

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3-4 2.1

HEARING DATE: ~~March 11~~ April 8, 2021

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

APPROVING JURISDICTION: March Joint Powers Authority

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

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

Airport Influence Area: March Air Reserve Base

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

Noise Levels: 65-75 CNEL

MAJOR ISSUES: *At the March 11, 2021, meeting, several new documents were submitted to the Commission. A detailed discussion of these documents is included in the staff report.*

Firstly, a multiple scenario intensity summary table was provided to the Commission by ALUC staff. The table identified several different scenarios on how to calculate the building's intensity for the Commission to consider in its decision-making process.

Secondly, the applicant provided at the meeting a new floor plan increasing the breakroom room area from 1,500 square feet to 6,500 square feet. The applicant also provided an occupancy survey study from an existing similar facility, with the intentions on applying the study's occupancies numbers for the proposed 6,500 square foot breakroom area, in lieu of using the Building Code to calculate the breakroom occupancy. This floor plan was subsequently redesigned later and replaced with a 5,400 square foot breakroom area.

Lastly, the Air Force provided email comments dated March 9, 2021, expressing concerns with the enforceability of the Covenant, and requested the project be continued so they can review the Covenant further.

The applicant is proposing revisions to the floor plans (use areas) of previously reviewed and

subsequently approved projects (ZAP1107MA14 and ZAP1394MA19) located within the portions of Compatibility Zones B1-APZ-I and B1-APZ-II. A breakdown of use by Compatibility Zone indicates that the project's average and single acre intensity in Compatibility Zone ~~B1-APZ-I and B1-APZ-II~~ is inconsistent with the intensity criteria when using the Building Code Method (based on staff's hybrid intensity methodology combining the building code method and parking code method, *and assigning an high-cube occupancy to unidentified floor areas which is now identified on the site plan*. Any variation to this methodology may result in a changed determination). *As such, the applicant has prepared a survey occupancy study from an existing similar facility for the Commission to consider.*

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

In order to address this issue, the applicant has executed and recorded a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 25 people in any given acre in APZ-I, and a maximum of 50 people in any given acre in APZ-II. Operation in compliance with this covenant will be necessary to satisfy Air Force and March Joint Powers Authority concerns. ~~regarding project intensity.~~

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the ~~April 8~~ *May 13, 2021*, meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to revise the occupancy use and floor plan of an existing (but vacant) 709,083 square foot high-cube industrial warehouse building to allow for a delivery parcel hub facility on 39.42 acres. There is no increase to the building's footprint. The building, as amended, would provide for ~~258,000~~ **307,000** square feet of high-cube warehouse area, 8,000 square feet of office area, a ~~1,500~~ **5,400** square foot break room, 126 loading/queuing van spaces, and ~~70~~ **164** indoor van parking spaces.

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

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

PROJECT LOCATION: The site is located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue within the land

use jurisdiction of the March Joint Powers Authority, approximately 5,440 feet northwesterly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

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

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

Multiple Scenario Intensity Summary Table: As introduced at the March 11, 2021, hearing, ALUC staff prepared a summary table which analyzed four different scenarios in calculating the building's intensity (table included in this staff report package). The intent of this table was to give the Commission an overview of the multiple way's building intensity could be calculated for this unique project.

In the March 11, 2021, staff report, ALUC staff analyzed the project under the "Hybrid Methodology" scenario, which used a combination of Building Code and Parking Code methods like applying an occupancy of 1.0 persons per van space instead of the standard 1.5 person per space. However, this method did not account for the unidentified areas of the building as shown on site plan.

Per the Building Code and direction from the County's Building Official, all floor areas are to be identified and assessed an occupancy. Therefore, the logic behind the "Hybrid Methodology 1: Unidentified Floor Area" scenario is the most applicable scenario for the project. This methodology uses the same parameters as the above-mentioned Hybrid Methodology, with the added inclusion of assigning a high-cube warehouse occupancy to the unidentified floor areas. As such, the applicant has revised their previous floor plan to show identifiable uses in these floor areas i.e. high-cube warehouse area and van parking spaces. These recent floor plans revisions are encapsulated in the new (fifth) "Hybrid Methodology 2: All Floor Area Identified" in the table.

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-I and APZ-II. Zone B1-APZ-I limits average intensity to 25 people per acre, and APZ-II limits average intensity to 50 people per acre. Approximately 29.15 acres are located within APZ-I and 12.8 acres within APZ-II.

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

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

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

The proposed **amended** project would provide for ~~258,000~~ **307,000** square feet of high-cube warehouse area, 8,000 square feet of office area, a ~~1,500~~ **5,400** square foot break room, 126 loading/queuing van spaces, and ~~70~~ **164** indoor van parking spaces, accommodating an occupancy of ~~518~~ **905** people (which is **exceeds** the maximum allowed people in the building as specified in the existing recorded Covenant on the property), resulting in an average intensity of ~~13~~ **23** people per acre for the entire site, which is consistent with the Compatibility Zone B1-APZ-I **average intensity** criterion of 25, and B1-APZ-II criterion of 50.

A breakdown of use by Compatibility Zone indicates that Zone B1-APZ-I includes ~~166,325~~ **166,325** square feet of high-cube warehouse area, 108 loading/queuing van spaces, and ~~70~~ **164** indoor van parking spaces, accommodating ~~295~~ **389** people, resulting in an average intensity of ~~10~~ **13** people per acre for the portion of the site located in Zone B1-APZ-I, which is consistent with the Compatibility Zone B1-APZ-I average acre intensity criterion of 25.

Zone B1-APZ-II includes ~~91,675~~ **140,675** square feet of high-cube warehouse area, 8,000 square feet of office area, a ~~1,500~~ **5,400** square foot break room, and 18 loading/queuing van spaces, accommodating ~~223~~ **517** people, resulting in an average intensity of ~~17~~ **40** people per acre for the portion of the site located in Zone B1-APZ-II, which is consistent with the Compatibility Zone B1-APZ-II average acre intensity criterion of 50.

The project's average acre intensity is determined to be consistent, based on the hybrid methodology used by staff of combining the building code method and parking code method, **as well as assigning a high-cube occupancy to unidentified floor areas now shown on the site plan**. Any variation to this methodology may result in a changed determination.

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

It is important to note that the building's proposed occupancy, as calculated by the Building Code, results in ~~518~~ **905** people, which is ~~significantly~~ less than the occupancy as calculated by the Parking Code Method (1,128 people). Commensurate with the nature of a parcel delivery hub, 65% of the project's total parking spaces are designated for delivery vans, which will have off-setting shifts, never resulting in all the van parking spaces being occupied at the same time. Therefore, in this instance, it is more realistic that the building occupancy would be closer to the occupancy generated by the Building Code Method, rather than the occupancy generated by the Parking Code Method.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity in APZ-I includes ~~52~~ **56** indoor van parking spaces, for a total occupancy of ~~52~~ **56** people, which is consistent with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity in APZ-II includes a ~~1,500~~ **5,400** square foot break room, **and 24,800 square feet of high-cube warehouse area (previously unidentified floor area)** for a total occupancy of ~~100~~ **377** people, which is **inconsistent** with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100.

The project's single acre intensity is determined to be **inconsistent in Zone B1-APZ-II**, based on the hybrid methodology used by staff of combining the building code method and parking code method, **as well as assigning an high-cube occupancy to unidentified floor areas which is now shown on the site plan.** Any variation to this methodology may result in a changed determination.

The project's average acre intensity is determined to be consistent, based on the hybrid methodology used by staff of combining the building code method and parking code method, as well as assigning a high-cube occupancy to unidentified floor areas. Any variation to this methodology may result in a changed determination.

Although the abovementioned single acre intensity in APZ-I ~~and APZ-II~~ **are is** consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, **both single acre intensities in APZ-I and APZ-II are** inconsistent with the Air Force Department of Defense

Instruction No. 4165.57 with regards to intensity, which is limited to a maximum of 25 people in any given acre in APZ-I, and 50 people in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

Amazon Logistics – Occupancy Survey of Similar Facility: In light of the project’s inconsistent single acre intensity (per the Building Code Method) in B1-APZ-II, the applicant prepared a survey study examining the occupancies of a similar parcel delivery facility.

The study highlights the fact that the building code method used for determining site intensity is a conservative approach in calculating actual project intensity. As such, the study examines one similar existing facility at 9350 Rayo Avenue, South Gate, for a more realistic occupancy generation calculation.

It is important to note that the submitted survey study only counts the occupancy generated in the 4,720 square foot breakroom at the Rayo Avenue facility. It does not provide occupancy counts for the entire facility, which is what historically the Commission is accustomed to. The applicant is requesting that the Commission considers applying the occupancy counted at the Rayo Avenue breakroom facility and apply it to the proposed project’s breakroom on Alessandro Boulevard. In addition, the building size at the Rayo Avenue facility (211,356 square feet) is 30% smaller than the size of the proposed facility at Alessandro Boulevard (709,083 square feet). Lastly, the study only provides an hourly breakdown for just one day (February 1) of the 30-day survey collection. There is a potential that the hourly totals for the other unaccounted days may be higher than 45 people.

The study was taken between February 1, 2021, to March 2, 2021, and it identified the Rayo Avenue breakroom as having:

- highest daily total of 97 people,
- average daily total of 67 people, and
- highest hourly total of 45 people (data only available for one day, February 1).

9350 Rayo Avenue, South Gate, CA 90280 Data

<u>System</u>	<u>Categories</u>	<u>Date</u>	<u>Hour Starting</u>	<u>Hourly Headcount</u>
OnGuard 7.4	Access Granted by Reader	2/1/2021	1:00am	45.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	2:00am	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	3:00am	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	4:00am	3.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	5:00am	7.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	6:00am	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	7:00am	2.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	8:00am	17.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	9:00am	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	10:00am	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	11:00am	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	12:00pm	2.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	1:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	2:00pm	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	3:00pm	4.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	4:00pm	4.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	5:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	6:00pm	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	7:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	8:00pm	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	9:00pm	0
OnGuard 7.4	Access Granted by Reader	2/1/2021	10:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	11:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	12:00am	6.00
				<u>97.00</u>

All of these results provide a significantly lower occupancy when compared to the proposed breakroom occupancy at the Alessandro Boulevard facility of 360 people, as calculated using the Building Code.

If we applied the highest hourly total from the study, 45 people, to the proposed 5,400 square foot breakroom at the Alessandro Boulevard facility, the project would accommodate a total occupancy of 590 people. More specifically, the intensity in B1-APZ-II would now result in an average acre intensity of 18 people per acre, and a single acre intensity of 62 people (compared to 377 people using the Building Code method), both of which are consistent with the B1-APZ-II average and single acre intensity criteria of 50 and 100 respectively (there would be no changes to intensities in APZ-I).

The highest daily total of 97 people outlined in the survey study was not used in this calculation, as it does not accurately represent the highest number of people visiting the breakroom at any given time. Instead, it only identifies the total number of people entering the breakroom over the course of an entire day, and to use this number as an occupancy comparison would be unrealistic.

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

1. The March Air Reserve Base (MARB) review of the proposal to establish Industrial zoning on 39.42 acres and to build a 709,083 square foot industrial warehouse building is provided with this memorandum.
2. The parcel also known as D3 East is located within the Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZII). Any construction in APZ I is to consist of facilities that are no greater than single floor. airspace review is required for objects greater than 35ft. in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
3. The parcel is partially located within the Ferris North sub-basin, the same groundwater sub-basin as MARB. The rising groundwater table at MARB is an ongoing concern and solutions are being sought by both MARB and the State of California. Given the concerns with the rising groundwater and the ability to properly drain the water detention basins within 48 hours, MARB is requesting the water detention basins be oversized enough to accept additional rock to address future concerns with groundwater or be underground and covered. Prior to issuance of formal approval, we want to see specific design of basins and if uncovered, calculations that show capacity if rock is added later.
4. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The base will want to review details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated February 1, 2004. We request that March Joint Powers Authority evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.
5. The property is impacted by aircraft noise with California Noise Equivalency Levels and a Day-Night Average A-Weighted Sound Level (DNL) of 65 decibels or more contributing to negatively impact

compatible and reasonable use of the property. Table 2, *Land Use Compatibility in Noise Zones* in Appendix 3 to Enclosure 3, *Recommended Land Use Compatibility in Noise Zones* of DoDI 4165.57, *Air Installations Compatible Use Zones (AICUZ)* states that noise events may be sufficient to periodically disrupt indoor activities. Employees and regularly received public may require protection using noise attenuation in the design and construction of the facility. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.

6. While the proposed use may be consistent with the zoning and land use guidelines, MARB advises that the proposed project presents a concern being located so close to the Clear Zone (CZ) at the north end of the runway. Buildings in this area should not be used for high-density functions since the objective of the land use guidelines in and around APZ's is to restrict people-intensive use due to a greater risk of aircraft incident in these areas. In APZ I is restricted to 25 people per acre and 50 an acre in APZ II. Lot coverage is based on the FAR, and is calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/(Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/(Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

7. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also need to provide a Terminal Instrument Procedures (TERPS) review

8. To help eliminate any potential effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

- Distracting lights which could be mistaken for airport lights
- Sources of dust, steam, or smoke which may impair pilot visibility
- Sources of electronic interference with aircraft communications or navigation

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

In addition, the Air Force provided email comments on March 9, 2021, outlining their concerns with the language of the Covenant agreement, specifically the enforceability of the Covenant regulations by the local jurisdictions. The Air Force has requested a continuance so they can review the Covenant and determine if any modifications are necessary.

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

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

The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 25 people in any given acre in APZ-I and to a maximum of 50 people in any given acre in APZ-II.

As noted above, the project would be expected to result in a single acre occupancy of 52 people in APZ-I and a single acre occupancy of 100 people in APZ-II.

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

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

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

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants ("Density Cap") [**THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.**]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the "Density Restrictions", and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by the JPA and MARB representatives, and consent and approval provided through an amendment to this covenant.

The applicant has agreed to a condition to revise the Covenant language which addresses the Air Force concerns, as well as limiting actual occupancy of the building to 25 persons in any given acre within APZ-I and to 50 people persons in any given acre within APZ-II.

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

The Air Force previously had concerns with the original project regarding uncovered water in the detention basins being a bird attractant source. Hazards to flight are prohibited in Compatibility Zones B1-APZ-I and APZ-II. However, these concerns were addressed with special ALUC drainage conditions designed to minimize the potential for the proposed basins to become bird attractants.

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

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535.1 feet above mean sea level (1,535.1 feet AMSL). At a distance of approximately 5,920 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,594.3 feet AMSL. The apparent finished floor elevation of the building is approximately 1,541 feet AMSL. The proposed building has a maximum height of 44.3 feet for a potential maximum elevation of 1,585.3 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would not normally be required. However, March Joint Powers Authority, the jurisdiction of record, requires submittal of Form 7460-1 for all building projects within their area. The original applicant submitted Form 7460-1, the FAA assigned Aeronautical Study No. 2015-AWP-566-OE, and a Determination of No Hazard letter was issued by the FAA OES on May 29, 2015. A new submittal (2018-AWP-11013-OE) was made in 2018, and FAA issued a Determination of No Hazard letter on July 16, 2018.

The proposed floor plan change does not alter the building height or the FAA's no hazard determination.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the

area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, hazardous materials manufacture/storage (excluding storage of quantities of less than 6,000 gallons of flammable materials in the APZ II portion of the property), noise sensitive outdoor nonresidential uses, and hazards to flight.
 - (f) Retail trade, eating and drinking establishments, personal services, professional services, educational services, governmental services, medical facilities, cultural activities, and any other uses providing on-site services to the public.
 - (g) Commercial service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; gaming; auction rooms.
 - (h) Manufacturing of: food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an 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 new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the March Joint Powers Authority similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Proficiency 215 LLC or its successor(s)-in-interest, hereinafter “Owner”) or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following the completion of each “significant” rain event and the 48-hour period thereafter.
 - b. If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the “significant” rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
 - c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner’s ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a “significant” rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all

applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.

(As amended by the Airport Land Use Commission on April 9, 2015)

7. This project has been evaluated as a proposal for ~~258,000~~ **307,000** square feet of high-cube warehouse area, 8,000 square feet of office area, a ~~1,500~~ **5,400** square foot break room, 126 loading/queuing van spaces, and ~~70~~ **164** indoor van parking spaces. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. Zoned fire sprinkler systems shall be required throughout the building.
9. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. March Joint Powers Authority shall require an acoustical study to ensure compliance with this requirement.
10. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
11. The project shall be in compliance with the recorded and executed Covenant, which limits building occupancy to a maximum of 25 people in any given acre in APZ-I and 50 people in any given acre in APZ-II.
12. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
13. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2018-AWP-11013-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
14. The maximum height of the proposed structure (including any roof-mounted equipment) shall not exceed 48 feet above ground level, and the maximum elevation of the proposed structure at top point shall not exceed 1,585 feet above mean sea level.

15. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
16. Temporary construction equipment used during actual construction of the proposed structure shall not exceed the height of the structure (48 feet), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
17. Within five (5) days after construction of the proposed structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.)
18. **The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction, and to the satisfaction of the Air Force. The project shall be in compliance with the recorded and executed Covenant, which limits building occupancy to a maximum of 25 people in any given acre in APZ-I, and a maximum of 50 people in any given acre in APZ-II. The Covenant shall include the following language:**

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants (“Density Cap”) [THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by the JPA and MARB representatives, and consent and approval provided through an amendment to this covenant.”

Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

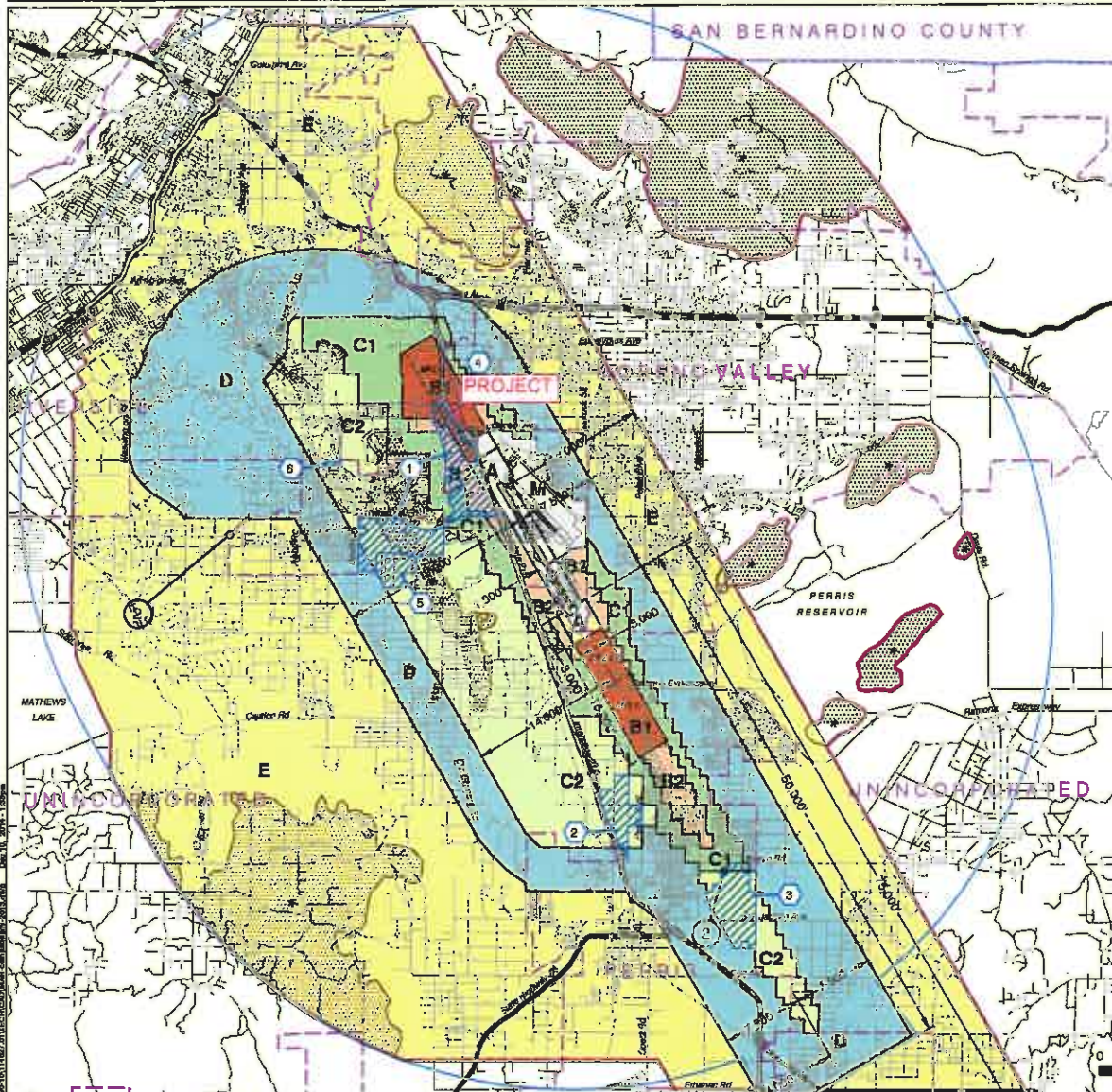
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

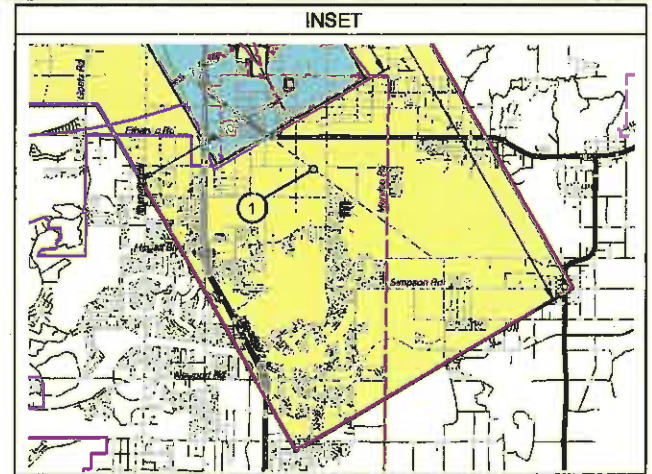
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



Riverside County
Airport Land Use Commission

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

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

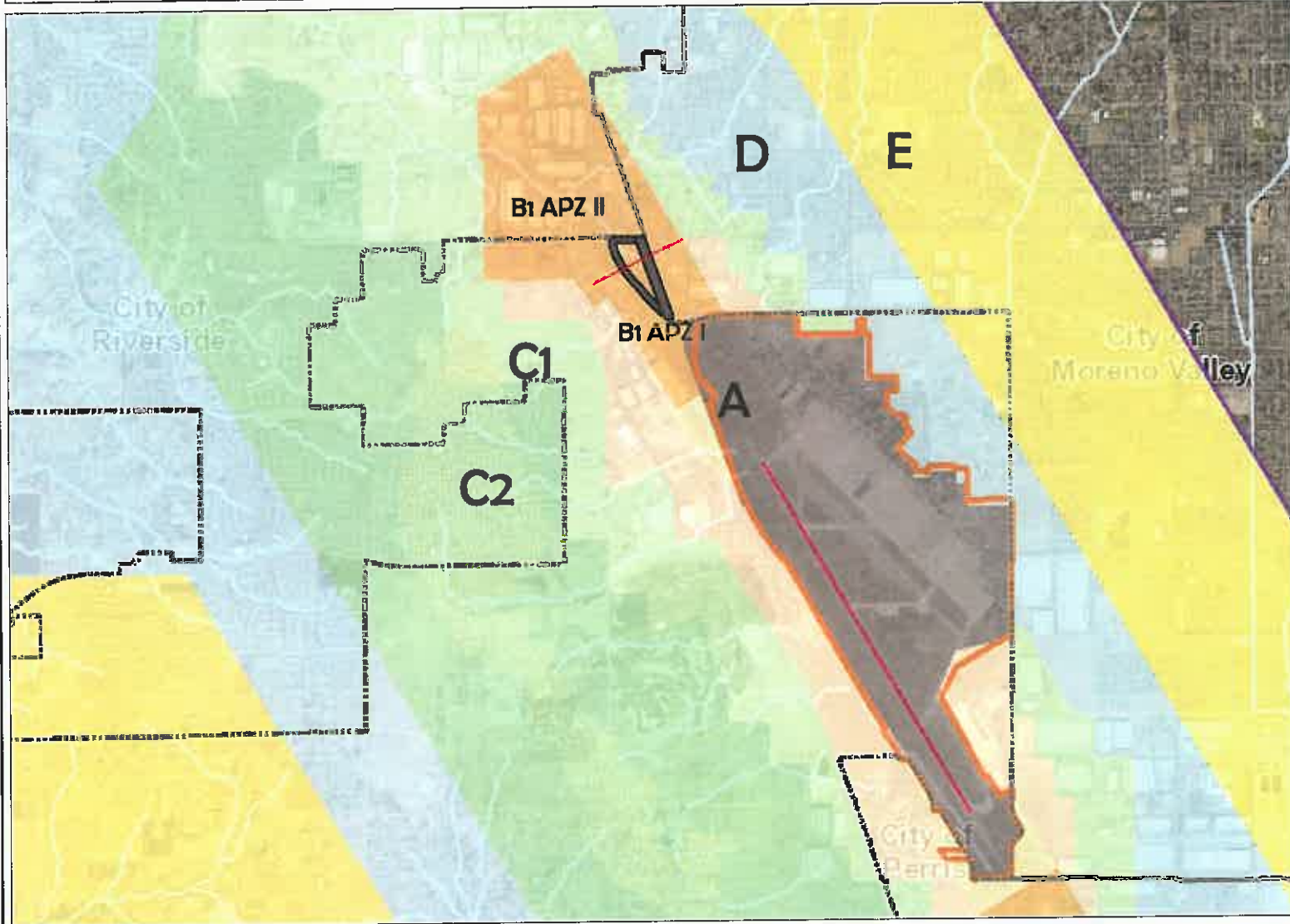


0 2 4 MILES

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

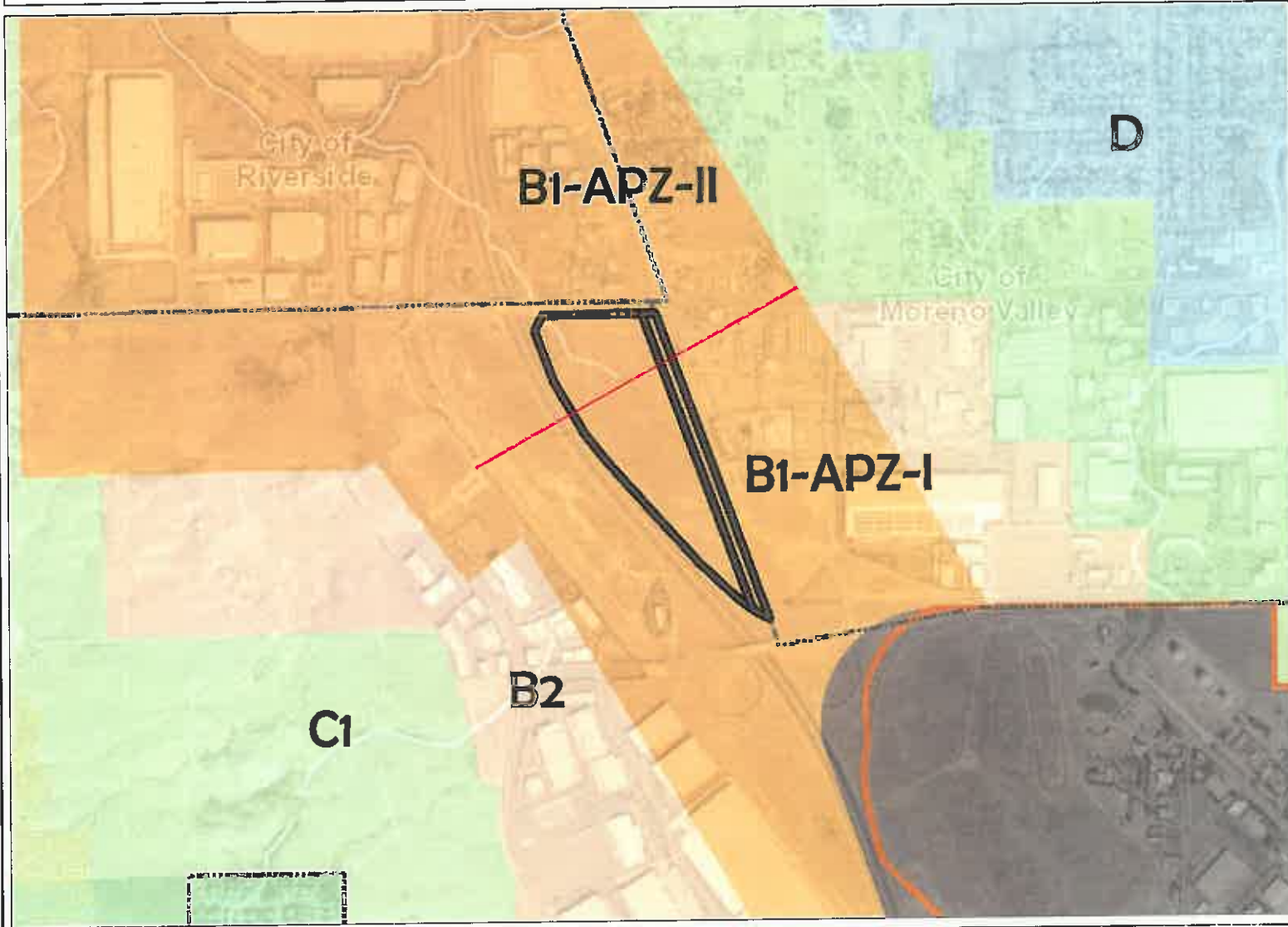
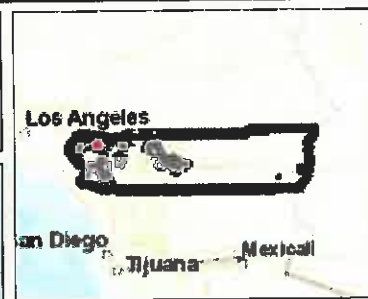



0 6 12,127 Feet

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.

Notes

Map My County Map



Legend

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



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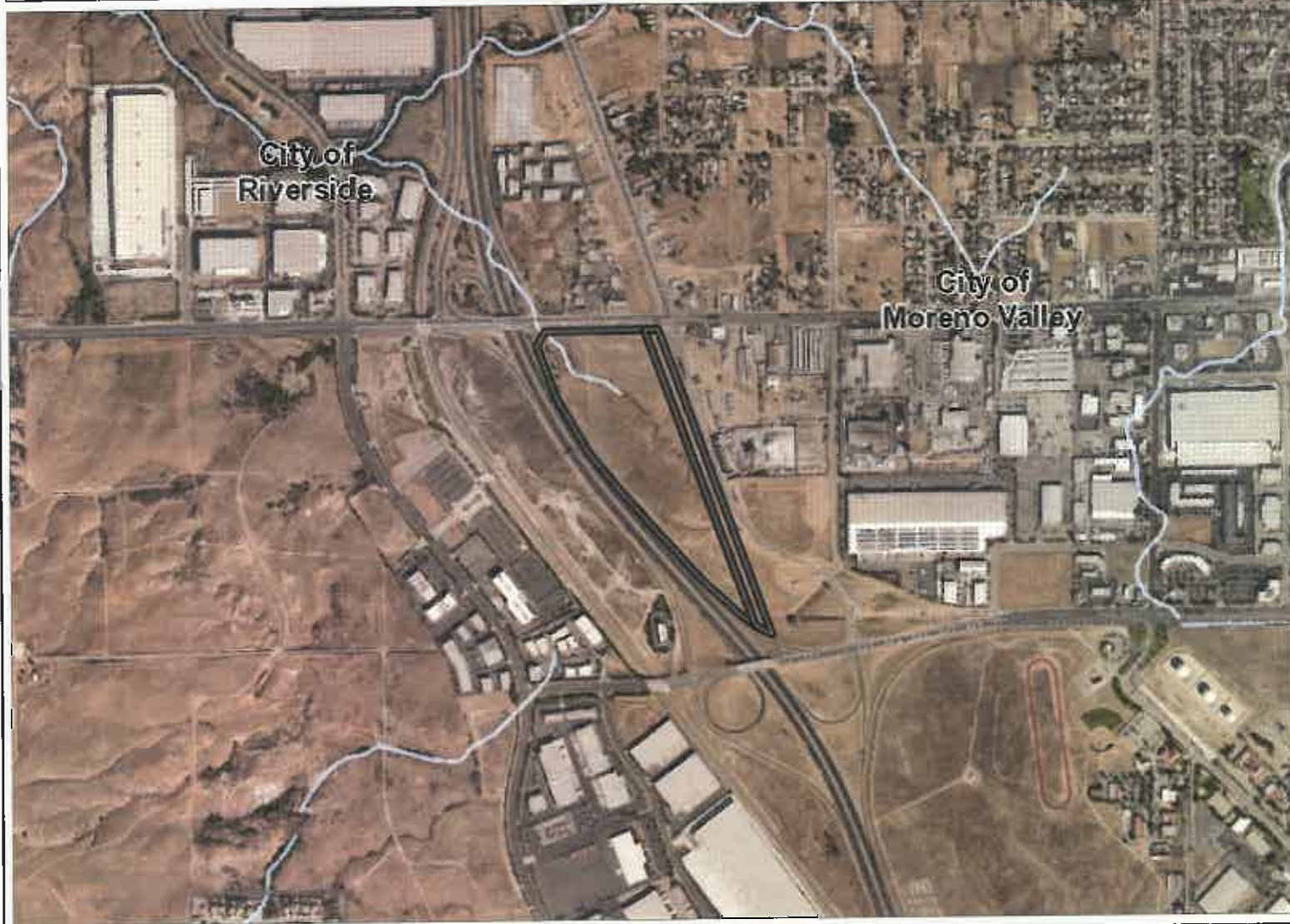


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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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- Blue line Streams
- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map

Notes



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Source: Esri, DigitalGlobe, GeoEye, EarthStar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- Runway
- City of Moreno Valley
- City of Riverside
- APZ I
- APZ II
- CZ



1 inch = 0.36 miles

Rull, Paul

From: Housman, Simon
Sent: Tuesday, March 9, 2021 9:47 PM
To: Rull, Paul
Subject: Fwd: Freeway Business Center Amazon Delivery - ZAP1444MA20

Thank you.
S.A. Housman

Begin forwarded message:

From: "MCCRAINE, RODNEY E Col USAF AFRC 452 MSG/CC" <rodney.mccraine.3@us.af.mil>
Date: March 9, 2021 at 21:25:31 PST
To: "Housman, Simon" <shousman@rivco.org>
Cc: "UNDERWOOD, HAMILTON B III Lt Col USAF AFRC 452 MSG/CD" <hamilton.underwood@us.af.mil>, "SHAW, DAVID N Maj USAF AFRC 452 CE/CC" <david.shaw.5@us.af.mil>, "WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE" <douglas.waters.2@us.af.mil>, "WELCH, SAMUEL T Maj USAF AFRC 452 AMW/JA" <samuel.welch.1@us.af.mil>
Subject: Freeway Business Center Amazon Delivery - ZAP1444MA20

Mr. Housman,
March ARB has reviewed the Airport Land Use Commission (ALUC) action; Freeway Business Center Amazon Delivery - ZAP1444MA20 (708k SF warehouse in APZs I and II, ALUC Zone B1). We find that the ALUC is recommending that a covenant be recorded on this property to restrict its use and occupancy to those established in Department of Defense Instruction 4165.57. However, because the enforcing government entity is March Joint Powers Authority (MJPA) we have questions over the enforceability of this covenant as well as two others that will be considered in April into the future and particularly if, and when, MJPA sunsets. We therefore ask for a continuance on the ALUC action until March ARB can determine what modifications, if any, should be made to the covenant to make it more enforceable.

Best Regards,

Rodney E. McCraine, Col, USAF
Commander, 452 Mission Support Group
March ARB, CA 92518
COMM 951-655-4221 (DSN 447)

Rull, Paul

From: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>
Sent: Thursday, January 21, 2021 2:38 PM
To: Rull, Paul
Cc: Housman, Simon; MCCRAINE, RODNEY E Col USAF AFRC 452 MSG/CC; WELCH, SAMUEL T Maj USAF AFRC 452 AMW/JA; MARTIN, DAVID R
Subject: Fw: ZAP1444MA20 Freeway Business Center Amazon Delivery/Parcel Hub_Brian's Draft Comments
Attachments: Air Force MARB letter.pdf; March JPA_Amazon FBC_Rev Project Submittal.pdf; Amazon FBC Warehouse_Proposed Site Plan.pdf; ALUC_Proposed Amazon FBC Site Location.pdf

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

To meet your suspense for comments by COB Today, the following are March ARB comments as they concern the new proposed Amazon Parcel Distribution warehouse at JPA's Freeway Business Center.

Additional March ARB comments and a possible statement from leadership (Col Martin, Col McCraine, Col Morrison) could be given prior to or at the next public hearing on 11 February.

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

Douglas.waters.2@us.af.mil
Office- 951-655-4852
Cell- 928-304-4852
DSN- 447-2197

1. **MARB Air Force Letter from 10 March 2015 (attached for reference):** Since the revised proposed land use on this site (Parcel D3 East - Amazon distribution warehouse) is similar in scale to the previous proposed development (high-cube warehouse), MARB comments and concerns stated in attached AF letter remain valid as they concern:
 - A. Building height is not stated in plan review files received to date. Will require Airspace if greater than 35-foot height.
 - B. Water detention basins need to be oversized, covered, and/or underground to mitigate further rising groundwater table levels.
 - C. Stormwater management, drainage, and landscaping plans must adhere to BASH concerns.
 - D. Sound attenuation and hearing protection likely required for proposed office areas due to placement of building within the 65db AICUZ noise contour (CNEL).
 - E. As the proposed office space is contained entirely in APZ II, developer needs to clearly demonstrate compliance with AF and ALUC requirement of 50 persons per acre.

- F. Request ground elevation and building height to coincide with FAA Obstruction Evaluation Service (OES) for potential finding of *Hazard to Air Navigation*, and to support MARB TERPS review.
 - G. Require that construction materials be of non-reflective material, as well as down-lighting to mitigate glint/glare levels which could undermine safe air operations during evening hours.
 - H. Proposed development shall not result in electronic and/or spectrum interference for aircraft communications or navigation capabilities.
2. **Office Density Covenant:** Both ALUC and March JPA mention a restrictive Covenant tied to allowable office densities as proposed in APZ II.
- A. Does said Covenant need to be revised per the new proposed Amazon distribtuon facility?
 - B. MARB requests a copy of the previous covenant to assist with further review of the proposed project.
 - C. Need March JPA to confirm the latest proposed number of full time occupants at 518.
 - D. Discrepancies noted between the latest March JPA project transmittal (dated 21 Dec. 2020) for total office area of 25,000 SF (22,000 SF on ground floor and 3,000 SF mezzanine). Received site plan proposes a total of 18,715 SF.
 - E. Total allowable office SF per AF/AICUZ and ALUC standards is 18,000 SF. Does the Covenant attempt to justify an additional 7,000 SF of office space in APZ II? Requires clarification.
3. **Traffic Impacts:** MARB is concerned about substantially increased traffic levels on both Cactus Avenue and Heacock Drive, as it is assumed the proposed Amazon parcel distribution facility will draw heavily from existing and proposed air cargo facility expansion (e.g. D-1 Gateway Aviation Center) at the March Inland Port.

V

From: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>
Sent: Monday, January 18, 2021 10:58 AM
To: Rull, Paul <PRull@RIVCO.ORG>; Pacino, Brian <Brian.Pacino@jacobs.com>
Subject: [EXTERNAL] RE: ZAP1444MA20 Freeway Business Center Amazon Delivery/Parcel Hub

Yes we will have comments to you by Thursday.

Douglas Waters
 Chief Engineering
 951-655-4852

FY21 Year of March BCE

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Monday, January 18, 2021 8:03 AM
To: Pacino, Brian <Brian.Pacino@jacobs.com>; WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>
Subject: [Non-DoD Source] RE: ZAP1444MA20 Freeway Business Center Amazon Delivery/Parcel Hub
Importance: High

Good Morning,



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

10 March 2015

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
ATTN: JOHN GUERIN
PRINCIPAL PLANNER
4080 LEMON STREET, 14TH FLOOR
RIVERSIDE, CA 92501

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Riverside County Airport Land Use Commission (RCALUC) – ZAP1107MA14

1. The March Air Reserve Base (MARB) review of the proposal to establish Industrial zoning on 39.42 acres and to build a 709,083 square foot industrial warehouse building is provided with this memorandum.
2. The parcel also known as D3 East is located within the Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZII). Any construction in APZ I is to consist of facilities that are no greater than single floor, airspace review is required for objects greater than 35ft. in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
3. The parcel is partially located within the Perris North sub-basin, the same groundwater sub-basin as MARB. The rising groundwater table at MARB is an ongoing concern and solutions are being sought by both MARB and the State of California. Given the concerns with the rising groundwater and the ability to properly drain the water detention basins within 48 hours, MARB is requesting the water detention basins be oversized enough to accept additional rock to address future concerns with groundwater or be underground and covered. Prior to issuance of formal approval, we want to see specific design of basins and if uncovered, calculations that show capacity if rock is added later.
4. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The base will want to review details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated February 1, 2004. We request that March Joint Powers Authority evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.
5. The property is impacted by aircraft noise with California Noise Equivalency Levels and a Day-Night Average A-Weighted Sound Level (DNL) of 65 decibels or more contributing to negatively impact

compatible and reasonable use of the property. Table 2, *Land Use Compatibility in Noise Zones* in Appendix 3 to Enclosure 3, *Recommended Land Use Compatibility in Noise Zones* of DoDI 4165.57, *Air Installations Compatible Use Zones* (AICUZ) states that noise events may be sufficient to periodically disrupt indoor activities. Employees and regularly received public may require protection using noise attenuation in the design and construction of the facility. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.

6. While the proposed use may be consistent with the zoning and land use guidelines, MARB advises that the proposed project presents a concern being located so close to the Clear Zone (CZ) at the north end of the runway. Buildings in this area should not be used for high-density functions since the objective of the land use guidelines in and around APZ's is to restrict people-intensive use due to a greater risk of aircraft incident in these areas. In APZ I is restricted to 25 people per acre and 50 an acre in APZ II. Lot coverage is based on the FAR, and is calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$. The formula for APZ II is $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$.

7. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also need to provide a Terminal Instrument Procedures (TERPS) review.

8. To help eliminate any potential effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

- Distracting lights which could be mistaken for airport lights
- Sources of dust, steam, or smoke which may impair pilot visibility
- Sources of electronic interference with aircraft communications or navigation

9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions please contact Ms. Denise Hauser at (951) 655-4862, or Sonia Pierce at (951) 655-2236.



PAMELA M. HANN
Base Civil Engineer

Scenario	Occupancy Ratio	Building Area (sq.ft.)	Total Occ.	Average Acre (ppl per acre)	Single Acre (ppl)	Consistent w ALUC	Consistent w AICUZ
<p>[ALUC Standard Method] Utilizing the building code calculations methodology used in previously approved project ZAP1394MA19, and applying it to the proposed plan</p>	High Cube Ware. 1/1,428 Office 1/200 Break Room 1/15	699,583 8,000 1,500	630	APZ-I 12 APZ-II 21	APZ-I 31 APZ-II 130	Yes No exceed single acre, break room + HCH warehouse	No. Yes, with the use of a Covenant
<p>[Hybrid Methodology] Building code calculating floor area usage, and parking code calculating the indoor van parking and stacking spaces. Parking code calculation is reduced to 1 person per space (vs standard 1.5 person per space) Doesn't account for floor area dead space. (previous staff report calculation)</p>	High Cube Ware. 1/1,428 Office 1/200 Break Room 1/15 Van parking space 1 Van loading space 1	258,000 8,000 1,500 70 126	518	APZ-I 10 APZ-II 17	APZ-I 52 APZ-II 100	Yes Yes	No. Yes, with the use of a Covenant
<p>[Hybrid Methodology 1: Unidentified Floor Area] Building code calculating floor area usage, and parking code calculating the indoor van parking and stacking spaces. Parking code calculation is reduced to 1 person per space (vs standard 1.5 person per space) Building code requires all floor area to be identified. Therefore, the primary use of high-cube warehouse is applied to floor areas that are not identified.</p>	High Cube Ware. 1/1,428 Dead space as high cube Office 1/200 Break Room 1/15 Van parking space 1 Van loading space 1	258,000 120,600 8,000 1,500 70 126	603	APZ-I 12 APZ-II 19	APZ-I 52 APZ-II 120	Yes No exceed single acre, break room + dead space HCH warehouse	No. Yes, with the use of a Covenant
<p>[Building Code Strict] Building code does not have an occupancy calculation for high-cube warehouse, indoor van parking/stacking spaces. Therefore, a regular 'warehouse' ratio is applied per County Building & Safety. Building code also requires all floor area to be identified. Therefore, the primary use of warehouse is applied to areas that are not identified.</p>	Warehouse 1/500 Dead space as warehouse Office 1/200 Break Room 1/15	699,583 8,000 1,500	1,523	APZ-I 35 APZ-II 39	APZ-I 87 APZ-II 158	No, exceed average acre No, exceed single acre, break room + dead space warehouse	No. Yes, with the use of a Covenant

Scenario	Occupancy Ratio	Building Area (sq.ft.)	Total Occ.	Average Acre (ppl per acre)	Single Acre (ppl)	Consistent w ALUC	Consistent w AICUZ
<p>[Hybrid Methodology 2: All Floor Area Identified] Building code calculating floor area usage, and parking code calculating the indoor van parking and stacking spaces. Parking code calculation is reduced to 1 person per space (vs standard 1.5 person per space)</p> <p>Building code requires all floor area to be identified. The applicant has identified all previous unidentified floor areas on their floor plan</p>	High Cube Ware. 1/1,428 Office 1/200 Break Room 1/15 Van parking space 1 Van loading space 1	307,000 8,000 5,400 164 126	905	APZ-I 13 APZ-II 40	APZ-I 56 APZ-II 377	Yes No exceed single acre, break room + dead space HCH warehouse	No. Yes, with the use of a Covenant

Occupancy Survey for 2677 Alessandro Boulevard in Riverside County, CA

Site Surveyed: 9350 Rayo Avenue, South Gate, CA 90280

The Riverside County Airport Land Use Commission’s (ALUC) Airport Land Use Plan permits the survey of similar uses as an acceptable method to determine concentrations of people for occupancy purposes. The proposed tenant has obtained a survey of a comparable use located at 9350 Rayo Avenue in South Gate, CA (the “comparable facility”) and has attached such data. When Rayo’s surveyed rate of 1 person per 70 SF is applied to the proposed 6,500 SF breakroom area of 2677 Alessandro Blvd., it would equate to a headcount of 93 people.

9350 Rayo Ave. is a logical analog facility for Alessandro: it is a parcel distribution station. The facility’s operations are functionally equivalent with a similar capacity to the proposed quantities at 2677 Alessandro Blvd. At approximately 211,356 SF, the comparable facility is sized smaller than Alessandro; however, Alessandro’s larger size relative to its operations is a direct function of efficiency as Rayo is significantly more efficient relative to its building square footage. The efficiency can be evidenced by the warehouse operational area within Alessandro, which is less than 37% of its building footprint.

Specifically, the data from 9350 Rayo Ave. was collected from the log of electronic security card-in points located adjacent to its 4,720 SF breakroom. The log includes “access granted” activity from February 1st – March 2nd. 2021 (30 days). The average count during the survey period averages to about 67 persons per daily period or approximately one person per 70 SF of breakroom area. The two buildings' operational capacity is expected to be roughly equivalent, and this is the most significant factor in their similarity for being comparable. When the one person per 70 SF surveyed occupancy rate is applied to the proposed 6,500 SF breakroom, it amounts to a 93-person headcount for occupancy calculation purposes. This is roughly half-way between an office use occupancy rate (1 person per 200SF) and the overly concentrated assembly use occupancy rate (1 person per 15 SF) that may be projected in the building code methodology and conservatively skews toward the latter. The surveyed data is a more realistic predictor for occupancy purposes, given that it represents real-life information as a proxy.

Given the foregoing, the data strongly suggests that applying the survey method to the proposed 6,500 SF Alessandro breakroom area would be a defensible and equitable method for occupancy purposes. Therefore, it is requested that an occupancy rate of 1 person 70 SF apply to the Alessandro breakroom.

Summary of Daily Counts: February 1st - March 2nd							
1-Feb	97	9-Feb	65	17-Feb	67	25-Feb	69
2-Feb	68	10-Feb	67	18-Feb	69	26-Feb	70
3-Feb	73	11-Feb	76	19-Feb	66	27-Feb	68
4-Feb	62	12-Feb	74	20-Feb	60	28-Feb	59
5-Feb	51	13-Feb	71	21-Feb	69	1-Mar	61
6-Feb	64	14-Feb	78	22-Feb	66	2-Mar	47
7-Feb	78	15-Feb	63	23-Feb	55		
8-Feb	74	16-Feb	60	24-Feb	73		

9350 Rayo Avenue, South Gate, CA 90280 Data

<u>System</u>	<u>Categories</u>	<u>Date</u>	<u>Hour Starting</u>	<u>Hourly Headcount</u>
OnGuard 7.4	Access Granted by Reader	2/1/2021	1:00am	45.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	2:00am	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	3:00am	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	4:00am	3.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	5:00am	7.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	6:00am	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	7:00am	2.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	8:00am	17.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	9:00am	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	10:00am	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	11:00am	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	12:00am	2.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	1:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	2:00pm	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	3:00pm	4.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	4:00pm	4.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	5:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	6:00pm	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	7:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	8:00pm	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	9:00pm	-
OnGuard 7.4	Access Granted by Reader	2/1/2021	10:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	11:00pm	1.00
OnGuard 7.4	Access Granted by Reader	2/1/2021	12:00pm	6.00
				<hr/>
				97.00

Notes: The below data requested from a "beta" facility access granted survey by personnel. Each has a corresponding employee ID #, which has been modified to the "*****ID*" due to data privacy concerns.

Counts relative to the 4,720 SF Breakroom at surveyed facility including the 3 person per hour headcount based on a proposed 5,000 SF BreakRoom

Summary of Daily Counts: February 1st - March 2nd. Table with columns for Date, Start Time, End Time, Access Granted Count, and Total Count.

Main data table with columns: System, Date/Time, Query, and Access Granted Count. Rows list access granted events for various systems from 2/1/2021 to 3/2/2021.

Report Generated Dates table with columns: Report Date, System, Date, Access Status, and User/Total. Rows list specific report dates and associated counts for multiple systems.

Outbound 7.4 Access Granted by Reader QUERY: START DATE: 3/1/2021 12:00:00 AM; END DATE: 3/1/2021 11:59:59 PM; READERS: DA07-1.20-03-PICK UP RM IN, DA07-1.20-04-BREAKROOM ENT

Report Date: 3/1/2021 15:57:43PM Eastern Standard Time Event Details 2/1/2021 Access Granted 341308470 60
Event Details 2/1/2021 Access Granted 218618180 61
Event Details 2/1/2021 Access Granted 218620010 62
Event Details 2/1/2021 Access Granted 361906688 63
Event Details 2/1/2021 Access Granted 252616484 64
Event Details 2/1/2021 Access Granted 410419061 65
Event Details 2/1/2021 Access Granted 361906688 66
Event Details 2/1/2021 Access Granted 289213984 67
Event Details 2/1/2021 Access Granted 341903011 68
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Event Details 2/1/2021 Access Granted 341903011 98
Event Details 2/1/2021 Access Granted 341903011 99
Event Details 2/1/2021 Access Granted 341903011 100

OFFICE (NO ASSEMBLY USE)
6,400 GROSS SF
OFFICE = 200 SF / OCCUPANT
32,000 SF / 200 = 160 OCCUPANTS

WAREHOUSE APZ II
49,700 GROSS SF
WAREHOUSE = 1428 SF / OCCUPANT
34,873 SF / 1428 = 24 OCCUPANTS

REMAINING WAREHOUSE AREA IN SINGLE ACRE
(INCLUDED IN TOTAL) 24,900 SF - 17 OCCUPANTS

BREAK ROOM
5,400 NET SF
CL BASED ON OCCUPANT SURVEY = 70 NET SF / OCCUPANT
6,400 SF / 70 = 78 OCCUPANTS

ACCESSORY RESTROOMS 780 SF (NO
OCCUPANTS IF ACCESSORY TO NET USE)

1 ACRE (201' X 166') = 42,590 SF

VAN LOADING 21 PER ROW (88 OCCUPANT) IS TOTAL

INDOOR PARKING
184 STALLS

VAN PARKING / LOADING / CIRCULATION
APZ I 547,400 SF

VAN CURBING 83 OCCUPANTS TOTAL

VAN LOADING / CIRCULATION
APZ II 99,100 SF

WAREHOUSE APZ II
88,175 GROSS SF
WAREHOUSE = 1428 SF / OCCUPANT
61,818 SF / 1428 = 43 OCCUPANTS

WAREHOUSE APZ I
198,328 GROSS SF
WAREHOUSE = 1428 SF / OCCUPANT
138,870 SF / 1428 = 97 OCCUPANTS

PARKING BREAKDOWN

TOTAL ASSOCIATE STALLS (18' x 8')	340
TOTAL ACCESSIBLE PARKING STALLS	14
VAN PARKING (EXTERIOR)	578
VAN PARKING (INTERIOR)	70
TOTAL VAN PARKING STALLS (27' x 11')	648

OCCUPANCY BREAKDOWN

OCCUPANCY	APZ I (29.15 AC)	APZ II (12.8 AC)	TOTAL
OFFICE	-	40	40
BREAK ROOM	-	78	78
WAREHOUSE (@ 1428 SF / PERSON)	117	82	199
LOADING / QUEUING	108	18	126
VAN PARKING (INTERIOR)	184	-	184
TOTAL	389	218	607

AVG. PER ACRE (26 APZ I / 50 APZ II)	13.3	17	COMPLIES
MAX SINGLE ACRE OCCUPANTS (100)	56	86	COMPLIES

COVENANT OCCUPANCY RESTRICTIONS

APZ I BUILDING AREA: 515,227 SF (11.83 AC) - 295 OCCUPANTS TOTAL
 APZ II BUILDING AREA: 193,858 SF (4.45 AC) - 223 OCCUPANTS TOTAL
 TOTAL BUILDING AREA: 709,083 SF (16.28 AC) - 518 OCCUPANTS TOTAL



Architect contact: Kevin Marx
 Phone: 206.962.6483
 Email: Kevin.Marx@mg2.com



1" = 150'-0"

TI - FREEWAY BUSINESS CENTER

2677 E. Alessandro Blvd Riverside, CA 92508

MARCH 12, 2021

SITE PLAN

GENERAL NOTES

A. ELEVATION PLANT FINISH FLOOR ELEVATION.
 B. ALL VERTICAL DIMENSIONS ARE FROM FINISHED FLOOR, UNLESS NOTED OTHERWISE.
 C. CHANGE IN PAINT COLOR OCCURS AT BACK OF REVEAL, TYP. UNLESS NOTED OTHERWISE.

KEYNOTES

05-12 METAL PANEL FACIA - FIELD PAINT - REFER TO COLOR LEGEND
 05-14 NEW CORRUGATED METAL ENTRY CANOPY.
 05-05 NEW OVERHEAD 12 X 14 DRIVE-IN DOOR PAINT TO MATCH EXISTING
 05-06 NEW INSULATED OVERHEAD DOOR DOORS, PROVIDE NEW DOCK EQUIPMENT FOR TENANT DESIGN BLUEPRINTS.
 05-07 EXISTING 12 X 14 DRIVE-IN DOOR.
 05-30 HIGH-TREND FABRIC ROLL UP DOOR (EXTERIOR MOUNT)
 06-10 INSTALL PRIVACY FILM ON EXISTING STOREFRONT WINDOWS SHOW.
 08-12 NEW PAINTED ACCENT STRIPS, ALIGN WITH EXISTING REVEALS.
 10-04 NEW INTERNALLY ILLUMINATED BUILDING MOUNTED TENANT SIGNAGE.
 11-09 NEW PREFABRICATED 12 WIDE DRIVE OUT RAMP.

EXTERIOR PAINT COLOR LEGEND

MARK	DESCRIPTION	REMARKS
[Blue Box]	PRIME BLUE TO MATCH PANTONS 2696D	NEW EXTERIOR ACCENT COLOR
[White Box]	EXISTING EXTERIOR COLOR TO REMAIN (SILVER PAINTS A100 WHITE) BLDG	EXISTING FIELD COLOR
[Grey Box]	EXISTING EXTERIOR COLOR TO REMAIN (GOLDEN PAINTS A130 ZEPPELIN)	EXISTING ACCENT COLOR
[Dark Grey Box]	EXISTING EXTERIOR COLOR TO REMAIN (GOLDEN PAINTS A102 MANSARD STONE)	EXISTING ACCENT COLOR

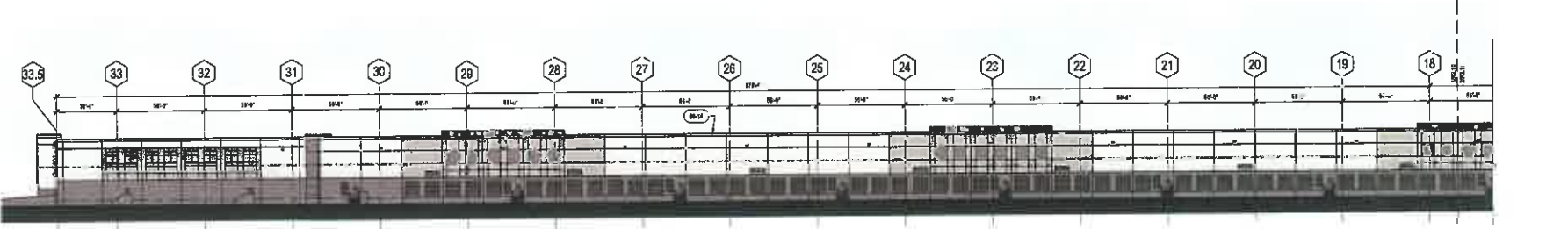
MARK	DESCRIPTION	REMARKS
[Blue Box]	PRIME BLUE TO MATCH PANTONS 2696D	NEW EXTERIOR ACCENT COLOR
[White Box]	EXISTING EXTERIOR COLOR TO REMAIN (SILVER PAINTS A100 WHITE) BLDG	EXISTING FIELD COLOR
[Grey Box]	EXISTING EXTERIOR COLOR TO REMAIN (GOLDEN PAINTS A130 ZEPPELIN)	EXISTING ACCENT COLOR
[Dark Grey Box]	EXISTING EXTERIOR COLOR TO REMAIN (GOLDEN PAINTS A102 MANSARD STONE)	EXISTING ACCENT COLOR



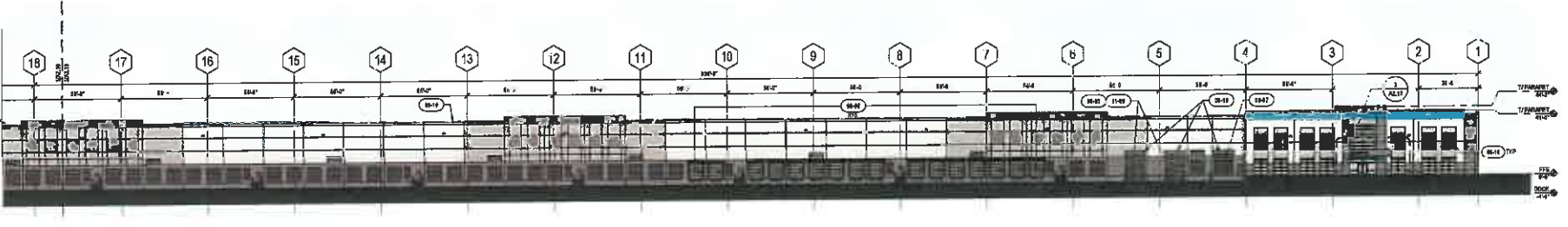
2677 E ALESSANDRO BLVD
 RIVERSIDE, CA 92508

**TENANT IMPROVEMENT
 FREEWAY BUSINESS CENTER**
 2677 E ALESSANDRO BLVD
 RIVERSIDE, CA 92508

NO.	DATE	DESCRIPTION
1	10/20/23	ISSUE FOR PERMIT
2	10/20/23	ISSUE FOR PERMIT
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1 PARTIAL EAST ELEVATION
 SCALE: 1/32" = 1'-0"



2 PARTIAL EAST ELEVATION
 SCALE: 1/32" = 1'-0"

PLOT SCALE: 3/16" = 1'-0"

PROJECT STATUS

JOB NUMBER 23-6810-01

DRAWN BY BSJ **CHECKED BY** JD

SHEET TITLE EXTERIOR ELEVATIONS

SHEET NUMBER A2.10

AMAZON LOGISTICS OPERATIONAL NARRATIVE

Operational Overview

Amazon Logistics (“AMZL”) is a service that fulfills customer orders. AMZL specializes in “last mile” delivery of customer orders from delivery stations. Packages are shipped to AMZL delivery stations from Amazon fulfillment and sortation centers. Packages arrive from line haul trucks, are sorted based on zip codes and loaded into delivery vans operated by delivery service partners (“DSP”).

Delivery stations operate 24/7, with most of the sortation activity done early in the morning when the line haul trucks arrive with customer packages. At our proposed Riverside County, California facility, AMZL line haul trucks will be delivering packages to the delivery station each day, primarily between the hours of 10:00 PM to 8:00 AM. Associates sort the packages by routes, place the packages onto movable racks and load the packages into the delivery vans primarily between 12:30 AM and 11:00 AM with Amazon associates entering and departing between those times. Additionally, there will be managers supervising the DSP operations, arriving between 8:00 AM and 11:00 AM and departing between 7:00 PM and 10:00 PM.

The first “wave” of DSP drivers arrive at the delivery station at approximately 10:00 AM. At this location, DSP drivers will typically park their personal vehicles onsite and pick up their delivery vans. To keep site operations efficient and secure, DSP drivers are instructed to arrive only just before their scheduled shift time. Once at the delivery station within their delivery van, DSP drivers take position in a vehicle queue that spaces out the group and secures their movement for optimal organization. In a synchronized manner, the drivers load their individual delivery vans within sequenced, segmented groups and depart to deliver packages directly to customers. Each delivery wave takes about 20-30 minutes to load and depart. During this time, the van positions in the facility of earlier scheduled driver groups provide a physical buffer to the entry of later arriving groups. This standard operating procedure acts as an added measure to ensure proper occupancy of the building at this location. As a wave of DSP drivers prepare to depart, a new wave of DSP drivers queue and prepare to load their delivery van. The last wave of DSP drivers depart the delivery station around 1:00 PM. DSP van drivers typically complete one round trip per day.

After DSP drivers complete their routes, they return to the delivery station with any packages that may have been non-deliverable. They typically return to the facility between 7:00 PM to 10:00 PM or after rush hour traffic. After proper checkout and release, the DSP drivers typically park their delivery vans onsite, and leave using a personal vehicle or public transport.

After departure of the last wave of delivery vehicles, delivery station associates prepare the delivery station for the next day’s packages.

Employment

Amazon strives to provide job local opportunities for the communities and the residents that it serves. Historically, Amazon has conducted local hiring fairs and has partnered with local workforce development organizations to market new Amazon employment opportunities to residents who live in and around its facilities. We have found that building local partnerships is key to a successful local hiring initiative. Our growth is the result of an outstanding workforce, strong local support, and incredible customers. Our

associates and customers in this region are also your residents, and we want to ensure we are being good neighbors.

Delivery Stations create hundreds of mostly full-time and part-time jobs. Amazon provides all associates starting at least \$15 per hour in wages, and a variety of benefits packages from day one. Wages in the California are currently trending significantly higher than \$15. All full time employees receive benefits including medical, dental and vision insurance, 401k match, and life and disability insurance. Part-time opportunities are great for parents seeking flexibility in schedule, college students, those seeking second jobs, and retirees. For the proposed delivery station, we are planning 70% full-time jobs.

Four types of jobs are available in delivery stations:

1. Sortation – These associates are directly employed by Amazon. They help with sorting packages inside the delivery station.
2. Delivery Service Partners (DSP) – DSPs are entrepreneurs who have launched their own small business delivering packages on behalf of Amazon. DSPs operate out of Amazon’s delivery stations and employ delivery van drivers who deliver Amazon packages. They adhere to the minimum \$15 per hour wage requirement for their employees. After 30 days of hire, DSPs are eligible for benefits.
3. Managers – Managers are employed by Amazon for managing the sortation process, and by DSP owners for managing the delivery process.
4. Flex Drivers – Flex drivers are independent contractors who own their own vehicles and create their own schedules delivering packages on behalf of Amazon. Amazon Flex drivers can earn more than between \$18 and \$22 per hour. However, these positions do not apply at this facility.

Environmental Plan

In alignment with the County’s policies to promote healthy and sustainable communities, Amazon is committed to being a leader in sustainability. In support of The Climate Pledge commitment to be net zero carbon by 2040, 10,000 Amazon custom electric delivery vehicles will be on the road delivering to customers worldwide as early as 2022 and all 100,000 by 2030. Amazon has been busy engaging several small startups and vehicle manufacturers to pursue multiple simultaneous paths.

As part of Amazon’s commitment to power all operations with 100% renewable energy by 2030, the Sustainability team has developed an on-site solar strategy for rapid deployment. Amazon leverages a financing mechanism called a Power Purchase Agreement (PPA) to execute deals and deploy solar. Sustainability has negotiated Master Service Agreements (MSAs) with industry leading solar developers to provide turn-key solar projects to Amazon. Amazon will evaluate solar panel deployment at this location in-line with any unique regulatory requirements.

Installation of rooftop solar on an Amazon building can drive financial savings, reduce grid energy consumption, and decrease carbon emissions. As of year-end 2019, Amazon has over 90 on-site solar projects installed and generating electricity in North America, The Middle East, and Africa, totaling more than 130 Megawatts. Amazon has over 40 operational on-site solar PV systems in the United States and with a focus on Fulfillment and Sort Centers.

Transportation Demand Management (TDM)

There are several standard TDM measures Amazon is taking for its delivery stations:

1. Pre-Tax Transit Pass Benefits – All AMZL Associates are able to use WageWorks to purchase transit passes or other approved commuter expenses pre-tax.
2. Carpool and Vanpool Ride-Matching Services – AMZL promotes both Waze Carpool and local carpool/vanpool ride-matching services wherever available.
3. Bicycle Parking – Each Delivery Station offers employee bike racks and day use lockers.
4. Guaranteed Ride Home (GRH) Program – AMZL offers a free GRH program for employees arriving to work by carpool, vanpool, or transit and need to leave work early or are unable to use their normal commute accommodations.
5. Designated Employee Transportation Coordinator (ETC) – Each Delivery Station has a designated ETC to answer employee commute related questions and advertise any available commuter benefits.

Community Engagement

Our associates in this region are also your residents and we want to ensure we are being good neighbors. To assist in this effort, Amazon has created a new community engagement team to work specifically with communities that have new delivery stations to forge new partnerships. Amazon offers several programs that will impact the Community in various ways. They include:

- Amazon Future Engineer – Amazon Future Engineer is a four-part, childhood-to-career program aimed at inspiring and educating hundreds of thousands of students from underrepresented and underserved communities each year to try computer science and coding. The program has an online application process that can be found at the following web address: <https://www.amazonfutureengineer.com/>
- School donations/giving – Amazon in the Community Programs makes community-based donations to a variety of programs and organizations throughout the United States.

It is our desire to have such a positive impact that you feel like this community has thrived as a result of our presence and associates in our delivery stations and drivers on the road are members of this community and share this same passion.

Workplace Conditions

Ensuring the safety of associates, drivers, and members of the communities in which we operate is our number one priority. Operational meetings, new hire orientation, process training and new process development begin with safety and have safety metrics and audits integrated within each program.

Training is constant, both in making sure employees know how best to work with the technology in the facility and also how to prevent injuries. While any serious incident is one too many, we learn and improve our programs working to prevent future incidents.

Our Delivery Stations are typical for the logistics industry where due to loading of vehicles, associates are often inside and outside as part of their shift. We closely monitor the temperatures in the stations to ensure a safe work environment and we also have industrial-grade fans, cooling mists, an abundance of water and other measures to ensure the safety of those at the site.

COVID-19

We are in unprecedented times and are taking exceptional measures to ensure the safety of our associates and communities during the COVID crisis, so that we can bring essential goods to those in need.

Amazon's facilities follow all health and safety protocols including social distancing guidelines. Across operations, Amazon has invested more than \$800 million dollars in the first half of this year on safety measures like temperature checks, masks, enhanced cleaning, gloves, sanitation stations, and on-site testing, to name a few.

We've made over 150 process updates to help protect employees, have implemented enhanced cleaning and social distancing measures, and we're piloting new efforts like using disinfectant fog in our New York fulfillment center. We've already had 175,000 new hires start new positions opening up to help meet customer demand and assist existing employees fulfilling orders for essential products.

Since the beginning of COVID-19, Amazon has made personal protective gear such as masks for our hourly employees and implemented temperature checks across our operations worldwide. Leadership at all levels in Amazon are working day and night every day continuously monitoring the effectiveness of the changes we made in the network and looking for opportunities for continuous improvement. *We are also looking for ways to leverage technology to help us audit social distance compliance.* We know this new normal is a big change for everyone and recognize the importance of inspecting our processes and looking for ways to make it easier to comply and ensure safety. Our facility's design, intended to make a more social distance-friendly environment, is an additional program element in alignment with occupancy requirements at this location. However, irrespective of this global health emergency, both at project launch and future peak operations, this facility will comply with all required building regulations.



**2677 E. ALESSANDRO BLVD
RIVERSIDE, CA 92553
DFX5 - DESIGN INTENT AND SCOPE**

Date: December 28, 2020

Project Data:

Developed Site: 39.23 AC

Building Size: 706,081 SF

Office TI: +/-18,715 SF (Proposed)

Existing TI: 1st Floor Office: 3,915 SF / 2nd Floor Mezzanine: 3,000 SF

Summary:

This site consists of recently completed construction including site improvements and adjacent public improvements previously approved by all AHJ per plot plan 14-02 including Resolution JPA# 18-03. The existing conditions include a new 706,081 sf concrete tilt-up building shell; a 3,915 sf speculative office build out, a 3,000 sf mezzanine, two single use unisex restrooms in warehouse and associated site improvements including but not limited to; site lighting, landscaping, parking striping, and ADA parking/accessible routes. Building is currently served with 4000A single service permanent power.

The proposed scope of work is a first-generation tenant improvement project which will occupy the entire building. Approximately 1/3 of the floor area will be dedicated to interior van parking and van loading area. Vans will park in this area overnight, but the parking area will be typically empty during the day when the vans are on their daily delivery routes.

215,000 sf of floor area is dedicated to package sortation and material handling operations. Packages arriving at this facility are prepackaged in cardboard boxes and labeled for shipping within local neighborhoods and areas surrounding the facility. The packages are brought into the facility via tractor trailer trucks which will utilize only the designated loading dock positions. Once unloaded into the facility associates sort the packages by routes, place the packages onto movable racks and load the packages into the delivery vans. Sorting primarily occurs between the hours of 10:00 PM to 8:00 AM. Once loaded, the vans will exit the building via an existing drive-out door and ramp along with two new prefabricated ramps (per plan) and exit the site and onto Old 215 Frontage Road. The vans will depart the facility in "waves" beginning at approximately 10:00am and continuing every 30 minutes until approximately 1:00pm. Van deployment is intentionally staggered and scheduled outside of morning peak hours in order to minimize impact to surrounding traffic. Vans will return to the facility following the completion of their daily deliveries. Van arrival is anticipated to occur intermittently between 7:00pm and 10:00pm each evening.

In addition to the interior parking and parcel delivery operations the proposed scope of work also includes 18,715 sf of accessory office space to support the facility. Please note that the overall square footage of the office area is significantly larger than would typically be implemented in a facility of this size due to the ongoing public health crisis caused by the COVID-19 pandemic. The public areas of the office including the training rooms, restrooms, and break area have been enlarged to accommodate proper social distancing and additional programmatic spaces such as the employee screening area have been added to ensure that all current health and safety protocols are implemented daily for as long as required.

A detailed list of the proposed improvements has also been included for reference;

Proposed Site Scope:

- New Parking Lot Striping to Accommodate Van Parking and Circulation
- New speed bumps/tables and directional striping per safety plan
- AMZL standard site directional and operational signage
- Surface mounted bollards in strategic locations based on van traffic flow
- Confirm ADA site compliance along accessible routes (no changes proposed)
- Ground mounted signage at entry (permit by signage vendor)
- Building mounted AMZL signage on façade (permit by signage vendor)
- Two (2) new prefabricated 12' wide "Dockzilla drive-out ramps per site plan
- New pedestrian sidewalk along West and North elevation, creating a pedestrian path of travel from the associate parking on the backside of the building to the main entrance.
- New striping required to accommodate accessible path of travel along the North elevation.
- Addition of accessory site structures (smoker's shelter & ride share shelter)

Proposed Building Shell Modifications:

- Two existing opening will be widened at the van exit locations to accommodate van traffic
- New 12'-0" wide overhead coiling doors installed at new opening locations
- Demolition of existing canopy and addition of larger entry canopy to existing façade
- Add Prime Blue accent paint to building entries per colored elevations provided
- Additional openings in roof, to accommodate new rooftop mechanical equipment per engineered Mechanical design.

Proposed TI Scope:

- Installation of new material handling conveyor system Per AMZL
- New remote restrooms, and scrubber dump
- Complete MEP design to accommodate delivery center operations. MEP scope includes but is not limited to;
 - New warehouse lighting
 - New rooftop mechanical units to accommodate warehouse heating and cooling
 - New exhaust fans and CO2 mitigation as required by local jurisdiction
 - New HVLS fans per AMZL standards
 - New plumbing for remote restrooms, handwashing sinks, and scrubber dump
 - Additional electrical distribution to support warehouse operations
- Install fire extinguishers throughout per local fire authority
- Interior parking striping
- Install new high-speed fabric roll-up doors on exterior of van entry/exit locations
- New dock package at line haul locations (dock seals, dock locks, lights, fans, etc.)
 - Dock package includes associated electrical work
- New dock levelers
- New full height partition, and associated doors separating interior parking from MHE operations
- Install interior chain link fence per AMZL - MHE plans
- Low Voltage/IT scope per IES Design
- Add AMZL standard restroom graphics to existing remote restrooms
- Fire sprinkler and Fire Alarm modifications as required to meet AMZL standards
- Demolition of existing speculative office area (including 3,000 sf office mezzanine) and construction of new +/- 18,715 sf office package per plan.

RECORDING REQUESTED BY
PROFICIENCY 215 LLC
AND WHEN RECORDED RETURN TO:

Proficiency 215 LLC
11777 San Vicente Boulevard, Suite 780
Los Angeles, CA 90049
Attention: Jeffrey Trenton

**This document was electronically submitted
to the County of Riverside for recording**
Received by: ALYCIA #778

(Space Above For Recorder's Use)

COVENANT AFFECTING REAL PROPERTY

THIS COVENANT AFFECTING REAL PROPERTY ("Covenant") is made as of the 22nd day of August 2018, by Proficiency 215 LLC, a Delaware limited liability company ("Covenanter"), with reference to the following facts set forth in the recital paragraphs below:

-- RECITALS --

A. Covenanter is the owner of the real property described more particularly in Exhibit A hereto ("Property"), subject to the jurisdiction of the March Joint Powers Authority ("JPA").

B. The Property is situated approximately 5,440 feet northwesterly of the northwesterly terminus of runway 14-32 located at March Air Reserve Base ("MARB") and is subject to the Air Installation Compatible Use Zone Study ("AICUZ") and the March ARB/Inland Port Airport Land Use Compatibility Plan ("ALUCP"). The AICUZ and ALUCP have designated one portion of the Property as being located in Accident Potential Zone ("APZ") I and the remainder of the Property as being located in APZ II.

C. Portions of the Property are designated in APZ I and have an occupancy limit of 25 persons per acre. Other portions of the Property are designated in APZ II and have an occupancy limit of 50 persons per acre.

D. The Covenanter is developing the Property for an industrial warehouse building. The Covenanter has submitted to the JPA three applications for discretionary land use approvals for the development of the Property including, 1) a General Plan Amendment, assigning the JPA's General Plan designation of Industrial (I) to the Property; 2) a Change of Zone, assigning the zoning designation of Industrial (I) to the Property, consistent with the General Plan designation of Industrial (I); and 3) a Plot Plan for the proposed development of an approximately 709,083-square-foot industrial warehouse building; and environmental documentation pursuant to the California Environmental Quality Act ("CEQA"). All of the above shall be referred to collectively as the "Project."

8267-49

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants ("Density Cap") [THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the "Density Restrictions," and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by JPA and MARB representatives, and consent and approval provided through an amendment to this Covenant.

F. JPA requires that the Covenanter, and each of its successors in interest in the Property, comply with the Density Cap and Density Restrictions.

G. JPA has indicated that it does not have the resources to undertake regular inspections of the Project to determine compliance with the Density Cap and Density Restrictions.

H. In order to ensure that Covenanter complies with the Density Cap and Density Restrictions, upon occupancy of the Project, Covenanter agrees to fund at its sole expense quarterly inspections. These inspections shall be undertaken by a neutral independent third party to be selected by JPA ("Independent Monitor"). The JPA shall provide invoices to Covenanter concerning the Independent Monitor's costs in undertaking the activities specified in the Covenant and such costs shall be reasonable and reflect the Independent Monitor's actual costs of inspection and reporting.

I. In order to ensure that there is compliance with the Density Cap and Density Restrictions, the Covenanter agrees to the provisions as set forth below during the term of the Covenant ("Covenant Lifespan").

-- AGREEMENT --

ARTICLE 1
GENERAL PROVISIONS

1.1 **Provisions to Run with the Land.** Subject to the conditions of this Covenant, during the Project Lifespan, the Density Cap and Density Restrictions shall be binding upon the Covenanter and its successors and assigns in interest in the Property (collectively "Covenanter"). The Covenant, the Density Cap, and Density Restrictions shall run with the Property and each portion thereof, and shall apply to and bind the Covenanter during the Project Lifespan.

1.2 **Deemed Concurrence.** The Covenanter and all other persons or entities acquiring any fee interest in the Property, shall be conclusively deemed by such acquisition to have irrevocably agreed to the Density Cap and Density Restrictions for and among themselves and their heirs, successors, and assigns. Upon any such person's or entity's sale or transfer of its interest in the Property, such conveying person or entity shall forever be released and relieved of any further obligation or liability arising under this Covenant, the Density Cap, and the Density Restrictions for events arising from and after the date of such transfer.

1.3 Incorporation into Deeds and Leases. The Density Cap and Density Restrictions are hereby deemed to be incorporated by reference into each conveyance of any fee or leasehold interest in the Property or portion thereof occurring after the date the Covenant is recorded in the Official Records of Riverside County, California, whether or not referred to in the instrument affecting such conveyance of the Property, or a portion thereof.

1.4 Parties Benefitting. This Covenant inures to the benefit of MARB and JPA and their successors in interest or assigns.

ARTICLE 2 ENFORCEMENT OF COVENANT

2.1 Right of Entry. Upon completion and occupancy of the Project, Covenanter shall allow the Independent Monitor to enter the Project, for the sole purpose of calculating the Project occupancy and confirming that the Covenanter is complying with the Density Cap and Density Restrictions. The Independent Monitor's method for calculating the Project occupancy and confirming that the Covenanter is complying with the Density Cap and Density Restrictions shall include separate calculations of employment occupancy within APZ I and APZ II and shall be approved by JPA, at its sole discretion, prior to the commencement of inspections. Upon JPA approval of the Independent Monitor's method of calculation, JPA or the Independent Monitor shall notify the Covenanter of the Independent Monitor's methods of calculation in writing ("Methodology"), before the Independent Monitor inspects the Project, in order for Covenanter to understand the Methodology to be used by the Independent Monitor. The Methodology shall be consistent with and be based upon the calculations of the Density Restrictions. The Independent Monitor shall inspect the Project quarterly at times solely determined by the Independent Monitor within each calendar quarter. "Quarterly" shall mean each calendar quarter beginning on January 1, April 1, July 1, or October 1, as applicable, and ending on the succeeding March 31, June 30, September 30, or December 31, as applicable. Notwithstanding the foregoing, the Independent Monitor's inspections shall be done in a safe and unobtrusive manner. Within thirty (30) days of completing its quarterly inspection, the Independent Monitor shall submit written reports to MARB, JPA, and Covenanter documenting the Project occupancy. If the Independent Monitor determines that the Density Cap or Density Restrictions have been exceeded, within three (3) days of this determination, the Independent Monitor shall provide written notification to Covenanter, MARB, and JPA of this exceedance. Upon receipt of such notice, Covenanter shall eliminate the exceedance within fifteen (15) days. At the conclusion of this 15-day period, the Independent Monitor shall re-inspect the Project to determine whether the exceedance has been eliminated. If the exceedance has not been eliminated, the Independent Monitor shall provide written notification to Covenanter, MARB and JPA of this uncured exceedance no later than five (5) days thereafter and the Independent Monitor shall pursue the Administrative Remedies specified in Section 2.3 of this Covenant. If the exceedance has been eliminated, the Independent Monitor shall provide written notification no later than five (5) days thereafter to Covenanter, MARB and JPA of this elimination.

2.2 Remedies. The remedies specified in Section 2.3 of this Covenant shall be triggered upon either (i) one (1) exceedance of the Density Cap or Density Restrictions by Covenanter which has not been corrected within the cure period set forth above in Section 2.1 in any one (1) year period of Project occupancy; or (ii) two (2) exceedances of the Density Cap or Density Restrictions by Covenanter which have been eliminated within the cure period set forth above in Section 2.1 in any one (1) year period of Project occupancy ("Actionable Default").

2.3 Administrative Remedies. Upon any Actionable Default, the Independent Monitor shall notify Covenanter, JPA, and MARB in writing of the Actionable Default and JPA shall commence the revocation process of the Project's certificate of occupancy pursuant to JPA Development Code § 9.02.260. If the Project's certificate of occupancy is revoked pursuant to this process, all operations and/or activities at the Project site shall immediately terminate. If the certificate of occupancy is revoked, Covenanter may reapply to JPA to re-establish the use and occupancy of the Project, subject to compliance with the Density Cap and Density Restrictions. JPA may authorize a re-establishment of the use and occupancy of the Project if Covenanter provides reasonable assurances to JPA that the Density Cap and Density Restrictions will not be exceeded in the future.

2.4 Mortgagee Protection. Notwithstanding any other provision of this Covenant, no breach of the Density Cap or Density Restrictions, nor the enforcement of any provisions contained in this Covenant shall affect, impair, or defeat the lien or charge of any duly recorded mortgage or deed of trust encumbering any portion of the Property, or affect, impair, or defeat the interest of the mortgagee, or its successor or assigns pursuant to such a mortgage, provided that such mortgage is made in good faith and for value. The Density Cap and Density Restrictions shall be binding upon and effective against any person whose title in the Property or any portion thereof, is derived through foreclosure, deed in lieu of foreclosure, or trustee's sale during the period of their ownership.

ARTICLE 3 MISCELLANEOUS

3.1 No Dedication Intended. Nothing herein shall be construed to be a grant or dedication, or offer to grant or dedicate, the Property or any portion thereof to MARB or JPA for any purposes whatsoever.

3.2 Notices.

(a) All notices and communications relating to this Covenant shall be in writing and shall be deemed effective when such notice or communication is personally delivered to the person:

To Covenanter: Proficiency 215 LLC
11777 San Vicente Blvd., Suite 780
Los Angeles, CA 90049
Attention: Jeffrey Trenton

and to:

Allen Matkins Leck Gamble Mallory & Natsis LLP
1900 Main Street, 5th Floor
Irvine, CA 92614
Attention: John Condas, Esq.

To JPA: March Joint Powers Authority
 14205 Meridian Parkway, Suite 140
 Riverside, CA 92518
 Attention: Danielle Wheeler

and to:

 Best Best & Krieger, LLP
 3390 University Avenue, 5th Floor
 Riverside, CA 92501
 Attention: Charity B. Schiller

(b) Concurrently with the consummation of the conveyance of an interest in the Property, or portion thereof, by the Covenanter to a successor or assign of such Covenanter, such transferee shall notify the Independent Monitor and JPA in writing of such conveyance. Such notification shall set forth the name of the transferee and its contact information for the purposes of the giving notice to such transferee under Section 3.2(a). Prior to the receipt by the Independent Monitor of any such notification, any and all written communication by the Independent Monitor under this Covenant shall be sufficient if given to the address for the Covenanter as provided in Section 3.2(a).

3.3 Breach. For all breaches of this Covenant which are not an Actionable Default, failure by Covenanter to perform an obligation which arises hereunder shall constitute a breach of this Covenant. Upon a breach of this Covenant, JPA shall commence the revocation process of the Project certificate of compliance as set forth above in Section 2.3.

3.4 Partial Invalidity. If any portion of the Covenant is determined by a judgment of a court of competent jurisdiction to be invalid for any reason, the remaining portions shall remain in full force and effect as if such portions had not been included in such a judgment.

3.5 Successors and Assigns of Covenanter. This Agreement shall be binding upon the successors in interest and assigns of Covenanter.

3.6 Covenant Lifespan. As used herein the words "Covenant Lifespan" refer to the period of time following the date of recordation of this Covenant when the Covenant is in effect. The Covenant Lifespan shall have a term of the earliest of (i) demolition of the Project; (ii) the MARB and March Inland Port Airport Authority, or subsequent civilian airport, ceasing operations as an airport; (iii) written request by MARB and March Inland Port Airport Authority to terminate the Covenant; or (iv) removal of the Project from APZ I and APZ II.

3.7 Initiation of Enforcement Proceedings. Notwithstanding any other provision of this Covenant to the contrary, no third party other than JPA may compel enforcement of any provision of this Covenant.

3.8 Jurisdiction and Venue. All legal actions arising from this Covenant shall be filed in the Superior Court of the State of California in and for the County of Riverside, California, or the United States District Court with jurisdiction in the County of Riverside, California.

3.9 Time is of the Essence. Time is of the essence in performance of the obligations set forth in this Covenant.

IN WITNESS WHEREOF, Covenanter has executed this Covenant as of the date set forth above as evidenced by the authorized officer of Covenanter whose signature appears below.

COVENANTER
Proficiency 215 LLC,
a Delaware limited liability company

By: 
Jeffrey N. Trenton
Its: President

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On Aug. 22, 2018, before me, Mark C Glode,

Notary Public, personally appeared JEFFREY N. THENTON (insert name of notary), who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature [Handwritten Signature]

(Seal)

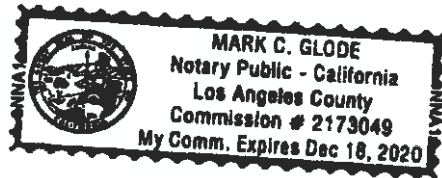


EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

LEGAL DESCRIPTION

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

PARCEL A: (APN: 297-100-045-8)

THAT PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF; CONVEYED TO THE CALIFORNIA SOUTHERN RAILROAD COMPANY BY DEED RECORDED JANUARY 23, 1888, IN BOOK 69, PAGE 91 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 15, MARKED BY A 1-1/2 INCH BRASS DISC, STAMPED "RIV CO SUR-1985-SEC COR"; THENCE ALONG THE NORTH LINE OF SAID SECTION 15, NORTH 89° 52' 19" WEST, 1,461.68 FEET TO THE EASTERLY RIGHT OF WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY (FORMERLY CALIFORNIA SOUTHERN RAILROAD COMPANY) PER ABOVE SAID DEED AND TO THE POINT OF BEGINNING; THENCE COURSE "A", ALONG SAID EASTERLY RIGHT OF WAY LINE, SOUTH 19° 23' 12" EAST, 2678.25 FEET TO THE INTERSECTION OF THE WESTERLY PROLONGATION OF THE NORTH LINE OF THAT CERTAIN PARCEL OF LAND ACQUIRED BY THE UNITED STATES OF AMERICA BY DECREE OF TAKING, A CERTIFIED COPY OF WHICH WAS RECORDED MARCH 2, 1942, IN BOOK 532, PAGE 311, OFFICIAL RECORDS OF RIVERSIDE COUNTY, AND BY DECREE ON AMENDED DECLARATION OF TAKING, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 24, 1943, IN BOOK 571, PAGE 237, OFFICIAL RECORDS OF RIVERSIDE COUNTY, WITH THE WESTERLY RIGHT OF WAY LINE OF THAT CERTAIN PARCEL OF LAND ACQUIRED BY THE STATE OF CALIFORNIA (STATE ROUTE 215), AS PARCEL NO. 35, IN DECREE OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED MAY 18, 1943, IN BOOK 580, PAGE 327, OFFICIAL RECORDS OF RIVERSIDE COUNTY; THENCE CONTINUING ALONG SAID EASTERLY RIGHT OF WAY LINE AND SAID WESTERLY RIGHT OF WAY LINE (STATE ROUTE 215), SOUTH 19° 23' 12" EAST, 82.79 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 875.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, FROM A TANGENT BEARING OF NORTH 66° 20' 39" WEST, THROUGH A CENTRAL ANGLE OF 9° 47' 09", AN ARC LENGTH OF 149.44 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID ATCHISON, TOPEKA AND SANTA FE RAILWAY, SAID LINE BEING PARALLEL WITH AND 100.00 FEET SOUTHWESTERLY MEASURED AT RIGHT ANGLES TO THE ABOVE MENTIONED COURSE "A"; THENCE ALONG SAID WESTERLY RAILWAY RIGHT OF WAY LINE, NORTH 19° 23' 12" WEST, 2685.67 FEET TO SAID NORTH LINE OF SECTION 15; THENCE ALONG SAID NORTH LINE, SOUTH 89° 52' 19" EAST, 106.10 FEET TO THE POINT OF BEGINNING.

PARCEL B: (APN: 297-100-013-9)

PARCEL 3 (EAST): BEING THAT PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, ALSO SHOWN AS PARCEL 3 OF RECORD OF SURVEY 000-135, ON FILE IN BOOK 110, PAGES 30 THROUGH 40, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE IN THE WESTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILROAD RIGHT-OF-WAY AS SHOWN ON SHEET 7 OF 11, SHEETS OF SAID RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID COURSE BEARS SOUTH 19° 23' 04" EAST, 2,577.64 FEET, ALSO BEING SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-8, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-254;

THENCE SOUTH 19° 23' 04" EAST, 2,577.64 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 875.00 FEET, A RADIAL LINE TO SAID

BEGINNING BEARS SOUTH 33° 26' 41" WEST, SAID BEGINNING ALSO BEING A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-6, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-251;

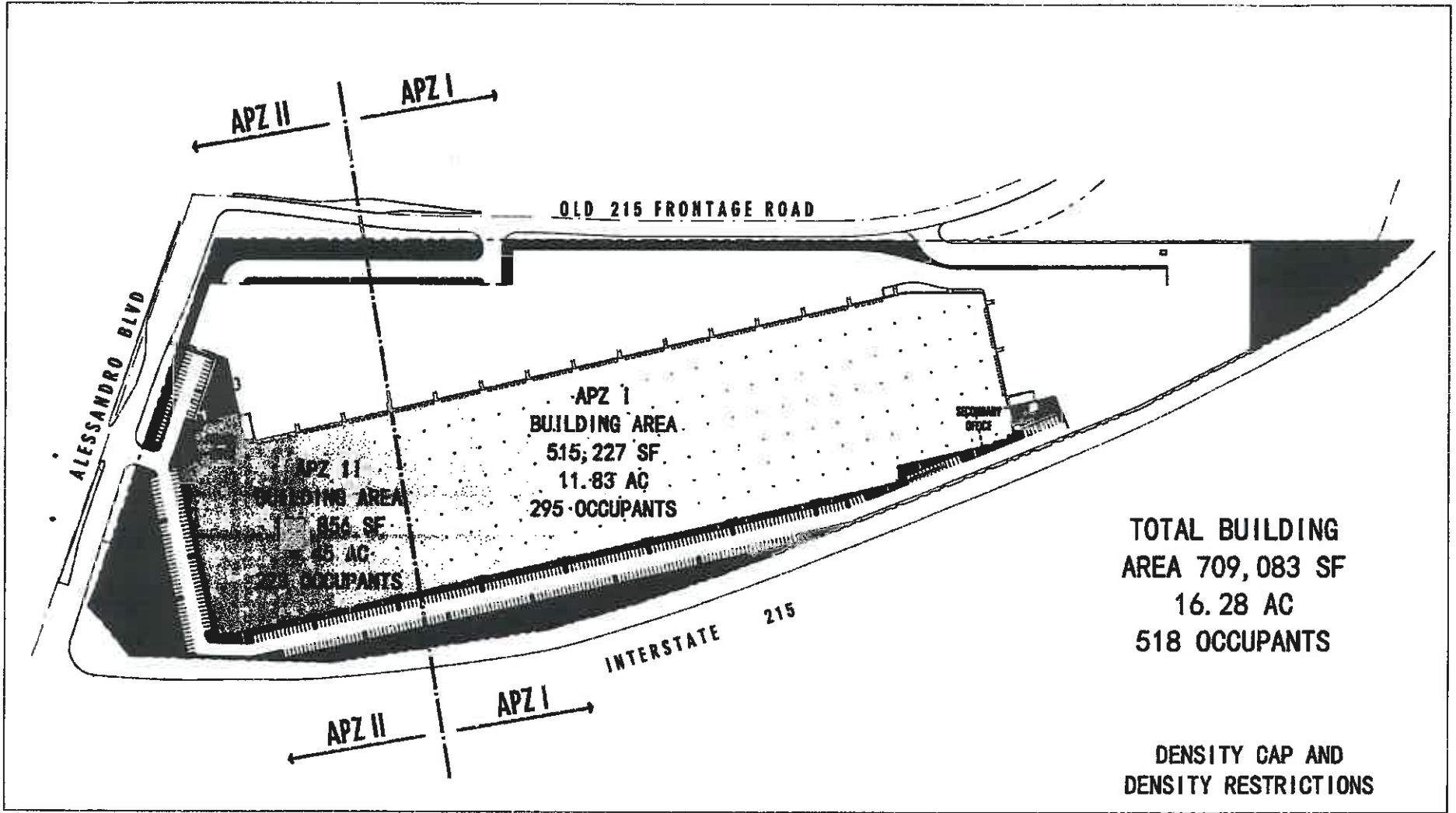
THENCE ALONG SAID EASTERLY LINE THE FOLLOWING 9 COURSES:

- 1) NORTHWESTERLY 171.38 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11° 13' 20";
- 2) NORTH 45° 20' 00" WEST, 391.10 FEET;
- 3) NORTH 40° 30' 27" WEST, 878.53 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4,875.00 FEET;
- 4) NORTHWESTERLY ALONG SAID CURVE 508.50 FEET THROUGH A CENTRAL ANGLE OF 05° 58' 35";
- 5) NORTH 28° 08' 58" WEST, 486.75 FEET;
- 6) NORTH 17° 49' 57" WEST, 447.33 FEET;
- 7) NORTH 30° 29' 16" EAST, 142.45 FEET;
- 8) NORTH 89° 54' 38" EAST, 415.29 FEET TO THE SOUTHERLY LINE OF ALESSANDRO BOULEVARD AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-8, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-254;
- 9) THENCE ALONG SAID SOUTHERLY LINE SOUTH 89° 51' 58" EAST, 314.75 FEET TO THE POINT OF BEGINNING.

RESERVING THEREFROM ALL OIL, GAS AND OTHER MINERAL RESOURCES OF ANY KIND OR NATURE IN THE MINERAL ESTATE OF THE PROPERTY, PROVIDED, HOWEVER, THAT SUCH RESERVATION SHALL NOT INCLUDE THE RIGHT OF ACCESS TO OR ANY RIGHT TO USE ANY PORTION OF THE SURFACE OF THE PROPERTY, AS RESERVED IN DEED RECORDED DECEMBER 14, 2001, AS INSTRUMENT NO. 2001-622399, AND JUNE 25, 2002, AS INSTRUMENT NO. 2002-347891, BOTH OF OFFICIAL RECORDS.

APNs: 297-100-045-8 and 297-100-013-9

EXHIBIT B
DENSITY CAP AND DENSITY RESTRICTIONS



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

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

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

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

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

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

DATE OF HEARING: March 11, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1444MA20 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: Glassman Planning Associates, MG2, and MIG, Inc.) – March Joint Powers Authority Case No. PP14-02 (Plot Plan/Determination of Substantial Conformance No. 2). The applicant proposes to revise the occupancy use and floor plan of an existing (but vacant) 709,083 square foot high-cube industrial warehouse building to allow for a Delivery Parcel Hub facility on 39.42 acres, located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue. There is no increase to the building's footprint. The building, as amended, would provide for 258,000 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, 126 loading/queuing van spaces, and 70 indoor van parking spaces. The original shell building project (ZAP1107MA14), which proposed 694,083 square feet of high-cube logistics warehouse, 12,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine, was found consistent by ALUC in 2015. A subsequent revision to the high-cube warehouse building (ZAP1394MA19) was proposed to provide an additional 10,000 square feet of office area (by reducing warehouse area by the same square footage) was also found consistent by ALUC in 2020 (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

Need new case #
 ALUC CASE NUMBER: ~~PP 14-02~~ ZAP1444MAZD DATE SUBMITTED: 12/30/2020

MARCH
 01-APR-1
 + APR-2-11

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Glassman Planning Associates / Contact: David Glassman	Phone Number	310-781-8250
Mailing Address	1111 Sartori Ave. Torrance, CA 90501	Email	david@gpan.com
Representative	MG2 / Contact: Mike Miranda	Phone Number	206-962-6589
Mailing Address	1101 2nd Ave #100 Seattle, WA 98101	Email	mike.miranda@mg2.com
Property Owner	PR III - CHI Freeway BC / Contact: Jared Riemer	Phone Number	213-631-2336
Mailing Address	527 W 7th St, Ste #308 Los Angeles, CA 90014	Email	jriemer@chindustrial.com

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-807-7283
Staff Contact	Jeff Smith	Email	
Mailing Address	14205 Meridian Parkway, Suite 140	Case Type	Condition Use Permit
Local Agency Project No	<u>PLOT PLAN PP 14-02. SUBSTANTIAL CHANGES 2</u>	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

PROJECT LOCATION

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

Street Address	2677 E Alessandro Blvd, Riverside, CA 92553	Gross Parcel Size	39.23 AC
Assessor's Parcel No.	297-100-045, -087	Nearest Airport and distance from Airport	Riverside Municipal Airport (10.5 Miles)
Subdivision Name	N 1/2 OF SEC 15 T.3S., R.4W		
Lot Number	87 / 45		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	The site currently consists of a recently completed speculative industrial building, and associated site and public improvements as previously approved per Resolution #JPA 18-03 and Plot Plan 14-02. The building includes a speculative office area, including a 3,000 sf mezzanine, and two remote warehouse restrooms, but the building is currently vacant.
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Proposed Land Use (describe)	The proposed scope of work is a first generation tenant improvement. The proposed use is a Parcel Delivery Station which is an allowed use per Chapter 9.02 / Table 9.02.020-1 of the March JPA Development Guidelines. The tenant space will occupy the entire 706.081 sf of building area including 252 interior parking stalls, 215,000 sf of parcel delivery operations, & 18,715 sf of office which will replace the existing speculative office area.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hours	
	Number of People on Site	172	Maximum Number 298
	Method of Calculation	172 Max Employees Per Tenant Operations + 126 Interior Van Loading Spaces = 298 Total Max Occupants.	
Height Data	Site Elevation (above mean sea level)	FFE = -0.67'	ft.
	Height of buildings or structures (from the ground)	44'-6" (Existing)	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe _____		<input checked="" type="checkbox"/> No

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment **Total Fee = \$4,021 (See Fee Schedule for Additional Information)**
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal **Previously Provided By Jeff Smith - March JPA**
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

✓

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: April 8, 2021

CASE NUMBER: ZAP1093PS21 –AG Land Investments (Representative: Sanborn Architects)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: 5.1521 (General Plan Amendment, Change of Zone), TTM38049 (Tentative Tract Map)

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

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zone C

Noise Levels: Below 60 CNEL from aircraft noise

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the General Plan Amendment and Change of Zone CONSISTENT with the 2005 Palm Springs Airport Land Use Compatibility Plan, and find the Tentative Tract Map CONSISTENT subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to divide 2.53 acres into 8 single-family residential lots. The applicant also proposes to amend the site’s General Plan land use designation from Industrial (IND) to Very Low Density Residential (VLDR), and change the site’s zoning from Planned Research and Development Park (M-1-P) to Single-Family Residential (R-1-C).

PROJECT LOCATION: The site is located on the northeast corner of Alejo Road and Juanita Drive, within the City of Palm Springs, approximately 3,330 feet southwesterly of the northerly end of Runway 13R-31L at Palm Springs International Airport.

BACKGROUND:

Residential Density: Pursuant to the Palm Springs International Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C, where Additional Compatibility Policy

#2.2 restricts residential densities to either a maximum 0.2 dwelling units per acre, or between 3.0 to 15.0 dwelling units per acre.

The project proposes 8 residential lots on 2.53 acres, resulting in an overall density of 3.16 dwelling units per acre, which is consistent with Zone C Additional Compatibility Policy #2.2 residential density criteria of either a maximum 0.2 dwelling units per acre, or between 3.0 to 15.0 dwelling units per acre.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone C of the Palm Springs International Airport Influence Area.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area below 60 CNEL from aircraft. Therefore, special measures to mitigate aircraft-generated noise would not be required.

Part 77: The elevation of Runway 13R-31L at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 3,330 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 507 feet AMSL. The project's pad elevation at its highest point is 449 feet AMSL and the proposed maximum structure height is 18 feet, for a top point elevation of 467 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Compatibility Zone C requires 20% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is 2.53 acres in area, and therefore open area is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). Although the project is located 3,330 feet from the runway and would technically be subject to the above requirement, the project does not propose any basins that could attract wildlife and result in a hazard to flight.

General Plan/Change of Zone: The applicant proposes to amend the site's General Plan land use designation from Industrial (IND) to Very Low Density Residential (VLDR), and to change the site's zoning from Planned Research and Development Park (M-1-P) to Single-Family Residential (R-1-C). The proposed amendments would be as, or more consistent, with the Compatibility Plan than the existing designation, as long as the project is consistent with the underlying compatibility criteria.

CONDITIONS:

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

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

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

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

5. The ALUC overflight informational brochure shall be provided to prospective purchasers showing the locations of aircraft flight patterns, the frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights, as well as Compatibility Factors exhibit from the Palm Springs Airport Land Use Compatibility Plan.
6. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

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



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> ➤ Airport Ownership: City of Palm Springs ➤ Year Opened: 1959 ➤ Property Size <ul style="list-style-type: none"> • Fee title: 652 acres • Avigation easements: 16 acres ➤ Airport Classification: Primary Commercial Service ➤ Airport Elevation: 474 feet MSL 	<p>AIRPORT PLANNING DOCUMENTS</p> <ul style="list-style-type: none"> ➤ Airport Master Plan <ul style="list-style-type: none"> • Adopted by City Council, May 2008 ➤ Airport Layout Plan Drawing <ul style="list-style-type: none"> • Last updated, May 2008 ➤ FAA Part 150 Airport Noise Compatibility Program <ul style="list-style-type: none"> • Approved by FAA June 1994
<p>RUNWAY/TAXIWAY DESIGN</p> <p>Runway 18L-31L</p> <ul style="list-style-type: none"> ➤ Critical Aircraft: DC-10, B-747 ➤ Airport Reference Code: D-A1 ➤ Dimensions: 13,000 ft. long, 150 ft. wide <ul style="list-style-type: none"> • Runway 18L end displaced 3,000 ft. • Runway 31L end displaced 1,800 ft. ➤ Pavement Strengths (from landing gear configuration) <ul style="list-style-type: none"> • 135,000 lbs (single wheel) • 250,000 lbs (dual wheel) • 330,000 lbs (dual tandem wheel) • 600,000 lbs (dual dual-tandem wheel) ➤ Average Gradient: 0.8% (rising to north) ➤ Runway Lighting: High-intensity edge lights (H-REL) ➤ Primary Taxicway: Full-length parallel on both sides <p>Runway 18R-31R</p> <ul style="list-style-type: none"> ➤ Critical Aircraft: Medium twin ➤ Airport Reference Code: B-II ➤ Dimensions: 4,982 ft. long, 75 ft. wide ➤ Pavement Strengths (from landing gear configuration) <ul style="list-style-type: none"> • 12,500 lbs (single wheel) • 60,000 lbs (dual wheel) ➤ Average Gradient: 0.9% (rising to north) ➤ Runway Lighting: Medium-intensity edge lights (M-REL) ➤ Primary Taxicway: Full-length parallel on east side 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES</p> <ul style="list-style-type: none"> ➤ Captain Traffic Patterns <ul style="list-style-type: none"> • Runways 18L, 18R: Left traffic • Runways 31L, 31R: Right traffic ➤ Pattern Altitude: 1,000 ft. AGL; small aircraft: 750 ft. AGL, others ➤ Instrument Approach Procedures (lowest minimums) <ul style="list-style-type: none"> • Runway 31L VOR or GPS-3 <ul style="list-style-type: none"> • Circling 1/4 mile visibility, 1,600 ft. descent height ➤ Standard Instrument Departure Procedures (initial climbout) <ul style="list-style-type: none"> • Runways 18L, 18R: Climb to left turn to 040° • Runways 31L, 31R: Climb to right turn ➤ Visual Approach Aids <ul style="list-style-type: none"> • Runway 18R: VASI (3 C); REIL • Runway 31L: PAPI (R,0); REIL • Runway 18L: PAPI (R,0); REIL • Runway 31R: PAPI (R,0); REIL ➤ Operational Restrictions / Noise Abatement Procedures <ul style="list-style-type: none"> • Calm winds: Use Runway 18 • Noise-sensitive area of quadrant use over flight procedures • Runways 18R, 31L thresholds displaced for noise abatement
<p>BUILDING AREA</p> <ul style="list-style-type: none"> ➤ Location: South side and northwest along property line ➤ Aircraft Parking Capacity <ul style="list-style-type: none"> • Hangar spaces: 75 (includes FBC, Skywest hangars) • Tie-downs: 80 ➤ Other Major Facilities <ul style="list-style-type: none"> • Air traffic control tower • Pilot lounge ➤ Services <ul style="list-style-type: none"> • First 100LL Jet A (via truck) 6:00 a.m. to 10:30 p.m. • Commercial air service • Other: Aircraft rental & reduction aircraft maintenance modification; a chipping house 	<p>APPROACH PROTECTION</p> <ul style="list-style-type: none"> ➤ Runway Protection Zones (RPZ) <ul style="list-style-type: none"> • Runway 18L, 31R: 1,000 ft. long, all on airport property • Runway 18R: 700 ft. most on airport • Runway 31L: 700 ft. 1/2 on airport ➤ Approach Obstacles <ul style="list-style-type: none"> • Runway 18R: None closer than starting to north • Runway 31L: None closer than starting to south <p>PLANNED FACILITY IMPROVEMENTS</p> <ul style="list-style-type: none"> ➤ Airfield <ul style="list-style-type: none"> • Add approach light system to Runway 31L • Establish Fwy 31L Crt. I procedure on inst. approach ➤ Building Area <ul style="list-style-type: none"> • Replace air traffic control tower • Expand terminal apron ➤ Property <ul style="list-style-type: none"> • No planned acquisition

Exhibit P8-1

Airport Features Summary

Palm Springs International Airport

<p>BASED AIRCRAFT</p> <table border="1"> <thead> <tr> <th></th> <th>Current¹ 2022 data</th> <th>Future² 2025</th> </tr> </thead> <tbody> <tr> <td><i>Aircraft Type</i></td> <td></td> <td></td> </tr> <tr> <td>Single-Engine</td> <td>99</td> <td>132</td> </tr> <tr> <td>Twin-Engine Piston</td> <td>20</td> <td>35</td> </tr> <tr> <td>Turboprop</td> <td>4</td> <td>5</td> </tr> <tr> <td>Turboprop</td> <td>2</td> <td>1</td> </tr> <tr> <td>Helicopters</td> <td>2</td> <td>1</td> </tr> <tr> <td>Total</td> <td>127</td> <td>205</td> </tr> </tbody> </table>		Current ¹ 2022 data	Future ² 2025	<i>Aircraft Type</i>			Single-Engine	99	132	Twin-Engine Piston	20	35	Turboprop	4	5	Turboprop	2	1	Helicopters	2	1	Total	127	205	<p>TIME OF DAY DISTRIBUTION</p> <table border="1"> <thead> <tr> <th></th> <th>Current¹</th> <th>Future²</th> </tr> </thead> <tbody> <tr> <td><i>Time</i></td> <td></td> <td></td> </tr> <tr> <td>Day</td> <td>77%</td> <td>76%</td> </tr> <tr> <td>Evening</td> <td>14%</td> <td>15%</td> </tr> <tr> <td>Night</td> <td>9%</td> <td>5%</td> </tr> <tr> <td><i>Other Airplane</i></td> <td></td> <td></td> </tr> <tr> <td>Day</td> <td>78%</td> <td>no change</td> </tr> <tr> <td>Evening</td> <td>15%</td> <td></td> </tr> <tr> <td>Night</td> <td>7%</td> <td></td> </tr> <tr> <td><i>Helicopters</i></td> <td></td> <td></td> </tr> <tr> <td>Day</td> <td>51%</td> <td>no change</td> </tr> <tr> <td>Evening</td> <td>15%</td> <td></td> </tr> <tr> <td>Night</td> <td>4%</td> <td></td> </tr> </tbody> </table>		Current ¹	Future ²	<i>Time</i>			Day	77%	76%	Evening	14%	15%	Night	9%	5%	<i>Other Airplane</i>			Day	78%	no change	Evening	15%		Night	7%		<i>Helicopters</i>			Day	51%	no change	Evening	15%		Night	4%																						
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<p>AIRCRAFT OPERATIONS</p> <table border="1"> <thead> <tr> <th></th> <th>Current¹ 2022 data</th> <th>Future² 2025</th> </tr> </thead> <tbody> <tr> <td>Total</td> <td></td> <td></td> </tr> <tr> <td>Annual</td> <td>109,544</td> <td>170,260</td> </tr> <tr> <td>Average Day</td> <td>304</td> <td>473</td> </tr> <tr> <td><i>Distribution by Aircraft Type</i></td> <td></td> <td></td> </tr> <tr> <td>Single-Engine</td> <td>5%</td> <td>4%</td> </tr> <tr> <td>Twin-Engine</td> <td></td> <td></td> </tr> <tr> <td>Piston & Turboprop</td> <td>4%</td> <td>5%</td> </tr> <tr> <td>Business Jet</td> <td>8%</td> <td>11%</td> </tr> <tr> <td>Helicopters</td> <td>2%</td> <td>3%</td> </tr> <tr> <td>Airline Jet & Turboprop</td> <td>35%</td> <td>32%</td> </tr> <tr> <td><i>Distribution by Type of Operation</i></td> <td></td> <td></td> </tr> <tr> <td>Local</td> <td>4%</td> <td>1%</td> </tr> <tr> <td>Inland (incl. local and coast)</td> <td></td> <td></td> </tr> <tr> <td>Inland</td> <td>86%</td> <td>95%</td> </tr> </tbody> </table>		Current ¹ 2022 data	Future ² 2025	Total			Annual	109,544	170,260	Average Day	304	473	<i>Distribution by Aircraft Type</i>			Single-Engine	5%	4%	Twin-Engine			Piston & Turboprop	4%	5%	Business Jet	8%	11%	Helicopters	2%	3%	Airline Jet & Turboprop	35%	32%	<i>Distribution by Type of Operation</i>			Local	4%	1%	Inland (incl. local and coast)			Inland	86%	95%	<p>FLIGHT TRACK USAGE³ Current and Future</p> <ul style="list-style-type: none"> ➤ Approaches generally straight-in except for long and go ➤ Departures L/R eastward to avoid residential areas and San Jacinto Mountains 																																							
	Current ¹ 2022 data	Future ² 2025																																																																																			
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<p>Notes</p> <ul style="list-style-type: none"> ¹ Source: Airport management records ² Source: 2023 Airport Master Plan forecast for 2025 assumed as 2025 for compatibility planning purposes ³ Source: 2023 Airport Master Plan estimates 																																																																																					

Exhibit P8-3

Airport Activity Data Summary

Palm Springs International Airport

**Presence of Aircraft Overflight:
Palm Springs International Airport**

EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Palm Springs International Airport, any new single-family or multi-family residential development within the Palm Springs International Airport Influence Area (except those portions in Compatibility Zone E) shall be provided measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

This brochure provides buyers or renters with information showing the locations of aircraft flight patterns, frequency of overflights, typical altitudes of the aircraft, and range of noise levels that can be expected from individual aircraft overflight.

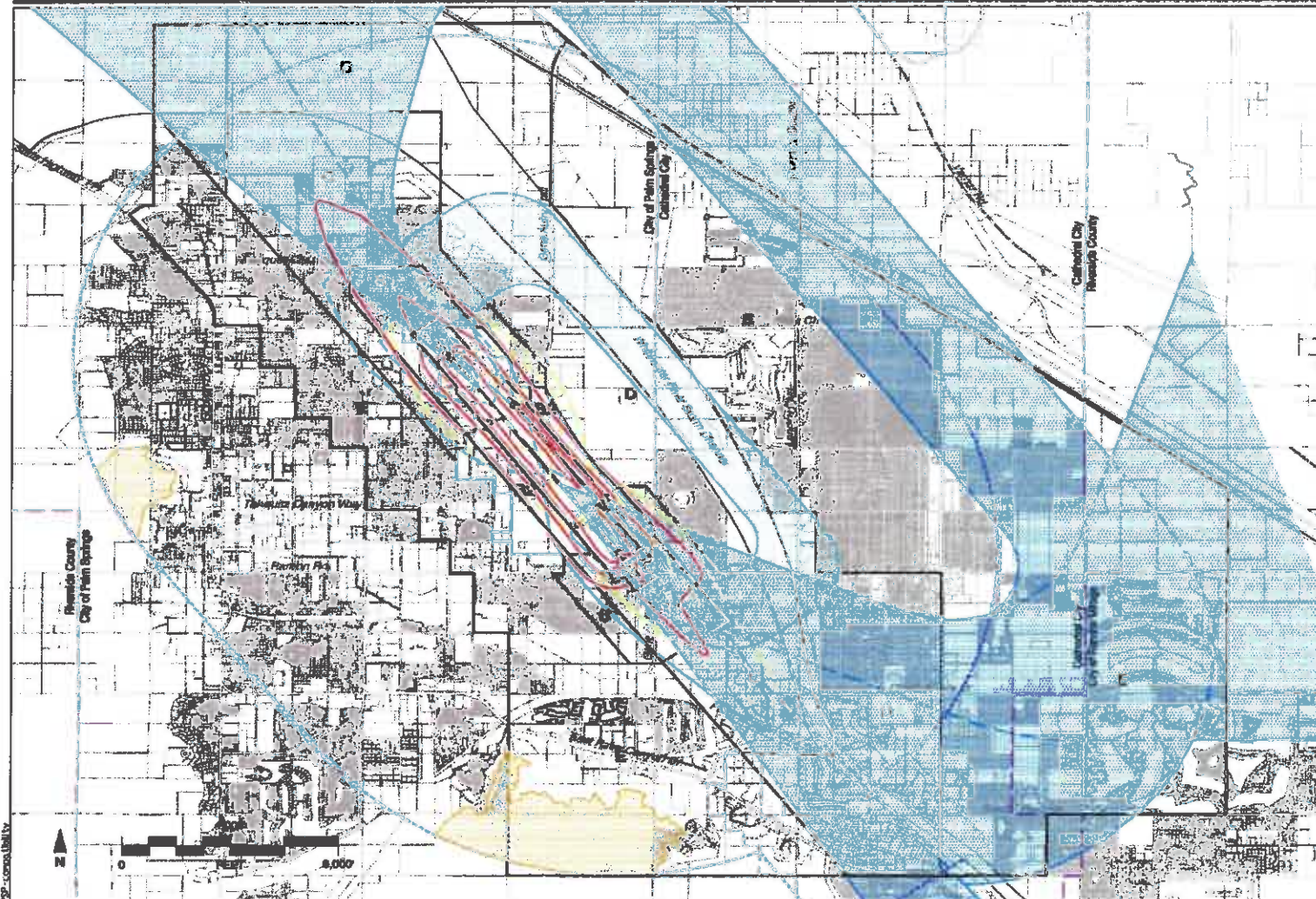


For more information contact us:
Airport Land Use Commission
(951) 955-5132
www.rcaluc.org



FIND YOUR NEIGHBORHOOD ON THIS MAP

BACKGROUND DATA: PALMS SPRINGS INTERNATIONAL AIRPORT AND ENVIRONS CHAPTER #7



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 75 dB CNEL
- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL Contour Not Shown

Composite of Existing and Future Average Annual Day

Safety and Airspace Compatibility Factors

- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)
- Aircraft Departure Accident Risk Intensity Contours* (Shown only for Takeoffs to the Northwest)
- Aircraft Approach Accident Risk Intensity Contours* (Shown only for Landings from the Southeast; shifted 1,500 feet to reflect displaced threshold on primary runway)
- FAR Part 77 Conical Surface Limits
- Terrain Penetration of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits

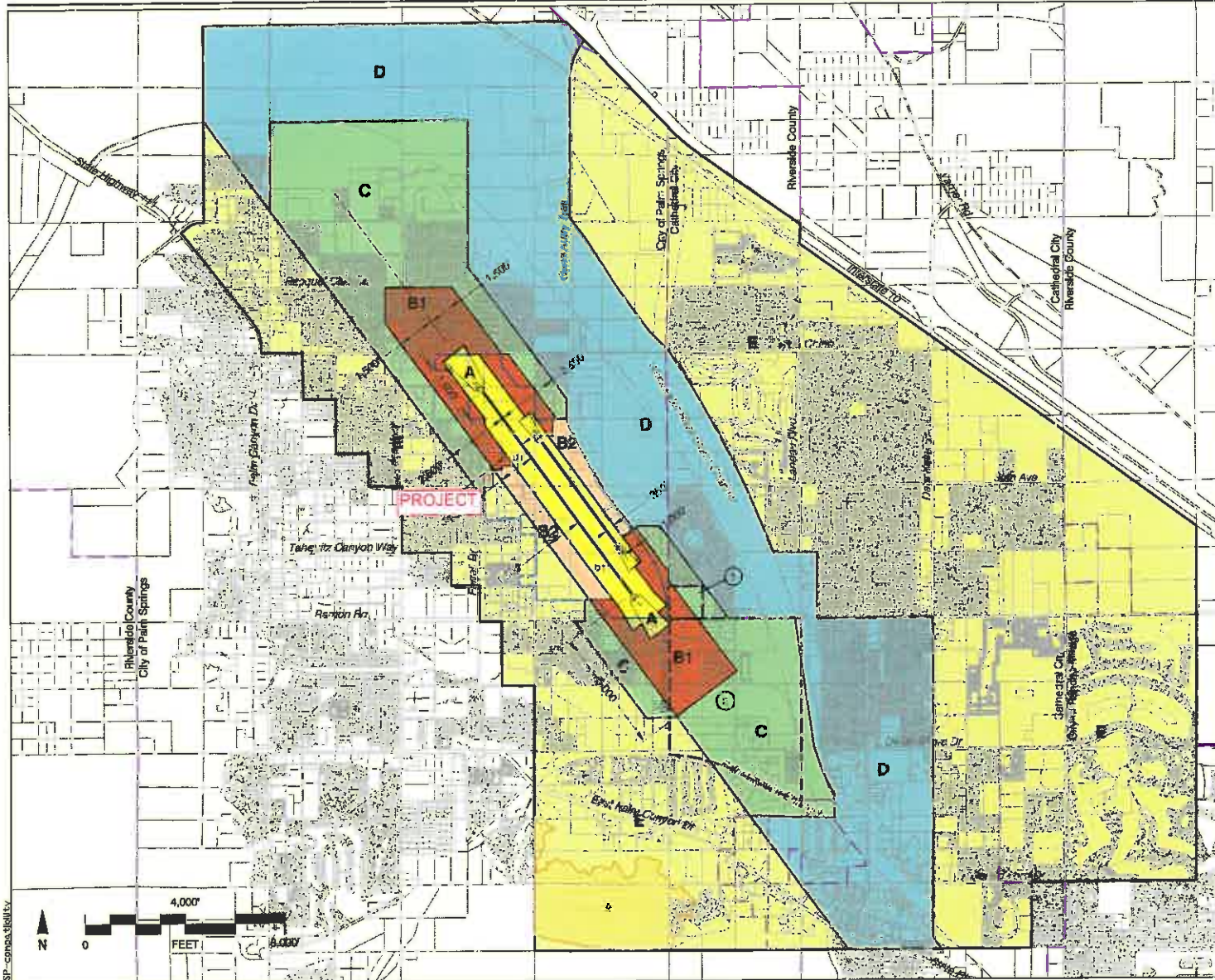
* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

**Riverside County
Airport Land Use Commission**

**Riverside County
Airport Land Use Compatibility Plan
East County Airports Background Data
(March 2005)**

Exhibit PS-7

Compatibility Factors Map Palm Springs International Airport



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

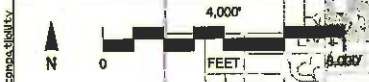
See Chapter 2, Table 2A for compatibility criteria associated with this map.

See Policy PS.2.1.

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

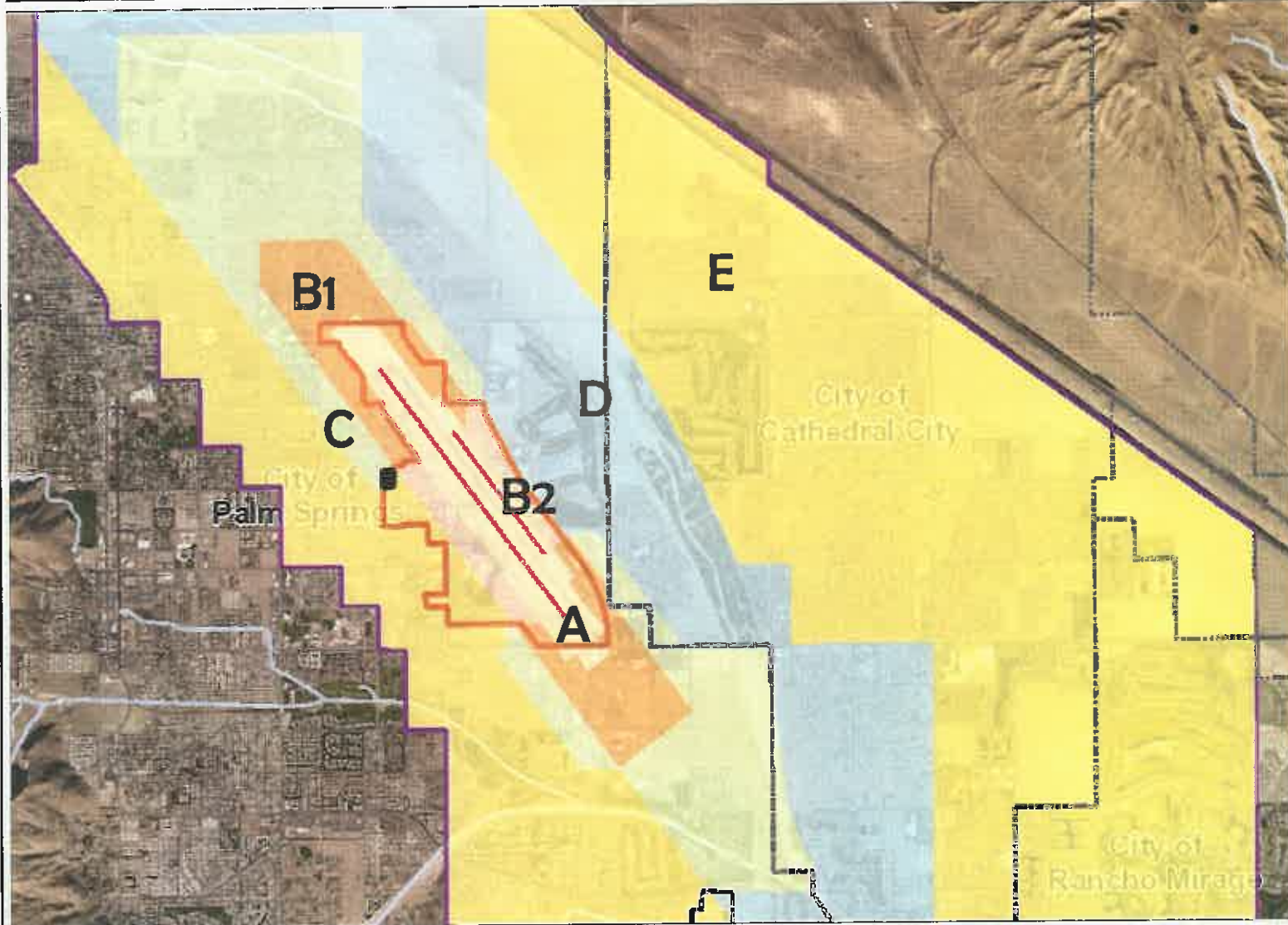
Map PS-1

Compatibility Map
 Palm Springs International Airport



PSP - conesa.splm.com

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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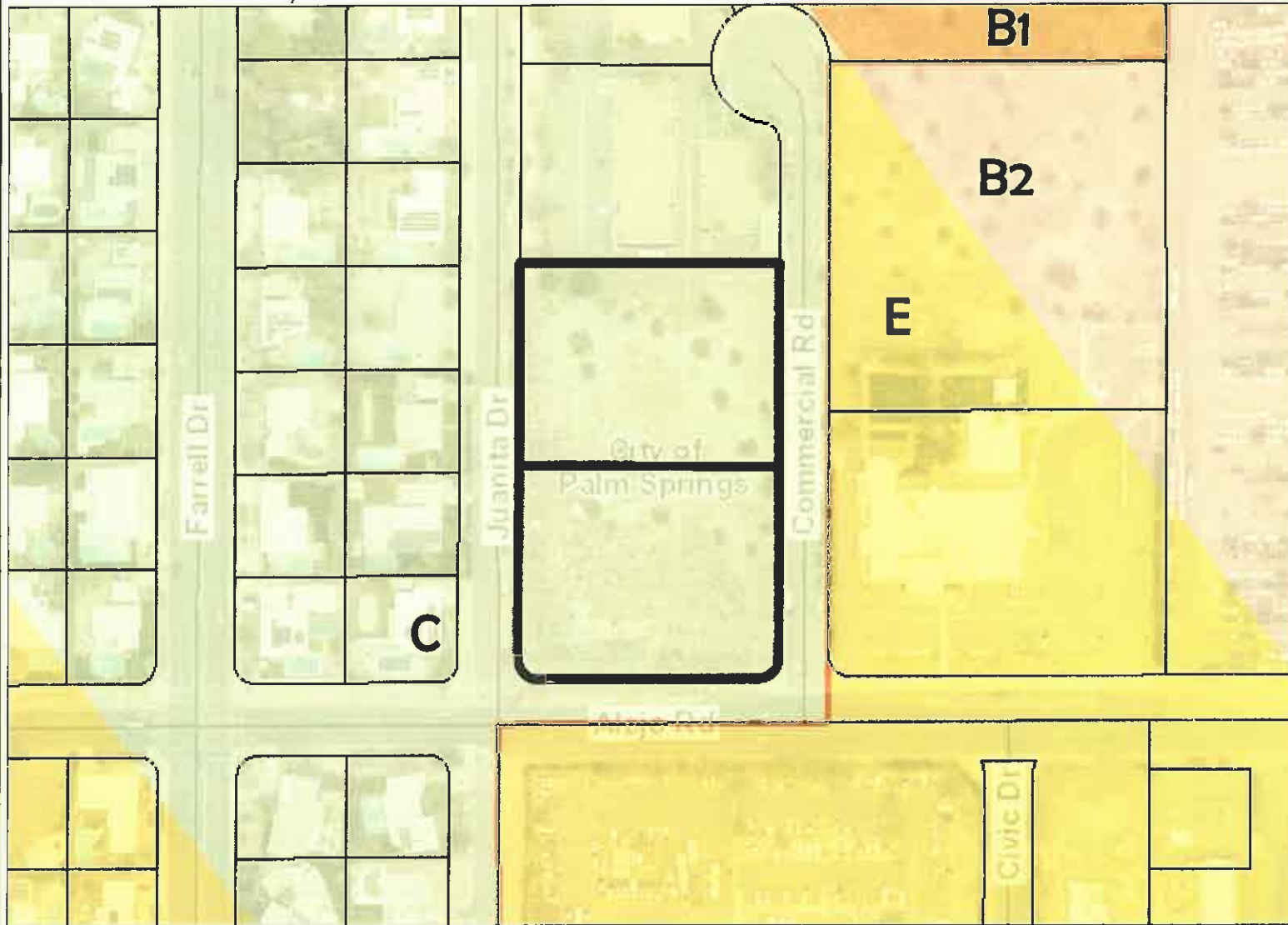


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Notes

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




0 188 376 Feet

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Notes

Map My County Map



Legend

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



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0 188 376 Feet

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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

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



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0 752 1,505 Feet

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Notes

Map My County Map



Legend

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

Notes



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Map My County Map



Legend

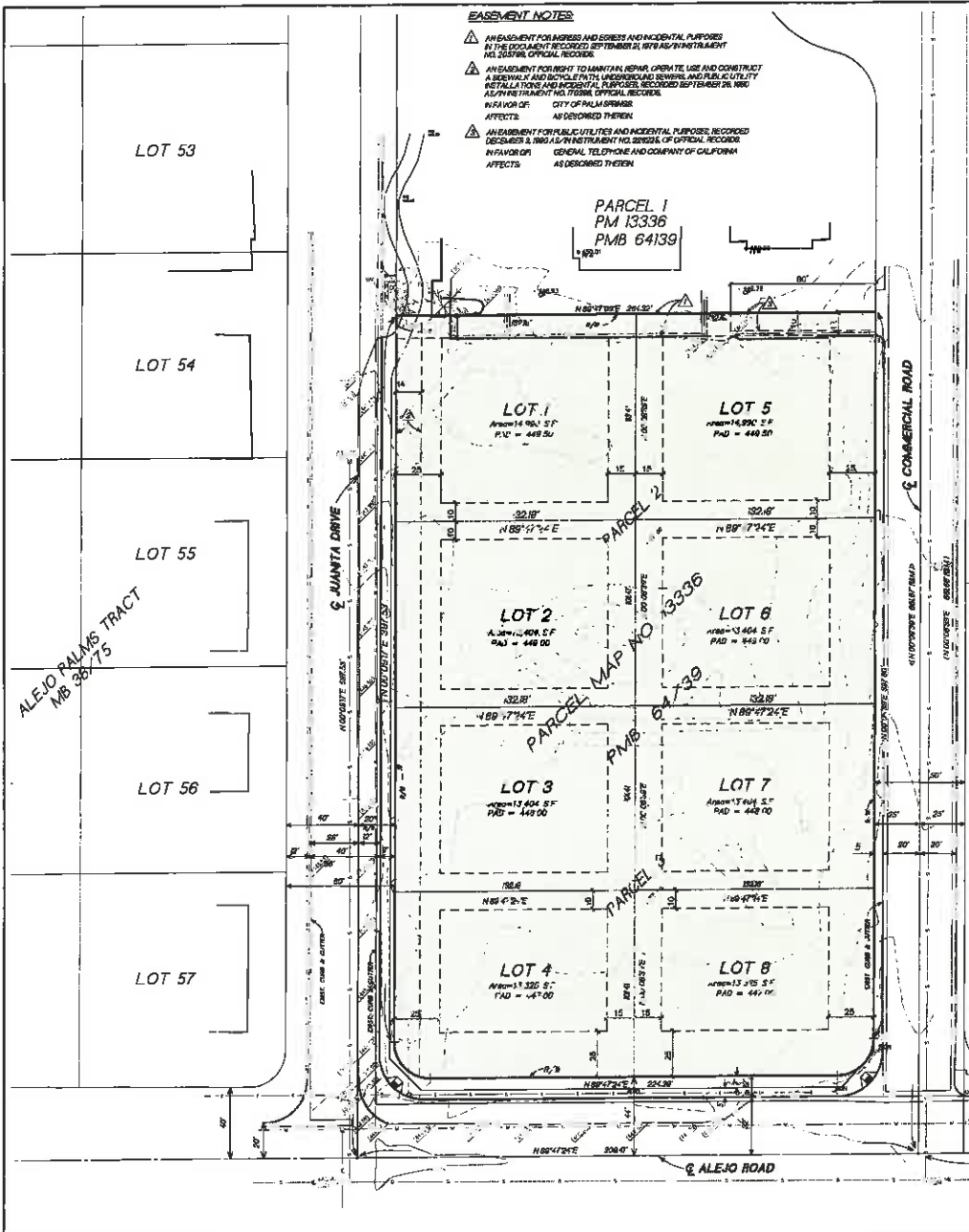
-  Parcels
-  County Centerlines
-  BlueLine Streams
-  City Areas
-  World Street Map

Notes

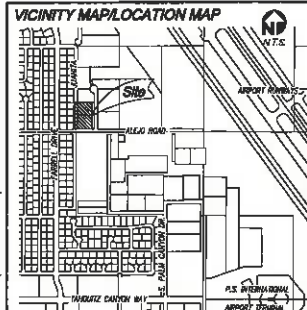
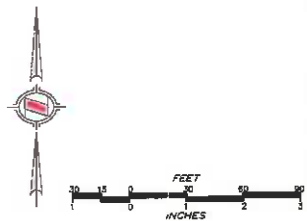
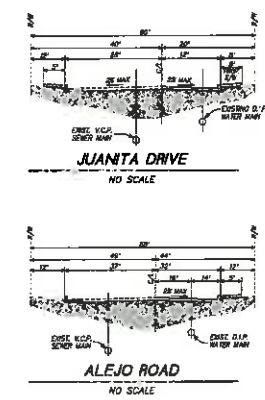


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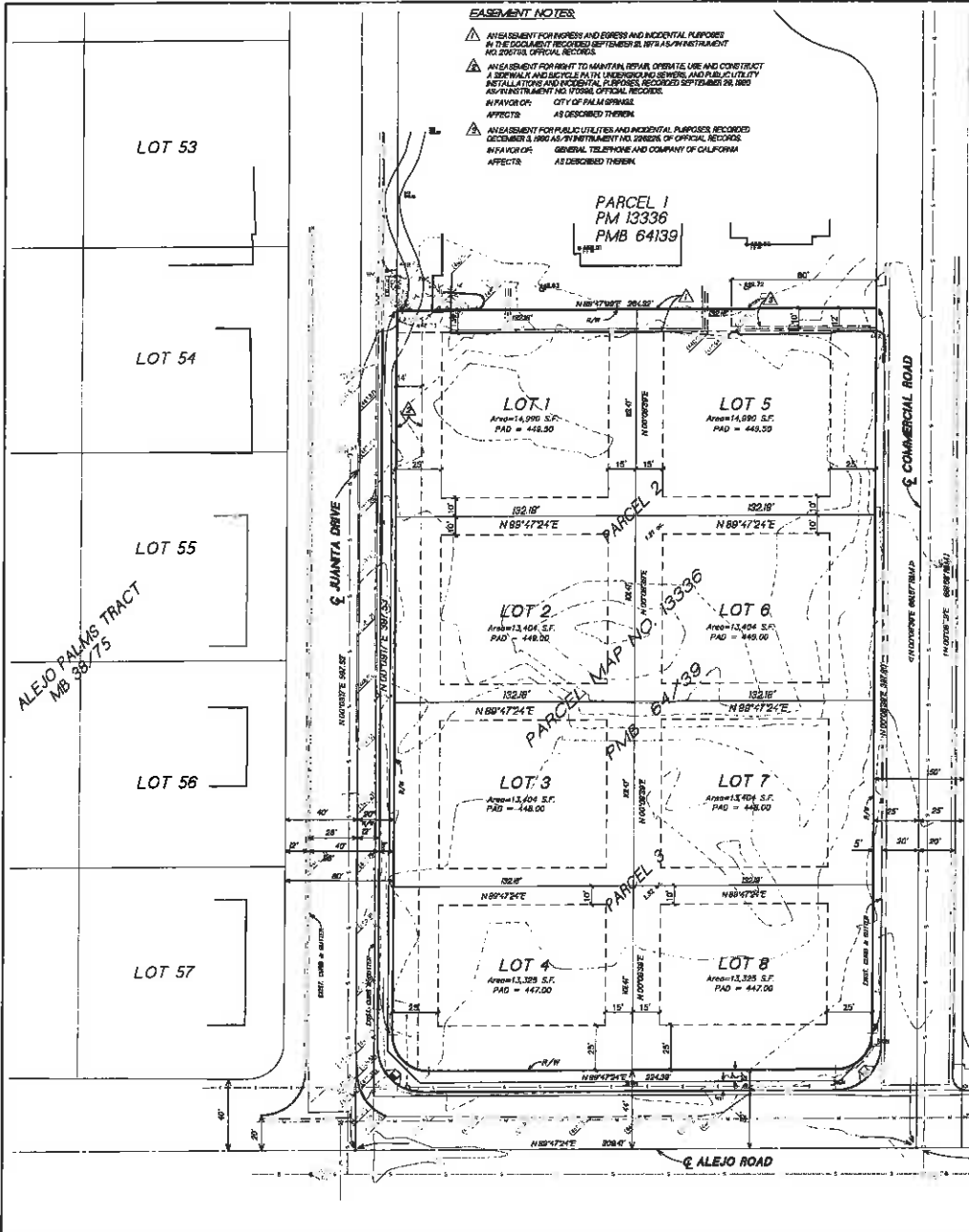




IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE TRACT MAP NO. 38049
 PARCEL 2 & 3 OF PARCEL MAP 13336, P.M.B. 64/39
 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 EAST, S.B.M.
 SANBORN ARCHITECTURE GROUP, Inc. NOVEMBER 2020



TENTATIVE MAP PROJECT DATA	
EFFECTIVE DATE: OCTOBER 28, 2020	
PROJECT DATA	
APPLICANT:	AG LAND INVESTMENTS, L.L.C.
ADDRESS:	4496 E. SANTA YNEZ WAY PALM SPRINGS, CA 92264
CONTACT:	ADAM GILBERT (PHONE) (760) 408-8374
LAND OWNER:	---
ADDRESS:	---
CONTACT:	---
EXHIBIT PREPARED BY:	SANBORN ARCHITECTURE GROUP, INC.
ADDRESS:	71-780 SAN JACINTO DR. SUITE C-1 RANCHO MIRAGE, CA 92279
CONTACT:	ALLEN SANBORN (PHONE) (760) 423-0850
SOURCE OF TOPOGRAPHY:	VAN SURVEYING
ADDRESS:	870 E. RESEARCH DR. STE 12 PALM SPRINGS, CA 92265
DATE OF TOPOGRAPHY:	FEBRUARY, 2020 (PHONE) (760) 292-4483
LEGAL DESCRIPTION:	PARCEL 2&3 PM 13336, P.M.B. 64/39
PUBLIC UTILITY PURVEYORS:	
ELECTRIC:	SCL CALIFORNIA Edison 760-202-4991
GAS:	SO CALIFORNIA GAS CO. 760-374-4881
TELEPHONE:	FRONTIER 760-778-3601
TELEVISION:	SPECTRUM 760-874-5452
SEWER:	DESERT WATER AGENCY 760-323-4871
WATER:	DESERT WATER AGENCY 760-323-4871
WASTE MANAGEMENT:	DESERT VALLEY DISPOSAL 760-329-5030
ASSESSOR'S PARCEL NO.:	
507-380-018, 020	
PROPERTY ADDRESS:	
CORNER OF ALEJO ROAD & COMMERCIAL ROAD PALM SPRINGS, CA 92265	
AREA INFORMATION:	
TOTAL NO. OF NUMBERED LOTS -	8
TOTAL NO. OF LETTERED COMMON LOTS -	0
TOTAL NO. OF LETTERED STREET LOTS -	0
THE PROPERTY SHOWN HEREIN CONTAINS THE ENTIRE CONTIGUOUS OWNERSHIP.	
TOTAL GROSS AREA =	2.53 ACRES 114,267 S.F.
8 NUMBER LOTS AREA =	2.53 ACRES 114,267 S.F.
MINIMUM LOT SIZE =	13,323 S.F.
MAXIMUM LOT SIZE =	14,904 S.F.
AVERAGE LOT SIZE =	13,773 S.F.
ZONING DESIGNATION:	
EXISTING ZONING:	M-1-C
PROPOSED ZONING:	R-1-C
GENERAL PLAN DESIGNATION:	
EXISTING:	A
PROPOSED:	L4
SURROUNDING LAND USES:	
NORTH:	COMMERCIAL
SOUTH:	COMMERCIAL
EAST:	COMMERCIAL
WEST:	RESIDENTIAL
FLOOD ZONE:	
CURRENT ZONING IS SHOWN AS BEING IN FLOOD ZONE "C" ON FEMA MAP PANEL DRO225C 1259 G, REVISED JANUARY 18, 1982.	
BASIS OF BEARING:	
THE BASIS OF BEARING IS THE CENTERLINE OF ALEJO ROAD, P.M.B. 14/26, REVISIONS AS OF 08/24/2017.	
LEGEND:	
▲	INDICATES EASEMENT MARKED PER TITLE REPORT
●	INDICATES FOUND MONUMENT AS NOTED
—	INDICATES WATER LINE
—	INDICATES SEWER LINE
MH	INDICATES MANHOLE
ASPH	INDICATES ASPHALT
CONC	INDICATES CONCRETE
▲	INDICATES CENTERLINE
O.C.	INDICATES ADDRESS
P.M.B.	INDICATES PARCEL MAP BOOK
Q.M.V.	INDICATES QUOTED NOT NOTABLE
P.L.	INDICATES PROPERTY LINE
SCALE	INDICATES BUILDING
FD	INDICATES FOUND
SP	INDICATES SPUR PIPE
C.P.S.	INDICATES CITY OF PALM SPRINGS
L.S.	INDICATES LAND SURVEYOR
▲	INDICATES PALM TREE
▲	INDICATES STREET LIGHT
CMU	INDICATES CONCRETE MASONRY UNIT (BLOCKWALL)
GENERAL NOTES:	
1. LOT DIMENSIONS SHOWN HEREIN ARE APPROXIMATE.	
2. THIS MAP IS COMPILED FROM RECORD INFORMATION ONLY AND IS NOT TO BE USED AS A BOUNDARY SURVEY.	
3. NO SETBACK REQUIREMENTS ARE INTENDED FOR THIS SITE.	
4. THIS SITE IS NOT SUBJECT TO OCEANIC, WINDSTORM, FLOOD HAZARDS.	
 SANBORN ARCHITECTURE GROUP, INC. STEVEN J. VAN... 71-780 SAN JACINTO DR. RANCHO MIRAGE, CA 92279 (PHONE) (760) 423-0850	
TENTATIVE TRACT MAP NO. 38049 FOR AG LAND INVESTMENTS, L.L.C. PARCEL 2 & 3 PM 13336, P.M.B. 64/39 SECTION 12, T. 4 S. R. 4 E. S. 34M	
© COPYRIGHT 2020 Sanborn Architecture Group, Inc. All Rights Reserved	PLOT DATE: 11/20/20 V27/2021 SCALE: 1"=80'



EASEMENT NOTES

▲ EASEMENT FOR RECORD AND EXPRESS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED SEPTEMBER 28, 1994 AS INSTRUMENT NO. 103974 OFFICIAL RECORDS.

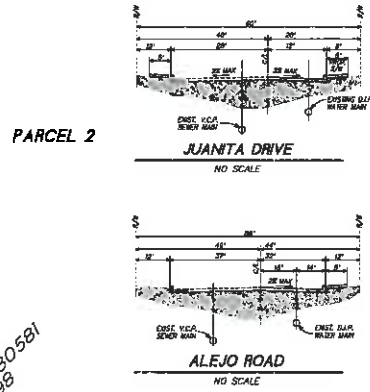
▲ EASEMENT FOR RIGHT TO MAINTAIN, REPAIR, OPERATE, USE AND CONSTRUCT A SIDEWALK AND BICYCLE PATH, UNDERGROUNDS, SEWERS, AND PUBLIC UTILITY INSTALLATIONS AND INCIDENTAL PURPOSES RECORDED SEPTEMBER 28, 1994 AS INSTRUMENT NO. 103984 OFFICIAL RECORDS.

IN FAVOR OF: CITY OF PALM SPRINGS
AFFECTS: AS DESCRIBED THEREIN

▲ EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED DECEMBER 1, 1994 AS INSTRUMENT NO. 103985 OFFICIAL RECORDS.

IN FAVOR OF: GENERAL TELEPHONE AND COMPANY OF CALIFORNIA
AFFECTS: AS DESCRIBED THEREIN

IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE TRACT MAP NO. 38049
 PARCEL 2 & 3 OF PARCEL MAP 13336, P.M.B. 64/39
 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 EAST, S.B.M.
 SANBORN ARCHITECTURE GROUP, Inc. NOVEMBER 2020



PARCEL MAP NO. 30581
 P.M.B. 2167-96-98

TENTATIVE MAP PROJECT DATA
 EXPIRES DATE: OCTOBER 28, 2020
 PROJECT DATA

APPLICANT:	AG LAND INVESTMENTS, L.L.C.
ADDRESS:	2496 E. SANTA YNEZ WAY PALM SPRINGS, CA 92264
CONTACT:	ADAM GILBERT (PHONE) (760) 426-8874
LAND OWNER:	---
ADDRESS:	---
CONTACT:	---
EXPIRY PREPARED:	SANBORN ARCHITECTURE GROUP, INC.
ADDRESS:	77-780 SAN JACINTO DR. SUITE E-1 RANCHO MESA, CA 92270
CONTACT:	ALLEN SANBORN (PHONE) (760) 483-0500
SOURCE OF TOPOGRAPHY:	MAN SURVEYING
ADDRESS:	870 E. RESEARCH DR. STE. 12 PALM SPRINGS, CA 92262
DATE OF TOPOGRAPHY:	FEBRUARY, 2020 (PHONE) (760) 250-4465
LEGAL DESCRIPTION:	PARCEL 2&3, P.M. 13336, P.M.B. 64/39

PUBLIC UTILITY PURVEYORS

ELECTRIC:	SO. CALIFORNIA Edison	760-202-6291
GAS:	SO. CALIFORNIA GAS CO.	760-324-6991
TELEPHONE:	FRONTIER	760-778-3801
TELEVISION:	SPECTRUM	760-674-5452
SEWER:	DESERT WATER AGENCY	760-323-4271
WATER:	DESERT WATER AGENCY	760-323-4271
WASTE MANAGEMENT:	DESERT VALLEY DISPOSAL	760-328-8530

ASSESSOR'S PARCEL NO.:
 307-340-02-020

PROPERTY ADDRESS:
 CORNER OF ALEJO ROAD & COMMERCIAL ROAD
 PALM SPRINGS, CA 92262

AREA INFORMATION

TOTAL NO. OF NUMBERED LOTS -	8
TOTAL NO. OF LETTERED COMMON LOTS -	0
TOTAL NO. OF LETTERED STREET LOTS -	0

THE PROPERTY SHOWN HEREIN CONTAINS THE ENTIRE CONTIGUOUS OWNERSHIP
 TOTAL GROSS AREA = 2.63 ACRES 110,207 S.F.
 8 NUMBER LOTS AREA = 2.63 ACRES 110,207 S.F.
 MINIMUM LOT SIZE = 13,325 S.F.
 MAXIMUM LOT SIZE = 14,810 S.F.
 AVERAGE LOT SIZE = 13,775 S.F.

EXISTING ZONING: M-1-C
PROPOSED ZONING: R-1-C

GENERAL PLAN DESIGNATION

EXISTING:	A
PROPOSED:	L4

SURROUNDING LAND USES

NORTH:	COMMERCIAL
SOUTH:	COMMERCIAL
EAST:	COMMERCIAL
WEST:	RESIDENTIAL

FLOOD ZONE

CURRENT ZONING: THE PROPERTY IS SHOWN AS BEING IN FLOOD ZONE "X" ON FEMA MAP PANEL 06025C 1550 C, REWISED JANUARY 10, 1982

LEGEND

- ▲ INDICATES EASEMENT MAPPED PER TITLE REPORT
- INDICATES WATER LINE
- INDICATES SEWER LINE
- MH INDICATES MANHOLE
- ASPH INDICATES ASPHALT
- CONC INDICATES CONCRETE
- INDICATES CONTROLS
- C.E. INDICATES ACRES
- P.M.B. INDICATES PARCEL MAP BOOK
- G.A.N. INDICATES GROUND NOT VISIBLE
- G.A.H. INDICATES PROPERTY LINE
- BUILD INDICATES BUILDING
- FDL INDICATES FOUND
- INDICATES IRON PIPE
- C.P.E. INDICATES CITY OF PALM SPRINGS
- INDICATES LAND SURVEYOR
- INDICATES PALM TREE
- INDICATES STREET LIGHT
- CONC INDICATES CONCRETE MASONRY UNIT (BLOCKWALL)

VICINITY MAP/LOCATION MAP

GENERAL NOTES

- LOT DIMENSIONS SHOWN HEREIN ARE APPROXIMATE
- THIS MAP IS COMPILED FROM RECORD INFORMATION ONLY AND IS NOT TO BE USED AS A BOUNDARY SURVEY.
- NO SETBACK REQUIREMENTS ARE SHOWN FOR THIS SITE.
- SITE NOT SUBJECT TO OVERFLOW, INUNDATION, FLOOD HAZARDS

SANBORN ARCHITECTURE GROUP, INC.
 STEVEN J. VAN
 P.L.L.C.
 7-100 SAN JACINTO DR.
 RANCHO MESA, CA 92270
 TEL: 760-483-0500

TENTATIVE TRACT MAP NO. 38049
 for AG LAND INVESTMENTS, L.L.C.
 PARCEL 2 & 3, P.M. 13336, P.M.B. 64/39
 SECTION 12, T. 4 S. R. 4 E. S. 8.84

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PLOT DATE: 1/27/2021
 W.D.: 20-25
 SCALE: 1"=30'

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

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

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

The City of Palm Springs should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Planner Mr. Flinn Fagg at (760) 323-8245.

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

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

DATE OF HEARING: April 8, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1093PS21 – AG Land Investments (Representative: Sanborn Architects) – City of Palm Springs Case No. 5.1521 (General Plan Amendment, Change of Zone) and TTM38049 (Tentative Tract Map). The applicant proposes to divide 2.53 acres into 8 single-family residential lots located on the northeast corner of Alejo Road and Juanita Drive. The applicant also proposes to amend the site's General Plan land use designation from Industrial (IND) to Very Low Density Residential (VLDR), and change the site's zoning from Planned Research and Development Park (M-1-P) to Single-Family Residential (R-1-C) (Airport Compatibility Zone C of the Palm Springs International Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1093PS21 DATE SUBMITTED: 2-18-21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Adam Gilbert, AG Land Investments Phone Number 760-408-8874
 Mailing Address 2496 E. Santa Ynez Way Email adam@thefirmcommercial.com
Palm Springs, CA 92264

Representative Allen M. Sanborn, Sanborn Architecture Phone Number 760-423-0600
 Mailing Address 71780 San Jacinto Dr., Bldg. E-1 Email allen@sanbornag.com
Rancho Mirage, CA 92270

Property Owner Paymon Elahi Phone Number 206-679-4247
 Mailing Address 411 Lake Avenue W Email paymone.lahi@yahoo.com
Kirkland, WA 98033

LOCAL JURISDICTION AGENCY

Local Agency Name City of Palm Springs Phone Number 760-323-8245
 Staff Contact Flinn Fagg, AICP Email planning@palm SpringsCA.gov
 Mailing Address 3200 E. Tahquitz Canyon Way Case Type
Palm Springs, CA 92262
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

Local Agency Project No P.S. # 5.1521 CZ
32049 TM

PROJECT LOCATION

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

Street Address 2700 E. Alejo Rd.
Palm Springs, CA
 Assessor's Parcel No. 507-380-019 + 507-380-020 Gross Parcel Size 2.53 ac.
 Subdivision Name _____ Nearest Airport and distance from Airport
 Lot Number _____ P.S. International

PROJECT DESCRIPTION

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

Existing Land Use (describe) vacant land - ZONE M-1-P

P. Springs

Proposed Land Use (describe)	<u>R-1-C - residential</u>		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	<u>8</u>	
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)	<u>446</u>	ft.
	Height of buildings or structures (from the ground)	<u>18</u>	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes	
		<input checked="" type="checkbox"/> No	
	If yes, describe		

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

✓

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: April 8, 2021

CASE NUMBER: ZAP1109FV21 – Bear Creek Consulting Group, Inc.
(Representative: Alan Long)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP190048 (Conditional Use Permit)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Compatibility Zone B1

Noise Levels: 55-60 CNEL

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: A proposal to construct a 2,500 square foot retail cannabis building on 1.19 acres.

PROJECT LOCATION: The proposed project is located easterly of Temeku Street, southerly of Benton Road, westerly of Penfield Lane, and northerly of Auld Road, approximately 2,785 feet northeasterly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1 of the French Valley Airport Influence Area. Within Compatibility Zone B1 of the French Valley Airport Influence Area, Additional Compatibility Policy 2.3 limits average acre intensity to 40 people.

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan and Additional Compatibility Policy 2.5 of the French Valley Airport Land Use Compatibility Plan, the following rate was used to calculate projected occupancy for the proposed building:

- Retail trade – 1 person per 115 square feet

The project includes 2,500 square feet of commercial retail space, accommodating a total occupancy of 22 people, resulting in an average intensity of 19 people, which is consistent with the Compatibility Zone B1 average intensity criterion of 40.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of vehicle parking spaces provided (31), the total occupancy would be estimated at 47 persons. This results in an average intensity of 40 persons per acre, which is consistent with the Zone B1 average intensity criterion of 40.

Non-Residential Single-Acre Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1, where Additional Compatibility Policy 2.3 restricts single acre intensity to a maximum of 80 persons.

Based on the proposed site plan and occupancies as previously noted, the maximum single-acre intensity includes the entire 2,500 square foot retail building, accommodating a total occupancy of 22 people, which is consistent with the Zone B1 single-acre intensity criterion of 80 persons.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1 (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 55-60 CNEL contour range from aircraft noise. Office and retail uses are identified as normally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 2,785 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,375 feet AMSL. The maximum finished floor elevation is 1,352 feet AMSL. With a maximum building height of 20 feet, the top point elevation would be 1,372 feet. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

Open Area: Compatibility Zone B1 requires 30% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The

proposed project is 1.19 acres in area, so open area is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The nearest portion of the project is located 2,785 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioretention basins, which are to be avoided in Zone B1 due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are

open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. The building shall be limited to a maximum height of 23 feet and a maximum top point elevation of 1,375 feet above mean sea level unless a "Determination of No Hazard to Air

Navigation” letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.

6. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. This project has been evaluated as consisting of 2,500 square feet of retail space area. Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County – Aviation Division as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Aviation Division.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

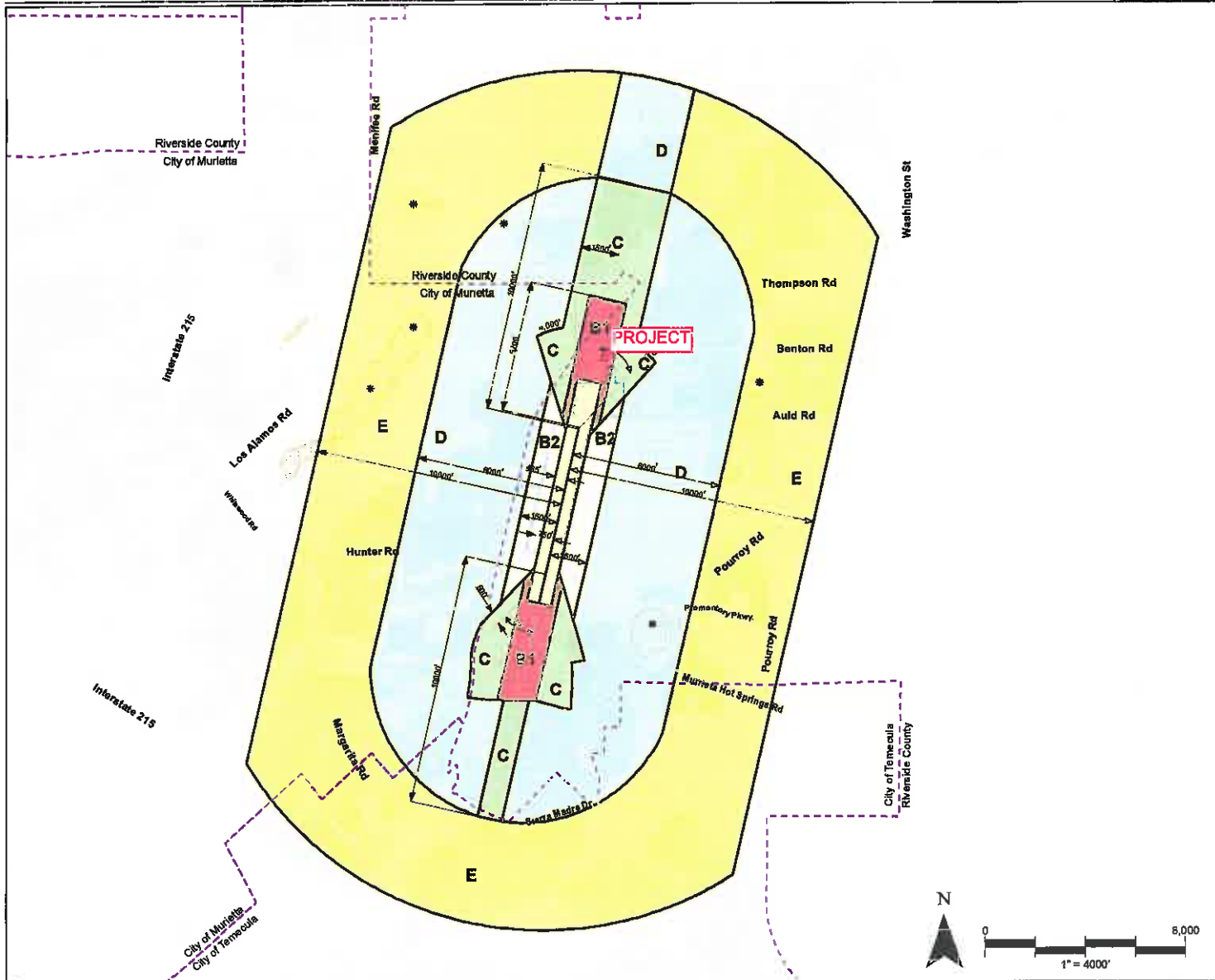
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

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

Note

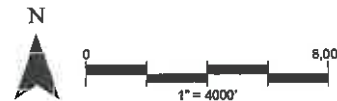
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

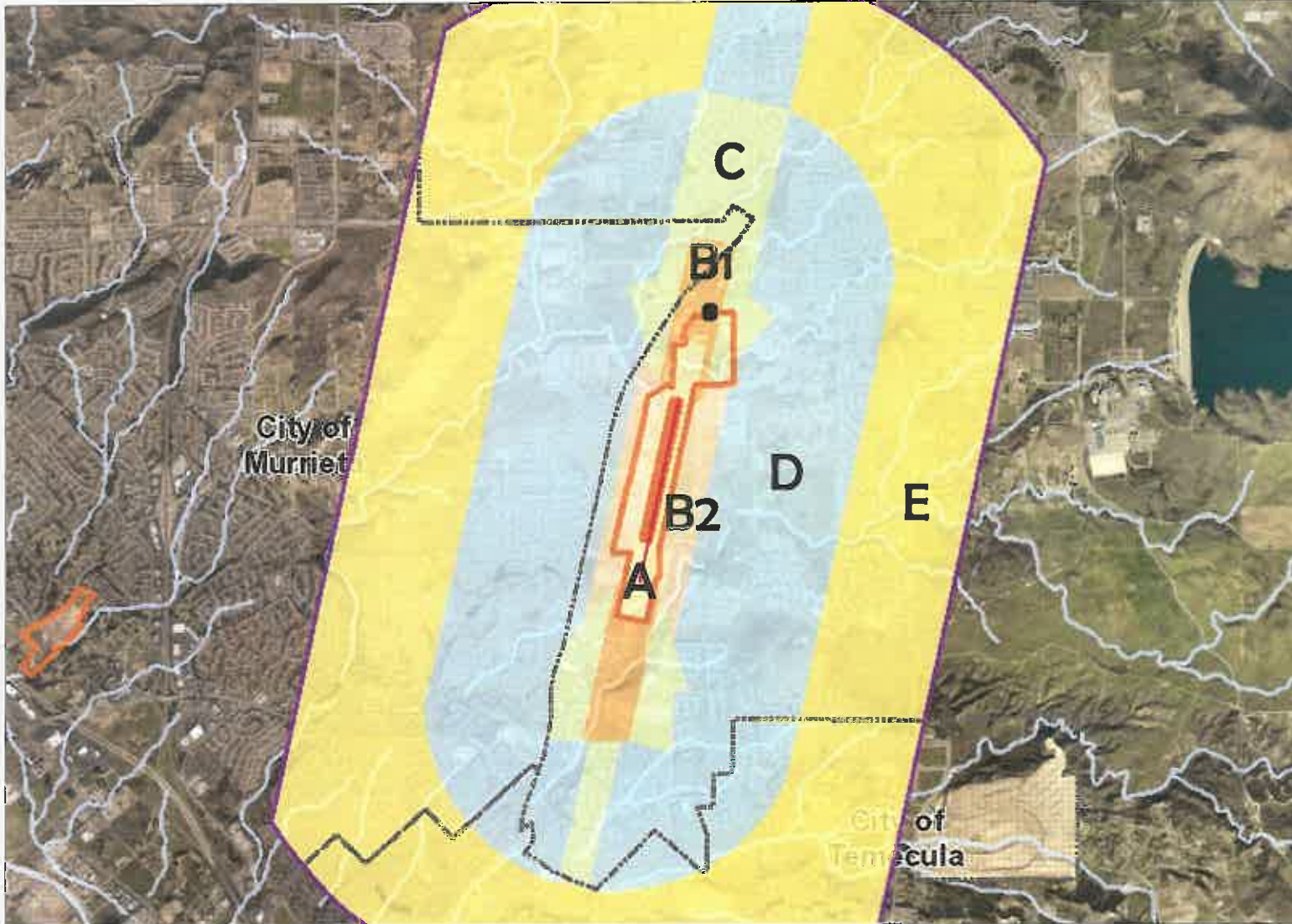
Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (April 2010)

Map FV-1

Compatibility Map
 French Valley Airport



Map My County Map



Legend

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



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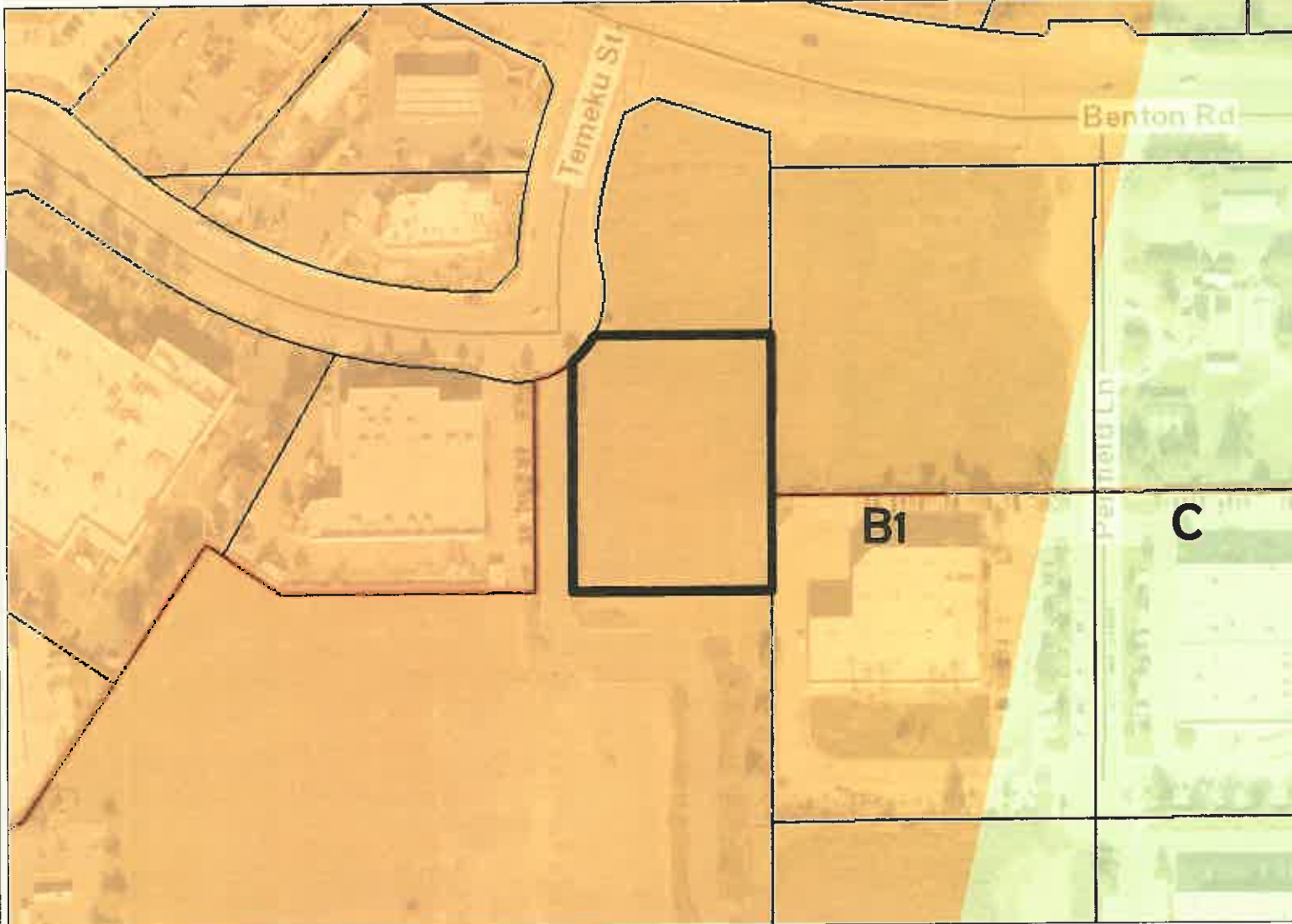


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- County Centerlines
- Blue line Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- ▨ City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- ▣ City Areas
- World Street Map



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Notes

BEAR CREEK DISPENSARY

BEAR CREEK CONSULTING GROUP, INC.
RIVERSIDE COUNTY, CA 92563



PROJECT SUMMARY

JOB ADDRESS: TEMEKU ST, MURRIETA, CA
APN: 963-070-014

OWNER: RIVCO DEVELOPMENT, LLC

SCOPE OF WORK: CANNABIS RETAIL STORE

LEGAL DESCRIPTIONS: PARCEL 13, INCLUSIVE OF PARCEL MAP NO. 23199 ON FILE IN BOOK 170 PAGES 73 THROUGH 76 INCLUSIVE, OF PARCE MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

ZONE: I-P INDUSTRIAL PARK

NUMBER OF STORIES: 1

OCCUPANCY GROUP: B

TYPE OF CONSTRUCTION: VB

FIRE SPRINKLERED: YES

LOT SIZE: 51,939 SQ. FT.

BUILDING AREA: 2,499 SQ. FT.

LOT COVERAGE: 2499/51939 = 4.8%

SETBACK (BUILDING):

FRONT YARD: 5'-10" > 25'-0" MIN
SIDE YARDS: 2'-0", 137'-11" > 1'-0" MIN
REAR YARD: 134'-5" > 15'-0" MIN

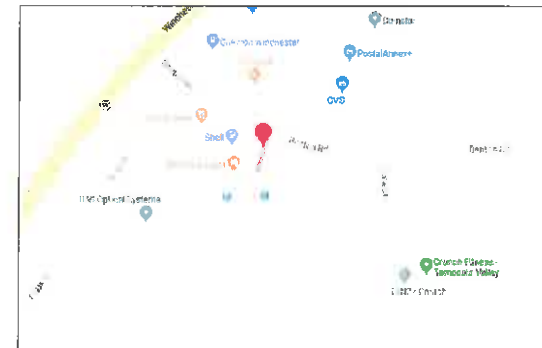
PARKING REQUIREMENTS: 1 SPACE/200 SQ. FT.
2499/200 = 12.5 SPACES
31 SPACES > 12.5 SPACES

BUILDING HEIGHT: 20'-0" < 35'-0" MAX

LANDSCAPE AND HARDSCAPE AREA: 2499 SF. BUILDING
21493 SF. HARDSCAPE
27947 SF. LANDSCAPE

APPLICABLE CODE:

2016 CALIFORNIA RESIDENTIAL CODE (CRC), CALIFORNIA MECHANICAL CODE (CMC), CALIFORNIA ELECTRICAL CODE (CEC), CALIFORNIA PLUMBING CODE (CPC), CALIFORNIA ENERGY CODE (CEC), CALIFORNIA FIRE CODE (CFC) AND CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN).



① VICINITY MAP
N.T.S.

CONSULTANTS

ARCHITECTURAL
IZMO DESIGN
9550 FLAIR DR, #211
EL MONTE, CA 91731
(626) 869-8008

STRUCTURAL
M.S. CONSULTING ENGINEERING
12634 IMPERIAL HWY #F-230
SANTA FE SPRINGS, CA 90670
(562) 863-9999

ENERGY
J5 ENGINEERING, INC.
410 S. SAN GABRIEL BLVD. #B
SAN GABRIEL, CA 91776
(626) 497-0558

BEGREENLEGAL
1225 8TH STREET, #210
SACRAMENTO, CA 95814
MAIN: (916) 738-7977
DIRECT: (602) 501-4783

SHEET INDEX

- ARCHITECTURAL
- A-0 COVER SHEET, PROJECT SUMMARY, VICINITY MAP
 - A-1 SITE PLAN & SETBACK ANALYSIS
 - A-2 SITE ELEVATION PHOTOS
 - A-3 FLOOR & ROOF PLAN
 - A-4 FLOOR PLAN PHOTOS
 - A-5 ELEVATIONS
 - A-6 ELEVATIONS



IZMO DESIGN

9550 Flair Court
LA Habra, CA 91744
T: 626-869-8000
izmo@izmo.com

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DATE: 10-24-19

SCALE: REF. DWGS.

SHEET No.

DATE: 10-24-19

SCALE: REF. DWGS.

SHEET No.

DATE: 10-24-19

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SHEET No.

BEAR CREEK
BEAR CREEK CONSULTING GROUP, INC.
RIVERSIDE COUNTY, CA 92563

JOB No.

DATE: 10-24-19

SCALE: REF. DWGS.

SHEET No.

DATE: 10-24-19

SCALE: REF. DWGS.

SHEET No.

DATE: 10-24-19

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SHEET No.

DATE: 10-24-19

SCALE: REF. DWGS.

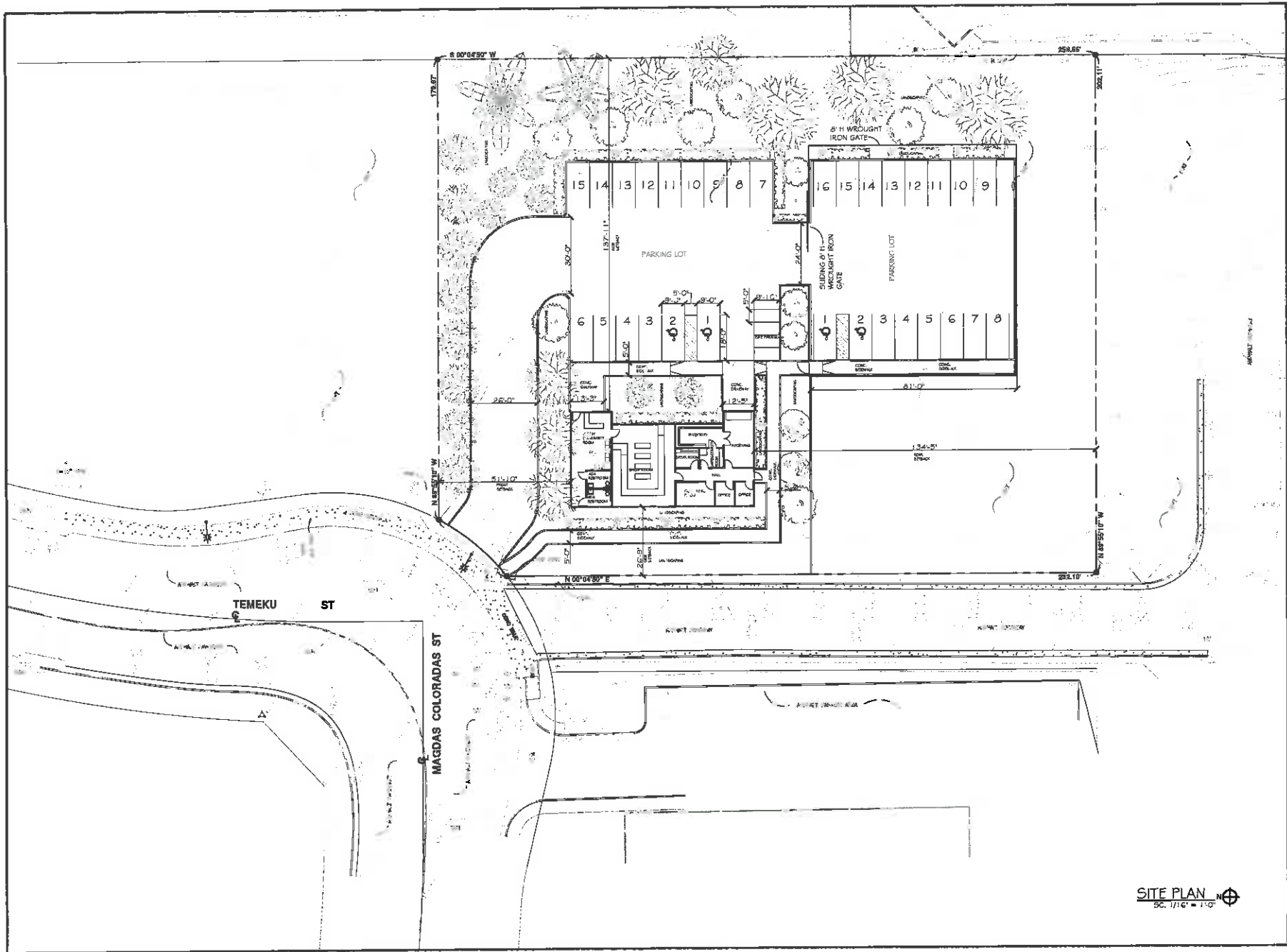
SHEET No.

DATE: 10-24-19

SCALE: REF. DWGS.

SHEET No.

A-00



SITE PLAN
SC. 1/16" = 1'-0"



IZMO DESIGN

315 Lince Court
La Plaine, CA 91744
t: 626-989-8006
info@izmo.com

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DATE: 10-24-19

SCALE: REF. DWGS.

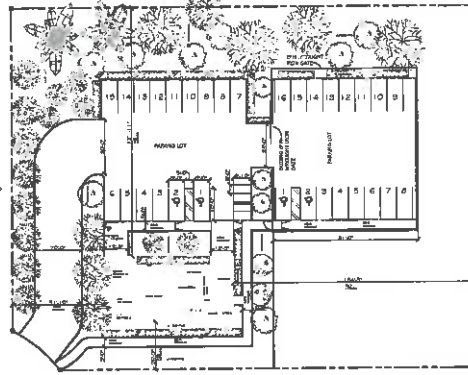
SHEET No. **A-01**

BEAR CREEK
BEAR CREEK CONSULTING GROUP, INC.
RIVERSIDE COUNTY, CA 92583

REVISIONS

No.	REV.	DESCRIPTION

JOB No.
DRAWN BY: OL
DATE: 10-24-19
SCALE: REF. DWGS.
SHEET No.



① SITE SITUATION PHOTOGRAPH



IZMO DESIGN

210 Laverne Street
 Los Angeles, CA 90011
 (323) 848-8828
 izmo@izmo.com

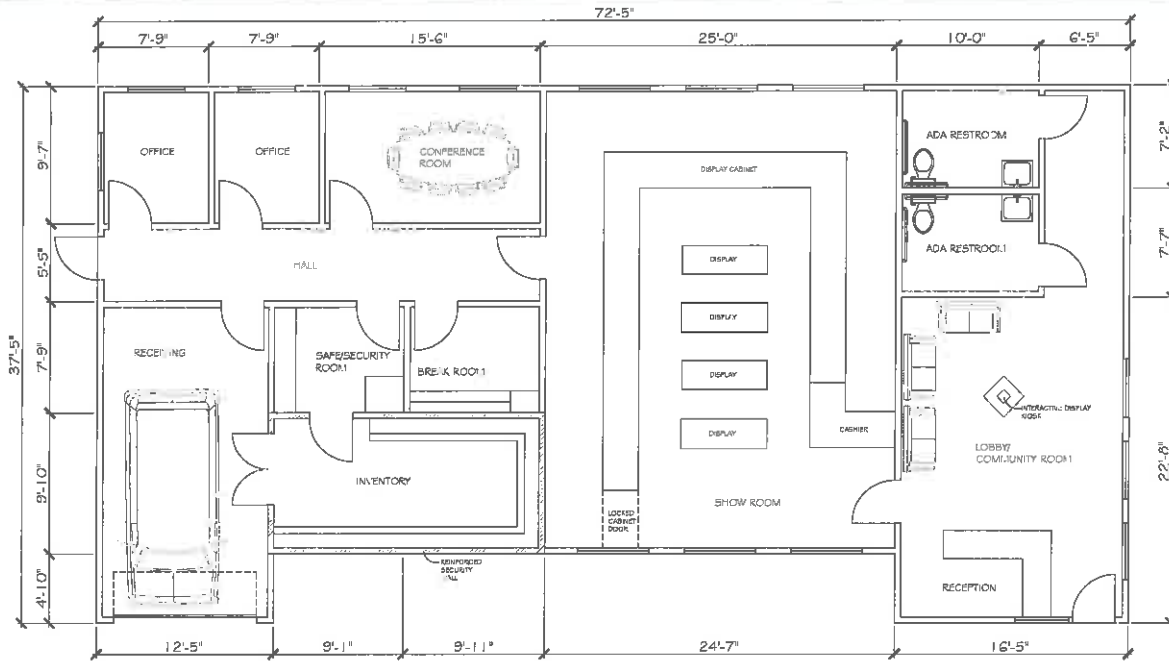
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NO.	DATE	DESCRIPTION

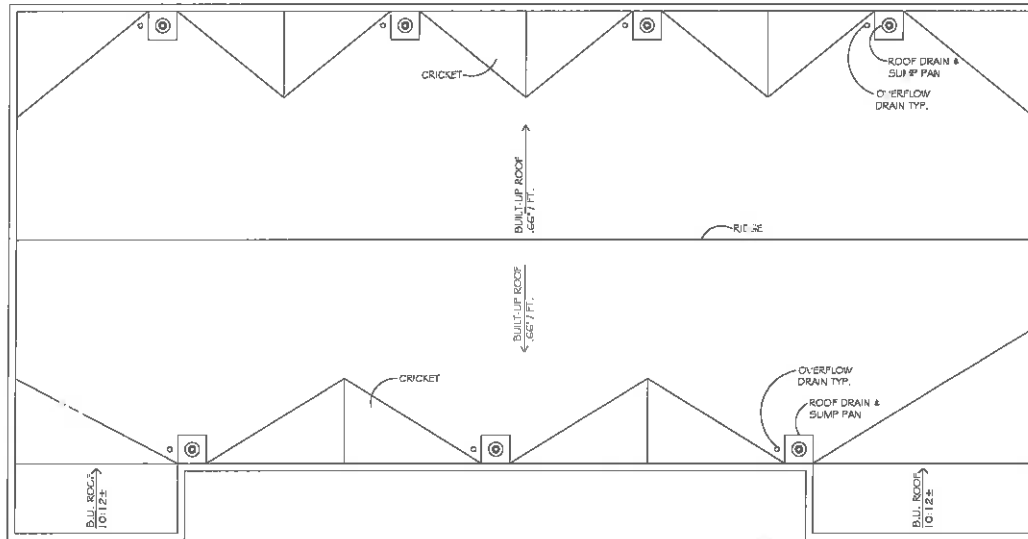
BEAR CREEK
 BEAR CREEK CONSULTING GROUP, INC.
 RIVERSIDE COUNTY, CA 92563

JOB No.
 DRAWN BY
 DATE 10-24-12
 SCALE NOT SHOWN
 SHEET No.

A-02



① FLOOR PLAN
SC. 1/4" = 1'-0"



② ROOF PLAN
SC. 1/4" = 1'-0"



IZMO DESIGN

315 Lucas Court,
La Pluma, CA 97444
P. 503-868-0003
IZMOdesign@att.net

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Revisions

REVISIONS

NO.	DATE	BY	DESCRIPTION

BEAR CREEK
BEAR CREEK CONSULTING GROUP, INC.
RIVERSIDE COUNTY, CA 92563

JOB No.

DRAWN BY OL

DATE 10-24-2019

SCALE REF. DWGS.

SHEET No.

A-03



IZMO DESIGN

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izmo.design@gmail.com

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DATE OF THIS DRAWING: 10/24/2019

Revised:

REVISIONS

NO.	DATE	DESCRIPTION

BEAR CREEK
BEAR CREEK CONSULTING GROUP, INC.
RIVERSIDE COUNTY, CA 92563

JOB No.

DRAWN BY: *cl*

DATE: 10-24-2019

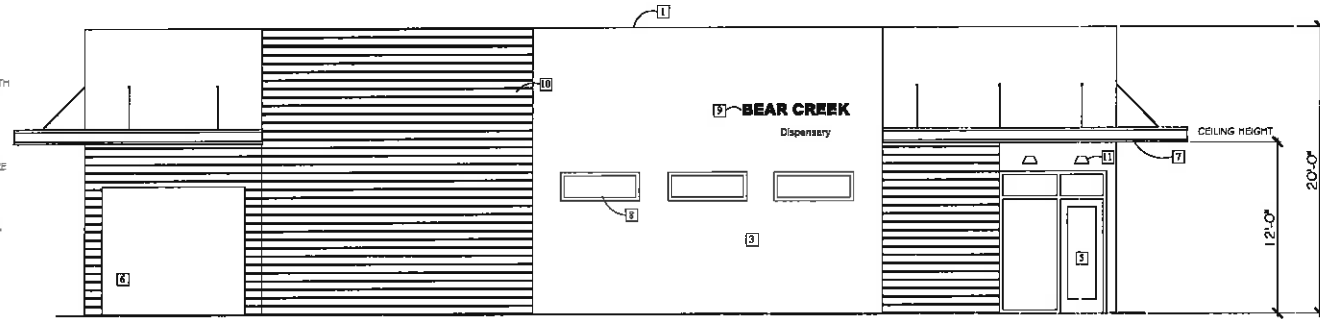
SCALE: REF. DIMS.

SHEET No.

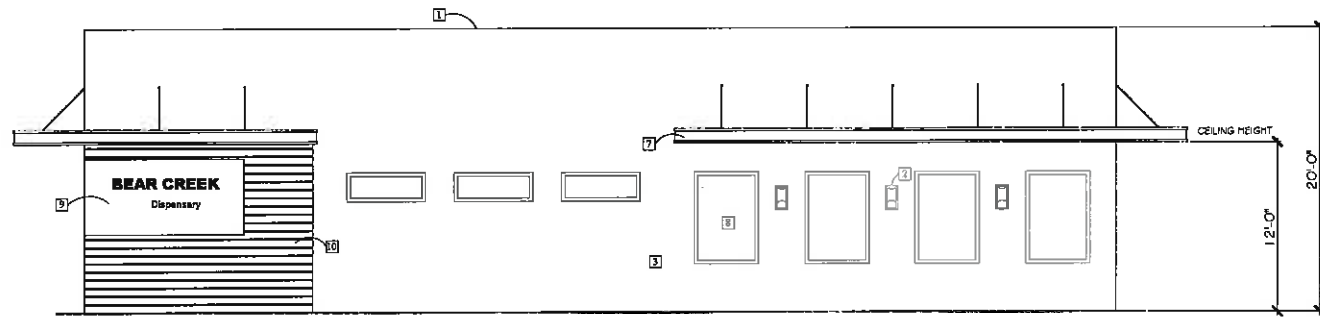
A-05

ELEVATION KEY NOTES:

- 1 LOW SLOPE ROOFING- GAFF LIBERTY, SELF-ADHERING G/F SHEET
- 2 HINKLEY LIGHTING- CASCADE OUTDOOR WALL SCONCE, BRONZE WITH AMBER ETCHED ORGANIC RAIN GLASS
- 3 LA HABRA STUCCO- SAN SIMEON 24 (61) BASE 200
- 4 CDF DISTRIBUTORS- BRONZE ANODIZED COMMERCIAL STEEL DOOR
- 5 CDF DISTRIBUTORS- BRONZE ANODIZED COMMERCIAL GLASS STORE FRONT DOORS
- 6 OVERHEAD DOOR- FIRE-RATED ROLLING STEEL DOORS MODEL 640
- 7 SUPERIOR AWNING- CANTILEVERED ALUMINUM INDUSTRIAL CANOPY, NEUTRAL
- 8 KAWNEER- WINDOW FRAMING IR 5017501 UT
- 9 COGENT SIGNS & GRAPHICS- STORE FRONT SIGNS
- 10 ADVANTAGE LUMBER- COMMERCIAL CUMARU WOOD SIDING
- 11 TECH LIGHTING- BRONZE FITCH LED OUTDOOR WALL SCONCE



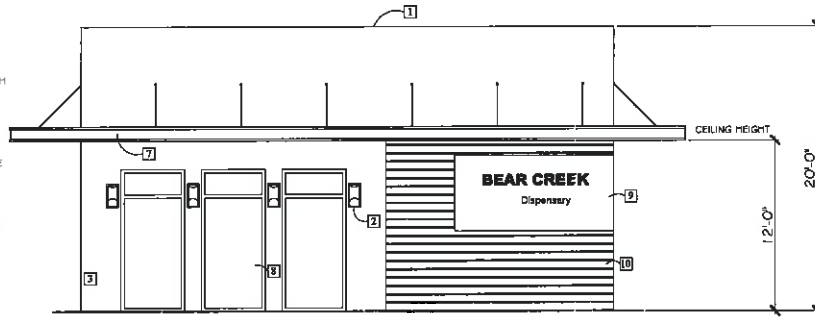
1 FRONT ELEVATION
SC. 1/4" = 1'-0"



2 BACK ELEVATION
SC. 1/4" = 1'-0"

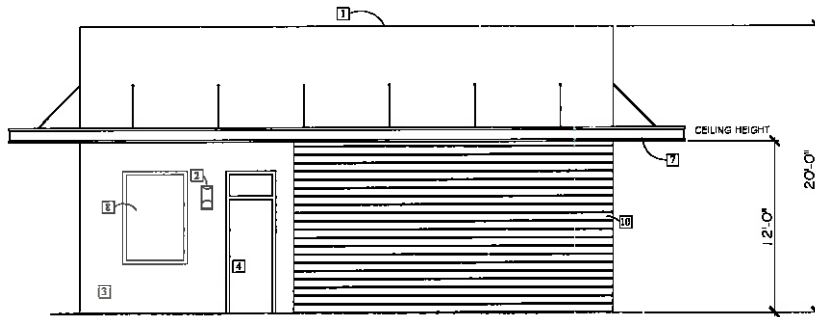
ELEVATION KEY NOTES:

- 1 LOW SLOPE ROOFING- GAF LIBERTY, SELF - ADHERING GAF SHEET
- 2 HINKLEY LIGHTING- CASCADE OUTDOOR WALL SCONCE, BRONZE WITH AMBER ETCHED ORGANIC RAIN GLASS
- 3 L1 HABRA STUCCO- SAN SIMEON 24 (61) BASE 200
- 4 CDF DISTRIBUTORS- BRONZE ANODIZED COMMERCIAL STEEL DOOR
- 5 CDF DISTRIBUTORS- BRONZE ANODIZED COMMERCIAL GLASS STORE FRONT DOORS
- 6 OVERHEAD DOOR- FIRE-RATED ROLLING STEEL DOORS MODEL 640
- 7 SUPERIOR AWNING- CANTILEVERED ALUMINUM INDUSTRIAL CANOPY, NEUTRAL
- 8 KAMMEER- WINDOW FRAMING IR, SOFT/SDI LT
- 9 COGENT SIGNS & GRAPHICS- STORE FRONT SIGNS
- 10 ADVANTAGE LUMBER- COMMERCIAL CUIJARIJ WOOD SIDING
- 11 TECH LIGHTING- BRONZE PITCH LED OUTDOOR WALL SCONCE



1 RIGHT ELEVATION

SC. 1/4" = 1'-0"



2 LEFT ELEVATION

SC. 1/4" = 1'-0"



IZMO DESIGN

315 - Venice Court
La Puente, CA 91744
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izmo@izmo.com

PLEASE REVIEW, APPROVE, AND SIGN/STAMP ALL THE DRAWINGS OF THIS PROJECT. ALL DIMENSIONS SHALL BE GIVEN UNLESS OTHERWISE NOTED. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE TO THE PROJECT OR TO THE CLIENT'S PROPERTY OR PERSONS ARISING FROM THE USE OF THESE DRAWINGS.

FOR OWNER'S USE ONLY

Revised

REVISIONS

No.	Date	Description

BEAR CREEK
BEAR CREEK CONSULTING GROUP, INC.
RIVERSIDE COUNTY, CA 92563

JOB No.

DRAWN BY OL

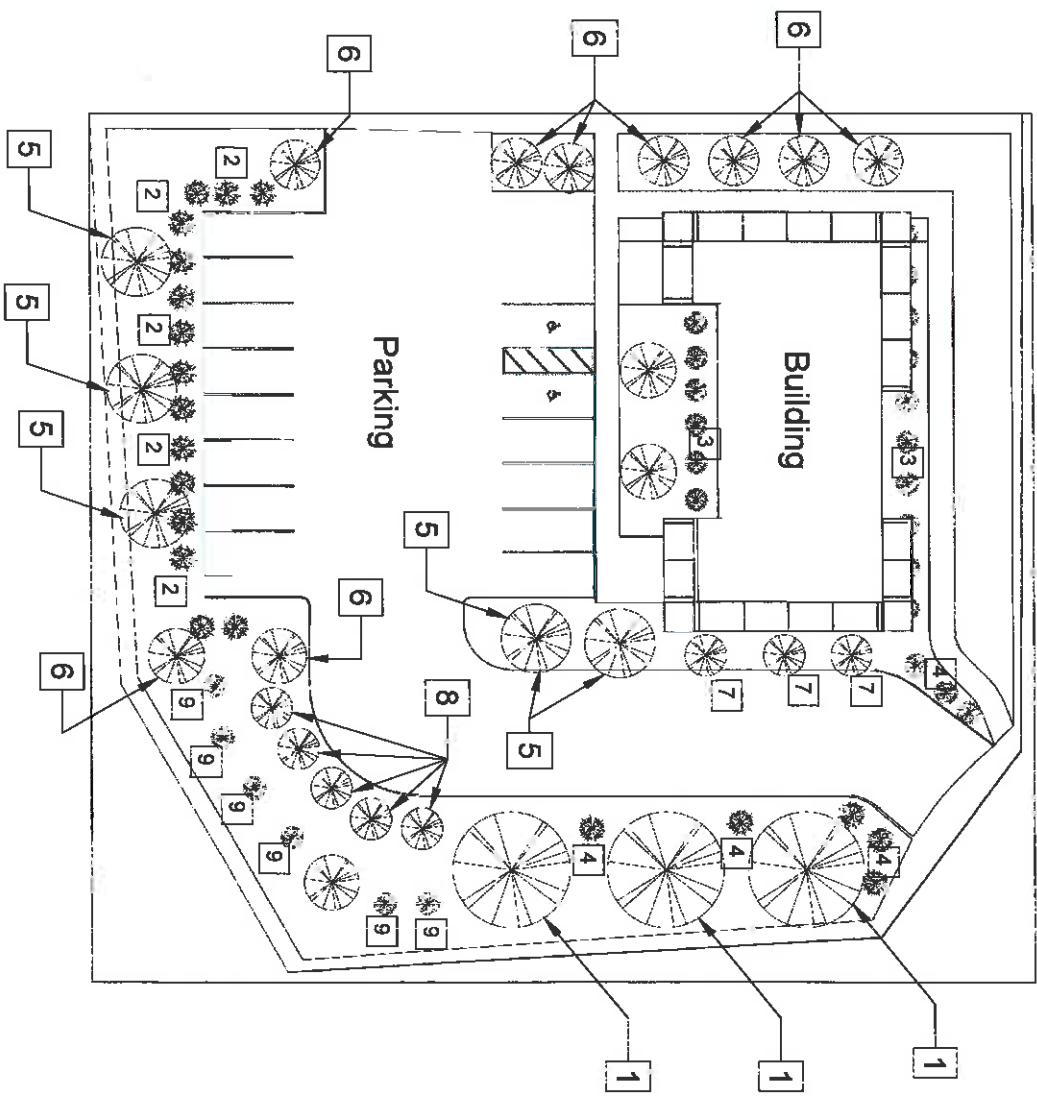
DATE 10-24-2019

SCALE REF. DWGS.

SHEET No.

A-06

Item	Common Name	Qty
1	California Oak	3
2	Desert Manzanita	As Req.
3	Mountain Mahogany	16
4	Common Native Scrub	As Req.
5	California Sycamore	9
6	Western Cottonwood	5
7	Black Sage	As Req.
8	California Poppy	As Req.
9	Narrowleaf Goldenbush	As Req.



Landscape Plan

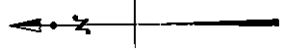
Bear Creek Consulting Group
Riverside, CA



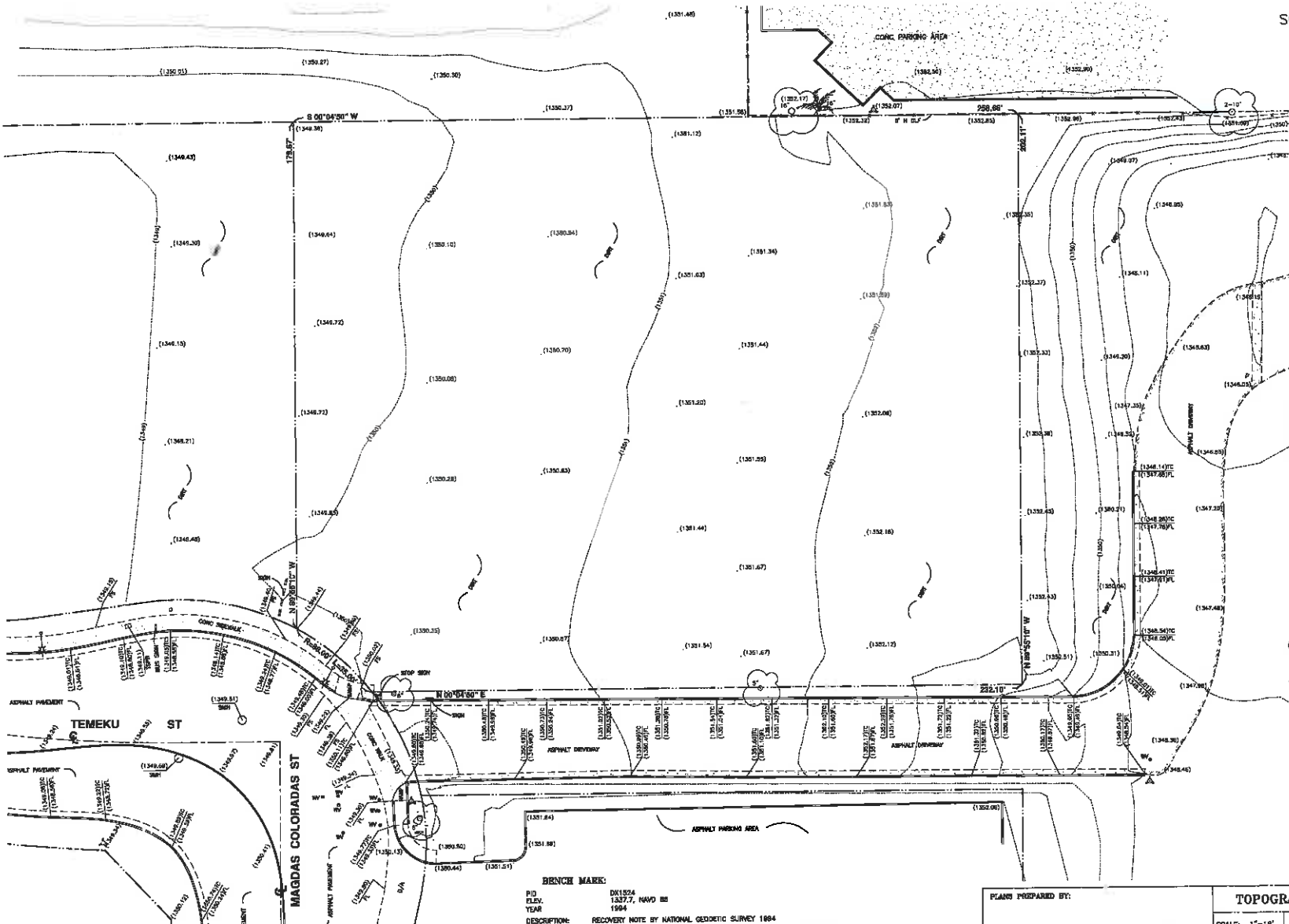
Date: October 24, 2019



TOPOGRAPHIC MAP



SCALE: 1"=16'



- ABBREVIATIONS:**
- CLF Chain Linked Fence
 - CONC. Concrete
 - D/A Driveway Apron
 - EX Existing
 - FL Flow Line Elevation
 - SMH Sewer Manhole
 - TO Top of CURT Elevation
 - WM Water Meter
 - WV Water Valve

- LEGEND:**
- (100.10) Existing Elevation
 - Chain Line Fence
 - Ex. Structure
 - Fire Hydrant
 - Street Light
 - Ex. Tree, Diameter
 - Palm Tree
 - Edge of Asphalt Pavement



BENCH MARK:

PI: D11524
 ELEV: 1327.7, NAVD 83
 YEAR: 1994

DESCRIPTION: RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 1994
 THE STATION IS LOCATED ABOUT 1 MILE (1.6KM) NORTH OF THE CENTER OF THE FRENCH VALLEY AIRPORT AT THE JUNCTION OF TWO DIRT ROADS AND A FARM LANE. THE STATION IS LOCATED 65.77(20.8M) NW OF A TELEPHONE POLE, 31.6FT (9.6M) NORTH OF A TELEPHONE JUNCTION BOX, AND 4.4FT (1.3M) SOUTH OF A 4 FT (1.2M) X 8 FT (2.4M) WOODEN SHALEROY POST. THE STATION IS A STANDARD BENCH MARK DISK STAMPED Z 511 1636 SET IN THE TOP OF A SQUARE MONUMENT SET FLUSH WITH THE SURFACE OF THE DIRT ROAD.

PLANS PREPARED BY: _____ Date _____
Apple Engineering Group
 Subdivision Engineering Design Group
 9080 Taylor Ave., Suite 208
 El Monte, California 91731
 Tel: (924) 522-0818 Fax: (924) 628-0848
 Email: AppleE@jgmail.com

TOPOGRAPHIC MAP

SCALE: 1"=16' APN: 983-070-014 DATE: 8-13-2019

**TEMEKU ST,
 MURRIETA, CA 92563**

NOTE:
 ELEVATIONS ARE NOT SHOWN ON THIS MAP

LEGAL DESCRIPTION:
 PARCEL 13 OF PARCEL MAP NO. 27396, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 172 PAGES 27-28 OF PUBLIC RECORDS, AS THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

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

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

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

The Riverside County Planning Department should be contacted on non-ALUC issues. For more information please contact Riverside County Planner Mr. Mina Morgan at (951) 955-3200.

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

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

DATE OF HEARING: April 8, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1109FV21 – Bear Creek Consulting Group, Inc. (Representative: Alan Long) – County of Riverside Case No. CUP190048 (Conditional Use Permit). A proposal to construct a 2,500 square foot retail cannabis building on 1.19 acres, located easterly of Temeku Street, southerly of Benton Road, westerly of Penfield Lane, and northerly of Auld Road (Airport Compatibility Zone B1 of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1109FV21 DATE SUBMITTED: 2/22/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

B.F.V.
B1

Applicant	Bear Creek Consulting Group, Inc.	Phone Number	(951) 294-7201
Mailing Address	37210 Mason Avenue Murietta, CA 92563	Email	awlong00@yahoo.com

Representative	Alan Long	Phone Number	(951) 294-7201
Mailing Address	37210 Mason Avenue Murietta, CA 92553	Email	awlong00@yahoo.com

Property Owner	Nick Parisi, Ken Smith, Alan Long (Contact Alan Long)	Phone Number	(951) 294-7201
Mailing Address	37210 Mason Avenue Murietta, CA 92553	Email	awlong00@yahoo.com

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County Planning Department	Phone Number	(951) 955-3200
Staff Contact	Mina Morgan	Email	
Mailing Address	Riverside Office 4080 Lemon Street 12th Floor Riverside, CA 92502-1409	Case Type	Conditional Use Permit
Local Agency Project No	CUP-190048	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

PROJECT LOCATION

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

Street Address	Temeku Street, Murietta CA		
Assessor's Parcel No.	963-070-014	Gross Parcel Size	1.19 acres
Subdivision Name	PM23199	Nearest Airport and distance from Airport	2,756 ft from French Valley Airport
Lot Number	13		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	The location is a 1.19 acre lot in the French Valley Community. It is 2,756 feet northeast of the French Valley Airport In Supervisorial District 3, within subdivision PM23199 on lot 13 and is in the I-P Zone. The property is located within the French Valley Influence Area and Airport Compatibility Zone B-1. The Zoning District Area is Rancho California Area and is not within an overlay zone, historic district, or agricultural preserve. The location is also not within Tribal Land or within a Community Advisory Council Area. The nearest SOI boundary is located within 1060 feet of the property.
------------------------------	---

Proposed Land Use (describe)	Bear Creek Consulting Group, Inc. is proposing to develop the 1.19-acre lot into a cannabis retail store inclusive of a 2550 square foot commercial building and associated site improvements. The location was chosen within an industrial park that meets the County's land use compatibility requirements for this type of use. The project was designed to meet General Plan and South West Area Plan (SWAP) Standards for Restricted Light Industrial, and zoning ordinance development standards for the I-P Zone. The facility exceeds additional suggested landscaping buffers and is complimentary with neighboring businesses.		
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	9:00am to 10:00pm daily	
	Number of People on Site	20	Maximum Number no more than 80 persons max on site
	Method of Calculation	Potential employees 10, customers at low volume 5, delivery employees 2, security or other 1-3 = 20. Per regulations, no more than 80 persons will be allowed on site.	
Height Data	Site Elevation (above mean sea level)	1344	ft.
	Height of buildings or structures (from the ground)	20	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: April 8, 2021

CASE NUMBER: ZAP1108FV21 – Davie Beshay (Representative: Marks Architects, Gabriela Marks)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT210004 (Plot Plan), TPM37990 (Tentative Parcel Map)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Zones B1 and C

Noise Levels: 55-60 CNEL

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the Plot Plan and Tentative Parcel Map CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: A proposal to construct two separate restaurant buildings totaling 4,847 square feet with drive thrus on 3.68 acres. The applicant also proposes to divide the site into two commercial parcels.

PROJECT LOCATION: The proposed project is located easterly of Winchester Road, southerly of Benton Road, westerly of Briggs Road, and northerly of Auld Road, approximately 2,340 feet northeasterly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 (3.29 gross acres) and C (0.39 gross acres). Zone B1 restricts average intensity to 40 people per acre, and Zone C restricts average

intensity to 80 people per acre, through French Valley Airport Compatibility Plan Policy 2.3.b.(1).

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zones B1 and C:

- Kitchen area – 1 person per 200 square feet,
- Dining area – 1 person per 15 square feet, and
- Storage – 1 person per 300 square feet.

The project proposes to construct two drive-thru restaurants (on two separate parcels) with a combined total building area of 4,847 square feet on 3.68 acres, which includes 2,292 square feet of kitchen area, 1,312 square feet of dining area, 396 square feet of storage area, and 21 car stacking drive-thru spaces, accommodating 131 people, resulting in an average intensity of 36 people per acre, which is consistent with both Compatibility Zones B1 and C average criterion of 40 and 80 people per acre respectively.

The applicant proposes to divide the site's 3.68 acres into two parcels (one for each building) and therefore the average intensity on a lot-by-lot basis (based on the applicant's proposed lot lines as indicated on the parcel map and site plan) has to be considered:

- Parcel 1 proposes a 2,743 square foot Jack in the Box drive-thru restaurant, which includes 740 square feet of dining area, 1,258 square feet of kitchen area, 199 square feet of storage area, and 12 car stacking drive-thru spaces on 1.91 acres entirely within the Zone B1 portion of the parcel, accommodating 74 people, resulting in an average intensity of 39 people per acre, which is consistent with the Compatibility Zone B1 average criterion of 40. No occupancy would be generated within the Zone C portion of this parcel.
- Parcel 2 proposes a 2,104 square foot Taco Bell drive-thru restaurant, and is split between Compatibility Zones B1 and Zone C. The Zone B1 portion of the parcel includes 105 square feet of dining area, 841 square feet of kitchen area, 197 square feet of storage area, and 7 car stacking drive-thru spaces on 1.19 acres, accommodating 23 people, resulting in an average intensity of 19 people per acre, which is consistent with the Compatibility Zone B1 average criterion of 40. The Zone C portion of the parcel includes 467 square feet of dining area, 193 square feet of kitchen area, and 2 car stacking drive-thru spaces on 0.49 acres, accommodating 35 people, resulting in an average intensity of 71 people per acre, which is consistent with the Compatibility Zone C average criterion of 80.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces (67 spaces) provided, and the additional 21 car stacking drive-thru spaces, the total occupancy would be estimated at 132 people, resulting in an average intensity of 36 persons per acre, which is consistent with both Compatibility Zones B1 and C average criterion of 40 and 80 people per acre respectively.

Non-Residential Single-Acre Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 and C. Zone B1 restricts single acre intensity to a maximum of 80 people, and Zone C restricts single acre intensity to 160 people in the most intensely utilized acre, through French Valley Airport Compatibility Plan Policy 2.3.b.(1).

Based on the site plan provided, each building would be within its own single-acre area.

In Parcel 1, the single-acre area portion located within Compatibility Zone B1 includes the entire Jack in the Box drive-thru restaurant building, consisting of 740 square feet of dining area, 1,258 square feet of kitchen area, 199 square feet of storage area, and 8 car drive-thru stacking spaces, resulting in 68 people, which is consistent with the Compatibility Zone B1 single acre criterion of 80. No occupancy would be generated within the Zone C portion of this parcel.

In Parcel 2, the single-acre area located within Zone B1 includes 105 square feet of dining area, 841 square feet of kitchen area, 197 square feet of storage area, and 7 car drive-thru stacking spaces, resulting in 23 people, which is consistent with the Compatibility Zone B1 single acre criterion of 80. The single-acre area located within Zone C portion of the parcel includes 467 square feet of dining area, 193 square feet of kitchen area, and 2 car drive-thru stacking spaces, resulting in 35 people, which is consistent with the Compatibility Zone C single acre criterion of 160.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1 or C (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 55-60 CNEL contour range from aircraft noise. Commercial use is identified as normally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 2,340 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,370 feet AMSL. The maximum finished floor elevation is 1,347 feet AMSL. With a maximum building height of 25 feet, the top point elevation would be 1,372 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2021-AWP-3380-OE to this project. Its status is currently a "work in progress"

Open Area: The site is located within Compatibility Zones B1 and C of the French Valley Airport Influence Area, which requires projects 10 acres or larger to designate 30% and 20% respectively of project area as ALUC qualifying open area that could potentially serve as emergency landing areas.

Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The nearest portion of the project is located 2,340 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioretention basins, which are to be avoided in Zones B1 and C due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations,

wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
6. This project has been evaluated as consisting of 2,292 square feet of kitchen area, 1,312 square feet of dining area, 396 square feet of storage area, and 21 car stacking drive-thru spaces, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County – Aviation Division as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Aviation Division.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

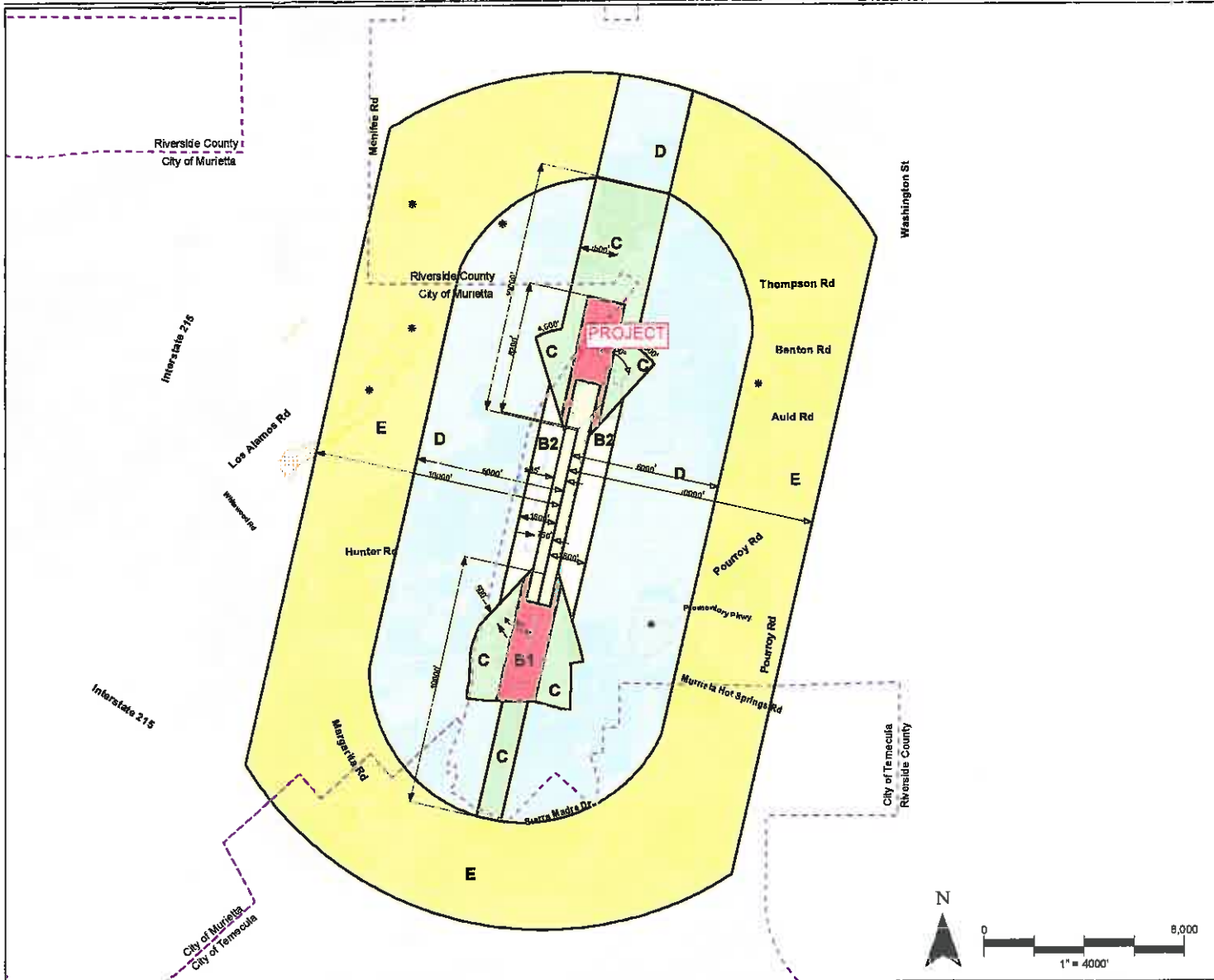
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- - - City Limits
- ⊙ Height Review Overlay Zone

Note

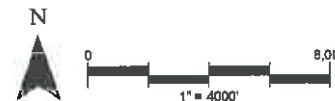
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

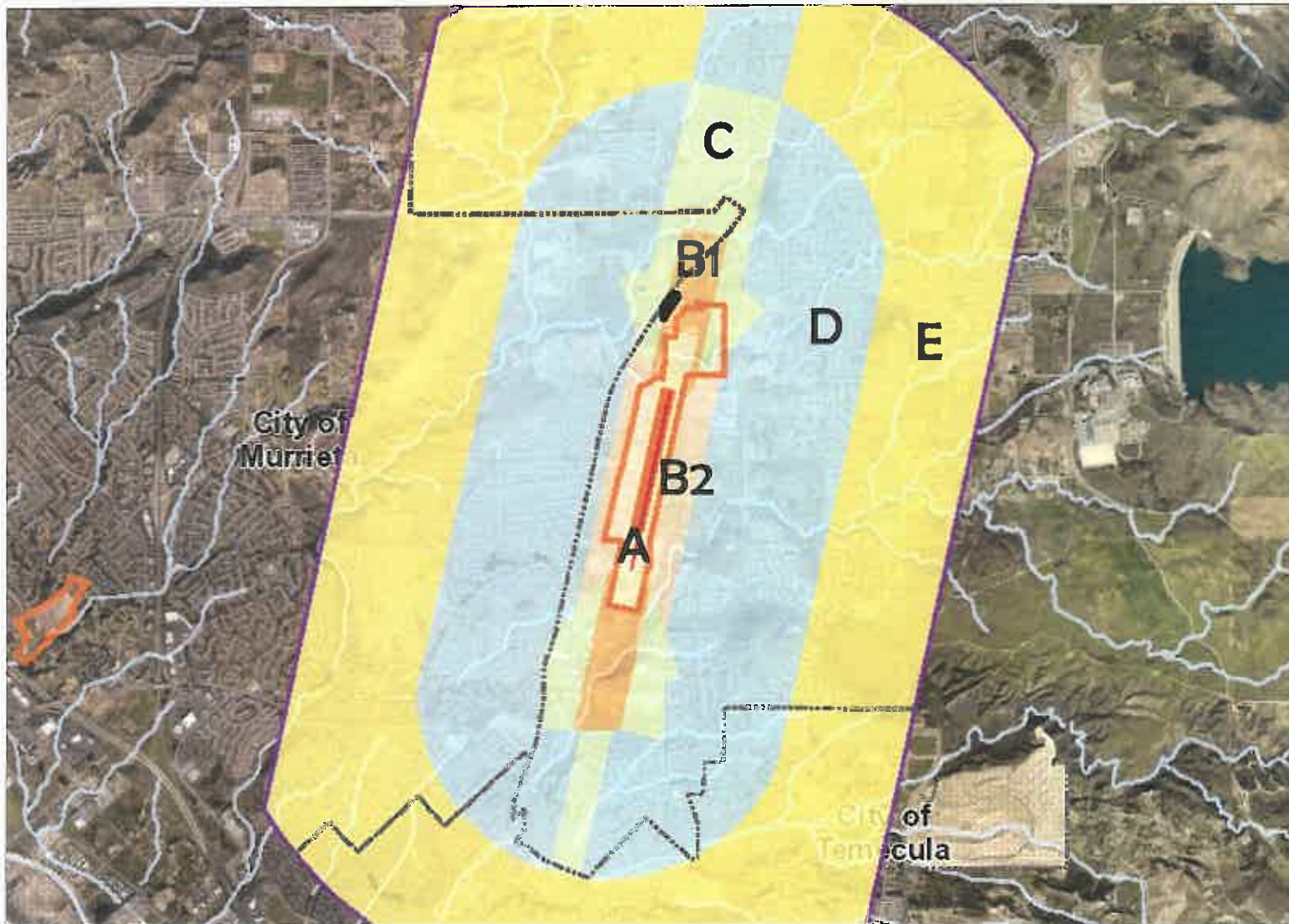
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (April 2010)

Map FV-1

Compatibility Map
 French Valley Airport



Map My County Map



Legend

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



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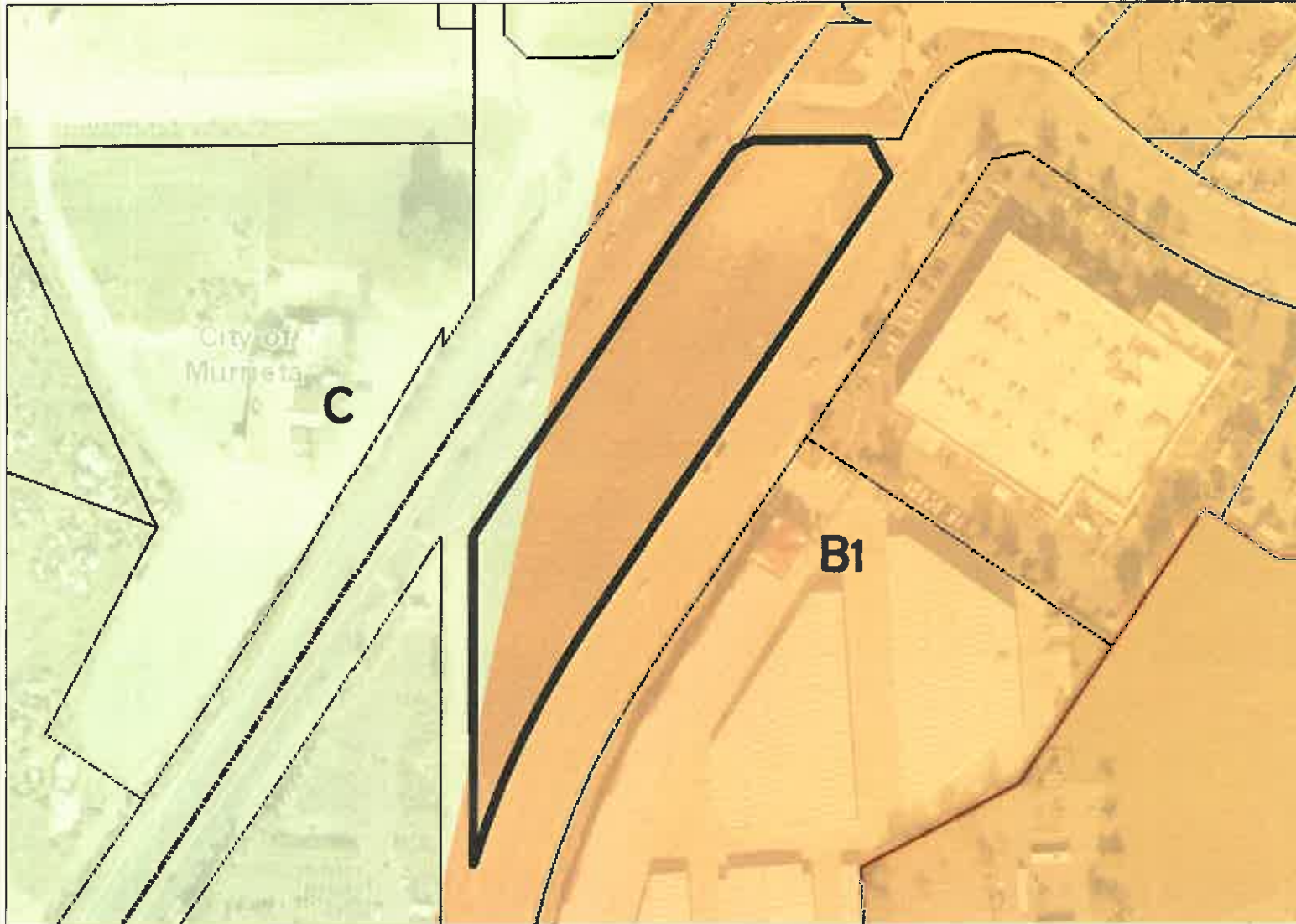


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

OTHER COMPATIBILITY ZONE

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



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0 188 376 Feet

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Notes

Map My County Map



Legend

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



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0 188 376 Feet

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Notes

Map My County Map



Legend

- Blue line symbol: Blueline Streams
- Grid symbol: City Areas
- Street map symbol: World Street Map

Notes



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Map My County Map



Legend

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



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0 752 1,505 Feet

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Notes

Map My County Map



Legend

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



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0 376 752 Feet

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Notes

Map My County Map



Legend

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



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0 188 376 Feet

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Notes

AIRPORT LAND USE COMMISSION APPLICATION FOR MAJOR LAND USE ACTION REVIEW



FRENCH VALLEY DEVELOPMENT WINCHESTER RD & BENTON RD



architecture
 interior design
 retail
 restaurants
 space planning
 interior planning
 lead architect
 cddp

3843 Hawthorn
 San Diego, CA 92161
 619-709-9688

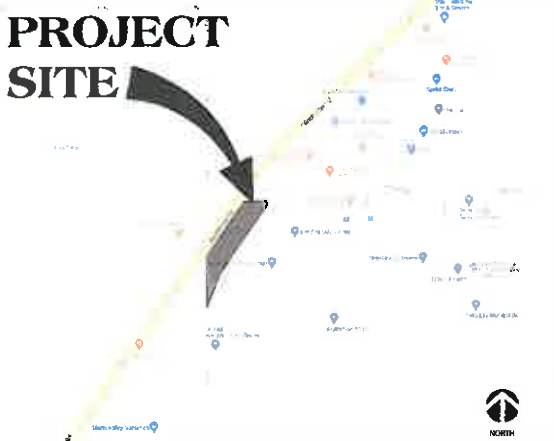


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GENERAL NOTES

- A. ALL WORK SHALL CONFORM TO THE 2015 EDITION OF THE CBC AND ALL OTHER APPLICABLE CODES, STANDARDS, AND REGULATIONS OF THE COUNTY OF RIVERSIDE.
- B. IT IS INTENDED THAT A COMPLETE OCCUPABLE BUILDING PERMIT IS PROVIDED.
- C. WORK UNDER A PERMITS PERMIT.
- F. DO NOT SCALE THESE DRAWINGS. VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD. ANY DISCREPANCIES AT THESE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO BEGINNING WORK.
- G. ALL PROPOSED OR EXISTING UTILITIES SHALL BE APPROVED BY THE ARCHITECT IN WRITING PRIOR TO INSTALLATION.
- H. RETAIN THE PROJECT GEOTECHNICAL ENGINEER TO PROVIDE OBSERVATION AND TESTING SERVICES DURING THE GRADING (INCLUDING LIBERTY TRUSS) AND FOUNDATION PHASE OF CONSTRUCTION AS RECOMMENDED IN THE GEOTECHNICAL REPORT. ALL TESTING AND INSPECTION REPORTS INCLUDING FINAL SUBMITTAL LETTERS SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND OWNER. O.G. SHALL VERIFY FIN ELEVATION PRIOR TO START OF FOUNDATION WORK.

VICINITY MAP



PROJECT DIRECTORY

OWNER	
 DMSD PROPERTIES DMSD PROPERTY LLC 11800 VICTORY BLVD HUNTERDALE, CA 92546 (951) 966-0132	
ARCHITECT	
 marks architects 3843 HAWTHORN SAN DIEGO, CA 92161 CONTACT: GABRIEL MARKS PHONE: (619) 709-9688	
CIVIL ENGINEER	
 Michael Design 2700 MICHELSON DRIVE, SUITE 100 IRVINE, CALIFORNIA 92612 CONTACT: JASON ALBERSON, P.E. SCVP PHONE: 949-456-0282	
LANDSCAPE ARCHITECT	
 sotelo 2944 FOURTH AVE. SAN DIEGO, CA 92103 CONTACT: ANGELINA SOTELO PHONE: 619-755-9756	
GEOTECHNICAL ENGINEER	
 CW 22541 BEAT COURT BURNETT, CA 95924 CONTACT: CHAD E. WELKE PHONE: 916-451-3354	
BIOLOGIST	
BARNETT, BIOLOGICAL SERVICES 2885 FARMSTEAD RD, EL CERRILLO CA 760-282-1154	
TRAFFIC	
 TRAFFIC SOLUTIONS INC 1000 J. J. HANCOCK TOLSONVILLE, TN 37188 CONTACT: JIM HANCOCK, P.E. PHONE: 615-737-8400	

PROJECT DATA

PROJECT OWNER	DMSD PROPERTY 42619 BY ST. #203 MIRAMONTE, CA 92522 951-918-0169						
APPLICANT	MARKS ARCHITECTS LLC 2648 4TH AVE SAN DIEGO CA 92103 CONTACT: GABRIEL MARKS PHONE: (619) 709-9688						
APR#	963-070-262						
LOT AREA:	PARCEL A 73,320 SF = 1.66 AC PARCEL B 43,847 SF = 1.00 AC TOTAL 117,167 ACRES						
BUILDING AREA:	TACO BELL BUILDING 9,124 SF JACK BY THE BOX 2,743 SF						
ZONE CLASSIFICATION:	INDM-19 70 POLICY AREA						
CENTRAL PLANNING AREA:	SOUTHWEST AREA						
ELECTRIC SERVICE:	SOUTHERN CALIFORNIA Edison (818) 981-8272						
WATER & SEWER SERVICE:	WESTERN MUNICIPAL WATER DISTRICT (361) 748-6000						
Gas SERVICE:	SOUTHERN CALIFORNIA GAS (811) 241-0000						
TELEPHONE SERVICE:	VERIZON (619) 429-6340						
PARKING REQUIRED:	22 SPACES * SEE SHEET 061 FOR PARKING CALCULATION						
PARKING PROVIDED:	87 SPACES						
APPLICABLE CODES:	2019 CALIFORNIA BUILDING CODE 2019 CALIFORNIA FIRE CODE 2019 CALIFORNIA ELECTRICAL CODE 2019 CALIFORNIA MECHANICAL CODE 2019 CALIFORNIA PLUMBING CODE 2019 CALIFORNIA GREEN BLDG. CODE TITLE 24						
DEVELOPMENT SUMMARY	<table border="0"> <tr> <td>BUILDING 1</td> <td>BUILDING 2</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>1 STORY RESTAURANT BUILDING VS CONSTRUCTION, NON-SPRINKLERED 2,743 SF 72 OCCUPANCY OCCUPANT LOAD: 60</td> <td>1 STORY RESTAURANT BUILDING VS CONSTRUCTION, WITH SPRINKLERED 9,124 SF 42 OCCUPANCY OCCUPANT LOAD: 85</td> </tr> </table>	BUILDING 1	BUILDING 2			1 STORY RESTAURANT BUILDING VS CONSTRUCTION, NON-SPRINKLERED 2,743 SF 72 OCCUPANCY OCCUPANT LOAD: 60	1 STORY RESTAURANT BUILDING VS CONSTRUCTION, WITH SPRINKLERED 9,124 SF 42 OCCUPANCY OCCUPANT LOAD: 85
BUILDING 1	BUILDING 2						
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SHEET INDEX (TOTAL OF 11 SHEETS)

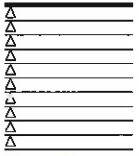
TL#	TITLE / SHEET	DISCIPLINE
00-01	CONCEPTUAL GRADING	CIVIL
01-02	TYP. CIVIL SECTION	
02-01	PIPE ACCESS PLAN	
SITE		
02-01	SITE PLAN	
ARCHITECTURAL		
TACO BELL		
A1-1	FLOOR PLAN	
A1-2	EXTERIOR ELEVATIONS	
A1-7	EXTERIOR ELEVATIONS	
JACK BY THE BOX		
A2-1	FLOOR PLAN	
A2-2	EXTERIOR ELEVATIONS	
A2-7	EXTERIOR ELEVATIONS	

LEGAL DESCRIPTION

PARCELS 16 THROUGH 18, INCLUSIVE OF PARCEL MAP NO. 201900001 FILE IN BOOK 176, PAGE 75 THROUGH 78 INCLUSIVE OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, IN THE CITY OF UNINCORPORATED, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

OWNERSHIP OF INSTRUMENTS OF SERVICE

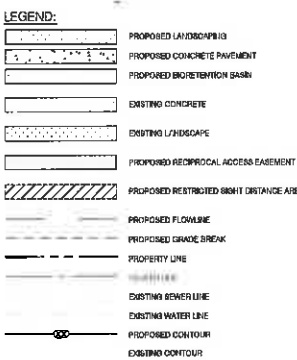
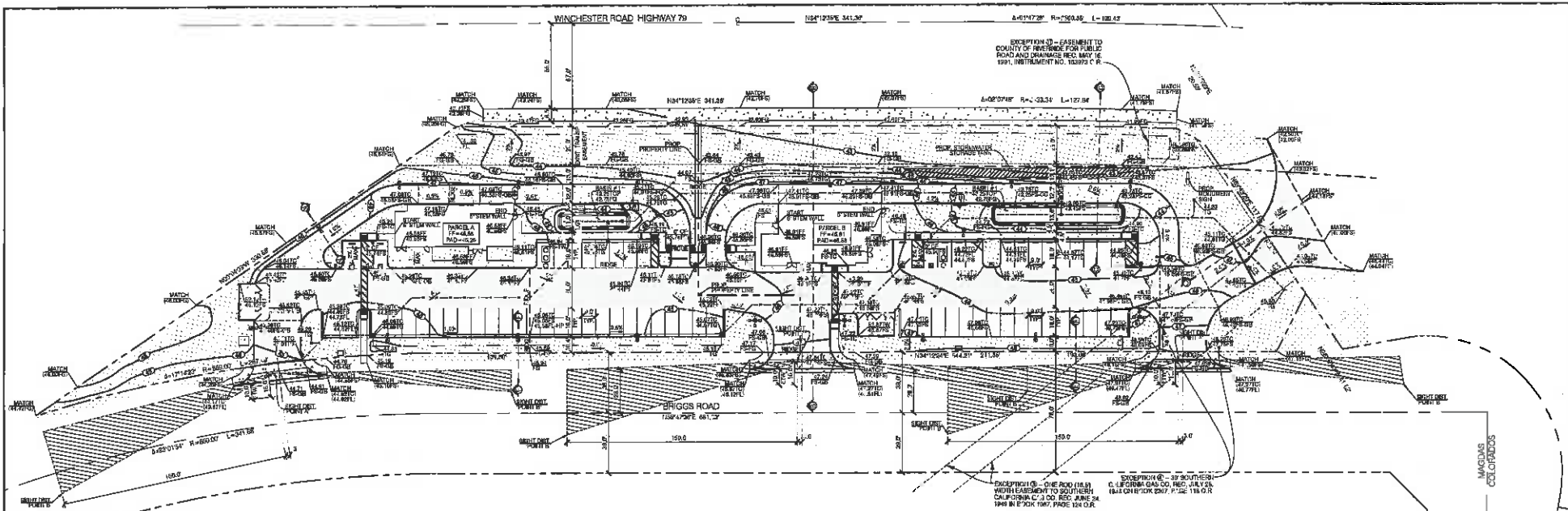
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FRENCH VALLEY
DEVELOPMENT
 HWY 78, WINCHESTER, CA
 APR: 963-070-952

TITLE
SHEET

TS1.0



- EXISTING EASEMENTS:**
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 24, 1963 IN BOOK 1907, PAGE 124 OF OFFICIAL RECORDS.
 - IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY
 - AS DESCRIBED THEREIN
 - DOCUMENTS DECLARING MODIFICATIONS THEREOF RECORDED MAY 16, 1961 AS INSTRUMENT NO. 158123 OF OFFICIAL RECORDS.
 - AFFECTS: PARCEL 18
 - AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 26, 1969 IN BOOK 2807, PAGE 114 OF OFFICIAL RECORDS.
 - IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY
 - AS DESCRIBED THEREIN
 - AFFECTS: THE EFFECT OF AN ENVIRONMENTAL CONSTRAINT NOTE AFFECTING SAID MAP ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY ENGINEER (IN E.C.S. BOOK 22 PAGES) 7A.
 - THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "TRAPROG" TOWNSHIP UTILIZATION MITIGATION SCHEDULE "C" AGREEMENT" RECORDED MAY 16, 1961 AS INSTRUMENT NO. 158022 OF OFFICIAL RECORDS.
 - THE EFFECT OF AN ENVIRONMENTAL CONSTRAINT NOTE AFFECTING SAID MAP ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY ENGINEER (IN E.C.S. BOOK 22 PAGES) 7A.
 - AN EASEMENT SHOWN ON INDICATED ON THE MAP AS REFERRED TO IN THE LEGAL DESCRIPTION FOR TRAPROG TOWNSHIP AND INCIDENTAL PURPOSES.
 - ADJUTANT RIGHTS OF EGRESS AND ENTRY TO OR FROM STATE HIGHWAY 78 - WINCHESTER ROAD HAVE BEEN DEDICATED OR RELINQUISHED ON THE FILED MAP.
 - ADJUTANT RIGHTS OF EGRESS AND ENTRY TO OR FROM BRIGGS ROAD HAVE BEEN DEDICATED OR RELINQUISHED ON THE FILED MAP.
 - AFFECTS: THE EFFECT OF AN ENVIRONMENTAL CONSTRAINT NOTE AFFECTING SAID MAP ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY ENGINEER (IN E.C.S. BOOK 22 PAGES) 7A.
 - THE TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "PARKING EASEMENT" RECORDED MAY 16, 1961 AS INSTRUMENT NO. 158023 OF OFFICIAL RECORDS.
 - AN EASEMENT FOR PUBLIC ROAD AND DRIVE, INCLUDING PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 14, 1991 AS INSTRUMENT NO. 421268 OF OFFICIAL RECORDS.
 - AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 26, 1968 AS INSTRUMENT NO. 61,680 OF OFFICIAL RECORDS.
 - IN FAVOR OF: THE COUNTY OF RIVERSIDE
 - AS DESCRIBED THEREIN
 - AFFECTS: PARCEL 12
 - AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 26, 1968 AS INSTRUMENT NO. 61,680 OF OFFICIAL RECORDS.
 - IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
 - AS DESCRIBED THEREIN
 - AFFECTS: PARCEL 16
 - A DOCUMENT ENTITLED "CERTIFICATE OF PARCEL NUMBER NO. 1819" RECORDED JULY 21, 2018 AS INSTRUMENT NO. 040864 OF OFFICIAL RECORDS.
 - WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
 - RIGHTS OF PARTNER IN PARTNERSHIP.

PROPOSED EARTHWORK

CUT: 3,987 C.Y.
 FILL: 249 C.Y.
 NET EXPORT: 3,738 C.Y.

OVER-EXCAVATION: 741 C.Y.

PROPOSED PAVEMENT

CONTRACT NO.	TYPE	THICKNESS	SPACING	SPACING	SPACING	SPACING	SPACING	SPACING	SPACING
High Performance Concrete	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")
Portland Cement Concrete	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")
Asphalt Concrete	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")	11.5" (4.9")

PRELIMINARY PAVEMENT DESIGN

An assumed traffic volume of 25 may be used for preliminary pavement design. Calculated in accordance with the rules of California design procedure (including design traffic volume of 25) using assumed traffic factors. Final pavement design shall be based on completed and verified of pavement design. All assumed, but equivalent pavement values and calculations shall have been provided within the approval of this report.

CAPITAL CONVEYANCE SYSTEM DESIGN

PARAMETERS	ADD TO PARALOG	ALL TO DRAINAGE	AS FRACTION OF TRUCKS
Design Flow (cfs)	1.0	2.0	0.5
Design Velocity (ft/s)	1.0	2.0	0.5
Design Slope (ft/ft)	1.0	2.0	0.5
Design Length (ft)	1.0	2.0	0.5

The following table includes the minimum recommended Portland cement concrete pavement design section calculated using the guidelines of the State of California design procedures.

PORTLAND CEMENT CONCRETE PAVEMENT DESIGN

Section	Thickness (ft)	Traffic Factor	Portland Cement (lb/cy)
Minimum Section (Subgrade)	8"	0.5	600
Minimum Section (Subgrade)	8"	0.5	600

PRELIMINARY SOILS RECOMMENDATIONS - FLATWORK/PAVEMENTS

PER CIVIL ENGINEER'S PRELIMINARY GEOTECHNICAL REPORT - PROJECT NO. 18748-10 DATED 07/27/18

PRELIMINARY SOILS RECOMMENDATIONS - OVER-EXCAVATION

PER CIVIL ENGINEER'S PRELIMINARY GEOTECHNICAL REPORT - PROJECT NO. 18748-10 DATED 07/27/18

SOIL PREPARATION

IN AREAS TO RECEIVE COMPACTED FILL, THE REMOVAL OF LOW DENSITY, COMPRESSIBLE SOILS, SUCH AS UNCONSOLIDATED ARTIFICIAL FILL, SHOULD CONTINUE UNTIL FIRM COMPACTED BEDROCK IS ENCOUNTERED. REMOVAL SHOULD BE PERFORMED BY THE PROJECT ENGINEER, GEOLOGIST OR THEIR REPRESENTATIVE. PRIOR TO PLACING COMPACTED FILL, THE EXPOSED BOTTOM SHOULD BE EXCAVED TO A DEPTH OF 6 INCHES OR MORE, WATERED OR WETTED AS NECESSARY TO ACHIEVE NEAR OPTIMUM MOISTURE CONTENT AND THEN COMPACTED BY ASTM D1557-12. A MINIMUM OF 90 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557-12.

REMOVAL GRADINGS SHOULD EXTEND HORIZONTALLY BEYOND THE PERIMETER OF THE PROPOSED STRUCTURES A DISTANCE EQUAL TO THE DEPTH OF COMPACTED FILL BELOW THE PROPOSED FOOTING OR A MINIMUM OF 6 FEET, WHICHEVER IS GREATER. THE ANTICIPATED REMOVAL DEPTHS ARE SHOWN ON PLANE 1-GEOTECHNICAL MAP. IN GENERAL, THE ANTICIPATED REMOVAL DEPTHS SHOULD VARY FROM 3 TO 3 FEET BELOW EXISTING GRADE.

LEGAL DESCRIPTION

PARCELS 14 THROUGH 18, INCLUDING OF PARCEL MAP A.D. 23199 ON FILE IN BOOK 170, PAGE 70 THROUGH 76 EXCLUSIVE, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY IN THE CITY OF UNINCORPORATED, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

FLOOD ZONE:

AS OF 08/22/2008 - MAP NO. 90665027100
 ZONE D - AREA OF UNDETERMINED FLOOD HAZARD

PROPOSED PARCELS:

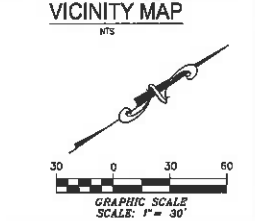
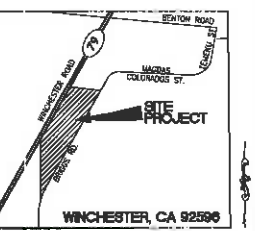
PARCEL A: 29,288 SF = 0.67 AC
 PARCEL B: 34,061 SF = 0.78 AC

OWNER:
 DWSD PROPERTY, L.L.C.
 41855 BY ST. SUITE 201
 MURRIETA, CA 92562
 PH: 951.828.8149

SITE ADDRESS:
 WINCHESTER ROAD EAST RD
 COUNTY OF RIVERSIDE (UNINCORPORATED)
 MURRIETA, CA 92562
 PH: 951.828.8149

CIVIL ENGINEER:
 COMMERCIAL DEVELOPMENT RESOURCES
 4121 WESTERN PLACE, SUITE 112
 NEWPORT BEACH, CA 92660
 CONTACT: ARON ALBERTSON, P.E.
 PH: 949.818.9977 EXT. 701

SURVEYOR:
 COMMERCIAL DEVELOPMENT RESOURCES
 4121 WESTERN PLACE, SUITE 112
 NEWPORT BEACH, CA 92660
 CONTACT: ARON ALBERTSON, P.E.
 PH: 949.818.9977 EXT. 701



DGAULT

CIVIL TOLL FREE: 1-800-422-4133
 AT LEAST 30 DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GENERAL NOTES:

- WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN OBTAINED.
- THE FORTNITE ENGINEER DRAWING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL OR BEING CONSTRUCTION, THE FORTNITE ENGINEER SHALL BE RESPONSIBLE FOR CORRECTING AN ACCEPTABLE SOLUTION AND SECURE THE PLANS FOR APPROVAL BY THE COUNTY.
- EXCEPT FOR THE REMAINING WALLS IN CONFORMANCE WITH THIS GRADING, ALL INFORMATION ASSOCIATED WITH THIS GRADING INCLUDING SETBACKS AND FINISH FLOOR ELEVATIONS IS FOR REFERENCE ONLY AND THE APPROVAL OF THIS GRADING PLAN DOES NOT INCLUDE ANY PROVISIONS ASSOCIATED WITH BUILDINGS PER CBC 1901.2.

NO.	DATE	REVISION	APPROVAL	DATE	COUNTY

SEAL - ENGINEER

ENGINEERING COMPANY

COMMERCIAL DEVELOPMENT RESOURCES

PREPARED BY: ARON ALBERTSON

R.C.E. NO. 55513

DATE: 01/29/2021

REVISIONS:

THE BENCHMARK FOR THIS SURVEY IS THE NAD 83 BENCHMARK 2117, A STAMMED BENCHMARK 250' ABOVE SEA LEVEL, LOCATED AT WINCHESTER ROAD AND BRIGGS ROAD. THE 100' BENCHMARK OF A POWER POLE IS A 100' HIGH PORT WOODEN WINDSHIELD. THE SURVEY IS SET IN THE TOP OF A SQUARE WINDSHIELD, 100' FROM THE GROUND. ELEVATIONS: 1321.71 FEET (MVD 85)

FRENCH VALLEY JACK IN THE BOX CONCEPTUAL GRADING

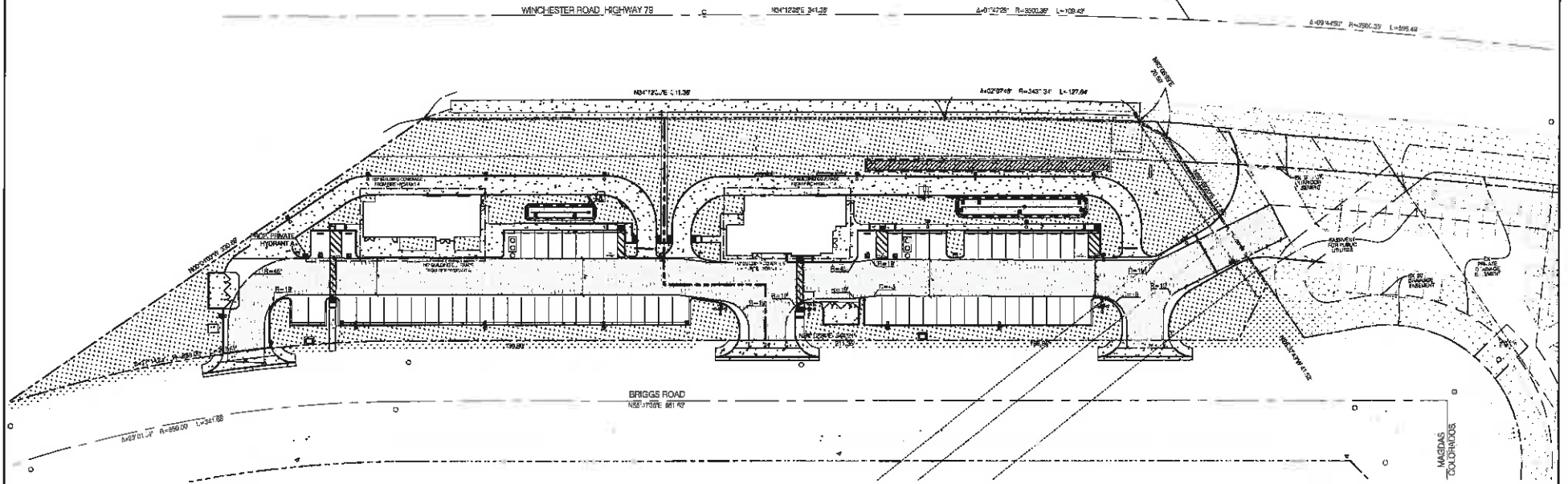
SHEET NO. CG-01

01 of 02 SHEETS

FLAT PLAN NO. _____ GRADING PERMIT NO. _____ BGP PERMIT NO. _____ COUNTY FILE NO. _____

FIRE ACCESS PLAN

WINCHESTER RD & BENTON RD
RIVERSIDE COUNTY, CA



KEY NOTES:

- IT IS THE RESPONSIBILITY OF THE CONSULTANTS AND CONTRACTORS TO INDEPENDENTLY VERIFY THE EXISTING UTILITIES, SIZE AND FLOW CONDITIONS AND DESIGN THE WORKING GAUGES SYSTEM TO MEET THE SITE SPECIFIC REQUIREMENTS. FIRE FLUID AND PRESSURE TEST RESULTS ARE VALID ONLY WHEN TESTED BY THE APPROPRIATE FIRE AUTHORIZED PERSON.
- ALL NEW JOINT TRENCH WITH ELEC/DUCT/LOT PERMITTED.
- ALL CODE REQUIREMENTS FOR INSTALLATION OF UNDERGROUND FIRE MAIN PRIVATE SYSTEM ARE APPLIED TO THIS PROJECT.
- IF PRESENT, THE KEY SWITCH (RACK TYPE) SHALL BE MOUNTED ON A POST ACCESSIBLE FROM THE DRIVERS SIDE OF THE VEHICLE. IT SHALL BE BETWEEN 60" TO 66" AND 80" TO 84" IN HEIGHT. THE SWITCH SHALL BE NOT MORE THAN 10' FROM THE GATE EDGE.
- IF PRESENT, EXISTING EXTERIOR SECURITY GATES SHALL BE PROVIDED WITH AN APPROVED EXTERIOR SWITCH. SWITCH TYPE MUST BE CAPABLE OF CARRYING THE ELECTRIC LOAD UNDER AN EMERGENCY AND SHALL BE LAYED IN ACCORDANCE WITH ALL USE.
- GATES PROVIDED FOR UTILITY OPERATIONS SHALL BE WITH 6" OR 8" ALUMINUM FIRE CODE DESIGN (AIA II).
- FOR PV AUTO CHECK-VALVE ASSEMBLY SHALL HAVE THROTTLING PROTECTION.

ABBREVIATIONS:

00000	EXISTING ELEVATION
APN	ASSESSORS PARCEL NUMBER
BS	BACK OF WALK
CF	CURB FACE
CL	CENTERLINE
ELEV	ELEVATION
ELEC	ELECTRICAL
EFPB	ELECTRIC PULL BOX
EXT	EXISTING
FB	FIREBOX
FF	FIRE FLOOR
FL	FLOW LINE
FS	FIRE SURFACE
FSB	FIRE SURFACE
GR	GRADE SPRE. K
MA	MANHOLE
MH	MANHOLE
MND	MUNICIPAL WATER DISTRICT
OC	ON CENTER
ODS	ORANGE OIL SANITATION
TD	TOP OF CURB
TO	TOP OF BRATE
TYP	TYPICAL
VSP	VERIFIED GLAY PIPE
VI	VALVE
WM	WATER METER

SITE ADDRESS

WINCHESTER RD & BENTON RD
COUNTY OF RIVERSIDE (UNINCORPORATED)
APN: 448-000-020

ARCHITECT
MARKS ARCHITECTS
2944 4TH AVE
SAN DIEGO, CA 92103
CONTACT: GABRIELA MARKS
PH: 619.722.8444
PH: 619.310.0149

OWNER
DMND PROPERTY, L.L.C.
4180 HWY 97, SUITE 204
MARIETTA, GA 30068
PH: 770.476.0149

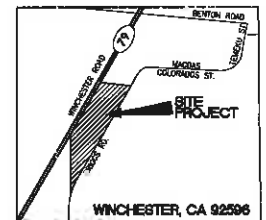
CIVIL ENGINEER
COMMERCIAL DEVELOPMENT RESOURCES
4101 WESTBERRY PLACE, SUITE 112
NEWPORT BEACH, CA 92660
PH: 949.610.9697 EXT. 701

SURVEYOR

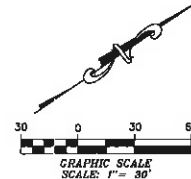
COMMERCIAL DEVELOPMENT RESOURCES
4101 WESTBERRY PLACE, SUITE 112
NEWPORT BEACH, CA 92660
PH: 949.610.9697 EXT. 701

LEGEND

[Symbol]	CONCRETE
[Symbol]	LANDSCAPE
[Symbol]	PROPERTY LINE
[Symbol]	CENTERLINE
[Symbol]	FIRE TRUCK LANE
[Symbol]	RED CURB - FIRE LANE NO PARKING
[Symbol]	PROPOSED FIRE HYDRANT
[Symbol]	EXISTING PUBLIC UTILITIES
[Symbol]	FIRE HOSE PULL ROUTE
[Symbol]	PROPOSED FIRE WATER LINE



VICINITY MAP
NTS



DIAL TOLL FREE
1-800-422-4133

AT LEAST TWO DAYS
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GENERAL NOTES:

- WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
- THE PRIME ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN. IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL, OR DURING CONSTRUCTION, THE PRIME ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISIONS TO THE PLANS FOR APPROVAL BY THE COUNTY.
- EXCEPT FOR THE RETAINING WALLS IN CONNECTION WITH THIS GRADING, ALL INFORMATION ASSOCIATED WITH BUILDINGS INCLUDING SETBACKS AND FINISH FLOOR ELEVATIONS IS THE RESPONSIBILITY OF THE ARCHITECT. THIS GRADING PLAN DOES NOT INCLUDE ANY PROVISIONS ASSOCIATED WITH BUILDING PERMITS 102.2.

APPROVAL	DATE	REVISION	APPROVAL	DATE	REVISION



SEAL-ENGINEER

ENGINEERING COMPANY

CDR Commercial Resources

4101 Westberry Place, Suite 112
Newport Beach, CA 92660
Tel: 949.610.9697

PREPARED BY:
JASON M. ALBRITTON

R.C.E. NO. 85513
DATE: 01/29/2021

BENCHMARK: THE BENCHMARK FOR THIS SURVEY IS THE ACME BENCHMARK REMARK: 72 3117.4 CONCRETE BENCHMARK DISC MARKED 72 3117 FEET. LOCATED AT BENTON ROAD AND BRIDGE ROAD. BE A JUNCTION BOX AND 0.4 FEET SOUTH OF A 4 FEET BY 4 FOOT CONCRETE UTILITY BOX. THIS BENCHMARK IS SET IN THE TOP OF A CONCRETE MONUMENT, FLUSH WITH THE GROUND. ELEVATION=132.71 FEET (MVD 85)	PLAT PLAN NO.	DRAWING PERMIT NO.	SDP PERMIT NO.	COUNTY FILE NO.
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**FRENCH VALLEY
JACK IN THE BOX**

FIRE ACCESS PLAN

SHEET NO.
FM-01

01 OF 01 SHEET

2025 RELEASE UNDER E.O. 14176
 PROJECT: FRENCH VALLEY JACK IN THE BOX - FIRE ACCESS PLAN



marks
architects

interior design
exterior design
retail design
space planning
interior planning
food service design
camp

3423 South Ave.
San Diego, CA 92108
619-708-9400



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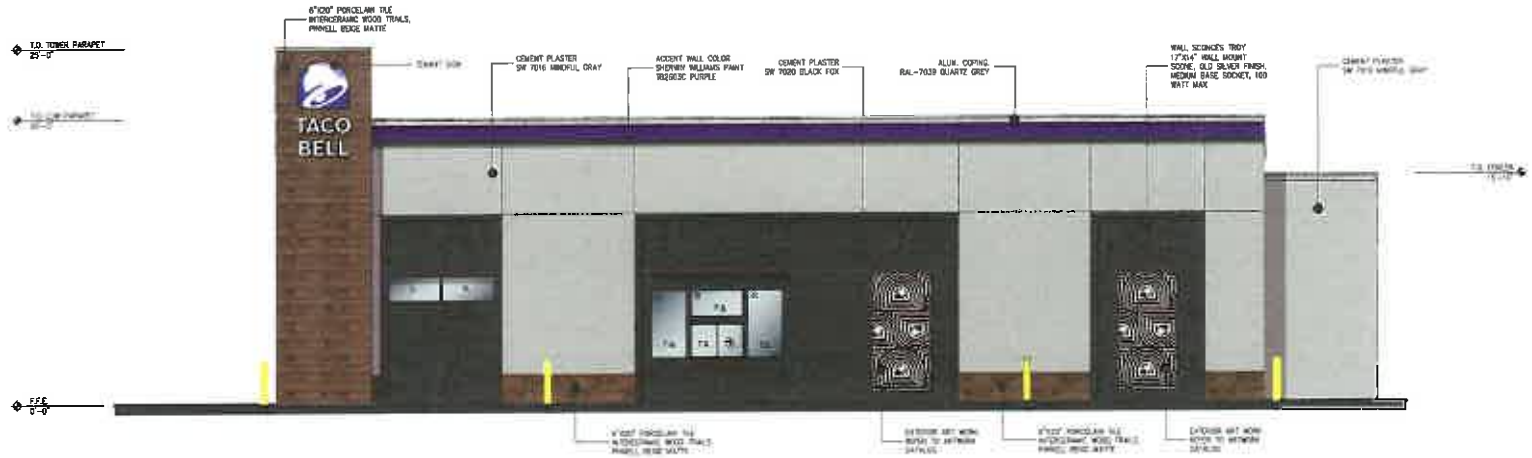
FRENCH VALLEY
DEVELOPMENT

HWY 78, WINGFIELD, CA
APR. 963-070-052



AS NOTED

TACO BELL
EXTERIOR
ELEVATIONS
A1.3



WEST ELEVATION

SCALE: 1/4"=1'-0" ①



NORTH ELEVATION

SCALE: 1/4"=1'-0" ②



exterior
 interior design
 retail
 restaurants
 space planning
 tenant planning
 land-consultant
 camp

3648 Peach Ave.
 San Diego, CA 92108
 619-700-9900



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 AND BE INTENDED FOR THE PROJECT
 SPECIFIC PROJECT ONLY.

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 FRENCH VALLEY
 DEVELOPMENT
 1801 78, WINCHESTER, CA
 APR. 2020-2022

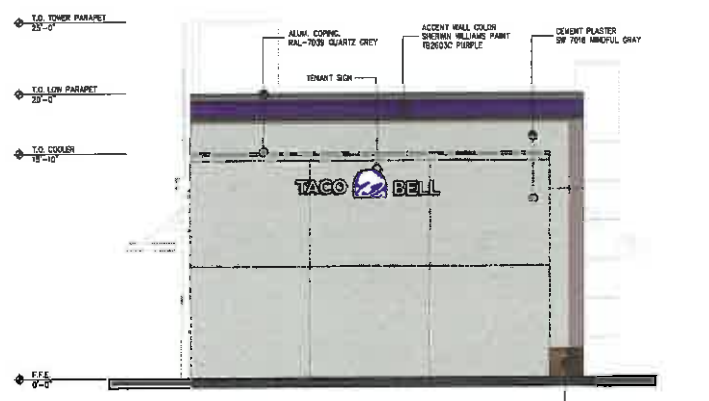


AS NOTED
TACO BELL
 EXTERIOR
 ELEVATIONS
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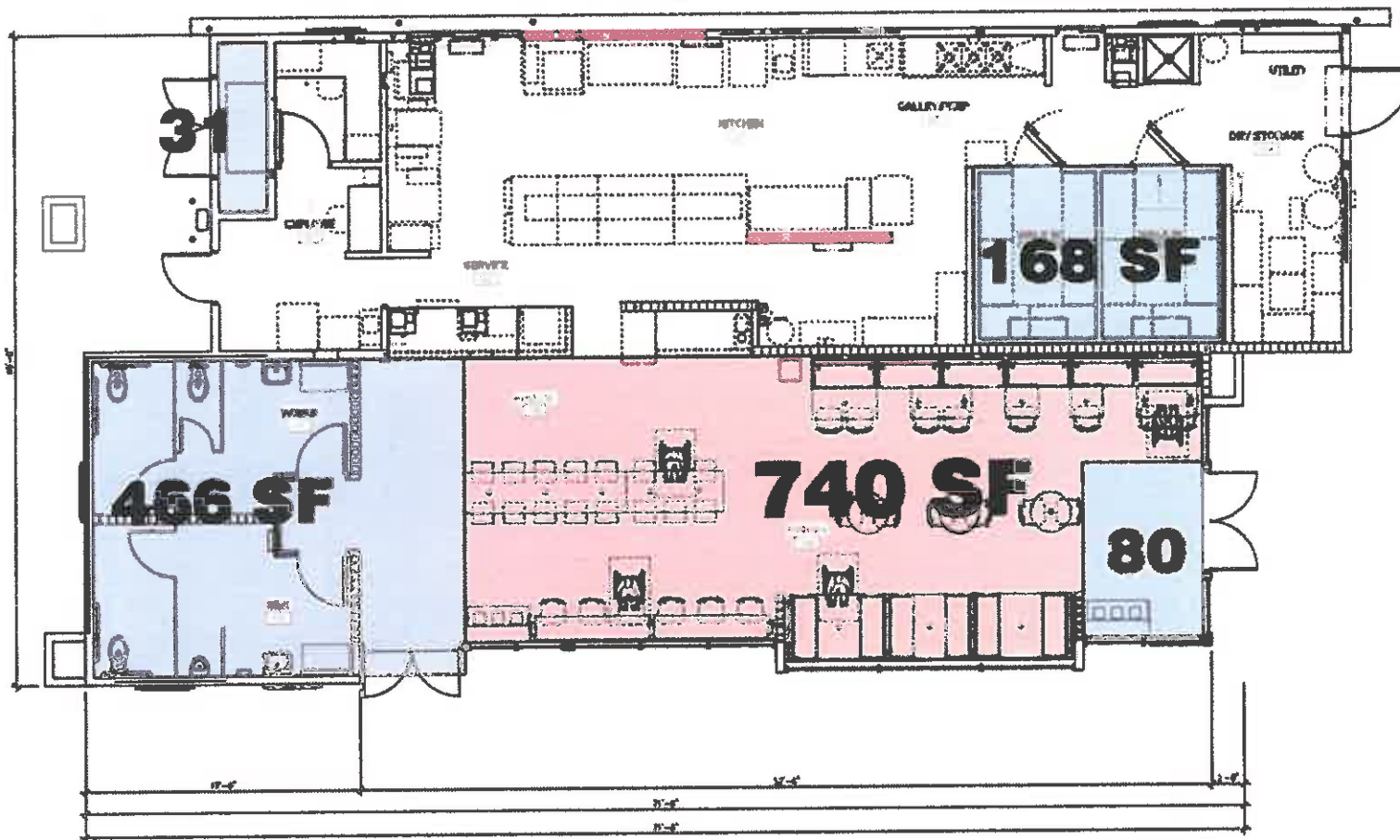
EAST ELEVATION

SCALE: 1/4"=1'-0" ①



SOUTH ELEVATION

SCALE: 1/4"=1'-0" ②



740 SF / 15 =

49.3 OCC

168+310+80+31 = 745 sf

= 0 OCC

1,258 SF / 200 =

6.29 OCC

55.59 OCCUPANTS



architecture
interior design
retail
restaurants
space planning
master planning
land occupied
camp

3643 fourth ave
san diego ca 92108
619-708-9448



1. marks ahp 0616 2020
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FRENCH VALLEY
DEVELOPMENT

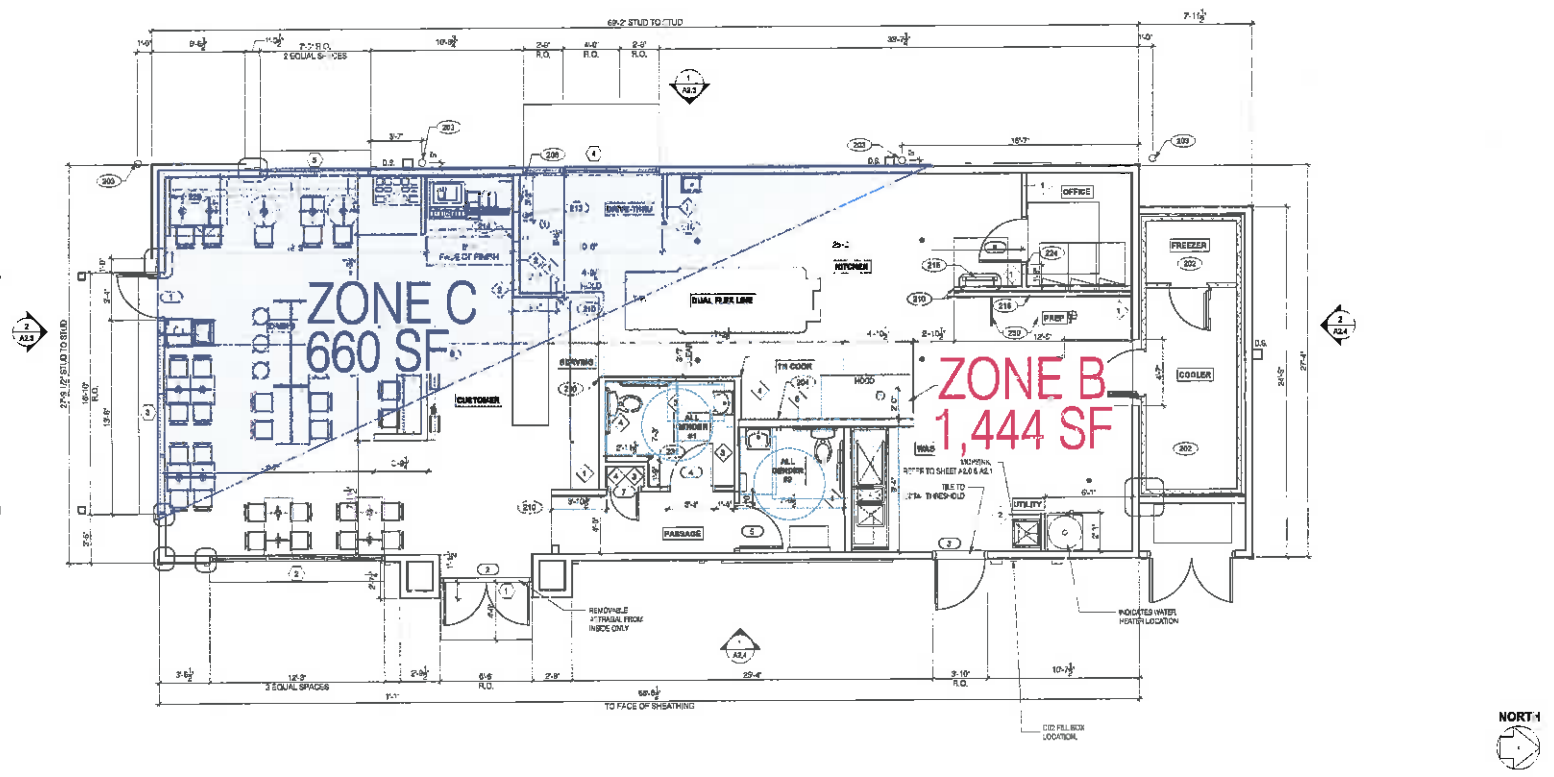
11' x 14'



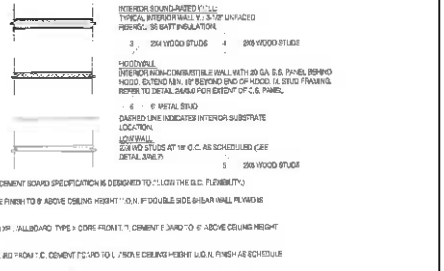
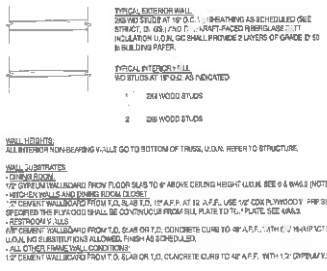
11' x 14'

FLOOR PLAN

A1.1



FLOOR PLAN 110-140' A



WALL LEGEND N.T.S. D

DIMENSIONS
A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE. REFER TO FINISH PLAN FOR FACE OF CONG. DIMENSIONS.
B. DIMENSIONS NOTED AS 'GLASS' OR 'NOSE' ARE UNREQUIRED. NET CLEARANCE FROM FACE OF WALL TO 'NOSE' OF FRAME, 1/2\"/>

WIND / DOOR / WINDOWS
A. SEE SCHEDULE FOR WINDOW TYPES AND DOOR CHECKS.
B. ALL DOORS AND WINDOW OPENING DIMENSIONS ARE TO ROUGH OPENING.
C. PROVIDE 1/2\"/>

FINISH SUBSTRATE
A. PROVIDE 1/2\"/>

DOORS
A. 1\"/>

DETAILS
A. PROVIDE THREE FIVE EXTRUSIONS: 1) 1/2\"/>

FLOOR PLAN NOTES N.T.S. C

202 NO FIBERBOARD INSULATION COOLER/PREFRIGER.
203 FIBERBOARD, SEE DETAIL.
204 HOOD F/SL, SEE MPILL LEGEND.
205 KEEP CLEAR FOR UTILITIES & SHIP LINES.
206 1\"/>

213 STRIP LINE CHASE - 304.
214 1\"/>

216 ADD SECOND 2X4 WALL CLG. IN BOTH SIDES.
218 COVERED OPENING NOT TO DETAIL.
219 FINISH DETAIL AS INDICATED AT 2X4 WOOD STUDS AT 16\"/>

226 1\"/>

227 FINISH DETAIL AS INDICATED AT 2X4 WOOD STUDS AT 16\"/>

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KEY NOTES N.T.S. B

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

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

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

The Riverside County Planning Department should be contacted on non-ALUC issues. For more information please contact Riverside County Planner Mr. Manuel Baeza at (951) 955-9294.

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

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

DATE OF HEARING: April 8, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1108FV21 – David Beshay (Representative: Marks Architects, Gabriela Marks) – County of Riverside Case No. PPT210004 (Plot Plan), TPM37990 (Tentative Parcel Map). A proposal to construct two separate restaurant buildings totaling 4,847 square feet with drive thrus on 3.68 acres located easterly of Winchester Road, southerly of Benton Road, westerly of Briggs Road, and northerly of Auld Road. The applicant also proposes to divide the site into two commercial parcels (Airport Compatibility Zones B1 and C of the French Valley Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1108 FV21 DATE SUBMITTED: 2-18-21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	David Beshay	Phone Number	(951)816-0189
Mailing Address	41856 Ivy st. #201 Murrieta, CA 92562	Email	dbeshay@beshayenterprises.com
Representative	Marks Architects / Gabriela Marks	Phone Number	(619)702-9448
Mailing Address	2643 4th Ave. San Diego, CA 92103	Email	gabriela@marksarchitects.com alan@marksarchitects.com
Property Owner	DMSD Property LLC	Phone Number	(951)816-0189
Mailing Address	41856 Ivy. st. #201 Murrieta, CA 92562	Email	dbeshay@beshayenterprises.com

F.V.
BI

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	(951)955-9294
Staff Contact	Manny Baeza / Planning Department	Email	mbaeza@rivco.org
Mailing Address	4080 Lemon Street 12th Floor, Riverside, CA 92501	Case Type	Plot Plan
Local Agency Project No		<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input 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	36615 Briggs Rd	Gross Parcel Size	3.67 Acres
Assessor's Parcel No.	963-070-052	Nearest Airport and distance from Airport	1.1 miles
Subdivision Name			
Lot Number			

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Land is undeveloped

Proposed Land Use (describe)	Commercial, (2) Drive thru restaurants, Jack in the Box (2,743 sf) and Taco Bell (2,104 sf)		
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	6:00 am to 1:00 am	
	Number of People on Site	Maximum Number	
	Method of Calculation	see calculations on site plan enclosed, sheet S0.1	
Height Data	Site Elevation (above mean sea level)	1,346.5	ft.
	Height of buildings or structures (from the ground)	25	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	N/A	

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

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

AGENDA ITEM: 3.4

HEARING DATE: April 8, 2021

CASE NUMBER: ZAP1454MA21 – LDC Industrial Realty LLC
(Representative: HPA, LLC)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN20-0160 (General Plan Amendment), PEN20-0161
(Change of Zone), PEN20-0162 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C1

Noise Levels: 60 – 65 CNEL contour

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to construct a 164,489 square foot warehouse building with mezzanines on 8.06 acres. The applicant also proposes amending the site’s General Plan land use designation from Residential: Max 30 du/ac (R30) to Business Park/Light Industrial (BP), and changing the site’s zoning from Residential: Max 30 du/ac (R30) to Light Industrial (LI).

PROJECT LOCATION: The site is located on the northeast corner of Day Street and Alessandro Boulevard within the jurisdiction of the City of Moreno Valley, approximately 7,740 feet north of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

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

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

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

The project proposes to construct a 164,489 square foot warehouse building, which includes 154,489 square feet of first floor warehouse area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area, accommodating a total occupancy of 359 people, resulting in an average intensity of 45 people per acre, which is consistent with the Compatibility Zone C1 criterion of 100. (The occupancy was determined by applying the warehouse ratio of 1 person per 500 square feet. Any change in the future to a higher intense use like manufacturing or office would require subsequent ALUC review).

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces provided (158 standard vehicles, 28 truck trailer) the total occupancy would be estimated at 265 people for an average intensity of 33 people per acre, which is consistent with the Compatibility Zone C1 criterion of 100.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 38,560 square feet of first floor warehouse 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 127 people, which is consistent with the Compatibility Zone C1 single acre criterion of 250.

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

Noise: The site is located within the 60-65 CNEL contour range from aircraft noise. Warehouse uses are identified as normally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed office areas within the building to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 7,740 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,612 feet AMSL. The site's elevation is 1,560 feet AMSL, and the proposed maximum building height is 44 feet, resulting in a top point elevation of 1,604 feet AMSL.

Therefore, review by the FAA OES is not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The nearest portion of the project is located 7,740 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioretention basins, which are to be avoided in Zone C1 due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

General Plan Amendment/Change of Zone: The applicant proposes to amend the site’s General Plan land use designation from Residential: Max 30 du/ac (R30) to Business Park/Light Industrial (BP), and changing the site’s zoning from Residential: Max 30 du/ac (R30) to Light Industrial (LI). The proposed amendments would be as, or more, consistent with the Compatibility Plan as long as the underlying development’s intensity is consistent with the compatibility criteria.

CONDITIONS:

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

- (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters)
 - (f) Highly noise sensitive outdoor nonresidential uses.
 - (g) Other Hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
4. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater

basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. Noise attenuation measures shall be incorporated into the design of the office areas within the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. The project has been evaluated for 164,489 square foot warehouse building, which includes 154,489 square feet of first floor warehouse area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

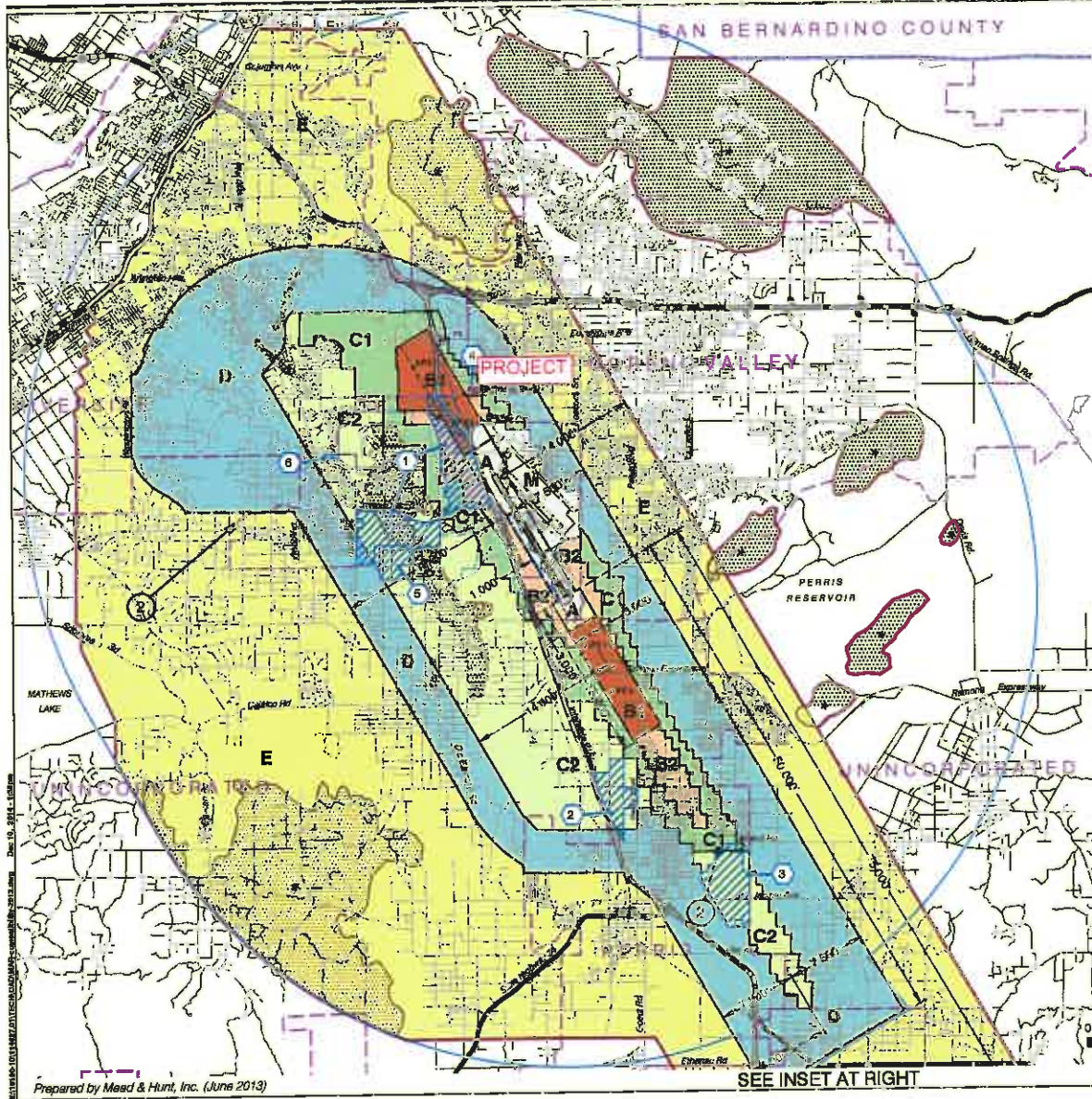
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

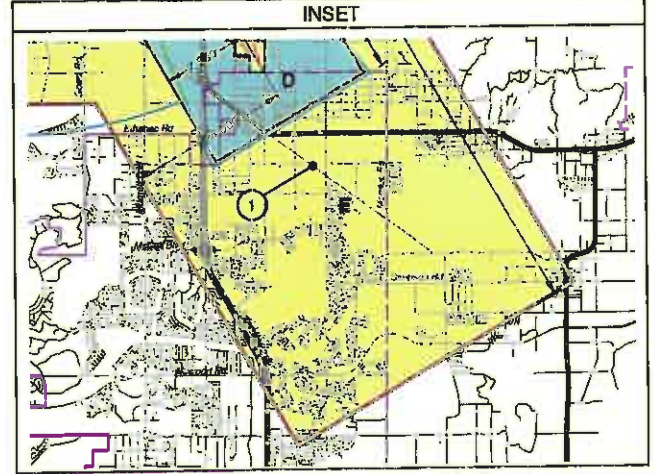
Compatibility Zones

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

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
 - ① 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 II S approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



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

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



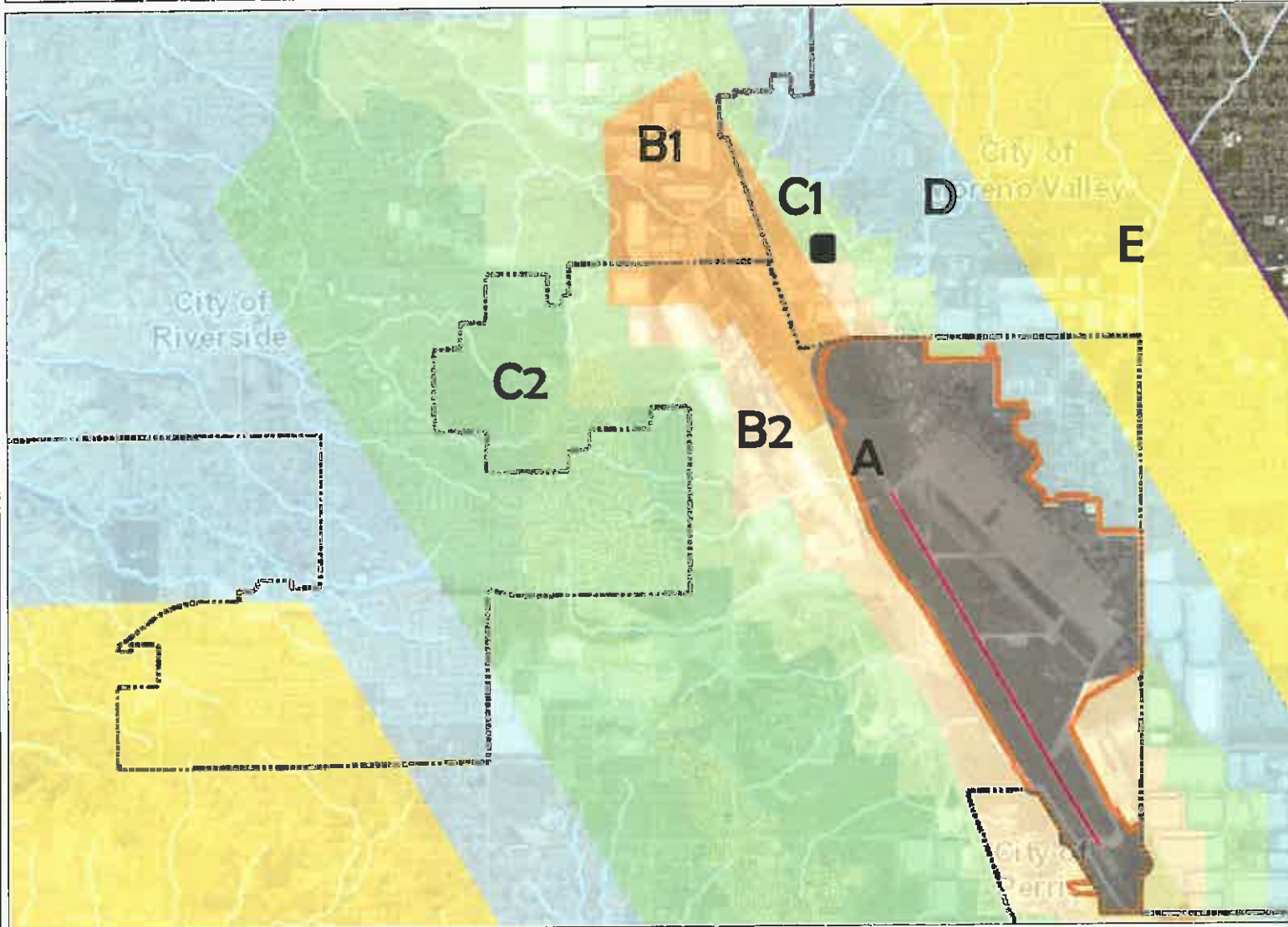
Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

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-FXC6



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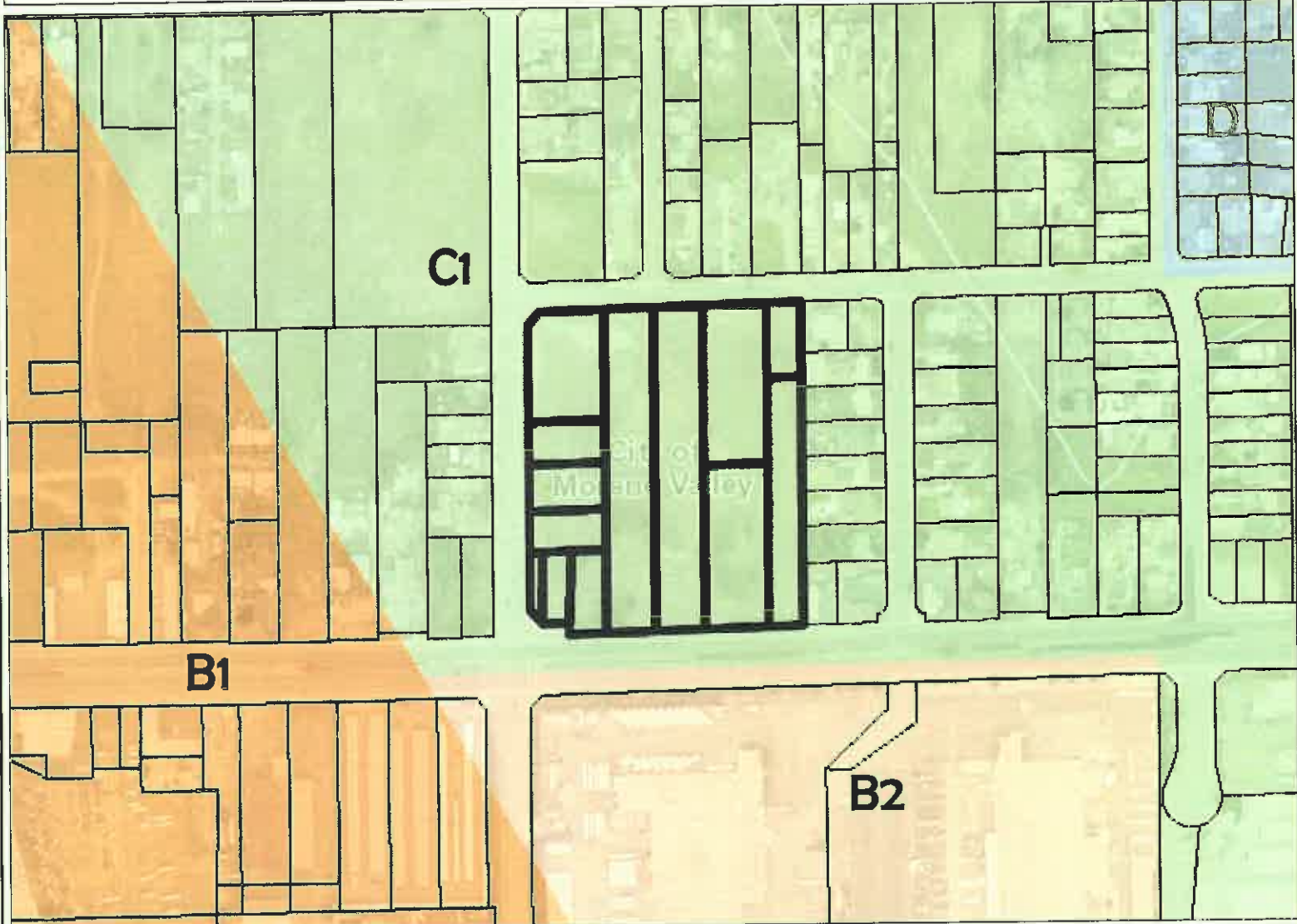


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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Notes

Map My County Map



Legend

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

Notes



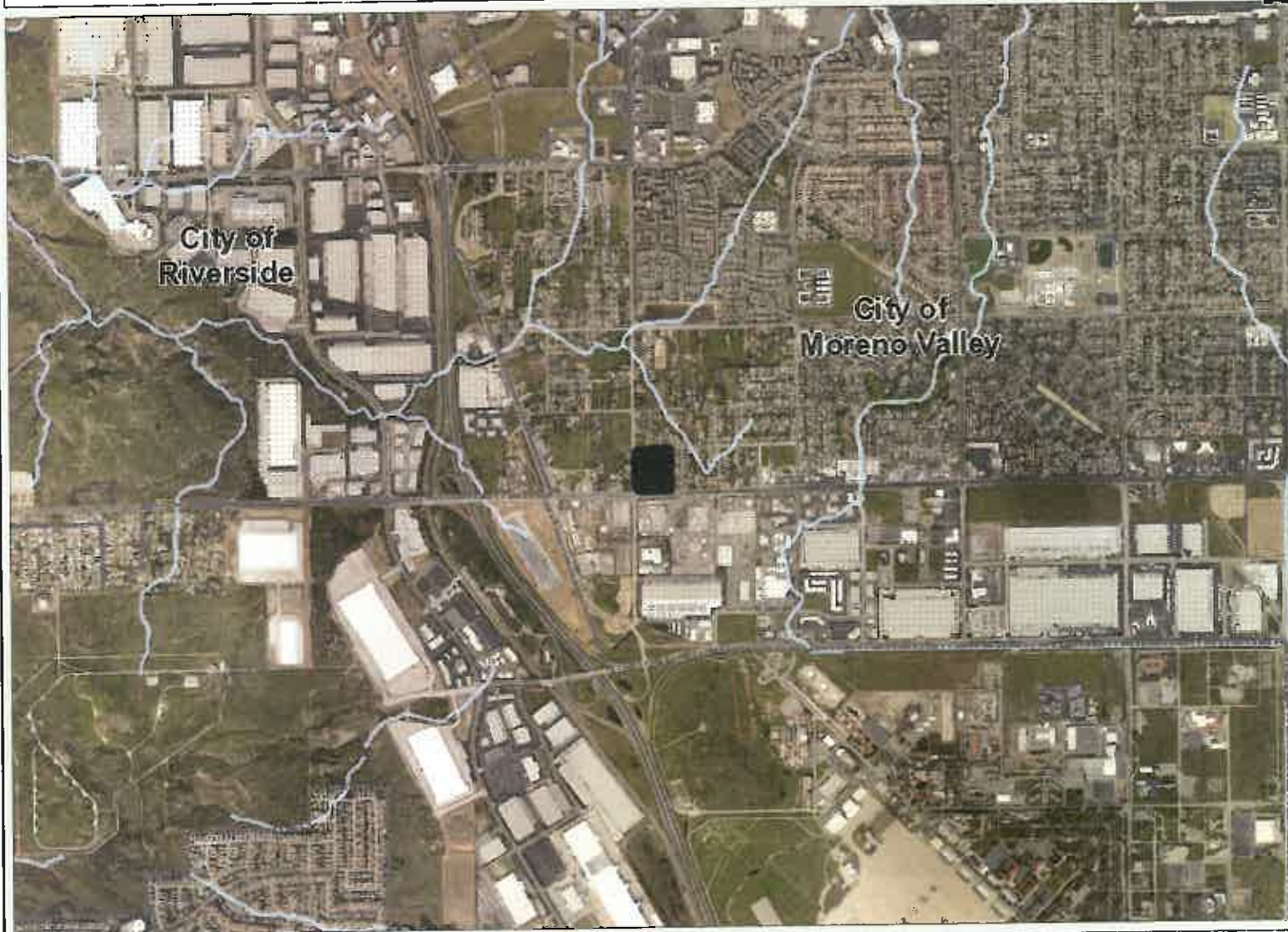
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0 376 752 Feet

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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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0 3,000 6,019 Feet

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Notes

Map My County Map



Legend

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

Notes

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0 752 1,505 Feet





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Map My County Map



Legend

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



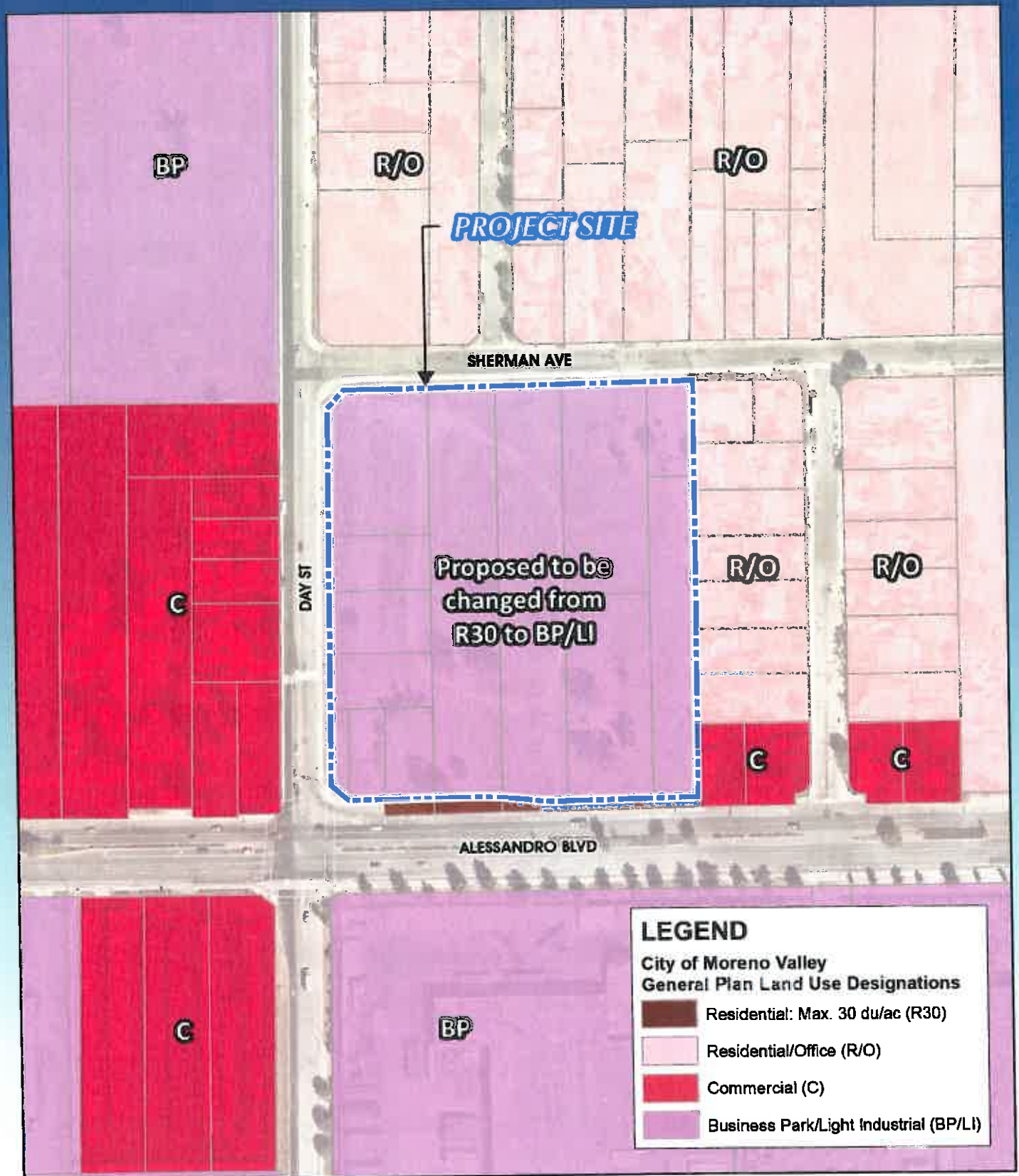
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes



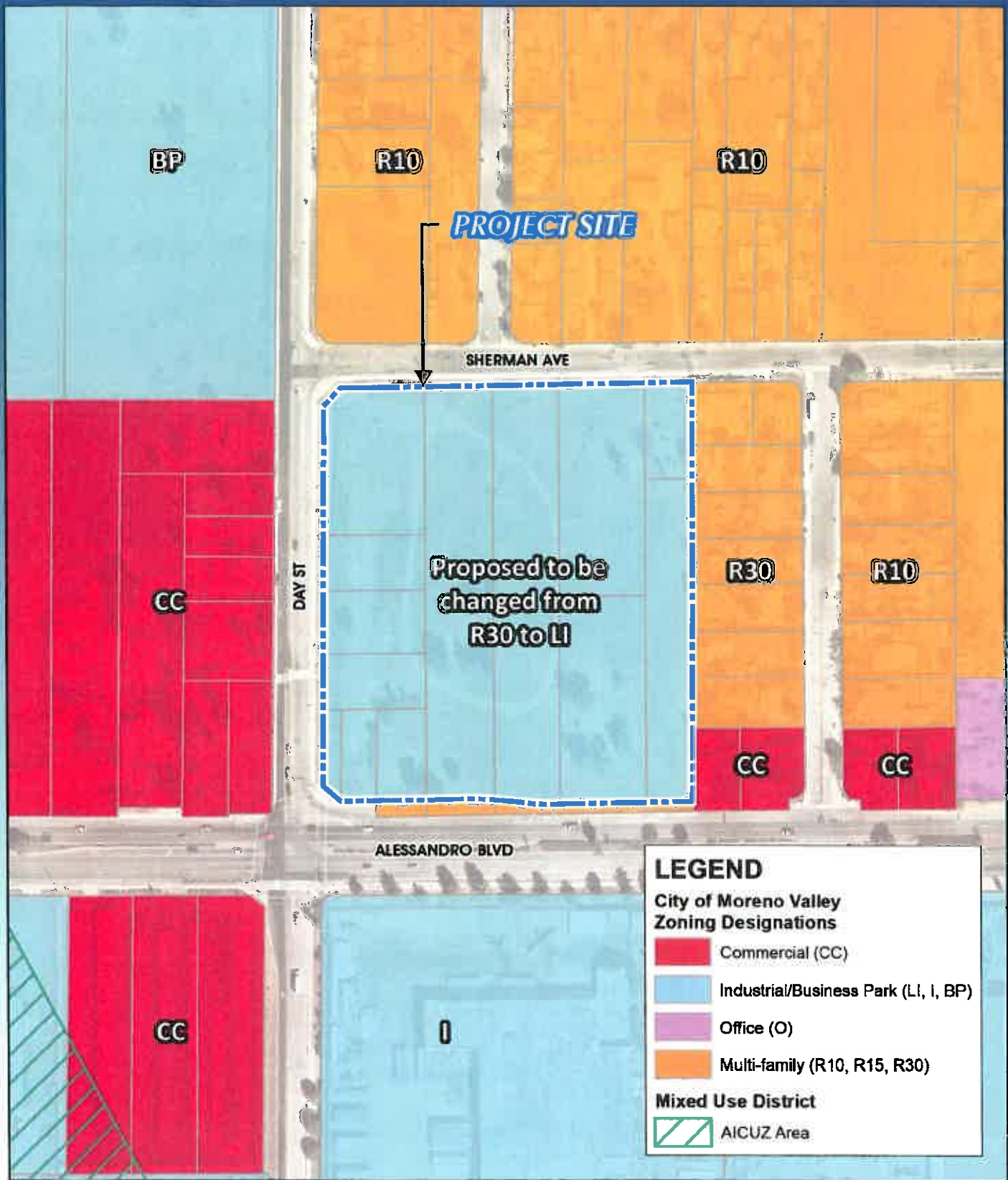
Sources: City of Moreno Valley (2020), ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Moreno Valley Business Center

General Plan Amendment (PEN20-0160)

Date: January 2021





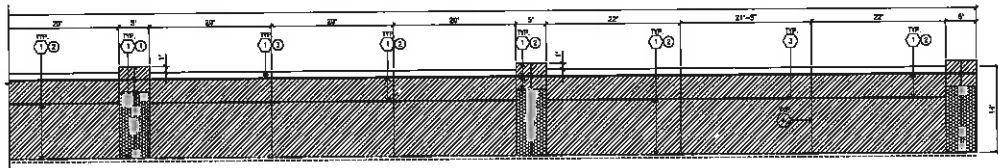
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Moreno Valley Business Center

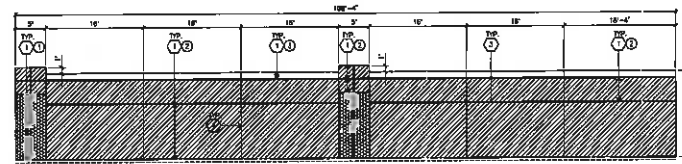
Change of Zone (PEN20-0161)

Date: January 2021

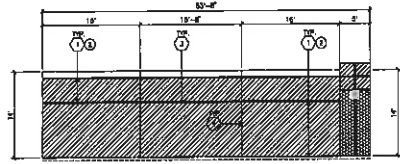




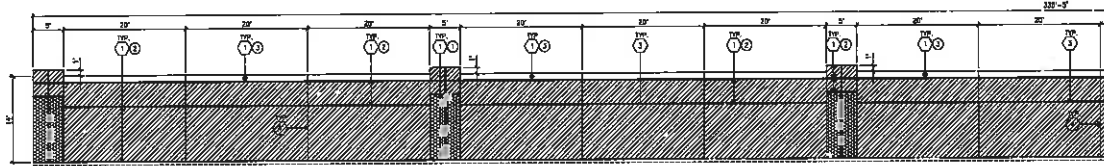
SCREENWALL ELEVATION B
SCALE: 1/8" = 1'-0"



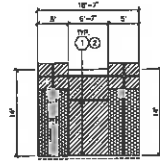
SCREENWALL ELEVATION A
SCALE: 1/8" = 1'-0"



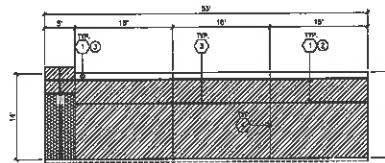
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SCALE: 1/8" = 1'-0"



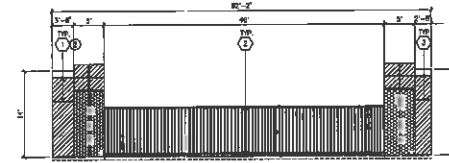
SCREENWALL ELEVATION C
SCALE: 1/8" = 1'-0"



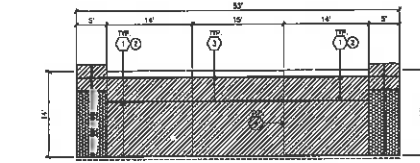
SCREENWALL ELEVATION J
SCALE: 1/8" = 1'-0"



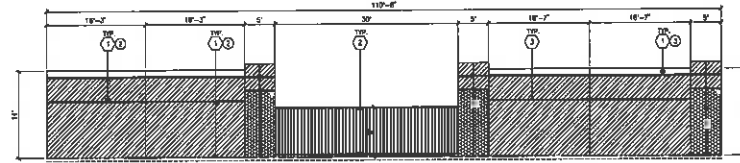
SCREENWALL ELEVATION F
SCALE: 1/8" = 1'-0"



SCREENWALL ELEVATION E
SCALE: 1/8" = 1'-0"

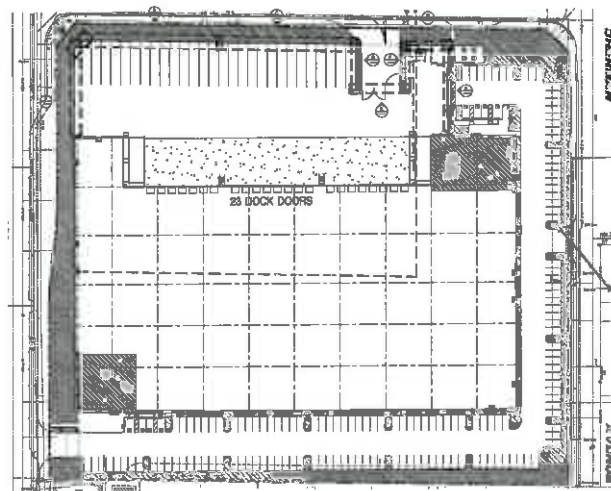


SCREENWALL ELEVATION G
SCALE: 1/8" = 1'-0"



SCREENWALL ELEVATION H
SCALE: 1/8" = 1'-0"

KEY PLAN



KEY NOTES

- 1) CONCRETE TILT-UP SCREEN WALL HEIGHT AS SHOWN ON ELEVATION. PAINTED BOTH SIDES, TYPICAL SEE "E" NOTES FOR FINISHES.
- 2) 1/2" HIGH METAL SLUING GATES WITH 2"x4" PERIMETER FRAME AND HORIZONTAL SUPPORTS PROVIDE 1" SEAMER VERTICAL MOVEMENT AT 4' O.C. TYPICAL. SEE DETAIL 12/A&L2.
- 3) PANEL PANEL, PAINTED TO MATCH BUILDING.
- 4) PANEL JOINT, SEE "F" DRAWING, SEE 4/A&L3.

GENERAL NOTES - ELEVATIONS

- A. CONTRACTOR TO VERIFY ALL GRADES BY "E" ELEVATION "C" PLAN & VERIFY SITE CONDITIONS VERIFY ALL TOP OF WALL HEIGHTS (ELEVATIONS) & FINISH SURFACE GRADES.
- B. PROVIDE 2" DIA. PIVOT WHEELS IN 8" O.C. IN SCREEN WALLS IN GRADE. GRADE LEVEL ON TRUCK TRAIL SIDE.
- C. CONTRACTOR TO PROVIDE WATER-PROOFING MEMBRANE TO SCREEN WALL AT ALL RETAINING/SEAMING CONDITIONS. PROVIDE WATERPROOFING & MEMBRANE OF WALL FROM CONTRACTOR TO SUBMIT ARCHITECTURAL SPECIFICATIONS TO ARCHITECT PRIOR TO INSTALLATION.
- D. SCREEN WALLS TO BE SUBMITTED UNDER SEPARATE PERMIT FROM BUILDING DEPARTMENT FOR QUALITY EXAMINATION.
- E. GATE MANUFACTURER TO PROVIDE DETAILING OF GATES TO WITHSTAND 120 MPH WINDS, EXPOSURE "C" AND VERIFY ALL DIMENSIONS, DETAILS AND SITE CONDITIONS BY CONTRACTOR.
- F. ALL GATES TO BE WALL MOUNTED. SUB-CONTRACTOR TO SUBMIT SHOP DRAWINGS TO ARCHITECT PRIOR TO INSTALLATION.
- G. CONTRACTOR TO VERIFY ALL CIVIL AND STRUCTURAL DRAWINGS FOR SCREEN-WALL HEIGHT. CONTRACTOR TO PROVIDE A MIN. OF 14'-0" HIGH SCREEN-WALL FROM FINISH GRADE @ STREET SIDE. CONTRACTOR TO ADJUST SCREEN-WALL HEIGHT AND FOOTING IN THE FIELD.

COLOR LEGEND

EXTERIOR CONCRETE WALLS TO HAVE ONE COAT OF PRIMER AND ONE FINISH COAT OF PAINT

1/2" HIGH METAL SLUING GATES	1/2" DIA. PIVOT WHEELS	2" DIA. PIVOT WHEELS

HPA
ARCHITECTS

HPA, Inc.
18821 Bardoni Street - #24 #120
Irvine, CA 92612
Tel: 949-452-1770
Fax: 949-452-0351
Email: hpa@hpaarch.com

Owner:
LDC INDUSTRIAL REALTY, LLC

555 N. EL CAMINO REAL #6156
SAN CLEMENTE, CA 92672

Project:
Alessandro Blvd & Day St

1000
Merano Valley, CA 92668

Consultants:

.....

Title: SCREENWALL ELEVATION

Project Number: 18142
Drawn by: SLM
Date: 01/07/21
Revised:

Sheet:
DAB-A1.2



HPA, Inc.
 19531 Gardener Avenue, Ste. #100
 Irvine, CA 92612
 Tel: 949-953-1770
 Fax: 949-953-0851
 Email: hpa@pacnet.com

Owner:

LDC INDUSTRIAL REALTY, LLC

605 N. EL CAMINO REAL #4456
 SAN CLEMENTE, CA 92672

Project:

Alessandro Blvd
 & Day St

2000
 Moreno Valley, CA 92553

Consultants:

Title: OVERALL FLOOR PLAN

Project Number: 15142
 Drawn by: SLM
 Date: 04/20/21
 Revision:

Sheet:

DAB-A2.1



BUILDING AREA
 164,489 S.F.

28 DOCK DOORS

POTENTIAL OFFICE

POTENTIAL OFFICE

OVERALL FLOOR PLAN
 SCALE: 1" = 20'-0"

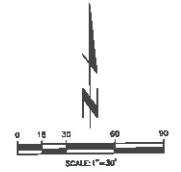
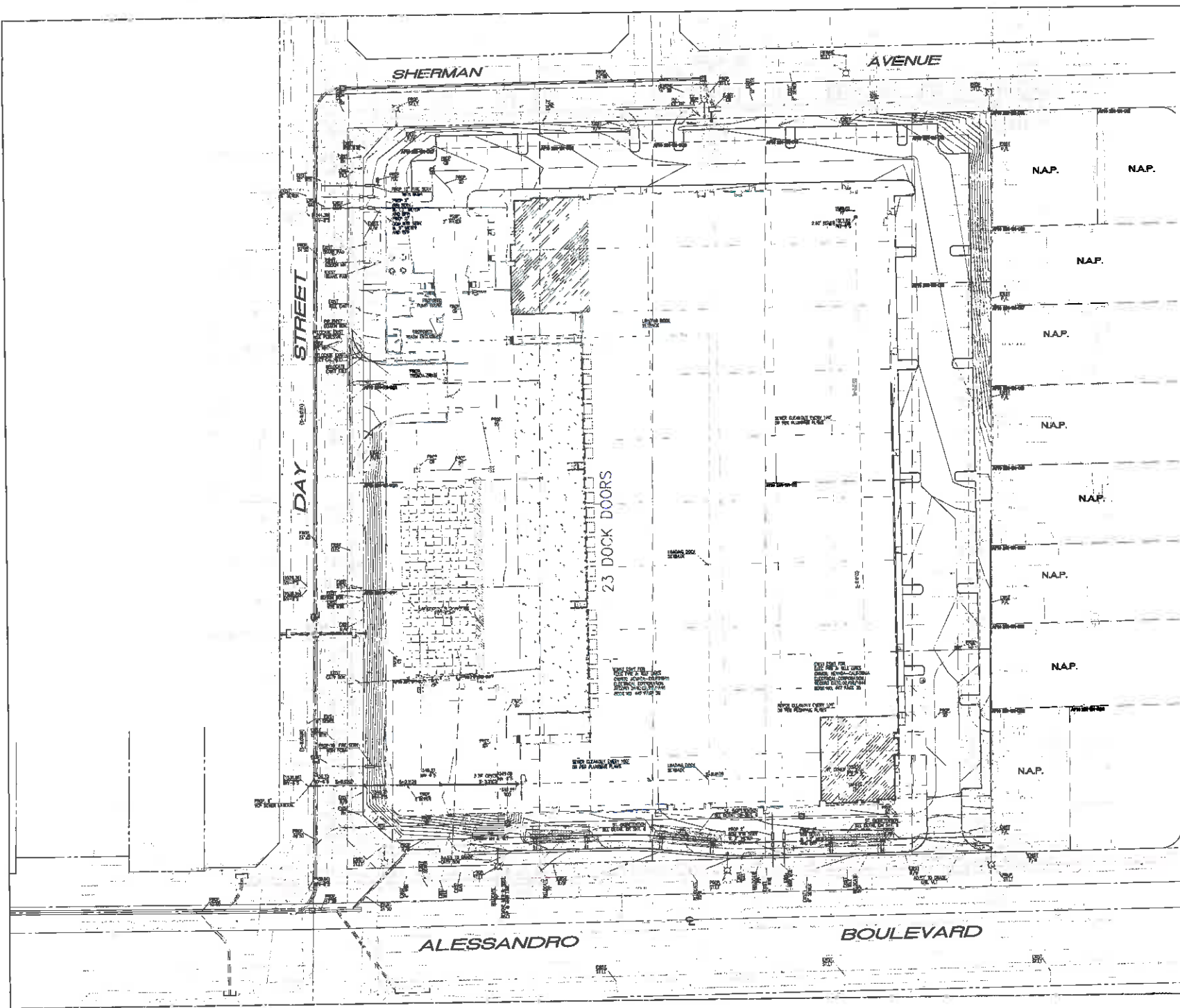


KEYNOTES - FLOOR PLAN

- 1) CONCRETE TIE-UP PANEL.
- 2) STRUCTURAL STEEL COLUMN.
- 3) TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ENLARGED PLANS AND ELEVATIONS FOR SPEC. COLOR AND OPERATING.
- 4) CONCRETE MASONRY 8" HIGH CONCRETE TIE-UP DRAMA HALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 5) 8'-0" X 3'-0" X 4" THICK CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR MASON DOORS TO LANDSCAPED AREA. FINISH TO BE POLISH BLOOM FINISH. PROVIDE WALK TO MANS SURFACE PER CITY REQUIREMENTS.
- 6) 4" X 4" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7) 12' X 4" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 8) 2' X 2' HOLLOW METAL EXTERIOR MASH DOOR, DESIGNED TO RESIST CITY REQUIRED WIND SPEED. CRITERIA ON SHEET A0.1.
- 9) DOFFIT ABOVE.
- 10) NOT USED.
- 11) CONC. FILLED GUARD POST. 4" DIA. AND 42" H.
- 12) NOT USED.
- 13) EMPLOYEE AMENITIES: BREAK ROOM & COFFEE BAR W/ INTERNET ACCESS.
- 14) EXTERIOR CONCRETE STAIR.
- 15) DOCK DOOR BOUNDER.
- 16) METAL LAMINA.

GENERAL NOTES-FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FINE ACCESS MAIN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SLOPES 1/8"PER' 1" DRAINING FOR FINISH SURFACE ELEVATIONS.
- D. WAREHOUSE WITHIN CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL EXP. AD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- E. SLURRY POLAR STOP 1/2" TO EXTERIOR AT ALL WAREHOUSE EXITS. SIZE 2" CHANNELS FOR HOIST STRAP LOCATION.
- F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUNDLINE, OR FACE OF BRID U.S.O.
- G. SEE CIVIL DRAWINGS FOR POINTS OF CONNECTIONS TO OFF-SITE UNIMURER CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL/MECHANICAL.
- H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET ---. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE CARRIED INCLUDING CURBS AND TIRONS.



PREPARED BY: LDC INDUSTRIAL REALTY
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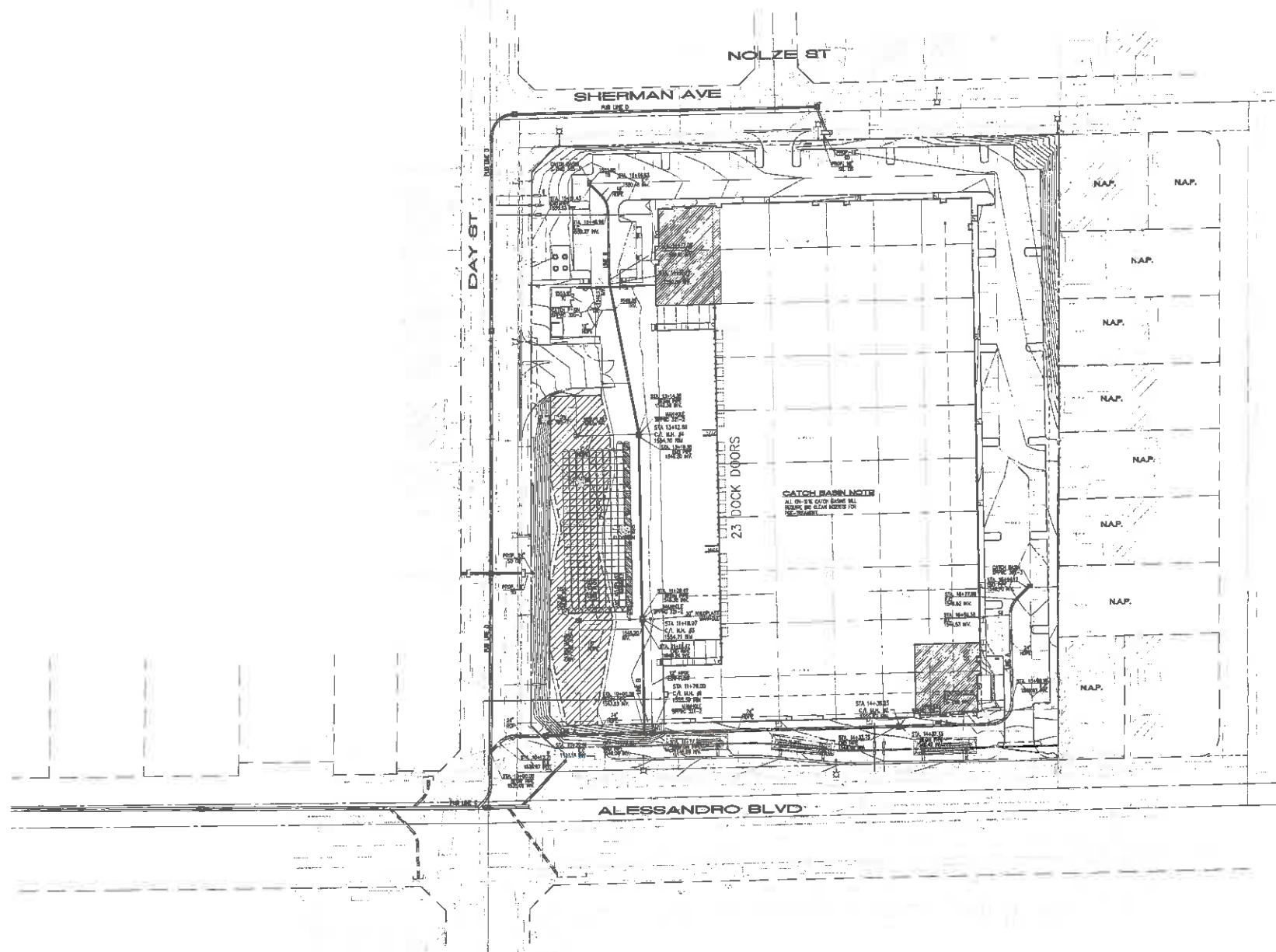
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CITY OF MORENO VALLEY
 PUBLIC WORKS DEPARTMENT

PRELIMINARY UTILITY PLAN
LDC - ALESSANDRO
 NORTHEAST CORNER
 OF
 ALESSANDRO BLVD. AND DAY ST.
 MORENO VALLEY, CALIFORNIA

2 of 6 Sheets

IN 3846



DATE: 05/20/15 DRAWN BY: JACOB RYAN, RUC, PE CHECKED BY: JACOB RYAN, RUC, PE SCALE: AS SHOWN CITY: MORENO VALLEY, CA	ENGINEER: JACOBO ENGINEERING, INC. 10000 W. BROADWAY, SUITE 100 MORENO VALLEY, CA 92553 TEL: (951) 251-1111 FAX: (951) 251-1112 WWW: WWW.JACOBOENGINEERING.COM
CITY OF MORENO VALLEY PRELIMINARY PRIVATE STORM DRAIN PLAN LDG - ALESSANDRO NORTHEAST CORNER OF ALESSANDRO BLVD. AND DAY ST MORENO VALLEY, CALIFORNIA	
5 - 6	

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

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

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

The City of Moreno Valley should be contacted on non-ALUC issues. For more information please contact City of Moreno Valley Planner Ms. Julia Descoteaux at (951) 413-3209.

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

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

DATE OF HEARING: April 8, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1454MA21 – LDC Industrial Realty LLC (Representative: HPA, LLC) – City of Moreno Valley Case Nos. PEN20-0160 (General Plan Amendment), PEN20-0161 (Change of Zone), PEN20-0162 (Plot Plan), a proposal to construct a 164,489 square foot warehouse building with mezzanines on 8.06 acres, located on the northeast corner of Day Street and Alessandro Boulevard. The applicant also proposes amending the site's General Plan land use designation from Residential: Max 30 du/ac (R30) to Business Park/Light Industrial (BP), and changing the site's zoning from Residential: Max 30 du/ac (R30) to Light Industrial (LI) (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1454MA 21 DATE SUBMITTED: 2-11-21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant LDC Industrial Realty, LLC (Contact: Larry Cochrun) Phone Number (949) 226-4601
Mailing Address 555 N. El Camino Real #A456 Email lcochrun@ldcindustrial.com
San Clemente, CA 92672

Representative HPA, LLC (Contact: Sha Liu Mahoney) Phone Number (949) 862-2106
Mailing Address 18831 Bardeen Avenue, Suite 100 Email sha@hparchs.com
Irvine, CA 92610

Property Owner City of Moreno Valley Phone Number (951) 413-3000
Mailing Address 14177 Frederick Street Email
Moreno Valley, CA 92553

LOCAL JURISDICTION AGENCY

Local Agency Name City of Moreno Valley Phone Number (951) 413-3209
Staff Contact Julia Descoteaux Email juliad@moval.org
Mailing Address Community Development Department Case Type Land Use/Planning
14177 Frederick Street General Plan / Specific Plan Amendment
Moreno Valley, CA 92553 Zoning Ordinance Amendment
Local Agency Project No PEN20-0160, PEN20-0161, PEN20-0162 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

Mark
C1

PROJECT LOCATION

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

Street Address 22030 Alessandro Boulevard
Moreno Valley, CA 92553
Assessor's Parcel No. 291-191-007 through -013, and -025 through -029 **Gross Parcel Size** 8.06 acres
Subdivision Name n/a **Nearest Airport and distance from Airport** MARB/IP - approx 1.0 mile
Lot Number n/a

PROJECT DESCRIPTION

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

Existing Land Use (describe) The entire Project site is vacant and undeveloped and covered with non-native grass and ornamental trees scattered across the site.

Proposed Land Use (describe)	(See attached Project Description)		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	n/a	
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours/day	
	Number of People on Site	n/a	Maximum Number 329 occupants (1 occupant / 500 s.f.)
	Method of Calculation	Based on RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted within a warehouse is 1 person per every 500 square feet	
Height Data	Site Elevation (above mean sea level)	1,545 - 1,567	ft.
	Height of buildings or structures (from the ground)	44' 0"	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	If yes, describe	n/a	

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: April 8, 2021

CASE NUMBER: ZAP1456MA21 – Penske Truck Leasing Co. L.P/CD Moreno Holding LLC)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN21-0025 (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 B1-APZ-I and B1-APZ-II

Noise Levels: 65-70 CNEL

MAJOR ISSUES: The applicant is proposing a revised project and site design layout from what was previously reviewed and found consistent by the Commission in ALUC project's ZAP1038MA07 and ZAP1333MA18. A breakdown of the proposed Penske Truck rental and repair facility indicates that the proposed project's average and single acre intensities are consistent with the Compatibility Zone B1-APZ-I criteria.

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

In order to address this issue, the applicant has agreed to a condition requiring the recording of 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 City of Moreno Valley concerns regarding project intensity.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the May 13, 2021, meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 21,155 square foot Penske Truck facility building and a 1,936 square foot truck fueling island on 9.10 acres.

On October 11, 2007, the Commission found the original 16-building (totaling 253,740 square feet) business park on 19.56 acres (ZAP1038MA07), consistent with the 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base/Inland Port Airport.

On December 18, 2018, the Commission found a proposal to construct 10 industrial warehouse buildings (totaling 122,979 square feet) on 9.37 acres, and a proposal to develop a 15,280 square foot Penske Truck building on 9.86 acres, consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

PROJECT LOCATION: The site is located southerly of Alessandro Boulevard, westerly of Day Street, and easterly of Old Highway 215 Frontage Road, within the City of Moreno Valley, approximately 6,350 feet northwesterly of the northerly 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 B1-APZ-I (8.56 acres) and B1-APZ-II (0.36 acres). Zone B1-APZ-I limits average intensity to 25 people per acre, and APZ-II limits average intensity to 50 people per acre. The majority of the site's development footprint (building, truck fuel island) is located within Zone B1-APZ-I, whereas truck parking and landscaping are located within Zone B1-APZ-II.

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

- Assembly (conference room, breakroom, lobby) – 1 person per 15 square feet,
- Office – 1 person per 200 square feet,
- Storage – 1 person per 300 square feet,
- Warehouse – 1 person per 500 square feet, and
- Service Bay/Wash Bay/Truck Fueling spaces – 1.5 persons per bay door/fueling spaces.

The proposed project includes a 433 square feet of lobby area, 1,995 square feet of office area, 1,644 square feet of warehouse area, 1,208 square feet of storage area, 348 square feet of break room area, 180 square feet of conference room area, 5 service repair bay doors, 1 wash bay door, and two truck fueling spaces, accommodating an occupancy of 93 people, resulting in an average intensity of 11 people per acre, which is consistent with the Zone B1-APZ-I average criterion of 25 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5

persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (46 standard vehicles, 141 truck spaces), accommodating a total occupancy of 210 people, resulting in an average intensity of 25 people per acre, which is consistent with the Zone B1-APZ-I average criterion of 25 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity in B1-APZ-I includes 433 square feet of lobby area, 1,995 square feet of office area, 1,644 square feet of warehouse area, 1,208 square feet of storage area, 348 square feet of break room area, 180 square feet of conference room area, 5 service repair bay doors, and two truck fueling spaces, accommodating a total occupancy of 92 people, which is consistent with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100 .

Although the abovementioned single acre intensity in B1-APZ-I is consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, it is inconsistent with the Air Force Department of Defense Instruction No. 4165.57 with regards to intensity, which is limited to a maximum of 25 people in any given acre in APZ-I, and 50 people in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

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

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

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

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

APZ-II.

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

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

The applicant has agreed to this condition, which limits actual occupancy of the building to 25 persons in any given acre within APZ-I and to 50 people persons in any given acre within APZ-II. Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) twelve (12) occupants (“Density Cap”) [**THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.**]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I, and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirement (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in building area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this covenant.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being within the 65-70 CNEL range. While the proposed warehouse/service repair facility is not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise, such measures may be required to achieve reduced interior noise levels of 45 dBA CNEL in office areas as required pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 6,350 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,598 feet AMSL. The project’s site elevation is 1,540 feet AMSL. With a maximum building height of 25 feet, the top point elevation would be 1,565 feet AMSL. Therefore, review of

this building by the FAA Obstruction Evaluation Service (FAA OES) is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, development within Compatibility Zone B1-APZ-I and APZ-II is limited to a maximum lot coverage of 50%. The maximum lot coverage proposed is 6%, which is consistent with the maximum lot coverage criterion.

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 (Section 2.3.2 of FAA Advisory Circular 5200-33C). The project is located 7,835 feet from the runway, and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 7,835 feet), the project utilizes underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

CONDITIONS:

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

or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 1 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.
 - (f) Highly noise-sensitive outdoor non-residential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls, and drive-ins.
 - (g) Other hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority or its successor in interested, or provide evidence that such easement has previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers and/or tenants of the property. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
 5. The project has been conditioned to utilize underground detention systems, which shall not contain surface water or attract wildlife. Any other proposed basin would require review and approval by the ALUC. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. 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.
7. This project has been evaluated for 433 square feet of lobby area, 1,995 square feet of office area, 1,644 square feet of warehouse area, 1,208 square feet of storage area, 348 square feet of break room area, 180 square feet of conference room area, 5 service repair bay doors, 1 wash bay door, and two truck fueling spaces. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. All buildings shall be designed with zoned fire sprinkler systems.
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 does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
11. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Riverside similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Alessandro Property Investments LP or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following the completion of each

“significant” rain event and the 48-hour period thereafter.

- b. If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the “significant” rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
 - c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner’s ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a “significant” rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.
12. The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The project shall be in compliance with the recorded and executed Covenant, which limits building occupancy to a maximum of 25 people in any given acre in APZ-I, and a maximum of 50 people in any given acre in APZ-II. The Covenant shall include the following language:

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) twelve (12) occupants (“Density Cap”) **[THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]**; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I, and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirement (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in building area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this covenant.”

Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

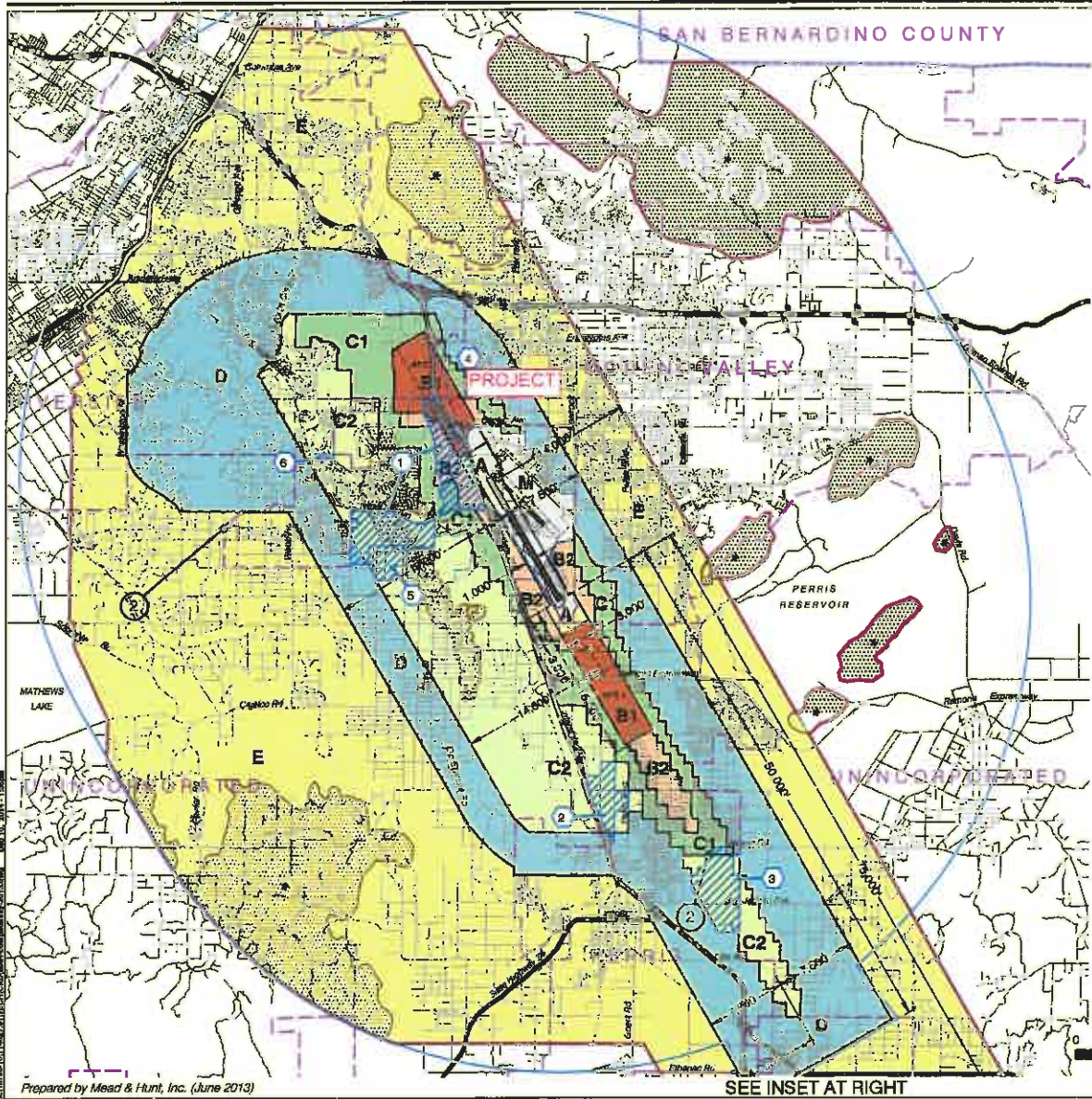
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

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

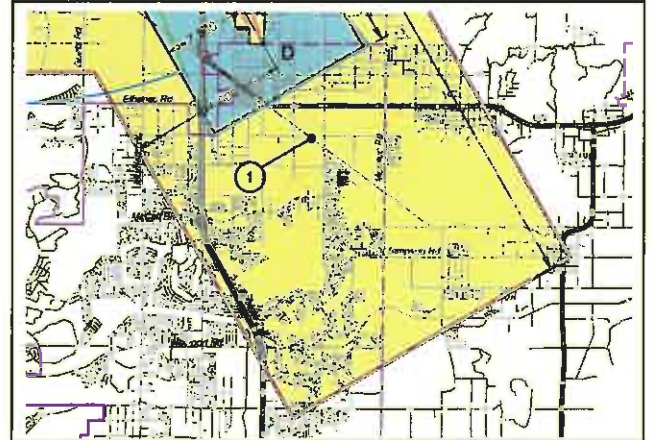
Boundary Lines

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

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

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

INSET



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

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



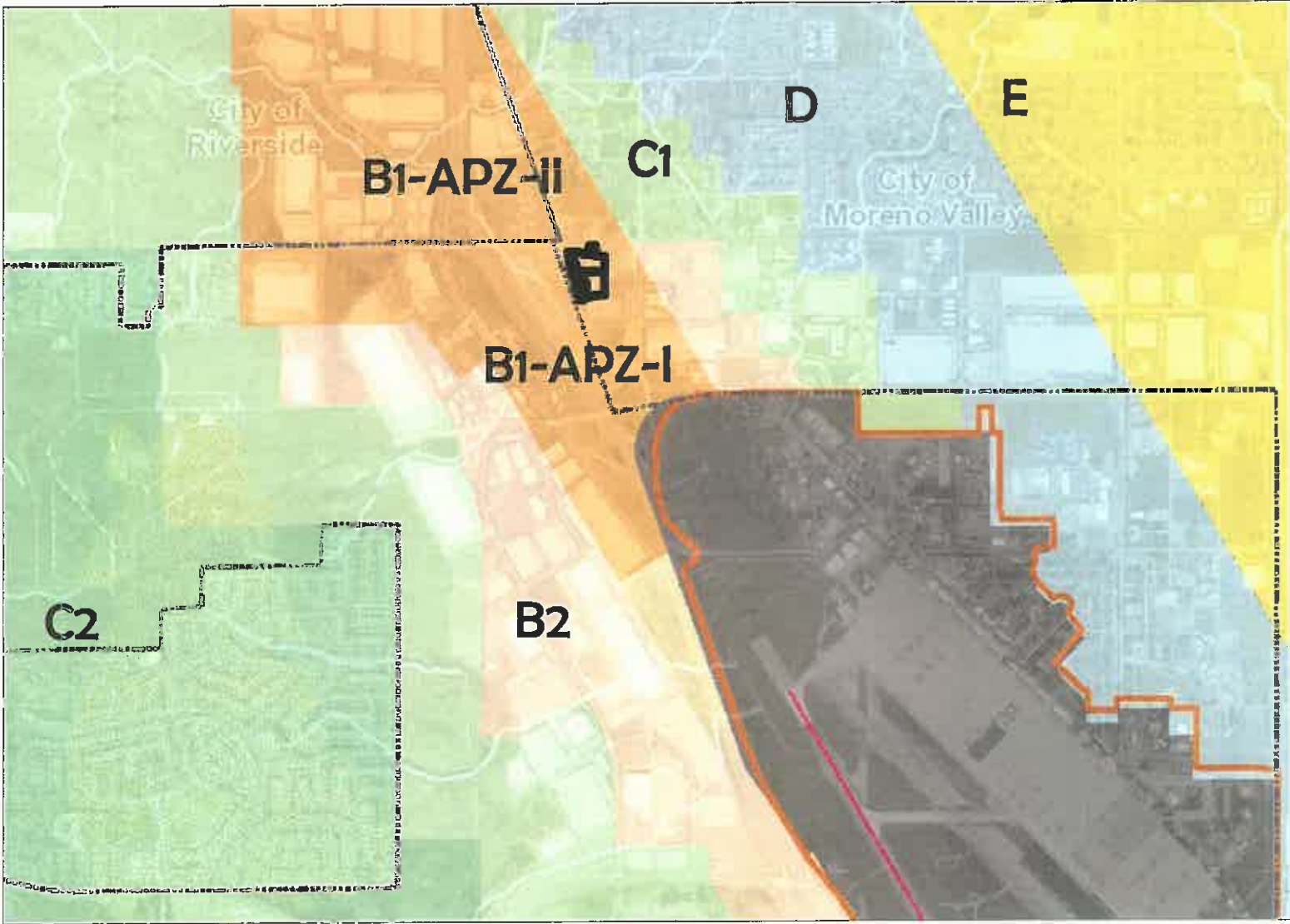
Base map source: County of Riverside 2013

Map MA-1

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

SEE INSET AT RIGHT

Map My County Map



Legend

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



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

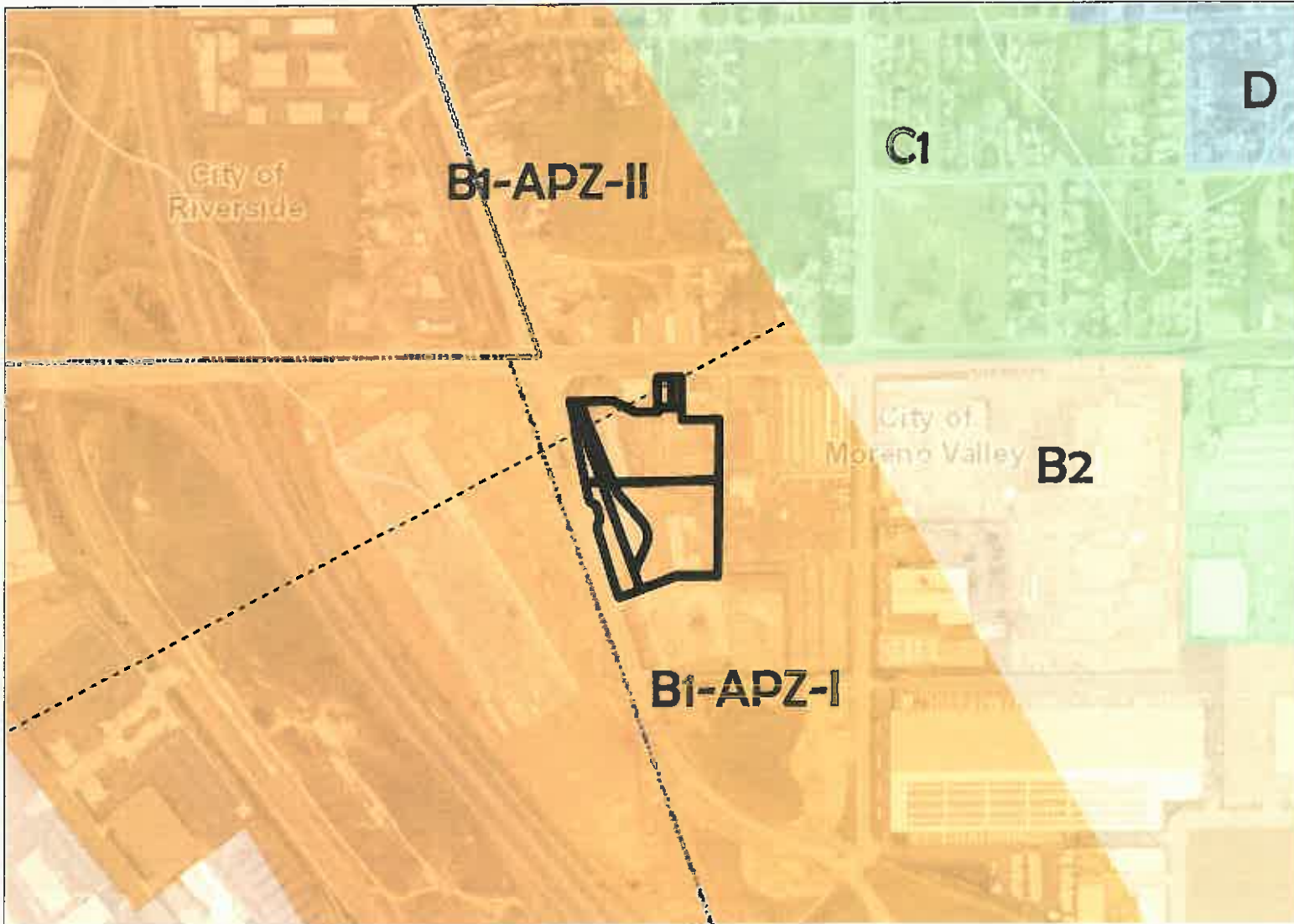
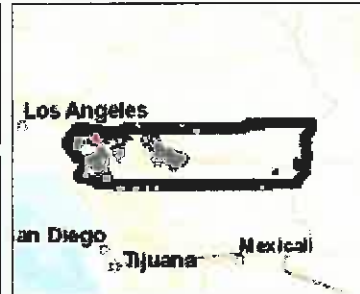
Notes



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Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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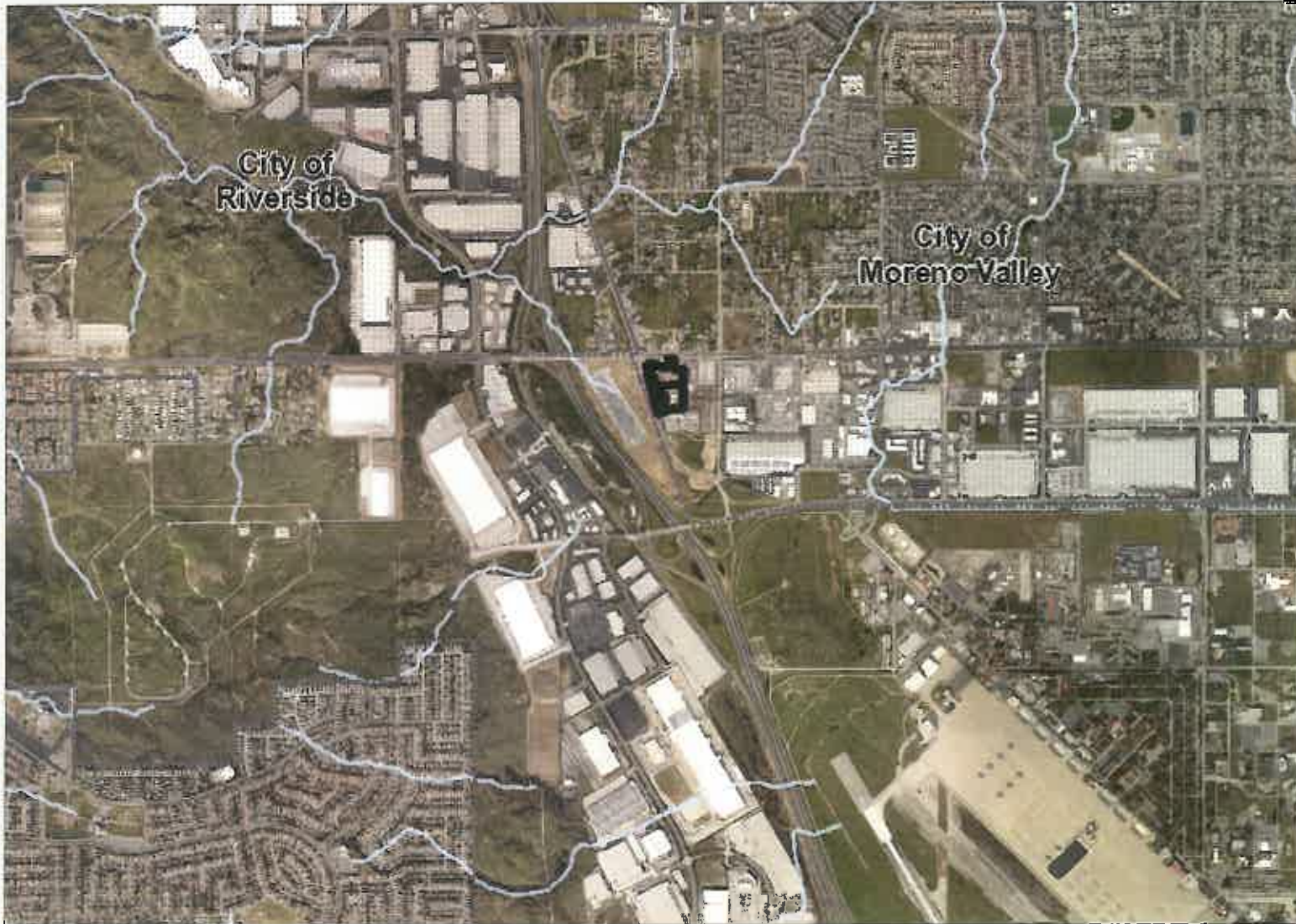
0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



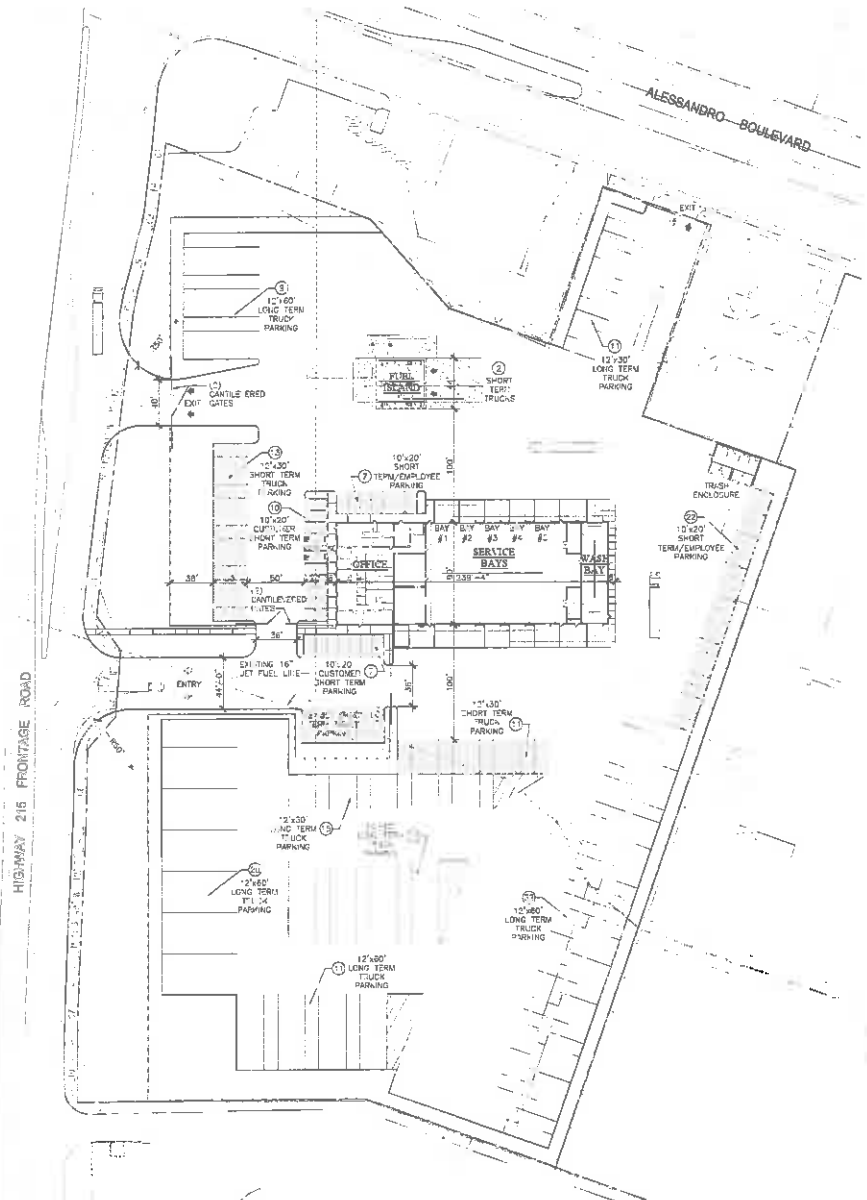
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

0 770 1,539 Feet

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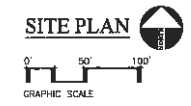
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Notes



PARKING DATA

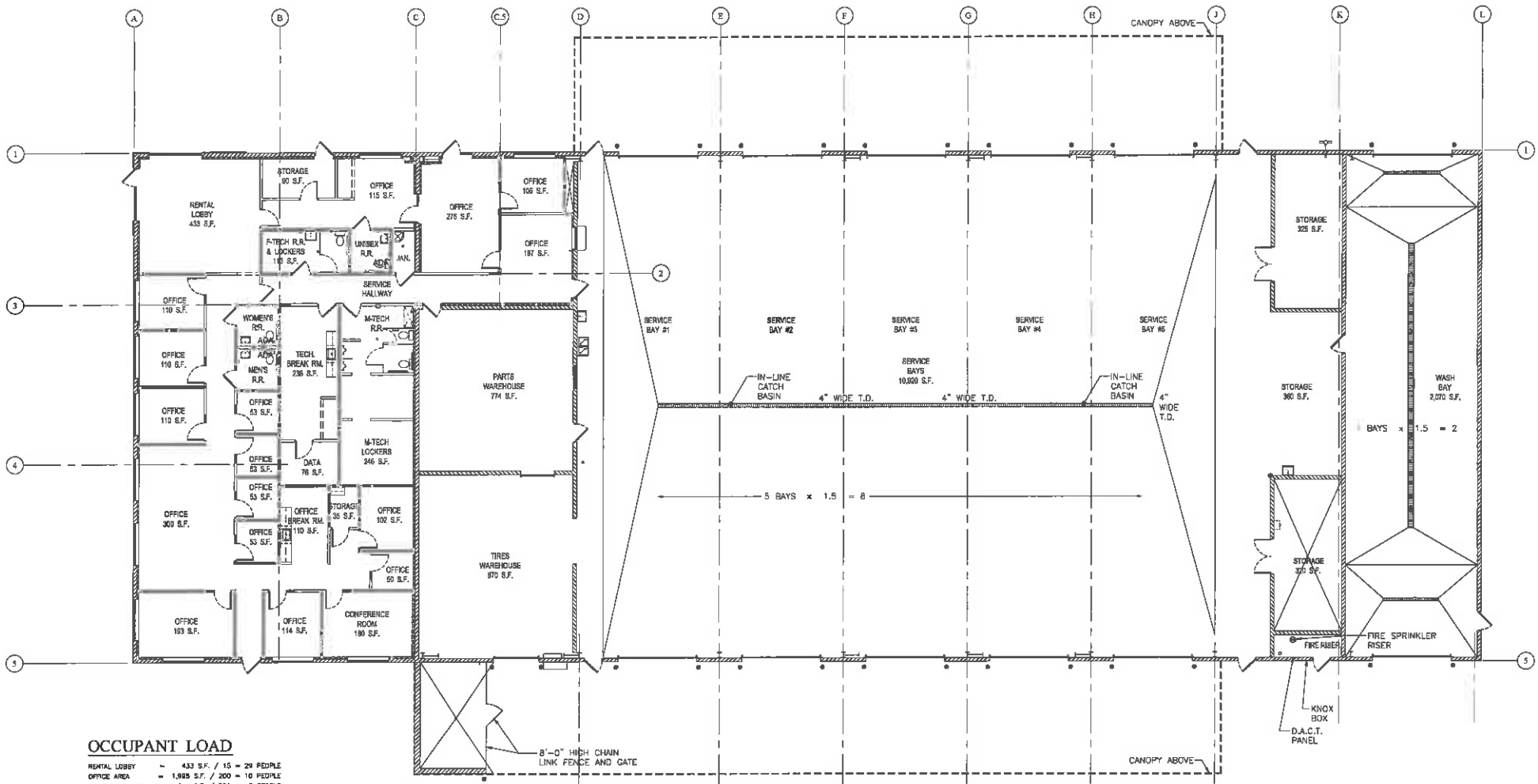
12' x 30' LONG TERM TRUCK PARKING:	= 60 SPACES
12' x 30' LONG TERM TRUCK PARKING:	= 38 SPACES
12' x 30' SHORT TERM TRUCK PARKING:	= 30 SPACES x 1.0 = 30 PEOPLE
10' x 20' SHORT TERM CAR PARKING:	= 46 SPACES x 1.5 = 69 PEOPLE
	= 89 PEOPLE TOTAL



NEW FACILITY FOR PENSKE TRUCK LEASING
 HWY 215 FRONTAGE ROAD
 MORENO VALLEY, CA.

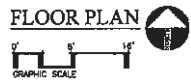
K/G ARCHITECTS
 7785 E. REDFIELD ROAD
 SUITE 100
 SCOTTSDALE, AZ 85260
 (602) 944-7765 - TEL.
 (988) 443-2663 - FAX

DRAWN BY:	DATE:	REVISIONS:	DATE:	ISSUED FOR:
CHKD BY:			03-15-21	REVIEW
DATE:				
PROJECT NO:	SITE PLAN		SHEET NO:	
21-104			A1-0	



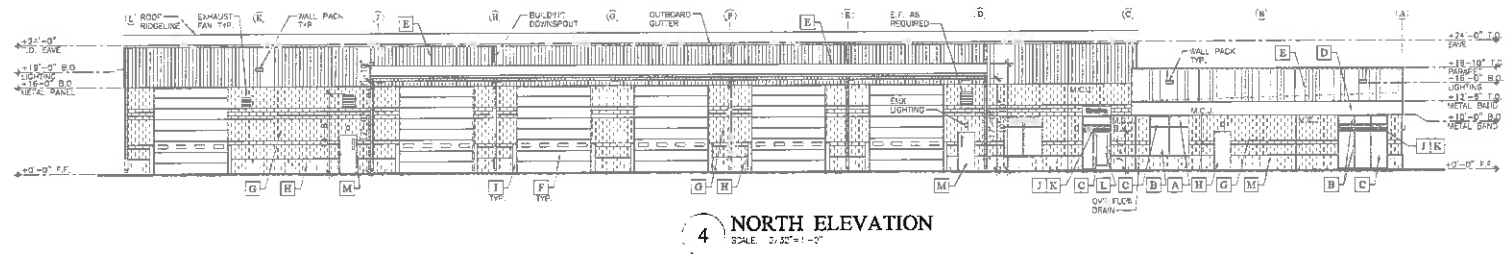
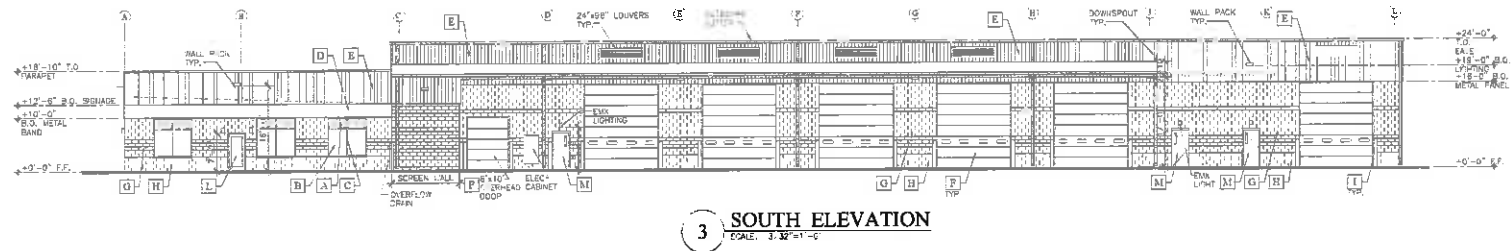
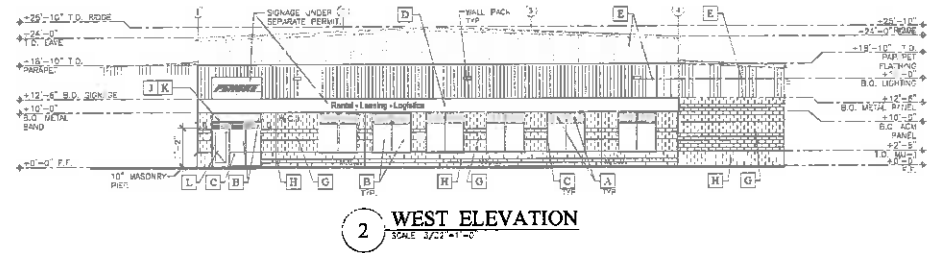
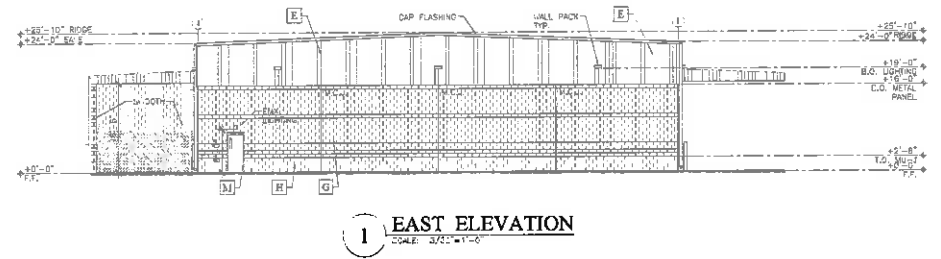
OCCUPANT LOAD

RENTAL LOBBY	=	433 S.F. / 15	=	29 PEOPLE
OFFICE AREA	=	1,985 S.F. / 200	=	10 PEOPLE
WAREHOUSE AREA	=	1,804 S.F. / 500	=	3 PEOPLE
STORAGE AREA	=	1,208 S.F. / 300	=	4 PEOPLE
BREAK ROOMS	=	346 S.F. / 15	=	23 PEOPLE
CONFERENCE ROOM	=	180 S.F. / 15	=	12 PEOPLE
BAYS 5 + 1 WASH	=	(8) x 1.5	=	8 PEOPLE
FUEL BAY	=	(2) LANNES x 1.5	=	3 PEOPLE
				93 PEOPLE TOTAL



	NEW FACILITY FOR PENSKE TRUCK LEASING HWY. 215 FRONTAGE ROAD MORENO VALLEY, CA.	K/G ARCHITECTS 7955 S. BEDFIELD ROAD SUITE 102 SCOTTSDALE, AZ 85250 (480) 443-2700 - TEL. (480) 443-2800 - FAX	DRAWN BY: _____ CHECKED BY: _____ U.K. PC PROJECT NO: _____ 21164	DATE: _____ REVISIONS: _____ FLOOR PLAN	DATE: 03-16-21 SHEET NO: _____ A2-0
	ISSUED FOR: REVIEW				

EXTERIOR MATERIALS & FINISH SCHEDULE			
MARK	MATERIAL	LOCATION	DESCRIPTION
A	GL-2 SPANDREL GLASS	ABC-1 SET WHERE NOTED AT EXTERIOR WINDOWS	1" INSULATED SPANDREL GLAZING COLOR: BLACK DRINKLE - TEMPERED AS REQUIRED
B	GL-1 MEDIA GLASS	TYPICAL AT EXTERIOR DOORS AND WINDOWS AS NOTED	1" INSULATED GLAZING, COLOR: LIGHT GRAY/TINT WITH LOW 'E' COATING ON #3 SURFACE - TEMPERED AS REQUIRED
C	SF-1 STOREFRONT FRAMING	STOREFRONT DOOR & WINDOW LOCATIONS	CLEAR ANODIZED ALUMINUM STOREFRONT FRAMING
D	MP-1 METAL PANEL (YELLOW)	RENTAL SERVICE & OFFICE ATTACHONS BUILD - BANDING	ALUM. METAL PANEL, 1/8" THK. COLOR: YELLOW
E	MP-2 METAL PANEL (BROWN)	MAIN METAL FACADE PANELS, DOWNSPOUTS & TRIM	ALUM. METAL BUILDING PANELS, DOWNSPOUTS AND TRIM COLOR: MEDIUM BRONZE
F	D-3 INSULATED OVERHEAD DOOR	SERVICE AND WASH BAYS	OVERHEAD DOOR, SERIES 592 EXTERIOR PAINT COLOR: ARCHITECTURAL BROWN
G	MU-2 MASONRY UNIT	BUILDING F.A.C. 02 ABOVE 2'-8"	8" x 8" x 16" STANDARD GRAY SPILT FACE CMU
H	MU-1 MASONRY UNIT	BUILDING BASE TO 2'-8"	UP TO 2'-8" A.F.F., SPILT FACE MASONRY WITH ELASTOMERIC PAINT COLOR EXP-11
I	BC-1 BOLLARD COVER	SERVICE BUILDING EXTERIOR AT DOOR AND UTILITIES	STEEL PIPE BOLLARDS WITH SLEEVE COVERS
J	PC-2 ALUMINUM BAND	ABOVE STOREFRONT ENTRANCES	POWDER COATED ALUMINUM BAND COLOR: AEGEAN BLUE (UPPER BAND)
K	PC-1 ALUMINUM BAND	ABOVE STOREFRONT ENTRANCES	POWDER COATED ALUMINUM BAND COLOR: ULTRAVIOLET BLUE (UPPER 1/2ND)
L	D-1 ALUMINUM STOREFRONT DOOR	ENTRY DOOR, RENTAL, OFFICE & SERVICE ENTRANCE	FULL VISION DOOR
M	D-2 HOLLOW METAL DOOR	RENTAL STORAGE / SHOP ENTRY / WASH BAY	STEEL FRAME B-SERIES OR DET. 1-2 DALLON SERIES PRE-FINISHED ARCH BROWN COLOR EXP-3



NEW FACILITY
FOR
PENSKE TRUCK LEASING
HWY 215 FRONTAGE ROAD
MORENO VALLEY, CA.

K/G
ARCHITECTS
785 E. REDFIELD ROAD
SUITE 102
SCOTTSDALE, AZ 85260
(480) 445-3705 - TEL.
(480) 445-3605 - FAX

DRAWN BY:	DATE:	REVISIONS:	D.T.E.	ISSUED FOR:
BA			02-18-21	PEREW
CHECKED BY:			SHEET NO:	
LA, PE				A7-0
PROJECT NO:	ELEVATIONS			
21154				



Penske Truck Leasing
1711 W. Greentree Dr.
Suite 117
Tempe, AZ 85284

Tel: 602-253-0041
Fax: 480-7754350

www.pensketruckleasing.com

March 16, 2021

Riverside County Airport Land Use Commission
40480 Lemon Street., 14th. Floor
Riverside, CA 92501
Attn: Paul Rull, ALUC Principal Planner

RE: ZAP1456MA21 ALUC Review

Dear Mr Rull,

The Site Plan intended for this location includes Short Term and Long Term parking. Short Term is described as parking for everyday use by customers, employees (shown in Grey on the plan). These spaces turn over daily. Long Term parking is described as trucks and trailers parked in the stall at or greater than 10 days. This involves trucks and trailer dropped off by the customer and parked, waiting for servicing in a time frame of 10-15 days before it get picked up. This tends to be 90% or our operation while 10% for that of Short Term.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Barnes", written in a cursive style.

Mike Barnes
Penske Truck Leasing Co.
Senior Regional Facilities Manager
480-276-5888



**Project Narrative
Moreno Valley, CA
February 22, 2021**

Penske Truck Leasing Co, L.P. ("Penske") is proposing to construct a new State-of-the-Art (6)-Bay Service Facility (w/7,080 sq.ft. office core and Wash Bay) and associated (2)-Lane, (3)-product (gas, diesel, DEF) Fuel Island located in the Moreno Valley, CA vicinity.

Penske's intended use of the premises is for "the operation of a motor vehicle and truck leasing, rental and sales business, including the housing, maintaining to full capacity and repairing of motor trucks and trailers, outside parking and storage of such vehicles, motor vehicle repair shop and the storage and dispensing of fuel for the benefit of our internal customers only".

We conduct four essential functions from the facility: (1) Used Truck Sales, (2) Provide Local One-way rentals to the General Public and Commercial Industry, (3) Provide Full Service Lease (FSL) or Contract Maintenance (CM) to our contractual customers and (4) Provide maintenance, fueling and washing of our supporting fleet *(Truck Sales is optional at some locations and may not be applicable)*.

Penske will conduct truck and trailer repairs consisting of general and preventative maintenance to our private and customer fleet (not open to the general public) such as clutches, oil changes, belt/bulb replacements, tune-ups, tire changes, etc. No major work such as framework, collision repair or Body Shop work, etc. would occur. All work is conducted within the facility.

A high-level overview of our maintenance operation/product lines for our location:

- Full Service Lease (FSL) - 4, 5, and 6 year leasing of commercial transportation equipment
Equipment Type - Semi tractors | Box Trucks | Semi Trailers.
The customer rate for this equipment guarantees all of the maintenance on these units. The customer understands what the monthly costs are in one essential rate. We assume all of the maintenance expense for these units. Penske owns these Assets / we sell the units at the end of the lease agreement.
- Contract Maintenance (CM) - Customer owns the unit and agrees to a set term (years of term vary).
Penske provides the maintenance at a contractually agreed upon labor and parts rate.
- Washing and Fueling - Only Penske Vehicles and/or Customers can Wash or fuel on the premises. The location is closed to the general public for these services.

Location Information:

Penske typically operates 2 shifts, subject to change:

Service: Monday – Friday 6:00 AM to 12 AM
Saturday 7:00 AM to 4:00 PM
Sunday 7:00 AM to 12:00 PM

Rental: Mon – Fri 7:00 AM to 6:00 PM
Sat 7:00 AM – 4:00 pm
Sun 7:00 AM to Noon



- We anticipate employment of approximately 31 associates at this location:
 - 4 - Office staff (rental, leasing, sales)
 - 20- Fully certified diesel technicians
 - 7 - Service staff
- Total Associates at Facility: 31

Position	Day Shift Count (6am-3pm)	2 nd Shift Count(3pm-12am)
Tech 3	3	4
Tech 2	4	5
Tech 1	2	2
CSR	1	1
Maint Supervisor	1	1
BSM	1	
Service Admin Clerk	1	
Parts Clerk	1	
Branch Admin Clerk	1	
BRM	1	
RMT	2	
Total	18	13

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

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

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

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

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

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

DATE OF HEARING: April 8, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1456MA21 – Penske Truck Leasing Co., L.P/CD Moreno Holding LLC. – City of Moreno Valley Case No. PEN21-0025 (Plot Plan) a proposal to construct a 21,155 square foot Penske Truck facility building and a 1,936 square foot truck fueling island on 9.10 acres located southerly of Alessandro Boulevard, easterly of Old 215 Frontage Road, and northerly of Cactus Avenue. Originally, a 16 building industrial business park (located partially on the proposed site) was proposed (ZAP1038MA7) and found consistent by the Commission in 2007. A revision to the project was proposed (ZAP1333MA18) that included 10 industrial warehouse buildings and a 15,280 square foot Penske Truck facility building, was found consistent by the Commission in 2018 (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1456MAZ1 DATE SUBMITTED: 02/24/2021

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant PENSKE TRUCK LEASING CO, L.P. Phone Number 602-253-0041
Mailing Address 2675 MORGANTOWN ROAD Email MIKE.BARNES@PENSKE.COM
READING, PA 19607

Representative MIKE BARNES, PENSKE TRUCK LEASING CO, L.P. Phone Number 480-276-5888
Mailing Address 1711 W. GREENTREE DR. SUITE 117 Email MIKE.BARNES@PENSKE.COM
TEMPE, ARIZONA 85284

Property Owner CD MORENO HOLDING LLC. ATTN: TOM K KOSS Phone Number 949-697-2335
Mailing Address 30782 HUNT CLUB DRIVE Email TOMKKOSS@GMAIL.COM
SAN JUAN CAPISTRANIO, CA 92675

LOCAL JURISDICTION AGENCY

Local Agency Name CITY OF MORENO VALLEY Phone Number 951-413-3224
Staff Contact JEFFREY BRADSHAW Email JEFFREYB@MOVAL.COM
Mailing Address 14117 FREDERICK STREET Case Type
MORENO VALLEY, CA 92553

Local Agency Project No PEN 21-0025
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address HIGHWAY 215 FRONTAGE ROAD

Assessor's Parcel No. 287-125-002, 287-120-003, PORTION OF 287-100-066, 287-100-073, 287-100-075, 287-120-016, 287-120-017, 287-120-018 Gross Parcel Size 9.102 ACRES
Subdivision Name ALESANDRO TRACT Nearest Airport and distance from Airport
Lot Number 3 MARCH AIR RESERVE BASE 6,885 FEET

PROJECT DESCRIPTION

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

Existing Land Use (describe) UNDEVELOPED PROPERTY WITHOUT EXSTING STRUCTURES

MARCY
81-ARZ-1
+
81-ARZ-11

Proposed Land Use (describe)	PENSKE TRUCK LEASING PROPOSES TO CONSTRUCT A 21,540 SQUARE FOOT TRUCK LEASING FACILITY WITH A COVERED TWO LANE FUEL DISPENSING AND STORAGE AREA SITE WILL BE PAVED FOR TRUCK STORAGE AND CIRCULATION		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	1	
For Other Land Uses (See Appendix C)	Hours of Operation	M-F 6AM -6PM; Sat 7AM -4PM; Sun 7AM - 12PM	
	Number of People on Site	20	Maximum Number 31 (Total Associates Employeed)
	Method of Calculation	Calculating shift count between day and 2nd. shift. People count will not exceed 20. (Proj Narrative breaks down people count)	
Height Data	Site Elevation (above mean sea level)	1,540	ft.
	Height of buildings or structures (from the ground)	26	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: April 8, 2021

CASE NUMBER: ZAP1452MA21 – OZI Alessandro, LLC (Representative: Matt Englhard)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: PR2020-000519 (General Plan Amendment, Specific Plan Amendment, Rezone, Design Review)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B1-APZ-II

Noise Levels: 65-70 CNEL

MAJOR ISSUES: The applicant is proposing a new project and site design layout from what was previously reviewed by the Commission in ALUC projects ZAP1105MA14 (found inconsistent) and ZAP1123MA15 (found consistent) located within the Compatibility Zone B1-APZ-II.

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

In order to address this issue, the applicant has agreed to a condition requiring the recording of a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 50 people in any given acre in APZ-II. Operation in compliance with this covenant will be necessary to satisfy Air Force and City of Riverside concerns regarding project intensity.

Projects within Compatibility Zone B1 are required to locate structures a maximum distance from the extended runway centerline. The extended runway centerline overlies the site, with a portion of the warehouse building located beneath the runway centerline. Therefore, the project would not strictly comply with this specification of the Compatibility Plan. However, the traffic pattern for March Air Reserve Base/Inland Port Airport is located west of the extended runway centerline. The proposed warehouse building's new location is further away from the runway centerline when compared to the previous projects building locations, which were closer to the runway centerline. In addition, the proposed project has removed several of these previously approved commercial-manufacturing buildings from the plan, which will reduce the number of people directly under the extended runway centerline.

Ultimately, a portion of the proposed building is still located beneath the extended runway centerline, but the portion located within the traffic pattern has been reduced has been significantly reduced from previous project approvals. The building requires access on all sides to meet Fire Department requirements, thus preventing the building from being shifted further east adjacent to the property line.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the May 13, 2021, meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 115,410 square foot warehouse building with mezzanine on 8.82 acres. The applicant also proposes amending 8.82 acres General Plan land use designation from Commercial (C) to Business/Office Park (B/OP), changing its zoning from CR-SP (Commercial Retail and Specific Plan 'Sycamore Canyon Business Park' Overlay Zones) to BMP-SP (Business and Manufacturing Park and Specific Plan 'Sycamore Canyon Business Park Overlay Zones), and amending the Sycamore Canyon Business Park Specific Plan to change the land use from Industrial Support to Industrial.

On January 8, 2015, the Commission found the original mixed commercial-industrial project (ZAP1105MA14) consisting of a 3,500 square foot fast food restaurant building, 8,000 square foot retail building, 92,850 square foot industrial building, and a diesel fueling pumps and canopy on 9.13 acres, inconsistent with the March ALUCP, due to the fact that restaurant uses are prohibited under the (2005) Air Installation Compatible Use Zone study. (The project also included a General Plan Amendment, Specific Plan Amendment, Rezone, and Conditional Use Permit).

On July 9, 2015, the Commission found a subsequent revision to the original project design (ZAP1123MA15) eliminating the restaurant use (which was the reason for the determination of inconsistency) and proposed a 7,000 square foot retail building, 8,000 square foot retail building, 73,200 square foot industrial building, and diesel fueling pumps and canopy on 9.13 acres, consistent with the March ALUCP. (Also found consistent were the General Plan Amendment, Specific Plan Amendment, Rezone, and Conditional Use Permit).

PROJECT LOCATION: The site is located northerly of Alessandro Boulevard, easterly of Interstate-215, westerly of Old 215 Frontage Road, and southerly of Cottonwood Avenue, within the City of Riverside, approximately 7,835 feet northwesterly of the northerly 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 (March ALUCP), the site is located within Compatibility Zone B1-APZ-II (Accident Potential Zone). Zone B1-APZ-II limits average intensity to 50 people per acre.

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

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

The proposed project would include 109,126 square feet of warehouse area, 3,200 square feet of first floor office area, and 3,200 square feet of second floor office mezzanine area, accommodating an occupancy of 250 people, resulting in an average intensity of 27 people per acre, which is consistent with the Zone B1-APZ-II average criterion of 50 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (136 standard vehicles, 36 truck trailer), accommodating a total occupancy of 240 people, resulting in an average intensity of 27 people per acre, which is consistent with the Zone B1-APZ-II average criterion of 50 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity in B1-APZ-II includes 33,971 square feet of first floor warehouse area, 3,200 square feet of first floor office area, and 3,200 square feet of second floor office mezzanine area, for a total occupancy of 100 people, which is consistent with the Compatibility Zone B1-APZ-II single acre intensity criterion of 100. (Approximately 6,389 square feet of the single acre area is located outside the building and will not create any occupancy).

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

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

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

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

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

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

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

The applicant has agreed to this condition, which limits actual occupancy of the building to 25 persons in any given acre within APZ-I and to 50 people persons in any given acre within APZ-II. Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) one hundred thirty three (133) occupants (“Density Cap”) [**THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.**]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I, and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirement (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in building area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this covenant.

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

Projects within Compatibility Zone B1 are required to locate structures a maximum distance from the extended runway centerline. The extended runway centerline overlies the site, with the southwest corner of the proposed industrial building located beneath the runway centerline. Therefore, the project would not strictly comply with this specification of the Compatibility Plan. However, the traffic pattern for March Air Reserve Base/Inland Port Airport is located west of the extended runway centerline.

The proposed warehouse building's new location is further away from the runway centerline when compared to the previous projects building locations, which were closer to the runway centerline. In addition, the proposed project has removed several of these previously approved commercial-manufacturing buildings from the plan, which will reduce the number of people directly under the extended runway centerline.

Ultimately, a portion of the proposed building is still located beneath the extended runway centerline, but the portion located within the traffic pattern has been reduced has been significantly reduced from previous project approvals. The building requires access on all sides to meet Fire Department requirements, thus preventing the building from being shifted further east adjacent to the property line.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being within the 65-70 CNEL range. While the proposed warehouse is not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise, such measures may be required to achieve reduced interior noise levels of 45 dBA CNEL in office areas as required pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 7,835 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,613 feet AMSL. The project proposes a finish floor elevation of 1,532 feet AMSL. With a maximum building height of 43 feet, the top point elevation would be 1,575 feet AMSL. Therefore, review of this building by the FAA Obstruction Evaluation Service (FAA OES) is not required.

Open Area: None of the Compatibility Zones for the March ALUCP require open area specifically. However, Compatibility Zone B1 within either APZ limits lot coverage to a maximum of 50%. Based on the site and building sizes noted previously, the project proposes lot coverage of

approximately 30%, which is consistent with the maximum 50% criterion.

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 (Section 2.3.2 of FAA Advisory Circular 5200-33C). The project is located 7,835 feet from the runway, and therefore would be subject to the above requirement.

The project includes two bioretention basins totaling 14,604 square feet. Bioretention basin areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

It is important to identify that the project site also contains an existing wetland-pond which supports 0.28 acres of riparian area, located in the northwest corner of the site (immediately adjacent to the 215 freeway off-ramp). The proposed project development footprint avoids the wetland-pond area completely. A biological study was prepared by Helix Environmental Planning, Inc., in 2018 for the previous project, and it identifies that the pond was formed following improvements to the 215 freeway on-ramp by Caltrans. At its fullest capacity, the pond would have a maximum depth of 8 inches near its center. The pond supports wetlands regulated by the California Department of Fish and Game (CDFG). The study identifies that suitable habitat for Riverside and vernal pool fairy shrimp is present in the pond. These species are considered sensitive by the U.S. Fish and Wildlife Service (USFWS) and CDFG.

Although the biological study does not make any reference to wildlife hazard sources and bird attractants, the pooling of water in the pond could have the potential to attract birds and become a hazard to flight. However, the pond is considered existing, and is being avoided by the project development footprint, so therefore is not considered part of the proposed project.

General Plan Amendment/Specific Plan Amendment/Rezone: The applicant proposes amending the site’s General Plan land use designation from Commercial (C) to Business/Office Park (B/OP), changing its zoning from CR-SP (Commercial Retail and Specific Plan ‘Sycamore Canyon Business Park’ Overlay Zones) to BMP-SP (Business and Manufacturing Park and Specific Plan ‘Sycamore Canyon Business Park Overlay Zones), and amending the Sycamore Canyon Business Park Specific Plan to change the land use from Industrial Support to Industrial. The proposed amendments would be as, or more, consistent with the Compatibility Plan as long as the underlying development’s

intensity is consistent with the compatibility criteria.

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 1 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.
 - (f) Highly noise-sensitive outdoor non-residential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheatres, concert halls, and drive-ins.
 - (g) Other hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority or its successor in interested,

or provide evidence that such easement has previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing aviation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers and/or tenants of the property. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. 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.
7. This project has been evaluated for 109,126 square feet of warehouse area, 3,200 square feet of first floor office area, and 3,200 square feet of second floor office mezzanine area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. All buildings shall be designed with zoned fire sprinkler systems.

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 does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
11. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Riverside similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Alessandro Property Investments LP or its successor(s)-in-interest, hereinafter “Owner”) or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following the completion of each “significant” rain event and the 48-hour period thereafter.
 - b. If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the “significant” rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
 - c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner’s ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a “significant” rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.

12. The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The project shall be in compliance with the recorded and executed Covenant, which limits building occupancy to a maximum of 25 people in any given acre in APZ-I, and 50 people in any given acre in APZ-II. The Covenant shall include the following language:

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) one hundred thirty three (133) occupants (“Density Cap”) **[THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]**; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I, and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirement (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in building area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this covenant.”

Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives.

easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers and/or tenants of the property. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. 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.
7. This project has been evaluated for 109,126 square feet of warehouse area, 3,200 square feet of first floor office area, and 3,200 square feet of second floor office mezzanine area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. All buildings shall be designed with zoned fire sprinkler systems.
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 does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
11. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Riverside similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Alessandro Property Investments LP or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following the completion of each "significant" rain event and the 48-hour period thereafter.
 - b. If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
 - c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner's ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.
12. The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The project shall be in compliance with the recorded and executed Covenant,

which limits building occupancy to a maximum of 50 people in any given acre in APZ-II. The Covenant shall include the following language:

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap by limiting occupancy of the Project to a maximum of twenty-five (25) occupants in any given square acre area measuring 208 feet by 208 feet ["Square Area"] of the project site within APZ I, and fifty (50) occupants in any square acre area of the project site within APZ II. Accordingly, any building expansion or change in use that would increase the occupancy of any of the buildings pursuant to the applicable Building Codes is prohibited, including an increase in the office areas, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this Covenant.”

Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

**THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

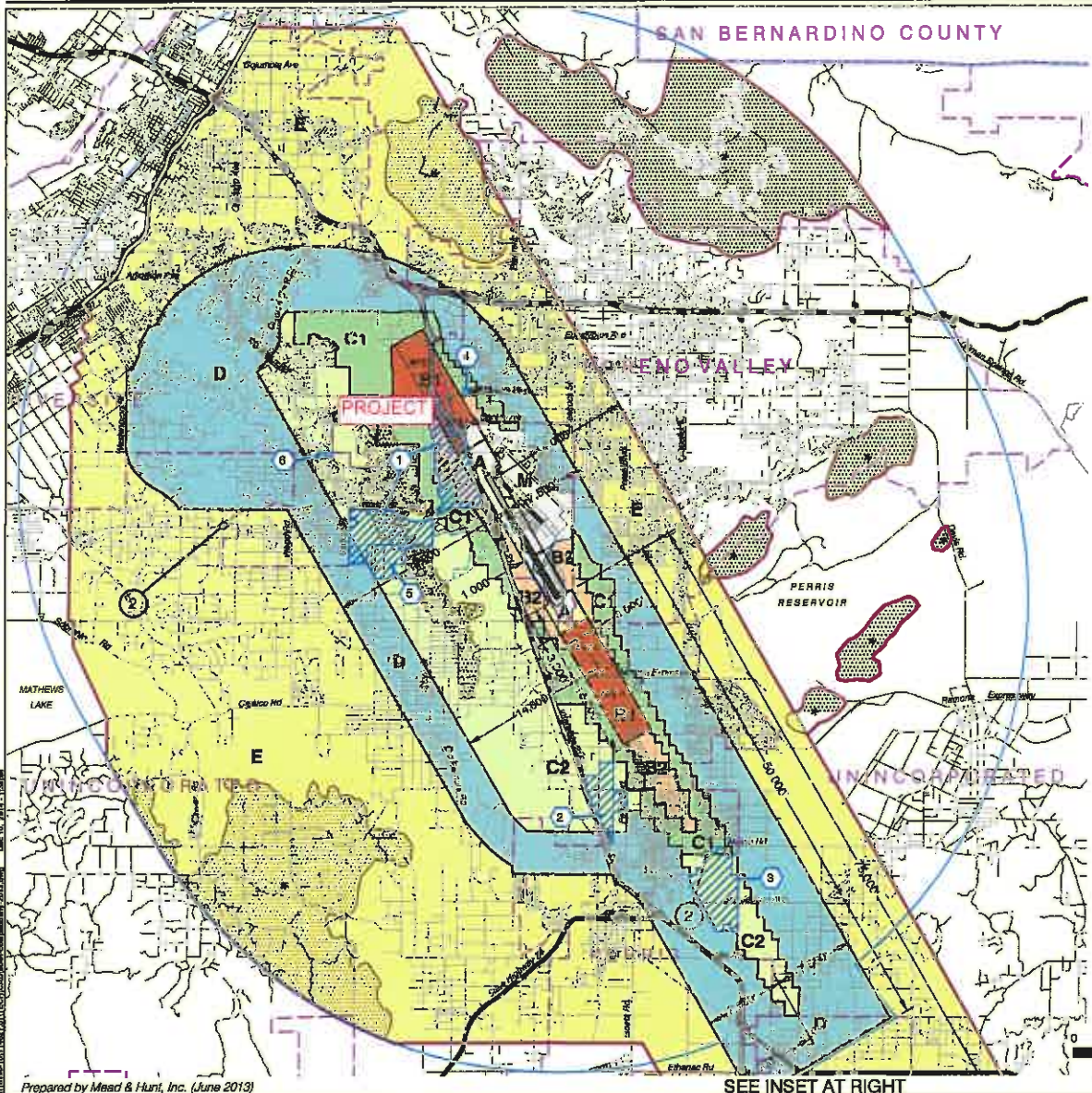
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

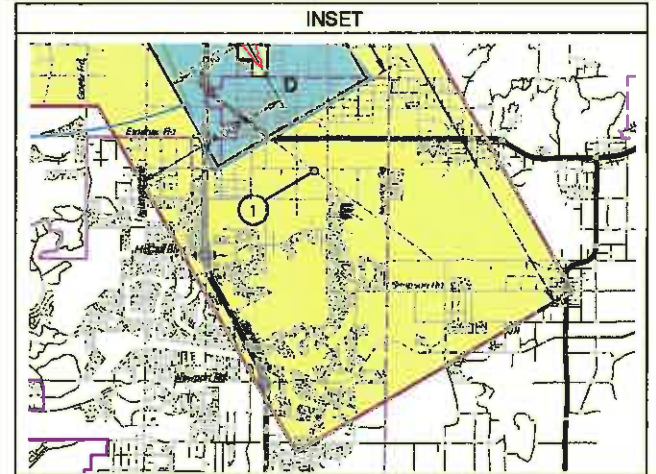
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



**Riverside County
Airport Land Use Commission**

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

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

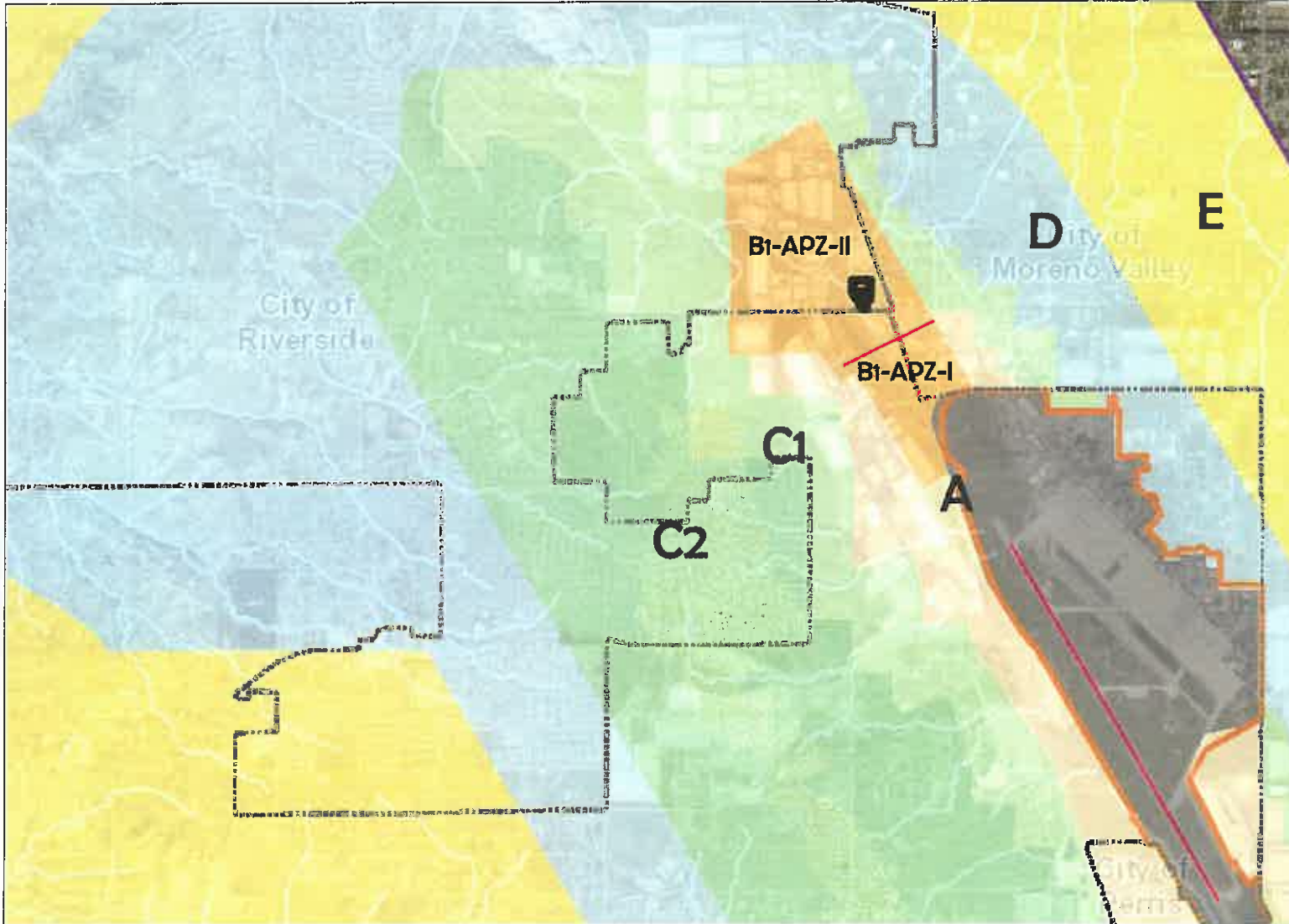
Note:
All dimensions are measured from
runway ends and centerlines.



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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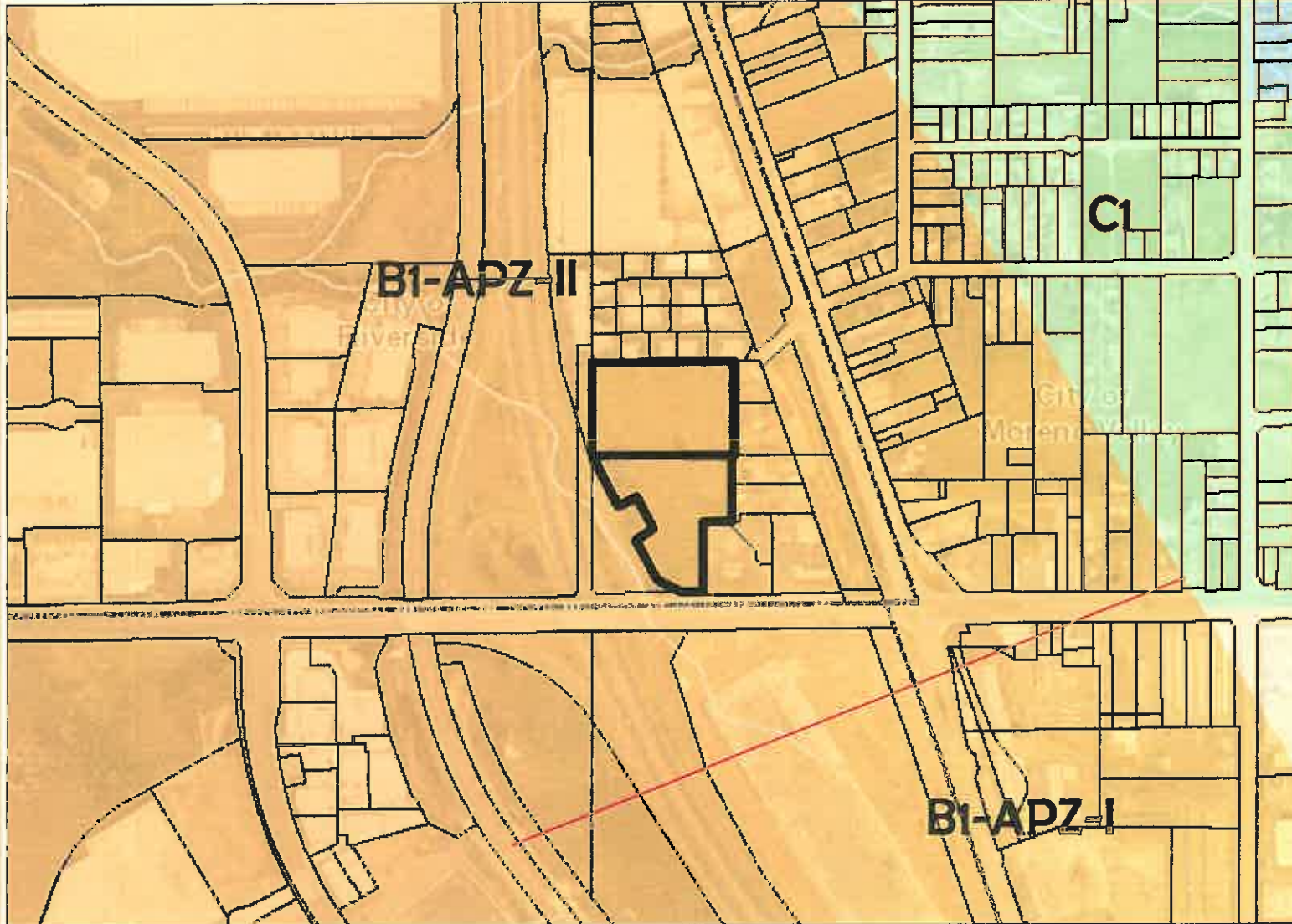


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

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



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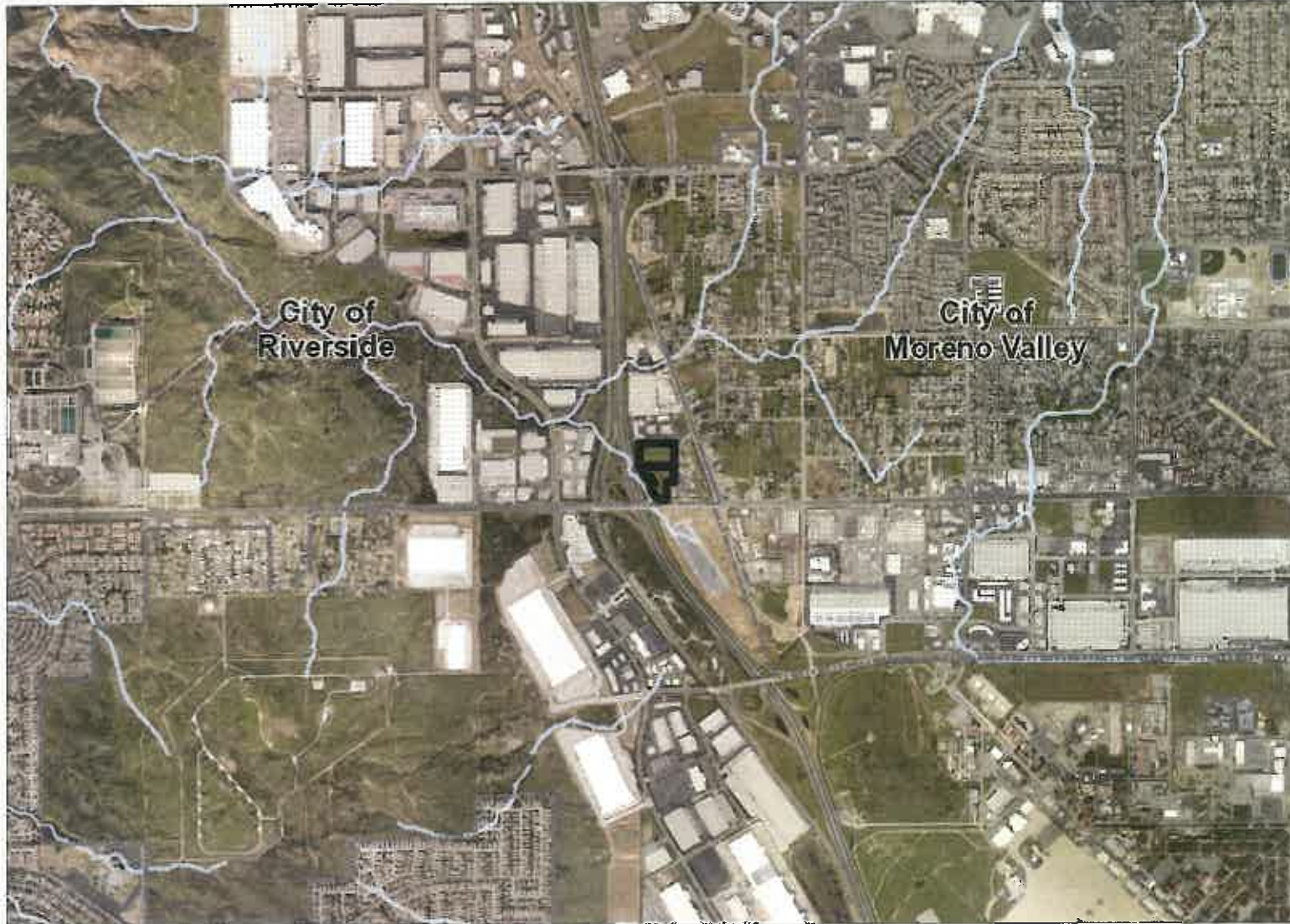
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Notes

Map My County Map



Los Angeles



San Diego

Tijuana

Mexico

Legend

Blue Line Streams

City Areas

World Street Map



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0 3 6,019 Feet

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Notes

Map My County Map



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



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Notes

Map My County Map



Legend

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

Notes



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0 752 1,505 Feet

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HPA, Inc.
16281 Gordon Avenue - Sta. #100
Irvine, CA
92612
Tel: 949-453-1770
Fax: 949-453-1851
email: hpa@hpaarch.com

Owner:

OZI
ALESSANDRO
LLC

Project:

ALESSANDRO
CORPORATE
CENTER

RIVERSIDE, CA

Consultants:

Civil: THIENES ENCL
Structural: -
Mechanical: -
Plumbing: -
Electrical: RPM
Landscape: HUNTER
Fire Protection: -
Soils Engineer: -

Title: Overall Floor Plan

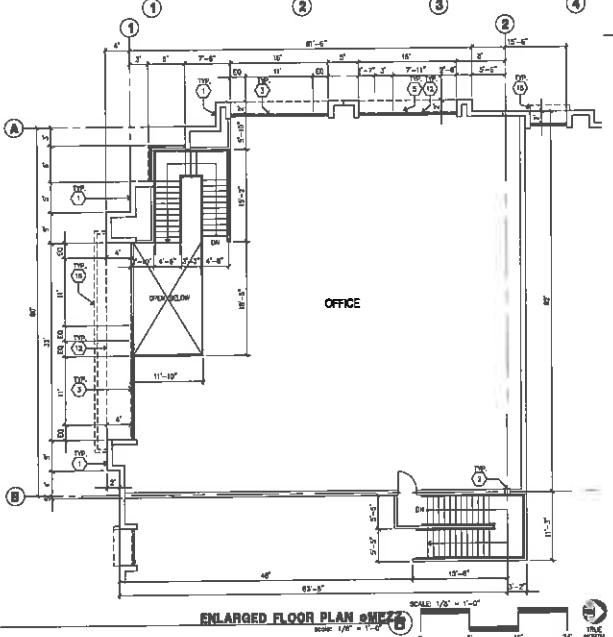
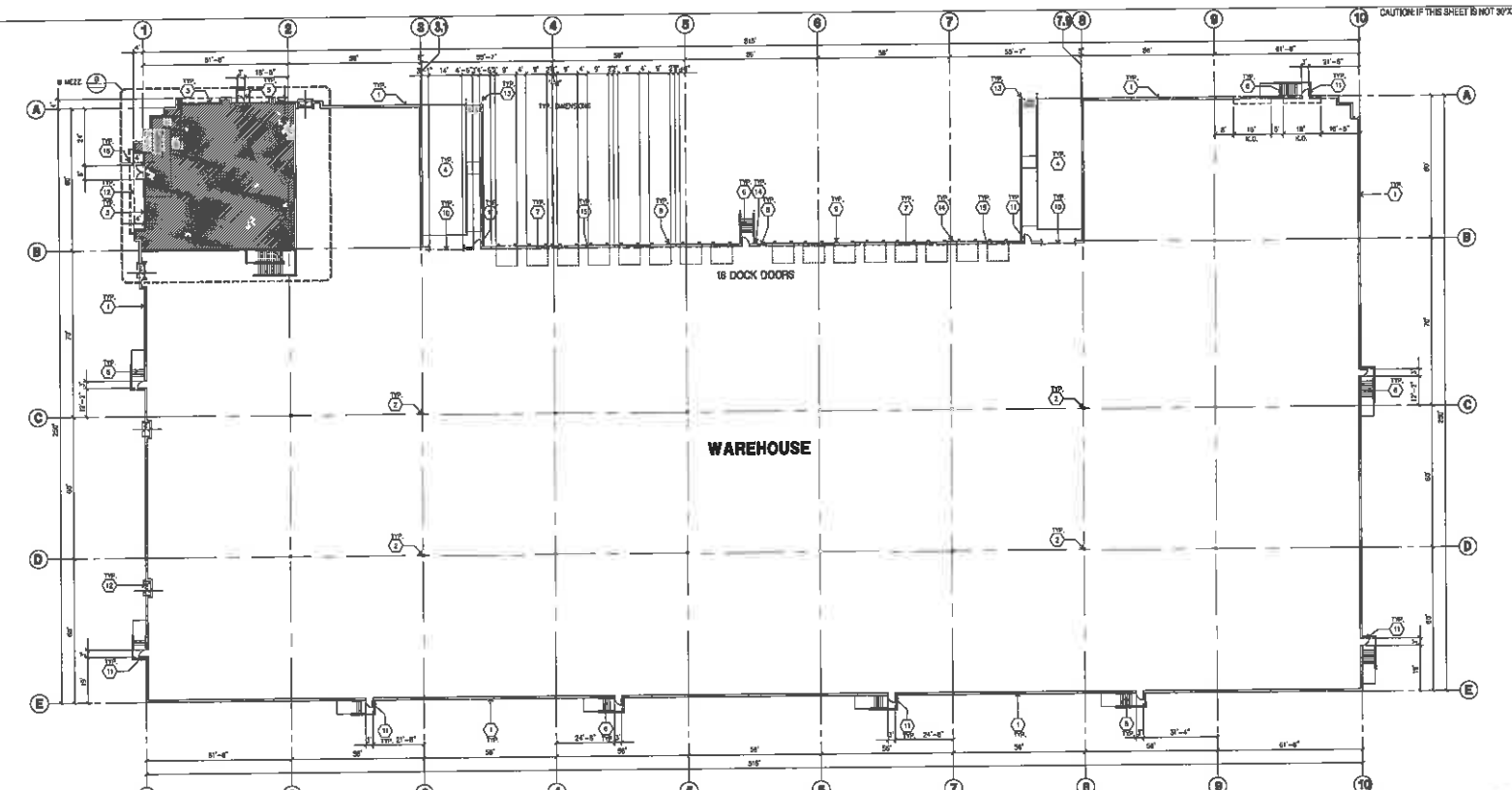
Project Number: 20471
Drawn By: ML
Date: 01/19/21

Revision:

Sheet:

DAB-A2.1

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL TYPING SYSTEM WITH GLAZING. SEE OFFICE BUILD-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATION.
4. CONCRETE MANTLE WITH LATCH CONC. TILT-UP QUARD WALL OR BUILDING WALL ON BOTH SIDE OF MANTLE.
5. 4'-0" X 4'-0" CONC. CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR BAY DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN FINISH.
6. EXTERIOR CONCRETE SLOPE.
7. 8" X 12" TRUCK DOOR, SECTIONAL, O.A. STANDARD GRADE.
8. LULLERED OPENING FOR VENTILATION.
9. DOOR DOOR BUMPER TYPICAL.
10. 12" X 14" DRIVE TRAIL, SECTIONAL, O.A. STANDARD GRADE.
11. OFFICE CASE FINISH.
12. CONC. FLOOR FINISH PER 4" DIA. UNCL. 47K.
13. EXTERIOR DOWNSPOUT WITH 2 DOWNFLOW SCUPPER.
14. Z BRACE.
15. METAL CANOPY ABOVE.
16. ROOF ACCESS LADDER.
17. INTERIOR LONG-TERM BENCH PAD.

FLOOR PLAN GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR HIGH PEEK SYSTEMS WITH FREE ACCESS BAY DOORS AT APPROXIMATELY 10' O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY MACHINERY/OVERHEAD SYSTEMS.
2. FIRE RISE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. SEE "C" DIMENSIONS FOR FINISH SURFACE ELEVATIONS.
4. BRUSH-PAINT INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE PAINTED PINK ONLY. ALL DIM. BOLL. SHALL BE WAREHOUSE TO RECEIVE 1/2" DIA. OF BOLL. TO COLUMN.
5. SLAB PERM STRIP 1/2" TO EXTERIOR AT ALL WAREHOUSE DOORS. SEE "D" DIMENSIONS FOR PERM STRIP LOCATION.
6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL OR TO LINE ON FACE OF SLAB (L.A.).
7. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
8. SEE BOLL. FOR DOOR TYPES AND SIZES.
9. PERM. ALL DOORS FOR EXIST. SCHEDULES AND FINISH OPENINGS.
10. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE REMOVED INCLUDING CHAIR AND JACKS.
11. ALL SET BAY DOORS IS SUBSEQUENT TO HAVE CLEARANCES OUT BAY WAREHOUSE.
12. HEAVY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
13. EACH EXTERIOR SET DOOR SHALL BE IDENTIFIED BY A TACTILE SET SIGN WITH THE WORDS "TEXT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE NOT FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
14. NON-ACCESSIBLE DOOR. PROVIDE SIGNING BEEN LOCKED IN THE INTERIOR NET PER CBC 19B-003.3.
15. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY ANCHORED FROM EXTERIOR WITH 3/8" DIA. ANCHOR BOLTS.
16. ROOFTOP ADDRESS SHALL BE INSTALLED ON THE BUILDING AS STATED IN THE DRAWINGS. CONCRETE NUMBER SHALL BE AT LEAST 3" TALL AND 1" THICK WITH A REFLECTIVE WHITE PAINT ON FLAT BLACK BACKGROUND. AND ORIENTED WITH BOTTOM OF NUMBER TOWARDS APPROXIMATE STREET.

FLOOR SLAB & POUR STRIPS REQ.

1. FLOOR CONSTRUCTION - 150K.
2. WAREHOUSE CONSTRUCTION - 200K.
3. BUILDING FLOOR SLAB PER STRUCTURAL DRAWINGS.
4. CONNECTIONS TO BEILD FOR CLASS 1 FLOOR PER A.C.I. 308-18-99.
5. CONCRETE SLAB TO HAVE STEEL REINFORCING BARS. REINFORCING PER A.C.I. CONNECTION TO SAME SLAB TO BE NOT CURING USING BRACING FOR 7 DAYS.
6. ALL EQUIPMENT & MOVING VEHICLES SHALL BE REMOVED.
7. NO CURING CONCRETE TRUCKS OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
8. ALL CURING CONCRETE TRUCKS OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
9. ALL CURING CONCRETE TRUCKS OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
10. ALL CURING CONCRETE TRUCKS OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
11. WHERE CONCRETE SLAB IS SETTING OFFICE WALLS, WHERE SAND OR OTHER UNDER ARE REQUIRED, SHALL BE NATURALLY PROVIDED WITHOUT USE OF BRIDGE. CURING EQUIPMENT, OR RELEASE AGENTS. CONTRACTOR/CONSTRUCTION AGENTS SHALL NOT BE PAID WITH 100-100 JOINT FILLER IN JOINTS OF OFFICE STRIPS.
12. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
13. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
14. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
15. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
16. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
17. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
18. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
19. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.
20. SEAL CONCRETE SLAB W/ "SPOULLIT" SEALER.

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



HPA, Inc.
 10821 Gardner Avenue - Ca. #100
 Irvine, CA 92612
 Tel: 949-485-1770
 Fax: 949-853-0851
 Email: hpa@hpainc.com

Owner:

OZI
 ALESSANDRO
 LLC

Project:

ALESSANDRO
 CORPORATE
 CENTER

RIVERSIDE, CA

Consultants:

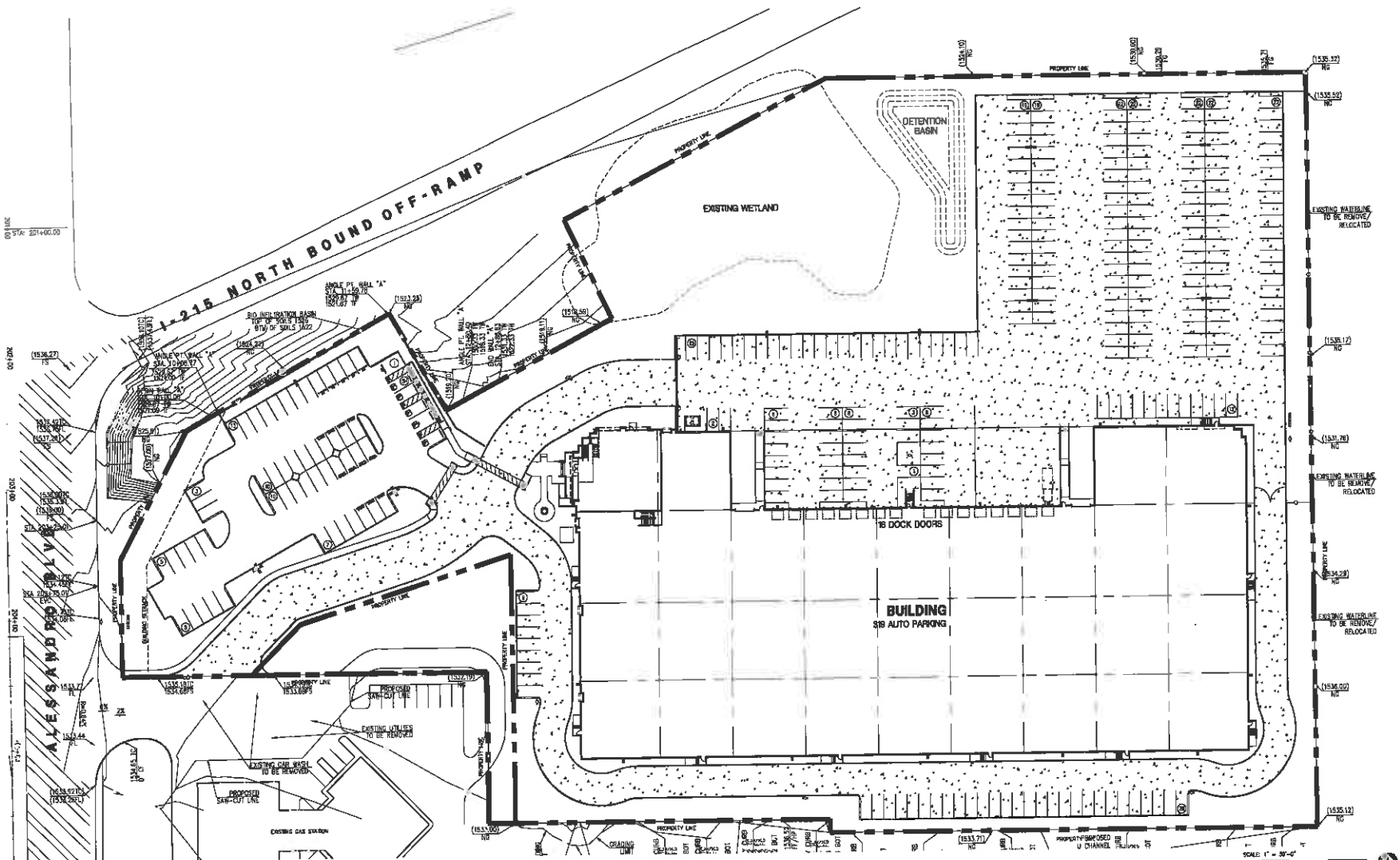
Civil: THOMAS ENCL.
 Structural:
 Mechanical:
 Electrical: RFM
 Landscaping: HUNTER
 Fire Protection:
 Soil Engineer:

Title: Parking Plan

Project Number: 20471
 Drawn by: ML
 Date: 01/16/21
 Revisions:

Sheet:

DAB-A1.1P

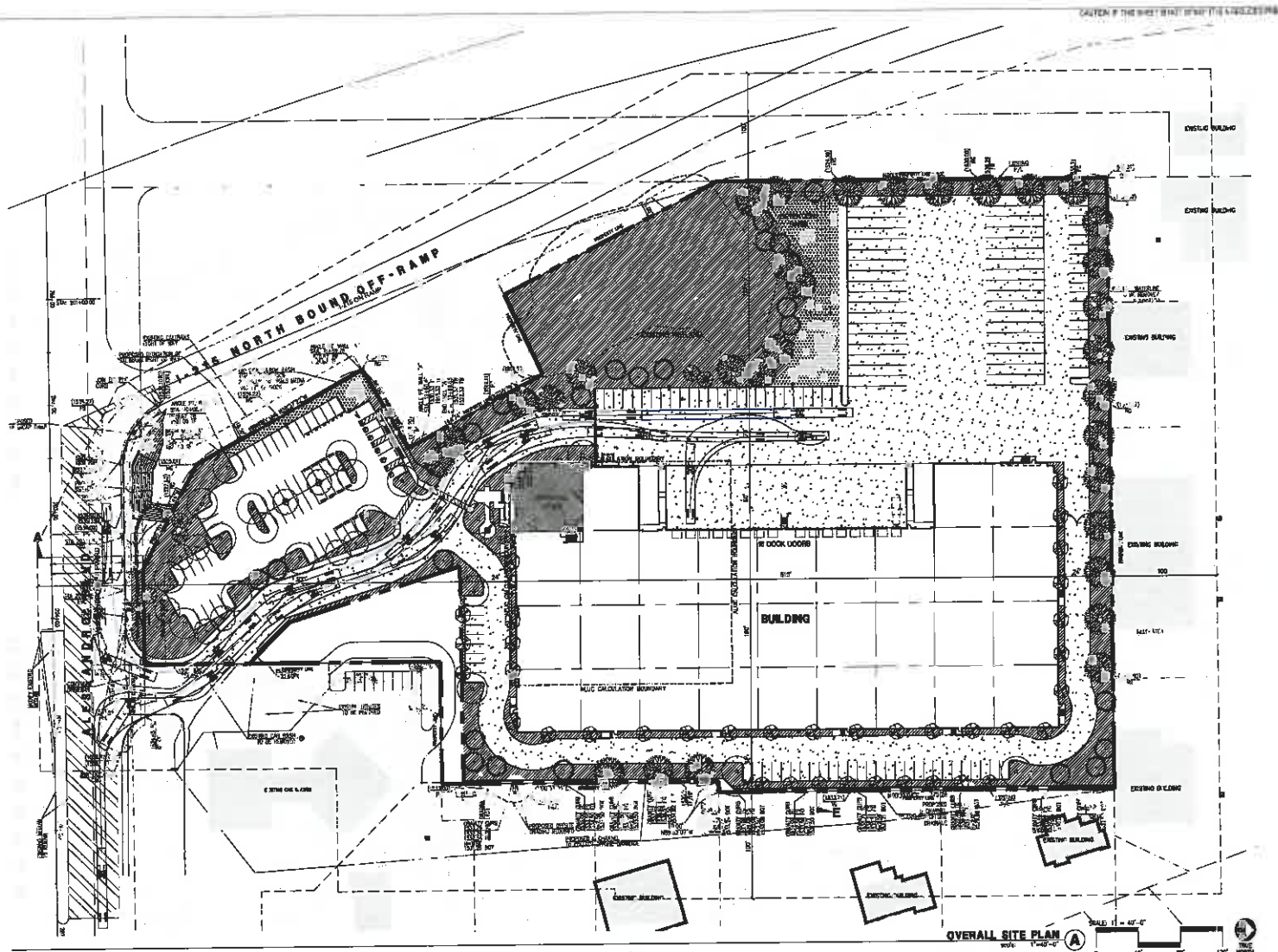


SITE PARKING PLAN

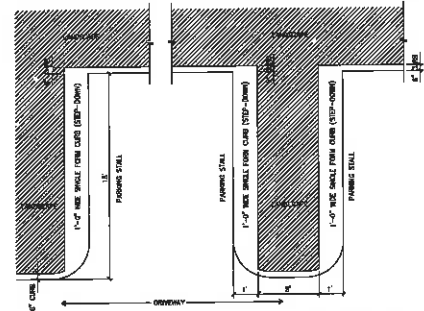
TABULATION

DESCRIPTION	AMOUNT	UNIT
EXISTING		
Auto	607	SF
DRIVEWAY	873	SF
PROPOSED		
Office - 1st floor	2,800	SF (2nd)
Office - 2nd floor	3,700	SF (2nd)
Manufacturing	68,800	SF (2nd)
Warehouse	25,200	SF (1st)
TOTAL	114,100	SF
SPAVEMENT	20	CH
AUTO PARKING REQUIRED		
Office - 1st floor	74	SPACES
Manufacturing 1st floor	341	SPACES
Office - 2nd floor	17	SPACES
TOTAL	372	SPACES
AUTO PARKING PROVIDED		
Standard 1st floor	290	SPACES
Asphalt/Concrete 1st floor	2	SPACES
Asphalt/Concrete 2nd floor	11	SPACES
Asphalt/Concrete 3rd floor	2	SPACES
Asphalt/Concrete 4th floor	1	SPACES
Asphalt/Concrete 5th floor	1	SPACES
Asphalt/Concrete 6th floor	1	SPACES
Asphalt/Concrete 7th floor	1	SPACES
Asphalt/Concrete 8th floor	1	SPACES
Asphalt/Concrete 9th floor	1	SPACES
Asphalt/Concrete 10th floor	1	SPACES
Asphalt/Concrete 11th floor	1	SPACES
Asphalt/Concrete 12th floor	1	SPACES
Asphalt/Concrete 13th floor	1	SPACES
Asphalt/Concrete 14th floor	1	SPACES
Asphalt/Concrete 15th floor	1	SPACES
Asphalt/Concrete 16th floor	1	SPACES
Asphalt/Concrete 17th floor	1	SPACES
Asphalt/Concrete 18th floor	1	SPACES
Asphalt/Concrete 19th floor	1	SPACES
Asphalt/Concrete 20th floor	1	SPACES
Asphalt/Concrete 21st floor	1	SPACES
Asphalt/Concrete 22nd floor	1	SPACES
Asphalt/Concrete 23rd floor	1	SPACES
Asphalt/Concrete 24th floor	1	SPACES
Asphalt/Concrete 25th floor	1	SPACES
Asphalt/Concrete 26th floor	1	SPACES
Asphalt/Concrete 27th floor	1	SPACES
Asphalt/Concrete 28th floor	1	SPACES
Asphalt/Concrete 29th floor	1	SPACES
Asphalt/Concrete 30th floor	1	SPACES
Asphalt/Concrete 31st floor	1	SPACES
Asphalt/Concrete 32nd floor	1	SPACES
Asphalt/Concrete 33rd floor	1	SPACES
Asphalt/Concrete 34th floor	1	SPACES
Asphalt/Concrete 35th floor	1	SPACES
Asphalt/Concrete 36th floor	1	SPACES
Asphalt/Concrete 37th floor	1	SPACES
Asphalt/Concrete 38th floor	1	SPACES
Asphalt/Concrete 39th floor	1	SPACES
Asphalt/Concrete 40th floor	1	SPACES
Asphalt/Concrete 41st floor	1	SPACES
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Asphalt/Concrete 45th floor	1	SPACES
Asphalt/Concrete 46th floor	1	SPACES
Asphalt/Concrete 47th floor	1	SPACES
Asphalt/Concrete 48th floor	1	SPACES
Asphalt/Concrete 49th floor	1	SPACES
Asphalt/Concrete 50th floor	1	SPACES
Asphalt/Concrete 51st floor	1	SPACES
Asphalt/Concrete 52nd floor	1	SPACES
Asphalt/Concrete 53rd floor	1	SPACES
Asphalt/Concrete 54th floor	1	SPACES
Asphalt/Concrete 55th floor	1	SPACES
Asphalt/Concrete 56th floor	1	SPACES
Asphalt/Concrete 57th floor	1	SPACES
Asphalt/Concrete 58th floor	1	SPACES
Asphalt/Concrete 59th floor	1	SPACES
Asphalt/Concrete 60th floor	1	SPACES
Asphalt/Concrete 61st floor	1	SPACES
Asphalt/Concrete 62nd floor	1	SPACES
Asphalt/Concrete 63rd floor	1	SPACES
Asphalt/Concrete 64th floor	1	SPACES
Asphalt/Concrete 65th floor	1	SPACES
Asphalt/Concrete 66th floor	1	SPACES
Asphalt/Concrete 67th floor	1	SPACES
Asphalt/Concrete 68th floor	1	SPACES
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Asphalt/Concrete 70th floor	1	SPACES
Asphalt/Concrete 71st floor	1	SPACES
Asphalt/Concrete 72nd floor	1	SPACES
Asphalt/Concrete 73rd floor	1	SPACES
Asphalt/Concrete 74th floor	1	SPACES
Asphalt/Concrete 75th floor	1	SPACES
Asphalt/Concrete 76th floor	1	SPACES
Asphalt/Concrete 77th floor	1	SPACES
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Asphalt/Concrete 80th floor	1	SPACES
Asphalt/Concrete 81st floor	1	SPACES
Asphalt/Concrete 82nd floor	1	SPACES
Asphalt/Concrete 83rd floor	1	SPACES
Asphalt/Concrete 84th floor	1	SPACES
Asphalt/Concrete 85th floor	1	SPACES
Asphalt/Concrete 86th floor	1	SPACES
Asphalt/Concrete 87th floor	1	SPACES
Asphalt/Concrete 88th floor	1	SPACES
Asphalt/Concrete 89th floor	1	SPACES
Asphalt/Concrete 90th floor	1	SPACES
Asphalt/Concrete 91st floor	1	SPACES
Asphalt/Concrete 92nd floor	1	SPACES
Asphalt/Concrete 93rd floor	1	SPACES
Asphalt/Concrete 94th floor	1	SPACES
Asphalt/Concrete 95th floor	1	SPACES
Asphalt/Concrete 96th floor	1	SPACES
Asphalt/Concrete 97th floor	1	SPACES
Asphalt/Concrete 98th floor	1	SPACES
Asphalt/Concrete 99th floor	1	SPACES
Asphalt/Concrete 100th floor	1	SPACES





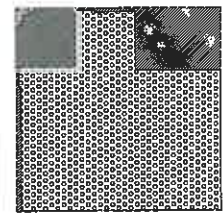
OVERALL SITE PLAN
SCALE: 1" = 40'-0"



STEP-DOWN AT END PARKING STALL
SCALE: 1" = 10'-0"

- NON OCCUPANCY AREA
6,388 sq. ft.
- OFFICE AREA
3,200 sq. ft.
- WAREHOUSE AREA
33,971 sq. ft.

ALL DIMENSIONS SHOWN ARE UNLESS OTHERWISE NOTED AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE CALIFORNIA BUILDING CODE (CBC).
 ALL DIMENSIONS SHOWN ARE UNLESS OTHERWISE NOTED AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE CALIFORNIA BUILDING CODE (CBC).
 ALL DIMENSIONS SHOWN ARE UNLESS OTHERWISE NOTED AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE CALIFORNIA BUILDING CODE (CBC).



ALUC CALCULATION
SCALE: 1" = 10'-0"

1001 W. 101st Street, Suite 100, Torrance, CA 90503
 (310) 209-1111
 (310) 209-1112
 (310) 209-1113
 (310) 209-1114
 (310) 209-1115
 (310) 209-1116
 (310) 209-1117
 (310) 209-1118
 (310) 209-1119
 (310) 209-1120
 (310) 209-1121
 (310) 209-1122
 (310) 209-1123
 (310) 209-1124
 (310) 209-1125
 (310) 209-1126
 (310) 209-1127
 (310) 209-1128
 (310) 209-1129
 (310) 209-1130

Owner:

OZI ALESSANDRO LLC

Project:

ALESSANDRO CORPORATE CENTER

IRVINE, CA

Consultant:

DAB-AI.IS

1001 W. 101st Street, Suite 100, Torrance, CA 90503
 (310) 209-1111
 (310) 209-1112
 (310) 209-1113
 (310) 209-1114
 (310) 209-1115
 (310) 209-1116
 (310) 209-1117
 (310) 209-1118
 (310) 209-1119
 (310) 209-1120
 (310) 209-1121
 (310) 209-1122
 (310) 209-1123
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 (310) 209-1127
 (310) 209-1128
 (310) 209-1129
 (310) 209-1130

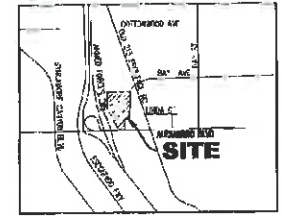
Project Number: 2011

Drawn by: [Name]

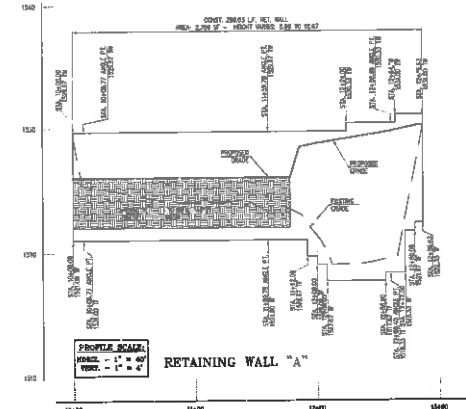
Date: 10/1/11

Revision:

DAB-AI.IS



VICINITY MAP
N 75



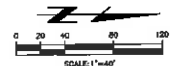
RETAINING WALL "A"
PROFILE SCALE:
HORIZ. 1" = 40'
VERT. 1" = 4'

PROJECT: 25th AVENUE
JOB: 25A

GARTNER'S BALANCE CALCULATIONS
CITY OF RIVERSIDE

K. SITE AREA:	719.86 SQ. FT.
L. SLOPE/INCH FACTOR:	0.125
M. SLOPE/AGE FACTOR:	20.0%
N. SITE EROSION FACTOR:	0.25
O. OVEREXCAVATION:	25,100 CY
A. CALCULATED CUT:	21,600 CY
B. FOOTING AND UTILITY SPOLS:	8,000 CY
PH. OFFICE SPOLS (STREET AND STORM DRAIN):	300 CY
C. TOTAL CUT (A+B):	21,900 CY
D. CALCULATED FILL:	18,700 CY
E. LIGHT PAVING FILL:	0 CY
F. SUBGRADE (4" MIN):	3,200 CY
G. SUBGRADE (6" MIN):	2,700 CY
H. SITE EROSION:	1,000 CY
I. (OVEREXCAVATION) OVERPAVE:	2,011 CY
J. TOTAL FILL (D+E+F+G+H+I):	27,611 CY
K. TOTAL (REPORT) DR. EXCESS:	80 CY

SEE ATTACHMENT 2



PREPARED FOR:
DD ALESSANDRO LLC
1801 BARKER AVENUE, SUITE 40
RIVERSIDE, CA 92504
PHONE: (951) 818-1700
FAX: (949) 883-8524



CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

CONCEPTUAL GRADING PLAN
25th ALESSANDRO
ALESSANDRO AND 215 ON RAMP

- SHEET INDEX:
- SHEET 1 - CONCEPTUAL GRADING PLAN
 - SHEET 2 - CONCEPTUAL SITE SECTION AND STORM DRAIN PLAN
 - SHEET 3 - CONCEPTUAL SITE UTILITY
 - SHEET 4 - CONCEPTUAL STORM DRAIN PLAN
 - SHEET 5 - CONCEPTUAL STORM DRAIN PROFILE
 - SHEET 6 - CONCEPTUAL STREET LAYOUT PLAN

Prepared by: _____	Approved by: _____	Date: _____
Checked by: _____	Public Works Director: _____	Scale: 1"=40'
Date: _____	Sheet: 1	6
Checked by: _____	Date: _____	Sheet: _____

3049 / 1 OF 6 SHEETS



Legend

- Runway
- City of Moreno Valley
- City of Riverside
- APZ I
- APZ II
- CZ



1 inch = 0.36 miles

SCALE: 1" = 150'

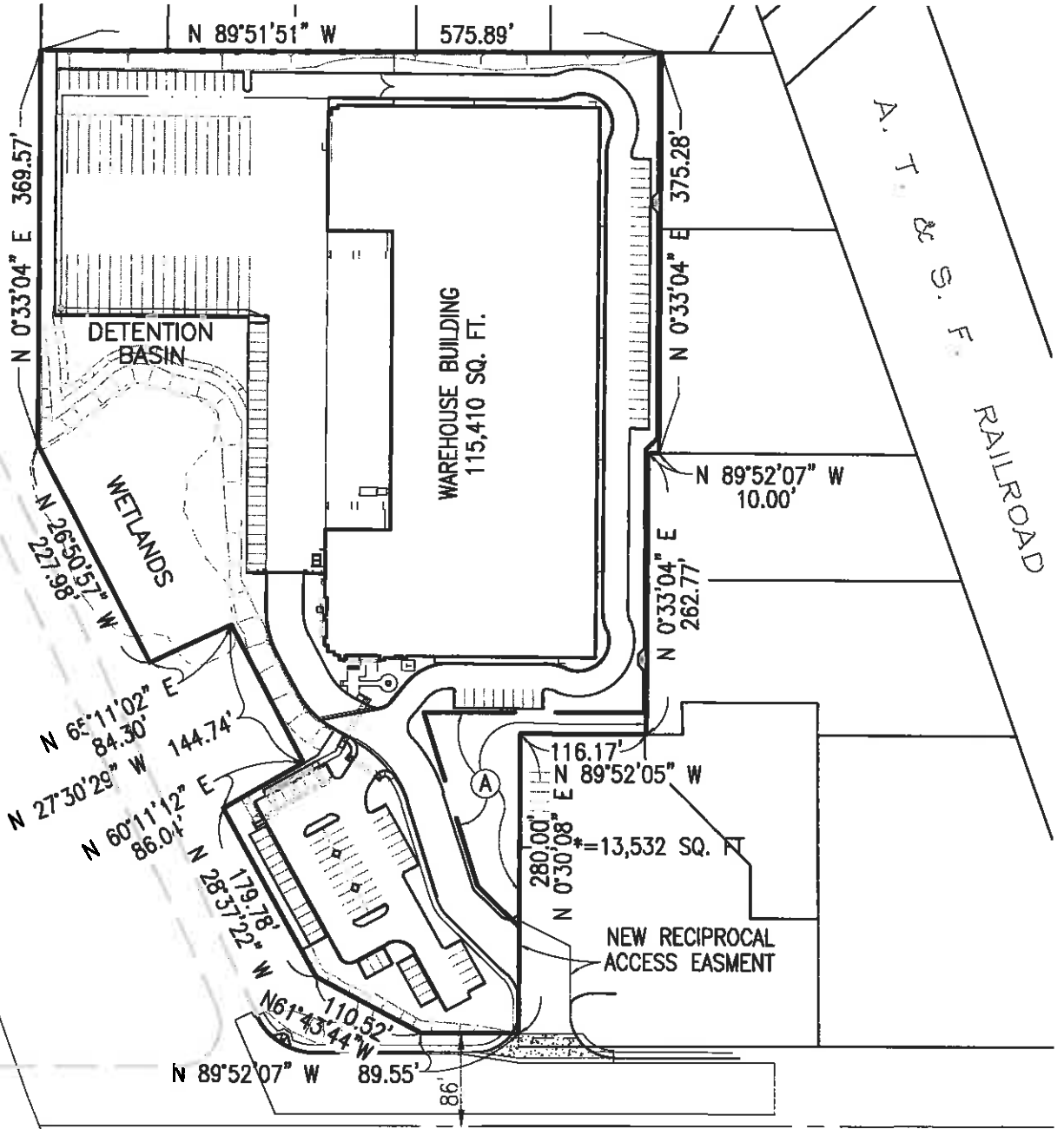
SHEET 2 OF 2

EXHIBIT "A" GENERAL PLAN AMENDMENT

FROM: C - COMMERCIAL
TO: B/OP - BUSINESS/OFFICE PARK



INTERSTATE 215



A. T. & S. F. RAILROAD

ALESSANDRO BOULEVARD

LEGEND:

(A) INDICATED THAT PORTION OF LAND (13,532 SQ. FT.) TO BE ADDED TO APN 263-010-29

APN: 0263-100-028 and 0263-091-008

SURVEYOR:

PREPARED UNDER THE DIRECTION OF:

Thienes Engineering, Inc.
 CIVIL ENGINEERING • LAND SURVEYING
 14349 FIRESTONE BOULEVARD
 LA MIRADA, CALIFORNIA 90638
 PH.(714)521-4811 FAX(714)521-4173

[Signature]
 BRIAN L. THIENES
 P.L.S. NO. 5750
 REG. EXP. DEC. 31, 2021

2/23/21
DATE

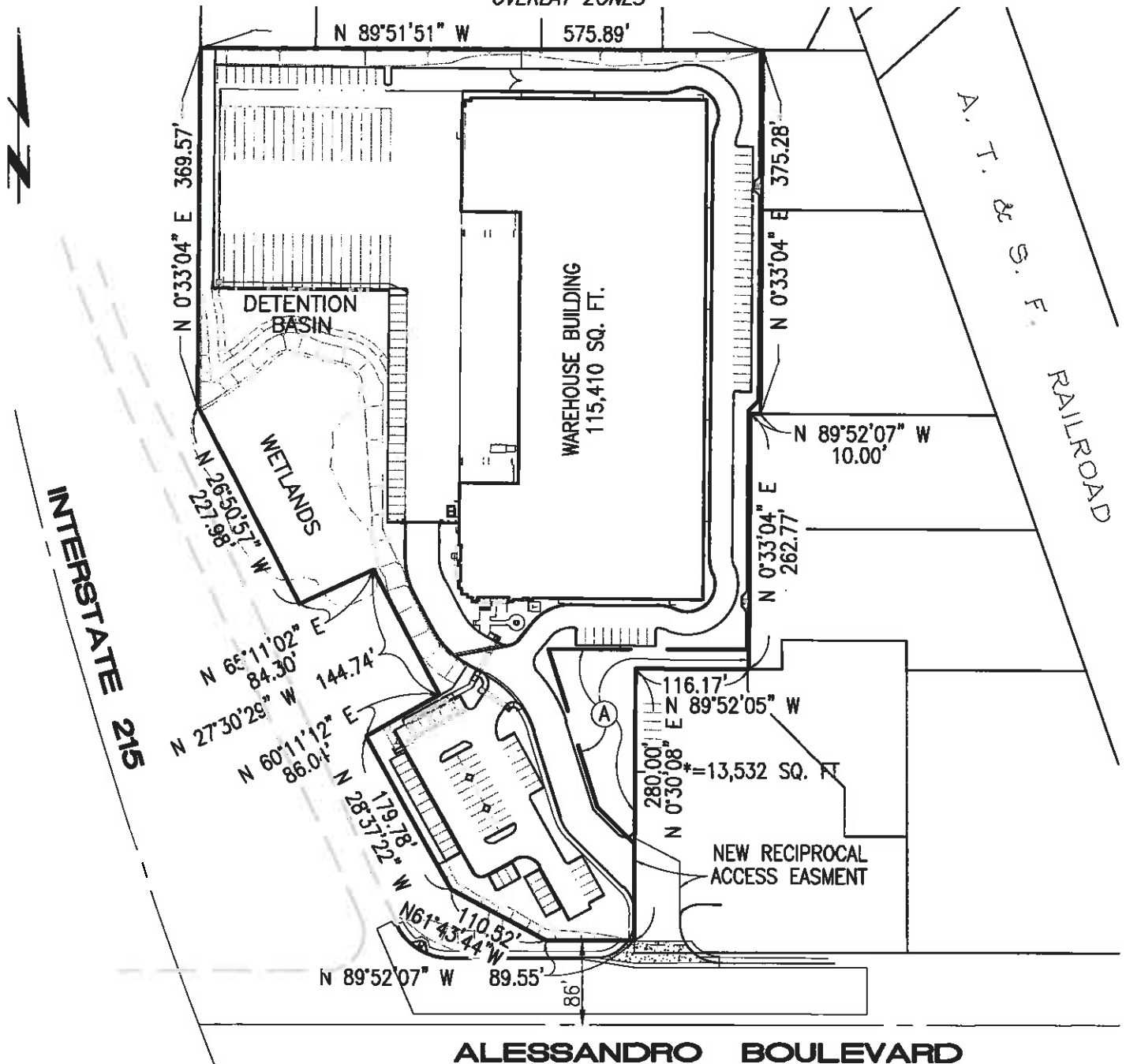


SCALE: 1" = 150'

SHEET 2 OF 2

EXHIBIT "A" GENERAL PLAN AMENDMENT

FROM: CR-SP - COMMERCIAL RETAIL AND SPECIFIC PLAN (SYCAMORE CANYON BUSINESS PARK) OVERLAY ZONES
TO: BMP-SP - BUSINESS AND MANUFACTURING PARK AND SPECIFIC PLAN (SYCAMORE CANYON BUSINESS PARK) OVERLAY ZONES



LEGEND:

Ⓐ INDICATED THAT PORTION OF LAND (13,532 SQ. FT.) TO BE ADDED TO APN 263-010-29

APN: 0263-100-028 and 0263-091-008

SURVEYOR:

PREPARED UNDER THE DIRECTION OF:

Thienes Engineering, Inc.
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[Signature]
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 P.L.S. NO. 5750
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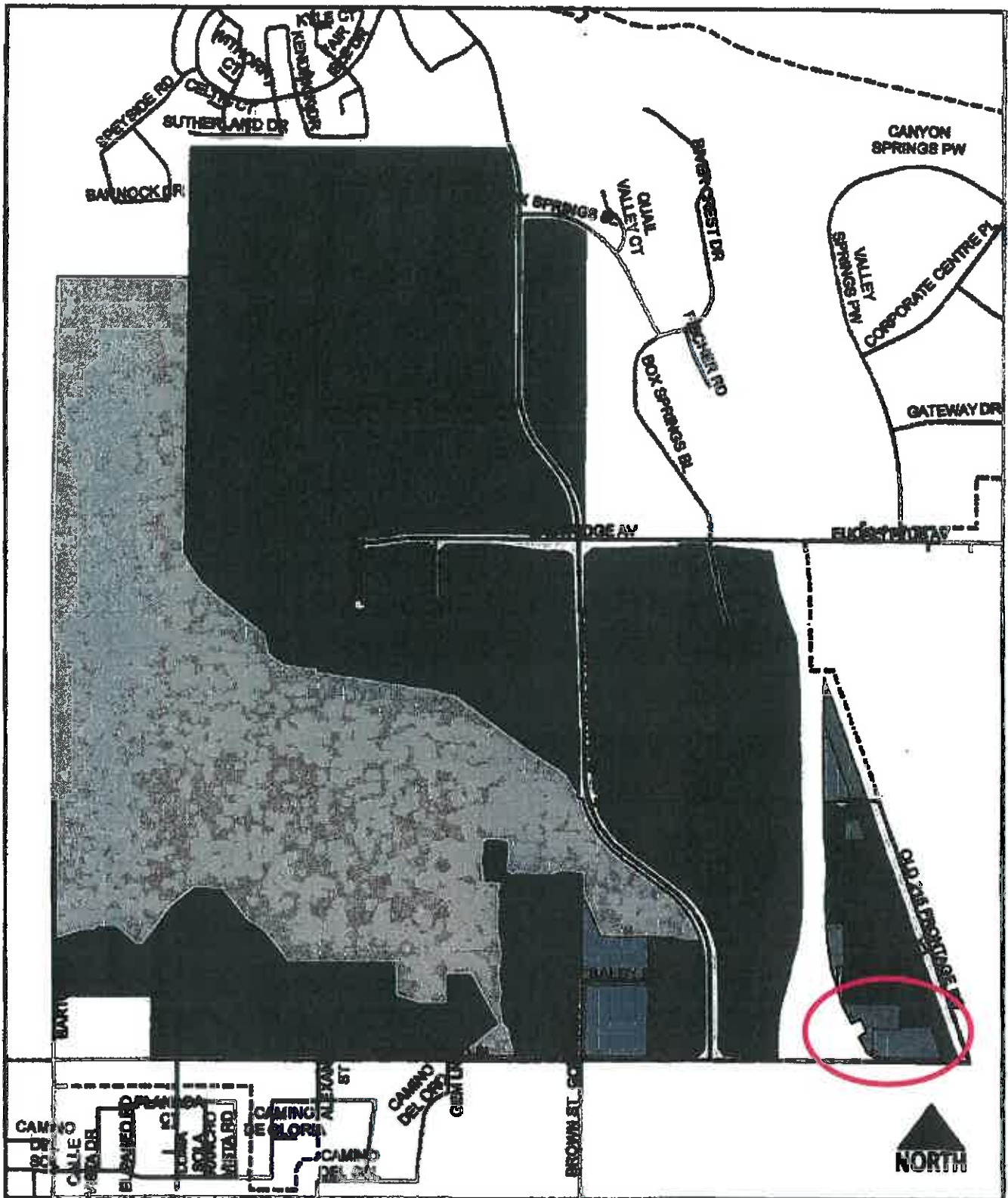


EXHIBIT "B"

Sycamore Canyon Business Park Specific Plan

**TABLE 1
Land Use Distribution Summary**

USE	GROSS ACRES
Retail Business Office	124.39
Industrial	824.01
Industrial Support	23.6
Arroyo (Sycamore Canyon)	431
<i>Total</i>	<i>1,403</i>



Sycamore Canyon Business Park Specific Plan

Proposed

- Industrial
- Industrial Support
- Regional Park
- Retail Business Office

Exhibit 5: Land Use Map

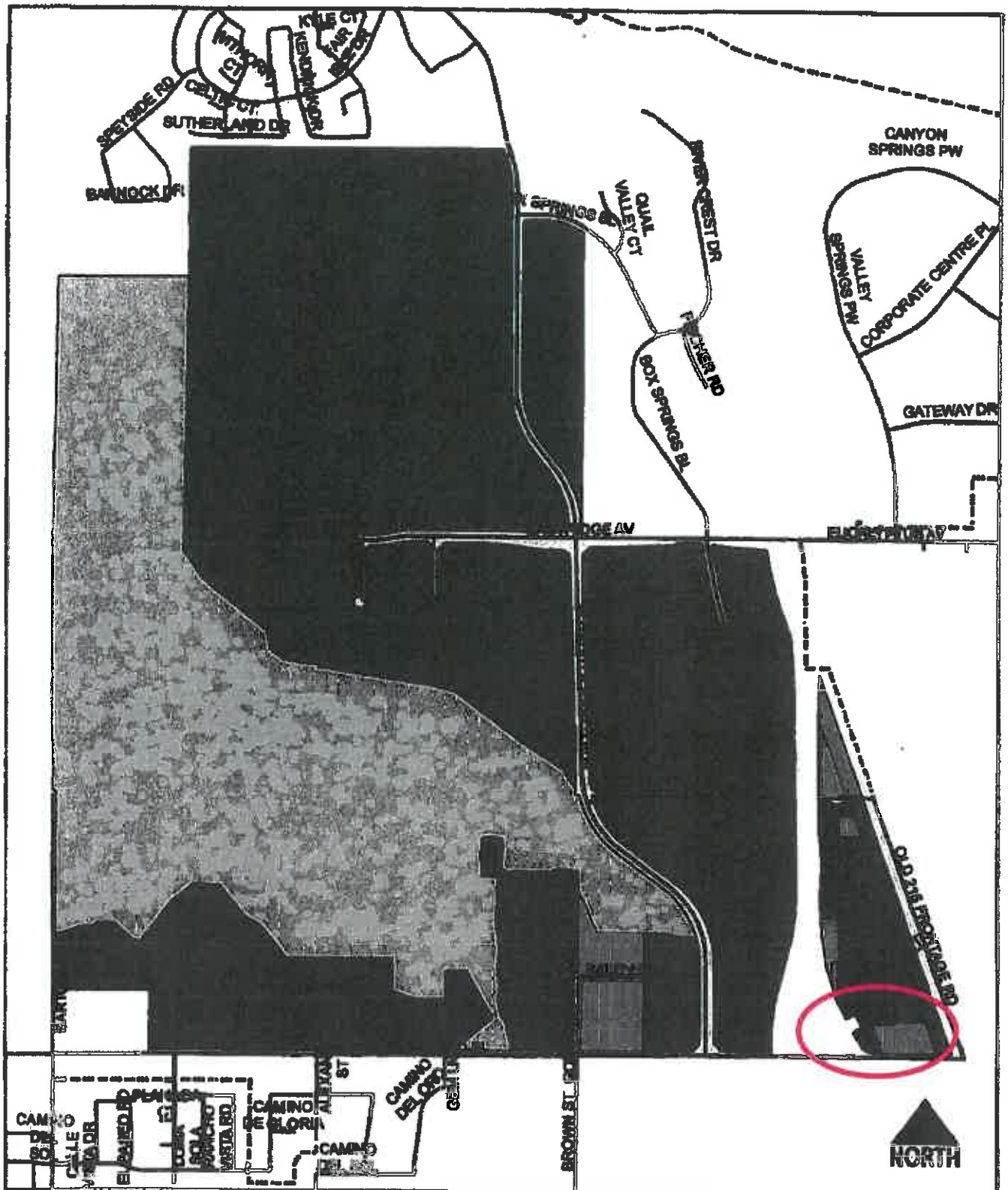
Proposed Specific Plan Amendment

Sycamore Canyon Business Park Specific Plan

TABLE 1

Land Use Distribution Summary

USE	GROSS ACRES
Retail Business Office	124.39
Industrial	827.87
Industrial Support	19.74
Arroyo (Sycamore Canyon)	431.0
Total	1,403.0



Sycamore Canyon Business Park Specific Plan

Proposed

- Industrial
- Industrial Support
- Regional Park
- Retail Business Office

Exhibit 5: Land Use Map

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

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

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

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

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

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

DATE OF HEARING: April 8, 2021

TIME OF HEARING: 9:30 A.M.

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

CASE DESCRIPTION:

ZAP1452MA21 – OZI Alessandro, LLC (Representative: Matt Englhard) – City of Riverside Case Nos. PR2020-000519 (General Plan Amendment, Specific Plan Amendment, Rezone, Design Review), a proposal to construct a 115,410 square foot warehouse building with mezzanine on 8.82 acres located northerly of Alessandro Boulevard, easterly of Interstate-215, westerly of Old 215 Frontage Road, and southerly of Cottonwood Avenue. The applicant also proposes amending 8.82 acres General Plan land use designation from Commercial (C) to Business/Office Park (B/OP), changing its zoning from CR-SP (Commercial Retail and Specific Plan ‘Sycamore Canyon Business Park’ Overlay Zones) to BMP-SP (Business and Manufacturing Park and Specific Plan ‘Sycamore Canyon Business Park Overlay Zones), and amending the Sycamore Canyon Business Park Specific Plan to change the land use from Industrial Support to Industrial. Originally, a mixed commercial-industrial project was proposed (ZAP1105MA14) and found inconsistent by the ALUC in 2015. A revised mixed commercial industrial project was proposed (ZAP1123MA15) and found consistent by the ALUC in 2015. (Airport Compatibility Zone B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1452MA21 DATE SUBMITTED: 2-8-21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Yong Nam - OZI Alessandro LLC Phone Number 949 433-9825
Mailing Address 18831 Bardeen Avenue, Suite 100 Email yong@hparchs.com
Irvine, CA. 92626

Representative Matt Enghard Phone Number 949 842-3074
Mailing Address 30 Calle Azeituna Email matt@pcilc.com
San Clemente, CA 9267

Property Owner Yong Nam - OZI Alessandro LLC Phone Number _____
Mailing Address _____ Email _____

March
B1
APZ II

LOCAL JURISDICTION AGENCY

Local Agency Name City of Riverside Phone Number (951) 826-5371
Staff Contact Candice Assadzadeh Email cassadzadeh@riversideca.gov
Mailing Address 3900 Main Street Case Type New Development
Riverside, CA. 92522
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
Local Agency Project No PR-2020-000519 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 2610 Alessandro Boulevard
Riverside, CA.
Assessor's Parcel No. 0263-091-008; 0263-100-028 Gross Parcel Size 9.14
Subdivision Name _____ Nearest Airport and distance from Airport _____
Lot Number _____ March 4,000 Feet

PROJECT DESCRIPTION

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

Existing Land Use Undeveloped
(describe) _____

Proposed Land Use (describe)	One concrete tilt- up warehouse distribution center totaling 115,410 SF.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation		
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	1530	ft.
	Height of buildings or structures (from the ground)	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 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)**

HYBRID INTENSITY POLICY FOR PARCEL DELIVERY FACILITIES

BACKGROUND:

Airport Land Use Commission (ALUC) staff currently reviews a project's building intensity by using the 1) Building Code method and 2) Parking Code method, as outlined in the Countywide Plan. These approved methodologies are sufficient enough for staff to perform intensity calculations on most projects. However, in the case of Parcel Delivery Facilities, these two methodologies independently are not enough to calculate the project's intensity. The specific use of Parcel Delivery Facilities, which includes the use of indoor van parking spaces, loading spaces, and queuing/stacking spaces, in addition to the regular building floor area such as warehouse, manufacturing, office, etc., requires the use of a hybrid intensity methodology that is not provided in the Countywide Plan so staff can perform more realistic intensity calculations.

A discussion with the ALUC was held on March 11, 2021, where ALUC staff was directed to bring back a Policy for the Commission's consideration. This Policy outlines ALUC staff's recommended approach to reviewing Parcel Delivery Facilities as it relates to intensity calculation.

POLICY:

When a Parcel Delivery Facility project is submitted to ALUC, ALUC staff is authorized to consider using a "hybrid intensity methodology" to calculate the project's intensity when calculating intensity by the Building Code method and Parking Code method independently are insufficient and where the project's design involves the use of indoor van parking spaces, loading spaces, and/or queuing/stacking spaces. Specifically, the "hybrid intensity methodology" will use a combination of the Building Code method for such areas as normally defined by the Building Code, such as warehouse, office and manufacturing areas, as well as the Parking Code method, which will be applied to areas inside the building identified as indoor van delivery parking, loading, queuing and stacking.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals.

- A. During the period of February 16, 2021, through March 15, 2021, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed one non-legislative case within Zone D of Palm Springs International Airport Influence Area, and two non-legislative cases within Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area and Perris Valley Airport Influence Area.

ZAP1094PS21 (Palm Springs International Airport Zone D) pertains to City of Cathedral City Case No. CUP20-016 (Conditional Use Permit), a proposal to construct a 17-unit apartment complex on 1.52 acres, located northerly of Eytel Road, westerly of Date Palm Drive, southerly of 33rd Avenue, and easterly of Rancho Vista Drive. The project site is located within Compatibility Zone D of the Palm Springs Airport Influence Area, where Additional Compatibility Policy #2.3 restricts residential densities to either below 0.2 dwelling units per acre or above 3.0 dwelling units per acre. The project proposes 17 dwelling units on 1.52 gross acres, resulting in a density of 11 dwelling units per acre, which is consistent with the Zone D residential density criteria. Pursuant to the Palm Springs International Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D, which restricts non-residential intensity to an average of 100 people per acre and a maximum of 300 people in any given single acre. The project includes amenities such as a 432 square foot swimming pool, 1,125 square feet of pool deck area, and 720 square feet of BBQ picnic area, which would accommodate an occupancy of 132 people, resulting in an average intensity of 87 people per acre, and a single acre intensity of 132 people, both of which are consistent with the Compatibility Zone D intensity criteria.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 12,190 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top point exceeding 517.4 feet AMSL. The site's elevation is 348 feet AMSL, and the height of the tallest proposed building is 27 feet, resulting in a maximum top point elevation of 375 feet AMSL. Therefore, review by the FAA OES was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on March 3, 2021.

ZAP1446MA21 (March Air Reserve Base/Inland Port Airport Zone D) pertains to County of Riverside Case Nos. CUP200049 (Conditional Use Permit), PP20026 (Plot Plan), a proposal to construct a gas station facility including a 4,017 square foot convenience store, 16 fueling pumps, 1,481 square foot car wash tunnel, and an attached 1,633 square foot restaurant with drive-thru, as well as a separate 7,130 square foot retail/restaurant building with drive-thru on 3.20 acres located on the southwest corner of Cajalco Road and Carroll Street. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,488 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 14,690 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,635 feet AMSL. The project site elevation is 1,668 feet AMSL, and the proposed structure height is 26 feet, for a maximum top point elevation of 1,694 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number 2021-AWP-1653-OE to this proposal. The aeronautical study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a "Determination of No Hazard to Air Navigation" letter on February 22, 2021. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

ALUC Director Simon Housman issued a determination of consistency for this project on February 24, 2021.

ZAP1443MA20 (March Air Reserve Base/Inland Port Airport, and Perris Valley Airport, Zone E) pertains to County of Riverside Case Nos. CUP200018 (Conditional Use Permit), TPM37850 (Tentative Parcel Map), a proposal to commercial retail center including: a car wash facility with 18 fueling spaces and 3 diesel fueling spaces, a 5,558 square foot convenience store, and a 1,490 square foot carwash, as well as a 3,471 square foot restaurant building, a 4,130 square foot restaurant building, and two separate 6,635 square foot retail buildings on 16.4 acres, located westerly of Highway 74, southerly of Clayton Street, and northerly of Ellis Avenue. The applicant also proposes to divide the 16.4 acres into 7 commercial parcels. The site is located within Compatibility Zone E of the Perris Valley Airport Influence Area and also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, both of which do not restrict non-residential intensity.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The nearest portion of the project is located 8,142 feet from the runway, and therefore would be subject to the above requirement. The project would include several bioretention basins, which are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are to be avoided in Zone E, unless they provide for a 48-hour drawdown and propose landscaping that is not attractive to hazardous wildlife. The project has been conditioned to be consistent with these standards in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures.

The nearest runway to the site is Runway 15-33 at Perris Valley Airport. The northerly terminus of this runway is located approximately 8,142 feet easterly of the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any new structures with top of roof exceeding 1,494 feet AMSL. The project's finished floor elevation is 1,591 feet AMSL, and a proposed building height of 30 feet, which results in a top point elevation of 1,621 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Numbers 2021-AWP-2732-OE, 2021-AWP-2733-OE, 2021-AWP-2734-OE, and 2021-AWP-2735-OE, to this proposal. The aeronautical studies revealed that the proposed structures would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued "Determination of No Hazard to Air Navigation" letters on March 5, 2021. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

ALUC Director Simon Housman issued a determination of consistency for this project on March 9, 2021.

- B. Additionally, ALUC Director Simon Housman reviewed one local jurisdiction non-impact legislative case (Zoning Ordinance Amendment and Zone Change) pursuant to ALUC Resolution No. 2011-02 and issued determinations of consistency.

ZAP1448MA21 (March Air Reserve Base/Inland Port Airport, Flabob Airport, Riverside Municipal Airport) pertains to City of Riverside proposal amending the City of Riverside Municipal Code Title 19 (Zoning) making technical and clarifying changes within Residential Zones, Downtown Specific Plan Zone, Base Zones Permitted Land Uses, Breweries, Recycling Facilities, Shelters-Emergency, Wireless Telecommunication Facilities, Approval and Appeal Authority, Public Hearings and Notice Requirements, Appeals, Design Review, and General Plan/Zoning Code/Specific Plan Text/Map Amendments, and to remove the Emergency Shelter Overlay Zones from approximately 1.8 acres located at the Hulen Place Community Shelter camps, in order to be consistent with State Law, and avoid inaccuracies, vagueness and conflicts (effective Citywide).

The proposed amendment does not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. (The proposed amendments to Emergency Shelters requires these facilities to be consistent with any underlying airport land use compatibility plan criteria.) Therefore, this amendment has no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

ALUC Director Simon Housman issued a determination of consistency for this project on February 24, 2021.

- C. Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution Nos. 2016-02 and 2018-02, ALUC Director Simon Housman reviewed one legislative case within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and issued determination of consistency.

ZAP1453MA21 (March Air Reserve Base/Inland Port Airport, Zone E) pertains to County of Riverside Case No. CZ2000026 (Change of Zone), a proposal to change the zoning of 14.6 acres located on the southwest corner of Eucalyptus Avenue and Spring Street, from Rural Residential (R-R) to Light Agriculture (A-1). The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport

Land Use Compatibility Plan, non-residential intensity and residential density are not restricted.

ALUC Director Simon Housman issued a determination of consistency for this project on March 4, 2021.

- D. Additionally, as authorized pursuant to ALUC Resolution No. 2020-02, ALUC Director Simon Housman reviewed one non-legislative case within Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area and issued determination of consistency.

ZAP1455MA21 (March Air Reserve Base/Inland Port Airport Zone B2) pertains to March Joint Powers Authority Case No. PPA20-02, A1 (Plot Plan Amendment #1), a proposal to revise the original case Plot Plan (PP20-02) which included the construction of a 2,022,364 square foot industrial warehouse building (with a maximum building height of 54 feet) with mezzanines on 142.5 acres, located easterly of Interstate 215, southerly of March Air Reserve Base Museum and easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of March Air Reserve Base. The proposed revisions include:

- a reduction in the single building square footage area from 2,022,364 square feet to 1,866,948 square feet, which will now include 1,807,011 square feet of ground floor warehouse uses, 44,887 square feet of ground floor office uses, and 15,050 square feet of office mezzanine area,
- a reduction in (car) parking spaces from 2,551 spaces to 2,220 spaces,
- an increase in truck trailer spaces from 428 spaces to 1,000 spaces, and
- the inclusion of a pedestrian bridge.

The proposed changes does not impact the analysis that was used in the Commission's determination of consistency for the original project ZAP1405MA20.

ALUC Director Simon Housman issued a determination of consistency for this project on March 11, 2021.

- 5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by ALUC Director Paul Rull or his designee.
- 5.3 Commissioner's Reappointments and Officer Selections for April Meeting
Presentation by ALUC Director Paul Rull or his designee.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 3, 2021

Mr. Robert Rodriguez, Planning Director
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

CHAIR
Russell Betts
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steve Manos
Lake Elsinore

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Houseman

Paul Rull
Barbara Santos

County Administrative Center
4080 Lamon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.aluc.org

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

File No.: ZAP1094PS21
Related File No.: CUP20-016 (Conditional Use Permit)
APNs: 680-411-004, 680-411-020, 680-411-030, 680-411-031

Dear Mr. Rodriguez:

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 Cathedral City Case No. CUP20-016 (Conditional Use Permit), a proposal to construct a 17-unit apartment complex on 1.52 acres, located northerly of Eytel Road, westerly of Date Palm Drive, southerly of 33rd Avenue, and easterly of Rancho Vista Drive.

Pursuant to the Palm Springs Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D of the Palm Springs Airport Influence Area, where Additional Compatibility Policy #2.3 restricts residential densities to either below 0.2 dwelling units per acre or above 3.0 dwelling units per acre. The project proposes 17 dwelling units on 1.52 gross acres, resulting in a density of 11 dwelling units per acre, which is consistent with the Zone D residential density criteria. Pursuant to the Palm Springs International Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D, which restricts non-residential intensity to an average of 100 people per acre and a maximum of 300 people in any given single acre. The project includes amenities such as a 432 square foot swimming pool, 1,125 square feet of pool deck area, and 720 square feet of BBQ picnic area, which would accommodate an occupancy of 132 people, resulting in an average intensity of 87 people per acre, and a single acre intensity of 132 people, both of which are consistent with the Compatibility Zone D intensity criteria.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 12,190 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top point exceeding 517.4 feet AMSL. The site's elevation is 348 feet AMSL, and the height of the tallest proposed building is 27 feet, resulting in a maximum top point elevation of 375 feet AMSL. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, provided that the City of Cathedral City

AIRPORT LAND USE COMMISSION

applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.
5. The evaluated project amenities consist of a 432 square foot swimming pool and 1,125 square foot pool deck area, and 720 square feet of BBQ picnic area. Any increase in building area or change in use to assembly occupancies will require an amended review by the Airport Land Use Commission.
6. The ALUC overflight informational brochure shall be provided to prospective purchasers showing the locations of aircraft flight patterns, the frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights, as well as Compatibility Factors exhibit from the Palm Springs International Airport Land Use Compatibility Plan.

AIRPORT LAND USE COMMISSION

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

Attachments: Notice of Airport in Vicinity

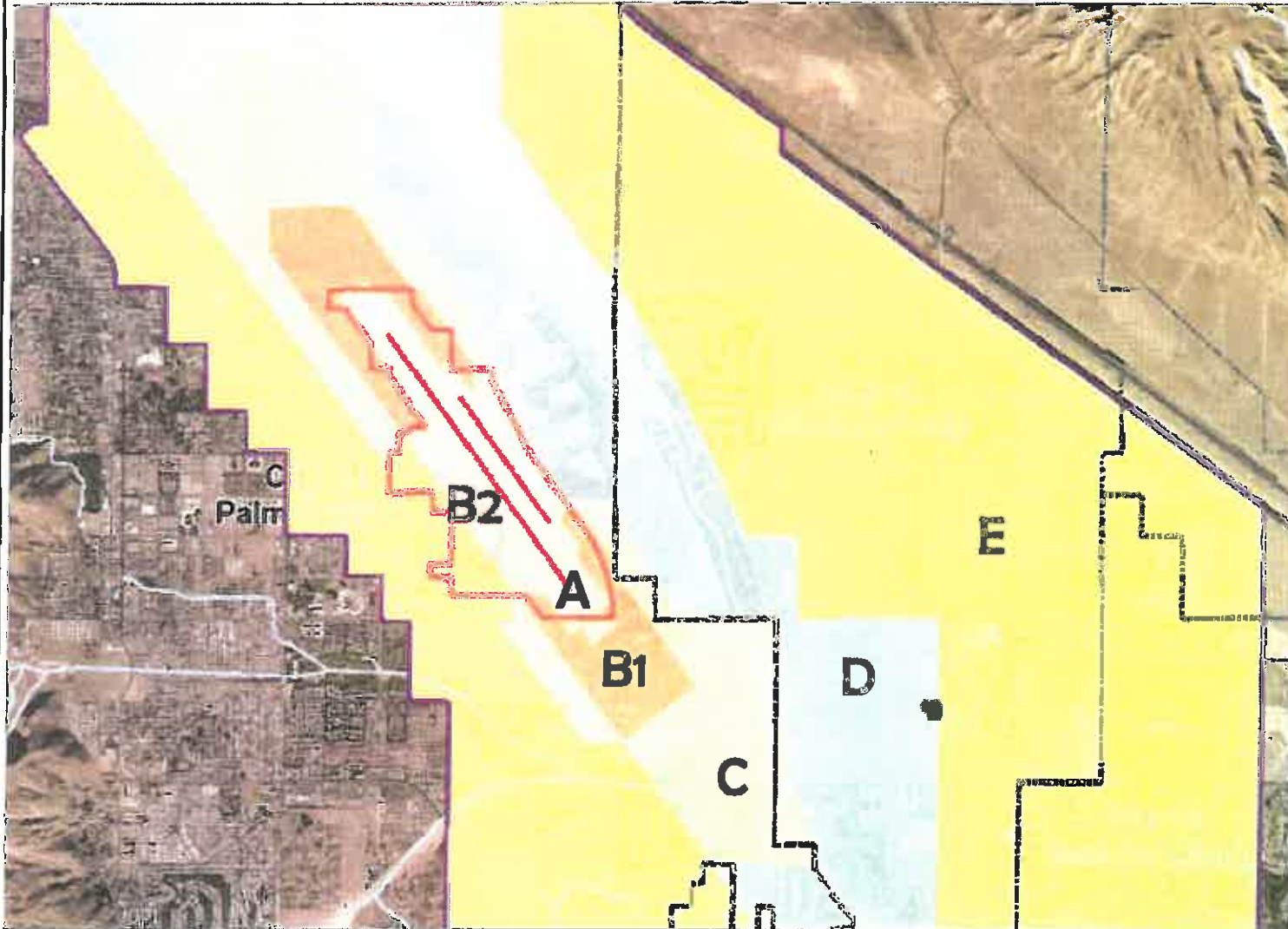
cc: Ricardo Aguilar (applicant/representative)
Newport 2015, LLC (property owner)
Ulises Aguirre, Interim Airport Manager, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1094PS21\ZAP1094PS21.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)

Map My County Map



Legend

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



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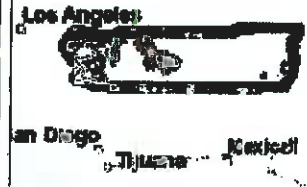
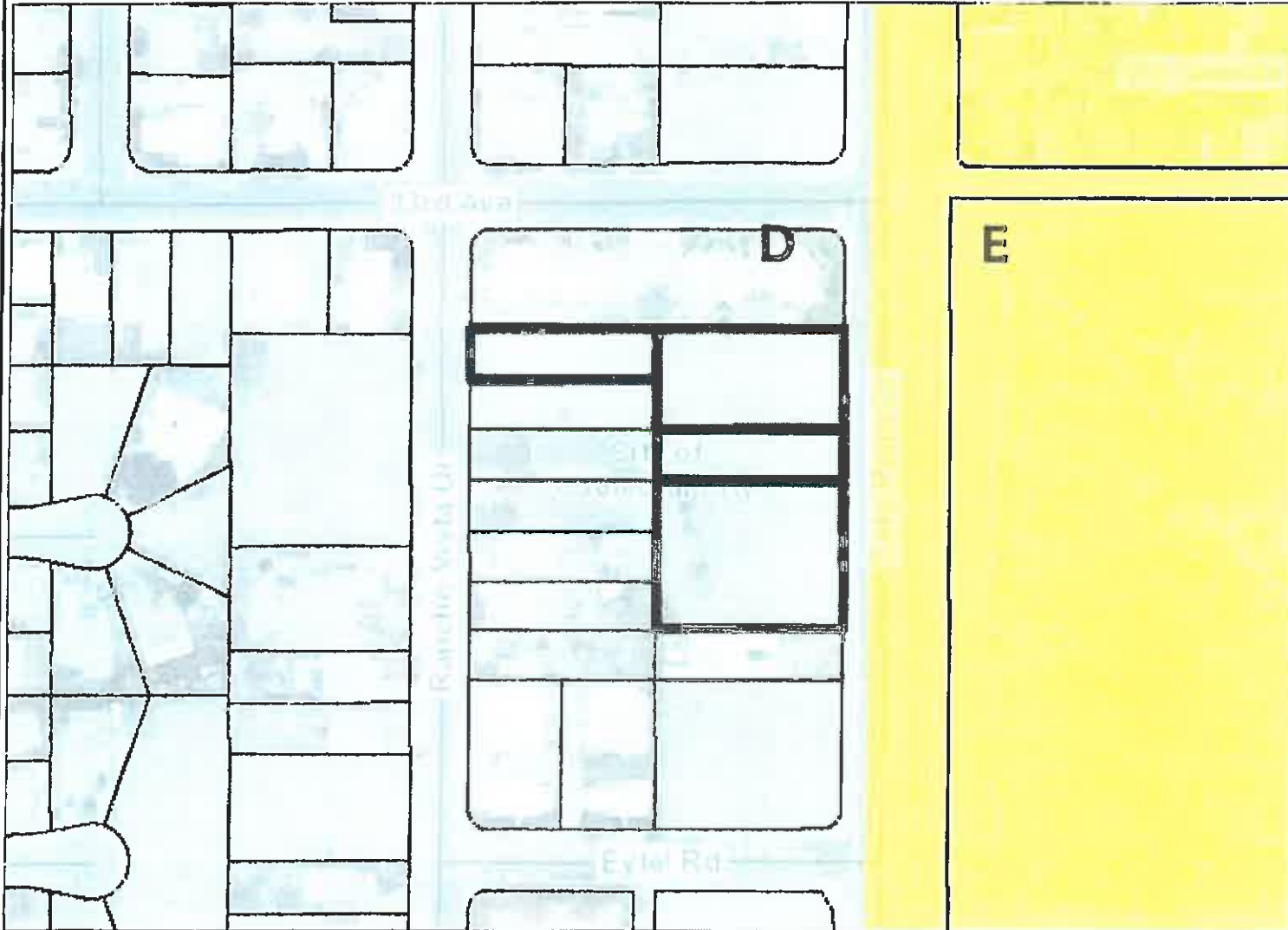


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Notes

Map My County Map



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



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Notes

Map My County Map



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



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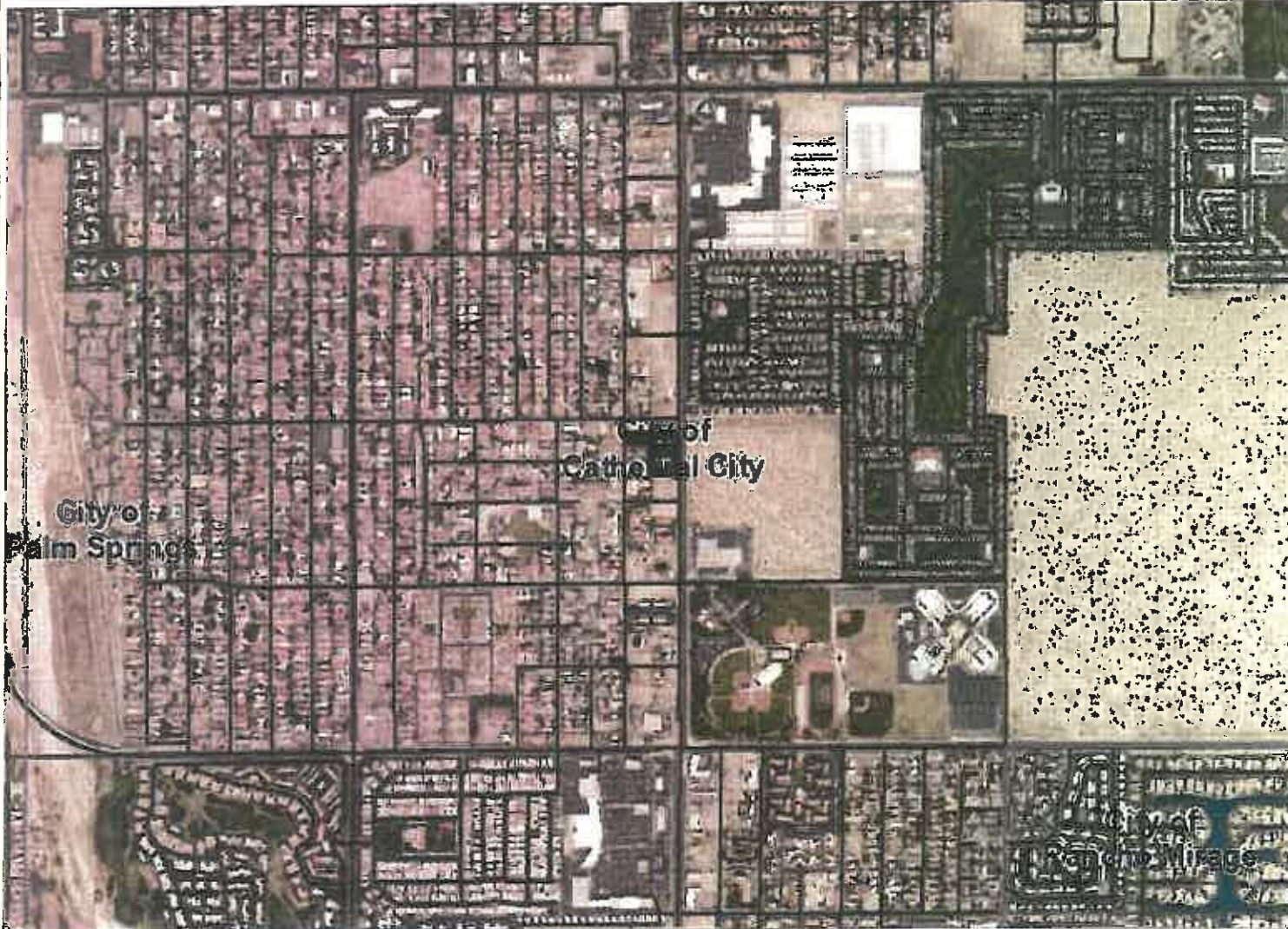
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Map My County Map



Legend

- County Centerlines
- Blueline Streams
- City Areas



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Notes



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Map My County Map



Legend

- Parcels
- County Centerlines
- Blue line Streams
- ▨ City Areas



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Notes

0 752 1,505 Feet

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Map My County Map



Legend

- Parcels
- County Centerlines
- Blue line Streams
- City Areas



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Notes

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Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- ▣ City Areas



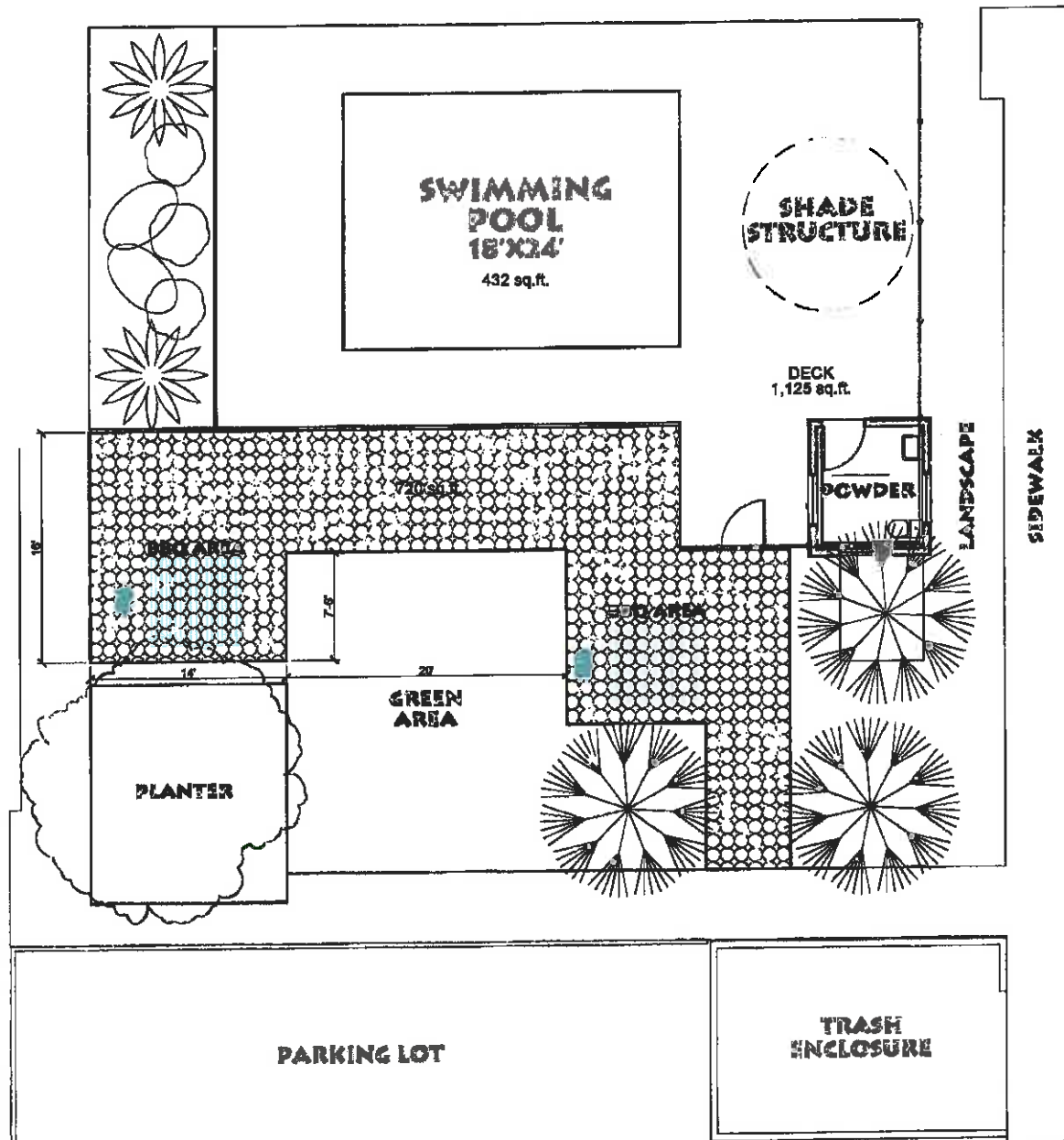
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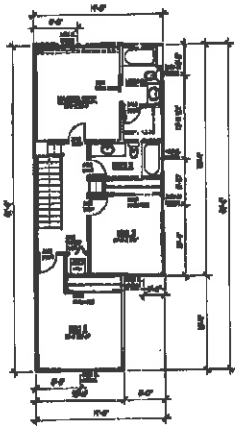
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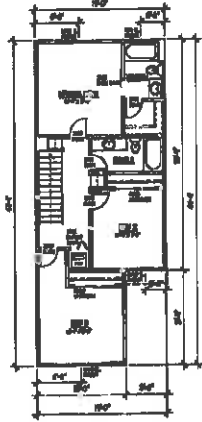


POOL AREA: 432 @ 50 sa.ft./person= 9
 POOL DECK: 1,125 @ 15 sq.ft./person= 75
 BBQ/PICNIC: 720 @ 15 sq.ft./person= 48

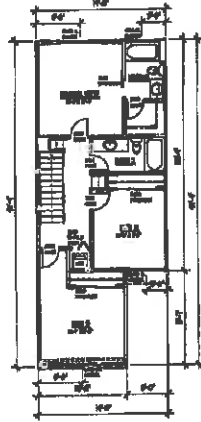
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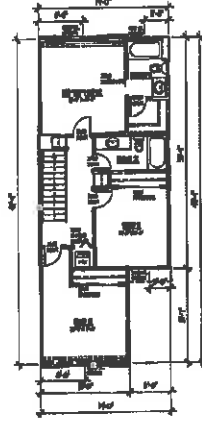
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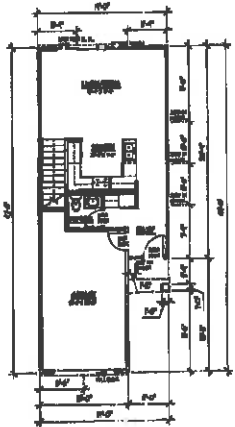
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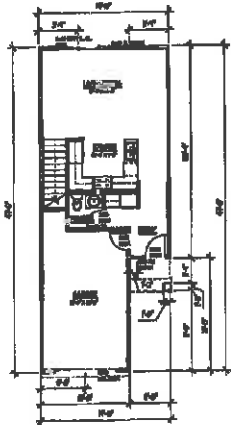
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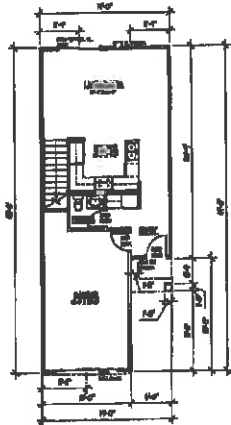
3 BR 2-D



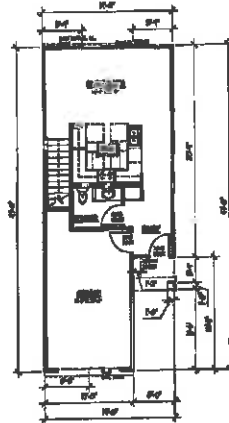
3 BR 1-A



3 BR 1-B



3 BR 1-C



3 BR 1-D (ACCESSIBLE)

SQUARE FOOTAGE

3 BEDROOM PLANS A, B, C, D	
LOWER FLOOR PLAN	BT SQFT
LIVING	177 SQFT
DINING	177 SQFT
KITCHEN	177 SQFT
UPPER FLOOR PLAN	GRAND SQFT
3 BR 1 PLAN	1031 SQFT

DMA
 DAYE MADDEN ARCHITECT
 4877 Golden Gate Circle, Suite 100, Norwalk, CA 92863

**FLOOR PLANS -
 3 BEDROOM PLANS
 A, B, C, & D**

Project and Location
 NEWPORT 17 -
 PACIFIC SHORES APARTMENTS
 58188 & 58448 DATE PALM DR.
 CATHLAMET CITY, CA 92324

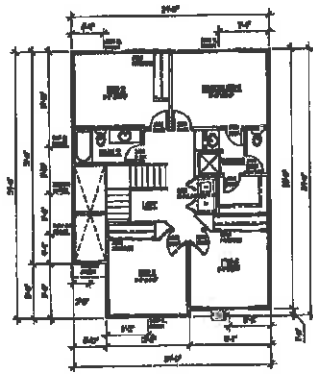


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 Checked by: **DM**
 Job No. **17-008**

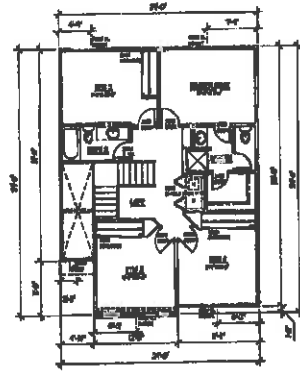


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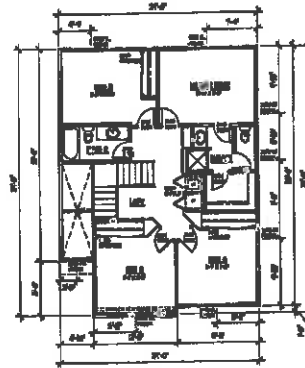
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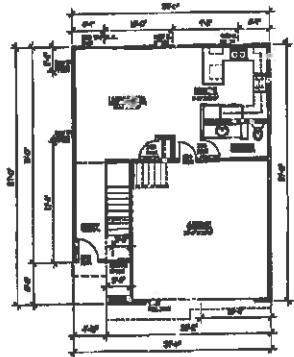
4 BR 2-A



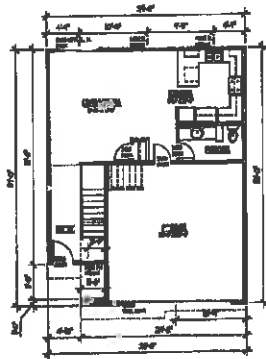
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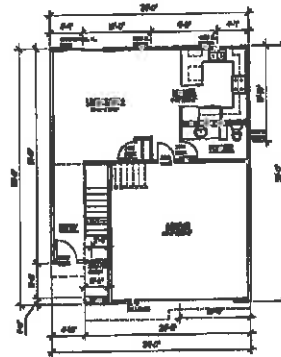
4 BR 2-C



4 BR 1-A



4 BR 1-B



4 BR 1-C

SQUARE FOOTAGE

3 BEDROOM PLANS A, B, & C	
LOWER FLOOR PLAN	261 SQ. FT.
UPPER FLOOR PLAN	481 SQ. FT.
4 BR 1-A, B, & C	
LOWER FLOOR PLAN	1,000 SQ. FT.
UPPER FLOOR PLAN	1,000 SQ. FT.

DMA
 DAVE MADDEN ARCHITECT
 6105 S. 10TH ST. • SUITE 100 • DENVER, CO 80231
 303.733.1111

FLOOR PLANS - 4 BR 1-A, B, & C

Project and Location:
NEWPORT IT - PACIFIC SHORES APARTMENTS
 3815 S. 38TH AVE, PLYMOUTH, CO 80465

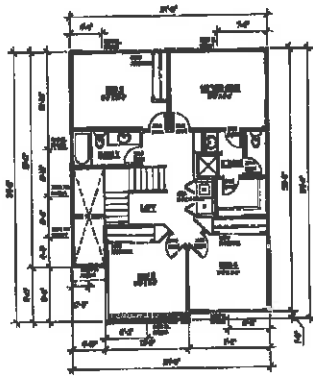


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 Job No. 14-014

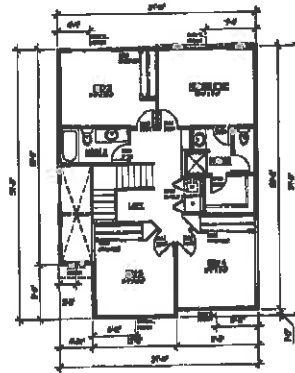


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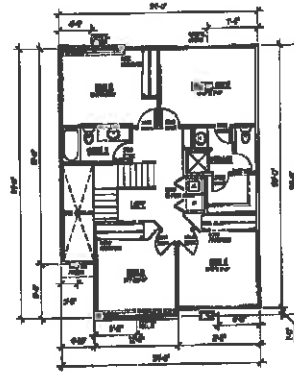
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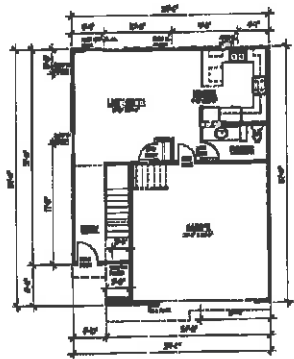
4 BR 2-D



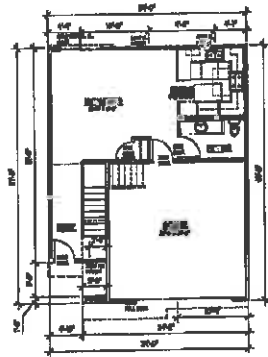
4 BR 2-E



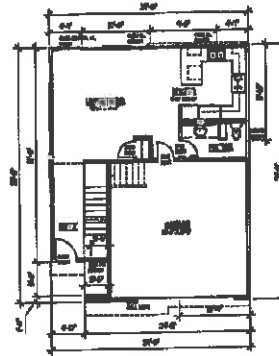
4 BR 2-F



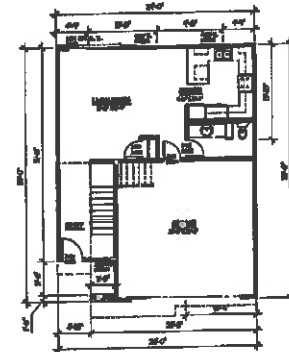
4 BR 1-D



4 BR 1-E (ACCESSIBLE)



4 BR 1-F



4 BR 1-G

APARTMENT FOOTAGE

4 BEDROOM PLANS D, E, F & G

LOWER FLOOR PLAN
 LIVING: 402 SQ. FT.
 DINING: 48 SQ. FT.

UPPER FLOOR PLAN
 LIVING: 352 SQ. FT.

WALL: 115 SQ. FT. CLOSET: 148 SQ. FT.

DMA
 DAVE MADSEN ARCHITECT
 P.O. BOX 202 • 27th Street
 North Golden Gate Circle, San Mateo, CA 94403

FLOOR PLANS - D, E, & F
 4 BEDROOM PLANS D, E, & F

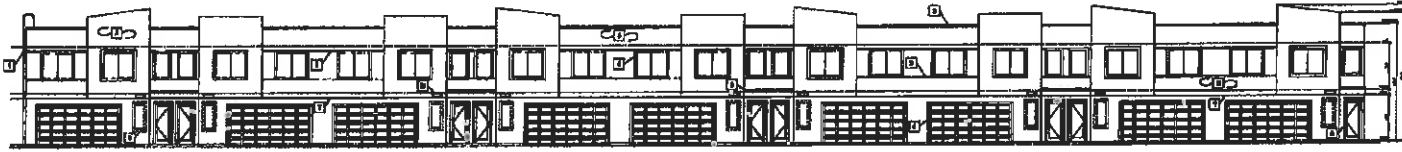
PROJECT AND LOCATION
NEWPORT IT - PACIFIC SHORES APARTMENTS
 8818 & 8848 DATE PALM DR.
 CATHLAMET CITY, CA 97224



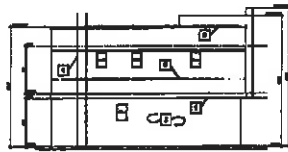
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 Date: 02/04/03
 Job No. M-070



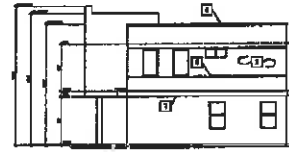
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 of 2 sheets



BUILDING A EAST ELEVATION



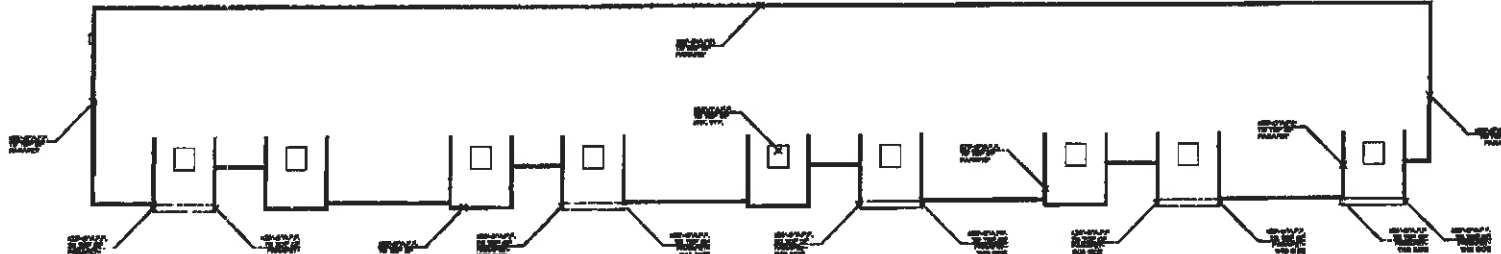
BUILDING A NORTH ELEVATION



BUILDING A SOUTH ELEVATION



BUILDING A WEST ELEVATION



BUILDING A ROOF PLAN

ELEVATION SCHEDULE

- 1. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 2. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 3. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 4. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 5. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 6. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 7. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 8. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 9. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.
- 10. ALL ELEVATIONS SHALL BE DRAWN TO SCALE UNLESS OTHERWISE NOTED.

DMA
DAVE MADSEN ARCHITECT
1000 S. 10TH AVENUE, SUITE 100, DENVER, CO 80202
TEL: 303.733.1111 FAX: 303.733.1112

ELEVATIONS & ROOF PLAN - BUILDING A

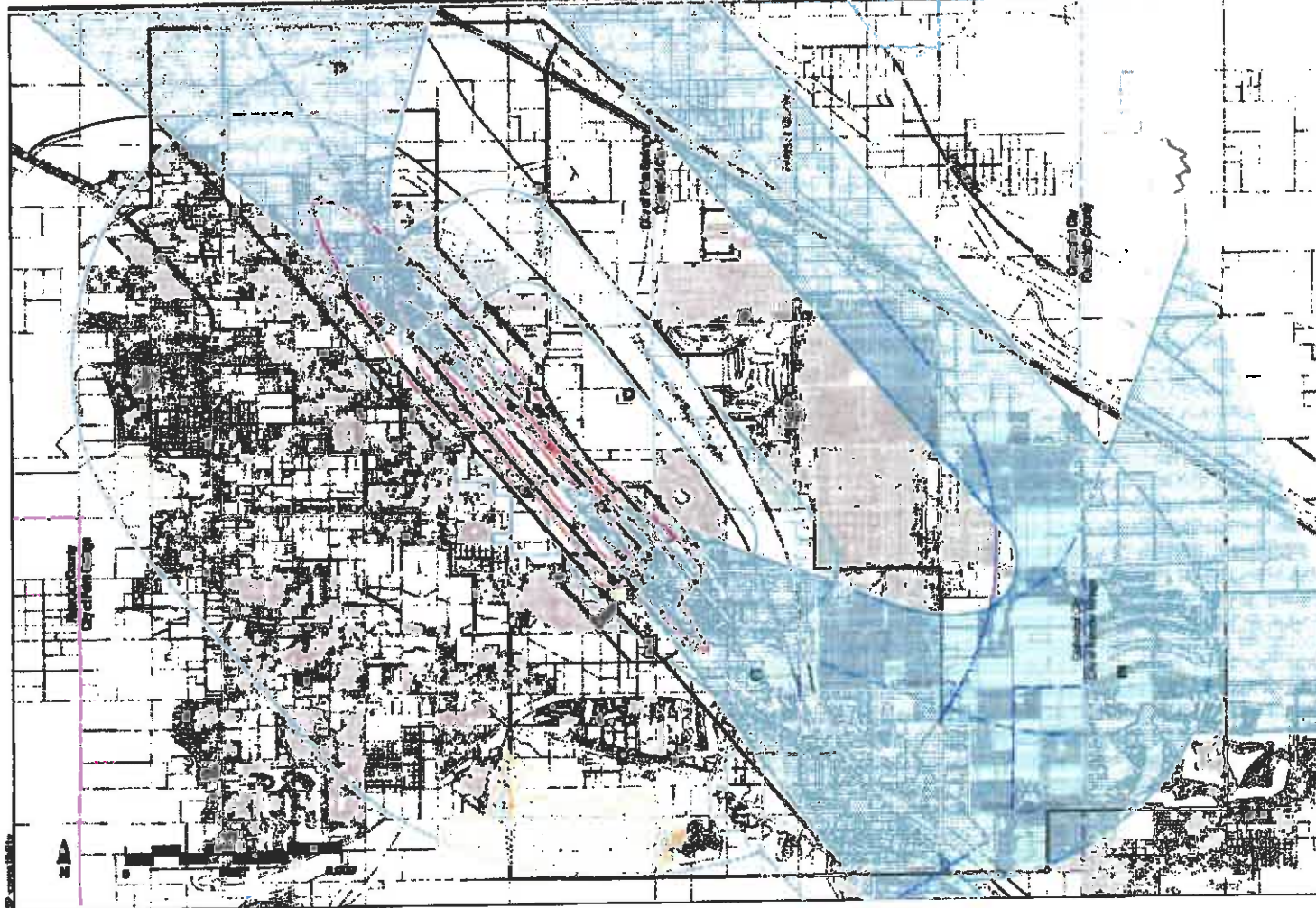
PROJECT 17 - NEWPORT 17 - PARKING GARAGE APARTMENTS 1500 S. 10TH AVENUE DENVER, CO 80202

Drawn by: **SP**
Checked by: **DM**
Date: **04/24/00**
Job No: **17-010**

Sheet Number
A-5
of **5** Sheets

FIND YOUR NEIGHBORHOOD ON THIS MAP

BACKGROUND DATA PALM SPRINGS INTERNATIONAL AIRPORT AND ENVIRONMENT COMPASS 87



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 75 dB CNEL
- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL Contour Not Shown

Composite of Existing and Future Average Annual Day

Sensory Trade Pattern Boundaries
Approximately 80% of aircraft overflight estimated to occur within these limits

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours*
(Shown only for Takeoffs to the Northwest)
- Aircraft Approach Accident Risk Intensity Contours*
(Shown only for Landings from the Southeast; offset 1,500 feet to reflect elevated threshold on primary runway)
- FAR Part 77 Control Surface Limits
- Terrain Penetration of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident loss/loss rate in CALTRANS' Division of Aeronautics database. The contours show relative frequencies (high/low concentrations) of near-airport accidents in SDG's inventories. The current airport's present a wide range of crucial aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
East County Airports Background Data
(March 2002)

Exhibit PG-7

Compatibility Factors Map Palm Springs International Airport

CHAPTER 07 BACKGROUND DATA: PALM SPRINGS INTERNATIONAL AIRPORT AND AIRPORT

GENERAL INFORMATION	AIRPORT PLANNING DOCUMENTS
<ul style="list-style-type: none"> Airport Ownership: City of Palm Springs Year Opened: 1950 Property Size <ul style="list-style-type: none"> 1 For title: 682 acres Religious encumbrance: 18 acres Airport Classification: Primary Commercial Service Airport Elevation: 474 feet MSL 	<ul style="list-style-type: none"> Airport Master Plan <ul style="list-style-type: none"> Adopted by City Council, May 2005 Airport Layout Plan Drawing <ul style="list-style-type: none"> Last updated, May 2005 FAR Part 150 Airport Noise Compatibility Program <ul style="list-style-type: none"> Approved by FAA, June 1994
RUNWAY/TAXIWAY DIMENSION	TRAFFIC PATTERNS AND APPROACH PROCEDURES
<p>Runway 12R-31L</p> <ul style="list-style-type: none"> General Aircraft: EIC-10, B-747 Airport Reference Code: D-N Dimensions: 10,000 ft long, 150 ft wide <ul style="list-style-type: none"> Runway 12R and displaced 3,800 ft. Runway 31L and displaced 1,500 ft. pavement strength: (main landing gear configuration) <ul style="list-style-type: none"> 100,000 lbs (single wheel) 200,000 lbs (dual wheel) 300,000 lbs (dual-land on wheel) 400,000 lbs (dual-land tandem wheel) Average Gradient: 0.8% (along to north) Runway Lighting: High-intensity edge lights (HILE) Primary Taxiway: Full length parallel on both sides <p>Runway 12L-31R</p> <ul style="list-style-type: none"> General Aircraft: Medium jets Airport Reference Code: E-H Dimensions: 4,600 ft long, 75 ft wide pavement strength: (main landing gear configuration) <ul style="list-style-type: none"> 12,500 lbs (dual wheel) 20,000 lbs (dual wheel) Average Gradient: 0.9% (along to north) Runway Lighting: Medium-intensity edge lights (MREL) Primary Taxiway: Full length parallel on west side 	<ul style="list-style-type: none"> Aircraft Traffic Patterns <ul style="list-style-type: none"> Runways 12L, 12R: Left traffic Runways 31L, 31R: Right traffic Full-time Altitude: 1,000 ft AGL, arrival altitude, 1,500 ft AGL, others Instrument Approach Procedures (lowest minimum) <ul style="list-style-type: none"> Runway 31L VOR or GPS-B <ul style="list-style-type: none"> CEILING: 1,200 ft visibility, 1,600 ft descent height Standard Instrument Procedures (initial direction) <ul style="list-style-type: none"> Runways 12L, 12R: Climb, left turn to 040° Runways 31L, 31R: Climb, right turn Visual Approach Aids <ul style="list-style-type: none"> Runway 12R: VASI (2.0°); PFI Runway 31L: PAPI (2.0°); PFI Runway 12L: PAPI (2.5°); PFI Runway 31R: PAPI (2.5°); PFI Operational Restrictions: Noise Abatement Procedures <ul style="list-style-type: none"> Calm winds: Use Runway 12 Non-precision area all operations: use night procedure Runways 12R, 31L: (weather displaced for noise abatement)
BUILDING AREA	PLANNED FACILITY IMPROVEMENTS
<ul style="list-style-type: none"> Locations: South side and southeast along property line Aircraft Parking Capacity <ul style="list-style-type: none"> Hangar capacity: 73 includes FBO, Stepped hangar Totals: 83 Other Major Facilities <ul style="list-style-type: none"> Air traffic control tower Plants lounge Services <ul style="list-style-type: none"> Fuel: 100LL, Jet A (min. tank), 500 LBS to 1500 P.M. Controlled air traffic services Other: Aircraft rental & instruction; aerial maintenance & ground facilities; city planning tours 	<ul style="list-style-type: none"> ATIS/ATIS <ul style="list-style-type: none"> Add approach light system to Runway 31L Establish Runway 31L Cat I precision instrument approach Building Area <ul style="list-style-type: none"> Replace air traffic control tower Expand terminal apron Property <ul style="list-style-type: none"> No permanent expansion

Exhibit PG-1

Airport Features Summary
Palm Springs International Airport

BACKGROUND DATA: PALM SPRINGS INTERNATIONAL AIRPORT AND AIRPORTS CHAPTER 07

BASED AIRCRAFT	TIME OF DAY DISTRIBUTION																																																																					
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Exhibit PG-3

Airport Activity Data Summary
Palm Springs International Airport

**Presence of Aircraft Overflight:
Palm Springs International Airport**

EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Palm Springs International Airport, any new single-family or multi-family residential development within the Palm Springs International Airport Influence Area (except those portions in Compatibility Zone E) shall be provided measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

This brochure provides buyers or renters with information showing the locations of aircraft flight patterns, frequency of overflights, typical altitudes of the aircraft, and range of noise levels that can be expected from individual aircraft overflight.



For more information contact us:
Airport Land Use Commission
(951) 955-6132
www.rcaluc.org



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 24, 2021

Mr. Brett Dawson, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Russell Betts
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steve Manos
Lake Elsinore

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Houman

Paul Ruff
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

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

File No.: ZAP1446MA21
Related File No.: CUP200049 (Conditional Use Permit), PP20026 (Plot Plan)
APN: 318-130-012
Airport Zone: Compatibility Zone D

Dear Mr. Dawson,

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 Nos. CUP200049 (Conditional Use Permit), PP20026 (Plot Plan), a proposal to construct a gas station facility including a 4,017 square foot convenience store, 16 fueling pumps, 1,481 square foot car wash tunnel, and an attached 1,633 square foot restaurant with drive-thru, as well as a separate 7,130 square foot retail/restaurant building with drive-thru on 3.20 acres located on the southwest corner of Cajalco Road and Carroll Street.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,488 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 14,690 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,635 feet AMSL. The project site elevation is 1,668 feet AMSL, and the proposed structure height is 26 feet, for a maximum top point elevation of 1,694 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number 2021-AWP-1653-OE to this proposal. The aeronautical study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a “Determination of No Hazard to Air Navigation” letter on February 22, 2021. The FAA OES conditions have been incorporated into ALUC’s conditions listed below.

www.aluc.org

AIRPORT LAND USE COMMISSION

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:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available

AIRPORT LAND USE COMMISSION

at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2021-AWP-1653-OE) and has determined that neither marking nor lighting of the structure(s) 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 M, and shall be maintained in accordance therewith for the life of the project.
7. The proposed structure shall not exceed a height of 26 feet above ground level and a maximum elevation at top point of 1,694 feet above mean sea level.
8. 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. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration
9. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 26 feet in height and a maximum elevation of 1,694 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 applicable structure.

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



Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

Attachments: Notice of Airport in Vicinity

cc: Deemarco, LP (applicant/property owner)
KWC Engineers, Becky Johnson (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1446MA21\ZAP1446MA21.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

(13)(A)

NOTICE

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

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



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



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

Aeronautical Study No.
 2021-AWP-1653-OE

Issued Date: 02/22/2021

Corinne Mostad
 Alabbasi Construction
 764 W. Ramona Expressway
 Perris, CA 92571

**** 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 N/A
 Location: Perris, CA
 Latitude: 33-50-12.30N NAD 83
 Longitude: 117-17-03.00W
 Heights: 1668 feet site elevation (SE)
 26 feet above ground level (AGL)
 1694 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 M.

This determination expires on 08/22/2022 unless:

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

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

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

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

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

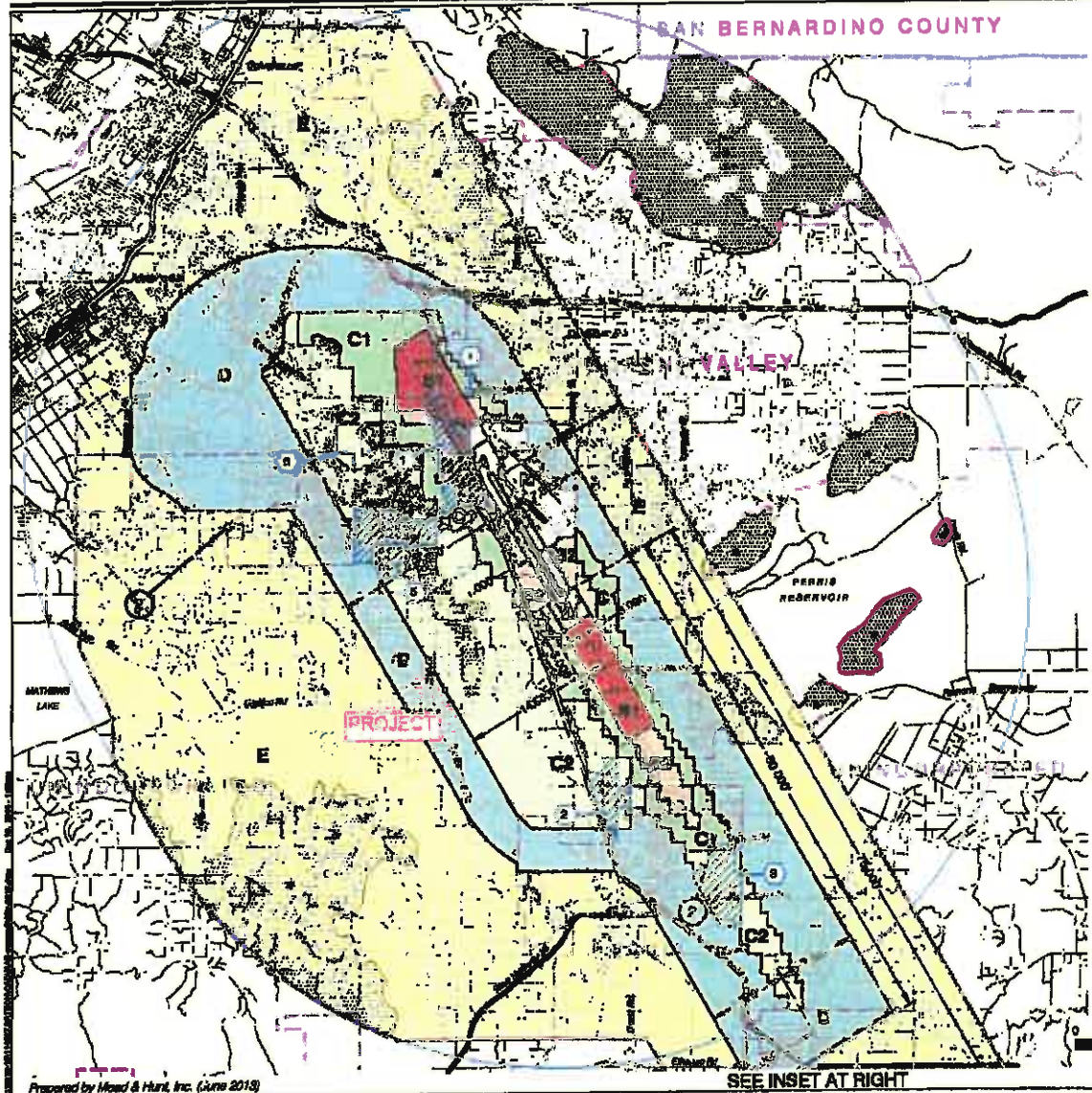
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2877, or Nicholas.Sanders@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-1653-OE.

Signature Control No: 467324384-470157213
Nicholas Sanders
Technician

(DNE)

Attachment(s)
Map(s)



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

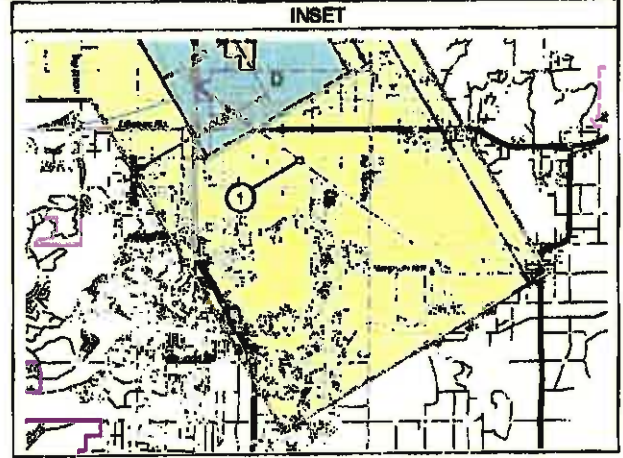
Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- - - City Limits
- Site Specific Exceptions (awaiting 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 8,000 feet above runway end. Airport Elevation is 1,888 feet MSL.

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



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

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



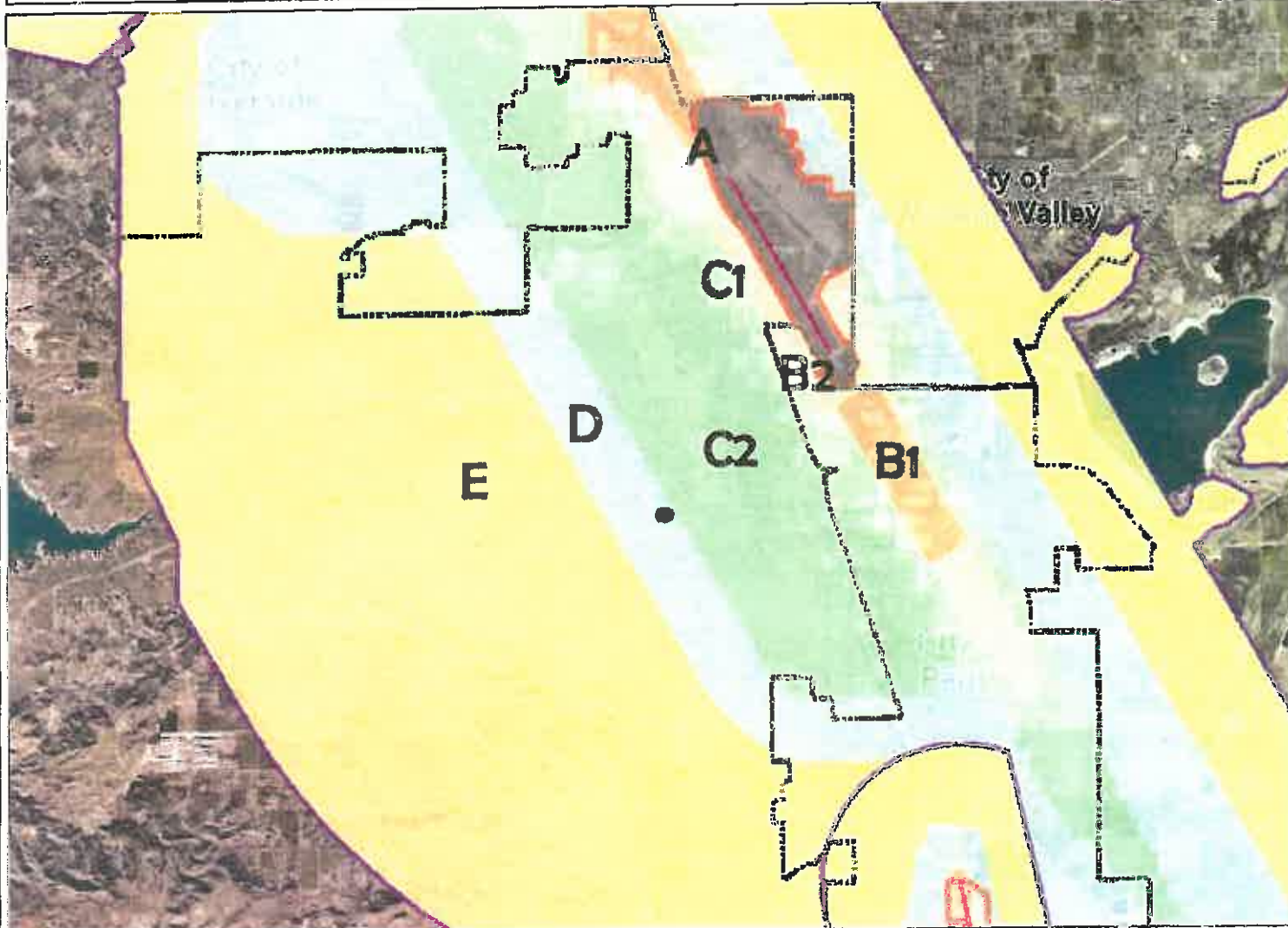
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

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

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

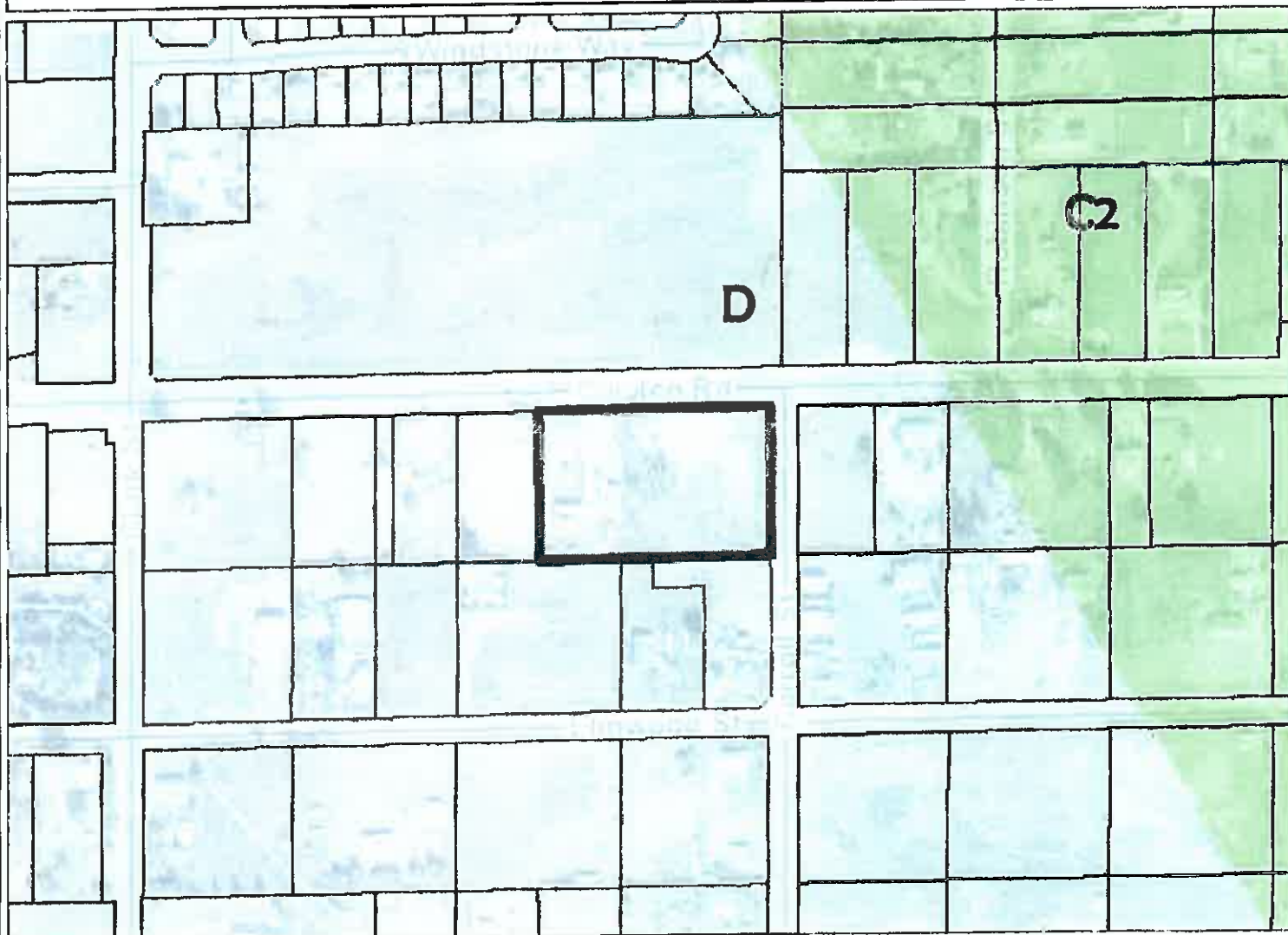
Map My County Map

Los Angeles



San Diego

Tijuana Mexico



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-EXC2
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC4



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0 376 752 Feet

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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- County Centerlines
- Blue line Streams
- City Areas
- World Street Map



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Notes



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Map My County Map



Legend

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



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0 752 1,505 Feet

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Notes

Map My County Map



Legend

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



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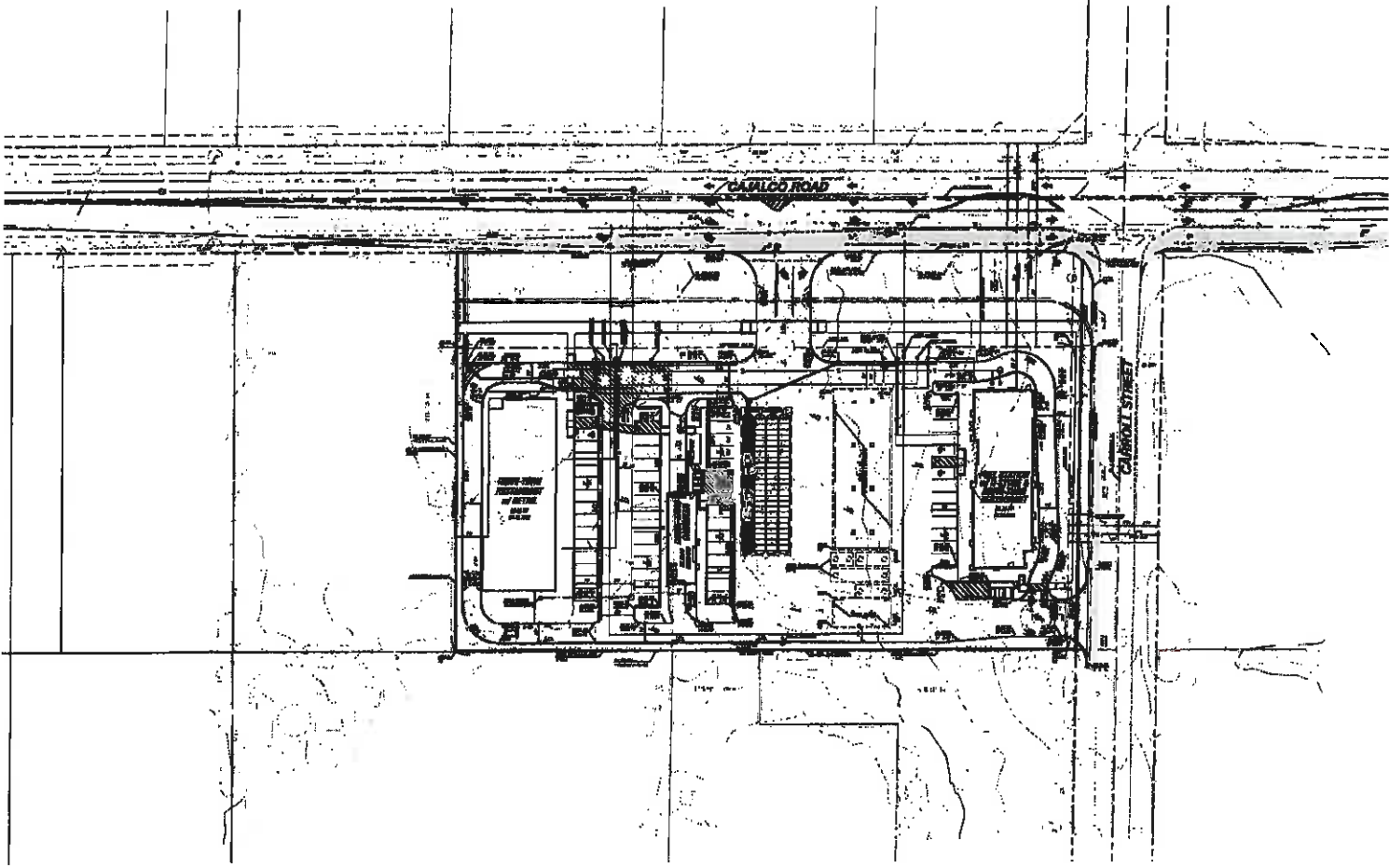
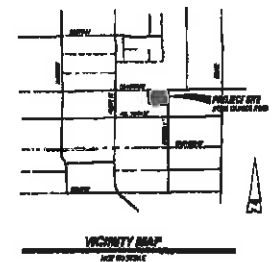
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Notes

PLOT PLAN
CONCEPTUAL GRADING PLAN
DEEMARCO CENTER
 21705 CAJALCO ROAD, FERRIS, CALIFORNIA



- GENERAL NOTES**
1. PROJECT: 20 DRAINAGE
 2. ADDRESS: 21705 CAJALCO ROAD, FERRIS, CA 94501
 3. LOCAL JURISDICTION: ALABAMA
 4. TERRAIN: 10% SLOPE
 5. PROPOSED: 10% SLOPE
 6. EXISTING: 10% SLOPE
 7. ADJACENT: 10% SLOPE
 8. ADJACENT: 10% SLOPE
 9. ADJACENT: 10% SLOPE
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 47. ADJACENT: 10% SLOPE
 48. ADJACENT: 10% SLOPE
 49. ADJACENT: 10% SLOPE
 50. ADJACENT: 10% SLOPE

GENERAL NOTES

1. THE PROJECTOR OF THIS INSTRUMENT GUARANTEES THE ACCURACY OF THE INFORMATION CONTAINED HEREIN TO THE BEST OF HIS KNOWLEDGE AND BELIEF, BUT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION IS COMPLETELY ACCURATE OR THAT THE PROJECTOR HAS CONDUCTED A FIELD SURVEY OF THE PROJECT SITE.

2. THE PROJECTOR OF THIS INSTRUMENT GUARANTEES THE ACCURACY OF THE INFORMATION CONTAINED HEREIN TO THE BEST OF HIS KNOWLEDGE AND BELIEF, BUT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION IS COMPLETELY ACCURATE OR THAT THE PROJECTOR HAS CONDUCTED A FIELD SURVEY OF THE PROJECT SITE.

3. THE PROJECTOR OF THIS INSTRUMENT GUARANTEES THE ACCURACY OF THE INFORMATION CONTAINED HEREIN TO THE BEST OF HIS KNOWLEDGE AND BELIEF, BUT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION IS COMPLETELY ACCURATE OR THAT THE PROJECTOR HAS CONDUCTED A FIELD SURVEY OF THE PROJECT SITE.

4. THE PROJECTOR OF THIS INSTRUMENT GUARANTEES THE ACCURACY OF THE INFORMATION CONTAINED HEREIN TO THE BEST OF HIS KNOWLEDGE AND BELIEF, BUT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION IS COMPLETELY ACCURATE OR THAT THE PROJECTOR HAS CONDUCTED A FIELD SURVEY OF THE PROJECT SITE.

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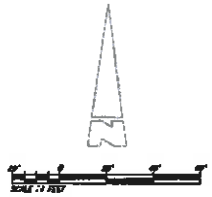
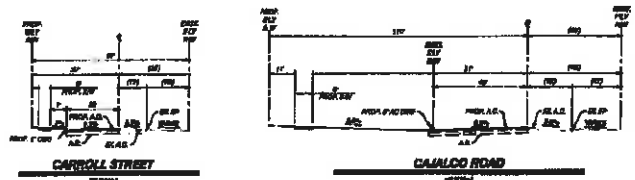
9. THE PROJECTOR OF THIS INSTRUMENT GUARANTEES THE ACCURACY OF THE INFORMATION CONTAINED HEREIN TO THE BEST OF HIS KNOWLEDGE AND BELIEF, BUT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION IS COMPLETELY ACCURATE OR THAT THE PROJECTOR HAS CONDUCTED A FIELD SURVEY OF THE PROJECT SITE.

10. THE PROJECTOR OF THIS INSTRUMENT GUARANTEES THE ACCURACY OF THE INFORMATION CONTAINED HEREIN TO THE BEST OF HIS KNOWLEDGE AND BELIEF, BUT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION IS COMPLETELY ACCURATE OR THAT THE PROJECTOR HAS CONDUCTED A FIELD SURVEY OF THE PROJECT SITE.

ADJACENT PARCELS NUMBER

20-484-2

OWNER/DEVELOPER	ENGINEER
DEEMARCO CENTER	ALABAMA CONSTRUCTION & ENGINEERING
21705 CAJALCO ROAD, FERRIS, CA 94501	254 N. RAINBOW BOULEVARD, SUITE C
TEL: 925-251-1111	FERRIS, CA 94501
FAX: 925-251-1111	(925) 271-0000

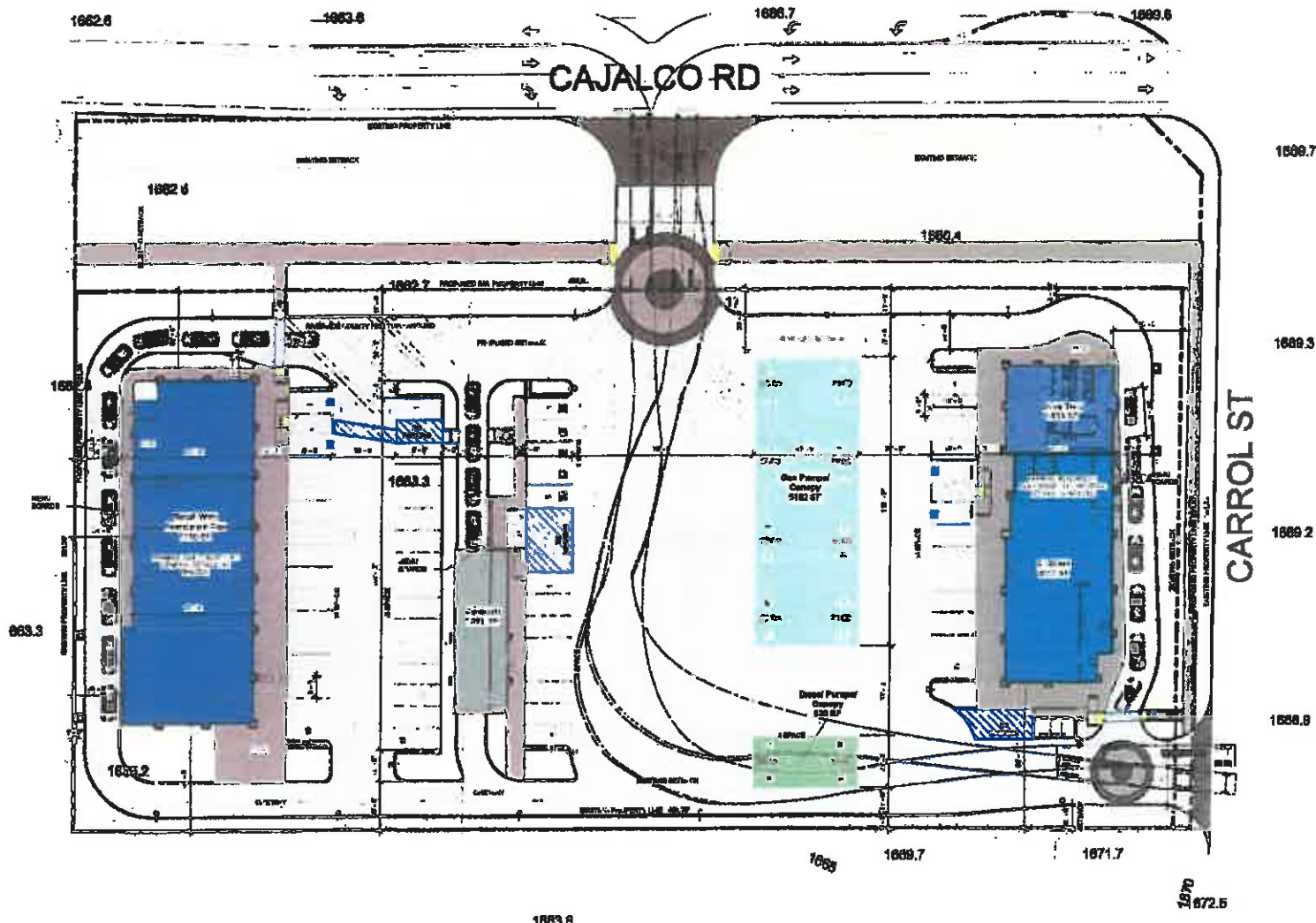


PLOT PLAN
CONCEPTUAL GRADING PLAN
DEEMARCO CENTER
 21705 CAJALCO ROAD, FERRIS, CALIFORNIA

PREPARED BY:
ALABAMA CONSTRUCTION & ENGINEERING
 254 N. RAINBOW BOULEVARD, SUITE C
 FERRIS, CA 94501
 (925) 271-0000

PREPARED BY:

DATE: 1
 OF 1



Area Legend

- C - Store
- Carwash
- Diesel Pump/ Canopy
- Drive Thru
- Gas Pump/ Canopy
- Retail With Restaurant Cap

Conceptual Site Plan for

Deemarco

18-1101
9-30-2020
21788 Cajalco Rd,
Ferris, CA 92570

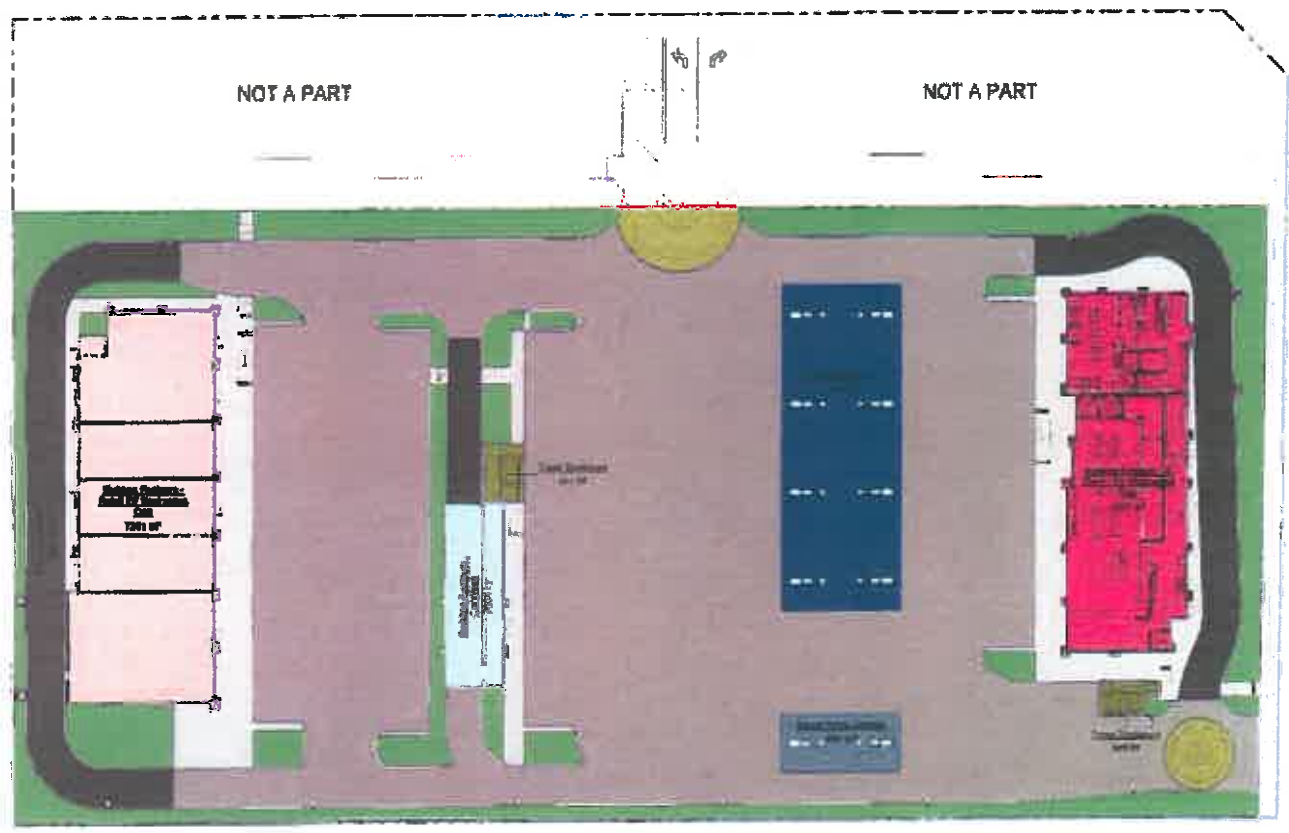


DR-101

Site Plan



Area Gross Coverage Schedule			
Name	Area	% of Lot	Area Type
Exterior Pool Canopy Area			
Diaper Party Canopy	800 SF	1%	Exterior Area
Gas Canopy	8742 SF	9%	Exterior Area
Exterior Hardtop Area			
AC Paving	48677 SF	49%	Exterior Area
Black Concrete	8063 SF	8%	Exterior Area
Concrete Walk - Way	731 SF	1%	Exterior Area
Concrete Walkway	7280 SF	7%	Exterior Area
Decor Concrete	1870 SF	2%	Exterior Area
Trash Enclosure	871 SF	1%	Exterior Area
	66773 SF	68%	
Exterior Landscape Area			
Landscape	13884 SF	14%	Exterior Area
Gross Building Area			
Building Footprint - C Store - W/ Restaurant Cap	5745 SF	6%	Gross Building Area
Building Footprint - Car Wash	1800 SF	2%	Gross Building Area
Building Footprint - Retail W/ Restaurant Cap	7210 SF	7%	Gross Building Area
	14755 SF	15%	
Grand Total	101258 SF	100%	



Building Area Legend

- AC Paving
- Black Concrete
- Building Footprint - C Store - W/ Restaurant Cap
- Building Footprint - Car Wash
- Building Footprint - Retail W/ Restaurant Cap
- Concrete Walk - Way
- Concrete Walkway
- Decor Concrete
- Diesel Pump Canopy
- Gas Canopy
- Landscape
- Trash Enclosure

Conceptual Site Plan for

Deemaroo

15-1321
5-30-2020

21708 Cajalco Rd,
Parris, CA 92570



DR-102

Area Plan

1 **Area Coverage Plan**
1"=20'0"



② ***C Store North Side***
2" = 10'



① ***C Store and Fuel Canopy West Side***
2" = 10'



④ ***C Store South Side***
2" = 10'



③ ***C Store North West Side***
2" = 10'

Number	Revision	Date

Conceptual Site Plan for

Deemarco

29-1102
9-06-2020

21708 Cajalco Rd,
Perris, CA 92570

DR-103

Renderings



② Carwash and C Store North Side
2' x 10'



① C Store West Side
2' x 10'



④ Carwash West Side
2' x 10'



③ Carwash East Side
2' x 10'

Number	Revision	Date

Conceptual Site Plan for

Deemarco

78-1101
5-30-2020

21708 Cajalero Rd,
Perris, CA 92570

DR-104

Renderings



2 **Retail Building East Side**
7' x 10'



1 **Retail Building And Carwash**
8' x 10'



4 **Retail Building South Side**
8' x 10'



3 **Retail Building North West**
7' x 10'

Number	Area	Description	Area
--------	------	-------------	------

Conceptual Site Plan for

Deemaroo

18-1101

3-30-2020

21704 Cajalco Rd,
Pacifica, CA 94024

DR-105

Renderings



② **Retail Building West Side**
3" = 10'



① **Retail Building Store Fronts**
3" = 10'

Conceptual Site Plan for

Deemarco

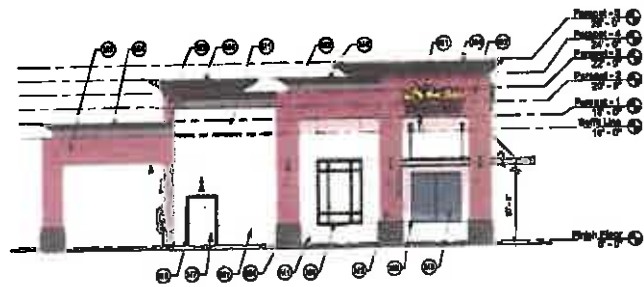
19-1101

1-30-2020

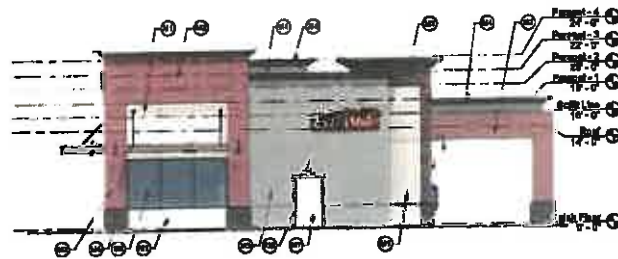
21788 Cajalco Rd,
Ferris, CA 92578

DR-106

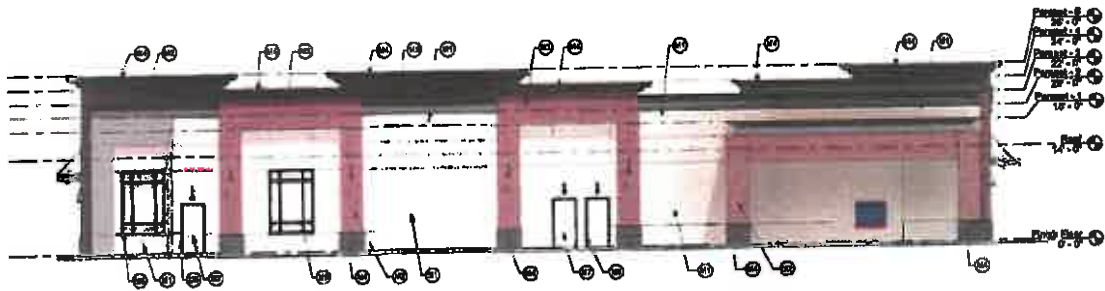
Renderings



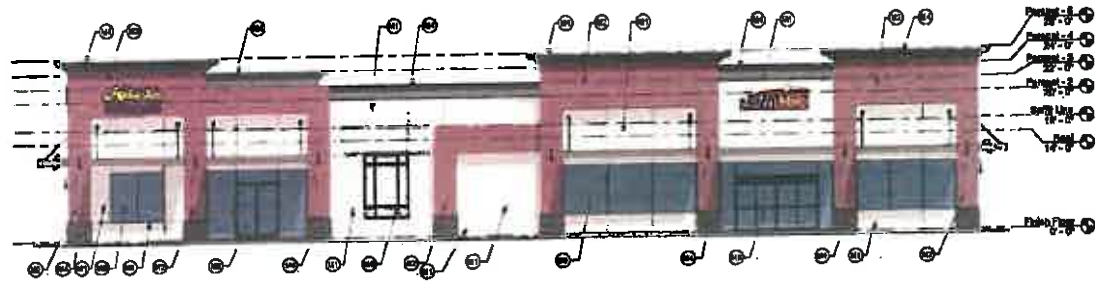
1 NORTH ELEVATION - DR



2 SOUTH ELEVATION - DR



3 EAST ELEVATION - DR



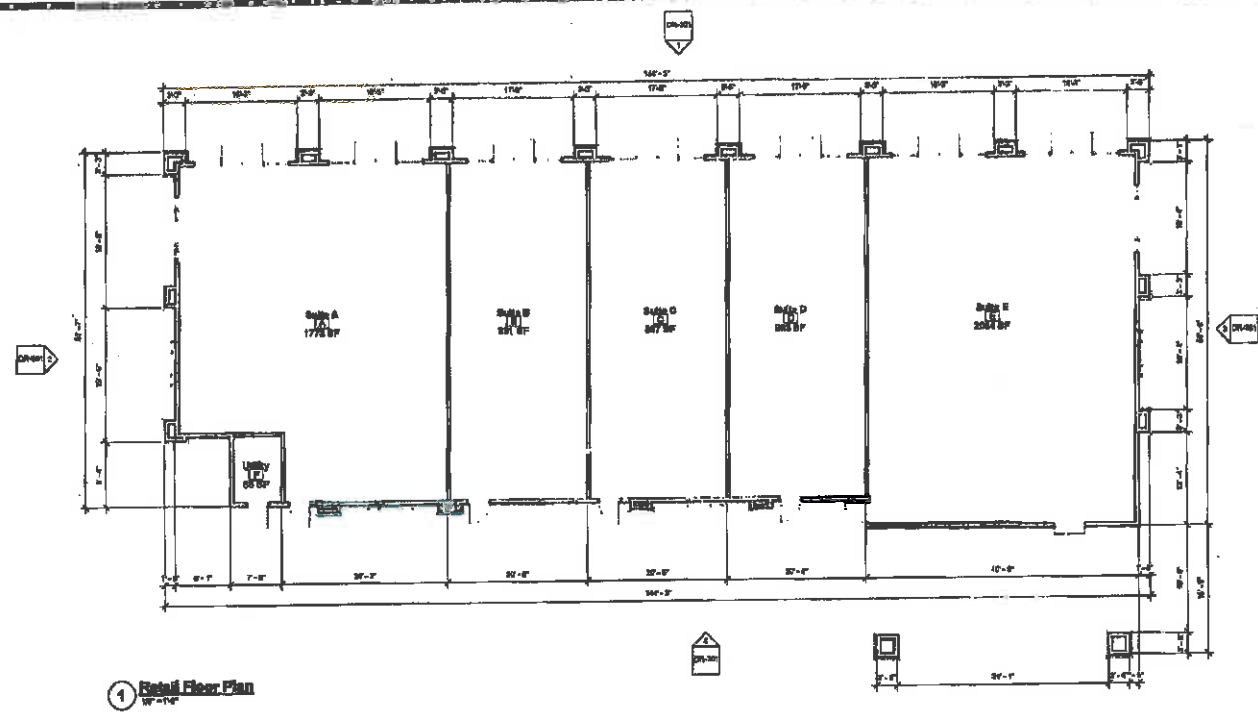
4 WEST ELEVATION - DR

Author	Project	Date

Gas Station
Cajalco Road

19-1101
11/11/2020
21708 Cajalco Road Perris, CA 92579

DR-201
C Store
Elevations



1 Retail Floor Plan
 W7-110

Number	Revision Description	Date

Gas Station

Cajalco Road

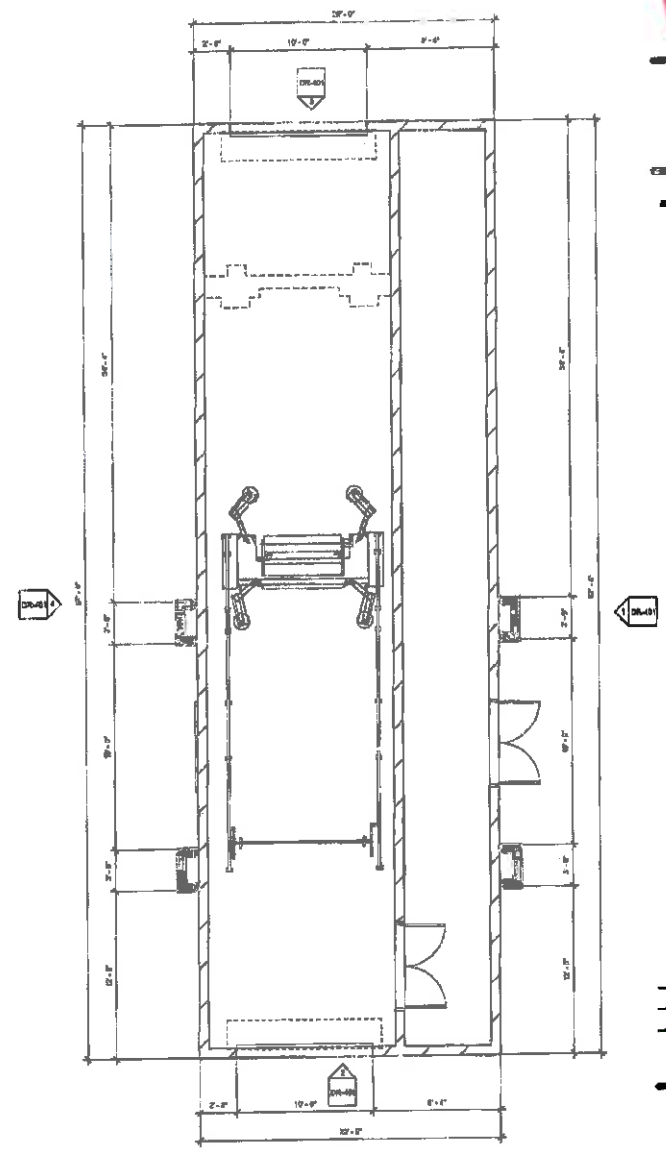
19-1200

11-11-2020

21705 Cajalco Road
 Peoria, AZ 85378

DR-300

Retail Floor
 Plan



Number	Revision Description	Date

Gas Station

Cajalco Road

19-1101

11-11-2020

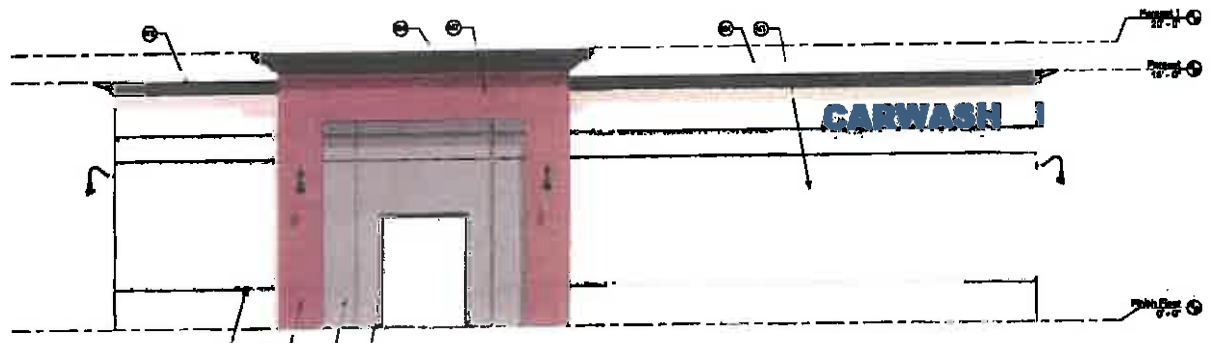
21706 Cajalco Road
 Ferris, CA 92578

DR-400

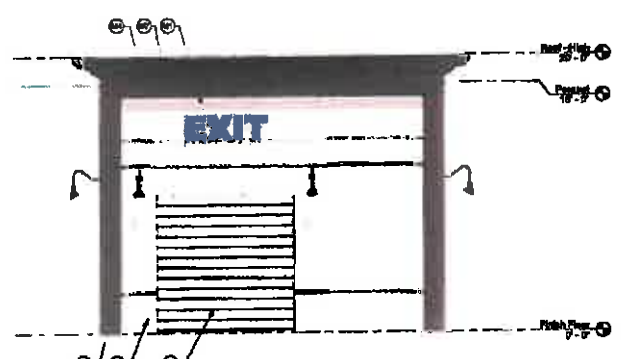
Car Wash Floor
 Plan

1 Floor Plan
 50'-0" x 114'-0"

Number	Revision	Date



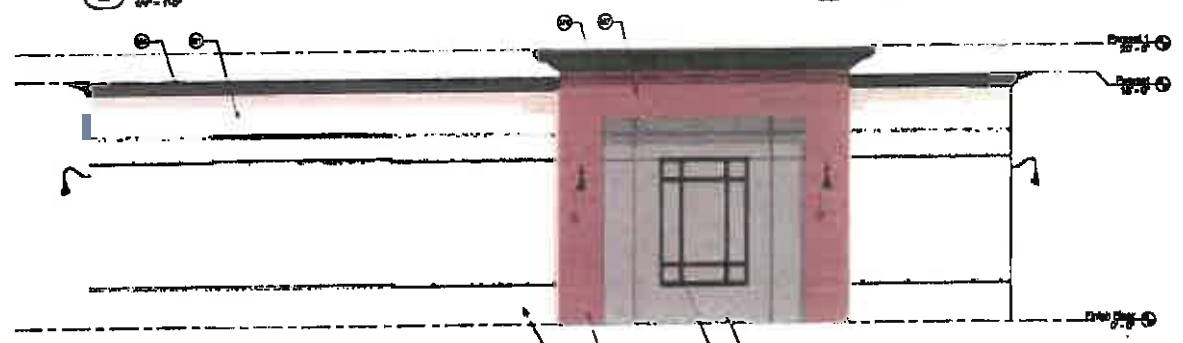
① **East Elevation - DR**
10/11/20



② **North Elevation - DR**
10/11/20



③ **South Elevation - DR**
10/11/20



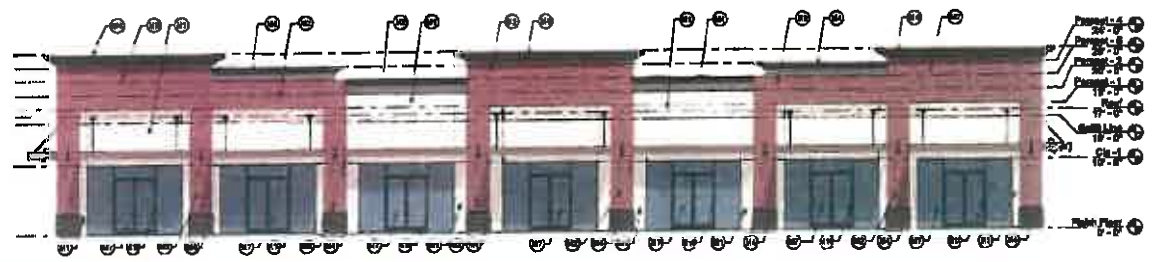
④ **West Elevation - DR**
10/11/20

Bus Station
Cajalco Road

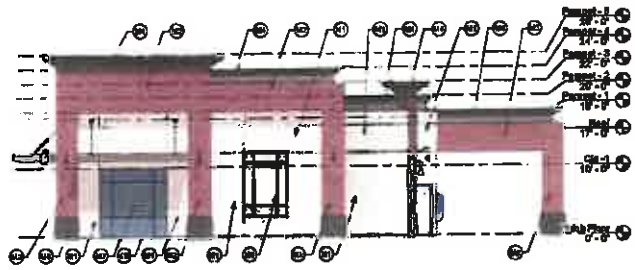
19-1101
11-11-2020
21785 Cajalco Road Perris, CA 92570

DR-401

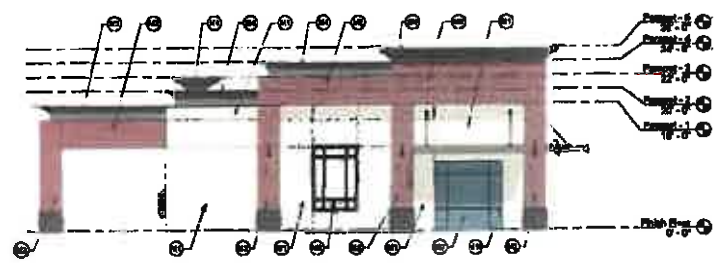
Car Wash
Elevations



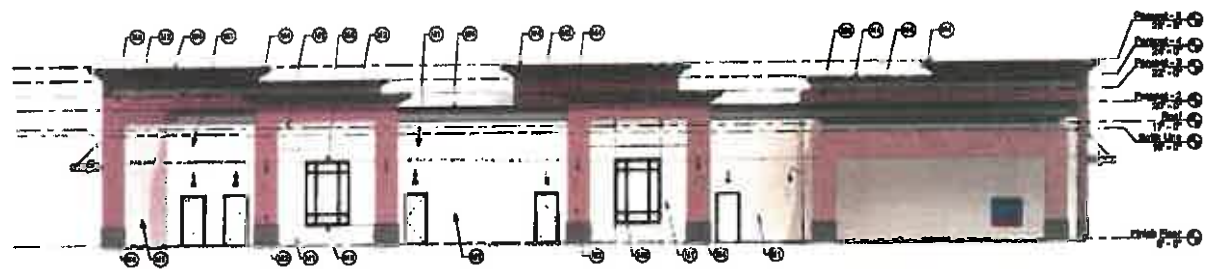
1 EAST ELEVATION - DR



2 NORTH ELEVATION - DR



3 SOUTH ELEVATION - DR



4 WEST ELEVATION - DR

Area	Material	Color

Gas Station
 Cajalco Road
 19-1201
 11-11-2020
 21788 Cajalco Road
 Paris, GA 32870

DR-301
 Retail
 Elevations



① **DR - Canopy - North Elevation**
 DR-501



② **DR - Canopy - East Elevation**
 DR-501



③ **DR - Canopy - West Elevation**
 DR-501

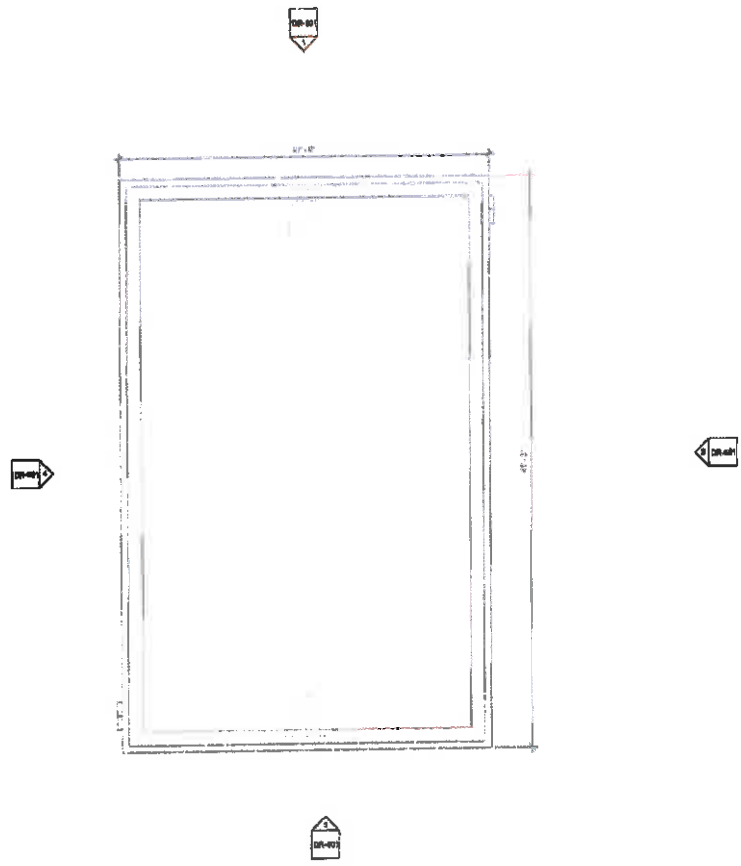


④ **DR - Canopy - South Elevation**
 DR-501

Model	Project	Date

Gas Station
 Cajalco Road
 12-1101
 11-11-2020
 21705 Cajalco Road
 Parris, CA 92570

DR-501
 Gas Canopy
 Elevations



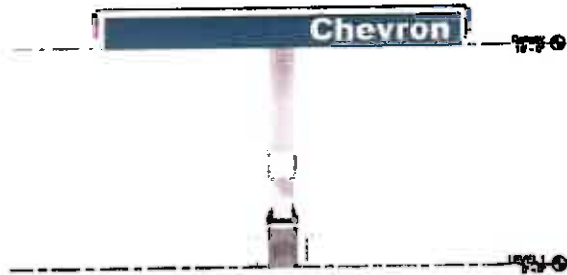
Rev	Description	Date

Gas Station
Cajalco Road

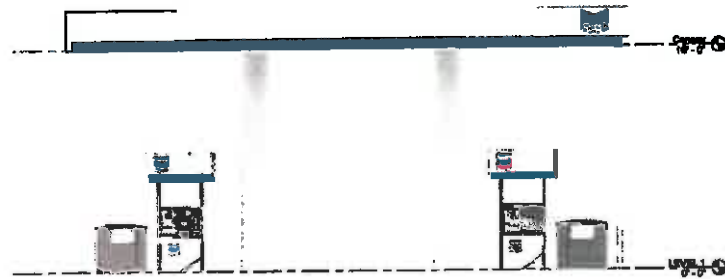
19-0101
21-11-2020
21765 Cajalco Road
Parrish, CA 95770

1 **Canopy DR**
DR-600

DR-600
Diesel Canopy
Floor Plan



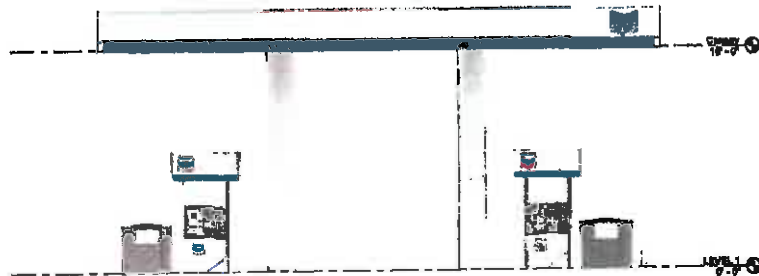
① DR - CANOPY - NORTH ELEVATION
10'-0" x 10'-0"



② DR - CANOPY - EAST ELEVATION
10'-0" x 10'-0"



③ DR - CANOPY - SOUTH ELEVATION
10'-0" x 10'-0"



④ DR - CANOPY - WEST ELEVATION
10'-0" x 10'-0"

Architect
 Designer

Gas Station
 Cajalco Road
 19-1201
 11-21-2020
 21708 Cajalco Road
 Park, CA 92378
DR-601
 Diesel Canopy
 Elevations

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 9, 2021

Mr. Russell Brady, Project Planner
Riverside County Planning Division
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Russell Beets
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

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Riverside

Steve Manos
Lake Elsinore

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Houseman

Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.caluc.org

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

File No.: ZAP1443MA20
Related File No.: CUP200018 (Conditional Use Permit), TPM37850 (Tentative Parcel Map)
APNs: 326-240-079, 326-250-040

Dear Mr. Brady:

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 Nos. CUP200018 (Conditional Use Permit), TPM37850 (Tentative Parcel Map), a proposal to commercial retail center including: a car wash facility with 18 fueling spaces and 3 diesel fueling spaces, a 5,558 square foot convenience store, and a 1,490 square foot carwash, as well as a 3,471 square foot restaurant building, a 4,130 square foot restaurant building, and two separate 6,635 square foot retail buildings on 16.4 acres, located westerly of Highway 74, southerly of Clayton Street, and northerly of Ellis Avenue. The applicant also proposes to divide the 16.4 acres into 7 commercial parcels.

The site is located within Compatibility Zone E of the Perris Valley Airport Influence Area and also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, both of which do not restrict non-residential intensity.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The nearest portion of the project is located 8,142 feet from the runway, and therefore would be subject to the above requirement. The project would include several bioretention basins, which are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are to be avoided in Zone E, unless they provide for a 48-hour drawdown and propose landscaping that is not attractive to hazardous wildlife. The project has been conditioned to be consistent with these

AIRPORT LAND USE COMMISSION

standards in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures.

The nearest runway to the site is Runway 15-33 at Perris Valley Airport. The northerly terminus of this runway is located approximately 8,142 feet easterly of the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any new structures with top of roof exceeding 1,494 feet AMSL. The project's finished floor elevation is 1,591 feet AMSL, and a proposed building height of 30 feet, which results in a top point elevation of 1,621 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Numbers 2021-AWP-2732-OE, 2021-AWP-2733-OE, 2021-AWP-2734-OE, and 2021-AWP-2735-OE, to this proposal. The aeronautical studies revealed that the proposed structures would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued "Determination of No Hazard to Air Navigation" letters on March 5, 2021. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2010/2011 Perris Valley Airport Land Use Compatibility Plan, and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

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

AIRPORT LAND USE COMMISSION

containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Hazards to flight.
4. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property.
 5. Detention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees 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. The infiltration basin shall be designed in accordance with all parameters identified in the Wildlife Hazard Management at Riverside County Airports: Background and Policy.

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

6. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2021-AWP-2732-OE, 2021-AWP-2733-OE, 2021-AWP-2734-OE, and 2021-AWP-2735-OE) and has determined that neither marking nor lighting of the structure(s) 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 M and shall be maintained in accordance therewith for the life of the project.
7. The proposed buildings shall not exceed a height of 22 feet above ground level and a maximum elevation at top point of 1,613 feet above mean sea level.
8. 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.

AIRPORT LAND USE COMMISSION

9. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,489 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 any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oaaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

Attachments: Notice of Airport in Vicinity
Aeronautical Study Nos. 2021-AWP-2732-OE, 2021-AWP-2733-OE, 2021-AWP-2734-OE, and 2021-AWP-2735-OE

cc: Alabbasi Construction (applicant/property owner)
Albert A. Webb Associates, Kristin Lemus (representative)
Pat Conatser, Airport Manager, Perris Valley Airport
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1443MA20\ZAP1443MA20.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

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

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



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



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

Aeronautical Study No.
 2021-AWP-2732-OE

Issued Date: 03/05/2021

Corinne Mostad
 Alabbasi Construction
 764 W. Ramona Expressway, Suite C
 Perris
 Perris, CA 92571

**** 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 Gas Station - NE Corner
 Location: Perris, CA
 Latitude: 33-46-37.11N NAD 83
 Longitude: 117-14-49.18W
 Heights: 1591 feet site elevation (SE)
 22 feet above ground level (AGL)
 1613 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/05/2022 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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-2732-OE.

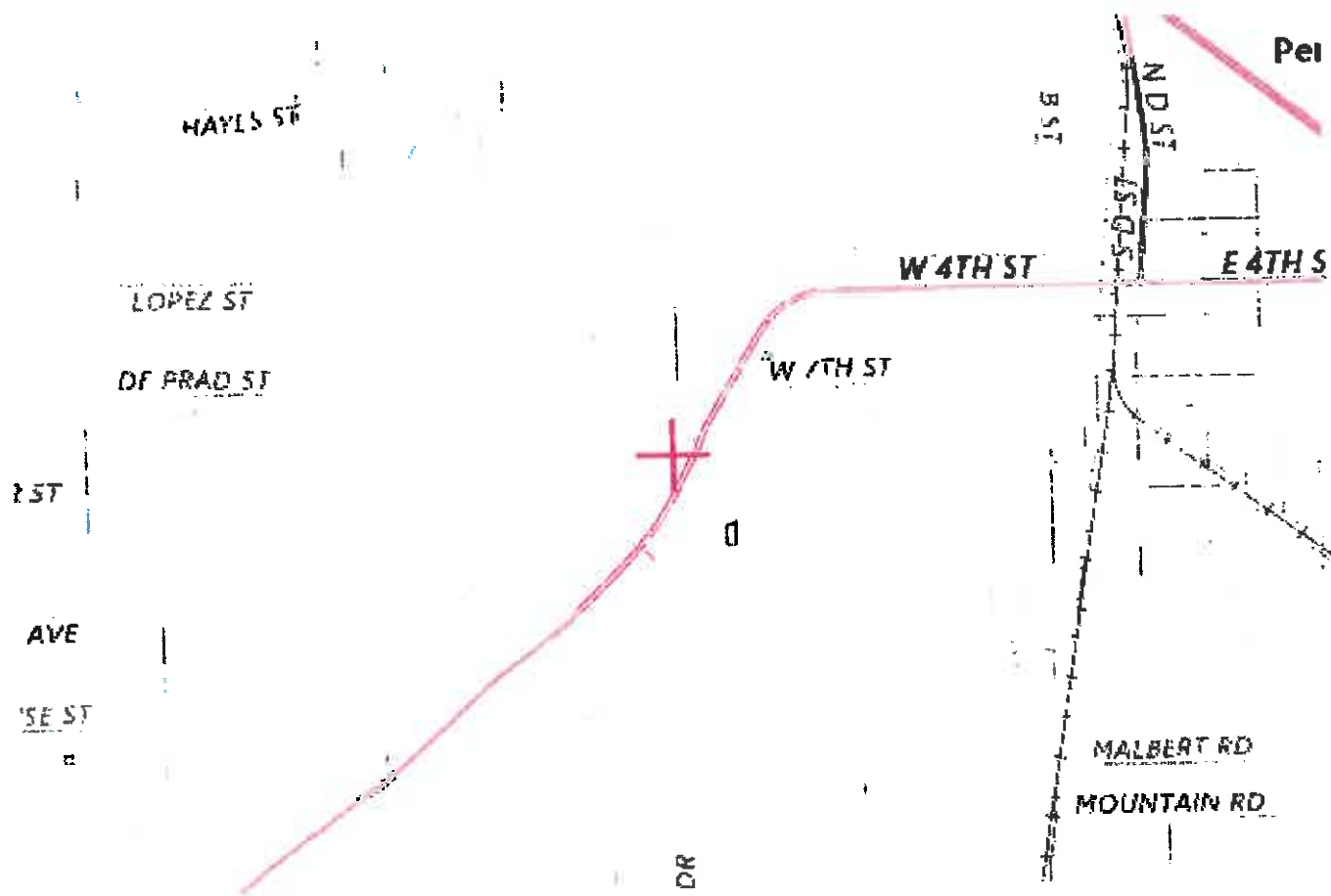
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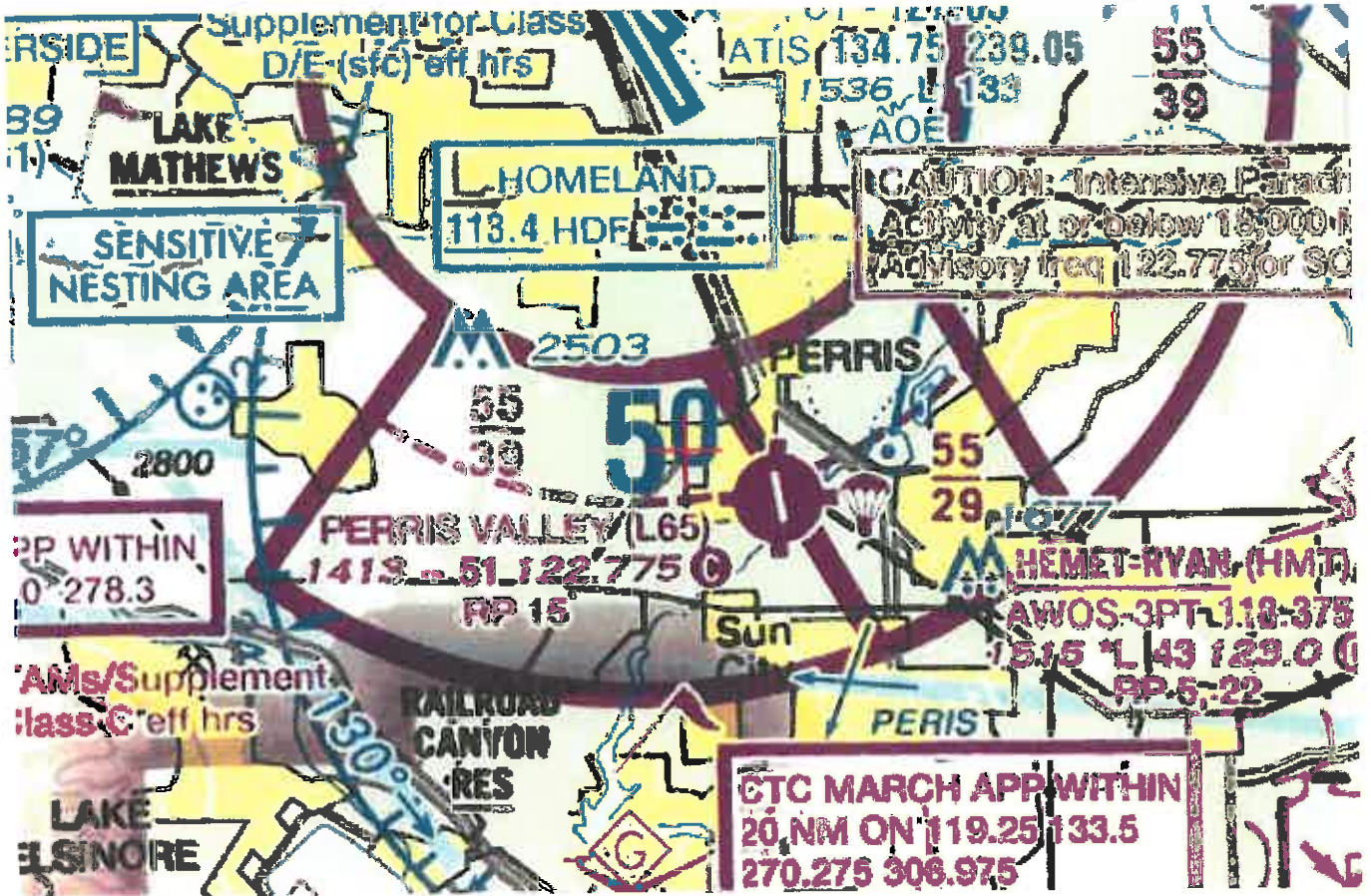
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-2732-OE



Sectional Map for ASN 2021-AWP-2732-OE





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

Aeronautical Study No.
 2021-AWP-2733-OE

Issued Date: 03/05/2021

Corinne Mostad
 Alabbasi Construction
 764 W. Ramona Expressway, Suite C
 Perris
 Perris, CA 92571

**** 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 Gas Station - SE Corner
Location:	Perris, CA
Latitude:	33-46-36.03N NAD 83
Longitude:	117-14-49.83W
Heights:	1591 feet site elevation (SE)
	22 feet above ground level (AGL)
	1613 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/05/2022 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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-2733-OE.

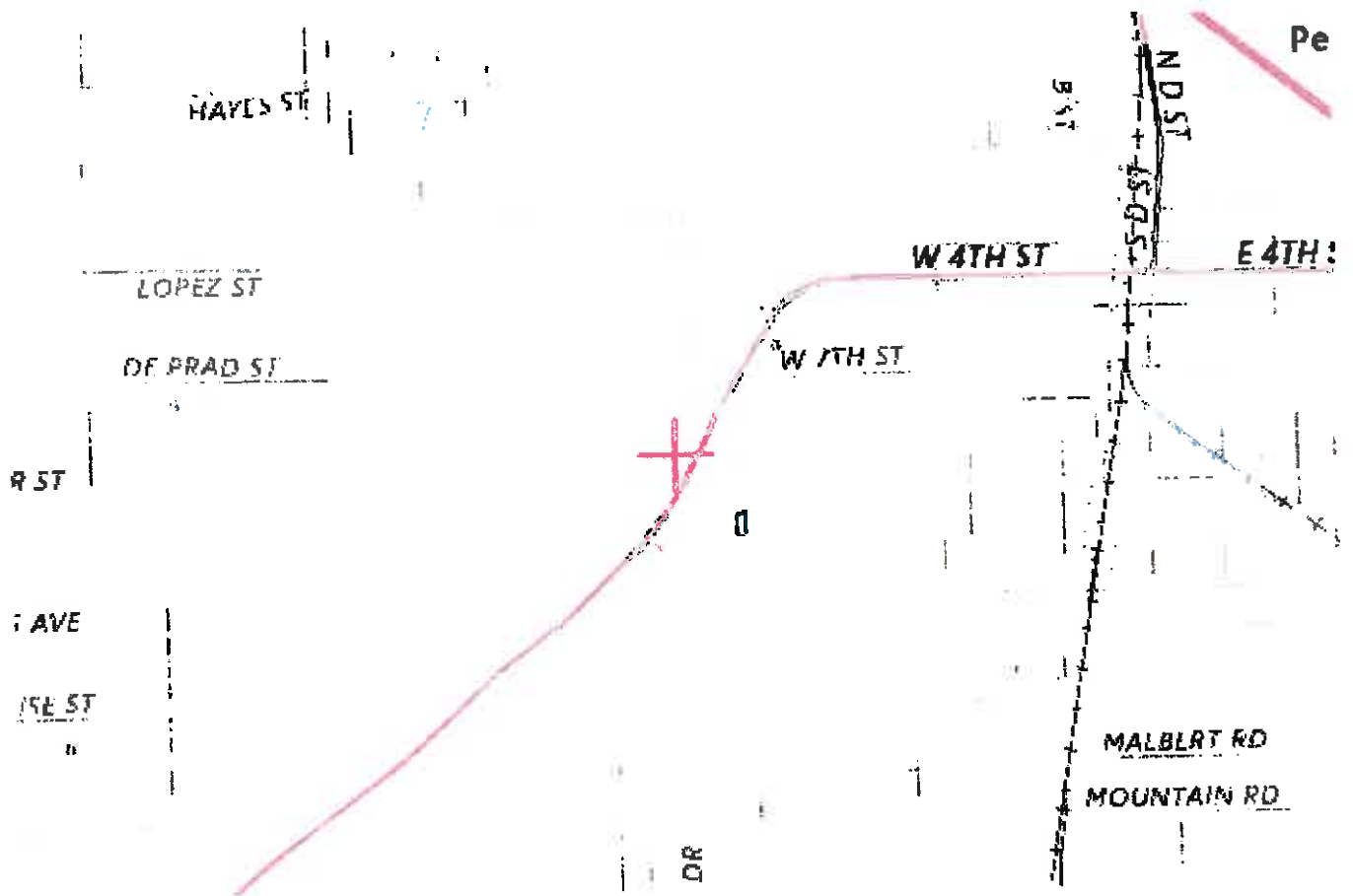
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(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-2733-OE





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

Aeronautical Study No.
 2021-AWP-2734-OE

Issued Date: 03/05/2021

Corinne Mostad
 Alabbasi Construction
 764 W. Ramona Expressway, Suite C
 Perris
 Perris, CA 92571

**** 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 Gas Station - NW Corner
 Location: Perris, CA
 Latitude: 33-46-37.22N NAD 83
 Longitude: 117-14-50.33W
 Heights: 1591 feet site elevation (SE)
 22 feet above ground level (AGL)
 1613 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/05/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, 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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-2734-OE.

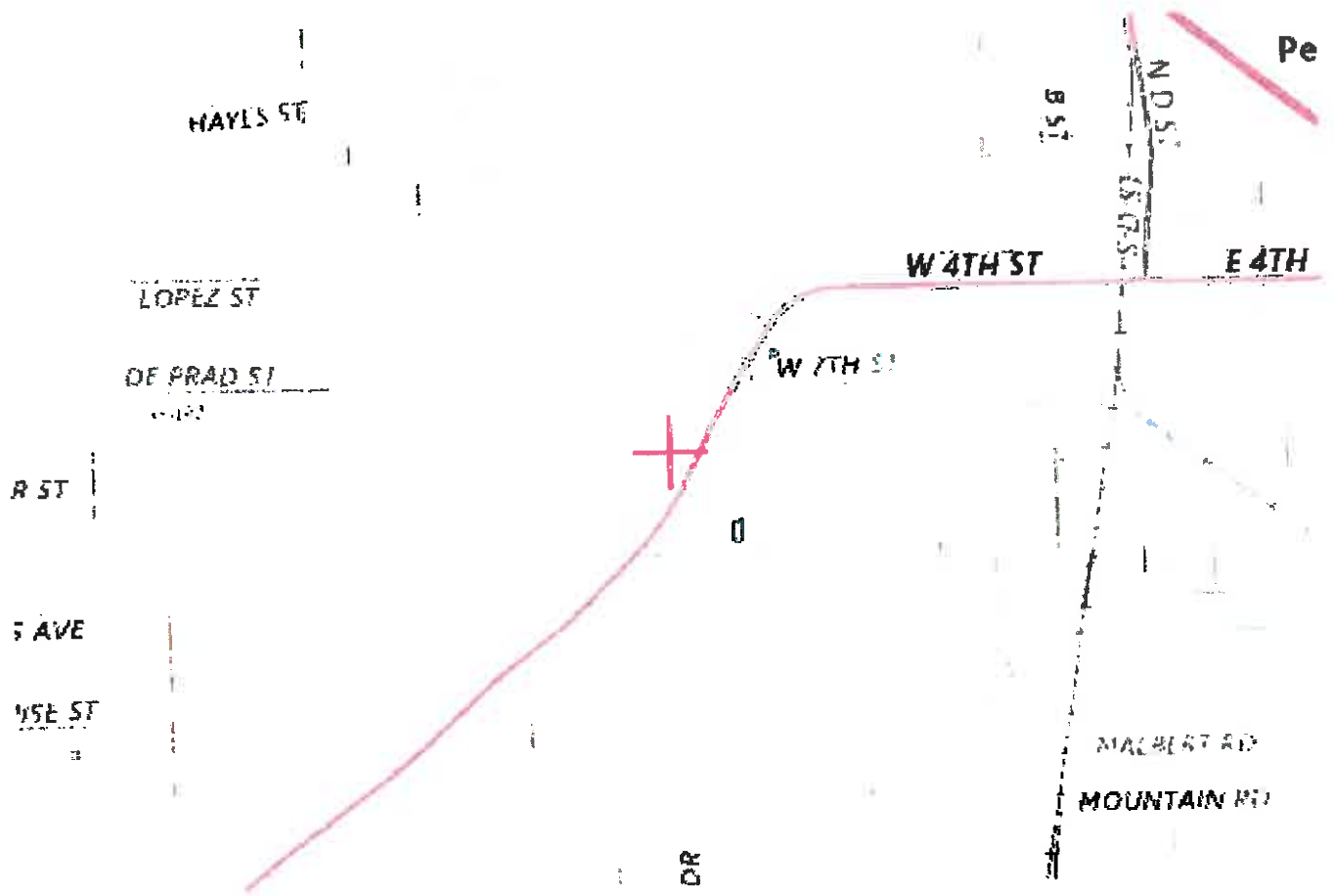
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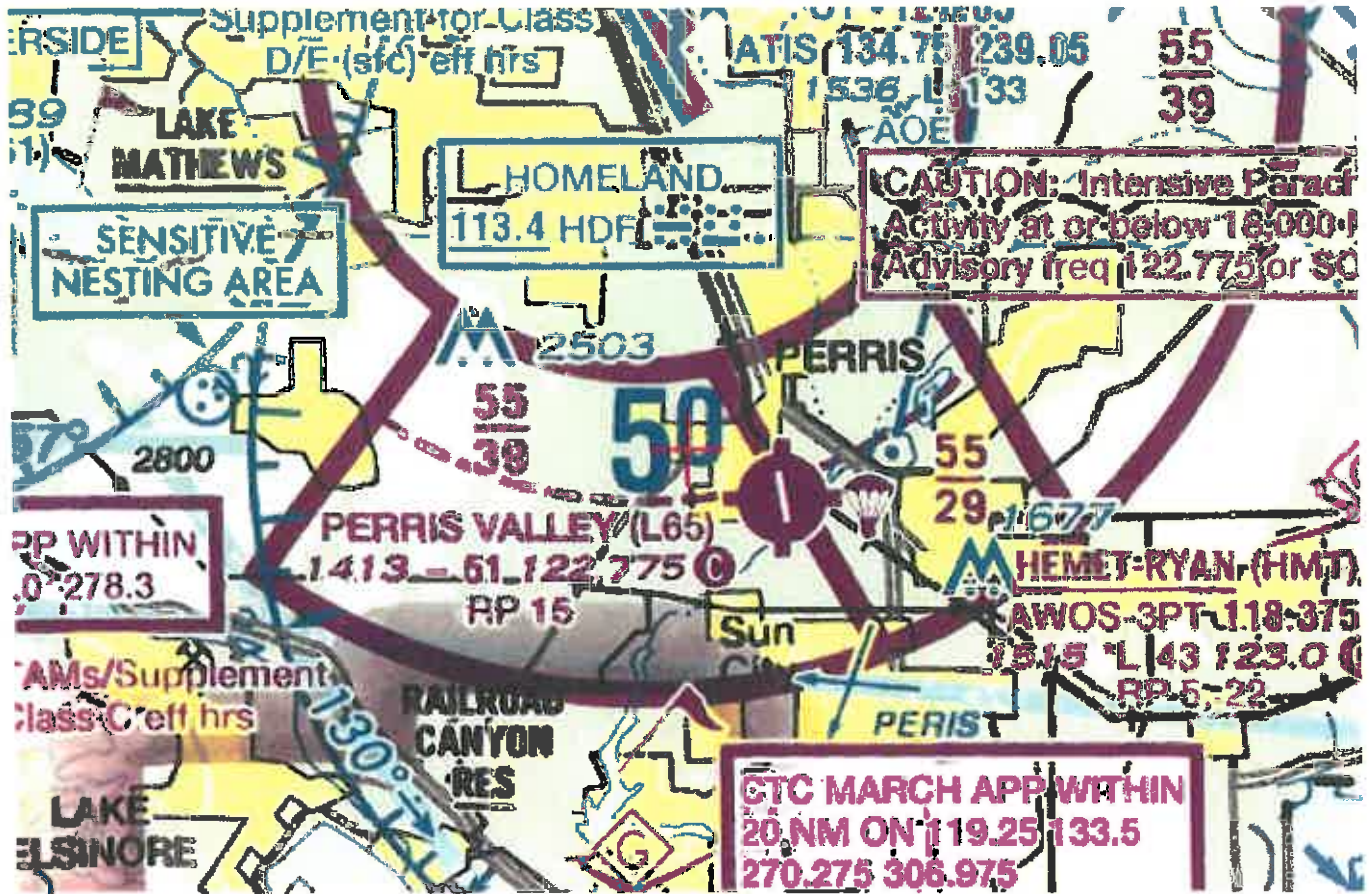
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-2734-OE



Sectional Map for ASN 2021-AWP-2734-OE





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

Aeronautical Study No.
 2021-AWP-2735-OE

Issued Date: 03/05/2021

Corinne Mostad
 Alabbasi Construction
 764 W. Ramona Expressway, Suite C
 Perris
 Perris, CA 92571

**** 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 Gas Station - SW Corner
Location:	Perris, CA
Latitude:	33-46-36.63N NAD 83
Longitude:	117-14-50.69W
Heights:	1591 feet site elevation (SE)
	22 feet above ground level (AGL)
	1613 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/05/2022 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.

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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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-2735-OE.

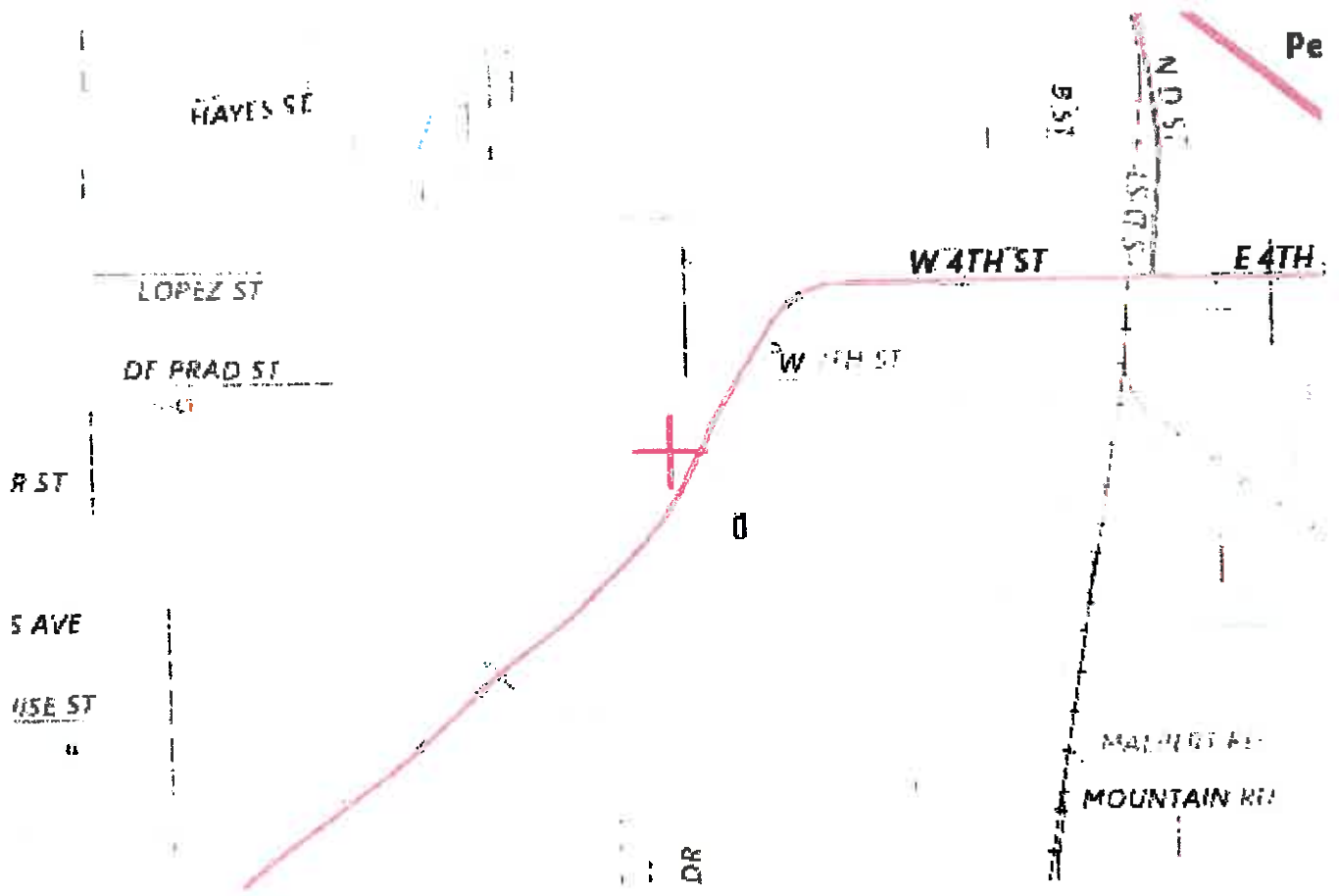
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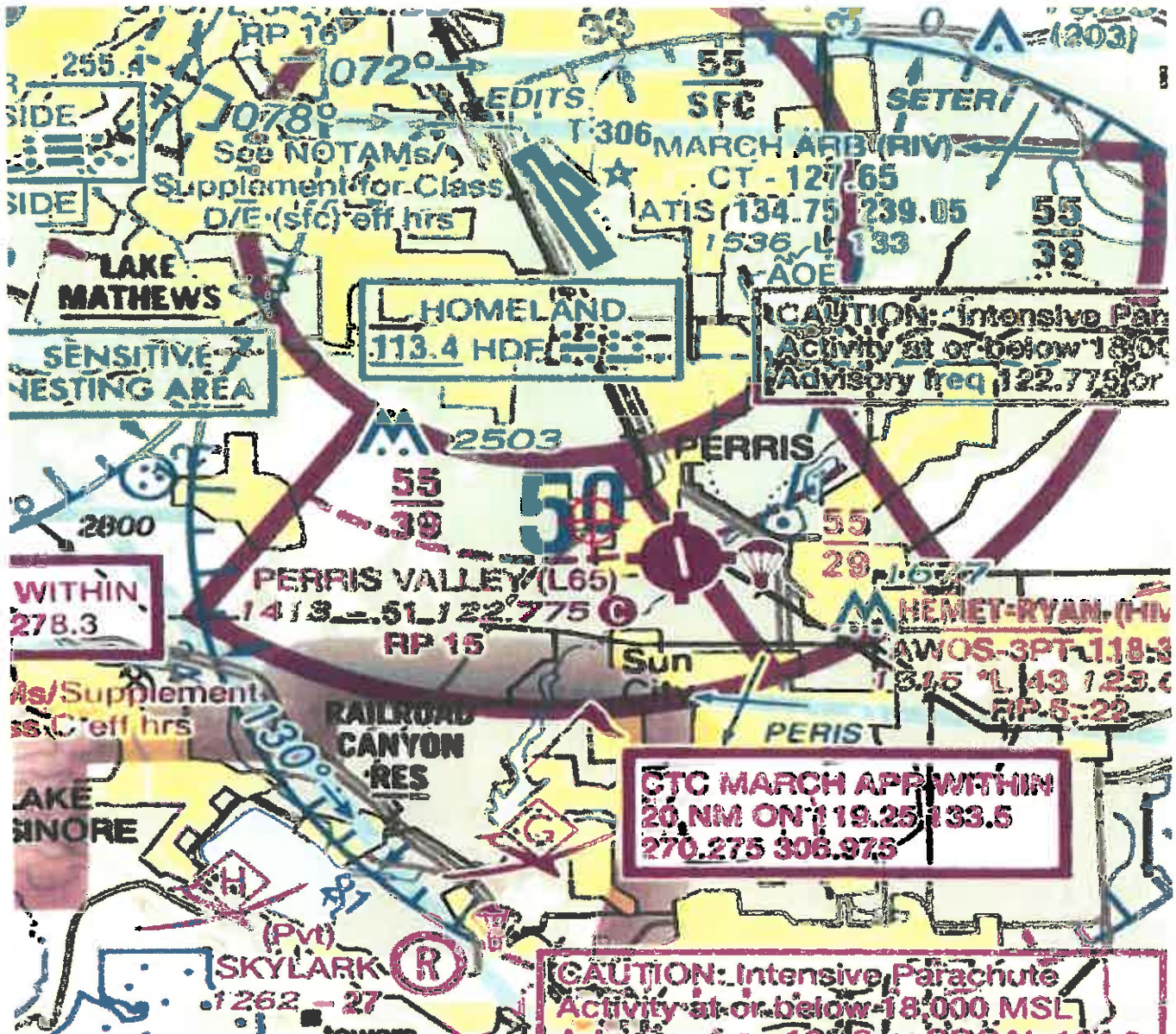
Vivian Vilaro
Specialist

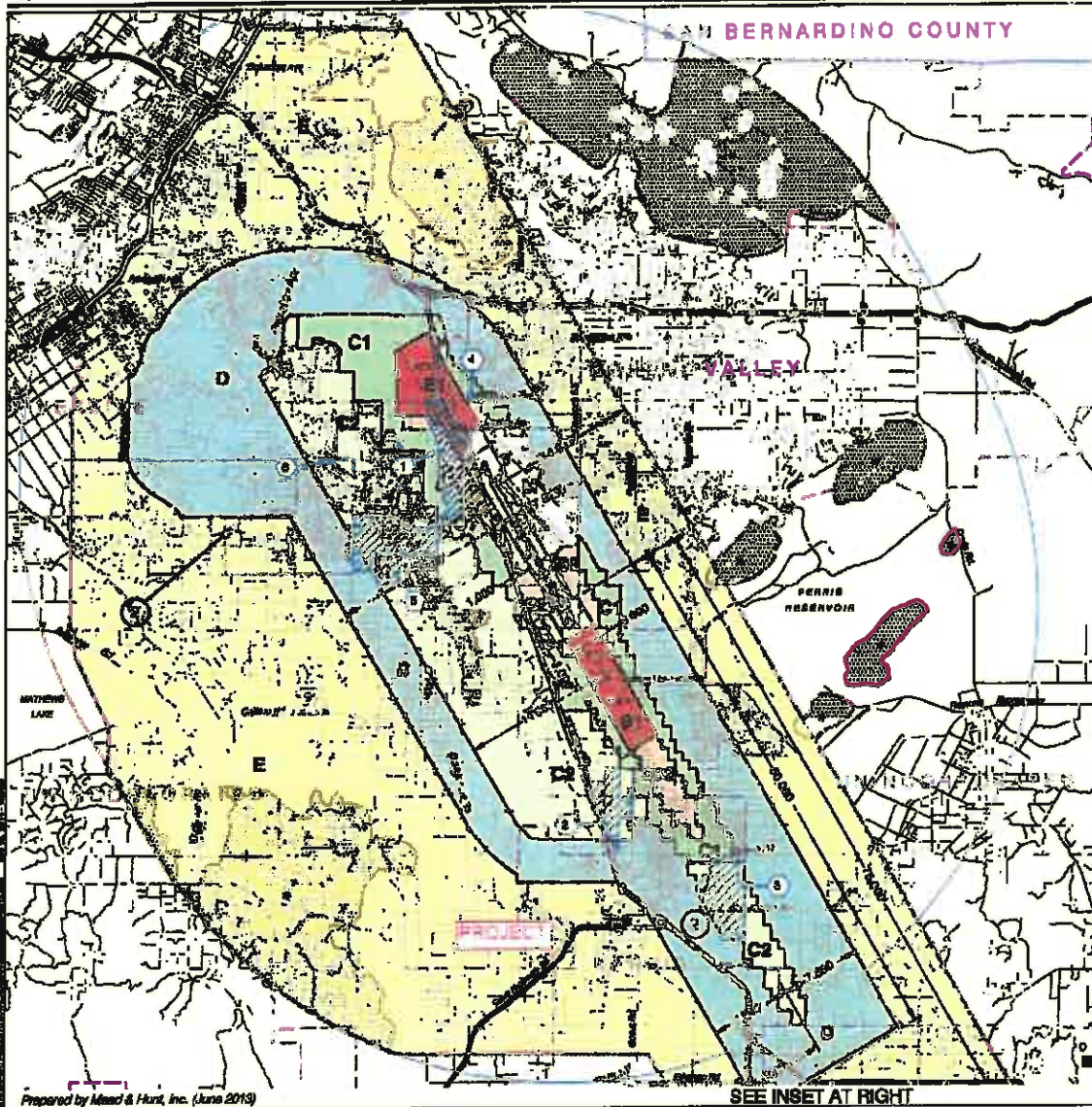
Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-2735-OE



Sectional Map for ASN 2021-AWP-2735-OE





LEGEND

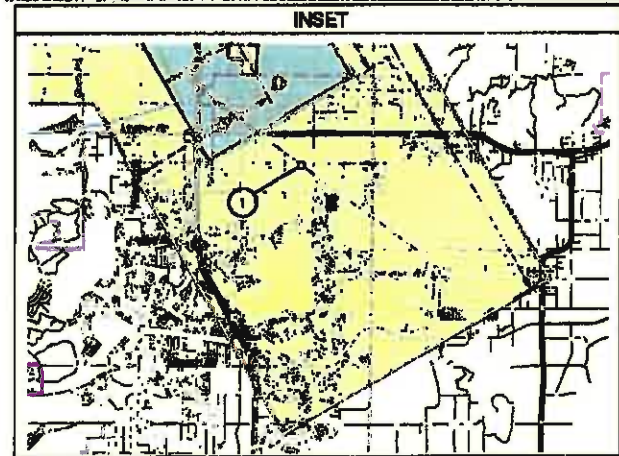
Compatibility Zones

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

Boundary Lines

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

- ① Point at which abeam on Runway 36 ILS approach cleared below 3,000 feet above runway end. Airport Elevation is 1,835 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



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

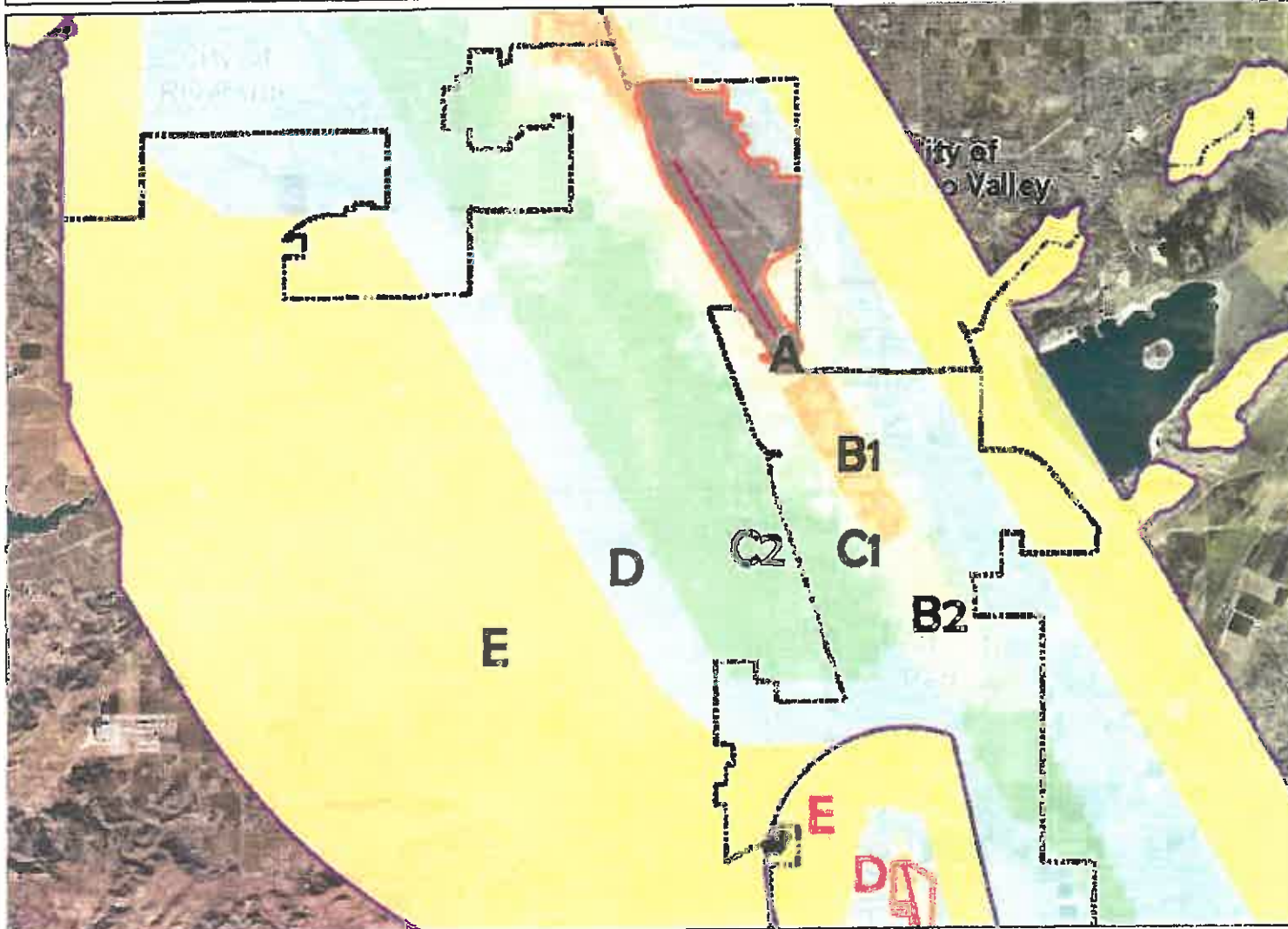
Prepared by Mead & Hunt, Inc. (June 2013)

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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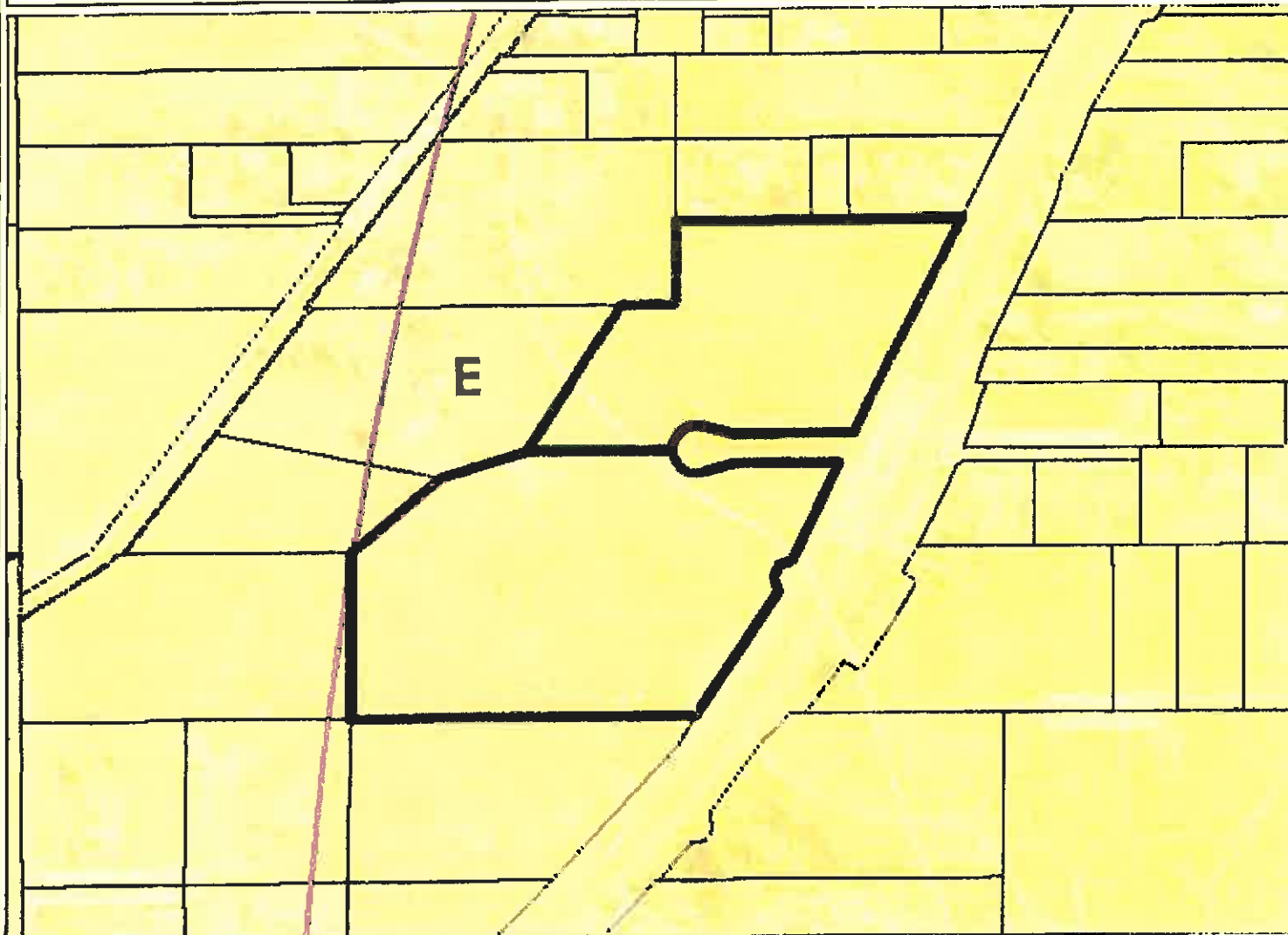


REPORT PRINTED ON... 12/14/2020 8:26:53 AM

© Riverside County GIS

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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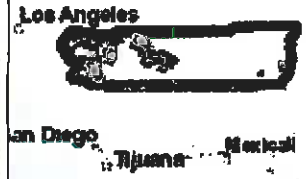
Notes

0 376 752 Feet

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Map My County Map



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



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Notes



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Map My County Map



Legend

- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map



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Notes



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Map My County Map



Legend

- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- ▤ City Areas
- World Street Map



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0 752 1,505 Feet

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Notes



Conceptual Plans for.
Salmanco, Inc.
 Hwy 74 Perris, CA.
 APN 326-250-404



Auto Carwash - Afternoon

Project Information

OWNER:
 SALMANCO, INC.
 10000 BROADWAY
 PERRIS, CA 92571
 (951) 221-1111

PROJECT:
 AUTO CARWASH
 10000 BROADWAY
 PERRIS, CA 92571
 (951) 221-1111

DESIGNER:
 WCS DESIGN
 10000 BROADWAY
 PERRIS, CA 92571
 (951) 221-1111

DATE:
 10-2-20

SCALE:
 AS SHOWN

NOTES:
 1. SEE ALL NOTES ON ALL SHEETS.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE ORDINANCES.

Sheet Index

NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	FOUNDATION
4	FLOOR SLAB
5	WALLS
6	ROOF
7	MECHANICAL
8	ELECTRICAL
9	PLUMBING
10	HAZARDOUS WASTE
11	ENVIRONMENTAL
12	ASBESTOS
13	SOIL REMEDIATION
14	WATER TREATMENT
15	SEWER TREATMENT
16	LANDSCAPE
17	TRAILER
18	TRAILER
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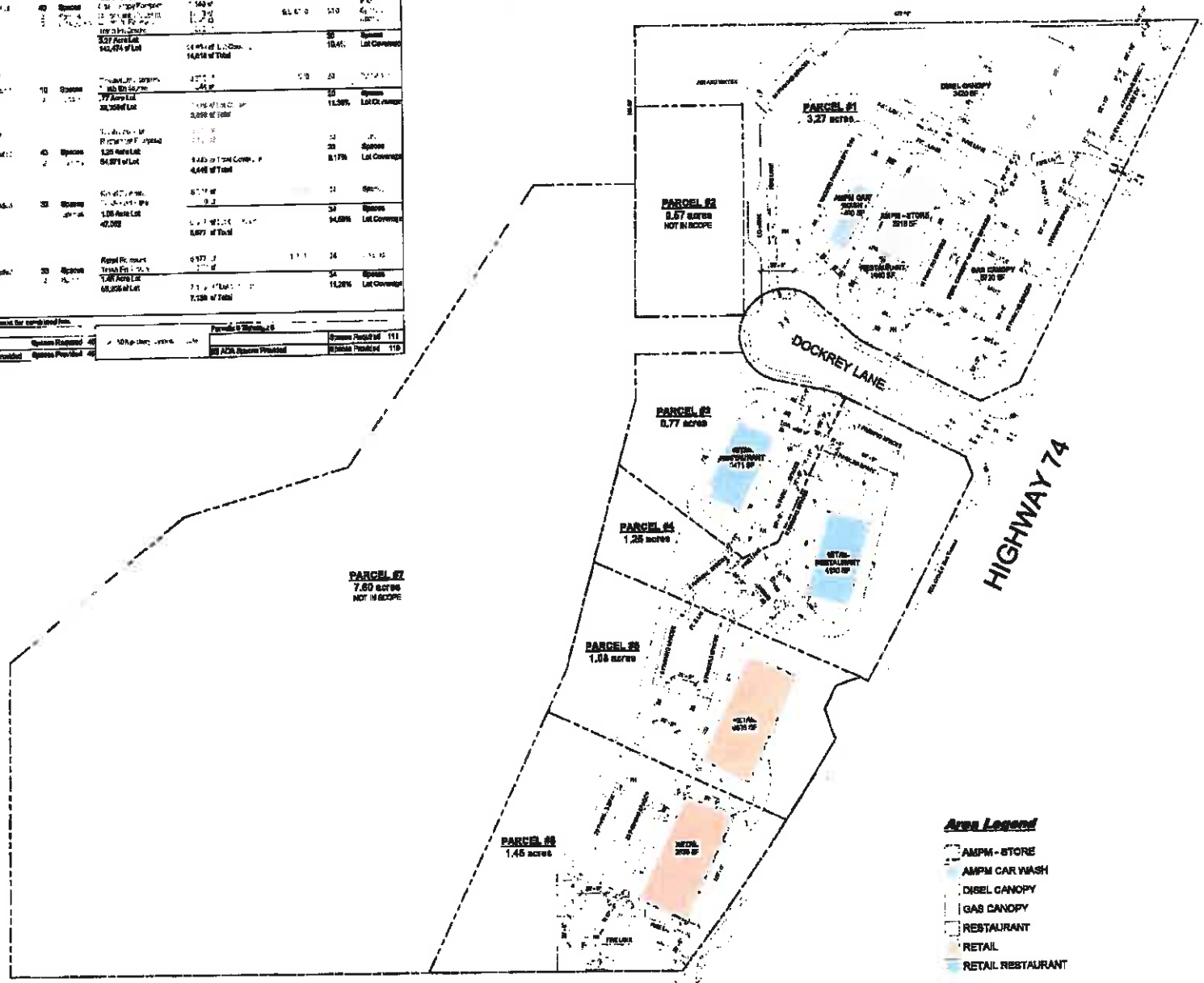
Conceptual Plans for
 Salmanco, Inc.

10-2-20
 10-2-20
 Hwy 74 Perris, CA.
 APN 326-250-404
DR100

REGULATORY CODES
 CALIFORNIA BUILDING STANDARDS CODE
 CALIFORNIA MECHANICAL CODE
 CALIFORNIA ELECTRICAL CODE
 CALIFORNIA PLUMBING CODE
 INTERNATIONAL FIRE CODE
 INTERNATIONAL ENERGY CONSERVATION CODE
 INTERNATIONAL FUEL GAS CODE
 ASBESTOS ABATEMENT DESIGN
 BUILDING CODE AMENDMENTS
 2018 W/AMENDMENTS
 2019 W/AMENDMENTS
 2020 W/AMENDMENTS
 2021 W/AMENDMENTS
 2022 W/AMENDMENTS
 2023 W/AMENDMENTS
 2024 CALIFORNIA

Refer to CUP

Parking Requirements					
Parking	Pl. Req'd Provided	Building Footprint	Area	Parking Ratio	Parking Location
Parcel 1 Retail Restaurant Sign					
Parcel 1 Total Pl. Req'd (21) + (1) = 22	40	10,000 sq ft	1,500 sq ft	1:200	27.1
Parcel 2 Retail Restaurant Sign					
Parcel 2 Total Pl. Req'd (21) + (1) = 22	40	10,000 sq ft	1,500 sq ft	1:200	27.1
Parcel 3 Retail Restaurant Sign					
Parcel 3 Total Pl. Req'd (21) + (1) = 22	40	10,000 sq ft	1,500 sq ft	1:200	27.1
Parcel 4 Retail Restaurant Sign					
Parcel 4 Total Pl. Req'd (21) + (1) = 22	40	10,000 sq ft	1,500 sq ft	1:200	27.1
Parcel 5 Retail Restaurant Sign					
Parcel 5 Total Pl. Req'd (21) + (1) = 22	40	10,000 sq ft	1,500 sq ft	1:200	27.1
Parcel 6 Retail Restaurant Sign					
Parcel 6 Total Pl. Req'd (21) + (1) = 22	40	10,000 sq ft	1,500 sq ft	1:200	27.1
Summary of Requirements for completed Plan					
Parcel 1	System Required	System Provided	Parcel 2	System Required	System Provided
ADA Spaces Required	ADA Spaces Provided	ADA Spaces Required	ADA Spaces Provided	ADA Spaces Required	ADA Spaces Provided
111	111	111	111	111	111



- Area Legend**
- AMPM - STORE
 - AMPM CAR WASH
 - DIESEL CANOPY
 - GAS CANOPY
 - RESTAURANT
 - RETAIL
 - RETAIL RESTAURANT

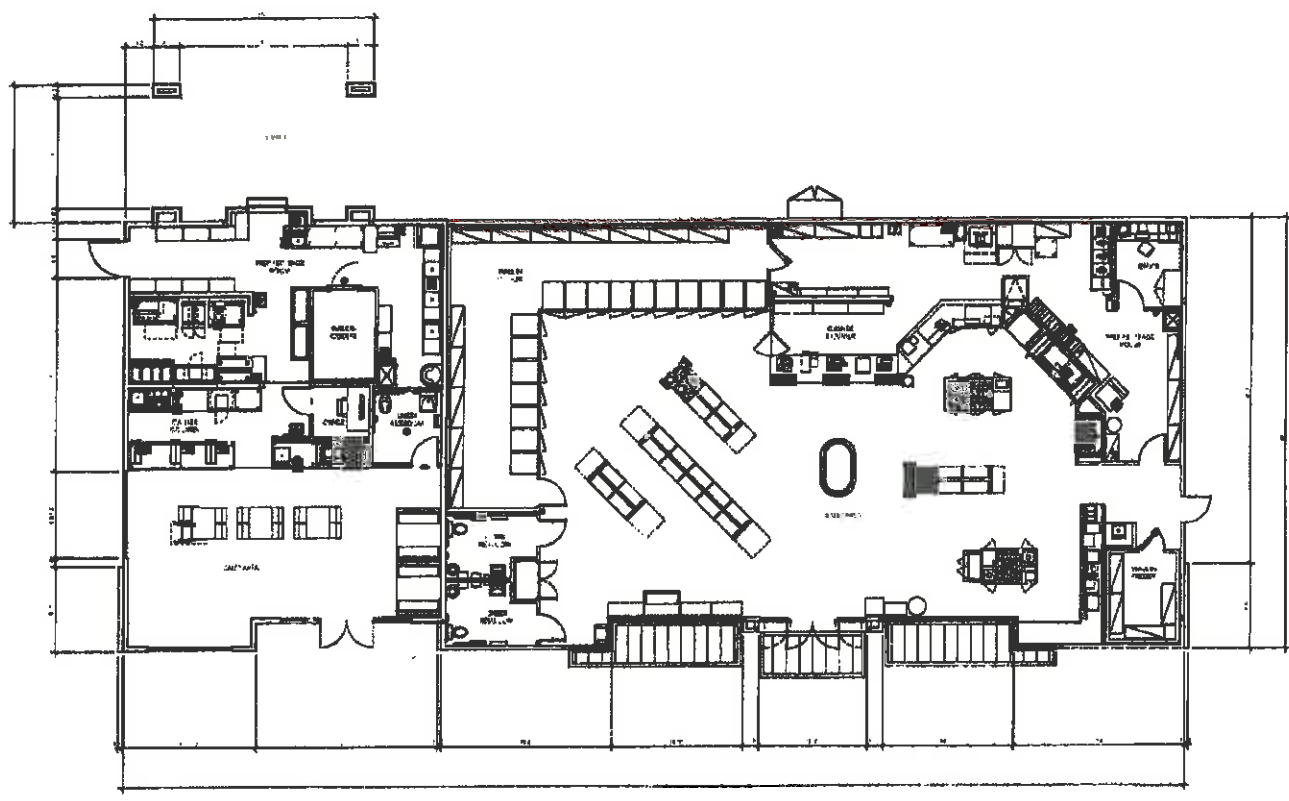
Conceptual Plans for
Saimanco, Inc.

18-10-
10-1-20

Hwy 74 Paris, CA.
 APN 328-268-484

DR101

Site Plan



A C-STORE & GSR FLOOR PLAN

EMPIRE DESIGN GROUP



MARWAN ALABBASI

ARCO AMPM FACH TBD
 APN: 349-090-027
 HWY 74 & DOCKERY LANE
 RIVERSIDE, CA 92570



DATE	10/10/11
PROJECT	ARCO AMPM FACH TBD
CLIENT	ARCO AMPM FACH TBD
LOCATION	HWY 74 & DOCKERY LANE, RIVERSIDE, CA
SCALE	AS SHOWN
DRAWN BY	WAL
CHECKED BY	WAL
DATE PLOTTED	10/10/11
PLotted BY	WAL
PROJECT NO.	11-0001
DRAWING NO.	01
DATE	10/10/11
PROJECT	ARCO AMPM FACH TBD
CLIENT	ARCO AMPM FACH TBD
LOCATION	HWY 74 & DOCKERY LANE, RIVERSIDE, CA
SCALE	AS SHOWN
DRAWN BY	WAL
CHECKED BY	WAL
DATE PLOTTED	10/10/11
PLotted BY	WAL

A 1.0



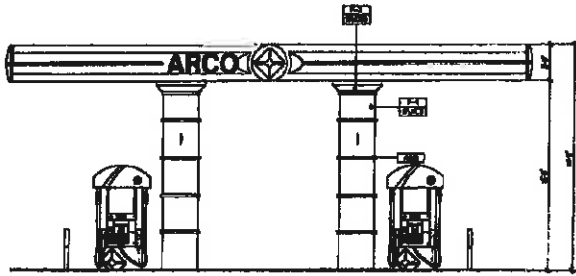
Arco Ampm Market 3



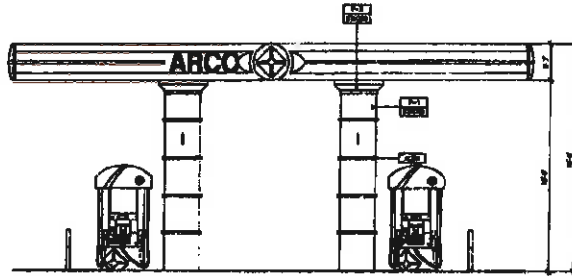
Arco Ampm Market 4



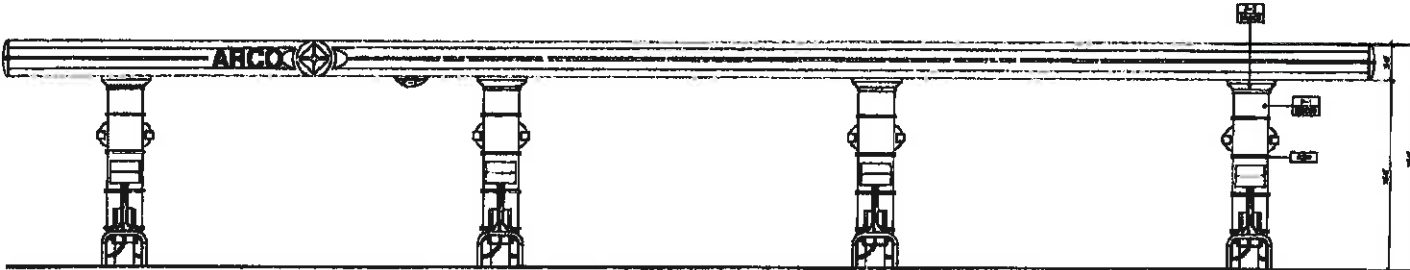
DR401
 Arco Ampm Store - P2
 (Floor Plan)



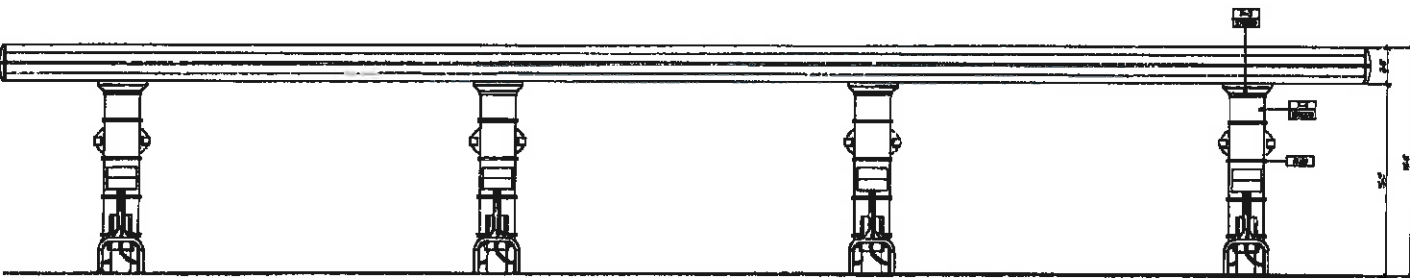
1 SIDE ELEVATION



2 SIDE ELEVATION



3 FRONT ELEVATION



4 REAR ELEVATION

GENERAL NOTES
 A. REFER TO SPECIFICATIONS FOR ALL MATERIALS AND FINISHES.
 B. REFER TO ARCHITECT'S NOTES FOR ALL NOTES.
 C. REFER TO ARCHITECT'S NOTES FOR ALL NOTES.

COLOR LEGEND
 [Symbol] [Color Name]

MATERIAL LEGEND
 [Symbol] [Material Name]

EMPIRE DESIGN GROUP, INC.
 2100 E. 15th Street, Suite 100
 Riverside, CA 92507
 (951) 514-1100
 www.empiredesigngroup.com

MARWAN ALABBAS

ARCO ALPHA FAC# TBD
 APN: 349-090-027
 HWY 74 & DOCKERY LANE
 RIVERSIDE, CA 92570



DATE	10/10/10
PROJECT	ARCO ALPHA FAC# TBD
CLIENT	ARCO
DESIGNER	MARWAN ALABBAS
CHECKED	
APPROVED	
SCALE	AS SHOWN
PROJECT NO.	
DATE PLOTTED	10/10/10
PLT	
PRN	
PDF	
PLT	
PRN	
PDF	

CA 2.0



Arco Station 1



Arco Station 2

WSD
 DESIGN

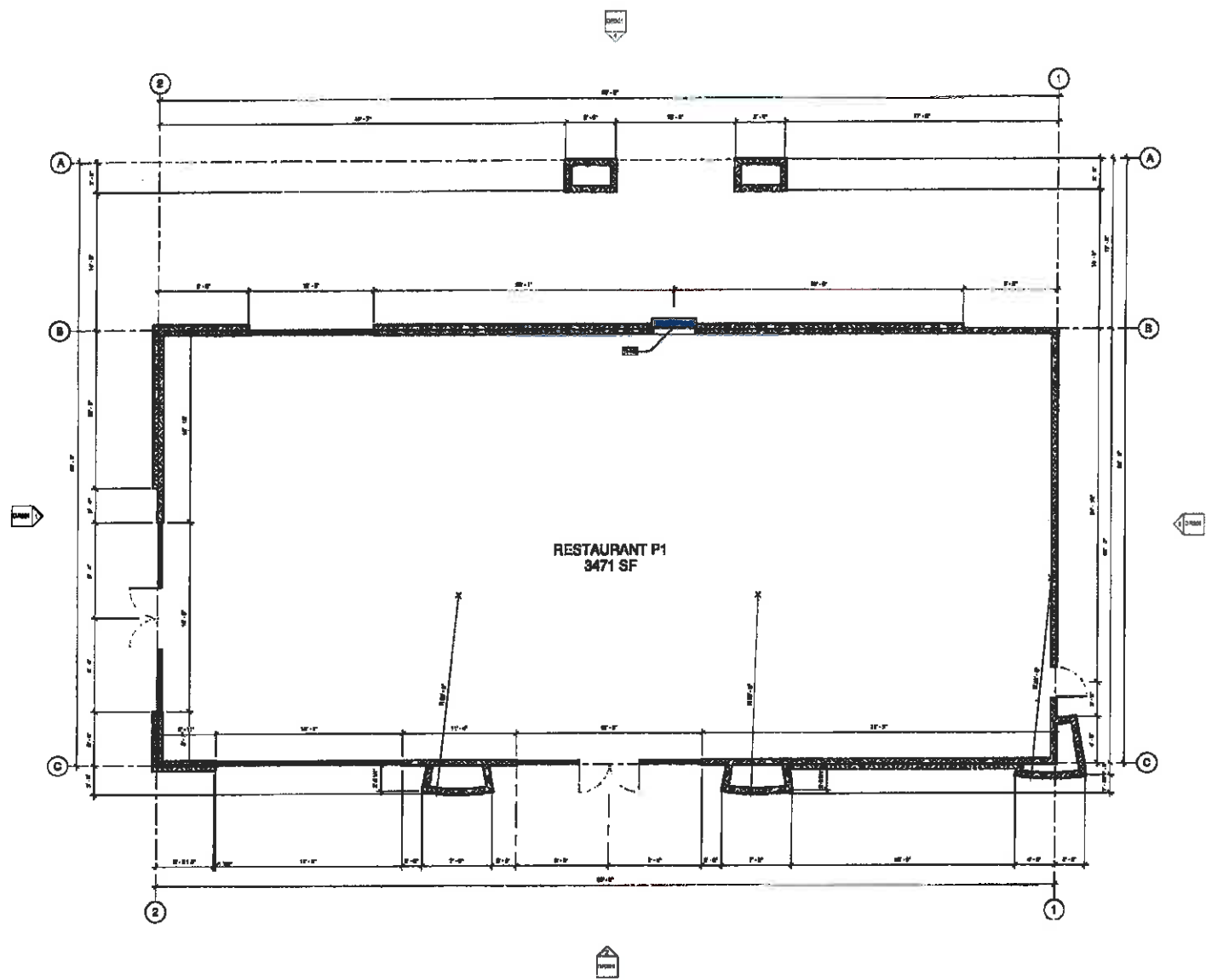
DR405

ARCO - P2 & MPD
 Canopy (Elevations)

Key Notes	
1.	See Notes
2.	See Notes



Number	Author	Checker	Date



1 Restaurant P1 - Floor Plan

Conceptual Site Plan For
Salamanca, Inc.

18-200
22.02.2021
HIGHWAY 74, PERRIS, CA
APR 220-280-604

DR300
RESTAURANT P1
FLOOR PLAN





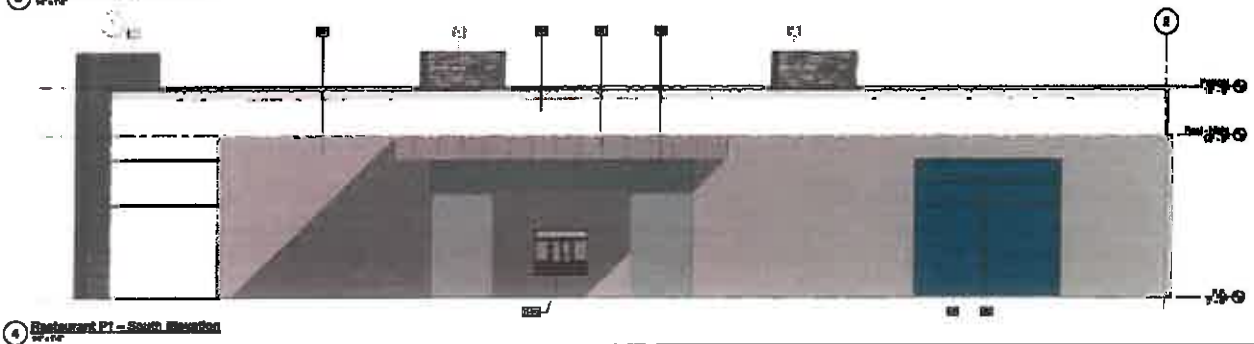
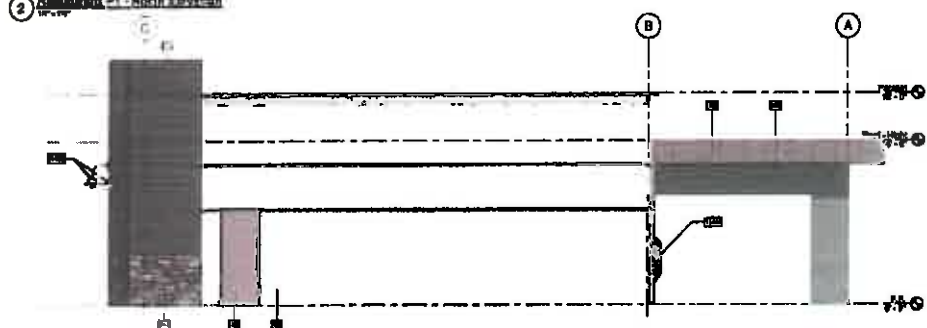
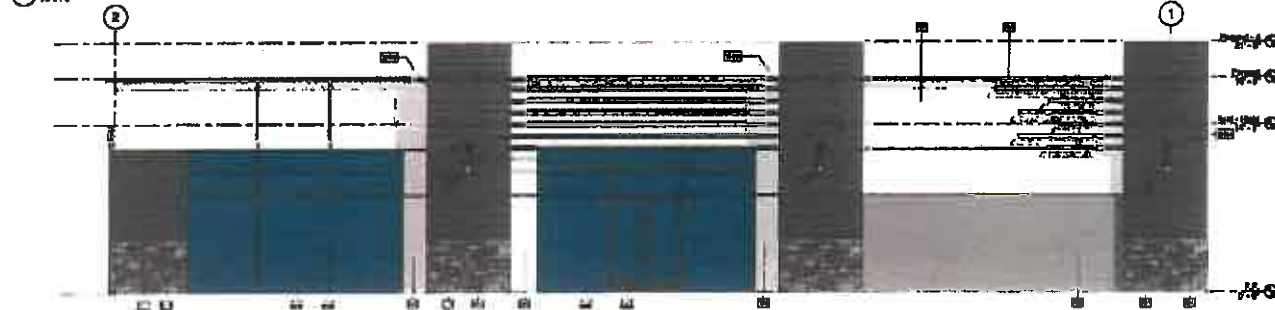
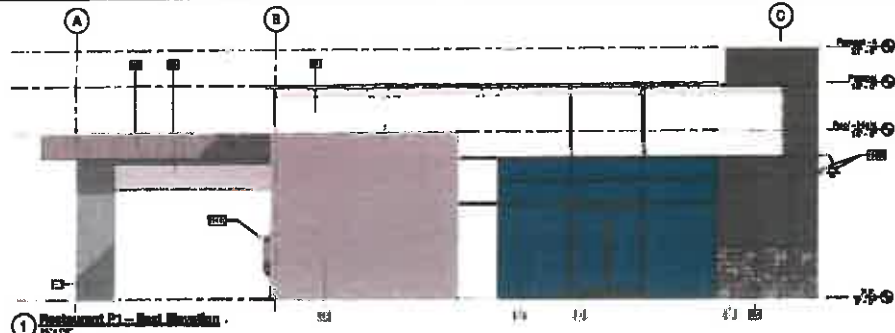
Author: _____
 Checker: _____
 Date: _____

Material Legend

ST-1	Stone Panel - Dark Brown (Dura Panel Panel DET10)	AL-1	Aluminum Panel Vapor Barrier (ALM07)
ST-2	Stone Panel - Dark Brown (Dark Star DET10)	GL-1	Clear Glass (Paved DET10)
ST-3	Stone Panel - Dark Brown (Dura Panel DET10)	RF-1	Roof Metal Siding 1/2" x 8" x 12" (Metal Deck 118)
MS-1	Wood Siding - Wall Panel 1/2" x 4" x 8" (Wooded Cover W03)	SV-1	Stained Glass Paneling - Outside

Key Notes

1	See Note 1
2	See Note 2
3	See Note 3
4	See Note 4

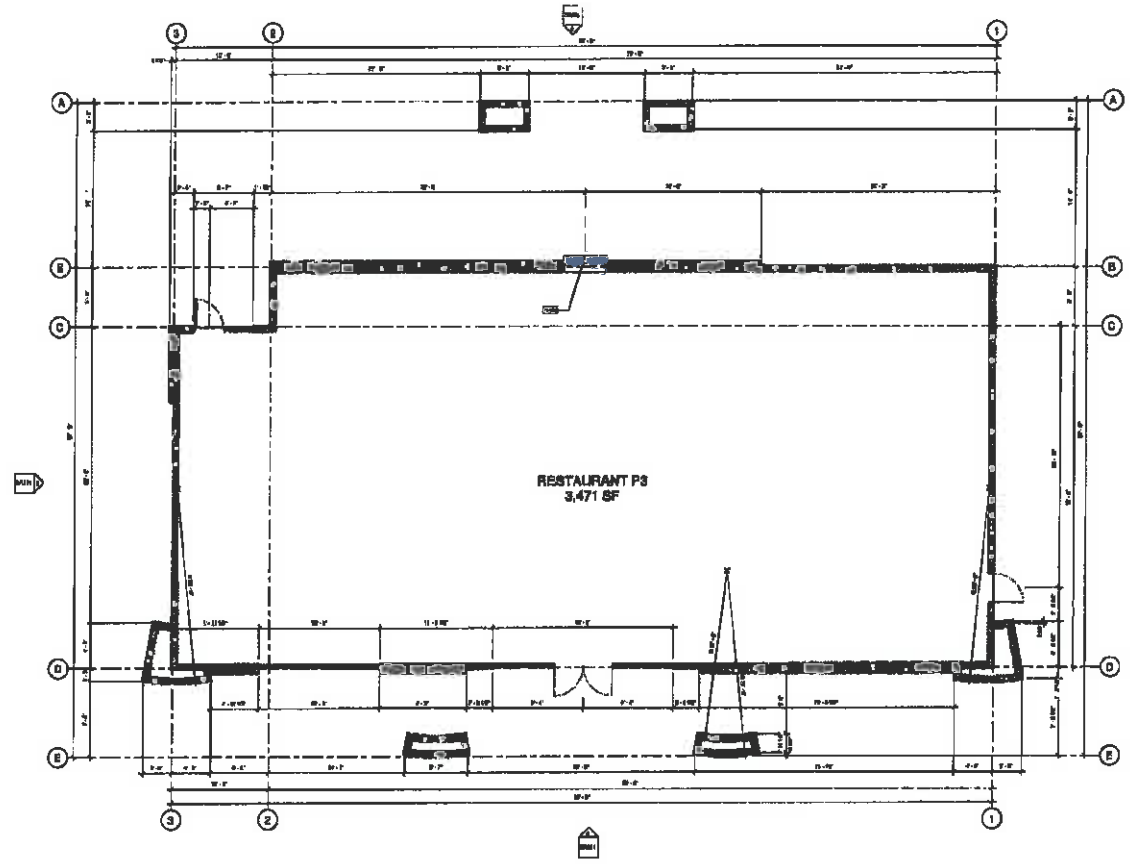


Conceptual Site Plan For
Salamanca, Inc.

15-026
 12-12-2019
 MONTEWAY 74, PERRIS, CA
 APN 221-026-004

DR301
 RESTAURANT P1
 ELEVATIONS

Project Name
 Date
 Scale



Author
 Designer
 Date

1. Restaurant P3 - Floor Plan

Conceptual Site Plan SW
 Salinasco, Inc.
 2025
 20-01-3022
 1000 7th Street, CA
 94012-3000-0001

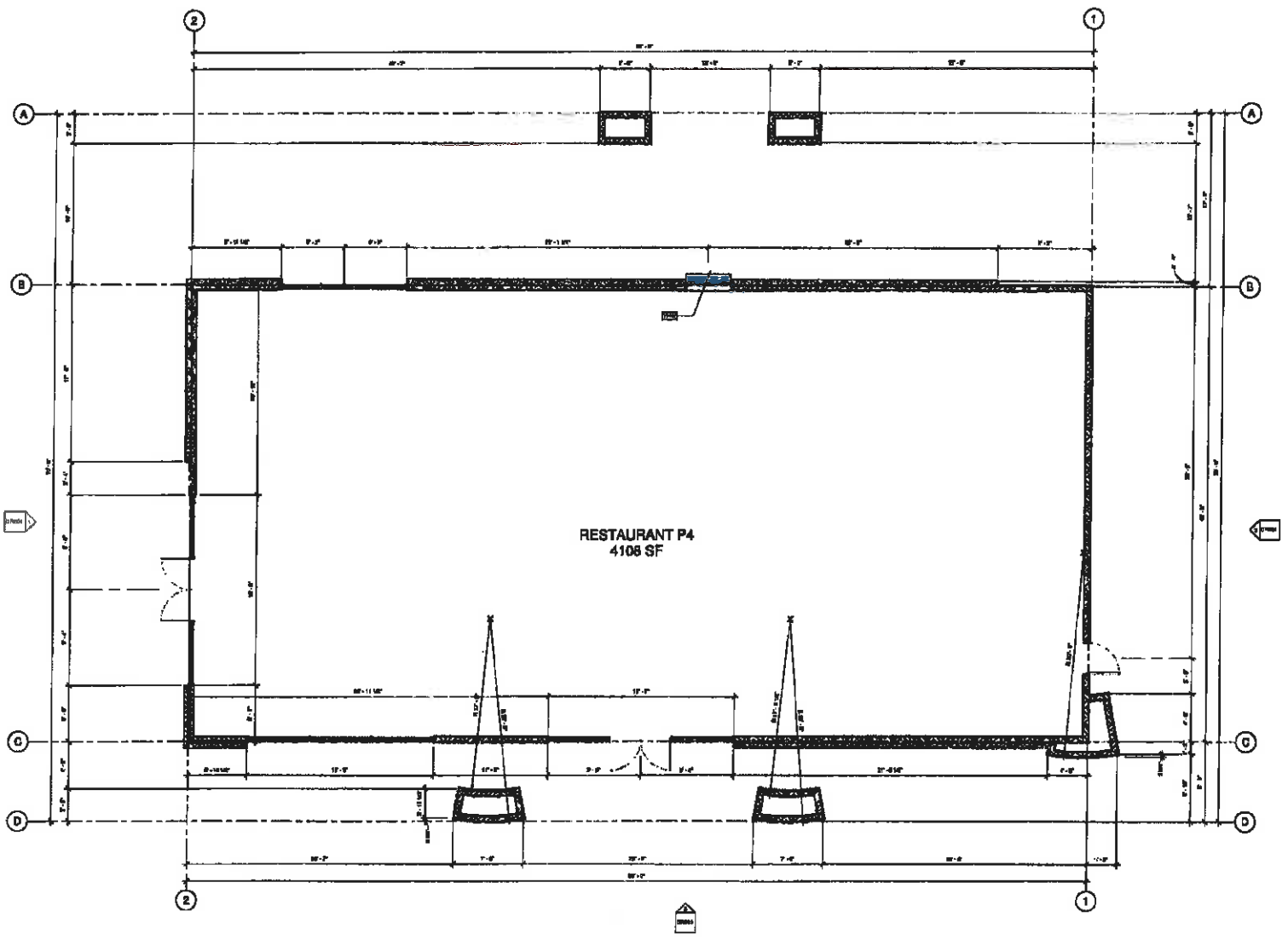
DR500
 RESTAURANT P3
 FLOOR PLAN



Key Notes	
No. 1000	Section Title
1001	DR600 RESTAURANT P4 FLOOR PLAN



Author: _____
 Designer: _____
 Date: _____



1 Restaurant P4 - Floor Plan
 12'-0" x 12'-0"

Conceptual Site Plan for
Sainmance, Inc.

3F 020
 12-22-2023
 HIGHWAY 74, FERRIS, CA
 APN 320-020-004

DR600
 RESTAURANT P4
 FLOOR PLAN

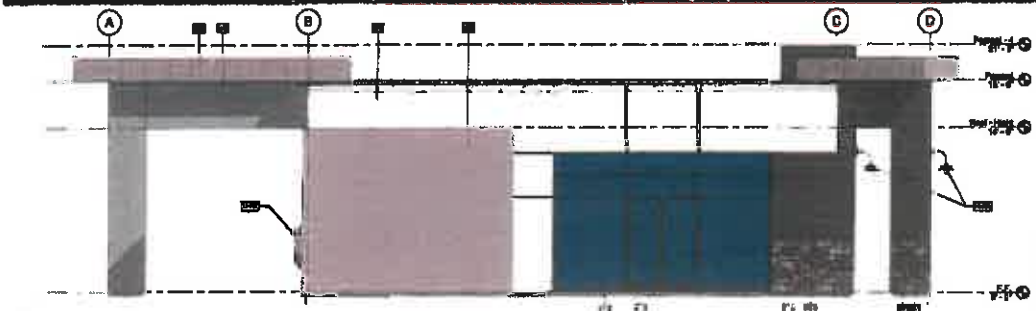


Material Legend

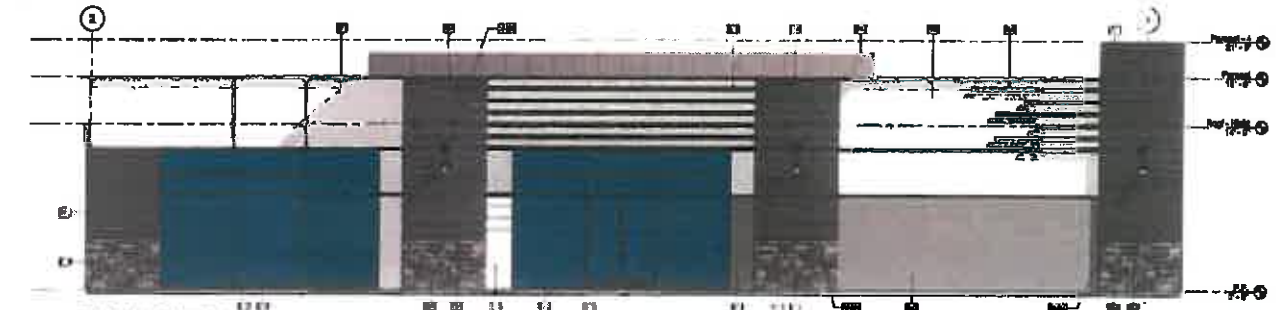
ST-1	White Paint - Stone Exterior (White Paint Form 127104)	AL-1	Aluminum Panels (Anodized 6061-T6)
ST-2	Stone Panel - Porcelain Enamel Coat (Stone Panel Form 127118)	GL-1	Clear Glass (Clear Glass Form 127122)
ST-3	Stone Panel - Dark Granite (Stone Panel Form 127126)	RF-1	Flint Glass (Flint Glass Form 127130)
MS-1	Metal Mesh - Steel Panel (Metal Mesh Form 127134)	SV-1	Stainless Steel (Stainless Steel Form 127138)

Key Notes

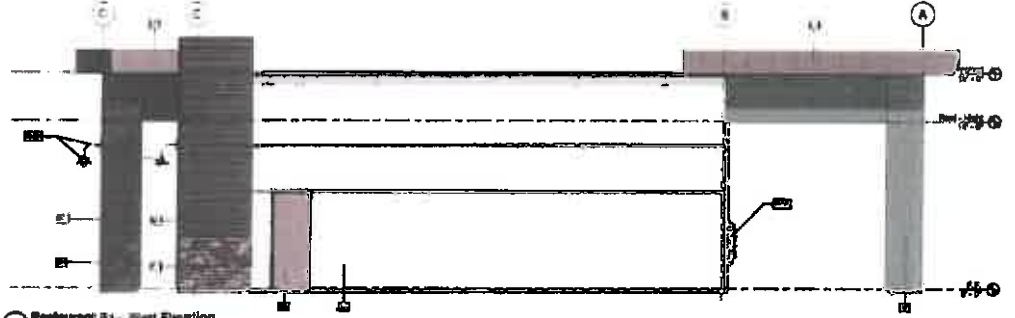
1	See Section 01 50 00 - Paint
2	See Section 05 00 00 - Metals
3	See Section 08 00 00 - Openings
4	See Section 09 00 00 - Finishes



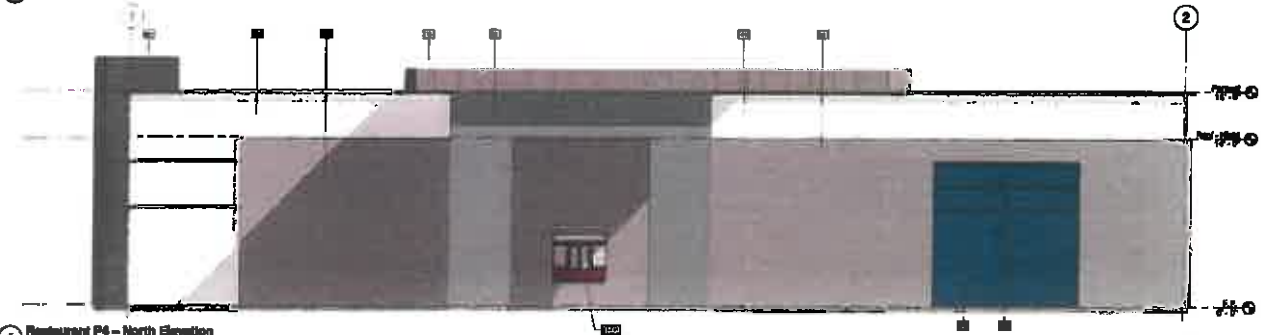
1 Restaurant P4 - East Elevation



2 Restaurant P4 - South Elevation



3 Restaurant P4 - West Elevation

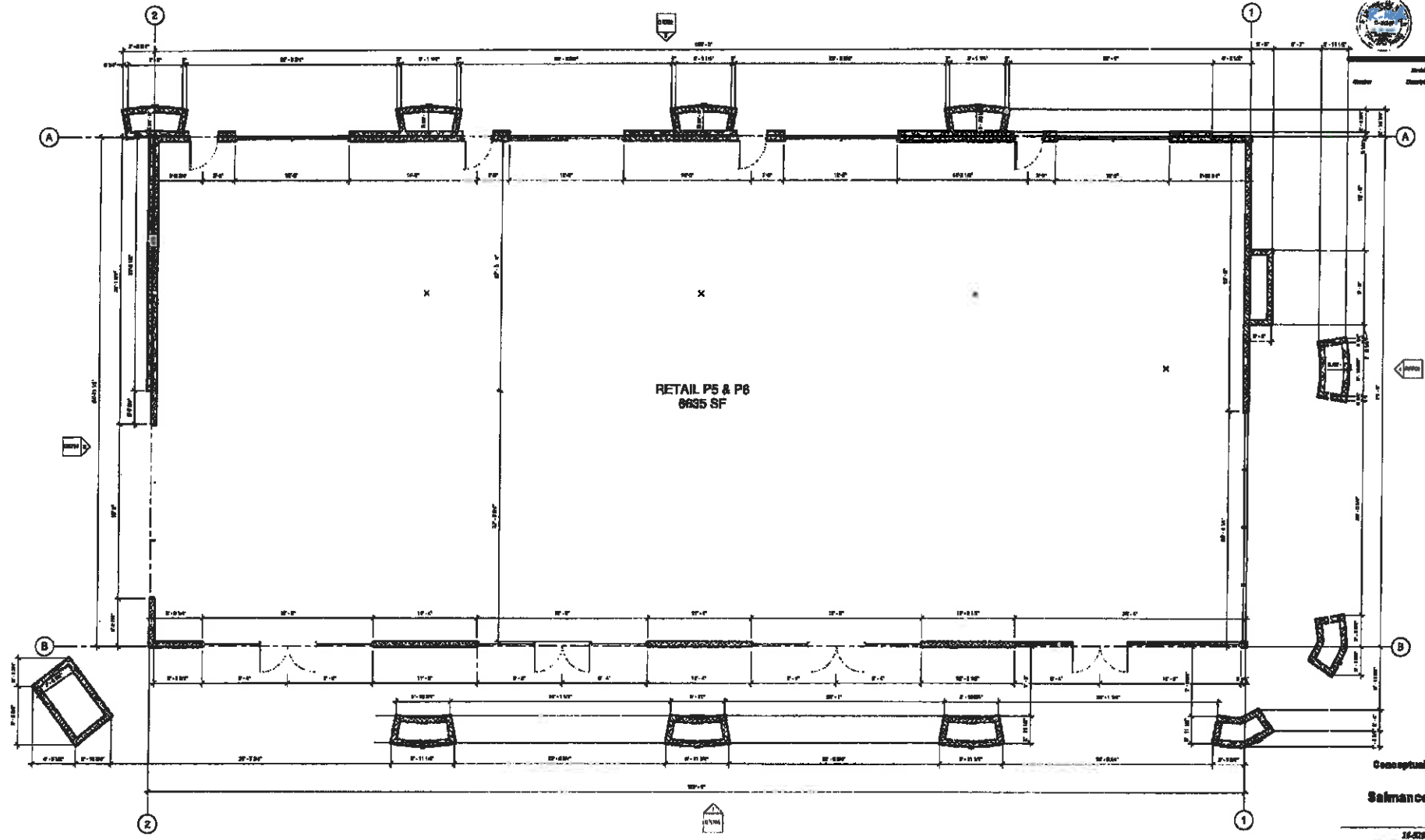


4 Restaurant P4 - North Elevation

DATE: 12/12/2019	
PROJECT:	DR700
DATE:	12/12/2019
BY:	DR700



Revision	Description	Date



Conceptual Plan

Salmanco, Inc.

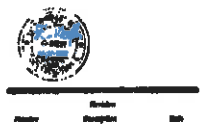
16-020
12-12-2019
HWY 74 PERMIT, GA
APN: 206-206-404

DR700
RETAIL P5 & P6 -
FLOOR PLAN

1 **RETAIL P5 & P6 - Floor Plan**
 DWG: 1707

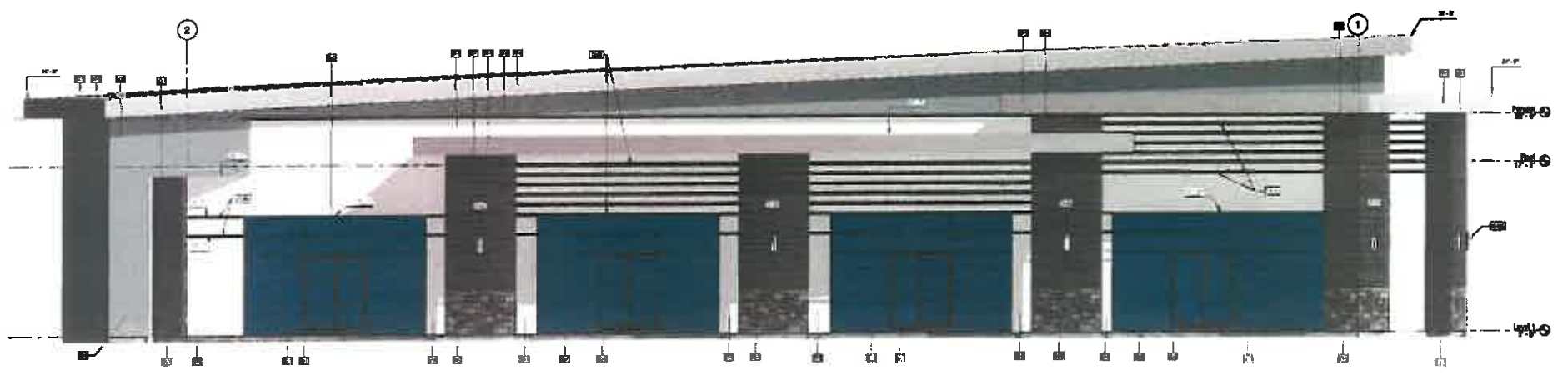
2019
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Key Notes	
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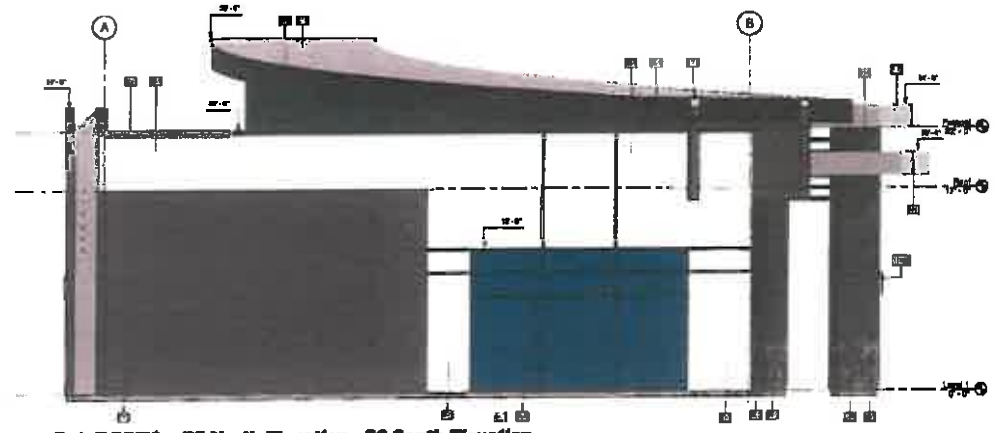


Material Legend

ST-1	White Paint - Gloss Enamel (White Paint, Form DET100)	AL-1	Aluminum Panels (Anodized Clear, 0.030")
ST-2	Blue Paint - Gloss Enamel (Blue Paint, Form DET100)	GL-1	Glass (Clear, 1/2")
ST-3	White Paint - Gloss Enamel (White Paint, Form DET100)	RF-1	Red Metal Mesh (Red Metal Mesh, Form DET100)
MS-1	Metal Mesh - White Paint (Metal Mesh, Form DET100)	SV-1	Structural Steel (Structural Steel, Form DET100)



1 Retail P5/P6 - West Elevation
W-P6



2 Retail P5/P6 - P5 North Elevation - P6 South Elevation
W-P6

Conceptual Plans

Salmacco, Inc.

12-025
12-12-2019
HWY 74 PERRIS, CA
APN 242-219-004

DR701

RETAIL P5 & P6 -
ELEVATIONS

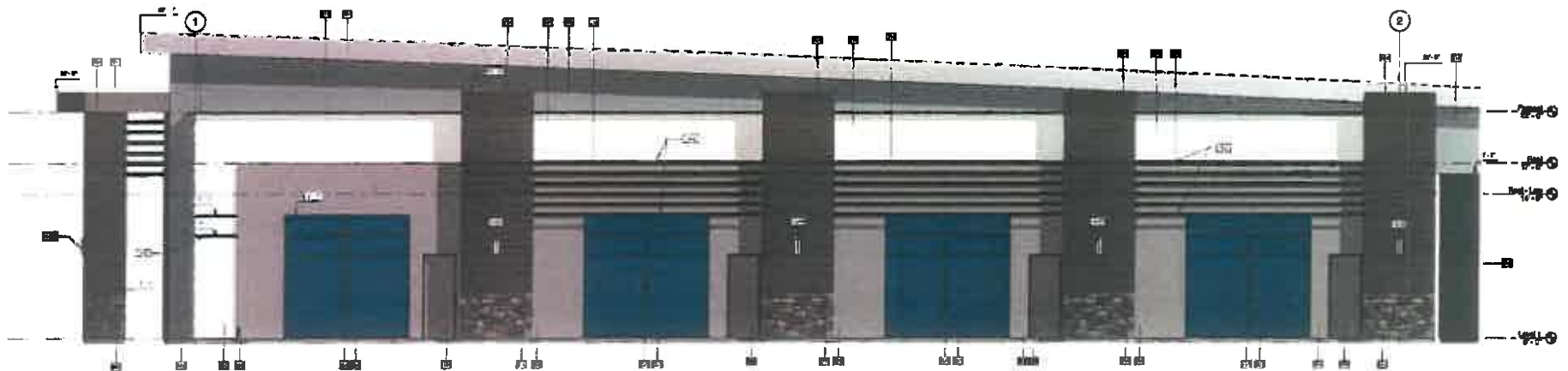
Material Legend

ST-1	Stone Panel - Dark Blended (Stone Panel Fabric DET-04)	AL-1	Aluminum Panel - Vertical (Black BLA-07)
ST-2	Stone Panel - Dark Blended (Dark Stone DET-04)	GL-1	Glass Panel (Clear GL-01)
ST-3	Stone Panel - Dark Blended (Dark Stone DET-04)	RF-1	Red Metal Mesh (Red Metal Mesh 1" (Metal Mesh 100))
MS-1	Metal Mesh - Wall Panel (Metal Mesh - Wall Panel (Metal Mesh 1" (Metal Mesh 100)))	SV-1	Smooth Stone (Smooth Stone (Smooth Stone))

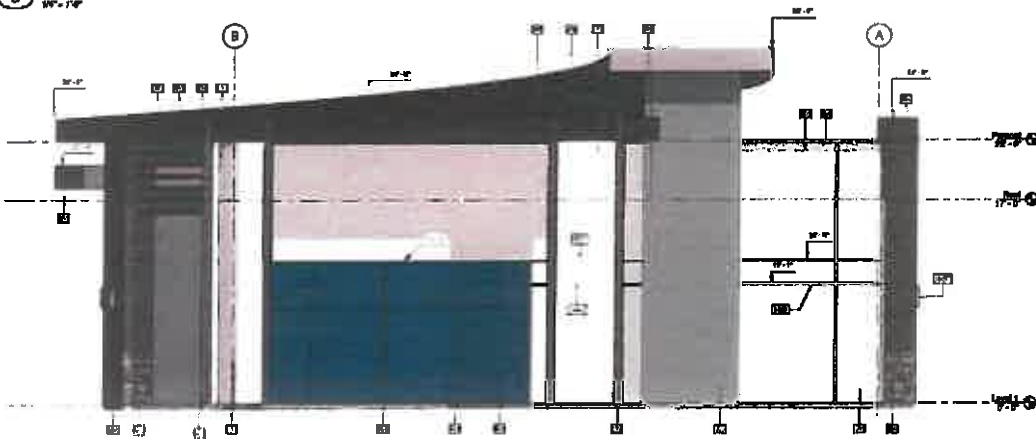
Key Notes	
1	See Detail 101 for Wall Panel Installation
2	See Detail 102 for Wall Panel Installation
3	See Detail 103 for Wall Panel Installation
4	See Detail 104 for Wall Panel Installation
5	See Detail 105 for Wall Panel Installation
6	See Detail 106 for Wall Panel Installation
7	See Detail 107 for Wall Panel Installation
8	See Detail 108 for Wall Panel Installation
9	See Detail 109 for Wall Panel Installation
10	See Detail 110 for Wall Panel Installation



Scale: As Shown



9 Retail P8/P6 - East Elevation
W-114



4 Retail P8/P6 - P8 South Elevation - P6 North Elevation
W-114

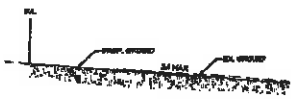
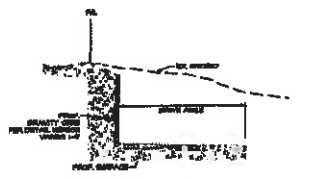
Conceptual Floor

Salmanco, Inc.

12-12-2015
 HWY 74 PERMS, GA
 APN: 330-280-004

DR702
 RETAIL P8 & P6 -
 ELEVATIONS

12/12/2015



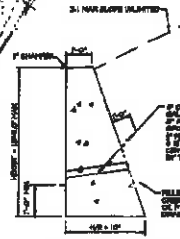
SECTION E-E
TOP TO GRADE

PROPOSED GRADING OF PARCEL 6
OF PROPOSED TYP 51850. NO
PROPOSED USE AT THIS TIME



LEGEND

	PROPOSED AL. PROPERTY
	PROPOSED LOTS/BLK. DIV.



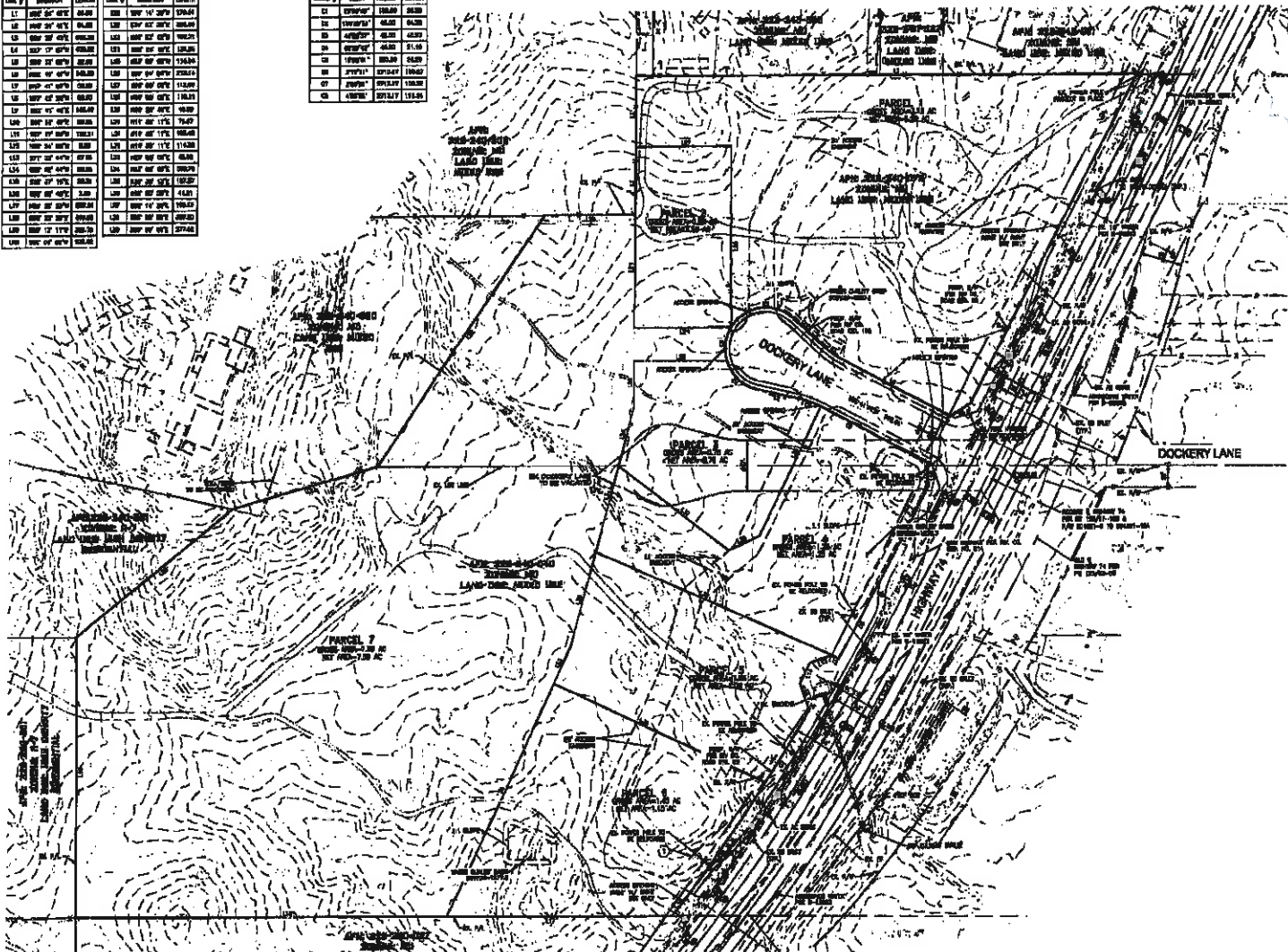
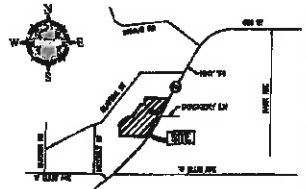
GRAVITY CURB DETAIL
1/4" = 1'-0"

COUNTY OF REVENUE	
DOCKERY LANE	
CONDITIONAL USE PERMIT NO. 200018	
CONCEPTUAL GRADING PLAN	
AN ALABAMA SUBCONTRACT DEVELOPMENT	
DATE: 11/11/11	SCALE: AS SHOWN
BY: [Signature]	PROJECT: DOCKERY LANE

COUNTY OF RIVERSIDE TENTATIVE PARCEL MAP NO. 37850

LINE TABLE			LINE TABLE		
LINE #	DESCRIPTION	LENGTH	LINE #	DESCRIPTION	LENGTH
11	TOP OF A/C	68.00	120	TOP OF A/C	120.00
12	TOP OF A/C	68.00	121	TOP OF A/C	120.00
13	TOP OF A/C	68.00	122	TOP OF A/C	120.00
14	TOP OF A/C	68.00	123	TOP OF A/C	120.00
15	TOP OF A/C	68.00	124	TOP OF A/C	120.00
16	TOP OF A/C	68.00	125	TOP OF A/C	120.00
17	TOP OF A/C	68.00	126	TOP OF A/C	120.00
18	TOP OF A/C	68.00	127	TOP OF A/C	120.00
19	TOP OF A/C	68.00	128	TOP OF A/C	120.00
20	TOP OF A/C	68.00	129	TOP OF A/C	120.00
21	TOP OF A/C	68.00	130	TOP OF A/C	120.00
22	TOP OF A/C	68.00	131	TOP OF A/C	120.00
23	TOP OF A/C	68.00	132	TOP OF A/C	120.00
24	TOP OF A/C	68.00	133	TOP OF A/C	120.00
25	TOP OF A/C	68.00	134	TOP OF A/C	120.00
26	TOP OF A/C	68.00	135	TOP OF A/C	120.00
27	TOP OF A/C	68.00	136	TOP OF A/C	120.00
28	TOP OF A/C	68.00	137	TOP OF A/C	120.00
29	TOP OF A/C	68.00	138	TOP OF A/C	120.00
30	TOP OF A/C	68.00	139	TOP OF A/C	120.00
31	TOP OF A/C	68.00	140	TOP OF A/C	120.00
32	TOP OF A/C	68.00	141	TOP OF A/C	120.00
33	TOP OF A/C	68.00	142	TOP OF A/C	120.00
34	TOP OF A/C	68.00	143	TOP OF A/C	120.00
35	TOP OF A/C	68.00	144	TOP OF A/C	120.00
36	TOP OF A/C	68.00	145	TOP OF A/C	120.00
37	TOP OF A/C	68.00	146	TOP OF A/C	120.00
38	TOP OF A/C	68.00	147	TOP OF A/C	120.00
39	TOP OF A/C	68.00	148	TOP OF A/C	120.00
40	TOP OF A/C	68.00	149	TOP OF A/C	120.00
41	TOP OF A/C	68.00	150	TOP OF A/C	120.00

CURVE TABLE				
CURVE #	BECH	ARC	CHORD	CHORD
1	100'	100'	100'	100'
2	100'	100'	100'	100'
3	100'	100'	100'	100'
4	100'	100'	100'	100'
5	100'	100'	100'	100'
6	100'	100'	100'	100'
7	100'	100'	100'	100'
8	100'	100'	100'	100'
9	100'	100'	100'	100'
10	100'	100'	100'	100'
11	100'	100'	100'	100'
12	100'	100'	100'	100'
13	100'	100'	100'	100'
14	100'	100'	100'	100'
15	100'	100'	100'	100'
16	100'	100'	100'	100'
17	100'	100'	100'	100'
18	100'	100'	100'	100'
19	100'	100'	100'	100'
20	100'	100'	100'	100'
21	100'	100'	100'	100'
22	100'	100'	100'	100'
23	100'	100'	100'	100'
24	100'	100'	100'	100'
25	100'	100'	100'	100'
26	100'	100'	100'	100'
27	100'	100'	100'	100'
28	100'	100'	100'	100'
29	100'	100'	100'	100'
30	100'	100'	100'	100'
31	100'	100'	100'	100'
32	100'	100'	100'	100'
33	100'	100'	100'	100'
34	100'	100'	100'	100'
35	100'	100'	100'	100'
36	100'	100'	100'	100'
37	100'	100'	100'	100'
38	100'	100'	100'	100'
39	100'	100'	100'	100'
40	100'	100'	100'	100'
41	100'	100'	100'	100'
42	100'	100'	100'	100'
43	100'	100'	100'	100'
44	100'	100'	100'	100'
45	100'	100'	100'	100'
46	100'	100'	100'	100'
47	100'	100'	100'	100'
48	100'	100'	100'	100'
49	100'	100'	100'	100'
50	100'	100'	100'	100'



OWNER/DEVELOPER:
AL MASSI CONSTRUCTION, INC.
1000 W. GARDEN AVENUE
P.O. BOX 1000
RIVERSIDE, CA 92501
PHONE: 951-511-1000

THE ENGINEER:
RIVERSIDE COUNTY ENGINEER
1000 W. GARDEN AVENUE
RIVERSIDE, CA 92501
PHONE: 951-511-1000

THE SURVEYOR:
RIVERSIDE COUNTY SURVEYOR
1000 W. GARDEN AVENUE
RIVERSIDE, CA 92501
PHONE: 951-511-1000

UTILITIES:
GAS: CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE: SOUTHERN CALIFORNIA TELEPHONE COMPANY
CABLE TELEVISION: CABLE TELEVISION COMPANY
SEWER: RIVERSIDE COUNTY SEWER DISTRICT
WATER: RIVERSIDE COUNTY WATER DISTRICT

LAND USE/SETBACKS:
Minimum Lot Size: 10,000 sq. ft.
Minimum Lot Area: 10,000 sq. ft.
Minimum Front Setback: 10 feet
Minimum Side Setback: 5 feet
Minimum Rear Setback: 5 feet

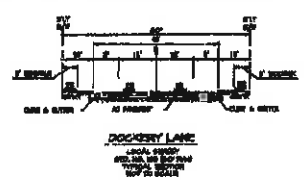
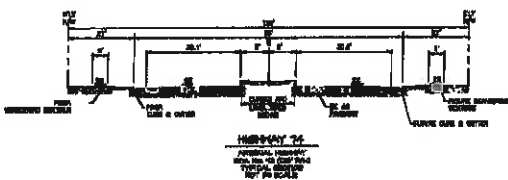
EQUIPMENT NOTES:
1. APPROXIMATE 1/2" OF ROAD AT THE END OF EACH DRIVEWAY BEHIND DRIVEWAY FOR 100' TO 150' OF ROAD, SEE PLAN 37850-100.

LEGAL DESCRIPTION:
SECTION 16, T4S, R12E, S12E, COUNTY OF RIVERSIDE, CALIFORNIA
PARCEL 1 AND A PORTION OF PARCEL 2, BEING THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 16, T4S, R12E, S12E, COUNTY OF RIVERSIDE, CALIFORNIA, AS SHOWN ON THE PLAT OF THE RIVERSIDE COUNTY ENGINEER, DATED JULY 1, 1988, AND AS SHOWN ON THE PLAT OF THE RIVERSIDE COUNTY ENGINEER, DATED JULY 1, 1988.

LEGEND:

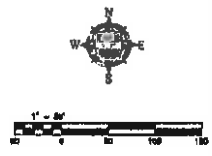
---	PROPOSED DRIVEWAY	---	EXISTING DRIVEWAY
---	PROPOSED SIDEWALK	---	EXISTING SIDEWALK
---	PROPOSED CURB	---	EXISTING CURB
---	PROPOSED UTILITY	---	EXISTING UTILITY
---	PROPOSED EASEMENT	---	EXISTING EASEMENT
---	PROPOSED SETBACK	---	EXISTING SETBACK
---	PROPOSED LOT LINE	---	EXISTING LOT LINE
---	PROPOSED DRIVEWAY	---	EXISTING DRIVEWAY
---	PROPOSED SIDEWALK	---	EXISTING SIDEWALK
---	PROPOSED CURB	---	EXISTING CURB
---	PROPOSED UTILITY	---	EXISTING UTILITY
---	PROPOSED EASEMENT	---	EXISTING EASEMENT
---	PROPOSED SETBACK	---	EXISTING SETBACK
---	PROPOSED LOT LINE	---	EXISTING LOT LINE
---	PROPOSED DRIVEWAY	---	EXISTING DRIVEWAY
---	PROPOSED SIDEWALK	---	EXISTING SIDEWALK
---	PROPOSED CURB	---	EXISTING CURB
---	PROPOSED UTILITY	---	EXISTING UTILITY
---	PROPOSED EASEMENT	---	EXISTING EASEMENT
---	PROPOSED SETBACK	---	EXISTING SETBACK
---	PROPOSED LOT LINE	---	EXISTING LOT LINE

- NOTES:**
1. SEE THESE MAPS, 37850-100, 37850-101, 37850-102.
 2. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 3. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 4. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 5. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 6. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 7. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 8. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 9. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.
 10. THIS MAP IS NOT SUBJECT TO LITIGATION AND DISCREPANCIES.



PARCEL SUBDIVISION TABLE

PARCEL #	AREA (SQ. FT.)	NET AREA (SQ. FT.)
1	10,000	10,000
2	10,000	10,000
3	10,000	10,000
4	10,000	10,000
5	10,000	10,000
6	10,000	10,000
7	10,000	10,000
TOTAL	70,000	70,000

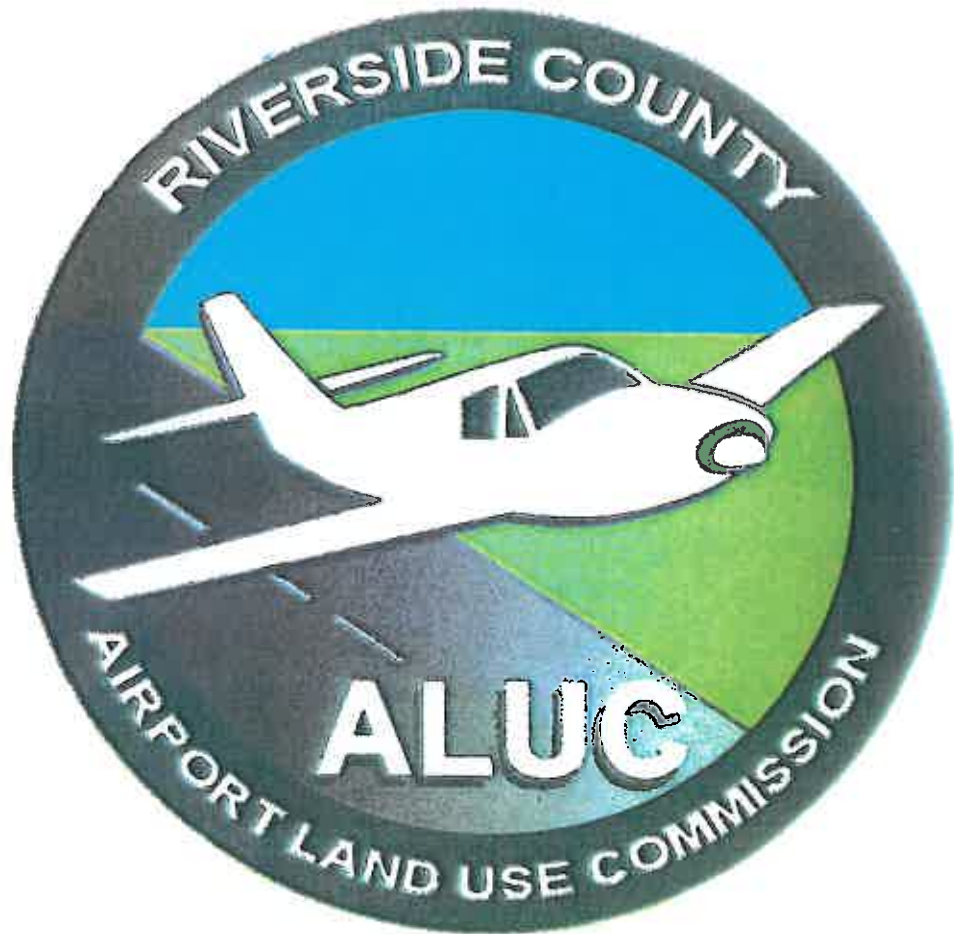


COUNTY OF RIVERSIDE

DOCKERY LANE
TENTATIVE PARCEL MAP NO. 37850
SCHEDULE E SUBDIVISION
AN ALMASSI CONSTRUCTION DEVELOPMENT

DATE: 10/15/2010
BY: [Signature]
CHECKED: [Signature]
SCALE: AS SHOWN

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 24, 2021

CHAIR
Russell Bette
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steve Manoe
Lake Elsinore

Richard Stewart
Morano Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

Paul Rull
Barbara Santos

County Administrative Center
4080 Lerrin St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.aluc.org

Mr. Matthew Taylor, Project Planner
City of Riverside Community & Economic Development Department
3900 Main Street, 3rd Floor
Riverside CA 92522

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

File No.: ZAP1448MA21
Related File No.: PR-2020-000330 (Zoning Code Amendment), DP-2020-00219
(Rezoning)
APN: Citywide

Dear Mr. Taylor:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside proposal amending the City of Riverside Municipal Code Title 19 (Zoning) making technical and clarifying changes within Residential Zones, Downtown Specific Plan Zone, Base Zones Permitted Land Uses, Breweries, Recycling Facilities, Shelters-Emergency, Wireless Telecommunication Facilities, Approval and Appeal Authority, Public Hearings and Notice Requirements, Appeals, Design Review, and General Plan/Zoning Code/Specific Plan Text/Map Amendments, and to remove the Emergency Shelter Overlay Zones from approximately 1.8 acres located at the Hulen Place Community Shelter camps, in order to be consistent with State Law, and avoid inaccuracies, vagueness and conflicts (effective Citywide).

The proposed amendment does not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. (The proposed amendments to Emergency Shelters requires these facilities to be consistent with any underlying airport land use compatibility plan criteria.) Therefore, this amendment has no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port, 2005 Riverside Municipal, and 2004 Flabob Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

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



Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

cc: Kim Ellis, Manager, Riverside Municipal Airport
Gary Gosliga, March Inland Port Airport Authority
Doug Waters, Base Civil Engineer, March Air Reserve Base
Beth LaRock, Flabob Airport
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1448MA21\ZAP1448MA21.ltr.doc

ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

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

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

- A. **Residential Agricultural Zone (RA-5).** The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.
- B. **Residential Conservation Zone (RC).** The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
 1. To preserve and enhance the beauty of the City's landscape;
 2. To maximize the retention of the City's natural topographic features, including, but not limited to, skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
 3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
 4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
 5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
 6. To conserve the City's natural topographic features.
- C. **Rural Residential Zone (RR).** The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.
- D. **Residential Estate Zone (RE) and R-1-½ Acre Zone.** The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.
- E. **Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000).** Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500

and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.

- F. Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500). Medium High-Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences, including such residential development types as apartments, town homes, condominiums, and tiny homes (foundation) in tiny home communities.
- G. Multiple-Family Residential Zone (R-4). The Very High-Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.
- (Ord. 7528 §1(Exh. A), 2020; Ord. 7487 § 9, 11-5-2019; Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

19.100.040 - Residential development standards.

Tables 19.100.040.A (Residential Development Standards: Single-Family Residential Zones) and 19.100.040.B (Residential Development Standards: Multiple-Family Residential Zones) establish the development standards applicable to all development within the residential zones.

(Ord. 7408 §1, 2018; Ord. 7331 §4, 2016; Ord. 7109 §2, 2010; Ord. 7027 §1, §2, 2009; Ord. 6966 §1, 2007)

Table 19.100.040.A

Residential Development Standards: Single-family Residential Zones

Development Standards	Single-family Residential Zones								
	RA-5	RC 12	RR	RE	R-1-1/2 Acre	R-1-1300	R-1-10500	R-1-8500	R-1-7000
Density - Maximum (Dwelling Units per Gross Acre) ^{1,15}	0.20	0.50 ¹¹	2.1 ¹¹	1.0 ¹¹	2.0 ¹¹	3.4 ¹¹	4.1 ¹¹	5.1 ¹¹	6.2 ¹¹
Lot Area - Minimum (Net)	5 Acres ^{2,9,14}	Varies ^{2,14}	20,000 sq. ft.	1 Acre	21,780 sq. ft.	13,000 sq. ft.	10,500 sq. ft.	8,500 sq. ft.	7,000 sq. ft.
Lot Width - Minimum	300 ft. ²	130 ft. ²	100 ft. ^{13,14}	130 ft. ^{13,14}	125 ft. ^{13,14}	100 ft. ^{13,14}	80 ft. ^{13,14}	80 ft. ^{13,14}	80 ft. ^{13,14}
Lot Depth - Minimum	500 ft. ²	100 ft. ²	150 ft.	150 ft.	150 ft.	110 ft.	110 ft.	100 ft.	100 ft.
Building Height - Maximum ^{10,15}	35 ft.	20 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
Number of Stories - Maximum ¹⁶	2	1	2	2	2	2	2	2	2
Lot Coverage - Maximum	30%	N/A	30%	30%	30%	30%	35%	35%	40%
Setbacks - Minimum ⁴									
A. Front ⁷	40 ft. ²	30 ft. ^{2,e}	30 ft.	30 ft.	30 ft. ⁴	25 ft. ⁴	25 ft. ⁴	25 ft. ⁴	20 ft. ⁴
B. Side ⁵	20 ft. ²	25 ft. ²	20 ft.	25 ft.	20 ft.	15 ft. ³	10/15 ft. ³	7.5/12.5 ft. ³	7.5/10 ft. ³
C. Rear ⁶	25 ft. ²	25 ft. ²	100 ft.	30 ft.	35 ft.	30 ft.	25 ft.	25 ft.	25 ft.

Notes:

1. See Section 19.100.060.A (Additional Density). Gross acreage means streets are included for density purposes. Notwithstanding allowable density on a gross acreage basis, individual lots must meet the minimum lot size requirements exclusive of streets, except in the RA-5 Zone as described in Note 9.

2. Lot width, depth and area; building area; and setback requirements shall be as required as set forth in the Table. However, the zoning standards and requirements of the RC and RA-5 Zones shall not apply to any buildings existing prior to or under construction on November 13, 1979, or to the restoration or rehabilitation of or to any additions to such buildings, provided that the use, restoration, rehabilitation or addition shall conform to the current standards and requirements of the zoning in existence immediately prior to November 13, 1979. Also see Section 19.100.060.A (Lot Area).

3. Where a lot is less than 65 feet in width and was of record prior to ~~the adoption of Ordinance 28,1986~~ or was of record prior to the date on which such lot was annexed to the City, the required side yards adjacent to interior side lot lines shall be reduced to five feet.
4. Front setback exceptions: See Section 19.100.060 C (Exceptions to Setback Requirements).
5. Side and rear setback exceptions: See Sections 19.100.060 C (Exceptions to Setback Requirements). The side setback can be applied to either side except that the larger setback is required when a side yard is adjacent to a street.
6. No lot that fronts onto Hawarden Drive within the Hawarden Drive Special Design Area, generally between Anne Street and the Alessandro Arroyo, shall have a front yard depth of less than 50 feet.
7. Where a lot or parcel of land at the junction of two intersecting streets in any residential zone has frontage on each street over 130 feet in length, front yards of the depth required in the appropriate zone shall be required on both frontages. Also see Chapter 19.630 (Yard Requirements and Exceptions).
8. No dwelling shall be located closer than five feet to any retaining wall exceeding two feet in height, unless such retaining wall is an integral part of an approved dwelling.
9. Lot area in the RA-5 Zone is measured to the centerline of the adjoining street or streets, provided, however, individuals may construct one single-family dwelling on a lot of less than five acres existing as of May 15, 1979 and the residence is owner occupied after construction.
10. Refer to Chapter 19.560 (Building Height Measurement) for height measurement and exceptions to height limits.
11. Project density may be greater in a Planned Residential Development (see Chapter 19.760).
12. See Section 19.100.060 (Additional Regulations for the RC Zone).
13. See Section 18.210.060 (Lots) and Article X (Definitions) for exceptions for cul-de-sac lots, knucle lots, lots on curves and corridor lots.
14. See Section 18.210.060.N.2.a for exception to lot size on private streets if over 20,000 square feet.
15. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

Table 19.100.040.B

Residential Development Standards: Multiple-family Residential Zones

Development Standards	Multiple-Family Residential Zones					
	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4
Density - Maximum (Dwelling Units per Gross Acre)	10.8	14.5	17.4	21.8	28	40
Lot Area per Parent Parcel - Minimum (Net)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Lot Width ^{E2} - Minimum	80 ft.	80 ft.	80 ft.	80 ft.	80 ft.	100 ft.
Lot Depth ^{E1} - Minimum	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.	150 ft.
Building Height ⁴⁻⁴³ - Maximum	30 ft. 2	30 ft. 2	30 ft. 2	30 ft. 2	30 ft. 2	50 ft.
Number of Stories ⁴⁵ - Maximum	2 ²	2 ²	2 ²	2 ²	2 ²	4
Setbacks - Minimum						
A. Front ⁴¹	25 ft.	25 ft.	20 ft.	15 ft.	15 ft.	15 ft.
B. Front (Arterial Streets over 110 feet) ¹	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.	15 ft.
BC. Interior Side ¹	10 ft.	10 ft.	10 ft.	7.5 ft.	7.5 ft.	7.5 ft.
CD. Street Adjoining Side ¹	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
DE. Rear ¹	20 ft.	20 ft.	20 ft.	15 ft.	15 ft.	10 ft.

Notes:

1. Whenever a Height Overlay Zone (S) has been applied to allow a structure to exceed two stories in height, the front, side and rear yards shall be increased by two and one-half feet for each story in excess of two stories, except as otherwise stated in this footnote. No building or building portions of two stories or higher may be located within 35 feet of any side or rear property line that abuts property in the RA-5, RC, RR, RE or R-1 Zone. In such instance for each story in excess of two, the setback shall be increased by 15 feet.

2. For a development of three acres or greater, up to 60 percent of the units may be in buildings up to three stories, 40-foot maximum height subject to Community & Economic Development ~~Department~~ Director review and approval.

3. Twenty-five-foot fully landscaped front yards for R-3 Zones and 15-foot fully landscaped front yards for R-4 Zones are required along all arterial streets, 60-foot wide or greater as shown on the Classification Map of the City's General Plan.

43. Refer to Chapter 19.560 (Building Height Measurement) for height measurements and exceptions to height limits.

44. See Section 18.210.060 (Lots) and Article X (Definitions) for exemptions for cul-de-sac lots and knucle lots.

45. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

(Ord. 7487 § 10(Exh. B), 11-5-2019; Ord. 7413 , § 1(Exh. A), 2-20-2018)

19.100.060 - Additional regulations for the RA-5, RE, RC, RR and R-1 Zones.

- A. Additional density.** In the RE, RC, RR and R-1 zones and where consistent with the applicable General Plan land use designation the typical project density may be increased according to the regulations set forth in the Planned Residential Development Permit (PRD) process (Chapter 19.780 - Planned Residential Development Permit).
- B. Conversion of existing dwelling unit to an accessory structure.** In the RE, RA-5, RR and R-1 zones, one entirely new single-family dwelling may be constructed upon a lot where there already exists not more than one single-family dwelling, provided that:
1. At the time of issuance of a building permit for the new dwelling, the property owner/applicant also obtains a building permit to make alterations to the existing dwelling as are required by the City to reduce the character of use of the existing dwelling to a lawful accessory building, or the owner/applicant obtains a building moving permit to remove the existing dwelling from the lot;
 2. The owner of the lot executes and delivers to the City a written agreement in a form approved by the City to make the required alterations or to remove the existing dwelling concurrently with or immediately after the construction and completion of the new dwelling, together with a faithful performance surety bond or other security, in the form approved by the City and in the amount of 100 percent of the amount of the cost of such alterations or removal, as estimated by the City; and
 3. The Building Official determines that the requirements of Section 19.100.040 (Residential Development Standards) and Building Code and Fire Prevention Code will be complied with.
- C. Exceptions to setback requirements.**
1. **Front porches and balconies.** In the R-1 Zones, front porches that are open except for an overhead covering and have no habitable space above may encroach into the front setback up to a maximum of six feet.
 2. **Flexible yard setbacks.**
 - a. In the R-1 Zones, on local streets only, where the residential structure has the garage set back ten or more feet from the required front yard setback, the habitable portion of the residential structure may extend into the front setback up to a maximum of five feet.
 - b. In conjunction with the consideration of a tentative tract or parcel map in the R-1-7000 Zone, interior side yard setbacks may be reduced to five feet provided a minimum distance of 15 feet is maintained between adjacent dwellings.
 - c. In the R-1 Zones, portions of the dwelling may encroach up to ten feet into the required rear yard setback provided that the encroachment does not exceed 500 square feet in total area.
 3. **Accessory structures.** Refer to Chapter 19.440 (Accessory Buildings and Structures) for development standards.
 4. **Stairway projections.** Refer to Chapter 19.630 (Yard Requirements and Exceptions) see Section 19.630.040 (Permitted Projections into Required Yards).
 5. **Fire escape projections.** Refer to Chapter 19.630 (Yard Requirements and Exceptions) see Section 19.630.040 (Permitted Projections into Required Yards).
 6. **Cornice, eave and sill projections.** Refer to Chapter 19.630 (Yard Requirements and Exceptions) see Section 19.630.040 (Permitted Projections into Required Yards).

7. Additions to established dwellings. For lawfully established dwellings that do not conform to the side yards required in the RC, RR, RE and R-1 Zones additions may be constructed within such required side yards if such additions are located not closer to the side lot line than the existing dwelling; provided, that in no case shall such additions be located closer than five feet to interior side lot lines or ten feet to street side lot lines.
 8. Garage in the R-1-7000 Zone. In the R-1-7000 Zone, a garage that is an integral part of the main dwelling may be located not closer than five feet to any interior side lot line.
 9. Setbacks for RR Zoned Properties less than 20,000 square feet in area. For legally created parcels within the RR Zone which are less than 20,000 square feet in area, the following setbacks shall be provided and supersede those listed in Table 19.100.040.A as follows:
 - a. For lots less than 8,500 square feet in area, the R-1-7000 standards apply.
 - b. For lots greater than 8,500 square feet in area, but less than 10,500 square feet in area, the R-1-8500 standards apply.
 - c. For lots greater than 10,500 square feet in area, but less than 13,000 square feet in area, the R-1-10500 standards apply.
 - d. For lots greater than 13,000 square feet in area, but less than 20,000 square feet in area, the R-1-13000 standards apply.
- D. Duplexes in the R-1-7000 Zone.
1. Duplexes are permitted in the R-1-7000 zone subject to the following standards:
 - a. The units shall have been legally established in the R-2 Zone as of the effective date, November 3, 2006 ~~(P06-1062)~~.
 - b. Expansion of units is permitted subject to compliance with the development standards of the R-1-7000 Zone.
 - c. If one or both units are destroyed, they may be rebuilt.
 - ~~d. Occupancy is limited to one family per dwelling unit (i.e., two families in one duplex).~~
 - ~~e-d.~~ Construction of new duplexes, where a duplex did not previously legally exist, is not permitted, except as specifically authorized in this Title or California law
 - ~~f. Accessory dwelling units (ADUs) are not permitted on lots with existing duplexes.~~
- (Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

Chapter 19.147 - DOWNTOWN SPECIFIC PLAN ZONE (DSP)

19.147.010 - Purpose.

- A. The Downtown Specific Plan (DSP) Zone is established to create a diverse, vibrant, 24-hour Downtown area where people can work, live, shop, receive education and enjoy recreational facilities and where arts and culture are an integral component of the urban environment.
- B. The Downtown Specific Plan Zone allows a broad range of residential, office, retail, service commercial, arts and culture, recreational, educational, institutional, and entertainment uses. The Downtown Specific Plan, as adopted by the City Council on December 10, 2002 and as may be amended from time to time, sets forth the land use regulations and development

standards applicable to all properties within the Downtown Specific Plan Zone. Where any conflict exists between the regulations and standards contained in the Downtown Specific Plan and provisions of this Zoning Code, the more restrictive regulations or standards shall apply.

C. As specified in the Downtown Specific Plan, the Zone is divided into nine subdistricts, each with varying uses and development standards. The subdistricts are as follows:

1. Raincross District: Intended to be the hub of the Downtown area, allowing a wide variety of uses, including cultural, arts, entertainment, retail, hospitality and urban residential uses. This area provides many opportunities for growth and development, using the area's historic buildings as a point of reference for scale and design.
2. Justice Center District: Intended to be Downtown's center for courts, governmental, and ~~large-scale~~large-scale private office uses. The emphasis is on density, height, and contemporary buildings with historic references in detailing.
3. Almond Street District: Intended to maintain the residential scale and appearance of the existing neighborhood while allowing for a mix of ~~small-scale~~small-scale office uses, live/work uses, and single-family residential uses, with an emphasis on adaptive reuse of existing historic residential structures.
4. Prospect Place Office District: Intended to provide for a variety of high-quality office uses and be a transitional area between the open space of the Riverside Community College campus and the urban intensity of the Justice Center and the Core Districts.
5. Health Care District: Intended to encourage the expansion of the existing hospital and medical-related uses and the establishment of new medical and medical support uses, and to create an attractive entry into Downtown from the south.
- ~~6. North Main Street Specialty Services District: Intended to provide for small-scale manufacturing and specialty commercial services, as well as opportunities for live/work units and adaptive reuse of industrial buildings with the goal of maintaining the historic character of the area.~~
- ~~7-6.~~ Market Street Gateway District: Intended to create an attractive entry into the City and the Downtown area by providing a green parkway character and high-quality development adjacent to the SR-60 freeway. This district allows office and residential uses.
- ~~8-7.~~ Residential District: Intended to maintain and protect the existing character of the single-family residential neighborhoods downtown, as well as preserve the historic housing stock. This district includes three residential areas: Heritage Square, Mile Square, and Prospect Place.
- ~~9-8.~~ Neighborhood Commercial District: Intended to provide local shopping needs for all Downtown residents. Permitted uses include grocery store, restaurants, small offices and banks, laundromat and pharmacies.

(Ord. 7331 §10, 2016; Ord. 6966 §1, 2007)

Chapter 19.150 - BASE ZONES PERMITTED LAND USES

19.150.010 - Purpose.

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

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

19.150.020 - Permitted land uses.

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

(Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §12, 2016; Ord. 7273 §1, 2015; Ord. 7222 § 3, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7109 §§4, 5, 2010; Ord. 7072 §1, 2010; Ord. 7064 §9, 2010; Ord. 6966 §1, 2007)

19.160.020.A Permitted Uses Table

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

Use	Zones															Location of Required Standards in the Municipal Code							
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-R), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-2 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Community Center, Community Facility, Public, Cultural, Educational, Entertainment, Religious, Assembly					Special Districts (Business, Professional, Neighborhood, Neighborhood and Commercial Overlay)			
	RC**	RA-R**	RR	RE	R-1	R-2	R-4	O	CR	CG	CRC	MU-N	MU-V	MU-U	CC		CD	CE	CF	CH	CC	CC	CC
...																							
Permit Shop/Field Buying	X	X	X	X	X	X	X	C	MC	MC	N	X	X	X									
...																							
Senior Housing	X	X	X	X	MC	P	P/AC	X	X	X	X	MC	P/AC	P/AC									
Shelters, Emergency:																							
2 to 6 occupants	X	X	MC	MC	MC	X-SC	X-SC	MC	MC	MC	X	X-SC	X-SC	X-SC									
more than 6 occupants	X	X	C	C	C	X-C	X-C	C	C	C	X	X-C	X-C	X-C									
...																							

* = Per CRUC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 18.770) is required for any new or addition/changes in existing buildings or structures.
 ** = For a more detailed listing of the permitted land uses in the RA-R and RC Zones, refer to Sections 19.100.030.A (RA-R Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.
 *** = Refer to Chapter 18.148 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility areas where use may be strictly prohibited.
 C = Subject to the granting of a conditional use permit. MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 18.730. P = Permitted.
 PAD = Planned Residential Development Permit, Chapter 18.730. ROP = Recycling Center Permit, Chapter 18.970. SP = Site Plan Review Permit, Chapter 18.770. sq. ft. = Square Feet.
 X = Prohibited.
 1 Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 18.160).
 2 Legal, existing airplanes built prior to the effective date of this Zoning Code are permitted in the R-1-7000 Zone and 19.100.030.D.
 3 Allowed with a Planned Residential Development (PRD) Permit, Chapter 18.730.
 4 One single-family detached dwelling allowed on one legal 50,000 sq. ft. or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.
 5 Permitted or conditionally permitted on sites that do not include a residential use.

(Ord. 7528 §1(Exh. A), 2020; Ord. 7505 § 1(Exh. A), 2020; Ord. 7487 § 13(Exh. D), 11-5-2018; Ord. 7482 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

19.160.020.C Temporary Uses Table

This table identifies uses that are temporary in nature.

Use	Zones															Location of Required Standards in the Municipal Code								
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-3), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-2 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (General Manufacturing, Heavy Industrial, Light Industrial, Airport)				Other Zones (Public, Recreation, Railroad, Institutional, Outrigger/Overly)					
	RC**	RA-3**	RR	RE	R-1	R-2	R-4	O	CR	CG	CRC	MU-N	MU-V	MU-U	IG-1		IG-2	IG-3	IG-4	OT-1	OT-2	OT-3	OT-4	
Temporary Emergency Shelter with Assemblies of People - Non-Entertainment	X	X	TUP	TUP	TUP	TUP	X-TUP	YUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	19.255 - Assemblies of people-non-entertainment 19.740 - Temporary Use Permits 19.910 - Definitions See 19.149 - Airport Land Use Compatibility**

(Ord. 7528 §1(Exh. A), 2020; Ord. 7505 § 1(Exh. A), 2020; Ord. 7408 §1, 2018; Ord. 7211 §2, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7064 §9, 2010; Ord. 6986 §1, 2007)

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

1 All other existing active uses conditional use permits or conditional use permits, private schools, assemblies of people, etc.

2 For Exceptions, see Chapters 19.100.030 (A) - R-4-R-6 Permitted Uses and 19.160.020.B Individual Use Table

**For ORD, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additional changes in existing buildings or structures.

**For a more detailed listing of the permitted land uses in the RA-3 and RC Zones, refer to Sections 19.100.030.A (RA-3 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

** = Necessary to an Assembly of People - Non-Entertainment and shall meet all applicable standards identified in Chapter 19.255.

P = Permitted

O = Subject to the granting of a conditional use permit (CUP), Chapter 19.730

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

RCP = Recycling Center Permit, Chapter 19.875.

TUP = Temporary Use Permit, Chapter 19.740

X = Prohibited

sq. ft. = Square Feet

SP = Site Plan Review Permit, Chapter 19.770

PRD = Planned Residential Development Permit, Chapter 19.795

19.150.030 - Special or unusual uses.

At the discretion of the ~~Community & Economic Development Director~~Community & Economic Development Department Director or his/her designee, a conditional use permit may be considered for a unique or unusual combination of uses or special facilities similar to and not more detrimental than other uses in a particular zone.

(Ord. 7331 §12, 2016; Ord. 7235 §6, 2013; Ord. 6966 §1, 2007)

ARTICLE VI – OVERLAY ZONES

Chapter 19.205 – EMERGENCY SHELTER OVERLAY ZONE (ES)

19.205.010 – Purpose.

~~The Emergency Shelter Overlay Zone (ES) is established to permit emergency shelter uses in areas that have a realistic potential for development or reuse opportunities for emergency shelters. The ES Zone may be applied to any zone except the RC – Residential Conservation, RA-5 – Residential Agricultural, MU-N – Mixed Use Neighborhood, MU-V – Mixed Use Village, MU-U – Mixed Use Urban, R/WY – Railway Zones and in conjunction with other overlay zones except the CS – Commercial Storage, NC – Neighborhood Commercial, RL – Residential Livestock and WC – Water Course Zones.~~

~~(Ord. 7331 §18, 2016; Ord. 7082 §2, 2010)~~

19.205.020 – Locational standards.

- ~~A. The site chosen for the application of the ES Zone should account for environmental constraints, such as flooding, seismic hazards, chemical contamination, slope instability or erosion that could make building an emergency shelter infeasible.~~
- ~~B. The site should be located within proximity to transit, job centers and public and community services.~~

~~(Ord. 7331 §18, 2016; Ord. 7082 §2, 2010)~~

19.205.030 – Development standards.

~~As part of the evaluation of the ES Overlay Zone the application shall indicate compliance with the following development standards:~~

- ~~A. Maximum number of beds. The maximum number of beds shall be evaluated as part of this application based upon the design and layout of the building and the appropriate building and fire codes.~~
- ~~B. On-site waiting and client intake areas.
 - ~~1. An adequate~~adequately~~ sized indoor client intake area shall be provided.~~
 - ~~2. Any queuing areas shall be on-site, in covered areas and away from public sidewalks and avoid spilling into parking and landscape areas.~~~~
- ~~C. On-site management. A management plan shall be provided, as part of the rezoning application submittal. On-site management/staff supervision shall be required during all hours~~

~~of facility operation. The subject property shall be developed and operated continually as described in the ES Overlay Zone application except for any specific modifications that may have been required as part of the approval.~~

~~D. Length of stay. Individual client stays shall not exceed 180 days. Shorter stays are encouraged to make transition into permanent housing more likely.~~

~~E. Security. A security plan shall be required as part of the rezoning application submittal.~~

~~F. Lighting.~~

~~1. To ensure the safety of all, on-site lighting shall provide a minimum intensity of one-foot-candle and a maximum intensity of ten-foot candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1).~~

~~2. Exterior lighting shall be oriented and shielded to avoid spillage onto any surrounding properties. The provisions of Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Lighting) relating to lighting shall also apply.~~

~~G. Parking. Sufficient on-site parking shall be provided in accordance with 19.580 (Parking and Loading). The precise number of parking spaces required will be determined based on the operating characteristics of the specific proposal. However, the required parking shall not be more than for other residential or commercial uses within the same underlying zone.~~

~~H. Trash receptacles and enclosures.~~

~~1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.~~

~~2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.~~

~~(Ord. 7408 §1, 2018; Ord. 7331 §18, 2016; Ord. 7082 §2, 2010)~~

~~**19.205.040 Concurrent design review required.**~~

~~No new building, structure or sign or exterior alteration or enlargement of an existing building, structure or sign shall be commenced in the ES Overlay Zone until design review approval have been granted pursuant to Chapter 19.710 (Design Review).~~

~~(Ord. 7331 §18, 2016; Ord. 7082 §2, 2010)~~

ARTICLE VII – SPECIFIC LAND USE PROVISIONS

Chapter 19.272 - BREWERIES, MICROBREWERIES, WINERIES, BREWPUBS, BREW-ON- PREMISES AND DISTILLERIES

19.272.010 - Purpose.

The purpose of regulating breweries, microbreweries, wineries, brewpubs and brew-on-premises establishments is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

(Ord. 7331 §32, 2016; Ord. 7185 §3, 2007)

19.272.020 - Applicability and permit requirements.

Breweries, microbreweries, wineries, brewpubs, brew-on-premises and distilleries establishments, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.

Brewpubs shall ~~obtain a minor conditional use permit in compliance with the permit requirements established in Table 19.150.020(A) (Permitted Uses Table) in~~ all zones where permitted; However, a brewpub that complies with all development standards established by Section 19.450.020.B.1 a—d and f—h (Alcohol Sales - Exemption from Minor Conditional Use Permit) shall be exempt from the Minor Conditional Use Permit requirement in the CR, CG, CRC, and Mixed-Use Zones.

(Ord. 7331 §32, 2016; Ord. 7185 §3, 2007)

19.272.030 - Site location, operation and development standards.

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

- A. Breweries, microbreweries, wineries, and distilleries manufacturing and wholesale only (no on-site retail sales or on-site tasting).
 1. All setback, landscaping, and other development standards of the underlying zone shall be met.
 2. The establishment shall comply with all applicable provisions of Chapter 19.510 (Outdoor Storage) where permitted by the underlying zone.
 3. The establishment shall comply with all applicable provisions of Chapter 19.580 (Parking and Loading). For the purposes of calculating required on-site parking, the brewing areas shall be considered manufacturing, the tasting rooms shall be considered restaurant, and the cold and warm storage shall be considered warehousing.
- B. Breweries, microbreweries, wineries, and distilleries with off-sale retail and/or on-site tasting.
 1. All standards listed under 19.272.030.A shall apply.
 2. The establishments shall comply with all location, operation and development standards established by ~~Section Chapter~~ 19.450 (Alcohol Sales).
 3. ~~In any Industrial Zone, Retail sales within any of the Industrial Zones areas shall not exceed 15% of the gross floor area of the lease space.~~
 4. A maximum ~~total~~ of one pint (16 oz.) of beer, six ounces of wine, and one ounce of distilled spirits may be sold or dispensed, for a fee or no fee, to each customer for on-site tasting per day. This may be divided into a single serving or small tastings.
 5. Retail sales of alcoholic beverages shall be limited to alcoholic beverages manufactured on-site.
 6. The business shall have lighting in accordance with Chapter 19.556 (Outdoor Lighting) ~~of the Zoning Code~~. On-site lighting plans shall be submitted for review and approval.

7. The retail and tasting hours of operation shall be evaluated on a case-by-case basis.
8. No person under 21 shall be permitted within the tasting area(s).
9. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises in accordance with Section 9.05.020 of the Municipal Code.
10. The management at each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals or brochures at the point of purchase and providing adequate training for employees.
11. ~~No entertainment shall be permitted without first obtaining a conditional use permit in zones that permit or conditionally permit assemblies of people in entertainment establishments subject to the development standards established in Chapter 19.250~~ Entertainment activities shall be subject to the requirements of Chapter 5.80 (Entertainment Permit).
12. Additional conditions may be applied based on feedback from the Riverside Police Department during the entitlement process.

C. Additional standards for brew-on-premises.

1. All standards listed under section 19.272.030.A and B shall apply.
2. Minors shall be permitted provided that there is not tasting/sampling of alcoholic beverages.

(Ord. 7331 §32, 2016; Ord. 7185 §3, 2007)

19.272.040 - Other applicable regulations.

Where the Department of Alcoholic Beverage Control (ABC) determines that an area has an over-concentration of alcoholic beverage licenses and/or a higher than average crime rate, ABC may deny an application for alcohol sales unless the Community & Economic Development Department Director, or his/her designee or City Planning Commission makes a determination that public convenience or necessity will be served by the proposed project.

(Ord. 7331 §32, 2016; Ord. 7185 §3, 2007)

19.272.050 - Modifications.

Modifications to the above Site location, operation and development standards 19.272.030 A (1 and 3) and B (2, 3, 4, and 5) may be considered in conjunction with the required Minor Conditional Use Permit or Conditional Use Permit, as applicable. Modifications to all other site location, operation and development standards ~~will~~ are not ~~be~~ permitted.

(Ord. 7331 §32, 2016; Ord. 7185 §3, 2007)

Chapter 19.385 - RECYCLING FACILITIES

19.385.010 - Purpose.

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

(Ord. 7331 §56, 2016; Ord. 6966 §1, 2007)

19.385.020 - Applicability and permit requirements.

Beverage container recycling facilities, mobile recycling units, indoor collection centers, reverse vending machines, bulk reverse vending machines and donation collection bins, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.

(Ord. 7331 §56, 2016; Ord. 6966 §1, 2007)

19.385.030 - Site location, operation and development standards.

A. Mobile recycling units. Mobile recycling units shall comply with the following regulations.

1. The unit shall be staffed at all times during operating hours.
2. The unit shall operate a minimum of 30 hours per week but shall be limited to the hours between 9:00 a.m. to 7:00 p.m.
3. The unit shall be located on a site occupied by commercial or industrial businesses.
4. All beverage containers shall be stored in opaque enclosures so as not to be readily visible.
- 4-5. The unit shall be compatible with the building architecture of the site.
- 5-6. The unit shall be located at least 150 feet from any street or residentially zoned or occupied property. An additional setback may be required to mitigate-reduce exposure of the unit to the street or adjacent property.
- 6-7. The total area occupied by the unit shall not exceed 500 square feet.
- 7-8. Exterior signage shall be limited to one unlighted identification sign and one hours-of-operation sign, each not to exceed 16 square feet per mobile recycling unit.
- 8-9. The unit shall not interfere with pedestrian or vehicular circulation and shall not consume-displace any required parking spaces.
- 9-10. The unit shall be screened from adjacent properties and streets by landscaping or other screening.
- 10-11. The unit and surrounding area shall be maintained in a clean, litter-free condition and shall be swept or pressure washed daily. Shopping carts and trash left within 100 feet of the recycling unit shall be removed at the end of the daily operating hours.
11. No more than three colors shall be used on the unit(s).

B. Reverse vending machines. Reverse vending machines shall comply with the following regulations.

1. Signage shall be limited to the surface area of the machines.
2. The machines shall be located within 30 feet of a building entry and shall abut such building.
3. The machines shall be situated at least 100 feet from any residentially zoned or occupied property.
4. The machines shall not interfere with pedestrian or vehicular circulation or parking.

5. Only one machine or group of machines shall be allowed per commercial or industrial property or complex.
 6. Such machine(s) shall not meet the definition of ~~reverse~~ Reverse vending Vending machine ~~Machine, - bulk~~ Bulk type ~~Type~~ as defined in Article X (Definitions)
 - ~~7. No more than three colors shall be used on each machine or group of machines.~~
 - ~~8.7.~~ The machines shall not exceed reasonable noise limits pursuant to Title 7.
- C. Indoor collection centers. Indoor collection centers shall comply with the following site location and operational regulations.
1. Exterior signage shall be limited to one unlighted identification sign and one hours-of-operation sign, each not-to-exceed six square feet.
 - ~~1.2.~~ Indoor collection centers shall not be located within 100 feet of a residential zone or use, as measured from property line to property line.
- D. ~~Bulk reverse vending machines~~ Reverse vending machine, bulk type. Bulk reverse vending machines shall comply with the following standards.
- ~~1. No more than three colors shall be used on each machine or group of machines.~~
 - ~~2.1.~~ The machines shall be situated at least 100 feet from any residentially zoned or occupied property.
 - ~~3.2.~~ The machine(s) shall not interfere with pedestrian or vehicular circulation or parking.
 - ~~4.3.~~ The machines shall not exceed reasonable noise limits pursuant to Title 7.
 - ~~5.4.~~ Only one machine or group of machines shall be allowed per commercial or industrial property or complex.
- E. Donation collection bins. Donation collection bins shall comply with the following standards:
1. Only one unattended donation collection bin shall be allowed on each parcel or real property ;
 2. Any unattended donation collection bin shall not be any closer than 2,000 feet from any other unattended donation collection bin, as measured from the subject unattended donation collection bin to the nearest property line containing another unattended donation collection bin ;
 3. ~~Any u~~ Unattended donation collection bins shall be located on a parcel of two and one-half acres in area or larger ;
 4. No unattended donation collection bin shall be allowed in an area required for vehicle parking, circulation, pedestrian path of travel or required landscaped area ;
 5. The unattended donation collection bin shall be located at least 50 feet from any street or residentially zoned or occupied property. An additional setback may be required to ~~mitigate~~ reduce exposure of the unit to the street or adjacent property ; and
 6. The unattended donation collection bin shall be no more than 84 inches high, 72 inches wide and 60 inches deep.

(Ord. 7487 § 28, 11-5-2019; Ord. 7331 §56, 2016; Ord. 6966 §1, 2007)

19.385.040 - Modifications.

No modifications to the above site location, operations and development standards are permitted.
(Ord. 7331 §56, 2016)

Chapter 19.400 - SHELTERS—EMERGENCY

19.400.010 - Purpose.

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

(Ord. 7408 §1, 2018; Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.020 - Applicability and permit requirements.

~~A. Except as provided in paragraph B, emergency shelters, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.~~

~~B. The provisions of this chapter shall not apply to properties in the Emergency Shelter Overlay Zone, where emergency shelters are a permitted use.~~

(Ord. 7408 §1, 2018; Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.030 - Additional application requirements.

The application for a discretionary permit for emergency shelters shall include the following additional information:

- A. Client profile (the subgroup of the population of the facility is intended to serve such as single men, families, elderly, minor children, developmentally disabled, etc.);
- B. Maximum number of occupants and hours of facility operation;
- C. Term of client stay;
- D. Support services to be provided on-site and projected staffing levels; ~~and~~
- ~~E. Rules of conduct and/or management plan; and~~
- ~~E-F. Security plan.~~

(Ord. 7408 §1, 2018; Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.040 - Site location, operation and development standards.

In addition to the standards for emergency shelters set forth in Article V, Base Zones and Related Use and Development Provisions, the following findings shall be made:

- ~~A. The use shall be compatible with neighboring uses.~~
- ~~B. Establishment of the facility shall not result in harm to the health, safety or general welfare of the surrounding neighborhood and substantial adverse impacts on adjoining properties or land uses will not result.~~
- ~~C-A. The facility shall be located along or near an arterial with ready access to public transportation, job centers and public and community services.~~
- ~~D. The facility shall be accessible to necessary support services.~~

~~E.B.~~ To avoid over-concentration of emergency shelters, there shall be a ~~5,000-foot~~one half-mile separation requirement as measured from the nearest outside building walls between the subject use and the nearest property line of any other shelter facility.

~~F.C.~~ Emergency shelters shall not be located within 1,000 feet of a public or private school (kindergarten through twelfth grade), ~~universities, colleges, student housing,~~ senior housing, child care facilities, public parks, businesses licensed for ~~on-or~~ off-site sales of alcoholic beverages or parolee/probationer homes as defined in Article X (Definitions) and as measured from any point on the outside walls of the facility to the nearest property line of the noted use.

~~G.D.~~ To avoid over-concentration of ~~homeless housing facilities~~emergency shelters and assisted living and/or group housing facilities, there shall be a 300-foot separation requirement as measured from the nearest outside building walls between the subject use and the nearest property line of ~~another~~any assisted living or group housing facility as defined in Article X (Definitions).

~~H.~~ ~~The facility should be compatible with the character of the surrounding neighborhood.~~

E. On-site waiting and client intake areas.

1. An adequately sized indoor client intake area shall be provided.

2. Any queuing areas shall be on-site, in covered areas and away from public sidewalks and avoid spilling into parking and landscape areas.

~~F.F.~~ Both indoor and outdoor open areas ~~should~~shall be provided on site.

~~F.G.~~ All setback standards of the underlying zone shall be met.

H. On-site parking shall be provided in accordance with 19.580 (Parking and Loading). The precise number of parking spaces required will be determined based on the operating characteristics of the specific proposal; however, the required parking shall not be more than for other residential or commercial uses within the same zone.

~~K.I.~~ On-site staff supervision shall be required during all hours of facility operation.

~~L.J.~~ Individual client stays shall not exceed 180 consecutive days.

K. The facility's management shall participate in any formal residential crime prevention program (e.g., Crime Free Multi-Housing Program or its successor).

M. The facility, in any Zoning District, shall be consistent with any applicable Riverside County Airport Land Use Compatibility Plan compatibility criteria.

~~N.~~ ~~Establishment of the facility shall conform to the adopted Countywide Comprehensive Homeless Plan and the City Comprehensive Homeless Assistance Plan.~~

(Ord. 7408 §1, 2018; Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.050 - Special noticing requirements.

All property owners within 1,000 feet of the proposed facility, as measured from the subject property lines, shall be notified of the proposed discretionary permit.

(Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.060 - Existing facilities require a permit.

~~An existing facility in good standing may file a written request for an extension of time of up to one year in which to file for the required discretionary permit. The written request shall include the reason for the request, including budgeting and/or securing filing fees, subject to confirmation and~~

~~approval by the Planning Division. A filing extension may be granted by the Planning Division when it is verified that good faith efforts to budget and/or secure funds are made, financial hardship exists, and a favorable recommendation is obtained from the Police Department. The Police Department recommendation is based upon a review of calls for service and criminal history at the shelter facility for the previous 12 months. This subsection shall sunset and no longer be effective on the date as of June 8, 2006.~~

~~(Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)~~

19.400.070 - Change in operating conditions.

Any change in operating conditions from what was originally approved and imposed by the City, including, but not limited to, number of occupants or clients or any modifications to the conditions of approval pursuant to the required discretionary permit shall require the immediate submittal of a request for revision of the required discretionary permit.

(Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.080 - Abandonment of use.

An existing facility, established pursuant to any discretionary permit discontinued for any period of time, excluding a maximum ~~30-day~~30-day closure required to perform necessary repairs or restoration that does not increase the square footage of the residence, is deemed abandoned and any subsequent establishment of a facility shall be required to first obtain a new discretionary permit, as appropriate.

(Ord. 7331 §60, 2016; Ord. 7158 §10, 2012; Ord. 6966 §1, 2007)

19.400.081 - Modifications.

Modifications to the above site location, operation and development standards may be considered under the required Minor Conditional Use Permit or Conditional Use Permit.

(Ord. 7331 §60, 2016)

Chapter 19.530 - WIRELESS TELECOMMUNICATION FACILITIES

19.530.010 - Purpose.

The purpose of this section is to ensure compatibility between wireless telecommunication facilities and adjacent land uses and properties and to avoid any impacts associated with such uses, while encouraging the orderly development of wireless communication infrastructure within the City of Riverside to serve its residents and businesses.

A wireless telecommunications facility is permitted to be sited in the City of Riverside subject to applicable requirements imposed by this chapter, which may include a design review process, a conditional use permit application process, or both. These processes are intended to permit wireless telecommunications facilities that blend with their existing surroundings and do not negatively impact the environment, historic properties, or public safety.

(Ord. 7331 §86, 2016; Ord. 7105 §2, 2010; Ord. 6966 §1, 2007)

19.530.030 - Applicability and permit requirements.

Wireless telecommunication facilities and related support structures, as defined herein, are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions, subject to the requirements contained in this chapter.

A. Following are the use and permit requirements for wireless telecommunication facilities on private properties.

1. Prohibited facilities.

- a. All wireless telecommunication facilities in the RA-5—Residential Agricultural and RC—Residential Conservation Zones and any other property in the City developed with a residential use.

2. Conditional Use Permit (CUP).

- a. New wireless telecommunication facilities which do not comply with the applicable site location, operation and development standards contained in this chapter.
- b. Modifications to an existing eligible wireless telecommunication facility support structure that involve a substantial change (as defined herein) to the existing facility and do not comply with the applicable site location, operation and development standards contained in this chapter.

3. Administrative Design Review (DR).

- a. New stealth wireless telecommunications facilities that comply with the applicable site location, operation and development standards contained in this chapter.
- b. Modifications to an existing eligible wireless telecommunications facility ("Eligible Facilities Request" as defined herein) that do not involve a substantial change to the existing facility.
- c. Carrier on wheels or cell on wheels (COWs) as defined herein in zones where wireless telecommunications facilities are normally permitted, for a period in excess of those time frames for exempt facilities as stipulated in Section 19.530.030.A.4 (d—f) below.
- d. Small cell networks (SASs) and Distributed antenna systems (DASs) as defined herein and other similar networks in zones where wireless telecommunications facilities are normally permitted.

4. Exempt facilities.

- a. Wireless telecommunications facilities on public properties, as well as within the public right-of-way or within easements.

b. Modifications to an existing eligible wireless telecommunications facility that involve only a like-for-like exchange of existing equipment or appurtenances or which involve only the addition of equipment within an existing, completely enclosed or fully screened base station.

~~b-c~~ Antennas used by residential households solely for broadcast radio and television reception.

~~e-d~~ Antennas and satellites used solely for non-commercial purposes.

~~d-e~~ COWs placed for a period of not more than 21 days for temporary uses related to special events.

~~e-f~~ COWs placed for a period of not more than 120 days for temporary use when associated with the replacement of permanent facilities.

~~f.g.~~ COWs placed for a period of not more than 120 days for temporary use after a declaration of an emergency or a disaster by the governor.

- B. At the time of submittal for a conditional use permit or administrative design review, the application shall include all of the information related to the proposed wireless telecommunications facility, including, but not limited to, site plans detailing proposed improvements pursuant to the requirements contained in Chapter 19.710 (Design Review).
- C. For an eligible facilities request, the applicant must specify in writing whether the applicant believes the application is for an ~~eligible facilities~~ eligible facility request subject to the Spectrum Act, and if so, provide a detailed written explanation as to why the applicant believes that the application qualifies as an eligible facilities request.
- D. Any other information to satisfy other requirements, which may be amended from time to time, as required by the ~~Community & Economic Development Director~~ Community & Economic Development Department Director or his/her designee, as ~~publically~~ publicly stated in the application checklist.

(Ord. 7331 §86, 2016; Ord. 7158 §14, 2012; Ord. 7105 §4, 2010; Ord. 6966 §1, 2007)

ARTICLE VIII – SITE PLANNING AND GENERAL DEVELOPMENT PROVISIONS

Chapter 19.620 – GENERAL SIGN PROVISIONS

19.620.110 - Sign programs.

- D. *Purpose.* The purpose of a sign program is to provide a unified record of signs and to promote coordinated signage for all development subject to discretionary review. The sign program shall demonstrate how it:
 - 1. Improves the safety and welfare of the general public by minimizing distractions, hazards, and obstructions from sign design or placement;
 - 2. Provides for sign design or placement appropriate for the area;
 - 3. Incorporates sign design and placement related to architectural and landscape features on site;
 - 4. Incorporates sign design, scale, and placement oriented to pedestrian traffic; and,
 - 5. Incorporates sign design, scale, and placement oriented to vehicular traffic.
 - 6. Contributes to and maintains a consistent visual theme for the development.
- E. *Applicability.*

~~1.~~ *Sign program required.* A sign program is required for multi-occupancy nonresidential or mixed-use developments with three or more separate lease spaces or establishments for which an application for a sign program was not deemed complete on the effective date of the adoption of

this section. A sign program may be required for any existing nonresidential or mixed-use development with three or more separate lease spaces or establishments for which an application for renovation has been submitted after the effective date of this chapter. The Community & Economic Development Director or his/her designee may require that a renovation project be subject to sign program to ensure that signage is designed to maintain a consistent visual theme coordinated with the design of the development.

F. General requirements.

1. The lot or lots involved must be contiguous and constitute a single cohesive development, and all signs to which the program applies shall be contained within the development.
2. All signs must be designed to conform to the Design Principles in Section 19.620.060 of this chapter and the Citywide Design Guidelines for Signs.
3. All signs shall comply with the requirements of this chapter regarding the maximum number of signs based on road frontage, maximum sign area, illumination, and materials. Deviations from sign design standards shall only be permitted pursuant to Section 19.620.100.B.3 of this chapter.

G. Required submittals. Applications for a sign program shall include all plans, drawings and other documentation specified in requirements issued by the Director of Community & Economic Development or his/her designee. Sign programs shall be processed pursuant to Section 19.620.100.

H. Findings. The Community & Economic Development Director or his/her designee or the Planning Commission as required by this chapter will only approve a sign program if the following findings are made:

1. That the proposed signs are in harmony and visually related to:
 - a. *Other signs included in the sign program.* This shall be accomplished by incorporating several common design elements such as materials, letter style, colors, illumination, sign type or sign shape.
 - b. *The buildings they identify.* This may be accomplished by utilizing materials, colors or design motifs included in the building being identified.
 - c. *The surrounding development.* Approval of a planned sign program shall not adversely affect surrounding land uses or obscure adjacent conforming signs.
2. That the sign program provides adequate guidance to business owners and sign contractors to ensure conformance with the Design Principles in Section 19.620.060 of this chapter and the Citywide Design Guidelines for Signs
3. That the sign program ensures that future signs will comply with all provision of this chapter, including development standards, such as but not limited to, number of signs, location of signs and sign size, as well as any approvals granting deviating from the sign standards.

I. ~~4-~~Phased developments. Application for a sign program for a phased development must be submitted prior to issuance of any building permits for a first phase of development and approved prior to building occupancy for the first phase of development. Where the initial sign program for a first phase of development does not address future phases of development, an application for amendments to the initial sign program must be submitted prior to issuance of any building permits for subsequent phases and approved prior to building occupancy of each phase for which the sign program is amended.

J. ~~F.~~ *Addition, removal, replacement or modification of signs within a previously approved sign program.* On a development site subject to Section 19.620.100.B, the following shall apply:

1. Whenever the total number of signs to be added, removed, modified or replaced totals less than 25 percent of the number of permitted signs presently on the site, the signs shall be reviewed pursuant to the existing sign program. If the site does not have an approved sign program, then each individual sign shall be reviewed pursuant to the standards of this chapter.
2. When the total number of signs to be added, removed, modified or replaced totals 25 percent or more of the number of permitted signs presently on the site, a standard sign program application shall be required and all signs shall comply with the development standards of this chapter.
3. Sign designs may be approved without a Planning Division sign application or further Planning Division design review if the Community & Economic Development Director or his/her designee determines that the design complies in all respects with an approved sign program. This authorization shall not relieve applicants from obtaining other necessary permits or approvals, including but not limited to temporary sign permits, building permits and encroachment permits.

K. ~~G.~~ *Sign program standards.* Sign programs provide a comprehensive approach to design that considers a site's unique shape, topography, surrounding conditions and building architecture. As a comprehensive document, adjustments in sign standards may be appropriate to facilitate coherent messaging while not impacting the community. In recognition of the benefits of a cohesive, well thought out sign program, the following modifications of this chapter's development standards may be granted as part of a new sign program:

1. Signage on building facades by establishments that do not have frontage on that building façade.
2. Increase in allowable sign area for an individual sign(s) by up to 15 percent. Where there are circumstances for a sign modification, and where findings to support a sign modification can be made pursuant to the Section 19.620.100. Procedures for sign review and approval an additional ten percent increase (25 percent total) may be granted by the Community & Economic Development Director or his/her designee.
3. Allows the transfer of sign area limits from underutilized sign areas to areas that are more practical, through the use of a "sign budget". The sign budget would equal the total allowable sign area of all signs in the development that are of a similar type (building, monument, pilaster, directional, freeway, etc.), as defined by Chapter 19.910.

(Ord. 7331 §96, 2016; Ord. 7300 §2, 2015; Ord. 7184 §3, 2012; Ord. 6966 §1, 2007)

ARTICLE IX- LAND USE DEVELOPMENT PERMIT REQUIREMENTS/PROCEDURES

Chapter 19.650 - APPROVING AND APPEAL AUTHORITY

19.650.010 - Purpose.

This chapter identifies the designated Planning Agency, as identified in Chapter 19.050 (Administrative Responsibility), for the review of the land use development permits and actions required by the Zoning Code.

(Ord. 7331 §101, 2016; Ord. 6966 §1, 2007)

19.650.020 - Designated approving authority.

A. General provisions.

1. The Approving and Appeal Authority, as designated in Table 19.650.020 (Approving and Appeal Authority), shall approve (in full or in part), conditionally approve (in full or in part), modify or deny (in full or in part) applications in accordance with the requirements of the Zoning Code.
2. Table 19.650.020 (Approving and Appeal Authority) identifies both recommending (R) and final (F) authorities for each application.
3. When a proposed project requires more than one permit, the permits shall be processed pursuant to Section 19.650.030 (Concurrent Processing of Land Use Development Permits).

B. Appeals.

An action of the Approving or Appeal Authority may be appealed pursuant to procedures set forth in Chapter 19.680 (Appeals).

B.C. Approval authority on referral.

1. Referral by the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, or the Development Review Committee.
 - a. The ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, or the Development Review Committee, instead of taking any action, may refer the matter to the Planning Commission.
 - b. The action of the ~~Approving Authority~~Planning Commission, following referral, may be appealed to the City Council.
 - c. Action taken by the City Council is not subject to an appeal.
2. ~~Community & Economic Development Department Director, or his/her designee,~~decisions
 - a. All administrative and discretionary decisions of the Community & Economic Development Department Director, or his/her designee, shall be transmitted to the City Council.
 - b. The Mayor or any member of the City Council, may refer the decision for consideration by the City Council at a public hearing by notifying the Community & Economic Development Department Director, or his/her designee.
 - c. If not referred by the Mayor or any member of the City Council, or otherwise appealed, within ten days of transmittal, the action of the Community & Economic Development Department Director, or his/her designee, is final.
3. ~~Referral of Development Review Committee actions~~decisions.

a. ~~All decisions of the Development Review Committee shall be transmitted to the City Council.~~

b. ~~The Mayor or Any member of the City Council, may refer the matter for consideration by the City Council at a public hearing on the City Council's discussion calendar agenda by notifying the Community & Economic Development Department Director or his/her designee.~~

b.c. ~~If not referred by the Mayor or any member of the City Council, or otherwise appealed, within ten days of transmittal, the action of the Development Review Committee is final.~~

4. Referral of Planning Commission ~~Non-Legislative actions~~ Administrative and Discretionary Items.

a. ~~All decisions of the Planning Commission on administrative and discretionary items shall be transmitted to the City Council the next business day following Planning Commission action.~~

b. ~~The Mayor or Any member of the City Council, may refer the matter for consideration by the City Council at a public hearing on the City Council's discussion calendar agenda by notifying the ~~Community & Economic Development Director~~ Community & Economic Development Department Director, or his/her designee.~~

c. ~~If not referred by the Mayor or any member of the City Council, or otherwise appealed, within ten days of Planning Commission action, the action of the City Planning Commission is final. (See Section 19.690.020 A - Effective Date of Permits and Actions).~~

(Ord. 7331 §101, 2016; Ord. 7091 §5, 2010; Ord. 6997 §7, 2008; Ord. 6966 §1, 2007)

Table 19.650.020 Approving and Appeal Authority

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

Type of Permit or Action	Approving and Appeal Authority			
	Community & Economic Development Director Community & Economic Development Department Director	Development Review Committee (DRC)	City Planning Commission ^(R,1)	City Council ^(R,1)
Administrative				
Design Review		F ⁽²⁾	A/AR ⁽²⁾	A ⁽²⁾ /F
Fair Housing and Reasonable Accommodation		F	AR	A ⁽¹⁾ /F
Minor Conditional Use Permit		F	A ⁽²⁾ /AR	A ⁽²⁾ /F
Nonconforming Determination	F		A ⁽²⁾ /AR	A ⁽²⁾ /F
Recycling Center Permit	F			AR/A/F
Room Rental Permit	F		AR	A/F
Street, Alley, & Walkway Vacations (Summary)				F
Temporary Use Permit	F ⁽²⁾			
Time Extensions	F		A /AR	A/F

Type of Permit or Action	Approving and Appeal Authority			
	Community & Economic Development Director Community & Economic Development Department Director	Development Review Committee (DRC)	City Planning Commission (5,11)	City Council (1,12)
Transportation Demand Management Regulations	F			A/F
Variance	F		A ⁽⁴⁾ /AR	A ⁽⁶⁾ /F
Zoning Code Interpretation	F		A/AR	A/F
Public Hearing				
Accessibility Appeals (Building Official decisions relating to access)			F	A/F
Airport Land Use Commission Appeals				A ^(10, 12) /F
Annexation or Detachment			R ⁽⁸⁾	A/F
Conditional Use Permit			F ^(4, 9)	A/F
Condominium Conversion Permit			R ⁽⁸⁾	A/F
Development Agreement and Amendment (4)			R ⁽⁸⁾	A/F
Design Review			F ⁽⁵⁾	A/F ⁽³⁾
Floodplain Approval; Floodplain Variance			F	A/F
General Plan Text/Map Amendment			R ^(6, 9)	A/F
Planned Residential Development Permit			F ^(4, 8, 13)	A/F
Site Plan Review Permit			F ⁽⁸⁾	A/F
Specific Plan and Amendments			R ^(6, 9)	A/F
Street, Alley, & Walkway Vacations			R ⁽⁸⁾	A/F ⁽⁷⁾
Street Name Change			R ⁽⁸⁾	A/F
Traffic Pattern Modification Measures			R ⁽⁸⁾	A/F ⁽⁷⁾
Zoning Code Text/Map Amendment			R ^(6, 9)	A/F

Notes:

1. Decisions of the City Council are final and cannot be appealed.
2. Reserved.
3. Planning Commission primary design review responsibility is limited to concurrent review with another case for which the Planning Commission has approval authority (Refer to Section 19.710.035 - Review Responsibilities of Planning Commission or ~~Community & Economic Development Director/Community & Economic Development Department Director~~). Appeal of Planning Commission action on design review is ~~not to the City Council and Use Committee with final action by the full City Council.~~
4. See Section 19.060.020.C.2 - Designated Approving Authority.
5. Appeal of an action on a Temporary Use Permit shall be to the City Manager. The City Manager's decision is final.
6. If denied by the Planning Commission, the action is final unless appealed to the City Council (See Section 19.680.020.B - Appeal Authority) with the exception of City-initiated General Plan Text/Map Amendments, Zoning Code Text/Map Amendments, and Specific Plan Amendments, where the Planning Commission is a Recommending Authority only.
7. Street vacations and traffic pattern modification measures require two actions at the City Council: adoption of a resolution of Intent to hold a public hearing and a public hearing.
8. See Government Code Section 65864 for more information on Development Agreements.
9. All decisions by the Planning Commission to approve or deny a permit or action are by simple majority of the members present and voting, with the following exceptions:
 - a. Conditional Use Permits, including revocations, and Planned Residential Development Permits require approval by a 2/3 majority of the Planning Commissioners present and voting; and
 - b. Zoning Code Text/Map Amendments, General Plan Text/Map Amendments, and Specific Plan Amendments require a majority vote of not less than four Planning Commissioners present and voting.
10. All decisions of the City Council to approve or deny a permit or action are by a majority vote of those present and voting except that a 2/3 vote of the total membership (five votes minimum) is required to approve an appeal of a decision of the Airport Land Use Commission (ALUC).
11. All tie votes of the Planning Commission mean that an application failed to be approved and will be treated as a denial. When a tie vote exists before the City Council, the Mayor shall have the voting right as any member of the City Council, and Council and may cast a vote for or against an item to break a tie. In the Mayor's absence, in the event of a tie vote, the Mayor Pro Tempore shall not have the right to cast a tie-breaking vote. In this instance the City Council vote shall be treated as a denial (Riverlands City Charter - Article IV, Section 40B).

12. Refer to Section 19.660.030 (E) for details regarding the ALUC appeal process

13. The final decision-making/authorizing authority for PFD's in the RC Zone shall be the City Council.

(Ord. 7528 §1(Exh. A), 2020; Ord. 7487 § 2(Exh. A), 11-5-2019; Ord. 7331 §101, 2016; Ord. 7222 §5, 2013; Ord. 7163 §2, 2012; Ord. 7091 §6, 2010; Ord. 6966 §1, 2007)

19.650.030 - Concurrent processing of land use development permits.

A. When a proposed project requires more than one permit application with more than one Approving or Appeal Authority, all project permits shall be processed concurrently as interrelated permits for a single project.

B. The highest designated Approving or Appeal Authority for all such requested permits shall take final action on ~~multiple applicant-initiated permit applications/projects with multiple permits. For example, the Planning Commission takes final action on a tentative tract map. However, when processed in conjunction with a Development Agreement, the tentative tract map shall be reviewed and acted upon by the City Council in conjunction with the other application request(s). The Planning Commission provides recommendations to the City Council on both entitlement requests.~~

(Ord. 7331 §101, 2016; Ord. 6966 §1, 2007)

Chapter 19.660 - GENERAL APPLICATION PROCESSING PROCEDURES

19.660.010 - Purpose.

This chapter provides for standard procedures for administrative actions/permits, discretionary actions/permits and legislative actions. Unique processing procedures are listed in the individual permit chapters.

(Ord. 7331 §102, 2016; Ord. 6966 §1, 2007)

19.660.015 - Initiation of applications.

A. For all case types, the Community & Economic Development Department Director, or his/her designee, is authorized to initiate planning applications, notwithstanding any other section of this title, for any project authorized under this title.

B. For General Plan Text/Map Amendment see Section 19.800.020 (Initiation of Amendment).

C. For Zoning Code Text/Map Amendment see Section 19.810.020 (Initiation of Map/Text Amendment).

D. For Specific Plan/Specific Plan Amendments see Section 19.820.030 (Specific Plan Initiation).

(Ord. 7331 §102, 2016; Ord. 6966 §1, 2007)

19.660.020 - Application submittal.

All applications for land use and development permits and actions pertaining to the Zoning Code shall be submitted to the Planning Division on a City application form, together with all fees, plans, maps, and any other information required by the Planning Division.

(Ord. 7331 §102, 2016; Ord. 6966 §1, 2007)

19.660.030 - Eligible applicants.

A. Administrative and discretionary.

1. The owner(s) of the property, or the owner's authorized agent(s), or a plaintiff in an action of eminent domain with an order of possession shall make the application.

~~1.2.~~ ~~_____ or the City Manager or his/her designee shall make the application. Any authorized agent shall be formally delegated as such in writing by the property owner.~~

3. The City Manager, or his/her designee, shall make the application for any City-initiated project.

B. Legislative.

1. The owner(s) or lessee(s) of the property, or the owner's authorized agent(s), or a plaintiff in an action of eminent domain with an order of possession, ~~or the City Manager or his/her designee~~ shall make the application.

2. Any authorized agent shall be formally delegated as such in writing by the property owner.

2.3. ~~The Community & Economic Development Department Director, or his/her designee, the Planning~~ The Planning Commission or City Council may also initiate an application for a legislative action.

(Ord. 7331 §102, 2016; Ord. 6966 §1, 2007)

19.660.040 - Submittal requirements.

A. Application for a Land Use or Development Permit.

1. Every application for a land use or development permit shall include a completed application form designated for the particular request.

~~1.2.~~ ~~Additionally, each~~ Each application shall include particular maps, plans, and other data about the project development, project site and vicinity deemed necessary by the ~~Community & Economic Development Director~~ Community & Economic Development Department Director, or his/her designee, to provide the recommending and final Approving and Appeal Authorities with adequate information on which to base decisions.

B. Signature and fees required.

1. Applications will not be accepted by the Planning Division without required signed application forms ~~and permit.~~

2. Any owner, or the owner's authorized representative, ~~or may sign an application.~~

3. The City Manager or his/her designee may sign an application for City-initiated projects.

2.4. Fees shall be those established by City Council Resolution and published in the Schedule of Fees available from the Planning Division.

B-C. All applications requiring discretionary approval may be required to include a project-specific Water Quality Management Plan (WQMP) pursuant to the requirements of the Municipal Separate Storm Sewer System (MS4) Permit.

C-D. Indemnification.

1. With the submittal of any application, the owner and/or applicant agrees that upon approval of its application the owner and/or applicant shall defend, indemnify, including reimbursement, and hold harmless the City of Riverside, its agents, officers and employees from any claim, action or proceeding against the City of Riverside, its agents, officers or employees, that attacks, set asides, voids, or annuls, any approval by the City concerning:

- a. Any such approval of the City: and/or
 - b. An action taken to provide environmental clearance under the California Environmental Quality Act (CEQA) by its advisory agencies, appeal boards or City Council.
2. The owner and/or applicant shall execute an indemnification agreement in a form acceptable to the City Attorney.
 3. In the event any claim, action or proceeding is brought, the City shall promptly notify the owner and/or applicant of the existence of the proceeding and the City will cooperate fully in the defense of the proceeding. Nothing in this section shall prohibit the City from participating in the defense of any proceeding.
 4. In the event that the applicant is required to defend the City in connection with any proceeding described in this section, the City shall retain the right to approve:
 - a. The counsel to so defend the City;
 - b. All significant decisions concerning the manner in which defense is conducted; and
 - c. Any and all settlements, which approval shall not be unreasonably withheld.
 5. The City shall also have the right not to participate in the defense, except that the City agrees to cooperate with the applicant in the defense of the proceeding. If the City chooses to have counsel of its own defend any proceeding where the applicant has already retained counsel to defend the City in such matters, the fees and expenses of the counsel selected by the City shall be paid by the City.

(Ord. 7331 §102, 2016; Ord. 7235 §13, 2013; Ord. 6966 §1, 2007)

19.660.050 - Initial application completeness review.

All applications filed with the Planning Division in compliance with the Zoning Code shall be initially reviewed for application completeness as follows:

A. Complete applications.

1. Within 30 calendar days of application submittal, the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, or Development Review Committee, as applicable, shall determine whether or not the application is complete.
- 1.2. The applicant shall be notified in writing of the determination either that all the submittal requirements have been satisfied and that the application has been accepted as complete or that the submittal requirements have not been satisfied and the application has been determined to be incomplete (see 19.660.050.B - Incomplete Applications).

B. Incomplete applications.

1. Within 30 calendar days of application re-submittal, the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, or the Development Review Committee, as applicable, shall determine whether or not the application is complete.
2. The applicant shall be notified in writing of the determination either that:
 - a. a) a All the submittal requirements have been satisfied and that the application has been accepted as complete; or

~~b. b) s~~ Specific information and or materials are still necessary to complete the application.

The letter may also identify preliminary information regarding the areas in which the submitted plans are not in compliance with City standards and requirements.

~~4.3.~~ The applicant may appeal the determination in accordance with Chapter 19.680 (Appeals) and the Permit Streamlining Act (California Government Code Section 65943).

~~2.4.~~ The City, at its discretion, may withdraw any application that remains incomplete 180 calendar days from the date of the original submittal. The City shall notify the applicant of its intention to withdraw the stagnant application at least 30 calendar days prior to withdrawal.

C. Withdrawals.

1. Submittal of withdrawals. All withdrawal requests shall be submitted in writing to the Planning Division, identifying the application being withdrawn.
2. Resubmittal of withdrawn applications. Any resubmittal of a withdrawn application shall require submittal of a new application along with the appropriate fees and a new case number will be assigned.

D. Mutual agreement to extension of time. Nothing in this section precludes the applicant and the City from mutually agreeing to an extension of any time limit provided by this section (California Government Code Section 65943).

(Ord. 7331 §102, 2016; Ord. 7235 § 14, 2013; Ord. 7091 §7, 2010; Ord. 6966 §1, 2007)

19.660.060 - Environmental review.

After acceptance of a complete application, the project shall be reviewed in accordance with the environmental review procedures of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) and the City's environmental guidelines (City Council Resolution No. 21106 as amended or most recent CEQA Resolution adopted by the City Council).

(Ord. 7331 §102, 2016; Ord. 6966 §1, 2007)

19.660.070 - Notice of decision.

- A. A notice of decision shall be required for all discretionary and legislative permits/actions in accordance with the provisions of this section.
- B. Within seven days from the final action on an application, the ~~Community & Economic Development Director~~ **Community & Economic Development Department Director**, or his/her designee, or the Development Review Committee, as applicable, shall send written notice of decision to the project applicant, other affected parties and anyone who has requested to be notified. The notice of decision shall identify the specific action of the Approving or Appeal Authority, including the date of action, applicable conditions and appeal period.

(Ord. 7331 §102, 2016; Ord. 7235 §15, 2013; Ord. 6966 §1, 2007)

19.660.080 - Time limitation on reapplication after denial.

- A. Time limitation. Whenever an application or portion of an application has been denied or revoked and the denial or revocation becomes final, no new application for the same or similar request may be accepted within one year of the date of the action to deny or revoke, unless the ~~Community & Economic Development Director~~ **Community & Economic Development Department Director**, or his/her designee, determines that a new application is warranted due to a substantial change in land use on properties in the vicinity, improved infrastructure in the

vicinity, altered traffic patterns, or any such similar change resulting in a changed physical environment.

- B. Exemption for earlier reapplication. Applications that have been denied without prejudice and applications where the denying resolution stipulates a reapplication time are exempt from Section 19.660.080.A.

(Ord. 7331 §102, 2016; Ord. Ord. 7235 §16, 2013; 6966 §1, 2007)

Chapter 19.670 - PUBLIC HEARINGS AND NOTICE REQUIREMENTS

19.670.010 - Generally.

The following procedures implement State Planning and Zoning Law under Government Code Sections 65090 through 65096 and govern the public hearing and notice requirements for consideration of a land use or development permit or action. Section 19.640.040.B—D (Discretionary Permits and Actions) and Table 19.650.020 (Approving and Appeal Authority), identify where public hearing and notice is required for all types of action authorized by the Zoning Code.

In general, public hearings and public notice shall be required for certain discretionary and all legislative actions. Public hearings are not required for administrative discretionary actions, although public notice may be required. Where required, the hearing(s) shall be held before the designated Approving or Appeal Authority pursuant to Table 19.650.020 (Approving and Appeal Authority).

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.020 - Notice requirements for administrative discretionary permits with no public hearing.

A. Minor Conditional Use Permit and Variance.

1. Public notice of the consideration of a proposed minor conditional use permit in all zones shall be provided by the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, by mailing such notice to the property owners within 300 feet of the exterior boundaries of the property under consideration;
2. Public notice of the consideration of a proposed variance in any zone shall be provided by the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, by mailing such notice to the property owners adjacent to the boundaries of the property under consideration. When the variance request is regarding a corner lot and will pertain to a rear or side yard setback, such notice shall be given to the owners of property directly across each street from the proposed side or rear yard encroachment as well as to the owners of abutting property.
3. For mailing purposes, the last known name and address of such owners as are shown on the latest available equalized assessment roll of the County Assessor shall be used. Such notices shall identify the property under consideration and indicate the nature of the proposed permit.
4. The public notice shall:
 - a. Be sent no later than 14 days after acceptance of a complete and accurate application;

- b. Invite interested persons to notify, in writing, the Planning Division of any concerns, comments or to make a request to be further notified of actions relating to the proposed variance or minor conditional use permit during a 15-day comment and review period commencing with the date of the notice;
- c. Specify that only those specifically requesting to be further notified of actions relating to the application will be so notified of decisions, appeals or requests for City Council review; and
- d. Specify that, at the end of the ~~45-day~~15-day comment and review period, the Community & Economic Development ~~Department~~ Director's ~~or Development Review Committee's~~ final report and recommendations will be issued, initiating a ten-day appeal period during which time any interested person may appeal to the decision to the appropriate Appeal Authority. ~~request that the Community & Economic Development Director or Development Review Committee decision (as applicable) be reviewed by the City Council.~~

5. For variances in any residential zone where the applicant has obtained the written approval of the adjacent property owners, no public notices, comment period or appeal period is required.

5.6. The Community & Economic Development ~~Department~~ Director's decision is final, except that the applicant may appeal the decision within ten days of the mailing of written notice of decision.

6.7. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.

B. All other administrative, discretionary permits.

No notice is required for other administrative, discretionary actions without a public hearing, unless specified.

(Ord. 7487 § 3, 11-5-2019; Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.030 - Notice of hearing for discretionary actions requiring a public hearing.

Notice of the hearing shall be given in all of the following ways:

- A. Notice of the hearing shall be mailed or delivered, at least ten days prior to the hearing, to:
 - 1. The owner of the subject real property or the owner's duly authorized agent, and the project applicant.
 - 2. Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.
 - 3. All owners of real property on the latest records of the County Assessor within 300 feet of the real property.
 - 3.4. If the number of owners to whom notice would be mailed or delivered is greater than 1,000, the City may, in lieu of mailing or delivering the notice, provide notice by placing an advertisement of at least one-eighth page in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- B. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- C. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.040 - Notice of hearing for legislative actions.

A. General Plan amendments, Specific Plan amendments, Zoning Code Text/Map amendments and Zone changes not affecting the permitted uses or intensity of uses of real property.

1. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.

B. General Plan amendments, Specific Plans and Specific Plan amendments, Zoning Code amendments and Zone changes affecting the permitted uses or intensity of uses of real property and all development agreements.

1. Notice of the hearing shall be given in all of the following ways:

- a. Notice of the hearing shall be mailed or delivered, at least ten days prior to the hearing, to:

- (1) The owner of the subject real property or the owner's duly authorized agent, and the project applicant.

- (2) Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.

- (3) All owners of real property on the latest records of the County Assessor within 300 feet of the real property.

- (3)(4) If the number of owners to whom notice would be mailed or delivered is greater than 1,000, the City may, in lieu of mailing or delivering the notice, provide notice by placing an advertisement of at least one-eighth page in at least one newspaper of general circulation within the City at least ten days prior to the hearing.

2. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.

C. Annexations. Notice of the hearing to adopt a resolution of application to annex shall be published in all of the following ways:

1. The notice shall be published in at least one newspaper of general circulation with the City at least 20 days prior to the hearing.

2. Notice of the hearing shall be mailed or delivered, at least 20 days prior to the hearing, to:

- a. The owner of the subject real property(ies) and the project applicant, if other than the City.

- b. Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.

- c. All owners of real property on the latest records of the County Assessor within 300 feet of the real property(ies).

3. The notice shall be posted at the site where the public hearing will occur at least 20 days prior to the hearing and continue to the time of the hearing.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.050 - Traffic pattern modification measures and street, alley, and walkway vacations.

A. Traffic pattern modification measures and street, alley, and walkway vacations require two actions at the City Council:

- 1.** ~~a~~**A** adoption of a resolution of intent to hold a public hearing, and
- 2.** ~~a~~**A** public hearing.

B. Pursuant to the California Streets and Highways Code (Section 8310 et seq.), the public hearing ~~will~~**shall** not be held less than 15 days after the adoption of the resolution of intent to hold a public hearing.

A-C. Notice of the public hearing shall be published for at least two successive weeks prior to the public hearing.

(Ord. 7331 §103, 2016; Ord. 7118 §2, 2011)

19.670.060 - Content of notice.

Notices given pursuant to Section 19.670.020 (Notice Requirements for Administrative Discretionary Permits with No Public Hearing), 19.670.030 (Notice of Hearing for Discretionary actions Requiring a Public Hearing) and 19.670.040 (Notice of Hearing for Legislative Actions) shall at a minimum include the date, time and place of the public hearing, the identity of the hearing body, a general explanation of the matter to be considered and a general description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.070 - Requests for notification.

A. Any person who requests inclusion on a mailing list for notice of hearing for a development project or projects shall submit such request in writing to the Planning Division where the request is for notice of hearing before the Planning Commission and to the City Clerk where the request is for notice of hearing before the City Council.

A-B. The City may impose a reasonable fee for the purpose of recovering the cost of such notification.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.080 - Failure to receive notice.

Pursuant to California Government Code Section 65093, failure of any person or entity to receive notice required by law of any hearing as required by the Zoning Code shall not constitute grounds for any court to invalidate the actions of a designated Approving or Appeal Authority for which the notice was given.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.090 - Hearing procedure.

A. Hearings as provided for in this chapter shall be held at the date, time, and place for that notice has been given as required in this chapter.

A-B. The designated Approving or Appeal Authority shall conduct the public hearing and hear testimony.

B-C. The summary minutes shall be prepared and made part of the permanent file of the case.

C-D. Any hearing may be continued, and no further public notice shall be required unless the hearing is not continued to a specific date/time, in which instance the hearing shall be re-noticed.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.100 - Notice and hearings for appeals and referrals.

- A. Upon appeal or referral of a discretionary action with a public hearing or a legislative action, notice of a public hearing before the appeal authority (See Table 19.650.020 - [Approving and Appeal Authority](#)) shall be given in the same manner as for the original public hearing, except that in all cases the period of time for publishing or mailing the notice prior to the appeal hearing is not more than ten days. Proposed adoption of a negative declaration by the appeal authority does not extend the time beyond ten (10) days.
- B. Upon appeal or referral of an administrative discretionary action, notice of the appeal or referral shall be mailed to the applicant and all interested persons requesting such notice at least ten days in advance of consideration of the referral or appeal on the appeal or referral authority's discussion calendar agenda.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.110 - Drive-thru facilities.

Whenever a hearing is held regarding a discretionary permit or a legislative action for a drive-thru facility, notice shall also be provided to representatives on a list maintained by the Planning Division of the blind, aged and disabled communities.

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.120 - Cemeteries.

Notice for any action that would permit all or any part of a cemetery, as defined by Section 8100 of the State Health and Safety Code, to be used for other than cemetery purposes, shall be provided pursuant Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing).

(Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

Chapter 19.680 - APPEALS

19.680.010 - Purpose.

This chapter identifies the procedures for filing and processing an appeal of actions of Approving Authorities, consistent with California Government Code Section 65904. Where the appeal provisions of this section conflict with other provisions of the Riverside Municipal Code, the appeal provisions of this chapter shall apply with regard to planning and zoning matters.

(Ord. 7331 §104, 2016; Ord. 6966 §1, 2007)

19.680.020 - Appeal authority.

- A. Any person dissatisfied with an interpretation or action an Approving Authority made pursuant to this article may appeal such action to the designated Appeal Authority and ultimately to the City Council. Appeals must be filed in accordance with the procedures in Section 19.680.030 (Filing an Appeal). Table 19.650.020 (Approving and Appeal Authority) identifies the Appeal Authority for each of the City's land use and development permits and actions. Actions by the City Council are not subject to appeal.

- B. Legislative matters require the Planning Commission to hold a noticed public hearing and make a recommendation on the matter to the City Council. Where the Planning Commission denies ~~certain~~-legislative cases initiated by an applicant, the action is final unless appealed to the City Council. For City-initiated legislative cases, the Planning Commission is a recommending body and the City Council's action is final. (See Table 19.650.020 - Approving and Appeal Authority)

(Ord. 7331 §104, 2016; Ord. 6966 §1, 2007)

19.680.030 - Filing an appeal.

- A. Any person aggrieved or affected by a decision of an Approving Authority may appeal that decision to the designated Appeal Authority. All appeals shall be submitted in writing to the Planning Division, in duplicate, identifying the action being appealed and specifically stating the basis or grounds of the appeal. For appeals of the decision of the Airport Land Use Commission (ALUC) see E below.
- B. Appeals shall be filed within ten calendar days following the date the Approving Authority announces its determination on the matter for which an appeal is made and shall be accompanied by a filing fee as established by City Council resolution. If the tenth day is on a weekend or holiday the appeal is extended to the end of the next regular business day (Note: one exception to the ~~ten-day~~ appeal period is for temporary use permits where the appeal period is two business days).
- C. The filing of an appeal shall stay the action being appealed and the issuance of subsequent permit(s), such as grading or building permits.
- D. An appeal must be filed to exhaust all available administrative remedies.
- E. When filing an appeal of the decision of the Airport Land Use Commission (ALUC) the applicant shall provide the City with a copy of the ALUC staff report, notice of action and findings to support the override for the ALUC determination. In order to overrule the ALUC finding of inconsistency, the City Council must make specific findings that the proposal is consistent with the purposes of ALUC law "to protect public health, safety and welfare by ensuring (1) the orderly expansion of airports and (2) the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

(Ord. 7331 §104, 2016; Ord. 6966 §1, 2007)

19.680.040 - Notice and schedule of appeal hearings.

Unless otherwise stated herein or mutually agreed upon by the person filing the appeal, the applicant and the City, appeal hearings should be conducted within 45 days from the date of appeal submittal. Notice of hearing for the appeal shall be provided pursuant to noticing requirements of Chapter 19.670 (Public Hearings and Notice Requirements).

(Ord. 7331 §104, 2016; Ord. 6966 §1, 2007)

19.680.050 - Appeal hearing and action.

Each appeal shall be considered de novo (new), even if the appeal is withdrawn, and the Appeal Authority may reverse, modify or affirm the decision in regard to the entire project in whole or in part. In taking its action on an appeal, the Appeal Authority shall state the basis for its action. The Appeal Authority may approve (in full or in part), conditionally approve (in full or in part), modify or deny (in full or in part) and may modify, delete or add such conditions as it deems necessary. The Appeal Authority may also refer the matter back to the original Approving Authority for further action.

(Ord. 7331 §104, 2016; Ord. 6966 §1, 2007)

Chapter 19.690 - EFFECTIVE DATES, TIME LIMITS, AND EXTENSIONS

19.690.010 - Purpose.

This chapter identifies the effective date of permit and other approvals and provides requirements (including time limits) for implementation and extension of approval time limits. Unique processing procedures are listed in the individual permit chapters.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.020 - Effective date of permits and actions.

- A. ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, Development Review Committee or Planning Commission Decisions on Discretionary Permits and Actions. All decisions of the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, Development Review Committee or Planning Commission acting as a final Approving Authority under Table 19.650.020 (Approving and Appeal Authority), shall be effective the first regular business day after the end of the ten day appeal period. Filing of an appeal stays the effective date pending action on the appeal.
- B. City Council decisions on discretionary permits and actions. All decisions of the City Council in granting or denying a discretionary permit shall become effective on the next City business day following City Council Action, unless the discretionary permit is being processed concurrently with and dependent upon any legislative action, in that case the effective date of the discretionary permit will be governed by Section 19.690.020(C).
- C. Legislative actions. A legislative approval granted by resolutions, such as a Specific Plan or General Plan amendment, is effective immediately upon adoption of the numbered resolution by the City Council. A legislative approval granted by ordinance, such as a zoning map amendment, is effective 30 days following the date of adoption of the ordinance by the City Council.
- D. Temporary use permits. Following a decision to approve, conditionally approve or deny a temporary use permit by the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or ~~their~~his/her designee, the applicant or any interested party shall have two business days to file an appeal with the City Manager or authorized designee. If not appealed, the permit is in effect the day following the end of the appeal period. If appealed, the City Manager or authorized designee shall make a decision on the appeal within five working days of its receipt and such action shall be final and the permit, if approved, shall be in effect immediately.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.030 - Time limits.

- A. Any discretionary permit granted pursuant to the Zoning Code shall become null and void if not exercised within the time limit specified in the approving document or within one year if no time has been specified.

- B. Unless an earlier expiration date appears on the face of the permit, any development permit which is issued in conjunction with a tentative subdivision map shall expire no sooner than the approved tentative map or any extension thereof whichever occurs later.
- C. Any legislative approval shall become null and void if not finalized within two years, unless otherwise specified in the conditions of approval.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.40 - Voiding.

Any variance or permit granted pursuant to the Zoning Code shall become null and void if:

The owner or owner's authorized representative of the property for which the variance or permit was granted requests, in writing, that the variance or permit be voided and the Approving or Appeal Authority having jurisdiction approves the request.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.050 - Time extension.

- A. The period within which the exercise of a discretionary permit or other approval must occur may be extended by the ~~Community & Economic Development Director~~ Community & Economic Development Department Director, or his/her designee, or their designee as described in B—K below. A Temporary Use Permit may not be extended. An application for extension shall be filed, along with appropriate fees and necessary submittal materials pursuant to Chapter 19.660 (General Application Processing Procedures).
- B. Variances, administrative design review actions and Minor Conditional Use Permits may receive a maximum of two, ~~one-year~~ one-year time extensions.
- C. Conditional use permits and Site Plan Review permits, not related to an implementing subdivision and/or legislative action, may be granted time extensions by the ~~Community & Economic Development Director~~ Community & Economic Development Department Director, or his/her designee, or their designee up to a total of five years beyond the original approval expiration date. At the exhaustion of ~~Community & Economic Development Director~~ Community & Economic Development Department Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- D. Planned residential development permits, related to an implementing subdivision and/or legislative action, may be granted time extensions by the ~~Community & Economic Development Director~~ Community & Economic Development Department Director, or his/her designee, or their designee up to a total of five years beyond the original approval expiration date prior to issuance of any building permits. Once a building permit has been issued the planned residential development will be considered vested and time extensions are no longer needed. At the exhaustion of ~~Community & Economic Development Director~~ Community & Economic Development Department Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- E. Zoning Text/Map, General Plan and Specific Plan amendments may be granted time extensions by the ~~Community & Economic Development Director~~ Community & Economic

~~Development Department Director~~, or ~~their-his/her~~ designee, up to a total of five years beyond the original approval expiration date. At the exhaustion of ~~Community & Economic Development Director~~Community & Economic Development Department Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.

- F. Any permit extension may be conditioned to comply with any development standards that may have been enacted since the permit was initially approved.
- G. The extension may be granted only when the ~~Community & Economic Development Director~~Community & Economic Development Department Director or designated Approving or Appeal Authority finds that the original permit findings can be made and that there are no changed circumstances or that there has been diligent pursuit to exercise the permit that warrants such extension.
- H. Retroactive time extensions may be granted for a period not greater than specified in Sections 19.690.050.B, C, D and E F.
- I. A separate fee shall be required for each year of permit extension.
- J. Extensions related to the terms of nonconforming uses and structures are governed by Article III, Chapter 19.080 (Nonconformities).
- K. Time extensions for tentative maps are governed by Chapter 18.180 and State Law as it relates to automatic time extensions.
- L. The period of time specified in Chapter 19.690, including any extension granted by the ~~Community & Economic Development Director~~Community & Economic Development Department Director, or his/her designee, shall not include the period of time during which a lawsuit involving the approval or conditional approval of the entitlement(s) is or was pending in a court of competent jurisdiction, if the stay of the time period is approved by the ~~Community & Economic Development Director~~Community & Economic Development Department Director. After service of the initial petition or complaint in the lawsuit upon the ~~Community & Economic Development Director~~Community & Economic Development Department Director, the applicant may apply for a stay following the same procedures in Chapter 19.690. Within ~~40 days~~ after receiving the application, the ~~Community & Economic Development Director~~Community & Economic Development Department Director shall either stay the time period for up to five years or deny the requested stay.

(Ord. 7505 § 2(Exh. B), 2020; Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.060 - Exercising permits or approvals.

- A. The exercise of a permit occurs when the property owner has completed all conditions of the permit approval and incurred substantial liabilities.
- B. Unless otherwise provided, approvals that have not been exercised prior to a Zoning Code amendment that makes the approved use or structure of the approval nonconforming shall automatically be deemed invalid on the effective date of the Zoning Code amendment. A new application is then required.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.070 - Approvals to run with land.

Land use and development permits and approvals granted pursuant to the provisions of this title shall be transferable upon a change of ownership of the site, business, service, use or structures, provided that the use is in substantial conformance with the previously approved use and conditions of the original permit or approval are fully complied with, and the project is not modified or enlarged/expanded.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

19.690.080 - Permit(s) on the site during construction.

A copy of all land use and development permits (including all corresponding stamped-approved plans) authorizing construction shall be kept on site at all times during construction and made available upon request by an official of the City.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

Chapter 19.710 - DESIGN REVIEW

19.710.010 - Purpose.

The City Council finds, determines and declares that the application of the design review procedures are necessary to preserve and promote the health, safety and general welfare of the community by achieving the following purposes:

- A. To protect and preserve the value of properties and to encourage high quality development thereof in areas where adverse effects will result from excessive uniformity, dissimilarity, poor exterior quality and appearance of buildings and structures, and from inadequate and poorly planned landscaping, and from failure to preserve where feasible natural landscape features, open spaces and the like, and will result in the impairment of the benefits of occupancy and use of existing properties in such areas;
- B. To recognize the interdependence of land values and aesthetics and to provide a method to implement this interdependence in order to maintain the values of surrounding properties and improvements, and to encourage excellence of development of property, compatible with the general plan for, and character of, the City, with due regard to the public and private interests involved;
- C. To ensure that the public benefits derived from expenditures of public funds for improvement and beautification of streets and public facilities shall be protected by the exercise of reasonable controls over the character and design of private buildings, structures and open spaces;
- D. To ensure the maintenance of high design standards in the vicinity of public buildings and grounds for the preservation of the architecture and general appearance in the areas of the City containing the buildings and grounds and to preserve the property values in the areas;
- E. To promote the maintenance of high design standards adjoining thoroughfares of Citywide importance to ensure that the community benefits from the natural growth and vegetation as much as possible, and from the natural terrain, and to preserve and stabilize the architecture and general appearance of buildings and grounds adjoining the thoroughfares; and to preserve and protect the property values in the areas; and

- F. To ensure the design of landscaping and irrigation that shades paved areas, buffers or screens undesirable views, compliments building architecture and that implements the purposes of Chapter 19.570 (Water Efficient Landscaping and Irrigation).

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

19.710.020 - Applicability.

A. The design review procedures set forth in this chapter shall apply to the following:

1. All new buildings, structures and signs, and enlargements of existing buildings, structures and signs in the RC - Residential Conservation, Commercial and Office, Mixed-Use, Industrial and Downtown Specific Plan Zones, except as exempted in B and C below.
2. Any project reviewed and approved via the conditional use, planned residential development permit or site plan review permit processes.

B. Any structure or site requiring a design review that is also or site subject to Title 20 – Cultural Resources shall require an Administrative Design Review, approved by the Community & Economic Development Department Director, in addition to the requirements of Title 20.

~~3. shall be exempt from a Design Review.~~

B.C. The following types of projects are exempt from design ~~review; review~~; however, the Planning Division will review them for compliance with the Zoning Code and consistency with the Citywide Design Guidelines during the building permit plan check process:

1. Infill development consisting of a single-family residence or new residences and structures within an approved conventional residential subdivision (unless otherwise specified in the project specific conditions of approval).
2. Minor exterior modifications or renovations that do not expand the size of the building.
3. Accessory buildings and structures.
4. Outdoor dining areas (not including outdoor food preparation).
5. Minor site improvements or landscape modifications or renovations that are not subject to the Water Efficient Landscape Ordinance and/or do not require a Water Quality Management Plan (WQMP).

G.D. To facilitate the development of stand-alone multi-family or age-restricted senior residential housing throughout the City, consistent with California Government Code Section 65580, an administrative design review application shall be reviewed by the ~~Community & Economic Development Director~~ Community & Economic Development Department Director or his/her designee when the proposed development complies with all of the following criteria:

1. Development standards and regulations of the Riverside Municipal Code, including but not limited to, Title 7 (Noise), 16 (Building and Construction), 17 (Grading), 18 (Subdivision), 19 (Zoning) and 20 (Cultural Resources);
2. Water Quality Management Plan (WQMP) requirements;
3. No other discretionary review is required to approve the development proposal, ~~such as, but not limited to with the exception of Variances, a variance, rezoning, specific plan amendment or general plan amendment;~~
4. County's Airport Land Use Compatibility Plan (ALUCP), when applicable;
5. Mitigation measures of the Final Program Environmental Impact Report (FPEIR) certified for the City's 2014-2021 5th Cycle Housing Element (SCH # 2017041039); and

6. Completion of an operational Traffic Impact Analysis subject to City of Riverside Guidelines
7. ~~Requirements of a Traffic Operations Assessment (TOA) prepared for and reviewed by the City of Riverside Public Works Department. A TOA is required when a development results in any of the following:~~
 - a. ~~Generates 100 or more new peak hour vehicle trips;~~
 - b. ~~Does not conform with the City of Riverside's Access Management Guidelines;~~
 - c. ~~The project site is located within 1,000 feet of a roadway or intersection where three or more reported vehicular accidents have occurred in a 12-month period, or five or more reported vehicular accidents in a 24-month period, and where the installation of traffic controls or improvements could reduce vehicular accidents; or~~
 - d. ~~The closest intersection, if greater than 1,000 feet from the project site, or segment of roadway between the project and the closest intersection, have had three or more reported vehicular accidents in a 12-month period, or five or more reported vehicular accidents in a 24-month period, and where the installation of traffic controls or improvements could reduce vehicular accidents.~~

This administrative design review process ensures compliance with California Housing Element law. The multi-family housing permitted pursuant to RMC Article V - Permitted Use Table - 19.150.020(A) shall be a "permitted use by right", as defined by Government Code Section 65583.

(Ord. 7528 §1(Exh. A), 2020; Ord. 7487 § 18, 11-5-2019; Ord. 7408 §1, 2018; Ord. 7331 §107, 2016; Ord. 6968 §1, 2007)

19.710.030 - Approval required.

- A. Where applicable, no new building, structure or sign or exterior alteration or enlargement of an existing building, structure, sign or new landscaping and irrigation shall be commenced or installed until design review approval has been granted pursuant to this chapter.
- B. The restoration, rehabilitation, alteration, development, construction, demolition, removal or appearance change of any landmark, landmark structure, landmark site or any structure or site within a preservation district requires the granting of a permit by the Cultural Heritage Board or the City Council on appeal (see Title 20).

(Ord. 7331 §107, 2016; Ord. 6968 §1, 2007)

19.710.035 - Review responsibilities of Planning Commission or Development Review Committee and ~~Community & Economic Development Director~~Community & Economic Development Department Director.

- A. The Development Review Committee or Community and Economic Department Director or his/her designee, as applicable, may approve in full or in part, conditionally approve in full or in part, modify or deny:
 1. The plot plan and building elevations for all projects in zones requiring design review approval, that are not subject to separate approval by the Planning Commission.
 2. Sign plans in accordance with Citywide Design and Sign Guidelines.
 3. The landscape and irrigation plans for all projects that are subject to design review approval. An application will not be considered complete unless required Park and Recreation Department fees are included with the submittal.

4. The plot plan, building elevations, landscape plans and irrigation plans for accessory buildings in zones requiring design review and for cargo container accessory buildings in any zone where they are permitted.
- B. The Planning Commission shall approve in full or in part, conditionally approve in full or in part, modify or deny:
1. Plot plan and building elevations for projects related to a planning case subject to their separate approval including conditional use permits, planned residential development permits, and site plan review permits. This does not apply to cases involving only a legislative action, including rezoning or General Plan amendment.
- C. The ~~Community & Economic Development Director~~Community & Economic Development Department Director or Development Review Committee, as applicable, may refer any Design Review application to the Planning Commission.

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

19.710.040 - Design review standards.

- A. In addition to the general purposes set forth in Section 19.710.010 (Purpose), the design review procedures established by this chapter shall be applied according to and in compliance with the following standards, when applicable:
1. Sites shall be graded and developed with due regard for the aesthetic qualities of the natural terrain and landscape, and trees and shrubs shall not be indiscriminately destroyed.
 2. Buildings, structures and signs shall be properly related to their sites and consistent with the character of the neighborhood and surrounding ~~sites, and sites and~~ shall not be detrimental to the orderly and harmonious development of their surroundings and of the City.
 3. Open spaces, parking areas, pedestrian walks, signs, illumination and landscaping (including water efficient irrigation facilities) shall be adequately related to the site and arranged to achieve a safe, efficient and harmonious development.
 4. Sites shall be developed to achieve a harmonious relationship with existing and proposed adjoining developments, avoiding both excessive variety and monotonous repetition, but allowing, when feasible, similarity of style or originality of design.
 5. When feasible, electrical and similar mechanical equipment, and trash and storage areas shall be effectively screened from public view. The use of harmonious or related colors and materials shall be encouraged.
 6. The design review process shall endeavor to eliminate the ugly, the garish, the inharmonious, the monotonous, and the hazardous, and shall endeavor to ensure that proposed improvements will not impair the desirability of investment or occupancy nearby; but originality in site planning, architecture, landscaping and graphic design shall not be suppressed.
 7. Review shall include exterior design, materials, textures, colors, means of illumination, signing, landscaping and irrigation.

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

19.710.050 - Citywide ~~design review g~~Design Guidelines and Sign Guidelines.

All applicable development shall comply with the City ~~Council~~Council-adopted ~~citywide~~Citywide ~~design~~Design ~~guidelines~~Guidelines and Sign Guidelines or successive document.

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

19.710.060 - Drawings to be approved—Alterations to be approved.

- A. No building permit for a new building, structure, or sign, and no building permit for an exterior alteration or enlargement of an existing building, structure, or sign, that is subject to design review as provided in this chapter shall be issued until the drawings required by Section 19.710.065 (Drawings to Be Submitted) have been approved pursuant to this chapter, and no certificate of occupancy shall be issued unless the construction and property comply with said approved drawings. Said buildings, structures, or signs shall be maintained thereafter in substantial conformance with said approved drawings.
- B. If alterations to approved drawings are desired by the applicant, said drawings shall be resubmitted and processed according to the procedures established in this chapter for approval of the original drawings.

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

19.710.065 - Drawings to Be Submitted.

The drawings submitted as part of the design review application shall be provided in accordance with the latest design review submission checklist available at the Planning Division, which is updated from time to time.

Any other drawings or additional information necessary, as determined by the ~~Community & Economic Development Director~~Community & Economic Development Department Director or their designee, to adequately consider the drawings set forth herein above and to determine compliance with the purposes of this chapter shall be provided.

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

19.710.070 - Appeals.

A. Appeals.

1. Appeal of the ~~Community & Economic Development Director~~Community & Economic Development Department Director or Development Review Committee Decision: Any person aggrieved or affected by a decision of the ~~Community & Economic Development Director~~Community & Economic Development Department Director or their designee or the Development Review Committee, as applicable, in granting or denying a design review application may appeal to the Planning Commission at any time within ten calendar days after the date upon which the ~~Community & Economic Development Director~~Community & Economic Development Department Director or their designee or the Development Review Committee, as applicable, makes a decision. An appeal to the Planning Commission shall be taken by filing a letter of appeal, ~~in duplicate~~, and the appropriate fee with the Planning Division. Such letter shall set forth the grounds upon which the appeal is based. Upon such appeal the matter shall be placed on the next available agenda meeting of the Planning Commission. The Planning Commission decision is final unless appealed to the City Council.
2. Appeal of the Planning Commission Decision: - Any person aggrieved or affected by a decision of the Planning Commission in granting or denying a design review application may appeal to the City Council at any time within ten calendar days after the date upon which the Planning Commission makes a decision. An appeal to the Planning Commission shall be taken by filing a letter of appeal, ~~in duplicate~~, and the appropriate fee with the

Planning Division. Such letter shall set forth the grounds upon which the appeal is based. Upon such appeal the matter shall be placed on the next available agenda meeting of the Land Use Committee of the City Council. The Land Use Committee may continue the matter for more information and upon review of that information shall consider the appeal and make a recommendation to the City Council for consideration at the next regularly scheduled City Council meeting. Any items that, because of scheduling irregularities of the Land Use Committee, cannot be heard by the Land Use Committee within 20 business days of the appeal deadline, shall be referred directly to the City Council unless the applicant requests or consents to a continuance to allow Land Use Committee review. The City Council may affirm, reverse or modify the decision of the Land Use Committee or Planning Commission.

(Ord. 7331 §107, 2016; Ord. 6966 §1, 2007)

Chapter 19.800 - GENERAL PLAN TEXT/MAP AMENDMENT

19.800.010 - Purpose.

Government Code Section 65358 authorizes and specifies procedures for amendments and modifications to a City's General Plan. City resolution No. 20561 sets forth procedures for the adoption of policies and procedures for amending the General Plan. Amendments are considered appropriate in response to changing in conditions.

(Ord. 7331 §117, 2016; Ord. 6966 §1, 2007)

19.800.020 - Initiation of amendment.

~~A. General Plan amendment pursuant to Section 19.660.015 A (Initiation of Applications),~~ may be initiated in any one of the following manners:

A. Upon minute action of the City Council.

B. Upon minute action of the Planning Commission.

~~C. By Community & Economic Development Department Director, or his/her designee; or~~

~~G-D.~~ Upon application by a property owner or owners of any parcel subject to the General Plan.

~~D.A. Pursuant to Section 19.660.015 A (Initiation of Applications).~~

(Ord. 7331 §117, 2016; Ord. 6966 §1, 2007)

~~19.800.030 - Frequency of General Plan amendment.~~

~~General Plan amendments, with certain exceptions, are processed quarterly subject to the provisions of Resolution 20561.~~

~~(Ord. 7331 §117, 2016; Ord. 6966 §1, 2007)~~

19.800.040 - Procedures.

A. General process.

1. City-initiated General Plan Text/Map amendments

a. City-initiated General Plan Text/Map amendments shall be processed in accordance with the provisions as set forth in Chapters 19.650 (Approving Authority), 19.660

(General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

b. The Planning Commission shall make a recommendation to the City Council to approve, deny or modify staff's recommendation.

c. If General Plan Text/Map Amendments are referred to the Planning Commission by the City Council, failure of the Planning Commission to report to the City Council within ninety (90) days, or within the time specified by the City Council, shall be deemed to be approval of staff's recommendation.

d. The City Council is the final Approving Authority with a simple majority vote required for approval.

2. Applicant-initiated General Plan Text/Map amendments

a. Applicant initiated General Plan ~~Text/Map~~ amendments ~~applications~~ shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

b. Voting/approval requirement.

(1) Approval of a General Plan Text/Map amendment requires the affirmative vote of at least four Planning Commission members, or a majority, whichever is greater.

(2) The Planning Commission's denial of a General Plan amendment is final unless appealed to the City Council.

(3) If approved by the Planning Commission or appealed to the City Council, the City Council is the final approving authority with a simple majority vote of the City Council is required for approval.

(Ord. 7331 §117, 2016; Ord. 6966 §1, 2007)

Chapter 19.810 - ZONING CODE TEXT/MAP AMENDMENT

19.810.010 - Purpose.

Government Code Section 65853 allows amendments to any provisions of the Zoning Code. Whenever the public necessity, convenience, general welfare or good zoning practice requires, the City Council may, amend, supplement or change the regulations, zone boundaries or zoning classifications of property established by the Zoning Code.

(Ord. 7331 §118, 2016; Ord. 6966 §1, 2007)

19.810.020 - Initiation of ~~Map/Text~~Text/Map amendment.

Amendments to the provisions of the Zoning Code, Pursuant to Section 19.660.015.A (Initiation of Applications), may be initiated in any one of the following manners:

A. Upon minute action of the City Council;

B. Upon minute action of the Planning Commission;

C. By the Community & Economic Development Department Director, or his/her designee; or

~~C.D.~~ Upon application by a property owner or owners of any parcel subject to requirements of the Zoning Code.

~~D. The Community & Economic Development Director~~Community & Economic Development Department Director or his/her designee may initiate an amendment to the text of the Zoning Code.

~~E.A. Pursuant to Section 19.660.015 A (Initiation of Applications)~~

(Ord. 7331 §118, 2016; Ord. 7235 §21, 2013; Ord. 7091 §15, 2010; Ord. 6966 §1, 2007)

19.810.030 - Procedures.

A. General process.

1. City-initiated Zoning Code Text/Map amendments

a. City-initiated Zoning Code Text/Map amendments shall be processed in accordance with the provisions as set forth in Chapters 19.650 (Approving Authority), 19.650 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

b. The Planning Commission shall make a recommendation to the City Council that they approve, deny or modify staff's recommendation.

c. If Zoning Code Text/Map Amendments are referred to the Planning Commission by the City Council, failure of the Planning Commission to report to the City Council within ninety (90) days, or within the time specified by the City Council, shall be deemed to be approval of the proposed modification.

d. The City Council is the final approving authority with a simple majority vote required for approval.

2. Applicant-initiated Zoning Code Text/Map amendments

a. Applicant-initiated Zoning Code text/map amendments ~~applications~~ shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

b. Voting/approval requirement.

(1) Approval of a Zoning Code amendment requires the affirmative vote of at least four Planning Commission members, or a majority, whichever is greater.

(2) The Planning Commission's denial of a Zoning Code amendment is final unless appealed to the City Council.

~~(3)~~ **(3) If approved by the Planning Commission, or appealed to the City Council, the City Council is the final approving authority with a simple majority vote ~~of the City Council~~ is required for approval.**

~~2-3~~ **2-3 Notwithstanding the above, application and removal of the CR (Cultural Resources) Overlay Zone shall be approved directly by the City Council.**

B. Notice. The Planning Commission shall hold a public hearing on any proposed rezone or amendment to the Zoning Code. Notice of the hearing shall be given pursuant to Section 19.670.040 A (Notice of Hearing for Legislative Actions) and if the proposed rezone or

amendment to the Zoning Code affects the permitted uses of real property, notice shall also be given pursuant to Section 19.670.040 B (Notice of Hearing for Legislative Actions).

C. Adoption.

1. Zoning Code ~~text~~Text/Map-Map amendments shall be adopted by ordinance of the City Council that constitutes final action.

1.2. Ordinances to amend the Zoning Code ~~text~~Text/Map-Map are subject to referendum and, therefore, become effective 30 days after their adoption.

(Ord. 7331 §118, 2016; Ord. 7091 §§16, 17, 2010; Ord. 6966 §1, 2007)

19.810.040 - Required findings for Zoning Code amendment.

In acting to approve any amendment to the Zoning Code text or map, the City Council shall be required to make the following findings:

- A. That the proposed Zoning Code text or map amendment is generally consistent with the goals, policies, and objectives of the General Plan;
- B. That the proposed Zoning Code text or map amendment will not adversely affect surrounding properties; and
- C. That the proposed Zoning Code text or map amendment promotes public health, safety, and general welfare and serves the goals and purposes of the Zoning Code.

(Ord. 7331 §118, 2016; Ord. 7091 §18, 2010; Ord. 6966 §1, 2007)

Chapter 19.820 - SPECIFIC PLAN/SPECIFIC PLAN TEXT/MAP AMENDMENTS

19.820.010 - Purpose.

As set forth in Government Code Sections 65450 through 65457, the Specific Plan provides a means to establish more specific land use regulations and design standards for properties requiring special attention and treatment. A Specific Plan serves as a policy and regulatory document, with policy direction and project development concepts consistent with the General Plan. The Specific Plan (SP) Overlay Zone (see Chapter 19.220) allows provisions of a Specific Plan to be applied as Zoning regulations.

(Ord. 7331 §119, 2016; Ord. 6966 §1, 2007)

~~**19.820.020 - Procedure.**~~

~~A. General process. Specific Plan and Specific Plan amendment applications shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notice and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.~~

~~(Ord. 7331 §119, 2016; Ord. 6966 §1, 2007)~~

19.820.030 - Specific Plan initiation.

A Specific Plan and/or Text/Map amendment, pursuant to Section 19.660.015.A (Initiation of Applications), may, may be initiated in any one of the following manners:

- A. Upon minute motion of the City Council.

B. Upon minute motion of the Planning Commission.

C. By the Community & Economic Development Department Director, or his/her designee; or

G-D. Upon application by a property owner or owners of any parcel subject to requirements of the Zoning Code.

D. The Community & Economic Development Director/Community & Economic Development Department Director or his/her designee may initiate an amendment to the Specific Plan.

E.A. Pursuant to Section 19.660.015.A (Initiation of Applications).

(Ord. 7331 §119, 2016; Ord. 7235 §22, 2013; Ord. 6966 §1, 2007)

19.820.020 - Procedures.

A. General process.

1. City Initiated Specific Plan/Specific Plan Text/Map Amendments

a. City Initiated Specific Plan/Specific Plan Text/Map amendments shall be processed in accordance with the provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

b. The Planning Commission shall make a recommendation to the City Council that they approve, deny or modify staff's recommendation.

c. If a Specific Plan/Specific Plan Text/Map Amendment is referred to the Planning Commission by the City Council, failure of the Planning Commission to report to the City Council within ninety (90) days, or within the time specified by the City Council, shall be deemed to be approval of the proposed modification.

d. The City Council is the final approving authority with a simple majority vote required for approval.

2. Applicant initiated Specific Plan/Specific Plan Text/Map Amendments

a. Applicant initiated Specific Plan/Specific Plan Text/Map amendments shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

b. Voting/approval requirement.

(1) Approval of a Specific Plan/Specific Plan Text/Map amendment requires the affirmative vote of at least four Planning Commission members, or a majority, whichever is greater.

(2) The Planning Commission's denial of a Specific Plan/Specific Plan Text/Map amendment is final unless appealed to the City Council.

(3) If approved by the Planning Commission, or appealed to the City Council, the City Council is the final approving authority with a simple majority vote required for approval.

(Ord. 7331 §119, 2016; Ord. 6966 §1, 2007)

19.820.040 - Specific Plan requirements.

A. Relationship to other adopted regulations.

1. Specific Plans may either supplement or supersede all land use regulations applicable to the subject property, including all previously adopted ordinances, standards, and guidelines.

1.2. In the event an inconsistency or conflict exists between standards adopted within a Specific Plan and comparable provisions of this ~~title~~ Title, the Specific Plan shall prevail through application of the Specific Plan (SP) Overlay Zone.

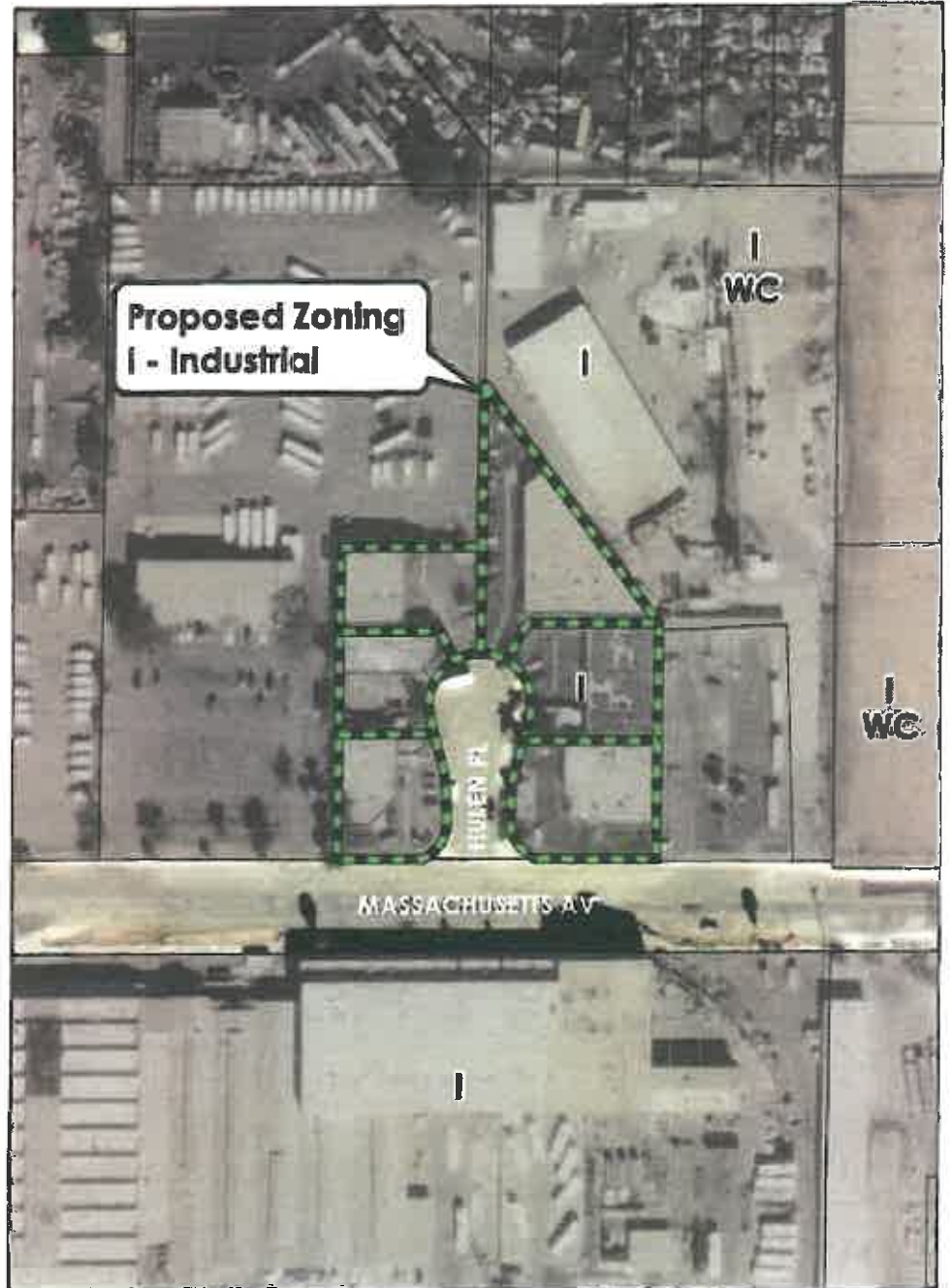
- a. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.
- b. The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste, disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- c. Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable.
- d. A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the provisions of the preceding three paragraphs ~~(§ 65451(a))~~.
- e. Any other subjects that, in the judgment of the planning agency, are necessary or desirable for the general plan implementation ~~(§65452)~~.

(Ord. 7331 §119, 2016; Ord. 6966 §1, 2007)

EXISTING GENERAL PLAN



PROPOSED GENERAL PLAN



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 4, 2021

Ms. Kathleen Mitchell, Project Planner
Riverside County Planning Division
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Russell Betts
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
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Riverside

Steve Manos
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Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-6132

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

File No.: ZAP1453MA21
Related File No.: CZ2000026 (Change of Zone)
APN: 345-040-001
Airport Zone: Compatibility Zone E

Dear Ms. Mitchell:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed County of Riverside Case No. CZ2000026 (Change of Zone), a proposal to change the zoning of 14.6 acres located on the southwest corner of Eucalyptus Avenue and Spring Street, from Rural Residential (R-R) to Light Agriculture (A-1).

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity and residential density are not restricted.

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 (“March ALUCP”).

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this change of zone. Both the existing and proposed zoning are consistent, as the site is located within Airport Compatibility Zone E, where residential density and non-residential intensity are not restricted.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

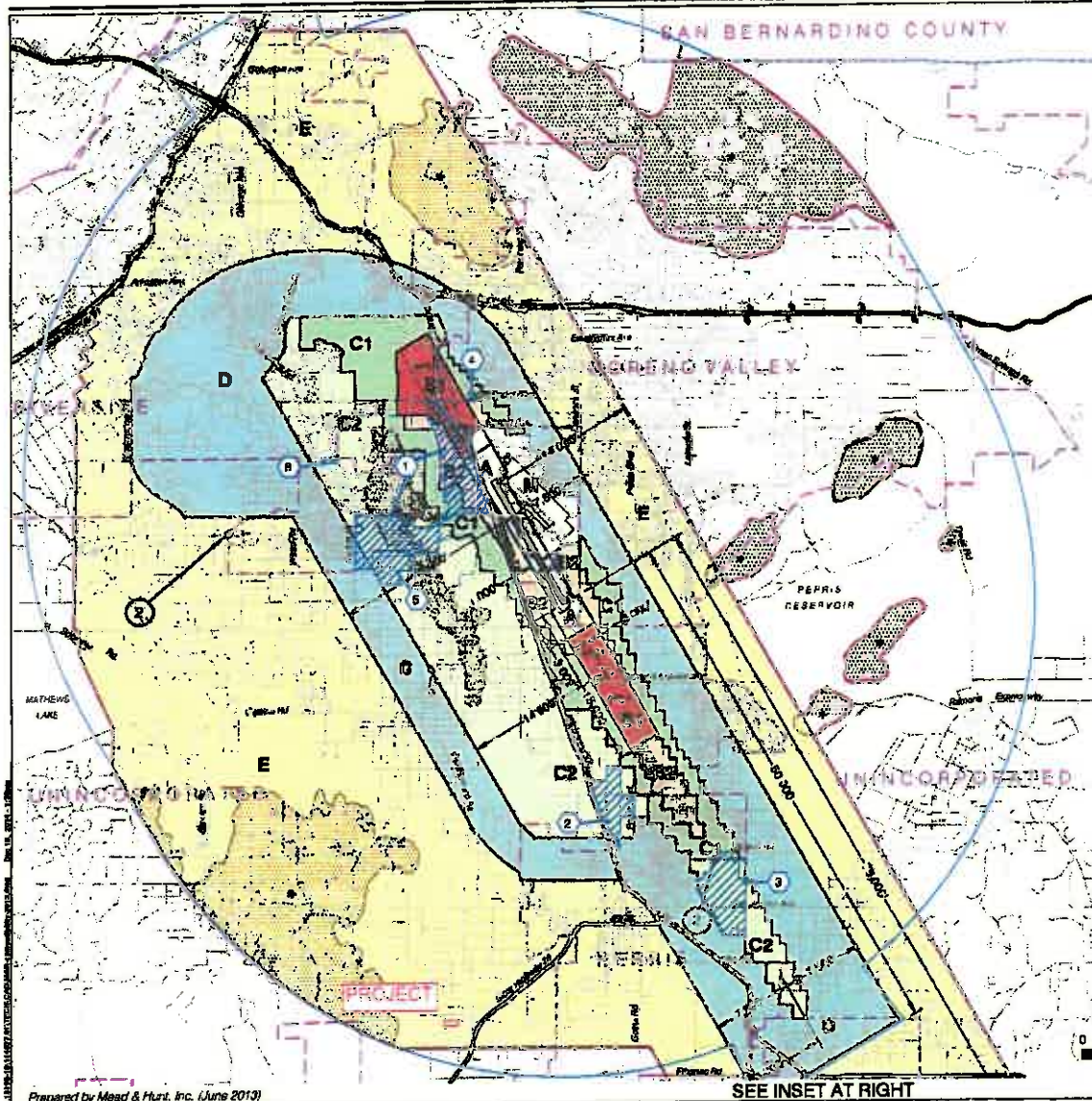
Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

www.rca.uc.org

AIRPORT LAND USE COMMISSION

**cc: Sloan 63 Investments (applicant/property owner)
Aaron Cooke (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File**

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LEGEND

Compatibility Zones

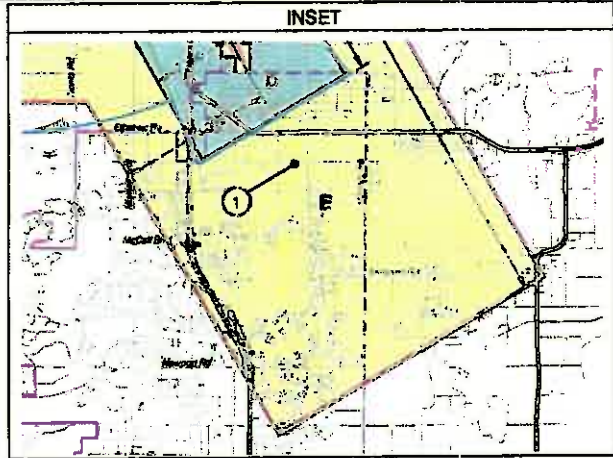
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

- ① March JPA: March Business Center/Mendar
- 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

SEE INSET AT RIGHT

Map My County Map

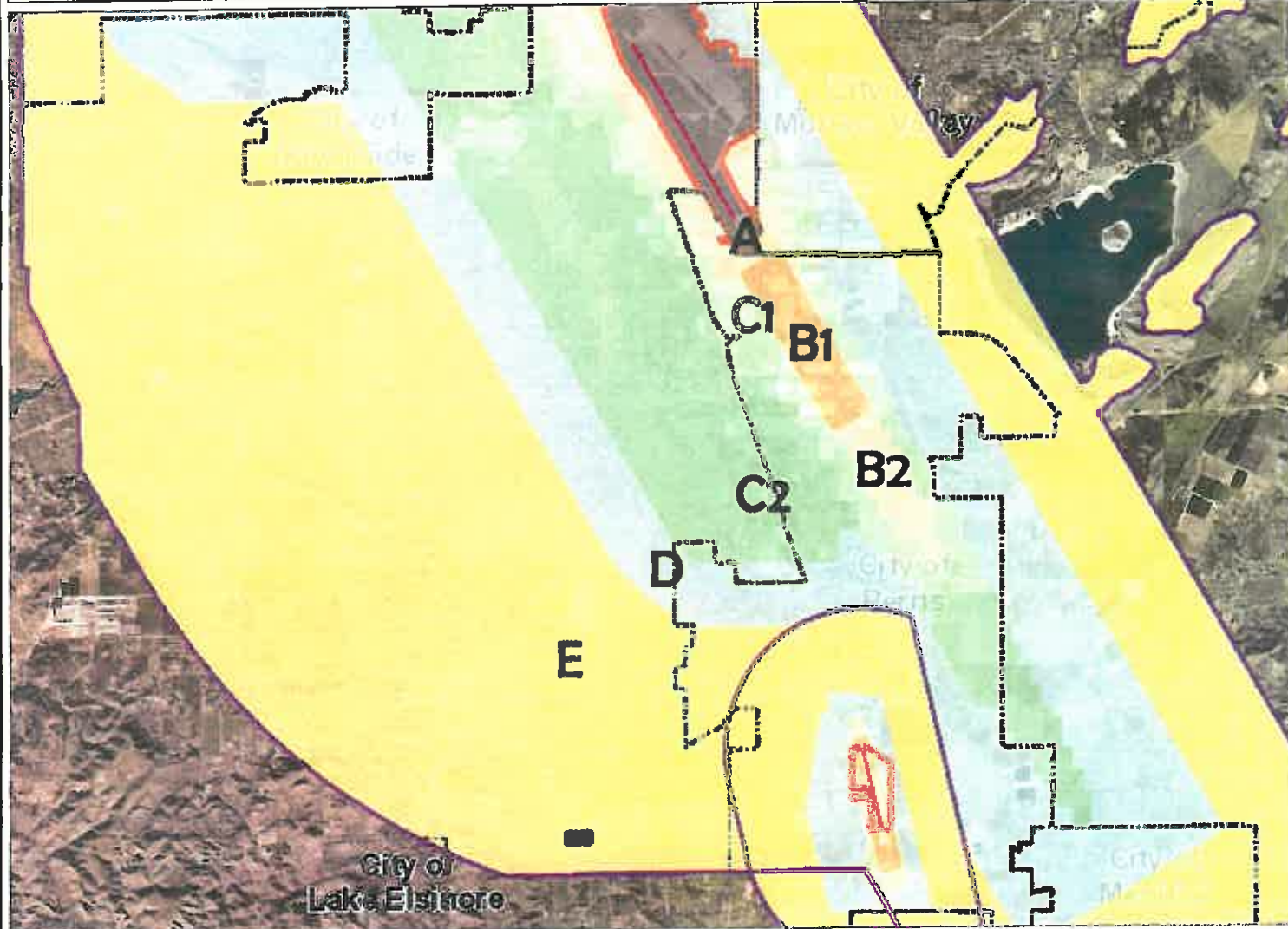
Los Angeles



San Diego

Tijuana

Mexicali



Legend

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



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

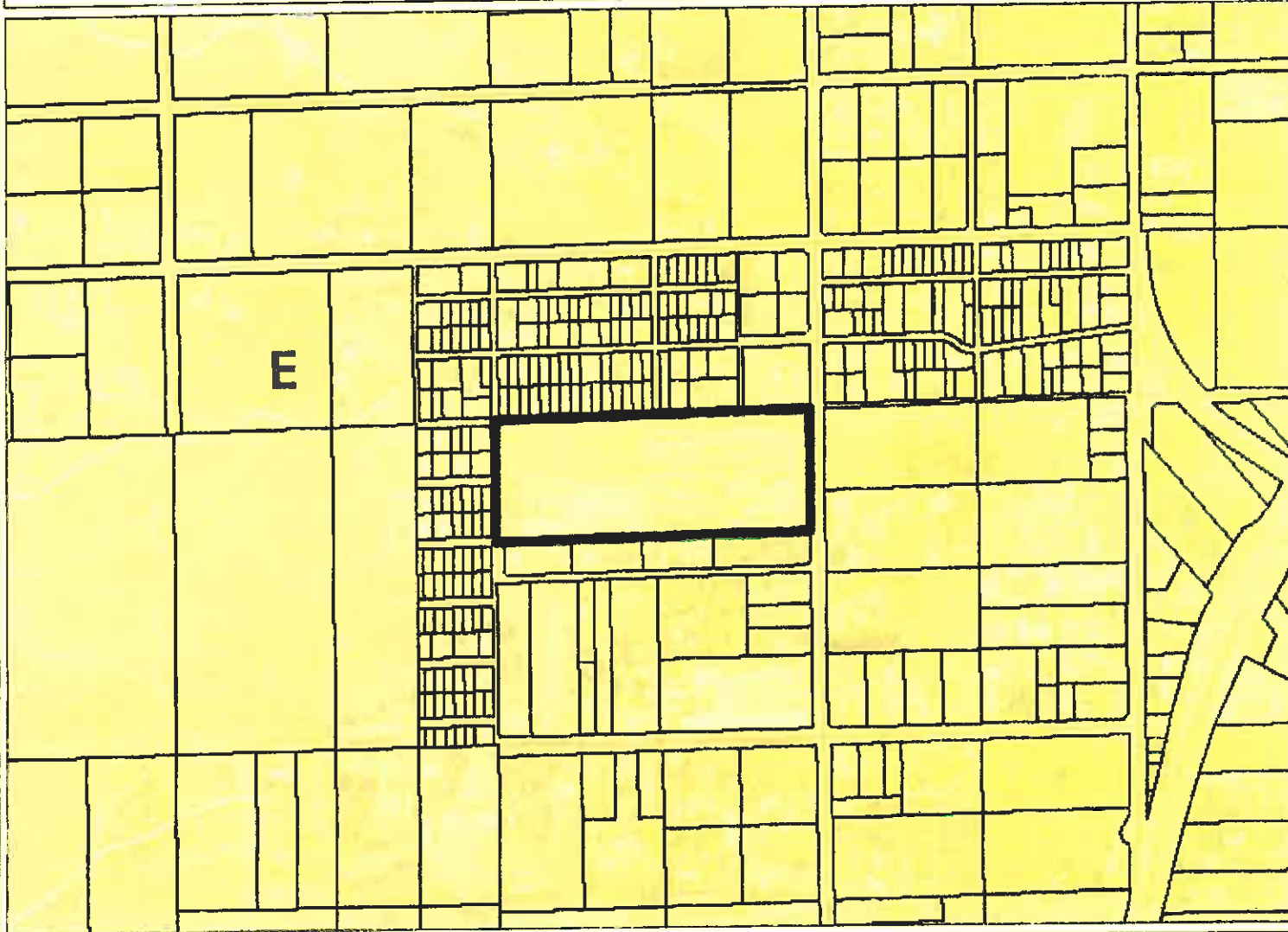
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Notes

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-FXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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Notes

Map My County Map



Legend

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



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Notes

RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ2000026

Date Drawn: 03/04/2021

Supervisor: Jeffries

District 1

PROPOSED ZONING

Exhibit 3



Zoning Area: Good Hope

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://www.countyofriverside.org>

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 11, 2021

Mr. Jeffrey Smith, Principal Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside CA 92518

CHAIR
Russell Boffa
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steve Manos
Lake Elsinore

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Houseman

Paul Ruff
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-6132

www.mrcaluc.org

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

File No.: ZAP1455MA21
Related File No.: PPA20-02, A1 (Plot Plan Amendment #1)
APN: 264-150-009, 294-170-005, 295-300-008, 294-140-013, 294-180-038
Airport Zone: Compatibility Zone B2

Dear Mr. Smith:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2020-02, as ALUC Director, I have reviewed March Joint Powers Authority Case No. PPA20-02, A1 (Plot Plan Amendment #1), a proposal to revise the original case Plot Plan (PP20-02) which included the construction of a 2,022,364 square foot industrial warehouse building (with a maximum building height of 54 feet) with mezzanines on 142.5 acres, located easterly of Interstate 215, southerly of March Air Reserve Base Museum and easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of March Air Reserve Base.

The proposed revisions include:

- a reduction in the single building square footage area from 2,022,364 square feet to 1,866,948 square feet, which will now include 1,807,011 square feet of ground floor warehouse uses, 44,887 square feet of ground floor office uses, and 15,050 square feet of office mezzanine area,
- a reduction in (car) parking spaces from 2,551 spaces to 2,220 spaces,
- an increase in truck trailer spaces from 428 spaces to 1,000 spaces, and
- the inclusion of a pedestrian bridge.

The proposed changes does not impact the analysis that was used in the Commission's determination of consistency for the original project ZAP1405MA20.

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 March Joint Powers Authority applies the following recommended conditions (taken from ZAP1405MA20):

CONDITIONS:

AIRPORT LAND USE COMMISSION

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building.
5. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the

AIRPORT LAND USE COMMISSION

“AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at WWW.RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

- 6. March Air Reserve Base (MARB) personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.**
- 7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.**
- 8. This project has been evaluated for 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area. Any proposals for manufacturing uses, showrooms, retail trade, and/or employee support uses such as cafeterias, training facilities, exercise rooms, or conference rooms, or any changes to the interior floor layout plan shall require subsequent review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.**
- 9. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.**
- 10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.**
- 11. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include that the U.S. Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations and personnel in its sole discretion.**
- 12. The project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.**
- 13. Any roof-top equipment or change in height that exceeds a total height of 54 feet will require Form 7460-1 submittal, review, and issuance of a “Determination of No Hazard to Air Navigation” by the Federal Aviation Administration Obstruction Evaluation Service.**
- 14. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2020-AWP-644 through 2020-AWP-649-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation**

AIRPORT LAND USE COMMISSION

safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

15. The proposed building shall not exceed a height of 54 feet above ground level and a maximum elevation at top point of 1,578 feet above mean sea level.
16. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
17. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 54 feet in height and a maximum elevation of 1,578 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
18. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.
19. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation or interfering with March Air Reserve Base air training operations, 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. 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.

The following condition was added at the September 10, 2020 ALUC hearing.

20. The applicant shall comply with all conditions stipulated in the Air Force letter dated September 9, 2020, to the satisfaction of the Air Force and March Joint Powers Authority. These Air Force conditions are as follows:

Prior to issuance of any grading permit to be issued by the March Joint Powers Authority (MJPA) for the project site, evidence of the following shall be provided to the Executive Director of MJPA:

AIRPORT LAND USE COMMISSION

- 1) That Hillwood Development, March Air Reserve Base (MARB), Riverside County Flood Control and Water Conservation District (RCFCD) and MJPA have signed an agreement, providing for the schedule and cost of the lateral B project.
- 2) Design and construction plans and specifications of the grading work and the temporary drainage design, to include the Storm Water Pollution and Prevention Plan filed with the State of California as required by the State Water Board, to be provided to the March Air Reserve Base Civil Engineer for review and comment to the extent that such matters impact the interim outfall structure. No grading may allow storm water of any rainfall frequency to reach March ARB before completion of the Stage 2 (Segment 3) drainage and any interim outfall structure.
- 3) Any and all damages to March ARB real property or water quality adverse effects, including higher turbidity added to March ARB runoff, must be immediately corrected.
- 4) Plans and designs for the Construction of the Perris Valley Lateral B, Stage 2 (Segment 3), as well as, any interim outfall structure into March ARB, any replacement perimeter fence and any perimeter road in the alignment of the interim outfall structure, shall be approved by the March ARB Civil Engineer. Grading shall be constructed in anticipation of that work.
- 5) Gift letter describing any and all work to be accomplished on March ARB to include: The proposed temporary drainage outfall, Replacement perimeter fence along the property boundary of the development with March ARB and Replacement perimeter road at the outfall crossing. Such letter shall indicate that it is the intent of the Developer to provide these real property improvements as a gift to the U.S. Government. Approval of the gift by the Air Force is required prior to grading.
- 6) All documents required of March Air Base needed to secure an easement, or other real estate instrument, from the Secretary of the Air Force for construction of the temporary outfall.
- 7) All work and documents, to include any contracts, needed to conduct the NEPA activities required of March ARB. This includes the following:
 - a. Completion of the environmental analysis or studies of the effects of the project to include the interim outfall structure in accordance with the National Environmental Protection Act (NEPA) and 32 CFR 989.
 - b. Signed decision document in accordance with NEPA for the project to include the interim outfall structure.
 - c. Only work and grading that is clearly separable from the construction of the interim outfall structure and which is not on March ARB real property, may be approved to proceed prior to a NEPA decision. The Developer will communicate to March ARB what work and grading it believes is clearly separable from the construction of the interim outfall structure. March ARB, in its sole discretion, will determine whether any work and grading is clearly separable from the construction of the interim outfall structure with regard to a NEPA decision.
- 8) Approval of all real property instruments required with private property owners, MJPA, and MARB, including compliance with NEPA, if required. Signed easement for construction of the interim outfall structure, fence and perimeter road. Approval of all designs, plans and specifications for all work on the drainage of the property.
- 9) Requirement to construct Lateral B, Stage 2 (Segment 3) channel prior to

AIRPORT LAND USE COMMISSION

issuance of a building permit.

- 10) Request for FAA waiver for construction of the interim outfall structure, fence and perimeter road on the Airfield.
- 11) March ARB form 103 Dig/Work Permit to construct any improvement on March ARB.
 - a. After receiving all above approvals.

Other Conditions of Approval Prior to the issuance of a Certificate of Occupancy:

- 1) Complete Lateral B Stage 2 (Segment 3) to include interim outfall structure construction.
- 2) Complete all fence and road improvements required to install the interim outfall structure.
- 3) Provide As-built documents for all drainage improvements fence and perimeter road construction to March ARB.
- 4) Intentionally omitted (embodied in ALUC occupancy requirements).
- 5) Intentionally omitted (embodied in ALUC occupancy requirements).
- 6) Provide March Air Reserve Base Standard Fencing along all Air Force property lines abutting the project to include a 7-foot-tall chain link fence with a concrete strip along the bottom and with 3 outriggers facing back toward the project site and mounting video cameras for use by March ARB security forces to monitor the perimeter of the base.
- 7) Provide a photometric plan to the Base for review. The photometric plan must demonstrate that there is adequate lighting (3 foot-candles of illumination) on the building and parking areas to light up all areas between the MARB fence line and the rear of the building and still meet all upward lighting and reflective lighting restrictions.
- 8) Demonstrate to the Base Security that an adequate security camera system has been put in place on the fence that captures all areas in the rear of the project site between the fence line and the building.
- 9) The Base must be notified of any land use having electromagnetic radiation component to assess whether a potential conflict with the Air Base radio communications could result. Any conflicts must be removed. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- 10) Solar panels are prohibited. The applicant/developer shall prepare a glint/glare study that analyzes building and cumulative glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base for approval. Any adverse impacts must be mitigated.
- 11) Comply with ALUC requirements regarding Hazardous Material storage.
- 12) Any stormwater retaining basin shall be covered to help prevent Bird Air Strike Hazards.

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

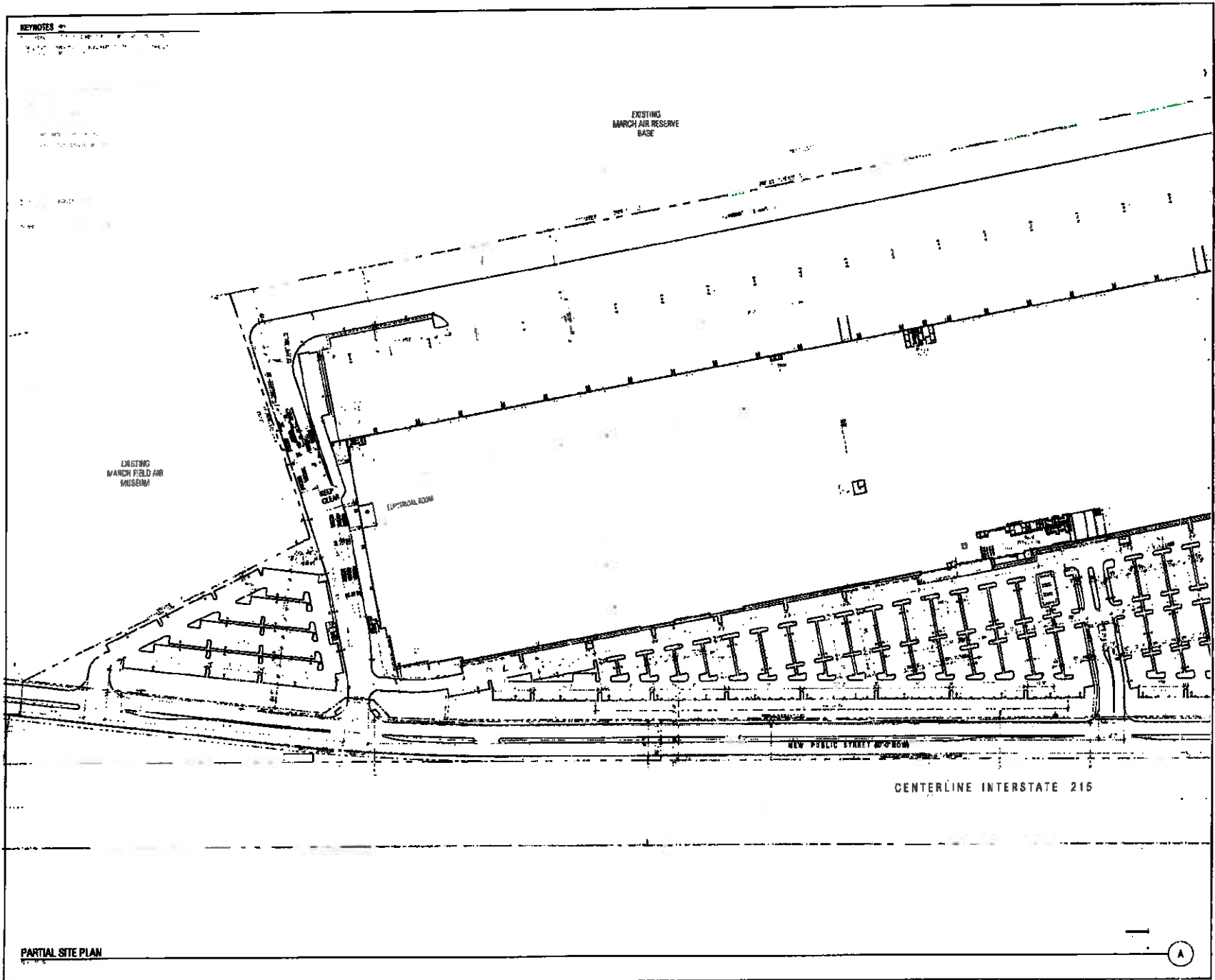


Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

Attachments: Notice of Airport in Vicinity

**cc: Riverside Inland Development, LLC/Hillwood (applicant/representative)
March Joint Powers Authority (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File**

Y:\AIRPORT CASE FILES\March\ZAP1455MA21\ZAP1455MA21.LTR.doc



KEYNOTES

RG&A
 a harsco company
 1000 North Main Street
 Suite 200
 Orange, CA 92668
 (714) 952-2200
 (714) 952-2201

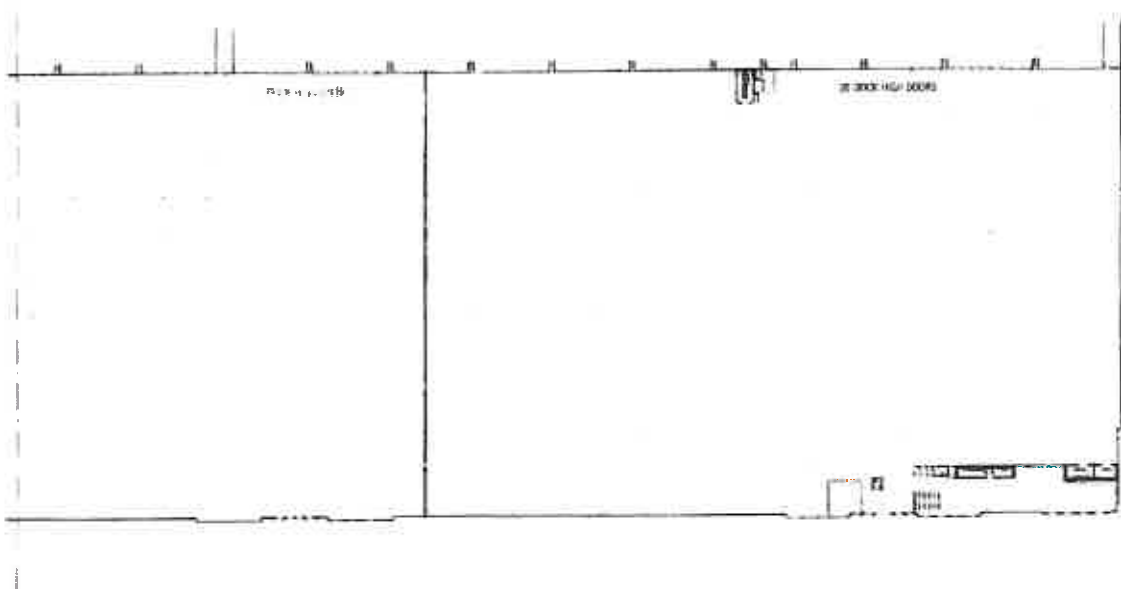
**VETERANS INDUSTRIAL
 PARK 215**
 MIPA,
 COUNTY OF RIVERSIDE, CA

HILLWOOD
 a harsco company
 RIVERSIDE HILLWOOD
 DEVELOPMENT, LLC
 56150 PIEDMONT, SUITE 110
 CHINO, CA 91710
 (951) 382-7222 PH
 (951) 382-7273 FAX

NO.	DATE	DESCRIPTION
1	11/17/09	ISSUED FOR PERMITS
2	01/14/10	ISSUED FOR PERMITS
3	04/14/10	ISSUED FOR PERMITS
4	07/14/10	ISSUED FOR PERMITS
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124	07/14/30	ISSUED FOR PERMITS
125	09/14/30	ISSUED FOR PERMITS
126	11/14/30	ISSUED FOR PERMITS
127	01/14/31	ISSUED FOR PERMITS
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130	07/14/31	ISSUED FOR PERMITS
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148	07/14/34	ISSUED FOR PERMITS
149	09/14/34	ISSUED FOR PERMITS
150	11/14/34	ISSUED FOR PERMITS

PARTIAL SITE PLAN

(A)



VETERAN'S MEMORIAL
OFFICE
MASS.
COUNTY OF RIVERSIDE, MA



HILLMOOD ARCHITECTS
ARCHITECTS AND
INTERIORS
1000 STATE STREET
SUITE 200
BOSTON, MA 02116

DATE: 11/11/88

PROJECT NO. 88-0430

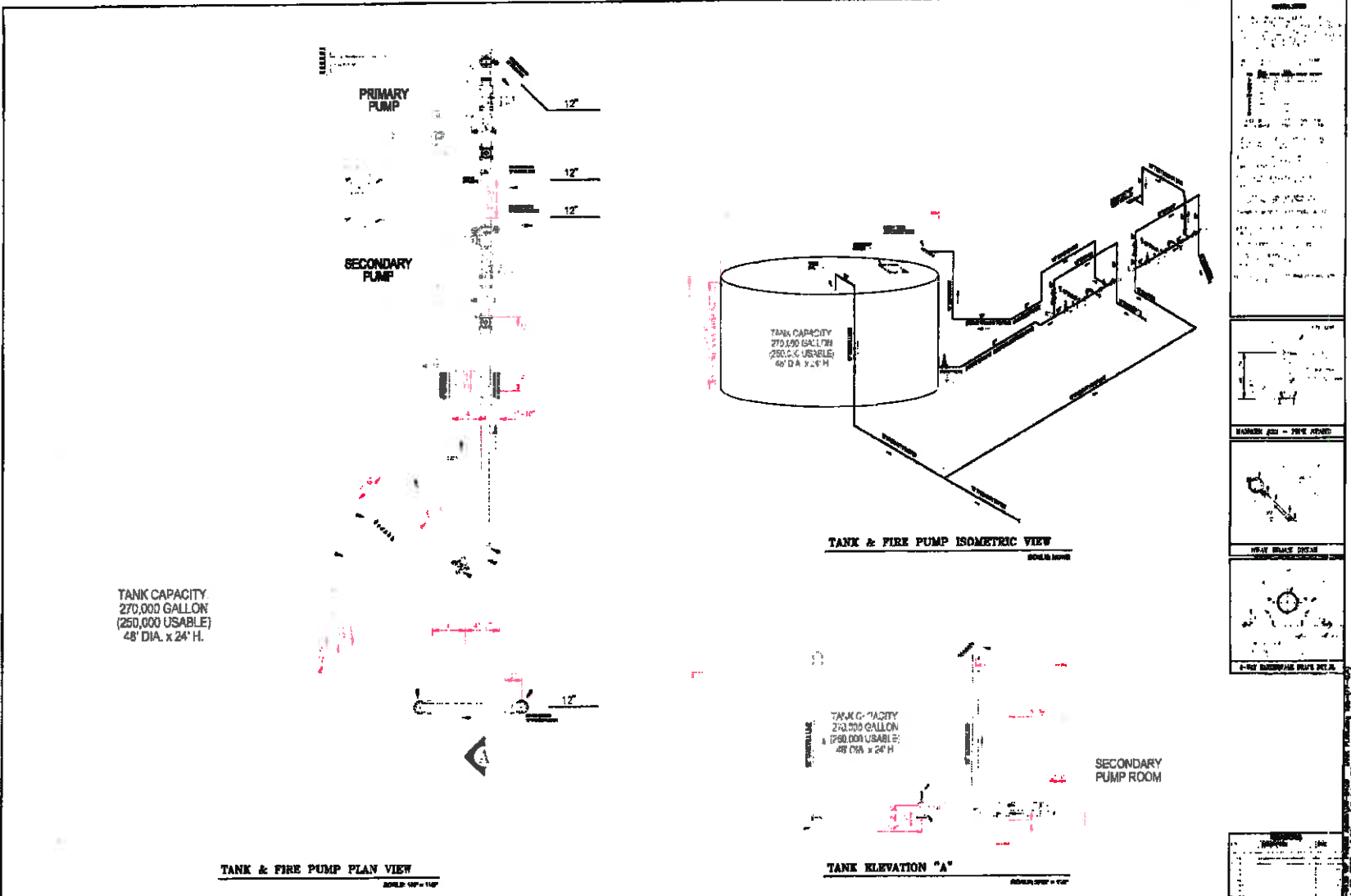
DESCRIPTION: FIRE PUMP TANK

VETERANS INDUSTRIAL
 PARK 215
 MIRA, COUNTY OF RIVERSIDE, CA

HILLWOOD
 A HILL GROUP COMPANY
 RIVERSIDE ISLAND
 DEVELOPMENT, L.L.C.
 284 MARLBOROUGH, SUITE 115
 OROVILLE, CA 95964
 (916) 837-4800
 (916) 837-4801 FAX

NO.	DATE	DESCRIPTION
1	11/11/88	ISSUED FOR PERMITS
2	11/11/88	ISSUED FOR CONSTRUCTION
3	11/11/88	ISSUED FOR RECORD
4	11/11/88	ISSUED FOR RECORD
5	11/11/88	ISSUED FOR RECORD
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18	11/11/88	ISSUED FOR RECORD
19	11/11/88	ISSUED FOR RECORD
20	11/11/88	ISSUED FOR RECORD

PROJECT NO. 88-0430
 SHEET NO. FP-04



NO.	DATE	DESCRIPTION
1	11/11/88	ISSUED FOR PERMITS
2	11/11/88	ISSUED FOR CONSTRUCTION
3	11/11/88	ISSUED FOR RECORD
4	11/11/88	ISSUED FOR RECORD
5	11/11/88	ISSUED FOR RECORD
6	11/11/88	ISSUED FOR RECORD
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20	11/11/88	ISSUED FOR RECORD

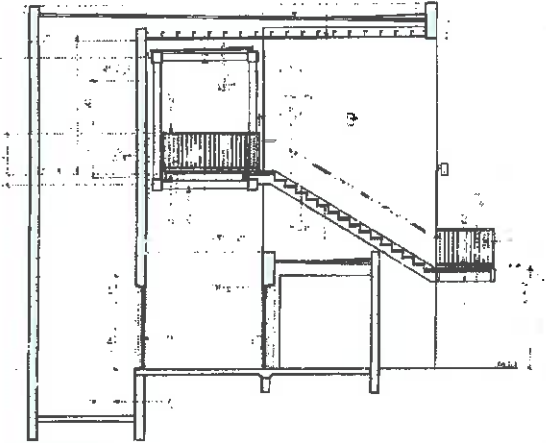
J.M. GARDEN SPRINKLER CO., INC.
 LICENSED FIRE PROTECTION CONTRACTOR
 200 S. 10th Street, Los Angeles, California 90015
 TEL: (213) 226-2200 FAX: (213) 226-3771

DESIGN, DRAWING, CHECK & SEAL
 DATE: 11/2/88
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]



PROJECT APOLLO
 PANDORA AVE. & WESTERN WAY
 TANK PLAN

DW-0430
 FP-04



BRIDGE SECTION

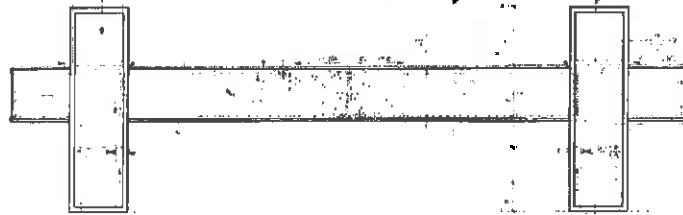
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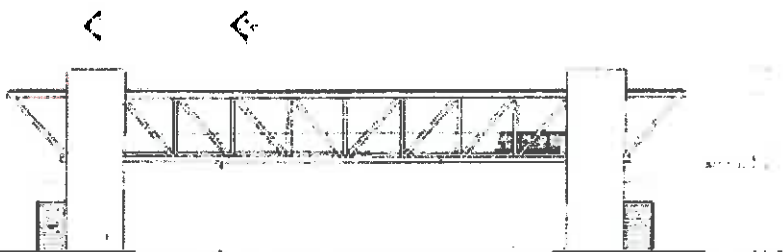
LOWER LEVEL ROOF PLAN



UPPER ROOF PLAN



EAST ELEVATION



RG&A

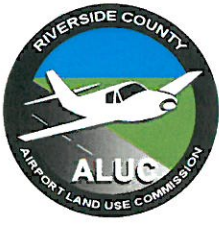
REGISTERED ARCHITECTS
 1000 WEST 10TH AVENUE
 SUITE 100
 DENVER, CO 80202

VETERANS NATIONAL PARK #11

MUNICIPALITY OF RIVERSIDE, CA

HILLWOOD
 A HOK COMPANY

RIVERSIDE INLAND DEVELOPMENT, LLC
 30100 FERNWOOD BLVD STE 100
 RIVERSIDE, CA 92504
 951-382-4800 FAX
 951-382-4801



AIRPORT LAND USE COMMISSION MEETING
MINUTES
MARCH 11, 2021

DRAFT

3-18-21

COMMISSIONERS PRESENT LIVE: Russell Betts, Richard Stewart, Steven Stewart

COMMISSIONERS PRESENT REMOTELY: Steve Manos, John Lyon, Gary Youmans

COMMISSIONERS ABSENT: Arthur Butler

2.0 PUBLIC HEARING: CONTINUED ITEMS

NONE

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
Motion: Steve Manos
Second: Steven Stewart
ZAP1105FV20 – Forza One Volleyball, Ardian Marina (Representative: Matthew Fagan Consulting Services, Inc.) – County of Riverside Case No. PP26309S01 (Plot Plan Substantial Conformance). A proposal to establish a 23,467 square foot indoor volleyball practice facility within an existing 46,934 square foot commercial building on 2.47 acres, located at 36580 Penfield Lane, southerly of Benton Road, westerly of Leon Road, and easterly of Temeku Street (Airport Compatibility Zone C of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

3.2 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
Motion: Richard Stewart
Second: Steven Stewart
ZAP1107FV21 – Rancho Springs Medical Center/Universal Health Services (Representative: Jeff Wright, Heliplanners, Inc.) – City of Murrieta Case No. RP2020-2200 (Revised Permit). A proposal to construct a 2,025 square foot 10 foot elevated metal helicopter landing pad (replacing the existing Emergency Medical Service [EMS] helicopter landing site) within the surface parking area of the existing Rancho Springs Medical Center at 25500 Medical Center Drive, located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Usage is only for emergency medical services as defined in State law, including patient travel to higher level or specialized facilities (A previous proposal to formally recognize the use of a grassy area at the Rancho Springs Medical Center campus as an EMS helicopter landing site had been found consistent by the ALUC) (Not in an Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MARCH 11, 2021**

- 3.3 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT**
(Vote 6-0; Absent: Butler)

Motion: Steven Stewart
Second: Richard Stewart
- ZAP1447MA21 – Rados Properties-California Land LLC, (Representative: Albert. A Webb and Associates, Kristin Lemus) – City of Moreno Valley Case Nos. PEN19-0173 (General Plan Amendment), PEN21-0020 (Specific Plan Amendment), PEN19-0172 (Change of Zone), PEN19-0170 (Plot Plan), PEN19-0171 (Plot Plan), a proposal to construct two warehouse buildings totaling 873,967 square feet on 46.02 acres located on the southeast corner of Heacock Street and Gentian Avenue. The applicant also proposes amending a 37.2 acre portion of the site’s General Plan land use designation from Residential (R5) to Business Park (BP) and the remaining 8.8 acre portion from Industrial/Business Park (I/BI) to Business Park (BP). Also proposed is a change to the current zoning of a 34.9 acre portion of the site from Residential (R5) to Light Industrial (LI) and the remaining 8.6 acre portion from Specific Plan 208 (SP) to Light Industrial (LI), as well as a Specific Plan Amendment to remove approximately 8.8 acres of the site from the Moreno Valley Industrial Area Specific Plan 208. (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.4 Staff report recommended: **CONTINUE to 4-8-21**
Staff recommended at hearing: **CONTINUE to 4-8-21**
ALUC Commission Action: **CONTINUE to 4-8-21**
(Vote 6-0; Absent: Butler)

Motion: Richard Stewart
Second: Steven Stewart
- ZAP1444MA20 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: Glassman Planning Associates, MG2, and MIG, Inc.) – March Joint Powers Authority Case No. PP14-02 (Plot Plan/Determination of Substantial Conformance No. 2). The applicant proposes to revise the occupancy use and floor plan of an existing (but vacant) 709,083 square foot high-cube industrial warehouse building to allow for a Delivery Parcel Hub facility on 39.42 acres, located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue. There is no increase to the building’s footprint. The building, as amended, would provide for 258,000 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, 126 loading/queuing van spaces, and 70 indoor van parking spaces. The original shell building project (ZAP1107MA14), which proposed 694,083 square feet of high-cube logistics warehouse, 12,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine, was found consistent by ALUC in 2015. A subsequent revision to the high-cube warehouse building (ZAP1394MA19) was proposed to provide an additional 10,000 square feet of office area (by reducing warehouse area by the same square footage) was also found consistent by ALUC in 2020 (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MARCH 11, 2021**

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

None

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals – Information only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, ALUC Director informed the Commission that the contract with the consultant to run the actual study has been signed and is being submitted to the Board of Supervisors for their approval. We anticipate a meeting of the policy committee and working group within the next 30 days as soon as the contract is fully on board.

5.3 Commissioner's Reappointments and Officer Selections for April Meeting.

Simon Housman, ALUC Director announced that Commissioners Richard Stewart and Steven Stewart have been reappointed to the ALUC. Elections for Chair and Vice Chair will be scheduled at our next meeting in April 8.

6.0 APPROVAL OF MINUTES

Steven Stewart motioned to approve the February 11, 2021 minutes. Seconded by Gary Youmans. (Vote 6-0; Absent: Butler)

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

Simon Housman, ALUC Director informed the Commission that Riverside County Board of Supervisors approved the restructuring of ALUC staff. Mr. Housman will now take on the task of being Project Manager for the March Air Reserve Base Compatible Use Study (CUS). Paul Rull, Principal Planner will be taking over as the Director of the ALUC and guiding our Commission into the future. Mr. Housman will continue to work with staff and the Commission on the March CUS. Congratulations from the Commission was expressed to Mr. Rull.

8.0 COMMISSIONER'S COMMENTS

None

9.0 ADJOURNMENT

Russell Betts, Chair adjourned the meeting at 10:59 a.m.

Y:\ALUC COMMISSION - PUBLIC HEARING\ALUC Minutes\2021 Minutes\Minutes 3-11-21.doc

VIDEO:

3

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