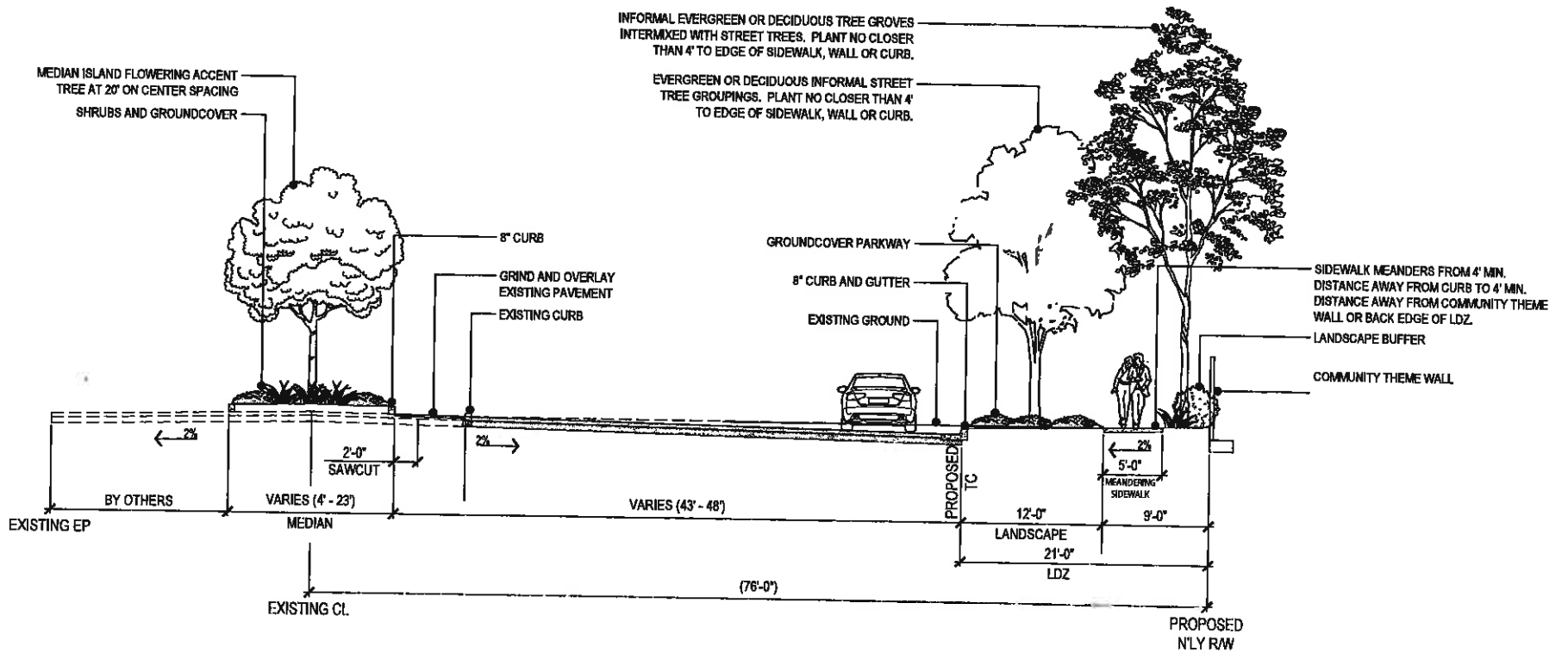


FIGURE IV-7A



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Benton Road (PA 40 Portion) Streetscene

WINCHESTER 1800

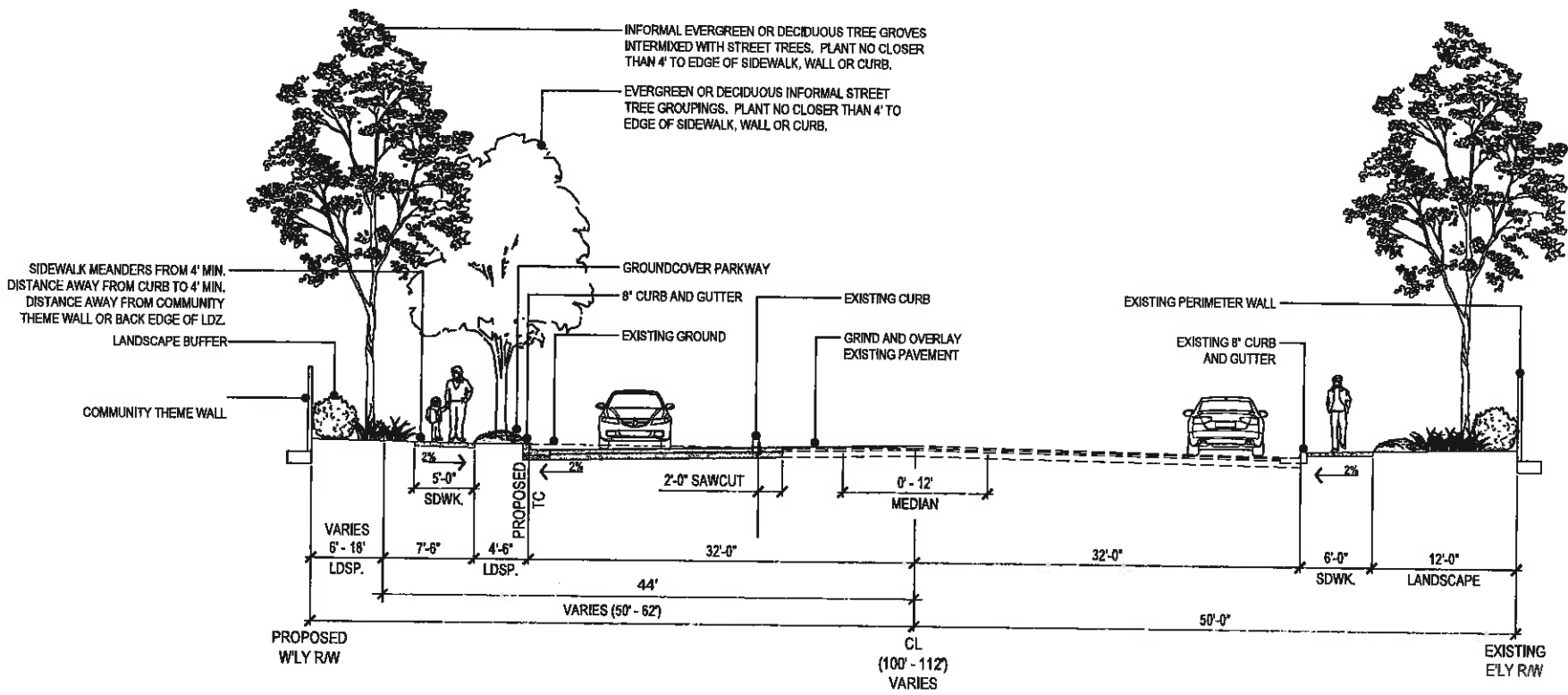


FIGURE IV-7B

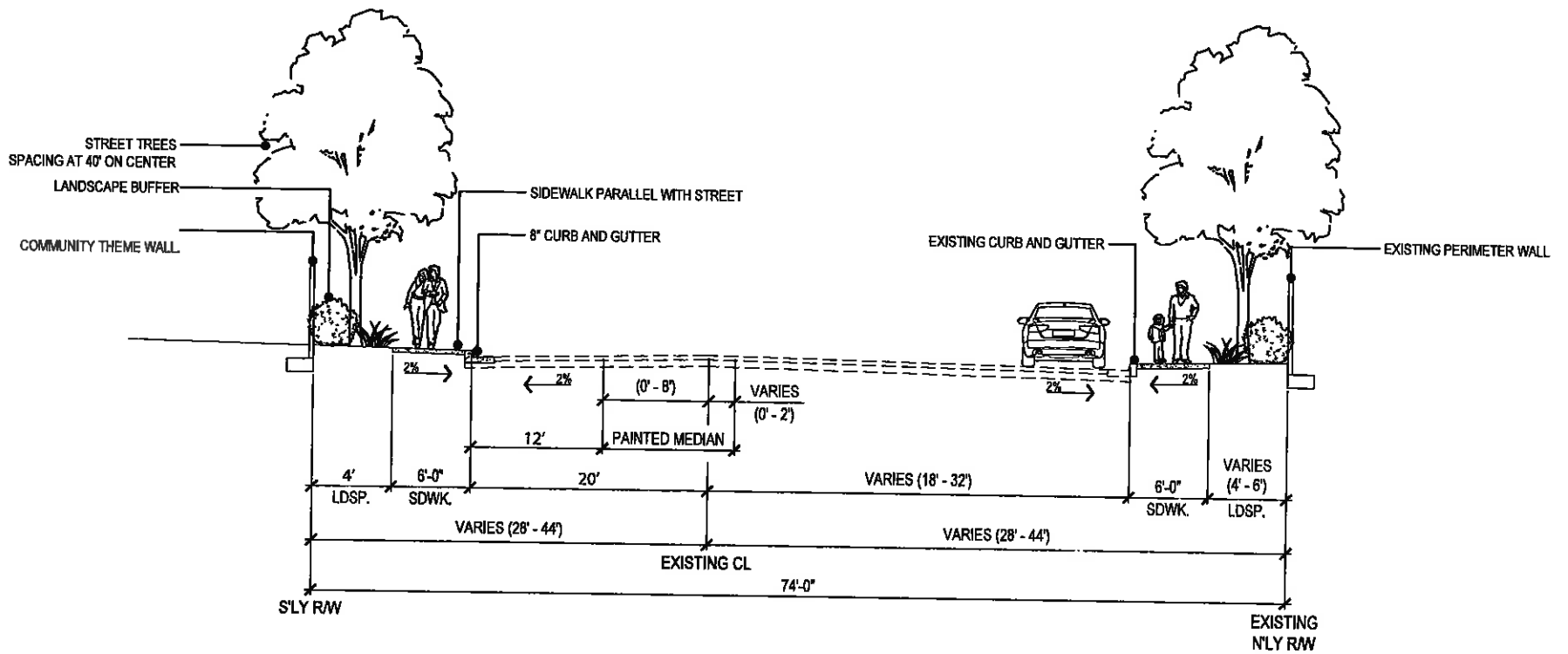


IV. DESIGN GUIDELINES

Pourroy Road (PA 40 Portion) Streetscene

WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7



San Remo Drive (PA 40/41 Portion) Streetscene

WINCHESTER 1800



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

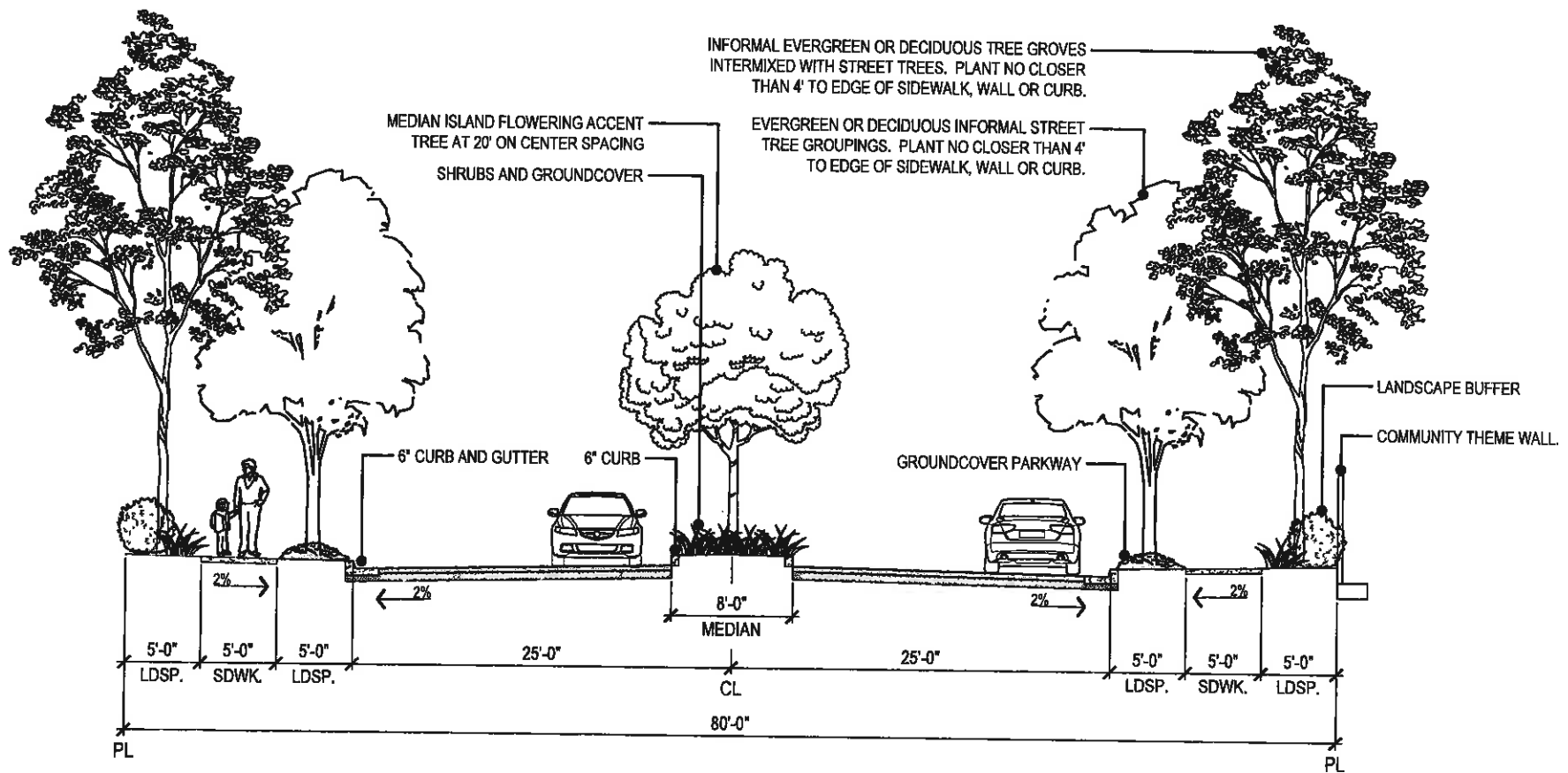


FIGURE IV-8B

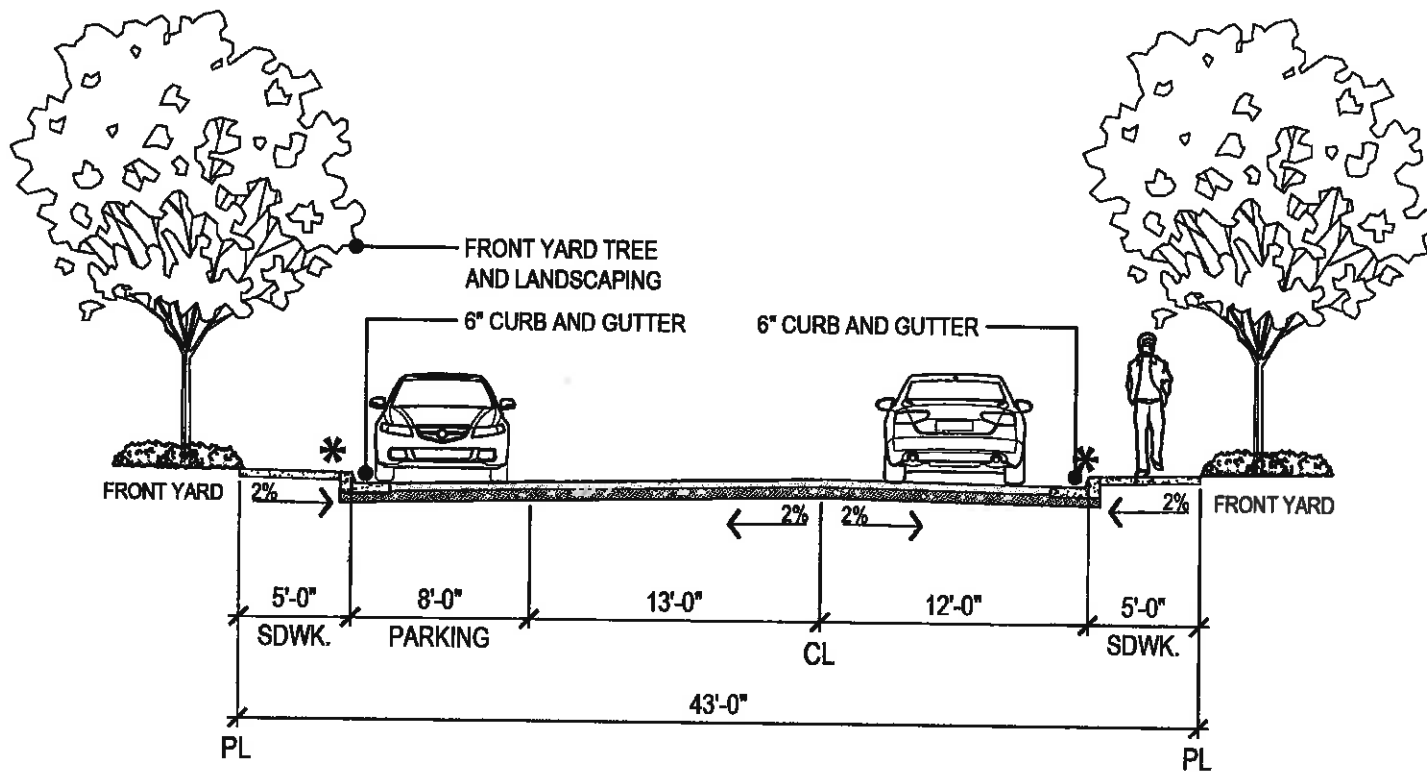


IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Primary PA 40 Private Entry - San Remo Drive & Benton Road

WINCHESTER 1800



* ZERO INCH/MOUNTED/ROLLED CURBS SHALL BE PROVIDED AT CORNERS WITHIN PA 40 TO ALLOW FOR FIRE TRUCK TURNING.

FIGURE IV-8C



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Private Residential Street (PA 40) Streetscene

WINCHESTER 1800

d. Community Edges and Boundaries

1) Commercial at Residential and Off-Site Land Use Edge - (See Figure IV-9)

Where residential or off-site land uses adjoin commercial land uses, a minimum ten foot (10') wide landscape development zone and community theme wall is planned. The ten foot (10') landscape zone will be installed on the commercial side of the community wall and will be privately maintained. This landscape development zone will be planted with dense evergreen grove trees, shrubs and groundcover, thereby screening the commercial site from adjacent residential and off-site land uses.

2) Residential at Off-Site Land Use Edge - (See Figure IV-10)

In cases where on-site residential backs off-site land uses, a community theme solid wall or combination solid wall and open view fence will be installed depending on whether there is an at-grade or up-slope condition with corresponding views.

3) Open Space Fire Fuel Modification at Residential Land Use Edge - (See Figure IV-11)

The Riverside County Fire Code requires a Fire Fuel Modification Zone be maintained along residential edges at natural open space areas. A Fire Fuel Modification Zone shall be established that is a minimum of seventy feet (70') wide or one hundred feet (100') wide depending on an open fence or solid masonry community theme wall, and is measured from the rear of the dwelling unit to undisturbed open space land.

The Fire Fuel Modification Zone shall be composed of four landscape zones. Zone 1, closest to the homeowner property line, shall be planted with drought tolerant, low fire fuel generating sub-shrubs and groundcover. In addition, Zone 1 will be irrigated with a permanent irrigation system providing one hundred percent (100%) coverage where an open fence occurs. Zones 2, 3 and 4 will consist of the native vegetation which has been selectively removed and thinned. Zone 2 will have seventy percent (70%), Zone 3 will have sixty percent (60%), and Zone 4 will have fifty percent (50%) of the native plant material selectively removed per the following guidelines.

- a) Selectively remove highly flammable plant species.
- b) Selectively thin out large, dense groupings of plant materials.
- c) Remove plant material in a manner that will promote a natural appearance to fuel modification areas.
- d) Provide masonry wall or open tubular steel fence at residential property line adjacent to open space area.

- e) Maintenance of fuel modification area shall be maintained by the CSA or Valley-Wide Recreation and Park District.

4) Park at Residential Land Use Edge - (Figure IV-12)

The shrub planting buffer zone along a residential land use edge and park site will have a ten foot (10') minimum width. This boundary features either a community theme solid wall or combination wall and open view fence depending on whether the residential site is at-grade or up-slope with views to the park.

Park at-grade landscape development zones will be planted with evergreen background and deciduous grove trees with shrub and groundcover planting to become a dense screen or buffer between land uses.

Residential up-slope condition landscape development zones will have evergreen background grove deciduous accent trees clustered near property lines and shrubs located sufficiently down slope so as not to obstruct, but to enhance views.

5) School at Residential Land Use Edge - (See Figure IV-13)

A solid community theme wall with a minimum ten foot (10') wide landscaped buffer by the School District is proposed along the school site at residential land use edge conditions.

6) Typical Greenbelt/Drainage Corridor to Residential, Commercial and Park Land Use Edge - (See Figure IV-14)

- Varied Width from Eight-Eight Foot (88') to Two Hundred Foot (200')
- Varying 4:1 to 6:1 Turfed Side Slopes
- Turfed Channel Bottom with a Nuisance Water Concrete "V" Drain
- Informal Groves of Evergreen and Deciduous Riparian Trees
- Eight Foot (8') Wide Meandering Paseo Walk/Service Road on Both Sides of the Greenbelt/Drainage Corridor per the Fencing and Trail Plan
- Ground Water Recharge

The landscape concept features a turf channel bottom and sides with a meandering walkway/service road that occurs along both sides of the channel to encourage pedestrian use of the open space. When the channel is adjacent to the residential land uses a eight foot (8') minimum shrub and groundcover landscape buffer will be planted adjacent to the community theme walls. When the channel is adjacent to a park land use, the landscape buffer will be deleted to allow these uses to flow along the edge of the drainage corridor/greenbelt paseo.

- 7) Typical Water Quality Basin to Residential Land Use Edge - (See Figure IV-14A)
- Masonry Block Wall at rearyard/sideyard property line of private residences
 - Tubular Steel Fencing along streetside of basin
 - Informal Groves of Evergreen and Deciduous Riparian Trees

The Water Quality Basins in Planning Areas 52A and 52B are intended to address the storm water runoff generated by the surrounding residential planning areas. These two Water Quality Basins shall include graded slopes planted with evergreen and deciduous riparian trees and shrubs. The Water Quality Basins will be separated from neighboring private homes by a Masonry Block Wall and from neighboring roads by Tubular Steel Fencing.

3. Plant Material Guidelines

a. Introduction

It is important for each participant in the development of WINCHESTER 1800 to understand the overall landscape development concept of the community. Proper selection and use of the plant materials while emphasizing individual project themes must also reinforce the overall community identity.

The selection of plant materials for WINCHESTER 1800 shall generally reinforce the “California Desert/Inland Valley” thematic image, as well as, the particular architectural style of each project. An emphasis shall be placed on the use of indigenous, naturalized and drought resistant species of plant materials.

b. Community Streetscene Landscape Development Zone Tree Palette

1) Deciduous Accent and Evergreen Background Grove Trees

The trees selected will be utilized as informal vertical backdrop trees to specified community streetscenes. These trees may be used to block views or frame views. Their use at the boundary of common streetscenes will permit easier transition to the variety of adjoining land uses. Wherever possible and logical, these grove trees should be extended from community streetscenes into adjoining developments as background trees in order to 'breakdown' the hard development edge between parcels and visually unify land uses.

a) Deciduous Accent Grove Tree Palette

Alnus cordata	Italian Alder
Alnus rhombifolia	White Alder
Gleditsia tricanthos	Thornless Honey
'Inermis'	Locust
Koelreuteria bipinnata	Chinese Flame Tree
Liquidambar styraciflua	Liquidambar
Robinia ambigua 'Idahoensis'	Idaho Locust

b) Evergreen Background Grove Tree Palette

Brachychiton populneum	Bottle Tree
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus polyanthemosSilver	Dollar Gum
Eucalyptus rudis	Desert Gum
Eucalyptus sideroxylon 'Rosea'	Red Iron Bark
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine

Pinus eldarica

Mondell Pine

2) Formal and Informal Street Tree Palette

The County of Riverside requires that street trees be utilized within street right-of-ways and street median islands. These trees will serve as foreground elements providing summer shade, welcome winter sun and as wind modulators. In addition, trees selected will provide community direction and land use emphasis.

a) Winchester Road Tree Palette

These trees listed have been coordinated with the adjacent community.

Street Tree	Brachychiton populneum
Parkway Flowering	Lagerstroemia indica

b) Formal Street Tree Palette

Street trees for Streets 'A', 'B', 'C' and 'D' will be selected from the following list. Each street will have its own distinctive formal street tree.

Fraxinus oxycarpa 'Raywood'	Raywood Ash
Koelreuteria bipinnata	Chinese Flame Tree
Koelreuteria paniculata	Golden Rain Tree
Liriodendron tulipifera	Tulip Tree
Magnolia grandiflora	Southern Magnolia
Pinus halepensis	Aleppo Pine
Platanus acerifolia	London Plane Tree
Podocarpus gracilior	Fern Pine
Quercus ilex	Holly Oak

c) Informal Street Tree Palette

Street trees with an informal pattern along Keller Road, Pourroy Road, Thompson Road, Benton Road, Auld Road and Washington Road will be selected from the community plant palette.

c. Community Entry Accent Tree Palette

These trees should be repeated at all significant points of the individual project and community interest. Such applications logically include street intersections; knuckles or changes in street direction; park entries; trail heads; walkway or community trail intersections; plazas; courtyards; recreation features; vista points; greenbelts; commercial developments and other

such significant locations where a reinforcement of the community theme tree will be recognized and will serve a functional purpose.

The systematic use of these trees is encouraged in order to reinforce the continuity of the design theme of WINCHESTER 1800 in general.

1) Evergreen Canopy Theme Tree Palette

Brachychiton populneum	Bottle Tree
Pinus canariensis	Canary Island Pine
Pinus eldarica	Mondell Pine
Pinus halepensis	Aleppo Pine
Pittosporum phillyraeoides	Willow Pittosporum
Podocarpus gracilior	Fern Pine

2) Specimen Accent Tree Palette

Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Platanus racemosa	California Sycamore
Quercus agrifolia	California Live Oak
Quercus kelloggii	California Black Oak
Schinus molle	California Pepper

3) Median Island Tree Palette

Median island trees may be selected from the Evergreen Canopy Theme Trees or Specimen Accent Trees.

4) Neighborhood Entry Accent and Neighborhood Streetscene Accent Tree Palette

At Neighborhood Entry Monument locations and as neighborhood streetscene accent trees, the following trees are categorized as accent trees:

Albizia julibrissin	Mimosa Tree
Alnus cordata	Italian Alder
Lagerstroemia indica	Crape Myrtle
Malus floribunda	Japanese Flowering Crabapple
Nyssa sylvatica	Sour Gum
Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Prunus cerasifera	Purple Leaf Plum 'Atropurpurea'
Pyrus kawakami	Evergreen Pear

such significant locations where a reinforcement of the community theme tree will be recognized and will serve a functional purpose.

The systematic use of these trees is encouraged in order to reinforce the continuity of the design theme of WINCHESTER 1800 in general.

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Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Prunus cerasifera	Purple Leaf Plum 'Atropurpurea'
Pyrus kawakami	Evergreen Pear

Robinia ambigua 'Idahoensis'
Sapium sebiferum
Schinus molle

Idaho Locust
Chinese Tallow Tree
California Pepper

d. Deciduous Riparian Tree Palette

At the Regional Recreational Trail paseo and the turf ed drainage channel/open space paseos the following may be used:

Alnus cordata
Alnus rhombifolia
Betula alba
Comus nuttallii
Comus stolonifera
Liquidambar styraciflua
Platanus racemosa
Robinia ambigua 'Idahoensis'

Italian Alder
White Alder
White Birch
Western Dogwood
Redtwig Dogwood
Sweet Gum
California Sycamore
Idaho Locust

e. Evergreen Riparian Tree Palette

At the Regional Recreational Trail paseo and the turf ed drainage channel/open space paseos the following may be used:

Brachychiton populneum
Eucalyptus Species
Quercus Species

Bottle Tree
Eucalyptus
Oak

f. Landscape Buffer Trees

Landscape Buffer Trees used at the concrete channel street crossing and the community edges where shown on the Landscape Plan, may be selected from the Evergreen Background Grove Trees and the Deciduous Accent Tree plant palettes.

g. Community Plant Palette

It is the intent of these guidelines to provide flexibility and diversity in plant material selection, while maintaining a limited palette in order to give greater unity and thematic identity to the community. The plant material lists have been selected for their appropriateness to the project theme, climatic conditions, soil conditions and concern for maintenance.

A limited selection of materials utilized in simple, significant composition, complimentary to adjacent common landscape areas, while reinforcing the individual architectural and site setting is encouraged. Wherever possible, overall plant material selection for given project areas shall

have compatible drought resistant characteristics. Irrigation programming can then be designed to minimize water application for the entire landscape setting.

Limited plant material selection for common landscape areas associated with WINCHESTER 1800, as described in the text, is contained in the following palette. In addition, a wider variety of plant materials compatible with project theme and setting are listed for use by adjoining developments within WINCHESTER 1800.

<u>Botanical Name</u>		<u>Common Name</u>
	TREES -EVERGREEN	
Arbutus unedo		Strawberry Tree
Brachychiton populneum		Bottle Tree
Cedrus deodara		Deodar Cedar
Ceratonia siliqua		Carob
Cinnamomum camphora		Camphor Tree
Cupressus glabra		Smooth Arizona Cypress
Eucalyptus cladocalyx		Sugar Gum
Eucalyptus polyanthemos		Silver Dollar Gum
Eucalyptus rudis		Desert Gum
Eucalyptus sideroxylon 'Rosea'		Red Iron Bark
Eucalyptus viminalis		White Gum
Laurus nobilis		Sweet Bay
Magnolia grandiflora		Southern Magnolia
Olea europaea 'Fruitless'		Fruitless Olive
Pinus canariensis		Canary Island Pine
Pinus halepensis and eldarica		Aleppo Pine
Pinus pinea		Italian Stone Pine
Pittosporum phillyraeoides		Willow Pittosporum
Podocarpus gracilior		Fern Pine
Quercus agrifolia		California Live Oak
Quercus ilex		Holly Oak
Quercus suber		Cork Oak
Schinus molle		California Pepper
Ulmus parvifolia 'Drake'		Evergreen Elm
Umbellularia californica		California Bay
	TREES -DECIDUOUS	
Albizia julibrissin		Mimosa Tree
Alnus cordata		Italian Alder
Alnus rhombifolia		White Alder
Betula nigra		Red Birch
Betula pendula		European White Birch

Botanical Name

Cornus nuttallii
Cornus stolonifera
Fraxinus oxycarpa 'Raywood'
Fraxinus uhdei 'Tomlinson'
Ginkgo biloba Species
Koelreuteria bipannata
Koelreuteria panniculata
Lagerstroemia indica
Liquidambar styraciflua
Malus floribunda
Crabapple Nyssa sylvatica
Pistacia chinensis
Platanus acerifolia
Prunus racemosa
Prunus cerasifera
Pyrus kawakamii
Quercus kelloggii
Robinia ambigua 'Idahoensis'
Salix babylonica
Sapium sebiferum
Sophora japonica
Zelkova serrulata

Common Name

Western Dogwood
Redtwig Dogwood
Raywood Ash
Tomlinson Ash
Maidenhair Tree
Chinese Flame Tree
Golden Rain Tree
Crape Myrtle
Sweet Gum
Japanese Flowering
Sour Gum
Chinese Pistache
London Plane Tree
California Sycamore
Purple Leaf Plum
Evergreen Pear
California Black Oak
Idaho Locust
Weeping Willow
Chinese Tallow Tree
Japanese Pagoda Tree
Sawleaf Zelkova

PALMS

Brahea armata
Brahea edulis
Chamaerops humilis
Phoenix canariensis
Washington filifera
Washington robusta

Mexican Blue Palm
Guadalupe Palm
Mediterranean Fan Palm
Canary Island Date Palm
California Fan Palm
Mexican Fan Palm

SHRUBS

Abelia grandiflora (S)
'Edward Goucher' (S)
*Acacia ongerup (S)
*Acacia redolens (S)
Berberis species (SH)
Camellia species (SH)
Cocculus laurifolius (S)
Cotoneaster species (S)
Elaeagnus pungens (S)
Euonymus fortunei (S)
Euonymus japonica (S)
*Escallonia exoniensis 'Fradesii' (S)

Edward Goucher
Abelia
N.C.N.
N.C.N.
Barberry
Camellia
Snailseed
Cotoneaster
Silver Berry
N.C.N.
Evergreen Euonymus
Escallonia

IV. DESIGN GUIDELINES

WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7

<u>Botanical Name</u>	<u>Common Name</u>
Feijoa sellowiana (S)	Pineapple Guava
Hebe coed (S, SH)	Veronica
Ilex species (SH)	Holly
Leptosperum scoparium (S)	New Zealand Tea Tree
Ligustrum japonicum (S, SH)	Japanese Privet
Nandina domestica and 'Compacta' (S, SH)	Heavenly Bamboo
Nerium oleander (S)	Oleander
Osmanthus fragrans (S, SH)	Sweet Olive
Photinia frazeri (S)	Photinia
Pittosporum tobira and 'Wheeler's Dwarf' (S, SH)	Mock Orange
Podocarpus macrophyllus (S, SH)	Yew Pine
Prunus caroliniana (S)	Carolina Laurel Cherry
Prunus ilicifolia (S)	Hollyleaf Cherry
Psidium littorale (S)	Guava
Pyracantha species (S, SH)	Firethorn
Raphiolepis indica species (S, SH)	Pink Indian Hawthorn
Ternstroemia gymnanthera (SH)	N.C.N.
Viburnum tinus species (S, SH)	Viburnum
Xylosma congestum (S)	Xylosma

SUB-SHRUBS

* Agapanthus africanus (S, SH)	Lily of the Nile
Arctostaphylos species (S)	Manzanita
Erica darleyensis 'Darley Dale' (SH)	Heath
* Escallonia compacta (S)	Compact Escallonia
Hemerocallis species (S)	Day Lily
Juniperus species (S)	Juniper
Lonicera japonica 'Halliana' (S)	Fortnight Lily
Trachelosperum jasminoides (S, SH)	Star Jasmine

VINES

Ampelopsis veitchi (SH)	Boston Ivy
Bigonia chere (S)	Blood Red Trumpet Vine
Doxantha unguis-cati (S)	Cat's Claw Vine
Gelsemium sempervirens (S)	Carolina Jasmine
Grewia caffra (S)	Lavendar Star Flower
Jasminum mesnyi (S)	Primrose Jasmine
Jasminum polyanthum (S)	N.C.N.
Wisteria floribunda (S)	Wisteria

GROUNDCOVERS

Baccharis pilularis 'Twin Peaks' (S)	Coyote Brush
Duchesnea indica (S, SH)	Indian Mock Strawberry
Hedera helix (SH)	English Ivy
Hypericum calycinum (S)	Aaron's Beard

Botanical Name

Lonicera japonica (S)
Myoporum parvifolium (S)
Potentilla verna (S, SH)
Rosemarinus officinalis (S)

Common Name

Honeysuckle
Myoporum
Cinquefoil
Rosemary

* Will freeze in unprotected exposure area but will generally rejuvenate from undamaged parts. Use with caution.

(S) - Tolerates sun in this planting zone.
(SH) - Tolerates shade in this planting zone.

TURF GRASS-SEED

- Year-round Turf Grass Mix:
 - 90% Festuca arundinacea -Alta Fescue
 - 10% Kentucky Bluegrass
- Suitable Seasonal Mixes:
 - Common Bermuda -Cynodon dactylon
 - Hybrid Bermuda

The planting time will vary for these types as Bermuda grass should not be planted during its dormant season.

h. Planting Time

Due to the climate extremes of the WINCHESTER 1800 area, the installation of plant materials during the coldest winter months (December through March) and the hottest summer/fall months (July through September) can be difficult. Container plant materials not acclimated to the area can easily suffer from damage or sun/heat exposure resulting in partial or entire foliage loss even though such materials are perfectly suited to the temperature ranges once established. If planting must be done during these difficult periods, plant establishment may be difficult and require a prolonged period of time.

i. General Landscape Requirements

All areas required to be landscaped shall be planted with turf, groundcover, shrub or tree materials selected from the plant palette contained in these guidelines.

Planting shall commence as soon as slopes are completed on any portion of the site and shall provide for rapid short-term coverage of the slope, as well as, long-term establishment cover per County standards. The developer shall provide a landscape bond to the County at the time that the landscape plan is approved. The bond is to guarantee the installation of interim erosion

control planting in the event that the grading operation is performed and building construction does not commence within ninety (90) days.

The owners of parcels which require landscape development shall assess any existing common landscape areas adjoining their property. Where feasible, landscape development shall reinforce or be compatible with such existing common area setting.

Cut slopes equal to or greater than three feet (3') in vertical height and fill slopes equal to or greater than three feet (3') in vertical height shall be planted with a groundcover to protect the slope from erosion and instability. Slopes exceeding fifteen feet (15') in vertical height shall be planted with shrubs, spaced not more than ten feet (10') on center or trees spaced not to exceed twenty feet (20') on center or a combination of shrubs and trees at equivalent spacings, in addition to the groundcover. The plants selected and planting methods shall be suitable for the soil and climatic conditions.

Reference should be made to the County of Riverside Ordinance 457.73 for additional erosion control methods and requirements for slopes and other landscaped areas.

j. Climate Constraints

Plant material palettes for WINCHESTER 1800 contained herein are compatible with the climatic setting of the area. The utilization of some materials, depending upon their site location, exposure and relationship to other influential factors may not be appropriate.

k. Horticultural Soils Test Requirements

Soil characteristics within the WINCHESTER 1800 project may be variable. The owners of parcels which require landscape development shall procure a horticultural soils report in order to determine proper planting and maintenance requirements for proposed plant materials. Such a soils test shall be performed by a qualified agricultural laboratory and shall include a soil fertility and agricultural suitability analysis with pre-planting and post-planting recommendations.

l. Irrigation

All landscaped areas shall be watered with a permanent underground irrigation system or slopes may be watered with a permanent above ground irrigation system.

Irrigation systems which adjoin a separate maintenance responsibility area shall be designed in a manner to insure complete water coverage between the areas.

Proper consideration of irrigation system design and installation in the climate extremes of the WINCHESTER 1800 area is critical to the success of the landscape investment. In particular, the

combined summer elements of heat and wind must be carefully considered in proper irrigation design and equipment selection.

Irrigation systems shall be designed with head to head 100 percent double coverage at a minimum. In addition, irrigation controllers should have a minimum time setting of one (1) minute and be capable of providing multiple repeat start times.

m. Landscape Maintenance Standards

Other than County Service Area or Valley-Wide Recreation and Park District maintained areas, all landscaped portions of each parcel shall be maintained by the Owner or Sub- Homeowner Association (as numbered and designated at time each tract is submitted) of each parcel in accordance with the best industry standards for professional landscape maintenance. Such maintenance shall include watering, fertilization, mowing, edging, pruning, trimming, herbicide programming, pesticide programming, clean-up and other on-going seasonal programmed maintenance functions. Replacement of dead or diseased plant materials originally approved shall be accomplished on a routine basis. Automatic irrigation systems shall be routinely inspected, repaired and maintained in an operating condition at all times. All exterior portions of each parcel including walks, parking areas and service areas shall be kept routinely free of litter and debris.

4. Community Elements

a. Entry Monumentation

Careful consideration has been given to the design of the WINCHESTER 1800 community entries. The design intent is the creation of gateways into the project, a feeling of a “sense of arrival”, as well as, to provide an aesthetically pleasing entry statement within the community thematic framework. Furthermore, the entry monument program contains a hierarchy composed of major community entries, minor community entries and neighbor-hood entries.

Each entry monument setting is comprised of a harmonious blend of construction features, graphic signage, specialty lighting, and thematic landscape. A rolling turf grass area extends from each entry, thus creating a park-like setting and bringing attention to the enfolding streetscene beyond.

Please refer to the Conceptual Landscape Plan (Figure IV-1) for specific locations.

1) Major Community Entry Monument - (See Figures IV-15A and IV-15B)

WINCHESTER 1800's major community entry monuments occur along Winchester Road at the intersection of Street 'A' and Pourroy Road, along Washington Road at the intersections of Street 'A' and Benton Road, and at the southwest community boundary along Benton Road. There are a total of five (5) entry monument intersections. The overall sense of entry is created by a harmonious blend of thematic features occurring in a formal symmetrical configuration on both sides of the roadway including:

- a) Sixty Foot (60') Radius Corner Cut-Off Landscape Threshold
- b) Curvilinear Community Theme Wall Backdrop at Residential Land Uses
- c) Freestanding Curvilinear Community Identification Sign Wall
- d) Grouping of Specimen Accent Trees
- e) Formal Curvilinear Backdrop of Evergreen Canopy Theme Trees
- f) Formal Curvilinear Shrub Hedge-Row Backdrop Treatment
- g) Foreground Flowering Blend of Vines, Shrubs, Groundcover and Annual Color
- h) Rolling Turf Grass Foreground Introducing the Streetscene and Creating a Visual Park-Like Threshold
- i) Shrub and Groundcover Median with Median Island Accent Tree -Where Occurs

2) Minor Community Entry Monument - (See Figure IV-16)

WINCHESTER 1800's minor community entries occur at the secondary entrances to the community as well as key interior community intersections. Specifically these entries occur at the intersections of Keller Road and Winchester Road, Street 'E' and Pourroy Road, Street 'E' and Street 'A', Thompson Road and Washington Road, Thompson and the westerly community boundary, Thompson Road and Pourroy Road, Benton Road and Street 'D' and Street 'D' and Auld Road. There are a total of nineteen (19) minor community entries planned for the community. These entries convey the unique project identity by repetition of significant major entry monument features. The minor entries occur in an informal curvilinear configuration and feature the following:

- a) Curvilinear Community Theme Wall Backdrop (Six Foot (6') High Maximum) at Residential Land Uses
- b) Optional Community Identification Graphics on the Community Theme Wall
- c) Specimen Accent Tree Groupings
- d) Low Foreground Thematic Planter Walls
- e) Formal Shrub Hedge-Row Backdrop Treatment
- f) Foreground Flowering Blend of Vines, Shrubs, Groundcover and Annual Color
- g) Rolling Turf Grass Foreground Introducing Streetscene Treatment Beyond and Creating a Visual Park-Like Threshold

2A) Minor Community Entry Monument (at Benton Road & Pourroy Road) – (See Figure IV-16A)

This minor community entry is located at the northwestern corner at the intersection of Benton Road and Pourroy Road and features the following:

- a) Community Theme Wall Backdrop (Six Foot (6') High Maximum) at Residential Land Uses (PA 40)
- b) Entry Monument Sign
- c) Specimen Accent Tree Groupings
- d) Informal Street Tree and/or Grove Groupings (Evergreen or Deciduous)
- e) Groundcover Parkway

3) Neighborhood Entry Monumentation

Residential Neighborhood Entry Monumentation occurs at neighborhood entry intersections. Neighborhood entries occur at two (2) conditions: side yards and rear yards. The exact location and which neighborhood entry condition to be used will be determined when final residential unit plotting has been completed for each parcel within the WINCHESTER 1800 Community.

- a) Neighborhood Entry -Sideyard Condition - (See Figure IV-17)

These Neighborhood Entries continue the overall community thematic features as follows:

- (1) Informal Planting of Neighborhood Accent Trees
- (2) Turf Parkway
- (3) Optional Individual Neighborhood Identification Graphics Consistent with the Overall Community Thematic Identity
- (4) Low Curvilinear Community Theme Planter Wall Thirty Inch (30") High Maximum with Flowering Groundcover and Shrub Accents

b) Neighborhood Entry -Rearyard Condition - (See Figure IV-17)

These Neighborhood Entries continue the overall community thematic features as follows:

- (1) Uniform Curving Community Theme Wall Six Foot (6') High Maximum
- (2) Optional Individual Neighborhood Identification Graphics Consistent with the Overall Thematic Identity
- (3) Formal Planting of Neighborhood Accent Trees
- (4) Flowering Groundcover and Shrub Accents between Side Walk and Community Theme Wall

b. Walls and Fences

1) Introduction

Walls are a major component in achieving an overall community theme at WINCHESTER 1800. A strong cohesive appearance is achieved through the use of "Community Walls" and general overall wall guidelines.

2) Community Fencing and ~~Trail~~ Wall Plan - (See Figure IV-18)

All walls which adjoin community streetscenes shall be located entirely within the streetscene parcel allowing for common maintenance by either the CSA or Valley-Wide Recreation and Park District. Such walls shall be termed "Community Walls" and shall be designed and installed in accordance with the Community Wall elevations.

Specifically excluded are residential rear yard and side yard situations not adjoining a public street or common use area; single family front yard enclosure fencing; and perimeter fencing for multi-family product areas not adjoining a common maintenance area. Wall applications in these areas will be evaluated for appropriateness with the architectural setting.

a) Solid Wall Requirement - (See Figure IV-19 and Figure IV-19A)

Where privacy or protection of common area views dictate, a solid masonry wall with pilasters shall be used. This can include a community theme solid wall of stucco, masonry block, or split face. Pilaster construction of sixteen inch (16") square column block shall occur at all property lines, changes in vertical and horizontal direction and at other intervals appropriate to the length of wall run. When designated to be installed on the property line between two (2) residential properties, the center line of pilaster should be positioned on the property line with a one inch (1") square permanent marker denoting the property line location for home-owner fence alignment purposes.

Figure IV-18 Community Fencing & Wall Plan

b) Combination Wall Requirement - (See Figure IV-19 and Figure IV-19A)

This community wall occurs above eight foot (8') vertical high slopes where partial privacy is necessary and where some view opportunities are desired. Combination walls of low stucco, masonry, or split face and tubular steel fence panels between pilasters shall be used. The pilasters shall match those described herein for the base requirement solid wall treatment inclusive of size, design configuration and locations.

c) Open/View Wall Requirement - (See Figure IV-19 and Figure IV-19A)

Where view opportunity exists and where the visual protection from common maintenance areas is assured, an open or view wall may be used. In order to maintain the design integrity of the community theme wall, the open/view wall should not be used along the community streetscenes on Winchester Road, Pourroy Road, Thompson Road, Benton Road, Auld Road, Washington Road, Street 'A', 'B', 'C' and 'D'

3) Neighborhood Walls

a) Introduction

Neighborhood fences and walls shall be designed as an integral component and extension of the building design and surrounding landscape. Periphery walls may be integrated into the adjacent structure and extended into the landscape to help integrate the building into its environment. Walls and fences shall be constructed of materials, colors, and textures that are similar and harmonious with the architecture. Particular importance shall be given to railing and cap details.

b) Wall and Fence Locations

Fences or walls may be constructed in the following areas provided that no wall or fence shall be constructed within the street right-of-way.

(1) Interior Neighborhood Streetscene Walls

(a) Patio homes, cluster homes, courtyard homes or housing walls adjoining any interior neighborhood streetscene shall have a perimeter streetscene solid wall treatment or six foot (6') high split face block wall with cap.

(b) Perimeter Streetscene Solid Wall Requirement

A uniform solid wall designed to reinforce the architectural setting while remaining compatible with the previously described "Community Wall" Program should be utilized at all residential corner lot side yards which parallel or are viewed from public streets. The visual integrity of the overall community, city and neighborhood streetscene will, therefore, be protected. This includes a six foot (6') high split face block wall with cap.

(c) Open View Wall Application

Where interior lot view opportunities exist without a privacy conflict, an open view fence or combination wall of stucco, masonry, or split face with tubular steel may be appropriate. Such a view fence shall be compatible with the architectural setting.

(d) Wood fencing and vinyl/PVC fencing is permitted within the individual neighborhood provided the fencing is not readily visible from the community streetscenes, except as located behind the front yard setback.

(2) Residential and Institutional Uses

Fences and walls are permitted in any rear yard, side yard or in the front yard. Exception: Fences and walls may not be erected within the street right-of-way.

(3) Commercial and Other Uses

Screen and security fences and walls are encouraged only in rear or sideyards. Trash deposit areas shall be enclosed within a six foot (6') high gated trash enclosures.

c) Wall and Fence Heights

(1) Residential and Institutional Uses

The following wall heights are permitted provided that no fence or wall shall exceed six foot (6') in height. Privacy walls should be a minimum of five foot (5') in height.

(a) Front: No six foot (6') high wood fences should be located at the front property line.

- (b) Two-sided fencing shall be used whenever visible from a public or private street.
- (2) Commercial Uses
 - (a) Front and Streetside: Fences and walls in the front setback and streetside setback areas shall be no higher than three and one-half feet (3-1/2') above grade. However, security fencing may be approved if there is a demonstrated need for security. The maximum height of this fencing shall be six feet (6') above grade.
 - (b) Side and Rear: No fences or walls shall exceed a height of six feet (6'-0").
- (3) Pool Code

All fencing shall conform to the applicable State of California or County of Riverside pool code fencing requirement, whichever is more stringent.

d) Wall and Fence Materials and Colors

All fences and walls shall be designed and constructed as part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complimentary of the overall architectural design.

(1) Neighborhood Streetscene

Permitted Wall Materials: Stone veneer, stucco (including stucco covered block), masonry, brick, slump block, split face block wall, block and wrought iron combination, and wood cap trim are acceptable.

(2) Permitted Wood Fence Materials

Wood fence materials must be of sufficient quality to accent semi-transparent stains.

(3) Permitted Vinyl/PVC Fence Materials

A vinyl/PVC privacy fence—up to six feet (6') in height—is permitted on side and rear property lines of adjacent residential units.

(4) Conditionally Acceptable Wall and Fence Materials

Glass and/or heavy break-resistant plastic are acceptable for use in fences and walls when necessary to preserve views while providing protection against winds, etc.

(5) Prohibited Wall and Fence Materials

Barbed wire, wire, electrically charged fences, plain exposed precision concrete block, plastic materials, corrugated metal, chain link and grapestake fencing are prohibited.

(6) Color and Special Wall and Fence Treatments

Walls may be left natural or covered with stucco, except plain precision concrete block must be covered with stucco. Brick, split face, or slump block walls may be painted or covered with stucco, if desired. Stone surfaces shall remain natural and unpainted.

All wooden fences shall be treated with stain to help prevent rotting and weathering. Transparent stains are acceptable.

Material, colors, texture, and alignment of wall and fences shall be varied to relieve visual monotony. High contrast materials should be used only in select areas as accents.

e) Special Wall and Fence Regulations

(1) A six foot (6') high masonry wall shall be constructed on each property line prior to development of any commercial, industrial, or business related use that adjoins any parcel specifically zoned for residential use or designated for open space or as a school site.

(2) A six foot (6') high masonry wall or split face block wall with cap shall be constructed on any project boundary line where the adjacent property is zoned for a lower residential density than that zoned in which the project is located.

(3) All fences and walls dividing two (2) separate residential dwelling units shall be constructed of the same color and material and shall be compatible with the color and material of the architecture. A vinyl/PVC privacy fence—up to six feet (6') in height—is permitted on side and rear property lines of adjacent residential units.

(4) Long walls should be broken up with landscaping -particularly vines and espaliered trees. When possible, an eighteen inch (18") minimum space

should be left between paved areas and walls and fences to allow for landscaping.

- (5) All fencing in commercial areas shall be planted with vines or landscaped as specified per these design guidelines.

c. Landscape Requirements

1) Residential Neighborhood Streetscene

Single family residential lots form a large portion of the WINCHESTER 1800 Community character. As such, a residential landscape program is designed which encourages landscape development within the overall community theme while maximizing the individual neighborhood setting. This program features a tree scheme, frontyard turf and shrubs, and front yard automatic irrigation system.

a) Residential Lot Street Trees

Per County of Riverside Ordinance, each residential lot shall receive a minimum of one (1), fifteen (15) gallon size street tree planted in the right- of-way. Corner lots shall receive a minimum of two (2), fifteen (15) gallon size trees also planted in the right-of-way. Tree variety shall be chosen from the WINCHESTER 1800 Plant Palette contained herein. Trees should be clustered near property lines periodically to maximize their growing effect and streetscene impact. One (1) species of tree shall be selected and approved for each residential street to maximize visual neighborhood identity. Deciduous, or flowering or evergreen accent trees which contrast with the chosen street tree are encouraged at cul-de-sacs, knuckles and intersections to provide seasonal emphasis and interest.

b) Residential Front Yard Requirements

Seeded or sodded turf, shrubs and an automatic irrigation system shall be installed by the builder/developer in the front yard of each residential lot. The turf and irrigation shall be installed to a logical stopping point from the curb face to the front of house and sideyards. Slopes over 3:1 surface gradient and three feet (3') in height should be planted with groundcover. Low slopes may be graded out to a less than 3: 1 surface gradient and planted with turf.

A minimum of one (1), five (5) gallon size tree shall be planted in the front yards of each residential lot. The trees may match the street trees planted in the right-of-way. Front yard trees may be located in proximity to said street trees in order to create a grove effect. The front yard trees may also contrast with the street tree and form background tree clusters. Overall, the front yard scheme shall create a

streetscene appearance of tree grove clusters meandering through the project and across streets.

c) Interior Slope Landscape

All interior slopes occurring within the community theme wall envelope shall be landscaped and irrigated per the County of Riverside Landscape Standards Ordinance 457.73. The builder/developer shall install all required slopes not designated as common area. Each builder should confirm the erosion control standards with the County.

2) Commercial Land Use Landscape Requirements

a) General Landscape Requirements

- (1) Builder/Developer shall refer to the Riverside County Land Use Ordinance No. 348 for the percentage of the gross commercial site acreage required to be landscaped.
- (2) All areas of the site not occupied by buildings or otherwise utilized shall be landscaped with groundcover, turf or tree materials from the community plant palette.
- (3) Sideyard and rear service yard use areas should be screened with a combination of a six foot (6') wall and dense landscape buffer.
- (4) The Specimen Accent Tree or Evergreen Canopy Accent Tree entry planting should be incorporated at the commercial site vehicular access points.
- (5) Builder/Developer is encouraged to evaluate adjacent streetscene landscape development and select on-site landscape that complements in the following manner:
 - (a) Reinforces the streetscene landscape theme.
 - (b) Or provides an evergreen landscape backdrop.
- (6) Builder/Developer is encouraged to integrate landscaping within the building architecture. Climbing, flowering vines, planters, pot-ted/container plant material, and hanging vines shall be incorporated into the building design where possible.

- (7) Distinctive or special function areas such as courtyards, building entries and people gathering places should be highlighted with colorful accent trees, shrubs and groundcovers.

b) **Parking Area Landscape Requirements**

- (1) Builder/Developer shall refer to Riverside County Land Use Ordinance No. 348 for parking lot shading requirements.
- (2) Parking area landscaping is required for the screening of large parking areas to limit their visual impact.
- (3) Landscaped islands shall be provided at the ends of interior stall rows to break up parking areas. These islands are to provide a minimum ten foot (10') landscaped width to allow planting and mounding. Creation of large planting islands with tree groves is encouraged as opposed to small pockets of individual trees.
- (4) The use of islands to create a series of smaller parking pockets with the total parking area is required.
- (5) When parking is located adjacent to a public street, a combination of landscaped berms, walls, and/or planting totaling three feet (3') high is to be used to screen views of parked cars per Riverside County Standards.
- (6) Concrete tree well and planting edge curbs should be used in lieu of wheel stops.
- (7) Wherever possible, pedestrian traffic should be separated from vehicular traffic by additional sidewalks. The parking lot should have pedestrian crosswalks highlighted with decorative or varied texture paving.

3) **Low Density and Estate Density Residential Landscape Requirements**

- a) All applicable general residential landscape requirements of the Riverside County Land Use Ordinance No. 348 shall apply.
- b) Plant material should form a smooth transition between neighborhood and streetscene landscaping.
- c) Pedestrian and vehicular circulation should be clearly defined by a landscape treatment with accent trees and street trees.

- d) When parking is located adjacent to a public street, combination of landscaped berms, walls, and/or planting totaling three feet (3') high should be used to screen cars.
- 4) High Density, Medium High Density, and Medium Density Residential Landscape Requirements

Landscaping is a critical element in achieving an overall quality of life in multi-family density housing. The following criteria shall apply:

- a) Pedestrian and vehicular circulation shall be clearly defined with a landscape treatment.
- b) Carports and parking stalls shall be screened and softened with landscape planters.
- c) Project entry drives should be designed to provide an overview of the landscape and recreational facilities.
- d) Trash bins should be fully enclosed with six foot (6') walls, conforming to the architectural materials and the theme of the project. Walls shall be screened with landscape buffers.
- e) Trash bin locations should be conveniently located for ease of maintenance and trash location. Recommended locations include inside parking courts or at the end of parking bays.
- f) Community streetscene criteria shall be implemented along all major or minor community streetscenes.
- g) Comply with County of Riverside Land Use Ordinance No. 348 landscape standards.
- h) All applicable general residential neighborhood streetscene requirements shall apply.
- i) When parking is located adjacent to a public street, a combination of landscaped berm walls, and/or planting three feet (3') in height should be used to screen cars.
- j) Wherever possible, canopy trees should be utilized to shade and mitigate the summer heat.
- k) Meandering of jogging sidewalks are encouraged.

- 1) All street frontages containing row garages should have a minimum five foot (5') planting pocket located along the streetside and sides of the garages. Allowance should be made for tree clearance of building overhangs.

d. Parks and Recreation Amenities

- 1) Introduction

Parks and recreation perform an important role in establishing a high quality community. A variety of recreational opportunities and experiences have been afforded within the six (6) parks planned for WINCHESTER 1800. These parks are distributed evenly and have been integrated into the WINCHESTER 1800 community fabric. In addition, each park has been located either in conjunction with a school site, providing complementary recreation activities, or adjacent to an open space greenbelt/paseo drainage corridor with direct access to the Regional Recreational Trail and Paseos network.

It is anticipated by designing parks adjacent to a school or open space/drainage corridor, that both sites' recreation facilities will complement each other, and the amount of open space will be maximized, and an optimum recreation experience will be provided.

- 2) Planning Area 12B - Neighborhood Park

Planning Area 12B Neighborhood Park totals five (5) acres and is located in the eastern portion of the community along Washington Street adjacent to residential uses in Planning Area 12A. Recreational elements for Planning Area 12B shall be determined by the final site design and shall be subject to approval by Riverside County.

3) Planning Areas 16A and 16B – Community Parks - (See Figure IV-21)

Planning Areas 16A and 16B will be developed as Community Parks totaling 17.4 acres and 13.6 acres, respectively. Combined, these sites will be the largest park in WINCHESTER 1800. These parks also have the benefit of being located opposite to Planning Area 2C conservation/drainage corridor greenbelt/paseo and adjacent to residential land uses within Planning Areas 10A and 10B. Recreation activities planned include:

- a) Three (3) Softball Fields with Three (3) Soccer Field Overlays
- b) Sand Volleyball Courts -Three (3)
- c) Basketball Courts -One (1) Full Court and Six (6) Half Court
- d) Multi-Purpose Building
- e) Group Picnic/Shade Structures
- f) Tot Lot
- g) Adventure Playground
- h) Family Picnic
- j) Open Play Area
- k) Natural Creek Area with Regional Recreational Trail
- l) Off-Street Parking Along Internal Circulation Roads

These Community Parks function as a major destination point for the community's organized sports/active recreation needs.

4) Planning Area 26A - Neighborhood Park - (See Figure IV-22)

Planning Area 26A Neighborhood Park totals five (5) acres and is located in the eastern portion of the community along Street 'A' and near Washington Street adjacent to residential. Recreation program elements may include:

- a) Tennis Courts -Three (3)
- b) Tot Lot
- c) Restroom Building
- d) Basketball Courts -Two (2)
- e) Family Picnic
- f) Open Play Area
- g) Park Walkway
- h) Off-Street Parking
- i) Group Picnic/Shade Structure

5) Planning Area 33 - Neighborhood Park - (See Figure IV-23)

Planning Area 33 Neighborhood Park totals 7.4 acres and located adjacent to Pourroy Road and residential land uses. Recreation elements programmed are:

- a) Restroom Building
- b) Tot Lot

- c) Adventure Play
- d) Family Picnic
- e) Off-Street Parking
- f) Open Play Area
- g) Eight Foot (8') Wide Walkway/Service Road
- h) Softball Fields with Two (2) Soccer Field Overlays

6) Planning Area 45 - Combination School and Neighborhood Park - (See Figure IV-24)

This 5.0 acre Neighborhood Park is located off Benton Road adjacent to an elementary school in Planning Area 46. Recreation activities have been planned which supplement the school activities and include:

- a) Restroom Building
- b) Tot Lot
- c) Basketball Courts -Two (2)
- d) Family Picnic
- e) Off-Street Parking
- f) Open Play Area
- g) Eight Foot (8') Wide Concrete Walk
- h) Softball Field with Soccer Field Overlay
- i) Sand Volleyball Court

7) Greenbelt/Paseo Network - (See Figure IV-14)

Greenbelts have been planned along the open space/ drainage corridors located throughout the community. These greenbelts have been utilized to provide passive open space or function as pedestrian and bicycle circulation elements via a paseo or Regional Recreational Trail.

Paseos are planned with an eight-foot (8') wide concrete trail per Figure IV-14. These paths will provide over eight (8) miles of pedestrian safe passage from individual neighborhoods to community parks, schools and commercial centers. Neighborhood access to the greenbelts/paseos and Regional Recreational Trail will occur at cul-de-sacs abutting the paseo.

e. Maintenance Responsibility

Maintenance of common areas and streetscenes within WINCHESTER 1800 may be provided by either a County Service Area (CSA) or by Valley-Wide Recreation and Park District.

Areas proposed to be maintained by CSA or Valley-Wide Recreation and Park District are the community streetscenes, greenbelts/paseos, open space/drainage corridors and park systems. The streetscene maintenance areas are designated as all areas from back of curb to the Community Theme Wall or back edge of Landscape Development Zone (LDZ).

All residential street trees planted in the right-of-way will be maintained by the individual homeowners.

f. Outdoor Lighting

All streets and commercial developments in WINCHESTER 1800 shall have uniform lighting standards with regard to style, materials, and colors in order to ensure consistent design. Each residential development may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the project. Lighting fixtures shall be well integrated into the visual environment and the appropriate architectural theme. All lighting fixtures in the WINCHESTER 1800 project area shall comply with the following regulations and provisions.

- 1) All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property; low intensity, energy conserving nightlighting shall be required.
- 2) Lights shall be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandalproof, yet should not look institutional.
- 3) Neon and similar types of lighting are prohibited in all areas of WINCHESTER 1800 except in retail commercial developments.
- 4) All exterior lighting designs should develop a sense of hierarchy by varying fixtures and illumination levels. Proper lighting helps to define the organization of streets and plazas; and also distinguishes vehicular and pedestrian circulation patterns. Entry areas (both pedestrian and vehicular), public plazas, community facilities, and highly used recreation areas shall be creatively lit to develop a sense of place and arrival.
- 5) All exterior lighting designs shall address the issue of security. Parking lots, pedestrian walkways, and building entrances shall be well lighted for security reasons.

- 6) All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties.
- 7) No freestanding lighting fixtures shall exceed twenty-five feet (25') in height. In no case shall overwash occur beyond the property lines.
- 8) Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover should occur outside the service area. The light source is not to be visible from the street.
- 9) The lighting concept of the entry monumentation features is to illuminate the sign graphics and to gently wash the walls and pilasters with light. Trees and other landscape features will be illuminated by ambient light bounding off the entrance walls.
- 10) All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility or shall be screened with appropriate plant materials.
- 11) The level of on-site lighting, as well as lighting fixtures, shall comply with any and all applicable requirements and policies of the County of Riverside and Mount Palomar Observatory. Energy conservation, safety, and security should be emphasized when designating any lighting system.

B. Residential Architectural Design Criteria

1. Architectural Theme

The concept for the Winchester 1800 architectural theme is derived from the timeless California desert traditions and history. Two styles in particular which have long influenced California architecture are the Spanish Colonial and the Monterey styles. Implementation of this project will draw upon these styles to achieve a cohesive sense of place and identity for Winchester 1800.

The choice of an appropriate architectural style, together with its implementation, will ensure the creation of a high-quality community. To achieve this goal, these design standards have been established, setting parameters without restricting creativity. The architectural style in the Winchester 1800 community will utilize:

- Traditional building materials that are still used today for their stability against the elements.
- Use of materials consistent with traditional methods.
- Building elements that create comfort through scale, and mitigate effects of the natural elements.
- Use of different, yet compatible, architectural elements to create variety.
- Integration of building structures and the environment to reflect the cultural and climatic influences of the area.

The following are examples of authentic design imagery and will serve as a guide for developing authentic interpretations for the Winchester 1800 community.

2. Planning Area 40 Architecture

The architectural styles of the residential homes within the Planning Area 40 neighborhood reinforces Winchester 1800's community's theme and reflect the architectural themes and styles prevalent in historically agricultural areas of Southern California. The selected architectural styles for Planning Area 40 within the Winchester 1800 Specific Plan include Spanish, Santa Barbara, and Farmhouse. These complementary architectural styles provide a range of architectural variation, appealing to a variety of potential homeowners and creating visually interesting street scenes. Each architectural style can be applied to the three different housing types offered within the community. The design goal of Planning Area 40 is to achieve contemporary interpretations of historical styles, rather than exact recreations. As such, these Design Guidelines are intended to present images of key features and details representative of the selected architectural styles that should be incorporated into the homes within Planning Area 40.

a) Spanish

The first instance of Spanish architecture in the states occurred in California in the early 1900's. Due to the regions ideal "Mediterranean" climate the style is very well adapted to the Southern California lifestyle. Roof forms are low pitched hips or gables. As shown on Figure IV-25, elements indicative of the style are large stucco walls with windows and doors with headers. Stucco porch columns and multiple panes are synonymous with the style.

b) Santa Barbara

Santa Barbara style architecture refers to the Mediterranean and Spanish Revival Styles built in the 1920s and 1930s. Two main factors that influenced the creation of Santa Barbara style were its resort setting and the city adopting the Hispanic style as its official style. As shown on Figure IV-26, elements indicative of the style are roof forms that may be a combination of hip and gable. Windows may be flanked with shutters and include multiple panes. Arched details are often added to complete the style.

c) Farmhouse

The Farmhouse architectural style is derived from rural settings based on agricultural farm lands throughout America. Each geographic region has its own subtle nuances based on what part of Europe the settlers migrated from. As shown on Figure IV-27, elements indicative of the style includes simple pitched gable roof forms, set on a simple "salt box" massing. Board and batten siding at the gable ends, "barn type" shutters along with use of front porches.

2. Architectural Design Elements

These Design Guidelines are intended to be flexible and are, therefore, illustrative in nature. It is not the intent of these Design Guidelines to require that all of the identified design components and elements be incorporated into the final building designs. Rather, these guidelines serve as a "palette" of character defining elements that can be used in home designs. Builders, and their architects and planners, are encouraged to utilize creativity and imagination when developing exciting designs for Planning Area 40

3. Plotting Diagram - Planning Area 40 (High Density Residential)

Development criteria, development standards, and conceptual lotting illustrations for detached single-family homes within Planning Area 40 are provided on Figure IV-28 and Table IV-1.

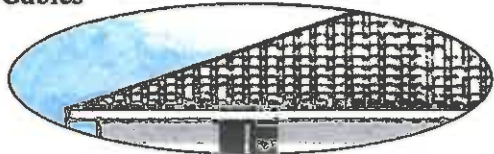
Table IV-1 Plotting Diagram – Planning Area 40 (High Density Residential)

Typical Lot	
Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
Minimum Lot Width	40'
Frontage on <u>Flag Lots</u> , <u>Knuckles</u> , or <u>Cul-de-sacs</u> ^{1,2}	20'
Lot Coverage (Maximum)	80%
Front Setbacks	
Minimum Living Area ³	8'
Minimum Front-Entry Garage ⁴	18'
Minimum Porch/Balcony ⁵	8'
Side Setbacks	
Minimum Interior Side	4'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (9' x 20' each)
Yard Encroachments (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	2'
Notes: 1. "No Parking" curb striping shall be provided at knuckle and corner conditions. 2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning. 3. As measured from the main structure to the back of sidewalk. 4. As measured from the garage face to the back of sidewalk. 5. As measured from the front porch/balcony to the back of sidewalk. 6. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.	

a. Plan Mix and Variation (Planning Area 40)

1. ~~Each Within Planning Area 40, each~~ floor plan and architectural style shall have at least three distinct elevations, or as approved by the Planning Director.
2. Planning Area 40 shall provide a minimum of three different floor plans and three different architectural styles.
3. One elevation shall not be repeated more than each fourth house.
4. No plan should be plotted side by side from each other with the same elevation.
5. Ten percent (10%) of all homes shall incorporate single-story design elements. Acceptable single-story design elements shall include architectural projections, bay windows, bedrooms, porches, one-story living spaces, one-story garage element, and other similar architectural features. Where shared driveways are utilized, there shall be a clear view from the street to the home.
6. Sufficient color schemes must be provided within the neighborhoods to encourage diversity among the homes on a single local street.

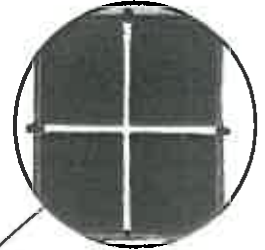
Low Pitched Roofs with Hips or Gables



Flat Tile or S-Tile Roof



Multiple Paned Windows



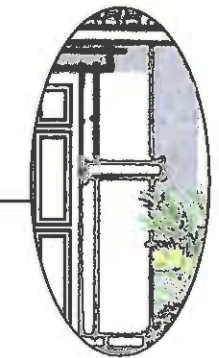
Stucco Walls



Window and Door Headers



Stucco Columns



SPANISH ARCHITECTURE STYLE

FIGURE IV-25

T&B PLANNING, INC.
17121 San Juan Street, Suite 102, San Juan, CA 95076
www.tbplanning.com

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

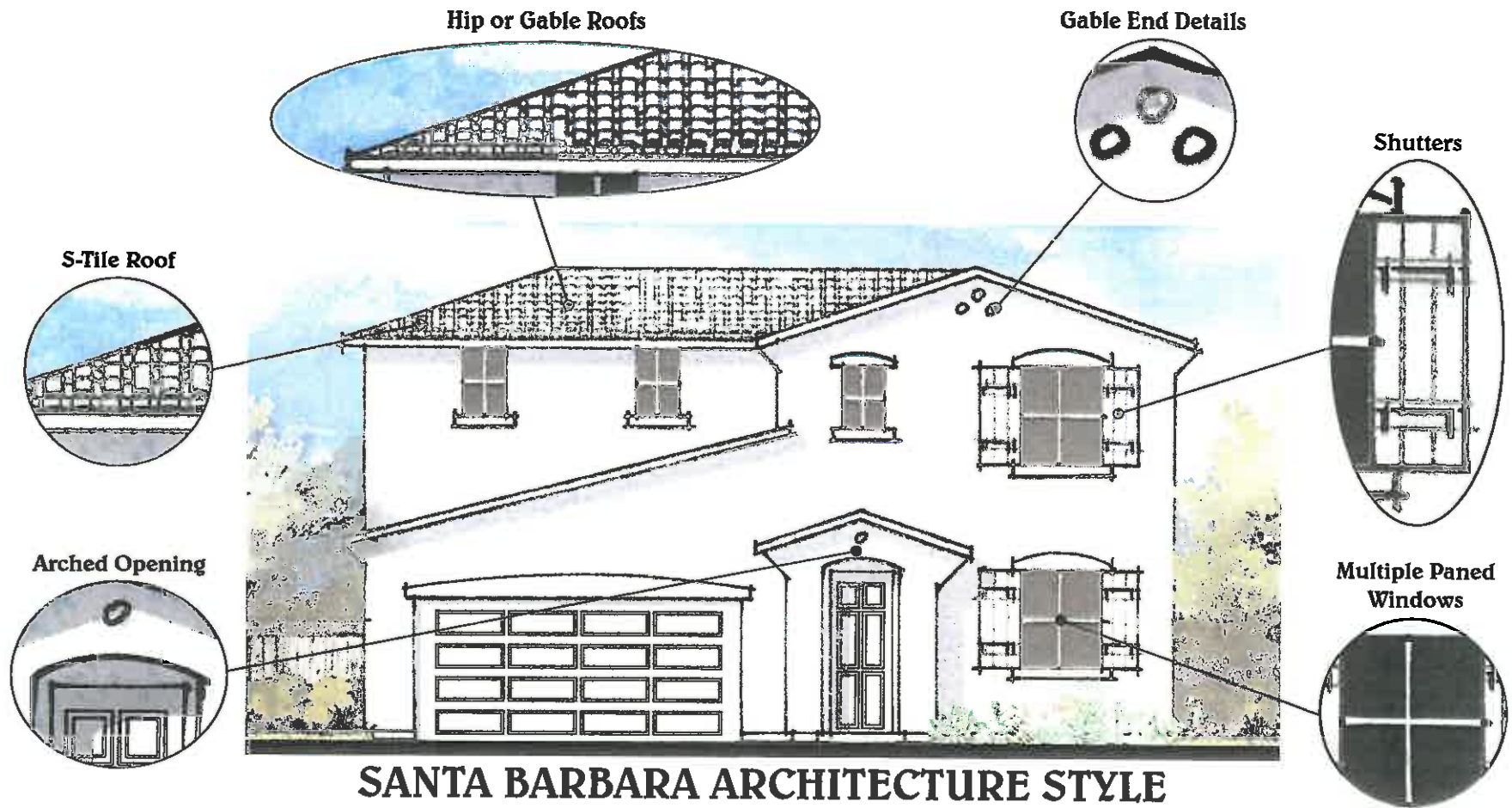


FIGURE IV-26

Y&B PLANNING, INC.
 1015 S. ANAHEIM AVENUE, SUITE 100
 ANAHEIM, CALIFORNIA 92805
 WWW.Y&BPLANNING.COM

IV. DESIGN GUIDELINES

Residential Architecture - Santa Barbara

WINCHESTER 1800

Specific Plan No. 286, Amendment No. 7

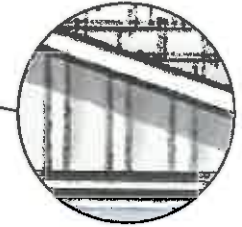
Simple Pitched Gable
Roof



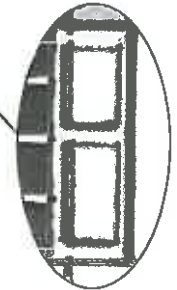
Asymmetrical Massing with Front Gable



Board and Batten
at Gable End



"Barn Type"
Shutters



FARMHOUSE ARCHITECTURE STYLE

FIGURE IV-27

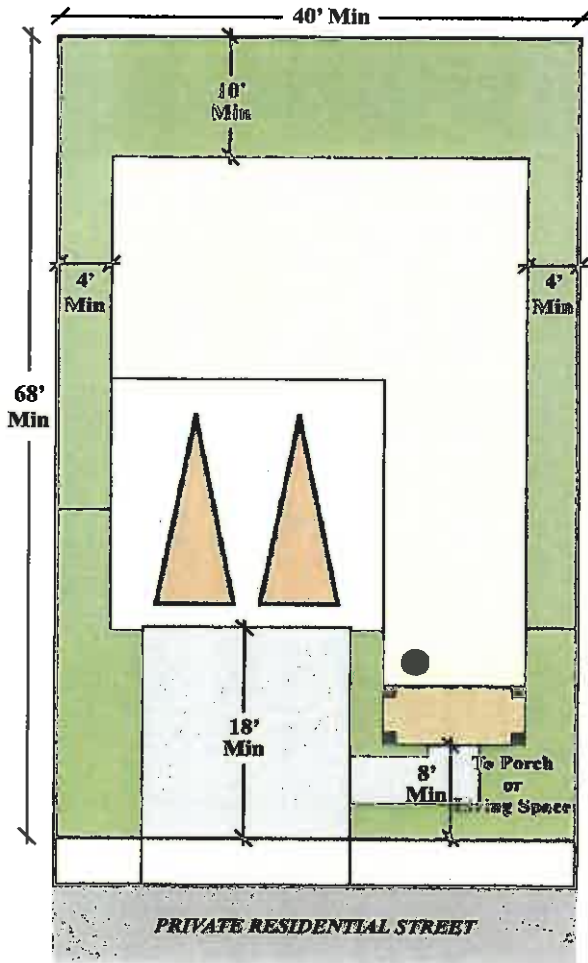
T&E PLANNING, INC.
10100 1st Avenue, Suite 100, Richmond, VA 23234
703.368.0000
www.teplanning.com

IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Residential Architecture - Farmhouse

WINCHESTER 1800



DEVELOPMENT STANDARDS - PA-40 (HDR)	
Typical Lot	
Minimum Lot Size	2,700 s.f.
Minimum Lot Depth	68'
Minimum Lot Width	40'
Frontage on Flag Flag Lots, Knuckles or Cul-de-sacs ^{1,2}	20'
Lot Coverage (Maximum)	80%
Front Setbacks	
Minimum Living Area ³	8'
Minimum Front-Entry Garage ⁴	18'
Minimum Porch/Balcony ⁵	8'
Side Setbacks	
Minimum Interior Side	4'
Minimum Corner Side	10'
Rear Setbacks	
Minimum Living Area	10'
Building Height (Maximum)	40'
Parking Requirement	2 Garage Spaces (9' x 20' each)
Yard Encroachments (unhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, or stairways)	2'
Notes:	
1. "No Parking" curb striping shall be provided at knuckle and corner conditions.	
2. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning.	
3. As measured from the main structure to the back of sidewalk.	
4. As measured from the garage face to the back of sidewalk.	
5. As measured from the front porch/balcony to the back of sidewalk.	
6. Shared private driveways are allowed from a public street or private road to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.	



Note: This exhibit is provided for illustrative purposes only. In cases where the zoning ordinance and Specific Plan 286 conflict, the zoning ordinance shall prevail.

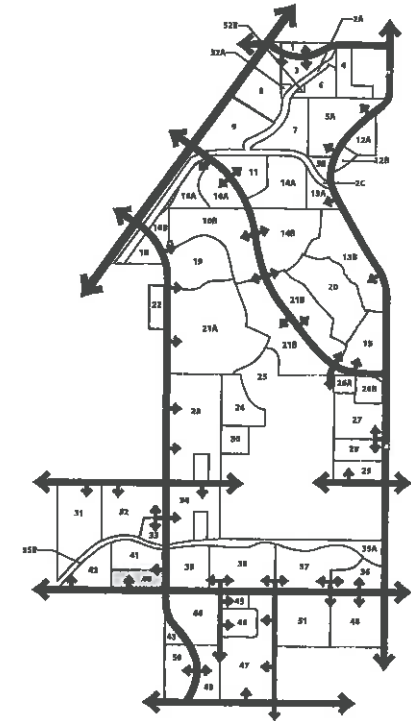


FIGURE IV-28



IV. DESIGN GUIDELINES

Specific Plan No. 286, Amendment No. 7

Plotting Diagram - Planning Area 40 (HDR)

WINCHESTER 1800

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ORDINANCE NO. 348. _____

AN ORDINANCE OF THE COUNTY OF RIVERSIDE
AMENDING ORDINANCE NO. 348. _____ RELATING TO ZONING

The Board of Supervisors of the County of Riverside Ordains as Follows:

Section 1. Section 4. __ of Ordinance No. 348. _____, and Official Zoning Plan Map No. _____, as amended, are further amended by placing in effect in the Rancho California Zoning Area the zone or zones as shown on the map entitled, "Change of Official Zoning Plan Amending Ordinance No. 348. _____, Map No. _____, Change of Zone Case No. _____," which is made a part of this ordinance.

Section 2. Article XVIIa Section 17.76 of Ordinance No. 348. _____ is hereby amended to read as follows:

SECTION 17.76 SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC
PLAN NO. 286.

a. Planning Areas 1, 3, and 6.

(1) The uses permitted in Planning Areas 1, 3, and 6 of Specific Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.1 of Ordinance No. 348., except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

(2) The development standards for Planning Areas 1, 3, and 6 of Specific Plan 286 shall be the same as those permitted in Article VI, Section 6.2 of Ordinance No. 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and e.(1), (2), (3) and (4) shall be deleted and replaced by the following:

- A. The minimum front yard setback to a habitable portion of the main building shall be fifteen feet (15') measured from the right-of-way.
- B. The minimum front yard setback for garages shall be twenty feet (20') measured from the right-of-way.
- C. Lot area shall be not less than five thousand (5,000) square feet. The

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minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.

D. The minimum average width of that portion of a lot to be used as a building site shall be fifty feet (50') with a minimum average depth of eighty feet (80'). That portion of a lot used for access on "flag" lots shall have minimum width of twenty feet (20').

E. The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five (35') and flag lots may have a minimum frontage of twenty (20') feet.

F. Side yards on interior and through lots shall be not less than five feet (5') in width.

G. Side yards on corner and reversed corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, except where the lot is less than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of the width of the lot.

H. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt or other open space identified in Specific Plan No. 286. Otherwise, the rear yard shall not be less than twenty feet (20').

I. Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.

In addition, the following standard shall also apply:

AA. Lot coverage shall not exceed fifty percent (50%) for one-story buildings.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance 348.

1 b. Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and 52B.

2 (1) The uses permitted in Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B, 52A and
3 52B of Specific Plan No. 286 shall be the same as those uses permitted in Article VIIIe,
4 Section 8.100 of Ordinance No. 348, except that uses permitted pursuant to Section
5 8.100.a.(1), (2), (3), (4), (5), and (8); and b.(1); and c.(1) shall not be permitted. In addition,
6 the permitted uses identified under Section 8.100.a. shall include undeveloped open space
7 and drainage areas.

8 (2) The development standards for Planning Areas 2A, 2C, 20, 22, 25, 35A, 35B,
9 52A and 52B of Specific Plan No. 286 shall be the same as those standards identified in
10 Article VIIIe, Section 8.101 of Ordinance No. 348.

11 (3) Except as provided above, all other zoning requirements shall be the same as
12 those requirements identified in Article VIIIe of Ordinance No. 348.

13 c. Planning Areas 4, 27, and 34.

14 (1) The uses permitted in Planning Areas 4, 27, and 34 of Specific Plan No. 286
15 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348,
16 except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

17 (2) The development standards for Planning Areas 4, 27, and 34 of Specific Plan
18 No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
19 Ordinance No. 348, except that the development standards set forth in Article VI, Section
20 6.2.c. and e.(3) and (4) shall be deleted and replaced by the following:

21 A. The minimum average width of that portion of a lot to be used as a building
22 site shall be one hundred (100') feet with a minimum average depth of one
23 hundred fifty (150') feet.

24 B. The rear yard shall be not less than fifty (50') feet.

25 C. Chimneys and fireplaces shall be allowed to encroach into side yards a
26 maximum of two (2') feet. No other structural encroachments shall be
27 permitted in the front, rear or side yard except as provided for in Section
28 18.19 of Ordinance No. 348.

1 (3) Except as provided above, all other requirements shall be the same as those
2 requirements identified in Article VI of Ordinance No. 348.

3 d. Planning Areas 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A, 14B, 21A, 21B, 23, 24, 32, 37,
4 38, and 44.

5 (1) The uses permitted in Planning Areas 5A, 5B, 7, 10B, 12A, 13A, 13B, 14A,
6 14B, 21A, 21B, 23, 24, 32, 37, 38, and 44 of Specific Plan No. 286 shall be the same as those
7 uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that uses permitted
8 pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted. In addition, the permitted
9 uses identified under Section 6.1.a shall also include public parks and public playgrounds.

10 (2) The development standards for Planning Areas 5A, 5B, 7, 10B, 12A, 13A,
11 13B, 14A, 14B, 21A, 21B, 23, 24, 32, 37, 38, and 44 of Specific Plan No. 286 shall be the
12 same as those standards identified in Article VI, Section 6.2 of Ordinance No. 348, except
13 that the development standards set forth in Article VI, Section 6.2.e.(3) and (4) shall be
14 deleted and replaced by the following:

- 15 A. The rear yard shall be not less than twenty (20) feet.
16 B. Chimneys and fireplaces shall be allowed to encroach into side yards a
17 maximum of two (2) feet. No other structural encroachments shall be
18 permitted in the front, rear or side yard except as provided for in Section
19 18.19 of Ordinance No. 348.

20 (3) Except as provided above, all other requirements shall be the same as those
21 requirements identified in Article VI of Ordinance No. 348.

22 e. Planning Areas 8 and 40.

23 (1) The uses permitted in Planning Areas 8 and 40 of Specific Plan No. 286 shall
24 be the same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348 except
25 that the uses permitted pursuant to Section 9.50.a.(30), (52), and (64) shall not be permitted.
26 In addition, the permitted uses identified under Section 9.50.b. shall include mini-
27 warehouses, trailer and boat storage, recreational vehicle storage, and vehicle storage.

28 (2) The development standards for Planning Areas 8 and 40 of Specific Plan No.

1 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance
2 No. 348.

3 (3) Except as provided above, all other zoning requirements shall be the same as
4 those requirements identified in Article IXb of Ordinance No. 348.

5 f. Planning Area 9.

6 (1) The uses permitted in Planning Area 9 of Specific Plan No. 286 shall be the
7 same as those uses permitted in Article VIII, Section 8.1 of Ordinance No. 348.

8 (2) The development standards for Planning Areas 9 of Specific Plan No. 286
9 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
10 348.

11 (3) Except as provided above, all other zoning requirements shall be the same as
12 those requirements identified in Article VIII of Ordinance No. 348.

13 g. Planning Areas 10A, 11, 19, 31, 39 and 42.

14 (1) The uses permitted in Planning Areas 10A, 11, 19, 31, 39 and 42 of Specific
15 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.1 of
16 Ordinance No. 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d.
17 shall not be permitted.

18 (2) The development standards for Planning Areas 10A, 11, 19, 31, 39 and 42 of
19 Specific Plan 286 shall be the same as those permitted in Article VI, Section 6.2 of
20 Ordinance No. 348, except that the development standards set forth in Article VI, Section
21 6.2.b., c., d. and e.(2), (3) and (4) shall be deleted and replaced by the following:

- 22 A. Lot area shall be not less than five thousand (5,000) square feet. The
23 minimum lot area shall be determined by excluding that portion of a lot that is
24 used solely for access to the portion of a lot used as a building site.
- 25 B. The minimum average width of that portion of a lot to be used as a building
26 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
27 That portion of a lot used for access on "flag" lots shall have minimum width
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of twenty feet (20').

- C. The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five (35') and except that "flag" lots may have a minimum frontage of twenty (20') feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
- D. Side yards on interior and through lots shall be not less than five feet (5') in width. Side yards on corner and reversed corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, except where the lot is less than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of the width of the lot.
- E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt or other open space identified in Specific Plan No. 286. Otherwise, the rear yard shall not be less than twenty feet (20').
- F. Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.

In addition, the following standard shall also apply:

AA. Lot coverage shall not exceed fifty percent (50%) for one-story buildings.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance 348.

h. Planning Areas 12B, 16A, 16B, 26A, 33 and 45.

(1) The uses permitted in Planning Areas 12B, 16A, 16B, 26A, 33, and 45 of Specific Plan No. 286 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348, except that uses permitted pursuant to Section 8.100.a.(1), (2),

1 and (6) and b.(1) shall not be permitted. In addition, the permitted uses identified under
2 Section 8.100.a. shall include public parks and trails.

3 (2) The development standards for Planning Areas 12B, 16A, 16B, 26A, 33, and
4 45 of Specific Plan No. 286 shall be the same as those standards identified in Article VIIIe,
5 Section 8.101 of Ordinance No. 348.

6 (3) Except as provided above, all other zoning requirements shall be the same as
7 those requirements identified in Article VIIIe of Ordinance No. 348.

8 i. Planning Areas 15, 26B and 46.

9 (1) The uses permitted in Planning Areas 15, 26B and 46 of Specific Plan No. 286
10 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348. In
11 addition, the permitted uses identified under Section 6.1.a. shall also include public schools.

12 (2) The development standards for Planning Areas 15, 26B and 46 of Specific
13 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
14 Ordinance No. 348, except that the development standards set forth in Article VI, Section
15 6.2.e.(3) and (4) shall be deleted and replaced by the following:

16 A. The rear yard shall be not less than twenty (20') feet.

17 B. Chimneys and fireplaces shall be allowed to encroach into side yards a
18 maximum of two (2') feet. No other structural encroachments shall be
19 permitted in the front, rear or side yard except as provided for in Section
20 18.19 of Ordinance No. 348.

21 (3) Except as provided above, all other zoning requirements shall be the same as
22 those requirements identified in Article VI of Ordinance No. 348.

23 j. Planning Area 18.

24 (1) The uses permitted in Planning Area 18 of Specific Plan No. 286 shall be the
25 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that
26 the uses permitted pursuant to Section 9.50.a.(11), (23), (30), (32), (52) and (64); b.(5) and
27 (7) shall not be permitted. In addition, the permitted uses identified under Section 9.50.a.
28 shall also include single-family dwellings, multiple family dwellings, congregate care

1 residential facilities, public and private recreation areas, and paseos/trails.

2 (2) The developments standards for commercial uses within Planning Area 18 of
3 Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section
4 9.53 of Ordinance No. 348. For purposes of this ordinance amendment, a commercial use
5 shall be defined as development that included any permitted use other than single-family
6 dwellings, multiple family dwelling or apartments.

7 (3) The development standards for residential uses and combined residential and
8 commercial uses within Planning Area 18 of Specific Plan No. 286 shall be as follows:

9 A. Lot area shall be not less than seven thousand two hundred (7,200) square
10 feet for detached single-family dwellings with a minimum average width of
11 sixty feet (60') and a minimum average depth of one hundred feet (100').

12 B. The minimum front and rear yards shall be twenty feet (20') and ten feet (10')
13 respectively for single-family dwellings. The minimum front and rear yards
14 shall be ten feet (10') for all other permitted uses that do not exceed thirty-five
15 feet (35') in height. Any portion of a building that exceeds thirty-five feet
16 (35') in height shall be set back from the front and rear lot lines no less than
17 ten feet (10') plus two (2') feet for each foot by which the height exceeds
18 thirty-five feet (35'). The front setback shall be measured from any existing
19 or future street line as shown on any specific street plan of the County. The
20 rear setback shall be measured from the existing rear lot line or from any
21 recorded alley or easement; if the rear line adjoins a street, the rear setback
22 requirement shall be the same as required for a front setback.

23 C. The minimum side yard shall be five feet (5') for buildings that do not exceed
24 thirty-five feet (35') in height. Any portion of a building that exceeds thirty-
25 five feet (35') in height shall be set back from each side lot line five feet (5')
26 plus two feet (2') for each foot by which the height exceeds thirty-five feet
27 (35'). If the side yard adjoins a street, the side setback requirement shall be
28 the same as required for a front setback. No structural encroachments shall

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be permitted in the front, side or rear yards except as provided in Section 18.19 of Ordinance No. 348.

- D. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 18.19 of Ordinance No. 348.
- E. No lot shall have more than fifty percent (50%) of its net area covered with building or structures.
- F. The maximum ratio of floor area to lot area shall not be greater than two to one (2:1), not including basement floor area.
- G. All buildings and structures shall not exceed fifty feet (50') in height, unless a height up to seventy-five feet (75') is specifically permitted under the provisions of Section 18.34 of Ordinance No. 348.
- H. Automobile storage space shall be provided as required by Section 18.12 of Ordinance No. 348.
- I. Interior side yards may be reduced to accommodate zero lot line or common wall situations, except that, in no case shall the reduction in side yard areas reduce the required separation between detached structures.
 - J. Setback areas may be used for driveways, parking and landscaping.
- K. A minimum of fifteen percent (15%) of the site proposed for development shall be landscaped and irrigated.
- L. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.
 - M. Outside storage areas are prohibited.
- N. Utilities shall be installed underground except that electrical lines rated at 33kV or greater may be installed above ground.
- O. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading,

1 unloading and similar areas, shall be focused, directed and arranged to
2 prevent glare to direct illumination on residential uses.

3 (4) Except as provided above, all other zoning requirement shall be the same as those
4 requirements identified in Article IXb of Ordinance No. 348.

5 k. Planning Areas 28 and 30.

6 (1) The uses permitted in Planning Areas 28 and 30 of Specific Plan No. 286 shall
7 be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except
8 that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

9 (2) The development standards for Planning Areas 28 and 30 of Specific Plan No.
10 286 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance
11 No. 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d.
12 and e.(2) and (3) shall be deleted and replaced by the following:

13 A. Lot area shall be not less than twenty thousand (20,000) square feet. The
14 minimum lot area shall be determined by excluding that portion of a lot that is
15 used solely for access to the portion of a lot used as a building site.

16 B. The minimum average width of that portion of a lot to be used as a building
17 site shall be one hundred feet (100') with a minimum average depth of one
18 hundred fifty feet (150'). That portion of a lot used for access on "flag" lots
19 shall have a minimum width of twenty feet (20').

20 C. The side yard shall not be less than ten feet (10').

21 D. The rear yard shall not be less than fifty feet (50').

22 (3) Except as provided above, all other zoning requirements shall be the same as
23 those requirements identified in Article VI of Ordinance No. 348.

24 l. Planning Area 29.

25 (1) The uses permitted in Planning Area 29 of Specific Plan No. 286 shall be the
26 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
27 uses permitted pursuant to Section 6.1.b.(I) and (3) and d. shall not be permitted.

28 (2) The development standards for Planning Area 29 of Specific Plan No. 286

1 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.
2 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and
3 e.(2), (3) and (4) shall be deleted and replaced by the following:

- 4 A. Lot area shall be not less than two and one-half (2 1/2) gross acres. The
5 minimum lot area shall be determined by excluding that portion of a lot that is
6 used solely for access to the portion of a lot used as a building site.
- 7 B. The minimum average width of that portion of a lot to be used as a building
8 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
- 9 C. The minimum frontage of a lot shall be forty feet (40').
- 10 D. Side yards on interior and through lots shall be not less than five feet (5') in
11 width. Side yards on corner and reversed corner lots shall be not less than ten
12 feet (10') from the existing street line or from any future street line as shown
13 on any Specific Plan of Highways, whichever is nearer the proposed
14 structure, upon which the main building sides, except where the lot is less
15 than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of
16 the width of the lot.
- 17 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
18 or other open space identified in Specific Plan No. 286. Otherwise, the rear
19 yard shall not be less than twenty feet (20').
- 20 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
21 maximum of two (2) feet. No other structural encroachments shall be
22 permitted in the front, rear or side yard except as provided for in Section
23 18.19 of Ordinance No. 348.

24 In addition, the following standard shall also apply:

- 25 AA. Lot coverage shall not exceed fifty percent (50%).
- 26 (3) Except as provided above, all other zoning requirements shall be the same as
27 those requirements identified in Article VI of Ordinance 348.

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m. Planning Area 36.

(1) The uses permitted in Planning Area 36 of Specific Plan No. 286 shall be the same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348 except that the uses permitted pursuant to Section 9.50.a.(30), (52), and (64) shall not be permitted.

(2) The development standards for Planning Area 36 of Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IXb of Ordinance No. 348.

n. Planning Area 40.

(1) The uses permitted in Planning Area 40 of Specific Plan No. 286 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that uses permitted pursuant to Section 6.1.A.(3), (5), (7), (8), and (9); B.(5) and (6); C.(1); and E.(1). shall not be permitted.

(2) The development standards for Planning Area 40 of Specific Plan No. 286 shall be as follows:

A. Building height shall not exceed three stories, with a maximum height of forty (40') feet.

B. Lot area shall be not less than two thousand seven hundred (2,700) square feet.

C. The minimum average width of that portion of a lot to be used as a building site shall be forty feet (40') with a minimum average depth of sixty-eight feet (68'). That portion of a lot used for access on "flag" lots shall have minimum width of twenty feet (20').

D. The minimum frontage of a lot shall be forty feet (40') except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of twenty feet (20') and flag lots may have a minimum frontage of twenty feet (20').

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- E. Minimum yard requirements are as follows:
1. The minimum front yard setback to a habitable portion of the main building shall be eight feet (8') measured from edge of the right-of-way or the back of sidewalk for a private residential street.
 2. Side yards on interior and through lots shall be not less than four feet (4') in width. Side yards on corner and reversed corner lots shall be not less than ten feet (10').
 3. The rear yard shall be not less than ten feet (10').
 4. Chimneys, fireplaces, and other unhabitable architectural features that extend beyond the building face shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.

F. Each dwelling unit shall provide a minimum of two (2) garage spaces.

G. In no case shall more than eighty percent (80%) of any lot be covered by dwelling.

In addition, the following standard shall also apply:

AA. The minimum front yard setback for garages shall be eighteen feet (18') measured from the right-of-way, or the back of sidewalk for a private residential street.

BB. "No Parking" curb striping shall be provided at the outside curve of knuckle and corner conditions.

CC. Zero-inch/mountable/rolled curbs shall be provided at knuckle and corner conditions to allow for fire truck turning movements.

DD. Shared private driveways are allowed from a private street to serve a maximum of two (2) dwelling units, provided that the shared driveway is no less than twenty (20') feet wide for its entire length.

(3) Except as provided above, all other zoning requirements shall be the same as those

1 requirements identified in Article VI of Ordinance 348.

2 n. Planning Area 41.

3 (1) The uses permitted in Planning Area 41 of Specific Plan No. 286 shall be the
4 same as those uses permitted in Article VIII, Section 8.1 of Ordinance No. 348.

5 (2) The development standards for Planning Areas 41 of Specific Plan No. 286
6 shall be the same as those standards identified in Article VIII, Section 8.2 of Ordinance No.
7 348.

8 (3) The residential uses within Planning Area 41 of Specific Plan No. 286 shall
9 also be subject to the standards for Planned Residential Developments set forth in Article
10 XVIII, Section 18.5 of Ordinance 348 except that the standards set forth in Section 18.5 b.
11 and c. shall be deleted and replaced with the following:

12 A. Not less than 20 percent (20%) of a project area shall be used for open area or
13 recreational facilities, or a combination thereof. The height of buildings shall
14 not exceed thirty-five feet (35') and the distance between buildings shall be
15 ten feet (10').

16 B. Building setbacks from a project's interior streets and boundary lines shall be
17 eight feet (8'). The minimum building setback from interior drives shall be
18 five feet (5').

19 (4) Except as provided above, all other zoning requirements shall be the same as
20 those requirements identified in Article VIII of Ordinance No. 348.
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22 o. Planning Area 43.

23 (1) The uses permitted in Planning Area 43 of Specific Plan No. 286 shall be the
24 same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
25 uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be permitted.

26 (2) The development standards for Planning Area 43 of Specific Plan No. 286
27 shall be the same as those standards identified in Article VI, Section 6.2 of Ordinance No.
28 348, except that the development standards set forth in Article VI, Section 6.2.b., c., d. and

1 e.(2), (3) and (4) shall be deleted and replaced by the following:

- 2 A. Lot area shall be not less than four (4) acres gross. The minimum lot area
3 shall be determined by excluding that portion of a lot that is used solely for
4 access to the portion of a lot used as a building site.
- 5 B. The minimum average width of that portion of a lot to be used as a building
6 site shall be fifty feet (50') with a minimum average depth of eighty feet (80').
- 7 C. The minimum frontage of a lot shall be forty feet (40').
- 8 D. Side yards on interior and through lots shall be not less than five feet (5') in
9 width. Side yards on corner and reversed corner lots shall be not less than ten
10 feet (10') from the existing street line or from any future street line as shown
11 on any Specific Plan of Highways, whichever is nearer the proposed
12 structure, upon which the main building sides, except where the lot is less
13 than fifty feet (50') wide, the yard need not exceed twenty percent (20%) of
14 the width of the lot.
- 15 E. The rear yard shall be not less than fifteen feet (15') if adjacent to a greenbelt
16 or other open space identified in Specific Plan No. 286. Otherwise, the rear
17 yard shall not be less than twenty feet (20').
- 18 F. Chimneys and fireplaces shall be allowed to encroach into side yards a
19 maximum of two feet (2'). No other structural encroachments shall be
20 permitted in the front, rear or side yard except as provided for in Section
21 18.19 of Ordinance No. 348.

22 In addition, the following standard shall also apply:

23 AA. Lot coverage shall not exceed fifty percent (50%).

24 (3) Except as provided above, all other zoning requirements shall be the same as
25 those requirements identified in Article VI of Ordinance 348.

26 n. Planning Areas 47, 49, 50, and 51.

27 (1) The uses permitted in Planning Areas 47, 49, 50, and 51 of Specific Plan No.
28 286 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance No.

1 348, except that uses permitted pursuant to Section 6.1.b.(1) and (3) and d. shall not be
2 permitted.

3 (2) The development standards for Planning Areas 47, 49, 50, and 51 of Specific
4 Plan No. 286 shall be the same as those standards identified in Article VI, Section 6.2 of
5 Ordinance No. 348, except that the development standards set forth in Article VI, Section
6 6.2.c., and e.(3) and (4) shall be deleted and replaced by the following:

7 A. The minimum average width of that portion of a lot to be used as a building
8 site shall be sixty feet (60') with a minimum average depth of one hundred
9 feet (100'). However, for areas immediately adjacent to low density
10 residential as shown on Figure 4-10 of Specific Plan No. 286, the minimum
11 average width of that portion of the lot to be used as a building site shall be
12 one hundred feet (100') with a minimum average depth of one hundred fifty
13 feet (150'). That portion of a lot used for access on "flag" lots shall have
14 minimum width of twenty feet (20').

15 B. The rear yard shall be not less than twenty feet (20'). However, for areas
16 immediately adjacent to low-density residential as shown on Figure 4-10 of
17 Specific Plan No. 286, the rear yard shall not be less than fifty feet (50').

18 C. Chimneys and fireplaces shall be allowed to encroach into side yards a
19 maximum of two feet (2'). No other structural encroachments shall be
20 permitted in the front, rear or side yard except as provided for in Section
21 18.19 of Ordinance No. 348.

22 (3) Except as provided above, all other zoning requirements shall
23 be the same as those requirements identified in Article VI of Ordinance 348.

24 o. Planning Area 48.

25 (1) The uses permitted in Planning Area 48 of Specific Plan No. 286 shall be the
26 same as those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that
27 the uses permitted pursuant to Section 9.50.a.(14), (19), (22), (25), (29),(30), (37), (41), (43),
28 (44), (49), (50), (52), (54), (62), (64), (69), (71), (72), (80), (85), and (91); b.(1), (2), (6), (7),

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(9), (13), (17), and (18) shall not be permitted.

(2) The development standards for Planning Area 48 of Specific Plan No. 286 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IXb of Ordinance No. 348.

1 Section 3. This ordinance shall take effect thirty (30) days after its adoption.

2 BOARD OF SUPERVISORS OF THE COUNTY
3 OF RIVERSIDE, STATE OF CALIFORNIA

4 By _____
5 Chairman, Board of Supervisors

6 ATTEST:
7 NANCY ROMERO
8 Clerk of the Board

9 By _____
10 Deputy

11 (SEAL)

12 APPROVED AS TO FORM AND CONTENT:
13 _____, 2005

14 By _____

15 Deputy County Counsel

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

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

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

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1094FV19 – MLC Holdings, Inc. (Representative: T&B Planning) – County of Riverside Planning Case Nos. SP00286A07 (Specific Plan Amendment), GPA 190013 (General Plan Amendment), CZ 1900008 (Change of Zone), and TR37715 (Tentative Tract Map No. 37715). Tentative Tract Map No. 37715 is a proposal to divide 16.63 acres (Assessor's Parcel Number 963-100-008) located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, into 145 single-family residential lots with a minimum lot size of 2,720 square feet, plus two lots less than one-quarter acre in size each for water quality basins. SP 00286A07 (Winchester 1800 Specific Plan No. 286, Amendment No. 7) is a proposal to modify the land use designations, boundaries, and descriptions of Planning Areas 40 and 41 as follows: Reconfigure the boundaries between Planning Areas 40 and 41; increase the acreage of Planning Area 40 from 9.3 acres to 16.6 acres, amend its designation from Commercial Retail (CR) to High Density Residential – 8 to 14 dwelling units per acre (HDR), and provide for the development of 145 units therein; decrease the acreage of Planning Area 41 from 22.6 acres to 17.9 acres, amend its designation from Very High Density Residential (VHDR) to HDR, and reduce its dwelling unit allocation from 339 to 204 (with the 135-unit difference re-allocated to Planning Area 40). The combined net effect is to eliminate 9.3 acres of Commercial Retail and increase the residential dwelling unit count in SP 286 from 4,720 to 4,730. GPA 190013 is a proposal to amend the land use designation of the above-referenced 16.63 acres from VHDR and CR to HDR. CZ 1900008 is a proposal to amend the SP (Specific Plan) ordinance for Specific Plan No. 286 regarding allowable land uses within Planning Area 40 and the development standards therefor. (Airport Compatibility Zones D and E of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

FV
D+E

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1094 FV19 DATE SUBMITTED: November 25, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	MLC Holdings, Inc. (Attn: Aaron Talarico)	Phone Number	949-372-3309
Mailing Address	5 Peters Canyon Road, Suite 310	Email	aaron.talarico@mlcholdings.net
	Irvine, CA 92606		

Representative	T&B Planning, Inc. (Attn: Joel Morse)	Phone Number	714-505-6360 x 105
Mailing Address	3200 El Camino Real, Suite 100	Email	jmorse@tbplanning.com
	Irvine, CA 92602		

Property Owner	Carl Joseph Rheingans, Trustee of the Helen C. Rheingans Family Bequest Trust dated December 17, 1990	Phone Number	
Mailing Address	P.O. Box 99	Email	brheingans@verizon.net
	Winchester, CA 92596		

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	(951) 955-6646
Staff Contact	Deborah Bradford, Planner	Email	dbradfor@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor	Case Type	
	Riverside, CA 92501	<input checked="" type="checkbox"/>	General Plan / Specific Plan Amendment
Local Agency Project No	SP00286A07, CZ1900008, GPA190013, TR37715	<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

PROJECT LOCATION

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

Street Address	Northwestern corner of Benton Road/Pourroy Road Intersection - North of Benton Road, West of Pourroy Road, and South of San Remo Drive		
Assessor's Parcel No.	963-100-008	Gross Parcel Size	31.9 acres
Subdivision Name		Nearest Airport and distance from Airport	Approx. 1.5 miles NE of French Valley Airport
Lot Number			

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Planning Area 40 - Commercial Retail (CR)
	Planning Area 41 - Very High Density Residential (VHDR)

Proposed Land Use (describe)	High Density Residential (HDR) The Proposed General Plan Amendment would modify the General Plan Land Use Designations of Planning Areas 40 and 41 of SP286A7 from "VHDR" and "Commercial Retail" to "HDR" to allow for the development of 145 dwelling units on 16.6 acres in lieu of commercial uses and to conform to the boundaries of approved Tentative Tract Map No. 31007.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	141 dwelling units
For Other Land Uses (See Appendix C)	Hours of Operation	
	Number of People on Site	Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	1,369 - 1,379 ft.
	Height of buildings or structures (from the ground)	Maximum of 40 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.4 3-9

HEARING DATE: February 13, 2020 (continued from January 9, 2020)

CASE NUMBER: ZAP1061HR19 -- Rancho Diamante Investments/Strata Equity Group (Representative: Rich Brasher, Pangaea Land Consultants)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: SPA 15-001 (Specific Plan Amendment); TTM 15-003 (Tentative Tract Map No. 36841); GPA 15-002 (General Plan Amendment)

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

a. Airport Influence Area: Hemet-Ryan Airport

b. Land Use Policy: Airport Compatibility Zones C and D

c. Noise Levels: Entirely within the 55 CNEL contour (55-60 CNEL) and partially within the 60 CNEL contour (60-65 CNEL)

MAJOR ISSUES: The project includes bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the 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”*, prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

RECOMMENDATION: Staff recommends that *consideration of the proposed Specific Plan Amendment, and General Plan Amendment, and Tentative Tract Map be CONTINUED to the meeting of March 12, 2020, pending completion of the wildlife hazard study. found CONSISTENT with the 2017 Hemet Ryan Airport Land Use Compatibility Plan.*

~~Staff further recommends that the proposed Tentative Tract Map be found INCONSISTENT, specifically due to the presence of large detention basins within 5,000 feet/10,000 feet of the runway at Hemet-Ryan Airport, although staff would be amenable to a continuance to allow for the preparation of a report from a qualified wildlife hazard biologist assessing potential bird aircraft strike hazard (BASH) and recommending site-specific design revisions as may be necessary in order to minimize this risk.~~

PROJECT DESCRIPTION: Tentative Tract Map No. 37715 is a proposal to divide 245 acres into 586 single-family residential lots, one 19.67-acre commercial lot, one 5.62-acre public park lot, 21 open space lots totaling 54.15 acres, and 25 “HOA Park” and “street landscape” lots. General Plan Amendment No. 15-002 is a proposal to amend the land use designation of the proposed 19.67-acre lot from LDR (Low Density Residential) to CC (Community Commercial) and to amend the Circulation Element by providing for the extension of Mustang Way as a Secondary roadway northeasterly from Warren Road to realigned Stetson Avenue and for the deletion of previously planned “New Warren Road.”

Specific Plan Amendment No. 15-001 is a proposal to amend the Page Ranch Planned Community Development Master Plan/Specific Plan (PCD79-93) as follows:

- Eliminate Planning Area VI and incorporate its area into Planning Area X;
- Realign the boundary between Planning Areas X and XIII;
- Delete “New Warren Road” and provide for the northwesterly extension of Mustang Way from existing Warren Road to a realigned Stetson Avenue extending along the southerly side of the rail line;
- The number of dwelling units in amended Planning Area X is increased to 586 from Planning Area X’s previous allocation of 391, but this is a decrease of 158 dwelling units from the 744 previously allocated to Planning Areas VI and X together in the same area;
- The designation of the area that had been in Planning Area VI and will now be in Planning Area X is increased from Low Density Residential to Low-Medium Density Residential;
- The area within Planning Area XIII is reduced from 24.8 acres to 19.67 acres and its designation is changed to Commercial, resulting in a decrease of 73 dwelling units previously allocated to this Planning Area.

The net effect of these changes is to increase Commercial area by 19.67 acres and decrease the total number of dwelling units in the Specific Plan to 6,721.

PROJECT LOCATION: The proposed project is located westerly of Warren Road, southerly of the AT&SF/BNSF rail line, easterly of the San Diego Canal, and northerly of Poplar Street in Hemet, approximately 2,400 feet southwesterly of the southwesterly terminus of Runway 5-23 at Hemet-Ryan Airport.

BACKGROUND:

Residential Density: The project is located in Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area and includes 213.05 acres in Compatibility Zone D and 32.02 acres in Compatibility Zone C. Pursuant to Additional Compatibility Policy 2.3 of the Hemet-Ryan Airport Land Use Compatibility Plan, Compatibility Zone D allows residential densities less than or equal to one dwelling unit per 2½ acres and residential densities at least 3.0 dwelling units per net acre, but prohibits new residential development at intermediate densities greater than 0.4 and less than 3.0 dwelling units per net acre. Compatibility Zone C limits residential density to a maximum of one dwelling unit per five acres. These zone boundaries have been taken into consideration in the design of the project. All but five of the proposed residential lots are located in Compatibility Zone D.

While the gross density considering all of the area of the site in Compatibility Zone D is 2.72 dwelling units per acre, Policy 2.3(a) and (b) specify that densities in Compatibility Zone D are to be calculated on a “net” basis, excluding open space required for environmental conservation purposes and separate lots used for common areas, public facilities, recreational areas, and drainage basins. Open space lots one acre or larger in size account for 48.20 acres. Deletion of these areas alone results in a net acreage of 164.85 acres, and a net residential density in Zone D of 3.52 dwelling units per acre. Only five of the lots are within, or partially within, Compatibility Zone C, resulting in a density less than one dwelling unit per five acres therein.

Prohibited and Discouraged Uses: Compatibility Zone C prohibits children’s schools, hospitals, nursing homes, libraries, and day care centers, and in the Hemet-Ryan Airport Influence Area, theaters, meeting halls and other assembly facilities, and stadiums. Both Compatibility Zones C and D prohibit highly noise-sensitive outdoor nonresidential uses and hazards to flight. Children’s schools, hospitals, and nursing homes are discouraged within Compatibility Zone D. The applicant does not propose any within the project; however, staff is concerned as to the potential for the proposed bio-retention basins to become bird attractants. (See discussion, below.)

Noise: The site is located in an area subject to noise levels exceeding 55 CNEL, while the portions in Compatibility Zone C may be subject to noise levels exceeding 60 CNEL. A condition is recommended to require an acoustical study to verify that interior noise levels will comply with the Countywide criterion of 45 CNEL.

PART 77: The elevation of Hemet-Ryan Airport’s Runway 5-23 at its southwesterly terminus is 1,499 feet above mean sea level (1,499 feet AMSL). At a distance of 2,400 feet from the runway to the commercial portion of the site, any structure with a top point elevation exceeding 1,523 feet AMSL would require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The commercial area has an existing ground elevation of 1,513 feet AMSL, and the allowable structure height in that Planning Area is 40 feet, for a potential top point elevation of 1,553 feet AMSL. The applicant submitted Form 7460-1 to the FAA OES for review. The proposal was assigned Aeronautical Study Number 2019-AWP-10893-OE, and the FAA OES issued a Determination of No Hazard to Air Navigation letter on October 28, 2019.

The highest pad elevation for the proposed homes on-site is approximately 1,509 feet AMSL, and structures will not exceed a height of 35 feet, for a maximum top point elevation of 1,544 feet AMSL, which would be lower than the elevation of potential commercial development. Additionally, the residential area is at least 3,600 feet from the runway. The critical top point elevation at that location would be 1,535 feet above mean sea level.

In lieu of submitting notices for each home in the tract prior to issuance of building permits, staff would encourage the applicant to prepare a table specifying the pad elevation, maximum potential top point elevation, and distance from the runway for each of the proposed lots. Generally, it would appear that lots located more than 4,600 feet from the runway would not require FAA review and notice.

Open Area: The site is located within Compatibility Zones C and D in the portion of the City of Hemet located westerly of Cawston Avenue. Pursuant to Additional Compatibility Policy 2.4 (b) (2), individual land use development projects located in the portion of Compatibility Zone C westerly of Cawston Avenue are not required to provide additional open land. Pursuant to Additional Compatibility Policy 2.4 (c), individual land use development projects within Compatibility Zone D are not required to provide additional open land.

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

The project includes bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the brochure titled "Airports, Wildlife and Stormwater Management" prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if "vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist."

In order to evaluate this potential, ~~staff has requested that~~ the applicant team **has commissioned a wildlife hazard study from a qualified wildlife hazard biologist. It is anticipated that this study will have been completed prior to the February 13 hearing date. Until the study has been completed, staff maintains its continuance recommendation.**

~~provide an exhibit and data regarding the dimensions of each proposed basin, and its distance from the runway at closest point. This information is not clearly specified on the exhibits provided; however, it appears that some of the basins greatly exceed the recommended dimensions. For example, Lot JJ extends along the Stetson Avenue frontage for 1,200 feet and a leg extends 440 feet into the development area, although it is not clear that the entirety of the lot is a drainage basin. The basin in Lot GG appears to extend 300 feet by 90 feet. Lot HH appears to include multiple basins. The shapes of the larger basins are neither circular nor linear. For example, the basin in Lot X, which extends for a length of 610 feet, is 220 feet wide at its widest point, but is less than 100 feet wide in other portions. Again, portions of this area may not be a drainage basin.~~

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited

at this site:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, day care centers, theaters, meeting halls and other assembly facilities, and stadiums.
3. The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.
 4. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at

RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

5. The City of Hemet shall require an acoustical study to verify that interior noise levels from aircraft noise will comply with the Countywide criterion of 45 CNEL or such more restrictive criterion as the City may choose to require.
6. Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the permittee shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.
7. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-10893-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
8. The proposed building shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level.
9. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
10. Temporary construction equipment used during actual construction of proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction of the proposed building evaluated pursuant to Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location.

Staff Report
Page 7 of 7

Y:\AIRPORT CASE FILES\Hemet-Ryan\ZAP1061HR19\ZAP1061HR19srfeb20

Guerin, John

From: Jean Faenza <jeanfaenza@gmail.com>
Sent: Thursday, January 2, 2020 6:07 PM
To: Guerin, John
Cc: Mary Ellen Brogdan; Ron Brogdon; Charlie Jett; Steve Patrick; Herminio Garcia
Subject: Meeting Date January 9, 2020 Hemet Ryan Airport Agenda Item 3.9

CAUTION: This email originated externally from the **Riverside County** email system.
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Mr. Guerin:

Several of our residents would like to better understand the impact of the proposed **ZAP1061HR-19** and the impact on our Community, Solera Diamond Valley (SDV) located between Warren, Mustang, Stetson and Fisher in Hemet.

Without a map, your notice sent to homeowners is difficult to understand the impact on our residents and community. SDV is and age restricted, 55+ community and we have multiple concerns and interests in the changes made to adjacent land development.

Traffic and accidents on Warren between Mustang and Stetson are already numerous. Residents in Hemet utilize this stretch of road like a raceway, not a residential area adjacent to an age restricted community.

We note the Staff Recommendation: **CONSISTENT (SPA, GPA); INCONSISTENT (TRACT MAP)**. Neither of these recommendations seem to be defined and there is not Tract Map attached.

Are you able to email me a map of the changes that I will then share with our community?

If not, may I schedule a meeting promptly to view the information in the Hemet location versus your Lemon Street location in Riverside?

I appreciate your prompt response.

Jean Faenza
5481 Corte del Mar, Hemet, CA 92545

805 813 1909

Guerin, John

From: Jean Faenza <jeanfaenza@gmail.com>
Sent: Friday, January 3, 2020 12:26 PM
To: Guerin, John
Cc: Mary Ellen Brogdan; Ron Brogdon; Charlie Jett; Steve Patrick; Herminio Garcia; cruzlady@hotmail.com; Faenza Jill
Subject: Re: Meeting Date January 9, 2020 Hemet Ryan Airport Agenda Item 3.9

Thank for your prompt response Mr. Guerin. We truly appreciate it.

Sincerely,

Jean Faenza

On Fri, Jan 3, 2020 at 9:36 AM Guerin, John <JGUERIN@rivco.org> wrote:

Additionally, for those of you who have Internet access, you may view the staff report and the documents submitted at www.rcaluc.org, click Agendas, click on Meeting date 1-9-20, Go to Bookmark 3.9 or page 662 and following.

The January 9 hearing is specifically intended to address the impact of aircraft operations on the potential residents and the impact of the proposed development on the safety of aircraft operations. The City of Hemet will in the future hold hearings on the project that will relate to all of the associated aspects of the project, and will be the ultimate decision-maker.

From: Guerin, John
Sent: Thursday, January 2, 2020 6:15 PM
To: Jean Faenza <jeanfaenza@gmail.com>
Cc: Mary Ellen Brogdan <mebrogdon@gmail.com>; Ron Brogdon <ronbrogdon@cox.net>; Charlie Jett <charlespiett@hotmail.com>; Steve Patrick <stevep.sdvboard@gmail.com>; Herminio Garcia <sdvboard.hlgarcia@gmail.com>
Subject: RE: Meeting Date January 9, 2020 Hemet Ryan Airport Agenda Item 3.9

Here are some documents submitted by the applicant...

From: Jean Faenza [<mailto:jeanfaenza@gmail.com>]
Sent: Thursday, January 2, 2020 6:07 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Mary Ellen Brogdan <mebrogdon@gmail.com>; Ron Brogdon <ronbrogdon@cox.net>; Charlie Jett <charlespiett@hotmail.com>; Steve Patrick <stevep.sdvboard@gmail.com>; Herminio Garcia

<sdvboard.hlgarcia@gmail.com>

Subject: Meeting Date January 9, 2020 Hemet Ryan Airport Agenda Item 3.9

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Traffic and accidents on Warren between Mustang and Stetson are already numerous. Residents in Hemet utilize this stretch of road like a raceway, not a residential area adjacent to an age restricted community.

We note the Staff Recommendation: **CONSISTENT (SPA, GPA); INCONSISTENT (TRACT MAP)**.

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I appreciate your prompt response.

Jean Faenza

5481 Corte del Mar, Hemet, CA 92545

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County of Riverside California

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2019-AWP-10893-OE

Issued Date: 10/28/2019

Rick Robotta
 Rancho Diamante Investment, LLC
 550 Laguna Drive
 Suite B
 Carlsbad, CA 92008

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

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

Structure: Building Rancho Diamante
 Location: Hemet, CA
 Latitude: 33-43-17.58N NAD 83
 Longitude: 117-01-58.76W
 Heights: 1513 feet site elevation (SE)
 40 feet above ground level (AGL)
 1553 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 04/28/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

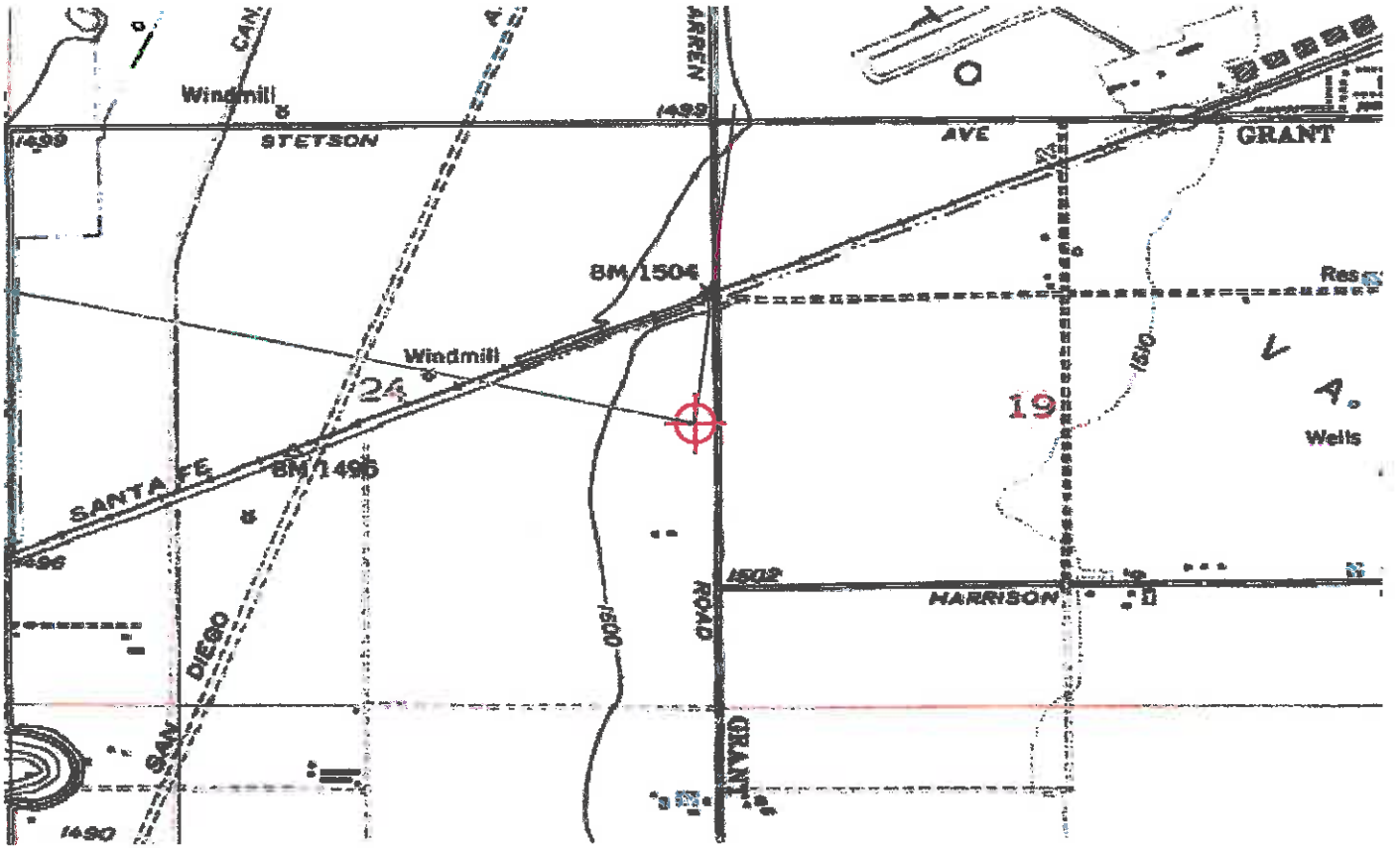
If we can be of further assistance, please contact our office at (817) 222-4613, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-10893-OE.

Signature Control No: 418327687-421154052

(DNE)

Natalie Schmalbeck
Technician

Attachment(s)
Map(s)





Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentlibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measures
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, 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, duck-like birds, and mammals (coyote and deer). Since 1990, more than 15 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 the 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 or within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



Remains of an owl ingested by an aircraft engine.



Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> • Suitable because water accumulates below ground surface. • Vegetation must be selected and reviewed by a (FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas
Harvest and Use (RWH) Recommended	Suitable as long as water is stored in enclosed areas
Sand Filter Basins Recommended	Desirable because standing water is treated through an underdrain 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



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.

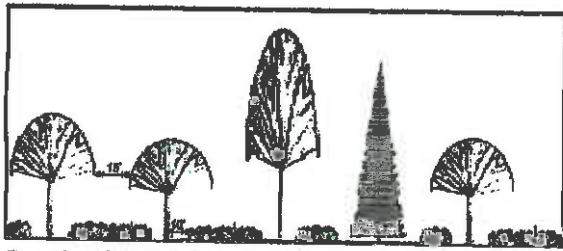


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rcilma.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	SHRUBS/ACCENTS/GRASSES	GROUNDCOVER/TURF	VINES	
<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other. 	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height. 	<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). 	<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. 	
<p>Acceptable plants from the Riverside County Landscaping Guide</p>				
				
Chinese Elm	Heavenly Bamboo	California Fuchsia	Deer Grass	Society Garlic

LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 100 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 planning, 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 public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and 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 traveling public.

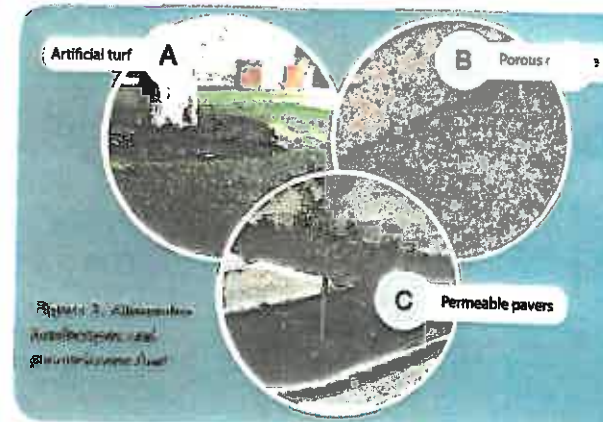


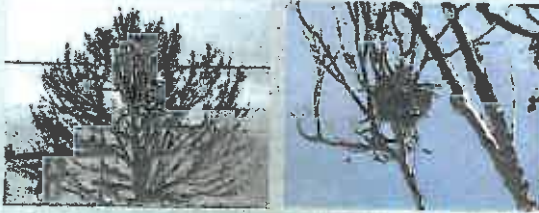
Figure 2. Alternative groundcover options.





Acceptable.

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



Not acceptable.

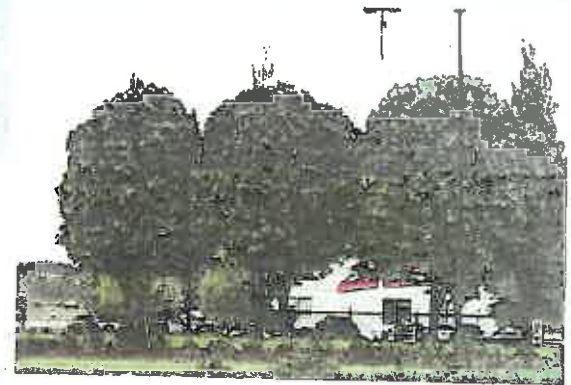
Examples of trees that are attractive to birds because of horizontal branching structure.



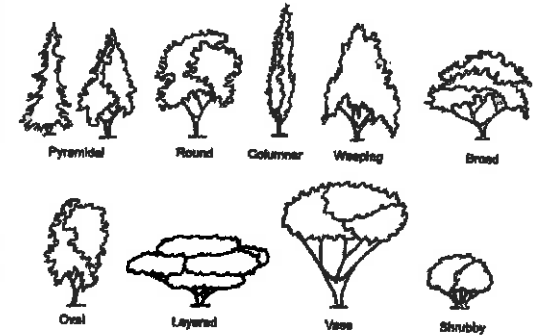
Not acceptable.

Trees, shrubs and plants that produce wildlife-edible fruit and seeds should be avoided.

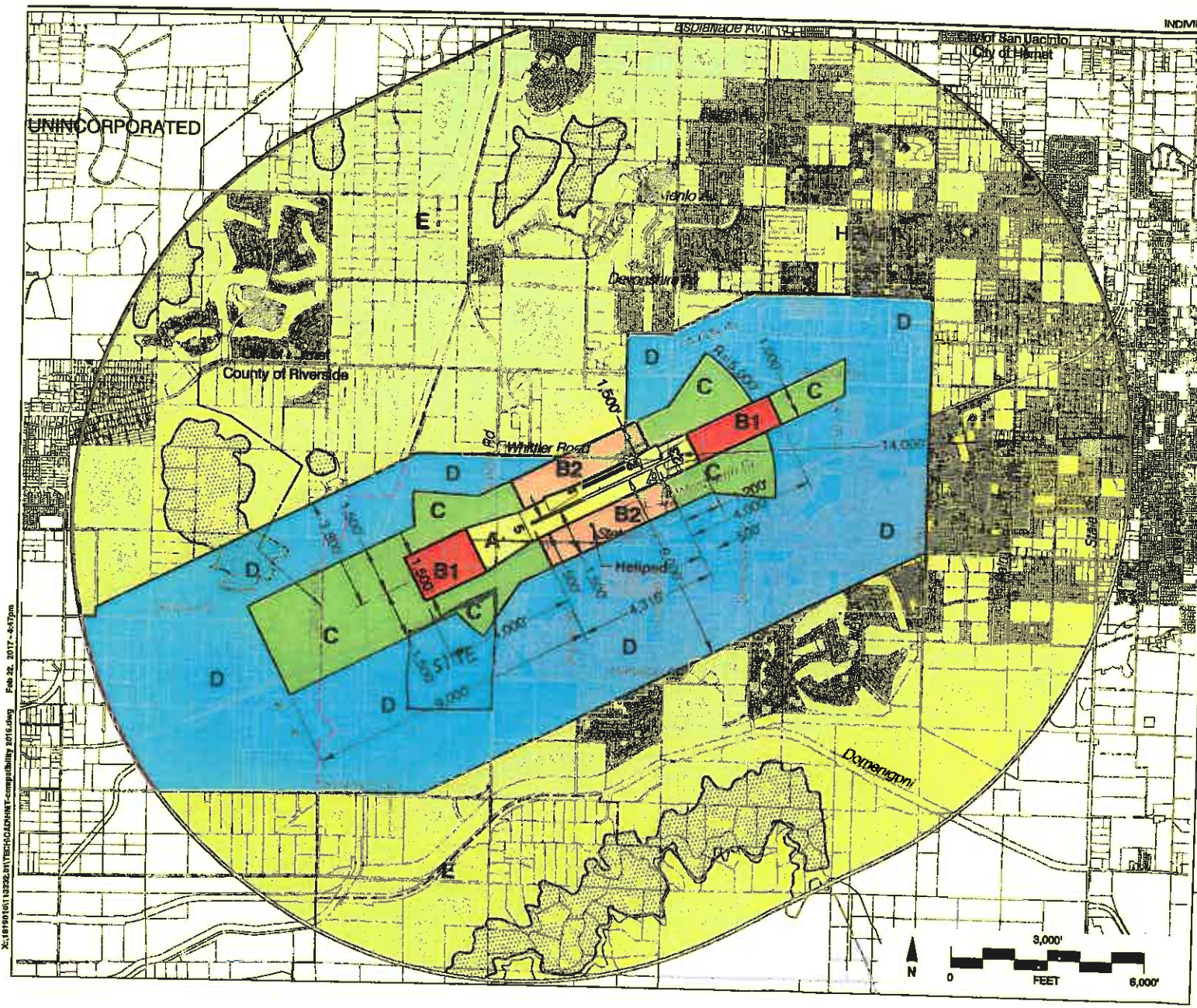
Common Name	Scientific Name	Height (ft)	Spine Type
Cercis occidentalis	Western Redbud	VL: 1, 2, L: 3, 4	2-24
Olea europaea 'Swan Hill'	Fruitless Olive	6L: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
Pinus spp.	Pine, various species	Varies by species	Varies by species
Rhus lancea	African Sumac	L: 1-4; M: 5-6	8-9;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



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



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.



Legend

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

- Boundary Lines**
- Airport Property Line
 - City Limits
 - City Sphere of Influence

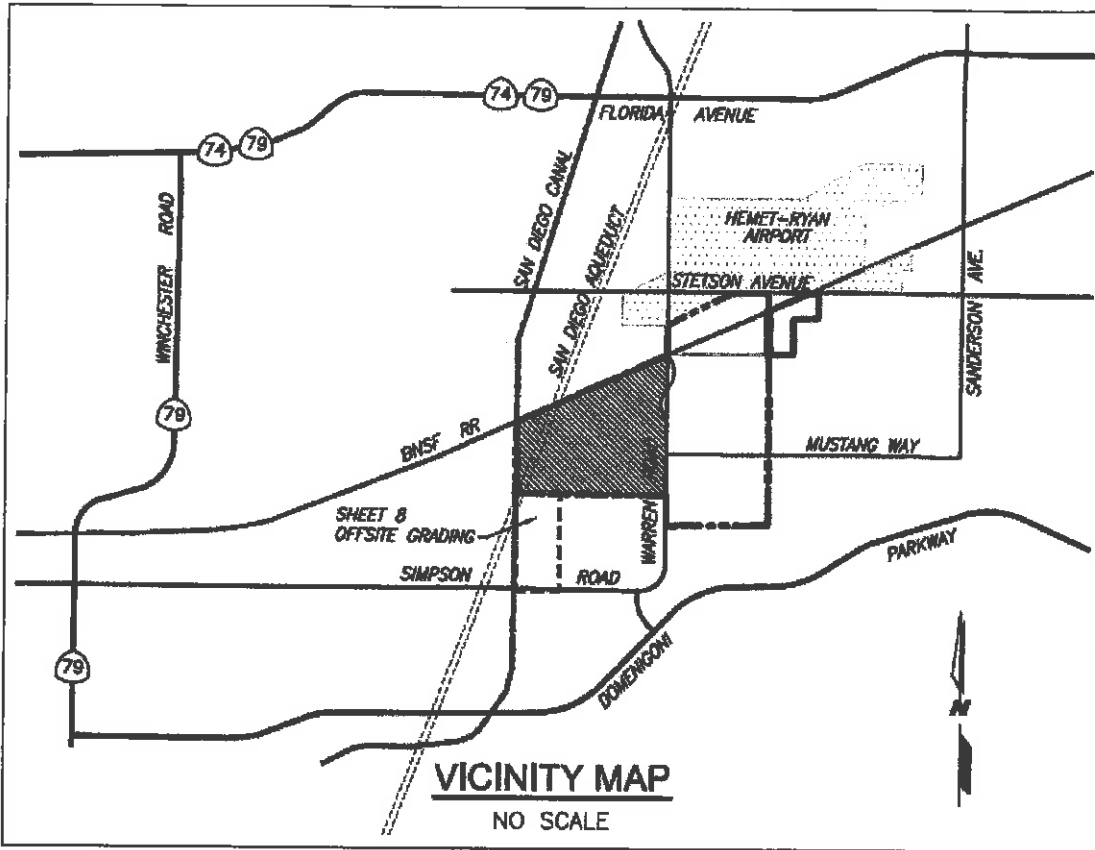
Note
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,316 foot runway.

**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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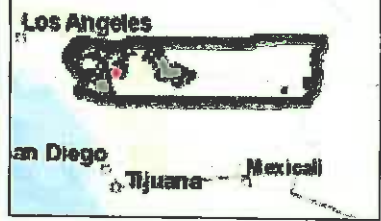
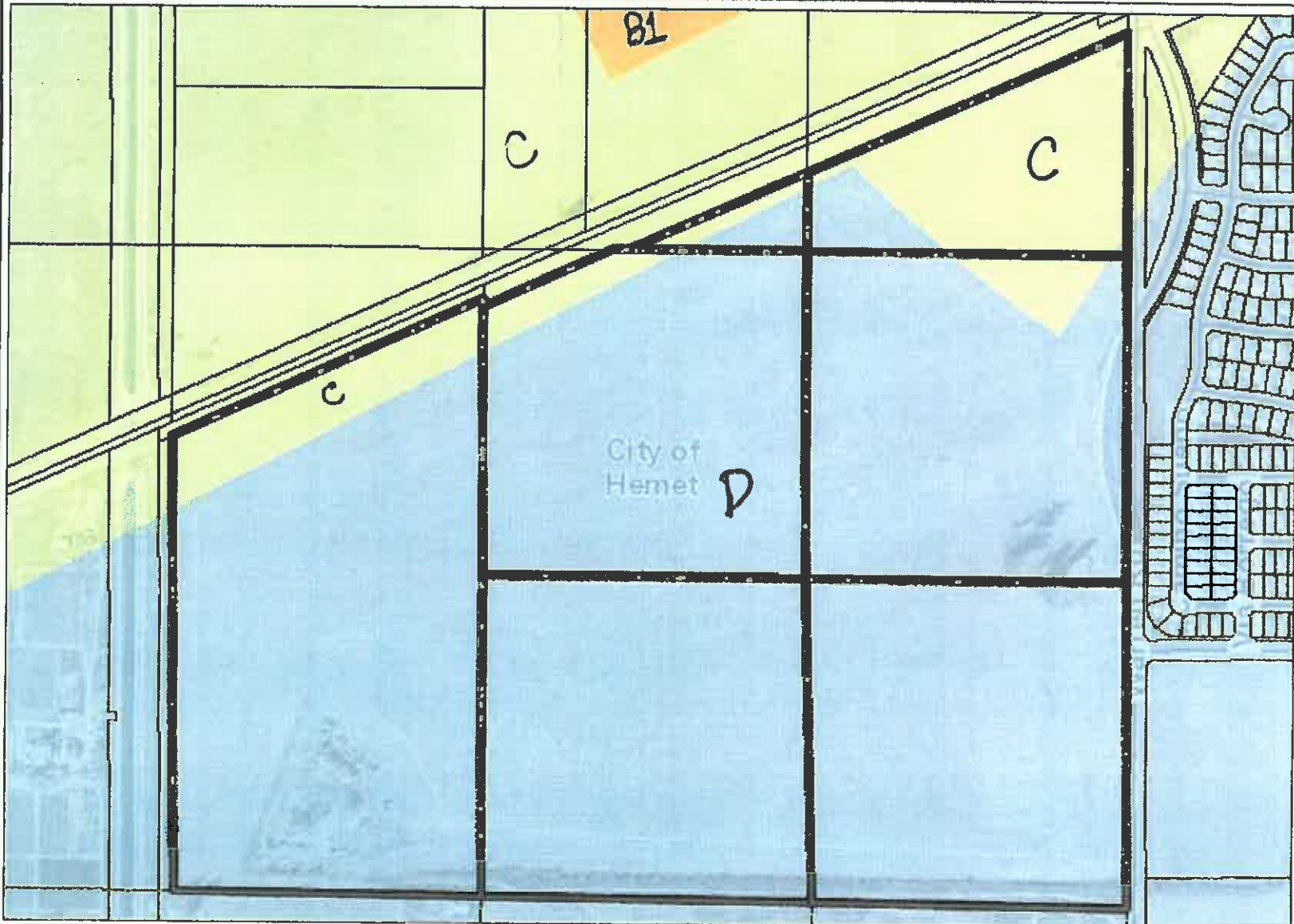


Vicinity Map for Airport Land Use Commission purposes for Tentative Tract Map No. 36841 in the City of Hemet



VICINITY MAP, TTR 36841

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zone
- 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.

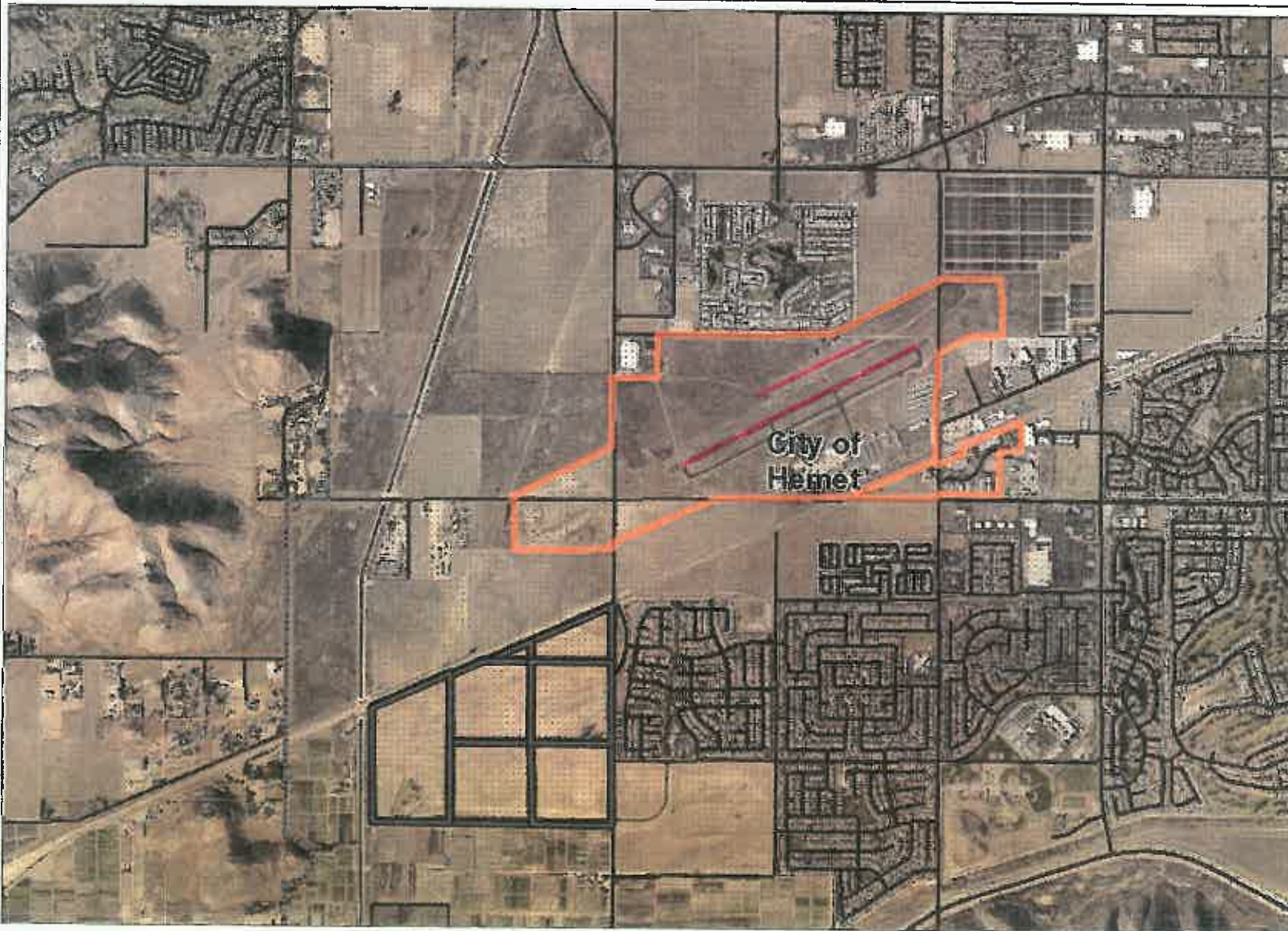
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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- County Centerline Names
- County Centerlines
- City Areas
- World Street Map

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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
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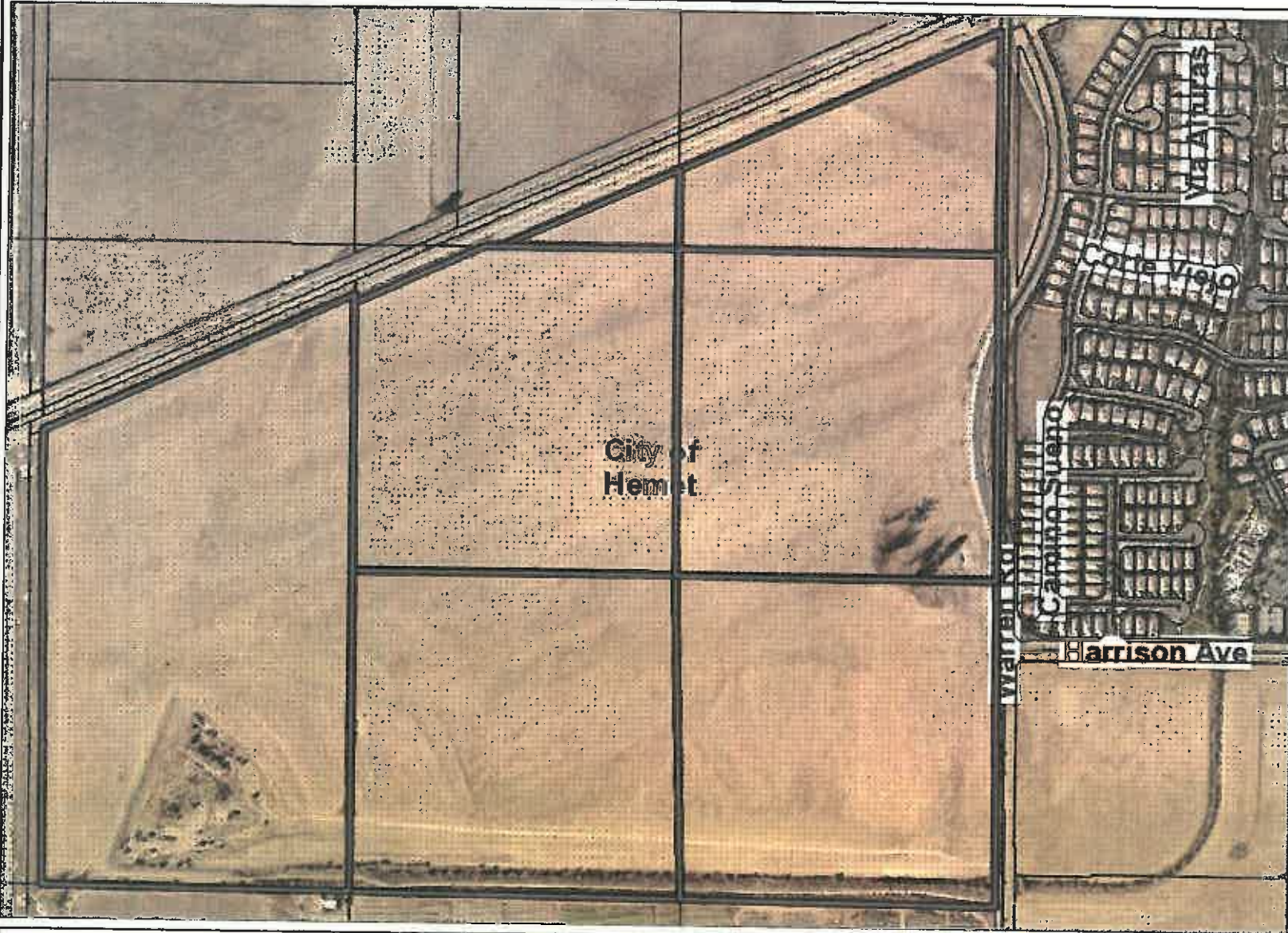



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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  County Centerline Names
-  County Centerlines
-  City Areas
-  World Street Map



0 752 1,505 Feet

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

REPORT PRINTED ON... 12/17/2019 2:55:50 PM

© Riverside County GIS

Notes

Project Description

Location

The 245.07-acre Project site is located in the west/southwest portion of the City of Hemet. The Project site comprises Assessor's Parcel Numbers (APNs) 465-100-016, 465-100-022, 465-110-020, 465-110-021, 465-110-022, 465-110-023, and 465-110-027. The City of San Jacinto is to the north, and unincorporated Riverside County territory surrounds Hemet on the south, west, and east. Diamond Valley Lake and the Santa Rosa Hills lie south of the City. State Route (SR) 74 and SR 79 provide regional access to the Project vicinity. The Project site is in the Page Ranch Planned Community Development Plan (PCD 79-93) located in the southwest portion of the City. Specifically, the Project site is located between: Warren Road to the east; the Second San Diego Aqueduct to the west; and the future Stetson Road alignment, the Hemet Channel, and the Burlington Northern Santa Fe railroad tracks to the north. The Project site is approximately one-quarter mile southwest of the Hemet-Ryan Airport.

Project Site Conditions

The Project site is undeveloped and highly disturbed by past agricultural operations. The majority of the site is regularly plowed for weed abatement. Historically, the majority of the site has been used for growing crops, primarily dry farming. A grouping of approximately ten eucalyptus trees stands in the eastern portion of the site just north of the Warren Road/Mustang Way intersection. The Second San Diego Aqueduct abuts the western boundary of the site as an above-ground canal in a north to south direction. The First San Diego Aqueduct traverses the site below ground in a northeasterly to southwesterly direction within a 150-foot-wide easement adjacent and parallel to two Eastern Municipal Water District easements (20-foot and 40-foot) for public utilities. The First and Second San Diego Aqueducts are owned and operated by Metropolitan Water District of Southern California.

A drainage channel and a detention basin are located along the southern border of the Project site. The drainage channel and basin were constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. A pilot channel conveys runoff from the existing drainage basin south to the existing channel at Simpson Road. This pilot channel will be improved as part of the Modified Project. Additionally, the Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment.

The Project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. Site soils include artificial fills, topsoils, young alluvial-valley deposits, and older alluvium. The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the drainage channel and detention basin, old Warren Road, and the Hemet Channel.

The current General Plan land use designation for the Project site is Low Density Residential [2.1 - 5.0 dwelling units/acre (du/ac)], and the current zoning designation is Planned Community Development (PCD 79-93), specifically Page Ranch Planned Community Development Specific Plan. According to the Page Ranch Planned Community Development Specific Plan, the Specific Plan land use designations for the Project site are Low Density Residential R-1 (1 dwelling unit/2.5 acres) and Low-Medium Density R-5 (5 dwelling units/1 acre).

Surrounding Land Uses

The Project site is surrounded by primarily undeveloped land to the north, south, and west. Two rural residences are located to the west across the Second San Diego Aqueduct canal, and another rural residence is located to the south. A residential subdivision, Solera Diamond Valley, is located across Warren Road to the east.

The General Plan designates the areas directly north of the Project site across the railroad track for Industrial uses, to the east and west for Low Density Residential (LDR) uses, and to the south for LDR and Mixed Use uses. The zoning of properties surrounding the Project site include Heavy Manufacturing and Heavy Agricultural across the railroad track to the north; Page Ranch Planned Community Development to the east; Specific Plan-Low Density Residential and Specific Plan-Mixed Use to the south; and Open Space and Planned Community Development to the west.

The Rancho Diamante Phase II Project proposes a Specific Plan Amendment (SPA) to the Page Ranch Planned Community Development (PCD) originally approved as PCD 79-93. The PCD was originally adopted in 1980 and functions as an SP, and has been amended several times including the last amendment in 2009 (SPA 06-004).

The Page Ranch PCD/SP regulates land uses within the PCD/SP Planning Area. These regulations specify a variety of land uses governed by a supporting master plan and development standards. The PCD/SP also provides flexibility in terms of both land use and development standards so that a high quality development product is achieved. The PCD/SP land uses include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to High Medium Density (17 dwelling units per acre), Open Space Preserve, Open Space Recreation, Commercial, Industrial, Fire Station, and Public School.

In addition to the SPA, the Project includes a General Plan Amendment (GPA) and Tentative Tract Map (MAP) applications from the project proponent Rancho Diamante Investments, LLC. The three discretionary actions (SPA, GPA, and MAP) are described below.

Specific Plan Amendment (SPA 15-001). The proposed SPA (SPA 15-001) would amend the adopted Page Ranch PCD 79-93/SP within Planning Areas VI, X, and XIII. Planning Areas VI and X are currently separated by the location of New Warren Road, and Planning Area XIII is located in the northeast corner of the Modified Project site. The proposed SPA would revise land use boundaries and planning areas, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to the alignment of new Stetson Avenue (on the south side and parallel to the railroad tracks), and reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units. The alignment of new Warren Road through the site was previously deleted from the General Plan by the City of Hemet. The SPA will merge Planning Areas VI and X into Planning Area X due to the deletion of new Warren Road and the extension of Mustang Way and convert the land use designation of former Planning Area VI from Low Density Residential to that of Planning Area X: Low Medium Density Residential. Lastly, the SPA will modify the boundary between Planning Areas X and XIII and change the land use designation for Planning Area XIII from Low Density Residential to Commercial. The SPA also includes associated text changes.

General Plan Amendment (GPA 15-002). The proposed GPA (GPA 15-002) would amend the City's General Plan Circulation Element by affirming the prior deletion by the City of the future north-south alignment of new Warren Road through the middle portion of the proposed Modified Project site, extend Mustang Way from Warren Road westward and northward to the new Stetson Avenue, and change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and new Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to General Commercial (C-2) in Planning Area XIII located at the southwest corner of Warren Road/New Stetson Road.

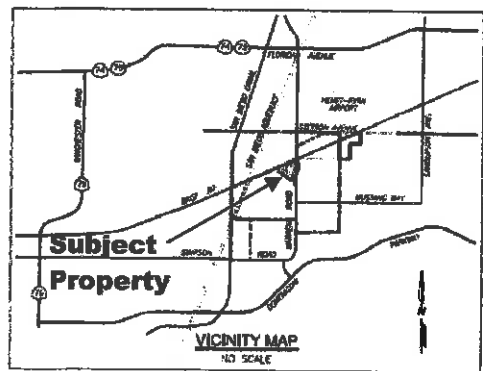
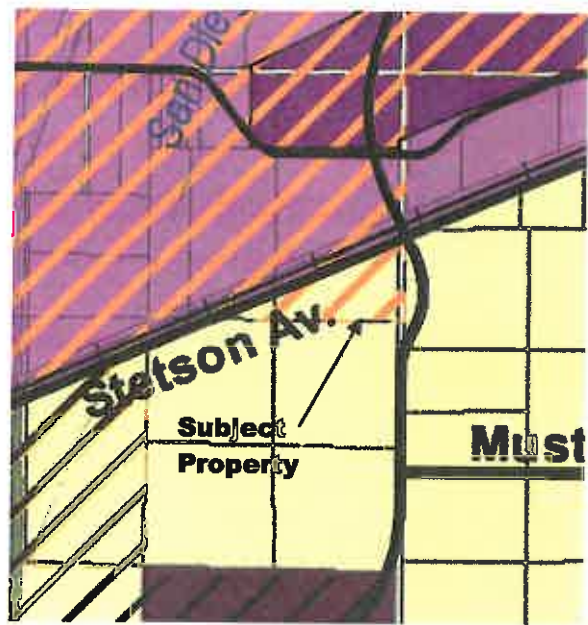
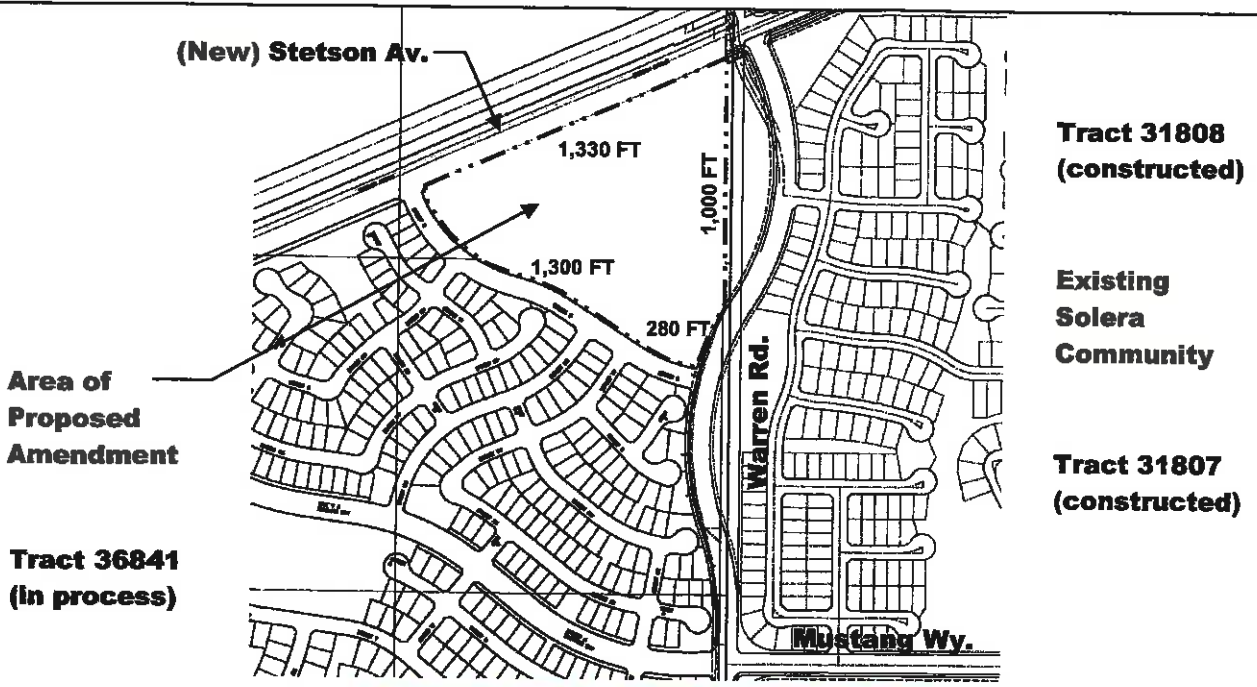
Tentative Tract Map No. 36841 (MAP 15-008). The proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) would subdivide 245.07 acres into 586 single family residential lots on approximately

160.51 acres,¹ 1 lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public parks and private HOA parks and open space areas. The new community will contain a mix of residential lot sizes, with the smallest lot having a minimum of 5,000 square feet and the largest lot having approximately 10,990 square feet, with an average lot size of 6,434 square feet. Paseos are proposed for dispersed open space, pedestrian pathways, and the conveyance of drainage and other water quality benefits throughout the community. Drainage will be conveyed north to the Hemet Channel or south to the existing drainage channel and basin serving TTM 31807 and 31808, then south in the new drainage channel to Simpson Road. Improvements will be made flanking the existing channel along the southern boundary to ensure its intended function, while preserving the vegetation that has occurred within the existing channel.

Proposed TTM No. 36841 establishes the locations of legal lots that would be ultimately sold to merchant home builders who will then subdivide the “for sale” residential lots. The proposed TTM replaces and expands previously approved TTM No. 35394 (Planning Areas VI, X and XIII) of the Approved Project and is being processed concurrently with the other two discretionary actions associated with the proposed Modified Project.

Offsite Improvements. Offsite improvements to be implemented under the proposed Project include construction of water and reclaimed water pipelines in the abutting roads, drainage conveyance features, and the construction of the westerly half of Warren Road. The Warren Road improvements include modifications to the Stetson Avenue intersection at the northeast corner of the Project site including a realigned transition back to the existing Warren Road alignment. Proposed utility lines will be constructed to the extent they are required within the rights-of-way of the abutting roads. Offsite utility pipelines will be constructed by others during future offsite road construction. Offsite drainage improvements include connections to the existing Hemet Channel north of the site [installation of seven (7) drainage connections] and improvements to an existing drainage pilot channel from the existing drainage basin in the southwest corner of the Project site extending southerly to the existing drainage channel at Simpson Road. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive.

¹ 160.51 acres comprised of 86.55 acres of single family homes, 2.58 acres of street landscape, and 71.38 acres of public streets.



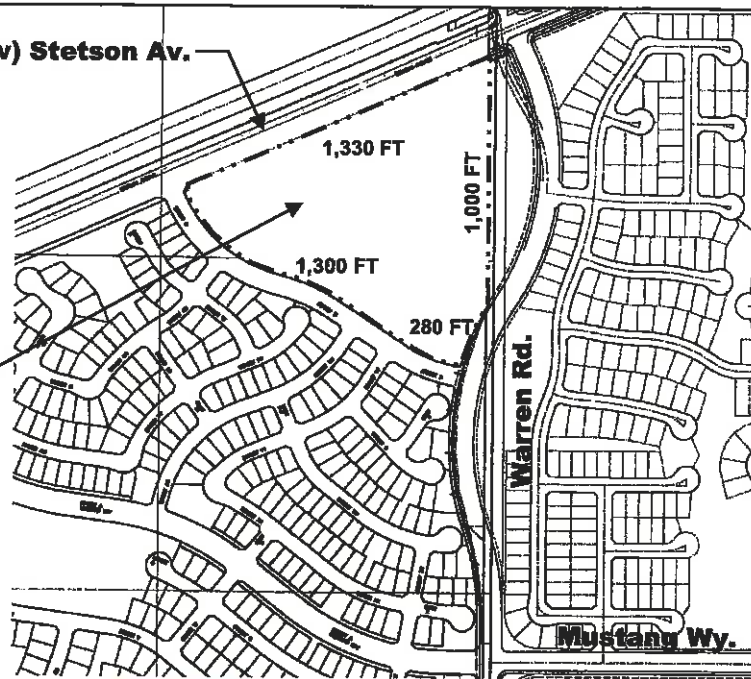
- GENERAL PLAN LAND USE CATEGORIES**
- LDR** Low Density Residential (2.1 - 5.0 du/ac)
 - CC** Community Commercial (FAR 0.40)
 - MU** Mixed Use (Varies)
 - I** Industrial (FAR 0.45)
 - ARPT** Airport
 - Areas subject to MSHCP criteria

GENERAL PLAN AMENDMENT, TRACT 36841 (EXISTING)

(New) Stetson Av.

**Area of
Proposed
Amendment**

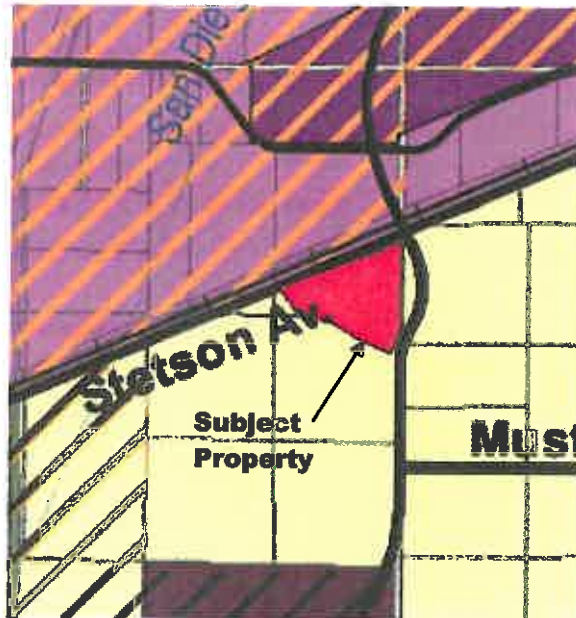
**Tract 36841
(in process)**



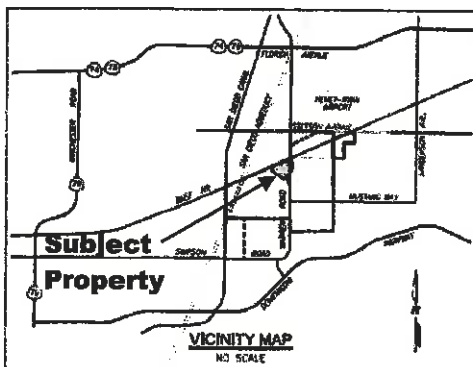
**Tract 31808
(constructed)**

**Existing
Solera
Community**

**Tract 31807
(constructed)**



PROPOSED GENERAL PLAN



GENERAL PLAN LAND USE CATEGORIES

- LDR** Low Density Residential (2.1 - 5.0 du/ac)
- CC** Community Commercial (FAR 0.40)
- MU** Mixed Use (Varies)
- I** Industrial (FAR 0.45)
- ARPT** Airport
- Areas subject to MSHCP criteria

GENERAL PLAN AMENDMENT, TRACT 36841 (PROPOSED)

AUGUST 2018

(New) Stetson Av.

Tract 31808
(constructed)

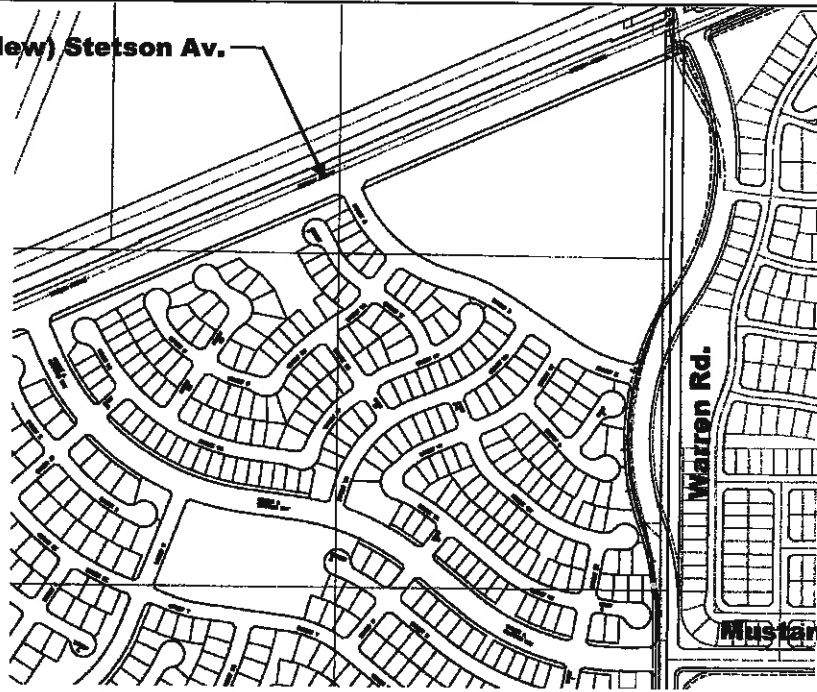
Existing
Solera
Community

Tract 31807
(constructed)

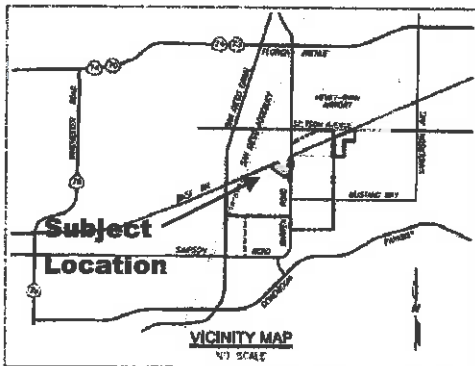
Tract 36841
(In process)

Warren Rd.

Mustang Wy.



EXISTING GENERAL PLAN



GENERAL PLAN CIRCULATION SYSTEM

- Arterial 6D
- Secondary 4U
- Collector 2U

GENERAL PLAN AMENDMENT, TRACT 36841 (EXISTING)

MARCH 2019

(New) Stetson Av.

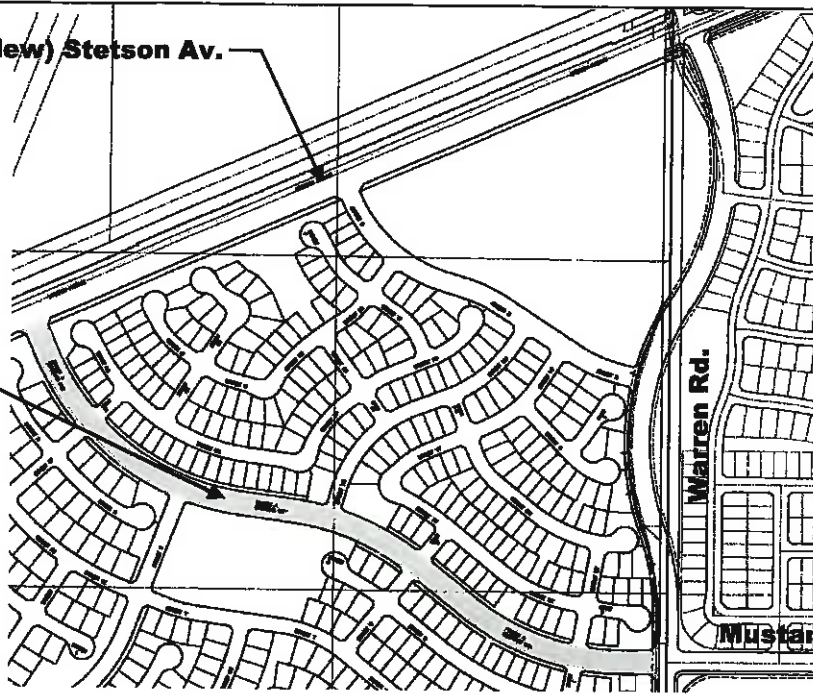
Tract 31808
(constructed)

Existing
Solera
Community

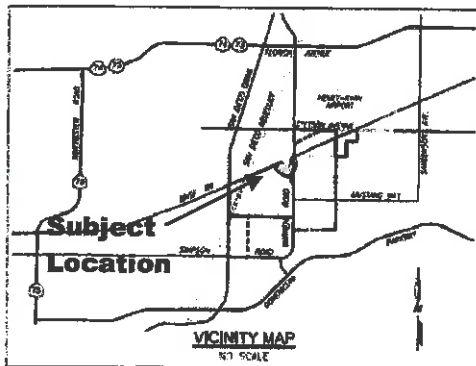
Tract 31807
(constructed)

Proposed
Extension of
Mustang Way

Tract 36841
(in process)



PROPOSED GENERAL PLAN



GENERAL PLAN CIRCULATION SYSTEM

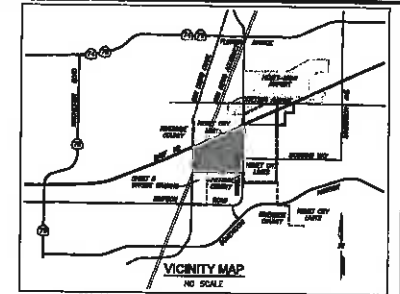
- Arterial 6D
- Secondary 4U
- Collector 2U

GENERAL PLAN AMENDMENT, TRACT 36841 (PROPOSED)

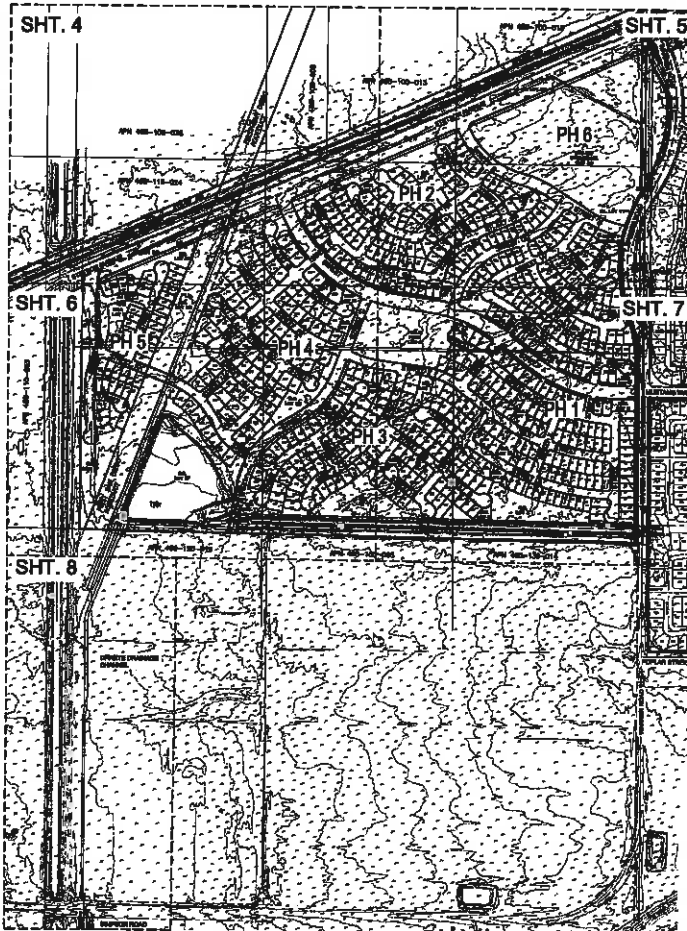
MARCH 2019

CITY OF HEMET TENTATIVE TRACT MAP No. 36841

PORTIONS OF THE EAST HALF OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



THOMAS GUIDE: PAGE 840, GRID C-8, 2004 EDITION



OWNER / APPLICANT:
RANCHO DIAMANTE INVESTMENT, LLC
550 LAGUNA DRIVE, SUITE B
CARLSBAD, CA 92008
(760) 480-0444

ENGINEER / REPRESENTATIVE:
PANGAEA LAND CONSULTANTS, INC.
3234 LA MARCA DRIVE, SUITE H
VISTA, CA 92081
(760) 728-6232

CONTIGUOUS OWNERSHIP:
THE OWNERS REPRESENT THIS TO BE A PORTION OF THEIR CONTIGUOUS OWNERSHIP UNLESS OTHERWISE NOTED.

LEGAL DESCRIPTION:
PORTIONS OF THE EAST HALF OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PHASING:
THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS IN ANY SEQUENCE ON THIS TENTATIVE SUBDIVISION MAP IN ACCORDANCE WITH THE SUBDIVISION MAP ACT.

SCHOOL DISTRICTS:
HEMET UNIFIED SCHOOL DISTRICT

- UTILITIES:**
- TABLE TV: FRONTIER COMMUNICATIONS (81) 488-7628
 - ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY (951) 928-8251
 - GAS: SOUTHERN CALIFORNIA GAS COMPANY (951) 928-2808
 - SEWER: EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
 - WATER: EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
 - TELEPHONE: VERIZON CALIFORNIA (951) 928-8481

PRELIMINARY EARTHWORK QUANTITIES:

CUT.....	418,000 CY
FILL.....	388,700 CY
ALLOW.....	825,000 CY
12% ALLOWAL SHRINKAGE.....	72,800 CY
EXPORT.....	52,300 CY

NOTE: QUANTITIES BASED ON SITE LOWERED 0.5' BELOW ELEVATION SHOWN

GENERAL NOTES:

1. ASSESSORS PARCEL NOS: 485-100-016, 485-100-022, 485-110-020, 485-110-021, 485-110-022, 485-110-023, 485-110-027
2. CURRENT ZONING: PCD 79-83 (PAGE RANCH PLANNED DEVELOPMENT)
3. PROPOSED ZONING: PCD 79-83 (PAGE RANCH PLANNED DEVELOPMENT); R-3
4. SURROUNDING ZONING:
NORTH - R2 AND R2
SOUTH - SP
WEST - CE
EAST - R1, R17, AND R3
5. ACREAGE BEING DIVIDED: 246.07 ACRES GROSS, 225.98 ACRES NET
6. NUMBER OF LOTS - TR. 36841 - 834
TOTAL NUMBER OF RESIDENTIAL LOTS = 388
TOTAL NUMBER OF PUBLIC PARK LOTS = 1
TOTAL NUMBER OF COMMERCIAL LOTS = 1
TOTAL NUMBER OF HOA PARK LOTS = 10
TOTAL NUMBER OF OPEN SPACE LOTS = 23
TOTAL NUMBER OF STREET LANDSCAPE = 8
7. MINIMUM LOT SIZE: TR. 36841 - 8,000 S.F.
8. GROSS DENSITY = 388 D.U./246.07 AC. = 2.39 D.U./AC.
9. ADJACENT GENERAL PLAN LAND USE: LDR 2.1-3, MIXED USE, & INDUSTRIAL
10. EXISTING GENERAL PLAN: LOW DENSITY RESIDENTIAL
11. PROPOSED GENERAL PLAN: LOW MEDIUM DENSITY RESIDENTIAL AND COMMERCIAL
12. PUBLIC STREET IMPROVEMENTS: PER CITY OF HEMET STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
13. NO SUBSURFACE SEPTIC DISPOSAL, PROPOSED.
14. ALL STREETS TO BE PUBLIC STREETS.
15. GRADING OCCURRING OUTSIDE THE SUBDIVISION BOUNDARY MAY REQUIRE PERMISSION LETTERS OR EASEMENTS FROM THE UNDERLYING PROPERTY OWNER PRIOR TO THAT GRADING.
16. MURDERE DRAIN LAYOUT IS PRELIMINARY. MURDERE DRAINING ARE 18" UNLESS OTHERWISE NOTED.

EASEMENT NOTES:

19. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 4, 1934 AS INSTRUMENT NO. 107707 OF OFFICIAL RECORDS, IN FAVOR OF: PAUL E. WALKER AND HELEN H. WALKER
21. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 11, 1983 AS INSTRUMENT NO. 8284 OF OFFICIAL RECORDS, IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY
22. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 25, 1988 AS INSTRUMENT NO. 8284 OF OFFICIAL RECORDS, IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
27. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 15, 1982 AS INSTRUMENT NO. 134503 OF OFFICIAL RECORDS, IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT
28. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 15, 1982 AS INSTRUMENT NO. 134504 OF OFFICIAL RECORDS, IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT
29. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 17, 1982 AS INSTRUMENT NO. 137028 OF OFFICIAL RECORDS, IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT

LEGEND OF ABBREVIATIONS AND SYMBOLS

---+100'---	EXIST. CONTOUR	277	LOT NUMBER
---1400---	PROP. CONTOUR	41.8	PRO ELEVATION
---	TRACT BOUNDARY	260'	LOT LINE DIMENSION
---	PROPERTY LINE	8'-450'	STREET WIDTH
---	STREET GRADE	28	STREET ELEVATION
---	CENTERLINE	21.84	CENTERLINE INTERSECTION
---	SEWER	21.84	POINT OF VERTICAL INTERSECTION
---	STORM DRAIN	PHG	FRESHWATER SURFACE ELEVATION
---	WATER LINE	7.3	GRADE BROWN
---	MURDERE DRAIN	48	HIGH POINT
---	EXISTING WATER	H.P.	LOW POINT
---	EXISTING OVERHEAD ELECTRIC LINE	L.P.	

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774 770000 0000 0000 0000

DATE	BY	REVISIONS	APPROVED	DATE



PANGAEA
LAND CONSULTANTS, INC.
3234 LA MARCA DRIVE, SUITE H
VISTA, CA 92081
760-728-6232

ROBERT A. BARNETT
REG. 4380 EXP. 6-30-21 REG.

CITY OF HEMET

APPROVED: _____

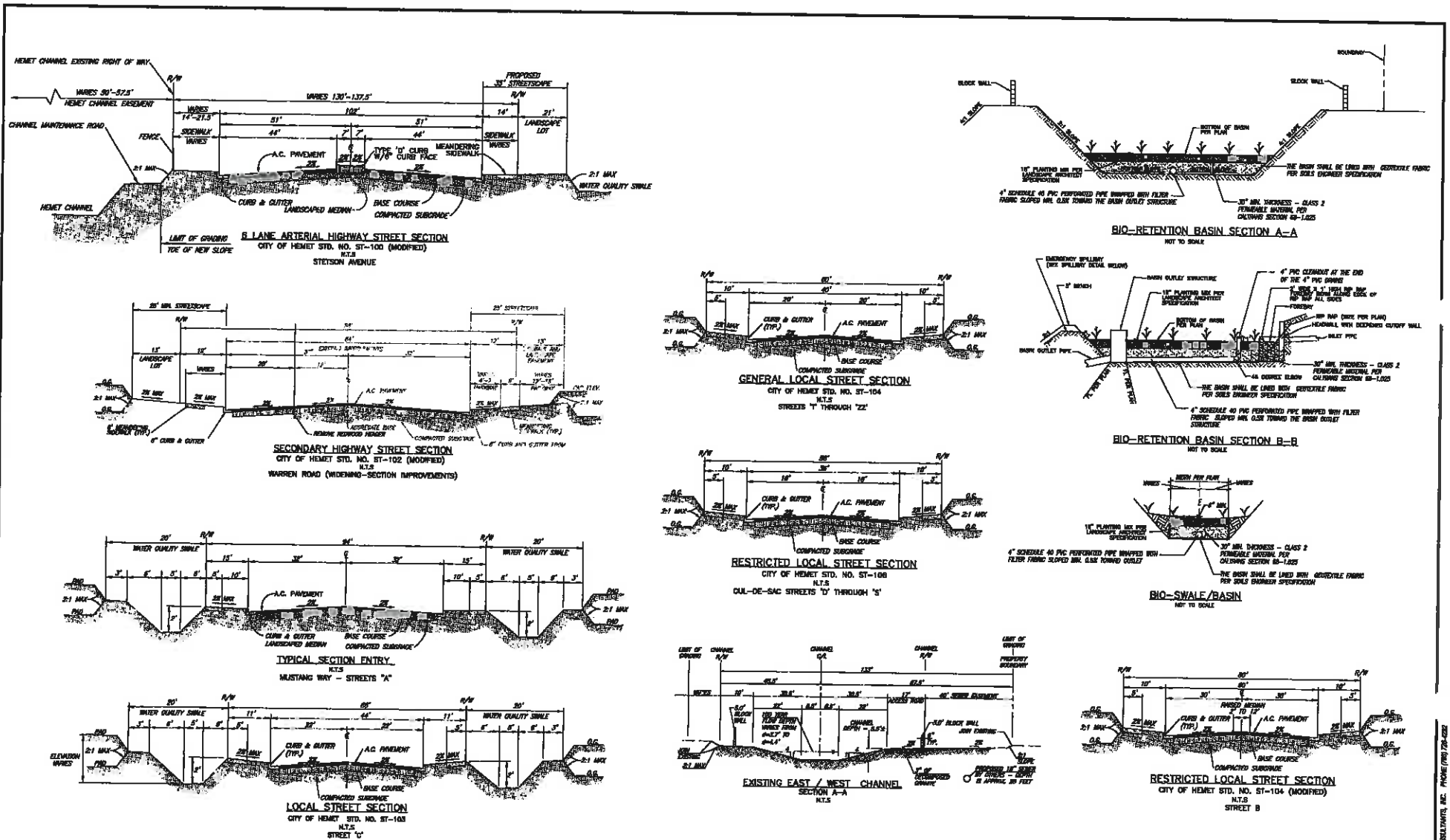
IN THE CITY OF HEMET

RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

TITLE SHEET, KEYMAP AND NOTES

SHEET NO.
1
OF **8** SHEETS

CONVERTED FROM PANGAEA LAND CONSULTANTS, INC. PLAN No. 2007-208-002



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DATE BY	REVISIONS	DESIGNER	CHECKER



PANGAEA
 LAND CONSULTANTS, INC.
 10000 LINDEN BLVD. SUITE 100
 DUBLIN, CA 94568
 TEL: 916-835-1000
 FAX: 916-835-1001

ADAM C. SPIVACK
 REG. CIVIL ENGR. 4-35-86 STATE OF CALIF.

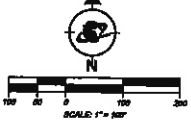
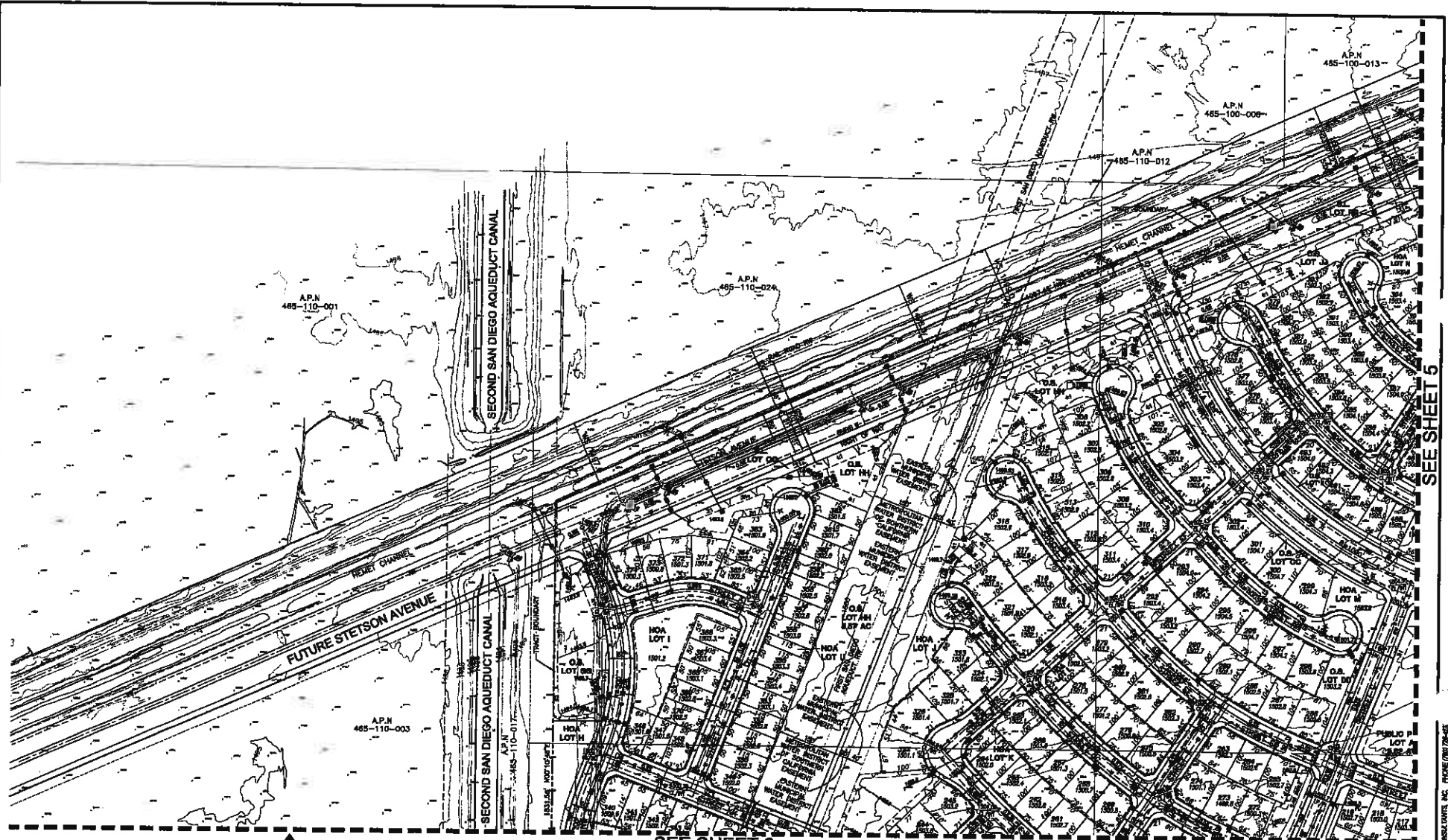
CITY OF HEMET
 APPROVED: _____
 BY: _____

IN THE CITY OF HEMET
 RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 36841
 TYPICAL SECTIONS AND WATER QUALITY DETAILS

SHEET NO. 2
 OF B SHEETS

DATE: _____
 FILE NO. _____

ENGINEERS NAME: PANGAEA LAND CONSULTANTS, INC. PHONE: (916) 726-4242



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DATE	BY	REVISIONS	APPROVED	CHECKED



PANGAEA
 LAND CONSULTANTS, INC.
 10000 LA JOLLA VILLAGE DRIVE, SUITE 100
 LA JOLLA, CALIFORNIA 92037
 P. 760-595-7888

APPROVED: _____

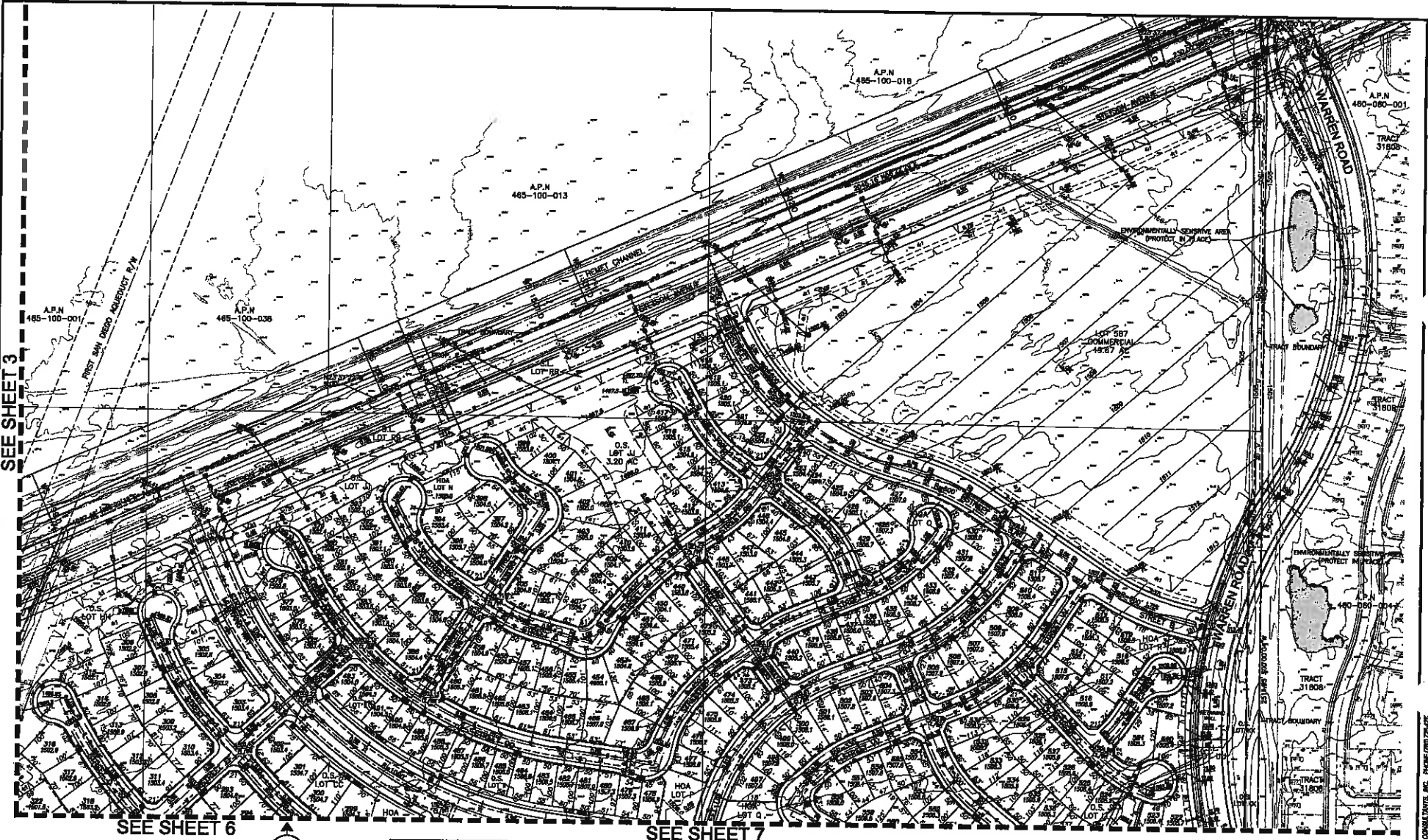
CITY OF HEMET

IN THE CITY OF HEMET
RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 0004

SHEET NO.
4
 OF 8 SHEETS

SEE SHEET 5

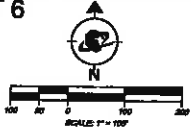
SEE SHEET 6



SEE SHEET 3

SEE SHEET 6

SEE SHEET 7



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 227-2600
 FOR SAFETY DATA VISIT US AT

DATE	BY	REVISIONS	DATE



PANGAEA
 LAND CONSULTANTS, INC.
 10000 JAMES STREET SUITE 200
 SAN DIEGO, CA 92121
 P. 619-592-2888
 F. 619-592-2889

GROUP C BIDDING
 SEE MAP OR 9-30-00 DIRE

CITY OF HEMET
 APPROVE: _____
 BY: _____

IN THE CITY OF HEMET
 RANCHO DIAMANTE
 TENTATIVE TRACT MAP No. 30841

SHEET NO.
5
 OF 8 SHEETS

File Name: Project\Bidding Documents for 2009\Documents No. 30717-11\11\Drawings\11\30841-05.dwg Date: 11/20/09 10:48am

ENGINEERING/PANGAEA LAND CONSULTANTS, INC. PROJECT/30841-05

SEE SHEET 4

A.P.N. 485-110-001

FUTURE STETSON AVENUE

A.P.N. 485-110-003

A.P.N. 485-110-003

A.P.N. 485-120-001

A.P.N. 485-120-019

A.P.N. 485-120-004

A.P.N. 485-130-006

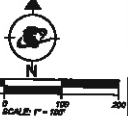
SEE SHEET 8

SEE SHEET 7

SECOND SAN DIEGO AQUEDUCT CANAL

FIRST SAN DIEGO AQUEDUCT PAV

O.B. LOT #7 18.0 AC



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Table with columns: DATE, REVISIONS, A.P.N., DATE, COUNTY



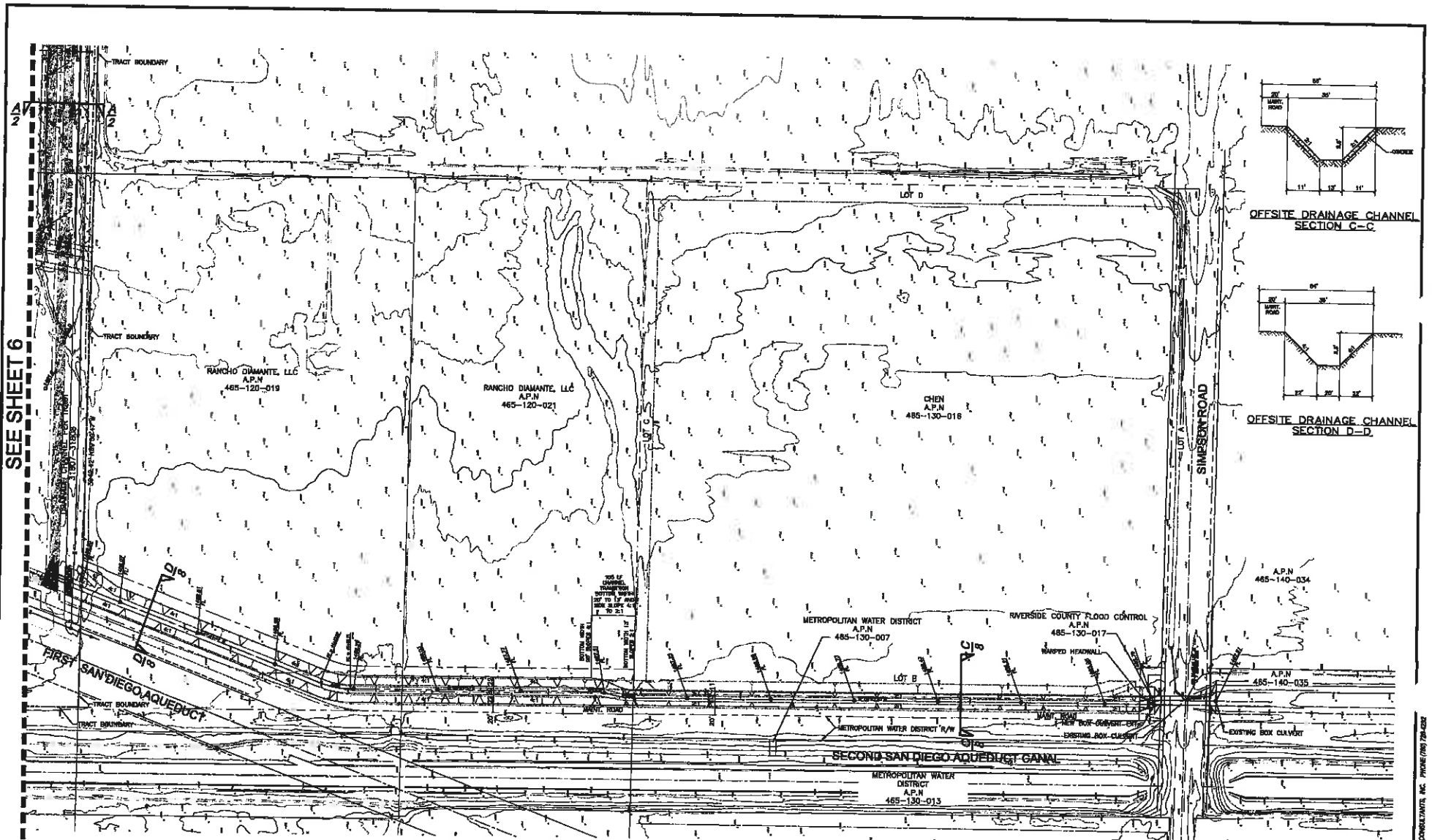
FANGAEA LAND CONSULTANTS, INC. PROFESSIONAL LAND ENGINEER, No. 42619 State of California

CITY OF HEMET APPROVED BY: _____

IN THE CITY OF HEMET RANCHO DIAMANTE TENTATIVE TRACT MAP No. 2804 SHEET NO. 6 OF 8 SHEETS

Vertical text on the left edge of the map sheet.

Vertical text on the right edge of the map sheet.



SEE SHEET 6



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DATE	BY	REVISIONS	APPROVAL



PANGAEA
LAND CONSULTANTS, INC.
PROFESSIONAL LAND CONSULTANTS, INC.
10710 BURNING TREE DRIVE, SUITE 200
SAN DIEGO, CA 92128
P. 760-594-0000
F. 760-594-0001

ANDREW A. BROWN REC-0209 EXP. 9-30-21 016

CITY OF HEMET

APPROVED: _____ BY _____

BY: _____

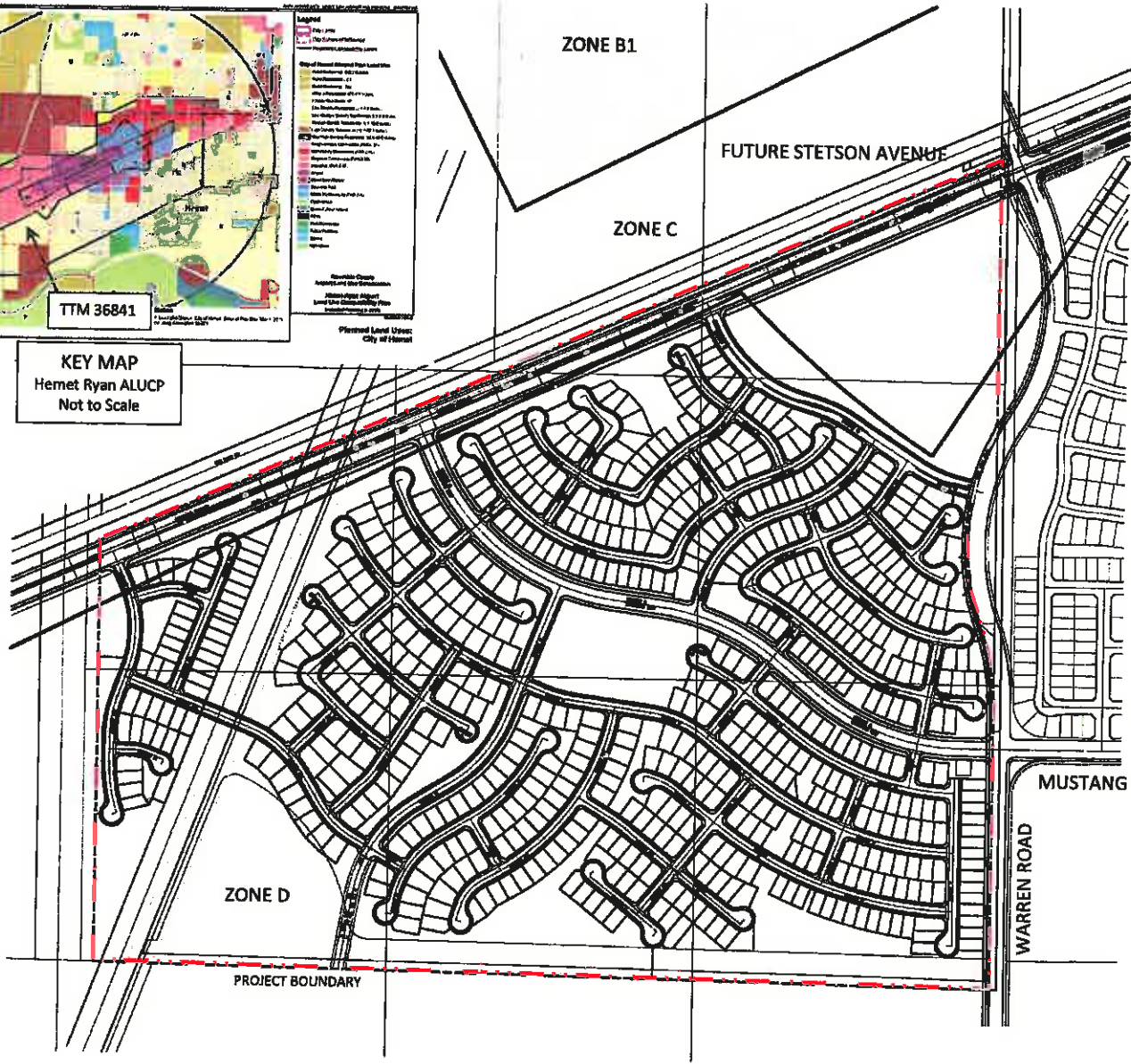
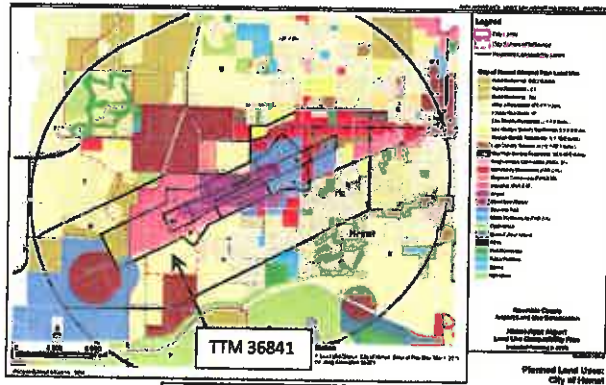
IN THE CITY OF HEMET
RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 08844

SHEET NO.
6
OF 8 SHEETS

PREP. BY: _____
DES. BY: _____
FILE NO. _____

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ENGINEERS: ANDREW A. BROWN, LAND CONSULTANTS, INC. LICENSE 070972-0000



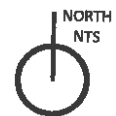
ALUCP ANALYSIS

AREA IN ZONE C	32.02 AC.
AREA IN ZONE D	213.05 AC.
TOTAL PROJECT AREA	245.07 AC.

586 RESIDENTIAL LOTS TOTAL

ZONE C
 Max Density = 1 Unit/5 AC (= 0.2 Units/AC)
 Portions of 5 residential units are in Zone C
 5 units/32.02 ac. = 0.16 Units/AC
0.16 UNITS/AC < 0.20 UNITS/AC
ZONE C IS WITHIN DENSITY RANGE

ZONE D
 Min Density = 3.0 Units/AC
 581 lots are in Zone D
 Net area in Zone D is 142.80 ac.
 581 Units/142.80 AC Net = 4.07 Units/AC
4.07 UNITS/AC > 3.0 UNITS/AC
ZONE D IS WITHIN DENSITY RANGE



**HEMET-RYAN AIRPORT
 LAND USE COMPATIBILITY EXHIBIT
 FOR TRACT 36841**

Prepared by Pangaea Land Consultants, Inc.
 December 4, 2019

Page Ranch
Planned Community
PCD 79-93

Proposed Amendment (SPA 15-001)
Submitted: January 2019
Amended from the Previously Approved Version: March 2009

Prepared for:
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543-4209

Submitted by:
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Prepared by:
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**Page Ranch
Planned
Community
Development**

1.0 PROJECT

1.1 PROJECT SUMMARY

This Amendment will modify the Page Ranch Planned Community Master Plan (PCD 79-93), adopted in 1980 by the City of Hemet and most recently amended in March 2009. This proposed amendment is to eliminate the alignment of New Warren Road, along with the elimination of Planning Area VI and the incorporation of Planning Area VI into Planning Area X. Mustang Way will be extended to the west and north to connect to the New Stetson Road and split the expanded Planning Area X. The boundary between Planning Areas X and XIII is also redefined. The land use for Planning Area XII is changed to Commercial. The circulation and planning area changes are proposed in order to accommodate desired changes in land uses. There are no changes being proposed to the overall Plan boundary. As a result of the proposed changes, there is a conversion of 117.7 acres of Low Density residential to Low-Medium Residential; however, the total units reduce by 231 units from 6,952 to 6,721 units. The overall residential density of the Plan changes from 3.6 dwelling units per acre to 3.4 dwelling units per acre.

A summary of changes are shown in Tables 1 and 2 below.

**Table 1
Specific Plan Amendment – 04**

Planning Area	Adopted Land Use	Adopted Acreage	Adopted D/U's
III	Low Density	218.2	894
IV	Industrial	52.1	0
VI	Low Density	117.7	353
VII	Low Medium	38.5	193
X	Low-Med Density	99.4	391
XI	Low-Med Density	104.5	448
XII	Low Med Density	45.6	155
XIII	Low Density	24.4	73
Totals		694.1	2,507





Page Ranch
Planned
Community
Development

**Table 2
Specific Plan Amendment (15-001)**

Planning Area	Adopted Land Use	Adopted Acreage	Adopted D/U's
I	Medium Density	84.7	353
II	Low-Med Density	113.46	567
	Med-High Density	26.01	416
IIA	Low-Med Density	34	170
	Med-High Density	23.99	384
	Commercial	18.59	0
III	Low Density	211.9	894
IV	Industrial	52.1	0
V	Medium Density	116.4	1,164
	Med-High Density	40	640
	Open Space/Preserve	1.8	0
VII	Low Medium	38.6	193
VIII	Open Space/Preserve	16.0	0
	Open Space/Recreation	130.0	0
IX	Low Density	225.45	676
	Med-High Density	18.1	75
	Open Space/Preserve	92.0	0
X	Low-Med Density	221.83	586
XI	Low-Med Density	104.5	448
XII	Low-Med Density	45.6	155
XIII	Commercial	19.67	0
Totals		1,634.74	6,721

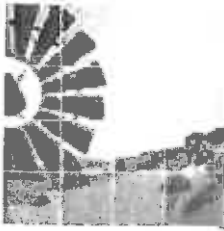
1.2 LAND USE AND DENSITY CHANGES

Planning Area X has been enlarged by incorporating former Planning Area VI. The previous combination of Planning Areas and X contained 744 units on 217.1 acres for a composite density of 3.42 dwelling units per acre. The expanded Planning Area X contains 586 units on 221.83 acres for a density of 2.64 dwelling units per acre.

Planning Area XIII is amended to have Commercial use. The ALUC adopted a new Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) in 2017. Most Commercial uses are allowable in Compatibility Zone C, provided that intensity is within the limits set forth for that Zone in the ALUCP.

The proposed amendment is intended to support the objectives of the Page Ranch Planned Community by:





**Page Ranch
Planned
Community
Development**

- Contributing to the diversity of housing types and site locations that will be marketable in the developing economic profile for the City of Hemet;
- Providing residential product type to meet forecasted demand in the Specific Plan area;
- Contributing to the creation of a community identity for the City of Hemet through conformance with architectural and landscape standards;
- Providing a logical extension of utilities, drainage, facilities and circulation networks.
- Providing commercial use among residential uses to reduce the frequency and distance of automobile trips.

This Specific Plan Amendment is being processed concurrently with a General Plan Amendment to accommodate the deletion of New Warren Road from the General Plan Circulation Element and the extension of Mustang Way from existing Warren Road to the new alignment of Stetson Avenue.

1.3 ENVIRONMENTAL SUMMARY

Potential environmental impacts of development of the subject Planning Areas shall be evaluated as part of an environmental process, as determined by the City and the selected environmental consultant.

1.4 TRAFFIC IMPACT ANALYSIS

1.4.1 On-Site Improvements

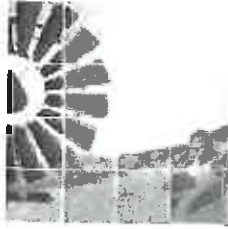
This section to be updated based on the results of any required environmental analysis.

Planning Area X

The Traffic Impact Analysis completed for this Planning Area was done using two alternatives. One alternative for on-site improvements is that Mustang Way is extended through the project area and the other was done without the Mustang Way extension. In both instances the recommended roadway improvements were the same with the exception of Mustang Way extension which if extended would be constructed as a Secondary roadway from Warren Road to new Stetson Avenue in conjunction with development.

1.4.2 Off-Site Improvements

This section to be updated based on the results of any required environmental analysis.



Page Ranch
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Development

Off-site improvements should be coordinated with the proposed Southwest Hemet Roadway Phasing and Financing Program. The proposed Southwest Hemet Roadway Phasing and Financing Program will include analysis of General Plan growth for the City of Hemet, and define improvement requirements appropriate for the overall level of proposed development.

1.5 AUTHORITY AND REQUIREMENTS

1.5.1 Authority for Specific Plan Amendment

The authority to prepare, adopt and implement specific plan amendments is granted to the City of Hemet by the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457). As with General Plans, the Planning Commission must hold a public hearing before it can recommend adoption of a Specific Plan Amendment to the City Council. The City of Hemet City Council shall adopt a Specific Plan Amendment by ordinance.

1.5.2 Requirements for Specific Plan Amendment

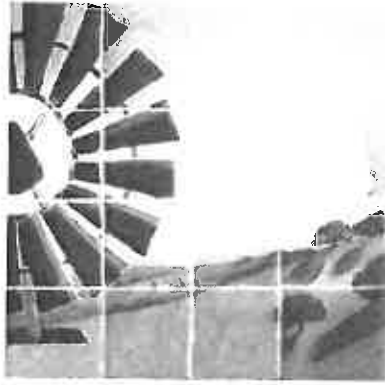
The area covered by this Page Ranch Planned Community, Specific Plan Amendment, is located within the City of Hemet and is zoned PCD 79-93. The Specific Plan Amendment will establish the land uses and densities for the development of Planning Areas covered by this Amendment.

The Specific Plan Amendment is a regulatory plan which will serve as zoning for the subject property. Proposed development plans or agreements, tentative tract or parcel maps, along with all other development approvals, must be consistent with this Specific Plan Amendment. Projects which are found to be consistent with the Specific Plan Amendment will be deemed consistent with the City's General Plan.

Page Ranch History and Amendments

Ordinance	Project	Approval	Description	Environmental
806	ZC79-93	1.22.80	Page Ranch Planned Community Development	Specific land use plan for Southwest Area EIR (certified 1980)
1026		2.28.84	Site development standards TPM19795 & TPM19768	
1034		3.27.84	Site development standards TM16090-1	
1037		4.24.84	Site development standards TM16090-1	
1215	ZC86-30	1.27.87	Modification of Med/High classification	
1392	ZC90-005	7.24.90	Pre-Annexation	
1399		11.27.90	Sign programs	
1571	ZC97-3	9.23.97	R-1 setbacks	
1578	ZC97-5	1.20.98	Land use change from R-17 to R-1-6	
1644	SP00-01	4.10.01	Page Plaza	Mitigated Neg. Dec.
1689	SPA02-2	9.05.03	Sanderson Lakes (Willow Walk)	Mitigated Neg. Dec.
1750	SPA04-01	12.13.05	Land use change from Commercial to Med. Residential	Subsequent EIR
1790	SPA07-002	1.29.08	Brethren Square	Mitigated Neg. Dec.
1810	SPA06-004	3.24.09	Rancho Diamante	Subsequent EIR





*Page Ranch
Planned Community
PCD 79-93
Master Plan and Development Standards
Amendment
Revised*

January 2019

Prepared for:

City of Hemet Planning Department

445 E. Florida Avenue, Hemet, California 92543

Tel (951) 765-2375

Fax (951) 765-2359

Contact Person: Carole Kendrick, Associate Planner

Amendment Prepared by:

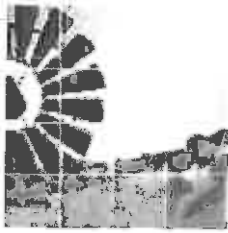
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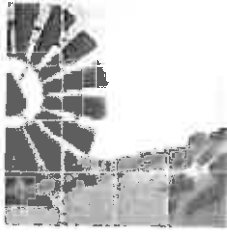
Contact Person: Rich Brasher, Partner/Owner



Page Ranch
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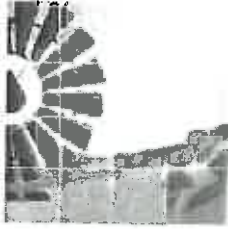




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Page Ranch Planned Community Development

I. Introduction

A. EXECUTIVE SUMMARY

The proposed Amendment to the Page Ranch Planned Community Master Plan is to eliminate Planning Area VI (Low Density Residential), expand Planning Area X (Low-Medium Density Residential) to include the area from Planning Area VI, designate Planning Area XIII as Commercial, eliminate New Warren Road, and extend Mustang Way from existing Warren Road to New Stetson Avenue.

The exhibits, tables and text have been amended as necessary to address the proposed changes to the Master Plan. The Master Plan is provided to the City of Hemet in two formats; as a strike-out/underline document so all textual changes are easily identified by the reader, as well as a separate version of the document with the changes incorporated.

Page Ranch is included in a special planning study commissioned by the City of Hemet entitled "The Specific Land Use Plan for the Southwest Area" and completed in January, 1979. The Page Ranch Planned Community Master Plan & Development Standards remain consistent with the adopted goals and objectives of this special study, along with related Planned Community Development (PCD) zone regulations of the Zoning Ordinance (No. 621) of the City of Hemet and of subsequent amendments.

The PCD regulations have been developed to provide a method whereby property may be classified for a variety of land uses governed by a supporting master plan and development standards. The specifications of this zoning district are intended to provide flexibility for both the land use and development standards and also achieve high quality development. The Master Plan and related Planned Community development standards, as contained herein, shall serve to govern all proposed non-commercial projects and uses within the designated Planned Community Area. A subsequent "Site Development Plan – Major" shall be required for the Planning Area XIII Commercial, including detailed design review.

B. LOCATION AND CHARACTER

Page Ranch is located in the southwestern section of the City of Hemet, south of Stetson Avenue, west of the Seven Hills development, north of the Domenigoni Mountains and east of the San Diego Aqueduct. (See Figure 1, Vicinity Map.)



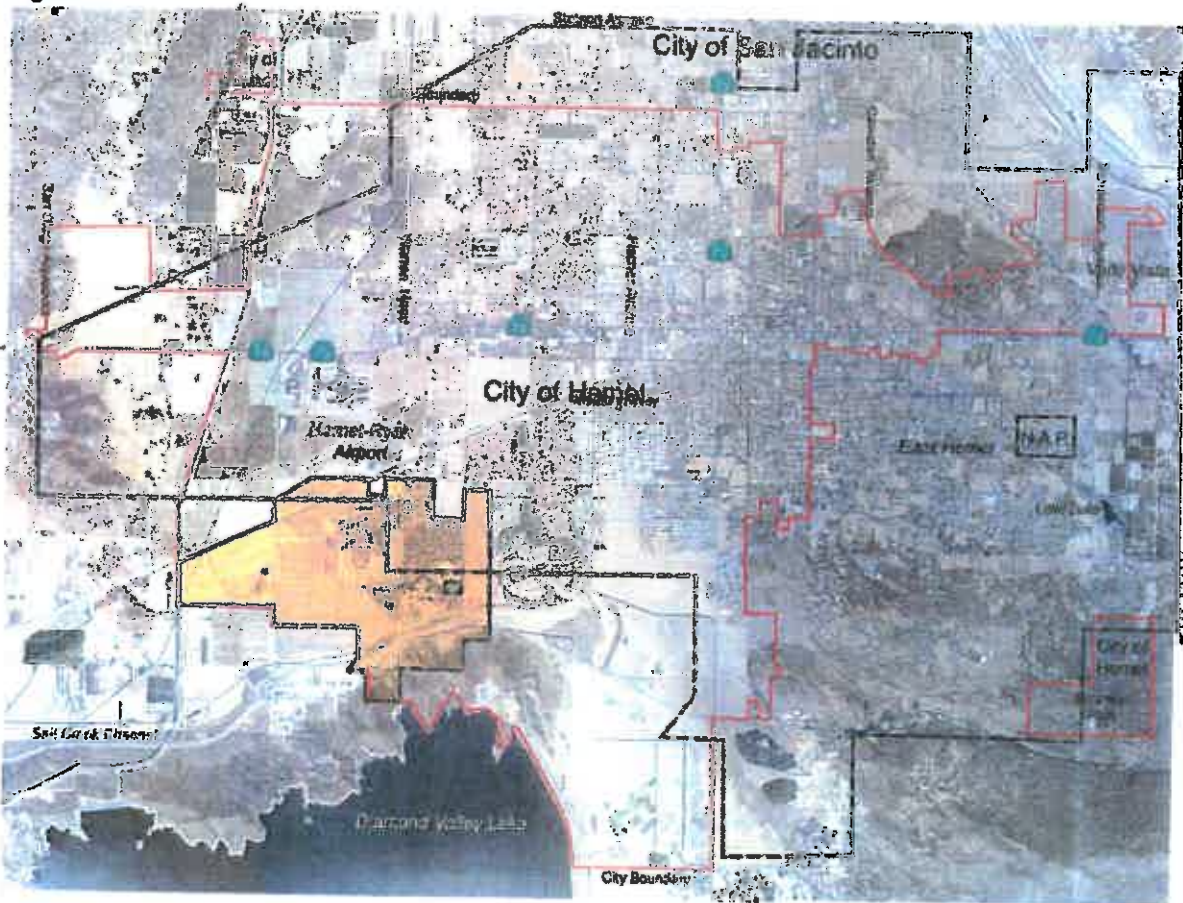
I. Introduction

Page Ranch

Planned Community Development

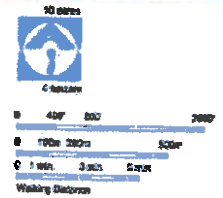
Vicinity Map

Figure 1



AEI-CASC
ENGINEERING

Page Ranch Planned Community Development
November, 2005



PANGAEA
ENGINEERING & ARCHITECTURE, INC.

Page Ranch Planned Community Development PCD 79-93
January 2019



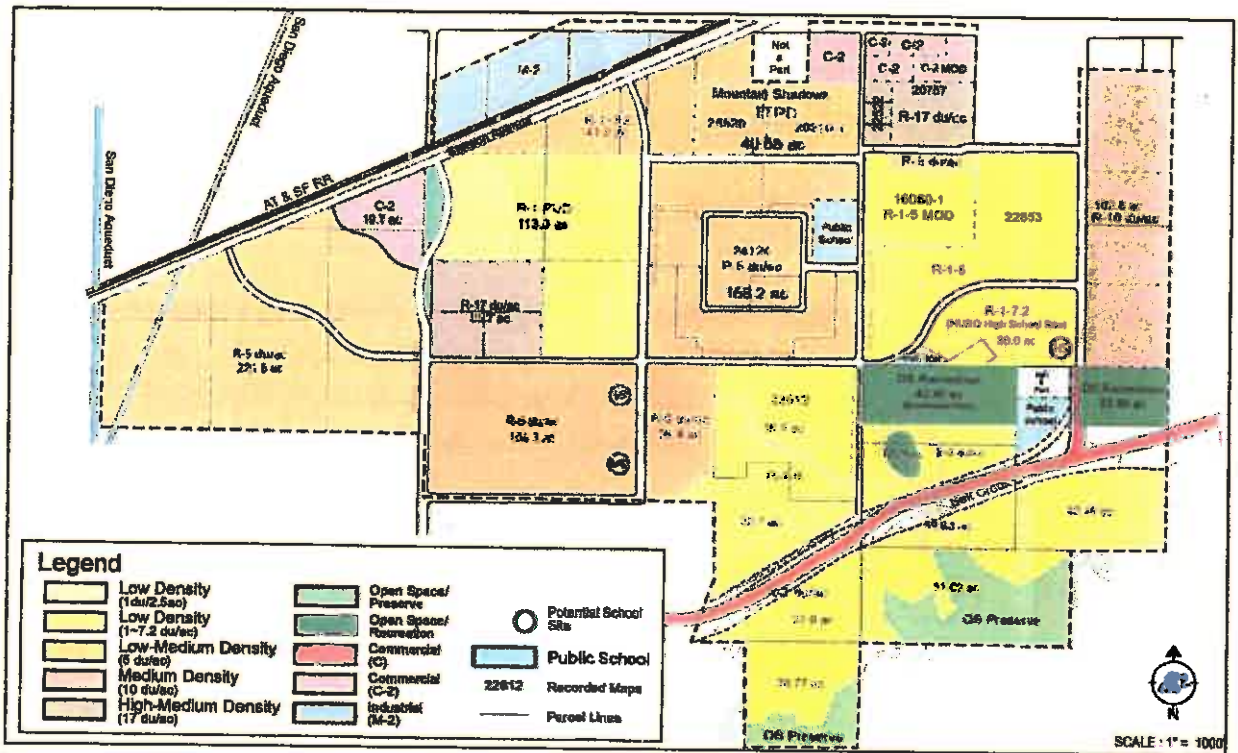
I. Introduction

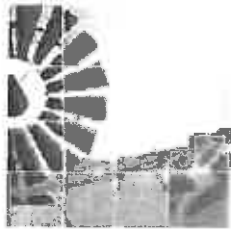
Page Ranch

Planned Community Development

Proposed Land Use

Figure 2





**Page Ranch
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Development**

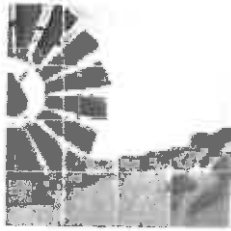
II. Purpose and Intent

PURPOSE AND INTENT

The following document is a Master Plan and accompanying development standards for a planned community known as the Page Ranch, with a total area of 1,634.7 acres. The purpose of this Master Plan and supporting documents is to set forth permitted land uses, and establish appropriate development standards, design criteria, and guidelines for growth management as it relates to adequacy of public facilities and services.

The Master Plan and supporting documents are intended to allow a diversity of land uses and standards in compliance with the intent and provisions of the Southwest Area Specific Plan, the Hemet General Plan, the Zoning Ordinance, and Subdivision Ordinance of the City of Hemet.

This document originally provided the framework for development in the Page Ranch Master Plan. Future Specific Plans that separate themselves out of the original or Amended Page Ranch Planned Community may supersede this document (See Appendix F).



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III. General Notes

A. DEFINITIONS

Definition of terms shall be as defined in Section 90-4 of the City's Zoning Ordinance, Ordinance No. 621, unless otherwise defined herein.

1. *Single family residential* – refers to any residential use or development wherein each dwelling unit is situated on a residential lot of record and no lot contains more than one dwelling unit. Single family residential may include either attached or detached single-family dwellings, or a combination thereof, cluster developments, and may be applicable to subdivisions and planned developments.
2. *Cluster Development* – shall be defined as combining or arranging of attached or detached dwelling units and their accessory structures on contiguous or related building sites where the yards and open spaces are combined into more desirable arrangements and locations of open space.
3. *A planning area* – is a numbered area on the Planned Community Master Plan.
4. *Planning unit* – area refers to the total number of acres within a Planning Area boundary.
5. *Gross planning unit density* – is determined by dividing the total area of the Planning Unit by the number of dwelling units within the Planning Unit.
6. *Gross residential acres* – is the total number of acres within any planning unit that is to be devoted essentially to residential uses, including residential building sites, local streets, drive-ways, private recreation and recreation areas within designated residential areas only for use of the residents of the project, minor easements serving the project, and customary uses and structures accessory to residential development.
7. *The gross residential density of a project* – is computed by dividing the total number of dwelling units by the total number of gross residential acres in the project.

B. GENERAL NOTES

1. The maximum number of dwelling units is established in the Statistical Summary (Section IV) so that a development at a lower density may occur without requiring a zone change or change in this P.C.D. document. At no time, however, shall the maximum number of dwelling units established for any planning unit be exceeded.
2. Unless otherwise specified herein, the regulations specified by the

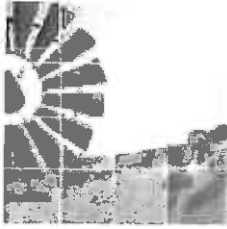


Page Ranch Planned Community Development

III. General Notes

Hemet Municipal Code shall regulate all development within the Page Ranch Planned Community. Definition of terms shall be as defined in the Hemet Municipal Code, except as modified herein.

3. The individual acreage figures shown in the Statistical Summary on the Planned Community Development Plan are accurate to within 10% of the acreage as shown and are based upon planimeter readings. Modifications that may result from precise planning such as at the Tentative Tract Map or Final Tract Map stage will not require a change to the Development Plan provided that the total number of residential dwelling units in the affected planning units does not exceed that specified by the statistical summary.
4. Residential Grading permits may be issued within the planned community and outside of the area proposed for immediate development. Soil may be stockpiled on or borrowed from locations within the planned community so long as these locations are indicated for development on the Master Plan and a Stockpile Permit has been obtained.
5. The continued use of the land for agricultural purposes and other similar uses including all necessary structures and appurtenances shall be permitted.
6. Water within the Page Ranch Planned Community shall be furnished by the Eastern Municipal Water District.
7. Sewage disposal facilities within the Page Ranch Planned Community shall be furnished by the Eastern Municipal Water District.
8. Drainage and flood protection facilities shall be provided in a manner meeting with the approval of the City Engineer and the Riverside County Flood Control District.
9. Detailed plans, including design, hydrology and hydraulic calculations shall be submitted to the City Engineer and Riverside County Flood Control District for approval, prior to the issuance of grading or building permits and prior to the recordation of a Final Map.
10. Local parks will be provided in conformance with the requirements of the Local Park Code.
11. The Community Development Director shall have the authority and responsibility to review uses not listed in these Planned Community District Regulations. A proposed unlisted use shall be permitted as a principal or conditionally permitted use within a base district if the



**Page Ranch
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Community
Development**

III. General Notes

Community Development Director determines that said use falls within the purpose and intent of that base district, is of a comparable nature to the principal or conditionally permitted uses specified as permitted in the base district and will not be detrimental to property in the vicinity of said use.

12. A Development Plan as outlined in the Planned Community Development zoning text of the City must be filed with the Planning Commission prior to issuance of any building permits and prior to, or concurrent with, the filing of any Tentative Tract Map. Development Plans can cover all or a portion of the area included in the Page Ranch Master Plan.

13. Article XIX. – PCD Planned Community Development Zone of the Hemet Municipal Code addresses the guidelines for the creation and approval of a PCD, made up of a Community Master Plan and a Development Plan. Sec. 90-620 addresses the approval of the Development Plan and refers to Article II, Section 90-48 Site Development Plan Review, for the approval process for the Development Plan.



IV. Statistical Summary

Page Ranch

Planned Community Development

Residential Summary

Table 1

Planning Area	1	2	2A	3	5	7	9	10	11	12	TOTAL
Low Density											
Acres							225.45				225.45
DU/AC							3				3
Total DU							676				676
Population*							1,555				1,555
Low Medium											
Acres	113.46	34	211.90			38.6		221.83	104.5	45.6	769.89
DU/AC	5	5	4			5		2.64	4.4	3.5	3.9
Total DU	567	170	894			193		586	448	155	3,013
Population*	1,304	391	2,056			444		1,348	1,030	357	6,930
Medium Density											
Acres	84.7				116.4		18.1				219.2
DU/AC	4.2				10		4.2				7.3
Total DU's	353				1,164		75				1,592
Population*	812				2,677		173				3,662
Medium High											
Acres		26.01	23.99		40						90
DU/AC		16	16		16						18
Total DU		416	384		640						1,440
Population*		957	883		1,472						3,312
Total Acres	84.7	139.47	57.99	211.90	156.4	38.6	244	221.93	104.45	45.61	1,304.5
Total Population*	812	2,261	1,274	2,056	4,149	444	1,727	1,348	1,030	357	15,468
Total DU's	353	983	554	894	1,804	193	751	586	448	155	6,721

* Population Generation Factor is 2.3 persons per household

NOTE: This table has been updated from the approved 1990 Page Ranch PCD to incorporate the amended acreages, unit counts and updated Generation Factor.

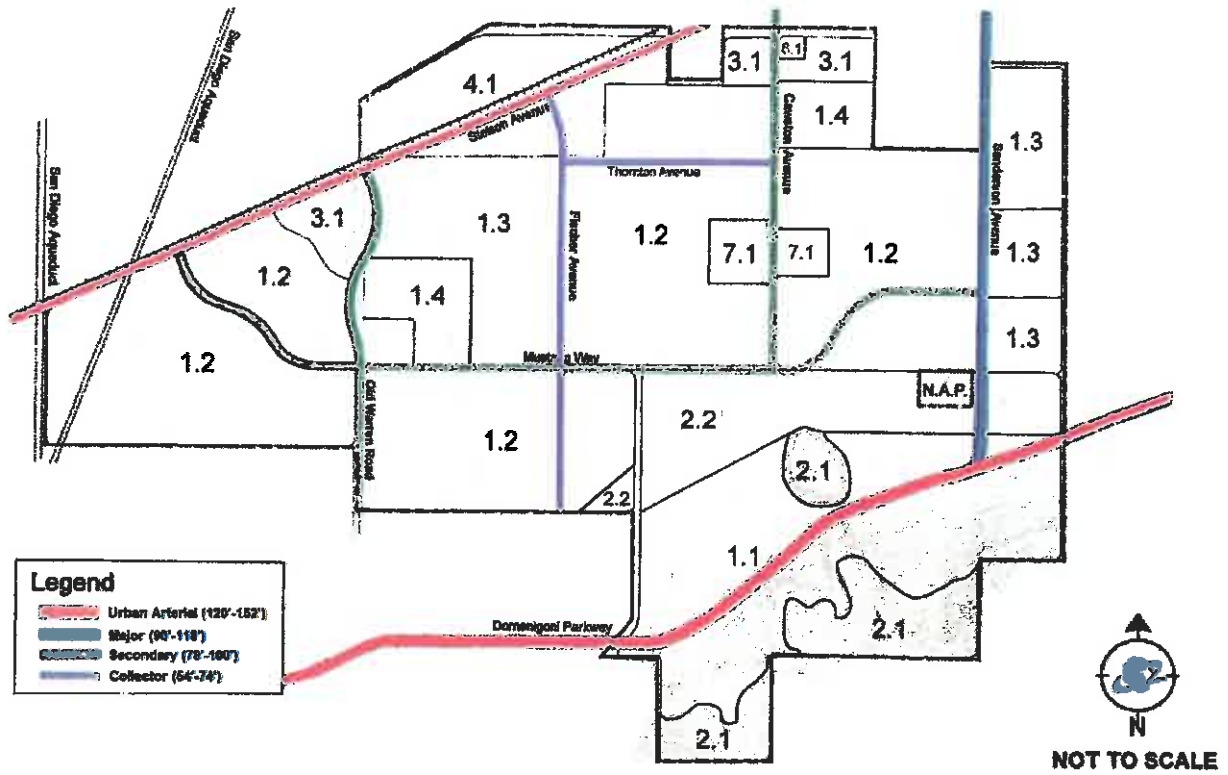




IV. Statistical Summary

Page Ranch
Planned Community Development

Circulation Plan
Figure 3



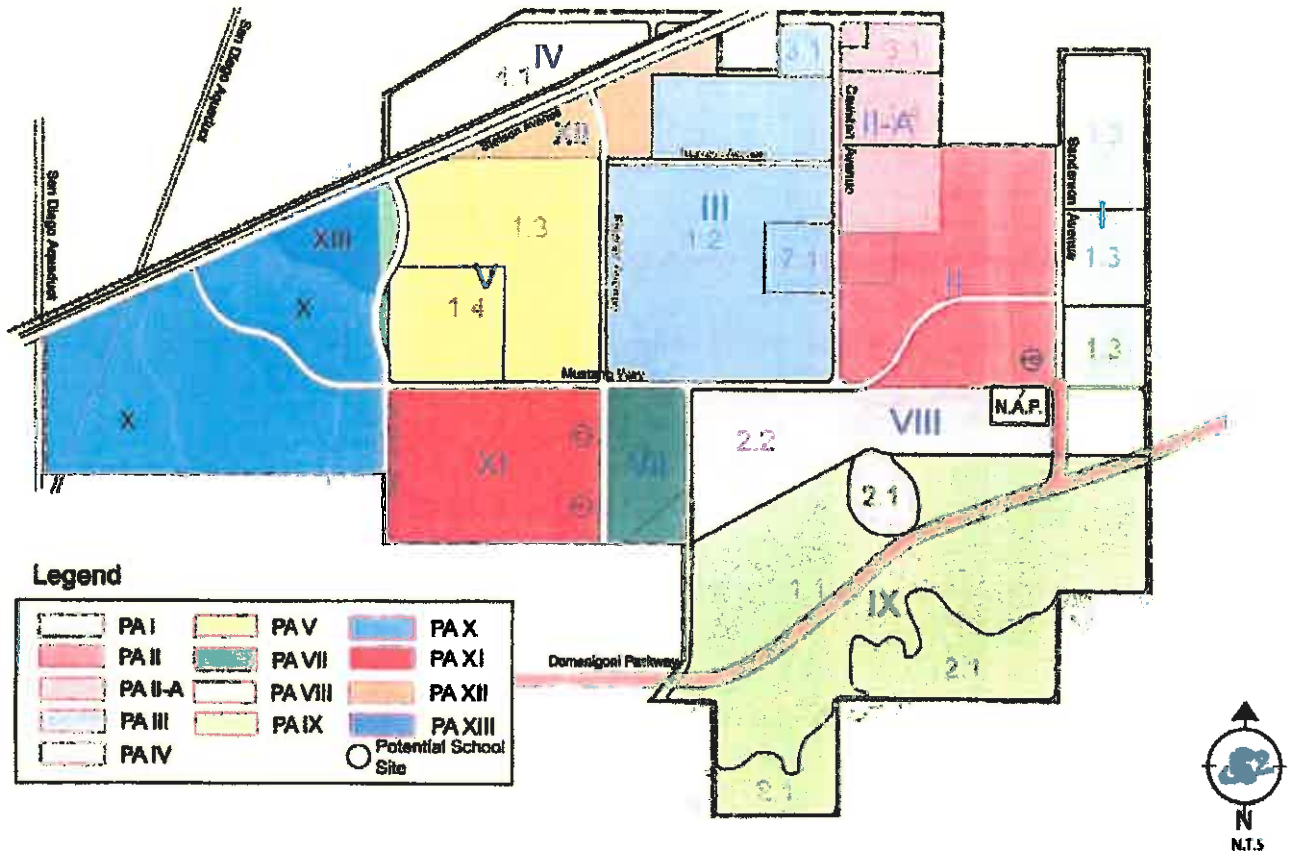


IV. Statistical Summary

Page Ranch

Planned Community Development

Planning Areas
Figure 4





IV. Statistical Summary

Page Ranch

Planned Community Development

Land Use Summary

Table 2

Planning Area	1	2	2A	3	4	5	7	8	9	10	11	12	13	TOTAL
Low Density									225.45					225.45
Low Medium		113.48	34	211.84			38.6			221.83	104.5	45.8		788.83
Medium Density	84.7					116.4								201.1
High Medium		26.91	23.99			40			18.1					108.1
Open Space/Preserve						1.8		16	82					100.8
Open Space/Recreation								130						130
Schools														0
Commercial			18.59										19.67 ¹	38.26
Industrial					52.1									52.1
Total Acres	84.7	139.47	76.58	211.84	52.1	158.2	38.6	146	335.55	221.83	104.5	45.8	19.67	1634.74

NOTE: This table has been updated from the approved 1990 Page Ranch PCD to incorporate the amended acreages and unit counts.

1 Planning Area 13 Commercial is limited to 100,000 square feet, consistent with the SEIR.



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V. District Regulations

A. RESIDENTIAL REGULATIONS

1. Low Density Regulations (1.1)

a. *Purpose and Intent*

The land designated for this type of residential use is meant to serve the particular housing need segment of the community where densities do not exceed 3.0 units per gross acre. This intensity of residential use includes areas where existing and proposed hillside development calls for protection of the hillside areas. A variety of other types of dwelling units or development compatible with adjacent areas (such as cluster or multi-family units) may also be accommodated in the manner prescribed for the Low Density category.

b. *Uses Permitted*

- Single-family residences
- Parks and playgrounds, public and private (non-commercial)
- Riding and hiking trails, equestrian facilities and accessory structures
- Golf courses, tennis clubs, athletic clubs and recreational facilities
- Signs subject to the requirements of Section V.H.

c. *Uses Permitted Subject to Site Plan Review (See Section VI)*

- Single-family residential
- Attached or detached multiple family residential
- Community facilities
- Model homes, temporary real estate offices and signs within subdivisions

d. *Temporary Uses Permitted*

- Temporary use of mobile home residence during construction for use as a security or construction trailer
- Continued use of an existing building during the construction of a new building on the same building site
- Real estate signs and future development signs



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e. *Accessory Uses Permitted*

Any of the following customary accessory uses and structures is permitted subject to applicable regulations of the Hemet Municipal Code, Article XI unless modified herein:

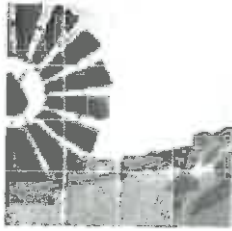
- Garages and carports
- Swimming pools
- Fences and walls
- Home occupations in compliance with the regulations provided in the Hemet Municipal Code.
- The keeping of pets of a type readily classified as being customarily incidental and accessory to a permitted principal residential use when no commercial activity is involved. The keeping of wild, exotic, or nondomestic animals is prohibited. As a PCD, the keeping of pets is more restrictive than that allowed by Hemet Municipal Code, Section 90-77.
- Barns, stables, paddocks and other structures necessary for the maintenance of horses shall be permitted on building sites with a minimum area of twenty-thousand (20,000) square feet.
- Horticulture of all types, unlighted and unenclosed by buildings or structures (non-commercial), and as regulated by the Hemet Municipal Code.
- Equines may be kept provided that the minimum building site area of a lot on which one or two may be kept shall be twenty-thousand (20,000) square feet and that for each additional equine over two kept thereon, an additional ten-thousand (10,000) square feet of area shall be required.

f. *Site Development Standards - Single Family Residences*

(1) Conventional subdivision:

Unless otherwise specified on the approved Tentative Tract Map, all single family residential development shall be deemed to be a conventional subdivision. The following regulations shall apply:

- (a) Minimum building site area - eight thousand (8,000) square feet (or as indicated on an approved site plan)
- (b) No minimum building site width required
- (c) Maximum building height - 35 feet or as indicated on an approved Site Plan



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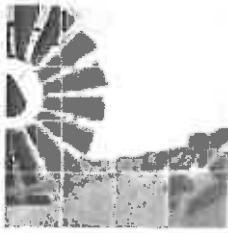
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- (d) Density - As stated in the Statistical Summary
- (e) Maximum building site coverage - sixty (60) percent.
- (f) Yard Requirements
 - i. All yard requirements shall be in accordance with those set forth in Article XI of the Hemet Municipal Code.
 - ii. Attached and detached garages or carports shall conform to the building setback requirements for main buildings except that when the setback is less than twenty (20) feet and the vehicular access faces the access street, the setback for garages or carports shall be a minimum of twenty (20) feet from the garage door to the sidewalk, or to the curb if there is no sidewalk.
- (g) Access - each building site shall abut and have vehicular access to a public or private street.
- (h) Off-Street Parking for motor vehicles shall be provided as required by Article XL, Hemet Municipal Code.

(2) Planned concept subdivision:

Where an approved Tentative Tract Map designates the proposed use as a planned concept subdivision, the following regulations shall apply:

- (a) Individual building sites: each dwelling unit, together with all accessory structures, shall be located on an individual building site, and there shall be not more than one single family dwelling per building site.
- (b) Access: each building site shall abut and have vehicular access to a street.
- (c) Building site area: the minimum building site area shall be five-thousand (5,000) square feet. However, where any building site has adequate and permanent access to a privately owned common open area that is usable and suitable for play-ground and recreational purposes, and where the residents of the building site have a guaranteed right of use of the common area for recreation purposes, the minimum building site area may be reduced by an amount equivalent to the proportionate share of the common area if it was divided equally among all such building site abutting the same common area. Any such common area shall not be deemed to be a residential building site.
- (d) Building site width: no minimum required.



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- (e) Building height: thirty-five (35) feet maximum.
- (f) Building site coverage: sixty (60) percent maximum, except if building site area includes usable open space off-site (see V.A.1.f.(2)(c) above).
- (g) Main building setbacks:
 - i. From any property line abutting a street, ten (10) feet minimum from sidewalk, or from curb if there is no sidewalk.
 - ii. When a side property line does not abut a street:
 - Ten (10) feet minimum from one side only, or
 - Ten (10) feet aggregate total for both sides. Further, forty percent (40%) of the setback area may be encroached upon, but the setback of such encroaching structure shall be no less than five (5) feet.
 - iii. Rear setback not abutting a street - minimum of zero (0) feet.
 - iv. Setbacks -accessory structures shall conform to Article XI of the Hemet Municipal Code.
- (h) Garage and carport placement:
 - i. Attached and detached garages and carports shall conform to the building setback requirements for main buildings except that when the main building is set back less than twenty (20) feet and the vehicular access faces the access street, the setback for garages and carports shall be a minimum of twenty (20) feet from the sidewalk, or from the curb if there is no sidewalk, of the access street.
 - ii. The minimum twenty-foot setback for garages and carports, as required by subsection V.A.1.f.(2)(h)i., shall be measured from the nearest point of the garage door to the inside of the sidewalk, or the curb if there is no sidewalk.
- (i) Fences and walls, maximum height: the maximum height of fences and walls used as fences shall not exceed the following limitations:
 - i. Within intersection areas – same as Article X of the Hemet Municipal Code.



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- ii. Within other setback areas six (6) feet maximum height.
- iii. Within areas where main buildings may be placed – restricted to six (6) feet in height.

- (j) Off-street parking: two (2) usable automobile parking spaces in a garage or carport shall be provided and maintained on any building site containing a single family dwelling in compliance with Article XL of the Hemet Municipal Code.

(3) Cluster development:

When an approved Tentative Tract Map designates the proposed use as a single family cluster development, the following regulations shall apply:

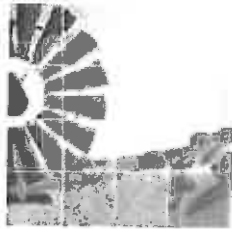
- (a) Building site requirements: each development unit, as specified on the approved Tentative Tract Map, shall be deemed to be a building site - no minimum building site size.
- (b) Individual lots: each dwelling unit shall be located on an individual lot of record and there shall be no more than one dwelling unit on any lot
- (c) Access: each residential lot need not necessarily abut a street; however, the ownership of any residential lot shall include a recorded right of access from a street for pedestrians and emergency vehicles for a minimum width of not less than twenty (20) feet, or as approved by the Fire Department.
- (d) Lot area: no minimum
- (e) Lot width: no minimum
- (f) Building height: thirty-five (35) feet maximum
- (g) Building setbacks:
 - i. From any boundary line of the cluster development-ten (10) feet minimum
 - ii. From any interior property line - none except as may be otherwise specified by the California Building Code.
- (h) Private street and driveway standards: private streets and driveways within cluster developments shall be in accordance with the following standards:



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- i. Driveways serving four (4) or less dwelling units, and having no parking within the travel way - minimum paved width twenty (20) feet
 - ii. Driveways used primarily for access to garages or carports for more than four (4) dwelling units and with no parking within the travel way - minimum paved width twenty-four (24) feet.
 - iii. Streets and driveways where on-street parking will be limited to one side only - minimum paved width twenty-eight (28) feet.
 - iv. Streets and driveways with on-street parking permitted on both sides - minimum paved width thirty-six (36) feet.
- (i) Garage and carport placement:
- i. Where streets and driveways serve to provide access to garages or carports and do not serve as the primary method of access to dwelling units, garages and carports shall be set back a minimum distance of five (5) feet from the street or driveway.
 - ii. In all other instances, garages and carports shall be set back a minimum distance of twenty (20) feet from the edge of the sidewalk or from the edge of the street or paving if there is no sidewalk.
- (j) Fences and walls, maximum height:
- i. Within intersection areas - as noted in the Hemet Municipal Code.
 - ii. All other areas: Six (6) feet
- (k) Off-street parking:
- i. At least two (2) usable automobile parking spaces, in a garage or carport, each not less than ten (10) feet by twenty (20) feet, shall be provided and maintained within the building site for each dwelling unit.
 - ii. At least one (1) off-street automobile parking space for each dwelling unit shall be provided for visitors and guests. Such parking space shall be convenient and accessible for visitors and guests and shall not be within the minimum travel way of any street or driveway as approved on the Tentative Tract Map.



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2. Low Medium Density Regulations (1.2)

a. *Purpose and Intent*

The Low Medium Density residential areas of the Page Ranch Planned Community are established to provide for the development of detached and attached single-family residential homes and condominiums, with residential densities that do not exceed 5.0 units per gross acre.

b. *Uses Permitted*

- All those uses specified in Section V.A.1.b.,c.,d. & e. of these Planned Community Regulations.

c. *Uses Permitted subject to Site Plan Review as provided herein (see Section VI)*

- Single family residential
- Multiple family residential

d. *Temporary Uses Permitted*

- All those uses specified in Section V.A.1.d. of these Planned Community Regulations

e. *Accessory Uses Permitted*

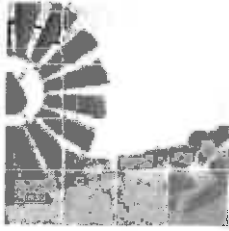
- All those uses specified in Section V.A.1.e. of these Planned Community Regulations.

f. *Site Development Standards - Single Family Residences*

(1) Conventional subdivision:

Unless otherwise specified on the approved Tentative Tract Map, all single family residential development shall be deemed to be a conventional subdivision. The following regulations shall apply:

- (a) Minimum building site area is five thousand (5,000) square feet.
- (b) Minimum building site width is fifty (50) feet, measured at the required front or rear setback line. The minimum width on a cul-de-sac, curving street or knuckle is thirty-five (35) feet, measured at the right-of-way line.
- (c) Flag lots are allowed with a minimum right-of-way frontage and flag width of twenty (20) feet. Minimum width of the building site portion of a flag lot is fifty (50) feet.
- (d) Minimum building site depth is one hundred (100) feet. If the minimum lot area is met, minimum building site depth may be reduced to ninety (90) feet.



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- (e) Maximum building height is thirty-five (35) feet.
- (f) Density is as stated in the Statistical Summary
- (g) Maximum building site coverage is sixty-five (65) percent for one-story and fifty (50) percent for two stories.
- (h) Yard Requirements
 - i. Minimum front yard setback is eighteen (18) feet for a home with an exclusively front-facing garage and twenty (20) feet average for all exclusively front-facing garage homes on one side of the street in a block. Minimum front setback may be reduced to fifteen (15) for homes with a single-story side-entry garage. No front-facing garage door shall be set back less than twenty (20) feet from the right-of-way or back of sidewalk, whichever is greater.
 - ii. Minimum rear yard setback is ten (10) feet
 - iii. Minimum interior side yard is five (5) feet.
 - iv. Minimum street side yard is ten (10) feet.
- (g) Access to each building site shall abut and have vehicular access to a public or private street. No front-loaded homes allowed to front on Collector Streets or higher classifications.
- (h) This document incorporates by reference required (mandatory) and suggested (optional) elements based in part on those found in the 2010 California Green Building Code (CALGreen Code). The CALGreen Code (codified in Part 11 of Title 24 of the California Code of Regulations and amended) has been adopted by the City of Hemet as the City's green building code. Development within remaining portions of Page Ranch will be reviewed for conformance with the provisions of the City's green building code during the Site Development Review process.

Several policies of the City's green building code require a measurement based on the aggregate of the entire plan. The master developer, developer, and/or builder shall be responsible for tracking compliance and submitting summary documentation along with applications for Site Development Review, building permits, or landscape plans to the City, as appropriate.



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(2) Planned concept subdivision:

Where an approved Tentative Tract Map designates the proposed use as a planned concept subdivision, all those standards specified in Section V.A.1.f.(2)

(3) Cluster development:

When an approved Tentative Tract Map designates the proposed use as a single family cluster development, the cluster development regulations specified in Section V.A.1.f.(3) of these Planned Community Regulations shall apply.

3. Medium Density Regulations (1.3)

The Medium Density area within Planning Area I (Sanderson Lakes), will utilize the Development Standards approved with the Sanderson Lakes at Page Ranch Amendment (See Appendix E).

a. *Purpose and Intent*

The medium density residential areas of the Planned Community are established to provide for the development of detached and attached single family residential homes, active adult, and mobile home parks. Residential densities shall not exceed 10.0 units per acre.

b. *Uses Permitted*

- All those uses specified in Section V.A.1. b. through e. of these Planned Community Regulations.

c. *Uses Permitted Subject to Site Plan Review as provided herein*

- Single-family residential, two (2) or more
- Active adult complexes
- Multiple family residential
- Mobile home parks

d. *Temporary Uses Permitted*

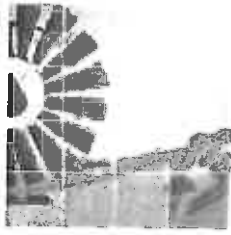
- All those uses specified in Section V.A.1.d. of these Planned Community Regulations

e. *Accessory Uses Permitted*

- All those uses specified in Section V.A.1.e. of these Planned Community Regulations

f. *Site Development standards*

(1) Conventional subdivision:



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Where an approved Tentative Tract Map designates the proposed use as a conventional subdivision, the following regulations shall apply: All those standards specified in Section V.A.1.f.(1) of these Planned Community Regulations except that the minimum lot size may be 6,000 square feet.

(2) Planned concept subdivision:

Where an approved Tentative Tract Map designates the proposed use as a planned concept subdivision, all those standards specified in Section V.A.1.f.(2) of these Planned Community Regulations shall apply.

(3) Cluster development:

When an approved Tentative Tract Map designates the proposed use as a single family cluster development, the cluster development regulations specified in Section V.A.1.f.(3) of these Planned Community Regulations shall apply.

(4) Mobile home parks:

(a) *Minimum lot size:* The minimum lot size shall be not less than 3,600 square feet.

(b) *Minimum lot frontage:* The minimum lot frontage shall be twenty-five feet (25) for single wide and forty-five feet (45) for double wide units.

(c) *Front yard setback:* ten (10) feet

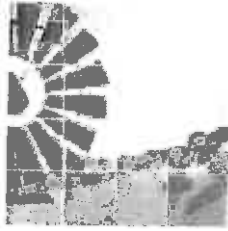
(d) *Side yard setback:* five (5) feet

(e) *Rear yard setback:* ten (10) feet

(f) *Lot coverage:* sixty (60) percent of the area; ten (10) percent of the remaining area must be landscaped

(g) *Maximum building height:* thirty-five feet (35)

(h) *Community recreation:* A minimum of 270 square feet per mobile home space of recreation area, exclusive of any mobile home space, shall be provided within the mobile home park. The recreation areas shall contain a clubhouse and a recreational area for outdoor games and activities such as shuffleboard, horseshoes, putting green, and swimming pool. The community recreation and service area, as aforesaid, together with the activities planned thereon, shall be shown on the plans and specifications of such detail as shall be required from time to time by the Planning Commission. The location and size of all facilities indicated



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herein shall be subject to the approval of the Planning Commission and the Planning & Building Department. The clubhouse shall have a floor area of not less than 25 square feet for each residential lot, and shall contain adequate kitchen, restroom and storage facilities therein.

(g) *Other requirements:* All other requirements as outlined in Article XX of the Hemet Municipal Code and not modified above shall be applicable.

4. High-Medium Density Residential Regulations (1.4)

a. *Purpose and Intent*

The high-medium density residential areas of the Planned Community are established to provide for the development of detached and attached single family, active adult, and multiple family residential dwelling units. The land allocated for this type of residential use is designed to encourage and concentrate the development of housing of a more intense nature than single family detached units. Duplexes, triplexes, apartments, active adult and attached single family residences should predominate, with "small" lot, patio-type single family units permitted.

b. *Uses Permitted*

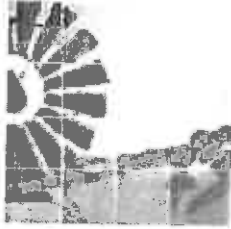
- Single family residences (Subject to Section V.A.3., Medium Density Residential)
- Parks and playgrounds, public and private (non-commercial)
- Golf courses, tennis clubs and other recreation facilities
- Riding and hiking trails

c. *Uses Permitted Subject to Site Plan Review*

- Single-family residential, two (2) or more
- Active adult complexes
- Mobile home parks and subdivisions subject to Section V.A.3.f.(4)
- Multiple-family residences
- Community apartment projects
- Recreation vehicle parks

d. *Temporary Uses Permitted*

All those uses specified in Section V.A.1.d. of these Planned Community Regulations



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e. *Accessory Uses Permitted*

All those uses specified in Section V.A.1.e. of these Planned Community Regulations

f. *Site Development Standards*

(1) Site Development Standards for Multiple Family and/or Active Adult Residences

- (a) Maximum building height – 50 feet or as approved in the site plan review procedure.
- (b) Setbacks from property lines abutting highways and streets (including accessory buildings). Where the building site abuts an arterial highway, the setback distance from the ultimate right-of-way shall be a minimum distance of twenty (20) feet.
- (c) Setbacks from property lines abutting areas zoned or developed with residential uses other than multi-family residences or detached condominiums shall be a minimum distance of five (5) feet plus ten (10) feet for each story of the multiple-family structure in excess of one story
- (d) Building Site Coverage - The maximum area covered by buildings shall be sixty (60) percent of the total gross site area. For the purpose of this ordinance, covered area shall mean all developed areas including streets, driveways, parking areas, garages and dwellings exclusive of open areas, patios or recreational facilities.
- (e) Building Areas - When multiple units are to be built on a lot under this section, the following rules shall apply:
 - i. Duplex, minimum floor area 1,000 square feet per unit.
 - ii. Triplex, minimum floor area 1,000 square feet per unit.
 - iii. Whether or not the units are under one roof or under separate roofs, each unit of a group of not to exceed two (2) on one (1) lot, shall have a floor area of not less than 1,000 square feet.
 - iv. Each unit of a group of three (3) or more on one (1) lot, shall have a floor area of not less than the following:
 - If the unit has two or more bedrooms, the area shall be not less than 850 square feet.
 - If the unit has only one bedroom, the area shall be not less than 700 feet.



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- If the unit has only a living room-bedroom combination (studio), the area shall be not less than 550 square feet.

- (f) Private street and driveway standards shall be the same as provided for cluster developments in Section V.A.1.f.3.(h) of these Planned Community Regulations.

B. COMMERCIAL REGULATIONS (3.1)

1. Local and Neighborhood Commercial Regulations (Planning Area XIII)

a. *Purpose and Intent*

This category designates land for commercial centers which provide appropriately located areas for retail stores, offices, and service establishments to primarily serve residents of the immediate area.

b. *Uses Permitted and Site Development Standards*

(1) Local and Neighborhood Commercial Developments shall be permitted where shown on the Development Plan in conformance with provisions of Article XXVI of the City of Hemet Zoning Code. When located within Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area, some of the uses permitted or conditionally permitted in the City of Hemet Zoning Code may not be permissible, and all uses are subject to limitations on intensity as specified by Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, as specifically modified by the Hemet-Ryan Airport Land Use Compatibility Plan.

(2) Community Facilities, as provided for in Section V.G. of these Planned Community Regulations, except schools (K-12, either public or private) and except child care centers subject to discretionary City review.

c. *Site Plan Review*

All development proposed for this Land Use Category shall be subject to the requirements of Section VI, Site Plan Review herein.

d. *Sign Regulations*

See Section V.H. of these Planned Community Regulations.

2. Community Commercial Regulations (Planning Areas II, II-A and III)

a. *Purpose and Intent*

This category designates land for commercial centers which provide a wide range of facilities for retail trade, convenience goods, services, and professional office uses. It includes areas of larger retail volume than that of Neighborhood Commercial.



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b. *Uses Permitted and Site Development Standards*

(1) Community Commercial Developments shall be permitted where shown on the Development Plan in conformance with provisions of Article XXVI of the Hemet Municipal Code. When located within Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area, some of the uses permitted or conditionally permitted in the City of Hemet Zoning Code may not be permissible, and all uses are subject to limitations on intensity as specified by Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, as specifically modified by the Hemet-Ryan Airport Land Use Compatibility Plan.

(2) Community Facilities, as provided for in Section V.G. of these Planned Community Regulations, except schools (K-12, either public or private) and except child care centers subject to discretionary City review.

c. *Site Plan Review*

All development proposed for this Land Use Category shall be subject to the requirements of Section VI, Site Plan Review herein.

d. *Sign Regulations*

See Section V.H. of these Planned Community Regulations.

C. LIGHT INDUSTRIAL REGULATIONS (4.1)

1. Purpose and Intent

These areas should provide for the development of a variety of industrial uses of high quality physical development by requiring comprehensive planning and the coordination of building design and location, landscaping, parking, interior circulation, and other facilities.

The physical effects of permitted industrial activities should be limited so that the emission of air contaminants, noise, glare and other such effects that could be harmful to life or other nearby property does not occur.

2. Uses Permitted

Manufacturing, assembly, testing, repair of and research on components, devices, equipment and systems of electrical, electronic or electro-mechanical nature such as, but not limited to:

- Coils, tubes, semiconductors and similar components
- Metering instruments, equipment and systems
- Phonographs, turntables and audio units
- Radar, infrared and ultraviolet equipment and systems



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- Scientific and mechanical instruments
- Television and radio equipment and systems
- Manufacturing and assembly of retail or wholesale items to a finished product. Such items may be made from bone, cellophane, fiber, fur, glass, latex, ceramics, pottery, lead, leather, metal, paper, plastics, wood or yarn.
- Warehousing, storage and transfer, uses such as cold storage plants, trucking firms and beverage distributors.
- The wholesaling of products such as electrical supplies, plumbing supplies, hospital or sickroom supplies, plate glass and mirrors.
- Vehicle or equipment rental or leasing.
- Specialized service uses not requiring extensive customer access, including pest control services, linen or diaper supply, catering services, printing or reproduction shops, computer or data processing centers, plumbing services, and electrical services.
- Publishing or bookbinding.
- Broadcasting studios.
- Veterinary offices and clinics.
- Upholstering shops.
- Wholesale nurseries and plant storage.
- Repair uses and activities including vehicle repair and boat maintenance provided that all such activities take place within a building and there is no related outside storage.



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3. Accessory uses and Structures Permitted

- Accessory uses incidental to the operation of a permitted industrial use such as cafeterias, snack bars, delicatessens, industrial products showroom, conference rooms, business and professional offices, training classrooms, and caretaker residences.
- Government buildings and public utility uses accessory to warehousing and manufacturing, excluding public schools, police stations, fire stations, or hospitals.
- Outdoor sales, display and storage as accessory uses.

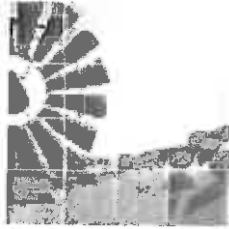
4. Conditional Uses and Structures Permitted

The following additional uses may be permitted subject to approval of a Conditional Use Permit:

- Yard storage for construction materials.
- Animal shelters.
- Collection and recycling of paper, glass and other materials, excluding junkyards or auto salvage.
- Kennels, commercial or non-commercial.
- Vehicle storage.

5. Operational Standards

- a. The following effects shall not be permitted to emanate beyond the boundaries of the premises upon which a permitted use is located.
 - (1) Objectionable noise, generation of heat or cold, or direct or reflected glare, odor, or vibration detectable by the human senses without the aid of instruments.
 - (2) Air contaminants, including, but not limited to smoke, charred paper, dust, soot; carbon, noxious acids or oxides, fumes, gases, odors, -particulate matter, or any combination thereof that endangers human health or causes damage to vegetation or property.
 - (3) Radioactivity, electric or electromagnetic disturbance which unduly interferes with the normal operation of equipment, instruments or appliances.
 - (4) Any other emissions or radiation that endanger human health, result in damage to vegetation or property or which cause spoiling.
- b. The standards prescribed by the County Air Pollution Control District



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and the County and State Departments of Public Health shall be taken into account in the administration of the fore-going Operational Standards.

- c. The Community Development Director shall be responsible for determining whether any premises fail to meet these Operational Standards. Any decision of the Community Development Director may be appealed to the Planning Commission and/or City Council.
6. Site Development Standards
- a. Minimum Lot Size 15,000 sq. ft.
 - b. Minimum Street Frontage 100 ft.
 - c. Minimum Front Yard 20 ft.
 - d. Minimum Side Yard 5 ft.
 - e. Minimum Rear Yard 20 ft.
 - f. Maximum Lot Coverage 75%
 - g. Maximum Height 35 ft.
 - h. Enclosure, Screening, and Landscaping shall be provided as follows:
 - (1) All uses except plant nurseries, drive-in banks, off-street parking areas, drive-in restaurants, auto and farm machinery sales yards, and similar commercial uses, shall be conducted within a building or within an area enclosed on all sides by a solid wall or uniformly painted wood fence not less than six feet in height.
 - (2) Where a site adjoins a residential area, a solid masonry wall six feet in height shall be located adjoining the property line, except adjoining a required front yard, and an area at least ten feet in depth adjoining the property line shall be landscaped with plant materials, including a buffer of trees.
 - (3) When an industrial use fronts or sides on a public street there shall be maintained a setback of at least 10 feet in depth for landscaping and access purposes.
 - i. Storage Areas
 - (1) All outdoor storage shall be visually screened from access streets, freeways and adjacent property. Said screening shall form a complete opaque screen up to a point eight (8) feet in vertical height but need not be opaque above that point.
 - (2) Outdoor storage shall be meant to include all company owned and operated motor vehicles, with the exception of passenger vehicles.



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(3) No storage shall be permitted between a frontage street and the building line.

j. Refuse Collection Areas

(1) All outdoor refuse collection areas shall be visually screened from access streets, freeways and adjacent property by a complete opaque screen.

(2) No refuse collection areas shall be permitted between a frontage street and the building line.

D. PUBLIC/INSTITUTIONAL REGULATIONS (5.1, 6.1 & 7.1)

1. Purpose and Intent

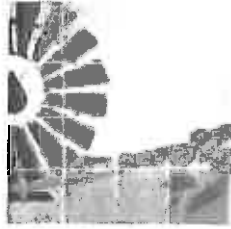
- To accommodate the wide range of major public and quasi-public institutional and auxiliary uses established in response to the health safety, educational and cultural needs of the City.
- To encourage the assembly of specific public, quasi-public and related facilities into efficient, functionally-compatible, and attractively-designed administrative centers, educational institutions and similar complexes, in conformance with the General Plan.

2. Principal Uses and Structures Permitted

- Educational uses public or private, including colleges, universities, elementary or high schools; and business, vocational and professional schools including art, barber beauty, dance, drama, music and swimming. Also, child day care centers, preschools or nursery schools.
- Religious-related uses including churches, temples, synagogues, convents, monasteries, religious retreats and other places of religious worship are permitted with a Conditional Use Permit.
- Public and semi-public buildings, services and facilities, including museums, libraries, government buildings, parks, public utility offices and exchanges, bus, taxi or railroad stations, police stations and fire stations.

3. Development Standards

Projects proposed within areas set aside for public/institutional areas (areas 5.1, 6.1 and 7.1) shall be subject to Section VI, Site Plan Review Regulations of the Planned Community Regulations.



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E. OPEN SPACE/PRESERVATION REGULATIONS (2.1)

1. Purpose and Intent

- To greatly limit or prevent development in those areas of the planned community which present the greatest constraints in terms of existing natural resources and/or potential hazards and are most likely to result in an adverse public safety situation if development were to occur.
- To provide open space corridors to adequately buffer and to provide for a gradual transition between land use of higher intensity to those of lesser intensity both within the planned community area and surrounding areas.
- To preserve hillside areas where slopes exceed 25 feet or more in vertical height.

2. Principal Uses

Uses, public or private, which emphasize open space use of the land with only minimal development, such as:

- Animal grazing*
- Farming, crop or trees*
- Open Space recreation uses, public or private, which focus on the use of outdoor areas instead of building development.*
- Additional uses which the Planning Commission and City Council determine as consistent with the intent and purpose of the General Plan and Specific Plan.*

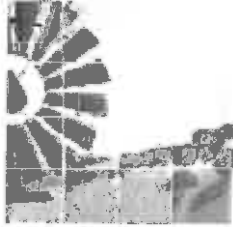
3. Development Standards

Projects proposed within areas designated for open space preservation shall be subject to a Conditional Use Permit.

F. OPEN SPACE AND RECREATION REGULATIONS (2.2)

1. Purpose and Intent

The purpose of the open space regulations is to protect and preserve open space for the preservation of natural resources, for the preservation and managed production of resources, for outdoor recreation and education, and for public health and safety. It is also the intent to provide open space areas which are so located, so configured, or possessed of physical features that they may provide valuable and functional open spaces, to provide local or buffer greenbelts and/or to serve as linkages between open space areas.



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2. Uses Permitted

Any of the following principal uses are permitted with the exception of those specific uses that are listed as prohibited uses:

- Field crops
- Grazing
- Orchards and vineyards
- Horticulture and nursery stock growing for off-site sale only
- Parks, playgrounds and outdoor recreation facilities
- Riding and hiking trails
- Apiaries, upon the following conditions:
 - No occupied hives shall be closer than 150 feet to any street or highway.
 - No occupied hives shall be closer than 400 feet to any existing dwelling not on the premises or the premises of another apiary, unless the written consent of the owner of such dwelling is secured.
 - No occupied hives shall be closer than 50 feet of any property line common to other property lines other than property lines of another apiary.
- The keeping of equines or bovines for purposes other than grazing upon the following conditions:
 - Such animal keeping shall not be for any commercial purpose
 - There shall be no shelter or supplementary feeding of, or any structures designed for such shelter or such feeding of said animals, within 75 feet of the right of way line of any street, or the boundary of any other district.
- Local and Buffer Greenbelts
- Water recharge, percolation and watershed areas
- Wildlife preserves and sanctuaries
- Public utility easements for overhead or underground transmission lines
- Archaeological sites
- Historical preserves
- Screening walls, fences and vegetation



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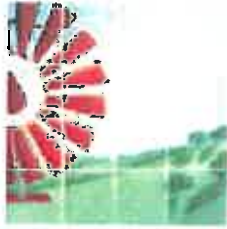
3. Uses Permitted Subject to a Conditional Use Permit

A Use Permit may be approved for any of the following uses only when the Planning Commission finds that the proposed use is consistent with the purpose and intent of the Open Space regulations and the Open Space and Conservation Elements of the General Plan:

- Commercial stables
- The reclamation for open space purposes of mines, quarries and pits resulting from the commercial extraction of rock, sand, gravel, earth, clay and similar materials.
- Livestock feeding ranches not feeding garbage, refuse or offal.
- Golf courses and riding clubs.
- Structures incidental and accessory to permitted uses such as gazebos, information centers, restrooms, concession stands, maintenance buildings, greenhouses, stable and clubhouses.
- Required parking facilities incidental and accessory to permitted uses.
- Commercial uses incidental and accessory to permitted uses including:
 - Sale of food and beverages.
 - Operation of riding academies and stables.
 - Parking facility concessions.
 - Schools, public and private, where the school site has a minimum net area of at least five acres.
 - Signs: business, real estate and identification, not exceeding six square feet in area.

4. Site Development Standards

- a. *Building Site Area:*
One acre minimum.
- b. *Building Site Width:*
No minimum requirement.
- c. *Building Height:*
No maximum except as approved by the Conditional Use Permit.
- d. *Setbacks:* All buildings, structures and off-street parking facilities shall be set back a minimum of 30 feet from any public or private street.



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e. *Off-Street Parking:*

Parking and parking development standards for motor vehicles shall be provided as required by Article XL of the Hemet Municipal Code.

f. *Screening:*

Walls and fences may be installed in accordance with the following limitations:

- (1) Natural wood, metal or fiber non-opaque fences may be installed, provided they are consistent with the purpose and intent of the Open Space Regulations.
- (2) Masonry or solid wood fences shall be shielded from view from any street or highway by landscaping, berm or other topographic feature.

G. COMMUNITY FACILITIES, ALL AREAS

1. Uses Permitted

The following uses shall be allowed in all land use areas, except where listed as prohibited uses pursuant to Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, as specifically modified by the Hemet-Ryan Airport Land Use Compatibility Plan. Within Compatibility Zones C and D, uses are subject to intensity limitations, as specified by the Hemet-Ryan Airport Land Use Compatibility Plan.

- Parks, playgrounds, recreation or open green areas, riding, hiking and bicycle trails and related facilities.
- School and establishments for the care of preschool children.
- Fire stations.
- Accessory buildings, structures and uses related and incidental to a permitted use.
- Signs identifying or giving directions to permitted uses and facilities or identifying sites of future uses and facilities. No sign shall exceed thirty-five (35) square feet in area.

2. Building Height Fifty (50) feet.

3. Building Setbacks

Twenty-five (25) feet from all residential property lines and ten (10) feet from any street side property line. No building structure shall be located closer to a residential structure on an adjacent site than a distance equal to twice the height of the nonresidential building. The height of the non-residential structure above the grade elevation of the residential site shall apply. Any structure which abuts upon a plaza, park, mall, greenbelt or other permanent open space may abut the common property line.



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4. Off-Street Parking

The requirements of Article XL of the Hemet Municipal Code, as related to individually listed uses, shall apply.

H. SIGNS

1. Purpose and Intent

Signing is an important aspect of any community. When abused, signing creates a visual blight which detracts from the quality of the environment. When unduly restricted, the lack of signing creates a hardship for merchants who rely on effective signing to identify their establishments.

- Recognizing that the primary purpose of signing is property and business identification, the procedures and regulations of this Section are enacted to:
- Insure that signs erected within Page Ranch are compatible with their surroundings and are in keeping with the goals and objectives of the Community.
- Aid in the identification of properties, land uses and enterprises.
- Promote commerce, traffic safety and community identify while also promoting and enhancing the quality of the visual environment of the area.
- Establish procedures and regulations which control the location, size, type and number of signs permitted and which regulate and control all other matters pertaining to signs.

2. General Regulations

The regulations listed in this Paragraph are applicable to all signs erected within the Page Ranch Planned Community.

a. *Design Criteria*

Signs to be erected shall be subject to certain design criteria. These criteria have been developed in order to encourage signing which is in harmony with the semi-rural environment of the City. At the same time, the City recognizes that the primary purpose of signing is effective communication. Therefore, in applying the design criteria contained herein, the City shall give close attention to the need for adequate sign visibility, legibility and readability. These design criteria are not intended as rigid requirements.

For the purpose of administering these design criteria, the word "encourage" should mean to foster or be favorable toward a certain type of sign design. However, the fact that a certain design is encouraged by this Code shall not, in and of itself constitute grounds



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for denying a permit for sign whose design is not specifically referenced in these criteria.

The design criteria are as follows:

(1) Color:

The use of pastel "earth tone" sign colors shall be encouraged. Examples of such colors include, but are not necessarily limited to browns, pale yellows, tan, beige and similar shades. In applying these color criteria, the City shall recognize and give consideration to the need for adequate contrast between sign lettering and background.

(2) Materials:

The use of high quality wood signs, whether hand carved, sandblasted, painted, or routed shall be encouraged. Such signs may be lighted indirectly. The following materials may also be used if they are designed to conform to the other appearance standards listed herein: individual letters of metal or other materials, painted signs, stucco or similar backgrounds utilizing a variety of lettering materials, other materials designed and constructed to satisfy the design criteria specified herein.

(3) Lettering Style:

In order to promote effective sign communication, the use of the same lettering style and colors for all tenant names included in shopping center identification signs shall be encouraged.

(4) Use of Adopted Logos or Trademarks:

The use of an adopted logo or lettering style for a commercial or other development may be permitted. However, if the appearance of such a logo is in substantial conflict with the design criteria listed herein, the applicant shall be encouraged to modify the colors, materials, or other design features in order to lessen the conflict with said design criteria.

(5) Architectural Style:

Consistent with the criteria outlined herein and preceding, the City shall encourage design and location of signs in harmony with the architectural style of the buildings they serve. It is the purpose of this Section to encourage, to the extent possible, signs that are integrated into the architectural theme or style of a building.



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(6) Scale:

The maximum heights and areas for different signs are specified elsewhere in this Section. Within these maximums, sign heights and areas shall be used that are in scale with the buildings and street environments where they are located. This scale criterion shall only be applied in unusual cases wherein the nature of a building site is such that the erection of a sign at full height and site maximums would not be in scale with neighboring buildings, existing signs, or the street adjacent to the site in question.

b. *Area*

The maximum area allowed for individual signs and the maximum aggregate area allowed for all signs on a building exposure, frontage and/or site are listed on Table 3. The measurement of area on different types of signs is illustrated in Figure 5.

(1) General:

Sign area is the entire surface area of a sign including nonstructural trim. The supports, uprights or structures on which any sign is supported shall not be included in determining sign area. Sign area for cutout letters or displays shall include the total area within the periphery of the cutout letters or display. If a sign consists of a symbol or statuary, the entire surface area of the symbol or statuary shall be computed as the sign area.

(2) Multi-Faced Signs:

- (a) If a sign is double-faced, its sign area shall be computed as the area of either face taken separately. For example, if the maximum allowable sign area is 60 square feet, a double-faced sign may have an area of 60 square feet per each face.
- (b) If a sign has three or more faces, its sign area shall be computed as the sum of the areas of each individual face. For example, if a sign has four faces and the maximum allowable sign area is 40 square feet, the maximum area for each of the four faces is 10 square feet.
- (c) If a sign is V-shaped, with an angle of greater than 60 degrees between the two faces, its sign area shall be computed by adding the areas of the two faces together. If the angle between the two faces is less than 60 degrees, its sign area shall be computed in the same manner as for a double-faced sign.



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(3) Multiple Signs:

Whenever more than one sign is placed on a freestanding structure or on a projecting structure, the combination of signs shall be considered as one sign for the purpose of computing sign area. Total sign area shall be computed by adding the areas of the individual signs.

(4) Aggregate Area:

Aggregate area of signs is measured per frontage, building exposure, parcel, or use. The term "building exposure" means the total wall area or elevation of an establishment on one side of a building. Interior arcades shall be considered building exposures for establishments which front such arcades. No establishment shall be considered to have more than four building exposures.

Under-canopy signs are permitted as part of the aggregate sign area allowed on the building exposure to which the canopy is attached.

c. *Height*

The height of a sign shall be measured from the finished grade at the base of a sign to the highest part of the sign structure, including any ornamentation.

(1) Maximum Heights:

The heights listed in Table 3, following, are the maximum allowable sign heights for each type of sign in all commercial and industrial areas.



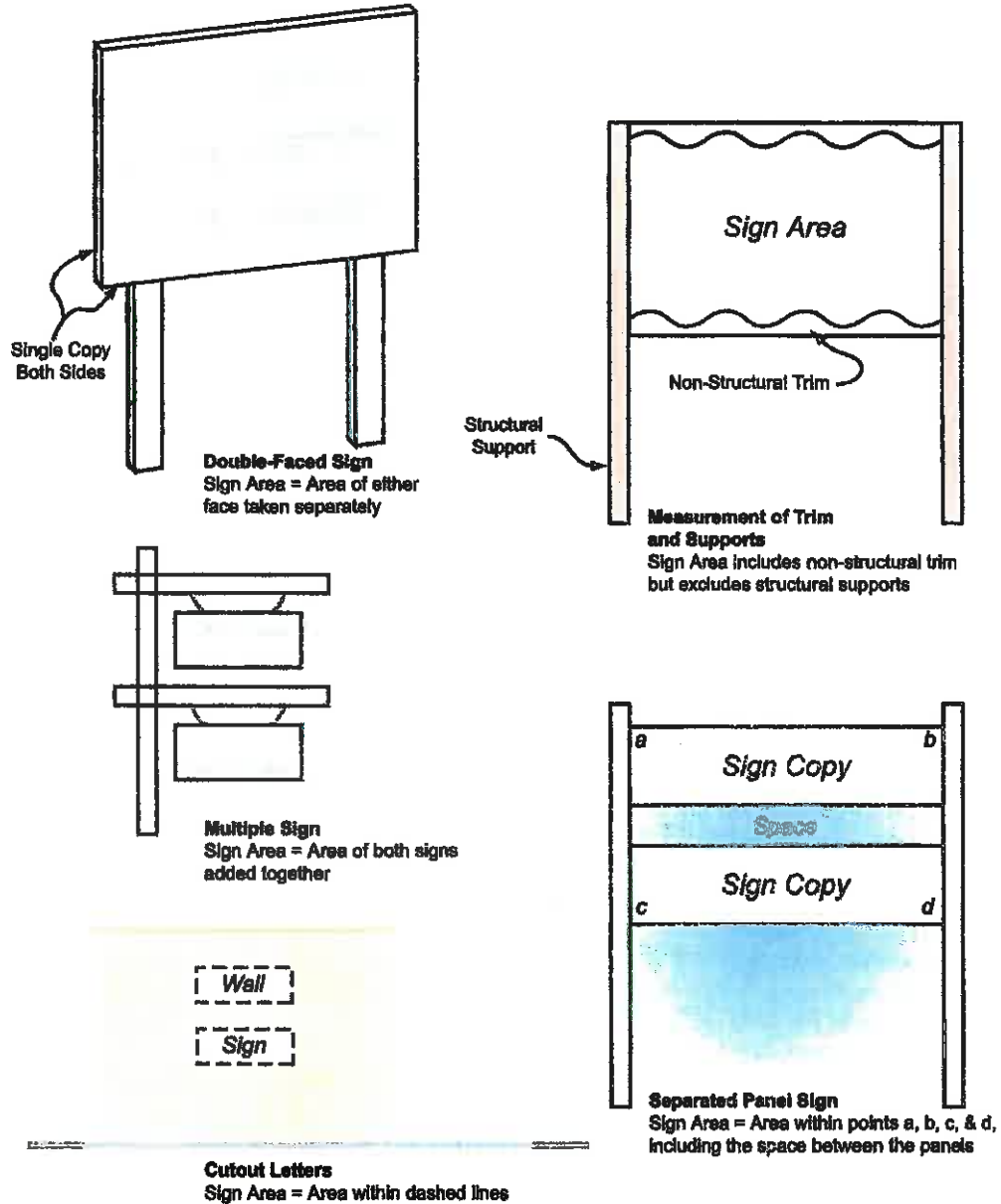
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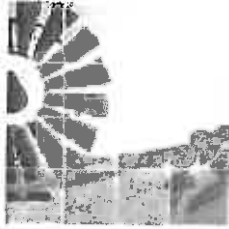
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Sign Area Measurement

Figure 5





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Maximum Sign Heights

Table 3

Type of Sign	Height
Free-Standing Monument	6 feet
Free-Standing Pole	15 feet
Building-Mounted Projecting	15 feet
Building-Mounted Flush	25 feet*
*Includes signs painted on the side of a building	

d. *Location*

Free-Standing signs and sign structures may be located within required front, rear or side yards provided such signs do not obstruct the clear view of pedestrian or vehicular traffic or otherwise constitute safety hazard.

e. *Illumination*

In keeping with the semi-rural character of Hemet, the illumination of signs by subdued indirect lighting is encouraged. Illumination of signs shall conform to the following provisions:

- (1) Only flush, building-mounted signs may be internally illuminated. Internally-illuminated free-standing signs are prohibited.
- (2) Where allowed, internal illumination shall be by:
 - (a) Illumination of individual letters, or
 - (b) The use of translucent material with light letters on a dark or opaque background.

f. *Table of Regulations*

Unless otherwise specified in this Section, Table 3 establishes the maximum height, area and aggregate area for signs in commercial and industrial uses in the Page Ranch Planned Community.

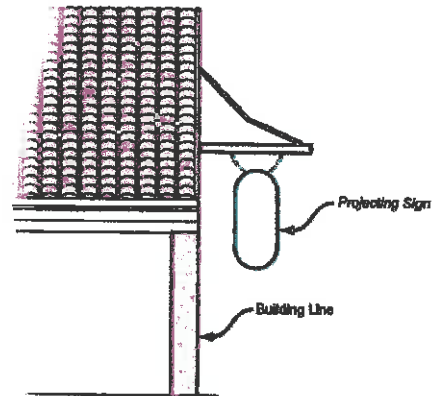
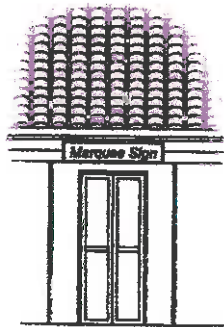
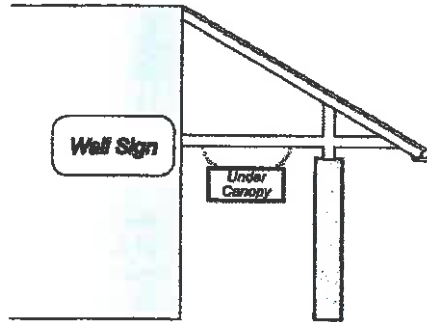


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Types of Signs
Figure 6



Building-Mounted Signs



Free-Standing Signs





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(1) Signs Requiring Permits

Other signs: The following signs are permitted in The Page Ranch Planned Community subject to the issuance of a sign permit.

(a) *Major Real Estate Signs:* A major real estate sign is a sign advertising the sale, rental or lease of the premises or property on which the sign is located and which is greater than 6 square feet in area. Such signs shall not exceed 6 feet in overall height or 32 square feet in area. Additionally, such signs shall not be located on a parcel of land which is less than one acre in area.

(b) *Major Construction Signs:* A major construction sign is a sign identifying the project to be built on a site and may also identify major tenants, contractor or project participants (e.g., architect, lender). Construction signs shall be removed prior to the issuance of a Certificate of Use and Occupancy for the project or any part of the project. A Major Construction sign shall have an area greater than 6 feet but not greater than 32 square feet. It shall not exceed an overall height of 6 feet and shall not be located on a parcel of land which is less than one acre in area.

(c) *Temporary Subdivision Signs:* Temporary on-site signs used to identify an approved residential development within the City are permitted subject to the following provisions: (a) Signs identifying each named development shall be located within boundaries of that development and shall have an aggregate area not exceeding 60 square feet. Overall height shall not exceed 15 feet. (b) Such signs shall be removed prior to the issuance of the last Certificate of Use and Occupancy for the units within the subdivision.

(d) *Permanent Residential Development Entry Signs:* Each sign shall not exceed 32 square feet in area nor have an overall height greater than 6 feet.

(2) Signs Not Requiring A Permit:

Signs in this Subsection are permitted within the Planned Community subject to the limitations and requirements set forth in this Section and elsewhere in these Regulations. Sign permits are not required for these signs. However, building and electrical permits are required.

(a) *Small Size Signs:* Signs less than 12 square feet in area. Such signs shall be included within the aggregate area allowed for each use of establishment.

(b) *Grand Opening Signs:* A maximum of one temporary sign per street frontage indicating the grand opening of a business or

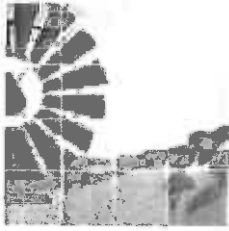


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industry is permitted subject to the following requirements:

- Maximum aggregate area: 60 square feet.
 - Such signs shall relate to the activity being conducted in the premises where they are placed.
 - Such signs shall be displayed for a maximum of 45 days, per the Hemet Municipal Code.
 - Illumination of such signs is prohibited.
- (c) *Convenience Signs:* The Community Development Director may authorize the placement of signs which are needed for public convenience, safety or to provide directional information. Such signs are designed to be viewed from within premises or adjacent to the premises by pedestrians or by motorists parking their automobiles. Examples of such signs include, but are not limited to, directional arrows, exit signs, fire extinguisher signs and no parking signs. Convenience sign area shall not be included within the calculation of aggregate area authorized for an establishment. These signs may be illuminated, either indirectly or internally.
- (d) *National and State Flags:* National and State flags shall be flown and displayed in a manner whereby they are not construed as an attraction-gaining device for the advertisement of a product or use, or in a manner to otherwise draw attention of the traveling public to an establishment or sales office. Such displays shall conform to the criteria established in House Document 209 of the 91st Session of Congress.
- (e) *Incidental Signs:* The following incidental signs, if non-illuminated, are permitted in all districts with no sign permit required:
- *Political Signs:* If they pertain to a specific election and are displayed no earlier than 30 calendar days prior to that election. Such signs shall not be located closer than 200 feet from any designated polling place and shall be removed within 3 days after election day. The candidate, person, or persons responsible for the placement of a political sign shall be responsible for its removal. Political signs shall not exceed 12 square feet in area and no more than 1 sign per land parcel is permitted for each candidate. These signs may be off-site signs.
 - *Religious, Charitable or Cultural Signs:* not exceeding 6 square feet in area and temporary in nature (displayed not

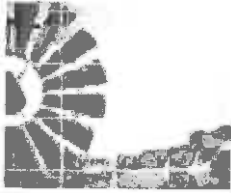


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more than 30 calendar days per year). These signs may be off-site signs.

- *Vacancy Signs:* Apartments, hotels and motels are permitted a maximum of 1 "vacancy & no vacancy" sign per street frontage not to exceed 6 square feet in area.
- *Real Estate Signs:* Each building or legal site is permitted one (1) real estate sign per street frontage advertising the sale, rental or lease of the premises or property on which said sign is placed subject to the following limitations: (a) for sites one acre or less, the sign area shall not exceed 6 square feet and shall not exceed 5 feet in overall height; (b) for sites greater than one acre, the sign area shall not exceed 32 square feet and shall not exceed 6 feet in overall height. However, real estate signs greater than 6 square feet shall require a sign permit.
- *Construction Signs:* A maximum of one (1) construction sign identifying the project to be built on the site and the project participants, subject to the following limitations: (a) for sites one acre or less, the sign area shall not exceed 6 square feet and shall not exceed 5 feet in overall height; (b) for sites greater than one acre, the sign area shall not exceed 32 square feet and shall not exceed 6 feet in overall height. However, construction signs greater than 6 square feet shall require a sign permit.
- *Temporary Window Signs:* Such signs shall not cover more than 25% of the area of the window within which they are placed.
- *Residential nameplates* not exceeding one square foot in area indicating the name of the occupant of the residence.
- *Professional occupation signs* or nameplates not exceeding 2 square feet in area denoting only the name and profession of an occupant on the premises where they are placed.
- *Memorial signs or tablets* or names of buildings and dates of erection - when cut into masonry surface or when constructed of bronze or other noncombustible materials. Such signs shall not exceed 6 square feet in area.
- *Temporary signs* associated with produce, vegetable, or fruit stands. Such signs shall not exceed an aggregate area of 80 square feet and shall be located within 100 feet of the produce stand which they identify.



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Sign – Summary Matrix, Signs Permitted for Each Use
Table 4

Type of Design	District	Maximum Height	Maximum Area/Size	Maximum Aggregate Area
*Free-Standing Pole	Commercial	15'	24 sq. ft.	Not more than 60 sq. ft. per frontage for all free-standing signs
*Free-Standing Monument	Commercial	6'	60 sq. ft.	Not more than 60 sq. ft. per frontage for all free-standing signs
Building Mounted	Commercial	25'	18 sq. ft.	24 sq. ft. per exposure
Free-Standing	Commercial	6'	60 sq. ft.	80 sq. ft.
Building Mounted	Commercial	25'	60 sq. ft.	Building-mounted signs shall be included as part of the permitted 80 sq. ft. aggregate area
*Free-Standing	Industrial	15'	60 sq. ft.	120 sq. ft. per Industrial Park
*Free-Standing Monument	Industrial	6'	30 sq. ft.	30 sq. ft.
Building Mounted	Industrial	25'	18 sq. ft.	24' sq. ft. per exposure
Temporary Subdivision	All Areas	15'	60 sq. ft.	60 sq. ft. per subdivision
Permanent Subdivision	All Areas	6'	32 sq. ft.	64 sq. ft. per subdivision
Political	All Areas	6'	12 sq. ft.	12 sq. ft. per parcel
Real Estate and Construction	All Areas	6'	6 sq. ft.	For Lot 1 acre or less
Real Estate and Construction	All Areas	6'	32 sq. ft.	For Lot greater than 1 acre, one sign per lot frontage

* Only one free-standing frontage is permitted for individual establishments or shopping centers. Establishments within shopping centers are not permitted individual free-standing signs.



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- Signs painted directly on vehicles indicating the name of the establishment using the vehicle.
- *Government or other legally required posters, notices and signs.* These signs may be off-site signs.
- *Traffic or safety signs, signs of public utility agencies, or construction contractors serving as directional or safety aids.* Examples include: street signs, freeway off ramp signs and roadwork signs.
- *Temporary placards, posters and subdivision directional signs* placed in public rights-of-way and not exceeding 6 square feet in area, providing that such signs do not exceed 3 feet in overall height. Such temporary signs shall not be displayed without first obtaining an encroachment permit from the Director of Public Works.

(3) Prohibited Signs:

The following signs, types of signs and attraction devices are prohibited within the Page Ranch Planned Community:

- (a) Signs mounted on or above roofs.
- (b) Signs which incorporate in any manner, flashing, moving, or intermittent lighting.
- (c) Signs incorporating mechanical movement of any kind, such as, but not limited to, rotating, revolving, moving, or animated signs.
- (d) Signs or sign structures other than those specifically permitted in previous section that project into a public vehicular right-of-way or private travel way. However, projecting signs are permitted above pedestrian ways or sidewalks, provided such signs are located at least 8 feet above finish grade and do not project more than 4 feet into the pedestrian way or sidewalk.
- (e) Off-site signs except those specifically permitted in previous paragraphs.
- (f) Billboards, off-site advertising signs, or other signs which give direction to or identify a use or product not sold or located at the location of the sign, except for temporary subdivision signs.
- (g) Flags, valances, pennants, banners, lights, or other similar attraction devices; except the display of temporary pennants or banners which are associated with a holiday or special event and which have received specific prior approval by the Community Development Director.
- (h) Signs, except for government notices, which are supported in



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whole or in part from any public utility installation or from any tree or telephone pole on public or private property.

- (i) Signs, which by color, wording, design, location or illumination resemble or conflict with any traffic control device, or with safe and efficient flow of traffic.
- (j) Signs that create a safety hazard by obstructing clear view of pedestrian or vehicular traffic.
- (k) Any sign that does not conform to the height or area restrictions contained in this Section.



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VI. Site Plan Requirements

A. PURPOSE AND SCOPE

To ensure conformance with development standards set forth in these Planned Community Regulations, Policy Guidelines, and the General Plan of the City of Hemet.

B. SITE PLANS FOR NON-RESIDENTIAL USES

Shall contain, but are not limited to, the following information:

1. Site Plans drawn to scale, dimensioned and easily readable, containing, but not limited to, the following:
 - a. Title block (developer's name and date drawn)
 - b. Scale and north arrow
 - c. Property lines of all existing building sites within the site (dimensions)
 - d. Buildings; existing and proposed, location and size within the site
 - e. Streets; location, name and width
 - f. Easements; location, purpose and width
 - g. Access (driveways, etc.); existing and proposed
 - h. Parking areas
 - i. Signs, location, height, dimensions and copy, if available
 - j. Fencing (walls); type, location and height
 - k. Landscape area
 - l. Proposed topography and grading concept
 - m. Other outdoor uses; location and use
 - n. Existing topography and drainage improvements (if not shown on accompanying Tentative Tract Map).
2. Elevations of all structures and signs, including but not limited to, the following:
 - a. Exterior materials
 - b. Elevations shall include all sides of a structure or site
3. Landscape Plans including, but not limited to, the following information:
 - a. Plant material and species
 - b. Size and spacing of plant materials, when and where the Community Development Director deems necessary.
 - c. Irrigation concept



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VI. Site Plan Requirements

4. Open Space and Park Plans

- a. Identification, location and proposed ownership of all permanent open space and parks.
- b. Phasing of open space and park development.
- c. Method of providing for assurance that maintenance will be guaranteed.

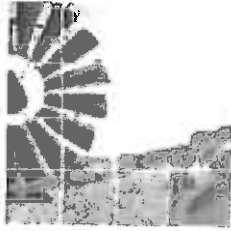
C. SITE PLAN REQUIREMENTS FOR RESIDENTIAL USES

Residential Site Plan requirements shall include the information required for non-residential Site Plans with the following exception:

Typical building elevations and typical building locations on building sites may be substituted for elevations and siting of all buildings.

D. PROCEDURES

1. The above listed data shall be submitted in the form and number prescribed by the Community Development Director. The Site Plan will be accepted for filing when the above prescribed materials have been submitted in the prescribed form and number. The Planning Commission shall review and act upon the plans in a timely manner after their acceptance by the Community Development Director.
2. The Planning Commission, may approve, conditionally approve or deny a Site Plan.
3. The appropriate City departments will insure that the development is substantially in accordance with the approved Site Plan. Any substantial deviation from the approved Site Plan, as determined by the Community Development Director shall require approval of an amendment to the Site Plan.
4. Action on a Site Plan may be appealed by any interested party within ten (10) days following the action date. Appeals of a decision of the Planning Commission shall be to the City Council. An appeal must be in writing and must set forth the reason(s) for the appeal and evidence why the City Council should hear the appeal.
5. A Site Plan may be amended by the same procedure listed above.
6. Minor adjustments of up to 10% may be approved by the Community Development Director.



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VII. Bicycle Route Master Plan

A. GENERAL

This Section contains a description of the Bicycle Route Master Plan and the precise standards, pertaining to bicycle route location. In general terms, bicycle routes within Page Ranch will serve as a means of transportation equal to the automobile. All designs should be such as to encourage ease of safe and efficient bicycle usage.

B. ROUTE MASTER PLAN

1. Figure 7 shows the location of the major elements of the bicycle route master plan. Bicycle lanes are called for along all major roads including Warren Road, Fisher Street, Cawston Avenue, Sanderson Avenue, Stetson Avenue and Harrison Avenue.
2. Bicycle trails are also proposed along the A.T. and S.F. right-of-way, along the proposed Flood Control Channel and along the aqueduct as shown in Figure 7.
3. Alternative bicycle routes are also proposed. These alternative routes shall be constructed when and if the facilities they parallel are constructed.
4. Bicycle trails will also be provided within each Planning Area to provide access from the bicycle paths along the arterial roads to local shopping centers, work places, schools, parks, community shopping centers, recreational facilities and other activity centers as shall be required by the Community Development Director. These bicycle trails shall be planned and aligned when precise development plans are filed for each Planning Area.

C. BICYCLE TRAIL DEVELOPMENT STANDARDS

1. In order to ensure consistency in the design of bicycle trails, they shall be designed consistently with Figures 8 and 9.
2. Developers and/or property owners shall be required to plan and construct the section of the Bicycle Path Master Plan (Figure 7) lying within or bordering the parcel of land proposed for development.
3. Landscaping along bicycle paths and trails shall be in a manner approved by the Community Development Director.
4. Bicycle path and trail plans shall be submitted at the time of application for a site plan or tentative tract, and shall be of such detail as required by the Community Development Director to determine the consistency of the proposed bicycle paths and trails with these regulations.



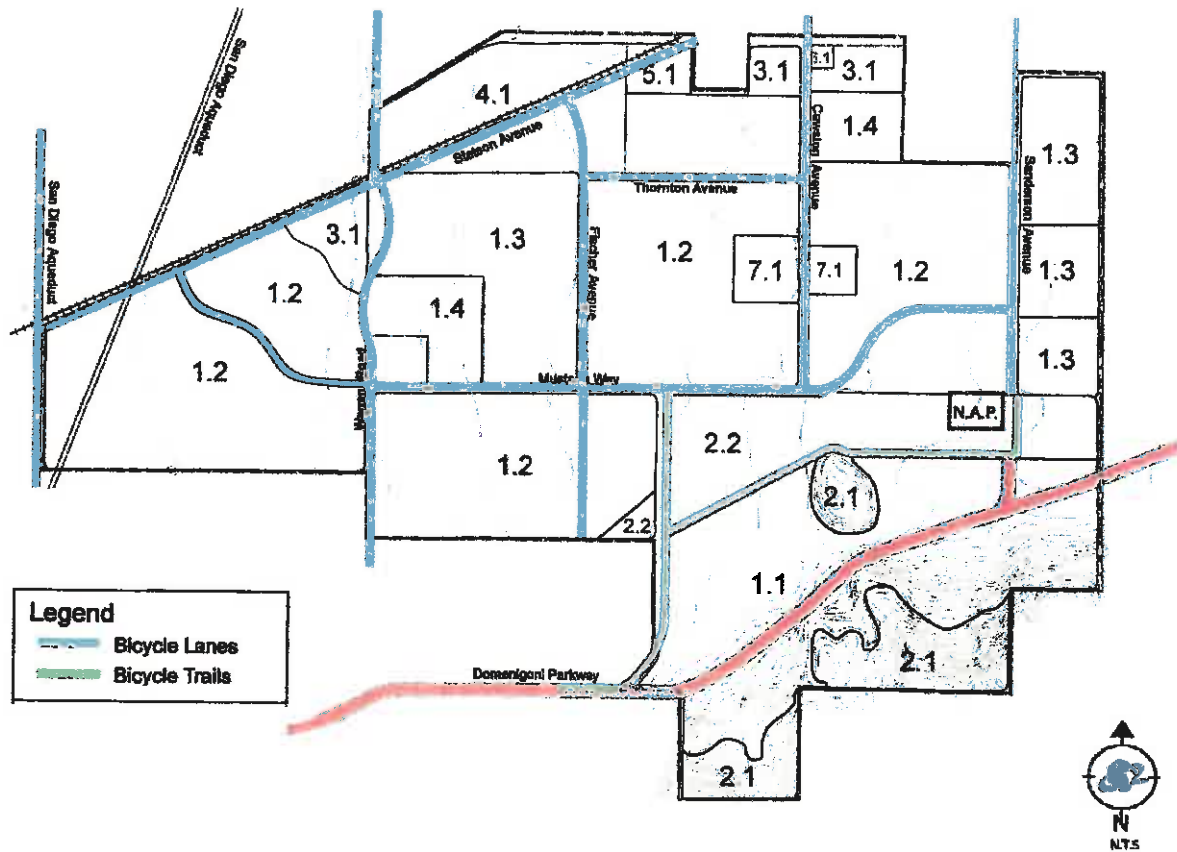
VII. Bicycle Route Master Plan

Page Ranch

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Bicycle Route Master Plan

Figure 7



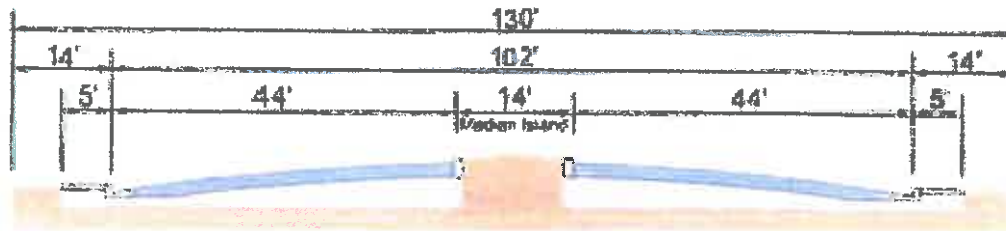


VII. Bicycle Route Master Plan

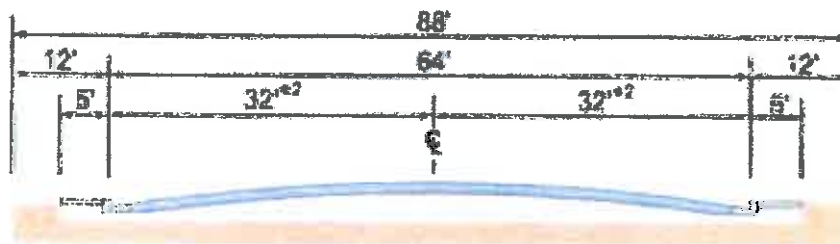
Page Ranch
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Bicycle Route Standards
Figure 8

Primary Highway



Secondary Highway



(*2: Including 8' parking & two 12' travel lanes both sides)



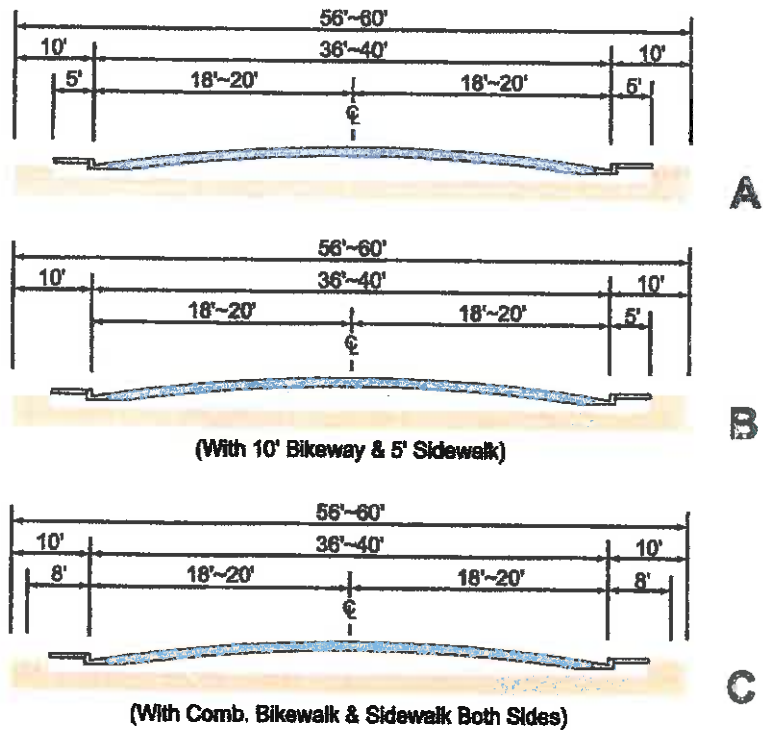


VII. Bicycle Route Master Plan

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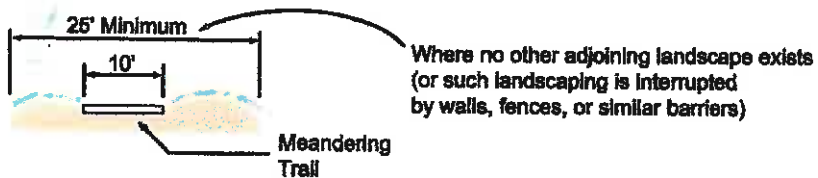
Bicycle Path Standards
Figure 9

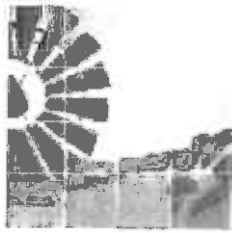
Alternative Street & Bikeway Standards (Local & Collector)



Off-Road Bike Trail

Including flood control, railroad & other utility rights-of-way





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VIII. Growth Management

GROWTH MANAGEMENT

Summary

One of the more significant policies adopted as a part of the Southwest Specific Land Use Plan was that dealing with growth. Page S-3 of the adopted plan states:

The amount of growth should be limited to that for which public services can be adequately, economically, and efficiently provided. Prior to any new construction of ten or more residential units, or construction of commercial or industrial facilities exceeding 10,000 square feet of gross floor area, the developer must provide a plan and program on how these facilities and services are to be provided. The plan and program are subject to review and approval by the City Council. The plan and program should include at least the following:

- a. *A statement of the increase in public services and facilities needed to support the project and the availability of affected services in relation to existing capacity and increased demand due to the Project.*
- b. *A plan of how they are to be constructed and phased in conjunction with proposed project.*
- c. *A program which indicates the portion of costs to be supported by the project for these facilities and services. Costs should be broken down into two categories; development of the facilities and the cost for maintenance and operation."*

Accordingly, a preliminary analysis has been made of the Page Ranch properties which attempts to evaluate future public facilities and service needs as development occurs. It is anticipated that more detailed programs for public services and facilities will be necessary as more detailed development plans are prepared. Therefore, the growth management plans provided on the following pages are preliminary in nature and subject to much more refinement as more detailed planning occurs, both by the landowner and affected public agencies.

Some general conclusions can be reached, however, on the adequacy of public services and facilities to serve urban development on the Page Ranch properties.

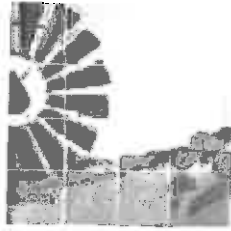
1. Based on preliminary in-house projections by the property owners, it is anticipated that future development of the remaining development areas will occur at the rate of approximately 200 dwelling units per year or an ultimate build-out between 15-20 years. It should be cautioned, however, that these are preliminary estimates subject to more refinement. We suggest that this number be utilized at this time for planning purposes of phasing necessary for public services and facilities.



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2. Commercial development will not occur immediately, but will commence once an adequate support population base is attained.
3. Development of the industrial park at the northwest corner will not occur until market demands dictate its development. Development of this site would accelerate the availability of the proposed corporation yard.
4. Because of the location and capacity of existing public facilities, utilities and services, as well as the location of existing urban development future phasing of development is expected to occur first in the northeast area of the property and eventually move in a southwesterly direction (with the exception of the industrial park in the northwest corner).
5. The majority of public facilities and services needed for development of the Page Ranch properties are adequate to accommodate anticipated growth over at least the next ten years.
6. It is anticipated that little development on the Page Ranch properties will be feasible until adequate flood control facilities are constructed. A proposal for funding these facilities as well as other necessary public facilities is addressed in a letter dated February 6, 1980 (Appendix B). Appendix B also outlines a schedule of activities and tentative time schedule necessary to implement this proposal.
7. Public Facilities that are anticipated as a part of the Page Ranch development include:
 - a. Construction of appropriate flood control facilities as a part of the Salt Creek Channel. This includes establishing an appropriate financing mechanism for the construction, maintenance and operation of the improved facilities (**completed**).
 - b. Dedication of land for a City Corporation Yard on the south side of Stetson Avenue (specific location to be subject to review and approval of the City Council). This site could also accommodate, if deemed necessary by the City, an additional fire station site.
 - c. Set aside an eventual dedication of a minimum of three park sites, two of which would be adjacent to proposed school sites (**one park proposed along westerly extension of Mustang**).
 - d. Improvement of the "fair share" of all road improvements as called for in the City's Master Plan of Arterial Highways. (Note: A traffic study has been prepared and is included as Appendix D. Certain modifications have been recommended and have been incorporated in the Master Circulation Plan.)
 - e. Development of a major recreational center in the Salt Creek Channel area that is proposed to include: 1) community center, 2) golf course, 3) soccer field facilities (Note: Specific facilities are subject to further discussion and input of the City Council and other



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VIII. Growth Management

community leaders.

- f. Development of all utility infrastructure requirements, such as water, sewer, electrical and internal road system.
 - g. Development of a supporting commercial and industrial base.
8. Funding for necessary public facilities as proposed via the redevelopment law mechanism. It is also recommended, however, that some type of maintenance district be established to offset future maintenance and operational costs once the facilities are constructed. Also suggested in the letter included in Appendix B is the possibility of expanding the proposal to include lands outside of the Page Ranch Planned Community.

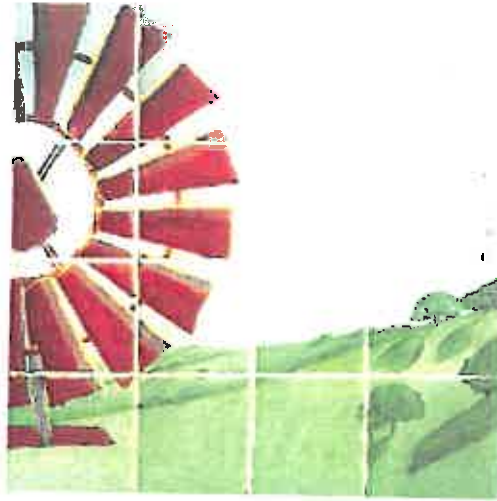


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Appendices

A. Page Ranch Amendment Design
Guidelines

B. City of Hemet Standard ROW Sections



Appendix A
Page Ranch
Planned Community
PCD 79-93
Master Plan and Development Standards
Amendment
Design Guidelines

March 2019

Prepared for:

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Contact Person: Deanna Elliano, Community Development Director

Amendment Prepared by:

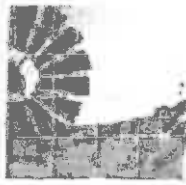
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DESIGN GUIDELINES

Purpose and Intent

The following Design Guidelines have been developed as a method of achieving a high quality, cohesive design structure for the Page Ranch Planned Community Amendment (see figure 1-1.) Objectives of the design guidelines are:

- ◆ Provide the City with the necessary assurance that the Planned community area will develop in accordance with the quality and character proposed herein;
- ◆ To serve as design criteria for developers, builders, engineers, architects, landscape architects, and other professionals in preparing plans for various stages of construction and development;
- ◆ To lend guidance to staff, the Planning Commission and the City Council in the review and evaluation of future development projects in the Planned Community area;
- ◆ The Community Development Director, or his/her designee, shall have the authority for minor architectural changes focusing around items such as window treatments, color combinations, façade treatments, and architectural relief. Questions on the Interpretation of this provision or changes not clearly within the scope of this provision shall be submitted to the Planning Commission for consideration;
- ◆ Certain key design elements will contribute significantly to the visual order and consistency of the entire Planned Community area and a unique "sense of place". The fundamental elements of these common features—site planning, architecture, landscape architecture, and other urban design details—are established by the Design Guidelines; and,
- ◆ Development of each planning area shall require review and approval by the Hemet Planning Commission as part of the Site Development Review (SDR) process.

Flexibility

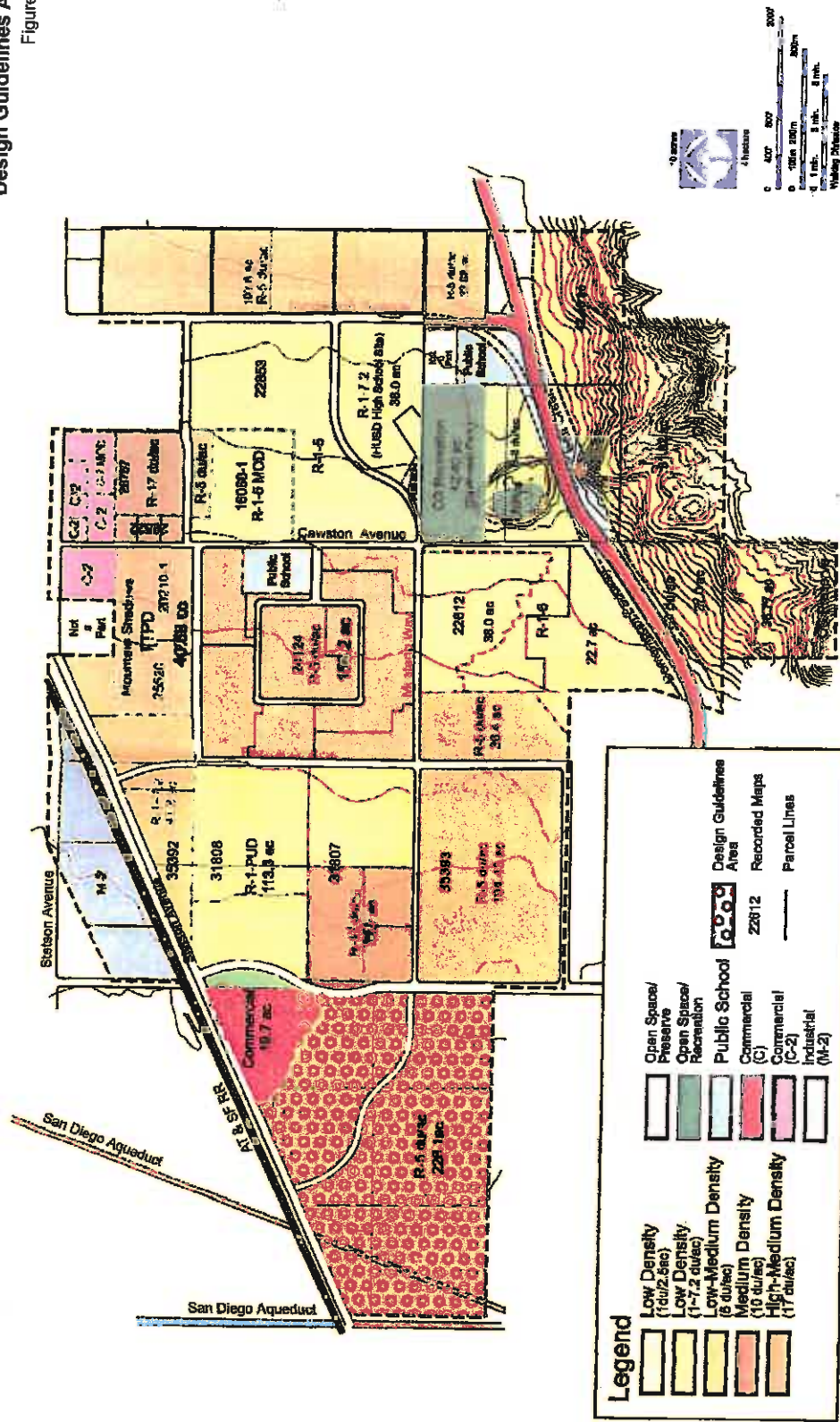
The guidelines are intended to be flexible and illustrative in nature, with the capability of responding to unanticipated conditions, changes in buyer preferences, the market, and design trends. Creativity and innovation as well as consistent quality are encouraged in the implementation of these guidelines.

This section of the planned community includes site planning, architectural, landscaping, and community-wide guidelines and standards to promote





Design Guidelines Area
Figure 1-1



Legend		Design Guidelines Area	
[Lightest Yellow Box]	Low Density (1 du/2.5 ac)	[Lightest Yellow Box]	Open Space/ Preserve
[Light Yellow Box]	Low Density (1-1.2 du/ac)	[Light Green Box]	Open Space/ Recreation
[Yellow Box]	Low-Medium Density (6 du/2 ac)	[Light Blue Box]	Public School
[Orange Box]	Medium Density (10 du/ac)	[Light Blue Box]	Commercial (C)
[Dark Orange Box]	High-Medium Density (17 du/2 ac)	[Light Blue Box]	Commercial (C-2)
[Lightest Yellow Box]		[Light Blue Box]	Industrial (M-2)
[Lightest Yellow Box]		[Light Blue Box]	Recorded Maps
[Lightest Yellow Box]		[Light Blue Box]	Parcel Lines

Source: Page Ranch, Planned Community Development Designations - June 2015



diversity and harmony in the architecture and landscaping within the project area. These guidelines are intended to set a direction for distinctive, high-quality commercial and residential and community facility development. Nevertheless, the guidelines are general enough in nature to allow the developer and/or builder some flexibility to respond to changing consumer tastes and market conditions.

A. Community Theme and Character

The Design Guidelines will ensure that the Planned community, is an environment that reflects the vision embodied in the following concepts:

- ◆ Develop a high quality, cohesive design concept to create a desirable community design image for the planned community.
- ◆ Establish development standards that ensure lasting value for the residential neighborhoods and activity centers.
- ◆ Materials and methods of construction should be specific to the region and/or climatic zone, exhibiting continuity of history, culture and compatibility of local character, as well as community identity.

B. Architectural Themes

The Page Ranch architectural theme will have a distinctive identity, expressing the integration of building structures and the natural environment. The theme will be based on Southern California vernacular, having its roots in the European, Mediterranean and Craftsman/California Bungalow styles and evolving over time, being shaped by the cultural and climatic influences of the region. The principle designs will consist of the following traditional architectural styles:

Mediterranean (Neo-Mediterranean, Mediterranean Revival)

Mediterranean vernacular architecture can be characterized by strong unifying elements such as tile roofs, simple and uncluttered detailing, and recessed openings conveying a sense of solidity and permanence. These forms and materials traditionally provide a response to the need to provide shelter from the sun with thick walls for insulation, light colors for



reflection, and recessed windows for shade. The result is a structure both visually and functionally enduring which responds to the climate and culture of the Southern California environment.



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Craftsman/California Bungalow

Craftsman/California Bungalow vernacular architecture can be characterized by southern California's wood architectural designs inspired by the Arts and Crafts movement of the early 20th century. This theme is identified by detailed woodwork and design elements similar to Prairie houses with porches, exposed roof-wall junctions, and shallow roof pitches.



California Ranch/ Farmhouse

California Ranch/Farmhouse styles of architecture were concurrent with the Craftsman period. The California Ranch style is indigenous to California and is styled from early Spanish California architecture with influences based upon the horizontal Prairie Style.

The general character of the California Ranch style is derived from the Mediterranean, Bungalow, and the 1940's Ranch styles. California Ranch consists of one (1) and two (2) story volumes with hip and gable roofs. The roof pitches vary from 4:12 to 5:12 with moderate to broad roof overhangs or eaves. Indoor-outdoor relationships are accentuated by such elements as: large areas of glass, sheltered porches, greenhouse rooms and corner windows. Creation of strong shadow



patterns are achieved through use of exposed beam ends and deep fascias with columns and piers. Patios, private gardens and pot shelves are typical.

The Farmhouse style is typically characterized by wrapping front porches with a variety of wood columns and railings. An asymmetrical cottage look may be utilized. Details characteristic to Farmhouse are cupolas, dovescotes, vertical windows and shutters, wood pot shelves, siding and gable end vent details. Dormers and asymmetrical elevations can be thematic for elevation. Simple two-story massing forms are broken by gables both perpendicular and parallel to the front elevation and porches covered by either side hip roofs or shed.





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Cottage

The Cottage is styled after Tudor/English Country and/or French Eclectic styles that were a dominant architectural style popular in America from the 1920's through the 1930's. The Tudor/English architectural style generally has steeply pitched roofs, usually side-gabled, with one or more prominent cross gables, decorative half-timbering is present on most. Typical features may include tall narrow windows, massive chimneys, and doorways surrounded by brick work, or simple rounded archways.



The French Eclectic architectural influence on the cottage style is characterized by a steeply pitched hipped roof without dominant front-facing cross gable, eaves are commonly flared upward at the roof/wall junction with brick, stone, or stucco wall cladding, sometimes with decorative half-timbers. This architectural style has a great variety in form and detailing but is united by the characteristic roofline. Typical features may include symmetrical arched entrances surrounded by bricks or stone detailing, double-hung, casement or arched windows with some full-length casement windows with shutters.

The Cottage style blends the English country and French eclectic styles, incorporating the steep roofs, half timbers and entry treatments. The overall style elements create a great variety of one and two story façade possibilities.

This section characterizes and illustrates building materials and forms that are expressive of the intended architectural theme for Page Ranch. Architectural elements are defined as appropriate (required, encouraged, permitted), discretionary (limited) and inappropriate (prohibited).

It is the intent of these guidelines to create a consistent architectural theme for the planned community, while allowing for flexibility of design expression. The photographs and illustrations in this section are offered as a visual expression of the intended character and appropriate design responses.



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C. Residential

Lotting concepts

Building setbacks and the spaces between buildings shall be varied to create interest between buildings and the streetscene.

Siting criteria

Attached residential product types such as duplexes, townhouses, apartments, and other multi-family dwellings shall orient internally in each development.

- ◆ Buildings shall be arranged to create a series of interesting open spaces or recreation areas and pedestrian gathering plazas within the interior of each development.
- ◆ Buildings shall be organized into informal clusters and groupings to create usable open space areas.
- ◆ Private recreation facilities shall be located internally to the project, in a location easily accessible to all dwelling units within the development.
- ◆ Whenever possible, residential units shall be arranged to take advantage of vistas.
- ◆ Parking areas should be placed internally to reduce the visual impact on adjacent uses and increase safety to residents and their vehicles.

Fencing/walls

Walls and fences are important urban design features of the community. They establish enclosure, delineate site areas, offer visual and physical privacy, provide for views into and out of a site, attenuate sound, and provide security. Walls and fences should be used to reinforce the theme, reflecting the characteristics of the major project entry monumentation in terms of configuration and materials. Where such elements face public streets and view corridors, they shall appear consistent in style, material, and height, therefore serving as a unifying element throughout the community (Refer to Figure 1- 2).



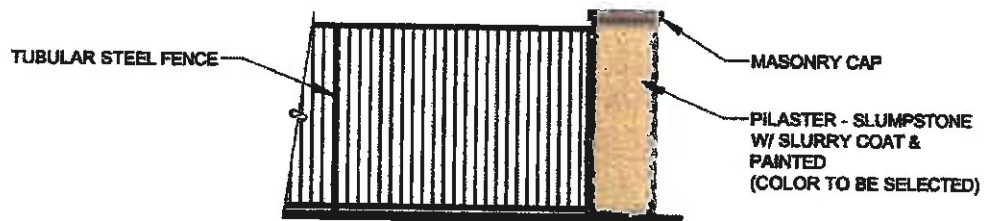


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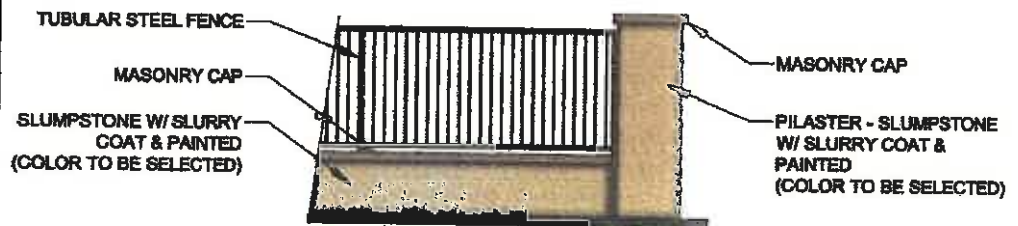
Wall/Fence Elevations Figure 1-2



COMMUNITY WALL



VIEW FENCE



VIEW WALL

NOTE:
PILASTER LOCATIONS TO
BE APPROVED BY CITY OF
HEMET 70'-100' O.C. TYP.



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Appropriate:

- ◆ View fencing along view corridors (encouraged).
Varied setbacks and planting recesses (encouraged).
- ◆ Walls and fences will end with a pilaster reflecting the design of the entry monumentation (encouraged).
- ◆ Masonry cap on walls or wall pilasters (required).
- ◆ Decorative masonry for retaining walls visible from street (required).
- ◆ Changes in wall or fence stepping consistent with pad elevation changes (required).
- ◆ Accent trim, repeating cornice band or band of tile (encouraged).
- ◆ Adequate planting pockets between walls and walkways (encouraged).
- ◆ Semi-transparent walls and "view fences", such as tubular steel grilles between plaster pilasters (permitted).
- ◆ Perimeter fencing shall be of a decorative block, textured concrete or stucco with pilasters and caps and/or other materials consistent with the project theme (required).
- ◆ Perimeter fencing landscaping shall be a minimum of vines planted next to the wall with varied spacing intervals of ten to fifteen feet (10' - 15') (required).
- ◆ Residential lot fencing visible to the public shall be the same or similar material as the perimeter walls to allow continuity of the theme throughout the project (required).
- ◆ Residential gates visible to the public such as: gates into backyards from paseos, or community areas, shall be of tubular steel or similar materials (required).
- ◆ Residential interior lot line fencing shall be constructed of masonry block walls, vinyl, or wood (required).

Inappropriate:

- ◆ Long stretches of unrelieved walls or fences (prohibited).
- ◆ Mixing of an assortment of the project's perimeter walls (prohibited).
- ◆ Wood fencing as perimeter fencing (prohibited).



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Mediterranean architectural features

Mediterranean theme

The Page Ranch community has four (4) dominant styles of architecture based on traditional architectural shapes and detailing. Mediterranean has a free-interpretation of Italian Renaissance, Spanish, Eclectic, Mission, and Monterey styles. These homes have Italian or Spanish inspiration and are identified by stucco walls, rounded arches, and red tile roofs (Refer to Figure 1-3).



Mediterranean Style

Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression of the homes with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or perimeter streets are visible from the public realm and shall also receive elevated design consideration.



Wall Articulation

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.

Appropriate:

- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum



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of two (2) varied planes (encouraged).

- ◆ Square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Low plate lines and profiles at street fronts and boundary edges (required).
- ◆ Garages shall be integrated into the architectural design of the structure; a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ Architectural features such as side on garages with windows, setting garages back, porte cocheres, tandem parking and garages toward the rear of the property (encouraged).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ One- and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required).
- ◆ Simple, bold forms (encouraged).
- ◆ Combinations of one and two-story forms conveying the sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Balconies, open or roofed with wood or iron railings and/or porches (encouraged).
- ◆ One and two story covered porches (encouraged).
- ◆ Wood or tubular steel balustrade (permitted).
- ◆ Exterior stairway design and location to complement building form (encouraged).



Discretionary:

- ◆ Two story homes on corner lots except where additional setbacks from the street are provided to the second story (limited)

Inappropriate:

- ◆ Large expanses of flat wall planes vertically or horizontally on areas other than interior side elevations (prohibited).

Mediterranean Architecture

Figure 1-3



Stucco walls



Multi-lite inset windows



Exposed rafter tails

Wood shutters



Towers

Earthtone colors



Arches and columns

Tile roofs with little or no overhang



Recessed windows with tubular steel balustrade





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Building relief

Appropriate:

- ◆ Architectural detailing on all exterior attached residential building façades (required)
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required)
- ◆ Architectural detailing on single-family side and rear façades (encouraged)
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).



Deep Set/Recessed Windows and Doors

Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Deep set or pop-out windows and doors along with other architectural projections and recesses used to achieve articulation through shadowing effects (encouraged).
- ◆ Second story windows oriented to the front and rear of the homes to minimize views into adjacent rear and side yards (encouraged).
- ◆ Divided window panes and arched openings (encouraged).
- ◆ Casement windows (encouraged).
- ◆ Window grills, wood or metal (encouraged).
- ◆ Recessed door, window and wall openings conveying the appearance of thick protective exterior walls (required).
- ◆ Panel doors (encouraged).
- ◆ Double sash doors opening onto patios or balconies (encouraged).
- ◆ Second floor side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes, or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Fully recessed openings (encouraged).
- ◆ Staggered garage door setbacks to



Tower and Arches



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- adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Columns and archways (encouraged).
- ◆ Base incorporated at bottom of columns (encouraged).
- ◆ Square or cylindrical columns of plaster or pre-cast concrete (encouraged).
- ◆ Towers, round or square (encouraged).
- ◆ Free-standing plaster archways at entrance gates (encouraged).
- ◆ Chimneys with tile caps, brick or tile banding or change in plane (encouraged).
- ◆ Chimneys boldly projected from wall surfaces (encouraged).

Discretionary:

- ◆ Mill finish window or door frames (limited).
- ◆ Second story windows oriented to the side of the home (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Applied rustic veneers on columns (prohibited).
- ◆ Thin posts, such as 4x4 wood or metal pipe column (prohibited).
- ◆ Exposed chimney flues (prohibited).
- ◆ Rustic material veneers on chimneys (prohibited).
- ◆ Extravagant metal fireplace caps (prohibited).



Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more palettes for use throughout each development to allow a variety of color (required)
- ◆ Natural materials which are compatible with and reflect the elements of the surrounding natural environment (encouraged)
- ◆ Smooth, sand, or other light finish texture on exterior plaster or stucco (required)
- ◆ Semi-transparent stain or accent painted wood trim (required)
- ◆ Crisp, clean and simple use of tile as design accents and trim



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(encouraged)

- ◆ Light colors with darker or lighter accents to highlight the character of the structure, particularly in respect to balcony rails, awnings, inlaid tile bands, and cornice bands (required)
- ◆ Accents relating to architectural form and character of the building (required)
- ◆ Ceramic tile accent trim (encouraged)
- ◆ Painted wood trim (permitted)
- ◆ CC&R's or other appropriate documents will provide paint pallet colors for "re-painting" houses (encouraged)



Roofs

Appropriate:

- ◆ Simple, low-pitched gable, hip or shed roof forms with slopes from 4:12 to 7:12 (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Overhangs of twelve inches (12") minimum to create strong shadow lines and contrast (required).
- ◆ Jogs in ridge line (encouraged).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Clay or concrete tile (required).
- ◆ Earth-toned clay mission tile (encouraged).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Low-maintenance details, limiting the amount of exposed wood (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).
- ◆ Variation of color and texture of roof material throughout a development (required).

Discretionary:

- ◆ Small areas of flat roofs with parapet walls (limited).

Inappropriate:

- ◆ Flat roofs (prohibited).
- ◆ Metal or copper (prohibited).

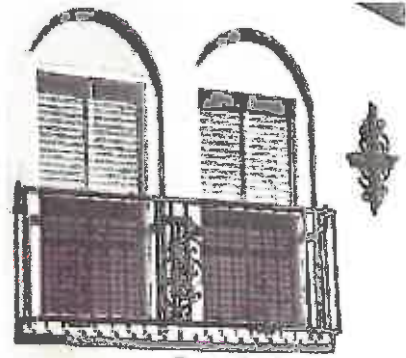


Page Ranch
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Decorative Details

Appropriate

- ◆ Decorative iron, metal sconces (encouraged).
- ◆ Decorative iron, metal door knockers (encouraged).
- ◆ Decorative iron, metal accents (encouraged).



Decorative Iron

Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).

Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged)

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited)



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Craftsman/California Bungalow architectural features

Craftsman/California Bungalow theme

The "Craftsman/California Bungalow" style of architecture originated in Southern California at the turn of the last century. The name comes from the inspiration of this style—the English Arts and Crafts movement which was interested in oriental wooden architecture and manual arts. This style introduced the 'California' bungalow which is the foundation for this theme in Page Ranch (Refer to Figure 1-4).



Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms, as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression of the homes with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or perimeter streets are visible from the public realm and shall also receive elevated design consideration.

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.

Appropriate:

- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum of two (2) varied planes (encouraged).
- ◆ Low plate lines and profiles at street fronts (encouraged).



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- ◆ Garages shall be integrated into the architectural design of the structure, a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ Architectural features such as side on garages with windows, setting garages back, porte cocheres, tandem parking and garages in the rear of the property (encouraged).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ One- and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required).
- ◆ Simple, bold forms (encouraged).
- ◆ Combinations of one- and two-story forms conveying sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Balconies and/or porches (encouraged).
- ◆ Porches full width or partial with square column supports (encouraged).
- ◆ Verandas (encouraged).
- ◆ Wood or tubular steel balustrade (permitted).



Discretionary:

- ◆ Two-story homes on corner lots except where additional setbacks from the street are provided to the second story (limited).

Inappropriate:

Large expanses of flat wall planes vertically or horizontally (prohibited).

Building relief

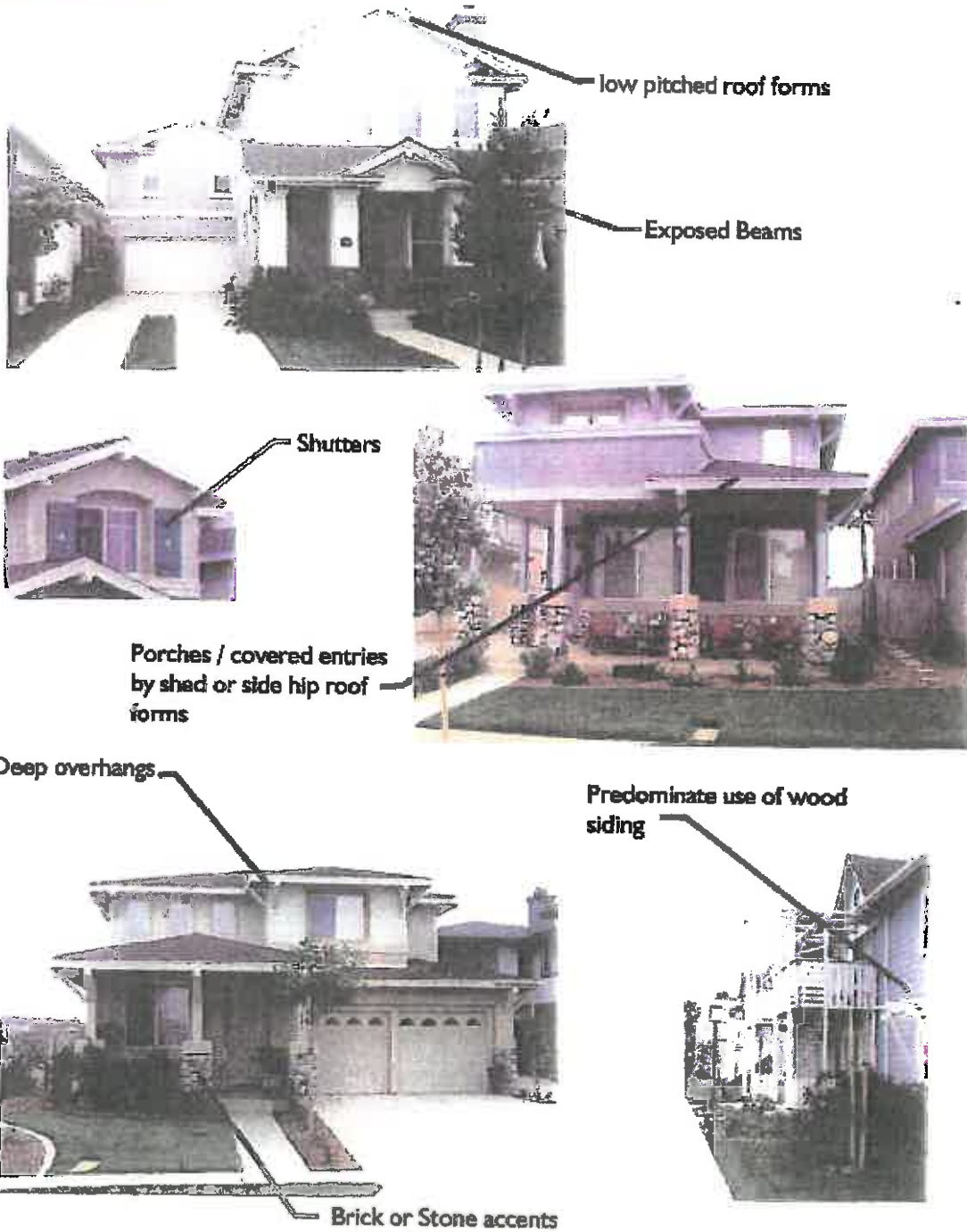
Appropriate:

- ◆ Architectural detailing on all exterior attached residential building façades (required).
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required).
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).



Craftsman/California Bungalow Architecture

Figure 1-4





Page Ranch
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Development

Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Deep set or pop-out windows and doors along with other architectural projections and recesses used to achieve articulation through shadowing effects. (encouraged)
- ◆ Second story windows oriented to the front and rear of the homes to minimize views into adjacent rear and side yards (encouraged).
- ◆ Divided window panes and arched openings (encouraged).
- ◆ Recessed door, window and wall openings conveying the appearance of thick protective exterior walls (required).
- ◆ Fully recessed openings (encouraged).
- ◆ Staggered garage door setbacks to adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Columns and archways (encouraged).
- ◆ Bases incorporated at bottom of columns (encouraged).
- ◆ Capital and column bands (encouraged).
- ◆ Grouped casements, ribbon windows, heavily framed casement windows (encouraged).
- ◆ Line of three or more windows (encouraged).
- ◆ Multi-pane sash over sashes with one large glass pane or double hung sashes (encouraged).
- ◆ Second story side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Window boxes (encouraged).
- ◆ Paneled doors (encouraged).
- ◆ Small high windows on each side of chimneys (encouraged).
- ◆ Chimneys with brick banding (encouraged).
- ◆ Chimneys with exterior stone (encouraged).
- ◆ Chimneys boldly projected from wall surfaces (encouraged).





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- ◆ Chimney design feature adding articulation to walls (permitted).
- ◆ Chimneys with decorative metal caps that match trim colors (permitted).

Discretionary:

- ◆ Mill finish window or door frames (limited).
- ◆ Second story windows oriented to the side of the home (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Applied rustic veneers on columns (prohibited).
- ◆ Posts, such as 4x4 wood or metal pipe column (prohibited).
- ◆ Exposed chimney flues (prohibited).
- ◆ Rustic material veneers on chimneys (prohibited).
- ◆ Extravagant metal fireplace caps (prohibited).

Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more palettes for use throughout each development to allow for a variety of color. (required)
- ◆ Natural materials which are compatible with and reflect the elements of the surrounding natural environment (encouraged)
- ◆ Wood treatment (required)
- ◆ Semi-transparent stain or accent painted wood trim (required)
- ◆ Crisp, clean and simple use of brick, stone, masonry or pre-cast concrete as design accents and trim (encouraged).
- ◆ Pastel colors with darker or lighter accents to highlight the character of the structure, particularly in respect to balcony rails, awnings, inlaid tile bands, and cornice bands (required).
- ◆ Accents relating to architectural form and character of the building (required).
- ◆ Painted wood trim (permitted).
- ◆ CC&R's or other appropriate documents will provide paint pallet colors for "re-painting" houses (encouraged).





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Roofs

Appropriate

- ◆ Simple, low-pitched gable, hip or shed roof forms with slopes from 4:12 to 7:12 (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Overhangs of twelve inches (12") minimum to create strong shadow lines and contrast (required).
- ◆ Cornice banding for detail (encouraged).
- ◆ Creating jogs in ridge line (encouraged).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Concrete tile (required).
- ◆ Metal or copper tile (permitted).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Exposed roof beams and rafters (encouraged).
- ◆ Gabled or shed dormers with exposed beams (encouraged).
- ◆ Projecting eaves (encouraged).
- ◆ Shingles with split wood appearance (encouraged).
- ◆ Low-maintenance details, limiting the amount of exposed wood (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).
- ◆ Variation of color and texture of roof materials throughout a development (required).



Low-pitched Roof and Overhangs

Inappropriate:

- ◆ Flat roofs (prohibited).
- ◆ Parapet walls (prohibited).
- ◆ Real wood or shake shingles (prohibited).

Decorative Details

Appropriate

- ◆ Colored glass transoms (encouraged).
- ◆ Decorative beams or braces under gables (encouraged).
- ◆ Dwarf piers (encouraged).
- ◆ Extra stickwork in gables or porches (encouraged).



Wood Shutters



Page Ranch
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Development

- ◆ Planter boxes (encouraged).
- ◆ Wood shutters (encouraged).

Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).
- ◆ Recessed or trellised porches (encouraged).



Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



Page Ranch
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California Ranch/Farmhouse architectural features

California Ranch/Farmhouse theme

The Craftsman period and California Ranch/Farmhouse period were happening concurrently. The California Ranch style is indigenous to California and is based loosely on Spanish California architecture with influences of the horizontal Prairie style (See Figure 1-5).



California Ranch Style

The general character of the California Ranch style comes from the Mediterranean, Bungalow and 1940's Ranch styles. It consists of one and two story volumes with hip and gable roofs. The Roof pitches vary from 4:12 to 5:12 with moderate to broad roof overhangs or eaves. Typical exterior wall cladding includes clapboard (horizontal boards), board and batten (vertical boards), shingles and stucco. Indoor-outdoor relationships are accentuated by elements such as: large areas of glass, green house rooms, sheltered porches and corner windows. Exposed beam ends and deep fascias are used with columns and piers to create strong shadow patterns. Patios, private gardens and pot shelves are typical.

The typical Farmhouse style is characterized by wrapping front porches with a variety of wood columns and railings. The asymmetrical cottage look may be used. Dormers and asymmetrical elevations can also be thematic for the elevation. Characteristic details may include cupolas, dovecotes, vertical windows and shutters, wood pot shelves siding, and gable end vent details. The simple two-story massing forms are broken up by gables both perpendicular and parallel to the front elevation and porches covered by side hip roofs or shed roofs.

Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms, as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or



Massing



Page Ranch
Planned
Community
Development

perimeter streets are visible from the public realm and shall also receive elevated design consideration.

Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.

Appropriate:

- ◆ Building lines should emphasize horizontal elements and roof lines (encouraged).
- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum of two (2) varied planes (encouraged).
- ◆ Projections square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Low plate lines and profiles at street fronts and boundary edges (encouraged).
- ◆ Garages shall be integrated into the architectural design of the structure, a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ One- and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ Simple, bold forms (encouraged).
- ◆ Combinations of one and two-story forms conveying sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Balconies which articulate wall surfaces (encouraged).
- ◆ Balconies and/or porches (encouraged).
- ◆ Porches full width or partial with square column supports (encouraged).
- ◆ Verandas (encouraged).
- ◆ Wood or tubular steel balustrade (permitted).





California Ranch/Farmhouse Architecture

Figure 1-5



Porch Entries

Trapezoid Window Shapes or simple rectangle shapes



Broad Porches / covered entries by shed or side hip roof forms

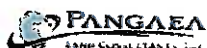


Shutters



Simple Gable roof forms

Predominate use of wood siding





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Discretionary:

- ◆ Two-story homes on corner lots except where additional setbacks from the street are provided to the second story (limited).

Inappropriate:

- ◆ Large expanses of flat wall planes vertically or horizontally (prohibited).

Building relief

Appropriate:

- ◆ Building heights should vary throughout each tract (required).
- ◆ Architectural detailing on all exterior attached residential building façades (required).
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required).
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Front porches, bays, patios, private gardens, pot shelves and balconies are encouraged along the front façade (encouraged)
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).
- ◆ Exposed beam ends and deep fascias with columns and piers (encouraged).



Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Window frames, mullions, awnings and door frames, should be coordinated with the structure (encouraged).
- ◆ Architectural projections and recesses such as deep set or pop-out windows and doors, shutters and pot shelves may be used along with other architectural projections and recesses to achieve articulation through shadowing effects (encouraged).
- ◆ Second story windows oriented to the front and rear of the homes to





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minimize views into adjacent rear and side yards (encouraged).

- ◆ Second story side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Staggered garage door setbacks to adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Window details create an opportunity to provide contrasting trim colors (encouraged).
- ◆ Front entries should be articulated through the use of roof elements, porches, arches, columns or other architectural features (encouraged).
- ◆ Green house rooms, corner windows and or large areas of glass (encouraged).
- ◆ Vertical windows and shutters (encouraged).

Discretionary:

- ◆ Mill finish window or door frames (limited).
- ◆ Second story windows oriented to the side of the home (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Applied rustic veneers on columns (prohibited).
- ◆ Exposed chimney flues (prohibited).
- ◆ Rustic material veneers on chimneys (prohibited).
- ◆ Extravagant metal fireplace caps (prohibited).



Materials, finishes and colors

Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more pallet's for use throughout each development to allow for a variety of color (required).
- ◆ Natural materials which are compatible with and reflect the elements of the surrounding natural environment (encouraged).



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- ◆ Accents relating to architectural form and character of the building (required).
- ◆ Painted wood trim (permitted).
- ◆ Clapboard, board and batten, shingles and stucco of exterior cladding materials (encouraged).
- ◆ Architectural screens, fences and accessory structures should be constructed of compatible material, color and texture of the main structure (required).
- ◆ CC&R's or other appropriate documents will provide paint pallet colors for "re-painting" house(encouraged).

Roofs

Appropriate

- ◆ Simple, low-pitched gable, hip or shed roof forms with slopes from 4:12 to 5:12 (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Overhangs of twelve inches (12") minimum to create strong shadow lines and contrast (required).
- ◆ Jogs in ridge line (encouraged).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Roofing material shall be clay, slate concrete or similar appearance tiles. Tile shall be variegated color and non-reflective (unglazed) (required).
- ◆ Roof vents and appurtenances shall be positioned away from the street and/or finished to match the roof color to minimize the visual impact (required).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Exposed roof beams and rafters (encouraged).
- ◆ Roof pitches and forms should vary (encouraged).
- ◆ Projecting eaves (encouraged).
- ◆ Shingles with split wood appearance (encouraged).
- ◆ Low-maintenance details, limiting the amount of exposed wood (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).
- ◆ Variation of color and texture of roof materials throughout a development (required).

Inappropriate:

- ◆ Flat roofs (prohibited).
- ◆ Parapet walls (prohibited).
- ◆ Real wood or shake shingles (prohibited).



Page Ranch
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Decorative Details

Appropriate

- ◆ Colored glass transoms (encouraged).
- ◆ Exposed beam ends (encouraged).
- ◆ Dwarf piers (encouraged).
- ◆ Planter boxes, pot shelves (encouraged).
- ◆ Cupolas, dove-cotes (encouraged).



Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (encouraged).
- ◆ Trellises and patio covers of bold, clean forms (encouraged).

Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



Page Ranch
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Cottage architectural features

Cottage theme

The Cottage style combines both the Tudor/English Country architecture and the French Eclectic architectural styles. Generally this architectural style has a steeply pitched roof, side gabled, with one or more prominent cross gables, decorative half – timbers, tall narrow windows typically with multiple groups and multiple panes, massive chimneys crowned by decorative chimney



Cottage Style

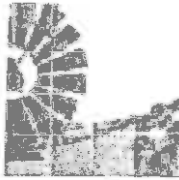
pots. The Tudor/English Country style has variations in cladding and details which are typical to the architecture. There are four varieties of cladding true to the style: Stucco wall cladding, Brick wall cladding, Stone wall cladding as well as Wooden wall cladding, of these Brick wall cladding is most common. Gables can be part of the design detail for this style, parapeted gables are distinctive, however overlapping gables with eaves is common as well. Chimneys are commonly paced in prominent locations on the front or side of the house. The chimneys are large and elaborate, with complex masonry or stone patterns. The Tudor/English Country style may feature doorways surrounded by brickwork “quoins” and/or simple round arched doorways with heavy board and batten doors. Casement windows made of wood or metal are typical, traditionally double-hung sash windows are used, with groups of three or more located below the main gable. A variety of wall materials can be utilized such as patterned brickwork, or stonework.

The “French Eclectic” style of architecture was commonly built in the 1920’s to 1930’s, this style gained popularity with Americans who served in France during World War I. This architectural style typically includes tall, a steeply pitched hipped roof without front-facing cross gables; eaves are commonly flared upward at roof/wall junctions. The French Eclectic architectural style has three subtypes that are easily recognized, Symmetrical, Asymmetrical and Towered. Symmetrical has a massive hipped roof with the ridge paralleling the front of the house, dominated by a symmetrical façade with centered entry. Asymmetrical is the most common style including a rambling French farmhouse as well as the more formal houses similar to the symmetrical style without the symmetry. Towered is a common style that has a prominent round tower with a high conically shaped roof. The tower is



Steeply Pitched Roof





Page Ranch
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typically where the entry door is located. Half-timbering is often utilized on towered forms of the French Eclectic style. Details found in the French Eclectic style include but are not limited to doors set in arched openings; arched doorway may be surrounded by stone/brick quoins or detailing. Windows can be double-hung or casement sashes, full length casement windows with shutters can also be used. (See Figure 1-6).

Form, massing, scale

The architectural image of Page Ranch will be perceived primarily from public spaces such as streets, open spaces and parks. Therefore, building massing, scale and roof forms, as the primary design components require careful articulation in their architectural expression to the public spaces. Front elevations facing public streets warrant the highest architectural expression with varied materials and details. Side elevations at corners facing public streets shall receive a higher articulation of design over side elevations facing interior lot lines. Similarly, rear elevations facing either interior or perimeter streets are visible from the public realm and shall also receive elevated design consideration.

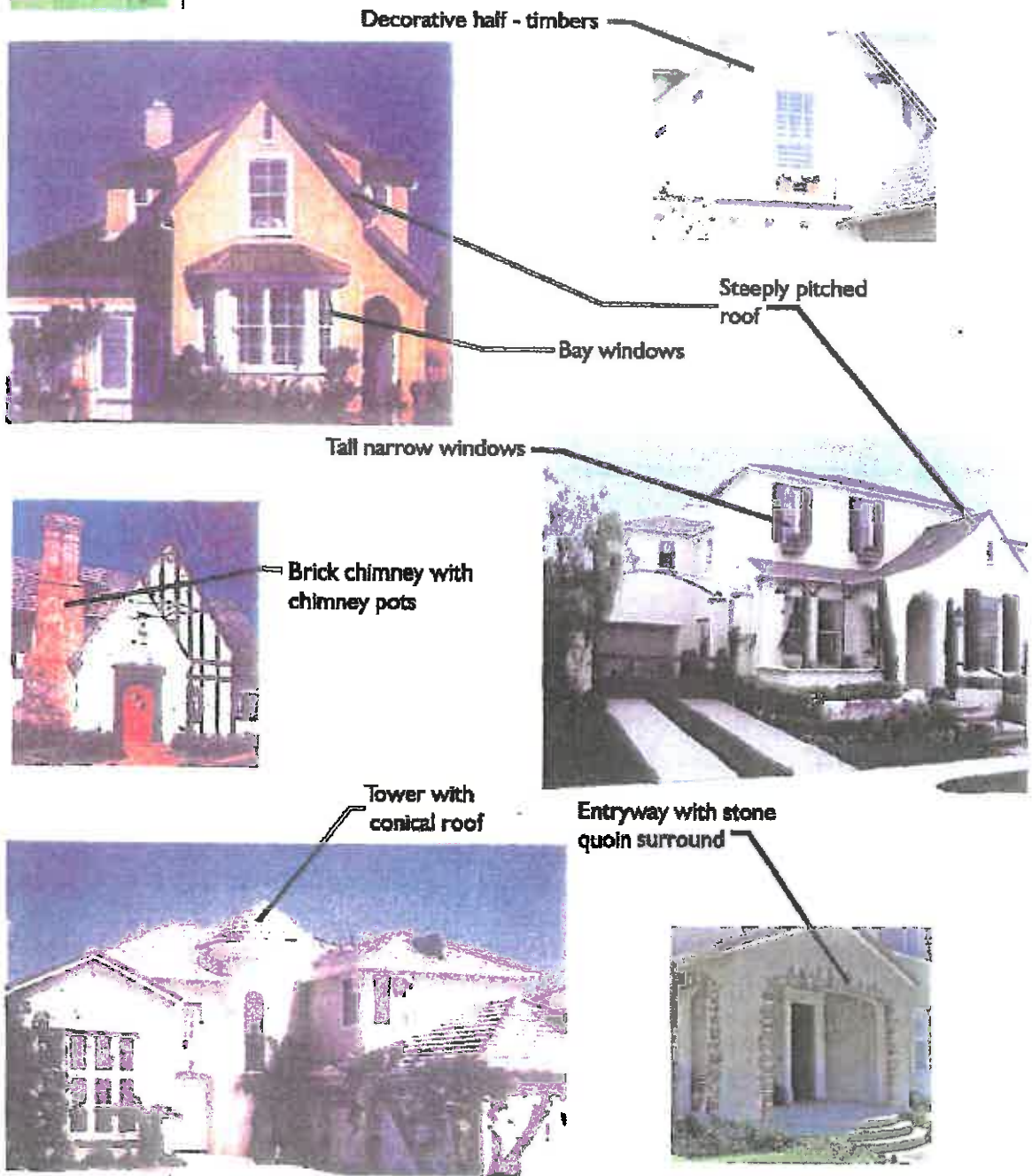
Buildings and attached dwelling units should be arranged, staggered, and offset to create dynamic building façades. Long, rows of "barracks-like" buildings and façades are prohibited.

The overall massing of each home should be organized as a whole unit. It should not appear as a mixture of unrelated forms.



Cottage Architecture

Figure 1-6





Page Ranch
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Appropriate:

- ◆ Articulation (projections and recesses) with a minimum of four (4) varied wall planes on front elevations (required).
- ◆ Articulation of rear and side elevations facing interior or perimeter public streets with a minimum of two (2) varied planes (required).
- ◆ Articulation of interior facing rear and side elevations with a minimum of two (2) varied planes (encouraged).
- ◆ Large elaborate chimneys (encouraged).
- ◆ Large elaborate chimneys with decorative masonry or stone patterns (encouraged).
- ◆ Projections square, rectangular, or circular pop-outs, bay windows or building projections can provide interest, help to create variety and provide a quality appearance on all exterior elevations of a residence (encouraged).
- ◆ Low plate lines and profiles at street fronts and boundary edges (encouraged).
- ◆ Garages shall be integrated into the architectural design of the structure; a garage should not exceed fifty percent (50%) of the first story building façade (required).
- ◆ Architectural features such as side on garages with windows, setting garages back, porte cocheres, tandem parking and garages in the rear of the property (encouraged).
- ◆ Second-story elements should be setback between two to eight feet (2' - 8') to create a human-scale (encouraged).
- ◆ One and two-story elements and varied floor setbacks at the second story (encouraged).
- ◆ Projections and recesses to provide shadow and depth (required)
- ◆ Simple, bold forms (encouraged)
- ◆ Combinations of one and two-story forms conveying sense of human scale (encouraged).
- ◆ Simple, clean, bold projections (encouraged).
- ◆ Wood, brick, stucco or stone wall cladding (encouraged).
- ◆ Steeply pitched front facing or side gabled roofs (required).
- ◆ Decorative half-timbering (encouraged)





Discretionary:

- ◆ Two-story homes on corner lots except where additional setbacks from the street are provided to the second story (limited)

Building relief

Appropriate:

- ◆ Architectural detailing on all exterior attached residential building façades (required).
- ◆ Building heights should vary throughout each tract (required)
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Special architectural treatment on front façades of single-family residential dwellings (required).
- ◆ Architectural detailing on single-family side and rear façades (encouraged).
- ◆ Where similar floor plans of the same unit are located on adjacent lots, one (1) shall be a reverse plan and will have a different setback and façade treatment (required).

Windows, doors, and openings (fenestration)

Appropriate:

- ◆ Casement windows of wood or non-reflective metal with multiple panes (encouraged).
- ◆ Bay windows (encouraged).
- ◆ Double-hung windows with multiple panes (encouraged).
- ◆ Dormers arched, circular, hipped or gabled (encouraged).
- ◆ Arched doorways (encouraged).
- ◆ Arched doorways with stone or brick quoins (encouraged)
- ◆ Second story windows oriented to the front and rear of the homes to minimize views into adjacent rear and side yards (encouraged).
- ◆ Second story side yard windows to be glass block or frosted glass panels to inhibit direct viewing into adjacent yards/homes or clear glass windows must be a minimum of six feet (6') above floor level (encouraged).
- ◆ Staggered garage door setbacks to adjacent doors (required).
- ◆ Garage door recess from adjacent walls a minimum of twelve inches (12") (encouraged).
- ◆ Archways (encouraged).





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Discretionary:

- ◆ Use of wood lattice (limited).
- ◆ Mill finish window or door frames (limited).

Inappropriate:

- ◆ Reflective window or door frames (prohibited).
- ◆ Reflective glass (prohibited).
- ◆ Metal awnings (prohibited).
- ◆ Second story windows oriented to the side of the home (discouraged).
- ◆ Corrugated metal garage doors (prohibited).
- ◆ Exposed pipe columns (prohibited).
- ◆ Exposed chimney flues (prohibited).



Materials, finishes and colors

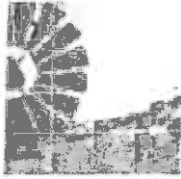
Appropriate:

- ◆ Color palette with a minimum of three (3) colors per unit with five (5) or more pallet's for use throughout each development to allow for a variety of color (required).
- ◆ Crisp, clean and simple use of brick, stone, masonry or pre-cast concrete as design accents and trim (encouraged).
- ◆ Architectural screens, fences and accessory structures should be constructed of compatible material, color and texture of the main structure (required).
- ◆ Painted wood trim (permitted).
- ◆ CC&R's provide paint pallet colors for "re-painting" houses (encouraged).

Roofs

Appropriate

- ◆ Tall steeply-pitched gable, hip (required).
- ◆ Where two-story homes are sited on corner lots, both front and side facing street elevations must meet front elevation design (required).
- ◆ Varying plate heights and ridge heights (encouraged).
- ◆ Concrete tile (required).
- ◆ Roof projections and overhangs (encouraged).
- ◆ Flared eaves (encouraged).
- ◆ Cross gables (encouraged).
- ◆ Roof materials shall be a minimum of a Class A-rating (required).



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- ◆ Variation of color and texture of roof materials throughout a development (required).

Decorative Details

Appropriate

- ◆ Decorative half-timbers (encouraged).
- ◆ Parapeted gables (encouraged).
- ◆ Chimneys with decorative masonry or stone patterns (encouraged).
- ◆ Doorways with small tabs of cut stone projecting into brickwork for a quoin effect (encouraged).
- ◆ Simple round-arched doorways (encouraged).
- ◆ Double-hung sash windows (encouraged).
- ◆ Bay windows (encouraged).
- ◆ Towers with conical roof (encouraged).

Spaces

The spacing of buildings shall be governed by the requirements for adequate light and air, proper access, fire regulations and the need for visual and auditory privacy.

Accessory structures

Appropriate:

- ◆ Patio trellises, pergolas and other exterior structures constructed as permitted by governing codes, with finishes complying with the approved material and color palette (Permitted).
- ◆ Trellises and patio covers of bold, clean forms (Permitted).

Screening

All exterior components of plumbing, processing, heating and cooling systems, and ventilating systems located near or at ground level shall be screened from views from adjacent or adjoining lots, buildings or streets by heavy landscape plantings, walls or fences, earth berms, or any combination thereof.

Appropriate:

- ◆ Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to complement the roof and not be visible from the street (encouraged).

Inappropriate:

- ◆ Mill finish aluminum frames on solar panels (prohibited).



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D. Signage Program

Theme

The signage program along with architecture and urban design create the identity for Page Ranch. The following guidelines are for signage used throughout the Page Ranch project area, from residential and commercial development to temporary "coming soon" signs. All signage within the Page Ranch project area shall be consistent with the architecture and theme. Signage requirements within the project will adhere to the signage program within the Page Ranch Planned Community. Should a sign type or situation not be addressed herein, the City Sign Ordinances XXXVI, XXVII, & XXXVIII shall apply.

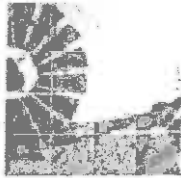
Residential

Project Identification Signs

The following are project identification signs guidelines for the Page Ranch area's residential and open space project identification signs, to be used throughout the project site and for the duration of the development of Page Ranch. Project identification signage includes but is not limited to signs on vacant parcels of land identifying the future site for school, park, residential, and/or community center. These signs assist in informing Page Ranch residents and visitors what type of land development will be taking place at specific locations, throughout the community.

- ◆ One (1) identification sign per frontage per planning area;
- ◆ Project identification signs maybe up to one hundred square feet (100 sf);
- ◆ Setbacks for signs minimum of ten feet (10') with a maximum of twenty feet (20');
- ◆ Height may not exceed fifteen feet (15');
- ◆ Signs may be posted for up to two (2) years;
- ◆ Signs maybe double sided;
- ◆ Signs maybe installed upon Planned community approval; and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.





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Model Home Signs (Temporary)

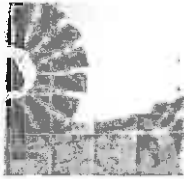
The following are model home signs guidelines for the Page Ranch area's model home signs, to be used throughout the project site and for the duration of the development of Page Ranch. Temporary directory signs maybe placed at strategic locations to direct potential home buyers to the new housing tracts and the model homes/sales offices.

- ◆ Model home directory signs maybe be up to forty square feet (40 sf), placed at intersections with permission of the property owner.
- ◆ Tracts of twenty-one to forty acres (21 - 40 ac) signs maybe up to sixty-four square feet (64 sf);
- ◆ Tracts over forty acres (40 ac) signs maybe up to eighty square feet (80 sf);
- ◆ Setbacks for signs minimum of ten feet (10') from curb;
- ◆ Height may not exceed fifteen feet (15');
- ◆ Signs maybe double sided;
- ◆ Signs maybe installed upon approval final map, prior or during construction;
- ◆ Signs shall be removed when tract is sold out; and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.

Subdivision Signs

The following are Subdivision signs guidelines for the Page Ranch area's subdivision signs, to be used throughout the project site and for the duration of the development of Page Ranch.

- ◆ Up to six (6) signs allowed along a one (1) mile frontage;
- ◆ Subdivisions of twenty acres (20 ac) or less signs maybe up to forty square feet (40 sf);
- ◆ Subdivisions of twenty-one to forty acres (21 —40 ac) signs maybe up to sixty-four square feet (64 sf);
- ◆ Subdivisions over forty acres (40 ac) signs maybe up to one hundred square feet (100 sf);
- ◆ Setbacks for signs minimum of ten feet (10') for forty square feet (40 sf) signs, fifteen feet (15') minimum for signs forty to sixty-four square feet (40—64 sf) and twenty feet (20') minimum for signs over sixty-four square feet (64 sf);
- ◆ Height may not exceed twenty feet (20');
- ◆ Signs maybe double sided;
- ◆ Signs maybe installed at subdivision map approval;
- ◆ In all subdivisions where an approved model home marketing complex is located, banners, balloons and pennants may be erected with or without advertisement to designate an open house or a sales



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- office;
- ◆ Banners, balloons or pennants shall be removed when the last phase of the subdivision is sold or until the sales office is closed or removed, whichever comes first and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.

Subdivision Flags

The following are Subdivision flag guidelines for the Page Ranch area's subdivision flags, to be used throughout the project site and for the duration of the development of Page Ranch. Subdivision flag placement is limited beyond the project entry monumentation based upon the subdivision size as follows:

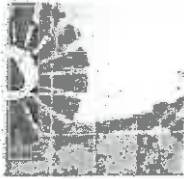
- ◆ Up to five acres (0 - 5 ac), twelve (12) flag poles;
- ◆ Six to ten acres (6 - 10 ac), sixteen (16) flag poles;
- ◆ Eleven to twenty acres (11 - 20 ac), twenty (20) flag poles;
- ◆ Twenty-one plus acres (21+ ac), thirty (30) flag poles;
- ◆ Maximum flag pole/flag height twenty-five feet (25'); and,
- ◆ Deposit must be paid to the City of Hemet per flag pole, per the City Zoning Ordinance.

Rental Property Flags

The following are rental property flag guidelines for the Page Ranch area's rental property flags, to be used throughout the project site and for the duration of the development of Page Ranch.

- ◆ Flags on rental property (multi-family) limited to six (6) flag poles;
- ◆ One hundred feet (100') required between flag poles;
- ◆ Maximum flag pole/flag height twenty-five feet (25');
- ◆ Flags are limited to be displayed at a rental property to six (6) months, with one (1) six (6) month extension; and,
- ◆ Deposit must be paid to the City of Hemet per flag pole, per the City Zoning Ordinance.





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Weekend Tract Identification Signs (Temporary)

The following are weekend tract identification signs guidelines for the Page Ranch area's weekend tract identification signs, to be used throughout the project site and for the duration of the development of Page Ranch.

- ◆ Signs may not exceed ten feet (10') in height;
- ◆ Lighting of any type on these signs is not allowed;
- ◆ Signs must be removed by Monday, unless Monday is a federal holiday;
- ◆ Signs maybe double sided; and,
- ◆ Sign permits must be obtained from the City of Hemet, per the City Zoning Ordinance.





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E. Landscape Architecture

A major component of Page Ranch is the provision of a carefully planned network of passive and active open space. A large area of the project site has been set aside for the development of parks and open spaces enhancing the livability of the project. This open space is deemed to be a critical element in the future success of Page Ranch as a "livable community", and the following landscape guidelines are intended to fulfill the commitment made to this end.

General Guidelines

The purpose of the landscape guidelines is to establish landscape standards that will contribute to the thematic development of the Page Ranch community identity. Of vital importance to the development of a coordinated project, image and identity are the project-wide enhancements of streets, entry features, landscape paseos, community center, parks and open spaces. These various landscape design elements are intended to provide a varied and enjoyable experience for vehicular traffic, pedestrians and homeowners within the project.

The development of the project's landscape identity focuses on the following areas:

- ◆ The incorporation of landscape materials that are naturalized to the project area and accentuate the surrounding character of the project site;
- ◆ The unification of landscape elements and materials in order to provide a coordinated project image;
- ◆ The provision of enhanced entry features, streetscapes and circulation corridors;
- ◆ To provide significant contiguous open space connections, accessible for walking and hiking to the general public.

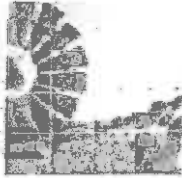
Project Theme

Page Ranch has been designed to respect the character of the project surroundings by enhancing and restoring the landscape theme of the traditional agricultural and California Ranch Community. The focus of the following landscape details and discussion is to provide direction in establishing the guidelines that ensure that development is sensitively integrated with the surrounding environment, while creating an attractive residential community.

Community Elements

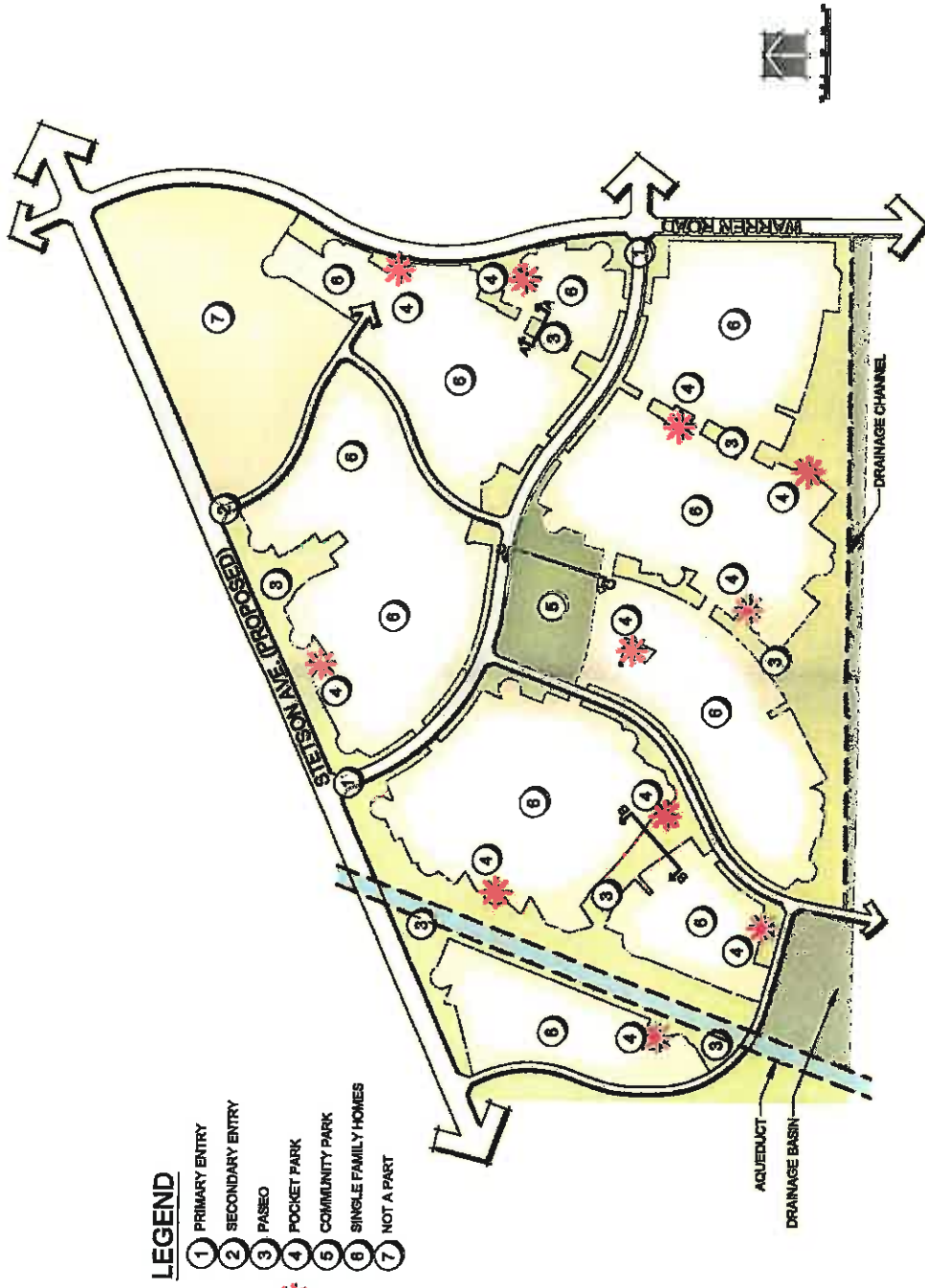
The Landscape Master Plan for the amendment area, Figure 1-7, contains





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landscape elements that form the basic structure of the project. Individually, the elements identify specific features of the project site. Collectively, the landscape features and elements provide the predominant community signature for Page Ranch.

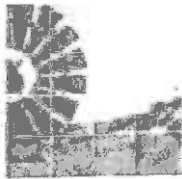


LEGEND

- ① PRIMARY ENTRY
- ② SECONDARY ENTRY
- ③ PASECO
- ④ POCKET PARK
- ⑤ COMMUNITY PARK
- ⑥ SINGLE FAMILY HOMES
- ⑦ NOT A PART



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Project Entries

Landscaped entry features should be designed to introduce the theme and character of the Page Ranch community, as well as identify the project, its access points, and the different development areas.

- ◆ **Primary Entries**

Primary entries occur at the intersection of "Old" Warren Road and New Stetson Avenue. As shown in Figure 1-8, Primary Entry (Typical corner), this entry will consist of a raised lettering signage on a large monument wall generously setback from the street intersection. Large lawn areas, flowering accent trees, specimen size focal point trees, and background planting will compliment ornamental-iron ranch style fencing, low stone veneer walls, and slump block columns with concrete masonry caps.

- ◆ **Secondary Entries**

Secondary entrances occur at the intersection of Fisher Street and Mustang Way. As shown in Figure 1-9, Secondary Entry, this entry features a slump stone wall with raised lettering, slump stone columns with concrete masonry caps, and a stone veneer raised planter. The monument is enhanced by a lawn foreground and large accent specimen trees which connect to the adjacent streetscape.

- ◆ **Neighborhood Entries**

Neighborhood entries will occur throughout the project in each planning area (as shown in Figures 1-10 and 1-11). A monument sign, consisting of a slump stone wall and columns with stone veneer accents, will be integrated into the community wall at the corner. Shrubs and ground covers shall be planted to enhance the hardscape elements and flowering perennials and annual color maybe utilized by the HOA to provide an intense color display.

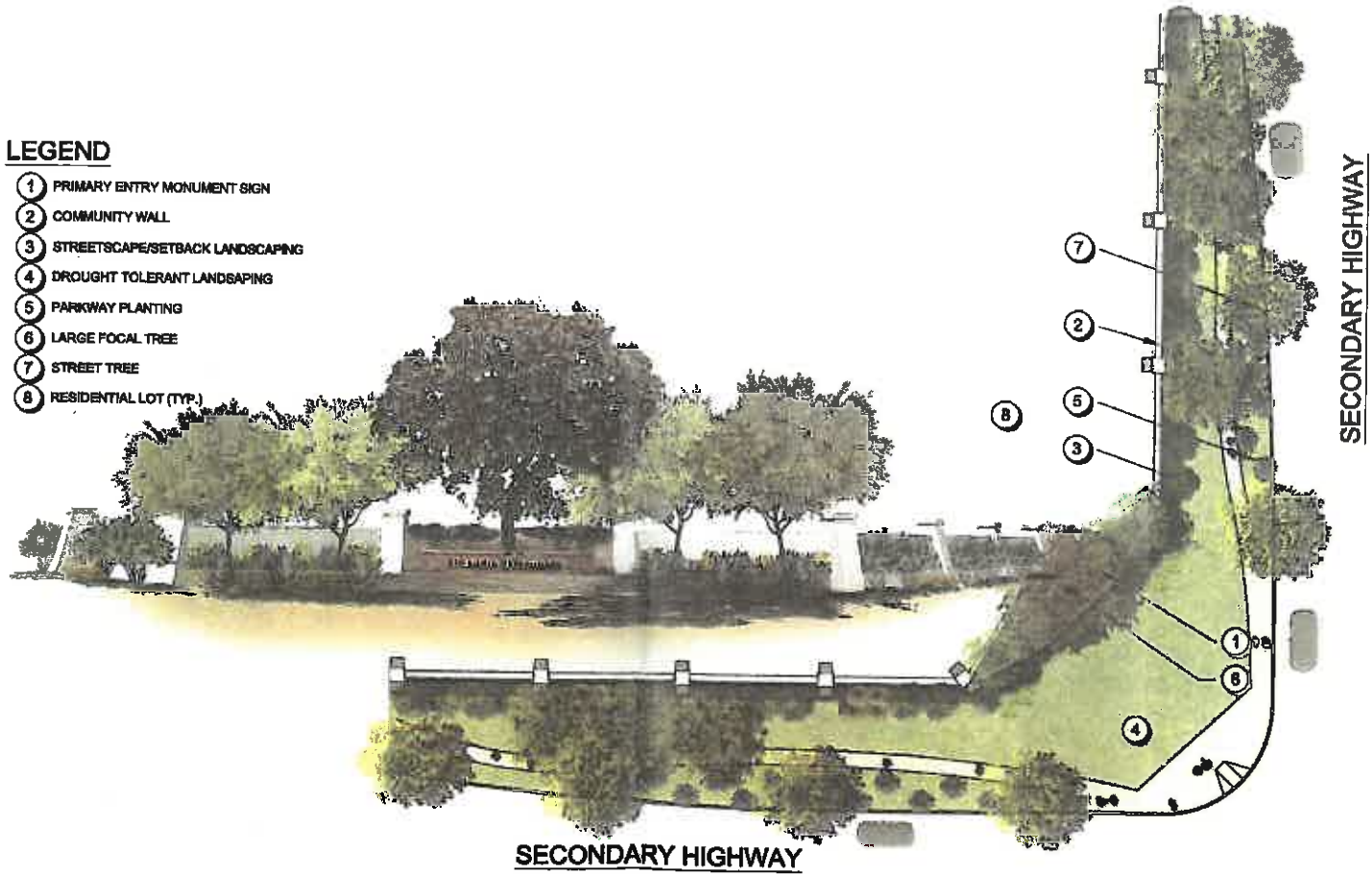
Streetscapes

Enhanced streetscapes with expanded setback landscaping are proposed within the Page Ranch Planned community, as illustrated in figures 1-12 to 1-13. To provide variety and to help define the project theme, New Stetson Avenue is designated as a scenic highway. Distinctive trees will be utilized in streetscape plantings. As shown in the streetscape illustrations, it is intended that landscaping will provide an informal appearance when viewed from a passing vehicle. Major elements, such as groupings of trees and shrubs, will be provided in landscape corridor areas adjacent to the roadways. The use of this varied planting pattern will provide an attractive streetscape that can also be enjoyed by pedestrians.



LEGEND

- ① PRIMARY ENTRY MONUMENT SIGN
- ② COMMUNITY WALL
- ③ STREETSCAPE/SETBACK LANDSCAPING
- ④ DROUGHT TOLERANT LANDSCAPING
- ⑤ PARKWAY PLANTING
- ⑥ LARGE FOCAL TREE
- ⑦ STREET TREE
- ⑧ RESIDENTIAL LOT (TYP.)



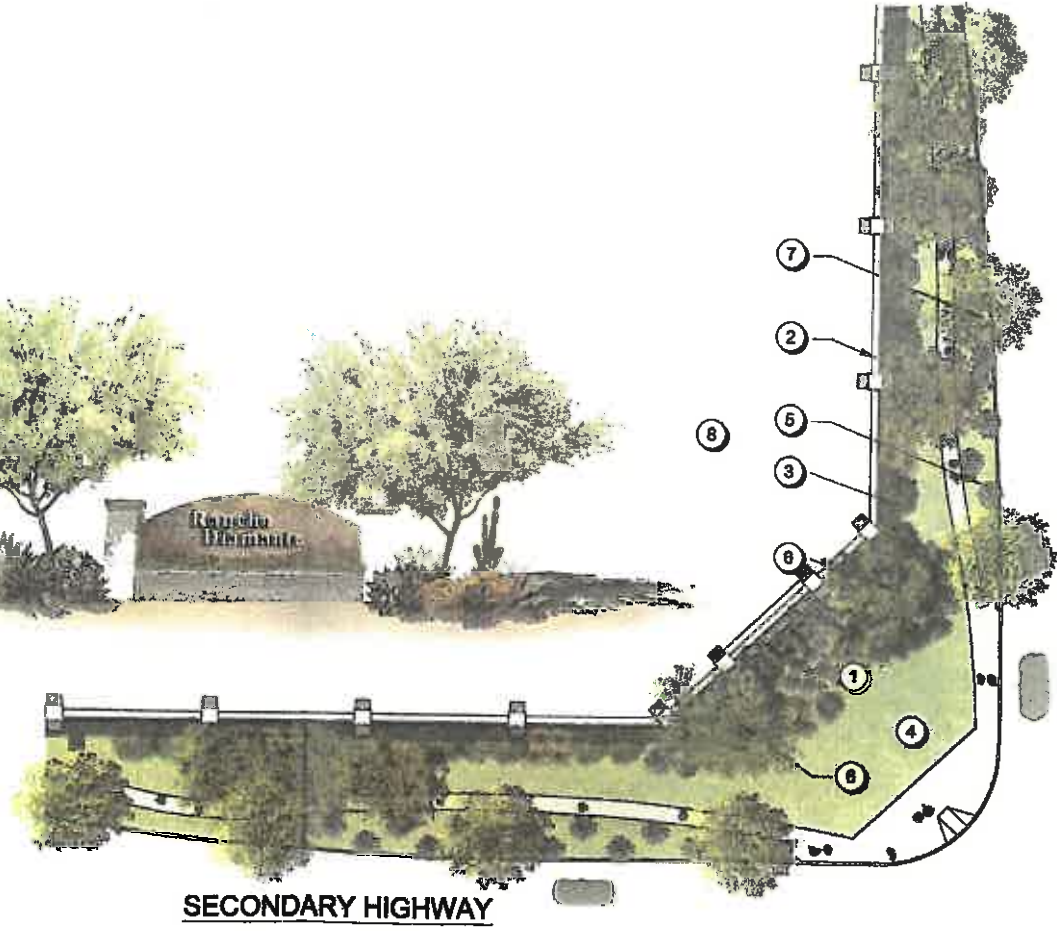


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Secondary Entry
Figure 1-9

LEGEND

- ① SECONDARY ENTRY MONUMENT SIGN
- ② COMMUNITY WALL
- ③ STREETScape/SETBACK LANDSCAPING
- ④ DROUGHT TOLERANT LANDSCAPING
- ⑤ PARKWAY PLANTING
- ⑥ FOCAL TREES
- ⑦ STREET TREE
- ⑧ RESIDENTIAL LOT (TYP.)





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Neighborhood Entry Statement - Section
Figure 1-10



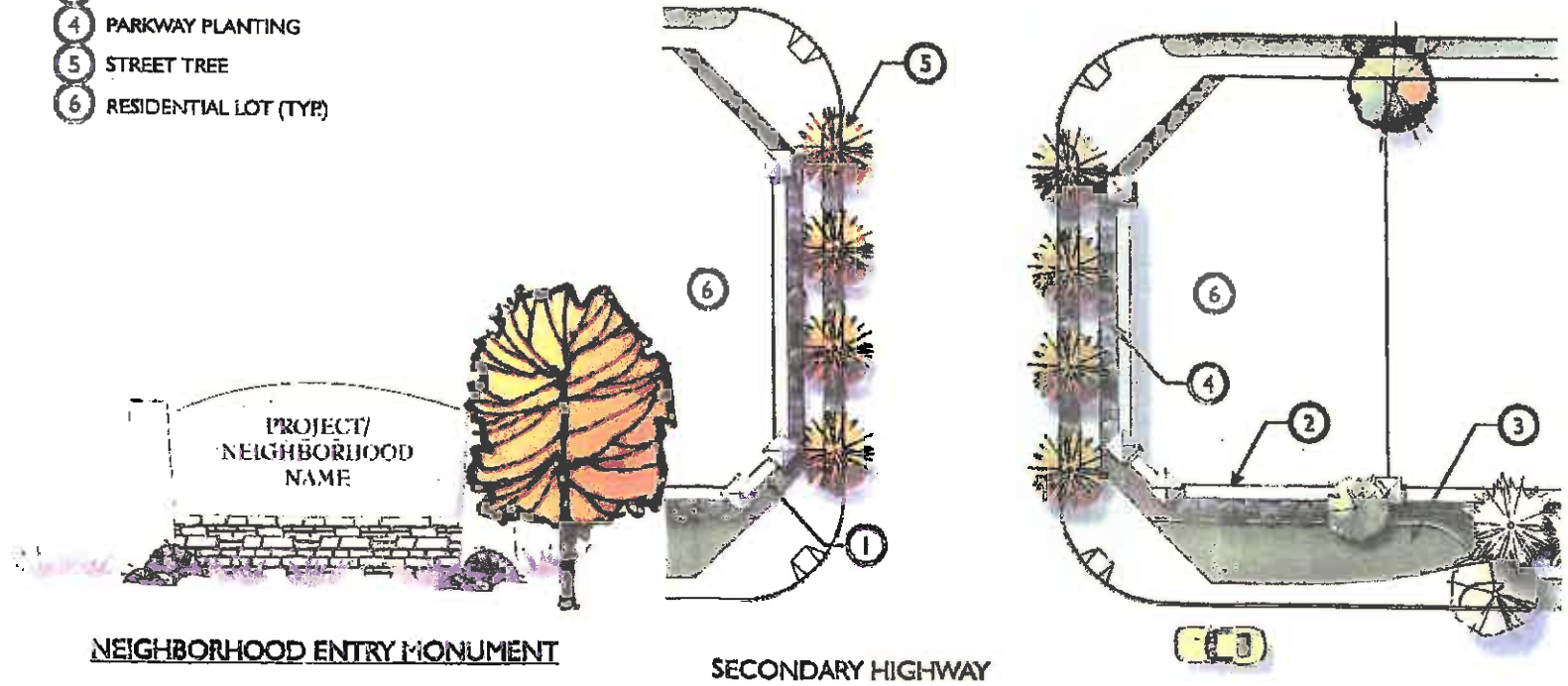
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LEGEND

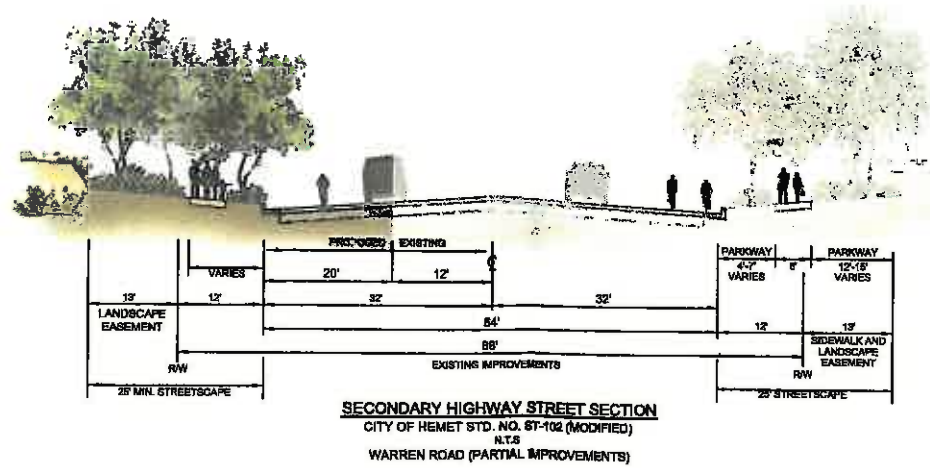
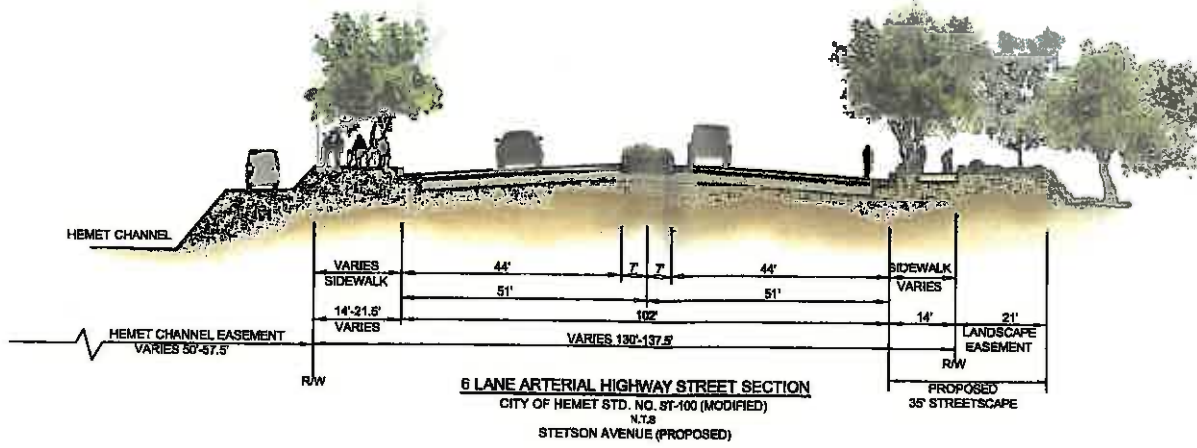
- ① NEIGHBORHOOD ENTRY MONUMENT SIGN
- ② COMMUNITY WALL
- ③ STREETScape / SETBACK LANDSCAPING
- ④ PARKWAY PLANTING
- ⑤ STREET TREE
- ⑥ RESIDENTIAL LOT (TYP)





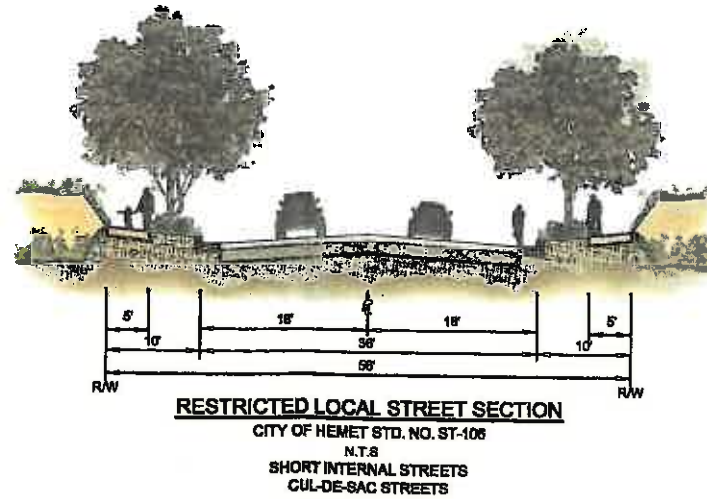
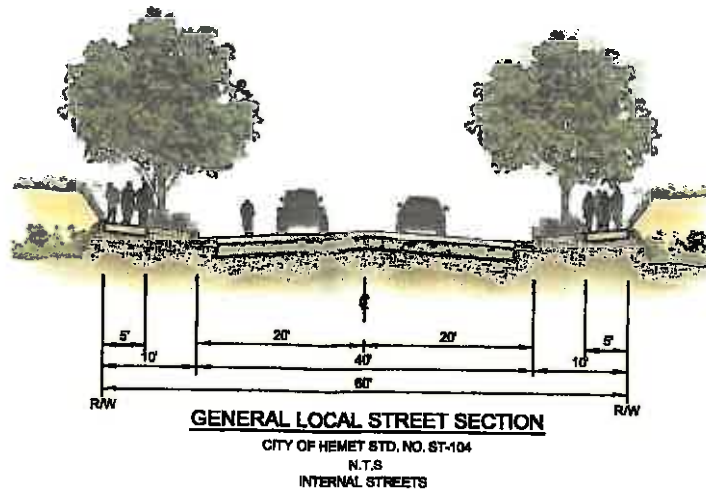
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Secondary Highway Streetscape
Figure 1-12

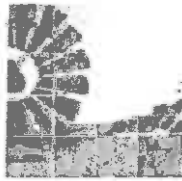




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Local and Collector Streetscapes
Figure 1-13



Paseos

A major design element for Page Ranch is the provision of paseos (greenbelts) located strategically throughout the project site, as illustrated on Figures 1-14 to 1-18. The intent of the paseos is three fold; to provide a landscape buffer separating the various planning areas into identifiable neighborhoods; to provide a large, passive landscape area in which to develop a system of trails and landscape enhancements; and to provide for project storm drainage.

It is envisioned that these paseos will become one of the dominant, unifying features of Page Ranch. Landscape features of the paseos include the following:

- ◆ The provision of a community trail system linking all the planning areas within Page Ranch.
- ◆ Provision of park/street furniture at strategic locations to include benches, picnic tables and drinking fountains.
- ◆ Open lawn for passive and active play opportunities
- ◆ Enhanced landscaping to provide for the screening of adjacent neighborhoods and an improved pedestrian experience.

Parks

Pocket Parks

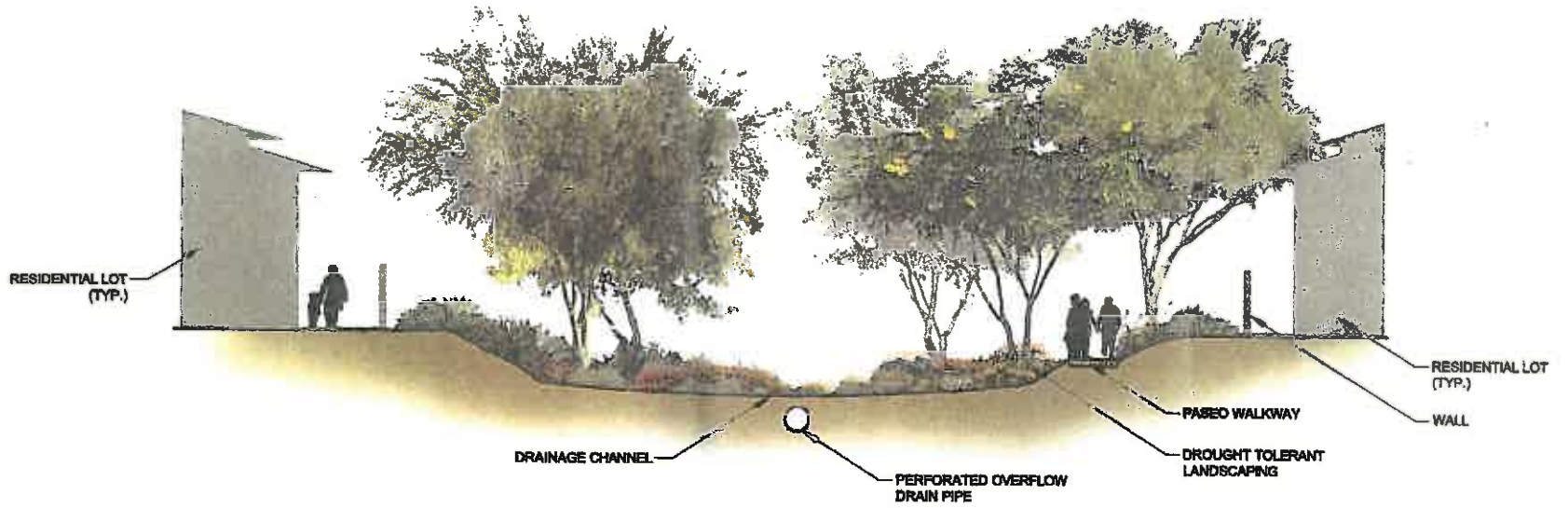
Page Ranch will contain several smaller pocket parks located throughout the project. These pocket parks are intended to provide an area for active and passive recreational pursuits. These pocket parks are depicted on the various planning area exhibits, and have been located conveniently for the benefit of the adjoining residential neighborhood. Figures 1-16 and 1-18, Paseo/Pocket Parks, illustrate examples of the park development. The pocket park development will include a tot lot, informal turf and shaded picnic area, and large evergreen and deciduous tree masses and a pedestrian connection to adjacent neighborhoods and paseos.

Neighborhood Park

The proposed Neighborhood Park will provide a recreation and gathering space within the center of the Amendment Area to serve residents as the hub of community activity. The park shall be maintained by Valley-Wide Recreation and Park District and shall contain facilities as prescribed by Valley-Wide. These facilities may include a combination of active and passive use areas, such as a ball field, soccer field, open-air pavilions for picnics, lawn areas for passive activities, play equipment, restrooms, and basketball courts (see Figure 1-19).



Paseo Section A-A
Figure 1-14

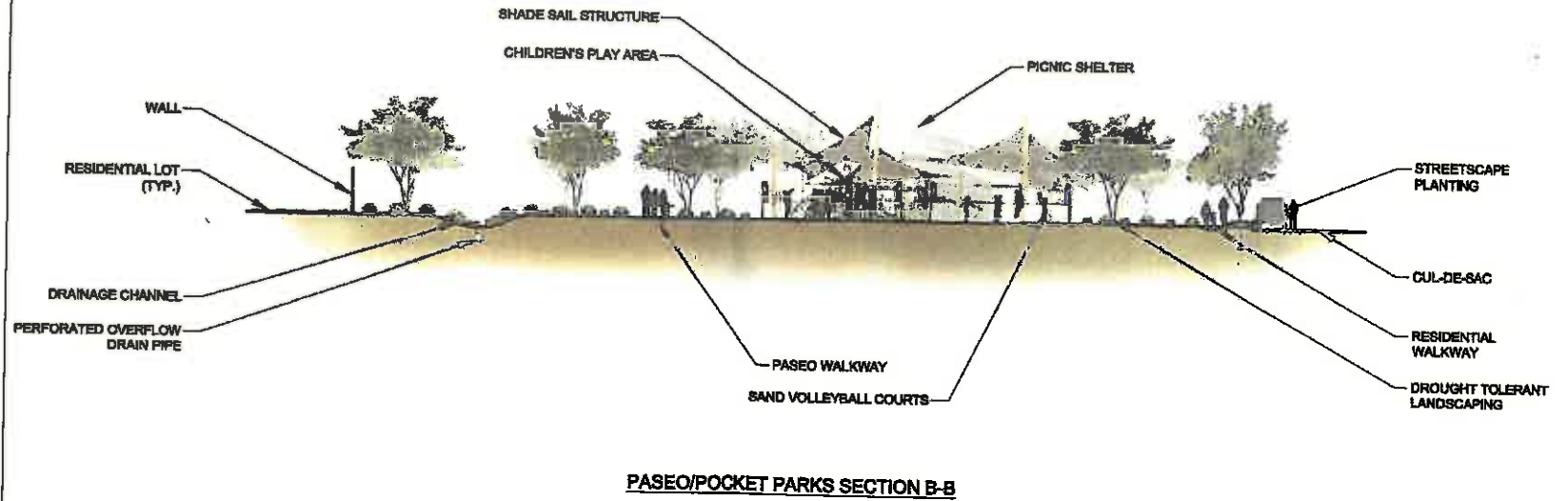


PASEO SECTION A-A

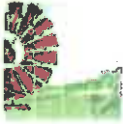


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Paseo Section B-B
Figure 1-15

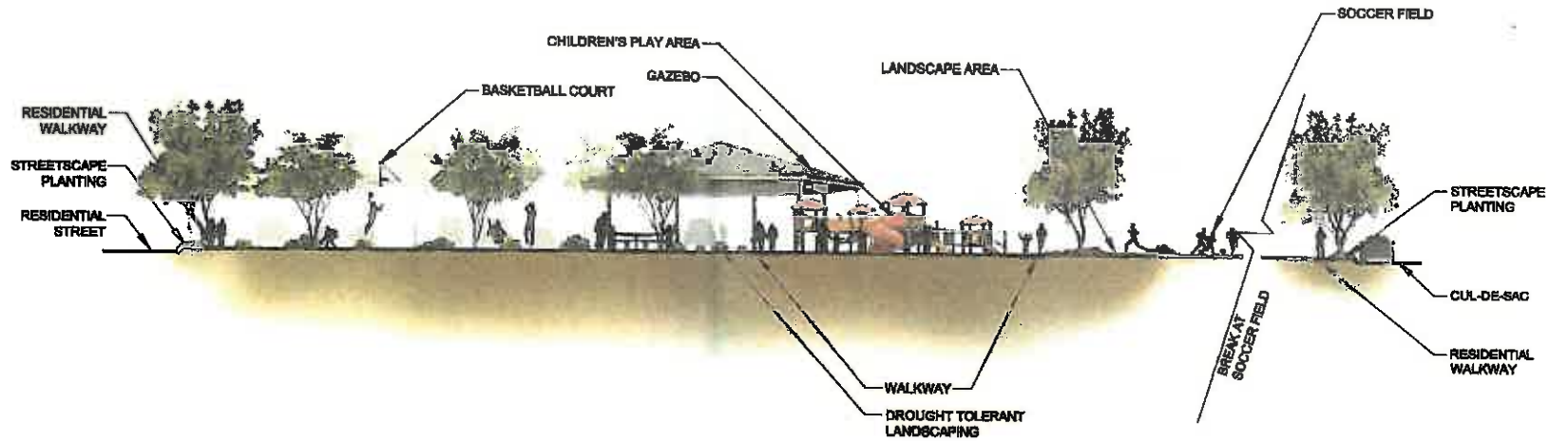


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Paseo/Pocket Parks C-C
Figure 1-16



NEIGHBORHOOD PARK SECTION C-C



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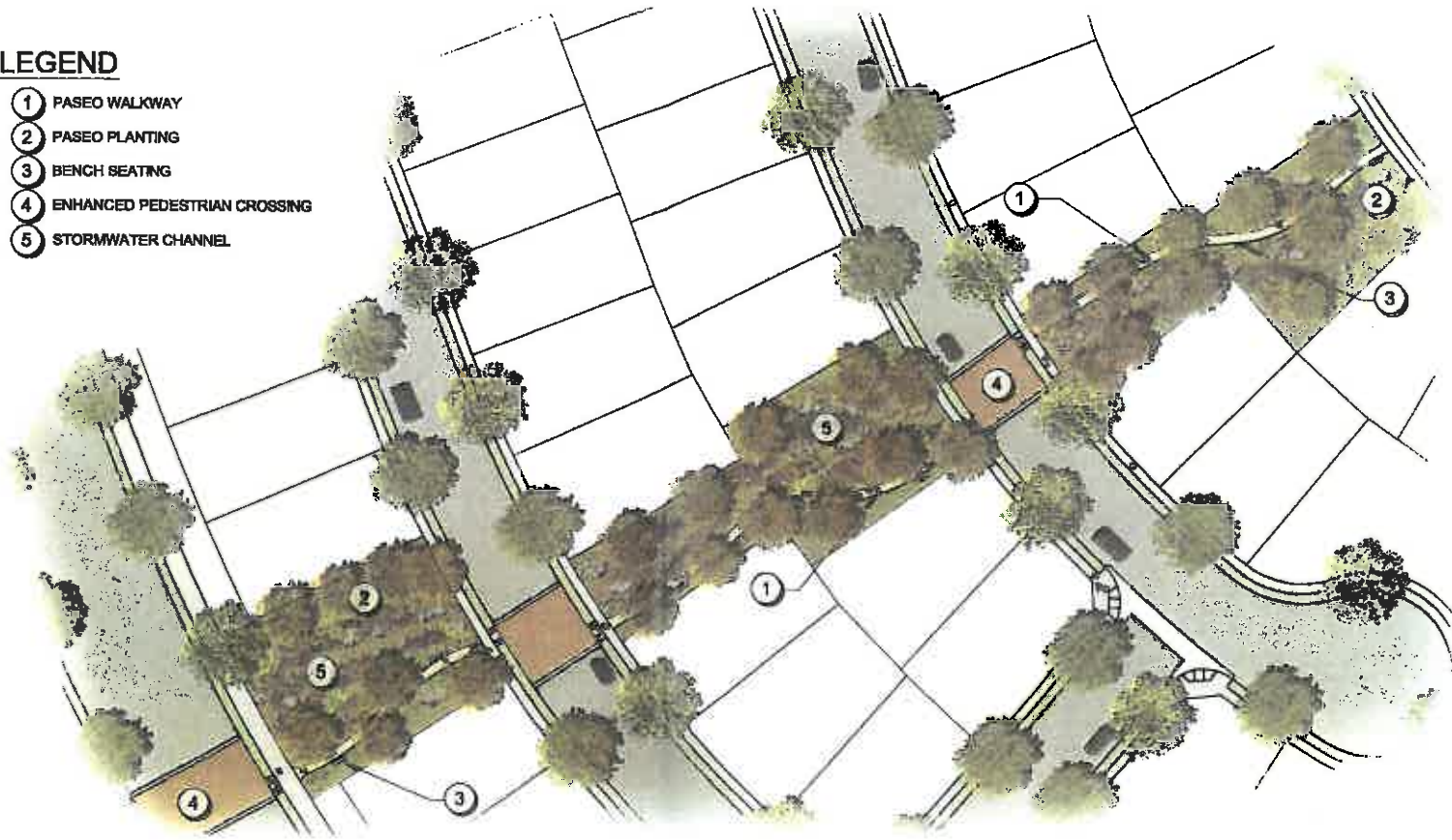


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Paseo Typical
Figure 1-17

LEGEND

- ① PASEO WALKWAY
- ② PASEO PLANTING
- ③ BENCH SEATING
- ④ ENHANCED PEDESTRIAN CROSSING
- ⑤ STORMWATER CHANNEL



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Pocket Park/Paseo Typical
Figure 1-18

NOTE: GRAPHICS DEPICT
ANTICIPATED AMENITIES. FINAL
DESIGN MAY VARY.

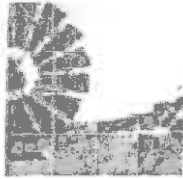


LEGEND

- ① CHILDREN'S PLAY AREA
- ② PICNIC SHELTER
- ③ DROUGHT TOLERANT LANDSCAPING
- ④ AQUEDUCT
- ⑤ NEIGHBORHOOD PATH CONNECTION
- ⑥ OPEN TURF/LANDSCAPE AREA
- ⑦ VOLLEYBALL COURTS
- ⑧ RESIDENTIAL LOT (TYP.)
- ⑨ DOG RUN AREA
- ⑩ SHADE SHELTER



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Community Walls and Fences

Coordinated varieties of walls and fences have been designed to provide continuity throughout Page Ranch. The locations of the common theme walls and fences are primarily where public views and/or important interfaces of concern occur and the following common wall and fence guidelines will be required:

Community Walls

Theme walls are utilized along the perimeter street system where rear and/or sideyards are adjacent to the public street. Because of the concern for aesthetics and continuity, the theme walls will be required to be developed in conjunction with tract development. The walls will be constructed of decorative masonry with pilasters at corners.

View Fencing

A tubular steel fence with pilasters is utilized along the primary edge treatments adjacent to open space corridors. These areas are generally overlooking the open space corridors throughout the development, creating view opportunities and premium home sites. In some cases a combination wall/view fence may be selected to maintain privacy while allowing for view opportunities.

Interior Property Line Fencing

Guidelines will be contained within the CC&Rs for Page Ranch restricting the type of fencing which is permitted.

Lighting

The level of onsite lighting as well as lighting fixtures shall comply with any applicable requirements and policies of the City of Hemet. Exterior lighting such as streetlights and landscape lighting will be consistent throughout the development area. Energy conservation, safety and security should be emphasized when designing the lighting systems and should include the following considerations:

- ◆ It is recommended that all primary streets be adequately illuminated to provide for the safety and comfort of vehicular and pedestrian movement.
- ◆ Landscape lighting may be utilized for accentuating the landscape and hardscape areas.
- ◆ All lighting shall be designed and located in a manner that is compatible with scenic values and other public interests throughout the community.

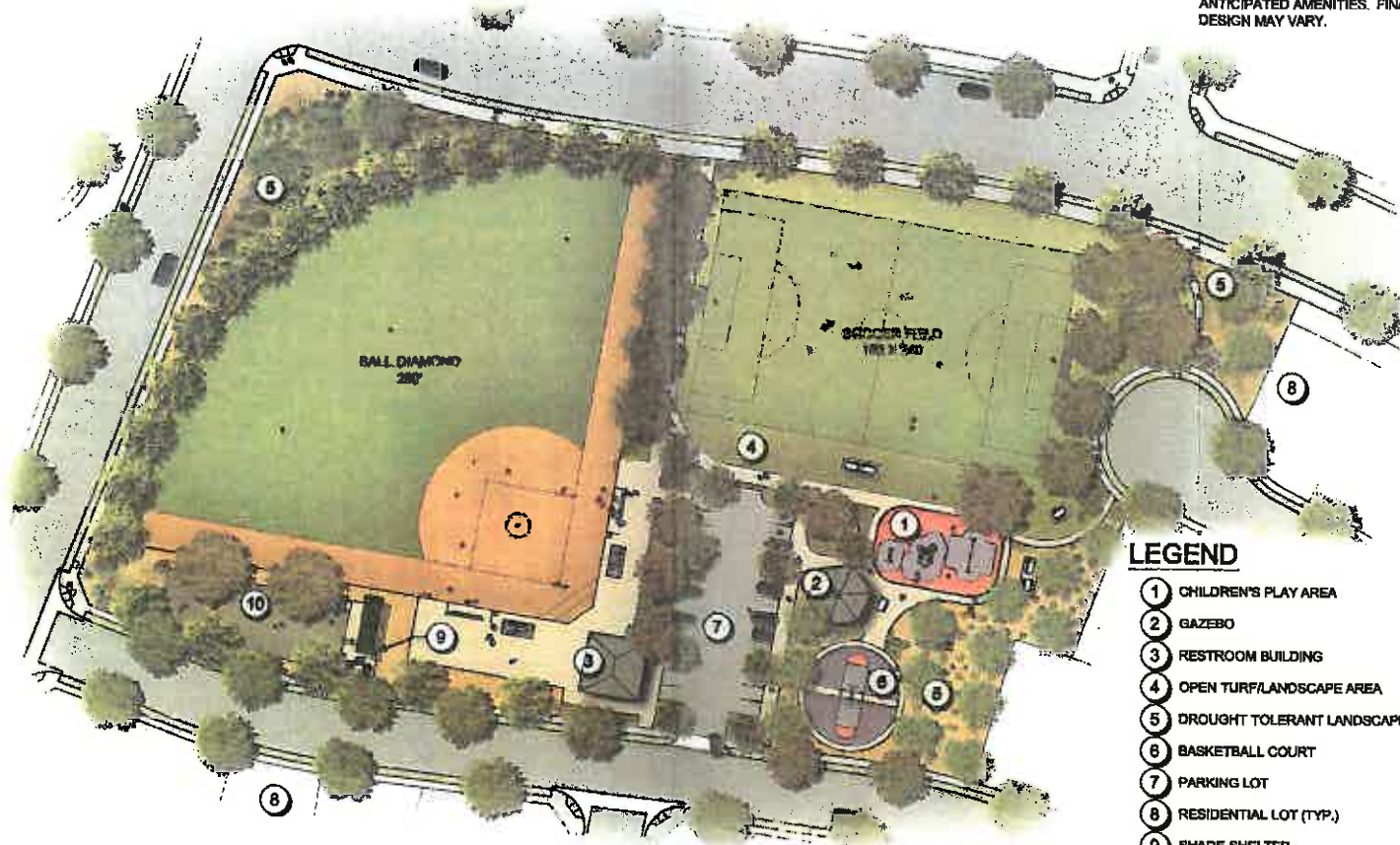




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Development

Neighborhood Park Figure 1-19

NOTE: GRAPHICS DEPICT
ANTICIPATED AMENITIES. FINAL
DESIGN MAY VARY.



LEGEND

- ① CHILDREN'S PLAY AREA
- ② GAZEBO
- ③ RESTROOM BUILDING
- ④ OPEN TURF/LANDSCAPE AREA
- ⑤ DROUGHT TOLERANT LANDSCAPING
- ⑥ BASKETBALL COURT
- ⑦ PARKING LOT
- ⑧ RESIDENTIAL LOT (TYP.)
- ⑨ SHADE SHELTER
- ⑩ DOG HUN



Page Ranch Planned Community Development
March 2019



Page Ranch
Planned
Community
Development

Landscape Architecture Guidelines and Standards

Introduction

The following guidelines are intended to assist in providing the continuity and desired image that will enhance the Page Ranch community. The continuity will make the project a unique and special community, while respecting individual taste and creative design. The interface between the developed areas and the unique open space paseo network to be created within the project site is of special concern.

Plant Materials

It is the intent of the following plant materials palette to allow flexibility in landscape design within individual homes, while defining an acceptable palette in order to reinforce the thematic identity of Page Ranch. A limited selection of plant materials on the plant lists has been selected for their contribution to the project theme, adaptability to local climatic and soils conditions. Native or naturalized plants with water conserving or drought tolerant characteristics are encouraged.

Table 1-1 lists the various plants that are permitted within Page Ranch.

Planting Time

The project area experiences temperature extremes that can make it difficult for the installation of plant materials during the hot summer months (July-September) and the cold winter months (December-March). Container plants that have not been acclimated to the region may experience heat or frost damage resulting in partial or total loss of foliage even if these materials will be perfectly suited to the temperature extremes once they are established. If construction schedules permit, the ideal planting season is in the spring and/or fall months.

Landscape Installation Requirements

All areas required to be landscaped shall be planted with trees, shrubs, ground cover, vines or turf selected from the plant palette contained in the previous tables. Developers should assess the existing landscape palette on any adjoining development and whenever possible, reinforce and complement the established character and design theme. Detailed landscape plans shall be prepared by a licensed landscape architect for all areas to be landscaped.





Page Ranch
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Plant Palette Table 1-1

BOTANICAL NAME	COMMON NAME
TREES	
<i>Arbutus unedo</i>	Strawberry Tree
<i>Callistemon citrinus</i>	Lemon Bottlebrush
<i>Cassia leptophylla</i>	Gold Medallion Tree
<i>Cassia surattensis</i>	Yellow Cassia
<i>Cercis occidentalis</i>	Western Redbud
<i>Chilopsis linearis</i>	Desert Willow
<i>Chitalpa tashkentensis</i>	Chitalpa
<i>Chorisia speciosa</i>	Floss silk Tree
<i>Cinnamomum Camphora</i>	Camphor Tree
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Dracaena draco</i>	Dragon Tree
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Lagunaria patersonii</i>	Primrose Tree
<i>Lyonothamnus floribundus</i>	Catalina Ironwood
<i>Lophostemon confertus</i>	Brisbane Box
<i>Melaleuca linariifolia</i>	Flax Leaf Paper Bark
<i>Olea europaea 'Swan Hill'</i>	Fruitless Olive
<i>Parkinsonia spp.</i>	Palo Verde
<i>Pinus spp.</i>	Pine
<i>Pittosporum phylloraecoides</i>	Willow Pittosporum
<i>Podocarpus spp.</i>	Fern Pine
<i>Prosopis spp.</i>	Mesquite
<i>Prunus ilicifolia</i>	Catalina Cherry
<i>Quercus spp.</i>	Oak
<i>Rhus lancea</i>	African Sumac
<i>Sambucus mexicana</i>	Mexican Elderberry
<i>Schinus molle</i>	California Pepper Tree
PALMS	
<i>Beaucarnea recurvata</i>	Bottle Palm
<i>Brahea edulis</i>	Guadalupe Palm
<i>Butia capitata</i>	Pindo Palm
<i>Chamaerops humilis</i>	Mediterranean Fan Palm
<i>Phoenix canariensis</i>	Canary Island Palm
<i>Phoenix dactylifera</i>	Date Palm
<i>Syagrus romanzoffianum</i>	Queen Palm
<i>Washingtonia filifera</i>	California Fan Palm
SHRUBS	
<i>Aeonium spp.</i>	Aeonium
<i>Agave spp.</i>	Agave





Page Ranch
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Plant Palette (Continued)

Table 1-1

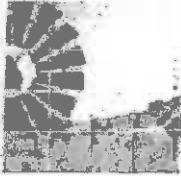
SHRUBS (continued)	COMMON NAME
<i>Aloe spp.</i>	Aloe
<i>Aloysia triphylla</i>	Lemon Verbena
<i>Alyogyne huegelii</i>	Blue Hibiscus
<i>Antigonon spp.</i>	Kangaroo Paw
<i>Archostaphylos spp.</i>	Manzanita
<i>Baccharis hybrid 'Starr'</i>	Thompson Baccharis
<i>Baccharis pilularis</i>	Coyote Brush
<i>Baccharis sarothroides</i>	Desert Broom
<i>Berberis thunbergii</i>	Japanese Barberry
<i>Bougainvillea spp.</i>	Bougainvillea
<i>Buddleia marrubifolia</i>	Woolly Butterfly Bush
<i>Caesalpinia spp.</i>	Bird of Paradise
<i>Calliandra californica</i>	California Fairy Duster
<i>Ceanothus spp.</i>	California Wild Lilac
<i>Cistus spp.</i>	Rockrose
<i>Convolvulus mauritanicus</i>	Ground Morning Glory
<i>Cordylina spp.</i>	Cordylina
<i>Correa spp.</i>	Australian Fuchsia
<i>Cotoneaster parneryi</i>	Parney Cotoneaster
<i>Dalea bicolor</i>	Dalea
<i>Dasylistron spp.</i>	Desert Spoon
<i>Deschampsia caespitosa</i>	Tufted Hair Grass
<i>Dianella caerulea</i>	Cassa Blue
<i>Diets bicolor</i>	Fortnight Lily
<i>Dudleya lanceolata</i>	Live Forever
<i>Echeveria elegans</i>	Hens and Chicks
<i>Echinocactus grusonii</i>	Golden Barrel Cactus
<i>Elaeagnus pungens</i>	Silverberry
<i>Elymus magellanicus</i>	Magellan Wheatgrass
<i>Euonymus pectinatus</i>	Shrub Daisy
<i>Euphorbia spp.</i>	Euphorbia
<i>Ferocactus</i>	Barrel Cactus
<i>Galvezia speciosa</i>	Island Bush Snapdragon
<i>Grevillea 'Noelii'</i>	Noel's Grevillea
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Hesperaloe parvifolia</i>	Red Yucca
<i>Heteromeles arbutifolia</i>	Toyon
<i>Ilex vomitoria</i>	Yaupon
<i>Kalanchoe thyrsiflora</i>	Paddle Plant
<i>Kniphofia spp.</i>	Red Hot Poker
<i>Lantana spp.</i>	Lantana
<i>Lavandula spp.</i>	Lavender
<i>Leonotis leonurus</i>	Lion's Tail
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Leucophyllum spp.</i>	Texas Sage



Page Ranch
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Plant Palette (Continued) Table 1-1

SHRUBS (continued)	COMMON NAME
<i>Melaleuca nesophila</i>	Pink Melaleuca
<i>Muhlenbergia rigens</i>	Deer Grass
<i>Nolina spp.</i>	Grass Tree Nolina
<i>Pachycareus marginatus</i>	Mexican Fence
<i>Prunus ilicifolia</i>	Hollyleaf Cherry
<i>Rhamnus californica</i>	Coffee Berry
<i>Raphiolepis indica</i>	India Hawthorn
<i>Rhus integrifolia</i>	Lemonade Berry
<i>Rhus laurina</i>	Laurel Sumac
<i>Ribes spp.</i>	Currant
<i>Rosa spp.</i>	Rose
<i>Rosmarinus spp.</i>	Rosemary
<i>Ruellia californica</i>	Sonoran Desert Ruellia
<i>Salvia spp.</i>	Sage
<i>Santolina spp.</i>	Cotton
<i>Senna spp.</i>	Cassia
<i>Solanum xanthii</i>	Purple Nightshade
<i>Tagetes lemmonii</i>	Mountain Marigold
<i>Trichostema lanatum</i>	Woolly Blue Curis
<i>Westringia fruticosa</i>	Coast Rosemary
<i>Yucca spp.</i>	Yucca
GROUNDCOVERS	
<i>Acacia redolens</i> 'Desert Carpet'	Trailing Acacia
<i>Arotostaphylos</i> 'Emerald Carpet'	Emerald Carpet Manzanita
<i>Baccharis</i> 'Centennial'	Centennial Baccharis
<i>Baccharis pilularis</i> 'Pigeon Point'	Dwarf Coyote Brush
<i>Carex spp.</i>	Sedge
<i>Diosanthemum floribundum</i>	Rosea Ice Plant
<i>Dymondia margaritae</i>	Dymondia
<i>Gezania spp.</i>	Gazania
<i>Lonicera japonica</i> 'Halliana'	Hall's Japanese Honeysuckle
<i>Myoporum parvifolium</i>	Myoporum
<i>Osteospermum fruticosum</i>	Trailing African Daisy
<i>Rosmarinus officinalis</i> 'Prostratus'	Prostrate Rosemary
<i>Sedum spp.</i>	Stone Crop
<i>Senecio Mandraliscae</i>	Blue Chalk Sticks
<i>Verbena spp.</i>	Verbena
VINES	
<i>Antigonon leptopus</i>	Queens Wreath
<i>Bougainvillea spp.</i>	Bougainvillea
<i>Distictis buccinatoria</i>	Blood Red Trumpet Vine
<i>Lonicera japonica</i>	Japanese Honeysuckle
<i>Macfadyena unguis-cati</i>	Cat's Claw Vine

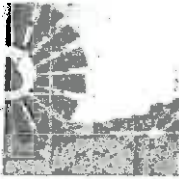


Page Ranch
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**Plant Palette
(Continued)**
Table 1-1

VINES (continued)	COMMON NAME
<i>Polygonum aubertii</i>	Silver Lace Vine
<i>Vitis californica</i>	California Wild Grape
<i>Vitis girdiana</i>	Desert Grape

BIO-RETENTION	COMMON NAME
<i>Carex spp.</i>	Sedge
<i>Chondropetalum tectorum</i>	Small Cape Rush
<i>Dietes iridicoides</i>	Fortnight Lily
<i>Festuca rubra</i>	Rush
<i>Hemerocallis spp.</i>	Daylily
<i>Juncus spp.</i>	Red Fescue
<i>Muhlenbergia rigens</i>	Deer Grass



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The following landscape installation requirements shall be followed:

- ◆ The plant materials for Page Ranch have been chosen for their ability to thrive within the project site's climate and location. The plants should grow to their full potential with a minimum amount of maintenance and replacement costs. Precipitation, temperature, and wind are the limiting climatic factors affecting plant choice.
- ◆ Average annual rainfall in the area varies from nine to thirteen inches (9 – 13"). Extreme temperatures range from eighteen degrees (18°) in the winter to one hundred-ten degrees (110°) in the summer. The average daily temperature range is forty to sixty-five degrees (40-65°) in the winter and fifty-eight to ninety degrees (58-90°) in the summer.
- ◆ A horticultural soils report shall be prepared to determine appropriate planting and maintenance requirements for planned community materials. This soils report shall be prepared by a qualified agricultural laboratory supervised by a member of the American Soils Testing Laboratory.
- ◆ All areas to be landscaped shall require the installation of a permanent automatic irrigation system to ensure proper plant growth. The irrigation system shall be designed to separate the various landscape areas into proper irrigation zones depending upon water needs. Detailed irrigation plans shall be prepared by a Licensed Landscape Architect. The following guidelines are provided:
 - ◆ The irrigation system shall be designed and operated to prevent or minimize run-off and discharge of irrigation water onto roadways, driveways, trails or adjacent properties.
 - ◆ The irrigation system shall be monitored so that the precipitation rate does not exceed the moisture demands of the plant materials within the landscaped area. Drip irrigation and low volume irrigation shall be installed, wherever appropriate.
 - ◆ Areas of separate maintenance responsibility shall be controlled by separate controllers.
 - ◆ To minimize negative visual impacts and nuisance damage, automatic valves shall be installed in protective valve boxes, and the pop-up variety of sprinkler head should be used where practical.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Hemet Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Hemet Planner Mr. HP Kang at (951) 765-2456.

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

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

DATE OF HEARING: January 9, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1061HR19 – Rancho Diamante Investments/Strata Equity Group (Representative: Rich Brasher, Pangaea Land Consultants) – City of Hemet Case Nos.: SPA15-001 (Specific Plan Amendment); GPA 15-002 (General Plan Amendment); TTM 15-003 (Tentative Tract Map No. 36841). Tentative Tract Map No. 36841 is a proposal to divide 245 acres located westerly of Warren Road, southerly of the AT&SF/BNSF rail line, easterly of the San Diego Canal, and northerly of Poplar Street into 586 single-family residential lots, one 19.67-acre commercial lot, one 5.62-acre public park lot, 21 open space lots totaling 54.15 acres, and 25 "HOA Park" and "street landscape" lots. SPA 15-001 is a proposal to amend the Page Ranch Planned Community Development Master Plan/Specific Plan (PCD79-93) as follows: (1) Eliminate Planning Area VI and incorporate its area into Planning Area X; (2) Realign the boundary between Planning Areas X and XIII; (3) Delete "New Warren Road" and provide for the northwesterly extension of Mustang Way from existing Warren Road to a realigned Stetson Avenue extending along the southerly side of the rail line; (4) The number of dwelling units in amended Planning Area X is increased to 586 from 391, but this is a decrease of 158 dwelling units from the 744 previously allocated to Planning Areas VI and X together in the same area; (5) The designation of the area that had been in Planning Area VI and will now be in Planning Area X is increased from Low Density Residential to Low-Medium Density Residential; (6) The area within Planning Area XIII is reduced from 24.8 acres to 19.67 acres and its designation is changed to Commercial, resulting in a decrease of 73 dwelling units previously allocated to this Planning Area. (The net effect of these changes is to increase Commercial area by 19.67 acres and decrease the total number of dwelling units in the Specific Plan to 6,721.) GPA 15-002 is a proposal to amend the land use designation of 19.67 acres westerly of Warren Road and southerly of the rail line from LDR (Low Density Residential) to CC (Community Commercial) and to amend the Circulation Element by providing for the extension of Mustang Way as a Secondary roadway northeasterly from Warren Road to realigned Stetson Avenue. (Airport Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1061HR19 DATE SUBMITTED: November 26, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Eric Flodine	Phone Number	858-875-0243
Mailing Address	Strata Equity Group 4370 La Jolla Village Drive, Suite 960 San Diego, CA 92122	Email	ericf@strataequity.com
Representative	Rich Brasher	Phone Number	760-936-3248
Mailing Address	Pangaea Land Consultants 2834 La Mirada Drive, Suite H Vista, CA 92081	Email	rich.brasher@pangaealandconsultants.com
Property Owner	Eric Flodine	Phone Number	858-875-0243
Mailing Address	Strata Equity Group 4370 La Jolla Village Drive, Suite 960	Email	ericf@strataequity.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Hemet	Phone Number	951-765-2456
Staff Contact	H P Kang	Email	hkang@cityofhemet.org
Mailing Address	445 E. Florida Avenue Hemet, CA 92543	Case Type	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	Specific Plan Amendment (SPA15-001), General Plan Amendment (GPA15-002), and Tentative Tract Map (TTM 36841)		

PROJECT LOCATION

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

Street Address	West of Warren Road, East of the San Diego Aqueduct, and South of the Hemet Channel, railroad tracks, and New Stetson Avenue.		
Assessor's Parcel No.	465-100-016, 100-022, 110-020, 110-021, 110-022, 110-023, and 110-027	Gross Parcel Size	245 acres
Subdivision Name	Rancho Diamante, Phase II	Nearest Airport and distance from Airport	2,500' from end of runway to site.
Lot Number			

PROJECT DESCRIPTION

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

Existing Land Use (describe) These parcels have been regularly disked for at least the past ten years. The majority of the site has been used used for growing crops dating back to at least the 1930's, primarily oat and wheat dry farming.

Proposed Land Use (describe)	TTM 35394 was approved in 2008 with 390 residential lots on 92 acres. The project has expanded to the west for a total of 586 residential lots and one commercial lot on 245 acres. The project includes the construction of the west half of Warren Road, the full width of New Stetson Avenue, a five-acre community park, and passive open space areas.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	586 residential and 1 community commercial	
For Other Land Uses (See Appendix C)	Hours of Operation	8:00 AM to 10:00 PM	
	Number of People on Site	1,758	Maximum Number 3,758
	Method of Calculation	586 units x 3.0 persons per unit (from Quimby Act calculation) + 20-acre commercial site x 100 persons per acre from ALUC guidelines, Compatibility Zone C	
Height Data	Site Elevation (above mean sea level)	1513 (highest proposed residential pad grade) ft.	
	Height of buildings or structures (from the ground)	35 feet ft.	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
	If yes, describe	Commercial site lighting, Community Park lighting, residential night lighting - all to be mitigated with downward-directed fixtures.	

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: February 13, 2020

CASE NUMBER: ZAP1398MA19 – Rider Commerce, LLC (Representative: EPD Solutions, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: BNR1900070 (Building Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) The applicant has identified a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The proposal provides for 167,200 square feet of smooth glass solar panels on the buildings with a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. This proposal would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

At the time this staff report was written, the Air Force has not completed its review of the project.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the March 12, 2020 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to establish rooftop solar panels totaling 167,200 square feet on a previously reviewed 203,445 square foot industrial warehouse building.

The Commission had previously determined the building and site design to be consistent through its action on ZAP1338MA18 at its January 2019 hearing. A new ALUC application was required because of the proposal to add rooftop solar panels, which were not proposed as part of the original project.

PROJECT LOCATION: The site is located on the northwest corner of Harvill Avenue and Rider Street in the unincorporated community of Mead Valley, approximately 11,137 feet southwesterly 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 C2, which limits average intensity to 200 people per acre and 500 people per single acre. The proposed rooftop solar panels will not generate any occupancy. The building intensity was previously evaluated, with an average of 45 people per acre and a single-acre maximum of 238 (both consistent).

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the 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 167,200 square foot photovoltaic (PV) panel structures would be located on the rooftop of the proposed 203,445 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 167,200 square feet of solar panels on the building rooftop with 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 5.0 degrees for the approach. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image (“green” level glare) in the C-17/KC-135 runway 14 downwind traffic pattern, totaling annually 1,658 minutes of “green” level glare, and would last up to 15 minutes a day from October to March between 2:30 p.m. to 3:30 p.m. (standard time). Overall, less than one percent of annual daylight time would be affected.

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 outside the 60 CNEL range from aircraft noise. As a non-noise sensitive use, no mitigation measures are necessary.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 11,137 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,599.4 feet AMSL. The site’s finished floor elevation is 1,520 feet AMSL and the proposed building height is 44 feet, for a top point elevation of 1,564 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

The proposed rooftop solar panel project is not increasing the height of the building originally

reviewed and found consistent by the Commission.

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 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.

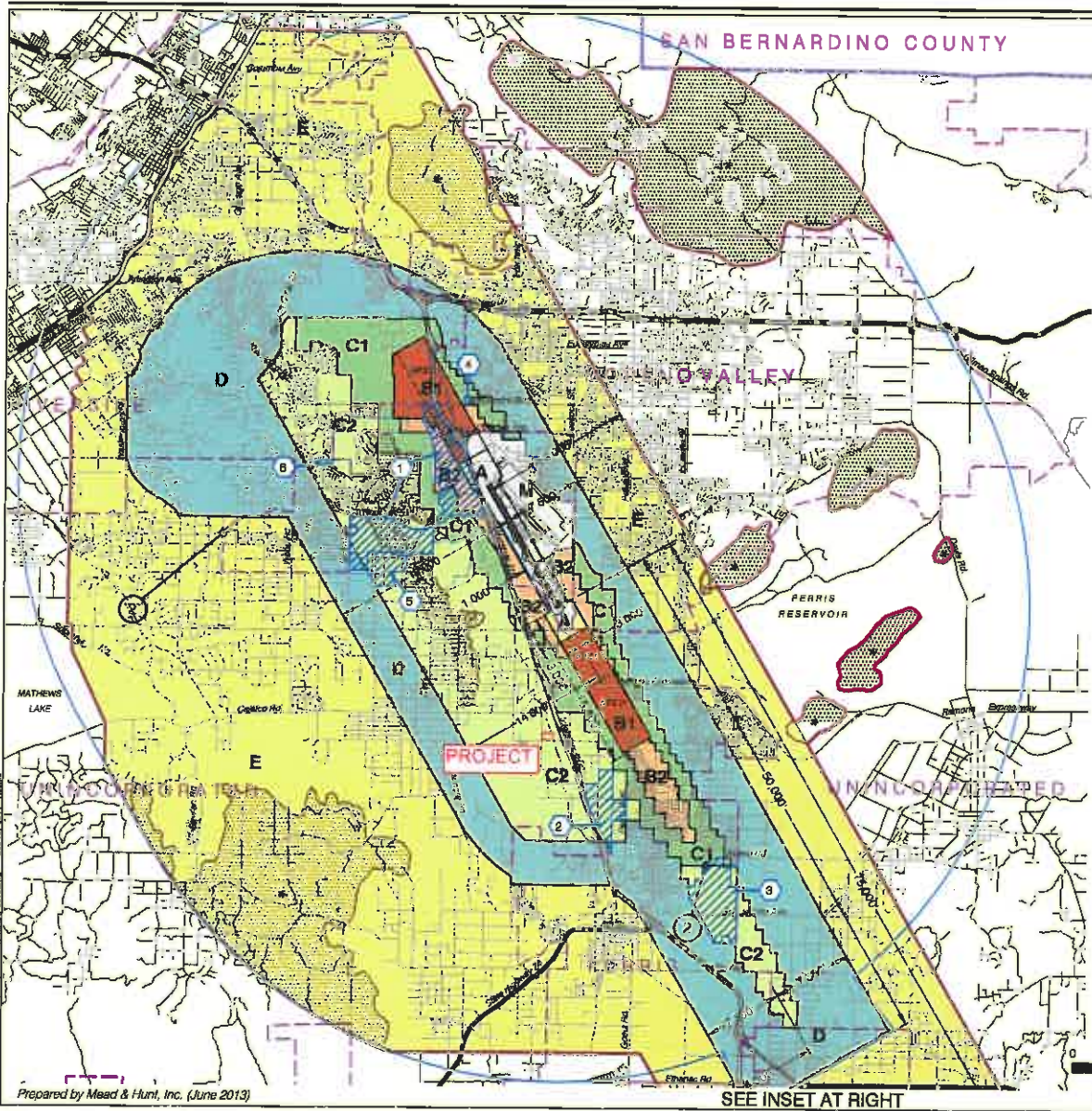
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention 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. 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. This project has been evaluated for 196,445 square feet of warehouse area, 3,000 square feet of first floor office area, and 4,000 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.
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. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels with a fixed tilt of 10 degrees and an orientation of 180 degrees. Solar panels shall be limited to a total of 167,200 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications, including change in orientation (other than reduction in square footage of panels), shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air

traffic control tower or creation of any “yellow” or “red” level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

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.

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

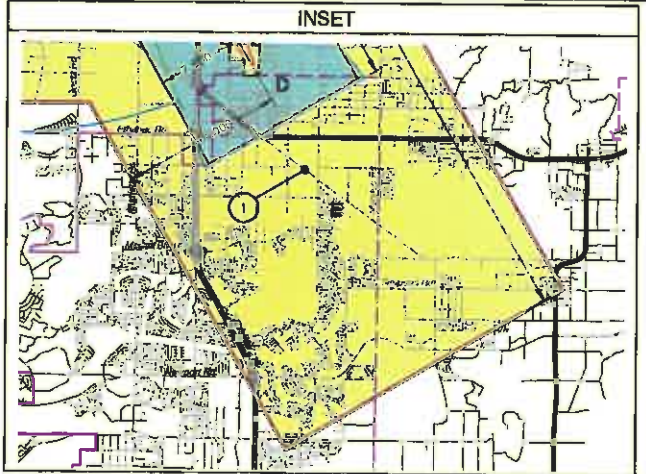
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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.

- ⑥ March JPA: March Business Center/Meridian
- ⑦ Perris: Harvest Landing
- ⑧ Perris: Park West
- ⑨ Moreno Valley: Affordable Housing
- ⑩ March JPA: Ben Clark Training Center
- ⑪ 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)**

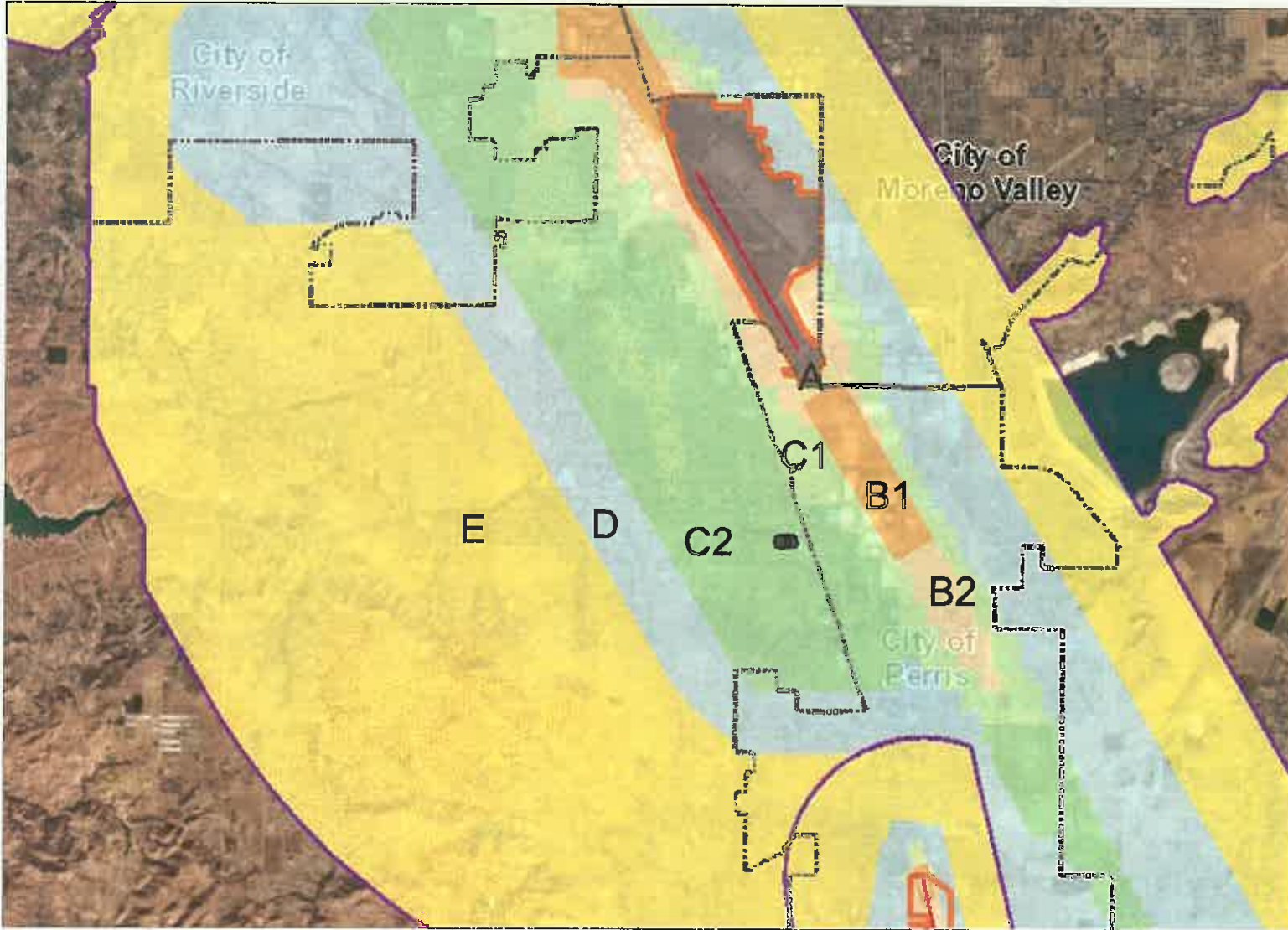
Map MA-1

**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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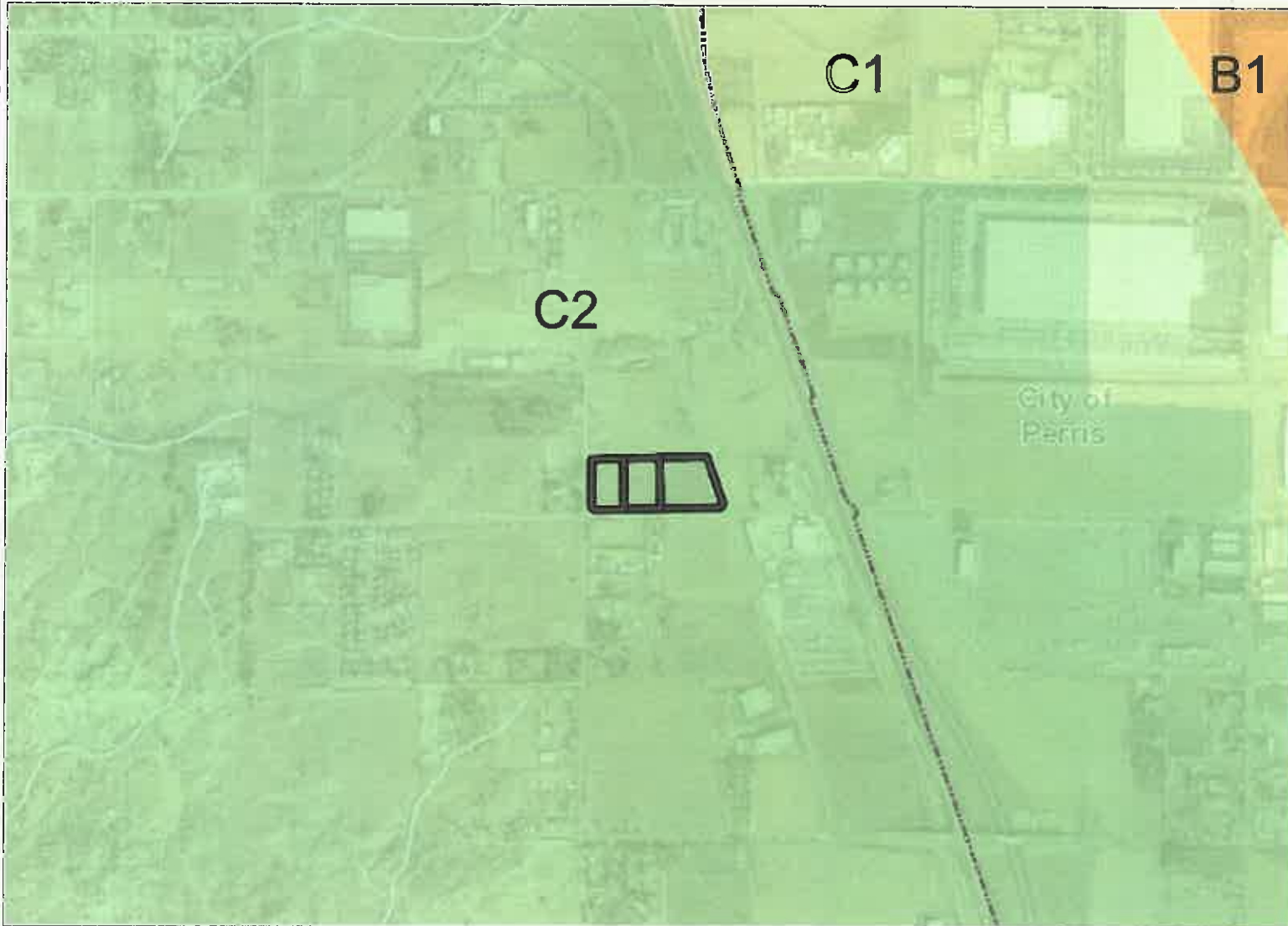


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Notes

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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Notes



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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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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 1 3,032 Feet
516

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 758 1,516 Feet

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Notes

ROOF DRAIN SIZING:

AREA	AREA (SQ. FT.)	ROOF DRAIN AREA (SQ. FT.)	ROOF DRAIN SIZE (IN.)
1	10,000	10,000	18"
2	15,000	15,000	24"
3	20,000	20,000	30"
4	25,000	25,000	36"
5	30,000	30,000	42"
6	35,000	35,000	48"
7	40,000	40,000	54"
8	45,000	45,000	60"
9	50,000	50,000	66"
10	55,000	55,000	72"
11	60,000	60,000	78"
12	65,000	65,000	84"
13	70,000	70,000	90"
14	75,000	75,000	96"
15	80,000	80,000	102"
16	85,000	85,000	108"
17	90,000	90,000	114"
18	95,000	95,000	120"
19	100,000	100,000	126"
20	105,000	105,000	132"
21	110,000	110,000	138"
22	115,000	115,000	144"
23	120,000	120,000	150"
24	125,000	125,000	156"
25	130,000	130,000	162"
26	135,000	135,000	168"
27	140,000	140,000	174"
28	145,000	145,000	180"
29	150,000	150,000	186"
30	155,000	155,000	192"
31	160,000	160,000	198"
32	165,000	165,000	204"
33	170,000	170,000	210"
34	175,000	175,000	216"
35	180,000	180,000	222"
36	185,000	185,000	228"
37	190,000	190,000	234"
38	195,000	195,000	240"
39	200,000	200,000	246"
40	205,000	205,000	252"
41	210,000	210,000	258"
42	215,000	215,000	264"
43	220,000	220,000	270"
44	225,000	225,000	276"
45	230,000	230,000	282"
46	235,000	235,000	288"
47	240,000	240,000	294"
48	245,000	245,000	300"
49	250,000	250,000	306"
50	255,000	255,000	312"
51	260,000	260,000	318"
52	265,000	265,000	324"
53	270,000	270,000	330"
54	275,000	275,000	336"
55	280,000	280,000	342"
56	285,000	285,000	348"
57	290,000	290,000	354"
58	295,000	295,000	360"
59	300,000	300,000	366"
60	305,000	305,000	372"
61	310,000	310,000	378"
62	315,000	315,000	384"
63	320,000	320,000	390"
64	325,000	325,000	396"
65	330,000	330,000	402"
66	335,000	335,000	408"
67	340,000	340,000	414"
68	345,000	345,000	420"
69	350,000	350,000	426"
70	355,000	355,000	432"
71	360,000	360,000	438"
72	365,000	365,000	444"
73	370,000	370,000	450"
74	375,000	375,000	456"
75	380,000	380,000	462"
76	385,000	385,000	468"
77	390,000	390,000	474"
78	395,000	395,000	480"
79	400,000	400,000	486"
80	405,000	405,000	492"
81	410,000	410,000	498"
82	415,000	415,000	504"
83	420,000	420,000	510"
84	425,000	425,000	516"
85	430,000	430,000	522"
86	435,000	435,000	528"
87	440,000	440,000	534"
88	445,000	445,000	540"
89	450,000	450,000	546"
90	455,000	455,000	552"
91	460,000	460,000	558"
92	465,000	465,000	564"
93	470,000	470,000	570"
94	475,000	475,000	576"
95	480,000	480,000	582"
96	485,000	485,000	588"
97	490,000	490,000	594"
98	495,000	495,000	600"
99	500,000	500,000	606"
100	505,000	505,000	612"
101	510,000	510,000	618"
102	515,000	515,000	624"
103	520,000	520,000	630"
104	525,000	525,000	636"
105	530,000	530,000	642"
106	535,000	535,000	648"
107	540,000	540,000	654"
108	545,000	545,000	660"
109	550,000	550,000	666"
110	555,000	555,000	672"
111	560,000	560,000	678"
112	565,000	565,000	684"
113	570,000	570,000	690"
114	575,000	575,000	696"
115	580,000	580,000	702"
116	585,000	585,000	708"
117	590,000	590,000	714"
118	595,000	595,000	720"
119	600,000	600,000	726"
120	605,000	605,000	732"
121	610,000	610,000	738"
122	615,000	615,000	744"
123	620,000	620,000	750"
124	625,000	625,000	756"
125	630,000	630,000	762"
126	635,000	635,000	768"
127	640,000	640,000	774"
128	645,000	645,000	780"
129	650,000	650,000	786"
130	655,000	655,000	792"
131	660,000	660,000	798"
132	665,000	665,000	804"
133	670,000	670,000	810"
134	675,000	675,000	816"
135	680,000	680,000	822"
136	685,000	685,000	828"
137	690,000	690,000	834"
138	695,000	695,000	840"
139	700,000	700,000	846"
140	705,000	705,000	852"
141	710,000	710,000	858"
142	715,000	715,000	864"
143	720,000	720,000	870"
144	725,000	725,000	876"
145	730,000	730,000	882"
146	735,000	735,000	888"
147	740,000	740,000	894"
148	745,000	745,000	900"
149	750,000	750,000	906"
150	755,000	755,000	912"
151	760,000	760,000	918"
152	765,000	765,000	924"
153	770,000	770,000	930"
154	775,000	775,000	936"
155	780,000	780,000	942"
156	785,000	785,000	948"
157	790,000	790,000	954"
158	795,000	795,000	960"
159	800,000	800,000	966"
160	805,000	805,000	972"
161	810,000	810,000	978"
162	815,000	815,000	984"
163	820,000	820,000	990"
164	825,000	825,000	996"
165	830,000	830,000	1002"
166	835,000	835,000	1008"
167	840,000	840,000	1014"
168	845,000	845,000	1020"
169	850,000	850,000	1026"
170	855,000	855,000	1032"
171	860,000	860,000	1038"
172	865,000	865,000	1044"
173	870,000	870,000	1050"
174	875,000	875,000	1056"
175	880,000	880,000	1062"
176	885,000	885,000	1068"
177	890,000	890,000	1074"
178	895,000	895,000	1080"
179	900,000	900,000	1086"
180	905,000	905,000	1092"
181	910,000	910,000	1098"
182	915,000	915,000	1104"
183	920,000	920,000	1110"
184	925,000	925,000	1116"
185	930,000	930,000	1122"
186	935,000	935,000	1128"
187	940,000	940,000	1134"
188	945,000	945,000	1140"
189	950,000	950,000	1146"
190	955,000	955,000	1152"
191	960,000	960,000	1158"
192	965,000	965,000	1164"
193	970,000	970,000	1170"
194	975,000	975,000	1176"
195	980,000	980,000	1182"
196	985,000	985,000	1188"
197	990,000	990,000	1194"
198	995,000	995,000	1200"
199	1000,000	1000,000	1206"
200	1005,000	1005,000	1212"
201	1010,000	1010,000	1218"
202	1015,000	1015,000	1224"
203	1020,000	1020,000	1230"
204	1025,000	1025,000	1236"
205	1030,000	1030,000	1242"
206	1035,000	1035,000	1248"
207	1040,000	1040,000	1254"
208	1045,000	1045,000	1260"
209	1050,000	1050,000	1266"
210	1055,000	1055,000	1272"
211	1060,000	1060,000	1278"
212	1065,000	1065,000	1284"
213	1070,000	1070,000	1290"
214	1075,000	1075,000	1296"
215	1080,000	1080,000	1302"
216	1085,000	1085,000	1308"
217	1090,000	1090,000	1314"
218	1095,000	1095,000	1320"
219	1100,000	1100,000	1326"
220	1105,000	1105,000	1332"
221	1110,000	1110,000	1338"
222	1115,000	1115,000	1344"
223	1120,000	1120,000	1350"
224	1125,000	1125,000	1356"
225	1130,000	1130,000	1362"
226	1135,000	1135,000	1368"
227	1140,000	1140,000	1374"
228	1145,000	1145,000	1380"
229	1150,000	1150,000	1386"
230	1155,000	1155,000	1392"
231	1160,000	1160,000	1398"
232	1165,000	1165,000	1404"
233	1170,000	1170,000	1410"
234	1175,000	1175,000	1416"
235	1180,000	1180,000	1422"
236	1185,000	1185,000	1428"
237	1190,000	1190,000	1434"
238	1195,000	1195,000	1440"
239	1200,000	1200,000	1446"
240	1205,000	1205,000	1452"



FORGESOLAR GLARE ANALYSIS

Project: **EPD Solutions March AFB**

Trammell Crow, Diamond building. 5 ground-mount arrays

Site configuration: **Crow-Harvill Rider Industrial PV**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 07:43 on 27 Sep, 2019.

U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
 Time interval: 1 min
 Ocular transmission coefficient: 0.5
 Pupil diameter: 0.002 m
 Eye focal length: 0.017 m
 Sun subtended angle: 9.3 mrad
 Site Config ID: 31546.5738



PV Array(s)

Name: Crow_Harville Industrial PV
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: 1400.0 kW
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.830600	-117.252369	1524.87	20.00	1544.88
2	33.831300	-117.252374	1521.87	20.00	1541.88
3	33.831300	-117.249703	1508.57	20.00	1528.57
4	33.830600	-117.249700	1512.27	20.00	1532.27

Flight Path Receptor(s)

Name: C/KC, Rwy 14 Base

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.922394	-117.325047	1500.07	1500.07	3000.15
Two-mile	33.931244	-117.309014	1500.07	1500.07	3000.15

Name: C/KC, Rwy 14 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



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

Name: C/KC, Rwy 14 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

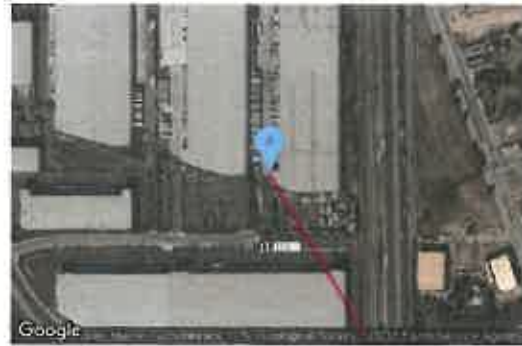
Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.819225	-117.262269	1500.07	1500.07	3000.15
Two-mile	33.908131	-117.325528	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925156	-117.291061	1500.07	1500.07	3000.15
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

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



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

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



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

Name: C/KC, Rwy 32 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.931244	-117.309014	1500.07	1500.07	3000.15
Two-mile	33.922394	-117.325047	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908131	-117.325528	1500.07	1500.07	3000.15
Two-mile	33.819225	-117.262269	1500.07	1500.07	3000.15

Name: C/KC, Rwy 32 Final

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.925156	-117.291061	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910322	-117.264967	1500.07	1300.06	2800.14
Two-mile	33.905592	-117.270622	1500.07	1300.06	2800.14

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.887897	-117.229483	1500.07	1300.06	2800.14
Two-mile	33.910333	-117.256469	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.898508	-117.270608	1500.07	1300.06	2800.14
Two-mile	33.890258	-117.260681	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.904833	-117.292903	1500.07	1500.07	3000.15
Two-mile	33.908242	-117.286017	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848078	-117.243236	1500.07	1500.07	3000.15
Two-mile	33.844669	-117.250119	1500.07	1500.07	3000.15

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



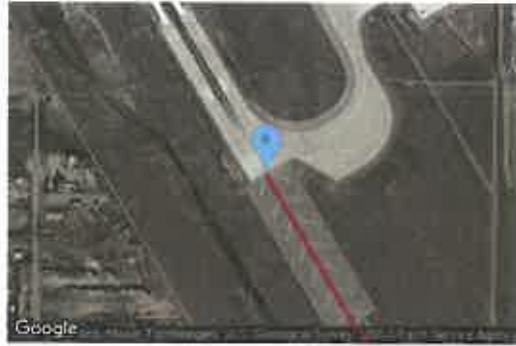
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.846422	-117.258344	1500.07	1500.07	3000.15
Two-mile	33.897972	-117.295011	1500.07	1500.07	3000.15

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

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



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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905592	-117.270622	1500.07	1300.06	2800.14
Two-mile	33.910322	-117.264967	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910333	-117.256469	1500.07	1300.06	2800.14
Two-mile	33.887897	-117.229483	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876069	-117.243611	1500.07	1300.06	2800.14
Two-mile	33.884319	-117.253536	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1500.07	0.00	1500.07
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844669	-117.250119	1500.07	1500.07	3000.15
Two-mile	33.848078	-117.243236	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908242	-117.286017	1500.07	1500.07	3000.15
Two-mile	33.904833	-117.292903	1500.07	1500.07	3000.15

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



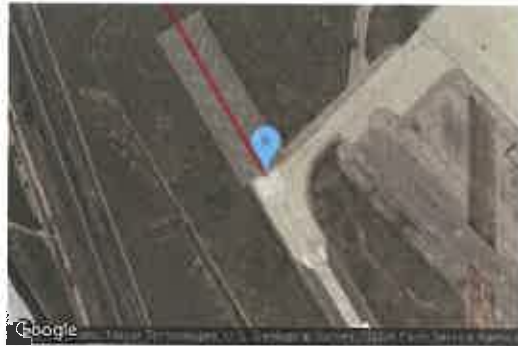
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.897972	-117.295011	1500.07	1500.07	3000.15
Two-mile	33.846422	-117.258344	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.854942	-117.241136	1500.07	1500.07	3000.15
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

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



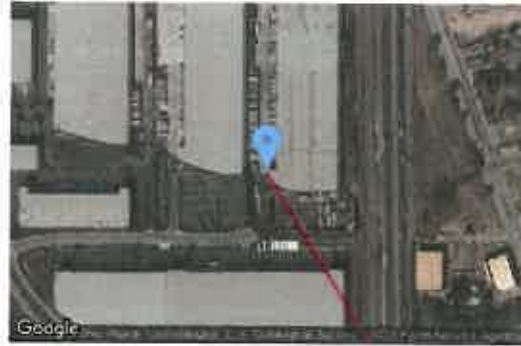
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	0.00	1500.07
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863564	-117.293808	1500.07	2000.10	3500.17
Two-mile	33.908131	-117.325528	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925156	-117.291061	1500.07	2000.10	3500.17
Two-mile	33.896431	-117.270636	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.968036	-117.322128	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863564	-117.293608	1500.07	2000.10	3500.17
Two-mile	33.819225	-117.262269	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836269	-117.227869	1500.07	2000.10	3500.17
Two-mile	33.864994	-117.248281	1500.07	0.00	1500.07

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.793375	-117.196878	1500.07	2000.10	3500.17
Two-mile	33.880706	-117.259453	1500.07	2000.10	3500.17

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.07	0.00	1500.07
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14

Discrete Observation Receptors

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

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Crow_Harville Industrial PV	10.0	180.0	1,658	0	2,978,000.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	1658	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0

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

Results for: Crow_Harville Industrial PV

Receptor	Green Glare (min)	Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	1658	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0

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

Flight Path: C/KC, Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

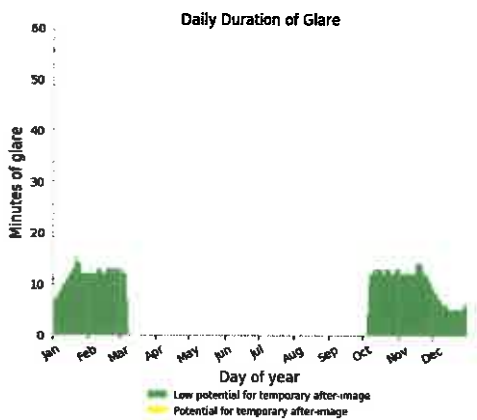
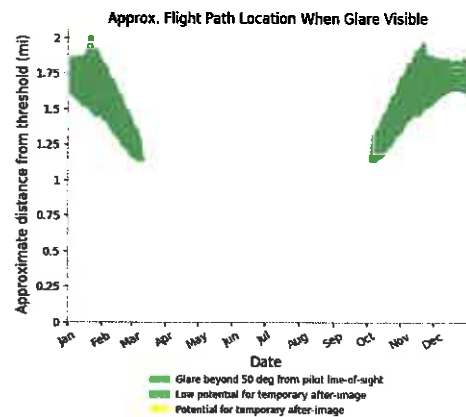
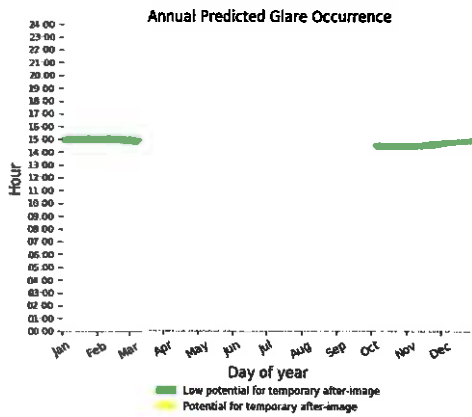
0 minutes of yellow glare

0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare

1658 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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

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

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

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

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

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

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

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

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

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



ENERT/S

Report prepared for:
EPD Solutions, Inc

**Owner's Engineering Report for
Solar Glare Hazard Analysis,
Crow-Harvill at Rider Industrial PV
Perris, California**

September 26, 2019



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1. EXECUTIVE SUMMARY

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

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

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



Figure 1-1 Area Plan

2. SOLAR GLARE HAZARD ANALYSIS, METHOD and RESULTS

2.1. Solar Glare Analysis Tools and Standards

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

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

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

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

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

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

2.2. Customer-provided Information

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

Customer-Supplied Information	
Item	Description
2019-08-06-IRV19-0130-00_SP7.pdf	Conceptual Site Plan Harvill Ave, Perris, CA Ware Malcomb

Table 2-1 Summary of reference information provided to date

2.3. Preliminary Photovoltaic Array Design

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

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

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

The PV system summary is included below:

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

	<p>unit, housed in finished, exterior-rated gray metal or fiberglass enclosures.</p>
<p>Assumed buildable PV array roof area, and resulting Approximate PV System Sizes</p>	<p>Gross rectangular is approximation of potential PV array area, based on Customer-supplied information.</p> <p>Area estimates do not include any significant space offsets for HVAC systems, vertical structures creating shading offset areas, etc.</p> <p>Roof coverage areas possible in PV areas are 70-80%, as noted above. Assumed available roof area is set at 65% in the following calculation, allowing some allowance for HVAC, fire department and other space offsets.</p> <p>PV Module power density is approximately 19 watts DCp per square foot of active PV area, based on the PV module class listed.</p> <p>Rooftop Arrangement: Approx 798' east-west x 250' north-south, with an area removed from this rectangle, along the north perimeter. 180 deg (south facing) azimuth and front building façade;</p> <p>Allow for service and mechanical aisles, each 100-150', in each direction;</p> <p>Approx 760'x 220' PV array area;</p> <p>65% Roof Coverage Ratio, for active PV area to total roof area;</p> <p>19 watts DCp per square foot;</p> <p><u>Maximum</u> PV system size approximately 2,050 kW DCp, without set-aside area for HVAC or other obstructions;</p> <p>A value of 1600kW DCp (~1,200kW AC) was used in GlareGauge modeling, to accommodate potential compromises in project area or use of lower power class of module.</p>

Table 2-2 Summary of Preliminary Photovoltaic Design

2.4. Air Force / Base Requirements

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

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



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

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

	Threshold			2-mile point		
	Lat	Lon	Elev.	Lat	Lon	Elev.
<i>Rwy 12/30 GA Rectangular Analysis</i>						
GA, Rwy 12 Upwind	N 33° 53' 03.55" 33.88-3194	W 117° 15' 12.73" -117.2335361	1,500	N 33° 52' 33.85" 33.8760694	W 117° 14' 37.00" -117.2436111	2,800
GA, Rwy 30 Final	N 33° 52' 33.85" 33.8760694	W 117° 14' 37.00" -117.2436111	2,800	N 33° 53' 03.55" 33.8849194	W 117° 15' 12.73" -117.2335361	1,500
GA, Rwy 30 Base	N 33° 52' 50.93" 33.8806135	W 117° 13' 46.08" -117.2294667	2,800	N 33° 52' 33.89" 33.8760706	W 117° 14' 06.43" -117.2351194	2,800
GA, Rwy 12 Crosswind	N 33° 52' 33.89" 33.8760706	W 117° 14' 06.43" -117.2351194	2,800	N 33° 52' 50.93" 33.8806135	W 117° 13' 46.08" -117.2294667	2,800
GA, Rwy 12 Downwind	N 33° 53' 16.43" 33.878972	W 117° 13' 46.14" -117.2254694	2,800	N 33° 54' 37.20" 33.9133333	W 117° 15' 23.29" -117.2564694	2,800
GA, Rwy 30 Downwind	N 33° 54' 37.20" 33.9103333	W 117° 15' 23.29" -117.2564694	2,800	N 33° 53' 16.43" 33.878972	W 117° 13' 46.14" -117.2294667	2,800
GA, Rwy 12 Base	N 33° 54' 37.16" 33.9103222	W 117° 15' 53.88" -117.2619667	2,800	N 33° 54' 20.13" 33.9055917	W 117° 16' 14.24" -117.2705222	2,800
GA, Rwy 30 Crosswind	N 33° 54' 20.13" 33.9055917	W 117° 16' 14.24" -117.2705222	2,800	N 33° 54' 37.16" 33.9103222	W 117° 15' 53.88" -117.2619667	2,800
GA, Rwy 12 Final	N 33° 53' 54.63" 33.8985083	W 117° 15' 14.19" -117.2705083	2,800	N 33° 53' 24.93" 33.8902533	W 117° 15' 38.45" -117.2606306	1,500
GA, Rwy 30 Upwind	N 33° 53' 24.93" 33.8902533	W 117° 15' 38.45" -117.2606306	1,500	N 33° 53' 54.63" 33.8985083	W 117° 16' 14.19" -117.2705083	2,800

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

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



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	0.00	1500.07
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

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



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

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

2.5. Results

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

See Appendix 3 for results files and distribution.

FORGESOLAR GLARE ANALYSIS

Project: **Test, Ver3**

Site configuration: **Crow-Harvill Rider Industrial PV**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 07:43 on 27 Sep, 2019.

U.S. FAA 2013 Policy Adherence

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

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

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

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

Figure 2-3 Report and system summary, GlareGauge

3. APPENDICES

3.1. Appendix 1 – Technical Reference Sheets

Canadian Solar, Monocrystalline, High efficiency PV modules

KuMax

HIGH EFFICIENCY MONO PERC MODULE

CS3U-375 | 380 | 385 | 390 | 395MS
(1000 V / 1500 V)

MORE POWER

- Low power loss in cell connection
- Low PID: 45 ± 2 °C
Low temperature coefficient (Pmax): -0.36 % / °C
- Better standing tolerance
- High PTC rating (4 up to 35.11 °C)

MORE DURABLE

- Lower hot spot temperature
- Minimizes micro-cracks
- Heavy metal load up to 5400 Pa, wind load up to 3400 Pa*

- 25 year power output warranty*
- product warranty on materials and craftsmanship*

*According to the applicable Canadian Solar Limited Warranty Statement.

MANAGEMENT SYSTEM CERTIFICATES

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

PRODUCT CERTIFICATES*

IEC 61215 / IEC 61724: VDE / CE / CQC / MCS / KS / DIMETRO
UL 1709 / IEC 61215 performance: CEC listed (US)
UL 1709: CSA / IEC 6171: IEC 62716: VDE / IEC 62716: VDE / IEC 60086-2-06: IES
Tata-energy

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

CANADIAN SOLAR INC. is committed to providing high quality solar products, solar system solutions and services to customers around the world. No. 1 module supplier for quality and performance/price ratio in IHS Module Customer Insight Survey. As a leading PV project developer and manufacturer of solar modules with over 33 GW deployed around the world since 2001.

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

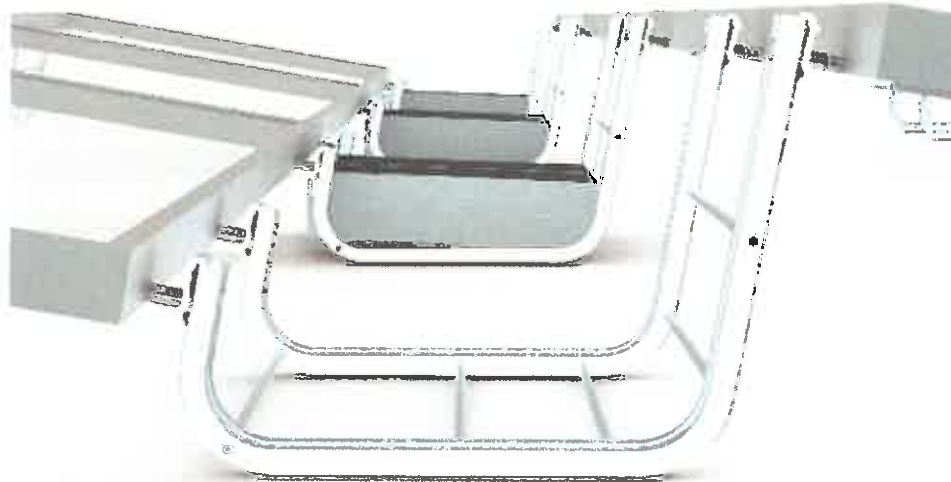
CANADIAN SOLAR INC.
545 Speersdale Avenue West, Guelph, Ontario N1K 1E5, Canada, www.canadiansolar.com, support@canadiansolar.com

Unirac, Roof Mount RM10 series PV racking solution

ROOFMOUNT



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



SIMPLE DESIGN • FAST INSTALLATION

SIMPLE DESIGN • AVAILABILITY • DESIGN TOOLS • QUALITY PROVIDER



3.2. Appendix 2 – USAF Flight Path Coordinate Requirements

As received from Riverside County Airport Land Use Commission representatives.

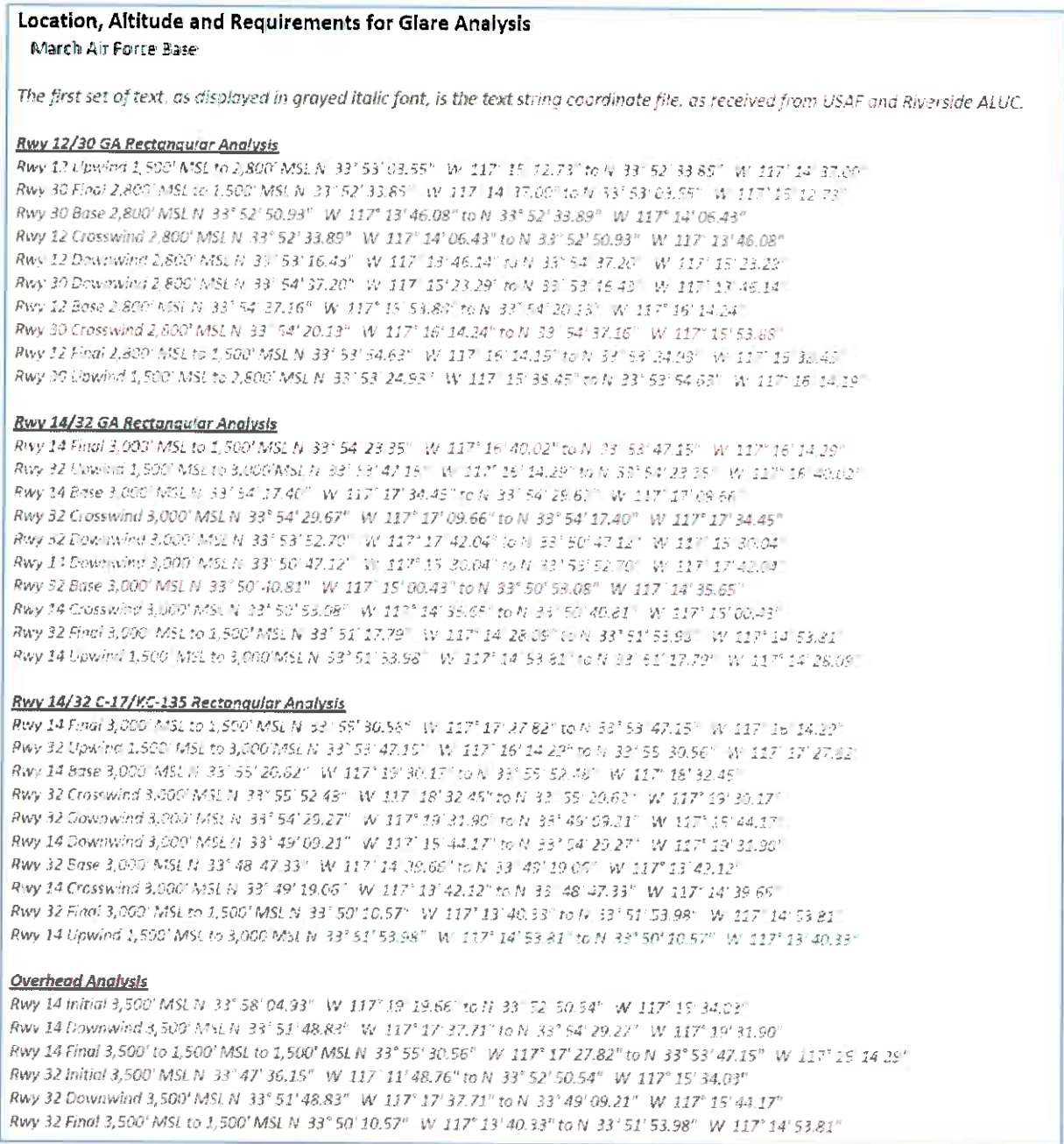


Figure 3-1 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB

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

Activity	Lat	Lon	Elev	Lat	Lon	Elev
Row 12/30 GA Rectangular Analysis						
GA, Row 12 Upwind	N 33° 58' 09.25"	W 107° 16' 12.73"	1,500	N 33° 52' 28.25"	W 107° 14' 37.00"	2,800
GA, Row 30 Final	N 33° 52' 39.25"	W 107° 14' 37.00"	2,800	N 33° 53' 08.25"	W 107° 15' 12.73"	1,500
GA, Row 30 Base	N 33° 52' 31.53"	W 107° 13' 46.25"	2,800	N 33° 52' 25.25"	W 107° 14' 05.42"	2,800
GA, Row 12 Crosswind	N 33° 52' 39.25"	W 107° 14' 37.00"	2,800	N 33° 52' 50.25"	W 107° 13' 45.00"	2,800
GA, Row 12 Downwind	N 33° 53' 18.49"	W 107° 12' 48.25"	2,800	N 33° 54' 30.25"	W 107° 15' 19.25"	2,800
GA, Row 30 Downwind	N 33° 54' 30.25"	W 107° 15' 23.25"	2,500	N 33° 53' 15.43"	W 107° 13' 45.14"	2,800
GA, Row 12 Base	N 33° 54' 30.25"	W 107° 15' 23.25"	2,500	N 33° 54' 00.13"	W 107° 15' 14.24"	2,800
GA, Row 30 Crosswind	N 33° 54' 20.13"	W 107° 15' 14.24"	2,800	N 33° 54' 30.13"	W 107° 15' 55.55"	2,500
GA, Row 12 Final	N 33° 53' 54.53"	W 107° 13' 14.13"	2,800	N 33° 53' 24.53"	W 107° 15' 36.45"	1,500
GA, Row 30 Upwind	N 33° 53' 24.53"	W 107° 15' 36.45"	1,500	N 33° 53' 54.53"	W 107° 15' 14.13"	2,800
Row 14/32 GA Rectangular Analysis						
GA, Row 14 Final	N 33° 54' 29.56"	W 107° 15' 40.00"	3,000	N 33° 53' 47.25"	W 107° 15' 14.25"	1,500
GA, Row 32 Upwind	N 33° 53' 47.25"	W 107° 15' 14.25"	1,500	N 33° 54' 15.25"	W 107° 15' 40.00"	3,000
GA, Row 14 Base	N 33° 54' 27.40"	W 107° 17' 54.48"	3,000	N 33° 54' 39.25"	W 107° 17' 08.55"	3,000
GA, Row 32 Crosswind	N 33° 54' 28.53"	W 107° 17' 05.53"	3,000	N 33° 54' 17.40"	W 107° 15' 34.45"	3,000
GA, Row 32 Downwind	N 33° 53' 53.70"	W 107° 17' 42.04"	3,000	N 33° 53' 47.43"	W 107° 15' 30.04"	3,000
GA, Row 14 Downwind	N 33° 53' 47.25"	W 107° 15' 50.04"	3,000	N 33° 53' 15.25"	W 107° 15' 42.04"	3,000
GA, Row 32 Base	N 33° 53' 40.53"	W 107° 15' 50.04"	3,000	N 33° 53' 53.25"	W 107° 14' 36.25"	3,000
GA, Row 14 Crosswind	N 33° 53' 50.25"	W 107° 14' 36.25"	3,000	N 33° 53' 40.43"	W 107° 15' 00.25"	3,000
GA, Row 32 Final	N 33° 53' 15.25"	W 107° 14' 36.25"	3,000	N 33° 53' 53.25"	W 107° 14' 36.25"	1,500
GA, Row 14 Upwind	N 33° 53' 15.25"	W 107° 14' 36.25"	1,500	N 33° 53' 15.25"	W 107° 14' 36.25"	3,000
Row 14/32 C/KC-135 Rectangular Analysis						
C/KC, Row 14 Final	N 33° 53' 30.55"	W 107° 17' 21.52"	3,000	N 33° 53' 47.15"	W 107° 15' 14.25"	1,500
C/KC, Row 32 Upwind	N 33° 53' 47.15"	W 107° 15' 14.25"	1,500	N 33° 53' 30.55"	W 107° 17' 21.52"	3,000
C/KC, Row 14 Base	N 33° 53' 25.02"	W 107° 15' 30.17"	3,000	N 33° 53' 52.45"	W 107° 15' 32.45"	3,000
C/KC, Row 32 Crosswind	N 33° 53' 52.45"	W 107° 15' 32.45"	3,000	N 33° 53' 25.02"	W 107° 15' 30.17"	3,000
C/KC, Row 32 Downwind	N 33° 54' 29.27"	W 107° 15' 51.25"	3,000	N 33° 53' 52.25"	W 107° 15' 44.17"	3,000
C/KC, Row 14 Downwind	N 33° 53' 52.25"	W 107° 15' 44.17"	3,000	N 33° 54' 29.27"	W 107° 15' 51.25"	3,000
C/KC, Row 32 Base	N 33° 53' 47.33"	W 107° 14' 56.53"	3,000	N 33° 53' 18.05"	W 107° 15' 42.12"	3,000
C/KC, Row 14 Crosswind	N 33° 53' 18.05"	W 107° 15' 42.12"	3,000	N 33° 53' 47.33"	W 107° 14' 56.53"	3,000
C/KC, Row 32 Final	N 33° 53' 18.05"	W 107° 15' 42.12"	3,000	N 33° 53' 53.55"	W 107° 14' 58.53"	1,500
C/KC, Row 14 Upwind	N 33° 53' 18.05"	W 107° 15' 42.12"	1,500	N 33° 53' 18.05"	W 107° 14' 58.53"	3,000
Overhead Analysis						
Overhead, Row 14 Initial	N 33° 53' 04.53"	W 107° 15' 35.68"	3,500	N 33° 52' 50.54"	W 107° 15' 34.03"	3,500
Overhead, Row 14 Downwind	N 33° 51' 43.53"	W 107° 17' 37.71"	3,500	N 33° 54' 10.27"	W 107° 15' 31.90"	3,500
Overhead, Row 14 Final	N 33° 53' 30.56"	W 107° 17' 27.62"	3,500	N 33° 53' 47.15"	W 107° 15' 14.25"	1,500
Overhead, Row 32 Initial	N 33° 47' 35.15"	W 107° 11' 45.74"	3,500	N 33° 52' 50.54"	W 107° 15' 34.03"	3,500
Overhead, Row 32 Downwind	N 33° 51' 48.53"	W 107° 17' 37.71"	3,500	N 33° 52' 08.21"	W 107° 15' 44.17"	3,500
Overhead, Row 32 Final	N 33° 53' 18.53"	W 107° 15' 40.33"	3,500	N 33° 53' 53.55"	W 107° 14' 58.53"	1,500

Figure 3-2 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB; Translated

3.3. Appendix 3 – GlareGauge Report Document

(See file, submitted separately)



ENERTIS

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by prescheduled appointment on Fridays, from 9:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1398MA19 – Rider Commerce, LLC (Representative: EPD Solutions, Inc.) – County of Riverside Case No. BNR1900070 (Building Permit). A proposal to establish rooftop solar panels totaling 167,200 square feet on a previously reviewed 203,445 square foot industrial warehouse building located on the northwest corner of Harvill Avenue and Rider Street in the unincorporated community of Mead Valley. (The previous proposal to establish the industrial warehouse building was found consistent by the ALUC.) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

March
02

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP ~~1398MA18~~ ^{1398MA19} DATE SUBMITTED: 12/16/2019 ¹⁹

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Rider Commerce, LLC	Phone Number	949-278-5413
Mailing Address	527 W. 7th Street	Email	andrea@epdsolutions.com
	Los Angeles, Ca 90014		

Representative	EPD Solutions, Inc	Phone Number	949-278-5413
Mailing Address	2 Park Plaza, Suite 1120	Email	andrea@epdsolutions.com
	Irvine, Ca 92614		

Property Owner	Rider Commerce, LLC	Phone Number	949-47801883
Mailing Address	527 W. 7th Street	Email	jriemer@chidustrial.com
	Los Angeles, Ca 90014		

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	951-955-6646
Staff Contact	Deborah Bradford	Email	dbradfor@rivco.org
Mailing Address	4080 Lemon Street, 12 floor	Case Type	PPT180023
	Riverside, CA 92501	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
Local Agency Project No	PPT180023	<input type="checkbox"/>	Use Permit
	→ BNR1900070	<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input checked="" type="checkbox"/>	Other

PROJECT LOCATION

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

Street Address	19972 Patterson Avenue		
Assessor's Parcel No.	317-170-046	Gross Parcel Size	9.58 acres
Subdivision Name	N/A	Nearest Airport and distance from Airport	6.0 miles (MAB)
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) Site is currently undeveloped and vacant

Proposed Land Use (describe)	204,330 Speculative Industrial 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	24 hours	
	Number of People on Site	Maximum Number	408.66
	Method of Calculation	204,330 sq ft / 500 sq ft / occupant = 408 people max building occupancy per CBC (warehouse use per Table C1 in Appendix C of ALUCP)	
Height Data	Site Elevation (above mean sea level)	1506.50 - 1522	ft.
	Height of buildings or structures (from the ground)	40-42	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
	If yes, describe	Please find the attached Solar Glare Analysis showing that the project will pass glare hazard model criteria, with zero minutes per year outside the 'green zone' of acceptable reflective energy.	

- 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: February 13, 2020

CASE NUMBER: ZAP1396MA19– Barker Logistics, LLC/Orbis Real Estate Partners (Representative: Raymond Polverini)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190008 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) The applicant has identified a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The proposal provides for 47,600 square feet of rooftop solar panels with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. This proposal would result in “green” level glare (low potential for temporary after-image) within the Air Force traffic patterns and no glare within the 2 mile approach to runways or at the air traffic control tower. “Green” level glare complies with the Federal Aviation Administration Interim Policy pertaining to acceptable levels of glare.

At the time this staff report was written, the Air Force has not completed its review of the project.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the March 12, 2020 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 684,000 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres. The applicant also proposes rooftop solar panels totaling 47,600 square feet.

The Commission previously determined a proposal to construct a 694,540 square foot industrial manufacturing building with second floor mezzanine on this site consistent (ZAP1360MA19). The building size was subsequently reduced to comply with County Planning requirements for setbacks along Placentia Street. The proposal has been rescheduled for an ALUC determination because of the addition of the solar photovoltaic panels.

PROJECT LOCATION: The site is located on the northeast corner of Placentia Street and Patterson Avenue, in the unincorporated community of Mead Valley, approximately 13,000 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 684,000 square feet of building area, which includes 674,000 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor mezzanine office area, accommodating 3,420 people, resulting in an average intensity of 113 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200. (The original project would have accommodated 3,473 people, resulting in an average intensity of 115 people per acre.)

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (380 spaces) and trailer spaces (86 spaces) provided, the total occupancy would be estimated at 656 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 38,560 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 243 people, which is consistent with the Compatibility Zone 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 47,600 square foot photovoltaic (PV) panel structures would be located on the rooftop of the proposed 684,000 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 47,600 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 C-17/KC-135 runway 14 and runway 32 traffic pattern routes,

totaling annually 5,159 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 study also 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 28,512 minutes of “green” level glare, and would last up to 200 minutes a day throughout the year in the early mornings, noon, and late afternoons.

The combined total of 33,671 minutes of “green” level glare represents 12.81 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 manufacturing 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 13,000 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,618 feet AMSL. The site’s finished floor elevation is 1,546 feet AMSL and the proposed building height is 47 feet, for a top point elevation of 1,593 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.

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.

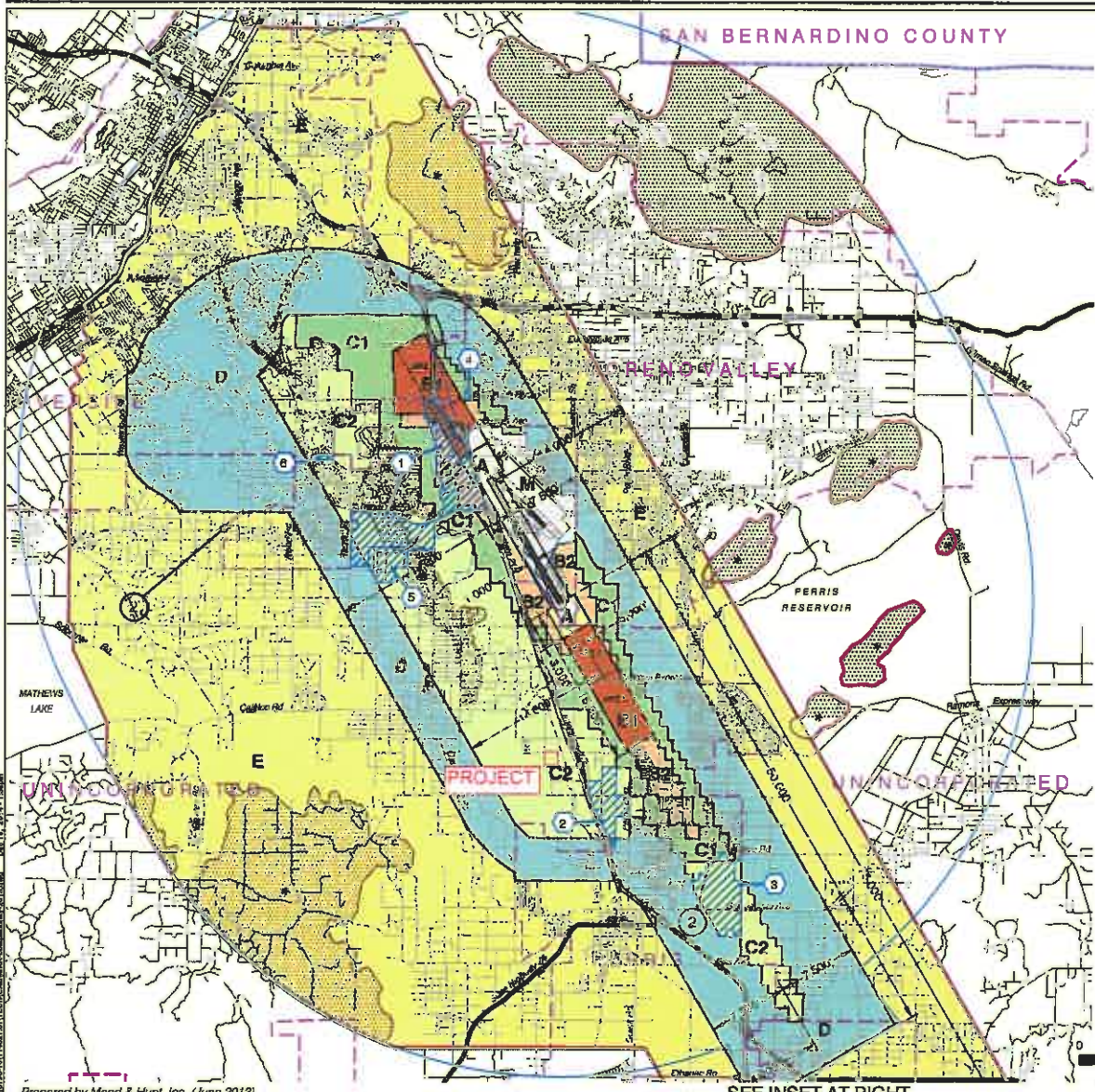
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 684,000 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 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.
10. 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 47,600 square feet.
11. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
12. 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.
13. 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.

14. 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

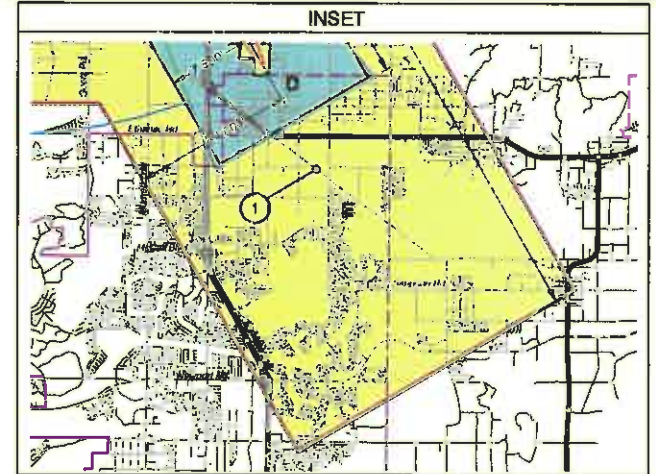
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 1,635 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



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



Base map source: County of Riverside 2013

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

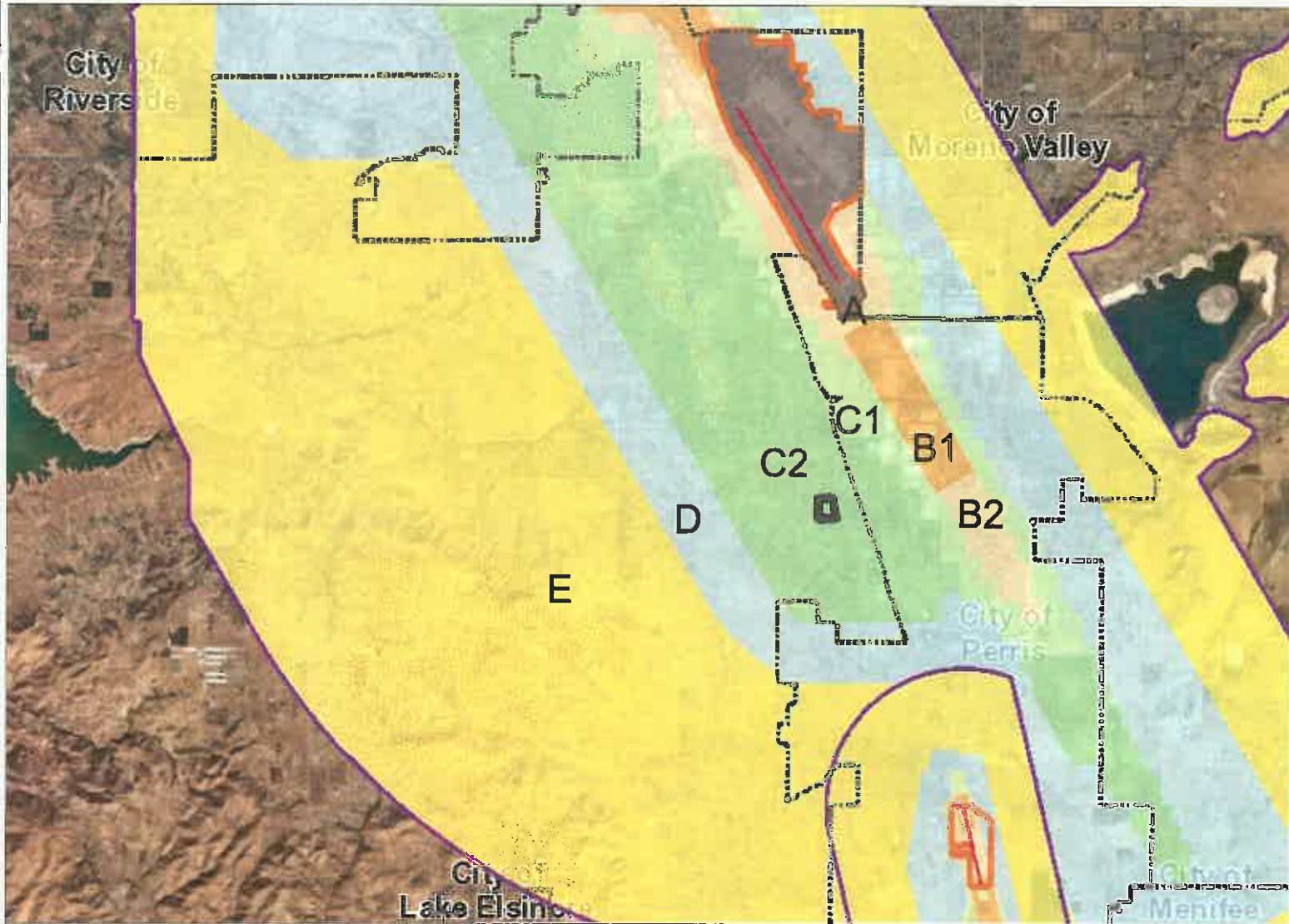
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

Map My County Map



Legend

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



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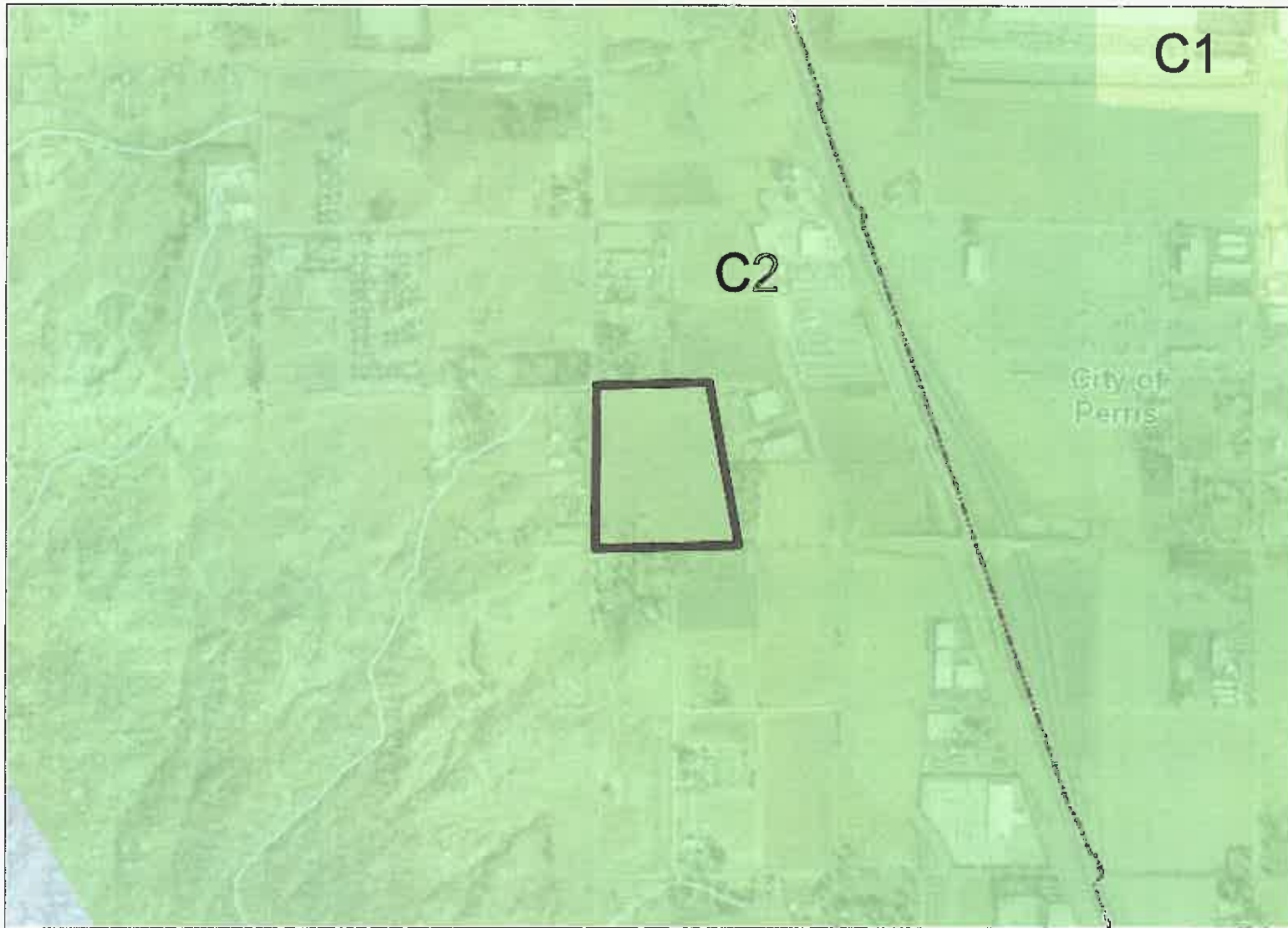


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blue line symbol: Blueline Streams
- Grid symbol: City Areas
- Street symbol: 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



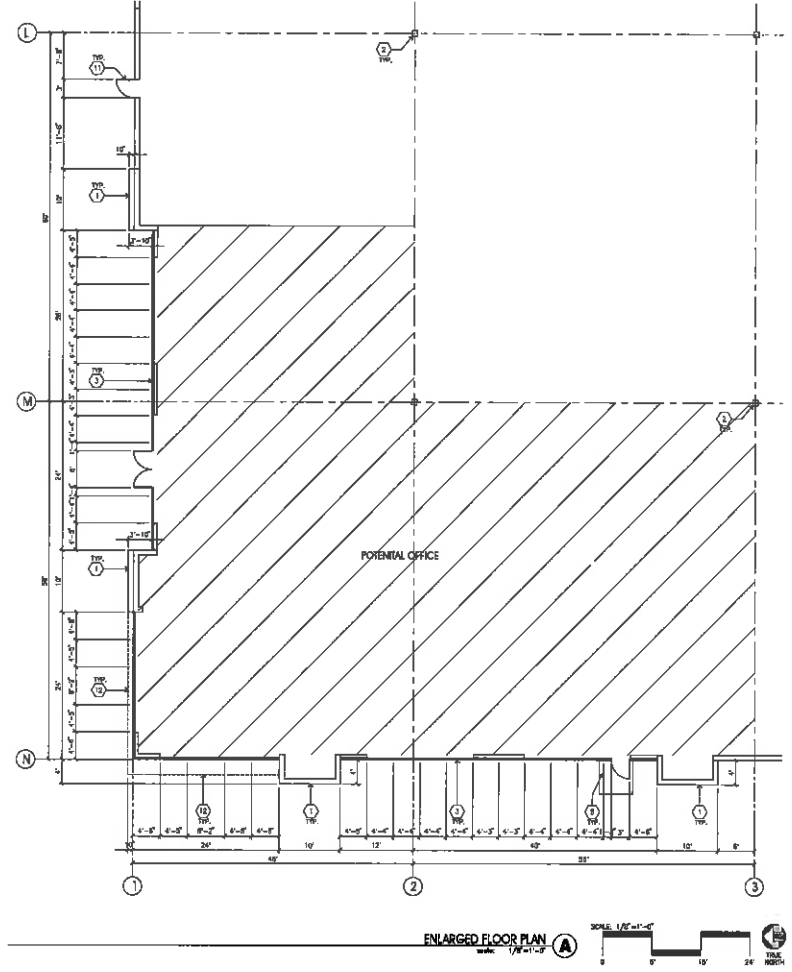
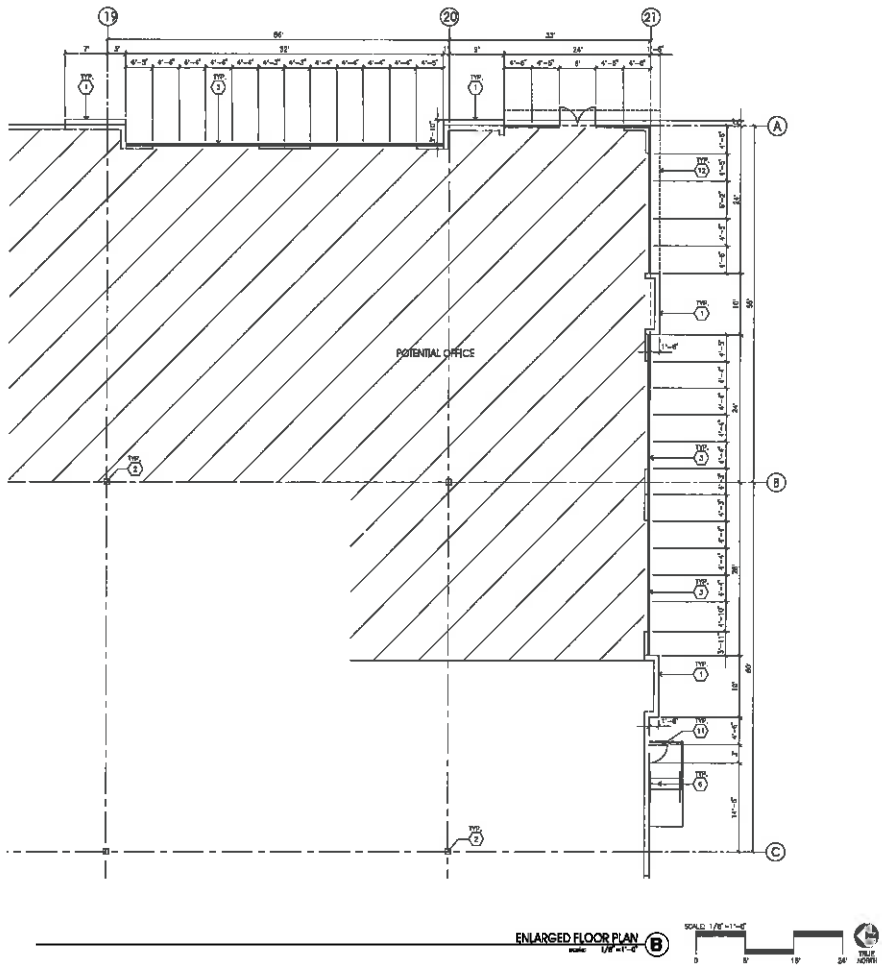
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Notes

0 1 3,032 Feet
516

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KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STONEFRONT SYSTEM WITH GLAZING REFER TO ENLARGED PLAN AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE BUMP W/ 4" HIGH CONIC TILT-UP CURB WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
5. 2" x 2" x 1/4" TRENCH COVER SECTIONAL ORAL STANDARD CHINE. DESIGNED TO RESIST WIND SO WIND EXPOSURE "C".
6. EXTERIOR CONCRETE STAIR.
7. 5'-0" x 2'-0" x 4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLICE TO BE 1/4" x 1/2" MAX. PROVIDE WALK TO HARD SURFACE PER COUNTY REQUIREMENTS.
8. LOANDED OPENING FOR VENTILATION.
9. DOOR DOOR BUMPER.
10. 1/2" x 1/4" BRASS TUBULAR EXTERIOR ORAL STANDARD CHINE. DESIGNED TO RESIST WIND SO WIND EXPOSURE "C".
11. 1/2" x 1/4" BRASS TUBULAR EXTERIOR ORAL STANDARD CHINE. DESIGNED TO RESIST WIND SO WIND EXPOSURE "C".
12. METAL CANOPY.
13. SWIFT LINE ABOVE.
14. ELECTRICAL ROOM.
15. EXTERIOR DOWNPOUT WITH OVERFLOW SCOPERS.
16. INTERIOR DOWNPOUT.
17. CONCRETE KNOCK-OUT PANEL.
18. APPROXIMATE LOCATION OF ROOF TOP LIMITS.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAIN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY FIREPROOFING SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE SEALING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH FINISHING ELEVATIONS.
- D. DOOR BOOKS SEALS TO BE PROVIDED DURING TENANT IMPROVEMENT.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE COLORED PROPER ONLY. ALL DOOR, ELEC. WELLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F. SLOPE FOUR STRIP 1/2" TO EXTERIOR AT ALL MAINDOOR ENDS. SIZE "10" DIMENSIONS FOR FOUR STRIP LOCATION.
- G. ALL BRIDGES ARE TO THE FACE OF CONCRETE PANEL WALL OR CURB OR FACE OF STEEL WALLS.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. COORDINATION TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- I. FOR DOOR TRIPPS AND SEALS, SEE DETAIL SHEET A-D.4. NOTE ALL DOORS PER DOOR SCHEDULES ARE FINISH DRINKING.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPPED INCLUDING CARS AND TRUCKS.
- K. ALL EXIT MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HANDICAP.
- L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A METAL EXIT SIGN WITH THE WORDS "EXIT".
- N. THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- O. NON-ACCESSIBLE DOOR. PROVIDE MARKING SIGN LOCATED IN THE INTERIOR SIGN PER 220 11.238.1.1.1.
- P. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCHEDULED FROM PUBLIC VIEW. SEE A/M-1 OFFICE SECTION.

FLOOR SLAB AND POUR STRIPS REQ.

- THESE NOTES ARE VERY IMPORTANT. SEE "I" DWGS FOR ADDITIONAL REQUIREMENTS
1. FLOOR COMPRESSION - SEE
 2. TRENCH COMPRESSION - SEE
 3. BUILDING FLOOR SLAB:
 - A. 2" THICK MIN. UNREINFORCED CONCRETE OVER COMPACTED SOILS
 - B. 1" - 1 1/2" LONG @ 12" O.C. DOMESL AT ALL CONSTRUCTION JOINTS
 - C. 1" - 1 1/2" LONG @ 24" O.C. DOMESL IN DOME BASKET AT ALL CONSTRUCTION JOINTS
 - D. 4 000 # 5 S.I. REINFORCEMENT
 - E. SLUMP TO BE 4 +/- 1"
 - F. JOINT STRIPING PER A.C.I. 302-4R-98
 - G. MAX-CUT DEPTH 1/4" TO SOFT SUB-CORNING WITHIN 2 HRS OF FINISHING
 4. CONNECTION TO GEAR FOR SLABS V FLOOR PER A.C.I. 302-4R-98
 5. NOT USED
 6. CONCRETE SLAB TO HAVE STEEL PLANT HARD TYPICAL REINFORCED FINISH
 7. CONTRACTOR TO CARE SLAB TO BE NET DURING USING BURLINE FOR 7 DAYS MIN.
 8. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DAMPPED.
 9. NO CRACKS, CONCRETE TRUCKS OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
 10. SLAB TO BE 7500 P.S.I. MEASURED WITHIN 24 HOURS.
 11. NO PLY AIR IN THE CONCRETE
 12. WHERE INDICATED, FINISH UPON BARRIER (15M, STEEL OR DRAIN) UNDER THE CONCRETE SLAB. PROVIDE SIGN FOR 3000 BARRIER OR MANUFACTURER'S RECOMMENDATION.
- CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SIGN OVER WEAKEN ARE REINFORCED, SHALL BE MAXIMALLY REINFORCED WITHOUT USE OF BARRIER, FORMS, COMBOS, OR RELEASE AGENTS.
- CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
13. SEAL CONCRETE SLAB W/ "LIPOLIGHT" SEALER

DISABLED ACCESS NOTES

1. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE W/ ARROW TO INDICATE NEAREST ACCESSIBLE EXIT
2. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
 - a. EACH GRADE-LEVEL EXIT DOOR MARKED WITH "A". THE TACTILE EXIT SIGN SHALL READ "EXIT".
 - b. EACH EXIT DOOR (MARKED WITH "E") THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP. THE TACTILE EXIT SIGN SHALL READ "EXIT STAIR DOWN".
3. EXIT SIGN SHALL BE PROVIDED PER CBC SECTION 1011.
4. AT LEAST 1 FOOTCANDLE OF LIGHT AT FLOOR LEVEL SHALL BE PROVIDED TO MEANS OF EGRESS FROM ALL OCCUPIED PARTS OF THE BUILDING.

HPA
 Inc. Inc.
 18051 bardem avenue - ste. #103
 Irvine, ca
 92618
 tel: 949-493-1770
 fax: 949-493-0851
 email: hpa@parsons.com

Owner:

ORRIS REAL ESTATE PARTNERS
 280 Newport Center Dr. Suite 240
 Newport Beach, CA 92660
 tel: 949-330-7584

Project:
BARKER LOGISTICS
 Riverside Placentia & Paterston Ave
 City of Riverside, CA

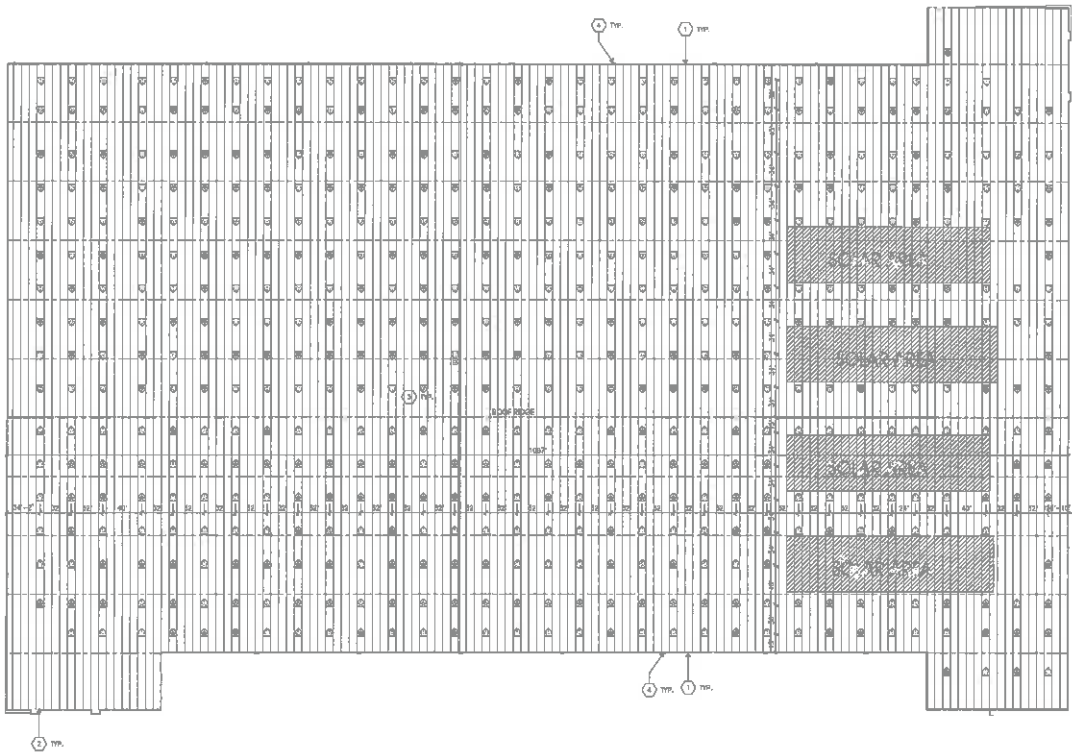
Consultants:
 SDH & ASSOCIATES
 HRA

SPLA, Inc

Title: enlarged floor plan

Project Number: 16160
 Drawn by: AW
 Date: 7/27/11
 Revision:

Sheet:
DAB-A2.2



OVERALL ROOF PLAN
 SCALE: 1" = 50'-0"
 0 50' 100' 150'

ROOF PLAN KEYNOTES

- 1 CONCRETE PARAPET, 24" TYP. FINISHES FOR THICKNESS.
- 2 PARAPET RETURN.
- 3 PARAPET CURB, 24" TYP. FINISHES FOR THICKNESS. OVERLAP ROOF FINISHES OVER ROOF FRAMING. PARAPET RETURN TO BE 24" TYP. FINISHES FOR THICKNESS. (SOLAR ARRAY PROPORTIONS BY O.P. AND VARIATIONS ACCEPTABLE).
- 4 EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER.

ROOF LEGEND

- 4' x 8' SKYLIGHT
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER
- SOLAR ARRAY LOCATIONS

SKYLIGHT AND SOLAR DATA

ROOF AREA = 670,007 S.F.
 SKYLIGHTS PROVIDED = 2,316 = 16,532 S.F.
 677' x 477' = 322,571 S.F.
 228.75 SKYLIGHTS = 830 SKYLIGHTS PROVIDED

SOLAR AREA PROVIDED = 47,800 S.F. = 2,364,321 kWh/YEAR
 4 AREAS TOTALING 47,800 S.F.

Project Number:	16160
Drawn by:	JAW
Date:	7/23/19
Revision:	
Sheet:	DAB-A2.11

OFFICIAL USE ONLY

HPA
 CONSULTANTS

hpa, inc.
 18251 Dardick Avenue - Ste. #100
 Irvine, CA
 92612
 tel: 949-453-1773
 fax: 949-453-0851
 email: hpa@hpaarch.com

Owner:

CRBIS REAL ESTATE PARTNERS

280 Newport Center Dr. Suite 240
 Newport Beach, CA 92660
 ML 948-330-7654

Project:

BARKER LOGISTICS

Riviera Piacenta
 & Patterson Ave
 City of Riverside, CA

Consultants:

GDH ASSOCIATES
 P.S.A.

SPLA, Inc.

Title: OVERALL ROOF PLAN

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT SPEC CHANGES UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. SL. = TOP OF SLAB ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONNECTIONS: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 50 MPH WIND LOADS.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR, AND TEST ONE CONCRETE PANEL BEFORE PROCEEDING TO PAINTING REMAINING PANELS.
- G. BACK SIDE OF PANELS TO HAVE SMOOTH FINISH AND BE PAINTED WITH BLENDING PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEING SPANDREL TO BE OPEN TO USE ADHESIVE BACK MOUNT STRIPS FOR ALL REVEAL FORMS.
- I. THE FIRST COAT OF PAINT TO BE ROLLER-ON AND THE SECOND COAT TO BE SPRAYER-ON.

KEYNOTES - ELEVATIONS

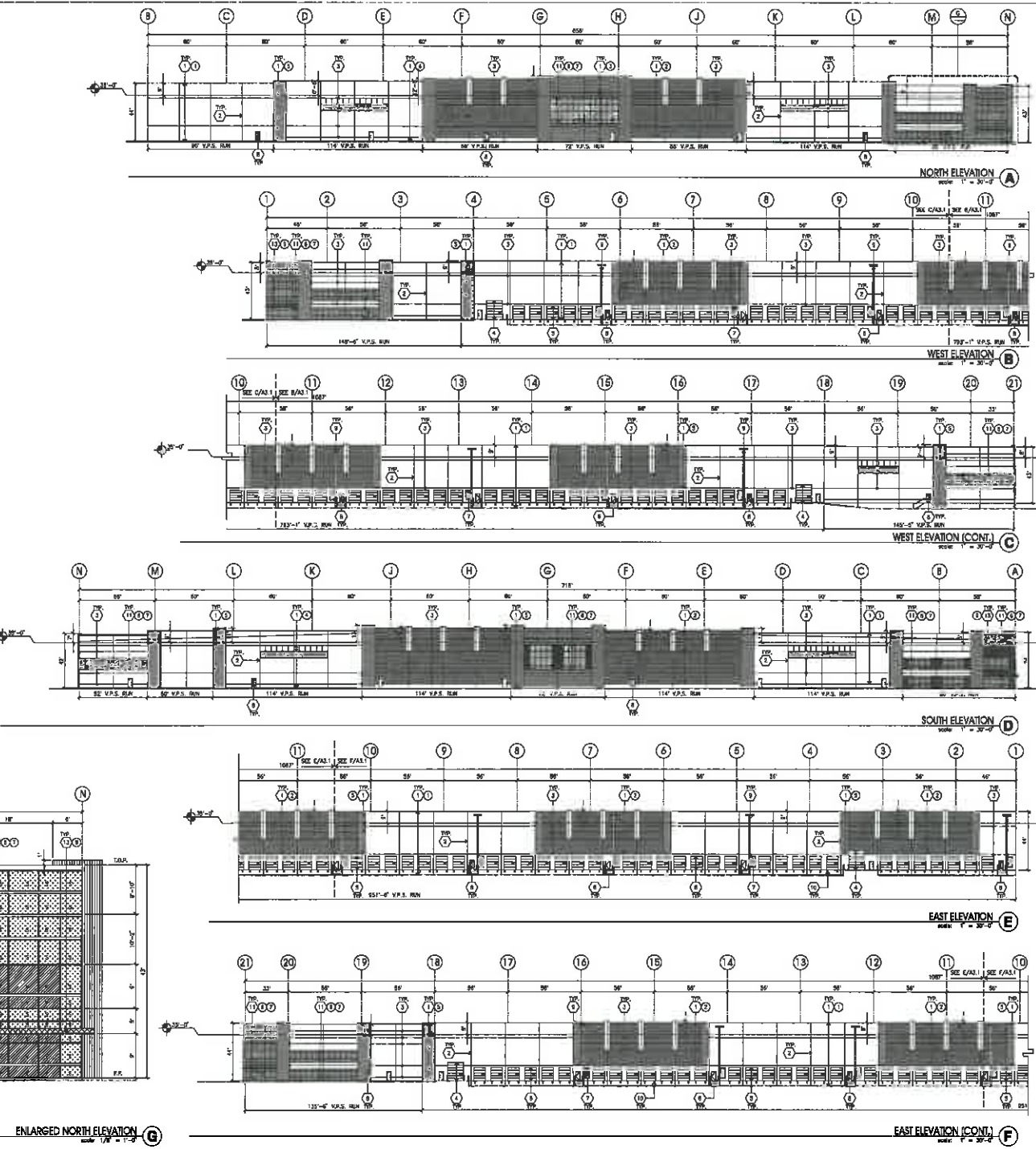
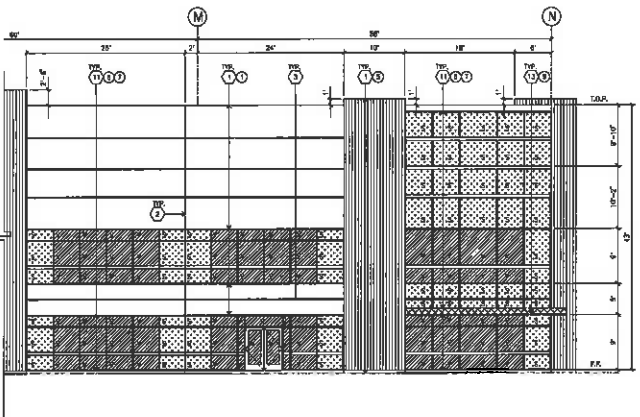
- 1. CONCRETE TILT-UP PANELS (PAINTED). FINISH GRADE MARKS SEE "C" CHANGES. WATERPROOF ALL WALLS WHERE CONCRETE IS EXPOSED TO THE WEATHER ONE SIDE. UNDERPAINTING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 1/2" OF GRASS. PROVIDE PROTECTIVE COAT AT BOTTOM AND DRILLHOLE TO DRILL OR TIE TO STEEL DECK. NOT REQUIRED AT DOCK WHEN CONDITION OR AT RAMP WALLS.
- 2. PANEL JOINT.
- 3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, UNLESS NOTED OTHERWISE.
- 4. OVERHEAD DOOR IS DEEPER THAN SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND DOOR TO RESIST 50 MPH WIND EXPOSURE "C".
- 5. OVERHEAD DOOR IS DOCK HOOD. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND DOOR TO RESIST 110 MPH WIND EXPOSURE "C".
- 6. CONCRETE STAIR LANDING AND GROUNDWALL BY METAL PIPE RAILING. PROVIDE RAIL AND HANDRAIL TO MEET HIGH REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE WARNING STRIPS INTERNAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD FOR HIGH REQUIREMENTS.
- 7. METAL LOWER DESIGN TO RESIST 50 MPH WIND EXPOSURE "C". PAINT TO MATCH BUILDING COLOR.
- 8. HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR DESIGN TO RESIST 50 MPH WIND EXPOSURE "C".
- 9. EXTERIOR DOWNPOUT AND OVERFLOW SCUMPER.
- 10. DOCK BRANER.
- 11. ALUMINUM STOREFRONT FRAMING WITH TEMPORARY GLAZING AT ALL DOORS. INSTALL GLAZING TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 1" ABOVE FINISH FLOOR ELEVATION DESIGN TO RESIST 50 MPH WIND EXPOSURE "C".
- 12. EXTERIOR LIGHTING FIXTURE.
- 13. METAL CANOPY.

COLOR SCHED. - ELEVATIONS

- 1. CONCRETE TILT-UP PANEL. PAINT BRAND: SHERWIN WILLIAMS SW7323 PURE WHITE
- 2. CONCRETE TILT-UP PANEL. PAINT BRAND: SHERWIN WILLIAMS SW7321 GRAY SCREEN
- 3. CONCRETE TILT-UP PANEL. PAINT BRAND: SHERWIN WILLIAMS SW7372 NETWORK GRAY
- 4. CONCRETE TILT-UP PANEL. PAINT BRAND: SHERWIN WILLIAMS SW7374 SOFTWARE
- 5. CONCRETE TILT-UP PANEL. PAINT BRAND: SHERWIN WILLIAMS SW7378 WEB GRAY
- 6. MULLIONS. PAINT BRAND: CLEAR ANODIZED MULLIONS
- 7. GLAZING. COLOR: BLUE REFLECTIVE GLAZING
- 8. SANDPAPER/METAL. PAINT BRAND: SHERWIN WILLIAMS METALLIC FINISH PURE WHITE (CHROME LATEX SYSTEM)

GLAZING LEGEND

- SPANDREL GLASS
- TEMPERED VISION GLASS
- VISION GLASS



ENLARGED NORTH ELEVATION

EAST ELEVATION (CONT.)

HPA
 HPA, Inc.
 18881跋顿街 3000A - 150, P150
 1501 街 150
 15012
 1501 街 15012
 1501 街 15012
 1501 街 15012

Owner:
 ORBIS REAL ESTATE PARTNERS P.S.
 280 Newport Center Dr. Suite 240
 Newport Beach, CA 92660
 1501 街 15012

Project:
BARKER LOGISTICS
 Riverside Plaza
 & Patterson Ave
 City of Riverside, CA

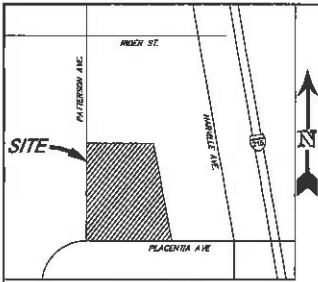
Consultants:
 SDH & ASSOCIATES
 USA

Title: ELEVATIONS
Project Number: 1806
Drawn by: AM
Date: 7/23/19
Revision:

Sheet:
DAB-A3.1

BARKER INDUSTRIAL PRELIMINARY GRADING PLAN - PPT190008

COUNTY OF RIVERSIDE, CA.
NOVEMBER 2019



VICINITY MAP
NOT TO SCALE

OWNER/APPLICANT

ORRIS REAL ESTATE PARTNERS
280 WILSON DRIVE, STE 240
NEWPORT BEACH, CA 92660
VOICE: (949) 339-7500
FAX: (949) 339-7500
EMAIL: RPOLEVER@ORRISREP.COM

ENGINEER

SON & ASSOCIATES, INC.
3225 CANYON CREST DRIVE 21439
RIVERSIDE, CA 92507
VOICE: (951) 583-3021
FAX: (951) 788-2344
EMAIL: STEFFEN@SONINC.NET

ARCHITECT

HFA ARCHITECTS
10871 BARKER AVE, STE. 100
IRVINE, CA 92618
VOICE: (949) 583-1770

ASSESSOR'S PARCEL NO.

317-240-001

SITE AREA

30.18 AC.

ZONING & LAND USE

EXISTING ZONING: I-P, M-3C
EXISTING LAND USE: 10 UNIT
PROPOSED ZONING: I-P, M-3C
PROPOSED LAND USE: INDUSTRIAL

SURROUNDING ZONING & LAND USE

NORTH: I-P, M-3C, UNCLTY, RESIDENTIAL
EAST: I-P, M-3C, INDUSTRIAL, RESIDENTIAL
SOUTH: I-P, M-3C, UNCLTY, RESIDENTIAL
WEST: I-P, M-3C, RESIDENTIAL

WASTE AND DISPOSAL

EMWD.

WATER QUALITY NOTE

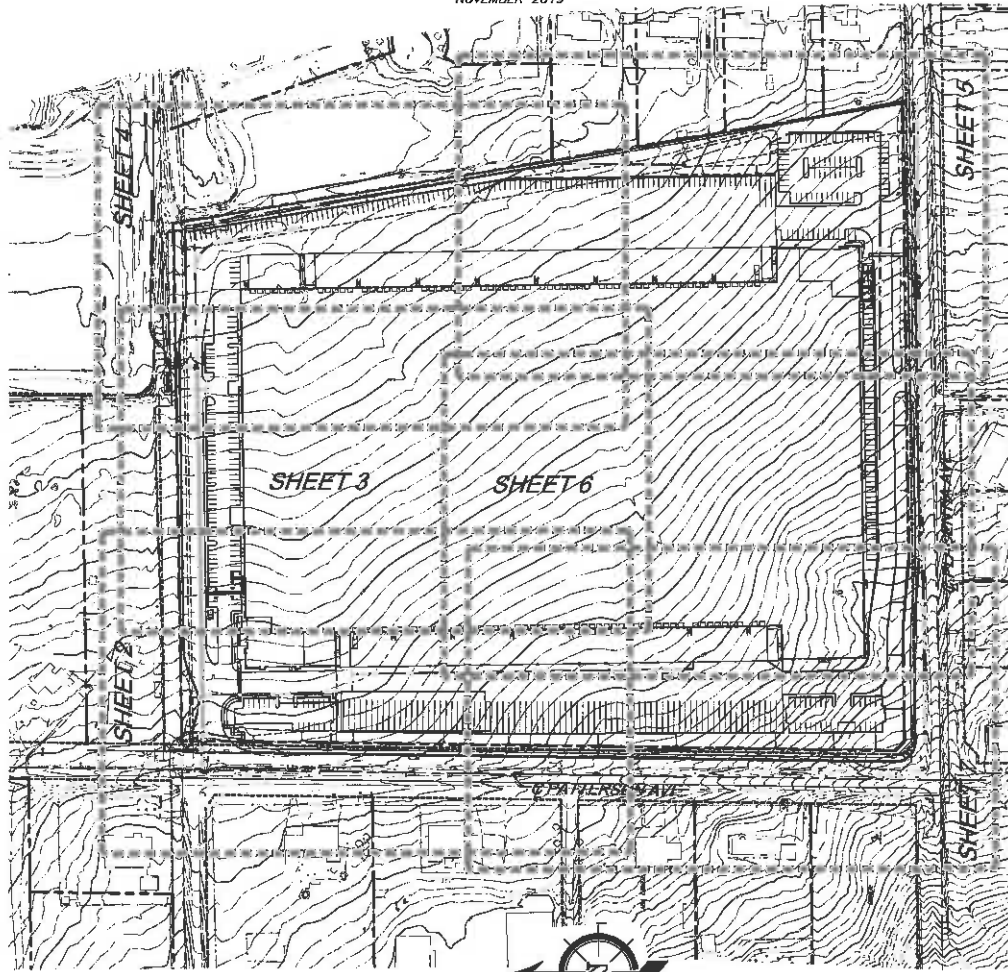
WATER QUALITY DESIGN STORM TO BE TREATED BY INFILTRATION BASIN LOCATED AT NORTH END OF SITE (SHOWN HEREON), AND 100 YEAR STORM FLOW TO BE MITIGATED OR DIVERTED TO MASTER PLAN STORM DRAIN.

PROJECT DATA

SITE AREA: 1,115,103 S.F. (25.48 AC.)
NET AREA: 1,294,085 S.F. (29.71 AC.)
BUILDING AREA: 10,000 S.F.
OFFICE: 884,840 S.F.
WAREHOUSE: 894,840 S.F.
TOTAL: 894,840 S.F.

PARKING INFO

REQUIRED PARKING: 40 STALLS
OFFICE AREA: 141 STALLS
WAREHOUSE AREA: 141 STALLS
TOTAL STALLS: 283 STALLS
PROVIDED PARKING: 488 STALLS

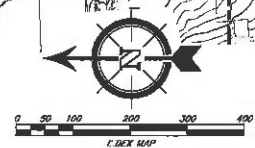
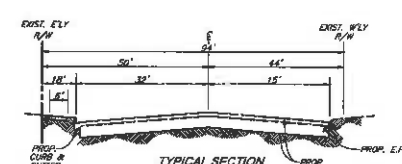
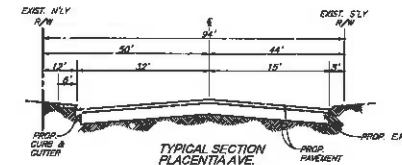


CONSTRUCTION NOTES

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.D.A. COMPLIANT WALKWAY RAMP
6. CONSTRUCT 3" WIDE CONC. RIBBON GUTTER
7. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
8. CONSTRUCT TOW BENCH @ BOTTOM OF SLOPE BEHIND RET. WALL
9. CONSTRUCT 6" CURB & GUTTER PER COUNTY STANDARDS
10. CONSTRUCT 10" A.C. OVER 10" A.B. STREET SECTION PER COUNTY STANDARDS
11. RELOCATE/ REMOVE EX. POLE
12. CONSTRUCT SIDE INLET CATCH BASIN PER COUNTY STANDARDS
13. CONSTRUCT CURB OPENING FOR DRAINAGE CONVEYANCE
14. CONSTRUCT 54" RCP MASTER PLANNED STORM DRAIN PER RCP/C STANDARDS
15. CONSTRUCT 24" RCP MASTER PLANNED STORM DRAIN PER RCP/C STANDARDS
16. CONSTRUCT 30" RCP MASTER PLANNED STORM DRAIN PER RCP/C STANDARDS
17. CONSTRUCT 8" PVC DRAIN PIPE (ONSITE)
18. CONSTRUCT 12" PVC DRAIN PIPE (ONSITE)
19. CONSTRUCT 18" RCP DRAIN PIPE (ONSITE)
20. CONSTRUCT 24" RCP DRAIN PIPE (ONSITE)
21. CONSTRUCT 30" RCP DRAIN PIPE (ONSITE)
22. JOIN EX. PIPE
23. CONSTRUCT BULK HEAD
24. CONSTRUCT 24" CATCH BASIN (BROOKS 2424CB OR APPROVED EQUAL)
25. CONSTRUCT RETAINING WALL
26. CONSTRUCT 2' WIDE X 12" DEEP "V" BENCH

EXISTING EASEMENT INFORMATION

1. WALKWAY STREET VACATION PER RESOLUTION NO. 2005 196, DIST # 2005-0487057
2. RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN THE NORTHERN 20' OF SAID LAND



LEGAL DESCRIPTION

(PER NORTH AMERICAN TITLE COMPANY TITLE REPORT NO. 81402-1541840-17 DATED NOVEMBER 28, 2017.)

THE REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 11 AND 14 OF CHAMPLER'S SUBDIVISION, AS SHOWN BY MAP ENTITLED "REVISED MAP OF CHAMPLER'S SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 13, IN TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN", ON FILE IN BOOK PAGE 33 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED PER NORTH AMERICAN TITLE COMPANY TITLE REPORT NO. 81402-1541840-17 DATED NOVEMBER 28, 2017.

FEMA NOTE

ZONE "X" DENOTES AREAS OUTSIDE THE 1-ANNUAL CHANCE FLOOD PLAIN, AREAS OF 1% ANNUAL CHANCE SHEET FLOW FLOODING WHERE A SERVICE DITCH IS LESS THAN 1 FOOT, AREAS OF 1% ANNUAL CHANCE STREAM FLOODING WHERE THE CONTRIBUTING DRAINAGE AREA IS LESS THAN 1 SQUARE MILE, OR AREAS PROTECTED FROM THE 1% ANNUAL CHANCE FLOOD BY LEVEES.

NOTE: WORK CONTAINED 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 plan herein. In the event of discrepancies arising after contract award or during construction, the project engineer shall be responsible for identifying an acceptable solution and resolving the issue for approval by the owner.

RECORD	PLAN CHECK OVERSIGHT ENGINEER	DATE SIGNED
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PROVISIONS:	REGISTRATION NUMBER	

MARK BY	DATE	REVISIONS	APPR. DATE	COUNTY

SEAL-ENGINEER ENGINEERING COMPANY

PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO. 62325
DATE: 9-30-19

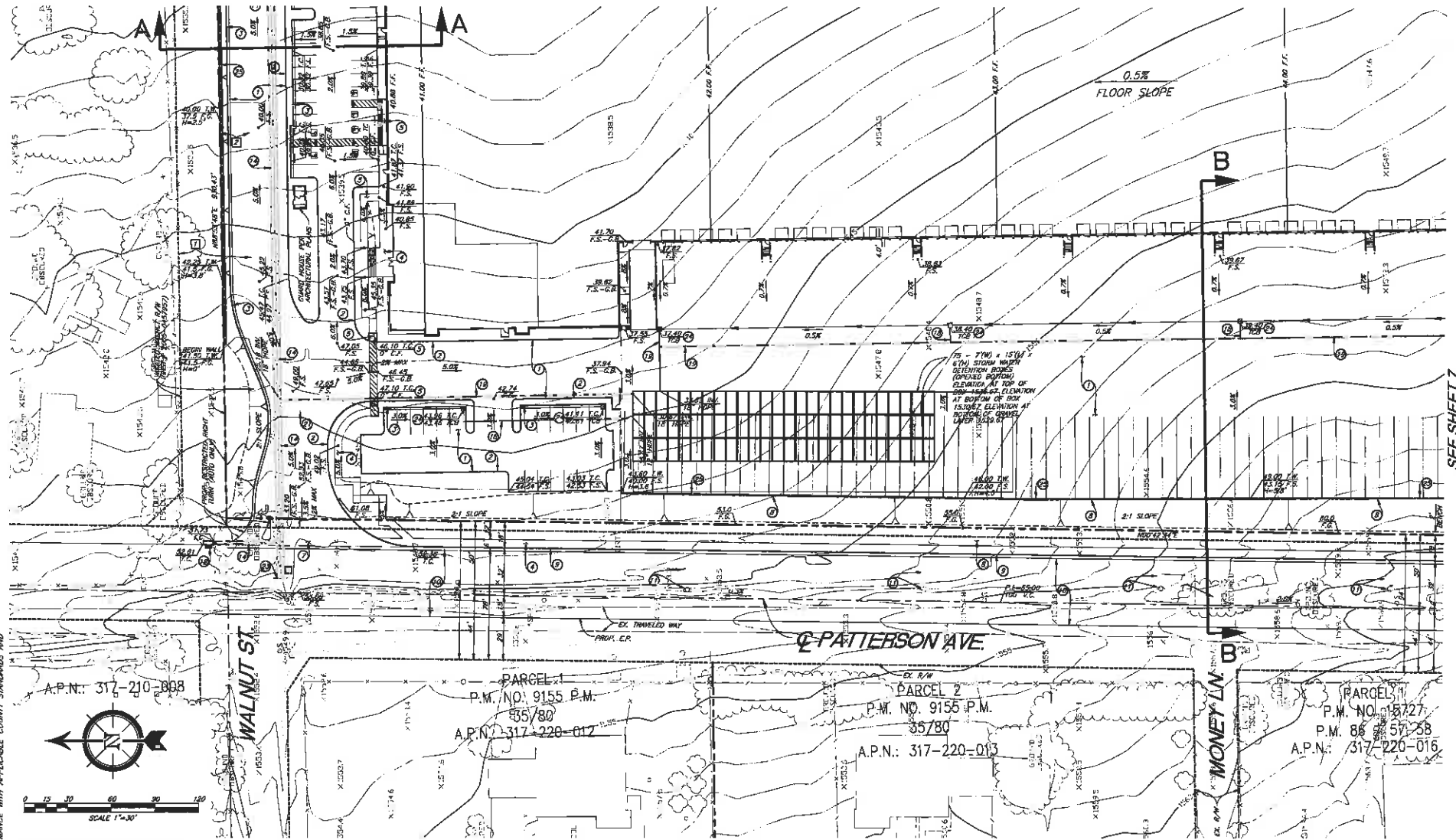
BENCHMARK: CHANGING FROM THESE PLANS WILL VOID THE P.C.C. BENCHMARK SURVEY INFORMATION NOTED ON THE EXISTENCE OF THESE PLANS. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL EXISTING UTILITY LINES AND STRUCTURES PRIOR TO CONSTRUCTION. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION.

**BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN
TITLE SHEET**

SHEET NO. 1
1 OF 8 SHEETS

FOR: R.D. COUNTY FILE NO.

SEE SHEET 3



SEE SHEET 7

RECORD PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SHOWN
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

A.P.N.: 317-210-088



SCALE 1"=30'

WALNUT ST

PATTERSON AVE

MONEY LN

PARCEL 1
 P.M. NO. 9155 P.M.
 855/80
 A.P.N. 317-220-012

PARCEL 2
 P.M. NO. 9155 P.M.
 857/80
 A.P.N.: 317-220-013

PARCEL 3
 P.M. NO. 9157
 P.M. 865/57-258
 A.P.N.: 317-220-016

DIGALERT
 CALL BEFORE YOU DIG
 TOLL FREE 1-800-227-2680
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: WORK COMBINED WITH THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCUMBRANCE PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The public engineer shall be responsible for accuracy and availability of the design data. In the event of discrepancy arising after county approval or during construction, the public engineer shall be responsible for determining an acceptable solution and covering the plan for record in the county.

MARK	BY	DATE	REVISIONS	APPR.	DATE

SEAL-ENGINEER

ENGINEERING COMPANY

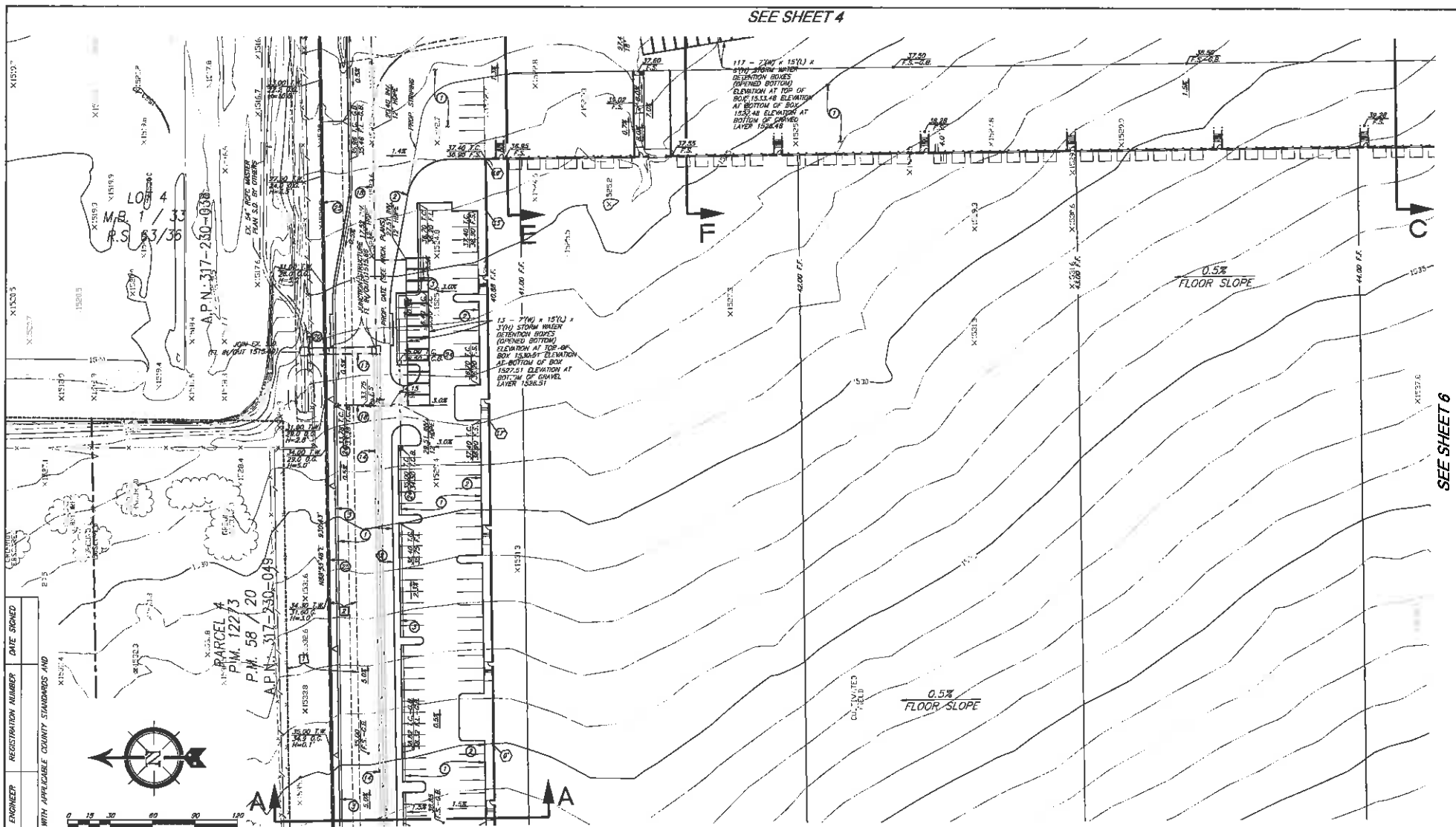
 SEM AND ASSOCIATES INC.
 14000 Maribou Parkway
 Rosemead, California 91078
 TEL: (951) 943-8891 FAX: (951) 780-2814
 PREPARED BY: ROBERT VAN ZANTE
 R.C.E. NO. 82325
 DATE 9-30-19

BENCHMARK:
 Benchmark from station and field notes are well known datum. Stationing "1+00" and distance is 1000.00 feet to the left of station. All other stations are to the right of station. If any error occurs in stationing, it shall be assumed that the error occurred in the stationing of the first station. All other stations shall be assumed to be correct.

BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

SHEET NO. 2
 2 OF 8 SHEETS
 COUNTY FILE NO.

SEE SHEET 4



SEE SHEET 2

RECORD PLAN CHECK OVERSIGHT ENGINEER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND
 PRACTICES

NOTES:
 WORK CONTAINED WITHIN THESE PLANS
 SHALL NOT COMMENCE UNTIL AN
 ENGINEERING PERMIT AND/OR A
 GRADING PERMIT HAS BEEN ISSUED.
 The plan engineer signs these plans is responsible for assuring the accuracy
 and intelligibility of the plan herein. In the event of discrepancies arising
 therefrom, the plan engineer shall be responsible for determining the acceptable solution and making the plans
 conform thereto.

MARK BY	DATE	REVISIONS	APPR	DATE



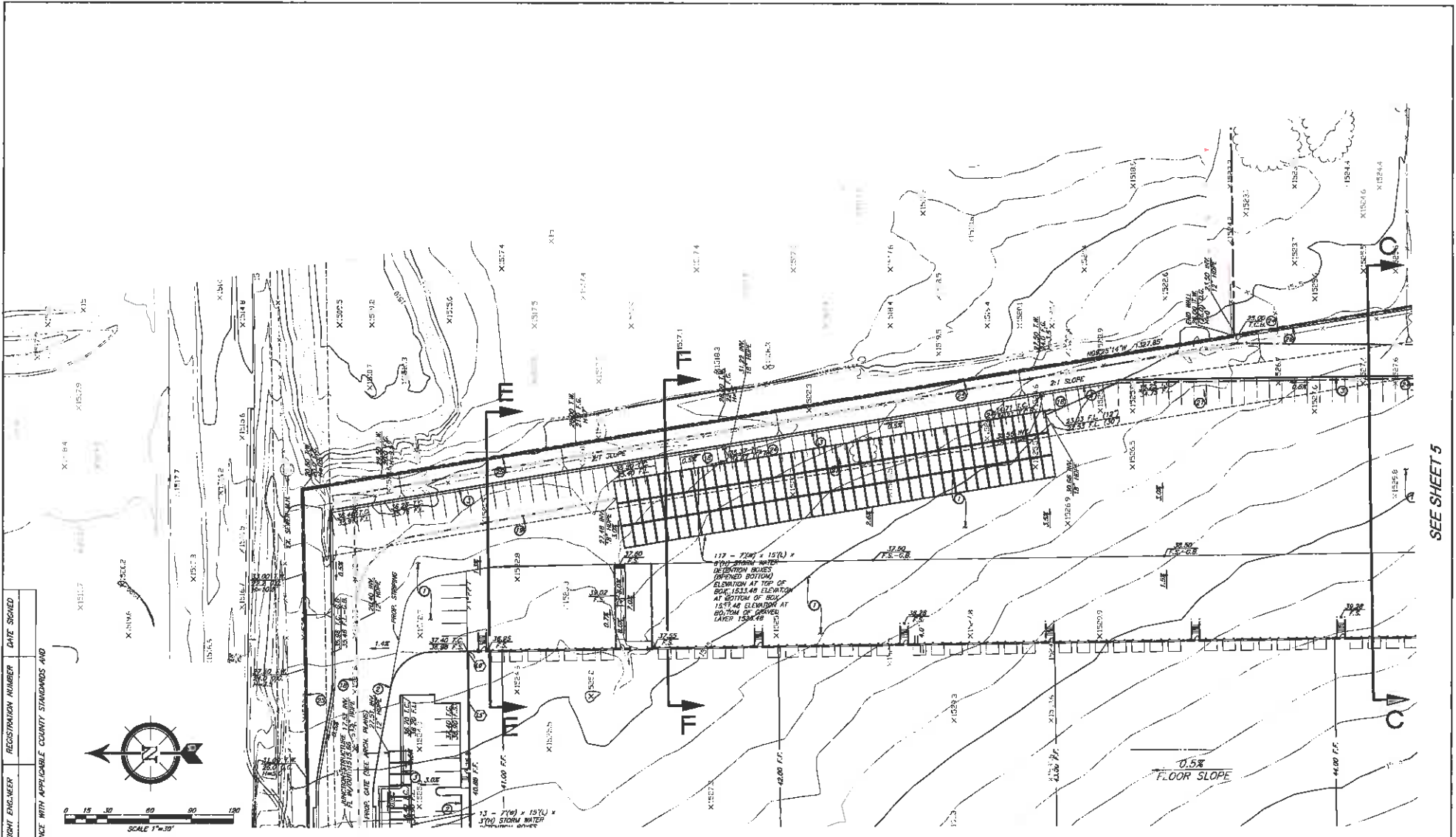
SEAL - ENGINEER ENGINEERING COMPANY
SDI
 RON LIND / ASSOCIATES INC
 14000 Alameda Parkway 157
 Fremont, California 94538
 TEL: (877) 888-8851 FAX: (877) 788-8314
 PREPARED BY: ROBERT VAN ZANTEN R.C.E. NO. 62325
 DATE: 8-30-19

BENCHMARK:
 Established bench mark set along with all new
 400mm depth, 400mm "10"
 400mm diameter pipe with the top
 of pipe 1535.48 elevation at top of box
 1530.87 elevation at bottom of box
 1527.51 elevation at bottom of gravel
 layer 1526.21 elevation at bottom of gravel
 layer 1526.21

BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

SHEET NO. **3**
 1 OF 8 SHEETS

FOR: W.G. COUNTY FILE #3



SEE SHEET 5

SEE SHEET 3

RECORD PLAN CHECK OVERSIGHT ENGINEER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

DIGALERT
 DIAL BEFORE YOU DIG
 TOLL FREE 1-800-227-2660
 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 plan's engineer shall have the responsibility for verifying the accuracy and completeness of all data herein. In the event of discrepancies and/or errors, the engineer shall be responsible for correcting the same. The engineer shall be responsible for obtaining all necessary information and making the plans conform to the code.

MARK	BY	DATE	REVISIONS	APPR.	DATE	COUNTY

SEAL-ENGINEER

ENGINEERING COMPANY

 SON AND ASSOCIATES INC.
 14000 Alameda Parkway #103
 Fremont, California 94538
 TEL: (916) 995-2291 FAX: (916) 798-0314

PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO. 62325
 DATE 8-30-19

BENCHMARK:
 BENCHMARK DATA OBTAINED AND CHECKED WITH THE MOST ACCURATE AVAILABLE SURVEYING INSTRUMENTS AND METHODS. THE BENCHMARK DATA IS THE PROPERTY OF SON AND ASSOCIATES INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SON AND ASSOCIATES INC.

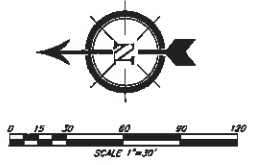
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BARKER INDUSTRIAL
PRELIMINARY GRADING PLAN

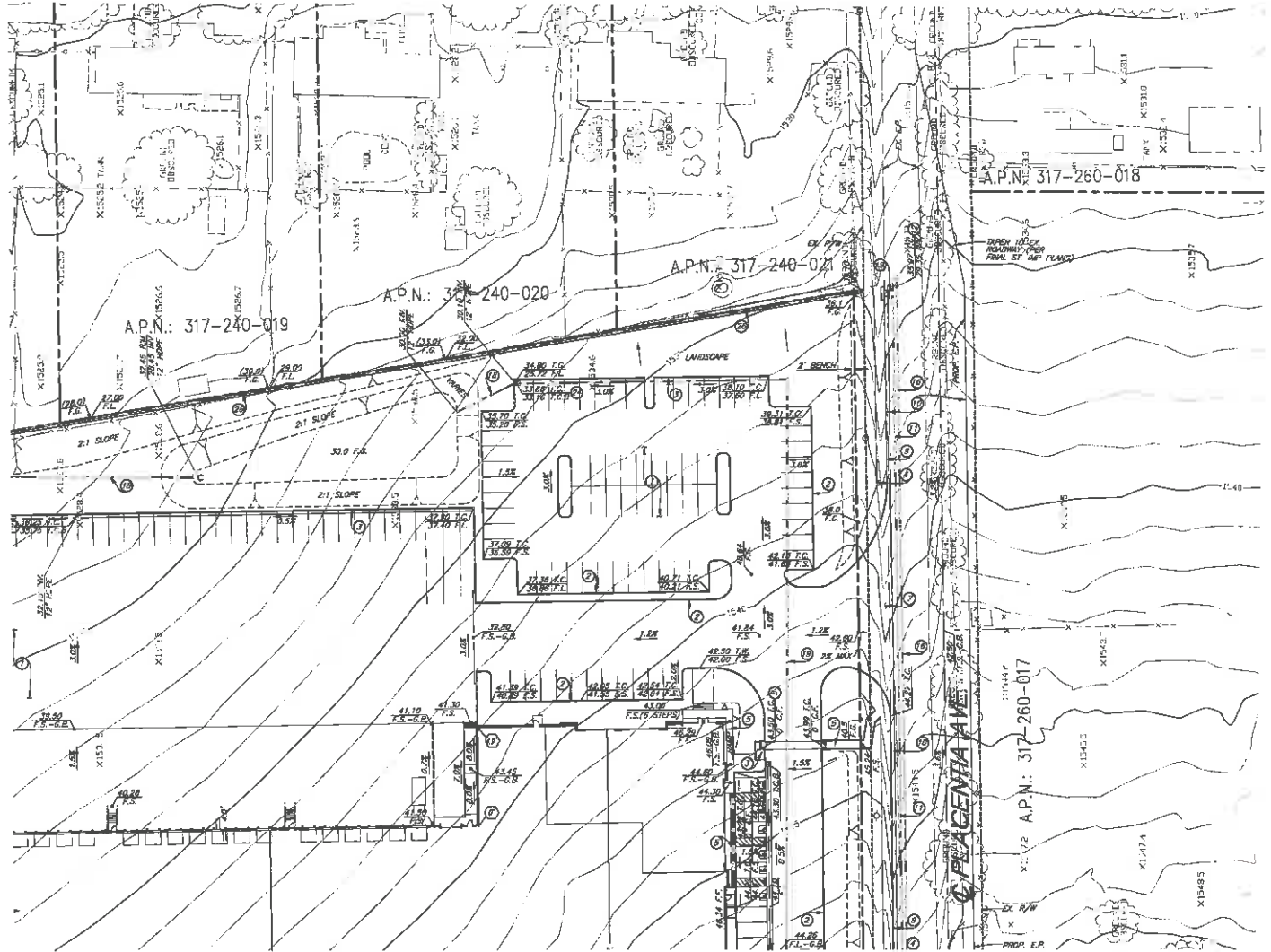
FOR: B.O. COUNTY FILE NO.

SHEET NO. **4**
 4 OF 8 SHEETS

RECORD PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES



SEE SHEET 4



SEE SHEET 6



NOTES:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENGAGEMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
 The plan engineer signs these plans is responsible for assuring the accuracy and availability of the design series. In the event of discrepancy arising after a permit is issued or during construction, the plan engineer shall be responsible for determining an acceptable solution and resolving the plan for approval by the County.

MARK BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				



ENGINEERING COMPANY
SDI
 SDI AND ASSOCIATES INC.
 14800 Sandstone Parkway #12
 Irvine, California 92618
 TEL: (949) 253-2811 FAX: (949) 798-2124

PREPARED BY: ROBERT VAN ZANJEN
 R.C.E. NO. 62,725
 DATE: 8-30-19
 SCALE: 1/8" = 1'-0"

BENCHMARK:
 SEE SHEET 4 FOR BENCHMARK DATA AND ELEVATION DATA.
 THE BENCHMARK IS LOCATED AT THE CORNER OF THE LOT AND THE POINT OF BEGINNING OF THE ROAD.
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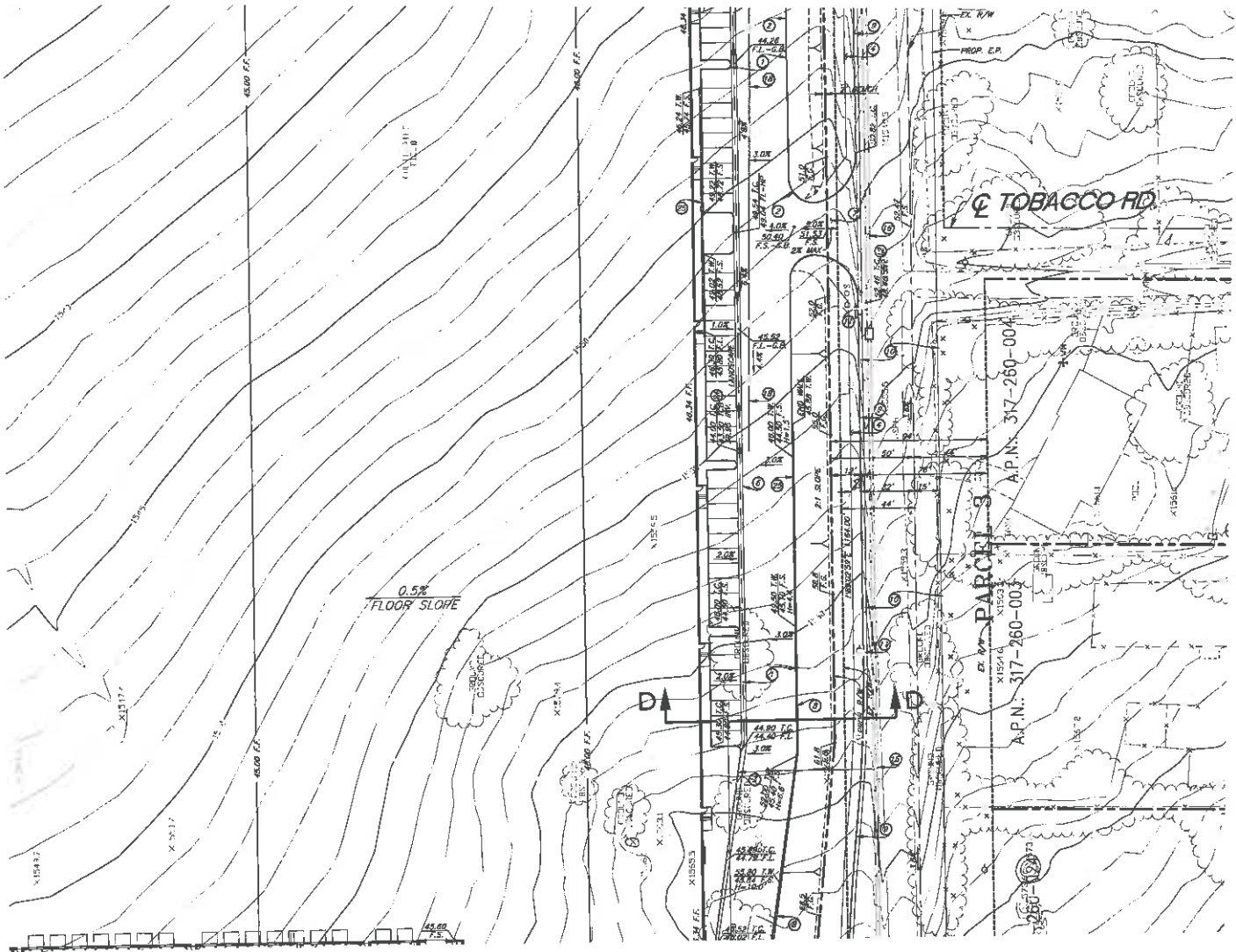
**BARKER INDUSTRIAL
 PRELIMINARY GRADING PLAN**

FOR: **BARKER INDUSTRIAL**
 H.O. **BARKER**
 COUNTY FILE NO.

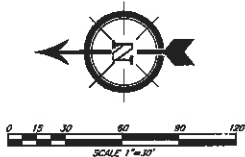
SHEET NO. **5**
 OF 8 SHEETS

SEE SHEET 5

SEE SHEET 3



RECORD PLAN CHECK OVERSIGHT ENGINEER DATE SIGNED
 REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES



DIGALERT
 DIAL BEFORE YOU DIG
 TWO WORKING DAYS BEFORE YOU DIG
 TOLL FREE 1-800-227-2680
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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

The private engineer signing these plans is responsible for securing the accuracy and availability of all utility locates. In the event of discovery of utility after permit approval or during construction, the private engineer shall be responsible for obtaining an acceptable solution and revising the plans for approval by the client.

MARK BY	DATE	REVISIONS	APPR. DATE	COUNTY

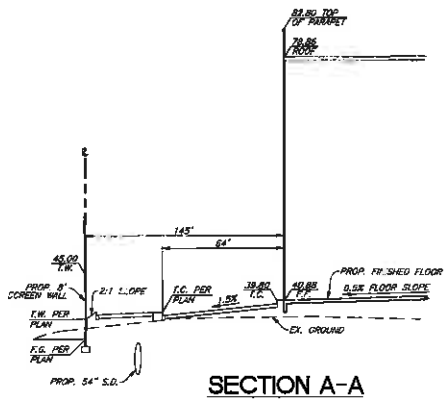


SEAL - ENGINEER
 ENGINEERING COMPANY
SDH
 SOKAND ASSOCIATES INC.
 31000 Avenida Parkway 103
 Fremont, California 94538
 TEL: (925) 925-3091 FAX: (925) 794-8314
 PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO. 62325
 DATE 8-30-19

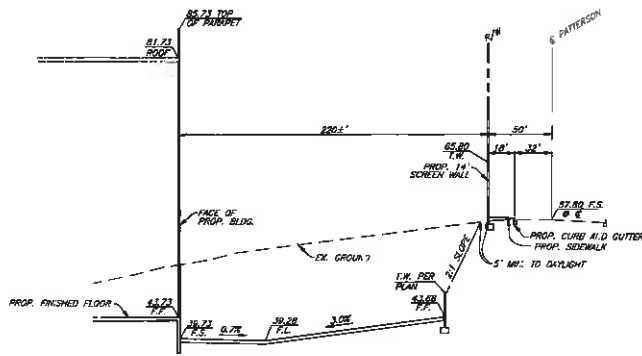
BENCHMARK:
 SEE DRAWING SHEET 00000 FOR THE EXISTING BENCHMARK INFORMATION AND THE BENCHMARK LOCATION. THE BENCHMARK IS LOCATED AT THE INTERSECTION OF THE EXISTING ROAD AND THE PROPOSED ROAD. THE BENCHMARK IS A 1.00' DIAMETER CONCRETE PIPER WITH A 1.00' DIAMETER IRON ROD IN THE CENTER. THE BENCHMARK IS SET IN THE TOP OF THE EXISTING ROAD AT THE INTERSECTION OF THE EXISTING ROAD AND THE PROPOSED ROAD.
 SCALE: 1"=30'

**BARKER INDUSTRIAL
 PRELIMINARY GRADING PLAN**

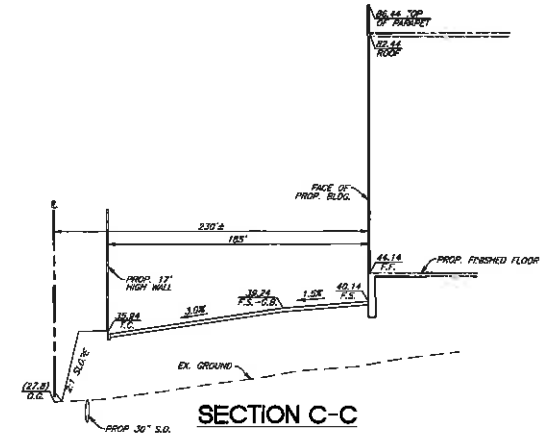
SHEET NO. 6
 6 OF 8 SHEETS
 FOR: M.D. COUNTY FILE NO.



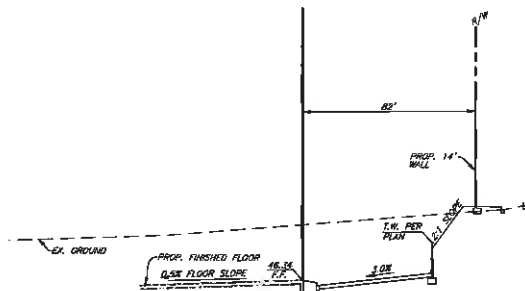
SECTION A-A



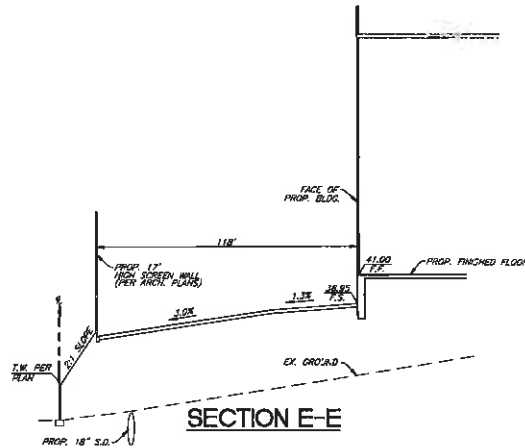
SECTION B-B



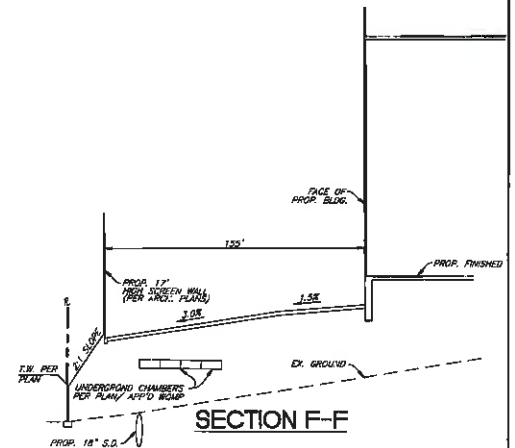
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

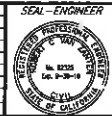
RECAD PLAN CHECK OVERSIGHT ENGINEER DATE SIGNED
 REGISTRATION NUMBER
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES



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

The project engineer (design) firm shall be responsible for securing the necessary and appropriate permits for this project. In the event of discrepancies arising after quality approval or during construction, the project engineer shall be responsible for identifying the applicable standards and resolving the issue for the project.

NO.	DATE	REVISIONS	APPROVED BY	DATE



ENGINEERING COMPANY
SDH SHIMADA ASSOCIATES INC.
 16888 Mariposa Parkway 100
 Fremont, California 94524
 TEL: (925) 963-5091 FAX: (925) 782-2514

PREPARED BY: ROBERT VAN ZANEN
 R.C.E. NO. 62325
 DATE: 9-30-18

BENCHMARK:
 ELEVATION SHALL BE THE SAME AS THE BENCH MARK. ELEVATION SHALL BE THE SAME AS THE BENCH MARK. ELEVATION SHALL BE THE SAME AS THE BENCH MARK. ELEVATION SHALL BE THE SAME AS THE BENCH MARK. ELEVATION SHALL BE THE SAME AS THE BENCH MARK.

BARKER INDUSTRIAL		SHEET NO.
SECTIONS AND DETAILS		8
FOR:	NO.	OF 8 SHEETS
COUNTY FILE NO.		

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, Barker 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.

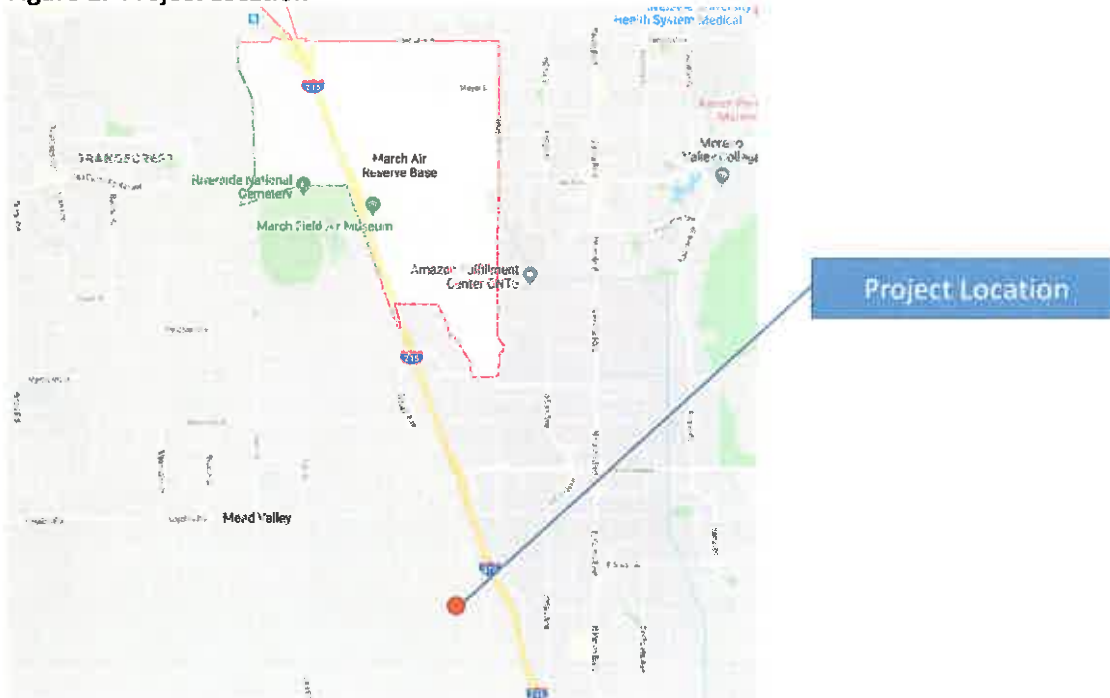
Introduction

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 Barker Logistics Project. The Project is to be located at the northeast corner of Placentia Avenue and Patterson 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 Barker Logistics Project. The Project site is located north of Placentia Avenue, east of Patterson 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 southern portion of the building (See Figure 2) in a total site area on the roof of the building of approximately 47,600 square feet.

Figure 2: Barker 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: **Barker Logistics 2**

Proposed roof-top solar PV installation south of March ARB

Site configuration: **Barker Logistics**

Analysis conducted by Nick Johnson (nick.johnson@johnson-aviation.com) at 17:37 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: 32998.6029



PV Array(s)

Name: Barker Logistics
Description: FAA Policy Review
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass w/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	33.824223	-117.251701	1545.08	48.00	1593.08
2	33.824239	-117.250952	1545.08	48.00	1593.08
3	33.823621	-117.250921	1545.08	48.00	1593.08
4	33.823617	-117.251679	1545.08	48.00	1593.08

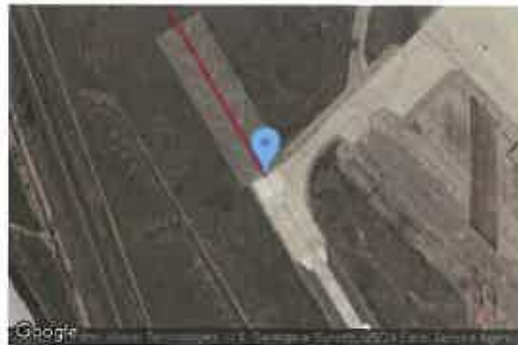
Flight Path Receptor(s)

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	33.876069	-117.243611	1500.07	1300.06	2800.14

Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	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
Barker Logistics	10.0	180.0	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: Barker 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

Site Configuration: Barker Logistics-MARB Runway 12-30 GA Analysis

Project site configuration details and results.



Created Nov. 11, 2019 11 a.m.
 Updated Nov. 11, 2019 12:36 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: 32999.6029

Summary of Results No glare predicted!

PV name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Barker Logistics	10.0	180.0	0	0	0

Component Data

PV Array(s)

Name: Barker 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	33.824223	-117.251701	1545.08	48.00	1593.08
2	33.824239	-117.250952	1545.08	48.00	1593.08
3	33.823621	-117.250921	1545.08	48.00	1593.08
4	33.823617	-117.251679	1545.08	48.00	1593.08



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 30 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	33.905582	-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	33.876069	-117.243611	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

Barker 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: Barker Logistics-MARB Runway 14-32 GA Analysis

Project site configuration details and results.



Created Nov. 11, 2019 11:04 a.m.
 Updated Nov. 11, 2019 12:34 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: 33000.6029

Summary of Results No glare predicted!

PV name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Barker Logistics	10.0	180.0	0	0	0

Component Data

PV Array(s)

Name: Barker 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	33.824223	-117.251701	1545.08	48.00	1593.08
2	33.824239	-117.250952	1545.08	48.00	1593.08
3	33.823621	-117.250921	1545.08	48.00	1593.08
4	33.823617	-117.251679	1545.08	48.00	1593.08



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	-117.277763	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	33.844669	-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

Barker 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

Site Configuration: Barker Logistics-MARB RWY 14-32 C-17 Analysis

Project site configuration details and results.



Created Nov. 11, 2019 11:10 a.m.
 Updated Nov. 11, 2019 12:30 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: 33001.6029

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
Barker Logistics	10.0	180.0	5,159	0	-

Component Data

PV Array(s)

Name: Barker 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	33.824223	-117.251701	1545.08	48.00	1593.08
2	33.824239	-117.250952	1545.08	48.00	1593.08
3	33.823621	-117.250921	1545.08	48.00	1593.08
4	33.823617	-117.251679	1545.08	48.00	1593.08



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

Barker 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	1958	0
Route: RWY 32 C-17 - KC-135 Pattern Route	3201	0

Barker Logistics - Receptor (RWY 14 Final)

No glare found

Barker Logistics - Receptor (RWY 32 Final)

No glare found

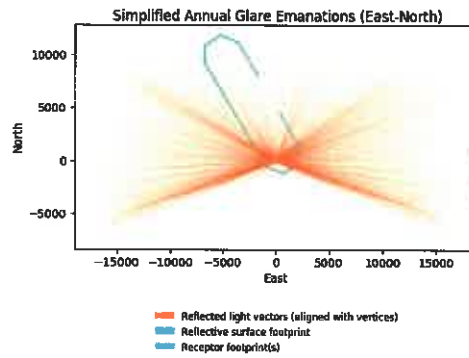
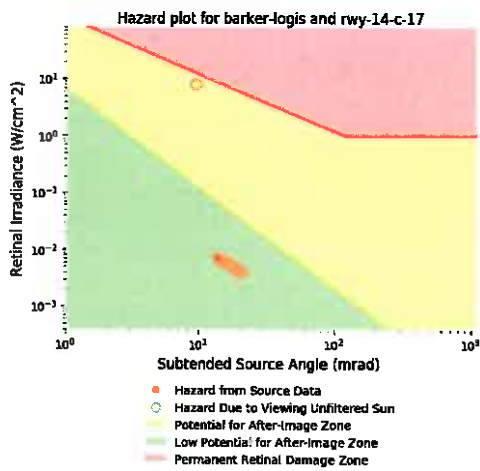
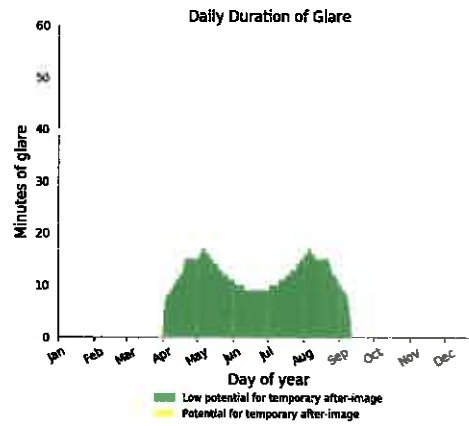
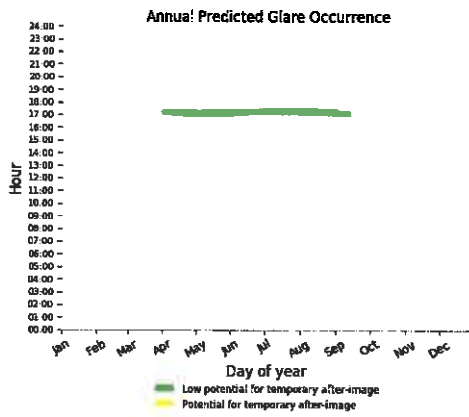
Barker Logistics - OP Receptor (1-ATCT)

No glare found

Barker 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:

- 1,958 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.

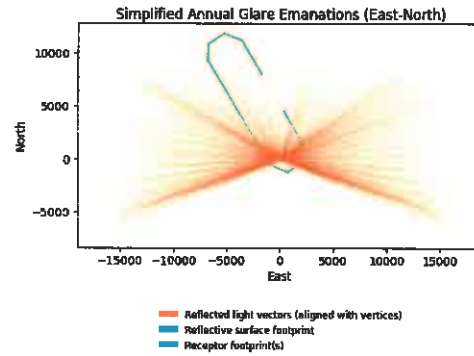
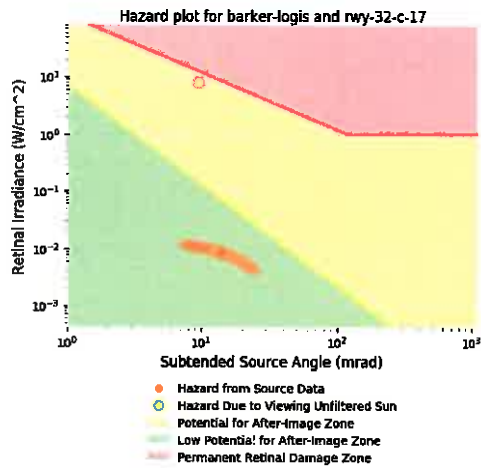
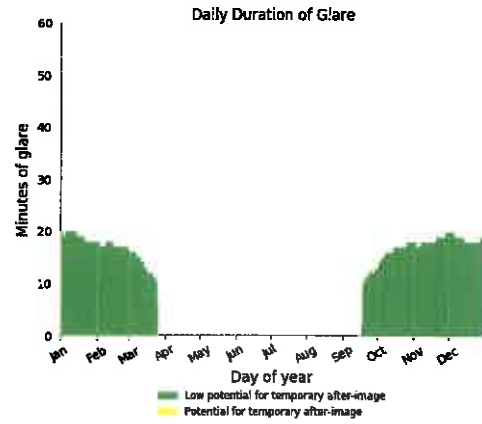
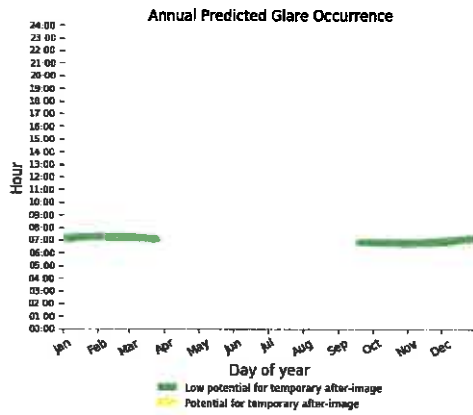


Glare vectors placed at PV centroid for clarity. Actual glare-spot locations var

Barker 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:

- 3,201 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

Site Configuration: Barker Logistics-MARB RWY 14-32 Overhead Analysis

Project site configuration details and results.



Created **Nov. 11, 2019 11:43 a.m.**
 Updated **Nov. 11, 2019 12:20 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: 33002.6028

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
Barker Logistics	10.0	180.0	28,512	0	0

Component Data

PV Array(s)

Name: Barker 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	33.824223	-117.251701	1545.08	48.00	1593.08
2	33.824239	-117.250952	1545.08	48.00	1593.08
3	33.823621	-117.250921	1545.08	48.00	1593.08
4	33.823617	-117.251679	1545.08	48.00	1593.08



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

Barker 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	28512	0

Barker Logistics - Receptor (RWY 14 Final)

No glare found

Barker Logistics - Receptor (RWY 32 Final)

No glare found

Barker Logistics - OP Receptor (1-ATCT)

No glare found

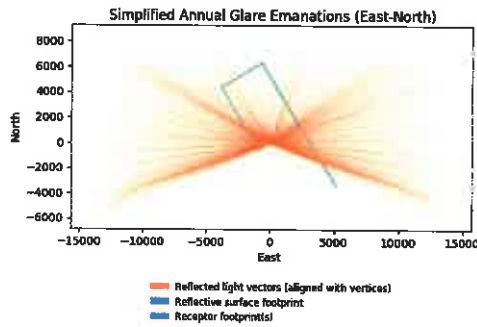
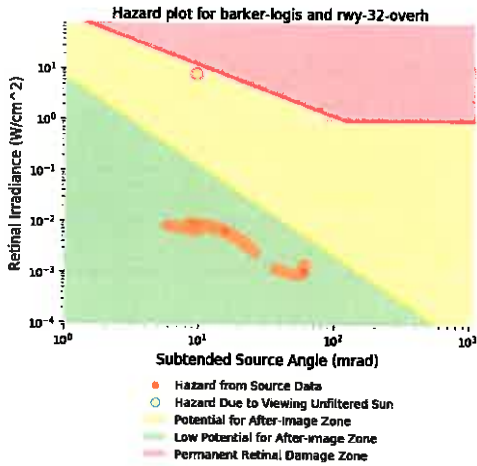
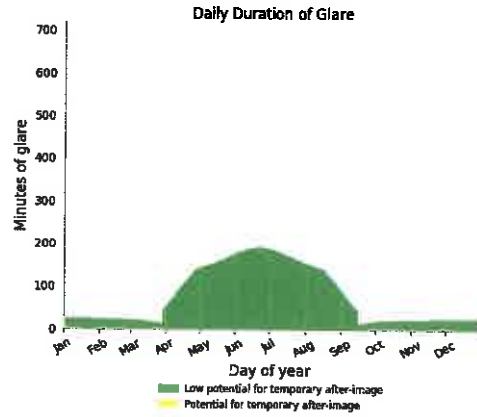
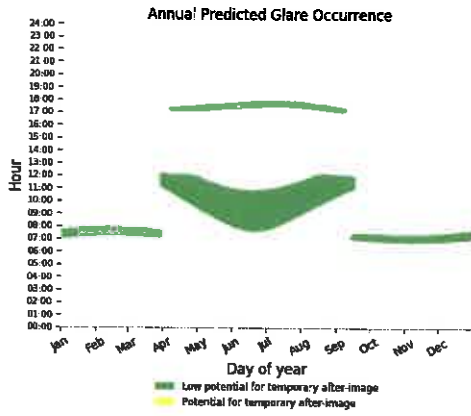
Barker Logistics - Route Receptor (RWY 14 Overhead Route)

No glare found

Barker Logistics - Route Receptor (RWY 32 Overhead Route)

PV array is expected to produce the following glare for receptors at this location:

- 28,512 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

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

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

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed by prescheduled appointment and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by prescheduled appointment on Fridays, from 9:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2020

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1396MA19 – Barker Logistics, LLC/Orbis Real Estate Partners (Representative: Raymond Polverini) – County of Riverside Case No. PPT190008 (Plot Plan). A proposal to construct a 684,000 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres located on the northeast corner of Placentia Street and Patterson Avenue, in the unincorporated community of Mead Valley. The applicant also proposes rooftop solar panels totaling 47,600 square feet. (The previous proposal to establish a 694,540 square foot industrial manufacturing building with second floor mezzanine was found consistent by the ALUC. No solar panels were proposed in the original application.) (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: ZAP1396 MA19 DATE SUBMITTED: December 6, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Barker Logistics, LLC	Phone Number 949-330-7564
Mailing Address	c/o Orbis Real Estate Partners 280 Newport Center Drive, #240 Newport Beach, CA 92660	Email rpolverini@orbisrep.com
Representative	Raymond A. Polverini	Phone Number same
Mailing Address	same	Email same
Property Owner	Robert William Barker, Trustee Barker Family Trust dtd 6/28/1979	Phone Number 310-390-8471
Mailing Address	c/o Robert Valandra 1851 Outpost Drive, Los Angeles, CA 90068	Email robertvalandra@gmail.com

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number 951-955-3025
Staff Contact	Brady Russel	Email rbrady@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor Riverside, CA 92501	Case Type Plot Plan
Local Agency Project No	PPT190008	<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	31 acres at the northeast corner of Patterson Street and Placentia Avenue Riverside County		
Assessor's Parcel No.	317-240-001	Gross Parcel Size	31.5 acres
Subdivision Name	Barker Logistics	Nearest Airport and distance from Airport	March ARB, 13,500 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 heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)	Agricultural

Proposed Land Use (describe)	684,000 SF in a single industrial building with a solar array of 47,600 SF.		
	ALCU Zone C - March Air Reserve Base		
	Project was previously approved by ALUC as a building of 694,540 SF without a solar array under ZAP1360MA19.		
	Building has reduced in size to 684,000 SF and has had an array of photovoltaic cells of 47,600 SF added.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses	Hours of Operation _____		
(See Appendix C)	Number of People on Site	Maximum Number	_____
	Method of Calculation _____		
Height Data	Site Elevation (above mean sea level)	1046	ft.
	Height of buildings or structures (from the ground)	49	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, describe	Solar array is added; however, glare study shows no visual hazards to aircraft flight.	

- 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.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of December 16, 2019 through January 16, 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 three non-legislative cases within Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1011CO19 (Corona Municipal Airport Influence Area, Zone D) pertains to City of Corona Case No. CUP2019-0002 (Conditional Use Permit), a proposal to construct a new 29,600 square foot industrial building and add 1,200 square feet to one of two existing industrial buildings on a five-acre parcel with an address of 260 N. Smith Avenue (located on the west side of Smith Avenue, southerly of its intersection with North Maple Street and northerly of its intersection with Commerce Street). The overall square footage of structures on the site would increase from 19,500 square feet (in two structures) to 50,300 square feet (in three structures).

The site is located within Compatibility Zone D of the Corona Municipal Airport Influence Area (AIA), where non-residential intensity is restricted to an average of 100 persons per acre of land area, with a maximum of 300 persons in any given single-acre area. The cumulative floor area of the three buildings will be 50,300 square feet, including a new 29,600 square foot building, a new 1,200 square foot office addition to the existing 9,500 square foot building, and the unchanged existing 10,000 square foot building. On the basis of one person per 200 square feet of building area, the site would cumulatively accommodate a total of 251 persons, resulting in an average intensity of 50 persons per acre. A maximum of 148 persons would be in the most intense single-acre area. Both the average and single-acre intensities are consistent with Zone D intensity criteria.

The elevation of Runway 7-25 at its existing easterly terminus is approximately 533 feet above mean sea level (AMSL). At a distance of approximately 3,480 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 567.8 feet AMSL. The finished floor elevation of the new proposed building is 618.8 feet AMSL, and the proposed structure is 50 feet in height, for a maximum top point elevation of 668.8 feet AMSL. Also, the proposed office addition with a building height of 30 feet results in a top point elevation of 648 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES, and a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2019-AWP-14818-OE was issued on January 3, 2020. The study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA conditions were incorporated into the recommended conditions.

ALUC Director Simon Housman issued a determination of consistency for this project on January 7, 2020.

ZAP1397MA19 (March Air Reserve Base/Inland Port Airport Influence Area, Zones D and E) pertains to County of Riverside Case No. PM37814 (Tentative Parcel Map No. 37814), a proposal to divide 2.52 gross acres (2.29 acres net recorded lot size) located on the northerly side of Oakwood Street, westerly of Haines Street and easterly of Brown Street, into two residential lots. There are currently two homes on the property that will be included in one of the proposed lots. The second lot would be made available for development

of a residence. The site is located within Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area. Within these Zones in this Airport Influence Area, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 17,584 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review is required for any structures with a top point elevation exceeding 1,663 feet AMSL. The site elevation is 1,652 feet AMSL. No building permits for new structures are in process at this time, and review by the FAA OES is not a prerequisite to land division; however, such review will be required prior to construction of new buildings or any other structures exceeding 11 feet in height on either parcel. A recommended condition requires the permittee to obtain a "Determination of No Hazard to Air Navigation" letter from the FAA OES prior to issuance of building permits for any such new structures on the property.

ALUC Director Simon Housman issued a determination of consistency for this project on January 16, 2020.

ZAP1039BA19 (Banning Municipal Airport Influence Area, Zone E and outside) pertains to County of Riverside Case No. SMP00162R6 (Surface Mining Permit No. 162, Revised Permit No. 6), a proposal to amend the Mining and Reclamation Plan for the existing Robertson's Ready Mix Cabazon Rock Plant (previously owned by Beaumont Concrete Company) located westerly of Apache Trail at the westerly edge of the unincorporated community of Cabazon to add five parcels and expand mining and site operations to provide additional aggregate reserves. This area will be known as "South Expansion Phase III." The areas presently shown as Phases III and IV will become Phases IV and V. No structures or buildings are proposed. The site is partially located within Compatibility Zone E of the Banning Municipal Airport Influence Area (although most of the site is outside the Airport Influence Area). Zone E does not restrict nonresidential intensity.

The elevation of Runway 8-26 at Banning Municipal Airport at its easterly terminus is approximately 2,110 feet above mean sea level (AMSL). At a distance of approximately 6,133 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top point exceeding 2,171 feet AMSL. The project proposes no buildings or structures. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on January 16, 2020.

4.2 Detention Basin Size and Wildlife Hazard Reports – General Discussion

Traditionally, staff has only required wildlife hazard reports when permanent water bodies were being proposed. At the January hearing, applicants proposing large detention basins (greater than 30 feet in length or width) within 10,000 feet of airport runways were required to submit wildlife hazard reports prepared by a qualified wildlife hazard biologist even if the basins were designed to drain within the required 48-hour drawdown period. This was a new requirement based in part on the recommendations included in ALUC's "Airports, Wildlife and Stormwater Management" brochure, which was developed by ALUC consultant Mead & Hunt based on the Countywide Wildlife Hazard Study prepared in 2018 (which, in turn, is based on FAA Advisory Circular 150/5200-33B).

It should be noted that many, if not most, of the projects submitted for ALUC review in the future would likely face this requirement if they are unable to keep their detention basins small in size. ALUC Director Simon Housman will provide an oral briefing to the Commission.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 7, 2020

Ms. Lupita Garcia, Project Planner

City of Corona Community Development Department – Planning Division
400 S. Vicentia Avenue
Corona CA 92882

CHAIR

Steve Manos
Lake Elsinore

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

File No.: ZAP1011CO19
Related File No.: CUP2019-0002 (Conditional Use Permit)
APN: 118-020-010

John Lyon
Riverside

Steven Stewart
Palm Springs

Dear Ms. Garcia:

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director

Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Corona Case No. CUP2019-0002 (Conditional Use Permit), a proposal to increase the square footage of structures on the above-referenced five-acre parcel with an address of 260 N. Smith Avenue (located on the west side of Smith Avenue, southerly of its intersection with North Maple Street and northerly of its intersection with Commerce Street) from 19,500 square feet in two buildings to 50,300 square feet in three buildings by constructing a new 29,600 square foot industrial building and adding 1,200 square feet to one of the existing industrial buildings.

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

The site is located within Airport Compatibility Zone D of the Corona Airport Influence Area (AIA). Zone D restricts non-residential intensity to an average of 100 people per acre of land area, with a maximum of 300 people in any given single-acre area. The cumulative floor area of the buildings will be 50,300 square feet, including a new 29,600 square foot building, a new 1,200 square foot office addition to the existing 9,500 square foot building, and the existing (unchanged) 10,000 square foot building. With a conservative estimate of 1 person per 200 square feet of floor area (office/manufacturing occupancy ratio), the site would cumulatively accommodate a total of 251 persons, resulting in an average intensity of 50 persons per acre, with a maximum of 148 persons in the most intense single-acre area, both of which are consistent with Zone D intensity criteria.

The elevation of Runway 7-25 at its existing easterly terminus is approximately 533 feet above mean sea level (AMSL). At a distance of approximately 3,480 feet from the runway, FAA review would be required for any structures with top of roof exceeding 567.8 feet AMSL. The finished floor elevation of the new proposed building is 618.8 feet AMSL, and the proposed structure is 50 feet, for a maximum top point elevation of 668.8 feet AMSL. Also, the proposed 1,500 square foot office addition with a finished floor elevation of 618 feet AMSL and a proposed building height of 30 feet results in a top point elevation of 648 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for

AIRPORT LAND USE COMMISSION

height/elevation reasons was required. The applicant submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES), and a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2019-AWP-14818-OE was issued on January 3, 2020. The study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Corona Airport Land Use Compatibility Plan, provided that the City of Corona applies the following recommended conditions:

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, 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 to tenants of the buildings, and be recorded as deed notice.
4. Any new detention basin(s) 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.

AIRPORT LAND USE COMMISSION

5. 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.
6. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2019-AWP-14818-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.
7. The maximum height of the proposed structure to top point shall not exceed 57 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 676 feet above mean sea level.
8. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
9. Temporary construction equipment used during actual construction of the structure shall not exceed 57 feet in height and a maximum elevation of 676 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
10. 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.

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
Aeronautical Study Number No. 2019-AWP-14818-OE

cc: ALMEX USA/Smith Holdings – Attn.: Aakash Doshi (applicant/property owner)
J. R. Miller and Associates – Attn.: Miguel Ibarra (representative)
Curtis Showalter, Airport Manager, Corona Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Corona\ZAP1011CO19\ZAP1011CO19.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)



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

Aeronautical Study No.
 2019-AWP-14818-OE

Issued Date: 01/03/2020

Askash Doshi
 Almex USA
 6925 Aragon Circle #11
 Buena Park, CA 90620

**** 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 Almex USA
Location:	corona, CA
Latitude:	33-53-17.00N NAD 83
Longitude:	117-35-43.80W
Heights:	619 feet site elevation (SE) 57 feet above ground level (AGL) 676 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 07/03/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

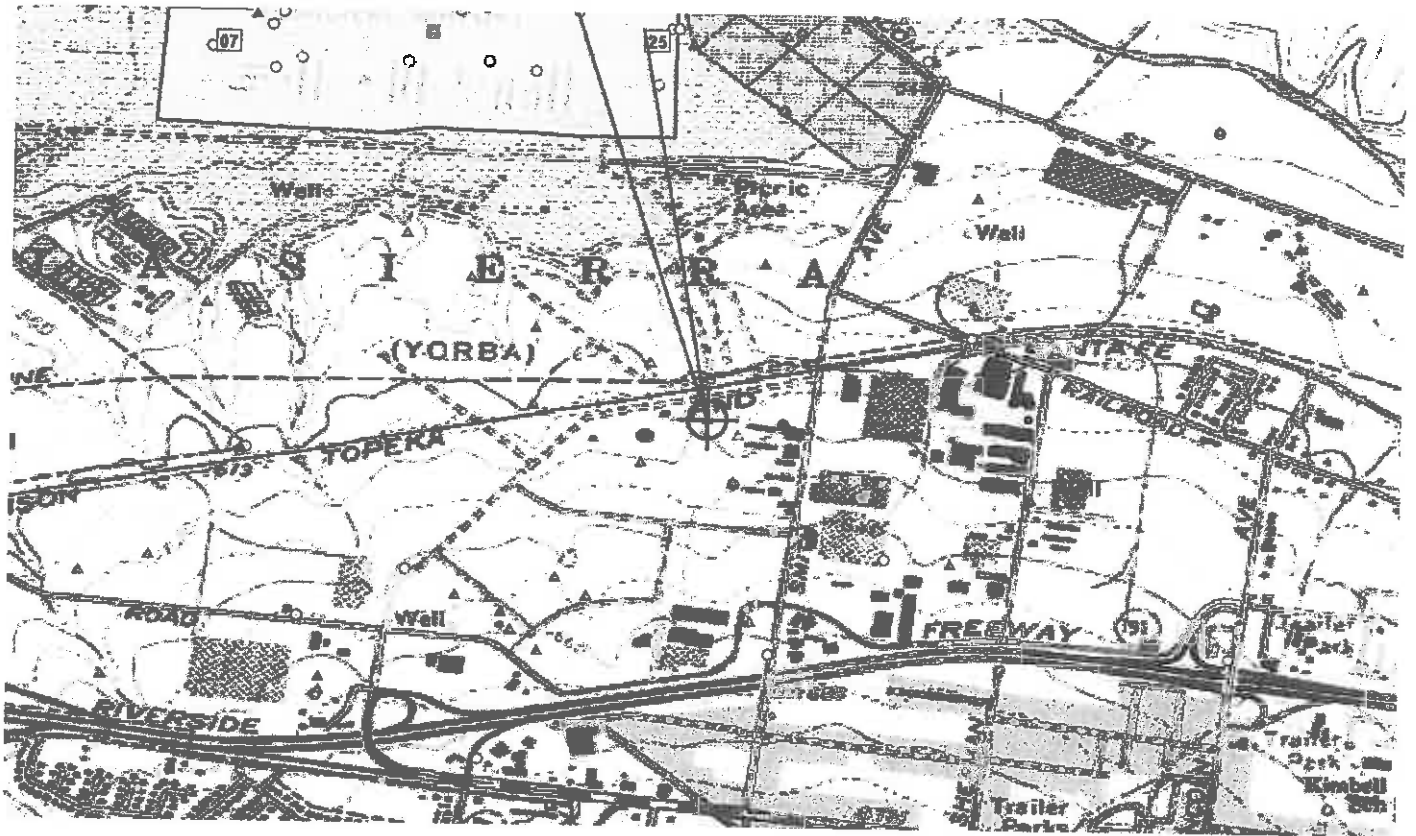
If we can be of further assistance, please contact our office at (817) 222-4613, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-14818-OE.

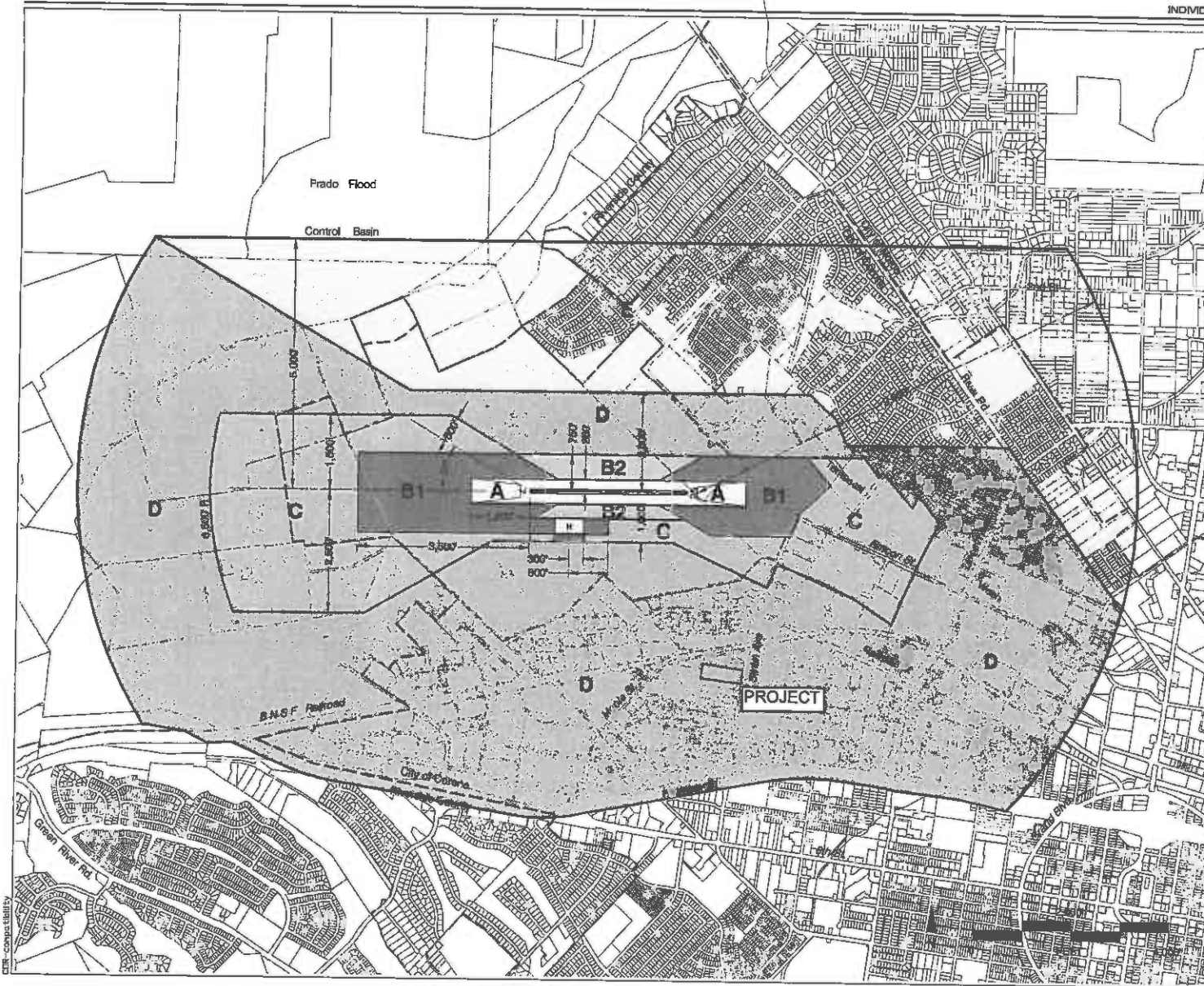
Signature Control No: 423711678-426666871

(DNE)

Natalie Schmalbeck
Technician

Attachment(s)
Map(s)





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

Note

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

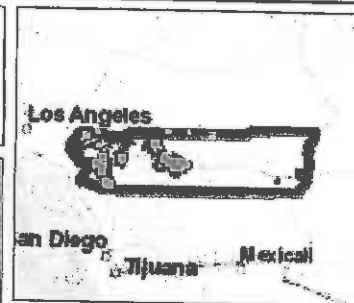
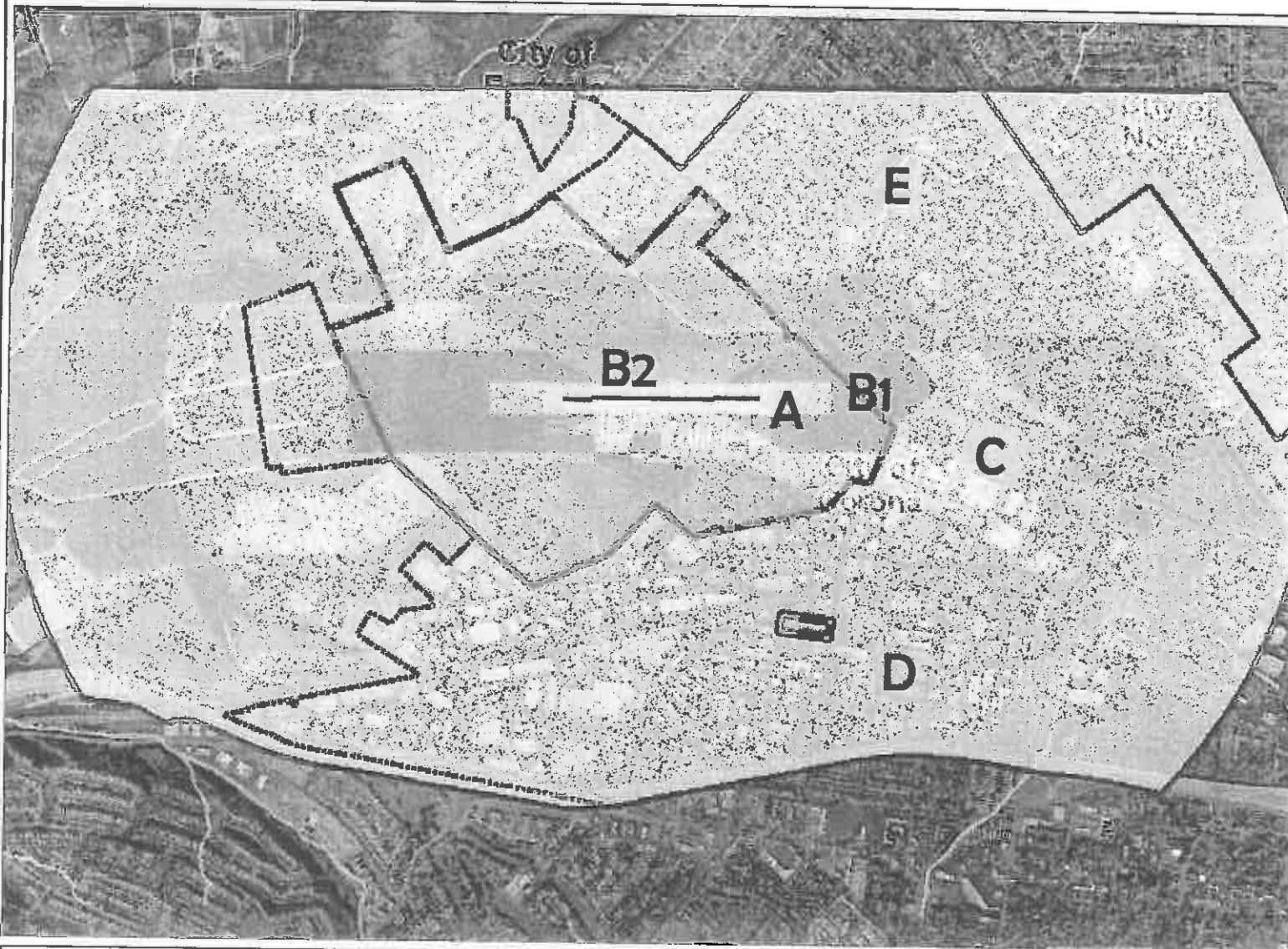
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map CO-1

Compatibility Map
Corona Municipal Airport

Map My County Map



Legend

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



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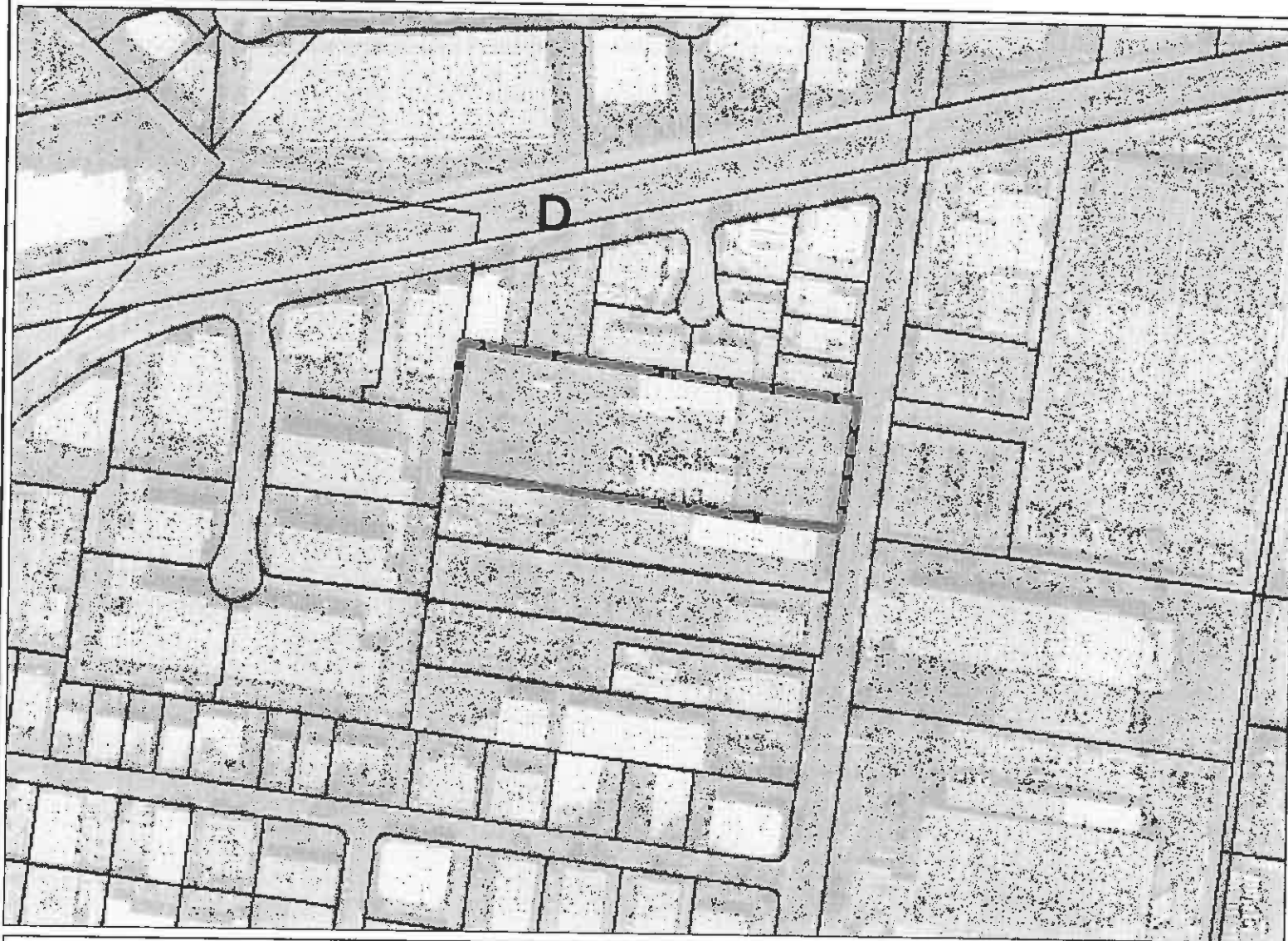


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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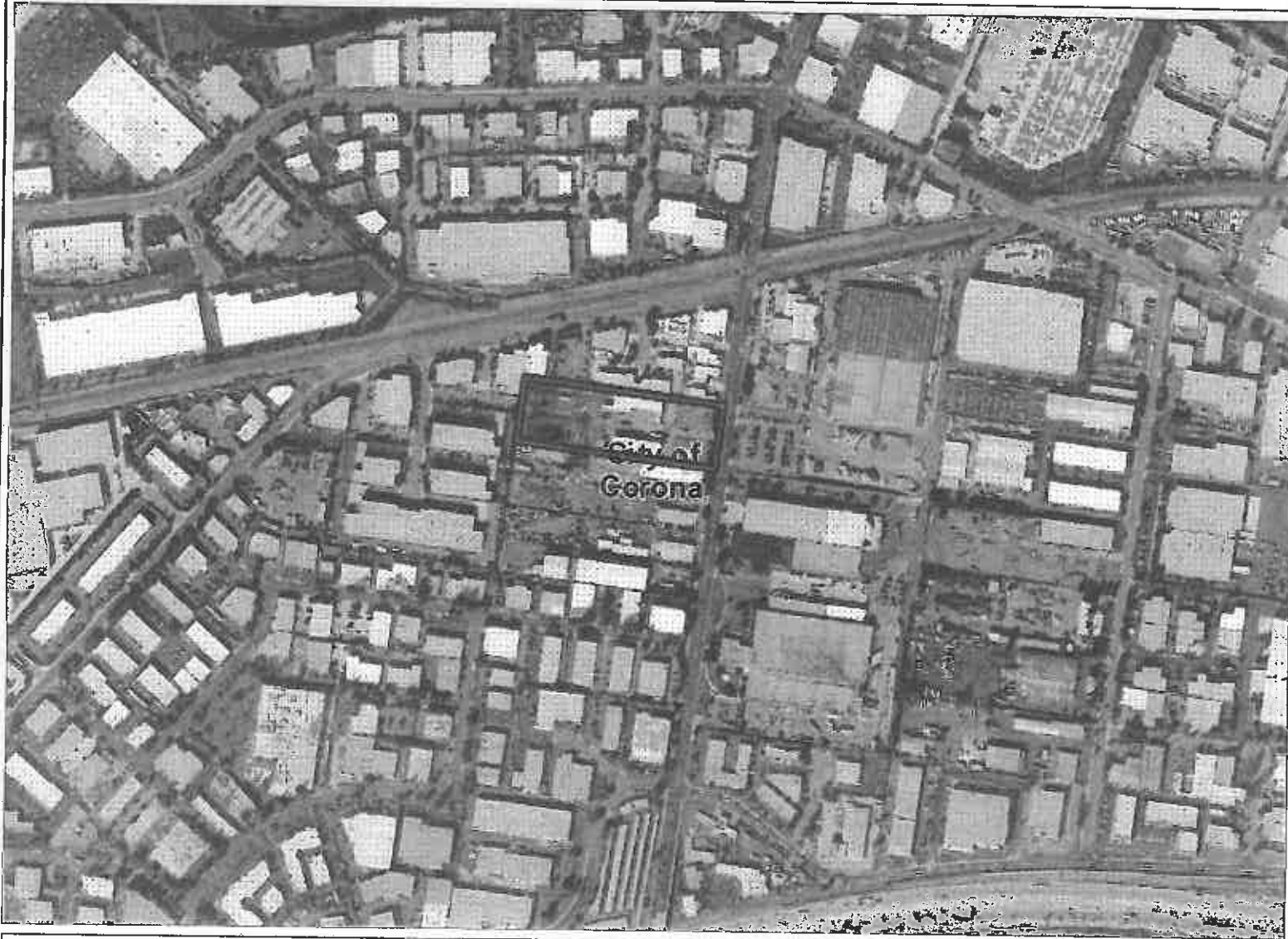
Notes



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Map My County Map



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



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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

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



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0 189 379 Feet

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Notes

CONDITIONAL USE PERMIT SUBMITTAL
FOR:
ALMEX USA, Inc.

260 N. SMITH AVENUE
CORONA, CA 92882



PROJECT TEAM

OWNER

ALMEX USA, Inc.
8925 ARAGON CIRCLE
BUENA PARK, CA
TEL: 714.796.0300
FAX: 714.796.0124

CONTACT: ANKASH DOSHI
EMAIL: ankash.doshi@almexusa.com

ARCHITECT

J.R. MILLER & ASSOCIATES, INC.
2703 BATHURST STREET
ORIEA, CALIFORNIA 92621
TEL: 714.524.1870
FAX: 714.524.1876

CONTACT: MIGUEL IBARRA
EMAIL: miguel@jrma.com

CIVIL ENGINEER

JONES CAHILL & ASSOCIATES
1850 BEACH BLVD #12
HUNTINGTON BEACH, CALIFORNIA 92648
TEL: 714.948.0222

CONTACT: DANIEL RUBIO
EMAIL: dan@jonescahill.com

PROJECT INFORMATION

PROJECT DESCRIPTION

ALMEX USA, Inc. IS PROPOSING TO DEVELOP A NEW CASTING FACILITY AT A PURCHASED PROPERTY LOCATED AT 260 N. SMITH AVENUE, IN CORONA, CA. THIS 5.6 ACRE SITE HAS EXISTING PRE-ENGINEERED STEEL STRUCTURE THAT WERE BUILT IN 1975 AND ARE UNDER CONSIDERATION FOR DEMO. THE KEY ELEMENTS OF THE PROPOSED FACILITY WILL INCLUDE BALL BEARING CASTING PLANT & HORIZONTAL PLATE CASTING, HORIZONTAL ROLLER CASTING & PRODUCTION OFFICE, ROLLING & ROLL FORMING PLANT AND VCC PLANT, IN ADDITION TO THE PROPOSED OPERATIONS ALMEX IS PROPOSING THE ADDITION OF A SINGLE STORY OFFICE.

SITE INFORMATION:

APN: 118-002-010
SITE AREA: 218,198 S.F. (5 ACRES)
GENERAL PLAN DESIGNATION: M-2
BUILDING FLOORS: 1-STORY
HEIGHT: VARIES

SITE SUMMARY:

TOTAL LOT AREA	218,198 SF NET	100%
LANDSCAPE AREA	13,785 SF	6%
HARDSCAPE AREA	141,098 SF	65%
UNIMPROVED AREA	12,888 SF	6%
BUILDING AREA	50,628 SF	23%
EXISTING BUILDINGS	20,000 SF	41%
PROPOSED METAL BUILDING	20,000 SF	9%
PROPOSED OFFICE ADDITION	700 SF	1%

JURISDICTION

CITY OF CORONA
COUNTY OF RIVERSIDE

SHEET INDEX

GENERAL

T1.1 TITLE SHEET AND PROJECT DATA

ARCHITECTURAL

A1.1 SITE PLAN

A2.1 FLOOR PLAN

A2.2 FLOOR PLAN

A2.3 FLOOR PLAN

A5.1 EXTERIOR ELEVATIONS

A5.2 EXTERIOR ELEVATIONS

A5.3 EXTERIOR ELEVATIONS

A6.1 BUILDING SECTION

A7.1 STREET LEVEL RENDERINGS

A7.2 AERIAL VIEW RENDERINGS

LANDSCAPE

L1.1 LANDSCAPE PLANTING PLAN (PRELIM)

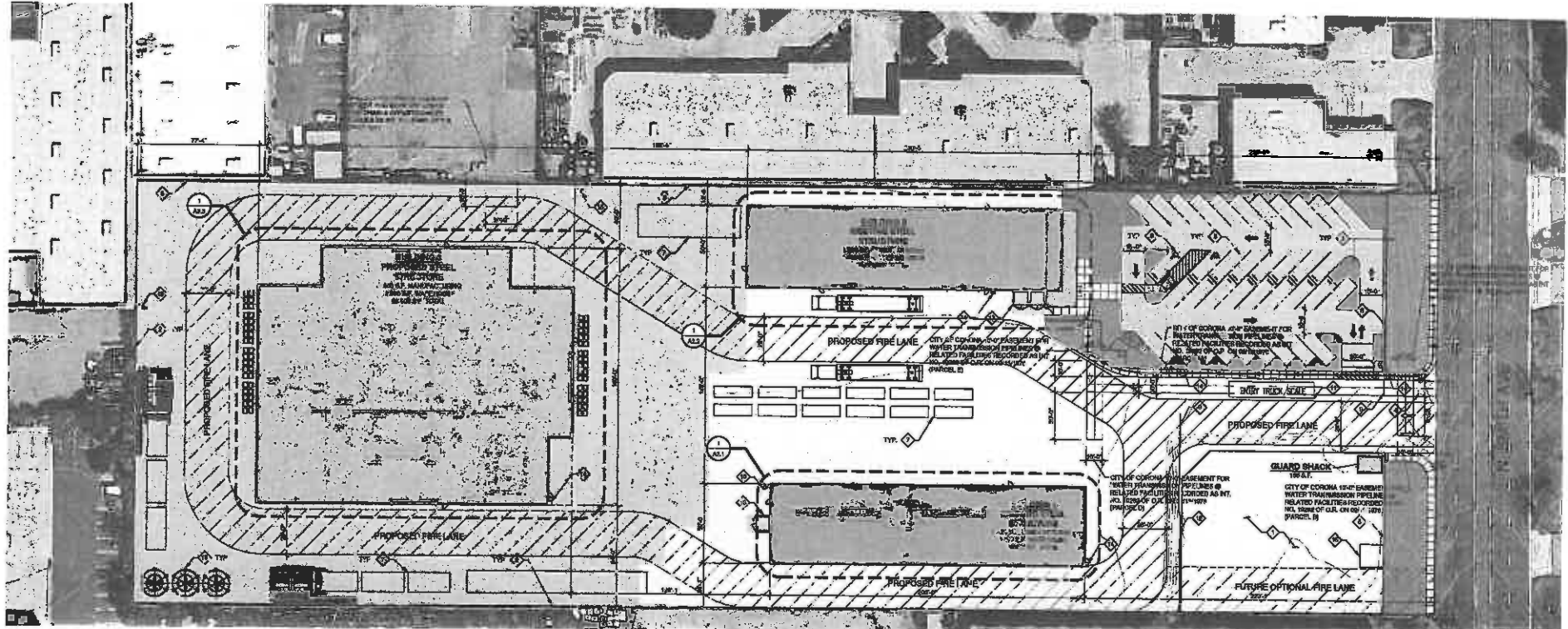
PROJECT LOCATION



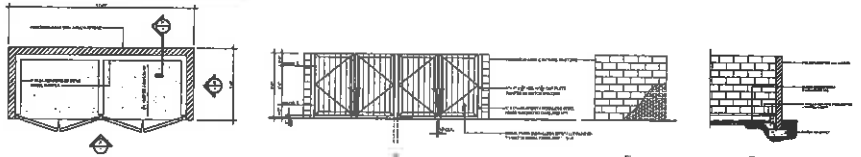
ALMEX USA INC.
Proposed Corona Facility
260 N. Smith Ave., Corona, CA

Job No. 5195-A
10.05.2018
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T1.1



TRASH ENCLOSURE DETAIL



ALLOWABLE AREA ANALYSIS

EXISTING BUILDING 1
 CIVIL OCCUPANCY: F-2
 FOUNDRY AND METAL PRODUCTS (FABRICATION & ASSEMBLY)
 CONSTRUCTION TYPE: I-B
 STORIES: 1
 FULLY SPRINKLERED: NONE
ANALYSIS PER CALIF. DM AND 206 FOR AREA AND HEIGHT INCREASES:
 ALLOWABLE BUILDING HEIGHT: 3 STORIES (PER TABLE 604.4)
 FRONTAGE INCREASE: 70% (SEE CALC. BELOW)
 ALLOWABLE AREA: 23,800 S.F. (PER TABLE 604.2)
 AREA PROVIDED: 10,000 S.F.

EXISTING BUILDING 2
 CIVIL OCCUPANCY: F-2
 FOUNDRY AND METAL PRODUCTS (FABRICATION & ASSEMBLY)
 CONSTRUCTION TYPE: I-B
 STORIES: 1
 FULLY SPRINKLERED: NONE
ANALYSIS PER CALIF. DM AND 206 FOR AREA AND HEIGHT INCREASES:
 ALLOWABLE BUILDING HEIGHT: 3 STORIES (PER TABLE 604.4)
 FRONTAGE INCREASE: 70% (SEE CALC. BELOW)
 ALLOWABLE AREA: 23,800 S.F. (PER TABLE 604.2)
 AREA PROVIDED: 10,000 S.F.

PROPOSED BUILDING 3
 CIVIL OCCUPANCY: F-2
 FOUNDRY AND METAL PRODUCTS (FABRICATION & ASSEMBLY)
 CONSTRUCTION TYPE: I-B
 FULLY SPRINKLERED: NONE
ANALYSIS PER CALIF. DM AND 206 FOR AREA AND HEIGHT INCREASES:
 ALLOWABLE BUILDING HEIGHT: 3 STORIES (PER TABLE 604.4)
 FRONTAGE INCREASE: 70% (SEE CALC. BELOW)
 ALLOWABLE AREA: 23,800 S.F. (SEE CALC. BELOW)
 AREA PROVIDED: 29,600 S.F.

PROPOSED BUILDING 3 (CONT.)
 FRONTAGE INCREASE (PER REG. 316C.3)
 $I = (FIP - 0.5) \text{ WIRE (D.S.I. EQUATION 9-4)}$
 $I = (100 - 0.75(24' + 1.24))$
 $I = 0.76$
 $F = 25\% \text{ (2)}$
 $C = 75\% \text{ (1)}$
 $W = 100 - L \text{ (3)}$
 SINGLE-OCCUPANCY (C.S.C. 606.2.3)
 ACTUAL AREA = 29,600 S.F.
 $A_{max} = (48 \times 11) \times 0.6 \text{ (CALC. EQUATION 9-4)}$
 $A_{max} = 3200 \times 0.6 \text{ (17\% + 1)}$
 $A_{max} = 46,200 \text{ S.F.}$
 $A_{min} = 23,800 \text{ S.F.}$
 $A_{min} = 23,800 \text{ (TABLE 604.2)}$
 $A_{min} = 23,800$
 $29.6 < 46.2$

LEGEND

- EXISTING CONCRETE PAVING, PATCH & REPAIR AS NECESSARY
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA
- PROPOSED STRUCTURE
- EXISTING STRUCTURE
- PROPOSED ADA PATH OF TRAVEL
- PROPERTY LINE

TRASH ENCLOSURE CALC.

INDUSTRIAL: 1 PER 16,000 SF OF FLOOR AREA FOR FIRST 32,000 SF AND 1 PER 50,000 SF OF FLOOR AREA THEREAFTER
 TOTAL REQUIRED - 3 ENCLOSURES

PARKING ANALYSIS

MANUFACTURING: 1 PER 300 S.F. OF FLOOR AREA
 OFFICE: 1 PER 225 S.F. OF FLOOR AREA
EXISTING BUILDING 1
 MANUFACTURING: 30,000 S.F. / 300 = 100 SPACES
 SUBTOTAL: 100 SPACES
EXISTING BUILDING 2
 OFFICE: 5,000 S.F. / 225 = 22 SPACES
 MANUFACTURING: 5,000 S.F. / 300 = 17 SPACES
 SUBTOTAL: 39 SPACES
PROPOSED BUILDING 3
 OFFICE: 29,600 S.F. / 225 = 134 SPACES
 SUBTOTAL: 134 SPACES
TOTAL PARKING SPACES REQUIRED: 241 SPACES (183 SPACES)
TOTAL PARKING PROVIDED ON SITE: 27 SPACES

KEYNOTES

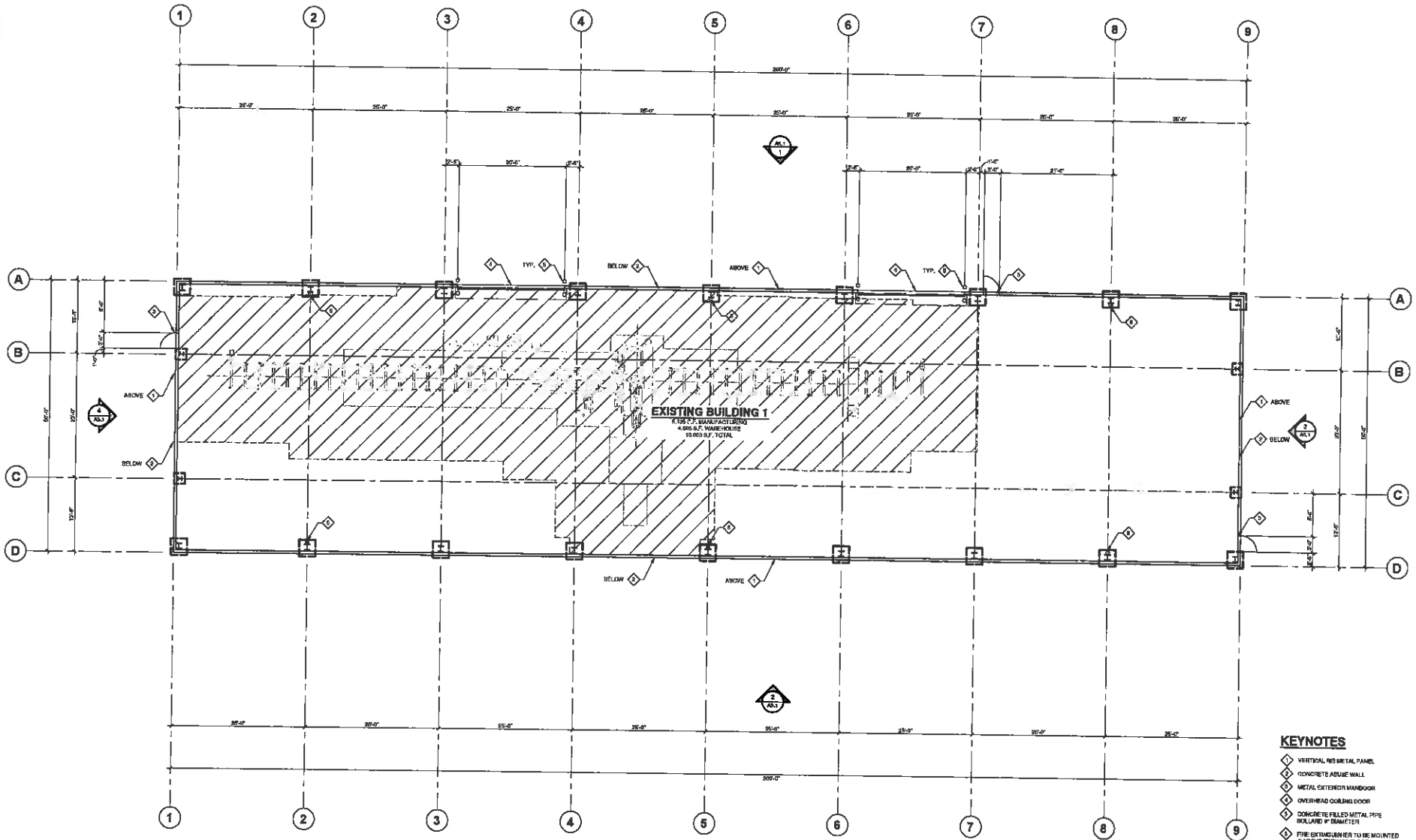
- EXISTING UNIMPROVED AREA TO REMAIN
- EXISTING RETAINING WALL TO REMAIN & REPAIR AS NECESSARY UNDER REPAIR/REPLACE PERMIT
- PROPOSED OR REHABILITATED LANDSCAPE AREAS
- PROPOSED 12'-0" WIDE FUTURE STREET DESIGNATION
- PROPOSED 45° ANGLE 6'-0" x 20'-0" STANDARD PARKING SPACES
- PROPOSED 60° ANGLE 6'-0" x 20'-0" ADA PARKING SPACES
- PROPOSED MATERIAL LOADS ZONE
- PROPOSED 6'-0" HIGH BLOCK WALL UNDER SEPARATE PERMIT
- PROPOSED 6'-0" HIGH WROUGHT IRON ROLLING GATE
- PROPOSED CULVERT UNITS ON CONCRETE PAD
- PROPOSED 34'-0" x 10'-0" TRUCK SCALE
- PROPOSED 60" RETAINING WALL
- PROPOSED TRASH ENCLOSURE PER CITY OF CORONA STANDARDS
- PROPOSED WALL MOUNTED RISK REDUCTION PER 17' OF CORONA FIRE DEPARTMENT STANDARDS
- PROPOSED FIRE HYDRANT LOCATED WITHIN 250 FT OF EACH OTHER PER FIRE DEPARTMENT
- EXISTING RELATED PER HYDRANT

NOTE: SPECIFIC ADDRESS FOR EACH BUILDING TO BE ASSIGNED BY CITY OF CORONA. ADDRESS WILL BE DISPLAYED ON EACH BUILDING AND ILLUMINATED DURING ALL HOURS OF BUSINESS.



TRUE NORTH
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 Proposed Corona Facility
 260 N. Smith Ave., Corona, CA

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 10.05.2018
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A1.1



- KEYNOTES**
- ◇ VERTICAL RISER/FINISH PANEL
 - ◇ CONCRETE ABOVE WALL
 - ◇ METAL EXTERIOR MANDOOK
 - ◇ OVERHEAD DOOR/ROLL UP DOOR
 - ◇ CONCRETE FILLED METAL PIPE
 - ◇ ROLL UP DOOR
 - ◇ FIRE EXTINGUISHER TO BE MOUNTED 2' ABOVE FINISHED FLOOR

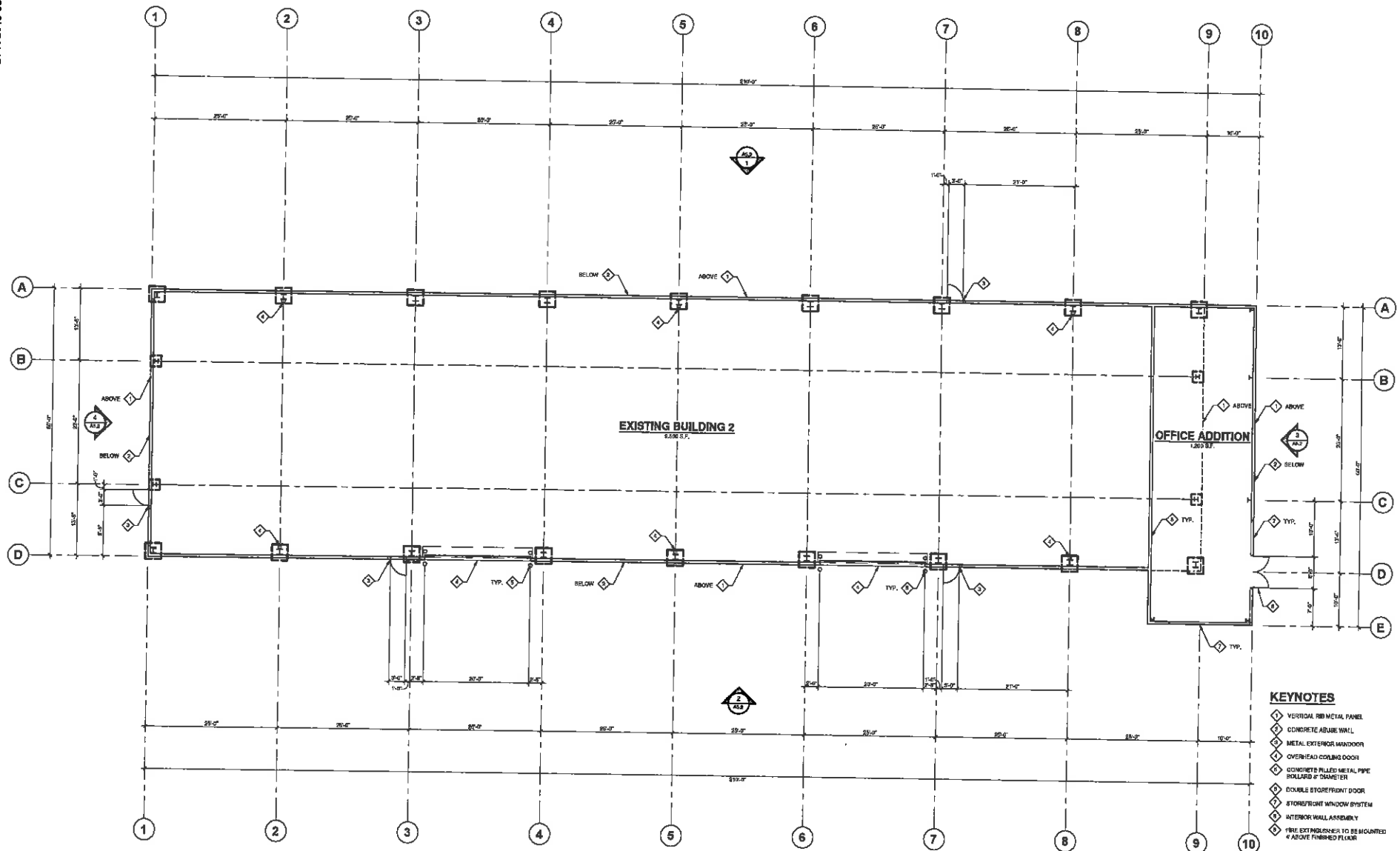
- LEGEND**
- MANUFACTURING AREA
 - WAREHOUSE AREA



EXISTING BUILDING 1 FLOOR PLAN
ALMEX USA INC.
 Proposed Corona Facility
 260 N. Smith Ave., Corona, CA

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 10.05.2018
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A2.1



- KEYNOTES**
- ◇ VERTICAL RIB METAL PANEL
 - ◇ CONCRETE ABUTMENT WALL
 - ◇ METAL EXTERIOR WINDOW
 - ◇ OVERHEAD CEILING DOOR
 - ◇ BONDWIRE FILLED METAL PIPE BOLLSER 2" DIAMETER
 - ◇ DOUBLE STOREFRONT DOOR
 - ◇ STOREFRONT WINDOW SYSTEM
 - ◇ INTERIOR WALL ASSEMBLY
 - ◇ FIRE EXTINGUISHER TO BE MOUNTED
 - ◇ ABOVE FINISHED FLOOR



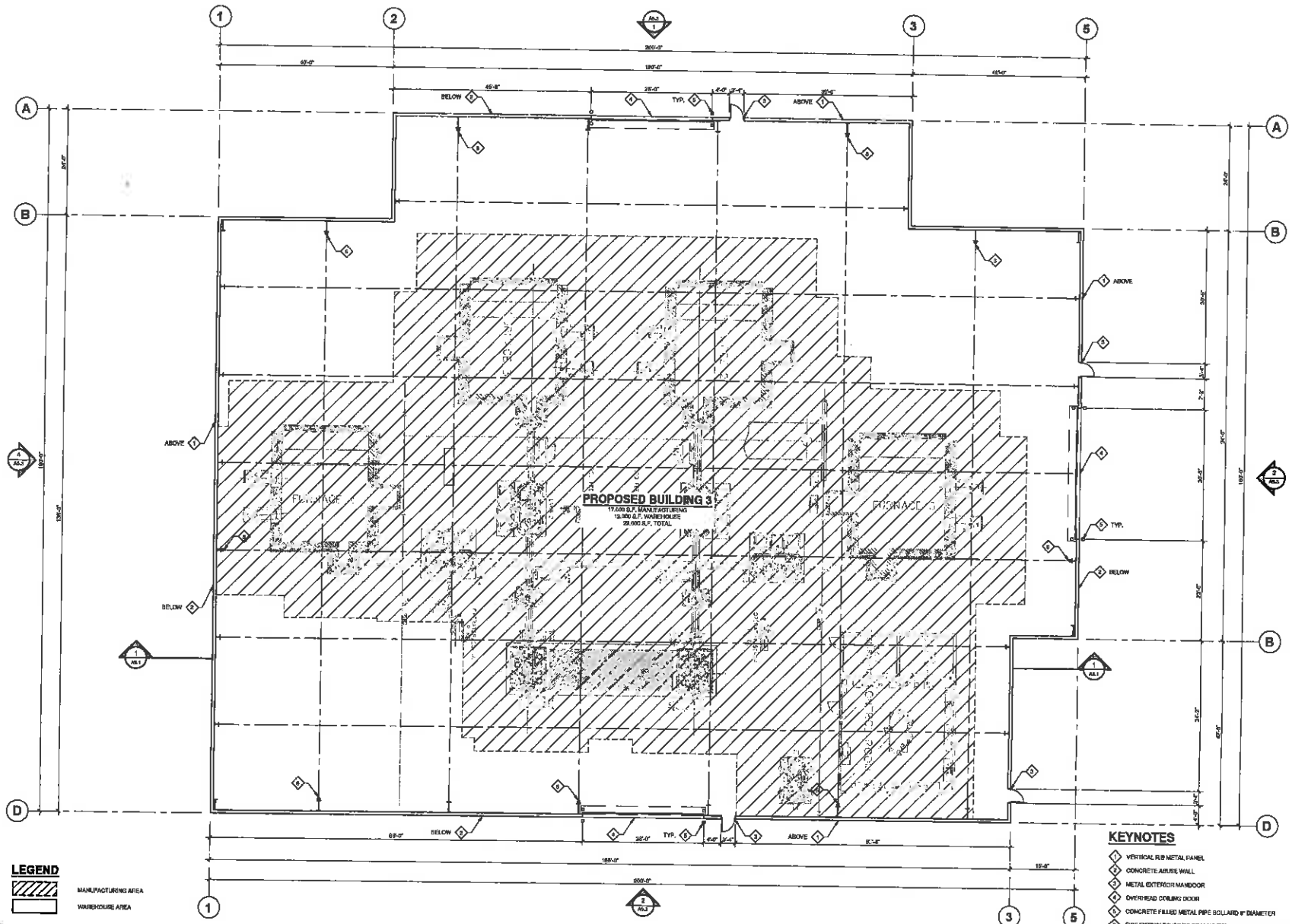
SCALE 1/4"=1'-0"



EXISTING BUILDING 2 FLOOR PLAN
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 Proposed Corona Facility
 260 N. Smith Ave., Corona, CA

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 10.05.2018
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A2.2



LEGEND

 MANUFACTURING AREA
 WAREHOUSE AREA

KEYNOTES

-  VERTICAL RIB METAL PANEL
-  CONCRETE AIRSIE WALL
-  METAL EXTENDED HANDDOOR
-  OVERHEAD COLLING DOOR
-  CONCRETE FRAMED METAL PIPE BOLLARD 6" DIAMETER
-  FIRE EXTINGUISHER TO BE MOUNTED 4" ABOVE FINISHED FLOOR

SCALE: 1"=10'-0"




PROPOSED BUILDING 3 FLOOR PLAN

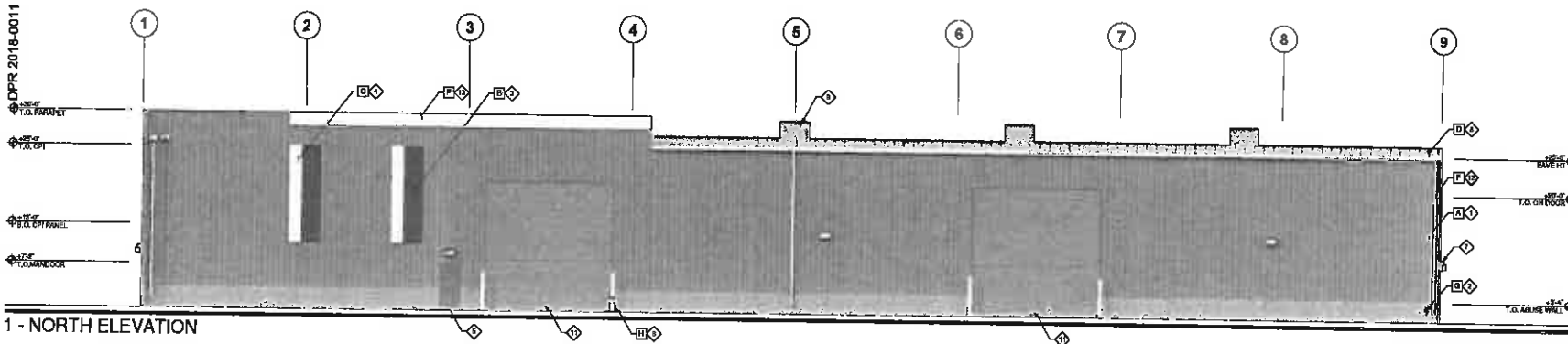
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A2.3

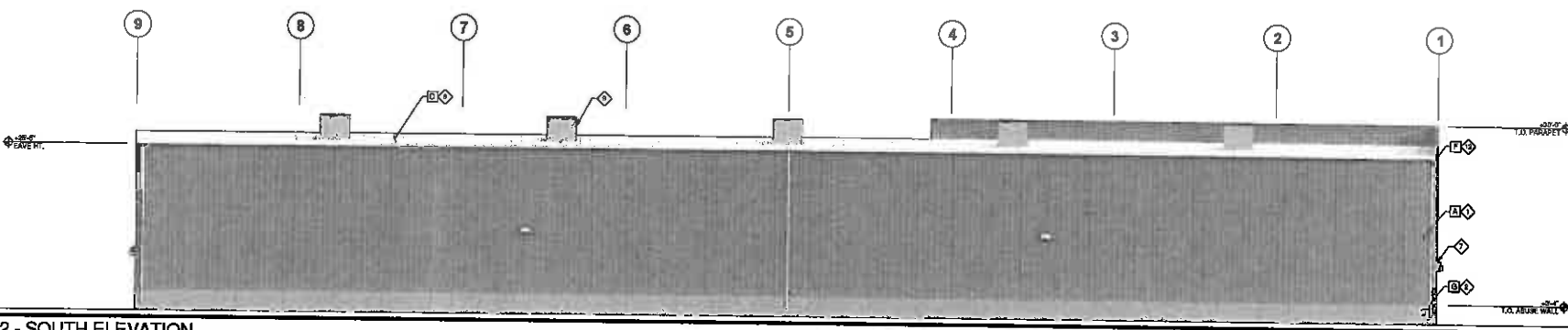


DPR 2018-0011

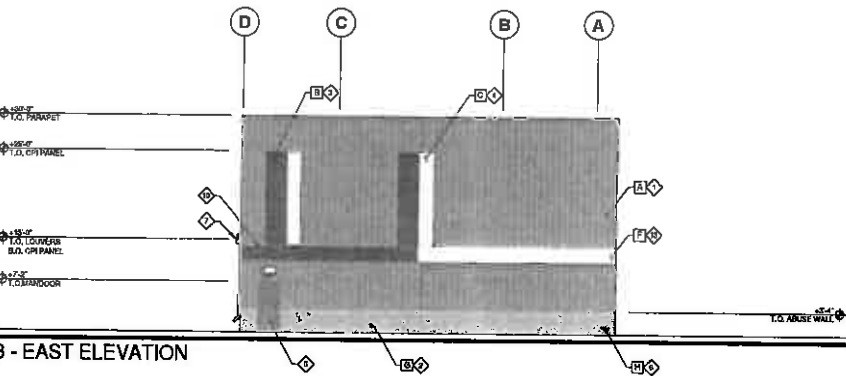


1 - NORTH ELEVATION

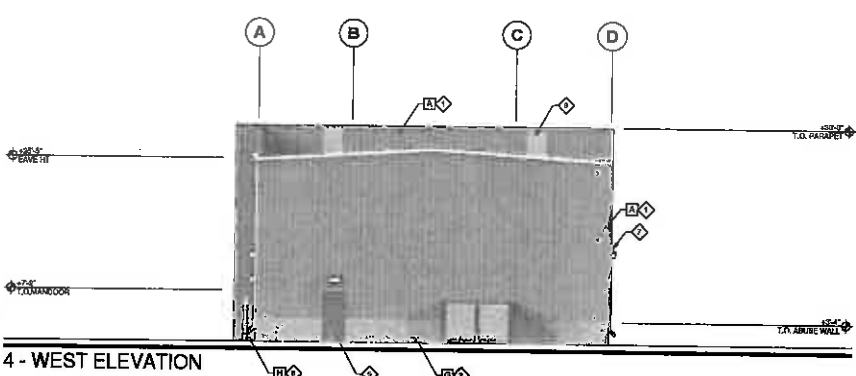
- KEYNOTES**
- ◇ VERTICAL RIB METAL PANEL
 - ◇ CONCRETE ADJURE WALL
 - ◇ HORIZONTAL RIB METAL PANEL
 - ◇ TRANSLUCENT CPN PANEL
 - ◇ METAL EXTERIOR HANDDOOR
 - ◇ CONCRETE FILLED METAL PIPE INCLINED IF DIAMETER
 - ◇ WALL PACK
 - ◇ STANDING SEAM METAL ROOF
 - ◇ ROOFTOP EXHAUST FAN
 - ◇ METAL LOOWER
 - ◇ OVERHEAD COILING DOOR. PAINT TO MATCH ADJACENT METAL PANEL
 - ◇ DOWNPOUT AND OVERFLOW SCUPPER
 - ◇ ACCENT WALL PANEL
- FINISH KEYNOTES**
- A 24 GA METAL WALL PANEL (METAL BALES - HSBT BASE PLUS, NEW METAL LINERS TO MATCH BUILDING 3)
 - B 24 GA METAL WALL PANEL (METAL BALES - HSBAL BLUE)
 - C 2PK ENAMEL COATING (PENTAGONAL - ICE WHITE)
 - D 24 GA PANEL RIB ROOF (METAL SHALES - LINEN WHITE)
 - E GLAZING (PVC SOLARAY)
 - F GRABBYSCOFFIT PANEL/ACCENT PANEL (METAL BALES - LINEN WHITE)
 - G COATING (CONCRETE BEALER)
 - H EXTERIOR PAINT (OULTRON YELLOW)



2 - SOUTH ELEVATION



3 - EAST ELEVATION



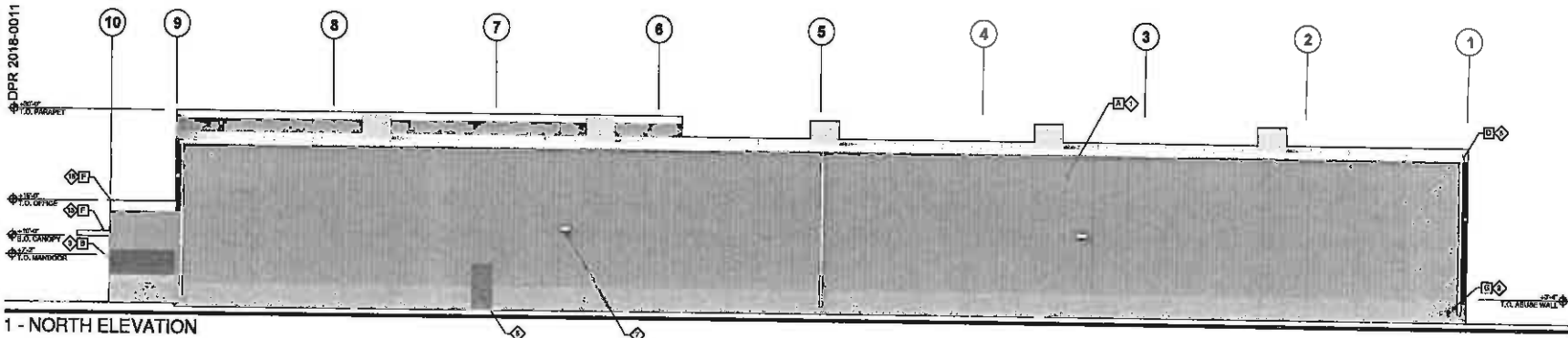
4 - WEST ELEVATION



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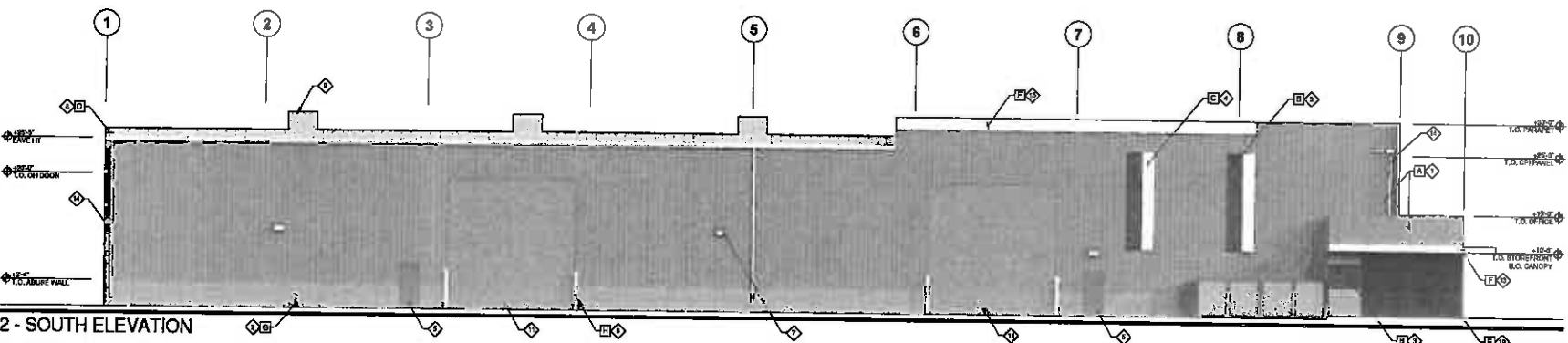
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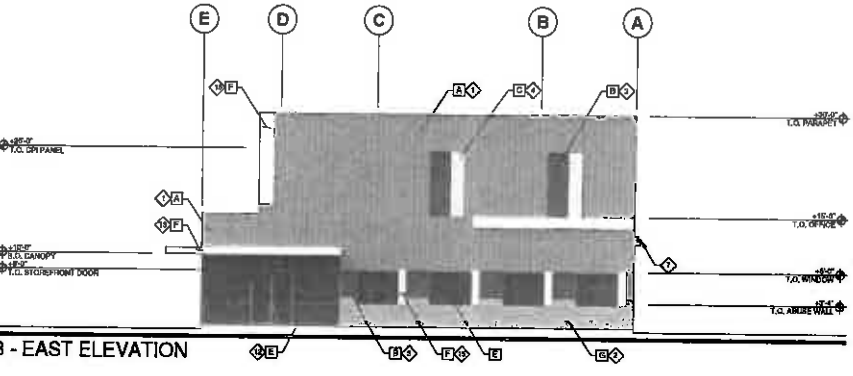
1 - NORTH ELEVATION

- KEYNOTES**
- ◇ VERTICAL RIB METAL PANEL
 - ◇ CONCRETE ABUSE WALL
 - ◇ HORIZONTAL RIB METAL PANEL
 - ◇ TRANSLUCENT CP PANEL
 - ◇ METAL EXTERIOR MANDOOK
 - ◇ CONCRETE FILLED METAL PIPE (2" LARGER 1" DIAMETER)
 - ◇ WALL PACK
 - ◇ STANDING SEAM METAL ROOF
 - ◇ ROOFTOP EXHAUST FAN
 - ◇ METAL LOCKERS
 - ◇ OVERHEAD DOCKING DOOR, PAINT TO MATCH ADJACENT METAL PANEL
 - ◇ STOREFRONT WINDOW SYSTEM
 - ◇ METAL CANOPY
 - ◇ DOWNSPOUT AND OVERFLOW SCULPTER
 - ◇ ACCENT WALL PANEL

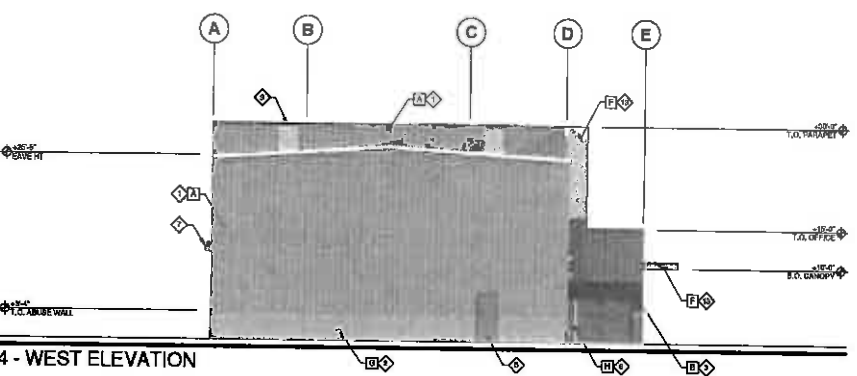
- FINISH KEYNOTES**
- A 3/4 GA METAL WALL PANEL (METAL SALES - AMBROSIO PLUS), NEW METAL LINERS TO MATCH BUILDING 3
 - B 24 GA METAL WALL PANEL (METAL SALES - RESAL BLUE)
 - C CP1 DAWDLIGHTING (PENTAGRAM - ICE WASTE)
 - D 24 GA PANEL RIB ROOF (METAL SALES - UNEN WHITE)
 - E GLAZING (PPG SOLARAY)
 - F CANOPY/OFFSET PANEL/ACCENT PANEL (METAL SALES - UNEN WHITE)
 - G COATINGS (CONCRETE SEALER)
 - H EXTERIOR PAINT (CAUTION YELLOW)



2 - SOUTH ELEVATION



3 - EAST ELEVATION



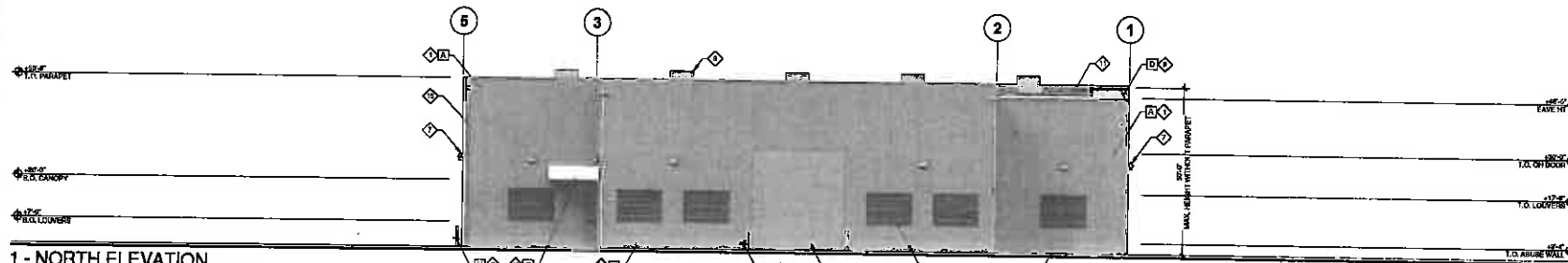
4 - WEST ELEVATION



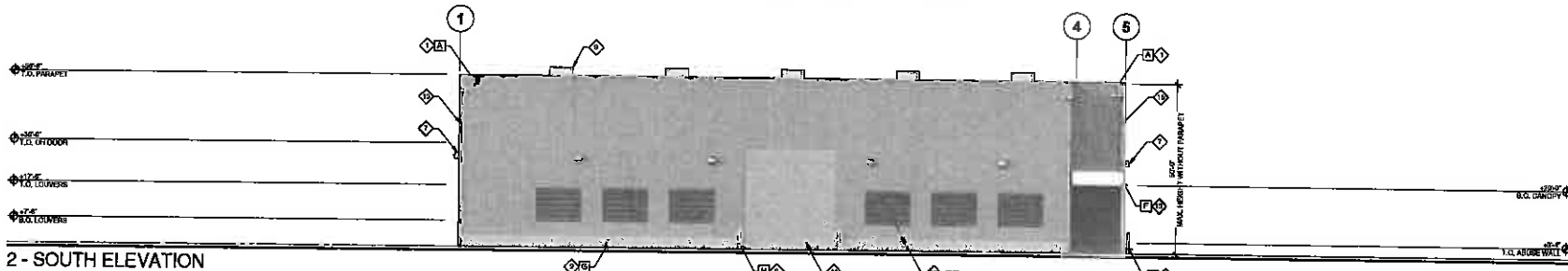
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 Proposed Corona Facility BUILDING 2
 260 N. Smith Ave., Corona, CA

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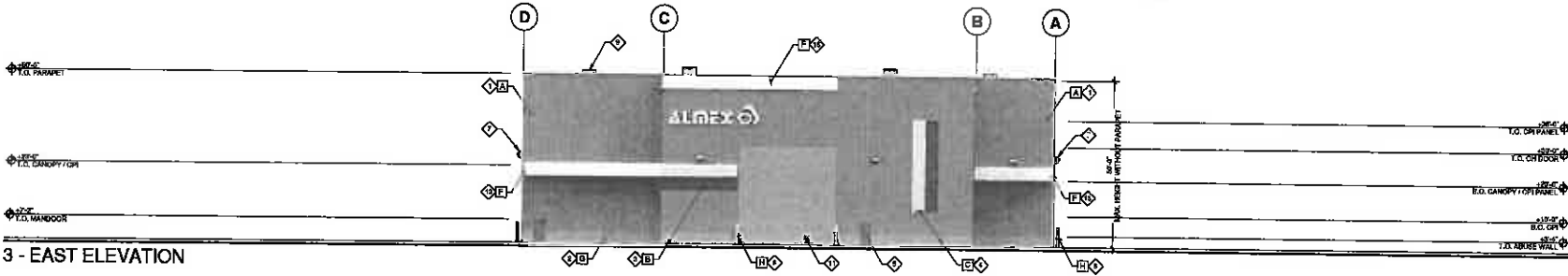
A5.2



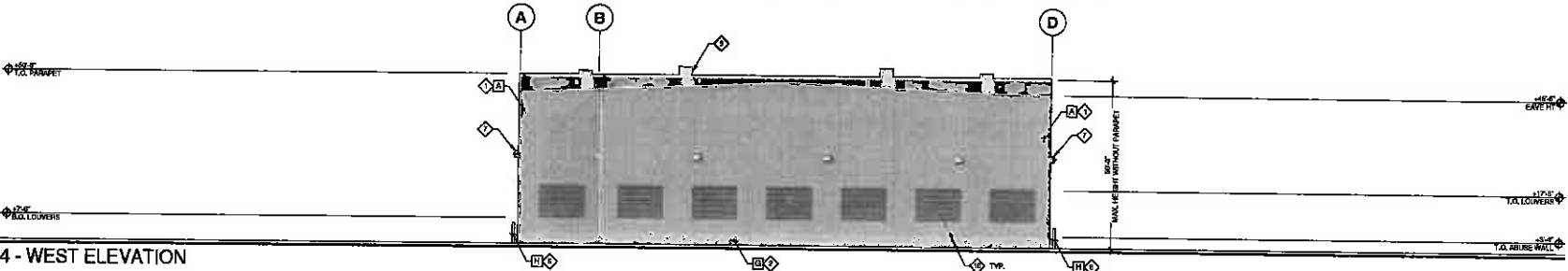
1 - NORTH ELEVATION



2 - SOUTH ELEVATION



3 - EAST ELEVATION



4 - WEST ELEVATION

- KEYNOTES**
- ◇ VERTICAL RIB METAL PANEL
 - ◇ CONCRETE ABUSE WALL
 - ◇ HORIZONTAL RIB METAL PANEL
 - ◇ TRANSLUCENT GFI PANEL
 - ◇ METAL EXTERIOR MANGROOR
 - ◇ CONCRETE FILLED METAL PIPE IN LARG 6" DIAMETER
 - ◇ WALL PACK
 - ◇ STANDING BEAM METAL ROOF
 - ◇ ROOFTOP EXHAUST FANS
 - ◇ METAL LOUVERS - PAINT TO MATCH ADJACENT METAL PANEL
 - ◇ OVERHEAD OSCILING DOOR, PAINT TO MATCH ADJACENT METAL PANEL
 - ◇ STOREFRONT WINDOW SYSTEM
 - ◇ METAL CANOPY
 - ◇ PV PANELS
 - ◇ DOWNPOUT AND OVERFLOW SCUPPER
 - ◇ ADJACENT WALL PANEL

- FINISH KEYNOTES**
- [A] 24 GA METAL WALL PANEL (METAL SALES - MISTIQUE PLUS)
 - [B] 24 GA METAL WALL PANEL (METAL SALES - RIDGAL BLUE)
 - [C] GFI DAYLIGHTING (PENTACLEAR - 102 WHITE)
 - [D] 24 GA PANEL (8" RIB) (METAL SALES - LINEN WHITE)
 - [E] GLAZING (PIPS SOLARWAY)
 - [F] CANOPY/SOFT FIT PANEL/ADJACENT PANEL (METAL SALES - LINEN WHITE)
 - [G] COATING (CONCRETE BEALER)
 - [H] EXTERIOR PAINT (CAUTION YELLOW)

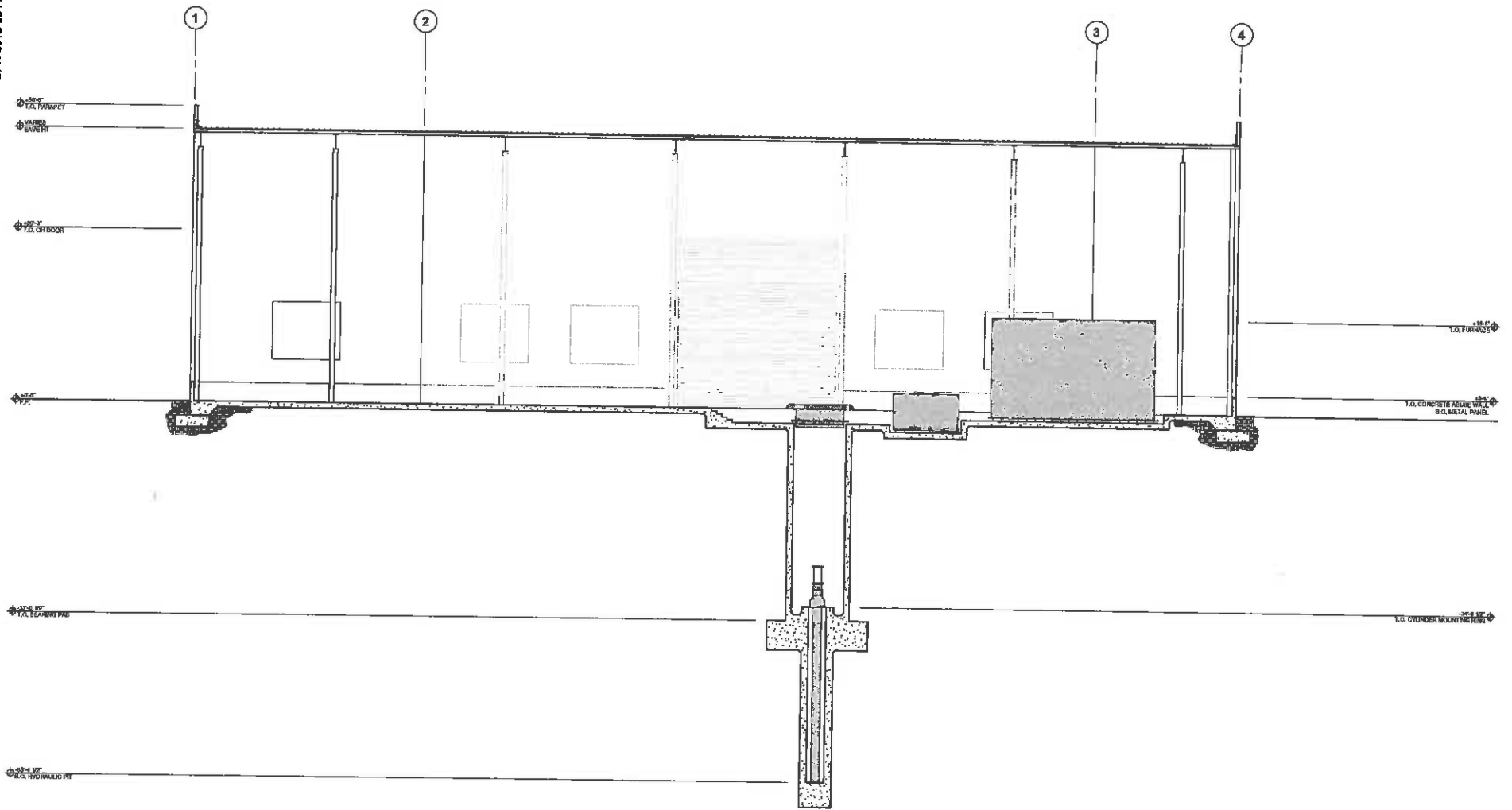


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 Proposed Corona Facility BUILDING 3
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A5.3

DPR 2018-0011



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

BUILDING SECTION - BUILDING 3

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A6.1

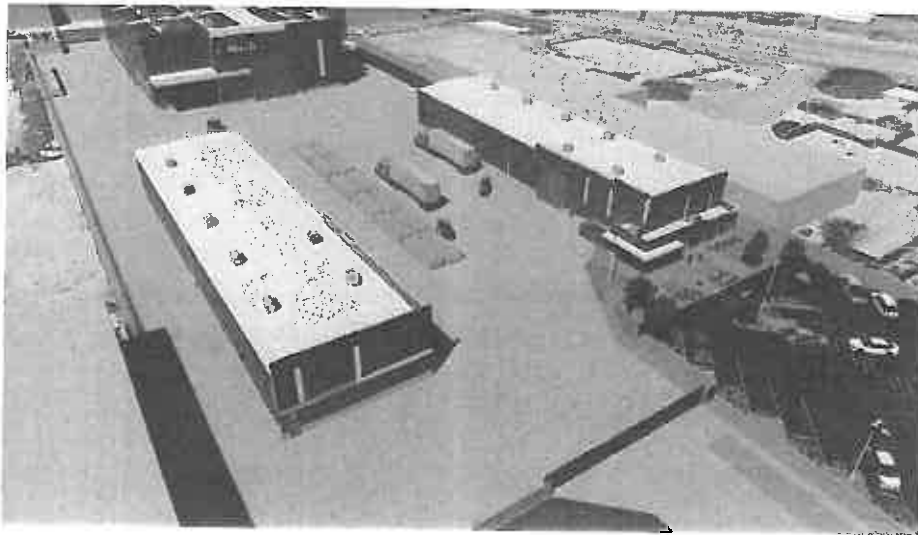


STREET LEVEL EXTERIOR RENDERINGS

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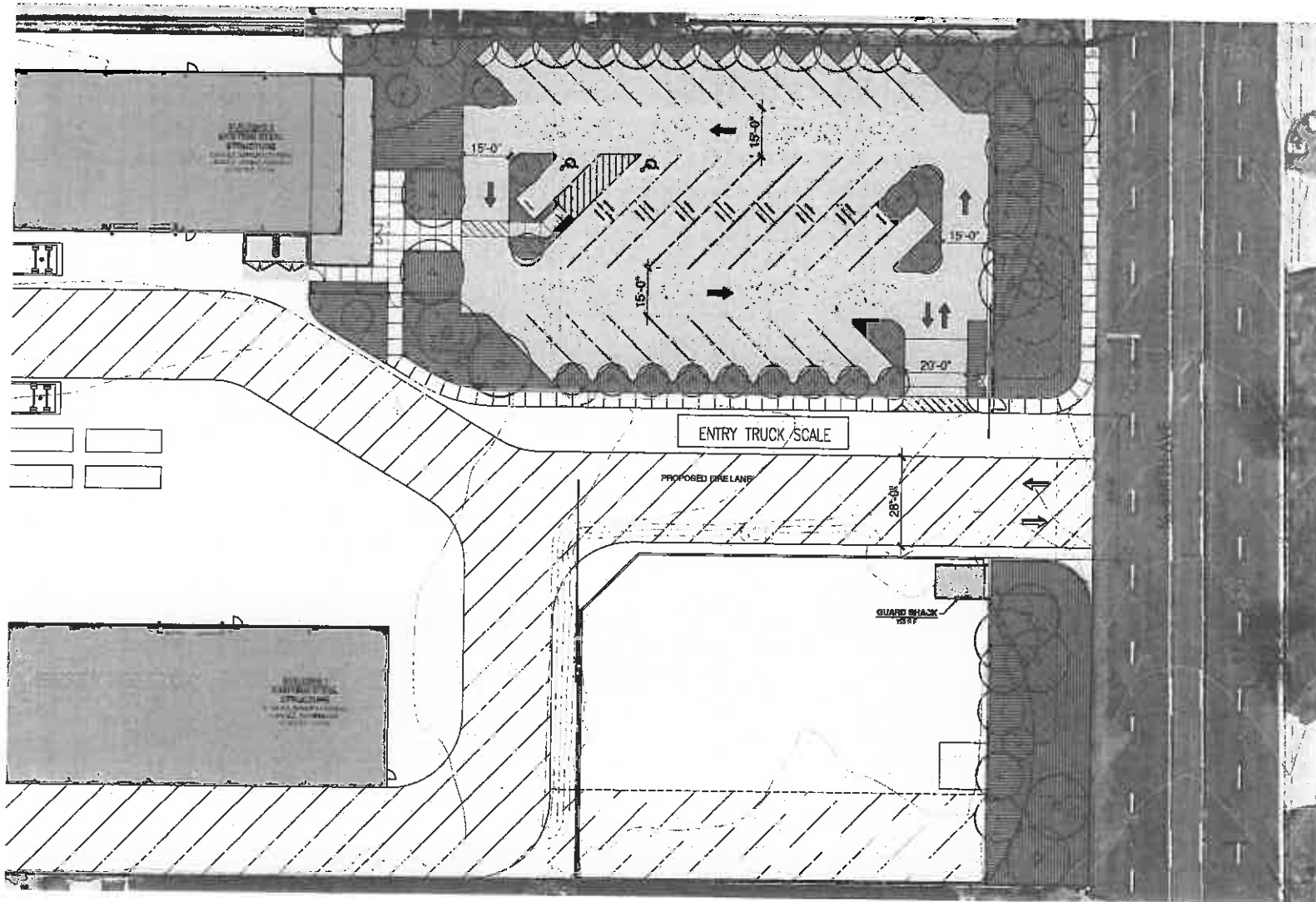


AERIAL VIEW EXTERIOR RENDERINGS

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A7.2



PLANT PALETTE

○	BI FARGAL NAME	COMMON NAME
○	CALOCEDRUS DECOLORATUS	INCENSE CEDAR
○	LICHTENBERG STYRACIFLUA	AMERICAN SWEETGUM
○	ARBUTUS MENZIESII	MADEIRA
○	QUERCUS OCCIDENTALIS	WESTERN REDBUD
○	HYETEROMILES ARNIFOLIOLA	TOYON
○	PRUNUS ILICIFOLIA	HOLLYLEAF CHERRY
○	TRICHOSTEMA LAETLII	WOLFLY BLUEBELL
○	OSANTHUS RAY HARTMANI	RAY HARTMAN OSANTHUS
▨	ANTENNARIA PUNCTOPHALA 'DAVID'S CHOICE'	DAVID'S CHOICE BAGERBUSH
▨	GARGANUS PILLARIS SEPI. PILLARIS 'PIGEON POINT'	PIGEON POINT COYOTE BRUSH
▨	LANTANA MONTEVIDENSIS ALBA	WHITE TRAILING LANTANA
▨	GALYA X 'BEEB' ELBII	BEEB' ELBII GALIA



SCALE: 1"=16'-0"



LANDSCAPE PLAN

ALMEX USA INC.
 Proposed Corona Facility
 260 N. Smith Ave., Corona, CA

Job No. 5195-A
 09.11.2018

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L1.1

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 16, 2020

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

Mr. Gabriel Villalobos, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

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

File No.: ZAP1397MA19
Related File No.: PM37814 (Tentative Parcel Map)
APN: 318-160-024

Richard Stewart
Moreno Valley

Dear Mr. Villalobos:

Gary Youmans
Temecula

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. PM37814 (Tentative Parcel Map), a proposal to divide 2.52 gross acres (2.29 acres net recorded lot size) located on the northerly side of Oakwood Street, westerly of Haines Street and easterly of Brown Street, into two residential lots. There are currently two homes on the property that will be included on one of the proposed lots. The second lot would be made available for development of a residence.

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

The site is located within Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 17,584 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review is required for any structures with a top of roof exceeding 1,663 feet AMSL. The project site elevation is 1,652 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division; however, such review will be required prior to construction of new buildings or any other structures on the parcels that exceed 11 feet in height. A condition has been included requiring that the permittee obtain a “Determination of No Hazard to Air Navigation” letter from the FAA OES prior to issuance of building permits for any such new structures on the property.

www.rcaluc.org

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:

AIRPORT LAND USE COMMISSION

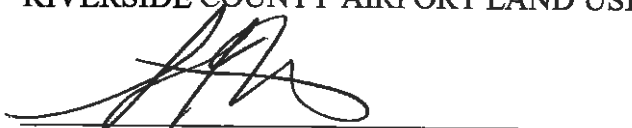
1. Any new outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 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 attached notice shall be provided 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 the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.
4. 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.
5. The following uses 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; and hazards to flight.
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.

AIRPORT LAND USE COMMISSION

7. Prior to issuance of building permits for any new structures exceeding 11 feet in height, the permittee shall provide to the Riverside County Department of Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

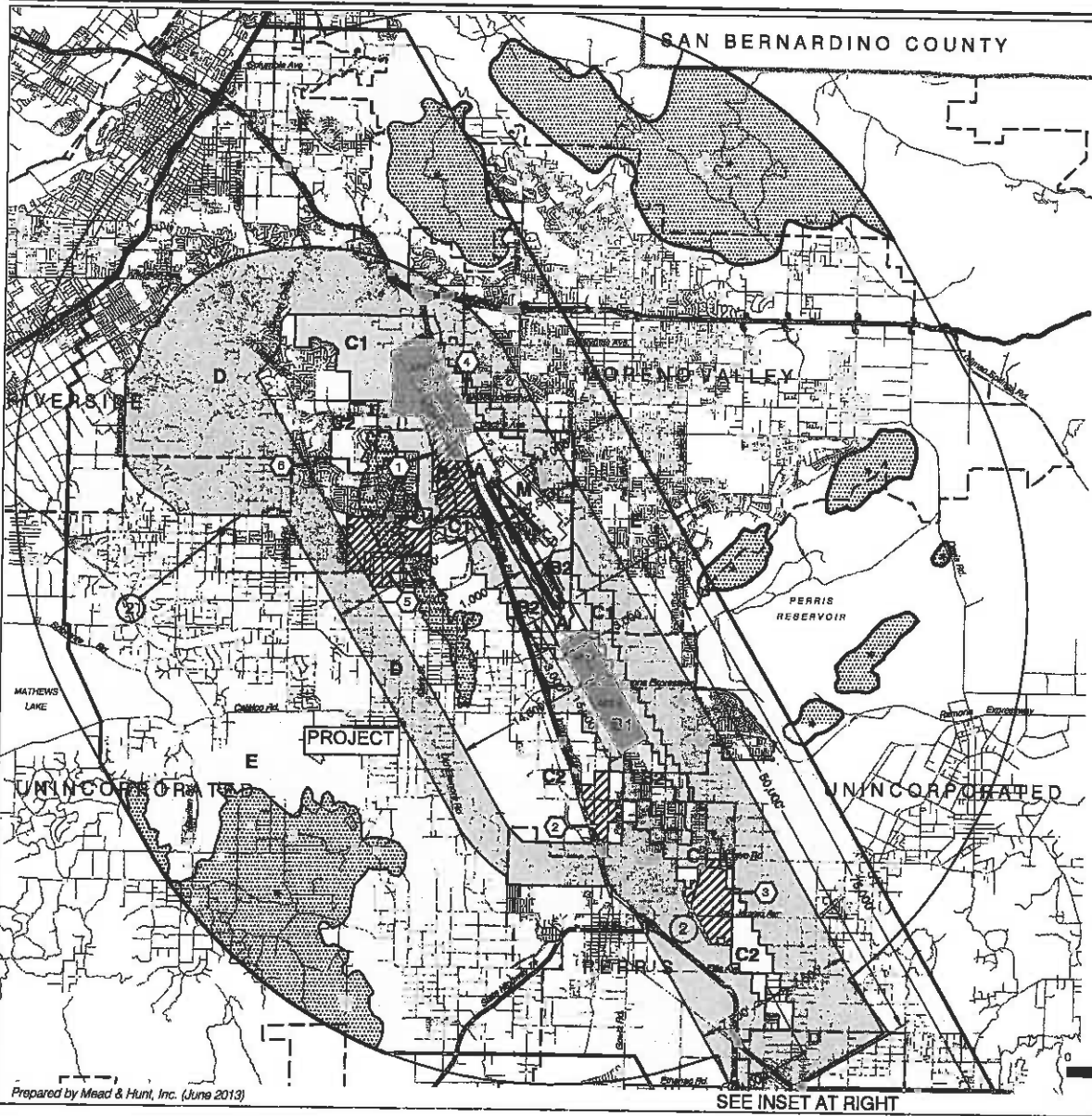
Attachments: Notice of Airport in Vicinity

cc: Manuel Martinez (applicant/landowner)
ACE Group Inc. (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Chief Environmental Flight, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1397MA19\ZAP1397MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

Boundary Lines

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

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

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

③ March JPA: March Business Center/Meridian

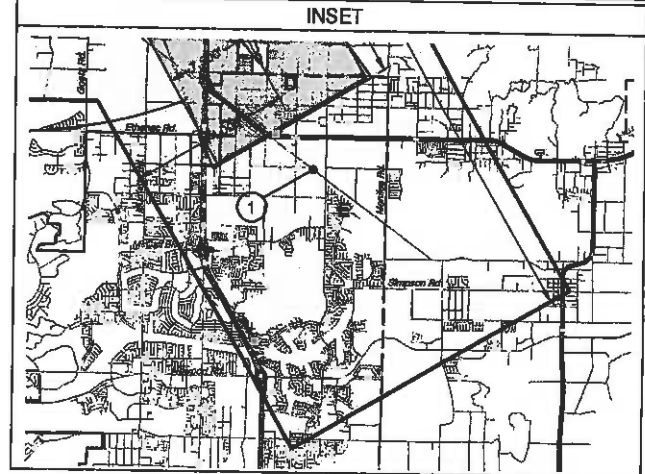
④ Perris: Harvest Landing

⑤ Perris: Park West

⑥ Moreno Valley: Affordable Housing

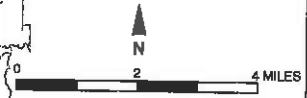
⑦ March JPA: Ben Clark Training Center

⑧ Riverside: Ridge Crest Subdivision



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

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



Base map source: County of Riverside 2013

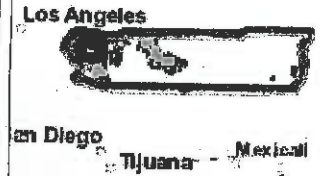
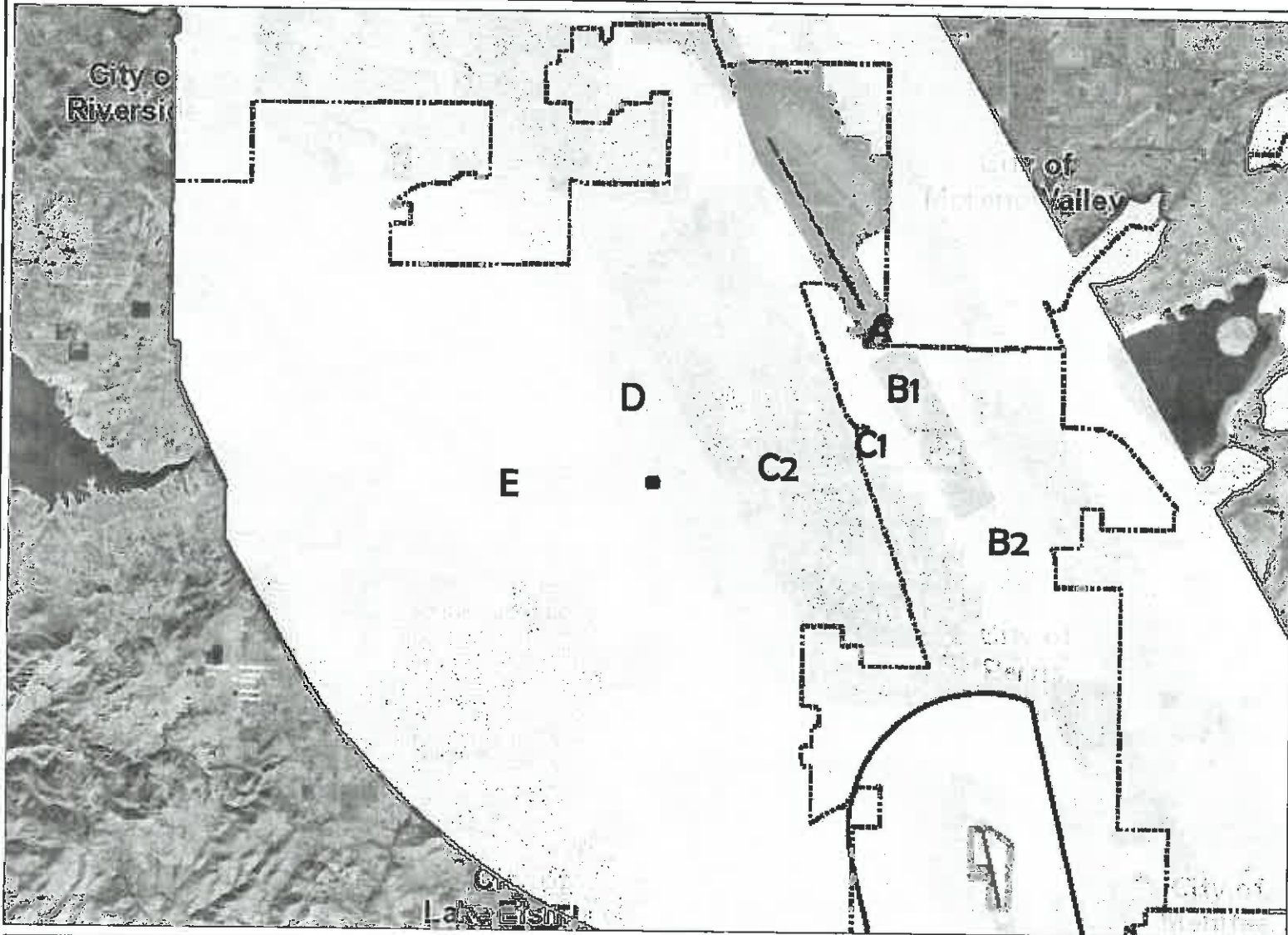
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

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



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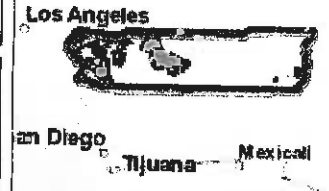
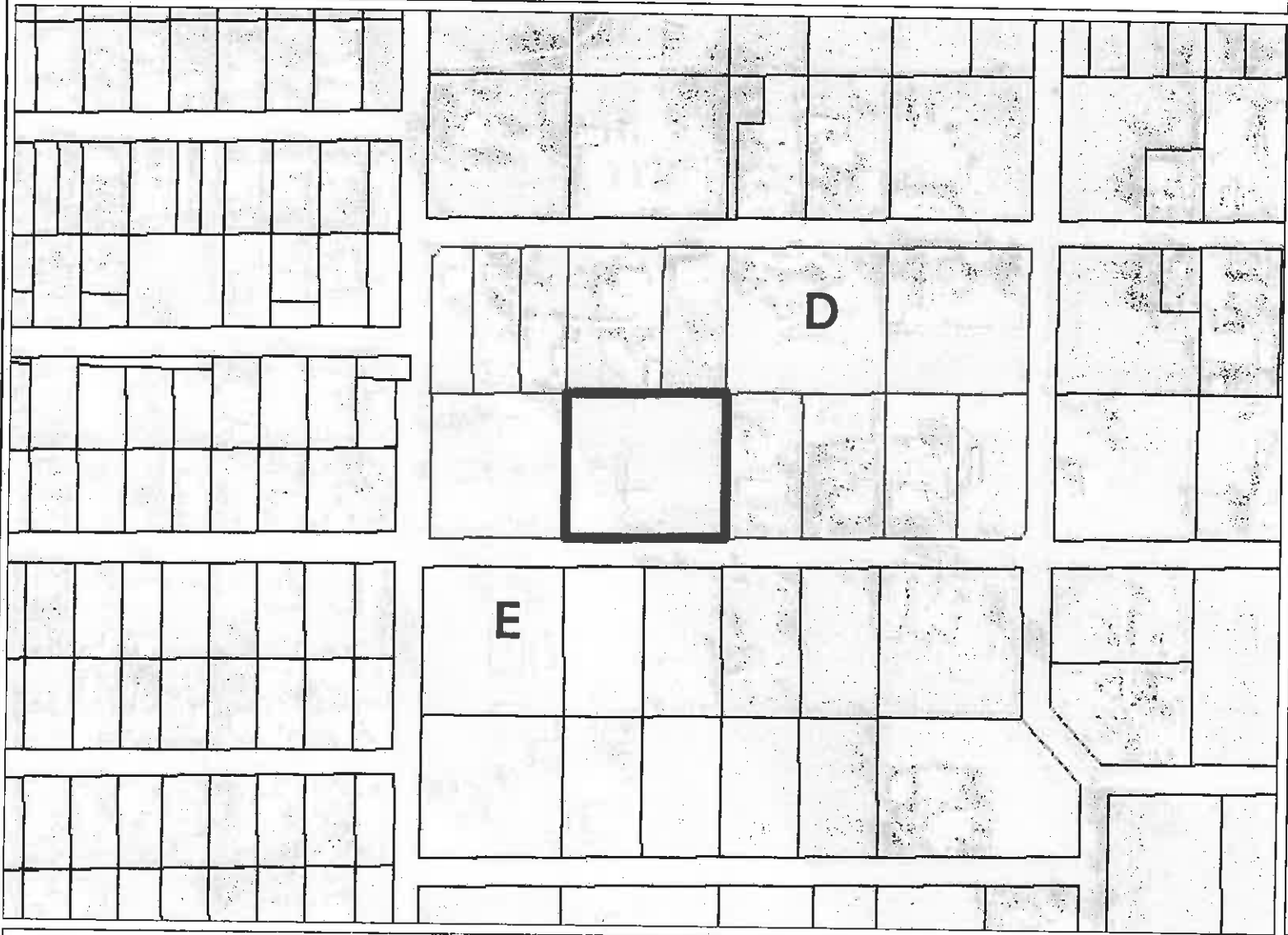


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Notes

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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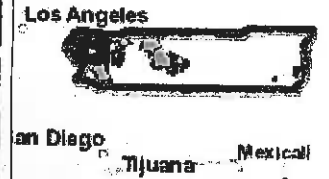
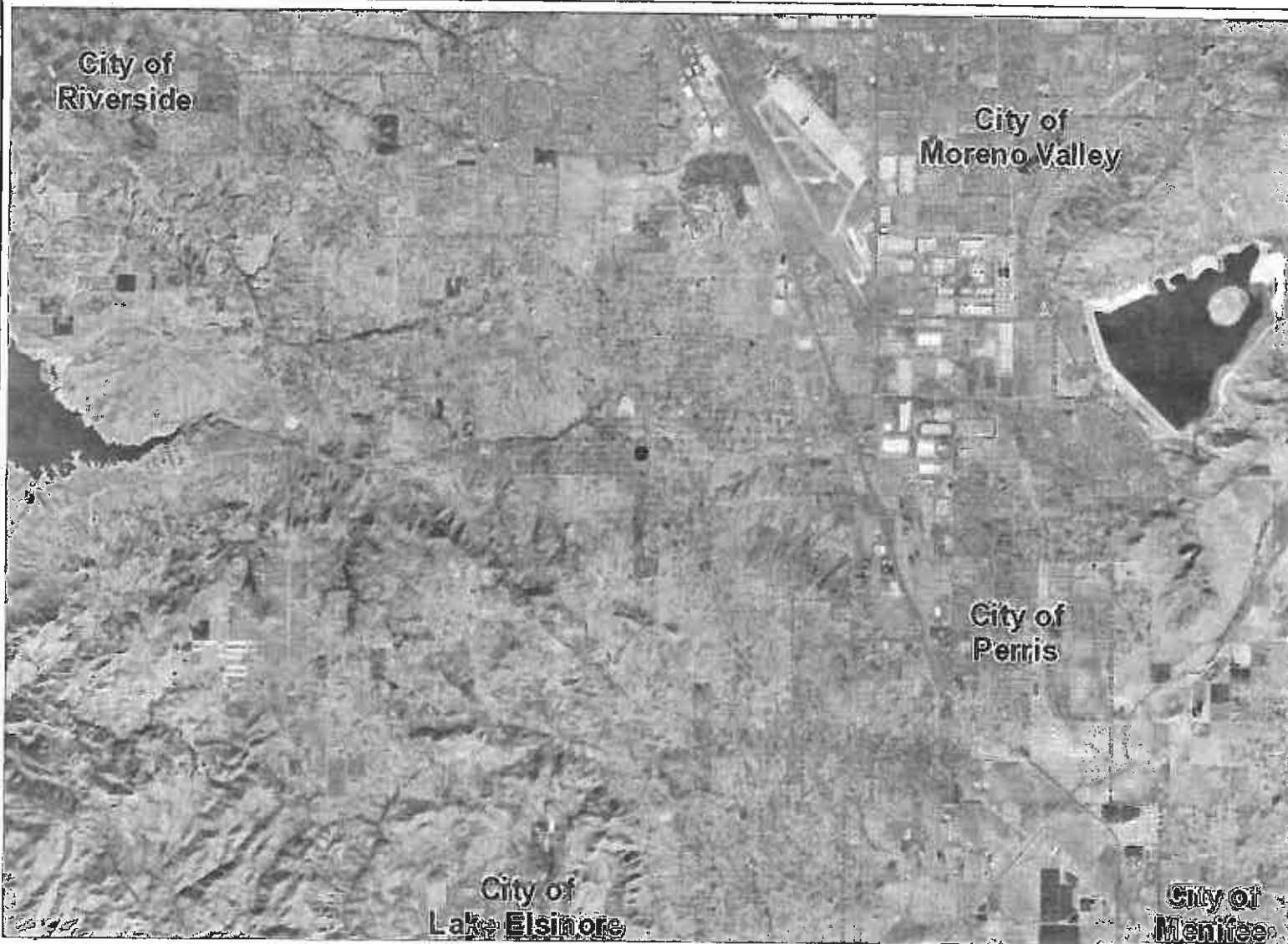


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Notes

Map My County Map



- Legend**
- City Areas
 - World Street Map



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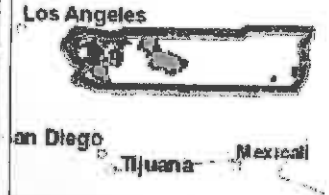


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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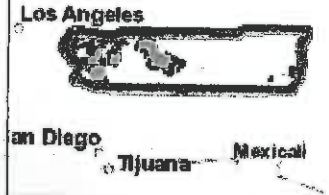


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Notes

Map My County Map



- Legend**
- Blue Line Streams
 - City Areas
 - World Street Map



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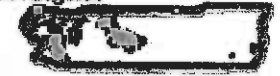
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Notes

Map My County Map



Los Angeles



San Diego

Tijuana - Mexico

Legend

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



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Notes

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PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 16, 2020

CHAIR

Steve Manos
Lake Elsinore

Ms. Dionne Harris, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

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

File No.: ZAP1039BA19
Related File No.: SMP00162R6 (Surface Mining Permit Revision)
APNs: 519-200-004, 519-200-006, 519-200-010, 519-200-008, 519-230-002

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. SMP00162R6 (Surface Mining Permit No. 126, Revised Permit No. 6), a proposal to amend the Mining and Reclamation Plan for the existing Robertson's Ready Mix Cabazon Rock Plant located westerly of Apache Trail at the westerly edge of the unincorporated community of Cabazon to add five parcels and expand mining and site operations to provide additional aggregate reserves. This area will be known as "South Expansion Phase III." The areas presently shown as Phases III and IV will become Phases IV and V. No structures or buildings are proposed.

The site is partially located within Airport Compatibility Zone E of the Banning Municipal AIA. Zone E does not restrict nonresidential intensity.

The elevation of Runway 8-26 at Banning Municipal Airport is approximately 2,110 feet above mean sea level (AMSL). At a distance of approximately 6,133 feet from the runway to the above-referenced parcel, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 2,171 feet AMSL. The project proposes no buildings or structures. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, provided that the County of Riverside applies the following recommended conditions:

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

AIRPORT LAND USE COMMISSION

CONDITIONS:

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

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

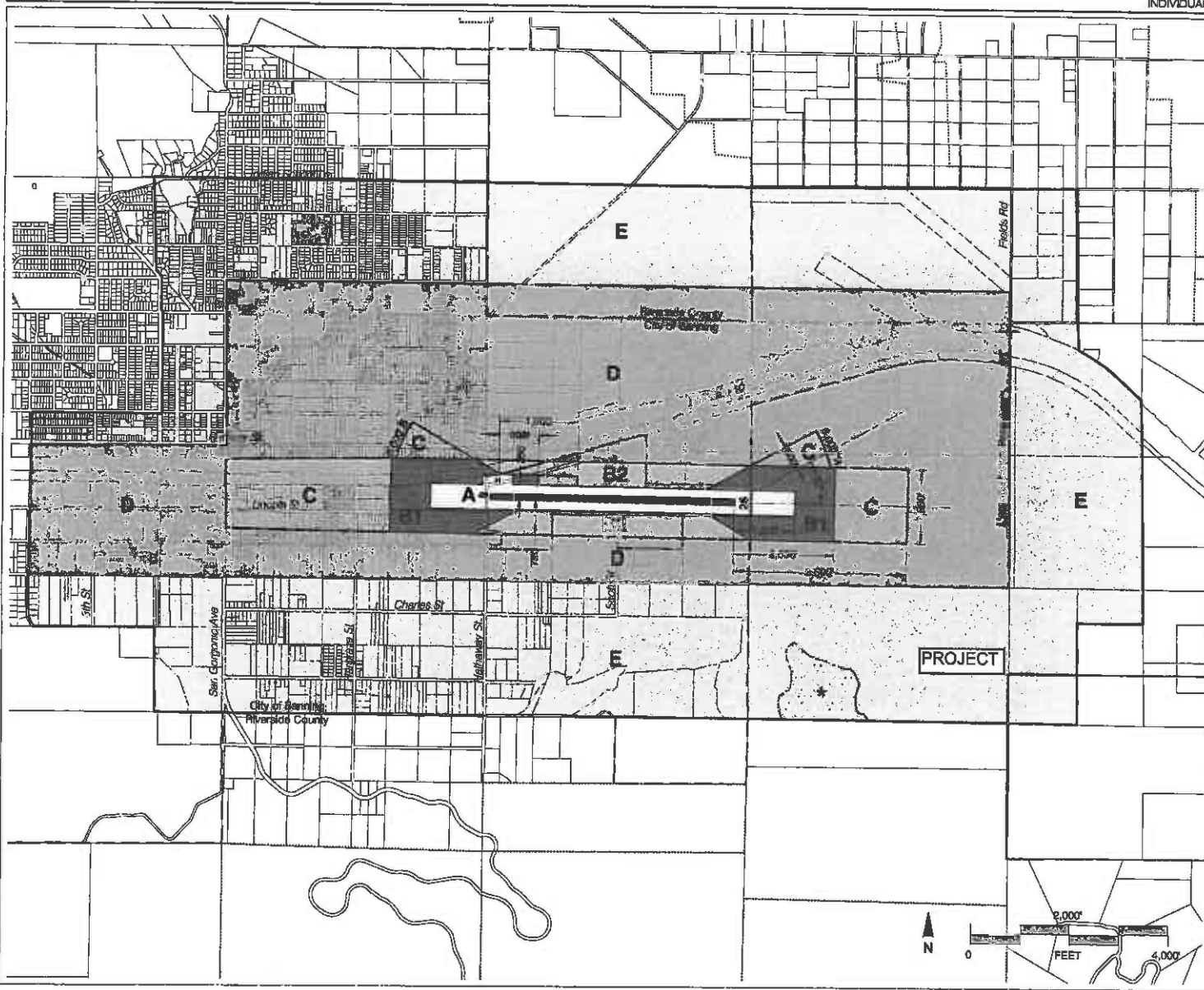
Attachments: Notice of Airport in Vicinity

cc: Anthony Edwards, Robertson's Ready Mix/RRM Properties (applicant/property owner)
RRM Dev. Corp. – Henderson NV (additional property owner)
Carl Szoyka, Airport Manager, City of Banning
Art Vela, Public Works Director, City of Banning
ALUC Case File

Y:\AIRPORT CASE FILES\Banning\ZAP1039BA19\ZAP1039BA19.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
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

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

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

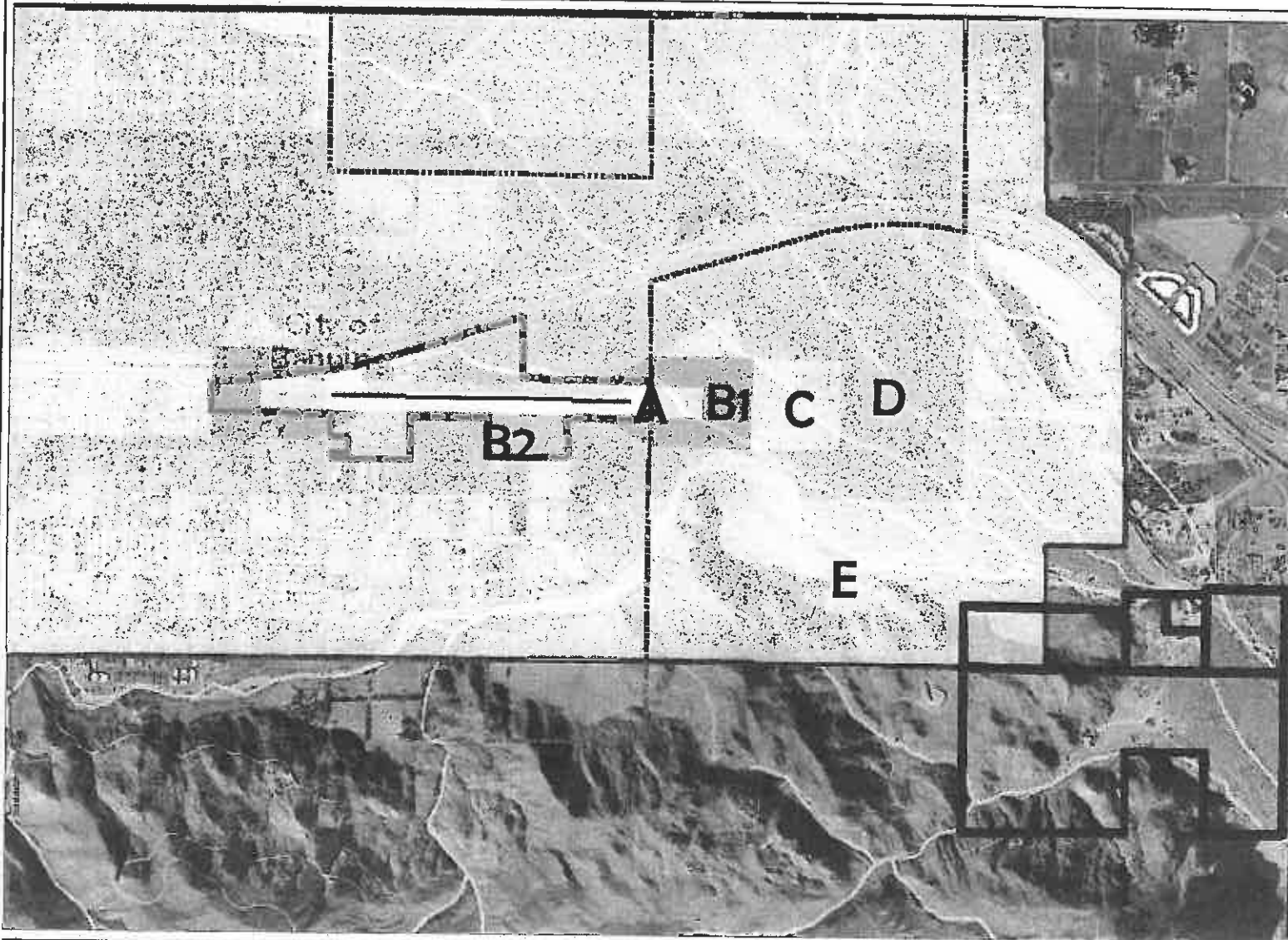
Map BN-1

Compatibility Map
 Banning Municipal Airport



BNC-compatibility

Map My County Map



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



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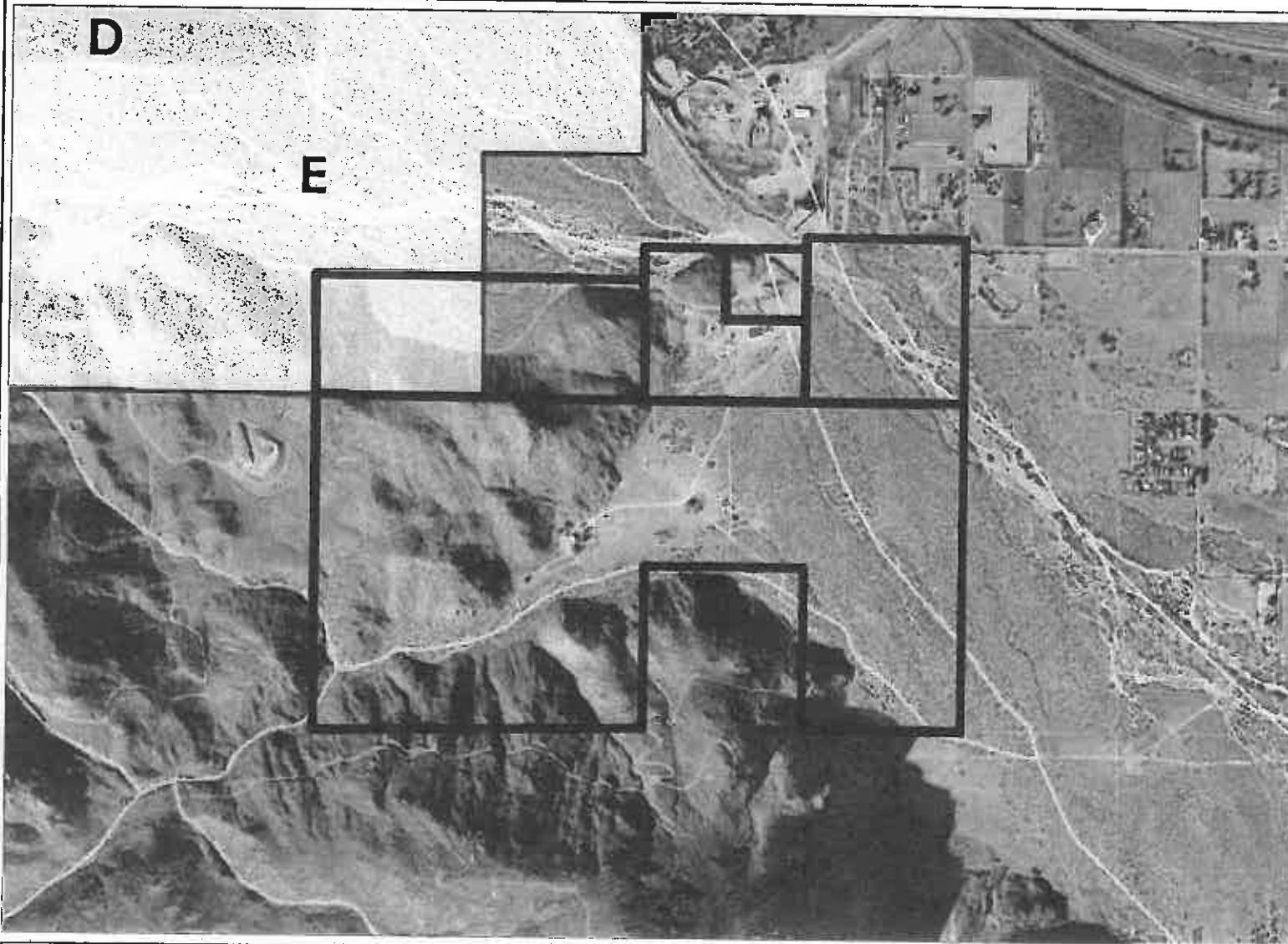


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Notes

Map My County Map



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



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Notes

Map My County Map



Legend

-  City Areas
-  World Street Map



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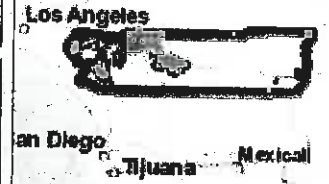
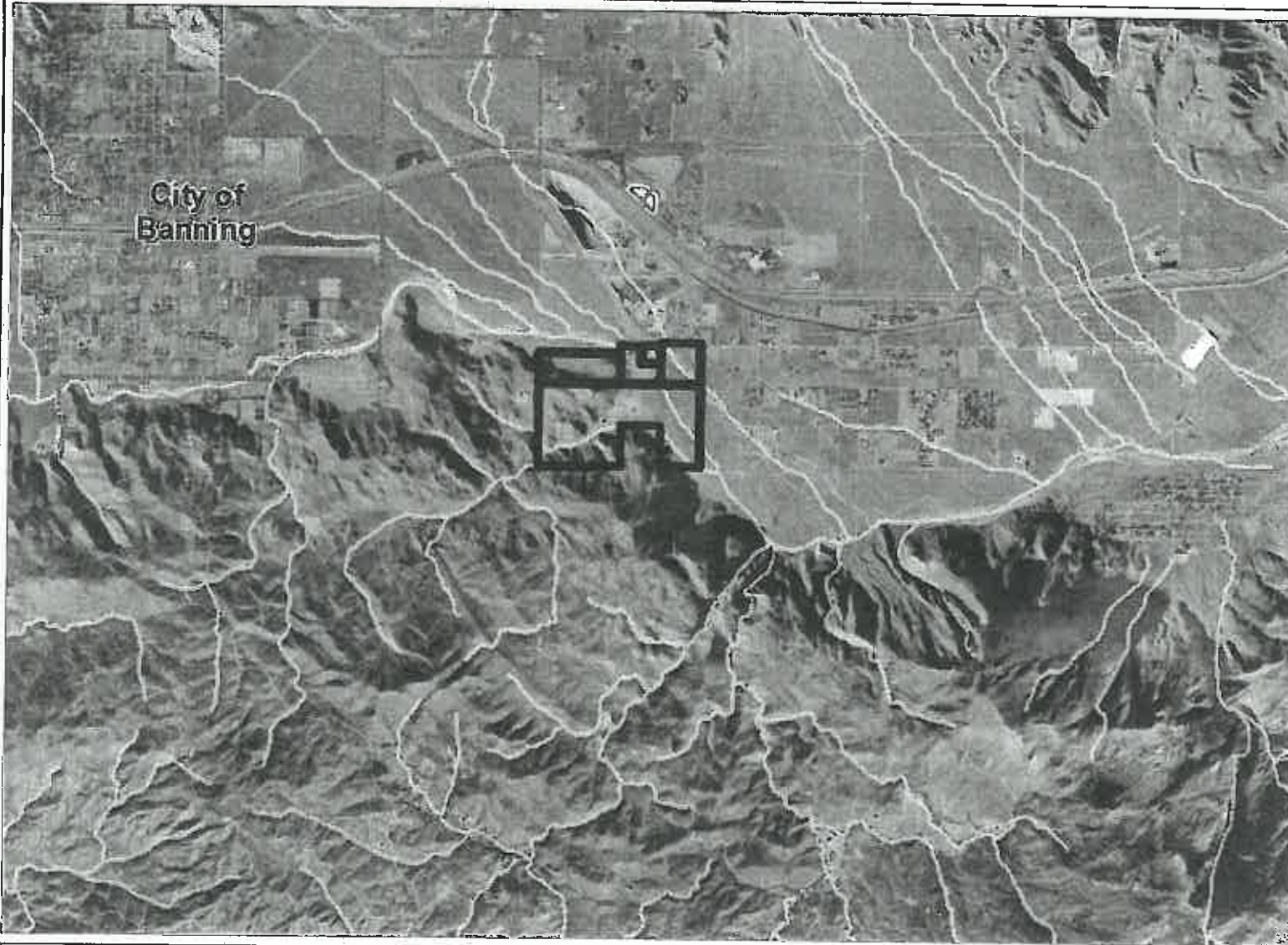
Notes

0 12 24,629 Feet
314

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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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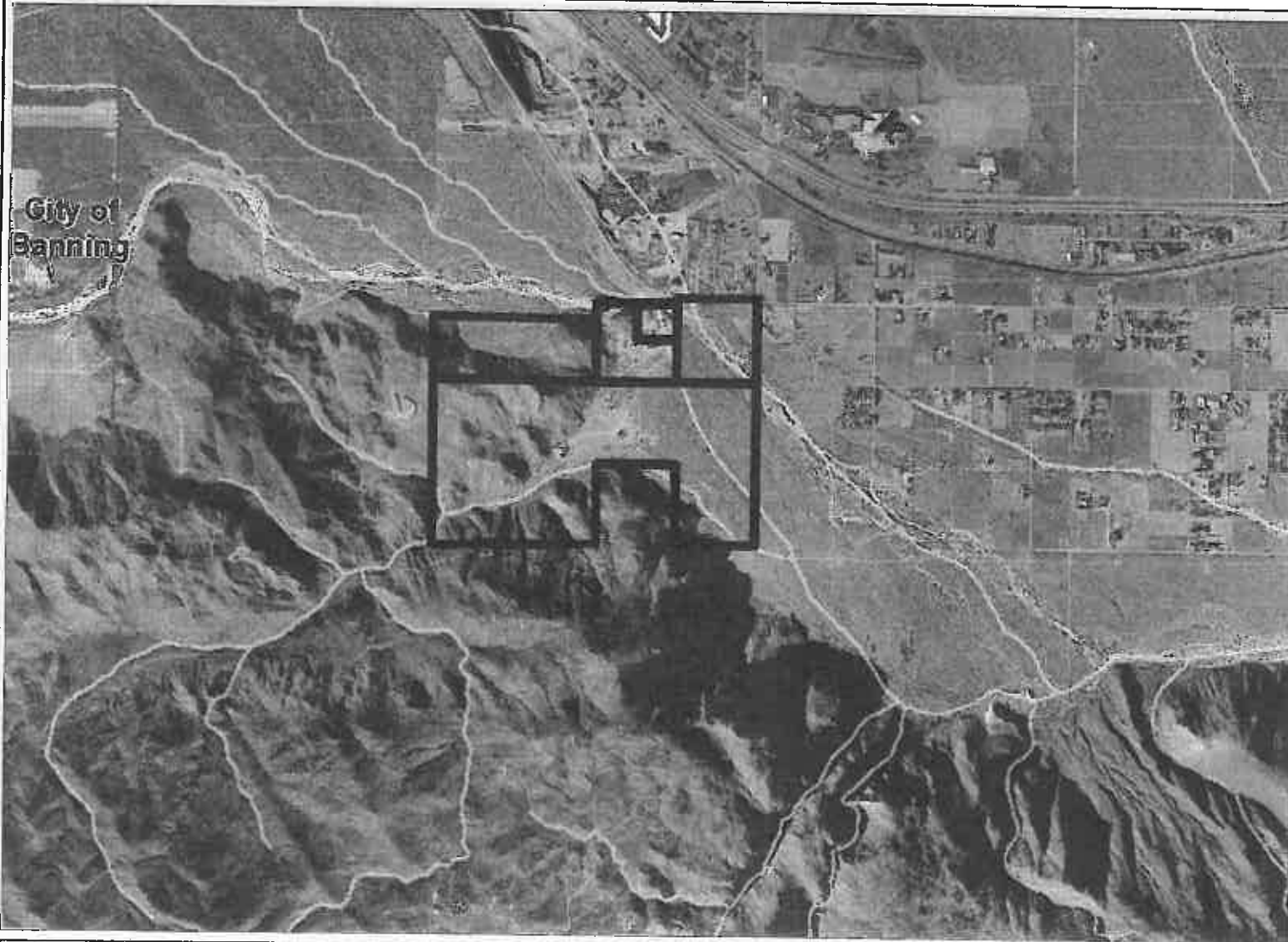


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Notes

Map My County Map



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



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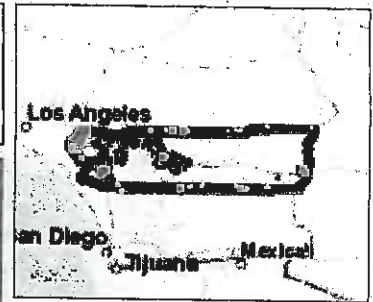
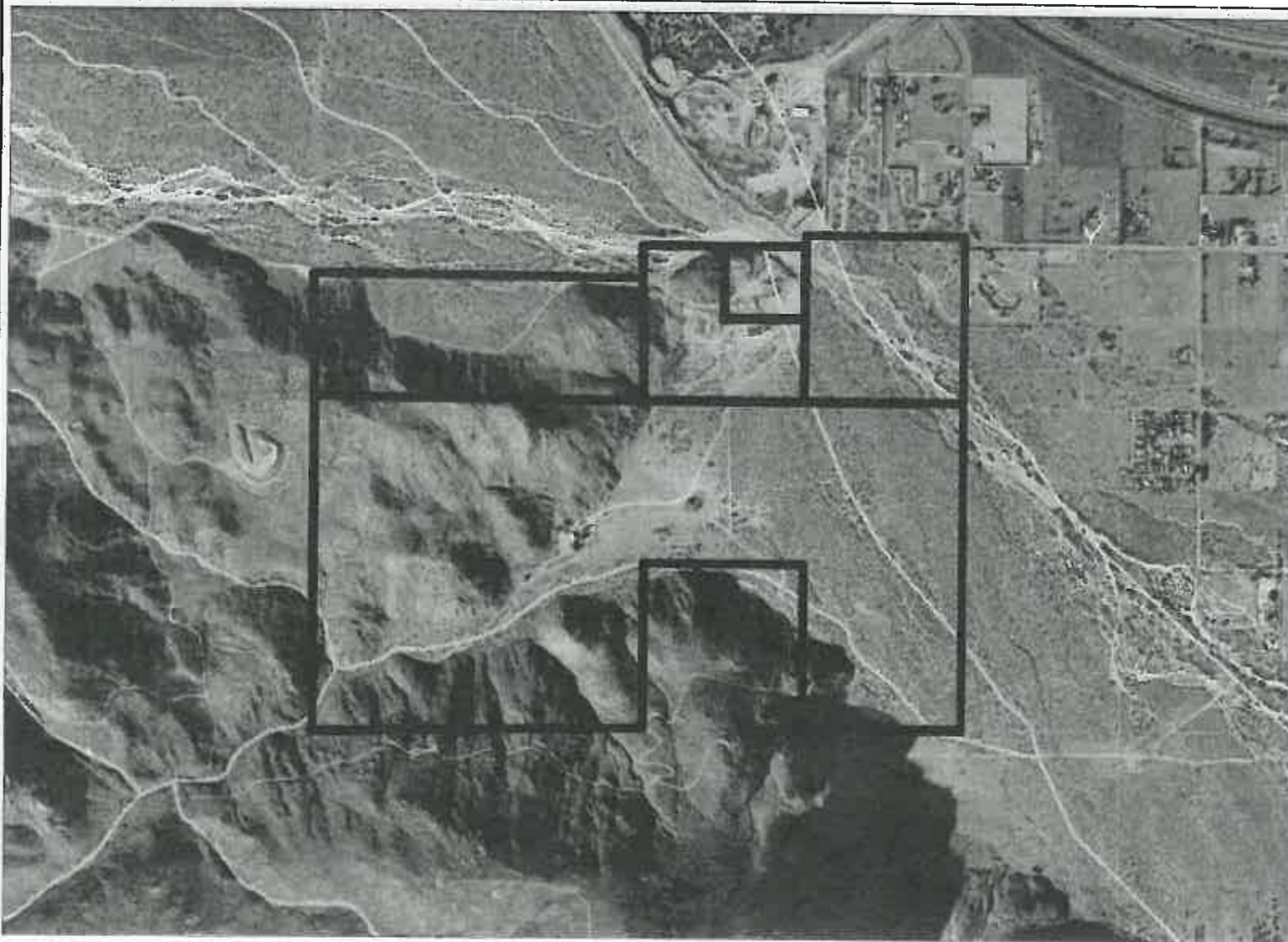
Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Project Description

EXCERPTS

SMP00162R6

State Mine ID Number 91-33-0008

REVISED

**SURFACE MINING PERMIT AND RECLAMATION
PLAN**

FOR

ROBERTSON'S READY MIX

Prepared by:

**Robertson's Ready Mix
200 South Main Street, Suite 200
(951) 685-2200**

May 2018

GENERAL NOTES

The following body of the report consists of approvals already in place. The County of Riverside requested corrections be made to clarify text that was ambiguous (double underline denotes text added for SMP00162R5) and remove text that was eliminated or modified during the approval of the SMP revisions (text in ~~strikethrough~~-format). These clarifications simplify the record and clarify the evolution of the mine and permits that control it. Terms originally used to assist in the readers understanding of an application (such as phases named "current") over time can confuse those unfamiliar with the many phases and changes the mine had experienced over its lifetime. Robertson's made the changes in the format recommended by staff and left much of the text in its original state to avoid losing continuity and preserve the integrity of the documents. Conditions and the approved reclamation plan should govern the overall mine plan and inconsistencies in terminology (IE, current phase, changes proposed) should be viewed as part of the history of the document.

SMP00162R6 PROJECT DESCRIPTION

The purpose of submitting SMP00162R6 is to update the Mining and Reclamation Plan for SMP00162 as follows:

1. To include an additional five (5) parcels to the Mining and Reclamation Plan and expand mining to provide additional aggregate reserves for site operations subsequent to approval of SMP No. 162.
2. To include additional five (5) parcels to Mining and Reclamation Plan as "South Expansion -Phase III" and add an additional sheet (A-3) to the Mining Plan.
3. To rename "Middle Phase III" to "Middle Phase IV" (Sheet A-4).
4. To rename "Depth East /Plant Area Phase IV" to "Depth East/Plant Area Phase V" (Sheet A-5).

SMP00162R6 SUMMARY

The approval of "South-Expansion" is sought under SMP00162R6. The approval of SMP00162R6 is to include the addition of (5) parcels with a total acreage of 424.68 acres, of which 144 acres will be mined. A portion of this area has been historically used for cattle grazing. Additionally, a portion of this area has been previously approved as a shooting range under the current Conditional Use Permits [CUP reference # CUP01300]. Three (3) of the five (5)

additional parcels have previously been included and approved as part of the Mine and Reclamation Plan SMP00162R2 (Per County Records- "SMP00162R2 TO EXPAND MINING AND RECLAMATION PLAN TO INCLUDE ADDITIONAL PROPERTY ACQUIRED SUBSEQUENT TO APPROVAL OF SMP 162. TO INCREASE MAXIMUM PRODUCTION RATE TO TRANSPORT THE MAJORITY OF SAND AND AGGREGATE FROM THE SITE USING RAIL FACILITIES TO ALLOW LONGER TIME FOR RECAPTURE OF CAPITAL INVESTMENT TO BRING ALL LANGUAGE AND CONDITIONS UP TO CURRENT CONDITIONS AND STANDARDS. EXPAND MINING ACTIVITIES OUTSIDE APPROVED MINING A") Reference Riverside County GIS Information. SMP00162R6 seeks to add the additional southern acreage to the Mine and Reclamation Plan as the "South Expansion Phase" in order to provide additional aggregate reserves. SMP00162R6 intends to continue the historic use of the River crossing south of the current RRM pit. Historically this river crossing has been used for nearly 100 years as a cattle crossing, more recently used for the purposes of BCC (Beaumont Concrete company) to cross the river with its trucks as permitted by the county TUP00200. This crossing is the only access point to enter the property, as there has historically been a home (to be removed) to care for the cattle on the property since 1926. Also, SMP00162R6 WILL NOT be increasing the annual production rate of material nor will it be increasing truck traffic. RRM will continue to utilize the rail to minimize community truck traffic and emissions.

SMP00162R5 PROJECT DESCRIPTION

This revision (SMP00162R5) provides for the addition of two wind turbines on-site to provide electrical power for site operations. The wind turbines will be placed along the southern boundary of the mine site as indicated in exhibit A2 of the accompanying site plan document). The wind turbines will be a maximum of 338.6 feet high and have a combined maximum output of 2.0 megawatts. A variance is requested to increase the turbine height from 105 feet to 338.6 feet in the W-2-10 zone. All mining and reclamation activities previously approved in SMP00162R2 and SMP00162S3 are still in effect. This exhibit references a Supplemental Exhibit SMP00162R5 prepared during preparation of previous surface mining plan revisions. The Supplemental Exhibit includes; Approved Conditions, Geotechnical Report, Scour/Sedimentation/Head Cutting Analysis, Scour/Levee Monitoring Program, Cooperative Agreement, Additional Seepage/Slope Stability Analysis, Biological Survey, Noise Study, Air Quality Analysis, Mine Phase Schedule, Revegetation Schedule, Financial Bond Security.

SMP 162 OVERVIEW

The existing surface mining operation was originally approved in 1964 and subsequently renewed in July of 1974 by the County of Riverside as Conditional Use Permit No. 1648 C. On June 23, 1987, an application for Surface Mining Permit No. 162 was submitted to the Riverside County Planning Department. A Notice of Preparation of an Environmental Impact Report was issued for SMP. No. 162 on July 14, 1987. Surface Mining Permit No. 162 was approved and

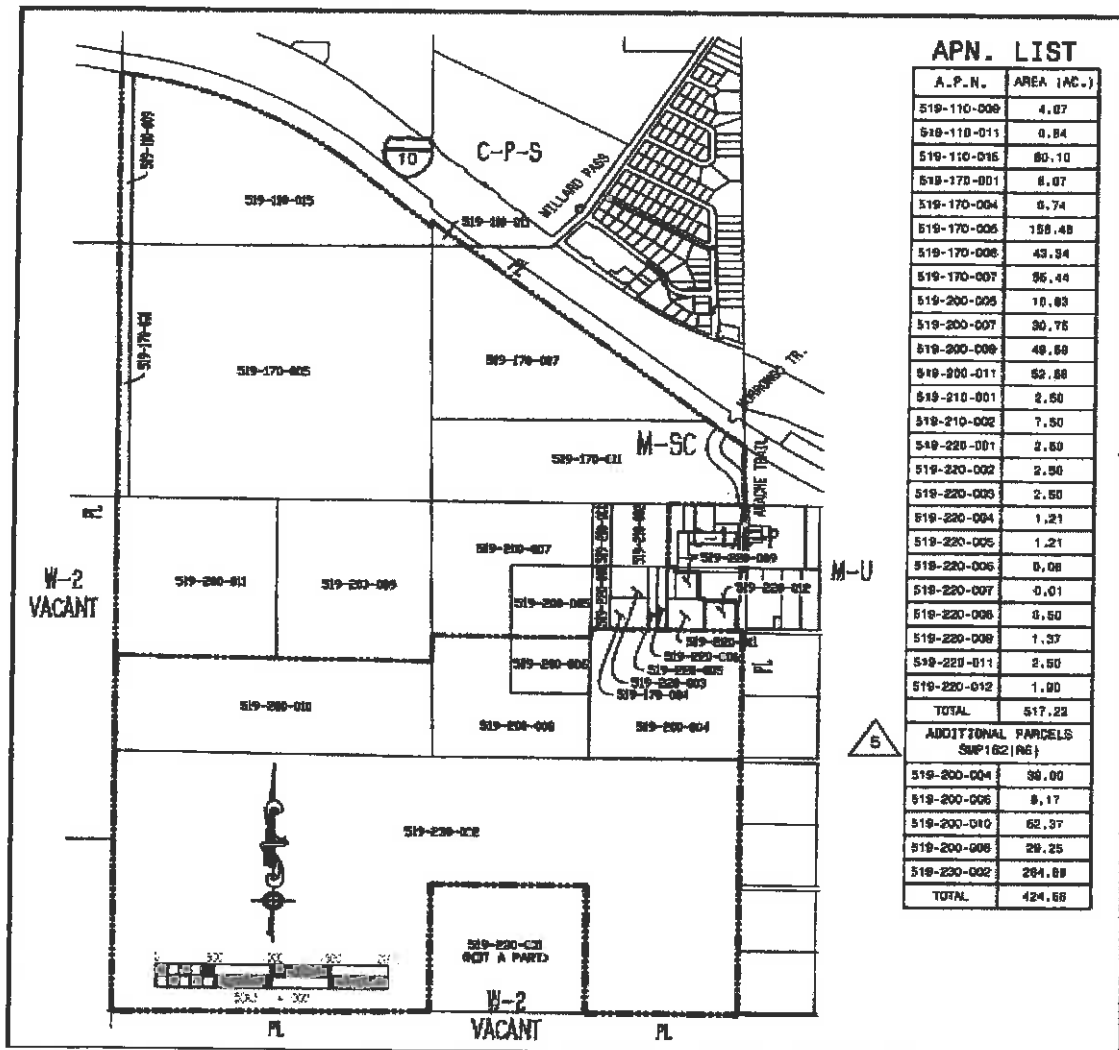


FIGURE 1 – Assessor Parcel Number Index and Vicinity Map

APPROVED MINE and RECLAMATION PLAN

- January, 1990
- August, 1999(S1)
- December 2000(S2)
- March, 2001(R2) withdrawn
- September, 2004 (R1)
- August, 2006 (R2)

SECTION I - SITE AND AREA CHARACTERISTICS

Access

Access - The project site is located in Cabazon, southerly of and adjacent to the I-10 Freeway and west of Apache Trail. The access road has been realigned and tied-in at 90 degrees with Apache Trail and has been constructed with 24' AC pavement as per the requirements of CUP 03574.

Access to the turbines will be through existing mining haul roads and easements. Access to "Phase III - South Expansion" will be achieved by utilizing a historically permitted path across the San Gorgonio riverbed. An access ramp will be installed to access the riverbed by crossing the levee.

Rail Access - the site is served by Union Pacific Rail Road. A crossover track exits the UPRR main on the westerly end of the site. This connects to a spur located along the northerly boundary of the site. There is a rail car loading station in the middle of the spur. There is a rail car maintenance spur off the load-out spur. Material is moved by conveyor belt to the load-out station.

Utilities

Serving utilities are as follows and are currently available to the site:

1. Electrical: Southern California Edison Co.
1700 Tahquitz McCallum Way
Palm Springs, CA 92262
(909)324-4691
2. Gas: Southern California Gas Co.
3700 Central Avenue
Riverside, CA 92506
(909) 781-6123
3. Sewer: Onsite Disposal System
4. Water: Cabazon County Water District
P.O. Box 297
Cabazon, CA 92230
(909) 849-4442

Onsite Private Well(s)
5. Telephone: Frontier Communications
(805) 808-3585

Land Use

The site is currently operated as a sand and gravel mining pit, aggregate processing plant, concrete batch plant, asphalt plant (operated by Matich Corp.), material loading systems, and related maintenance and administrative facilities to support these uses. The site is bounded by scattered low-density residential adjacent to the east side of the property, San Gorgonio River and Smith Creek on the south side, vacant land used for cattle grazing on the west side and the UPRR main, Interstate 10 and the Cabazon Outlet Center on the northerly edge of the site. The San Gorgonio River bisects the site. A concrete-lined levee extends along the right (east) bank of the river. SMP00162R5 revision consisted of the addition of (2) two wind turbines on site to provide electrical power for site operations only. The revision for SMP00162R6 will include an additional (5) five parcels, described as "Phase III", to the Mine and Reclamation Plan, utilizing what was previously described as "Cattle ranching land" south of the San Gorgonio River.

Three (3) of the five (5) parcels south of the San Gorgonio River were previously approved under SMP00162R1 as a part of the Mine and Reclamation Plan.

Visibility

Features of the operation visible to surrounding properties and the I10 corridor are the conveyors, rail car load-out station and the private spur. Intermittently, parked rail cars are also visible. The processing plant, storage piles and concrete batch plant are located 50-ft below the natural surface and behind the raised spur, and as such only small portions of the highest points are visible. The old processing plant in the southern portion of the site would be removed before Phase II commences.

The subsurface nature of the excavation, in conjunction with the fact that most vantage points to the site are at essentially the same elevation as, or only slightly higher than, the natural ground elevation of the site, precludes most of the view of the excavation. As a mitigation to any remaining visual impact, a contour-graded and tree-planted berm has been constructed along the northeasterly edge of the site, paralleling the I-10 Freeway.

A berm with 6-ft concrete wall at the top has also been constructed along the west side of Apache Trail, and west from Apache Trail at Pipeline Road and at Bonita Avenue. The berms were constructed with topsoil and overburden generated by the Phase I activities. The berm also serves the purpose of topsoil banks required by the revegetation plan.

The three bladed 339 feet wind turbines will be visible from the I-10 corridor, the Morongo Casino, Outlet Shopping Center and Cabazon. The turbine will be located inside the confines of an existing active mine and behind the existing aggregate process plant. Visual impacts have been reduced by locating the turbines deep within the existing mine site. The turbines are to be located over 1/2 mile from interstate 10.

It is initially thought that the expansion of "Phase III" will not be visible to the I-10 freeway, nor to area residents. The land is blocked by hills southwest of the permitted mine site causing minimal dust, noise and visual impacts to the community and surrounding neighbors.

Geology

Data contained in this section is taken from Gary S. Rasmussen and Associates Report dated 10/26/84 titled "Engineering Geology Investigation of The Proposed Expansion of The Sand and Gravel Mining Operation Located Immediately South of Interstate 10, Portion of Section 7 and 18, T3S, R2E S.B.B.M.". (Supplemental Exhibit Page 329)

Data contained in this section is supplemented from C.H.J. Incorporated dated 02/22/1999 title "Geotechnical / Geologic Investigation Report - Proposed San Gorgonio River Levee Improvement East Side of the San Gorgonio River and North of Smith Creek Located in Banning Area, Riverside County, California". (Supplemental Exhibit Page 255)

Most of the site is underlain by alluvium deposits consisting of silts, sands, gravels, cobbles and

Excavation

The maximum depth of excavation is anticipated to be 350 feet. Excavated areas would encompass approximately 635.06 acres. A geotechnical study by Gary Rasmussen and Associates, commissioned by the owner, indicated that vertical cuts of 25 feet or cuts made at a 0.50:1 slope would be allowable during mining operations. Permanent slopes would be graded to varying slopes in a manner as shown in Table 2. Exhibit "A" shows Slope Development for each phase.

No benching is recommended, as studies conducted by Dr. Robert Pyke indicate that benches can be the focal point of slope failure due to seismic amplification. Exhibit "A" of this Plan includes a typical section of this slope configuration. It is not anticipated that blasting of any kind would be required to accomplish the removal of material. This analysis was brought current by CHJ Laboratories using current practices and is attached, along with the other reports, in Appendix "3".

Both studies recommend a setback distance of 50 feet from any habitable structures or pipelines to the closest point of pit excavation.

Product Processing

Production processing can be broken down into 1) primary processing of raw materials, 2) secondary crushing and screening and 3) storage and shipment. A schematic of the processing plant is shown in Figure 2 and the process flow diagram in Figure 3.

Primary Processing - Raw materials (36-in maximum size) excavated from the quarry are transported by off-road haul trucks to a grizzly screen and primary jaw crusher which crushes material down to a maximum size of 6-in. The primary-crushed material is stored in a surge pile where it is recovered by a vibrating feeder and tunnel conveyor. Production rate for this operation is 2,000 tons per hour. For annual production hours of 2,340 (7.5 x 6 x 52) per year this amounts to 4.68 million tons per year (4.50 million tons of salable material).

Secondary Crushing and Screening - The recovered raw material passes through a primary screen to scalp off oversize material, coarse aggregate meeting specification and sand. The oversize material is passed to a cone crusher and return to the primary screen as a circulation load. Sized material and sand is passed through a secondary screen to further classify the material as well as wash the material with water to separate out the fines and clays adhering to the aggregate. The sized material is scalped off and sent to storage piles. The silt-laden sand is processed with a sand washer or screw to remove the silt. The washed sand is "de-watered" on special screens and sent to the storage piles.

ACREAGE										
MINING	AREA (AC)	MIN. PRODUCTION RATE	AVG. PRODUCTION RATE	YIELD	LA	WORLD	LISTE	FT	MIN. RATE	FT AN. BAY
PHASE I	61.84	1,000	1,000	2,370	...	...	...	...	...	...
PHASE II	46.83	1,000	1,000	2,370	...	...	...	...	...	...
PHASE III	67.51	850	61,800	28,800	8,180	10.8	...	...	...	...
PHASE IV	40.48	200	18,200	36,200	...	...	...	...	...	...
PHASE V	104.23	12	1,000	1,750	...	...	...	...	...	...
TOTAL	220.89	...	...	...	...	...	...	...	...	...

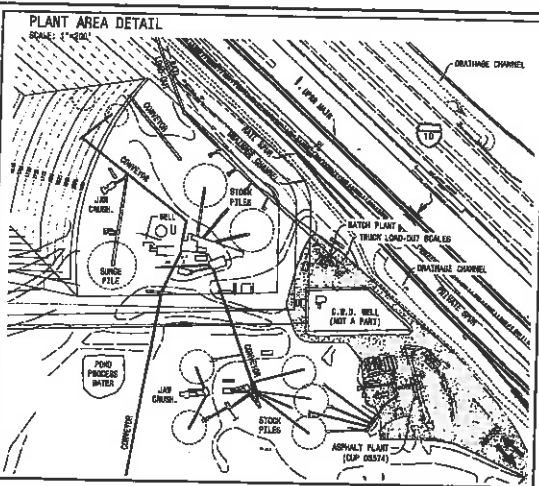


EXHIBIT "A"
CABAZON QUARRY
MINING PLAN
SMP NO. 162

SMP 162 JAN. 1990
SMP 162(51) AUG. 1993
SMP 162(52) DEC. 2000
SMP 162(R2) MARCH 2001 (WITHDRAWN)
SMP 162 (R1) SEPT. 2004
SMP 162(R2) AUG. 2006
SMP 162(53) AUG. 2008
SMP 162(R3) SEPT. 2011
SMP 162(54) JAN. 2019 (PROPOSED)

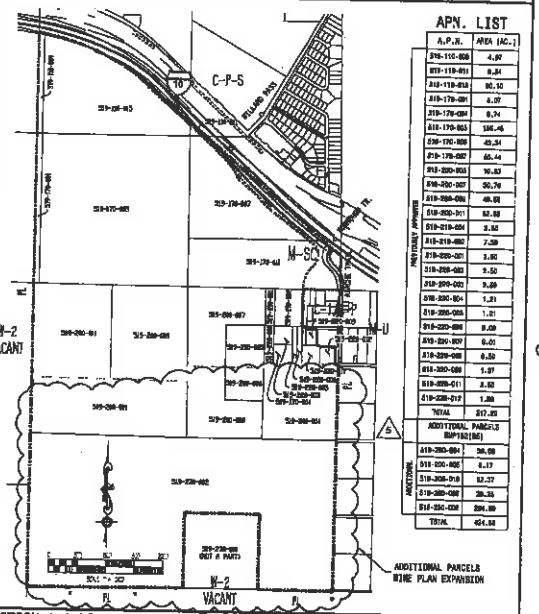
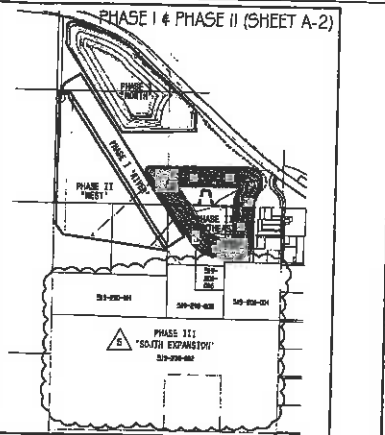
PROJECT DESCRIPTION

- EXPAND EXISTING MINING AND RECLAMATION OPERATION TO INCLUDE "SOUTH EXPANSION" PHASE.
- REVISE MINE PLAN TO INCLUDE "SOUTH EXPANSION" PHASE.

LEGAL DESCRIPTION

GRANTING A PORTION OF SECTION 7 AND A PORTION OF THE NORTH 1/2 OF SECTION 18, T3S, R2E S.4. IN THE COUNTY OF RIVERSIDE STATE OF CALIFORNIA.

ASSESSOR PARCEL NUMBERS
SEE A.P.N. LIST



GENERAL NOTES

- PRODUCT: SAND, GRAVEL, ROCK AND READY MIX CONCRETE ASPHALT (SEPARATE COP 05574)
- MINING AREA: CONDUIT AND PROPOSED MINING 450.00 ACRES SOUTH EXPANSION 152.00 ACRES PROCESSING PLANT / RAIL 40.61 ACRES OPEN SPACE 286.84 ACRES TOTAL SITE 942.00 ACRES
- ASSESSOR PARCEL NUMBERS: SEE "VICINITY MAP/APP KEY"
- EXISTING AND PROPOSED ZONING: M-2
- OPEN SPACE AND CONSERVATION NOT DESIGNATED AS OPEN SPACE ON COMPREHENSIVE GENERAL PLAN.
- THE SITE IS LOCATED IN THE COUNTY'S MODERATE LIQUEFACTION POTENTIAL ZONE AND SUBSIDENCE ZONE. AP ZONE IS OFF THE SITE AND ADJACENT TO THE NORTHEAST CORNER OF THE SITE.

OWNER
HW PROPERTIES
200 SOUTH MAIN ST, SUITE 2000
CORONA, CA 92882

OPERATOR/APPLICANT
ROBERTSON'S READY MIX
200 SOUTH MAIN STREET
CORONA, CA 92882
(951) 554-7557

OWNER (ADDITIONAL PARCELS)
NEW DEVELOPMENT CORP.
1551 GARDEN WAY
HENDERSON, NV 89014

ENGINEER
MICHAEL ORDOZ, PE
P.O. BOX 5900
CORONA, CA 92878-5900
(951) 482-0500

GEOLOGIST
TERACON CONSULTANTS (FORMERLY CAJ)
1555 E. COOLEY BL.
DUBLINO, CA 92524
(909) 824-7200

UTILITIES

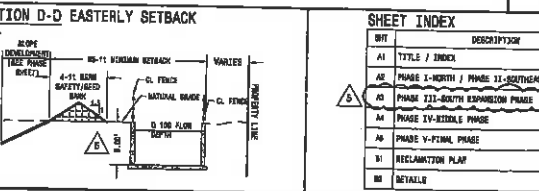
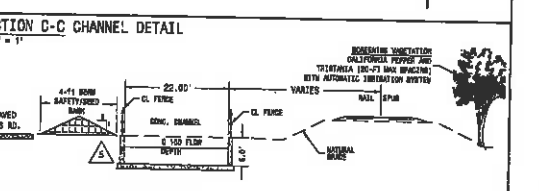
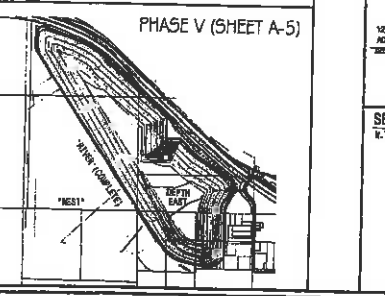
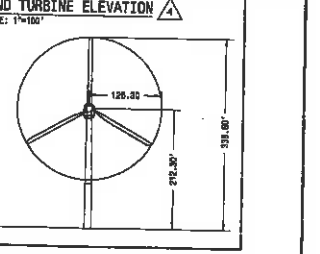
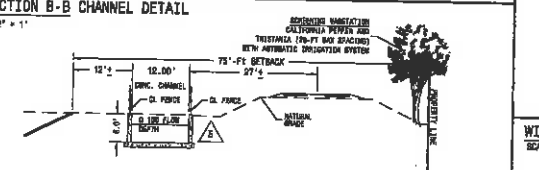
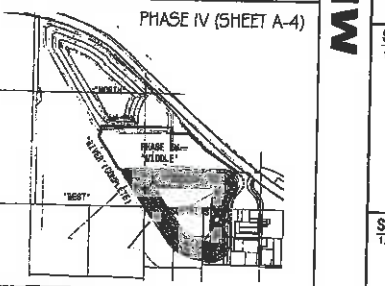
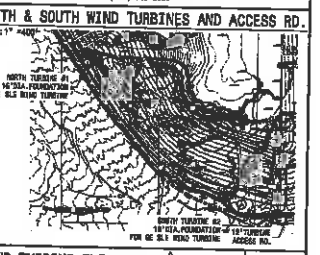
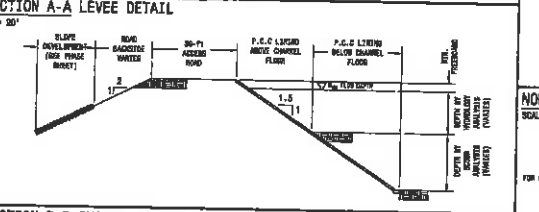
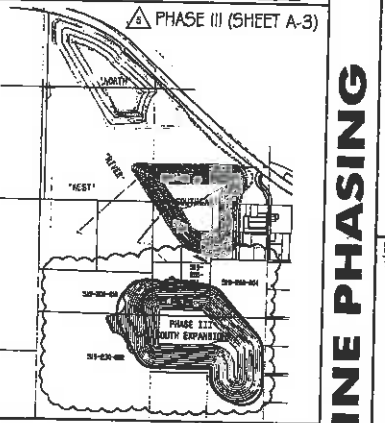
ELECT: SOUTHWEST CALIFORNIA Edison CO.
1706 TANGIETTE McSALLAN WY.
PALM SPRINGS, CA 92282
(714) 824-4000

GAS: SOUTHWEST CALIFORNIA GAS CO.
3790 CENTRAL AVENUE
RIVERSIDE, CA 92506
(951) 781-6120

SEWER: DRASTIC DISPOSAL SYSTEM

WATER: CABAZON COUNTY WATER DISTRICT
P.O. BOX 267
CABAZON, CA 92520
(909) 918-4442

TELEPHONE: FRONTIER COMMUNICATIONS
(951) 838-5585



SHEET INDEX

NO.	TITLE / INDEX
A1	TITLE / INDEX
A2	PHASE I-NORTH / PHASE II-SOUTHWEST
A3	PHASE III-SOUTH EXPANSION PHASE
A4	PHASE IV-BIDULE PHASE
A5	PHASE V-FINAL PHASE
R1	RECLAMATION PLAN
NO	DETAILS

BENCHMARKS
CORONATION
CORONATION
CORONATION

ELEVATION:
STAMPING:

PHOTOGRAMMETRIC SURVEY BY JBLAND AERIAL SURVEYS, INC. DRAWING NO. 08/24/10

CABAZON ROCK PLANT
CABAZON, RIVERSIDE COUNTY, CA
PERMIT SUPERVISORS
CA MINE ID 891-50-000

EXHIBIT A - MINE PLAN TITLE / DETAILS

Drawn by: [Signature]
Checked by: [Signature]
Scale: AS SHOWN
Date: 01/28/19
Sheet: A-1 of 1

ROBERTSON'S
200 South Main Street
CORONA, California 92882
(951) 489-6500

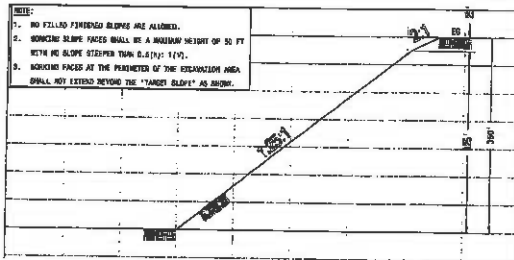
CalMines7144484971-346486-003.dwg, 1/21/2019 10:06:54 AM

CURRENTLY PERMITTED OPERATIONS

REVENUE PHASE	TOTAL AREA	REVENUE AREA	MAX. DEPTH	YIELD (TONS)
(1A) PHASE I	82 AC	32 AC	100 FT	3,800,000
(1B) RIVER PHASE	82 AC	82 AC	10 FT	2,700,000
(1C) MIDDLE PHASE	48 AC	0 AC	-	-
(1D) NORTH PHASE	48 AC	28 AC	100 FT	-
(1E) 10 YR. LEASE	48 AC	0 AC	-	-

(1) PROPOSED PLANT (STORAGE/BAFFLE HOUSE)
 (2) CONCRETE ACCESS ROAD
 (3) PROPOSED BRIDGE
 (4) DRAINAGE CHANNEL
 (5) 6 FT. HIGH DIRT TAPPING WALL
 (6) 8 TO 10 FT. VEGEATED BANK
 (7) PUMPING EQUIPMENT (STORAGE) - OPERATIONAL - EXISTING
 (8) EXTEND EXISTING LEVELS
 (9) NORTH AND SOUTH ROAD TYPING

(10) RETENTION
 (11) BARRIERS
 (12) URGENTLY NECESSARY
 (13) BARRIERS
 (14) BARRIERS WITH LOAD-BEAT STATION
 (15) PERMITTED OPERATION BY OTHERS
 (16) APPROVAL ACTION PLAN
 (17) NORTH AND SOUTH ROAD TYPING



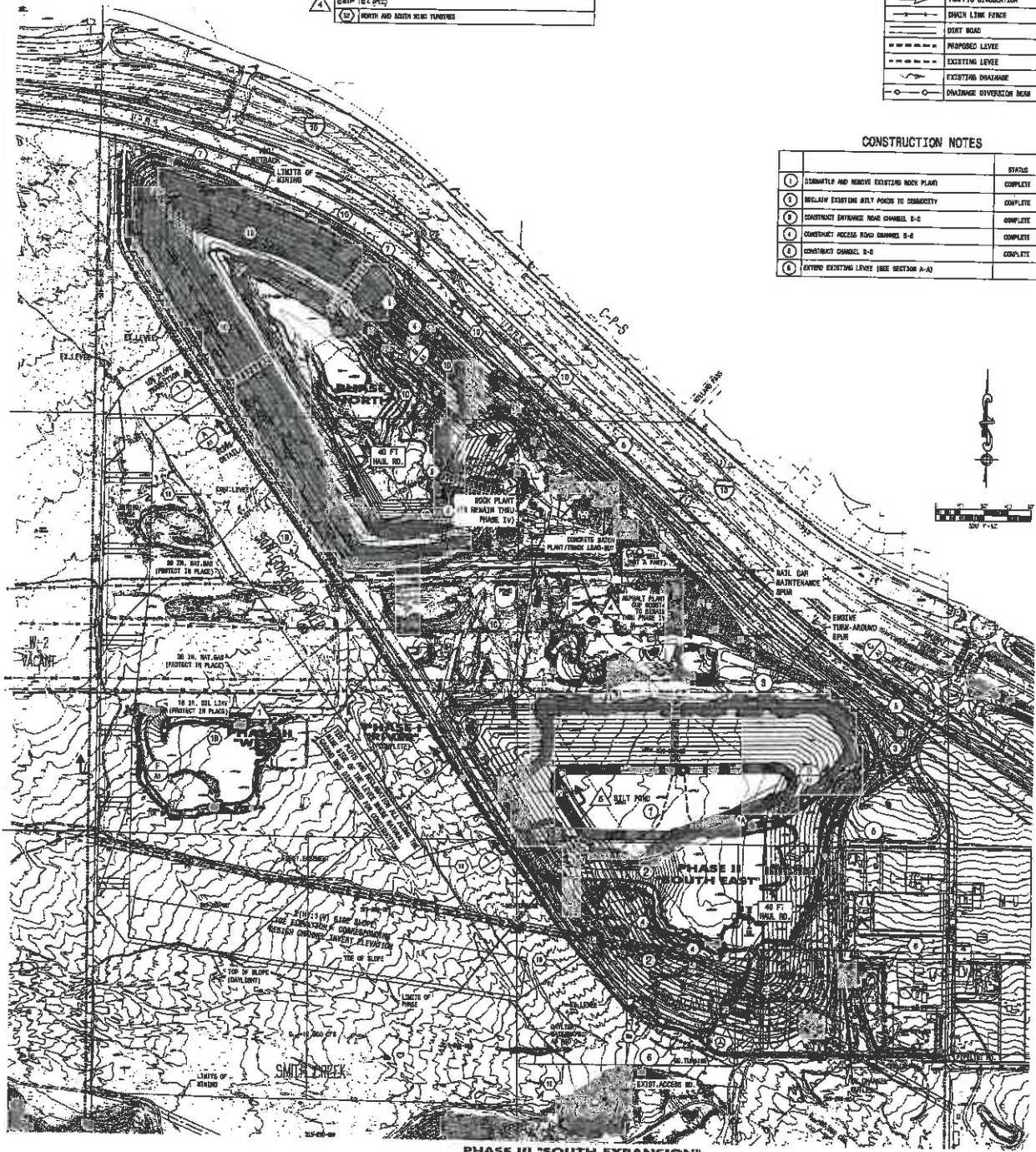
1. -SLOPE DETAIL-NORTH PHASE/SOUTH PHASE
SCALE: 1" = 100'

LEGEND

---	PROPERTY LINE
---	EXIST. CONTOUR
---	PROPOSED CONTOUR
---	TYMPHO SLOTTATION
---	CHAIN LINK FENCE
---	DIRT ROAD
---	PROPOSED LEVEL
---	EXISTING LEVEL
---	EXISTING DRAINAGE
---	DRAINAGE DIVERSION BEAM

CONSTRUCTION NOTES

NO.	DESCRIPTION	STATUS
1	STABILIZE AND REPAIR EXISTING ROCK PLANT	COMPLETE
2	RECLAIM EXISTING DIRT POND TO COMMODITY	COMPLETE
3	CONSTRUCT ENTRANCE ROAD CHANNEL B-C	COMPLETE
4	CONSTRUCT ACCESS ROAD CHANNEL B-D	COMPLETE
5	CONSTRUCT CHANNEL B-E	COMPLETE
6	EXTEND EXISTING LEVELS (SEE SECTION A-A)	COMPLETE



PHASE III "SOUTH EXPANSION"
(SHEET A-3)

REVISION	NO.	DATE
REVISE PHASING AND NORTH EXPANSION PHASE	50	04/01/18
NORTH AND SOUTH ROAD TYPING	51	06/28/18
REVISED YIELD CAPACITY	52	08/27/18
REVISED CHANNEL CROSS SECTION	53	09/20/18
REVISED REEF PHASE TO MEET FLOOD CONTROL DEPTH CRITERIA	54	05/17/20
REVISED DRAINAGE	55	DATE:

CABAZON ROCK PLANT
 CABAZON, RIVERSIDE COUNTY, CA
 PERMIT OPERATIONS
 CA WQCE 12 001-55-008
EXHIBIT A-PHASE I / PHASE II



ROBERTSON'S
 200 South Main Street
 CORONA, California 92882
 (951) 480-6500

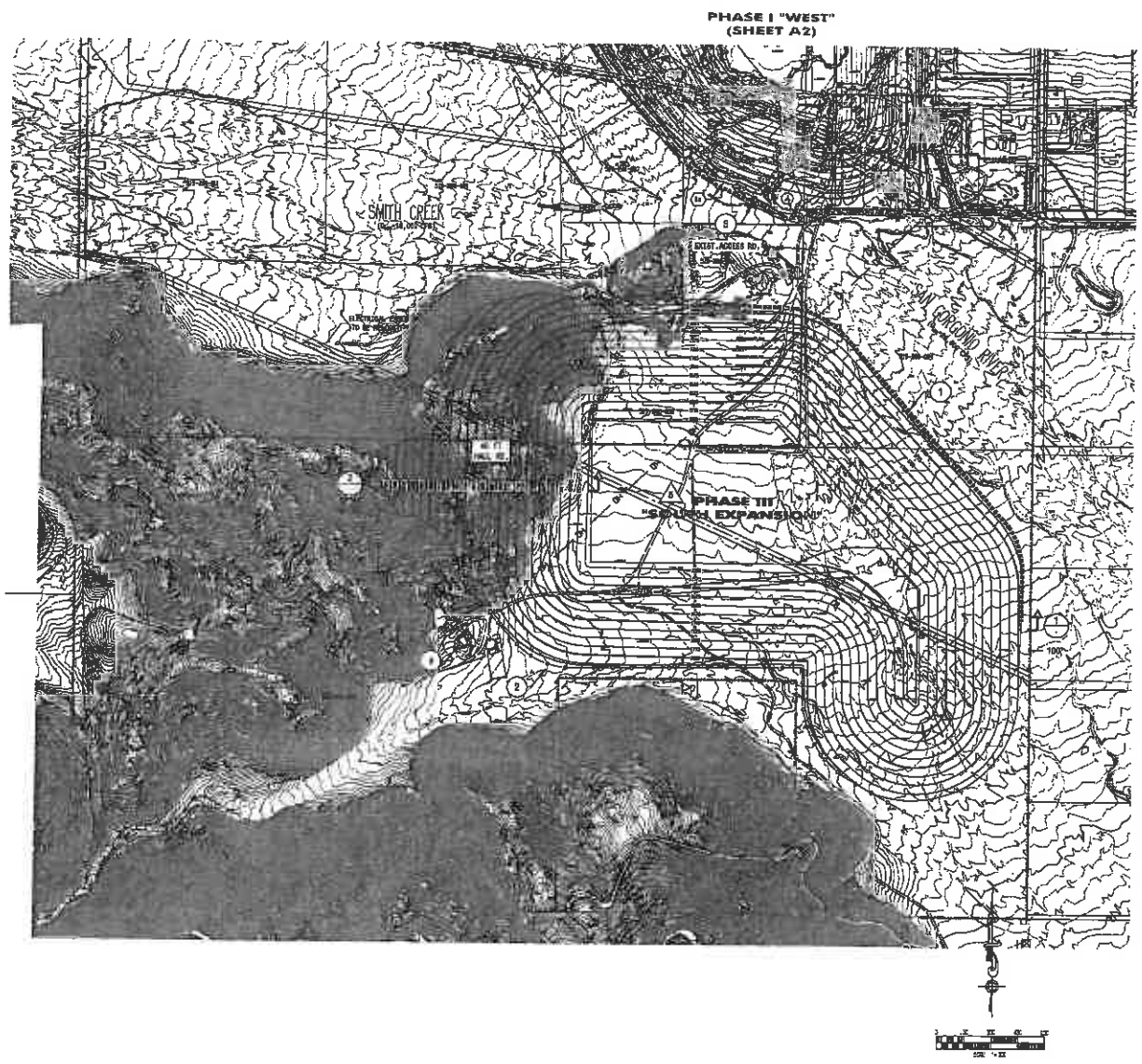
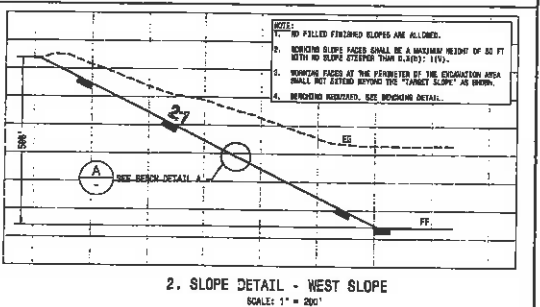
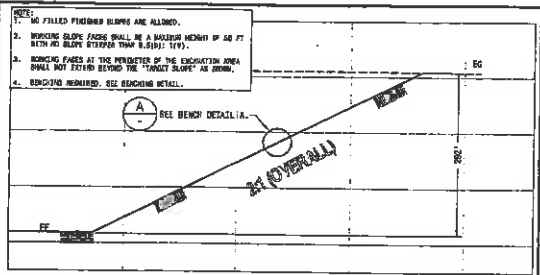
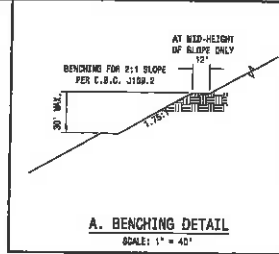
Approved by: [Signature]
 Date: 09/28/19
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 Sheet: 2 of 1

LEGEND

---	PROPERTY LINE
---	540 EXIST. CONTOUR
---	540 FINISHED CONTOUR
→	TRAFFIC CIRCULATION
→	CHAIN LINK FENCE
---	DIRT ROAD
---	PROPOSED LEVEE
---	EXISTING LEVEE
---	EXISTING DRAINAGE
○	GRAVITATE DIVERGENCE BERM

CONSTRUCTION NOTES

		STATUS
①	CONSTRUCT NEW LEVEE PER PLAN, TO BE DESIGNED	NOT STARTED
②	CONSTRUCT GRAVITATE DIVERGENCE BERM	NOT STARTED
③	CONSTRUCT ACCESS ROAD TO TOP OF LEVEE	NOT STARTED
④	REMOVE EXISTING ROAD.	NOT STARTED



REVISE PHASING AND SOUTH EXPANSION PHASE	NO	04/20/18
VERIFY AND UPDATE EMBANKMENT	NO	08/29/17
REVISED VOLUME QUANTITY	NO	06/01/18
REVISED CHANNEL CROSS SECTION	NO	09/01/17
MODIFY WEST PHASE TO MEET FLOOD CONTROL DEPTH CRITERIA	JSP	05/18/18
REVISION	BY:	DATE:

CABAZON ROCK PLANT
 OROVILLE, RIVERSIDE COUNTY, CA
 PERMIT SUPERVISOR
 CA MINE ID #V1-33-008
EXHIBIT A-PHASE III EXPANSION

PLANT NO: 57
 PROJECT NO: 1346
 SHEET NO: A-3



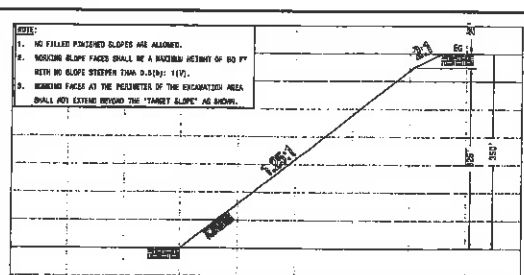
ROBERTSON'S
 200 South Main Street
 CORONA, California 92682
 (951) 493-8500

Revised by: MD
 Date: 01/20/18
 Title: AS SHOWN
 SHEET NO: A-3

CONSTRUCTION NOTES

	STATUS
1. DRYE EXISTING ON EACH SIDE LINE	NOT STARTED
2. DRYE / REMOVE EXISTING ON EACH SIDE LINE	NOT STARTED
3. DRYE / REMOVE EXISTING ON EACH SIDE LINE	NOT STARTED

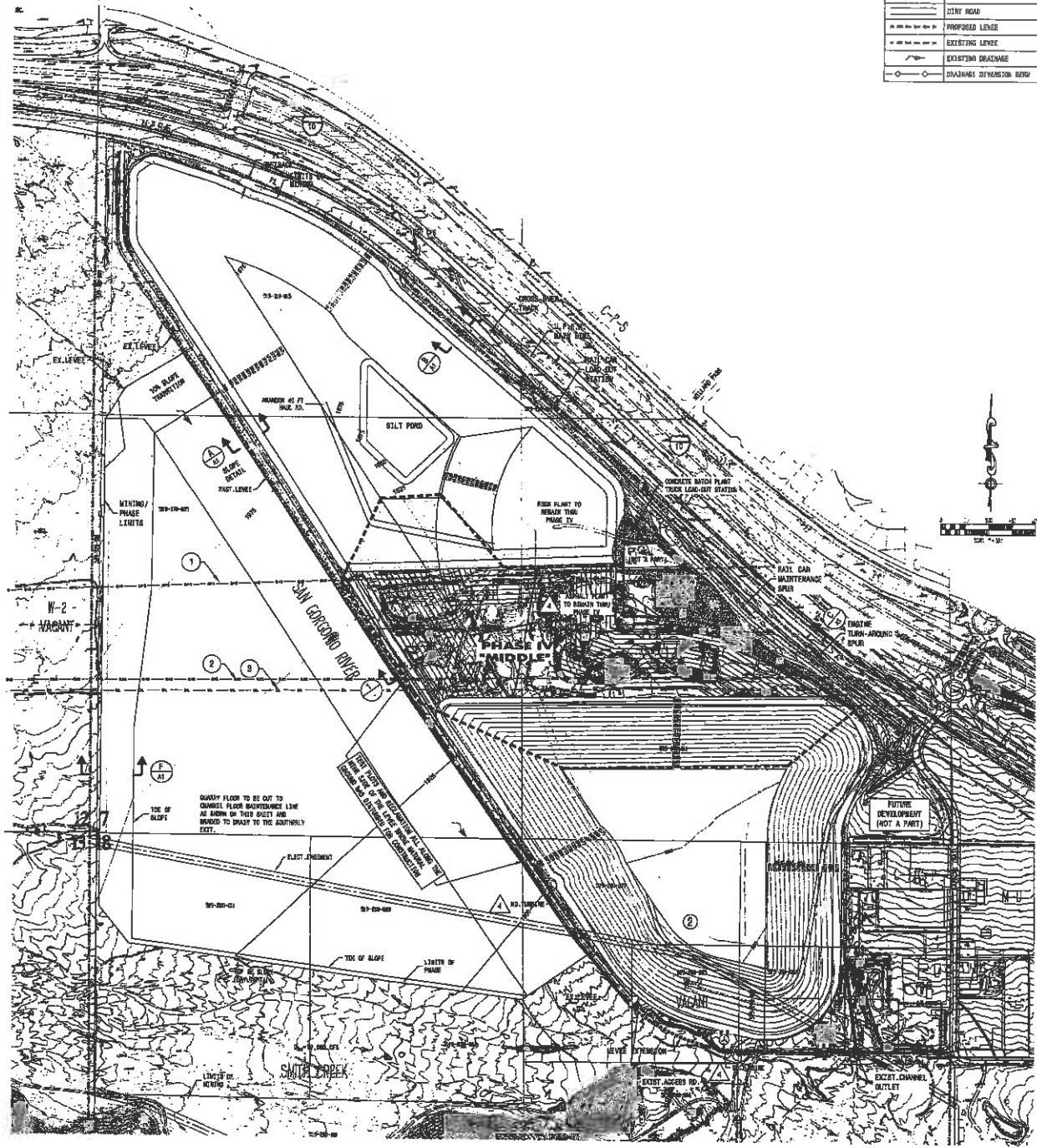
- NOTES:
- NO FILLER FINISHED SLOPES ARE ALLOWED.
 - WORKING SLOPE FACES SHALL BE A MAXIMUM HEIGHT OF 60 FT WITH NO SLOPE STEEPER THAN 0.25H: 1V.
 - WORKING FACES AT THE PERIMETER OF THE EXCAVATION AREA SHALL NOT EXTEND BEYOND THE "TARGET SLOPE" AS SHOWN.



1. -SLOPE DETAIL - MIDDLE PHASE
SCALE: 1" = 100'

LEGEND

---	PROPERTY LINE
---	EXIST. CONTOUR
---	FINISHED CONTOUR
---	TRAFFIC CIRCULATION
---	CHAIN LINK FENCE
---	DIRT ROAD
---	PROPOSED LEVEL
---	EXISTING LEVEL
---	EXISTING DRAINAGE
---	DRAINAGE DIVERSION BERM



REVERSE DIVERSION AND SOUTH EXPANSION PHASE	NO	04/01/14
NORTH AND SOUTH SIDE TRENCHES	NO	04/01/14
REVISED VALUE SURVEY	NO	04/01/14
REVISED CHANNEL CROSS SECTION	NO	04/01/14
REVISED WEST PHASE TO MEET FLOOD CONTROL DEPTH CRITERIA	NO	04/01/14
REV. DESCRIPTION	NO	04/01/14

CABAZON ROCK PLANT
 CABAZON, RIVERSIDE COUNTY, CA
 PERMIT 040016085
 DA MINE ID #91-33-008



ROBERTSON'S	Approved by	Sheet
200 South Main Street CORONA, California 92882 (951) 493-6500	Drawn by: AD	A-4
	Date: 01/28/15	
	Scale: AS SHOWN	

REVEGETATION SEED LIST	COMMON NAME	Botanical Name	Plant / Area	SEEDS	SCOPE	PLANT
Blackberry	Rubus	Rubus	3.0	0	0	0
California Sagebrush	Artemisia californica	3.0	0	0	0	
Chickpea Straw	Crotalaria retusa	3.0	0	0	0	
Crab	Croton californicus	0.5	0	0	0	
Desert	Lycium sp.	0.5	0	0	0	
Desert Willow	Chilopsis linearis	0.5	0	0	0	
Flattop Bush	Eriogonum fasciculatum ssp. pallidum	0.5	0	0	0	
Galena	Franseria serotina	0.5	0	0	0	
Plantain	Plantago major	0.5	0	0	0	
Yucca	Lupinus albus	0.5	0	0	0	
Yucca	Yucca elata	0.5	0	0	0	
Yucca	Yucca elata	0.5	0	0	0	
Yucca	Yucca elata	0.5	0	0	0	

REVEGETATION NOTES

- SEEDS WITH APPROPRIATE RETENTION, SUCH AS BROADCAST APPLICATION AND COVERING BY A CRAP MAT OR MESH, SHALL BE PLACED WITHIN ONE YEAR AFTER A SLOPE BLENDE HAS BEEN CUT TO THE FINAL SLOPE FACE. SEEDS SHALL QUANTIFY WITH THE SEEDS (SEEDS/AREA).
- SEED DISTRIBUTION, PLANT GROWTH, COVER DEVELOPMENT AND SPECIES DIVERSITY WILL BE MONITORED ANNUALLY FOR TWO YEARS AFTER SEEDING AND BIENNIALY FOR AN ADDITIONAL TWO YEARS.
- MONITORING WILL BE CONDUCTED TO DETERMINE THE SUCCESS OF RESTORATION EFFORTS AND TO IDENTIFY NECESSARY REVISIONS (e.g., RE-SEEDING, AMENDING, WEEDING).
- EXTENSIVE LANDSCAPING TO BE CONSIDERED AND BROADEN LANDSCAPING NOT INDICATED. SEEDING SHALL OCCUR WITHIN THE EIGHT SEASON (DOT TO 400).
- DESIGN AND POST-RESTORATION MAINTENANCE, ADDRESSED IN SUPPLEMENTAL EXHIBIT PAGE AND TITLED: "REVEGETATION PROTOCOL FOR RECLAMATION AT THE ROBERTSON'S QUARRY NEAR BROWNSVILLE SEVEN SITE", PREPARED BY: TERRA ANNE CONSULTANTS, INC. 100 NORTH SAN ANGELO, RIVERSIDE, CA 92507. TELEPHONE: 951-506-7227 FAX: 951-477-2840 AND SUPPLEMENTAL EXHIBIT PAGE 246 TITLED: "POST-RESTORATION MAINTENANCE PLAN, PREPARED BY: TERRA ANNE CONSULTANTS AND NORTH STEAMWAY, SAN BERNARDINO, CA 92410 INITIAL AND POST RESTORATION MAINTENANCE INCLUDED IN SUPPLEMENTAL EXHIBIT PAGE 250 BROWNSVILLE REPORT AND PAGE 145 OF THE O&G REPORT.
- LANDSCAPING: SEE EXIST DOCUMENT IN NOTE 5 ABOVE.

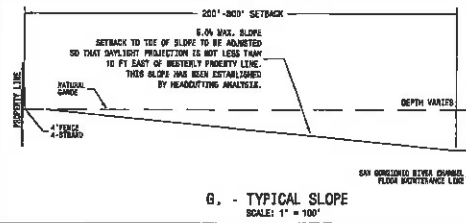
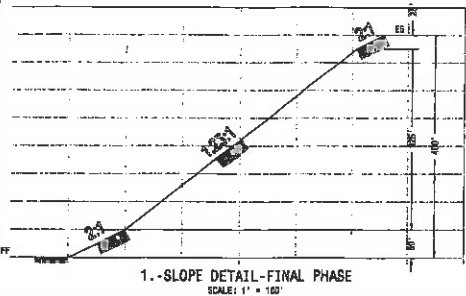


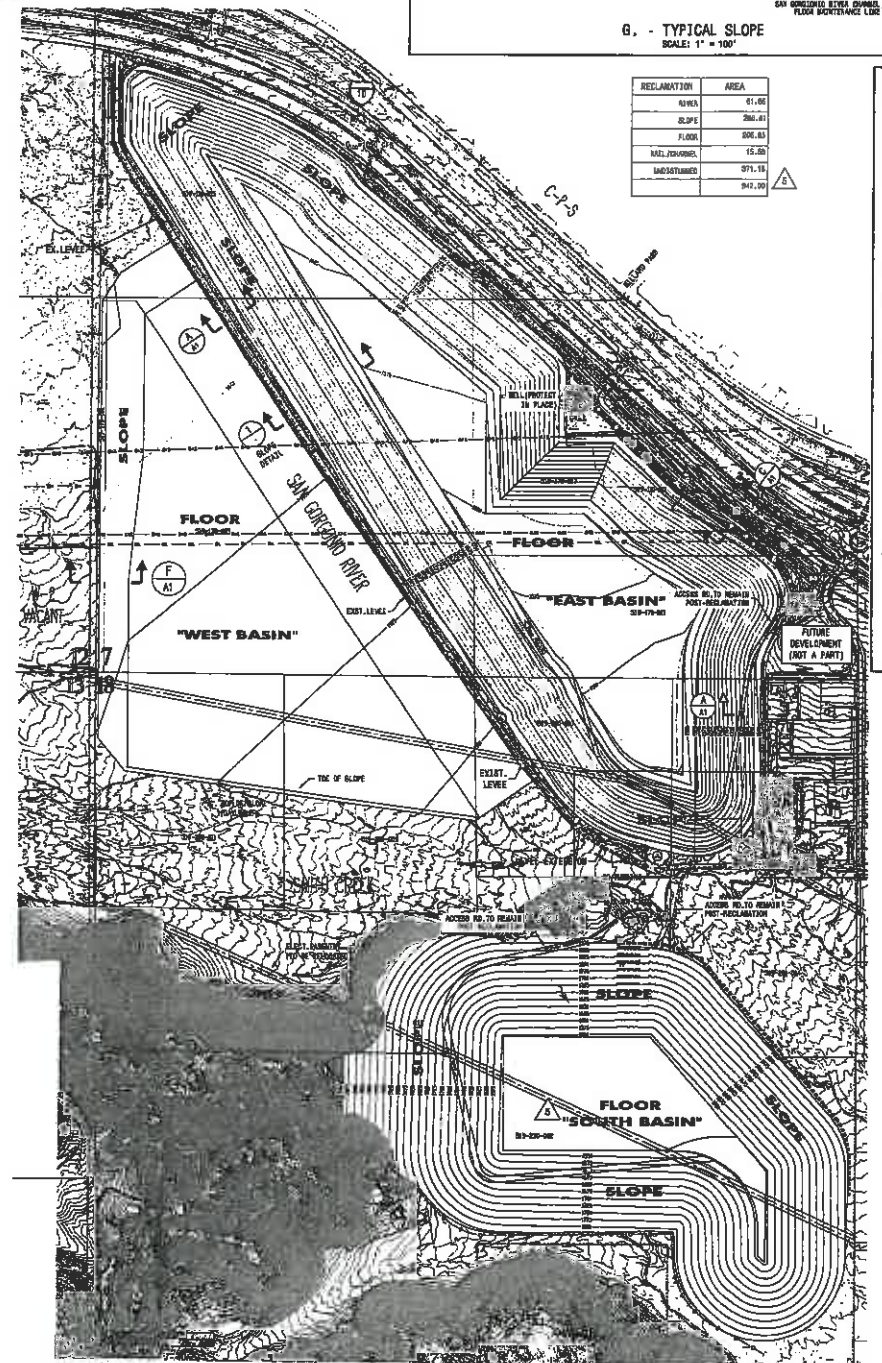
EXHIBIT "A" CABAZON QUARRY MINING PLAN SMP NO. 162

SMP 162	JAN. 1990
SMP 162(S1)	AUG. 1999
SMP 162(S2)	DEC. 2000
SMP 162(R1)	MARCH 2001 (WITHDRAWN)
SMP 162(R2)	SEPT. 2004
SMP 162(R3)	AUG. 2006
SMP 162(S3)	AUG. 2009
SMP 162(R5)	SEPT. 2011
SMP 162(R6)	MAY 2016 (PROPOSED)

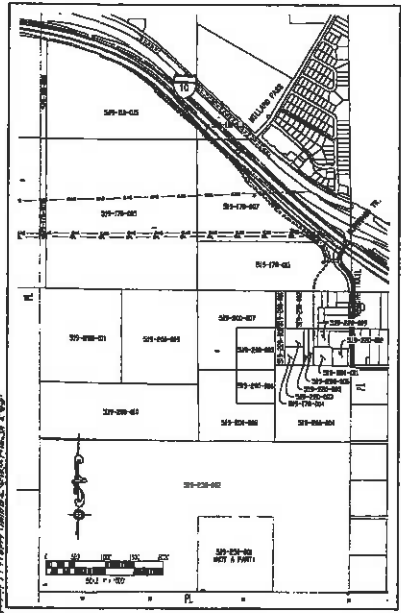
ASSESSOR PARCEL NUMBERS
SEE A.P.N. LIST

LEGAL DESCRIPTION

SHOWING A PORTION OF SECTION 7 AND A PORTION OF THE NORTH 1/2 OF SECTION 16, T3S, R2E S.3.N. IN THE COUNTY OF RIVERSIDE STATE OF CALIFORNIA.



RECLAMATION	AREA
SEVEN	61.00
SLOPE	266.41
FLOOR	806.83
WATERWAYS	15.30
UNDISTURBED	971.15
	947.00



SUBSEQUENT USE

- ALTHOUGH THE RECLAMATION PLAN IS DESIGNED TO ACCOMMODATE RECREATION AND RECREATION BASINS AS A FINAL USE, THE OWNERS REQUEST THAT THERE ARE SEVERAL USES OF THE SITE WHICH ARE CONSISTENT WITH THIS RECLAMATION, ESPECIALLY CONSIDERING THE EXTENDED LIFE OF THE PROJECT.
- AREAS NOT DEVELOPED FOR MINING CAN BE DEVELOPED FOR ANY ACCEPTABLE USE WITHIN A 3-5 YEAR - 100 OR OTHER RECREATIONAL/INDUSTRIAL ZONING, IF CONSISTENT WITH THE PHYSICAL CONSTRAINTS OF THE SITE. MOST PROBABLY THESE MIGHT INCLUDE A RAILROAD MAINTENANCE FACILITY, A RAILROAD TRUCK TERMINAL, TERMINAL, MAINTENANCE FACILITY OR SUPPLY FACILITY, FOOD PROCESSING PLANT OR A STORAGE YARD FOR TRAILERS OR SEATS, TO MAKE A FEW.
- USES FOR FLOODWATER AREAS ARE SOMEWHAT LIMITED DUE TO SOILS INSTABILITY AND TOPOGRAPHY OF THE SITE AFTER MINING. THE EAST AND WEST BASINS, WITH PROPER SLOPE STRUCTURING, COULD SERVE AS RECREATION ZONES FOR EXCESS FLOODING GENERATED BY THE SAN BERNARDINO RIVER AND OTHER CREEKS DURING THE PERIODS OF PEAK FLOOD - THE FLOOD WITH PROPER GRADING, COULD ALSO SERVE AS RECREATION AREAS INCLUDING FISHING PONDS, SOFT-BOWLING LANE, SHOOTING RANGE, WATER GAMES, "SAND BOARDING", "PAINT BALLING" AND THE LIKE.
- ULTIMATELY, ANY FUTURE LAND USE DECISIONS WOULD HAVE TO BE ON THE COMMERICAL, ECONOMIC AND POLITICAL CLIMATE PREVAILING AT THE TIME OF EXERCISE OF MINING OPERATIONS.

RECLAMATION NOTES

- ALL STOCKPILES, PARKING AREAS, SEPTIC TANKS AND PORTABLE EQUIPMENT WILL BE REMOVED AS PART OF FINAL RECLAMATION.
- ALL DISTURBED AREAS TO BE GRADDED TO GRADE AND REVEGETATED WITH THE NECESSARY SEED MIX TO ACCOMMODATE WITH THE REVEGETATION REQUIREMENTS.

OWNER
RINE PROPERTIES
200 SOUTH MAIN ST., SUITE 2000
CORONA, CA 92882

OWNER (ADDITIONAL PARCELS)
RINE DEVELOPMENT CORP.
151 CABAZON WAY
HENDERSON, NV 89014

ENGINEER
MICHAEL OROZCO, PE
P.O. BOX 3000
CORONA, CA 92878-3000
(951) 490-6500

OPERATOR / APPLICANT
ROBERTSON'S READY MIX
200 SOUTH MAIN STREET
CORONA, CA 92882
(951) 854-7557

GEOLOGIST
TERRACON CONSULTANTS (FORMERLY OJL)
1355 E. DODLEY DR.
DULIN, CA 92524
(951) 854-7200

REVISION	DATE	BY	DESCRIPTION
1	01/10/10	MD	ISSUE FOR PERMITS
2	02/10/10	MD	REVISED VOLUME QUANTITIES
3	03/10/10	MD	REVISED CHANNEL CROSS SECTION
4	04/10/10	MD	MODIFY WEST BASIN TO WEST FLOOR CONTROL DEPON CENTERLINE
5	05/10/10	MD	REV. 2009/10/10

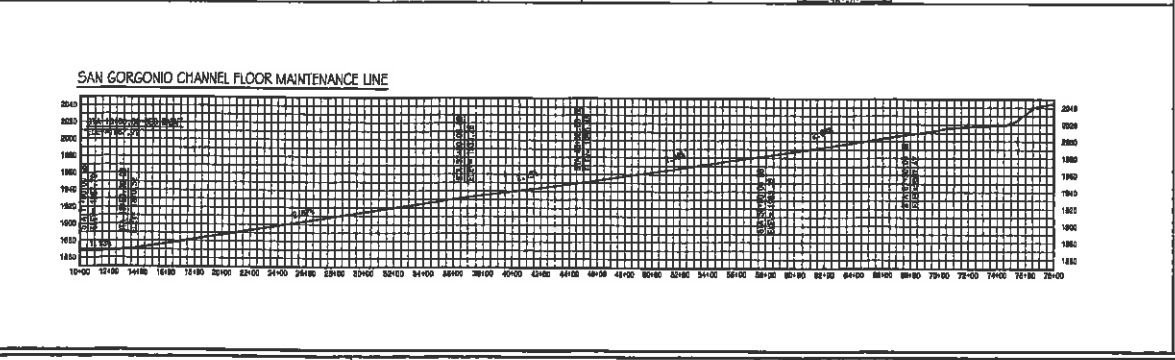
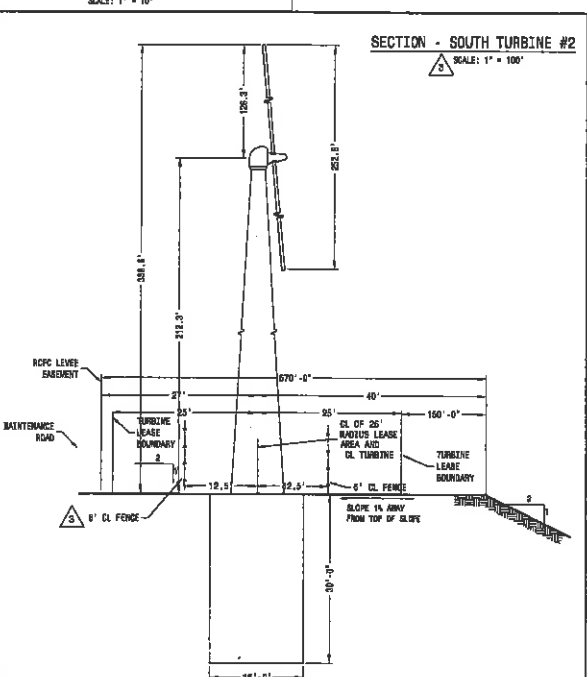
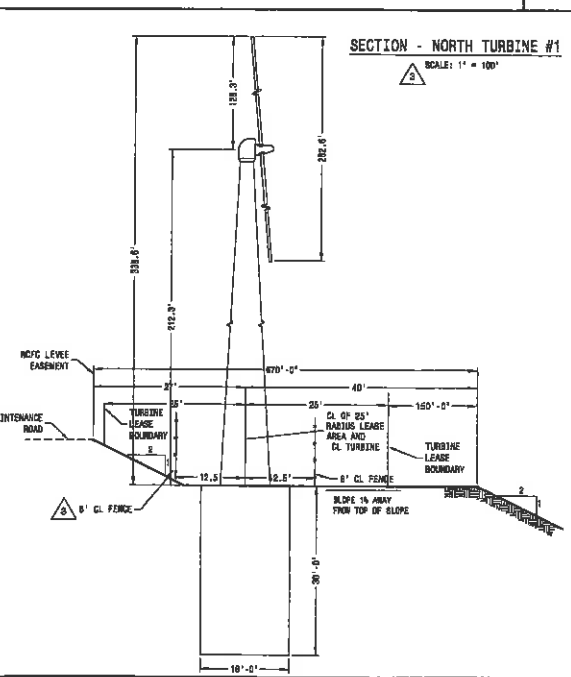
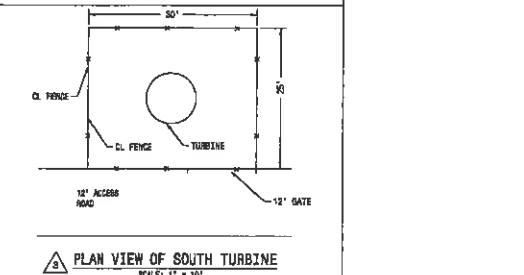
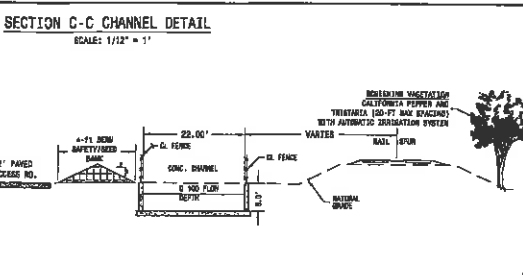
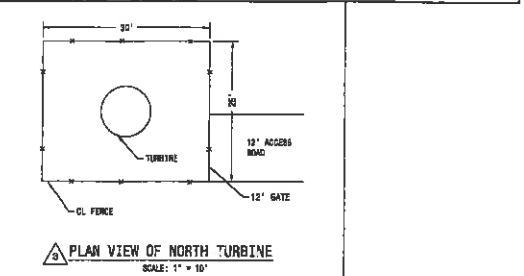
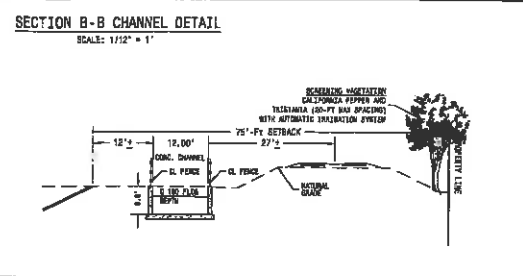
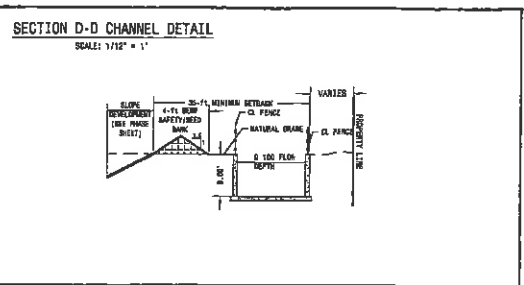
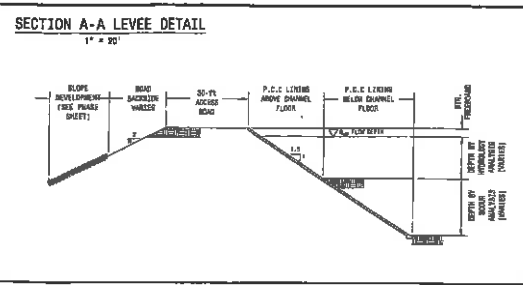
CABAZON ROCK PLANT
CABAZON, RIVERSIDE COUNTY, CA
PERMIT SUPERVISORS
CA MINE ID #91-33-006

EXHIBIT B-RECLAMATION PLAN

PLANT NO. 57
PROJECT NO. 1348
SHEET NO. 8-1

ROBERTSON'S
200 South Main Street
CORONA, California 92882
(951) 499-6500

Scale: AS SHOWN



REVISIONS AND SOUTH EXPANSION PILES	NO	04/21/18
NORTH AND SOUTH PILE CONTIGUES	NO	04/26/18
REVISED VOLUME QUANTITY	NO	05/02/18
REVISED CHANNEL CROSS SECTION	NO	05/02/18
ADJUST WEST PILE TO WEST FLOOR CONTROL DEPTH CRITERIA	NO	05/18/18
REV. DESCRIPTION	BY	DATE

CABAZON ROCK PLANT
 CABAZON, ALBERTA COUNTY, CA
 PERMIT 849016265
 CA NRE 30 041-33-008

EXHIBIT B-REVISED RECLAMATION PLAN

PL. NO. 57
 PRODUCED BY 1348
 DATE 01/28/19
 SHEET NO. B-2

ROBERTSON'S
 200 South Main Street
 CORONA, California 92622
 (951) 483-6500

Approved by: [Signature]
 Date: 01/28/19
 Scale: AS SHOWN
 Sheet: B-2

5.0

Exhibit A
Redline Attachment to Change of Ordinance Application

Text Amendment to Ord. 348.4896; § 9, 19.518.A.2 and 19.519.A.2 (regulation of commercial cannabis retail activities, adopted by the County of Riverside on October 23, 2018) (Codified under Riverside County Code of Ordinances as Title 17 – Zoning, Chapter 17.302 Commercial Cannabis Activities; Sections 17.302.190 and Section 17.302.191) 19.518.A.2 and 19.519.A.2

Applicant: Excel Riverside, Inc.

Related Cases: CAN 190080; CUP190009; CZ1900021; DA1900005

SECTION 19.518. CANNABIS RETAILER.

A. APPLICABILITY.

Notwithstanding any other provision of this ordinance, Cannabis Retailers are allowed as follows:

1. Cannabis Retailer – Non-Storefront

Non-storefront Cannabis Retailers within a permanent structure are allowed in the following zone classifications with an approved conditional use permit in accordance with Section 18.28 of this ordinance: C-1/C-P, C-P-S, I-P, M-SC, M-M and M-H.

2. Cannabis Retailer – Storefront

Storefront Cannabis Retailers within a permanent structure are allowed in the following zones with an approved conditional use permit in accordance with Section 18.28 of this ordinance: C-1/C-P, C-O, C-P-S, I-P, M-SC, M-M and M-H.

3. Mobile Cannabis Retailers are prohibited in all zone classifications.

SECTION 19.519. CANNABIS RETAILER MINIMUM STANDARDS.

In addition to the approval requirements in Section 19.506 of this ordinance and development standards for the applicable zoning classification, Cannabis Retailers shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

A. GENERAL LOCATION.

1. Cannabis Retailers shall not be located within 1,000 feet from any Child Day Care Center, K-12 school, public park, or Youth Center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this Article and continuously operating in compliance with the conditional use permit, and local and State laws and regulations. This location requirement may be modified with the approval of a variance pursuant to Section 18.27 of this ordinance. In no case shall the distance be less than allowed by State law.

Exhibit A
Redline Attachment to Change of Ordinance Application

Text Amendment to Ord. 348.4896; § 9, 19.518.A.2 and 19.519.A.2 (regulation of commercial cannabis retail activities, adopted by the County of Riverside on October 23, 2018) (Codified under Riverside County Code of Ordinances as Title 17 – Zoning, Chapter 17.302 Commercial Cannabis Activities; Sections 17.302.190 and Section 17.302.191) 19.518.A.2 and 19.519.A.2

Applicant: Excel Riverside, Inc.

Related Cases: CAN 190080; CUP190009; CZ1900021; DA1900005

2. Cannabis Retailers shall not be located within ~~250~~^{2501,000} feet of any other Cannabis Retailer.
3. Cannabis Retailers shall not be located within 500 feet of a smoke shop or similar facility.
4. Cannabis Retailers shall not be located on a lot containing a residential dwelling unit.

B. SETBACKS.

1. All Cannabis Retailers shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be 40 feet.
2. Setbacks may be modified with an approved setback adjustment in accordance with Section 18.33 of this ordinance. In no case, shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, California Building Code or Ordinance No. 457.

C. OPERATIONS.

1. Entrances into the retail location of the Cannabis Retailer shall be separate from the reception area and locked at all times with entry strictly controlled. An electronic or mechanical entry system shall be utilized to limit access and entry to the retail location.
2. Cannabis Retailers may include the sale of Medical Cannabis, requiring an M-License from the State. Cannabis Retailers selling only Medical Cannabis shall verify consumers who enter the Premises are at least 18 years of age and that they hold a valid Physician's Recommendation.
3. Cannabis Retailers may include the sale of Adult Use Cannabis, requiring an A-License from the State. Cannabis Retailers selling only Adult Use Cannabis shall verify that consumers who enter the Premises are at least 21 years of age.
4. A Cannabis Retailers may include the sale of both Medical and Adult use Cannabis requiring both an A-License and an M-License from the State. All Cannabis Retailers selling both Medical and Adult Use Cannabis shall verify that consumers who enter the premises are at least 18 years of age and that they hold a valid Physician's

Exhibit A
Redline Attachment to Change of Ordinance Application

Text Amendment to Ord. 348.4896; § 9, 19.518.A.2 and 19.519.A.2 (regulation of commercial cannabis retail activities, adopted by the County of Riverside on October 23, 2018) (Codified under Riverside County Code of Ordinances as Title 17 – Zoning, Chapter 17.302 Commercial Cannabis Activities; Sections 17.302.190 and Section 17.302.191) 19.518.A.2 and 19.519.A.2

Applicant: Excel Riverside, Inc.

Related Cases: CAN 190080; CUP190009; CZ1900021; DA1900005

Recommendation or are at least 21 years of age.

5. Display areas shall include the smallest amount of Cannabis and Cannabis Products reasonably anticipated to meet sales during operating hours.
6. Cannabis and Cannabis Products not in the display area shall be maintained in a locked secure area.
7. Not more than 10% of the Cannabis Retailer floor area, up to a maximum of 50 square feet, shall be used for the sale of incidental goods such as, but not limited to, clothing, posters, or non-cannabis goods.
8. Restroom facilities shall be locked and under the control of the Cannabis Retailer.
9. Cannabis Retailers shall ensure that all Cannabis and Cannabis Products held for sale by the Cannabis Retailer are cultivated, manufactured, transported, distributed, and tested by California licensed and permitted facilities that are in full conformance with State and local laws and regulations.
10. Cannabis Retailers shall not distribute any Cannabis or Cannabis Product unless such products are labeled and in a tamper-evident package in compliance with the California Business and Professions Code and any additional rules promulgated by a licensing authority.
11. Cannabis Retailers shall not provide free samples of any type, including Cannabis Products, to any person and shall not allow any person to provide free samples on the Cannabis Retailer's lot.
12. Deliveries shall be conducted in accordance with California Business and Professions Code Section 26090 or as may be amended and all state regulations pertaining to delivery of Cannabis Products.
13. Cannabis or Cannabis Products shall not be sold or delivered by any means or method to any person within a motor vehicle.
14. Cannabis Retailers shall not include a drive-in, drive-through or walk up window where retail sales of Cannabis or Cannabis Products are sold to persons or persons within or about a motor vehicle.

D. MOBILE DELIVERIES.

Exhibit A
Redline Attachment to Change of Ordinance Application

Text Amendment to Ord. 348.4896; § 9, 19.518.A.2 and 19.519.A.2 (regulation of commercial cannabis retail activities, adopted by the County of Riverside on October 23, 2018) (Codified under Riverside County Code of Ordinances as Title 17 – Zoning, Chapter 17.302 Commercial Cannabis Activities; Sections 17.302.190 and Section 17.302.191) 19.518.A.2 and 19.519.A.2

Applicant: Excel Riverside, Inc.

Related Cases: CAN 190080; CUP190009; CZ1900021; DA1900005

Cannabis Retailers with an approved conditional use permit may provide deliveries of Cannabis Products consistent with State law.

E. FINDINGS.

In addition to the requirements for approval in Section 19.506 of this ordinance, no conditional use permit shall be approved or conditionally approved unless the following findings are made:

1. The Cannabis Retailer complies with all the requirements of the State and County for the selling of Cannabis.
2. The non-storefront Cannabis Retailer is not open to the public.
3. The Cannabis Retailer is not located within 1,000 feet from any Child Day Care Center, K-12 school, public park, or Youth Center or a variance has been approved allowing a shorter distance but not less than allowed by State law.
4. The Cannabis Retailer includes adequate measures that address enforcement priorities for Commercial Cannabis Activities including restricting access to minors, and ensuring that Cannabis and Cannabis Products are obtained from and supplied only to other permitted licensed sources within the State and not distributed out of State.
5. For Cannabis Retailer lots with verified cannabis-related violations within the last 12 months prior to the adoption date of Ordinance No. 348.4898, the use will not contribute to repeat violation on the lot and all applicable fees have been paid.



**AIRPORT LAND USE COMMISSION HEARING
MINUTES
JANUARY 9, 2020**

DRAFT

1-16-20

COMMISSIONERS PRESENT: Steve Manos, Russell Betts, Arthur Butler, John Lyon, Steven Stewart, Gary Youmans, Michael Geller, alternate for Richard Stewart

COMMISSIONERS ABSENT: Richard Stewart

2.0 PUBLIC HEARING: CONTINUED ITEMS

- 2.1 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 7-0)**
Motion: John Lyon
Second: Steven Stewart
- ZAP1386MA19 – Core 5 Industrial Partners (Representative: EPD Solutions)** – County of Riverside Case No. PPT190028 (Plot Plan). A proposal to construct a 197,856 square foot industrial manufacturing building with mezzanines on 10.96 acres located easterly of Harvill Avenue, northerly of Daytona Cove, westerly of 215 freeway, and southerly of Orange Avenue. The applicant also proposes rooftop solar panels totaling 164,300 square feet (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from November 14 and December 12, 2019. Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

- 2.2 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 7-0)**
Motion: Gary Youmans
Second: John Lyon
- ZAP1388MA19 – REC Solar (Representative: Tomas Mendez)** – City of Moreno Valley Case No. PEN19-0200 (Plot Plan). A proposal for the installation of a 2,804 kilowatt solar roof top panel system (ONT 6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel located at 24208 San Michele Road. (A previous proposal to establish a 4014.36 kilowatt solar rooftop panel system on the same building had been found consistent by the ALUC, and was approved by the City's Planning Commission, but is set to expire) (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from December 12, 2019. Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

3.0 PUBLIC HEARING: NEW ITEMS

- 3.1 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 7-0)**
Motion: Russell Betts
Second: Michael Geller
- ZAP1389MA19 – Star Milling Company (Representative: Paul Cramer)** – County of Riverside Case No. PPT190002 (Plot Plan). A proposal to construct a 90,840 square foot animal food processing and warehouse facility on 6.74 acres located on the southeast corner of Water Avenue and Harvill Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:

1

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION HEARING
MINUTES
JANUARY 9, 2020**

- 3.2 Staff report recommended: **CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 7-0)**
- Motion: John Lyon**
Second: Michael Geller
- ZAP1392MA19 – Fullmer Construction (Representative: MIG. Inc.)** – City of Moreno Valley Case No. PEN19-0213 (Plot Plan). The applicant proposes to establish a tractor trailer parking facility on 6.59 acres, consisting of 138 truck trailer parking spaces and 2 regular vehicle parking spaces, a 120 square foot security booth, and a 9,126 square foot detention basin located easterly of Heacock Street, southerly of Krameria Avenue, westerly of Indian Street, and northerly of Cardinal Avenue (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.3 Staff report recommended: **CONTINUE to 2-13-20**
- Staff recommended at hearing: **CONTINUE to 2-13-20**
- ALUC Commission Action: **CONTINUED to 2-13-20 (Vote 7-0)**
- Motion: Michael Geller**
Second: Steven Stewart
- ZAP1391MA19 – Trammell Crow So. Cal Development Inc. (Representative: EPD Solutions)** – County of Riverside Case No. PPT190031 (Plot Plan). A proposal to construct a 418,000 square foot industrial manufacturing building on 20.32 acres located westerly of the 215 freeway, southerly of Harley Knox Boulevard, easterly of Harvill Avenue, and northerly of Oleander Avenue. The applicant also proposes 5 carports with solar panels totaling 18,700 square feet (Airport Compatibility Zones C1 and C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.4 Staff report recommended: **CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 7-0)**
- Motion: John Lyon**
Second: Arthur Butler
- ZAP1395MA19 – City of Menifee (Representative: Doug Darnell)** – City Planning Case Nos. PLN 19-0014 (General Plan Amendment) and PLN 19-0092 (Change of Zone). The City of Menifee proposes to add a policy to the Land Use Element of the City's General Plan clarifying that the establishment of a single-family residential dwelling on an undeveloped residentially designated and zoned lot is permissible on parcels legally established on or before December 18, 2013, even if the lot size is inconsistent with the land use designation density pursuant to the General Plan ("non-conforming parcels"), provided that the proposal complies with all other applicable development standards and will not cause or result in any detriment to public health, safety, and/or welfare. The City also proposes to amend land use designations and zoning as follows: (1) amend the land use designation of 19.69 acres (Assessor's Parcel No. 336-090-004) located easterly of Interstate 215, southerly of the southerly end of Encanto Drive, and westerly of Bavaria Drive in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (MARB/IP AIA) from 8.1-14 R (Residential, 8.1 to 14 dwelling units per acre) and Rural Mountainous 10 acre minimum (RM) to 8.1-14R for the entire parcel, and change the zoning of the property from R-2 (Multiple Family Dwellings) to MDR (Medium Density Residential); and (2) amend the land use designation of 2.98 acres (Assessor's Parcel Number 360-280-014) located on the west side of Evans Road, southerly of Garbani Road, from PF (Public Facilities/Quasi-Public Facilities) to RR1 (Rural Residential, 1 acre minimum lot size), and change the zoning of the parcel from R-A-1 (Residential Agricultural, one acre minimum lot size) to RR1 (Rural Residential, one acre minimum). (Policy affects Zones D and E of the MARB/IP AIA). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

VIDEO:

2

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION HEARING
MINUTES
JANUARY 9, 2020**

- 3.5 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 5-2; Geller and Steven Stewart dissenting)**
Motion: John Lyon
Second: Russell Betts
- ZAP1394MA19 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: MIG. Inc.)** – March Joint Powers Authority Case No. PP14-02 (Plot Plan/Determination of Substantial Conformance). The applicant proposes to revise the floor plan of a 709,083 square foot high-cube industrial warehouse building (which is currently under construction) to provide for an additional 10,000 square feet of office area (reducing warehouse area by the same square footage). The building site is located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue. There is no increase to the building's footprint. The building, as amended, would provide for 684,083 square feet of warehouse area and 25,000 square feet of office area with mezzanine. The original project, which proposed 694,083 square feet of high-cube logistics warehouse, 12,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine, was found consistent by ALUC in 2015 (Airport Compatibility Zones B1-APZ-I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.6 Staff report recommended: **CONDITIONALLY CONSISTENT**
Staff recommended at hearing: **CONSISTENT to 2/13/20** subject to the updated conditions provided at this meeting which incorporates FAA conditions.
ALUC Commission Action: **CONTINUED (Vote 6-1; Youmans dissenting)**
Motion: Michael Geller
Second: Russell Betts
- ZAP1393MA19 – Innovation Industrial Partners, LLC, Vincent Von Der Ahe (Representative: Kent Norton, MIG. Inc.)** – March Joint Powers Authority Case No. PP19-03 (Plot Plan). The applicant proposes to construct a 48,400 square foot industrial warehouse building on 3.22 acres located on the southeast corner of Cactus Avenue and Innovation Drive (Airport Compatibility Zones B1-APZ-I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.7 Staff report recommended: **CONSISTENT (SPA, GPA, CZ); INCONSISTENT (Tract Map)**
Staff recommended at hearing: **CONSISTENT (SPA, GPA, CZ); CONTINUED to 2-13-20 (Tract Map)**
ALUC Commission Action: **CONTINUED to 2-13-20 (SPA, GPA, CZ, Tract Map)**
Motion: Russell Betts
Second: Steven Stewart
- ZAP1094FV19 – MLC Holdings, Inc. (Representative: T&B Planning)** – County of Riverside Planning Case Nos. SP00286A07 (Specific Plan Amendment), GPA 190013 (General Plan Amendment), CZ 1900008 (Change of Zone), and TR37715 (Tentative Tract Map No. 37715). Tentative Tract Map No. 37715 is a proposal to divide 16.63 acres (Assessor's Parcel Number 963-100-008) located at the northwest corner of Benton Road and Pourroy Road, southerly of San Remo, into 145 single-family residential lots with a minimum lot size of 2,720 square feet, plus two lots less than one-quarter acre in size each for water quality basins. SP 00286A07 (Winchester 1800 Specific Plan No. 286, Amendment No. 7) is a proposal to modify the land use designations, boundaries, and descriptions of Planning Areas 40 and 41 as follows: Reconfigure the boundaries between Planning Areas 40 and 41; increase the acreage of Planning Area 40 from 9.3 acres to 16.6 acres, amend its designation from Commercial Retail (CR) to High Density Residential – 8 to 14 dwelling units per acre (HDR), and provide for the development of 145 units therein; decrease the acreage of Planning Area 41 from 22.6 acres to 17.9 acres, amend its designation from Very High Density Residential (VHDR) to HDR, and reduce its dwelling unit allocation from 339 to 204 (with the 135-unit difference re-allocated to Planning Area 40). The

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combined net effect is to eliminate 9.3 acres of Commercial Retail and increase the residential dwelling unit count in SP 286 from 4,720 to 4,730. GPA 190013 is a proposal to amend the land use designation of the above-referenced 16.63 acres from VHDR and CR to HDR. CZ 1900008 is a proposal to amend the SP (Specific Plan) ordinance for Specific Plan No. 286 regarding allowable land uses within Planning Area 40 and the development standards therefor. (Airport Compatibility Zones D and E of the French Valley Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

- 3.8 Staff report recommended:
**CONDITIONALLY
CONSISTENT**

Staff recommended at hearing:
**CONDITIONALLY
CONSISTENT**

ALUC Commission Action:
**CONDITIONALLY
CONSISTENT (Vote 7-0)**

**Motion: Gary Youmans
Second: Steven Stewart**

ZAP1038BA19 – Riverside County Transportation Department
(Representative: Darren Adrian, Kimley-Horn & Associates) – Project: I-10 Bypass Roadway. A proposal to construct an improved roadway extending from the current westerly terminus of Bonita Avenue (at its intersection with Apache Trail) in the unincorporated community of Cabazon to the current easterly terminus of Westward Avenue in the City of Banning. At present, Interstate 10 is the only roadway between Banning and Cabazon. The roadway will pass through lands owned by the Morongo Band of Mission Indians, as well as private landowners. The project also involves relocation of power poles and establishment of light poles. Additionally, the segment of Westward Avenue easterly of Hathaway Street would be improved. (Airport Compatibility Zones B1, C, D, and E of the Banning Municipal Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

- 3.9 Staff report recommended:
**CONSISTENT (SPA, GPA);
INCONSISTENT (Tract Map)**

Staff recommended at hearing:
**CONSISTENT (SPA, GPA);
INCONSISTENT (Tract Map)**

ALUC Commission Action:
**CONTINUED to 2-13-20 (Vote
6-0, Youmans absent)**

**Motion: Michael Geller
Second: Steven Stewart**

ZAP1061HR19 – Rancho Diamante Investments/Strata Equity Group
(Representative: Rich Brasher, Pangaea Land Consultants) – City of Hemet Case Nos.: SPA15-001 (Specific Plan Amendment); GPA 15-002 (General Plan Amendment); TTM 15-003 (Tentative Tract Map No. 36841). Tentative Tract Map No. 36841 is a proposal to divide 245 acres located westerly of Warren Road, southerly of the AT&SF/BNSF rail line, easterly of the San Diego Canal, and northerly of Poplar Street into 586 single-family residential lots, one 19.67-acre commercial lot, one 5.62-acre public park lot, 21 open space lots totaling 54.15 acres, and 25 “HOA Park” and “street landscape” lots. SPA 15-001 is a proposal to amend the Page Ranch Planned Community Development Master Plan/Specific Plan (PCD79-93) as follows: (1) Eliminate Planning Area VI and incorporate its area into Planning Area X; (2) Realign the boundary between Planning Areas X and XIII; (3) Delete “New Warren Road” and provide for the northwesterly extension of Mustang Way from existing Warren Road to a realigned Stetson Avenue extending along the southerly side of the rail line; (4) The number of dwelling units in amended Planning Area X is increased to 586 from 391, but this is a decrease of 158 dwelling units from the 744 previously allocated to Planning Areas VI and X together in the same area; (5) The designation of the area that had been in Planning Area VI and will now be in Planning Area X is increased from Low Density Residential to Low-Medium Density Residential; (6) The area within Planning Area XIII is reduced from 24.8 acres to 19.67 acres and its designation is changed to Commercial, resulting in a decrease of 73 dwelling units previously allocated to this Planning Area. (The net effect of these changes is to increase Commercial area by 19.67 acres and decrease the total number of dwelling units in the Specific Plan to 6,721.) GPA 15-002 is a proposal to amend the land use designation of the proposed 19.67-acre lot from LDR (Low Density Residential) to CC (Community Commercial) and to amend the Circulation Element by providing for the extension of Mustang Way as described above and for the deletion of “New Warren Road”. (Airport Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

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- 3.10 Staff report recommended: **ZAP1082PS19 – Borrego Solar Inc. (Representative: Brent Stafford) –**
CONDITIONALLY
CONSISTENT

Staff recommended at hearing:
CONSISTENT subject to the updated conditions provided at the meeting which incorporates FAA conditions.

ALUC Commission Action:
CONSISTENT subject to the updated conditions provided at the meeting which incorporates FAA conditions. (Vote 6-0, Youmans absent)

Division of State Architect Case No. 04-118880 Palm Springs Unified School District. A proposal to construct 9 carport canopies with solar panels totaling 47,800 square feet within the existing parking lot of the Palm Springs Unified School District Administration Center on a 19.32 acre site, located at 150 District Center Drive, westerly of San Joaquin Drive, easterly of Gene Autry Trail, and northerly of Mission Drive. The applicant is also requesting to revise the approved ALUC open area exhibit for the site (Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Motion: Michael Geller
Second: Russell Betts

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

4.2 ALUC Minutes New Procedure

The ALUC by a vote of 5-1 approved the Minutes new procedure. Motioned by Geller and seconded by Butler. Absent: Youmans; Betts dissenting

5.0 **COUNTY COUNSEL PRESENTATION**

Ex Parte Communications

6.0 **APPROVAL OF MINUTES**

Steven Stewart motioned to approve the December 12, 2019 minutes, seconded by Chairman Manos. Abstained: Geller; Absent: Youmans (Vote 5-0)

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

None

8.0 **COMMISSIONER'S COMMENTS**

None

9.0 **ADJOURNMENT**

Chair Manos adjourned the meeting at 12:30 pm

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VIDEO:

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