

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administrative Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside, California

Thursday 9:30 A.M., June 13, 2019

CHAIR

Steve Manos
Lake Elsinore

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

Live Streaming of the meeting will be available during the meeting on our website at www.rcaluc.org.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rivco.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW ITEMS

MARCH AIR RESERVE BASE

- 3.1 ZAP1366MA19 – T-Mobile (Representative: Coastal Business Group) – County of Riverside Case No. PPT180010 (Plot Plan).** A proposal to construct a 50 foot tall mono-tree wireless communication facility with a 400 square foot equipment shelter area on 1.98 acres located on the northwest corner of Haines Street and Oleander Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: **CONDITIONALLY CONSISTENT**

MARCH AIR RESERVE BASE

- 3.2 ZAP1364MA19 – RD Moval, LLC (Representative: Jonathan Zane) – City of Moreno Valley Case No. PEN19-0052 (Conditional Use Permit). A proposal to establish a commercial cannabis dispensary within an existing 2,379 square foot building with an address of 21820 Alessandro Boulevard, located on the north side of Alessandro Boulevard, westerly of Day Street, and easterly of Old 215 Frontage Road and I-215. The proposed cannabis dispensary will occupy one of three existing buildings on the 0.9-acre property (Assessor's Parcel Number 263-220-015), with the other two buildings being not part of the project scope. No new building construction is proposed (Airport Compatibility Zone 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

Staff Recommendation: CONSISTENT

PALM SPRINGS INTERNATIONAL AIRPORT

- 3.3 ZAP1073PS19 – Tower Energy (Representative: RCE Consultants) – City of Cathedral City Case Nos. SPA87-26C (Specific Plan Amendment), CUP19-002 (Conditional Use Permit). A proposal to establish a gas station facility with a 5,056 square foot convenience store and 12 fueling stations on 1.74 acres, located on the northwest corner of Date Palm Drive and Ortega Road. The applicant also proposes amending Specific Plan No. 87-26B text deleting 'convenience market' use from the list of prohibited uses within the Specific Plan (Airport Compatibility Zone D of the Palm Springs International Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.4 ZAP1075PS19 – Desert Hot Springs Wind, LLC/Terra-Gen Development Company, LLC (Representative: Armand Anselmo) – City Planning Case Nos. CUP 01-18 (Conditional Use Permit) and VAR 01-18 (Variance). "Desert Hot Springs Wind Repowering Project": A proposal to decommission and remove 69 existing commercial wind turbines and install 4 new commercial wind turbines with a maximum height of 499 feet above ground level on 161.61 acres (the southwest quarter of Section 31, Township 2 South, Range 4 East, also identifiable as Assessor's Parcel Number 667-160-001) of mountainous terrain located northerly of the unincorporated community of Painted Hills, westerly of State Highway Route 62, northerly of Avenue 16, and easterly of Windhaven Road. Each turbine would have a generating capacity between 2.0 megawatts (MW) and 4.2 MW. A laydown yard, new temporary and permanent internal roads, and connection to 12-kilovolt (kV) electrical collection lines are also anticipated. ALUC review is required due to the proposed turbines being greater than 200 feet in height. (Not in an Airport Influence Area. Closest airport: Palm Springs International Airport). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

BERMUDA DUNES AIRPORT

- 3.5 ZAP1079BD19 – La Paloma Homes (Representative: Egan Civil, Inc.) – County of Riverside Case Nos. CZ1900007 (Change of Zone), TTM37735 (Tentative Tract Map). A proposal to divide 3.70 gross acres into 17 single family residential lots, and change the zoning of the site from Controlled Development Areas (W-2) to General Residential (R-3-6,000), located westerly of Hopewell Avenue, northerly of Port Royal Avenue, easterly of Hermitage Drive, and southerly of Aerodrome Avenue (Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT (Change of Zone); CONDITIONALLY CONSISTENT (Tract Map)

FRENCH VALLEY AIRPORT

- 3.6 ZAP1090FV19 – AVA Property Investments, LLC (Representative: Benjamin J. Stables, PEC West, Inc.) – County of Riverside Case Nos. PP26346 (Plot Plan) and PM37398 (Tentative Parcel Map). PP26346 is a proposal to construct a five-building commercial retail center with a combined gross floor area of 56,700 square feet on approximately 7.3 acres located on the easterly side of Winchester Road (State Highway Route 79), westerly of Sky Canyon Road (extended southerly) and northerly of Willows Avenue in the unincorporated community of French Valley. The development would include a 31,900 square foot grocery store, a 10,000 square foot retail building, a 7,500 square foot tire shop/service center, a 3,000 square foot restaurant with drive-through, and a 4,300 square foot car wash structure. PM37398 is a proposal to divide the site into five parcels, so that each building would be located on a separate parcel. (Compatibility Zone D of the French Valley Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

- 3.7 ZAP1083FV18 – Pierer Immoreal North America, LLC (Representative: CASC Engineering and Consulting) – County of Riverside Case No. PPT180022 (Plot Plan). A proposal to revise the original KTM project that was accepted by the Commission on November 8, 2018, the new proposal is to construct a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, a 17,917 square foot warehouse building, a 20,696 square foot outdoor semi-truck parking area, and an outdoor 8,602 square foot maintenance area, on 19.57 acres (development footprint) of a 56.95-acre site, located northerly of Borel Road, easterly of Winchester Road Highway 79, westerly of Sky Canyon Road, and southerly of Sparkman Way (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONDITIONALLY CONSISTENT

JACQUELINE COCHRAN REGIONAL AIRPORT

- 3.8 ZAP1046TH19 – Kohl Ranch Company, LLC “Thermal Beach Club” (Representative: Melissa Perez, Albert A. Webb Associates) – County of Riverside Planning Case Nos. TTM 37269 (Tentative Tract Map) and PP 180037 (Plot Plan). Tentative Tract Map No. 37269 is a proposal to divide 239 acres within two existing parcels with a total area of 307.12 acres located southerly of 64th Avenue, easterly of Tyler Street, northerly of 66th Avenue, and westerly of Polk Street into 210 residential lots that will accommodate 326 dwelling units. All of the lots will have a net area not exceeding 8,712 square feet (0.2 acre). 128 lots will accommodate individual single-family residences. 65 lots will accommodate duplexes (two unit structures). 17 lots will accommodate four-unit structures (four-plexes). Additional lots will accommodate a surf lagoon, village area with clubhouse buildings, reservoir, and drainage areas. Plot Plan No. 180037 is a proposal to establish a surf lagoon with wave making capabilities on 21 acres and to develop a clubhouse village area consisting of four buildings with a combined gross floor area of 42,000 square feet. Anticipated uses of the clubhouse buildings include a restaurant, kitchen facilities, bar, spa, exercise facilities, swimming pool, deck, retail uses, and administration. The project is proposed under the name “Thermal Beach Club” (Compatibility Zones D and E of the Jacqueline Cochran Regional Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: DISCUSS AND CONTINUE

REGIONAL

- 3.9 ZAP1035RG19 – City of Riverside (Representative: Jarrod Coleman) – City Planning Case Nos. P19-0054 (General Plan Amendment) and P19-0057 (Zoning Ordinance Amendment). P19-0054 is a proposal to amend the Land Use and Urban Design Element of the City’s General Plan so as to broaden the range of zoning classifications considered to be consistent with the various General Plan land use designations, involving amendments to Table LU-5 Consistency Matrix, inclusion of two new tables (Table LU-6 Consistency Quick Check and Table LU-7 Consistency Criteria), and amendments to the descriptions of various land use designations and of the process for determination of General Plan consistency. Among nonresidential zones, Commercial Retail (CR) and Commercial General (CG) zoning would be considered consistent with the Commercial Regional Center, Office, Business/Office Park, Industrial, Mixed Use-Village, and Mixed Use-Urban designations, as well as the Commercial designation. The Commercial Retail zone would also be considered consistent with the Mixed Use-Neighborhood designation. The Office (O) zone would be considered consistent with the Business/Office Park and Public Facilities and Institutional Uses designations, as well as the Office designation. P19-0057 would amend Chapter 19.090 of the City’s Zoning Code by identifying the steps to determine General Plan consistency utilizing Tables LU-5, LU-6, and LU-7. (Citywide). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals

4.2 Notification: Upcoming Election of Commission Officers

4.3 Off-Field Landing: March Air Reserve Base/Inland Port Airport Influence Area, May 16, 2019

5.0 APPROVAL OF MINUTES

May 9, 2019

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

7.0 COMMISSIONER'S COMMENTS

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: June 13, 2019

CASE NUMBER: ZAP1366MA19 – T-Mobile (Representative: Coastal Business Group)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT180010 (Plot Plan)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to construct a 50 foot tall mono-tree wireless communication facility with a 400 square foot equipment shelter on 1.98 acres.

PROJECT LOCATION: The site is located on the northwest corner of Haines Street and Oleander Avenue, within the unincorporated community of Mead Valley, approximately 12,300 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: below 60 CNEL from aircraft

BACKGROUND:

Non-Residential Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 criteria restrict non-residential intensity to 200 people per acre, and 500 people per single acre. The proposed project is an unmanned wireless facility with no onsite occupancy.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. No habitable building is proposed at this time, and therefore, no special noise attenuation measures are required.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 12,300 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top point exceeding 1,611 feet AMSL. The site elevation is approximately 1,683 feet AMSL. Given the proposed structure height of 50 feet, the top point elevation would be 1,733 feet AMSL. Therefore, review of the structure by the FAA Obstruction Evaluation Service is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2019-AWP-5172-OE to this project. Its status is currently a “work in progress”.

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

CONDITIONS:

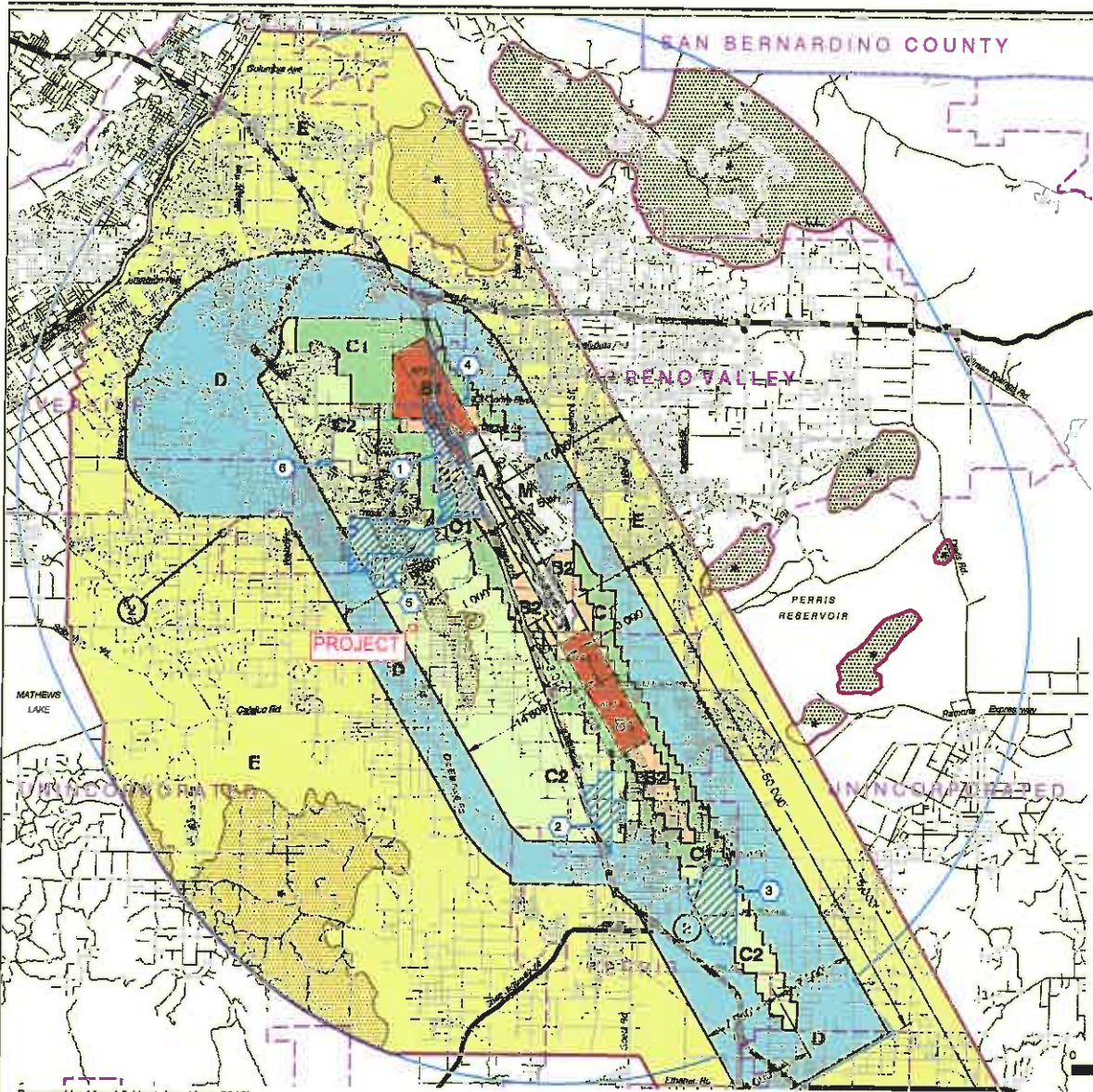
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site: in accordance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

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

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and lessees of the facility, and shall be recorded as a deed notice.
6. Any proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M

High Terrain Zone
 FAR Part 77 Military Outer Horizontal Surface Limits
 FAR Part 77 Notification Area

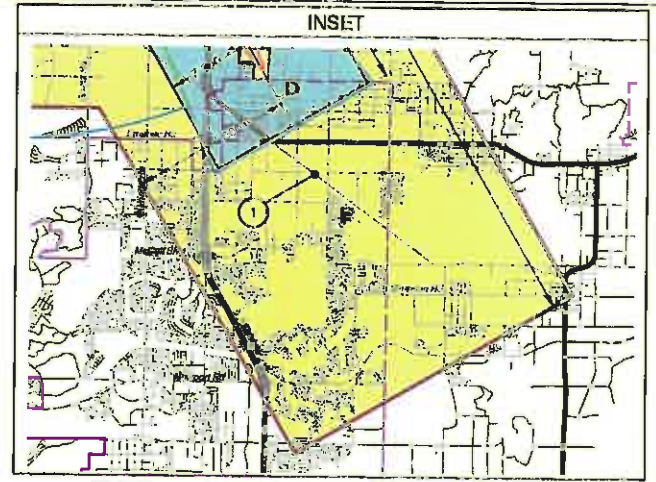
Boundary Lines

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

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

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

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



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



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

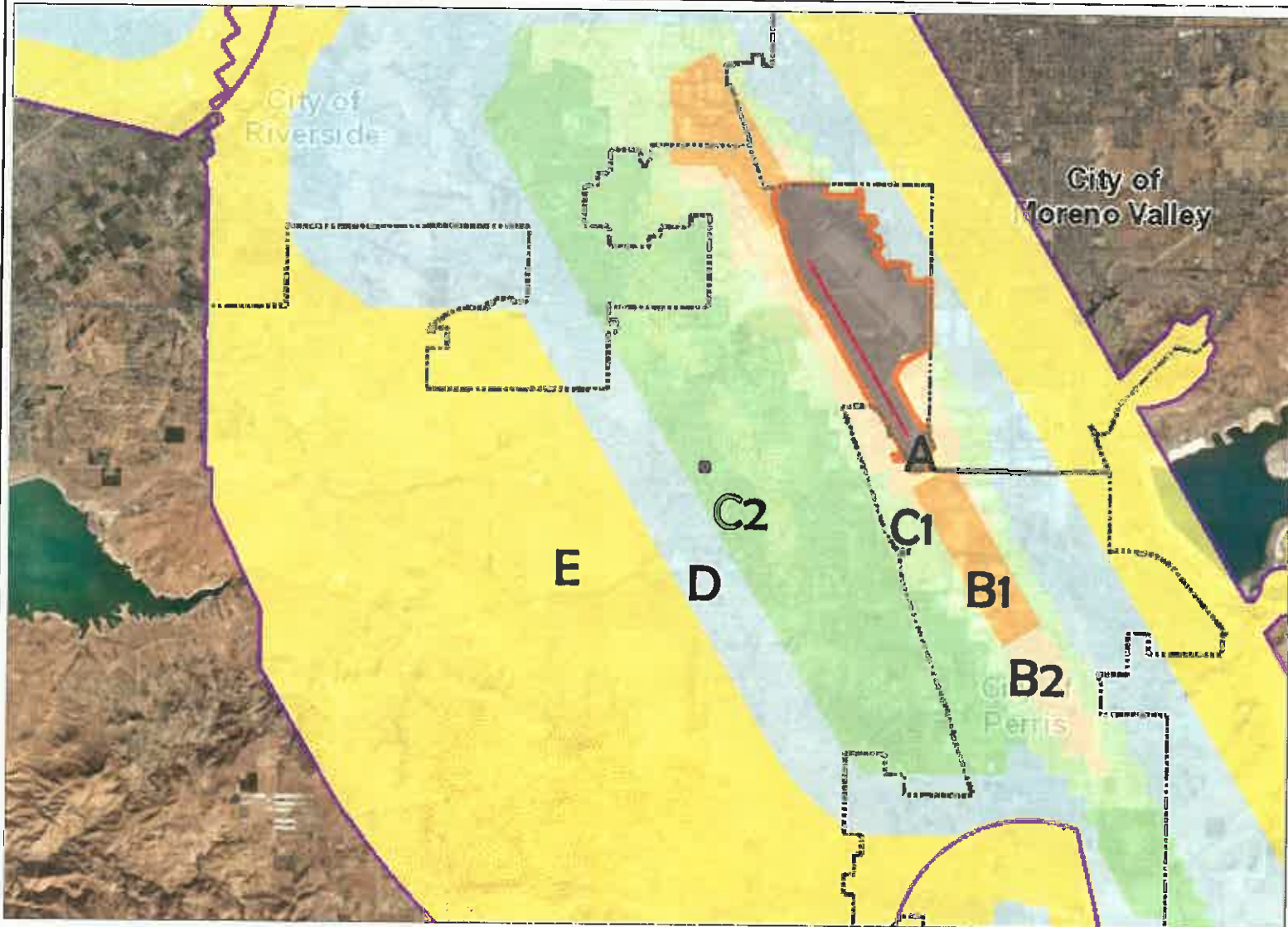
Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

Map My County Map



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



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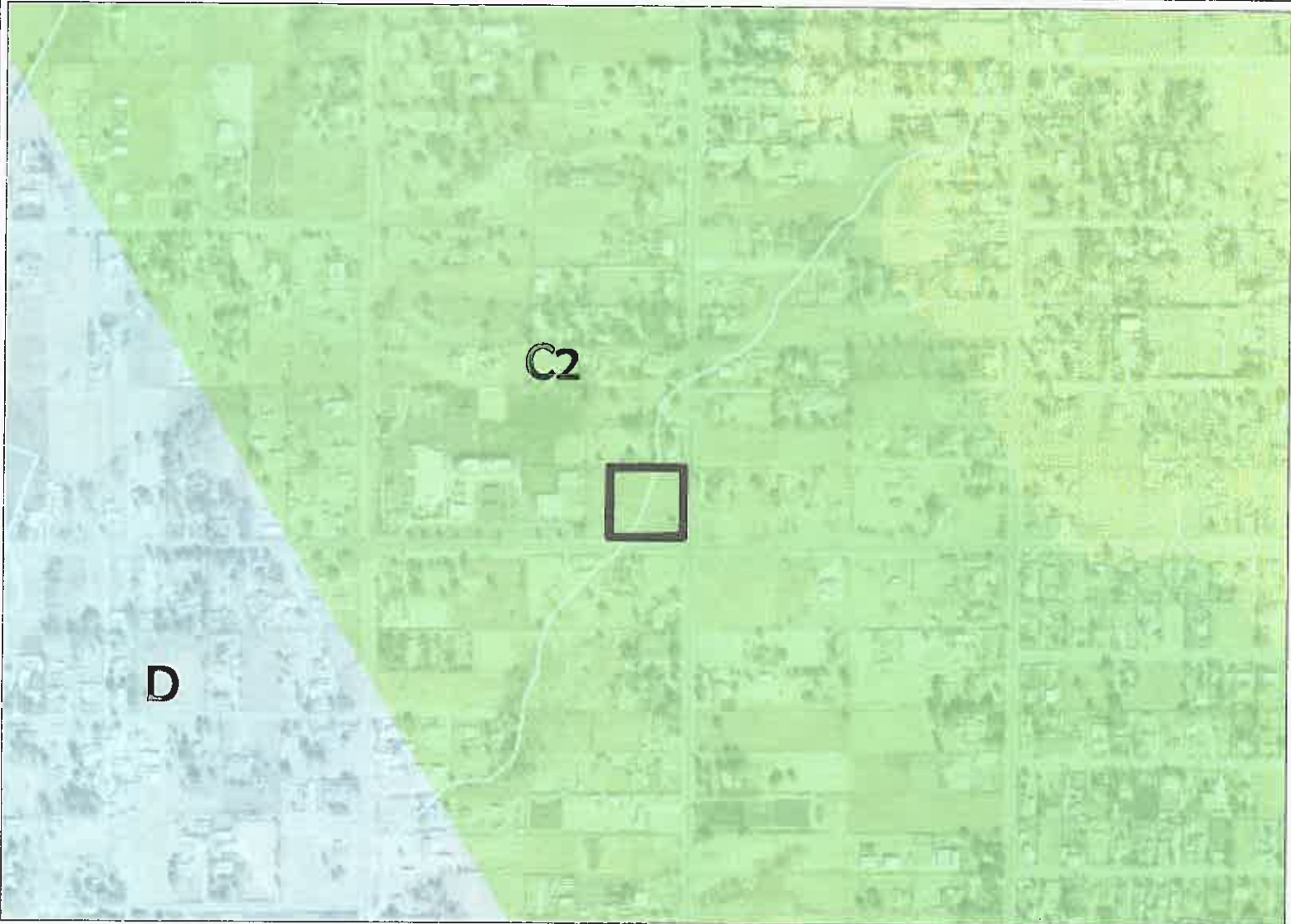


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Notes

Map My County Map



Legend

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



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Notes



Map My County Map



Legend

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



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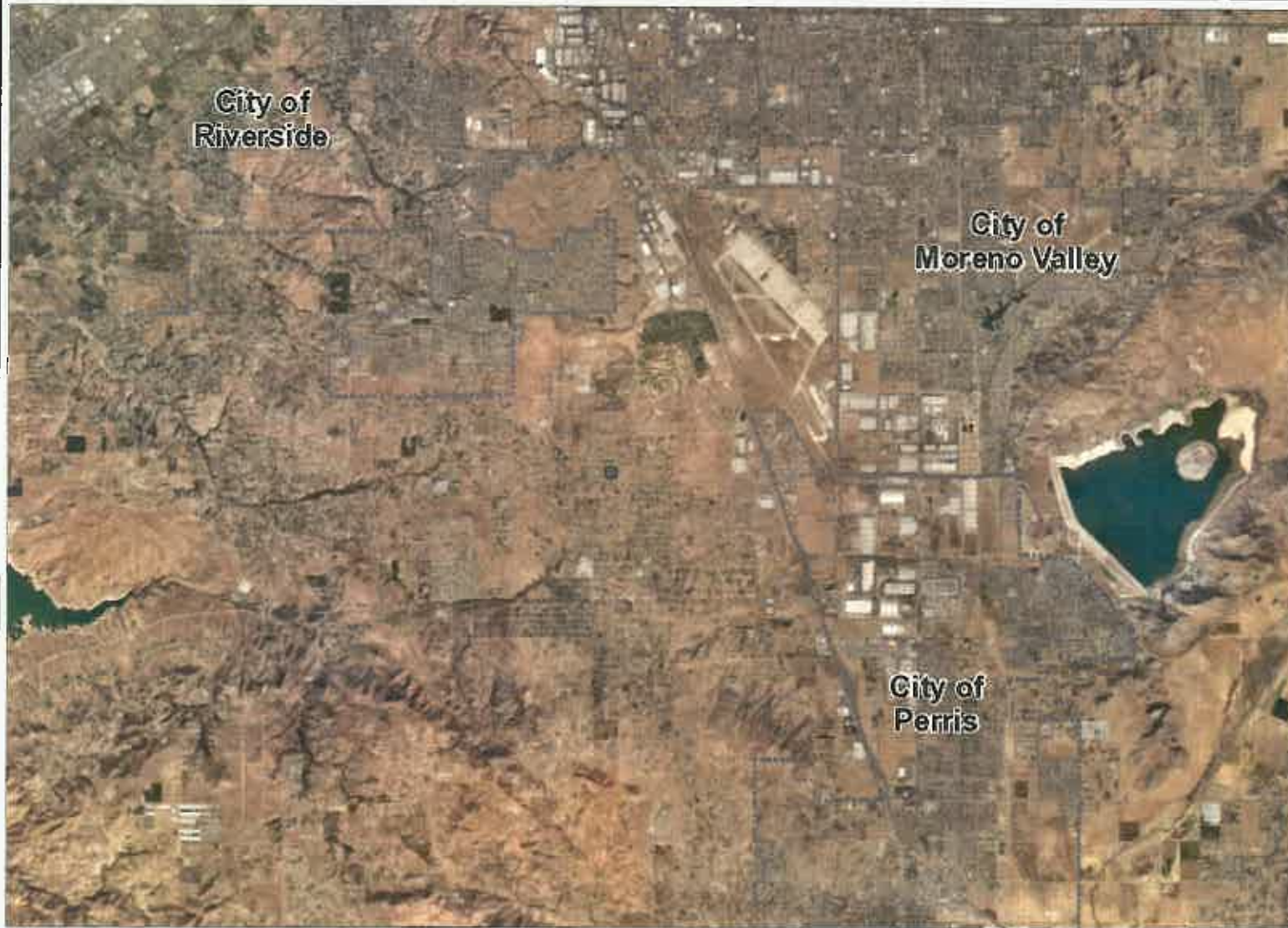
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Notes

Map My County Map



- Legend**
- City Areas
 - World Street Map



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Notes

Map My County Map



Legend

- 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

- Parcels
- Blue line Streams
- City Areas
- World Street Map

Notes



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T-Mobile

SITE NUMBER: IE94448A
SITE NAME: OLEANDER RAWLAND
SITE TYPE: MONOPINE

CITY: PERRIS
COUNTY: RIVERSIDE
JURISDICTION: CITY OF PERRIS

T-Mobile
 2808 BUCKLE AVENUE
 IRVINE, CA 92617

PROJECT INFORMATION:
IE94448
OLEANDER RAW LAND
 CORNER OF OLEANDER AVE AND MAINES ST.
 PERRIS, CALIFORNIA 92570
 RIVERSIDE COUNTY

CURRENT ISSUE DATE:
 03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY:
1	03-26-19	REVISED PER NEW MW SOW	LHC
2	02-14-19	REVISED ZDs PER MW	LHC
3	06-01-18	REVISED ZDs PER CITY	LHC
4	02-16-18	REVISED ZDs PER CITY	LHC
5	12-15-17	100% ZDs	LHC
6	11-09-17	REVISED PER SURVEY	LHC

PLANS PREPARED BY:

CAGA
 CONSULTANTS
 8208 PIONEER BLVD. #105
 SANTA FE SPRING, CALIFORNIA 90670

CONSULTANTS:

DRAWN BY: JEM
CHK: LHC
APV: LHC

LICENSE:

NOT TO BE USED FOR CONSTRUCTION

SHEET TITLE:
TITLE SHEET

SHEET NUMBER: T1
REVISION: 7
 IE94448A

PROJECT SUMMARY

SITE ADDRESS:
 CORNER OF OLEANDER AVE.
 PERRIS, CA 92570

LATTITUDE AND LONGITUDE:
 LAT: 33.856016
 LONG: -117.252573

PROPERTY OWNER CONTACT:
 ROBERT ROOME
 PHONE: (760) 871-8168

APN:
 205-190-009

APPLICANT:
 T-MOBILE WEST
 2808 BUCKLE AVENUE
 IRVINE, CA 92617

PROJECT DESCRIPTION:
 CABLE PROPOSED TO CONSTRUCT, OPERATE AND MAINTAIN AN UNMANNED WIRELESS COMMUNICATIONS FACILITY. THIS FACILITY WILL CONSIST OF THE FOLLOWING:

- INSTALL 1 (1) 50' HIGH MONOPINE.
- INSTALL 1 (1) 8' HIGH CORE TOWER.
- INSTALL 3 (3) 8AW-85200-AM # OF DUAL PANEL ANTENNAS (1 PER SECTOR).
- INSTALL 3 (3) 8AW-85200-PM # OF DUAL ANTENNAS (1 PER SECTOR).
- INSTALL 3 (3) 8AW-8511-812 (1 PER SECTOR).
- INSTALL 1 (1) 8AW-8102 MW AC EQUIPMENT CABINET.
- INSTALL 1 (1) 50' TOWER.
- INSTALL 1 (1) 30' TOWER.
- INSTALL 1 (1) 30' MONOPINE WITH LIGHT.
- INSTALL 2 (2) 30' 8AW-85200-AM 30' TOWER.
- INSTALL 10 (10) PERS. WIRES.
- INSTALL 3 (3) CORE COMPLEXES.
- INSTALL 1 (1) CORE ANTENNA.
- INSTALL (1) PINE TREES AROUND LAKE AREA.
- INSTALL 1 (1) 8' 10AW-8511-812 # OF ANTENNA WITH (2) CORE.
- INSTALL 1 (1) 30' 8AW-8511-812 # OF ANTENNA WITH (2) CORES.

BUILDING SUMMARY:
 OCCUPANCY CLASSIFICATION: UNMANNED TELECOMMUNICATION FACILITY
 ZONE: A-1-1
 BUILDING USE: U
 CONSTRUCTION TYPE: U
 (LAND USE: BUREAU COVENANT - VERY LOW DENSITY RESIDENTIAL (MC-VLDR))
 GROSS/NET AREA OF PARCEL: 68,370± SQ. FT.

SHEET INDEX

SHEET	DESCRIPTION
T1	TITLE SHEET
T81	TOPOGRAPHIC SURVEY
A1	SITE PLAN
A2	COMPUTED PLAN, ANTENNA PLAN AND ANTENNA SCHEDULE
A3	ELEVATIONS

VICINITY MAP:



CONSULTING TEAM

SAC / ZONING:
 CASIA BUSINESS GROUP, INC.
 24310 MILLTON PARK, SUITE D #1009
 LINDA HILL, CA 91767
 CONTACT: CHUCK SAUNDERS
 PHONE: (949) 338-1550
 EMAIL: CSAUNDERS@CASIA-BUSINESSGROUP.COM

ARCHITECTURAL/ENGINEERING:
 CASIA INDUSTRIES, INC.
 10850 HESCAN ST. #402
 LOS ALAMITOS, CA 90720
 CONTACT: LUIS ORDOÑA
 PHONE: (562) 652-5332

APPROVALS:

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGES AND MODIFICATIONS THEY MAY IMPOSE.

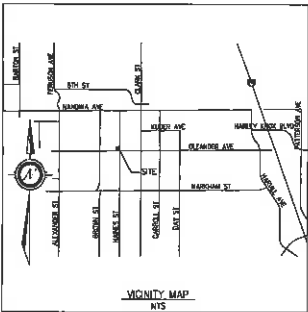
LANDLORD	PRINT NAME	SIGNATURE	DATE
DEVELOP. MGR			
CONST. MGR			
PROJ. MGR			
ZONING MGR			
RF ENGINEER			
SAC REP.			
PDPS			

DRIVING DIRECTIONS:

DIRECTIONS FROM T-MOBILE OFFICE:
 TAKE VAN BUREN AVE AND BROWNSCKA PARK TO JAMBORSE RD. HEAD NORTHEAST TOWARD MCGRAW AVE. TURN RIGHT ONTO MCGRAW AVE. TURN LEFT ONTO VON KARWAN AVE. TURN RIGHT ONTO BROWNSCKA PARK. TAKE CA-241 N. ON CA-241 N AND CA-241 E TO HOWARD AVE IN PERRIS. TAKE EXIT 58 FROM CA-241 E. USE THE LEFT 2 LANES TO TURN LEFT ONTO JAMBORSE RD. CONTINUE ONTO CA-241 W. USE ANY LANE TO MERGE ONTO CA-241 W. USE THE RIGHT 2 LANES TO TAKE EXIT 30A TO MERGE ONTO CA-81 E TOWARD RIVERSIDE. TAKE EXIT 58 TOWARD VAN BUREN BLVD/ARROWWOOD. TAKE VAN BUREN BOULEVARD TO MAINES ST. USE ANY LANE TO TURN LEFT ONTO HOWARD AVE. USE THE RIGHT 2 LANES TO TURN RIGHT ONTO VAN BUREN BOULEVARD. TURN RIGHT ONTO BROWN ST. TURN LEFT ONTO MANONA AVE. TURN RIGHT ONTO MAINES ST.

APPLICABLE CODES:

- 2018 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA TITLE 24
- 2018 CALIFORNIA FIRE CODE
- 2016 CALIFORNIA ENERGY CODE
- 2018 CALIFORNIA PLUMBING CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2018 CALIFORNIA ELECTRICAL CODE
- TA/E2422-2 OR LATEST EDITION



NOTE:
BOUNDARY, EASEMENT AND RIGHT OF WAY INFORMATION SHOWN HEREON IS APPROXIMATE AND BASED ON RECORD INFORMATION ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY.
ANY CHANGES MADE TO THE INFORMATION ON THIS DRAWING WITHOUT THE WRITTEN CONSENT OF THE ENGINEER RELEASES THE ENGINEER OF ANY AND ALL LIABILITY.

UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND BASED ON SURFACE FEATURES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND DEVELOPER TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION. REMOVAL, ALLOCATION AND/OR REPLACEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.

DATE OF SURVEY: 10/27/17

TREE NOTE:
THE HEIGHTS AND ELEVATIONS OF TREES, BUSHES AND OTHER VEGETATION ARE APPROXIMATE AND ONLY VALID FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED FOR GENERAL REFERENCE ONLY AND NOT FOR DESIGN PURPOSES.

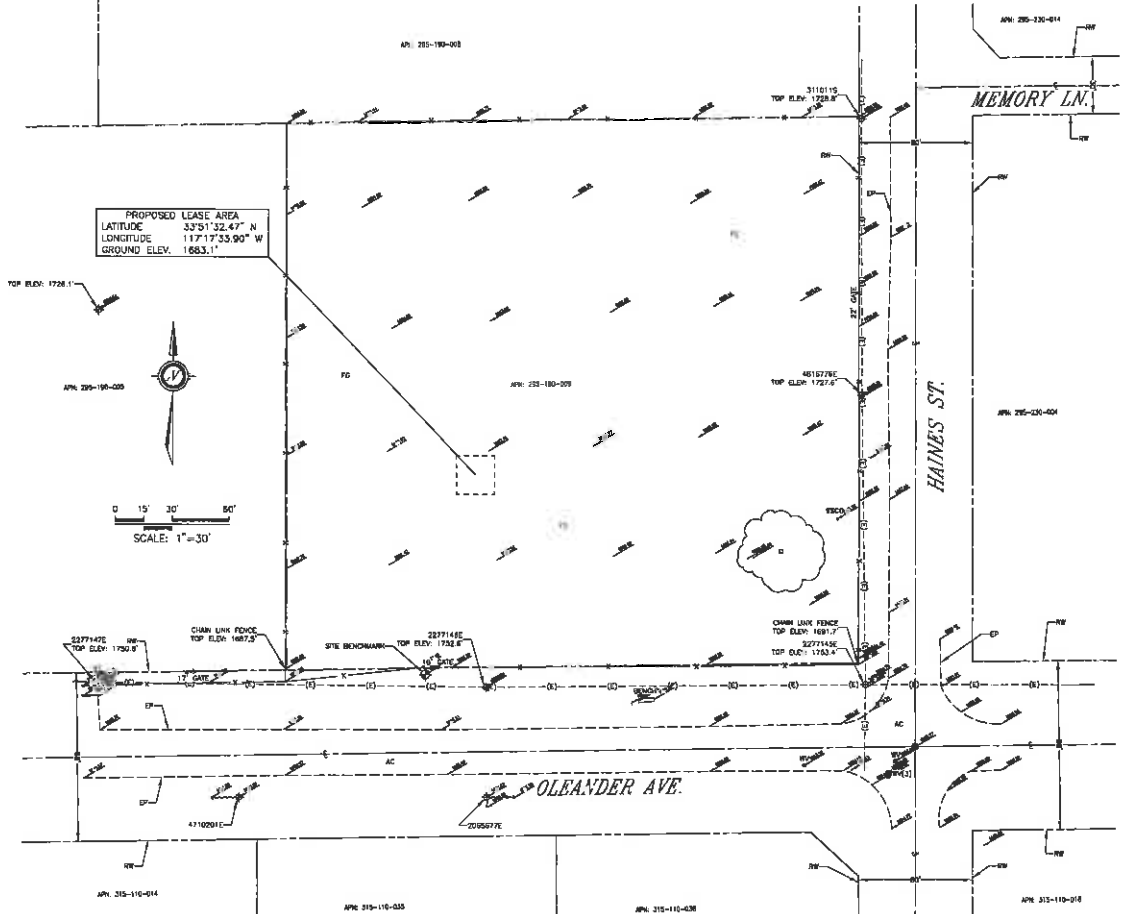
TITLE INFORMATION:
THIS DRAWING WAS PRODUCED WITHOUT THE BENEFIT OF A PRELIMINARY REPORT.

HORIZONTAL DATUM:
CALIFORNIA STATE PLANE, COORDINATES ZONE 6
NAD_83 (2011) (BPCOH-2010.0000), PROCESSED BY NGS OPUS SOLUTION.

VERTICAL DATUM:
(NAVD_88) BY NGS OPUS SOLUTION (CGD0128).

SITE BENCHMARK:
G05 SPKZ, ELEVATION 1345.81'

- LEGEND:**
- AC: ASPHALT CONCRETE
 - A/C: AIR CONDITIONING
 - BLK: BUILDING
 - BLRD: BOLLARD
 - CAH: CABLE TELEVISION
 - CB: CATCH BASIN
 - COM: COMMUNICATIONS
 - DCV: DETECTION CHECK VALVE
 - EM: ELECTRIC METER
 - EP: EDGE OF PAVEMENT
 - EPB: ELECTRIC PULLBOX
 - FD: FIRE DEPT. CONNECTION
 - FF: FENCE
 - G: GRATE INLET
 - GM: GAS METER
 - GV: GAS VALVE
 - GW: GUY WIRE
 - H: HEIGHT
 - IDB: IRRIGATION CONTROL BOX
 - MC: MAIN BOX
 - NG: NATURAL GROUND
 - PF: PULL BOX
 - SL: STREET LIGHT
 - SS: SANITARY SEWER
 - SSC: SANITARY SEWER CLEANOUT
 - F: TELECOMMUNICATIONS
 - TS: TRAFFIC SIGNAL
 - USA: USA MARKING
 - UL: UNITS
 - WM: WATER METER
 - WV: WATER VALVE
- CENTERLINE:** ————
- PROPERTY LINE:** ————
- FENCE:** ———— X
- WALL:** ————
- ON CONDUCTOR:** ———— (3)
- TELEPHONE:** ———— (1)
- CONCRETE:** ————
- POWER POLE:** ————
- STREET LIGHT:** ————
- TREE:** ————
- PALM TREE:** ————
- SHRUB:** ————
- HEDGE:** ————
- MANHOLE:** ————
- PULL BOX:** ————
- FOUND MONUMENT:** ————



T-MOBILE LOGO

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WORLDWIDE. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WORLDWIDE IS STRICTLY PROHIBITED.



10051 REAGAN ST. #402
LOS ANGELES, CALIFORNIA 90024

NO.	DATE	DESCRIPTION
11/07/17	PRELIMINARY SURVEY	

PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 11/07/2017

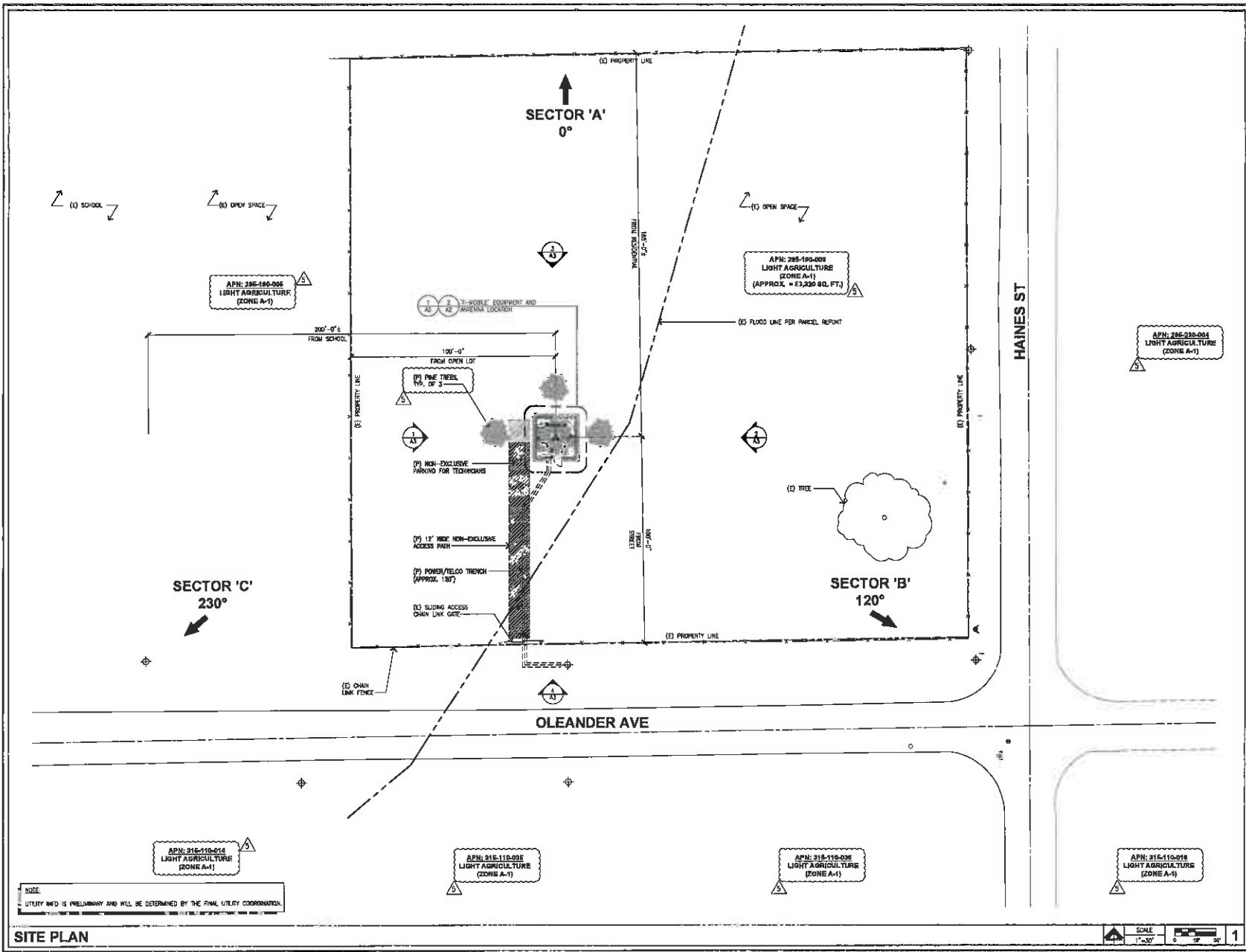
IT IS A VIOLATION OF LAW FOR ANY PERSON UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER TO ALTER THIS DOCUMENT.

IE94448A
OLEANDER AVE./HAINES ST.
PERRIS, CA 92570

DRAWN BY: UDS
CHECKED BY: OB

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER: TS-1
REV:



PROJECT INFORMATION:
IE94448
OLEANDER RAW LAND
 CORNER OF OLEANDER AVE AND HAINES ST.
 PERES, CALIFORNIA 92570
 RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY
1	03-26-19	REVISED PER NEW MW SOW	LHC
2	02-14-19	REVISED ZDs PER MW	LHC
3	06-01-18	REVISED ZDs PER CITY	LHC
4	02-16-18	REVISED ZDs PER CITY	LHC
5	12-15-17	100% ZDs	LHC
6	11-09-17	REVISED PER SURVEY	LHC



DRAWN BY: _____ CHK. BY: _____ APV. BY: _____

JEM	LHC	LHC
-----	-----	-----

LICENSURE:
NOT TO BE USED FOR CONSTRUCTION

SHEET TITLE:
SITE PLAN

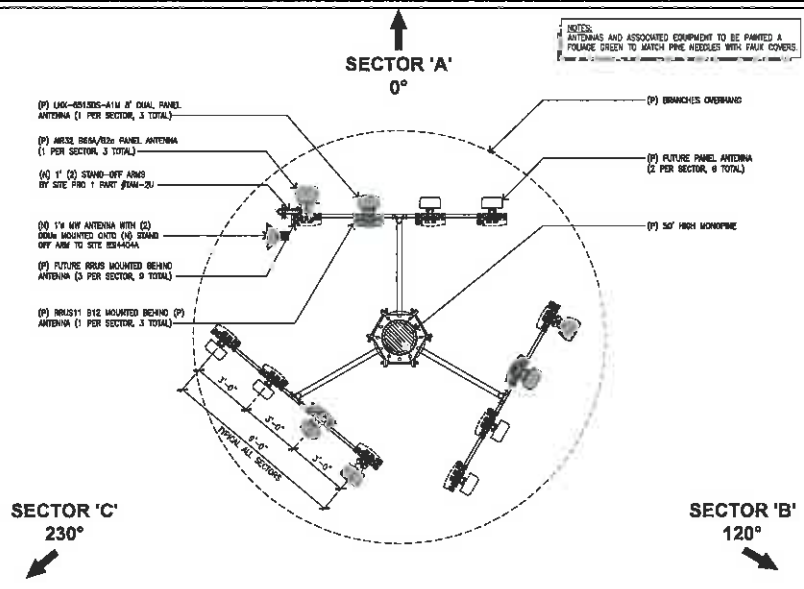
SHEET NUMBER: **A1** REVISION: **7**
 IE94448A

SITE PLAN

SCALE: 1"=30'
 0' 30' 60'

ANTENNA & CABLE SCHEDULE										
SECTOR	MANUFACTURER	MODEL	TECHNOLOGY	HGT/HT	WGT	ADMTN	RAD COVER	TMA / RW	CABLE TYPE	CABLE LENGTH
ALPHA	A1	ERICSSON	AKR32 8694a/B2a	L2100, U1900, L1900	95.6"	132.2 lbs	0'	45'-0"	(4) FIBER JUMPERS (2) COAX JUMPERS	550'
	A2	COMSCOP	LUX-651000-A1M	L700	95.6"	43.7 lbs	0'	45'-0"	(1) NRS11 B12 (2) FIBER JUMPERS (2) COAX JUMPERS	
	A3	FUTURE	-	-	-	-	-	-	-	
	A4	FUTURE	-	-	-	-	-	-	-	
BETA	B1	ERICSSON	AKR32 8694a/B2a	L2100, U1900, L1900	95.6"	132.2 lbs	120'	45'-0"	(4) FIBER JUMPERS (2) COAX JUMPERS	550'
	B2	COMSCOP	LUX-651000-A1M	L700	95.6"	43.7 lbs	120'	45'-0"	(1) NRS11 B12 (2) FIBER JUMPERS (2) COAX JUMPERS	
	B3	FUTURE	-	-	-	-	-	-	-	
	B4	FUTURE	-	-	-	-	-	-	-	
GAMMA	C1	ERICSSON	AKR32 8694a/B2a	L2100, U1900, L1900	95.6"	132.2 lbs	230'	45'-0"	(4) FIBER JUMPERS (2) COAX JUMPERS	550'
	C2	COMSCOP	LUX-651000-A1M	L700	95.6"	43.7 lbs	230'	45'-0"	(1) NRS11 B12 (2) FIBER JUMPERS (2) COAX JUMPERS	
	C3	FUTURE	-	-	-	-	-	-	-	
	C4	FUTURE	-	-	-	-	-	-	-	
1M ANTENNA	ANDREY	WHPT-23 (1M)	-	1'-0"	14.8 lbs	288.16'	47'-0"	-	(2) 1/2" COAX	550'

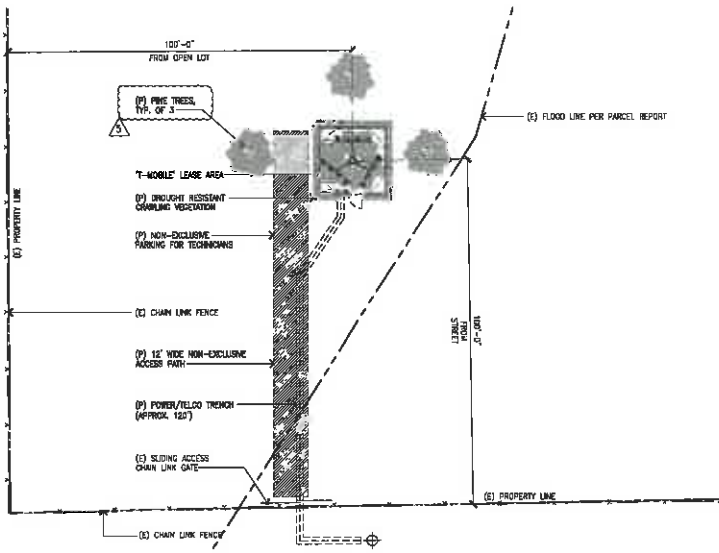
* COAX CABLE LENGTH IS APPROXIMATE



ANTENNA SCHEDULE

3 ANTENNA PLAN

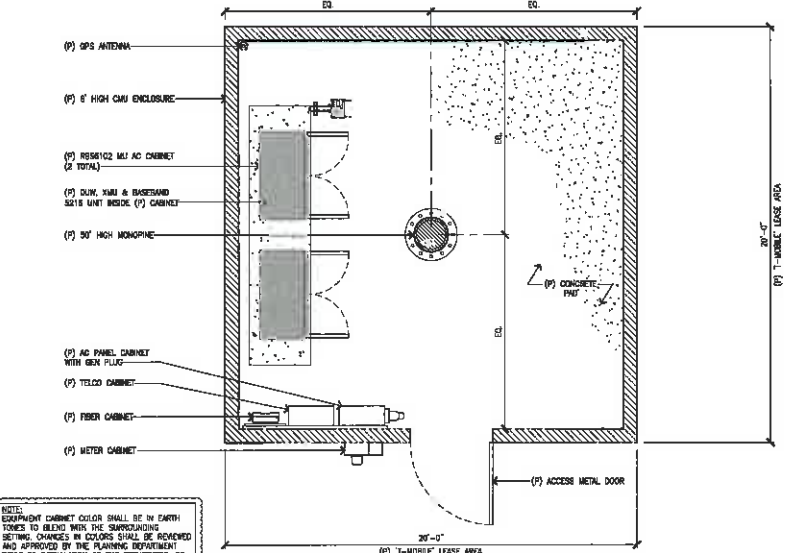
SCALE 3/8"=1'-0" 1



ENLARGED SITE PLAN

4 EQUIPMENT PLAN

SCALE 3/8"=1'-0" 2



NOTE:
EQUIPMENT CABINET COLOR SHALL BE IN EARTH TONES TO BLEND WITH THE SURROUNDING SETTING. CHANGES IN COLORS SHALL BE OBTAINED AND APPROVED BY THE PLANNING DEPARTMENT PRIOR TO INSTALLATION OF THE STRUCTURES, OR PRIOR TO RE-PAINING OF THE STRUCTURES.

T-Mobile
2008 MACKEY AVENUE
IRVINE, CA 92617

PROJECT INFORMATION:
E94448
OLEANDER RAW LAND
CORNER OF OLEANDER AVE AND MINNES ST.
PERNIS, CALIFORNIA 92670
RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY
△	03-26-19	REVISED PER NEW LWC SOW	LHC
△	02-14-19	REVISED ZD6 PER LWC	LHC
△	06-01-18	REVISED ZD6 PER CITY	LHC
△	02-16-18	REVISED ZD6 PER CITY	LHC
△	12-15-17	100% ZD6	LHC
△	11-05-17	REVISED PER SURVEY	LHC

PLANS PREPARED BY:
CAGA
9928 PIONEER BLVD. #105
SANTA FE SPRINGS, CALIFORNIA 92670

CONSULTANT:
GREEN ENGINEERING & DESIGN, INC.

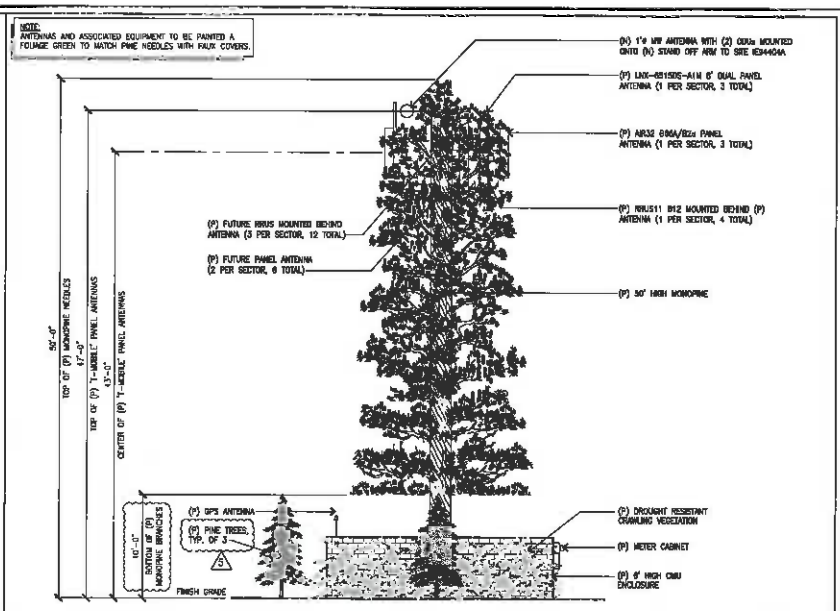
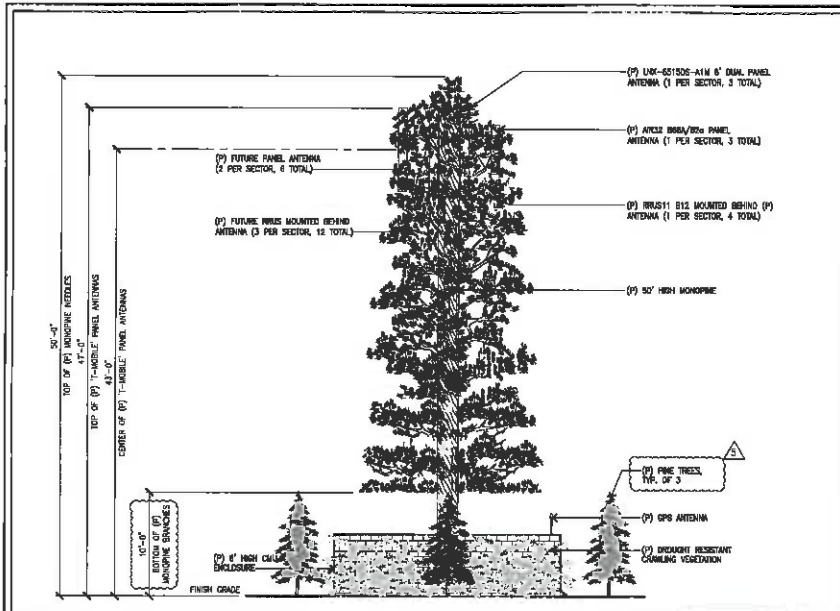
DRAWN BY: JEM, LHC, LHC

ICENSURE:

NOT TO BE USED FOR CONSTRUCTION

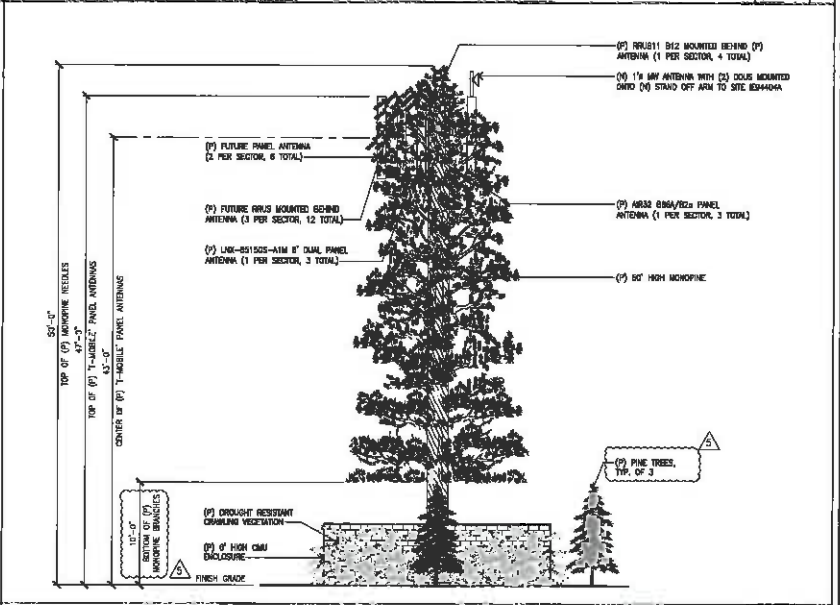
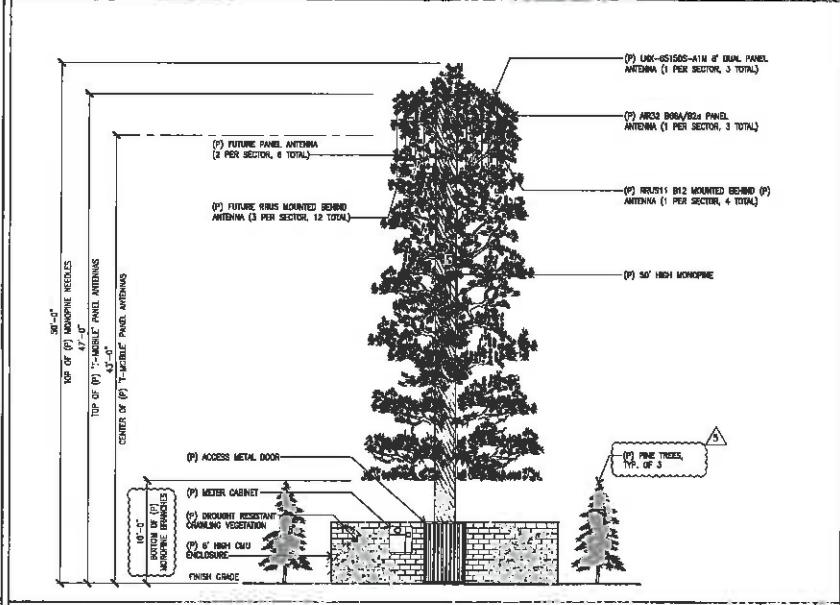
SHEET TITLE:
EQUIPMENT/ANTENNA PLAN AND ANTENNA SCHEDULE

SHEET NUMBER: **A2** REVISION: **7**
E94448A



NORTH ELEVATION SCALE 3/16"=1'-0" **3**

WEST ELEVATION SCALE 3/16"=1'-0" **1**



SOUTH ELEVATION SCALE 3/16"=1'-0" **4**

EAST ELEVATION SCALE 3/16"=1'-0" **2**

T-Mobile
2500 BRADLEY AVENUE
IRVINE, CA 92617

PROJECT INFORMATION:
IE94448
OLEANDER RAW LAND
CORNER OF OLEANDER AVE AND HAINES ST.
PERIS, CALIFORNIA 92570
RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY
△	03-26-19	REVISED PER NEW MAY SOW	LHC
△	02-14-19	REVISED ZDs PER MAY	LHC
△	08-01-18	REVISED ZDs PER CITY	LHC
△	02-15-18	REVISED ZDs PER CITY	LHC
△	12-15-17	100% ZDs	LHC
△	11-09-17	REVISED PER SURVEY	LHC

PLANS PREPARED BY:
CASA
8226 PIONEER BLVD. #105
SANTA FE SPRINGS, CALIFORNIA 90770

CONSULTANT:

DRAWN BY: CHK, JAPV
JEM LHC LHC

LICENSURE:

NOT TO BE USED FOR CONSTRUCTION

SHEET TITLE:
ELEVATIONS

SHEET NUMBER: **A3** REVISION: **7**
IE94448A

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1366MA19 – T-Mobile (Representative: Coastal Business Group) – County of Riverside Case No. PPT180010 (Plot Plan). A proposal to construct a 50 foot tall mono-tree wireless communication facility with a 400 square foot equipment shelter area on 1.98 acres located on the northwest corner of Haines Street and Oleander Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 136bMA19 DATE SUBMITTED: 4/22/19

230802
macy

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	IMOBILE	Phone Number	(949) 336-1550
Mailing Address	3257 E. Guasti Ave., Ontario, CA 91761	Email	csaunders@coastalbusinessgr
Representative	Coastal Business Group (Chuck Saunders)	Phone Number	(760) 271-6189
Mailing Address	24310 Moulton Pkwy, Suite O #1009 Laguna Hills, CA 92637-3306	Email	csaunders@coastalbusinessg
Property Owner	Douglas Jones	Phone Number	(760) 235-7712
Mailing Address	899 Tamarisk Rd., Palm Springs, CA 92262	Email	djones12@gmail.com

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County	Phone Number	(951) 955-6184
Staff Contact	Gabriel Villalobos	Email	gvillalo@rivco.org
Mailing Address	68700 Avenida Lalo Guerrero Cathedral City, CA 92234	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	PPT180010		

PROJECT LOCATION

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

Street Address	Haines St. & Oleander Ave. Perris, CA 92570	Gross Parcel Size	
Assessor's Parcel No.	295-190-009	Nearest Airport	
Subdivision Name		and distance from	
Lot Number		Airport	

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Currently Raw land

Proposed Land Use (describe)	To install a wireless telecommunications facility.		
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)	1684"	ft.
	Height of buildings or structures (from the ground)	50'	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
			<input type="checkbox"/> No
	If yes, describe _____		

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (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: June 13, 2019

CASE NUMBER: ZAP1364MA19 – RD Moval, LLC (Representatives: Jonathan Zane and Rick Jackson)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN19-0052 (Conditional Use Permit)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: A proposal to establish a commercial cannabis dispensary within an existing 2,379 square foot building on a 0.9-acre property (Assessor's Parcel Number 263-220-015). The proposed cannabis dispensary will occupy one of three existing buildings on-site, with the other two buildings not being part of the project scope. No new building construction is proposed.

PROJECT LOCATION: The building with an address of 21820 Alessandro Boulevard is located on the north side of Alessandro Boulevard, westerly of Day Street and easterly of Old 215 Frontage Road and I-215, within the City of Moreno Valley, approximately 7,222 feet northwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone B1-APZ-II
- c. Noise Levels: 60-70 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone B1-APZ-II. Zone B1-APZ-II limits average intensity to 50 people per acre. With a parcel size of 0.9

acre, the maximum allowance for this site is 45 people.

Pursuant to Additional Compatibility Policy 2.4(e) of the 2014 March ALUCP, the following rate was used to calculate the occupancy for the proposed project:

- Retail – 1 person/115 square feet.

The project proposes to utilize 2,379 square feet (existing Building 1) as a retail commercial cannabis dispensary, accommodating 21 people. Considered separately, this would result in an average intensity of 23 people per acre, which is consistent with the Compatibility Zone B1-APZ-II criterion of 50.

Currently operating within Building 1 is an auto parts retail store; therefore, the proposed cannabis use is not expected to increase on-site occupancy or intensity. The other two buildings on the property have a combined floor area of 4,700 square feet. However, they pre-date the adoption of the March ALUCP. This project does not change occupancy of the other two buildings.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the total number of existing parking spaces for all three buildings (21), the total occupancy would be estimated at 32 people for an average acre intensity of 36 people per acre, which is consistent with the Compatibility Zone B1-APZ-II criterion of 50.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zones B1-APZ-II limit maximum single-acre intensity to 100 people. However, this level is not applicable to this site, which is only 0.9 acre in area.

Based on the site plan provided, the 2,379 square feet retail Building 1 would have a total occupancy of 21 people, which is consistent with the B1-APZ-II maximum allowance of 45 persons.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone B1-APZ-II of the northerly 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 “retail trade” as a permitted use in APZ II (and prohibited use in the Clear Zone [CZ]).

The AICUZ and 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, identifies restrictions in intensity limits in APZ-II to a maximum of 50 people in any given acre. In this situation, due to the parcel size, the Air Force limit and the ALUCP limit are the same (50 per acre; 45 for this site). The project's occupancy of 21 people would be consistent with the Air Force Instruction.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1-APZ II. Retail trade is compatible within Accident Potential Zones II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Retail trade is also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 60-70 CNEL range from aircraft noise. The applicant proposes to utilize an existing building.

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 7,222 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,607 feet AMSL. The site elevation is approximately 1,544 feet AMSL, with an existing building height of 12 feet, resulting in a top point elevation of 1,556 feet AMSL. No new construction of buildings or structures are proposed. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, new development within Compatibility Zone B1-APZ-II is limited to a maximum lot coverage of 50%. No new building construction is proposed. The existing buildings constitute a 17% lot coverage.

CONDITIONS:

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

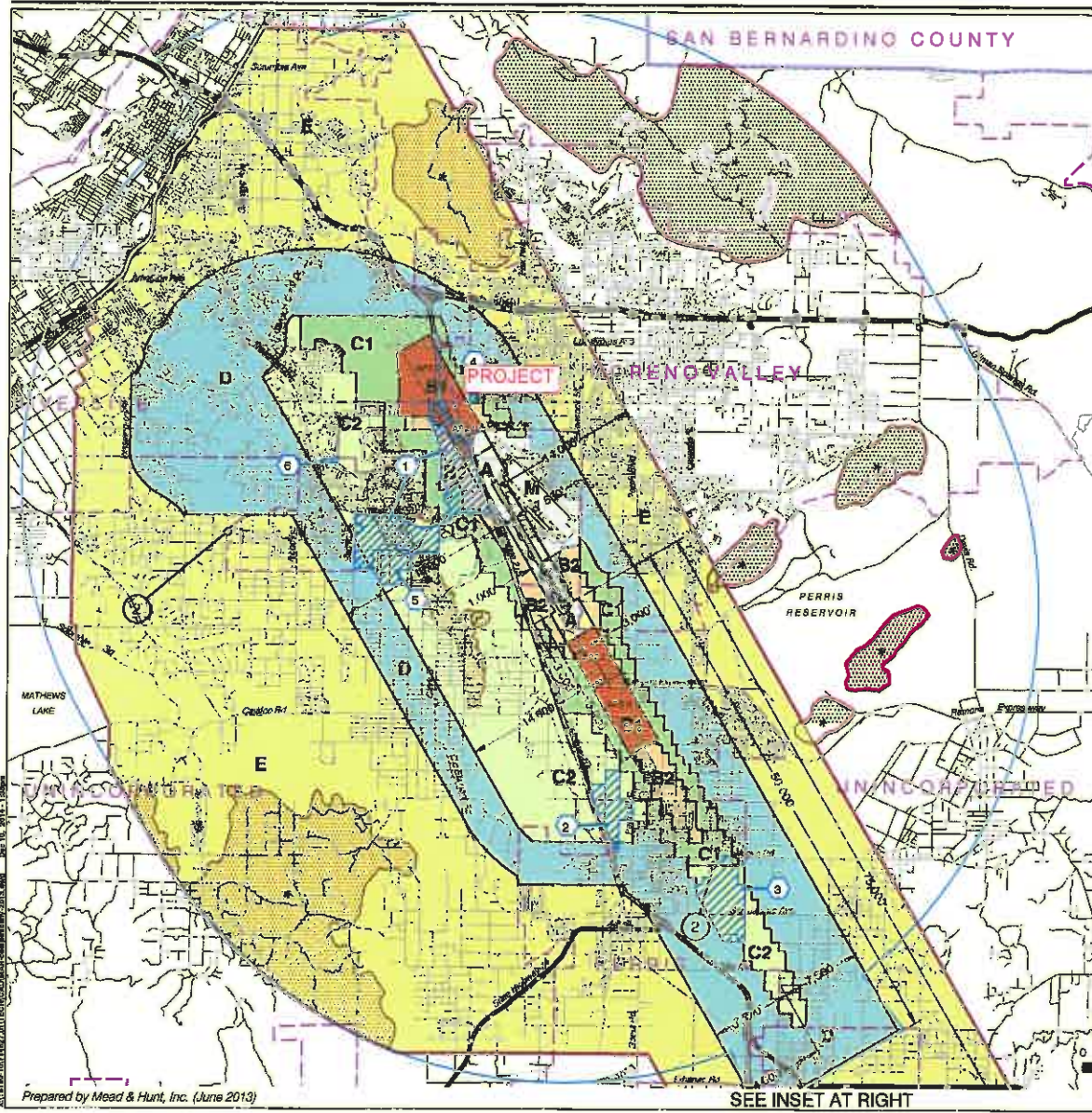
- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, 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.
 - (f) Any other uses not permitted in Accident Potential Zone II pursuant to DoDI 4165.57.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
 5. Any proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave

transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

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

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

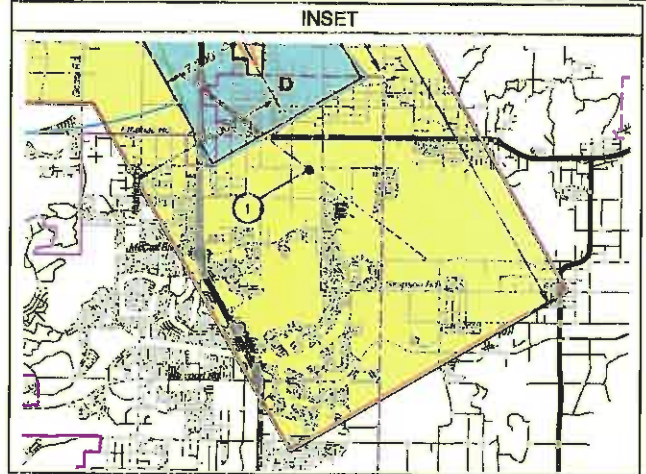
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,635 feet MSL
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

Map MA-1

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

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

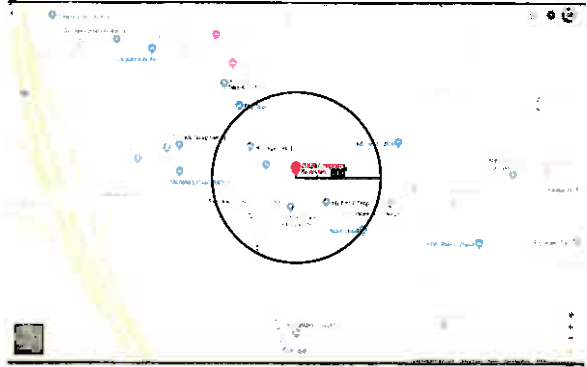


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

NOTICE: This map and those indicated by these references were prepared for the use of the client only and are not to be used for any other purpose without the written consent of Jonathan L. Zane, Architect.



SCHOOL DISTRICT

SCHOOL DISTRICT: MORENO VALLEY UNIFIED SCHOOL DISTRICT
 23624 ALESSANDRO BLVD.
 MORENO VALLEY, CA 92553

3 NEAREST SCHOOLS

- | | |
|---|---|
| PACIFIC VIEW CHARTER SCHOOL
22995 ALESSANDRO BLVD.
MORENO VALLEY, CA 92553
1 MILE (45,309 FT.) | MORENO VALLEY HIGH SCHOOL
23300 COTONWOOD AVE.
MORENO VALLEY, CA
1.3 MILE (46,869 FT.) |
| TOWINGATE ELEMENTARY SCHOOL
22490 DRACCA AVE.
MORENO VALLEY, CA 92553
1.4 MILE (47,392 FT.) | |

NEAREST LIQUOR STORE

CHARLES LIQUORS
21840 ALESSANDRO BLVD.
MORENO VALLEY, CA 92553
.02 MILE (4,116 FT.)

NO ZONING IS OC AND VERIFIED THERE ARE NO SENSITIVE USES WITHIN A 600' RADIUS*



REVISIONS	
DATE:	BY:

JONATHAN L. ZANE
 ARCHITECTURE
 JONATHAN L. ZANE ARCHITECT - CIVIL, LLC #0-11048
 1000 NORTH LA CAÑADA BLVD. #200
 COLTON, CA 92324 (909) 834-7500



DATE: 02/15/2018
 SUBMITTALS
 DATE: PHASE

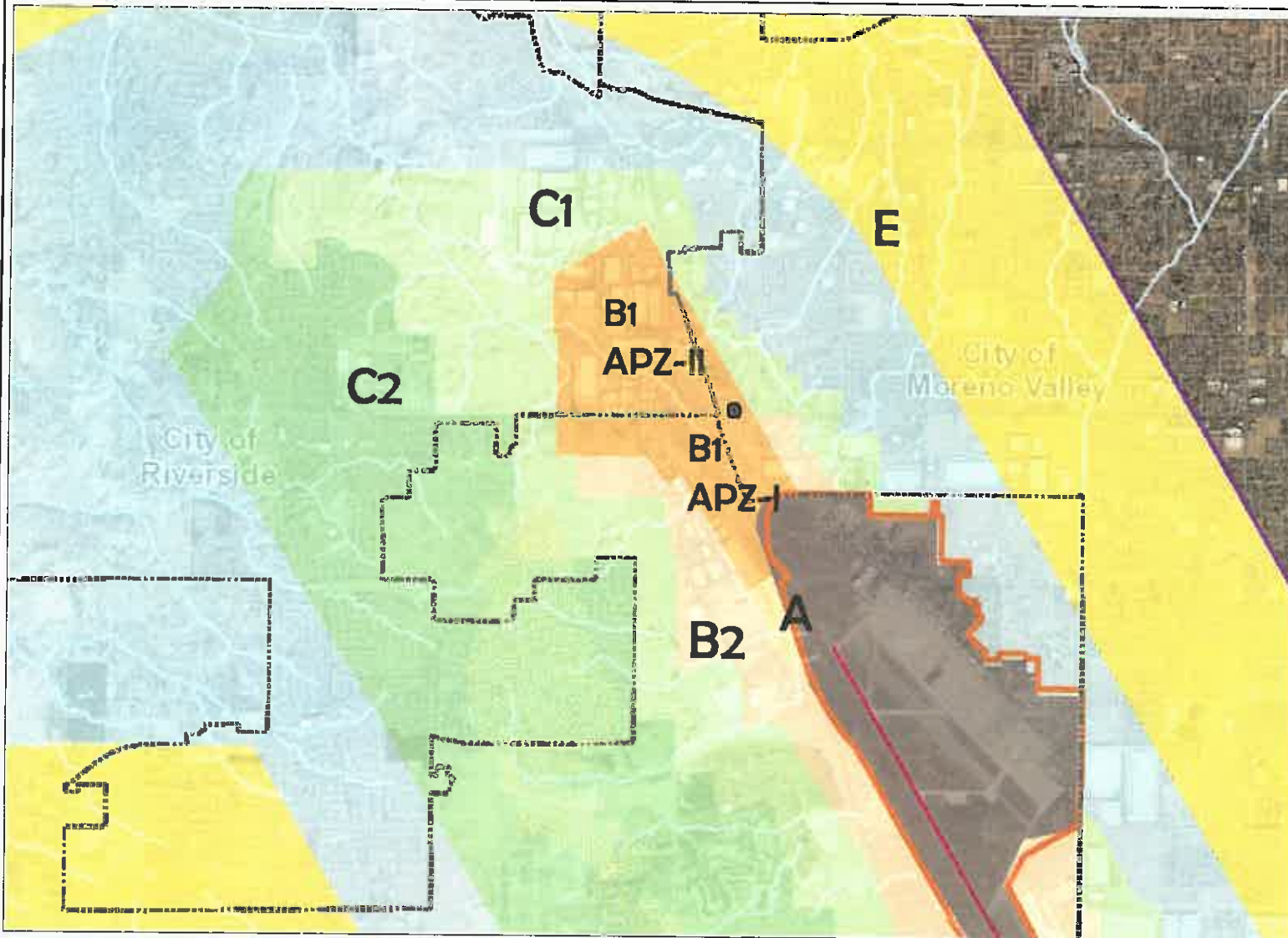
A Project For:
CANNABIS DISPENSARY, T.I.
 21820 ALESSANDRO BLVD.
 MORENO VALLEY, CA
 92553



DATE: 02/15/2018
 SCALE:
 DRAWN: Y.LEMUS
 JOB:
 SHEET:

A-2

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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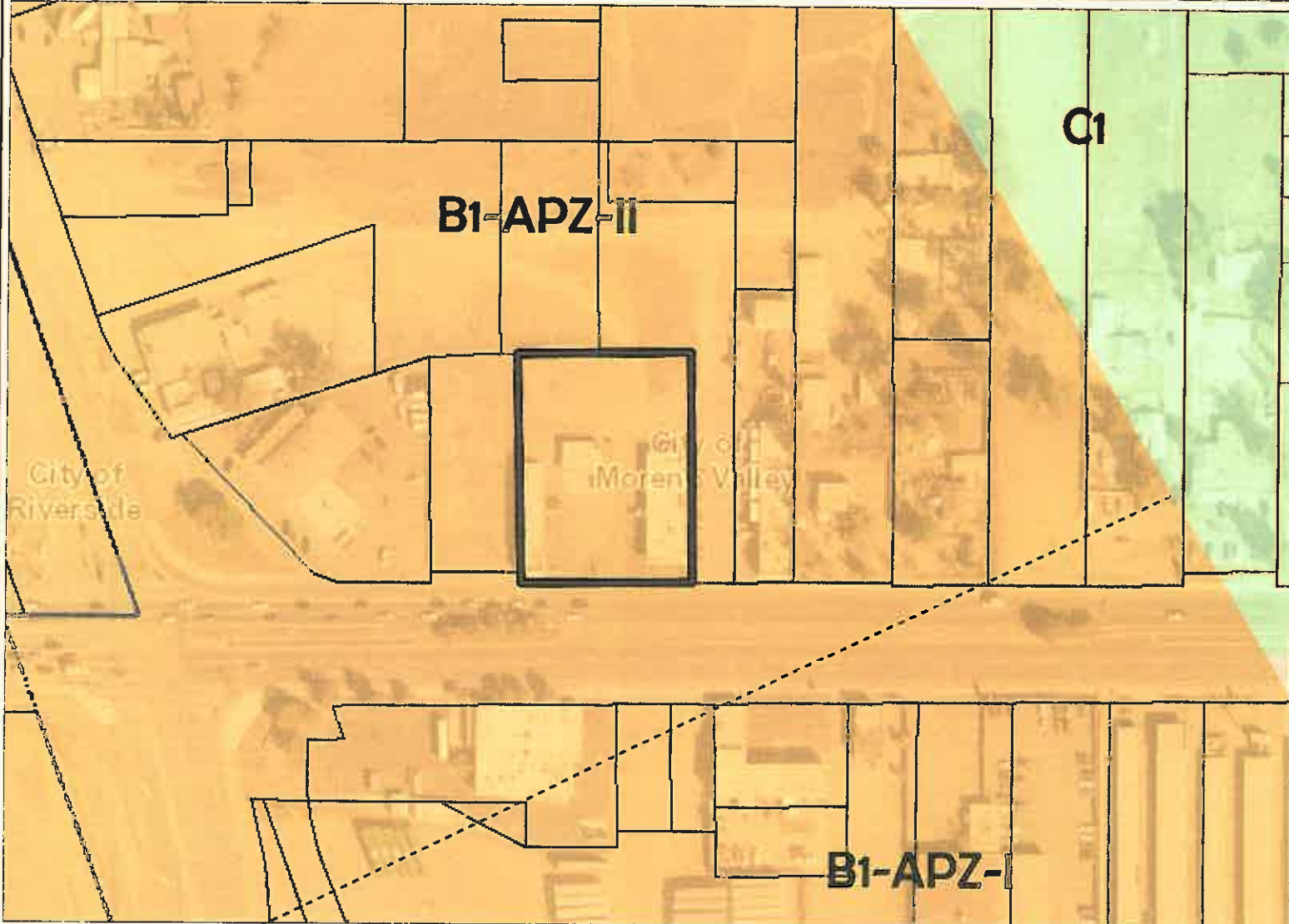


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Notes

Map My County Map



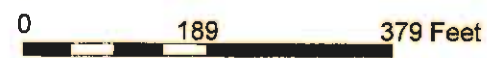
Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ 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

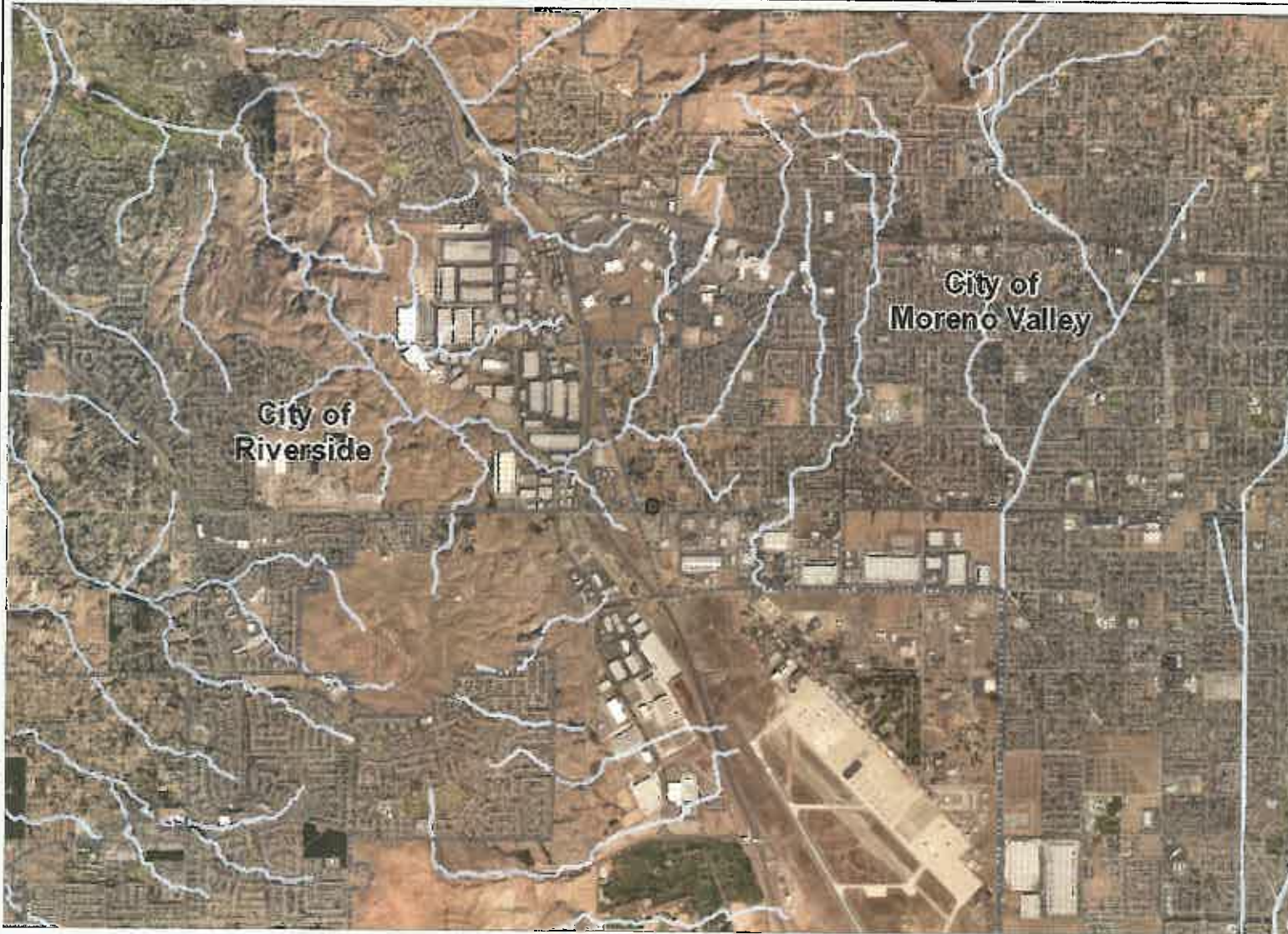


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Notes



Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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- 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



0 379 758 Feet

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Notes

Map My County Map



Legend

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

Notes



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Map My County Map



Legend

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



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Notes

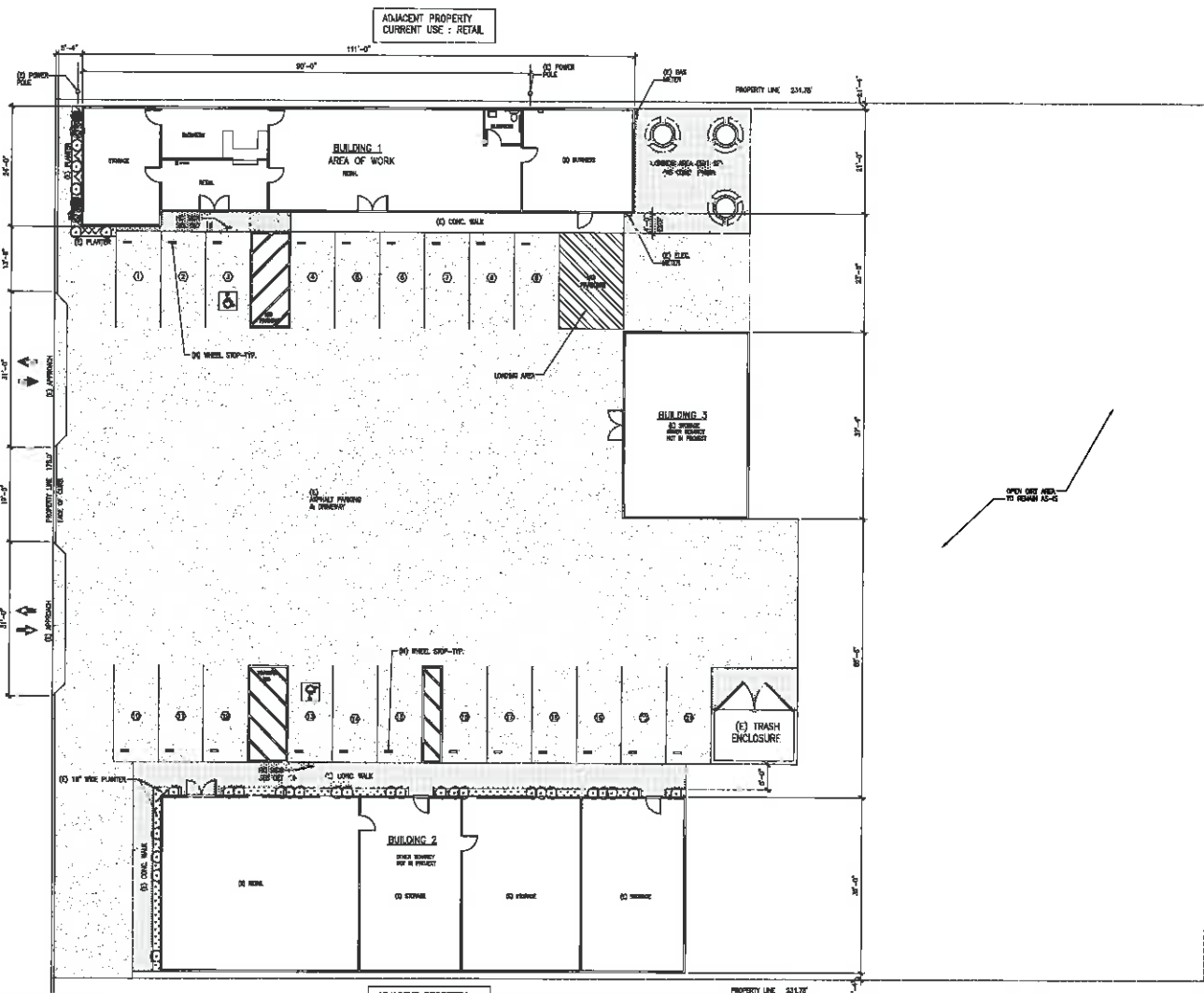


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ALESSANDRO BLVD



SITE PLAN
SCALE: 3/32"=1'-0"



VICINITY MAP

APR: 263-220-015
 SITE ADDRESS: 21820 ALESSANDRO BLVD, MORENO VALLEY, CA 92555
 OWNER: RD HOLD LLC
 RYAN OROGHESEAN
 (714) 401-3327

LEGAL DESCRIPTION: M.A. IN PDE SEC 10 135 RW

TENANT: RD HOLD

DESCRIPTION OF USE: EXIST. COMMERCIAL, PROPOSED CANNABIS DISPENSARY (PROFESSIONAL OR SERVICE TYPE TRANSACTIONS)

OCCUPANT TYPE: BUSINESS GROUP - B

TYPE OF CONSTRUCTION: B, SINGLE STORY, SINGLE OCC., NON-SPRINKLERED

OCCUPANT LOAD:
 PER CBC TABLE 1004.1.2
 • LOBBY: 227 SF / 100=3
 • CHECK-IN: 228 SF / 100=3
 • SHOWROOM: 1012 SF / 100=11
 • BREAK ROOM: 174 SF / 100=2
 • RESTROOM: 57 SF / 100=1
 • STORAGE: 381 SF / 100=4
 **** TOTAL: 25 PERSONS

SITE DATA

ADD NEW NON-BEARING WALLS TO DIVIDE THE SPACE. ADD NEW ELECTRICAL AND RELOCATE MECHANICAL ITEMS TO FUTURE AREA. REMODEL EXISTING BATHROOMS WITH THE ADA COMPLIANCE.

NOTES:
 1. SEPARATE APPLICATION(S) AND PERMIT(S) ARE REQUIRED FOR:
 -ELECTRICAL WORK
 -MECHANICAL WORK
 -PLUMBING WORK
 2. A CERTIFICATE OF OCCUPANCY IS REQUIRED PRIOR TO TENANT OCCUPANCY OF THE SPACE. SEE BUILDING DIVISION PERSONNEL FOR APPLICATION.
 3. CITY BUILDING INSPECTOR TO VERIFY ALL UN-PERMITTED CONSTRUCTION. AT THE REQUEST OF THE CITY BUILDING INSPECTOR THE OWNER OR THE AGING AGENT FOR THE OWNER MUST REMOVE OR EXPOSE ALL UN-PERMITTED CONSTRUCTION AT THE LOCATION. THE CITY BUILDING INSPECTOR REQUEST TO VERIFY THE CONSTRUCTION MEETS THE CALIFORNIA BUILDING CODE REQUIREMENTS.

SCOPE OF WORK

LOT SIZE: 40,961.5 SF
 EXISTING AREA: 2,379 SF
 PROPOSED TL AREA: 1,737 SF
 LOT COVERAGE: 40,961.5 / 2,379 = 17.20%

DESIGN CRITERIA

APPLICABLE CODES:
 California Building Code
 2016 C.B.C. 2016 C.M.C.
 2016 C.P.C. 2016 C.P.C.
 2018 E.C.C.
 2018 Cal. Green B.C.
 2018 California Energy Code

All new work shall comply with local and state amendments.

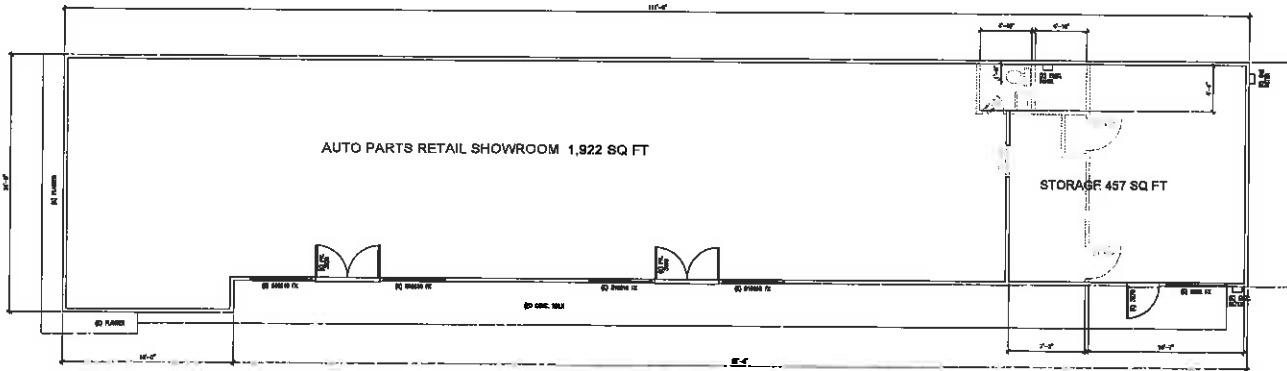
APPLICABLE CODES

C-1 SITE MAP
 A-1 PROPOSED FLOOR PLAN
 A-2 NEIGHBOR MAP
 A-3 PHOTOS
 SPE-1 SITE LIGHTING PHOTOMETRIC PLAN

SHEET INDEX

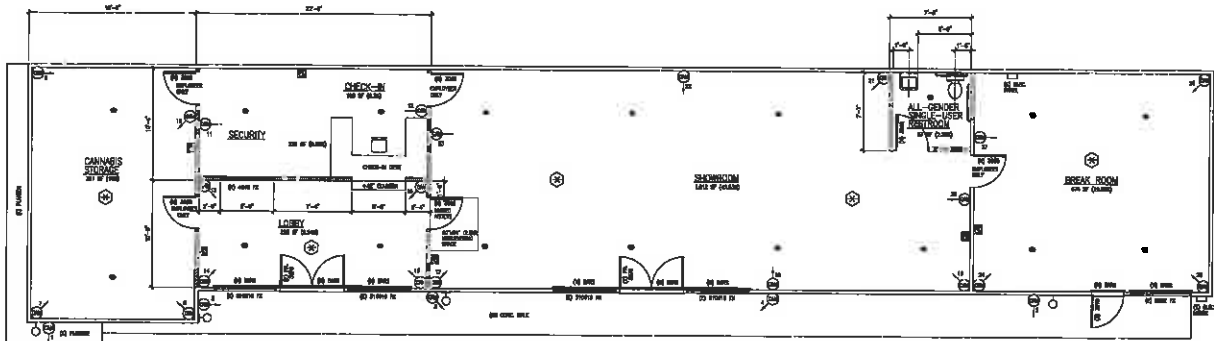
REVISIONS	
DATE:	BY:
JONATHAN L. ZANE ARCHITECTURE JONATHAN L. ZANE ARCHITECT - CA, U.S. #11-1046 1555 NORTH LA CINDA DRIVE DOWNTOWN, CA 92324 (909) 852-7300	
A Project For: CANNABIS DISPENSARY, T.I. 21820 ALESSANDRO BLVD. MORENO VALLEY, CA 92555	
DATE: 02/15/2018	SHEET: C-1

NOTICE: The drawings and floor plan are prepared for the use of the contractor only and are not to be construed as a contract. The contractor shall be responsible for the accuracy of the information and shall verify the same with the owner and the architect. The architect shall not be responsible for the accuracy of the information or the construction of the building.



TOTAL AREA OF BUILDING 1 IS 2,379 SQ FT

EXISTING/DEMO PLAN
SCALE: 3/16"=1'-0"



PROPOSED FLOOR PLAN
SCALE: 3/16"=1'-0"

- GENERAL NOTES:**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2019 CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.
 3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 4. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES.
 5. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 6. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE SUBMITTED FOR APPROVAL.

- CLARIFICATION NOTES:**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2019 CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.
 3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 4. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES.
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 7. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 8. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 9. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 10. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 11. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
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 13. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 14. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 15. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 16. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 17. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 18. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 19. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.
 20. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CURB CUT AND DRIVEWAY.

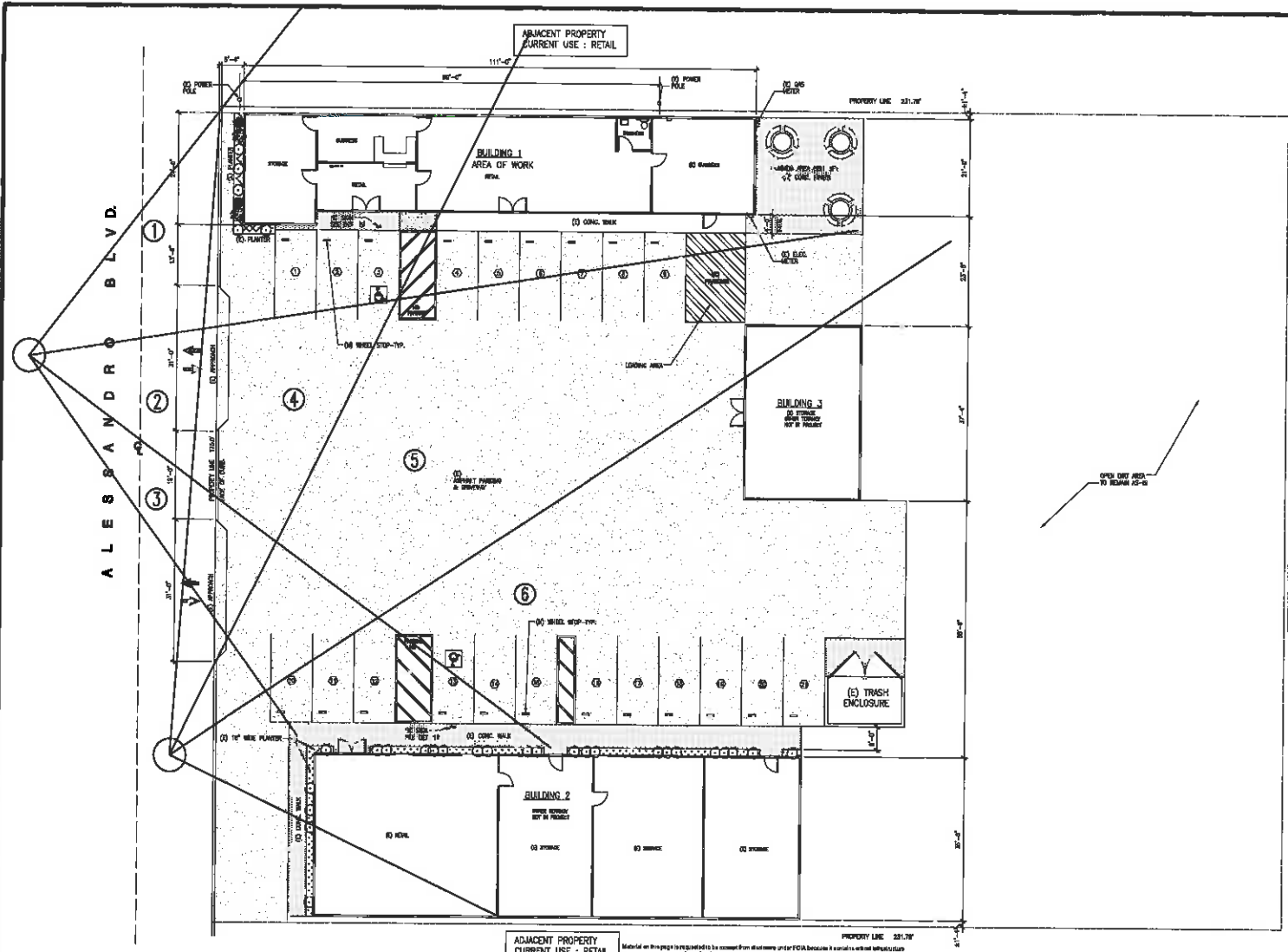
- WALL TYPES:**
- 1. EXISTING WALL TO REMAIN
 - 2. NEW WALL TO BE CONSTRUCTED
 - 3. NEW WALL TO BE DEMOLISHED
 - 4. EXISTING WALL TO BE REFINISHED
 - 5. EXISTING WALL TO BE REPAIRED

- MECHANICAL SYMBOLS:**
- 1. LIGHT
 - 2. EXISTING MECHANICAL
 - 3. NEW MECHANICAL
 - 4. MECHANICAL TO BE DEMOLISHED
 - 5. MECHANICAL TO BE REPAIRED

DATE: 02/15/2019
SCALE: 3/16"=1'-0"
DRAWN: Y. LEMUS
JOB: CANNABIS DISPENSARY
SHEET: A-1

REVISIONS	
DATE:	BY:
JONATHAN L. ZANE ARCHITECTURE ARCHITECT 540 NORTH LA BARRA DRIVE OAKLAND, CA 94612 (916) 255-7500	
DATE: 02/15/2019 SUBMITTALS DATE: PHASE	
A Project For: CANNABIS DISPENSARY, T.I. 2180 ALBERMARLE BLVD. MORENO VALLEY, CA 92553	
DATE: 02/15/2019 SCALE: DRAWN: Y. LEMUS JOB: SHEET:	
A-1	

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



REVISIONS
DATE: BY:

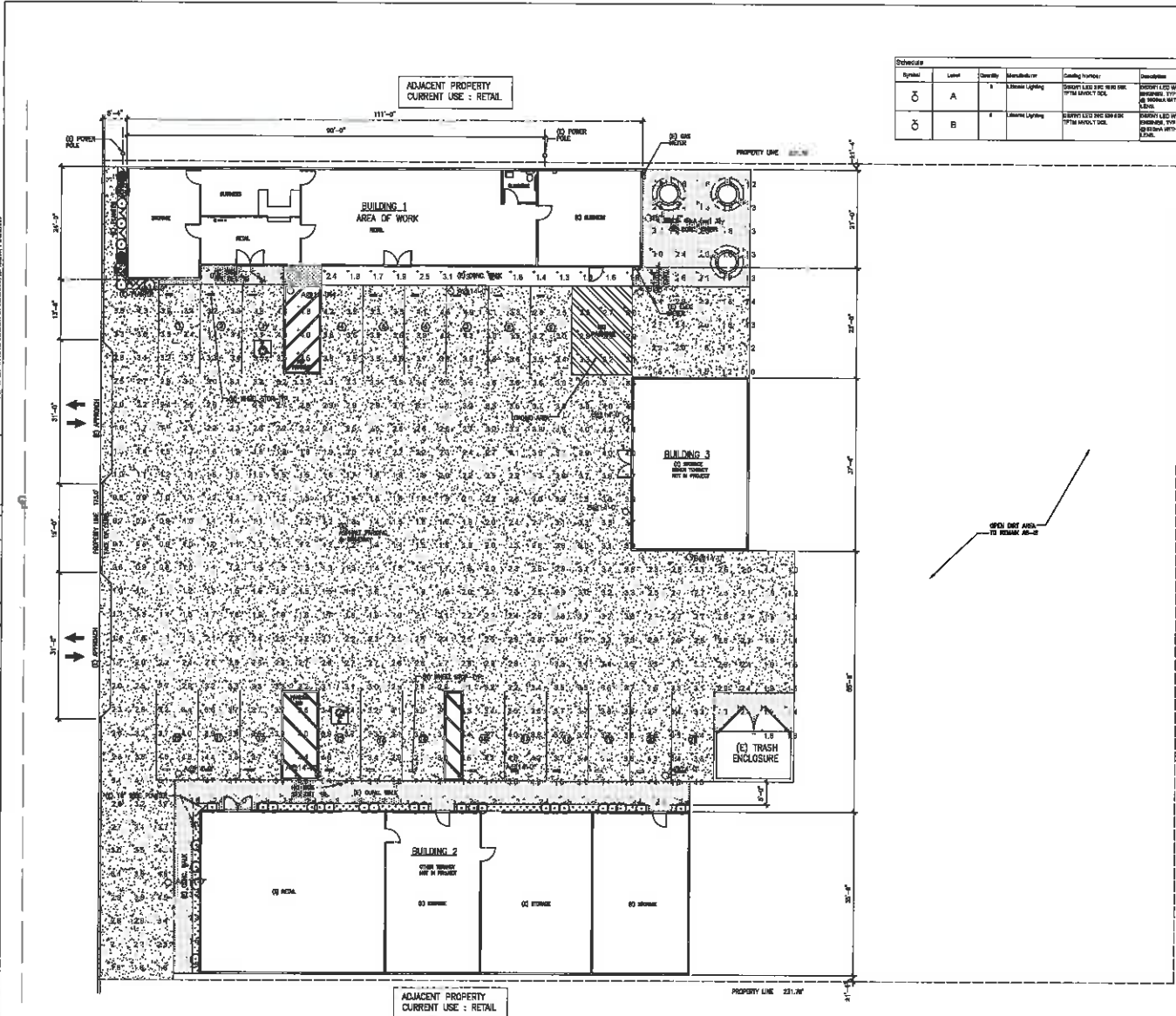
JONATHAN L. ZANE ARCHITECTURE
JONATHAN L. ZANE ARCHITECT - CA, LLC #1-1016
21000 ALEXANDRO BLVD
MORNING HILLS, CA 92553
(951) 825-7500

CANNABIS DISPENSARY, T.I.
A Project For:
21000 ALEXANDRO BLVD
MORNING HILLS, CA 92553

DATE: 02/15/2019
SUBMITTAL DATE: PHASE

DATE: 02/15/2019
SCALE:
DRAWN: Y.LEMUS
JOB:
SHEET: **A-3**

NOTICE: This sheet was prepared by the author or under the direct supervision of the author. These drawings may not be used for any other project without the written consent of the author. The author is not responsible for the construction or operation of the project without the written consent of the author.



System	Level	Quantity	Manufacturer	Model Number	Description	Area	Number	Mounting	Lumen Per Luminaire	Light Loss Factor	Footcandle
Ø	A	8	Artemide Lighting	ARTEMIDE LUCI 200 200 200	RECESSED LUCI 200 200 200 WITH 4000K LED LIGHT SOURCE. 200W, 2000LM, 2000MM X 2000MM. 2000MM X 2000MM. 2000MM X 2000MM.	2000	1	RECESSED	2000	0.8	25.0
Ø	B	8	Artemide Lighting	ARTEMIDE LUCI 200 200 200	RECESSED LUCI 200 200 200 WITH 4000K LED LIGHT SOURCE. 200W, 2000LM, 2000MM X 2000MM. 2000MM X 2000MM. 2000MM X 2000MM.	2000	1	RECESSED	2000	0.8	25.0

Description	Symbol	Area	Min	Max	Mounting	Footcandle
RECESSED	Ø	2000	2000	2000	RECESSED	25.0
RECESSED	Ø	2000	2000	2000	RECESSED	25.0
RECESSED	Ø	2000	2000	2000	RECESSED	25.0
RECESSED	Ø	2000	2000	2000	RECESSED	25.0

REVISIONS
DATE: BY:

RIVERSIDE ENGINEERING GROUP
285 North La Gradera Dr., Ste. 500
Coston, Ca. 92324
Phone (909) 933-0800
Fax (909) 933-0800
E-mail: riving@abqglobal.net



DATE: 02/14/2019
SUBMITTALS

DATE: PHASE

A Project For:
CANNABIS DISPENSARY, T.I.
21620 ALPINE DRIVE, SUITE 100
MORNING VALLEY, CA 94553

DATE: 02/14/2019
SCALE:
DRAWN: Y. LEMUS
JOB:
SHEET:

DATE: 02/14/2019

SCALE:

DRAWN: Y. LEMUS

JOB:

SHEET:

SPE-1

SITE LIGHTING PHOTOMETRIC PLAN
SCALE: 3/32" = 1'-0"



Sheet on this page is presented to be exempt from disclosure under FOIA because it contains critical information, highly confidential security information and/or secrets.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The City of Moreno Valley Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Moreno Valley Planner Mr. Jerry Guarracino at (951) 413-3206.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1364MA19 – RD Moval, LLC (Representative: Jonathan Zane) – City of Moreno Valley Case No. PEN19-0052 (Conditional Use Permit). A proposal to establish a commercial cannabis dispensary within an existing 2,379 square foot building with an address of 21820 Alessandro Boulevard, located on the north side of Alessandro Boulevard, westerly of Day Street, and easterly of Old 215 Frontage Road and I-215. The proposed cannabis dispensary will occupy one of three existing buildings on the 0.9-acre property (Assessor's Parcel Number 263-220-015), with the other two buildings being not part of the project scope. No new building construction is proposed (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: ZAP1364MA19 DATE SUBMITTED: April 15, 2019

MA
01-APZII

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: RD MOVAL, LLC Phone Number: 951-236-6958
 Mailing Address: 9219 TRAILHEAD PT. Email: RICK@complianceguys.com
JURUPA VALLEY, CA 92509

Representative: JONATHAN L. ZANE - ARCHITECT Phone Number: 909 376-7130
 Mailing Address: 958 N. LA CADENA DR, Email: jzane@roadrunner.com
COLTON, CA 92324-2750

Property Owner: JOANINE & SUZANNE CHARLEBOIS Phone Number: ---
 Mailing Address: 483 E AZUL CIRCLE Email: ---
PALM SPRINGS, CA 92264

LOCAL JURISDICTION AGENCY

Local Agency Name: CITY OF MORENO VALLEY Phone Number: 951 544-5379
 Staff Contact: JERRY GUARRACINO Email: jguarracino@annealtagroup.com
 Mailing Address: 14177 FREDERICK STREET Case Type: jerryg@moval.org
MORENO VALLEY, CA 92552
PO BOX 88005
 Local Agency Project No: PEN19-0052

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: 21820 ALESSANDRO BLVD
MORENO VALLEY, CA 92553-8203
 Assessor's Parcel No.: 263-220-015 Gross Parcel Size: .93 AC
 Subdivision Name: _____ Nearest Airport and distance from Airport: MARCH
 Lot Number: _____ APZ: APZ2

PROJECT DESCRIPTION

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

Existing Land Use (describe): EXISTING RETAIL BUILDING TO BE CONVERTED TO CANNIBUS SALES - W/ LESS THAN 45 PEOPLE

Proposed Land Use (describe)	<u>CONVERT EXISTING RETAIL BUILDING INTO CANNIBUS SALES BUSINESS</u>		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	<u>N/A</u>	
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)		ft.
	Height of buildings or structures (from the ground)	<u>12 FT</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	<u>N/A</u>	

- 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)

ALLESANDRO

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: June 13, 2019

CASE NUMBER: ZAP1073PS19 – Tower Energy (Representative: RCE Consultants)

APPROVING JURISDICTION: City of Cathedral City

JURISDICTION CASE NO: SPA87-26C (Specific Plan Amendment), CUP19-002 (Conditional Use Permit)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Specific Plan Amendment CONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, and find the proposed Conditional Use Permit CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to establish a gas station facility with a 5,056 square foot convenience store and 12 fueling stations on 1.74 acres. The property is located within Specific Plan No. 87-26B, which lists “convenience market” as a prohibited use. Therefore, the applicant also proposes amending the text of Specific Plan No. 87-26B by deleting “convenience market” use from the list of prohibited uses within the Specific Plan boundary.

PROJECT LOCATION: The site is located on the northwest corner of Date Palm Drive and Ortega Road, within the City of Cathedral City, approximately 12,383 feet southeasterly of the southerly end of Runway 13L-31R at Palm Springs International Airport.

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

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Compatibility Zone D
- c. Noise Levels: Below 60 CNEL from aircraft noise

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for Palm Springs International Airport, the site is located within Compatibility Zone D. Non-residential intensity in Compatibility Zone D is restricted to an average intensity of 100 people per acre.

The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following intensities were utilized for the project:

- retail area – 1 person per 60 square feet.

The proposed project includes a 5,056 square foot convenience building and 12 fueling pumps, accommodating 102 people, resulting in an average intensity of 59 people per acre, which is consistent with the Compatibility Zone D average acre criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of provided parking spaces (24 spaces), the total occupancy would be estimated at 36 people. This total occupancy results in an average intensity of 21 people per gross acre, which is consistent with the Compatibility Zone D average acre criterion of 100.

Non-Residential Single-Acre Intensity: As previously noted, the proposed building is located within Compatibility Zone D, which restricts non-residential intensity to 300 people in any given single acre. However, as the site is less than 3 acres in area, the maximum allowable intensity is (100 X acreage), or 174.

Based on the site plan provided and the occupancies as previously noted, the proposed improvements consisting of a 5,056 square foot convenience building and 12 fueling pumps are located within a single-acre area and accommodate a maximum of 102 people, which is consistent with the Compatibility Zone D maximum allowable intensity of 174 for this site.

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

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

Part 77: The elevation of Runway 13L-31R at its southerly terminus is 404.4 feet above mean sea level (AMSL). At a distance of approximately 12,383 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 519.3 feet AMSL. The project's finished floor elevation is 344 feet AMSL and the proposed structure height is 26 feet, for a top point elevation of 370 feet AMSL (lower than the runway elevation). Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Compatibility Zone D requires 10% 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 1.74 acres in area, so open area is not required.

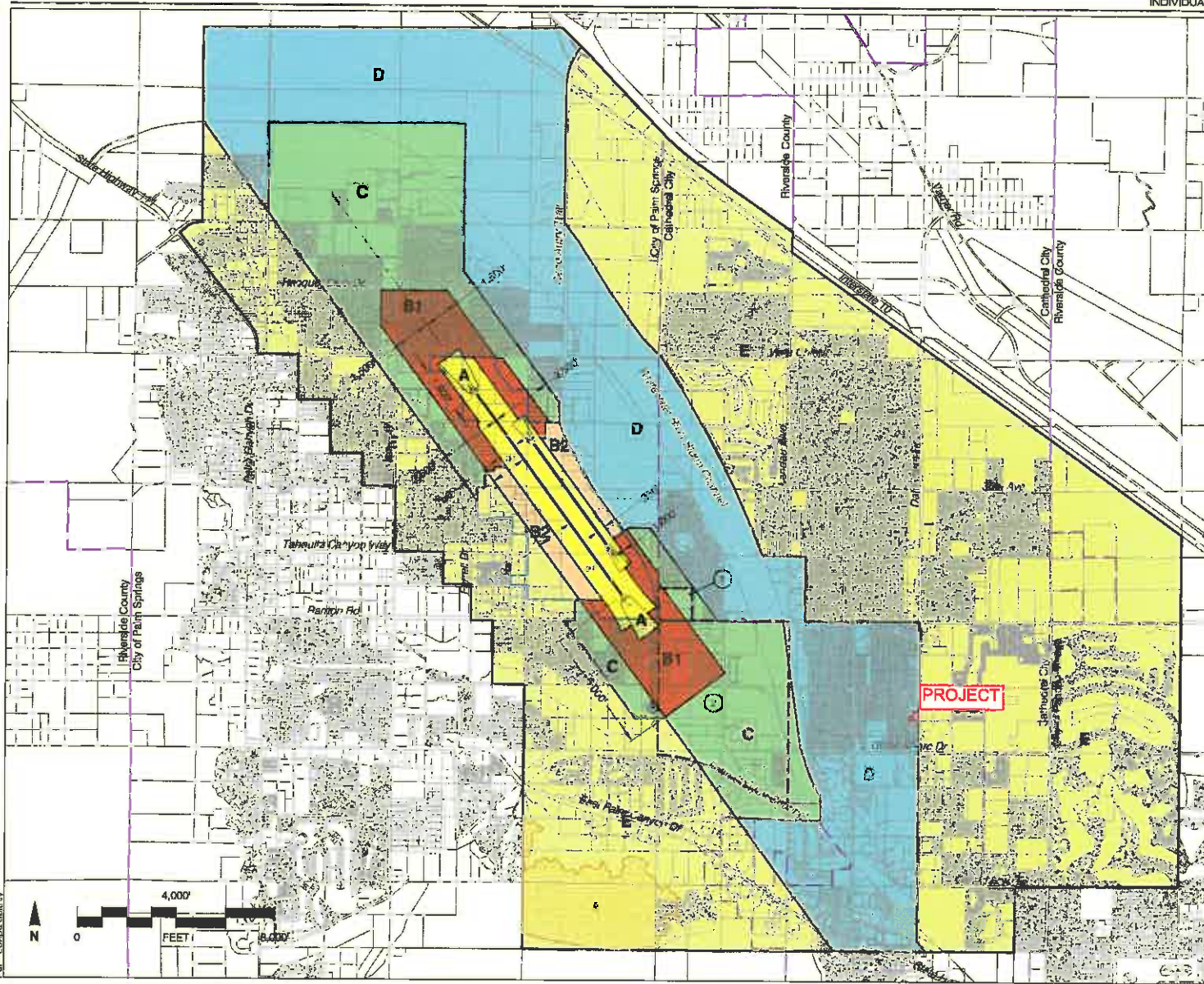
CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/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.

3. The attached notice shall be given to all prospective purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The evaluated project consists of a 5,056 square foot convenience store building and 12 fueling pumps. Any increase in building area or change in use to assembly occupancies will require an amended review 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)



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

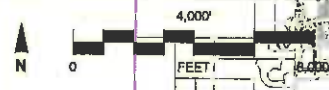
- Notes**
- All dimensions measured from runway ends and centerlines.
 - DT = Displaced Threshold
 - See Chapter 2, Table 2A for compatibility criteria associated with this map.
 - See Policy PS.2.1.

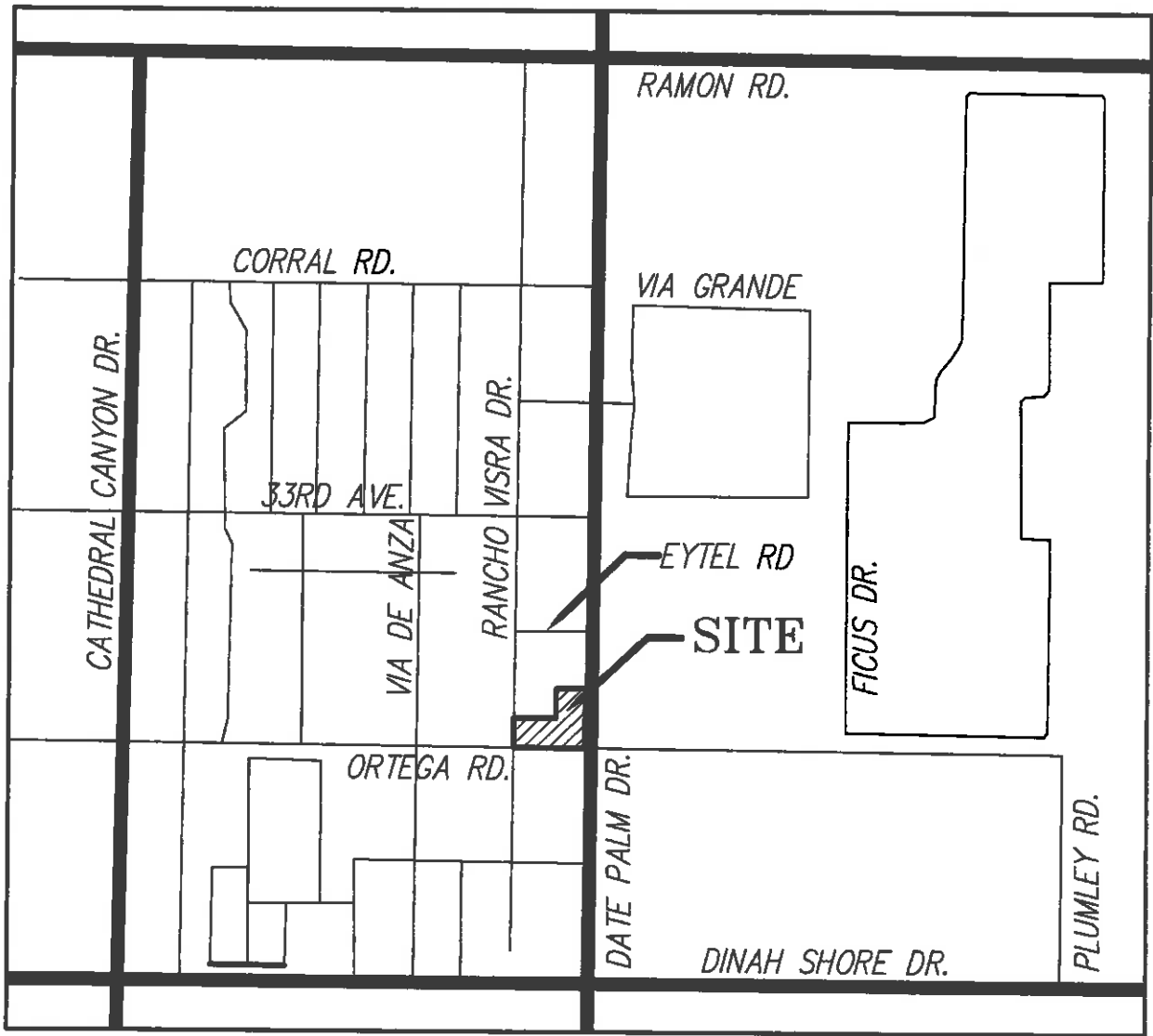
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted March 2005)

Map PS-1

Compatibility Map
 Palm Springs International Airport

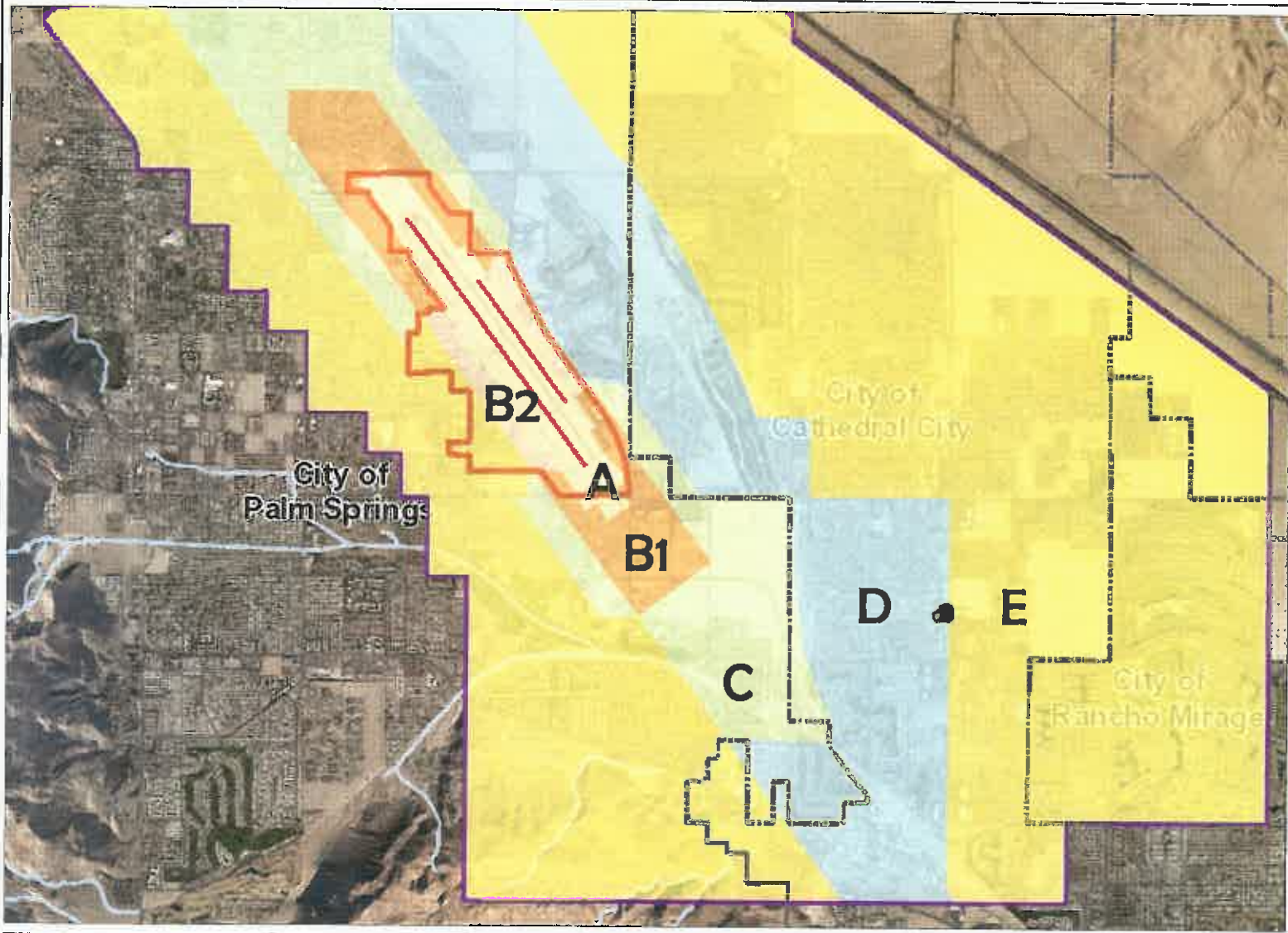
RSP-compatibility







VICINITY MAP
NO SCALE

Map My County Map



Legend

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

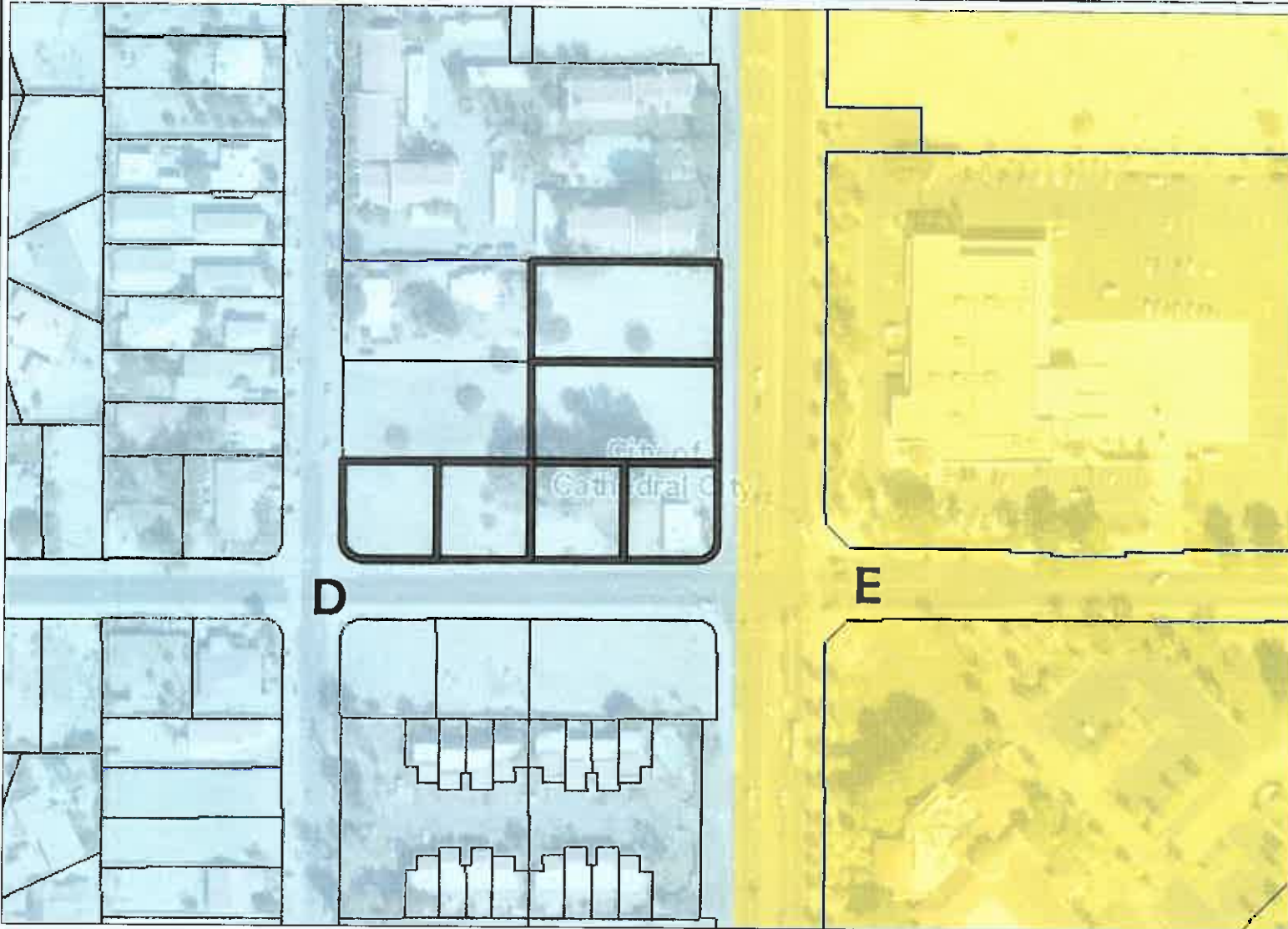



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Notes

Map My County Map



Legend

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



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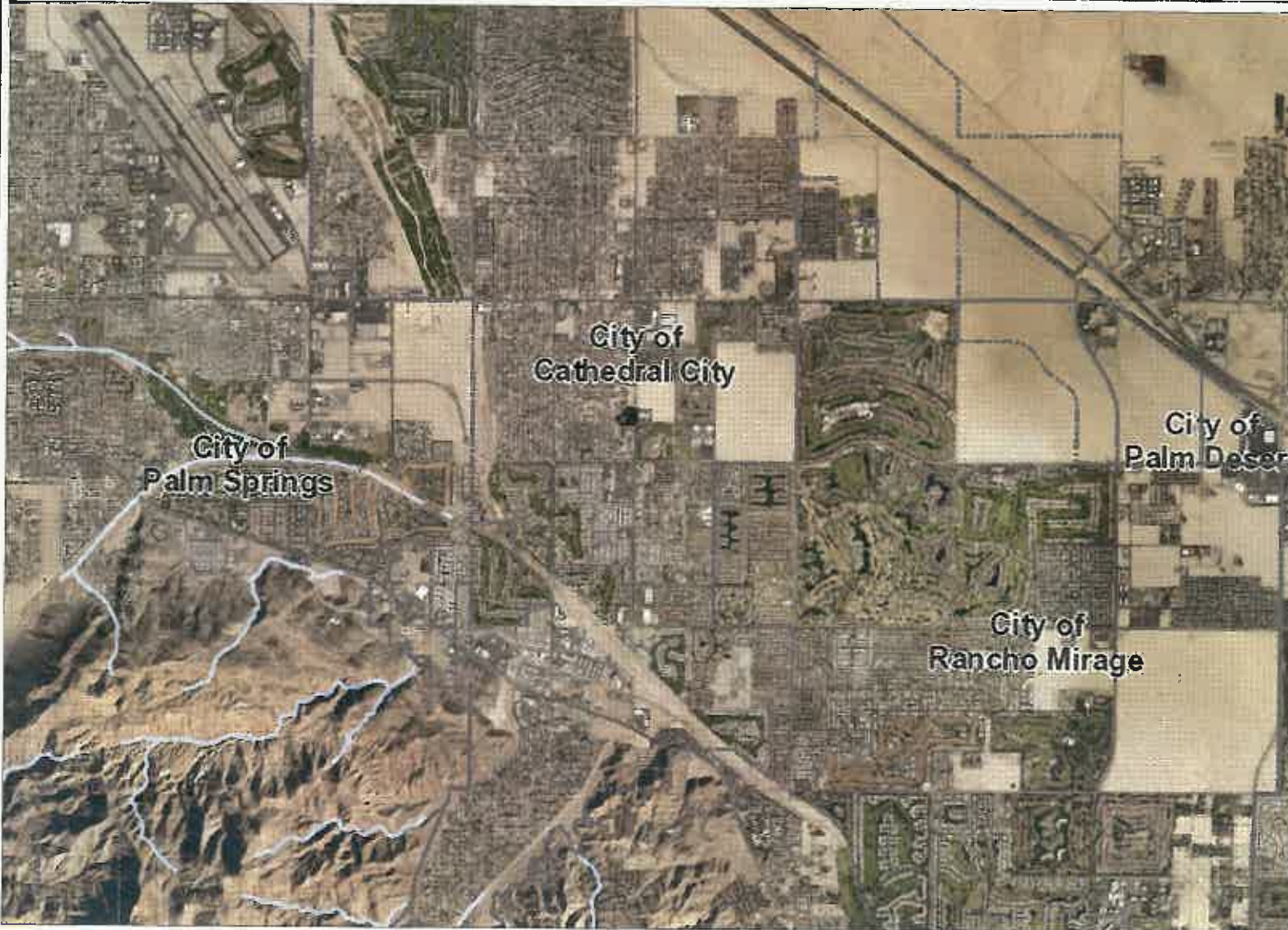


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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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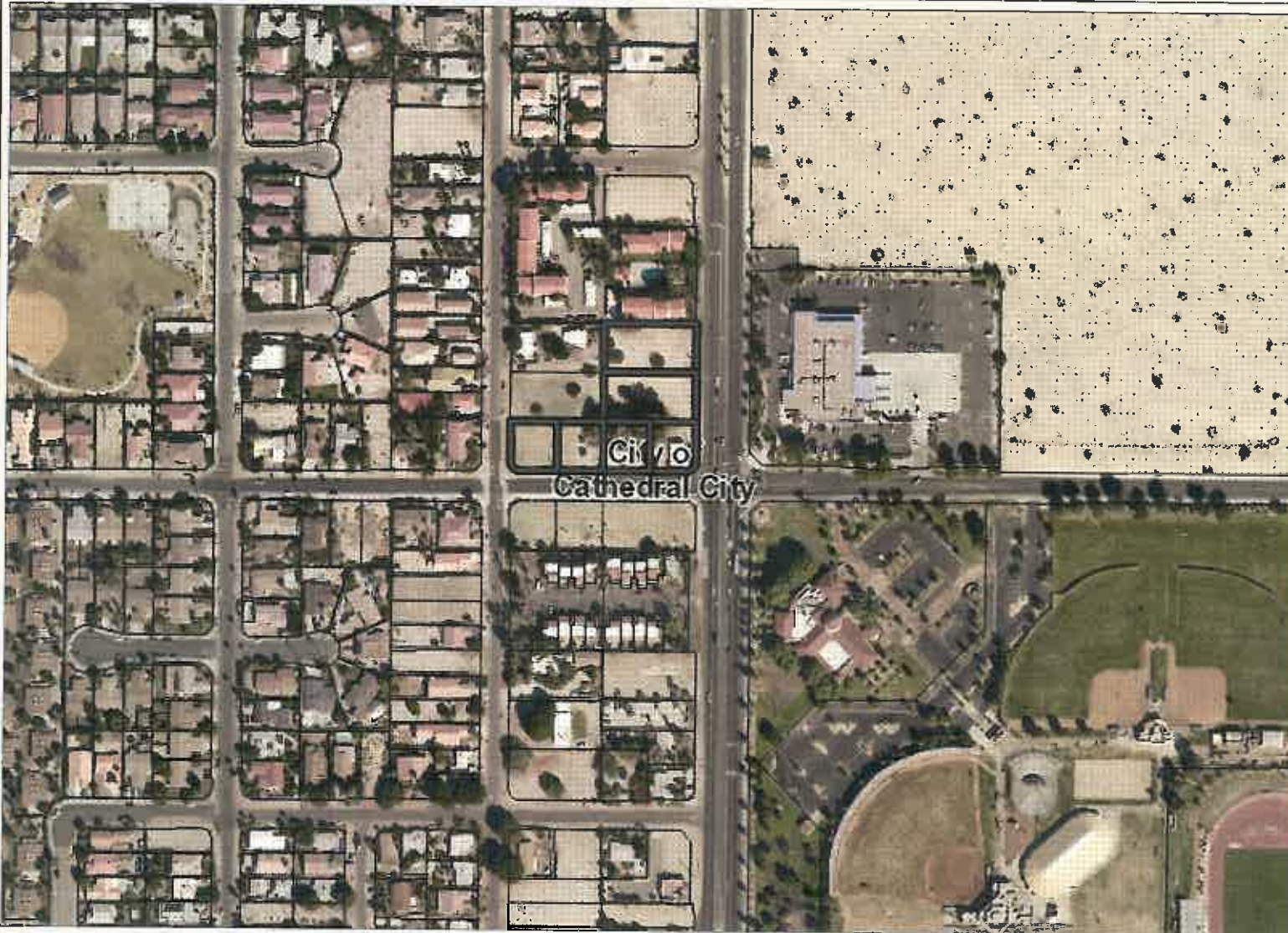


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Notes

Map My County Map



Legend

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



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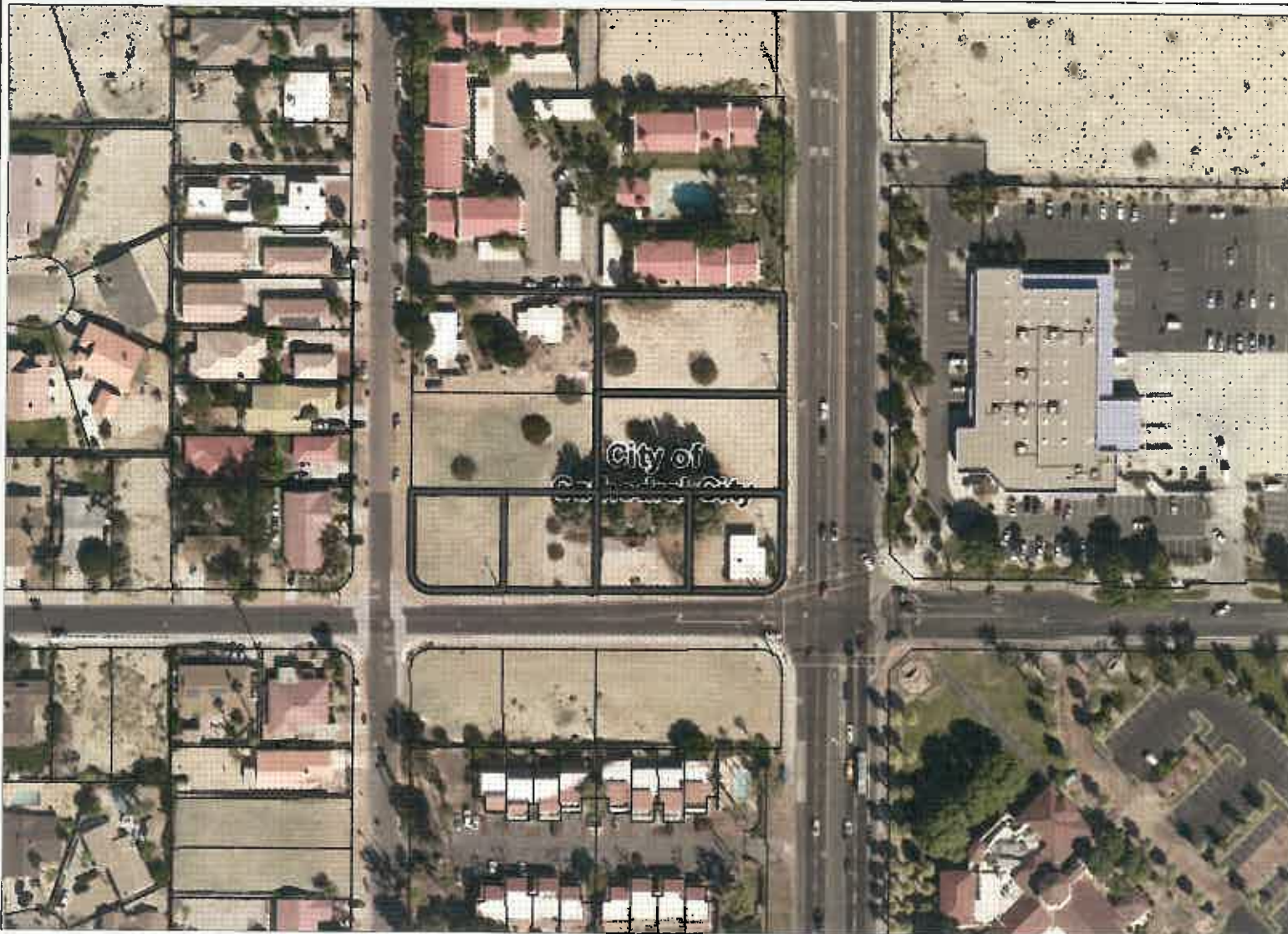
0 379 758 Feet

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Notes

Map My County Map



Legend

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



0 189 379 Feet

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Notes

SP 87-26

ORDINANCE NO. 640

SPECIFIC PLAN AMENDMENT 87-26B

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CATHEDRAL CITY, CALIFORNIA, AMENDING SPECIFIC PLAN AMENDMENT NO. 87-26A AS SHOWN BELOW:

WHEREAS, the City Council of the City of Cathedral City (the "City Council") desires to enhance the appearance of the City by encouraging attractive developments that protect property values and the general welfare of the community; and

WHEREAS, Specific Plan 87-26 was adopted by the City Council by Ordinance Number 260 on June 14, 1989; and

WHEREAS, Specific Plan 87-26A was amended by the City Council by Ordinance Number 360 in June 17, 1992; and

WHEREAS, Specific Plan 87-26A was amended by the City Council by Ordinance Number 633 in December 13, 2006; and

WHEREAS, on January 17, 2006, the Planning Commission conducted a Public Hearing and recommended the allowance of additional architectural styles, the ability to obtain approval of live/work units subject to a Conditional Use Permit, and to increase the density of live/work units for properties located in the following areas:

- North of Corral Road to a point 235 feet south of Ramon Road for properties that have frontage on Rancho Vista Drive that are between Date Palm Drive and Rancho Vista Drive; and
- South of Corral Road to a point approximately 384 feet north of Dinah Shore Drive for properties located between Date Palm Drive and Rancho Vista Drive; and

WHEREAS, said application has been submitted to the City of Cathedral City for consideration by the City Council for decision after a duly noticed public meeting was held on January 17, 2007; and

WHEREAS, amending the residential development standards in Specific Plan 87-26A to is consistent and harmonious with the City's existing and intended development environment within the Specific Plan area and throughout the City; and

WHEREAS, the City Council finds and determines that officially amending Specific Plan 87-26A by Ordinance is important to preserve the public health, safety, and welfare of all residents and visitors of the City.

Section 1. Official Specific Plan Map.

The Official Specific Plan Map of the City of Cathedral City is hereby amended pursuant to Exhibit A for SPECIFIC PLAN AMENDMENT NO. 87-26B.

Section 2. Official Specific Plan Text.

The text of the Specific Plan is hereby repealed and replaced by the amended text in Exhibit B for SPECIFIC PLAN AMENDMENT NO. 87-26B

Section 2. Severability.

If any Section of this Ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining section, subsection and clauses shall not be affected thereby.

Section 3. Repeal of Conflicting Provisions.

All of the provisions of the Cathedral City Municipal Code, Specific Plan text, and Zoning Ordinance as heretofore adopted by the City of Cathedral City that are in conflict with the provisions of this Ordinance are hereby repealed.

Section 4. Effective Date.

This Ordinance shall take effect thirty (30) days after its second reading by the City Council.

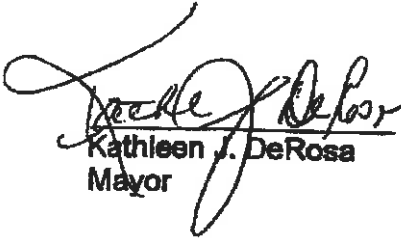
Section 5. Posting.

The City Clerk shall, within 15 days after passage of this Ordinance, cause it to be posted in at least three (3) designated public places; shall certify to the adoption and posting of this Ordinance; and shall cause this Ordinance and its certification, together with proof of posting, to be entered in the Book of Ordinances of this City.

[THIS AREA LEFT INTENTIONALLY BLANK]

The foregoing Ordinance was approved and adopted at a meeting of the City Council held on the 14th day in the month of February 2007 by the following vote:

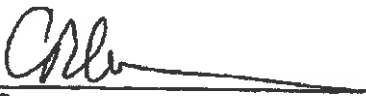
Ayes: 5
Noes: 0
Abstain: 0
Absent: 0


Kathleen J. DeRosa
Mayor

ATTEST:


Pat Hammers, City Clerk

APPROVED AS TO FORM:


Charles Green
City Attorney

APPROVED AS TO CONTENT:

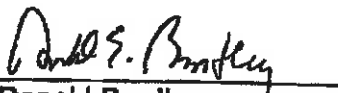
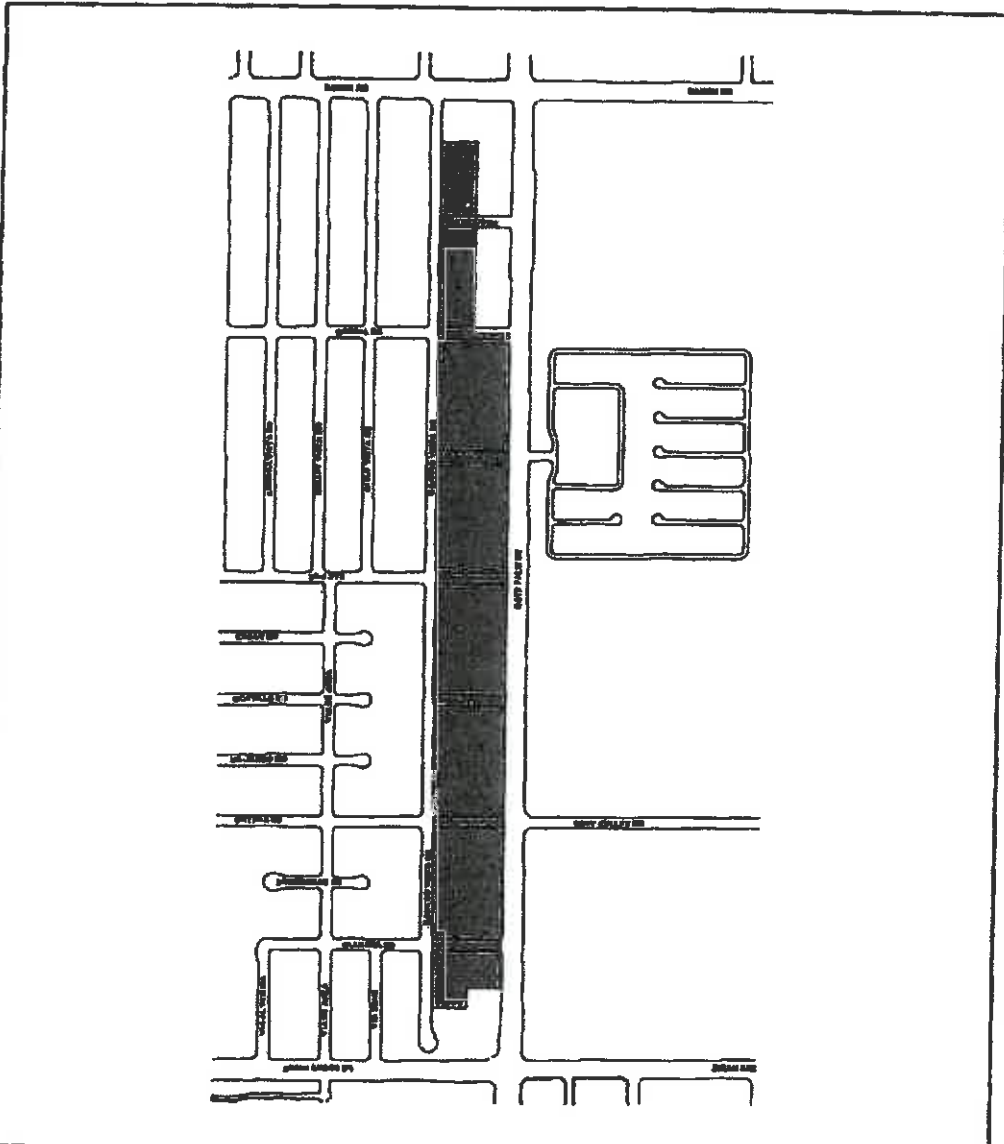

Donald Bradley
City Manager

EXHIBIT 'A'
AREA OF PROPOSED SPECIFIC PLAN AMENDMENT




 City of Colton, CA 10-700 Douglas & 9th Streets Colton, CA 92324 PA (951) 776-0210	SP 87-255	Date: 1/17/2007
	GROUND FLOOR COMMERCIAL & LIVEWORK UNITS	Sheet: 1 of 1 Sheets
	PLANNING DEPARTMENT	Designed By: <i>Ruben Rodriguez</i>

EXHIBIT 'B'
TEXT OF PROPOSED SPECIFIC PLAN AMENDMENT

Specific Plan 87-26
June 14, 1989
Amended November 15, 2006
Amended February 14, 2007

PROJECT LOCATION

The Specific Plan area, consisting of approximately 42 acres, is located on the westerly side of Date Palm Drive, north of Dinah Shore Drive, south of Ramon Road and east of Rancho Vista Drive (see attached Vicinity Map).

SPECIFIC PLAN STATE LAW COMPLIANCE

This Specific Plan has been prepared pursuant to the provisions of Sections 65450 through 65453 of the California Government Code and includes all the required components except for the following:

Energy
Solid Waste Disposal

Energy: This component is not included in the Specific Plan since the Plan area and surrounding areas are largely developed. All energy facilities required to serve the subject area have been planned for and are available. Permitted development within the Specific Plan area will not call for any substantial upgrading of existing facilities.

Solid Waste Disposal: This component is not addressed because the City of Cathedral City contracts trash services from Burrtec and sewer service from Coachella Valley Water District. Private septic systems are serviced by private companies. All disposal sites are located outside the limits of Cathedral City. These services will continue throughout the city and are currently available to the Specific Plan area. Detailed analysis of solid waste disposal system and trash enclosures will be studied during development review.

The adoption of a specific plan constitutes a project under the California Environmental Quality Act and therefore an Environmental Assessment will accompany this report.

GENERAL PLAN COMPLIANCE

This Specific Plan is based on the Cathedral City General Plan and its goals, objectives and policies. The Specific Plan will serve as an implementation tool for the General Plan and work in conjunction and as a supplement to all other City codes including the Zoning Ordinance. General Plan Land Use policy and applicable zoning standards will remain the guide for land use development.

GOAL A To stimulate changes in land use of existing nonconforming uses and to allow mixed land use in appropriate areas to foster development. Also, to allow for changes without adversely affecting existing uses.

OBJECTIVE To create standards which facilitate individual development interests and provide a unified concept while protecting the nature of the residential area by limiting certain commercial uses.

OBJECTIVE To allow various housing types as permitted in the R2-B (Multiple Family Residential with Bonus Density Overlay) zone within areas zoned for commercial development.

GOAL B To enhance traffic safety by minimizing direct access to Date Palm Drive, Dinah Shore Drive and Rancho Vista Drive.

OBJECTIVE To provide an access alternative through common drives and access ways.

OBJECTIVE To require reciprocal access and common parking lot arrangements for all commercial properties when individual lots or groups of lots develop.

GOAL C To encourage better planned development which is in scale with Date Palm Drive as major corridor.

OBJECTIVE To encourage owners to consolidate lots of record or assemble parcels through acquisitions into larger parcels to maximize development potential and provide a practical design solution for this area

GOAL D To encourage innovative design approaches along Date Palm Drive and Dinah Shore Drive, two major corridors into the City.

OBJECTIVE To provide an architectural theme for commercial and multiple family projects which compliment the style of housing occurring in the neighborhood.

OBJECTIVE To provide development standards which facilitate quality planned development of both commercial and residential uses.

GOAL E To encourage the use of innovative designs in the Date Palm Corridor that incorporate both residential and commercial land uses.

OBJECTIVE To provide opportunity for mixed use development that incorporate both commercial and residential land uses in the same building to facilitate more flexible land uses.

OBJECTIVE To provide opportunity for live/work units that will facilitate home based businesses that will seamlessly fit into residential development.

The following are the development conditions that will implement the above mentioned goals and objectives:

General:

1. The site shall consist of one Planning Units as depicted in Exhibit A, dated May 31, November 1, 2006. The base zones is:

PCC (Planned Community Commercial)

2. Uses permitted and/or conditionally permitted in the R2-B Zone shall be limited to the Specific Plan Area north of Corral Street that have frontage on Rancho Vista Drive or south of Corral Street and a point to the south approximately 384 feet north of Dinah Shore Drive (which excludes the Walgreens Parcel which is 680-482-022) except as otherwise specified herein and subject to the following Development Standards:

- a. A Conditional Use Permit shall be required for all residential development including any mixed use development which includes residential within the Specific Plan area; and
- b. All residential development in the Specific Plan area shall comply with the requirements of the Multiple Family Residential District (R2) and Density Bonus (B) Development Standards unless otherwise specified herein; and

- c. All residential development shall provide the required sound insulation in exterior walls, doors, windows and required ventilation systems in order to comply with the requirements for residential land uses as required in the Noise Element of the General Plan; and
- d. All residential development shall provide at least one common recreational amenity on the project site which may include, but not be limited to a, pool, clubhouse, tennis court, spa, pedestrian garden, or courtyard of adequate size and configuration or similar amenity to promote social activity; and
- e. Residential land uses at R2-B density may be permitted above ground level commercial land uses subject to a Conditional Use Permit and the following criteria:
 - (1. Ground level commercial land uses shall only be as permitted or conditionally permitted in the Mixed Use Commercial (MXC) zone;
 - (2. Parking shall be provided pursuant to R2-B standards for residential and Section 9.58 of the City Zoning Ordinance for commercial standards. A parking structure utilizing shared parking arrangements may be approved in lieu of R2-B garage standards. A parking study shall be required pursuant to Section 9.58.060 if shared parking is proposed.
 - (3. Maximum lot coverage and setbacks shall comply with the requirements as set forth in the PCC Zone.
 - (4. Maximum height shall be 36 feet as required in the PCC Zone.
 - (5. Exterior living space in the form of open space, patios, balconies and/or terraces shall be provided for all residential land uses. Each dwelling shall provide a minimum exterior living space of 80 square feet per dwelling unit and at least 5 feet in depth. Exterior living space above commercial land

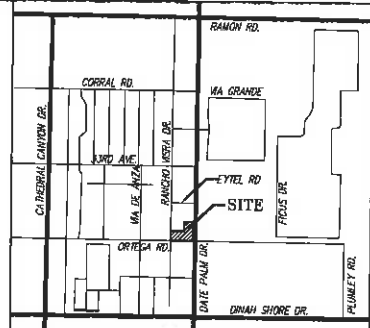
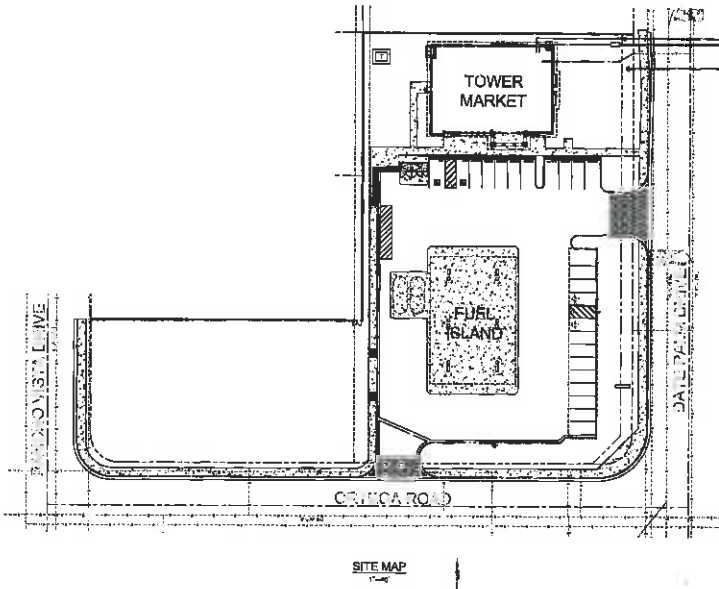
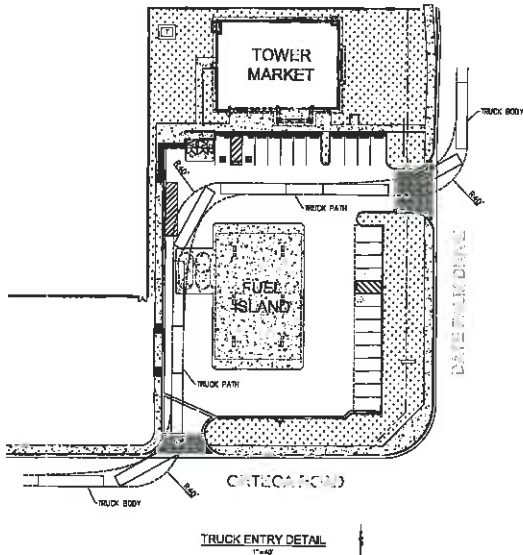
uses shall be subject to the commercial provisions of the City Noise Element.

- (6. Permitted residential densities shall be as prescribed in the R-2 Zoning District (Section 9.16.050 B, C, and D) except that lots less than 31,350 square feet, based on legal lots of record, shall have no greater than one unit per 4,800 square feet of lot area. All Developments with live/work and/or first-floor commercial components may provide densities based on the R-2 Zoning District's Density for the pro rata share of lot that is devoted to live/work and the remainder shall meet the applicable density required by this Section. The fraction of a unit of the pro rata share of different densities can be added together but any fraction remaining after the sum cannot be rounded up.
- (7. All mixed use projects shall have separate entrances for both the residential and commercial portions of the project. There shall be no internal access between the commercial and residential land uses.
3. Any transient occupancy use such as a hotel, motel, inn or lodging facility as permitted or conditionally permitted in the PCC zone shall provide at least one active, common, recreational amenity on the project site which may include, but not necessarily limited to a pool, clubhouse, tennis court, spa, or similar amenity.
4. The following uses are prohibited within the Specific Plan area.
 - Automotive, truck and/or recreational vehicle sales
 - Automotive repair and/or service
 - Automobile service stations
 - Mobile home, RV, and other similar vehicle sales and/or service
 - Fast food restaurants, drive-thru restaurants
 - Bars and cocktail lounges (except when in conjunction with a restaurant of greater than 1,800 feet of customer service area dedicated to dining)
 - ~~Convenience Markets/Liquor stores.~~
 - Any other similar use that is oriented to vehicle sales and service or to high customer concentrations.
 - Large family day care homes

- One-family dwellings
 - Small family day-care homes in one and two-family dwellings only
 - Day-care center
 - Mobile home park
5. Where a commercial use has frontage on Rancho Vista Drive, a minimum five foot high masonry wall shall be constructed along the Rancho Vista frontage 7 feet from the property line, except where building orientation creates a buffer by eliminating activity on that side of the project. The 7-foot wall setback shall be maintained as a planter and contain: an irrigation system and landscape material sufficient to screen commercial activity as approved by the Architectural Review Committee.
 6. The designated alignment of Date Palm Drive shall be dedicated based on the City General Plan or as amended by the City. In addition, all necessary street improvements and widenings shall be guaranteed to the satisfaction of the City Engineer prior to the issuance of building permits.
 7. Each parcel shall be limited to a single access drive from Date Palm Drive except no access shall be permitted to Date Palm Drive where access is available to a side street or via a reciprocal access drive. Any improvement to an existing development requiring design review and/or Conditional Use Permit shall also require reevaluation of Date Palm access and existing driveways.
 8. Any commercial property, or mixed use residential project, having Rancho Vista Drive frontage shall be limited to a single access drive from Rancho Vista. The drive shall be a maximum of 16 feet wide, limited to employee, and customer or resident access only, and designed so as to be prohibitive for or to greatly discourage delivery truck access.
 9. All corner lots on Date Palm Drive shall take access from side streets or common accessways unless this condition is prohibitive to any access.
 10. The setback from Date Palm Drive and/or Dinah shore Drive shall be a minimum of 25 feet from curb face. Said setback area shall be landscaped except where driveway approaches are permitted to cross.
 11. The minimum spacing between access driveways on Date Palm Drive and Dinah Shore Drive shall be 200 feet, and no access will be allowed within 200 feet of Date Palm Drive/Dinah Shore Drive corner unless this condition is prohibitive to any access.
 12. At time of development of any property, reciprocal public street access provisions shall be offered which state that common street access shall be constructed at the interior lot line so as to be shared by adjacent future development. This condition shall apply only when adjacent property(ies) are undeveloped or when previous development has planned for reciprocal access.

13. Any parcel under consideration for site plan approval or building permits between Dinah Shore and 33rd Avenue shall contribute a pro rata share of funds toward the installation of a future traffic signal at the intersections of Date Palm Drive and Ortega Road. Signal share contributions shall be based on the rate of \$500.00 per net acre.
14. The overall architectural style of the project shall consist of a California Spanish or Desert Modern architectural motifs. The California Spanish theme shall include architectural features such as: Architectural plant-ons, wing walls, arches, sloped concrete tile roofs, heaving beam trim or patio trellis work, heavy textured stucco exterior walls or walls of heavy textured masonry (slumpstone or split-face concrete block). The Desert Modern theme should include features such as simple geometric forms, non-textured stucco or block exterior, minimal ornamentation, large glass windows, deep overhangs, flat low pitched or angular roofs, and stone veneers
15. All commercial buildings shall contain covered pedestrian arcades for the front yards facing any public right-of-way and/or private parking lot.
16. Commercial signage shall not be permitted along the frontage of Rancho Vista Drive. Wall signage shall only be permitted at the ground level.
17. Live/work uses shall be allowed within the Specific Plan area and comply with Zoning Ordinance provisions as follows:
 - a. Definition described in Section 9.08.020.
 - b. Conditional Uses per Section 9.25.030
 - c. Parking requirements of Section 9.25.90.
 - d. All live/work units shall have the same tenant in both the commercial and residential portions of the project.
18. Residential Yard Requirements: Pursuant to Section 9.16.70, the following may be utilized to vary the building frontage (i.e. massing) along front and rear yard setbacks:
 - a. An encroachment of up to three feet may be allowed for the front and rear yard setbacks if limited to 33% of the total frontage and the overall average setback is fifteen feet or greater.
 - b. Garage vehicular doors may not face the street within the encroachment.

CITY OF CATHEDRAL CITY CONDITIONAL USE PERMIT TOWER MARKET



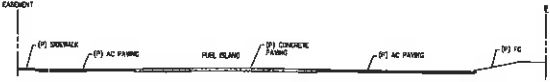
VICINITY MAP
NO SCALE

SHEET INDEX

CIVIL	
C1	TITLE SHEET
C2	EXISTING CONDITIONS
C3	DRAINAGE AND UTILITY
ARCHITECTURAL	
T1.1	TITLE SHEET
A1.1	ARCHITECTURAL SITE PLAN
PF1.1	ELECTRICAL PHOTOMETRIC PLAN
PF1.2	LIGHTING FIXTURE CUTSHEETS
A2.1	FLOOR PLAN
A2.2	FUEL CANOPY PLAN
A3.1	EXTERIOR ELEVATIONS
A3.2	EXTERIOR ELEVATIONS
A3.3	ENTRY ELEVATIONS AND TRASH DETAILS
A3.4	EXTERIOR ELEVATIONS
A3.5	MATERIALS KEY
A4.1	BUILDING SECTIONS
A7.1	ROOF PLAN
A8.1	ILLUMINATED PRICE SIGN
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A3.1B	EXTERIOR ELEVATIONS
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A3.4B	EXTERIOR ELEVATIONS
LANDSCAPING	
L1.1	LANDSCAPE PLAN - COLOR
L1.1	LANDSCAPE PLAN - B&W
L2.1	LIGHTING PLAN
L2.2	LIGHTING DETAILS & CUT SHEETS



SECTION A (SEE SHEET 3)
1"=20'



SECTION B (SEE SHEET 3)
1"=20'



SECTION C (SEE SHEET 3)
1"=20'

OWNER/APPLICANT:

MARK HOLT
TOWER ENERGY GROUP
1885 WEST 190TH STREET
TORRANCE, CA 90504
(562) 556-9000

CIVIL ENGINEER:

KEE CONSULTANTS
17405 AVENUE DE LA CHOLETA
SUITE 300
LAGUNA HILLS, CA 92653
(949) 453-0111

ARCHITECT:

NEA HULLSTON ARCHITECTS P.C.
301 EAST BIRCH DRIVE
BOYDSTOWN, NJ 07001
(908) 571-0300

SURVEYOR:

DAVID SUMNER
2845 BIRCH BOULEVARD, SUITE 100
IRVINE, CA 92618
(949) 773-9000

DEVELOPER:

TOWER ENERGY GROUP
1885 WEST 190TH STREET
TORRANCE, CA 90504
(562) 556-9000

SOILS ENGINEER:

BETTY ANDERSON
14325N BONDING
4500 OLYMPIAN PARKWAY
SUITE 100
FOLSOM, CA 95630
(916) 778-3883

ASSESSORS PARCEL NUMBER:

080-412-004
080-412-005
080-412-006
080-412-007
080-412-008
080-412-009

PROJECT:

PROJECT NAME: TOWER MARKET - CATHEDRAL CITY
PROJECT LOCATION: INTERSECTION OF ORTEGA ROAD AND DATE PALM DRIVE
OWNER ASSOCIATE LTR AC
LANDSCAPE ARCHITECT: 3.0% AC
BUILDING LOT COVERAGE: 75
FIRELINE AND FIRE RESISTANCE/UNPROTECTED
PROPOSED LAND USE: COMMERCIAL
TOTAL PARKING SPALLS: 24
ELECTRIC VEHICLE PARKING SPALLS: 2
HANDICAP PARKING SPALLS: 2

NOTES:

1. 1" = 1" PARCEL NUMBER WILL BE REQUIRED FOR THIS PROJECT.

UTILITY PROVIDERS:

WATER: CATHEDRAL VALLEY WATER DISTRICT
SEWER: CATHEDRAL VALLEY WATER DISTRICT
GAS: SOCAL GAS
ELECTRIC: SOUTHWEST CALIFORNIA ENERGY

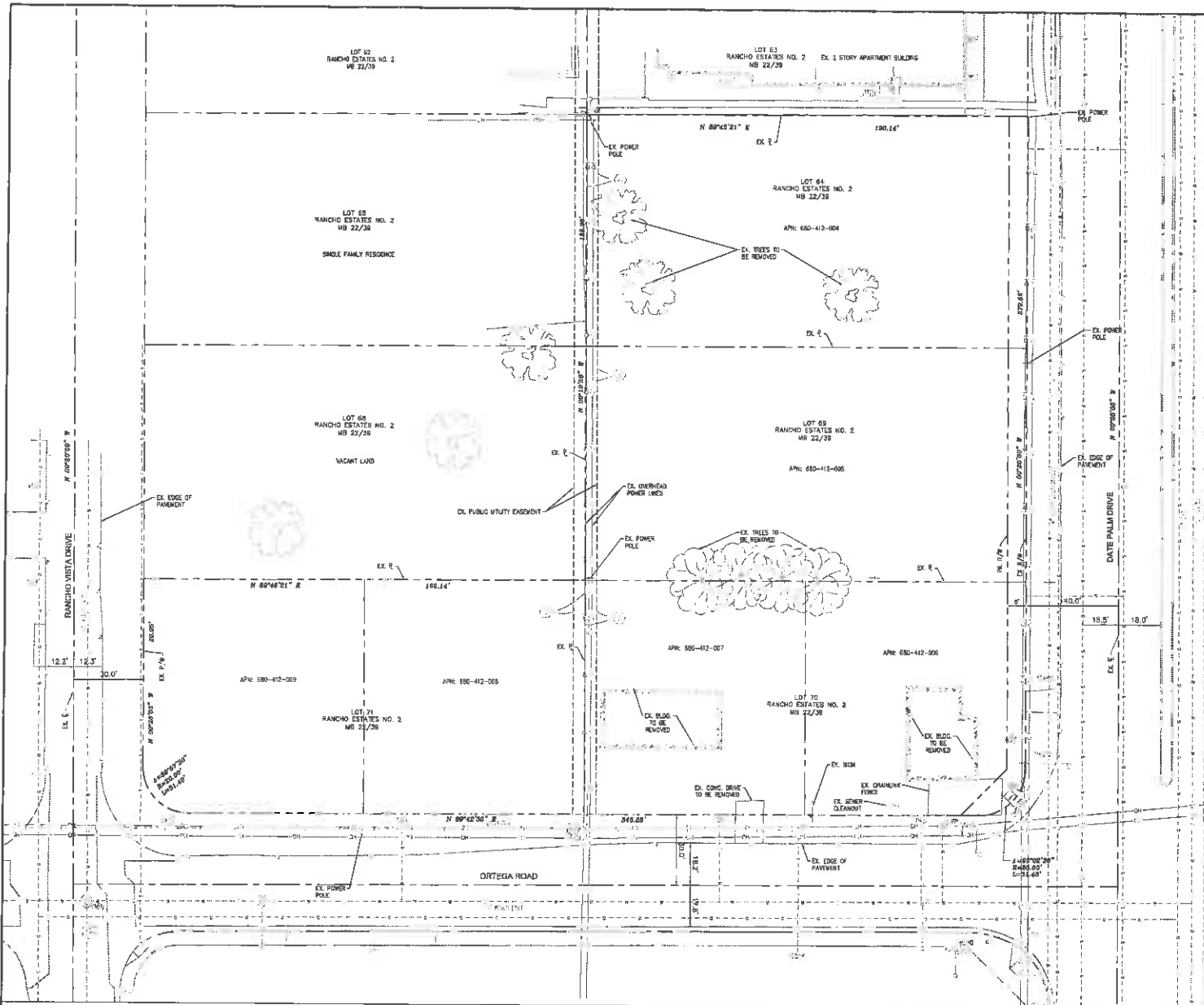
TELECOMMUNICATIONS: FIBER/OPTIC COMMUNICATIONS

TELECOMMUNICATIONS: VERIZON

ABBREVIATIONS

AC: ASPHALT CONCRETE
B&W: BOTTOM
CONC: CONCRETE
CURB: CURB
CL: CL
C: CONC
E: EXISTING
FF: FINISHED FLOOR
FG: FINISHED GRADE
F: FIBER
F: FIBER
FC: FINISHED SURFACE
G: GRADE
H: HATCH
M: MOUNT
N: NATIVE GROUND
P: PAVEMENT
PL: PROPERTY LINE
R: RIGHT OF WAY
S: SWALE
SF: TOP OF FINISH SURFACE
TG: TOP OF GRADE
TW: TOP OF WALL

NO.	DATE	REVISIONS/DESCRIPTION	APPROVED	BASE OF BEARING	BENCHMARK	PREPARED BY (ENGINEER)	APPLICANT	APN NUMBER	DRAWING NAME:
				THE BEARINGS SHOWN HEREON ARE BASED UPON THE CATHEDRAL CITY BENCHMARK NO. 130 RESET LOCATED AT THE N.W. CORNER OF DATE PALM DRIVE AND DINAH SHORE DRIVE. ELEVATION = 332.78' (NAVD 88) (89.23) (92.02) (82000).	THE ELEVATIONS SHOWN HEREON ARE BASED UPON THE CITY OF CATHEDRAL CITY BENCHMARK NO. 130 RESET LOCATED AT THE N.W. CORNER OF DATE PALM DRIVE AND DINAH SHORE DRIVE. ELEVATION = 332.78' (NAVD 88) (89.23) (92.02) (82000).	RCE CONSULTANTS, INC. 24422 Avenida de la Carlota Suite 300 Laguna Hills, CA 92653 Phone: 949.453.0111	TOWER ENERGY 1885 W. 190TH STREET, #100 TORRANCE, CA 90504 MARK VASLEY 310-878-8425	080-412-004 080-412-005 080-412-006 080-412-007 080-412-008 080-412-009	TOWER MARKET CATHEDRAL CITY CONDITIONAL USE PERMIT
									TITLE SHEET PROJECT NO. 0803-002 SHEET 1 OF 24



GENERAL INFORMATION

APPLICANT: TOWER ENERGY
 1825 W. 190TH STREET, #100
 TORRANCE, CA 90504
 CONTACT: MARK VASEY
 PHONE: 310-876-8425

APN NUMBER: 680-412-004
 680-412-005
 680-412-006
 680-412-007
 680-412-008
 680-412-009

TOTAL ACRES: 4.34 AC GROSS
 1.11 AC NET

LEGAL DESCRIPTION:

TITLE REPORT: E.C. NO. 182-91710-001 (E.C. NO. 182-91000-001, 2, 3 & 4)

PARCEL A:
 THE WEST HALF OF LOT 70 OF RANCHO VISTA ESTATES NO. 2, IN THE CITY OF CATHEDRAL CITY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE(S) 30, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:
 THE EAST HALF OF LOT 70 OF RANCHO VISTA ESTATES NO. 2, IN THE CITY OF CATHEDRAL CITY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE(S) 30, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL C:
 LOT #1 OF RANCHO VISTA ESTATES NO. 2, IN THE CITY OF CATHEDRAL CITY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE(S) 30, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL D:
 LOT #4 OF RANCHO VISTA ESTATE NO. 2, IN THE CITY OF CATHEDRAL CITY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE(S) 29, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM TO JACQUEE PUGH AND SARA SARA, AS JOINT TENANTS, THEIR HEIRS AND ASSIGNS AS TO: GAS, WATER, SEWER, AND ALL UTILITIES AND ALL MINERAL RIGHTS IN AND UNDER SAID LAND AS RECEIVED IN BOOK RECORDED NUMBER 05, 1000 IN BOOK 1200 PUBLIC AND OFFICIAL RECORDS OF IMPERIAL COUNTY, CALIFORNIA.

BENCHMARK:

THE BENCHMARK IS BASED UPON THE CITY OF CATHEDRAL CITY BENCHMARK NO. 120 WEST LOCATED AT THE N.W. CORNER OF DATE PALM DRIVE AND BROAD STREET DRIVE.

EASEMENT NOTES:

THE NOTE REPORTS SHOWN BELOW REFER TO FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENTS FOR TITLE INSURANCE AS NOTED. THIS MAP ASSUMES NO LIABILITY FOR ERRORS BY THE TITLE REPORT EXCEPT AS NOTED ON THIS SURVEY.

APN 680-412-004-005 PER REPORT NO. 182-91710-001 DATED JULY 13, 2008

APN 680-412-006 PER REPORT NO. 182-92343-001 DATED AUGUST 18, 2015

APN 680-412-008 PER REPORT NO. 182-92583-001 DATED SEPTEMBER 18, 2008

FLOOD ZONE NOTES:

THE PROPERTY HAS BEEN IDENTIFIED AS BEING IN FLOOD ZONE "X" (X-RISK) WHICH IF SERVED AS BEING AN AREA DETERMINED TO BE OUTSIDE THE 100-YEAR FLOOD PLAIN BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) ON FEDERAL INSURANCE ADMINISTRATION FLOOD INSURANCE RATE MAP (FIRM) NO. GENSHCS0102, DATED MAY 14, 2006.

ZONING DESIGNATION:

CURRENT ZONING: PCC - PLANNED COMMUNITY COMMERCIAL
 (SOURCE - CITY OF CATHEDRAL CITY ZONING MAP)

TOPOGRAPHIC SURVEY:

PREPARED BY GIBB SURVEYING, INC. 607 26, 2018

NO.	DATE	REVISIONS/DESCRIPTION	APPROVED	BASIS OF BEARINGS	BENCHMARK	PREPARED BY (GEOMETRIC)	APPLICANT	APN NUMBER(S)	DRAWING NAME: PROJECT No.
				THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTERLINE OF RANCHO VISTA ROAD BEING NORTH 0°20'00" WEST, PER MAP OF RANCHO VISTA ESTATES NO. 2, A.B. 2009, IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY.	THE ELEVATIONS SHOWN HEREON ARE BASED UPON THE CITY OF CATHEDRAL CITY BENCHMARK NO. 120 RESET LOCATED AT THE N.W. CORNER OF DATE PALM DRIVE AND BROAD STREET DRIVE ELEVATION = 322.70' (NAVD) 88(1991)ADL 9 1000'	RCE CONSULTANTS, INC. 2442 Avenida de la Capella Suite 300 Laguna Hills, Ca. 92653 Phone: 949.453.0111	TOWER ENERGY 1825 W. 190TH STREET, #100 TORRANCE, CA 90504 MARK VASEY 310-876-8425	680-412-004 680-412-005 680-412-006 680-412-007 680-412-008 680-412-009	EXISTING CONDITIONS PROJECT No. 0603-002 SHEET 2 OF 24

TOWER MARKET EXISTING CONDITIONS CONDITIONAL USE PERMIT

C2

TOWER MARKET 956

Cathedral City, California

March, 2019

SCOPE OF WORK

THE SCOPE OF WORK FOR THIS PROJECT SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY TO CONSTRUCT A NEW 9,536 SQ. FT. STRUCTURE, 60'x48' FUEL CANOPY AND ALL RELATED UTILITIES AS SHOWN HEREIN WITHIN THE LIMITS OF CONSTRUCTION, INCLUDING, BUT NOT LIMITED TO:

- CONVENIENCE MART
- FUEL CANOPY
- OUTDOOR BALCONY/CAFE PATIOS AND GRADINGS
- LANDSCAPING AND IRRIGATION
- COORDINATION OF WORK NOT INCLUDED IN THE PROJECT AS LISTED BELOW:
 - UNDERGROUND FUEL TANKS
 - FIRE SYSTEMS AND CONTROLS
 - SEWER

GENERAL NOTES

- SEPARATE APPLICATIONS AND PERMITS ARE REQUIRED FOR:
 - ELECTRICAL WORK
 - Mechanical Work
 - PLUMBING WORK
- AUTOMATIC FIRE SPRINKLERS AND FIRE DETECTION AND ALARM SYSTEM PLANS SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL. DESIGN AND INSTALLATION SHALL CONFORM TO NFPA STANDARDS, 2016 CALIFORNIA ELECTRICAL CODE, AND STATE FIRE MARSHAL REGULATIONS.

FIRE DEPARTMENT DEFERRED SUBMITTALS

DEFERRED SUBMITTALS SHALL BE PROVIDED FOR THE FOLLOWING EXHAUST COMPONENTS/ELEMENTS:

- FIRE SUPPRESSIBLE SYSTEM
- UNDERGROUND FIRE SERVICE MAIN
- FIRE HYDRANTS
- FIRE ALARM SYSTEM
- CENTRAL KITCHEN FIRE SUPPRESSION SYSTEM
- CARBON DIOXIDE FIRE SUPPRESSION SYSTEM
- UNDERGROUND STORAGE TANKS
- Above ground STORAGE TANKS

- SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE BUILDING OFFICIAL FOR REVIEW AND APPROVAL BY THE GENERAL CONTRACTOR, AND NOT BY THE INDIVIDUAL SUB-CONTRACTOR / CONSULTANT.
- DEFERRED SUBMITTAL DOCUMENTS IN ADDITION TO THE SEAL OF THE RESPONSIBLE ENGINEER SHALL BEAR THE SIGNATURES AND APPROVAL STAMPS OF THE PROJECT ARCHITECT, ENGINEER OF RECORD, AND THE GENERAL CONTRACTOR ON ALL SHEETS OF PLANS AND COVERS OF THE CALCULATIONS.
- SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED IN A TIMELY MANNER THAT ALLOWS A MINIMUM OF THIRTY (30) CALENDAR DAYS FOR THE INITIAL PLAN REVIEW TURNAROUND. ALL COMMENTS RELATED TO THE DEFERRED SUBMITTAL PART BE SUBMITTED TO THE EXTRACTION OF THE PLAN CHECK DIVISION PRIOR TO APPROVAL OF THE SUBMITTAL ITEMS.
- DEFERRED SUBMITTAL ITEMS SHALL NOT BE FABRICATED / INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.
- PROVIDE TWO COPIES OF DEFERRED SUBMITTAL DOCUMENTS FOR FINAL APPROVAL.
- THE FOLLOWING REPORTS WILL BE ACCEPTED WITHOUT AN ALTERNATE PAYMENT APPLICATION:
 - COS BY REPORTS BASED ON THE 2016 IBC.
 - LIPTO BY REPORTS BASED ON THE 2016 IBC.
- DESIGN PROFESSIONAL IS RESPONSIBLE CHARGE SHALL BE FULLY LITIGATION ARCHITECTS P.C.

DEFERRED SUBMITTALS

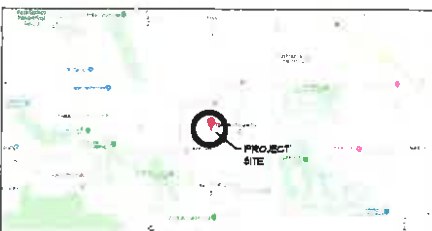
DEFERRED SUBMITTALS SHALL BE PROVIDED FOR THE FOLLOWING EXHAUST COMPONENTS/ELEMENTS:

- CAR PARKING SHADE STRUCTURE

- SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE BUILDING OFFICIAL FOR REVIEW AND APPROVAL BY THE PROJECT ARCHITECT, AND NOT BY THE INDIVIDUAL SUB-CONTRACTOR / CONSULTANT.
- DEFERRED SUBMITTAL DOCUMENTS IN ADDITION TO THE SEAL OF THE RESPONSIBLE ENGINEER SHALL BEAR THE SIGNATURES AND APPROVAL STAMPS OF THE PROJECT ARCHITECT, ENGINEER OF RECORD, AND THE GENERAL CONTRACTOR ON ALL SHEETS OF PLANS AND COVERS OF THE CALCULATIONS.
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- PROVIDE TWO COPIES OF DEFERRED SUBMITTAL DOCUMENTS FOR FINAL APPROVAL.



1 SCHEMATIC PERSPECTIVE



2 VICINITY MAP

PROJECT TEAM					
OWNER:	TOUER ENERGY GROUP 11565 AVENIDA MONTEZUMA LA BURETA, CA 92280 MARK VASEY PHONE: 360-478-6428 FAX: 360-338-8038	BUILDER:	MCI CONSTRUCTION CO. 82146 KYLIE DRIVE INDIO, CA 92020 JOHN GILSON PHONE: 760-755-9106	MECHANICAL:	RTH ENGINEERING CONSULTANTS 2640 FRED WARREN DRIVE, SUITE C-11 PALM DESERT, CA 92270 FERNANDO RODRIGUEZ PHONE: 760-340-9009
ARCHITECT:	NICK FULLERTON ARCHITECTS P.O. BOX 210 MORONG, HI 95211 NICK FULLERTON PHONE: 408-637-8360 FAX: 408-637-8438	STRUCTURAL ENGINEER:	HADLEY ENGINEERING 3489 YUCAIPA BLVD., SUITE C YUCAIPA, CA 90091 THOMAS HADLEY 909-449-0719	ELECTRICAL:	RTH ENGINEERING CONSULTANTS 2640 FRED WARREN DRIVE, SUITE C-11 PALM DESERT, CA 92270 FERNANDO RODRIGUEZ PHONE: 760-340-9009
CIVIL ENGINEER:	RCR CONSULTANTS, INC. 3405 AVENIDA DE LA CAROLITA SUITE 100 LAGUNA HILLS, CA 92653 RECH CLARK PHONE: 949-493-0111	LANDSCAPE ARCHITECT:	H&A DESIGN GROUP P.O. BOX 05090 PALM DESERT, CA 92266 CHUCK SHEPHERSON PHONE: 760-418-8188 FAX: 760-753-4930	PLUMBING:	RTH ENGINEERING CONSULTANTS 2640 FRED WARREN DRIVE, SUITE C-11 PALM DESERT, CA 92270 FERNANDO RODRIGUEZ PHONE: 760-340-9009



nfa
NATION
ARCHITECTS P.C.
P.O. BOX 2710, SUITE 107
1700 W. UNIVERSITY AVE.
LAGUNA HILLS, CALIFORNIA 92653
TEL: 949.446.2000

CompuLink, Inc.
1415 AVENIDA DE LA CALIFORNIA SUITE 100
LAGUNA HILLS CALIFORNIA 92653
P: 949.452.1171 F: 949.452.1172



No.	Date	Revised

Project Number: _____

**TOWER MARKET
STORE #956**

NO CONFORMER OF
DATE PALM DRIVE + ORTEGA ROAD
CATHEDRAL CITY, CALIFORNIA

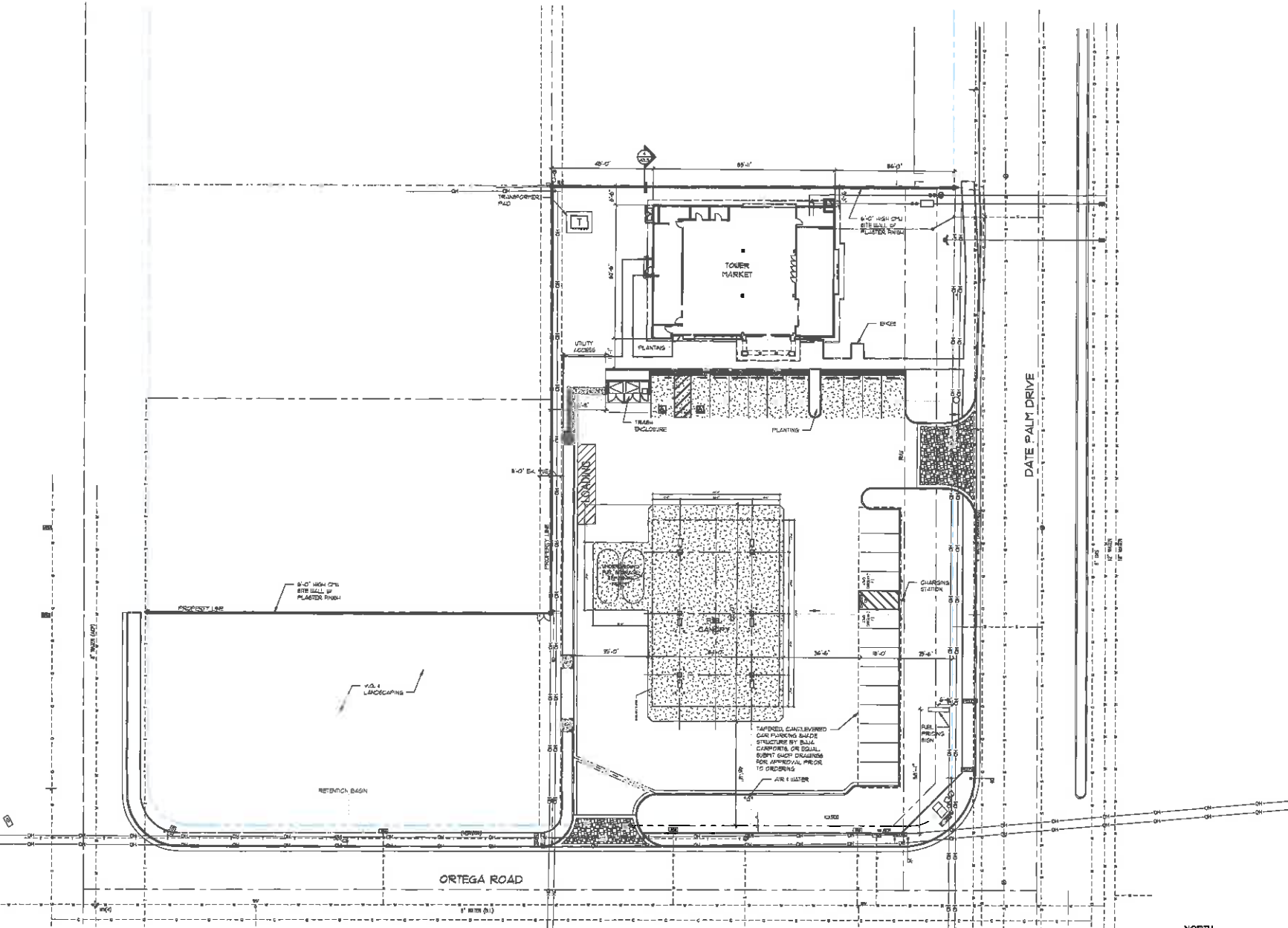
ISSUED FOR REVIEW

DR:	MLP
CHECKED:	MLP
DATE:	March 20, 2022

Sheet Title:
TITLE SHEET

Sheet Number:
TL-1

S:\16208\Tower Market 936 - Cathedral City 98-0771 Program and Schematic\Permit\0910\98-0771.dwg Apr 27, 2019



1 SITE PLAN
SCALE: 1" = 20'-0"



nfa
Nelson
Furtado
Associates P.A.
P.O. Box 1102, Escondido, CA 92026
Tel: (760) 744-1102
Fax: (760) 744-1103

ConstruBerta, Inc.
340 AVENIDA DE LA CALIFORNIA SUITE 300
LINDSAY HILLS CALIFORNIA 92549
Tel: (951) 314-8347

HSA
DESIGN GROUP
7500 W. 17TH
P.O. BOX 1000
CATHEDRAL CITY, CA 92234

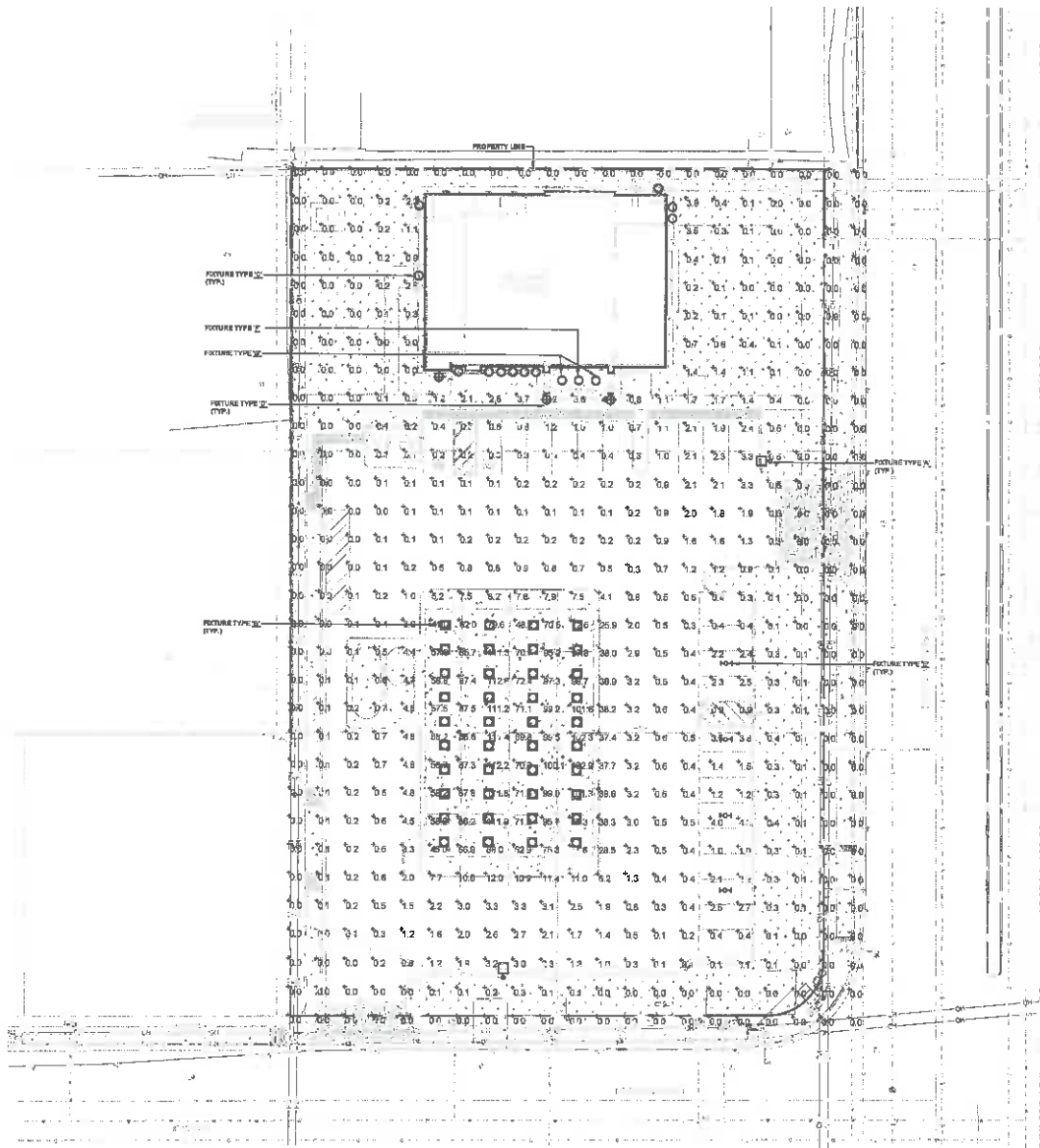


No.	Date	Revision

Project Number: 98-0771
TOWER MARKET STORE #936
NE CORNER OF DATE PALM DRIVE & ORTEGA ROAD
CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW
ALL WORK SHALL BE PERMITTED BY THE CITY OF CATHEDRAL CITY.
Drawn: [Signature] Bill P.H.
Checked: [Signature] NP
Date: March 21, 2019

Project Title: **SITE PLAN**
Project Location: **ALI**



1 ELECTRICAL PHOTOMETRIC PLAN
SCALE: 1"=20'-0"



nfa
Kubertson
ARCHITECTURE PLLC
P.O. Box 5770, Belmont, CA 94705
PH: 415-337-1500 F: 415-337-3472
E-MAIL: info@nfa.com

ca
CONSULTANTS, INC.
3842 AVENUE OF THE COUNTRIES, SUITE 300
LA JOLLA, CALIFORNIA 92037
P: 619-444-1111 F: 619-444-1111

rtm
ARCHITECTURAL CONSULTANTS
20100 S. DE SOTO AVE., SUITE 200
SANTA ANA, CALIFORNIA 92705
P: 714-952-8888 F: 714-952-8888

ASA
DESIGN GROUP
10000 S. DE SOTO AVE., SUITE 200
SANTA ANA, CALIFORNIA 92705
P: 714-952-8888 F: 714-952-8888



No.	Date	Revision

Project Number 15-117

TOWER MARKET
STORE #956
33447 DATE PALM DRIVE
CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW
ALL WORK SHOWN IS THE DESIGN INTENT ONLY
NO COPY OF SPECIFICATIONS TO BE PROVIDED
Drawn: SHL/PW
Checked: BE
Date: December 14, 2018

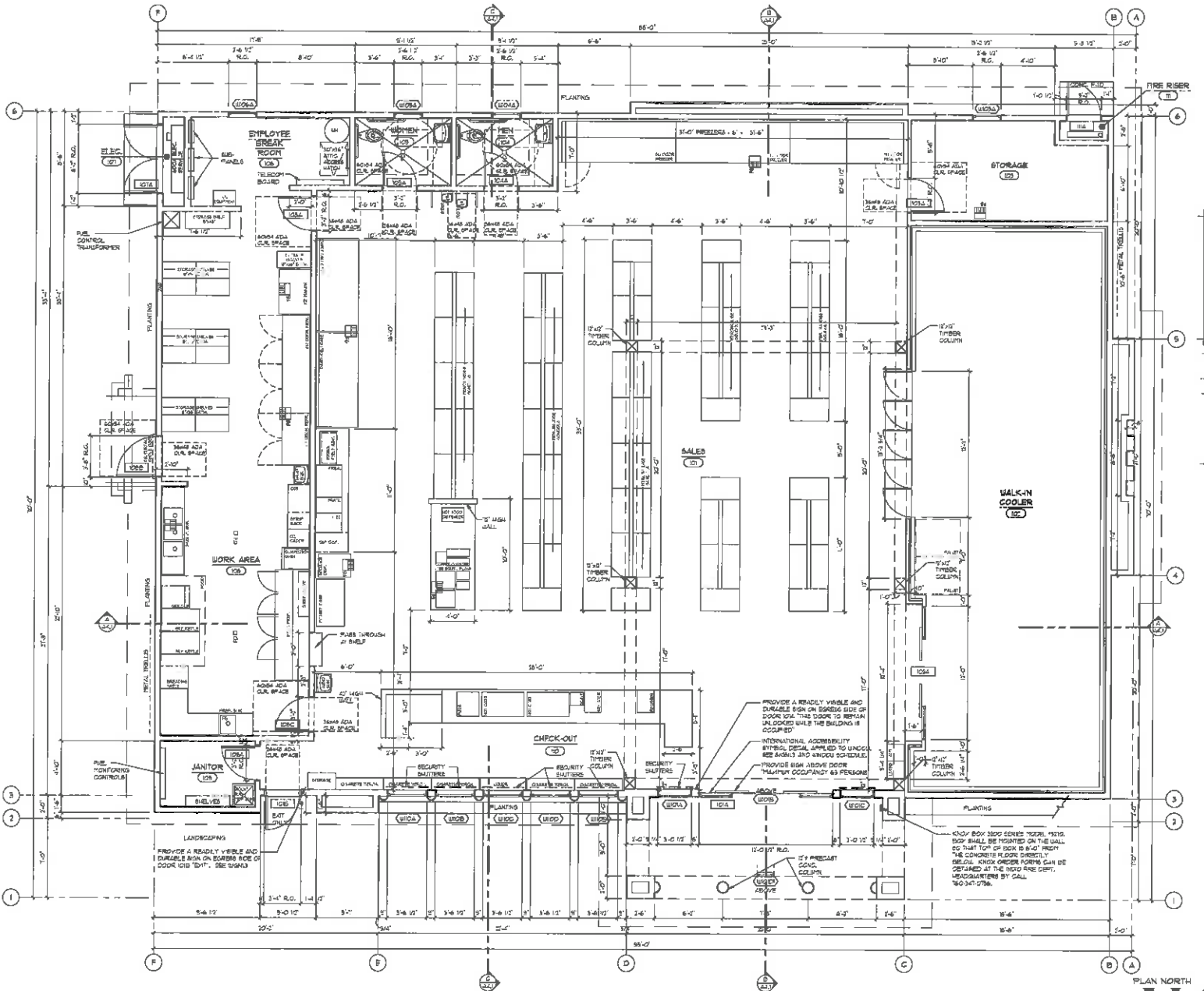
Sheet Title:

ELECTRICAL
PHOTOMETRIC PLAN

Sheet Number:
PP1.1



3.15.2018 Tower Market 956 - California City - TTM Program and Schematic 2019 05 15 V3 (Floor Plan) (Rev. Mar 29, 2019)



nfa inc
 National Fire Alarm & Signaling Inc.
 P.O. Box 2715, Dayton, OH 45421
 PH: 937-233-2500 FAX: 937-233-2504
 E-MAIL: info@nfa.com

Cardinalite, Inc.
 2405 AVENUE DE LA CALIFORNIA, SUITE 100
 LAGUNA HILLS, CALIFORNIA 92653
 WWW.CARDINALITE.COM



No.	Date	Revision

Project Number: 18-17

TOWER MARKET STORE #956

NE CORNER OF DATE PALM DRIVE & CERRITOS ROAD, CATHLAMET, CITY, CALIFORNIA

ISSUED FOR REVIEW

As part of the review of submittals submitted by an architect or engineer, the architect/engineer shall:

Drawn: EG 1/24
 Checked: NF
 Date: March 29, 2019

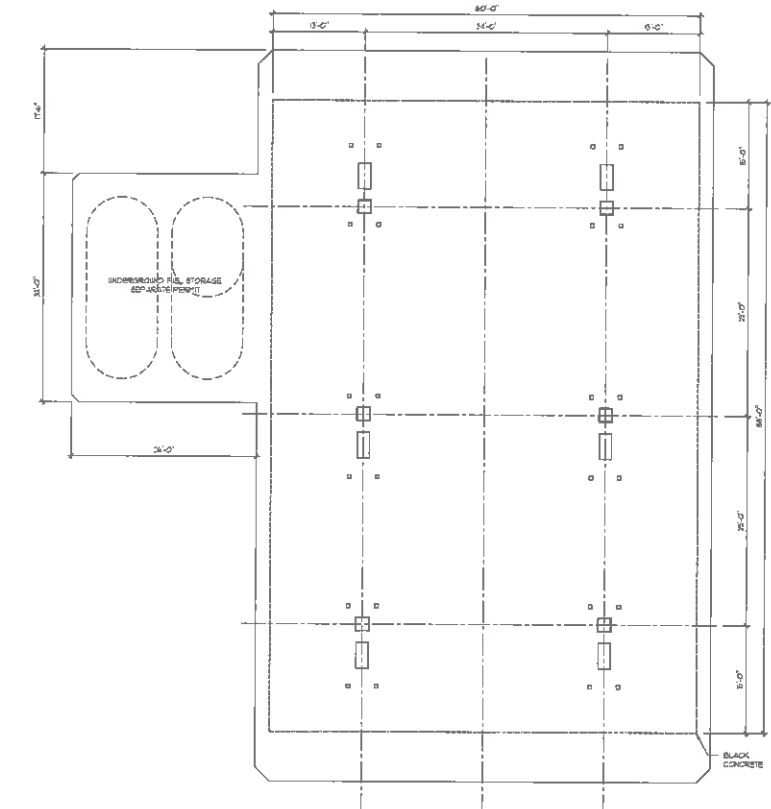
Sheet Title: FLOOR PLAN

Sheet Number: A2.1

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



:\\sfa2008\Drawings - Market 956 - Cathedral City 18-1171 Program and Schematic\18-1171-03-03A3 - Fuel - Plan.dwg (Mar 29, 2019)



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



nfa
 CONSULTANTS, INC.
 3445 AVENUE DE LA CALIFORNIA SUITE 300
 LAGUNA HILLS, CALIFORNIA 92653

CONSULTANTS, Inc.
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HSA
 DESIGN GROUP
 1150 N. 2ND STREET
 PASADENA, CA 92354



No.	Date	Revision

Project Number: 18-1171
TOWER MARKET STORE #356
 NE CORNER OF DATE PALM DRIVE & ORTEGA ROAD
 CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW
 I, _____, being a duly Licensed Professional Engineer in the State of California, do hereby certify that I am the author of the design shown hereon.

Drawn: _____
 Checked: _____
 Date: March 29, 2019

Sheet Title:
FUEL CANOPY PLAN

Sheet Number:
A2.2



nfa
Architecture
 nfa architects p.a.
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 DESIGN GROUP
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 Ft. Lauderdale, FL 33304



No.	Date	Revision

Project Number: 16-17

TOWER MARKET STORE #356
 485 CORNER OF DATE PALM DRIVE & ORTEGA ROAD
 CAHONRAH, CA, CALIFORNIA

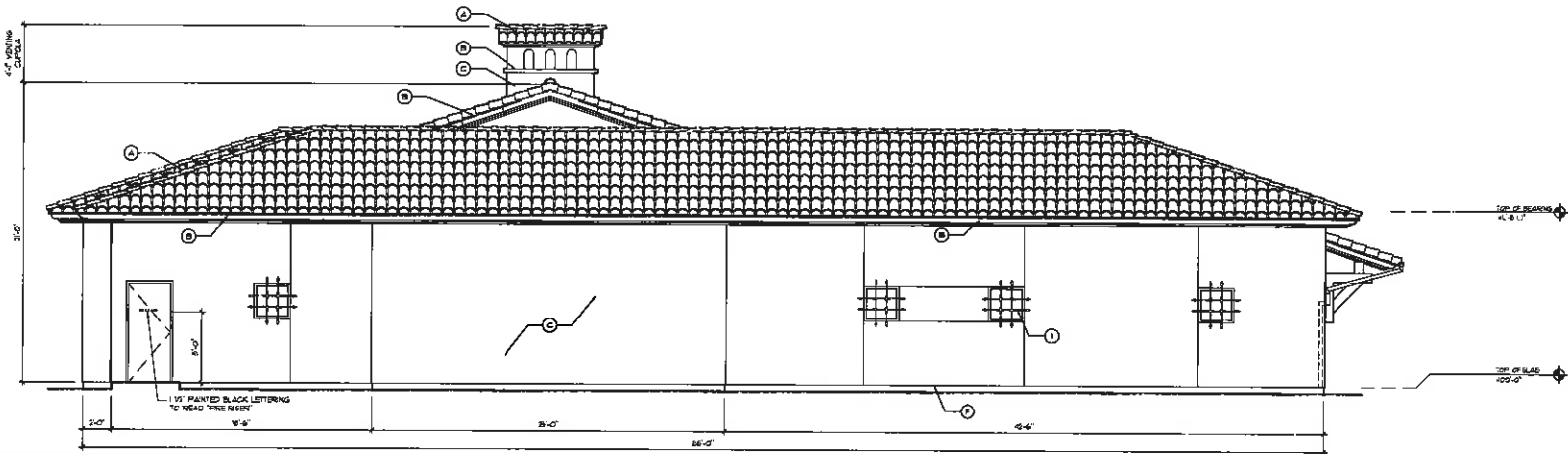
ISSUED FOR REVIEW

ALL WORK REVIEWED BY PLUMBER SECTIONS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Drawn	DS
Checked	NP
Date	March 28, 2019

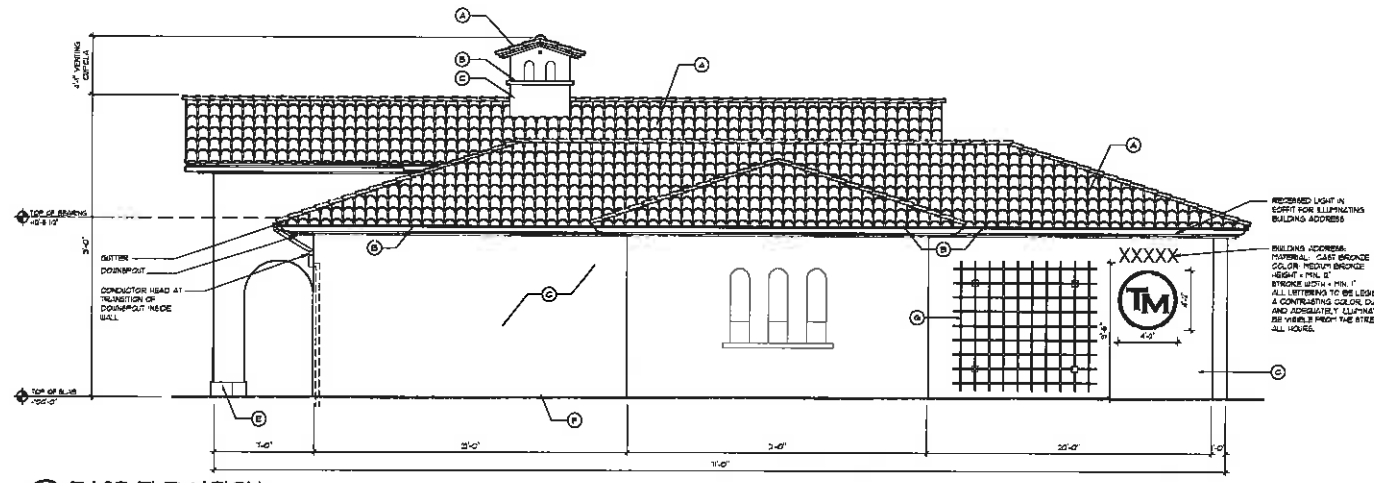
Sheet Title:
EXTERIOR ELEVATIONS

Sheet Number:
A3.1



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

EXTERIOR FINISH SCHEDULE	
A	MISLEAD, TERRESTRIE CLAY, FOUR COLOR BLEND - COLOR 8 AND CANT FROM FORTIAS 225 ESQUE, RANDOM SET HORIZONTAL, 48 INCH 48 VERTICAL
B	PLASTER OVER FORMED FOAM
C	PAINTED EXTERIOR 3 COAT CEMENT PLASTER
D	HOLLOW METAL DOOR PAINTED TO MATCH PRE-CAST COLORED CONCRETE
E	PRE-CAST COLORED CONCRETE
F	PROVIDE 26-GAUGE THINNET GALVANIZED SHEET SCRUBBED AT ONE BELOW THE FOUNDATION FLESH LINE. SHEET SCRUBBED SHALL BE PLACED A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 3 INCHES ABOVE PAVED AREAS.
A	METAL TRILLS
M	NATURAL COLOR WOOD
L	HAPPENED IRON LOOK



2 EAST ELEVATION
 SCALE: 1/4" = 1'-0"

3:14:52PM Tower Market 356 - Catholic City (B-107) Program and SchematicFrontElevation030710315:AS Exterior Elevations (Aug 14, 2019)



nfa
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PH: 949.261.9400



4250 W. 102nd Street, Suite 200
Irvine, CA 92618



No.	Date	Revised

Project Number: 18-01

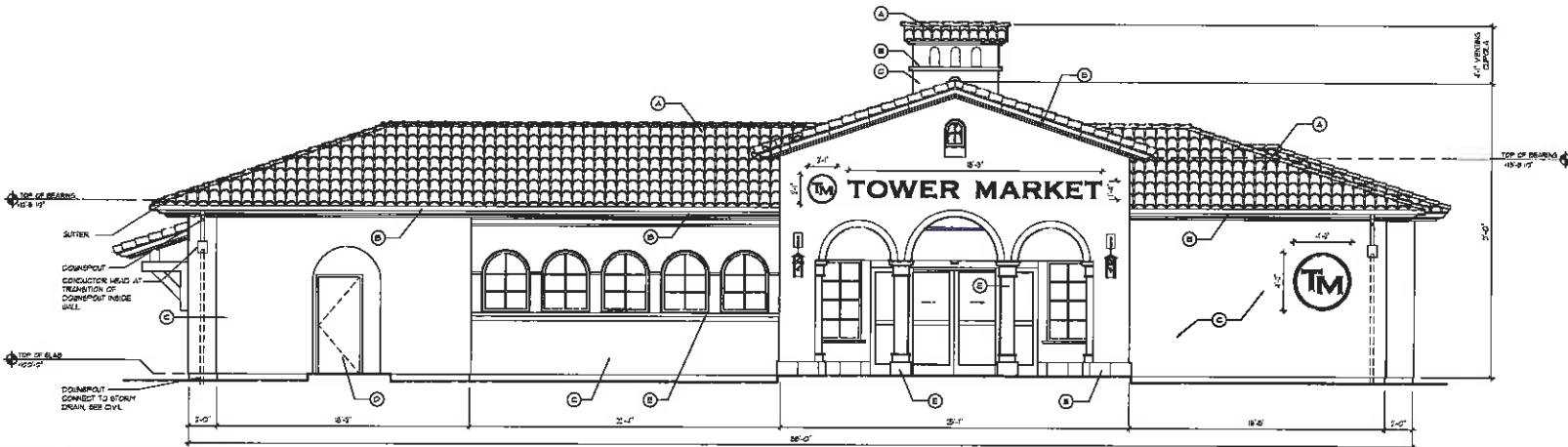
**TOWER MARKET
STORE #956**
NE CORNER OF
DATE PALM DRIVE & CATHEDRAL ROAD
CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW

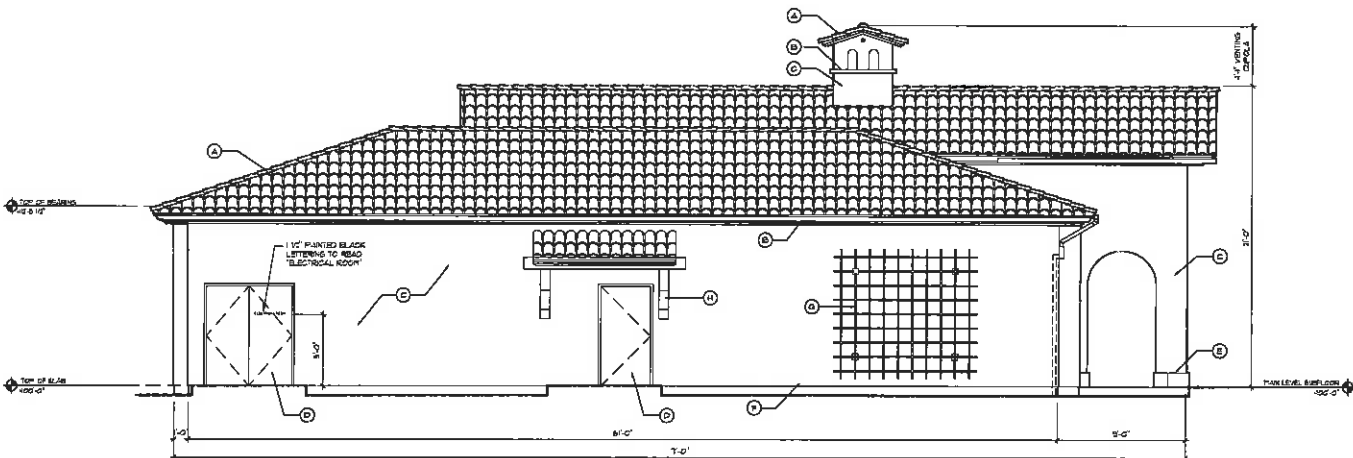
Drawn:	ES, PH
Checked:	NP
Date:	March 22, 2019

Sheet Title:
**EXTERIOR
ELEVATIONS**

Sheet Number:
A3.2



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



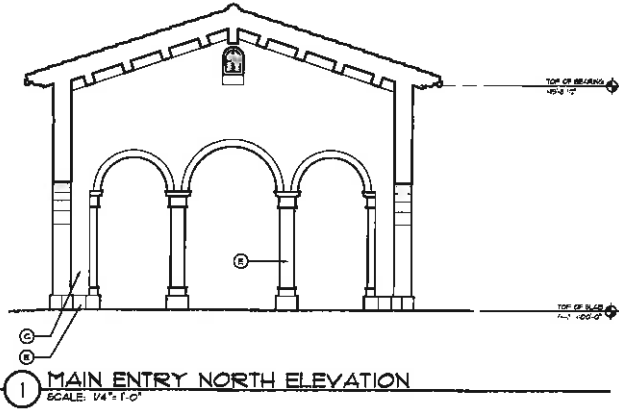
2 WEST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE

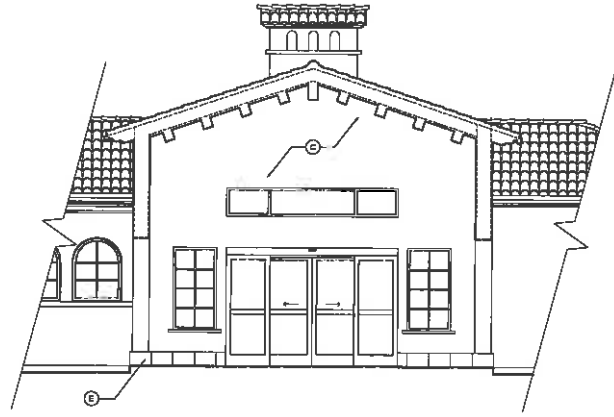
A	RED LAM, TWO-FACE CLAY, FOUR COLOR BLEND - COLOR SANDCAST FROM FRONT OR BACK. BOOST RANDOM SET HORIZONTAL AS WELL AS VERTICAL.
B	PLASTER OVER FORMED FOAM
C	PAINTED EXTERIOR 3 COAT CEMENT PLASTER
D	HOLLOW METAL DOOR PAINTED TO MATCH PRE-CAST COLORED CONCRETE
E	PRE-CAST COLORED CONCRETE
F	PROVIDE 30-GAUGE THINWALL GALVANIZED SHEET SCREED AT OR BELOW THE FOUNDATION PLATE LINE. SHEET SCREED SHALL BE PLACED A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 3 INCHES ABOVE PAVED AREAS.
G	METAL TRUSS
H	NATURAL COLOR GROUT
I	WARRIERS IRON WORK

Sheet Title:
**EXTERIOR
ELEVATIONS**

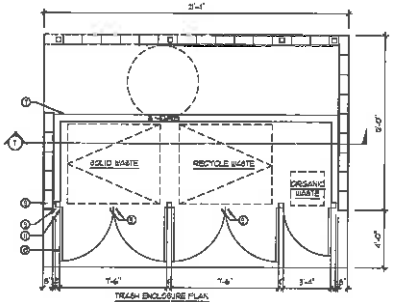
Sheet Number:
A3.2



1 MAIN ENTRY NORTH ELEVATION
SCALE: 1/4" = 1'-0"

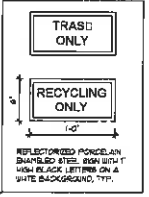
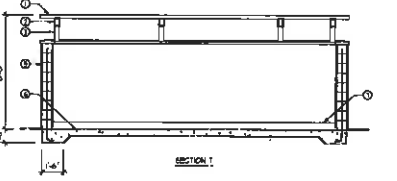


2 MAIN ENTRY SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

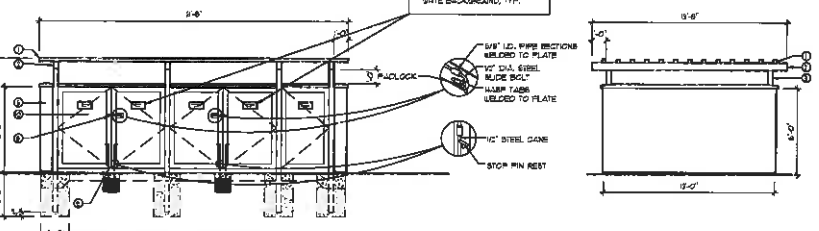


- 1 3x3 TS AT 2' O.C. TRIBLIS
- 2 4x4 TS BEAM
- 3 4x4 TS SUPPORT COLUMN
- 4 8CM COAT FINISH, PAINT TO MATCH STORE
- 5 8CM CONCRETE BLOCK, 4" REBAR VERT. @ 24" O.C. CENTERED, 1/2" REBAR HORIZ. BOND BEAM @ 12" O.C. VERT. AND TOP COURSE, BOLD GROUT, DECORATIVE PRE-CAST CONCRETE CAP
- 6 4" CONCRETE SLAB WITH 1/2" REBAR @ 18" O.C. OVER SOIL COMPACTED BASE 3/4" MIN. - 1% MAX. SLOPE
- 7 4" CONCRETE CURB NUMBER STOP, TYPICAL AT INSIDE PERIMETER
- 8 SLIDE BOLT PER CITY STANDARDS
- 9 CAME BOLT PER CITY STANDARDS
- 10 1/4" STEEL GATED WITH 2" x 1" x 1/4" STEEL SINGLE IRON FRAME AND DIAGONAL BRACING, CONTINUOUS WELD ALL JOINTS, SAND ALL CORNERS EXPOSED, 1/4" x 3/8" BUSH STOP WELDED FLUSH WITH INSIDE FACE OF FRAME
- 11 METAL HINGE CONTINUOUSLY WELDED TO GATE AND JAMB TUBE

NOTE: ALTERNATIVE MATERIALS REQUEST SHALL BE SUBMITTED AND APPROVED PRIOR TO INSTALLATION, AS PER 2014 CBC 104.1



REFLECTIVE PORCELAIN ENAMELED STEEL, 8MM WITH HIGH BLACK LETTERING ON A WHITE BACKGROUND, TYP.



3 TRASH ENCLOSURE
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE	
A	RELAND, TIO PRIS CLAY, FOUR COLOR BLEND - COLOR SANDCAST READY MIXER, SOIL MOIST, RANDOM MIX HORIZONTAL, AS WELL AS VERTICAL
B	PLASTER OVER FORMED FOAM
C	PAINTED EXTERIOR 3 COAT GYPSUM PLASTER
D	HOLLOW METAL DOOR PAINTED TO MATCH PRE-CAST COLORED CONCRETE
E	PRE-CAST COLORED CONCRETE
F	PROVIDE 3/8 GAUGE MINIFLEX GALVANIZED SHEET SOURED AT OR BELOW THE FOUNDATION PLATE LINE, SHEET SOURED SHALL BE PLACED A MINIMUM OF 1/2 INCHES ABOVE THE FURTH OR 2 INCHES ABOVE FINISHED GRADE.
G	METAL TRIBLIS
H	NATURAL COLOR WOOD
I	HAPPENED IRON WORK



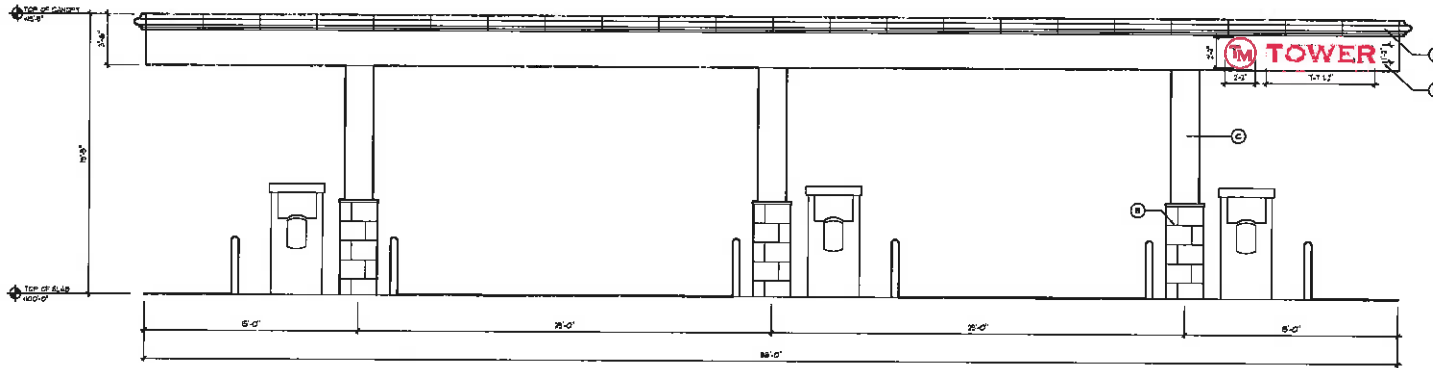
No.	Date	Revision

Project Number: 18-17
TOWER MARKET STORE #956
 NE CORNER OF DATE PALM DRIVE & ORTEGA ROAD
 CATHEDRAL CITY, CALIFORNIA

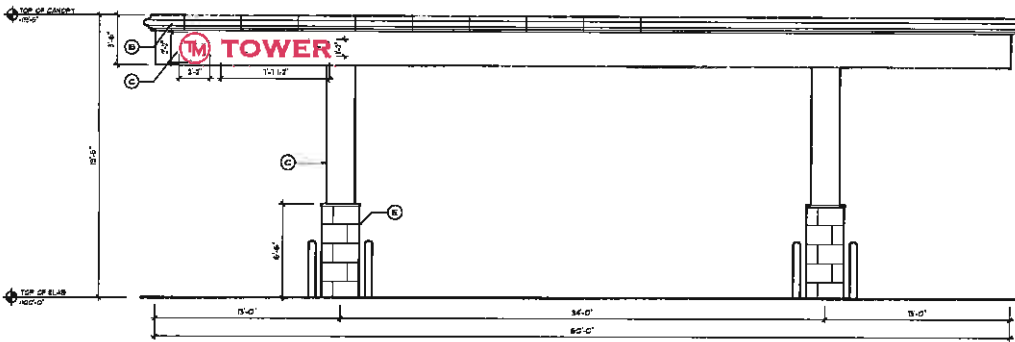
ISSUED FOR REVIEW
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 Drawn: 5/2/18
 Checked: MP
 Date: March 28, 2018

Sheet Title:
ENTRY ELEVATIONS & TRASH DETAILS

Sheet Number:
A3.3



1 FUEL CANOPY EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 FUEL CANOPY SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE		
(A)	REDLAND TERRAZZO ELITE TONE COLOR BLEND - COLOR SANDCAST PRESHY PORTLAND CEM BOOSEY, RANDOM SET HORIZONTAL, AS WELL AS VERTICAL.	
(B)	PLASTER OVER FORMED POAT.	
(C)	PAINTED EXTERIOR 1 COAT CEMENT PLASTER.	
(D)	HOLLOW METAL DOOR PAINTED TO MATCH PRECAST COLORED CONCRETE.	
(E)	PRE-CAST COLORED CONCRETE.	
(F)	PRE-PACK SING-AUSE MINIMUM GALVANIZED STEEL BOLTED AT ONE BELOW THE FOUNDATION PLAIN LINE. WEEP SCREED SHALL BE PLACED A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED AREAS.	
(G)	METAL NAILS	
(H)	NATURAL COLOR WOOD	
(I)	HATCHED REINWORK	



MHA
MARTIN HANCOCK ARCHITECTS INC.
P.O. Box 7752 Brea, CA 92618
PH: 949.455.9677 F: 949.455.9726
DTH@martinhancock.com

COMPUTERS, INC.
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LAGUNA HILLS CALIFORNIA 92653
PH: 949.880.1111

HSA
DESIGN GROUP
430 N. 100th St.
Lynnwood, WA 98036



No.	Date	Revision

Project Number: 19-17

TOWER MARKET STORE #956

NE CORNER OF DATE PALM DRIVE & PRESCA ROAD
CATHEDRAL CITY, CALIFORNIA

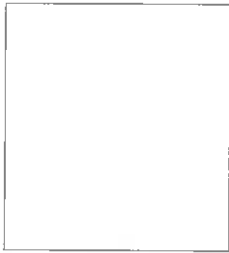
ISSUED FOR REVIEW

Drawn	By: PH
Checked	By: MF
Date	March 29, 2019

Sheet Title:
EXTERIOR ELEVATIONS

Sheet Number:
A3.4

5/16/2018 10:48 AM - Market 956 - City of Palmdale City - Palmdale Program and Submittal Process - 2017.03.15 Merged - Elevator.dwg - Mar 21, 2019



CEMENT PLASTER PAINTED
DUNN EDWARDS SWISS
COFFEE DEW341



WOOD: NATURAL
SEMI-TRANSPARENT STAIN



PRE-CAST COLORED
CONCRETE LAST STONE,
BUFF COLOR



ROOFING: REDLAND, TWO
PIECE CLAY TILE, FOUR
COLOR BLEND, COLOR
SANDCAST



SCHEMATIC PERSPECTIVE

WINDOWS & DOORS:
ALUMINUM CLAD, DARK
BRONZE ANODIZED,
CLEAR DUAL GLAZE,
LOW E GLASS



EXTERIOR LIGHTING:
HAMMERED IRON
CUSTOM FIXTURE, DARK
SKIES COMPLIANT WITH
FROSTED GLASS



SIGNAGE: RED #718



nfa
NATIONAL
ARCHITECTURE P.A.
P.O. BOX 270 WILSON, TX 75150
PH: 409-435-1000 FX: 409-435-1000
EMAIL: nfa@nfa.com

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1414 JANDA DE LA CALLETA, SUITE 100
LAGUNA HILLS, CALIFORNIA 92653
P: 949-831-7100



No.	Date	Revision

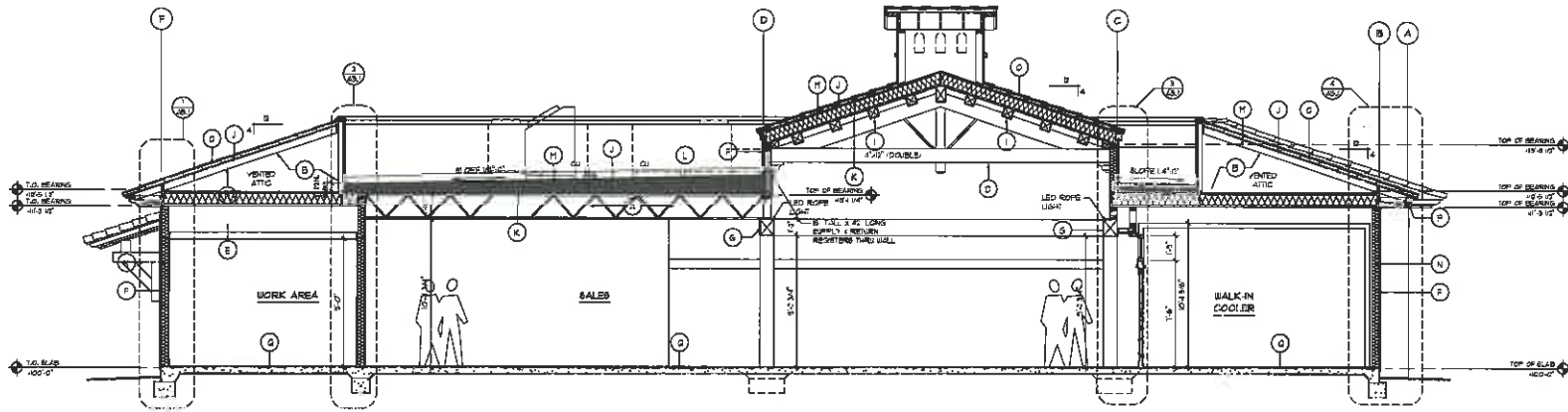
Project Number: 956-IT

TOWER MARKET
STORE #956
NE CORNER OF
DATE PALM DRIVE & ORTEGA ROAD
CATHEDRAL CITY, CALIFORNIA

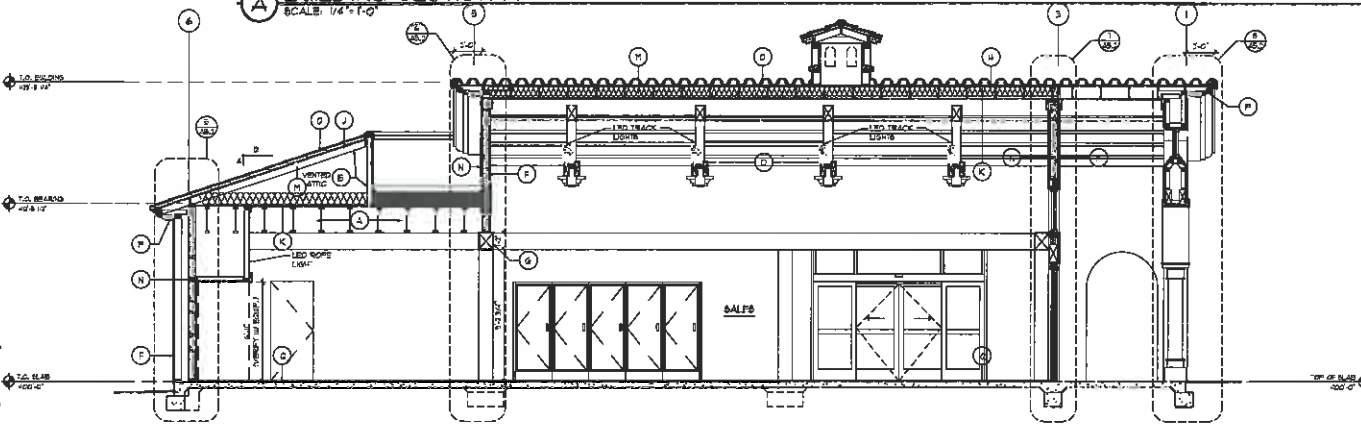
ISSUED FOR REVIEW
ALL WORK SUBJECT TO ALL CITY ORDINANCES
BY CITY OF PALMDALE
Checked: [Signature] Date: March 28, 2019

MATERIALS KEY

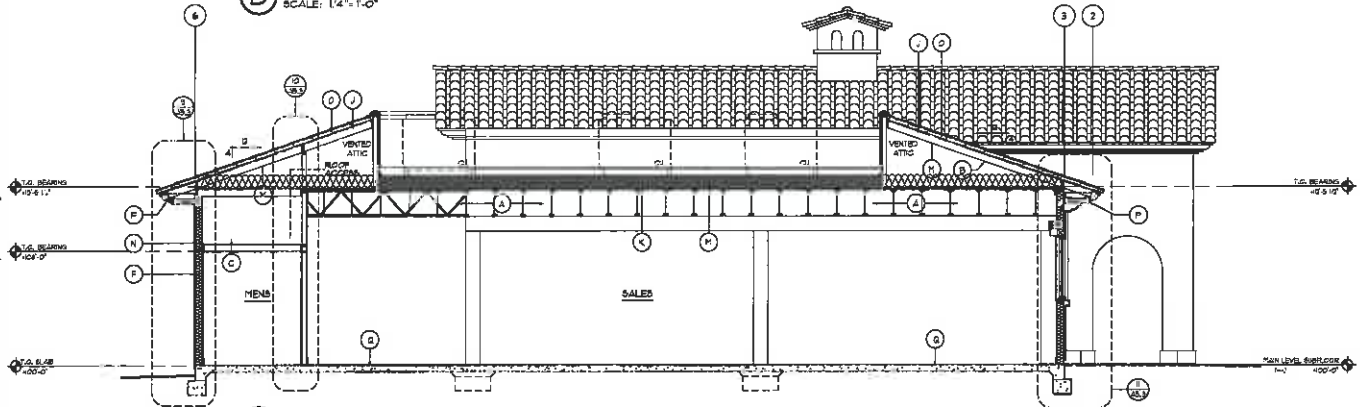
Sheet Title:
A3.5



A BUILDING SECTION A
SCALE: 1/4" = 1'-0"



B BUILDING SECTION B
SCALE: 1/4" = 1'-0"



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

SECTION NOTES

- (A) EMPLOYED STEEL TRUSSES 2" DEEP x 24" O.C.
 - (B) WOOD FRAMING
 - (C) 2x4 WOOD RAFTERS 4'24" O.C.
 - (D) CUSTOM TRUSS TRUSSES 1" 5'-0" O.C.
 - (E) FRAMING PINE STRUCTURAL
 - (F) 3/8" WOOD PALMED WALL 1/2" POLYSTYRENE INS. ON EXTERIOR ONLY
 - (G) 1/2" x 4" WOOD BEAM
 - (H) 2" x 12" LIGHT ROOF RAFTERS
 - (I) 8x8 PURLIN
 - (J) 8x8 PLYWOOD SHEATHING
 - (K) 3x8" G.I.B.
 - (L) HVAC EQUIPMENT
 - (M) RAG ROOF INSULATION
 - (N) R10 WALL INSULATION
 - (O) RECLAIMED, TWO-Piece CLAY TILE ROOFING SYSTEM - COLOR SANDCAST
 - (P) 100%+ PAINTED
 - (Q) 8" CONCRETE SLAB w/ TERRAZZO FINISH
- NOTE:
1. USE ALL DIMENSIONS UNLESS OTHERWISE NOTED

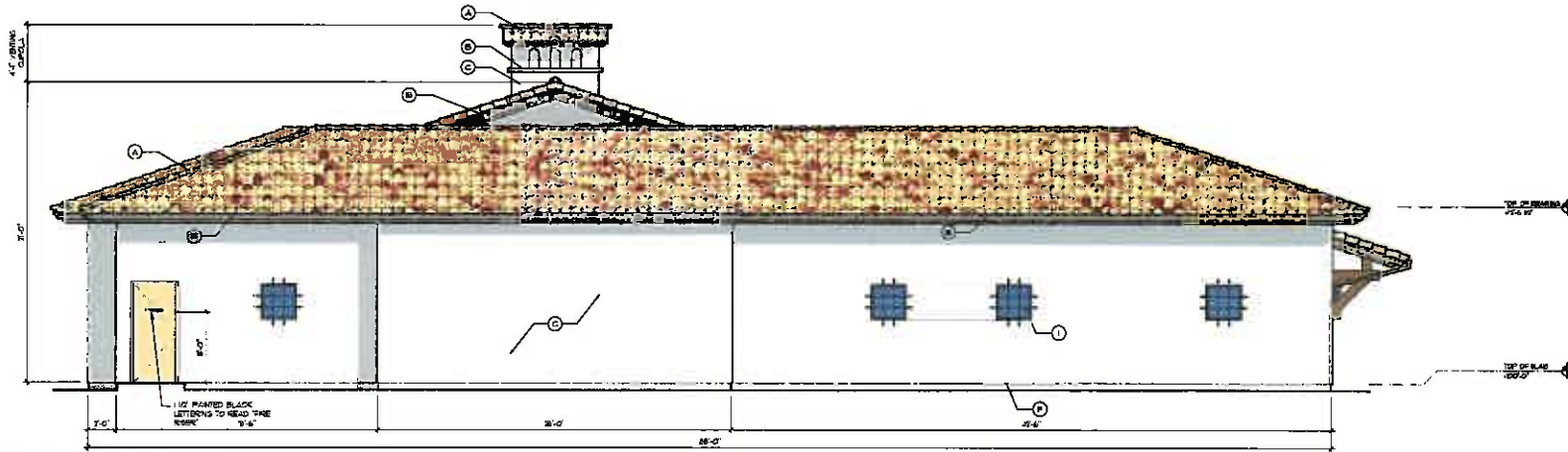
S:\620168\Tower Market 956 - Cathedral City - 4751 Program and Administration\Presentations\2019_05_TSM956 Building Sections.dwg Mar 27, 2019



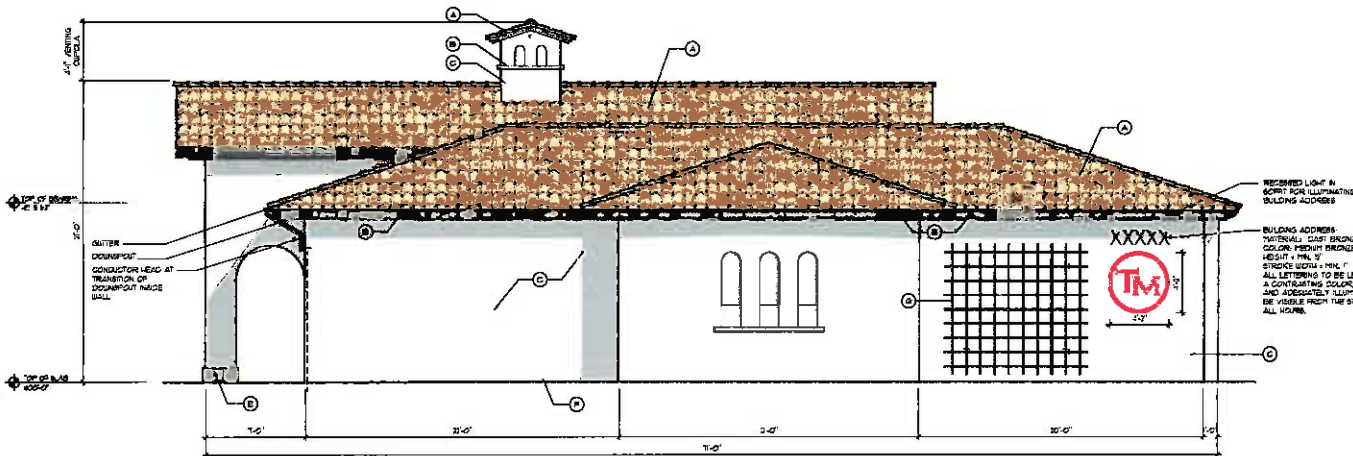
TOWER MARKET STORE #956
NO CORNER ON CATHEDRAL DRIVE & ORANGE ROAD
CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW
DATE: March 22, 2019

BUILDING SECTIONS
SHEET NUMBER: **A4.1**



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



2 EAST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE		
No.	Description	Rev/Date
A	RED LAM. SURFACE CLAY TOWER COLOR BLEND - COLOR SANDCAST MESH-FORMAR 32A BOSS - RANDO-SET HORIZONTAL AS WELL AS VERTICAL	
B	PLASTER OVER FORMED ROOF	
C	PAINTED EXTERIOR'S GAUT GYPSUM PLASTER	
D	HOLLOW METAL DOOR PAINTED TO MATCH PRE-CAST COLORED CONCRETE	
E	PRE-CAST COLORED CONCRETE	
F	PREFABRICATED GAUGE 18 GALVANIZED MESH SCREENS AT OR BELOW THE FOUNDATION PLATE LINES. MESH SCREENS SHALL BE PLACED IN A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED AREAS.	
G	METAL TRILLS	
	NATURAL COLOR WOOD	
	HOLLOWED IRON WORK	

RECEIVED LIGHT IN
SPLIT FOR ILLUMINATING
BUILDING ADDRESS

BUILDING ADDRESS
MATERIALS GAUT BRONZE
COLOR-HEAVY BRONZE
HEIGHT - MIN 5"
STROKE WIDTH - MIN. 1"
ALL LETTERING TO BE LESIBLE OF
A CONTRASTING COLOR, DURABLE
AND ADEQUATELY ILLUMINATED TO
BE VISIBLE FROM THE STREET AT
ALL HOURS.

nfa architects p.a.
4450 BUCKINGHAM PT STE
400 SANTA MONICA, CALIFORNIA 90406
P: 310-318-7000

Consultants, Inc.
1463 AVENUE OF THE GALLEONS SUITE 300
LA JOLLA, CALIFORNIA 92038
P: 619-452-5041

A S A DESIGN GROUP
1600 17TH ST STE 200
COSTA MESA, CA 92626



No.	Date	Rev/Date
Project Number		18-11

**TOWER MARKET
STORE #956**

801 CORNER OF
DORIS HULST DRIVE & CATHEDRAL ROAD
CATHEDRAL CITY, CALIFORNIA

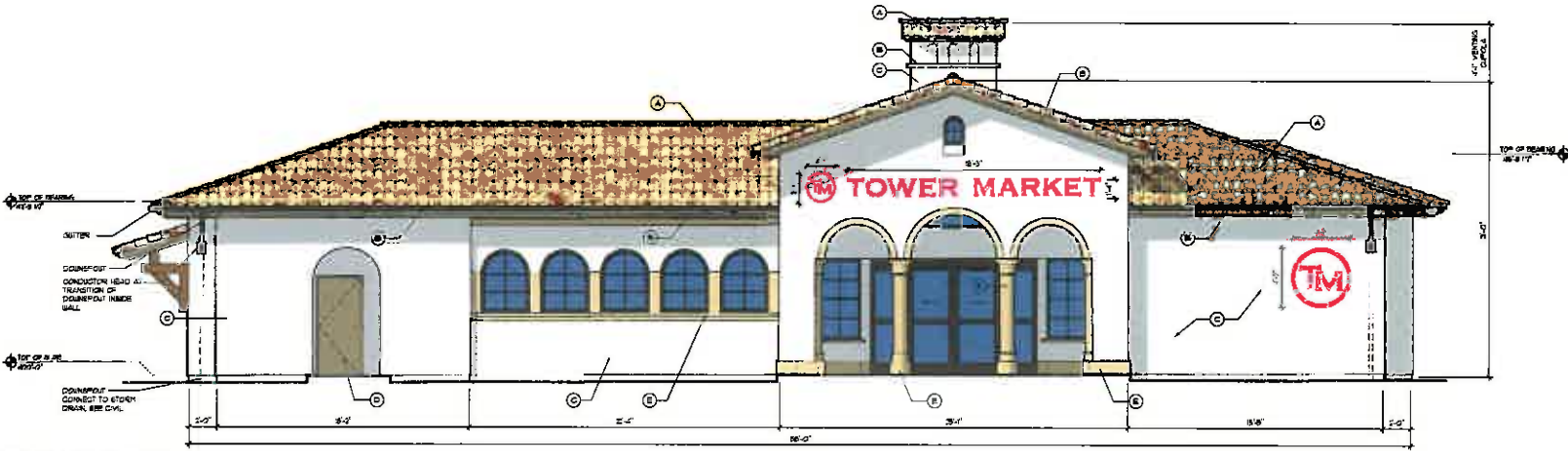
ISSUED FOR REVIEW

ALL OTHER REVISED BY NUMBERED REVISIONS. ©
BY THE USER OF THIS DRAWING FOR THE PROJECT.

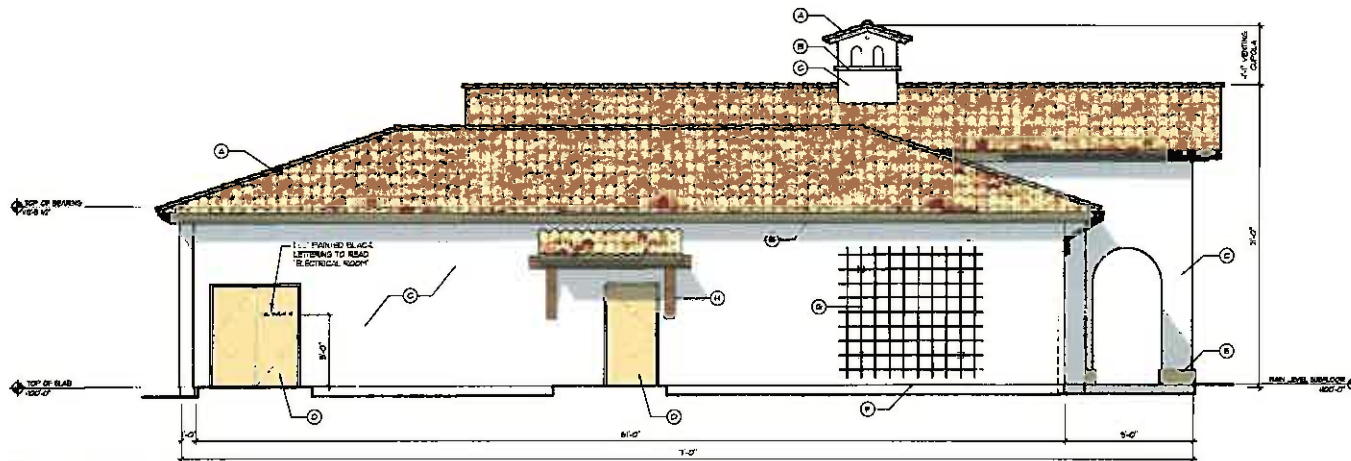
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Checked:
Date: Month: Year:

Sheet Title:
**EXTERIOR
ELEVATIONS**

Sheet Number:
A3.1B



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



2 WEST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE

- A REDLAND TUFFRICE CLAY TILE COLOR BLEND - GOLD SANDCAST
FRESH PORTER SOL BOARD, RANDOM SET HORIZONTAL AS WELL AS VERTICAL
- B PLASTER OVER FORMED FORM
- C PAINTED EXTERIOR 3 COAT GEMPT PLASTER
- D HOLLOW METAL DOOR PAINTED TO MATCH PRECAST COLORED CONCRETE
- E PRECAST COLORED CONCRETE
- F PROVIDE 36-GAUGE MINIMUM GALVANIZED SHEET SCREEN AT OR BELOW
THE FOUNDATION PLATE LINE. SHEET SCREEN SHALL BE PLACED A
MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED
AREAS.
- G METAL TRILLES
- H NATURAL COLOR WOOD
- I HAZTERED IRON WORK



nra
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DESIGN GROUP
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DENVER, CO 80202



No.	Date	Revision

Project Number: 18-117

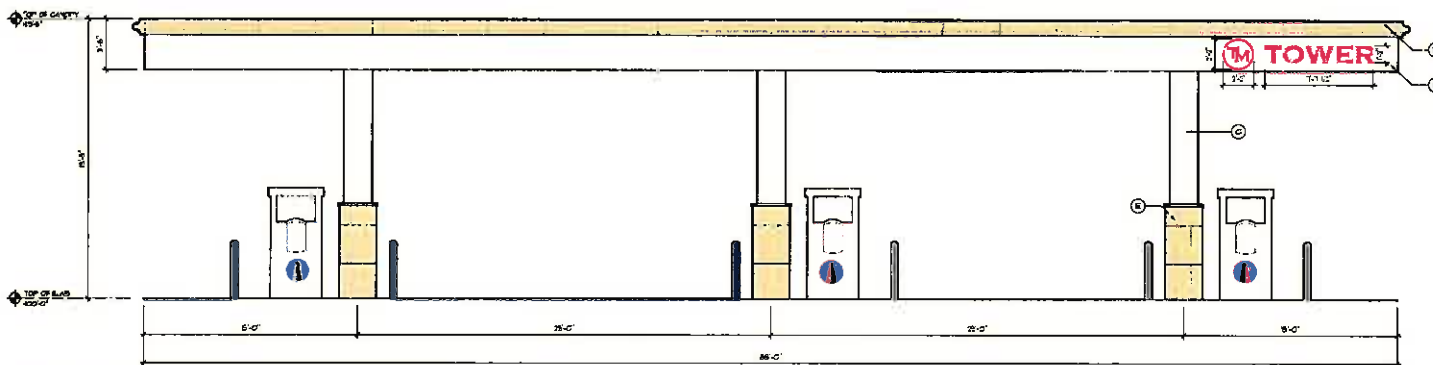
**TOWER MARKET
STORE #956**
NE CORNER OF
DATE PALM DRIVE & ORTEGA ROAD
CANTON, CA, CALIFORNIA

ISSUED FOR REVIEW
ALL WORK SHOWN IS SUBJECT TO PERMITS
AS OF DATE OF APPROVAL AND ANY PROPOSED
Drawn: BJJ, PH
Checked: NS
Date: March 28, 2019

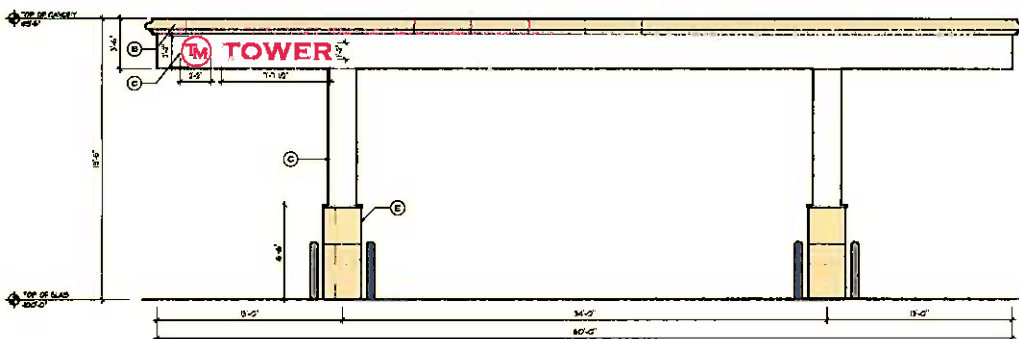
Sheet Title
**EXTERIOR
ELEVATIONS**
Sheet Number:
A3.2B

S:\16\2018\Tower Market\256 - California City 18-117\Program 2 of 4\external\external\18-117_05_15\AS Ex Elev color.dwg Mar 25, 2019

5/16/2018(Tower Market)098 - Calligraphic City (B-ITV) Program 2 and Schematic\p\res\blouis\2018\0515\A3 Ext Elev color.dwg (May 23, 2019)



1 FUEL CANOPY EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 FUEL CANOPY SOUTH ELEVATION
SCALE: 1/4" = 1'-0"


EXTERIOR FINISH SCHEDULE		
No.	Date	Revision
A		REVLAND, TRIM/PIPE CLAY, HOOR COLOR BLEND - GOLD SANDCAST REDUIT PORTAR, SOA, BOOFI, SANDOFT SET HORIZONTAL, AS WELL AS VERTICAL
B		PLASTER OVER FORMED FOAM
C		PAINTED EXTERIOR 5 COAT GEMINI PASTER
D		ALUMINUM METAL DOOR PAINTED TO MATCH PRECAST COLORED CONCRETE
E		PRECAST COLORED CONCRETE
F		PRECAST 3/8-INCH FINISH GALVANIZED KEPS SPOKES AT OR BELOW THE REINFORCEMENT PLATE LINE. WEEP SCREWS SHALL BE PLACED A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED AREAS.
G		METAL SHELL
		NATURAL COLOR WOOD
I		HARDBRED IRON WORK



nfa
nfa architects p.c.
P.O. Box 270, Englewood, CA 94622
PH: 415.863.1000 F: 415.863.1002
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Consultants, Inc.
1401 AVENUE OF THE CARS, SUITE 300
SAN FRANCISCO, CALIFORNIA 94109
P. 415.440.1000 F. 415.440.1001

HSA
DESIGN GROUP
100 CALIFORNIA STREET, SUITE 100
SAN FRANCISCO, CA 94111



No.	Date	Revision

Project Number: 18-01

**TOWER MARKET
STORE #956**

NE CORNER OF
DAVE PALMY DRIVE & ORTEGA ROAD
CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW

By: Michael J. ...
in accordance with the provisions of the California State Board of Professional Engineers, Architects, and Surveyors, Chapter 9, Division 4, Section 90000, Title 16, Code of Regulations.

Drawn: ... (S), (P)
Checked: ... (S)
Date: March 28, 2018

Sheet Title:
**EXTERIOR
ELEVATIONS**

Sheet Number:
A3.4B

PLANT MATERIAL LEGEND

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Orange blossom Sweet Orange	24" DB Lx8" DB	1.2	8
Portulaca prostrata	24" DB Lx8" DB	1.2	8

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Chamaecyparis lasiolepis	8" gtr	1.5	1
Prostrata	14" DB	1.2	8

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Leucophaea	2" gtr	1.2	28
Yucca	5" gtr	1.2	28

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Yucca	5" gtr	1.2	28
Rosa	5" gtr	1.2	28

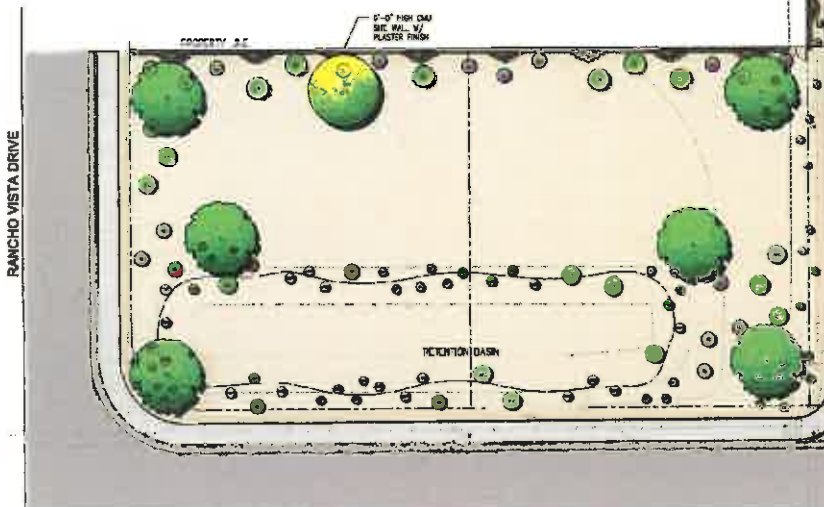
PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Asplenium	5" gtr	1.2	12
Coronilla	5" gtr	1.2	12

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Agave americana	8" gtr	1.2	20
Agave attenuata	8" gtr	1.2	20

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Agave attenuata	8" gtr	1.2	20
Yucca	8" gtr	1.2	20

PLANT NAME	SIZE	WATER DEPTH	QUANTITY
Yucca	8" gtr	1.2	20
Yucca	8" gtr	1.2	20

SYMBOL	SIZE	QUANTITY
A	24"x24" x 142 Lbs	10
B	24"x24" x 54 Lbs	12
C	24"x24" x 42 Lbs	15
D	24"x24" x 34 Lbs	18



PROPOSED IRRIGATION SYSTEM
IRRIGATION SYSTEM TO BE FULLY AUTOMATED WITH A WEATHER BASED CONTROLLER AND ALL PLANTS WILL BE IRRIGATED WITH WATER EFFICIENT DRIP SYSTEMS.

NOTE:
LANDSCAPING SHALL BE CONSISTENT WITH THE REQUIREMENTS OF THE COACHELLA VALLEY WATER DISTRICT ORDINANCE 1922 AS ADOPTED BY THE CITY OF CATHEDRAL CITY UNDER ORDINANCE NO. 886 WATER EFFICIENT LANDSCAPE ORDINANCE.

PROJECT SUMMARY:
TOTAL LANDSCAPE AREA - 36,816 Sq. Ft.



TOWER MARKET #956
 CATHEDRAL CITY, CALIFORNIA
 TOWER MARKET GROUP
 1500 S. MOUNTAIN VIEW
 TORRANCE, CA 90501

Rev.	By	Date

TOWER MARKET #956
 PRELIMINARY LANDSCAPE PLAN

99-18-07
 Sheet No. **L1.1**

PLANT MATERIAL LEGEND

LARGE TREES

SYMBOL	PLANT NAME	SIZE	WATER USAGE	QUANTITY
(1)	Orange leaved Desert Ironwood	24" Box Last Branch 1-1/2" Gal. PA.	L.2	6
(2)	Persea grandis Sonoran Palo Verde	24" Box Last Branch 1-1/2" Gal. PA.	L.2	5

PAVING

SYMBOL	PLANT NAME	SIZE	WATER USAGE	QUANTITY
(3)	Chamaecyparis lasiocarpa Mediterranean Fan Palm	8" gal. H&S Trunk	H.3	11
(4)	Neohesperis hybrid California Fan Palm	10-14" 8" H&S	H.3	5

MEDIUM SHRUBS

SYMBOL	PLANT NAME	SIZE	WATER USAGE	QUANTITY
(5)	Larocypis longispina Oldblow Sage	5 gal. L.2	L.2	26
(6)	Larocypis longispina 'Var. Brown' Texas Ringier	5 gal. L.2	L.2	26
(7)	Yucca angustifolia 'Yucca Mini' (H&S)	5 gal. H.3	H.3	66
(8)	Banksia parmentaria Desert Ruelle	5 gal. H.3	H.3	24
(9)	Yucca angustifolia Cord Plant	5 gal. H.3	H.3	20
(10)	Banksia parmentaria Green Fern	5 gal. L.2	L.2	6

SMALL SHRUBS

SYMBOL	PLANT NAME	SIZE	WATER USAGE	QUANTITY
(11)	Arctostaphylos 'Desert Carpet' Desert Carpet Arctostaphylos	5 gal. L.2	L.2	12
(12)	Cortaderia saccata 'Green Carpet' Green Carpet Mat Plant	5 gal. H.3	H.3	11
(13)	Phacelia hydrophila 'Blue Bells' Blue Bells	5 gal. L.2	L.2	4
(14)	Diphysa bigelovii 'Diphysa Plant'	5 gal. L.2	L.2	1
(15)	Lambertia 'New World' New World Lobelia	5 gal. H.3	H.3	1

ACCENTS

SYMBOL	PLANT NAME	SIZE	WATER USAGE	QUANTITY
(16)	Agave attenuata	18 gal. L.2	L.2	20
(17)	Agave attenuata 'Variegata'	18 gal. L.2	L.2	2
(18)	Agave parviflora Tall Flowering Agave	9 gal. L.2	L.2	28
(19)	Agave parviflora	9 gal. L.2	L.2	17
(20)	Yucca angustifolia 'Blue Star' Blue Star	9 gal. L.2	L.2	11
(21)	Schottocactus groenlandicus Golden Barrel Cactus	9 gal. L.2	L.2	18
(22)	Hesperaloe parviflora Red Yucca	9 gal. L.2	L.2	44
(23)	Yucca angustifolia	9 gal. L.2	L.2	11
(24)	Yucca angustifolia 'Panda's Yucca'	9 gal. L.2	L.2	11
(25)	Yucca angustifolia 'Redland Yucca'	9 gal. L.2	L.2	11

VEGETATION

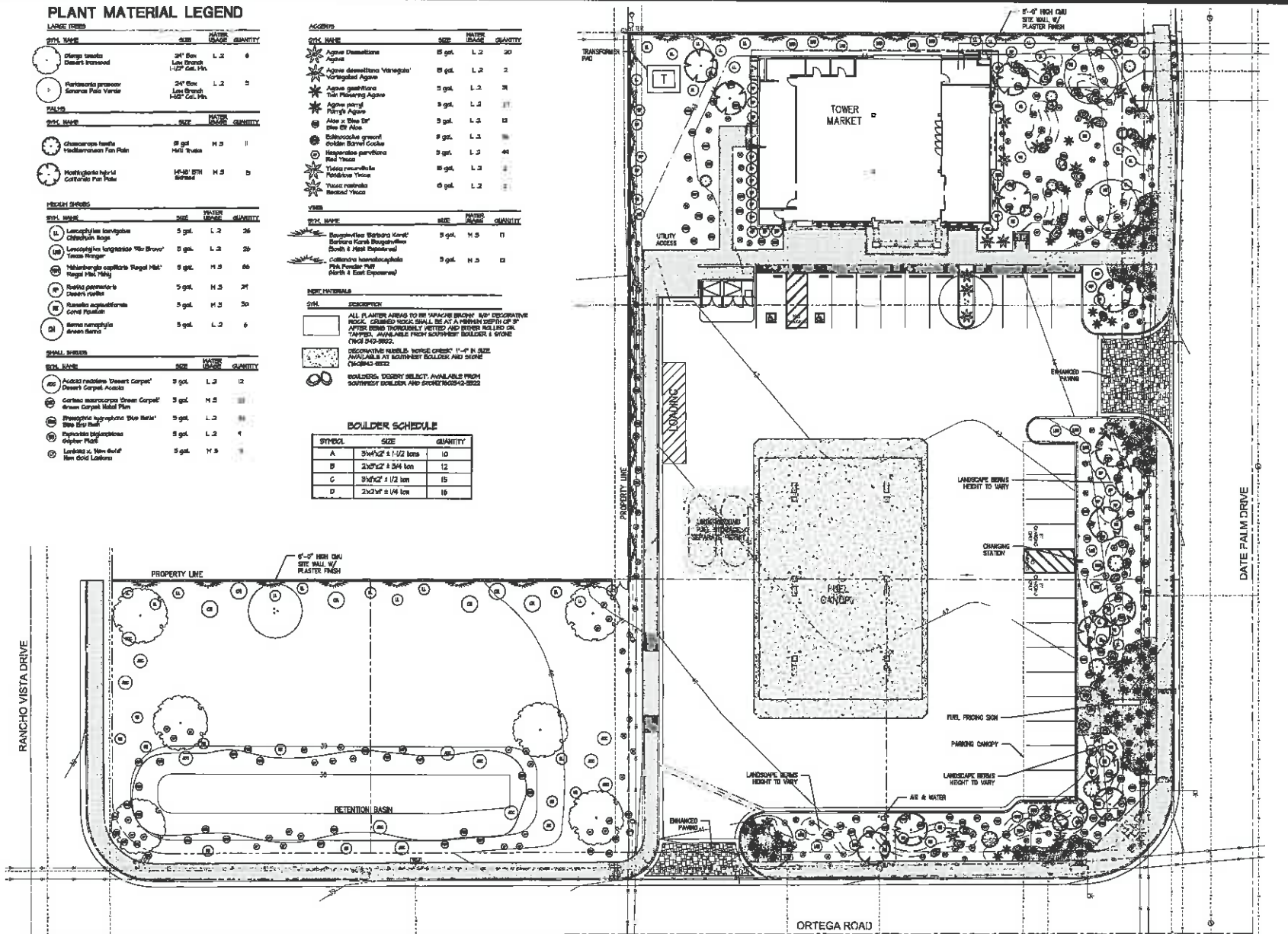
SYMBOL	PLANT NAME	SIZE	WATER USAGE	QUANTITY
(26)	Bougainvillea 'Barbara Grant' Barbara Grant Bougainvillea	5 gal. H.3	H.3	11
(27)	Bougainvillea 'Barbara Grant' Barbara Grant Bougainvillea	5 gal. H.3	H.3	11
(28)	Collinsia heterophylla Pink Flowering Plant	5 gal. H.3	H.3	11

NOTES

- ALL PLANTING AREAS TO BE FINISHED WITH 1" OF DISCREPANT ROCK. CRUMBED ROCK SHALL BE AT A MINIMUM DEPTH OF 3" AFTER BEING THOROUGHLY WETTED AND BEVER BELIEVED OR TAPPED. AVAILABLE FROM SOUTHWEST BOLLIER & STONE (760) 245-2622.
- DISCREPANT BOLLIER HORSE CHECK 1" x 4" IN SIZE AVAILABLE AT SOUTHWEST BOLLIER AND STONE (760) 245-2622.
- BOLLIER DORNY SELECT. AVAILABLE FROM SOUTHWEST BOLLIER AND STONE (760) 245-2622.

BOLLIER SCHEDULE

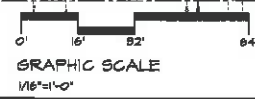
SYMBOL	SIZE	QUANTITY
A	3' x 1/2' x 1/2' box	10
B	2' x 1/2' x 1/2' box	12
C	3' x 1/2' x 1/2' box	15
D	2' x 1/2' x 1/2' box	16




PROPOSED IRRIGATION SYSTEM
IRRIGATION SYSTEM TO BE FULLY AUTOMATED WITH A WEATHER-BASED CONTROL LINE AND ALL PLANTS WILL BE IRRIGATED WITH WATER EFFICIENT DRIP EMISSIONERS.

NOTE:
LANDSCAPING SHALL BE CONFORMANT WITH THE REQUIREMENTS OF THE COACHELLA VALLEY WATER DISTRICT ORDINANCE (802) AS ADOPTED BY THE CITY OF CATHEDRAL CITY UNDER ORDINANCE NO. 666 WATER EFFICIENT LANDSCAPE ORDINANCE.

PROJECT SUMMARY:
TOTAL LANDSCAPE AREA = 36, 876 sq. ft.





TOWER MARKET #956
CATHEDRAL CITY, CALIFORNIA
TOWER ENERGY GROUP
190 WEST 190TH STREET
TORRANCE, CA 90504

NO.	REVISION	DATE	BY

TOWER MARKET #956
PRELIMINARY LANDSCAPE PLAN

Job No. **99-18-07**
Sheet No. **L1.1**

LIGHTING LEGEND

QTY.	SYM	FIXTURE	COMMENTS
2	⊕	SPL LIGHTING INC. - MODEL # MN1000-P-RS WITH PERM FINISH NIPSE FLOOD 2300K WITH FB-5 MATT-CYL-TA-100 LAMP. ADJUSTABLE MIN HELL LIGHT. PHONE (800) 461-3631	SP-LIGHT, NO SUBST. UNLESS APPROVED BY LANDSCAPE ARCHITECT.
12	⊕	SPL LIGHTING INC. MODEL # SPL-HNK-100-P-SH PERM FINISH FLOOD 2300K 10-1/4" WITH FB-5-CYL-TA-100 LAMP. ADJUSTABLE MIN HELL LIGHT. PHONE (800)461-3631	MELL LIGHT WITH SHROUD. NO SUBST. UNLESS APPROVED BY LANDSCAPE ARCHITECT.
4	⊕	SPL LIGHTING INC. - MODEL # SPL-116-4 PERM FINISH 1-1/2" WITH FB-TAB-6HATT. 2300K LIGHT SOURCE. PHONE (800)461-3631	AREA LIGHT - DECK MOUNT. 5" TUBING x 24" HEIGHT. NO SUBST. UNLESS APPROVED BY LANDSCAPE ARCHITECT.
1	⊕	SPL LIGHTING INC. MODEL FB-300-120-42 NIGHTOVER TRANSFORMER 300 WATT	300 WATT TRANSFORMER TO OPERATE WITH SPL-151Z 120 VOLT ASTRONOMICAL TYMER. NO SUBSTITUTE UNLESS APPROVED BY LANDSCAPE ARCHITECT.

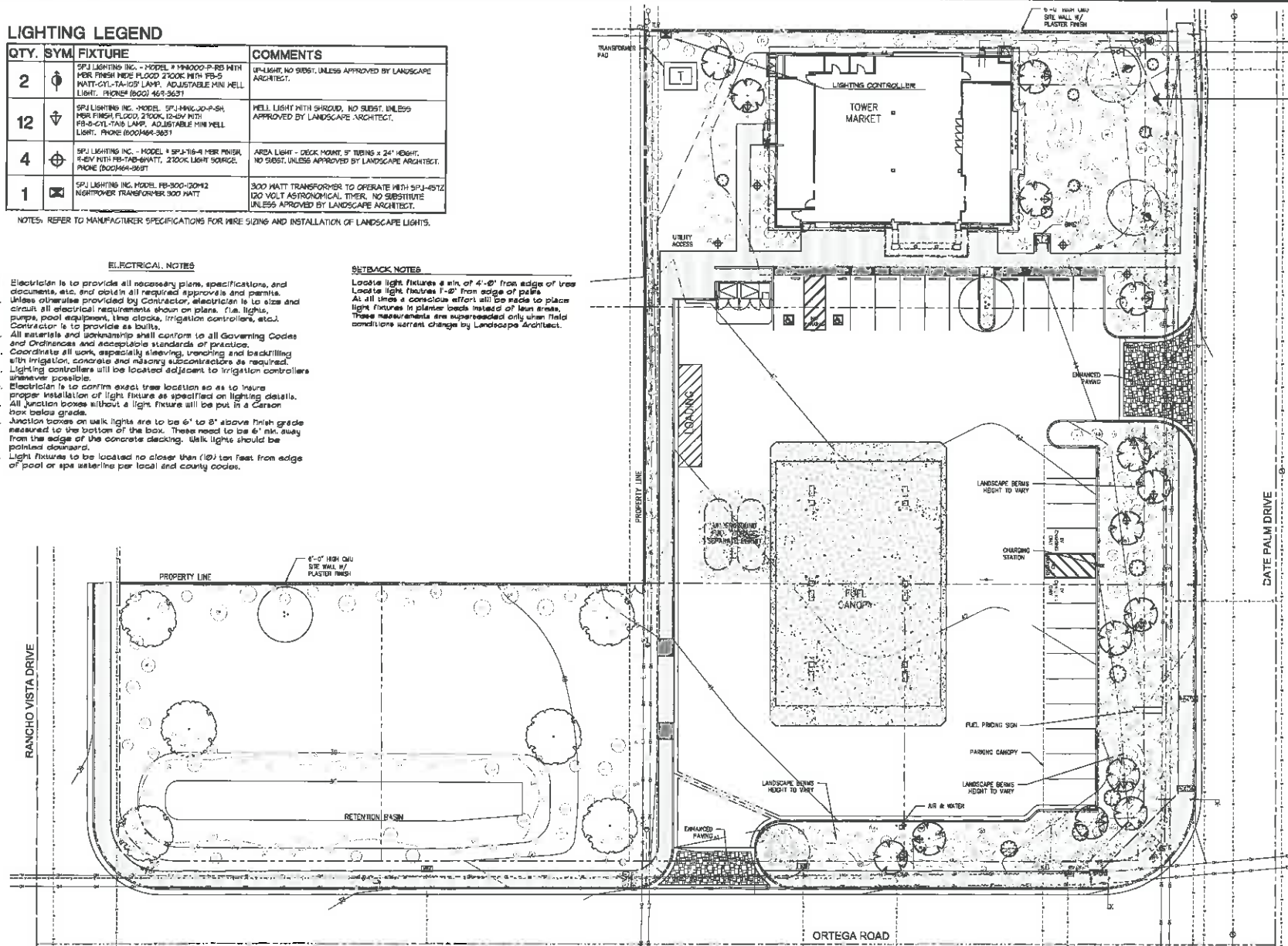
NOTES: REFER TO MANUFACTURER SPECIFICATIONS FOR WIRE SIZING AND INSTALLATION OF LANDSCAPE LIGHTS.

ELECTRICAL NOTES

- Electrician is to provide all necessary plans, specifications, and documents, etc. and obtain all required approvals and permits.
- Unless otherwise provided by Contractor, electrician is to size and circuit all electrical requirements shown on plans. (i.e. lights, pumps, pool equipment, time clocks, irrigation controllers, etc.) Contractor is to provide a fault.
- All materials and workmanship shall conform to all Governing Codes and Ordinances and acceptable standards of practice.
- Coordinate all work, especially sleeving, trenching and backfilling with irrigation, concrete and masonry subcontractors as required.
- Lighting controllers will be located adjacent to irrigation controllers whenever possible.
- Electrician is to confirm exact tree location so as to insure proper installation of light fixture as specified on lighting details.
- All junction boxes without a light fixture will be put in a Carson box below grade.
- Junction boxes on walk lights are to be 6" to 8" above finish grade measured to the bottom of the box. These need to be 6" min. away from the edge of the concrete decking. Walk lights should be pointed downwards.
- Light fixtures to be located no closer than (10') ten feet from edge of pool or spa unless per local and county codes.

SETBACK NOTES

- Locate light fixtures a min. of 4'-0" from edge of tree
Locate light fixtures 1'-0" from edge of paths
At all times a conscious effort will be made to place light fixtures in planter beds instead of lawn areas.
These measurements are superseded only when field conditions warrant change by Landscape Architect.



TOWER MARKET #956
CATHEDRAL CITY, CALIFORNIA
 TOWER MARKET GROUP
 1803 WEST 180TH STREET
 TORRANCE, CA 90504

No.	Revisions	Date	By

TOWER MARKET #956
PRELIMINARY LIGHTING PLAN

Scale: 1/8" = 1'-0"
 Date: 09-18-07
 Designer: David M. Smith
 License No.: 12507
 State: CA
 Approved By: _____

North

Job No. 99-18-07

Sheet No. L2.1

Forever Bright

APPLICATION FEATURES

Model: FB-716-G
Part Number:

Finish: Chrome
Material: 304 Stainless Steel
Label: 304 Stainless Steel
Color Temp: 2700K

DESCRIPTION

Model: FB-716-G
Material: 304 SS
Finish: Chrome
Label: 304 SS
Color Temp: 2700K
Mounting: Flush

ORDERING INFORMATION

Model	Finish	Weight	Mount	Color Temp.	Beam
FB-716-G	304 SS	1.2	Flush	2700K	10°
FB-716-G	304 SS	1.2	Flush	4000K	10°
FB-716-G	304 SS	1.2	Flush	5000K	10°
FB-716-G	304 SS	1.2	Flush	6000K	10°

WWW.SPLIGHTING.COM

Forever Bright

APPLICATION FEATURES

Model: FB-30-100W-L2
Part Number:

Finish: Chrome
Material: 304 Stainless Steel
Label: 304 Stainless Steel
Color Temp: 2700K

DESCRIPTION

Model: FB-30-100W-L2
Material: 304 SS
Finish: Chrome
Label: 304 SS
Color Temp: 2700K
Mounting: Flush

ORDERING INFORMATION

Model	Finish	Weight	Mount	Color Temp.	Beam
FB-30-100W-L2	304 SS	1.2	Flush	2700K	10°

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Forever Bright

APPLICATION FEATURES

Model: FB-30-100W-L2
Part Number:

Finish: Chrome
Material: 304 Stainless Steel
Label: 304 Stainless Steel
Color Temp: 2700K

DESCRIPTION

Model: FB-30-100W-L2
Material: 304 SS
Finish: Chrome
Label: 304 SS
Color Temp: 2700K
Mounting: Flush

ORDERING INFORMATION

Model	Finish	Weight	Mount	Color Temp.	Beam
FB-30-100W-L2	304 SS	1.2	Flush	2700K	10°

WWW.SPLIGHTING.COM



TOWER MARKET #956
CATHEDRAL CITY, CALIFORNIA
TOWER ENERGY GROUP
1941 WEST 197TH STREET
TORRANCE, CA 90504

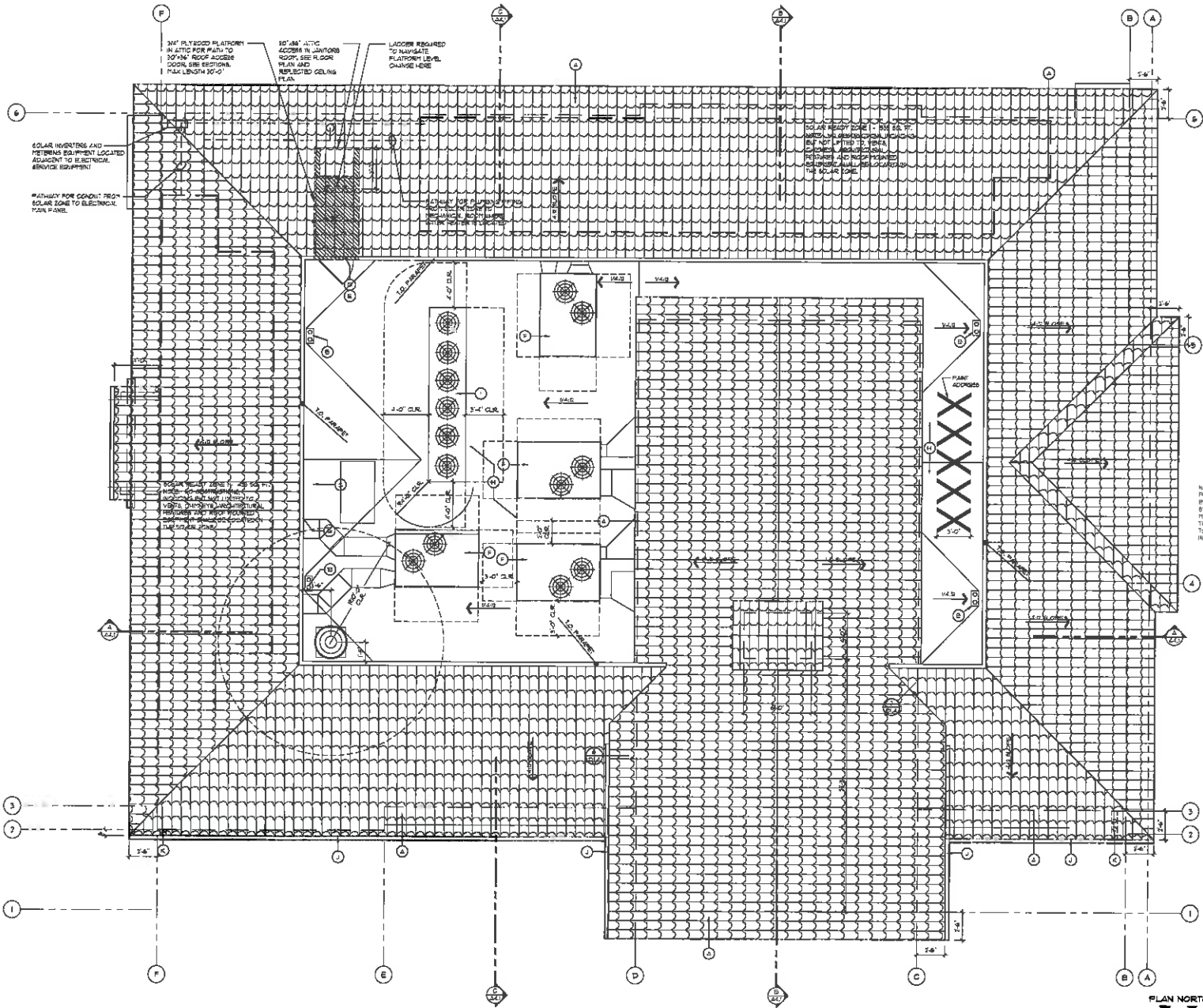
Rev.	Date	By

TOWER MARKET #956
LIGHTING DETAILS
& CUT SHEETS

Sheet No. 99-18-07
L2.2



5/16/2018 Tower Market 756 - Cathedral City 18-1171 Program and Schematic Presentation 2018 OF BVA7 Roof.dwg Apr 01, 2019



- ROOF NOTES**
- (A) RECLAND TUMBLE CLAY PAVE COLOR BLEND - COLOR BANDS
MEDIUM PORTLAND 30% SLOPE
SLOPES SET HORIZONTAL, AS WELL AS VERTICAL
ROOF DRAIN, SEE 1004
 - (B) TAPERED FOAM CHECKIT
 - (C) ROOF HATCH, EXACT LOCATION T.B.D.
 - (D) 30"x36" METAL ROOF ACCESS DOOR
 - (E) ROOF MOUNTED EQUIPMENT TO BE LOCATED IN THE LOWERED PORTION OF ROOF. MINIMUM PARAPET HEIGHT TO BE 4'-0"
 - (F) NOT USED
 - (G) SINGLE PLY, EPDM ROOF MEMBRANE
 - (H) REFRIGERATION UNIT, CONTRIBUTE TO PROVIDE 4" HIGH WATERPROOF CURB UNDER UNIT
 - (I) GUTTER
 - (K) DOWNSPOUT

NOTE: NO DISCHARGE OF CONDENSATE ROOF AIR CONDITIONING UNIT, REFRIGERATIVE COOLING, FIRE SUPPRESSION SYSTEM OR RISE EQUIPMENT DURING RAIN DRAIN INTO THE STAIRWAY RISER. THE DISCHARGE LOCATIONS NOTED HEREIN TO BE COORDINATED WITH THE CITY OF INDIA.



nfa
Architectural
Engineers, Inc.
 P.O. BOX 7710, PALM SPRING, CA 92262
 PHONE: 951-251-1111
 FAX: 951-251-1112
 WWW: www.nfa-engineers.com

Engineers, Inc.
 3460 AVENUE OF THE GIGALITES, SUITE 300
 LAQUAN HILL, CALIFORNIA 92545
 PHONE: 951-423-0111 FAX: 951-423-0111



No.	Date	Revision

Project Number: 18-1171

TOWER MARKET STORE #356
 181 CORNER OF DATE PALM DRIVE & ORTEGA ROAD
 CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW

ALL WORK SHOWN IS BY CLIENT'S DESIGN. I, THE ARCHITECT, AM NOT RESPONSIBLE FOR THE DESIGN OF THE WORK SHOWN.

Drawn: [Signature] Scale: 1/4" = 1'-0"
 Checked: [Signature]
 Date: March 28, 2018

Sheet Title: **ROOF PLAN**

Sheet Number: **A1.1**

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



Package: 304 Series
Product ID: 304

Slice Medium - 514 Outdoor LED Area Light

Features & Specifications

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Product Dimensions:
 - Overall Height: 12.5" (318mm)
 - Overall Width: 12.5" (318mm)
 - Mounting Hole Spacing: 12.5" (318mm)

Electrical Data:
 - Voltage: 120V AC
 - Power: 150W
 - Lumens: 15,000
 - Beam Spread: 120°

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

304 Series™ LED Area Light Fixture

Product Description:
 The 304 Series LED Area Light Fixture is a high-quality, durable outdoor lighting fixture designed for use in commercial and residential applications. It features a sleek, modern design and is available in multiple material options.

Performance Summary:
 - Power: 150W
 - Voltage: 120V AC
 - Lumens: 15,000
 - Beam Spread: 120°

Dimensions:
 - Overall Height: 12.5"
 - Overall Width: 12.5"
 - Mounting Hole Spacing: 12.5"

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

JUNO 5" IC 900 LUMEN LED DOWNLIGHT NEW CONSTRUCTION

Product Description:
 The JUNO 5" IC 900 Lumen LED Downlight is a high-quality, durable indoor lighting fixture designed for use in new construction applications. It features a sleek, modern design and is available in multiple material options.

Performance Summary:
 - Power: 15W
 - Voltage: 120V AC
 - Lumens: 900
 - Beam Spread: 30°

Dimensions:
 - Overall Height: 1.5"
 - Overall Diameter: 5.0"

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

FIGURE TYPE W

FIGURE TYPE W

FIGURE TYPE W

MAXIM LIGHTING

Product Description:
 The MAXIM lighting fixture is a high-quality, durable outdoor lighting fixture designed for use in commercial and residential applications. It features a classic, ornate design and is available in multiple material options.

Performance Summary:
 - Power: 150W
 - Voltage: 120V AC
 - Lumens: 15,000
 - Beam Spread: 120°

Dimensions:
 - Overall Height: 12.5"
 - Overall Width: 12.5"
 - Mounting Hole Spacing: 12.5"

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

SLIP - 6 LED AREA LIGHT

Product Description:
 The SLIP - 6 LED Area Light is a high-quality, durable outdoor lighting fixture designed for use in commercial and residential applications. It features a sleek, modern design and is available in multiple material options.

Performance Summary:
 - Power: 150W
 - Voltage: 120V AC
 - Lumens: 15,000
 - Beam Spread: 120°

Dimensions:
 - Overall Height: 12.5"
 - Overall Width: 12.5"
 - Mounting Hole Spacing: 12.5"

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

Los Olivos TROY LIGHTING

Product Description:
 The Los Olivos Troy Lighting fixture is a high-quality, durable outdoor lighting fixture designed for use in commercial and residential applications. It features a classic, ornate design and is available in multiple material options.

Performance Summary:
 - Power: 150W
 - Voltage: 120V AC
 - Lumens: 15,000
 - Beam Spread: 120°

Dimensions:
 - Overall Height: 12.5"
 - Overall Width: 12.5"
 - Mounting Hole Spacing: 12.5"

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

Pamplona TROY LIGHTING

Product Description:
 The Pamplona Troy Lighting fixture is a high-quality, durable outdoor lighting fixture designed for use in commercial and residential applications. It features a classic, ornate design and is available in multiple material options.

Performance Summary:
 - Power: 150W
 - Voltage: 120V AC
 - Lumens: 15,000
 - Beam Spread: 120°

Dimensions:
 - Overall Height: 12.5"
 - Overall Width: 12.5"
 - Mounting Hole Spacing: 12.5"

Material Options:
 - 304 Series: 304 Stainless Steel
 - 316 Series: 316 Stainless Steel
 - 6061 Series: 6061 Aluminum
 - 6063 Series: 6063 Aluminum

Notes:
 - See page 10 for mounting details.
 - See page 11 for electrical details.

FIGURE TYPE W

FIGURE TYPE W

FIGURE TYPE W

FIGURE TYPE W

CONSULTANTS, INC.
 2400 AVENUE OF THE GARDENS, SUITE 300
 LAGUNA BEACH, CALIFORNIA 92653
 P. 949.433.1111 F. 949.433.1112
 C. 949.433.1113

nfa
 CONSULTANTS, INC.

rtm
 DESIGN GROUP

TM

Project Number: 18-117

TOWER MARKET STORE #956

3347 DATE PALM DRIVE
 CATHEDRAL CITY, CALIFORNIA

ISSUED FOR REVIEW

Drawn: SR, PR
 Checked: NF
 Date: December 14, 2018

Sheet Title: LIGHTING FIXTURE CUTSHEETS

Sheet Number: PP1.2

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The City of Cathedral City Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Cathedral City Planner Mr. Robert Rodriguez at (760) 770-0340.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1073PS19 – Tower Energy (Representative: RCE Consultants) – City of Cathedral City Case Nos. SPA87-26C (Specific Plan Amendment), CUP19-002 (Conditional Use Permit). A proposal to establish a gas station facility with a 5,056 square foot convenience store and 12 fueling stations on 1.74 acres, located on the northwest corner of Date Palm Drive and Ortega Road. The applicant also proposes amending Specific Plan No. 87-26B text deleting ‘convenience market’ use from the list of prohibited uses within the Specific Plan (Airport Compatibility Zone D of the Palm Springs International Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: 2AP1073PS19 DATE SUBMITTED: 4-18-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Tower Energy / Mark Vasey Phone Number (310) 878-8425
Mailing Address 1983 W. 190th Street, #100 Email m@tetm.com
Torrance, CA 90504

Representative RCE Consultants / Christian Kesler Phone Number (949) 453-0111 #117
Mailing Address 24422 Avenida de la Carlota Email ckesler@rceconsult.com
Laguna Hills, CA 92653

Property Owner Tower Energy / Mark Vasey Phone Number (310) 878-8425
Mailing Address 1983 W. 190th Street, #100 Email m@tetm.com
Torrance, CA 90504

D.P.S.

LOCAL JURISDICTION AGENCY

Local Agency Name Cathedral City Planning Department Phone Number (760) 770-0340
Staff Contact Robert Rodriguez Email rrodriguez@cathedralcity.gov
Mailing Address 68700 Avendia Lalo Guerrero Case Type
Cathedral City, CA 92234
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
Local Agency Project No CUP 19-002 & SPA 87-26C 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 Northwest corner of Ortega Road and Date Palm Drive
Cathedral City, CA 92234
Assessor's Parcel No. 680-412-004/005/006/007/008/009 Gross Parcel Size 1.74 acres
Subdivision Name Rancho Vista Estates Nearest Airport and distance from Air- Palm Spring Int.
Lot Number 69, 70 & 71 port 2.4 miles

PROJECT DESCRIPTION

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

Existing Land Use Two existing structures - abandoned
(describe)

Proposed Land Use (describe)	Fueling station and Tower Market convenience store		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	5 AM to 11 PM	
	Number of People on Site	Maximum Number	33 people per acre average
	Method of Calculation	California Building Code - see attached calculation	
Height Data	Site Elevation (above mean sea level)	344.5	ft.
	Height of buildings or structures (from the ground)	25.08	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: 3.4

HEARING DATE: June 13, 2019

CASE NUMBER: ZAP1075PS19 – Desert Hot Springs Wind, LLC/Terra-Gen Development Company, LLC (Representative: Armand Anselmo)

APPROVING JURISDICTION: City of Desert Hot Springs

JURISDICTION CASE NO.: CUP No. 01-18 (Conditional Use Permit), VAR No. 01-18 (Variance)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends that the proposed Conditional Use Permit and Variance be found CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: The applicant proposes to decommission and remove 69 existing commercial wind turbines (wind energy conversion systems, abbreviated as “WECS”) and install 4 new commercial wind turbines with a maximum height of 499 feet above ground level with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 161.61 acres. Also proposed are associated equipment such as a laydown yard, construction of new temporary and permanent internal roads, and connection to 12-kilovolt (kV) underground/overhead electrical collection lines. A variance is also requested in order to allow for structures greater than 200 feet in height. Wind turbine heights are measured at top of blade in the “twelve o’clock position”.

PROJECT LOCATION: The project is located in mountainous terrain northerly of the unincorporated community of Painted Hills, northerly of Avenue 16, and easterly of Windhaven Road and specifically constitutes the southwest quarter of Section 31, Township 2 South, Range 4 East (Assessor’s Parcel Number 667-160-001).

The project site is not located within an existing Airport Influence Area, as it lies approximately 9 miles northwesterly of the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport and 14 miles northeasterly of the easterly terminus of the runway at Banning Municipal Airport, but the project comes before the Airport Land Use Commission because of its inclusion of structures exceeding 200 feet in height.

BACKGROUND: As stated in Section 1.5.3.c of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, “any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior

to approval by the local jurisdiction. Such facilities also require notification to the FAA pursuant to Part 77, Paragraph 77.13. The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to evaluate such facilities by the Airport Land Use Commission.

As such, the determination by FAA's Obstruction Evaluation Service (FAA OES) is pivotal in providing a basis for the ALUC's decision on such a facility. The applicant submitted Form 7460-1, and FAA OES assigned Aeronautical Study Nos. 2018-WTW-12513-OE through 2018-WTW-12516-OE to this project. "Determination of No Hazard to Air Navigation" letters were issued for each of the four proposed wind turbines on January 31, 2019.

The project description indicates that a meteorological (MET) tower (309 feet in height) is also proposed in conjunction with this application, but its precise location has not yet been determined, and this tower is not included in the above-referenced FAA OES determination letters. Therefore, the staff recommendation is based on the project scope minus this MET tower. Consequently, recommended conditions for this project specify that any proposed MET towers exceeding 200 feet in height will require a separate ALUC application, review, and determination, along with a complete FAA determination of no hazard letter.

CONDITIONS:

1. The proposed wind turbines ("WECS") shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Rotor blades shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of sunlight towards an aircraft engaged in an initial straight climb during takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.
3. The WECS and any accessory uses shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.
4. The combined height of each WECS and its foundation shall not exceed 499 feet above ground level (AGL).
5. This project has been evaluated by Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA) for four (4) wind turbines only (T-1 through T-4). Any increase in number, height, or change in location of the turbines, or any proposal for new structures taller than 200 feet from ground level, will require subsequent submittal to, and review by, the ALUC and FAA. No meteorological towers 200 feet or greater in height are included in this determination.
6. The Federal Aviation Administration has conducted aeronautical studies of each proposed wind turbine (Aeronautical Study Nos. 2018-WTW-12513-OE through 2018-WTW-12516-OE) and has specified that each of these structures shall be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 12, & 13 (Turbines), unless superseded by

subsequent FAA determination(s) in writing.

7. In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of a least one light at each level. The use of NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.
8. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as normal operation is restored, notify the same number.
9. The maximum top point elevations specified below 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.

Turbine Number	Maximum Feet Above Mean Sea Level (AMSL)
Turbine 1	2,307
Turbine 2	2,307
Turbine 3	2,323
Turbine 4	2,285
10. Temporary construction equipment used during actual construction of the structures shall not exceed 499 feet in height and a maximum elevation (above mean sea level) not to exceed the above turbine table above, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.
12. To the maximum extent possible, in compliance with FAA guidelines regarding lighting, mitigation measures shall be incorporated into the project that would minimize light pollution to the people on the ground.

Staff Report
Page 4 of 4

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

Aeronautical Study No.
 2018-WTW-12513-OE

Issued Date: 01/31/2019

Robert Skaggs
 Desert Hot Springs Wind, LLC
 11455 El Camino Real
 Suite 160
 San Diego, CA 92130

**** 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:	Wind Turbine T1
Location:	Desert Hot Springs, CA
Latitude:	33-57-06.96N NAD 83
Longitude:	116-36-33.95W
Heights:	1808 feet site elevation (SE)
	499 feet above ground level (AGL)
	2307 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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)

See attachment for additional condition(s) or information.

This determination expires on 07/31/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.

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 and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12513-OE.

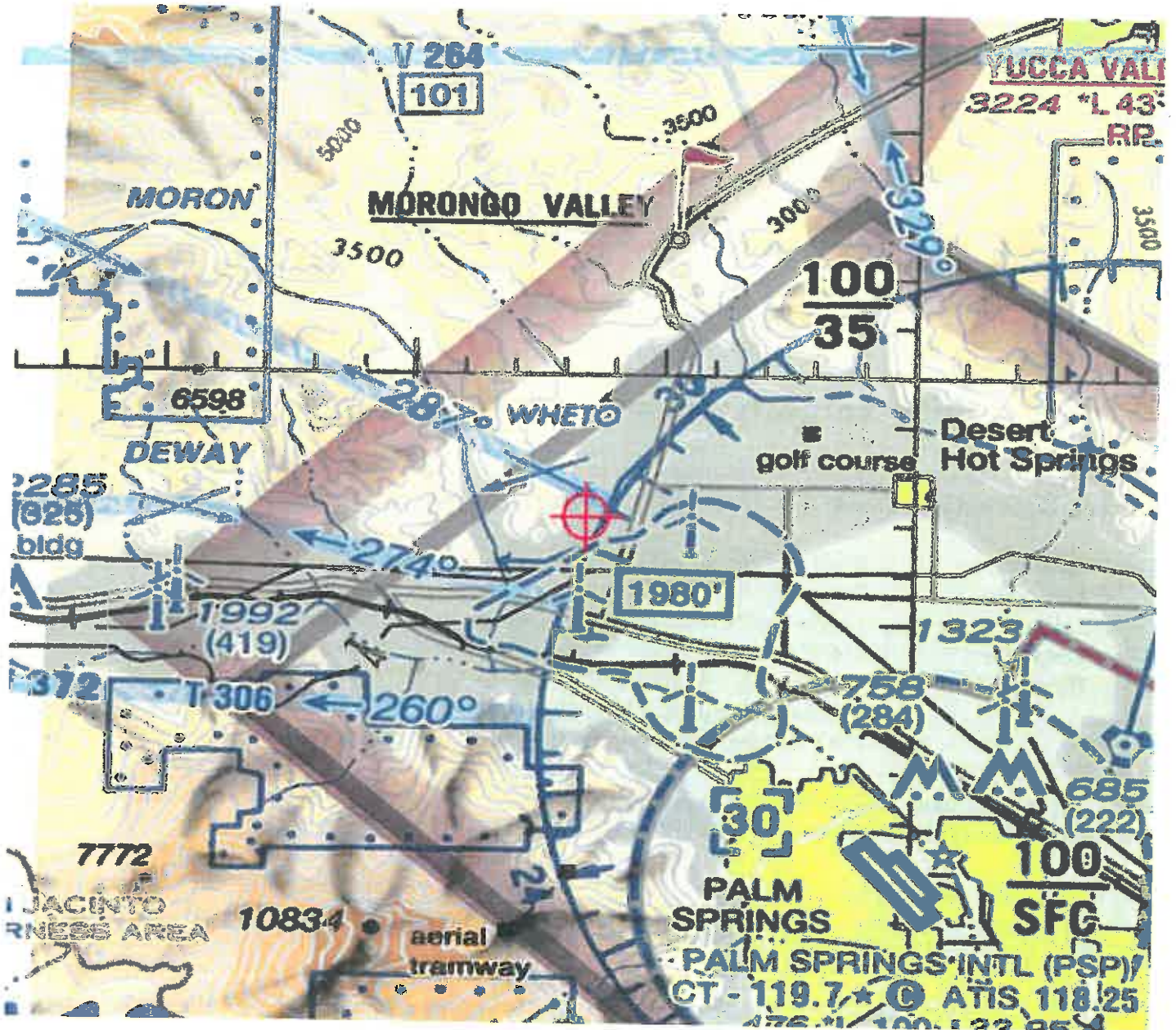
Signature Control No: 381824718-395002584
Steve Phillips
Specialist

(DNE -WT)

Attachment(s)
Additional Information
Map(s)

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2018-WTW-12514-OE

Issued Date: 01/31/2019

Robert Skaggs
 Desert Hot Springs Wind, LLC
 11455 El Camino Real
 Suite 160
 San Diego, CA 92130

**** 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:	Wind Turbine T2
Location:	Desert Hot Springs, CA
Latitude:	33-57-01.67N NAD 83
Longitude:	116-36-33.43W
Heights:	1808 feet site elevation (SE)
	499 feet above ground level (AGL)
	2307 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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)

See attachment for additional condition(s) or information.

This determination expires on 07/31/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.

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 and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12514-OE.

Signature Control No: 381824719-395002585

(DNE -WT)

Steve Phillips

Specialist

Attachment(s)

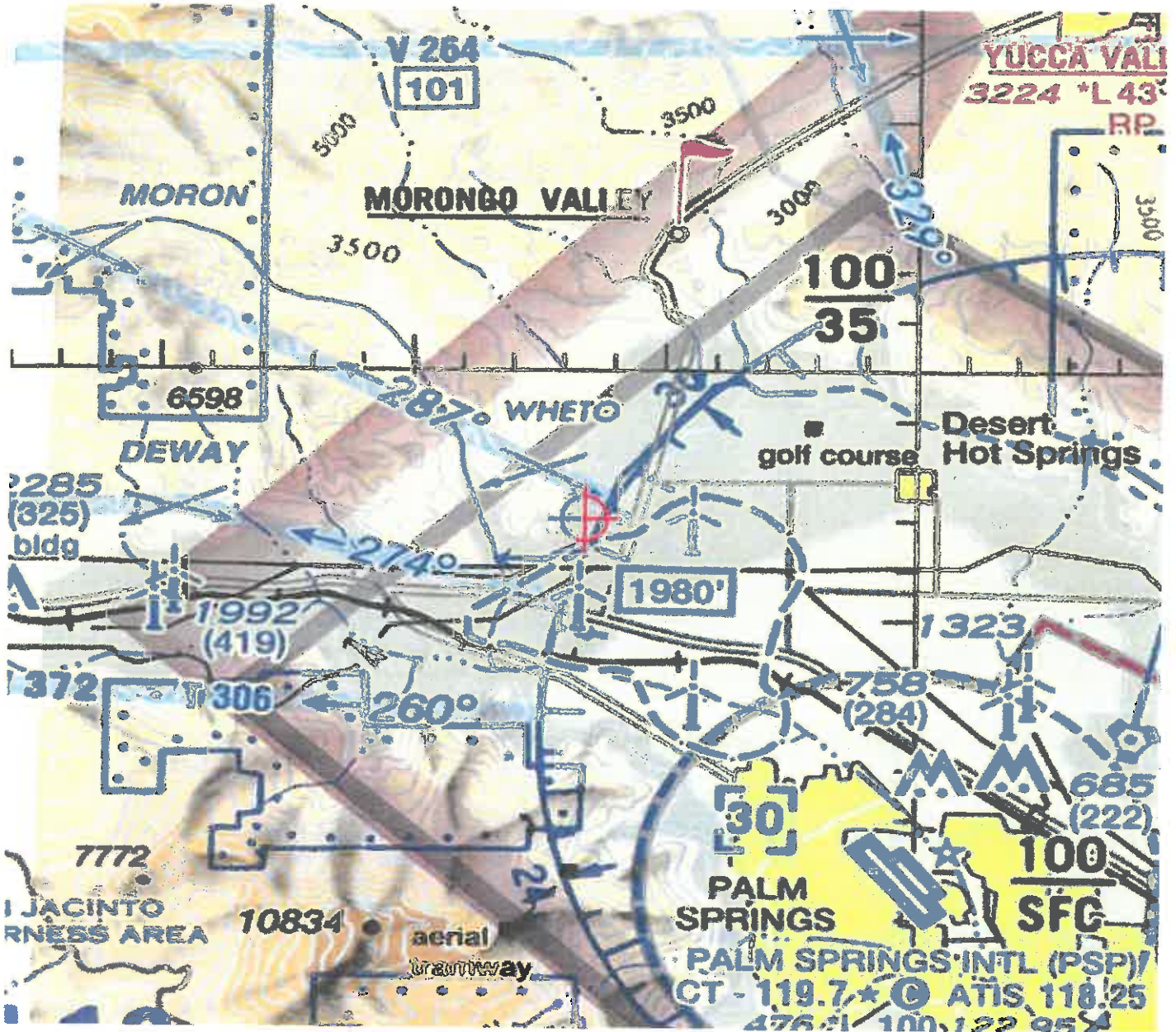
Additional Information

Map(s)

Additional information for ASN 2018-WTW-12514-OE

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2018-WTW-12515-OE

Issued Date: 01/31/2019

Robert Skaggs
 Desert Hot Springs Wind, LLC
 11455 El Camino Real
 Suite 160
 San Diego, CA 92130

**** 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: Wind Turbine T3
 Location: Desert Hot Springs, CA
 Latitude: 33-56-56.24N NAD 83
 Longitude: 116-36-34.81W
 Heights: 1824 feet site elevation (SE)
 499 feet above ground level (AGL)
 2323 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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)

See attachment for additional condition(s) or information.

This determination expires on 07/31/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.

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 and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

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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 (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12515-OE.

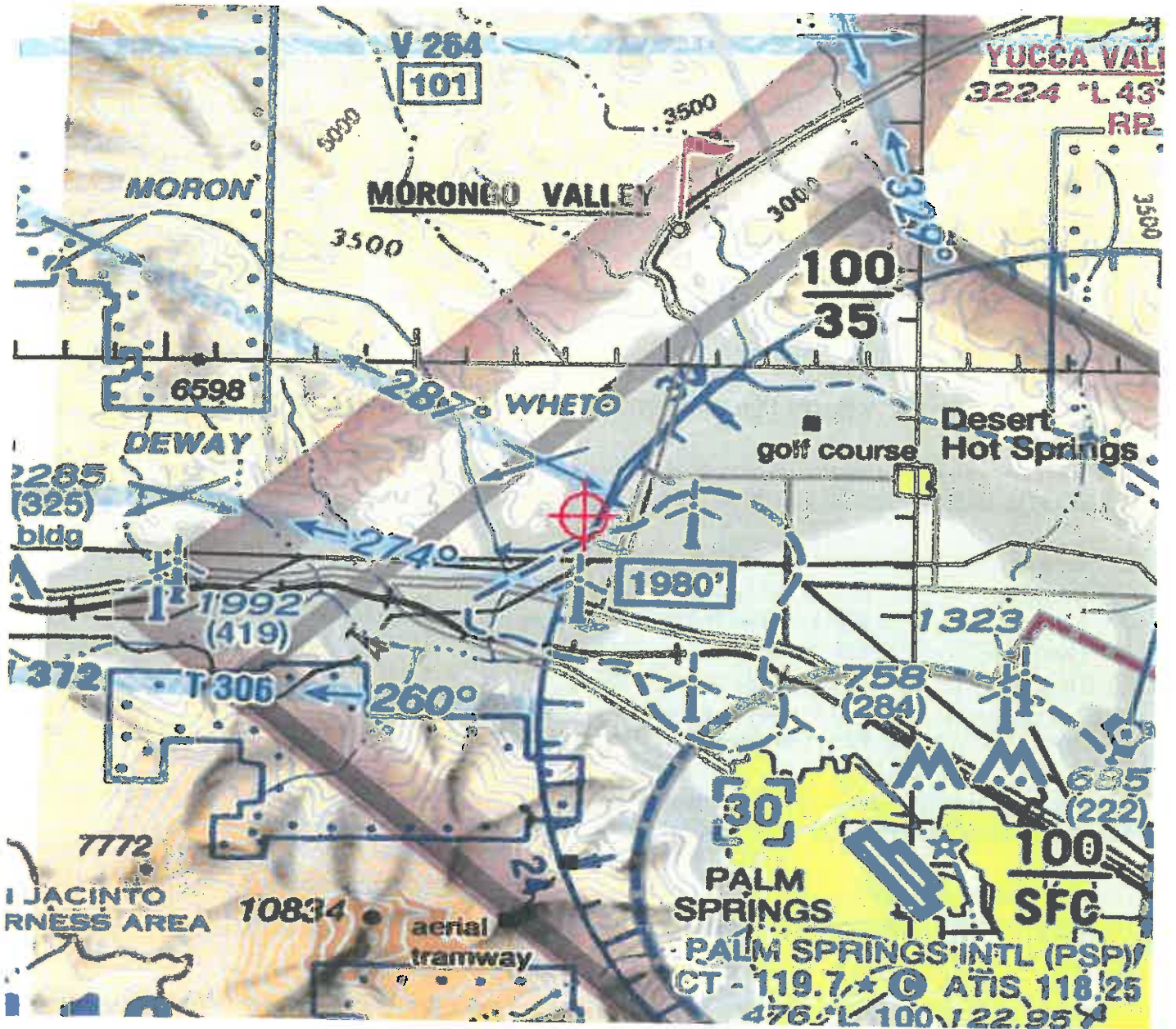
Signature Control No: 381824720-395002586
Steve Phillips
Specialist

(DNE -WT)

Attachment(s)
Additional Information
Map(s)

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2018-WTW-12516-OE

Issued Date: 01/31/2019

Robert Skaggs
 Desert Hot Springs Wind, LLC
 11455 El Camino Real
 Suite 160
 San Diego, CA 92130

**** 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: Wind Turbine T4
 Location: Desert Hot Springs, CA
 Latitude: 33-56-50.79N NAD 83
 Longitude: 116-36-33.58W
 Heights: 1786 feet site elevation (SE)
 499 feet above ground level (AGL)
 2285 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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)

See attachment for additional condition(s) or information.

This determination expires on 07/31/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or terminated by the issuing office.

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 and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12516-OE.

Signature Control No: 381824721-395002583
Steve Phillips
Specialist

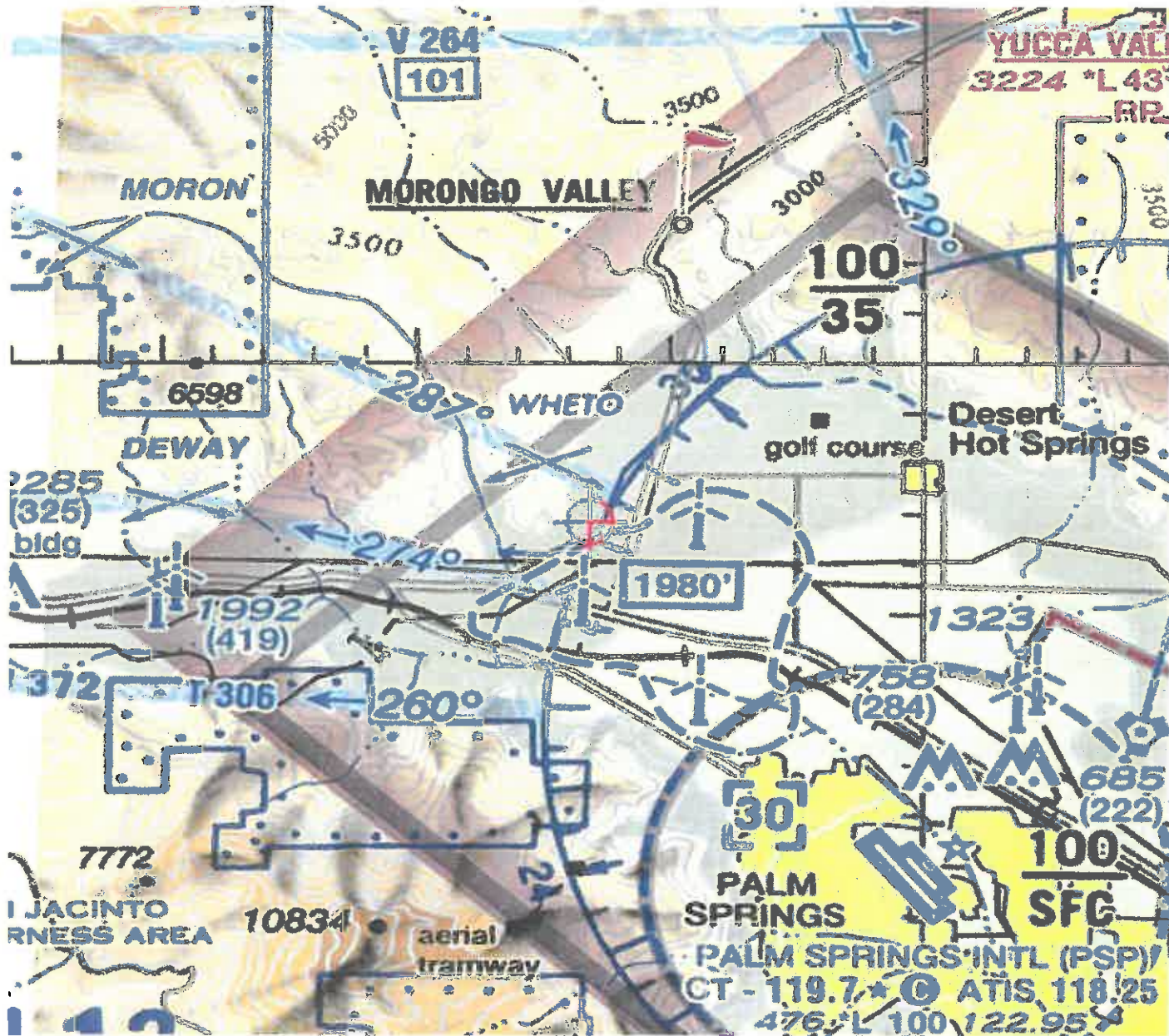
(DNE -WT)

Attachment(s)
Additional Information
Map(s)

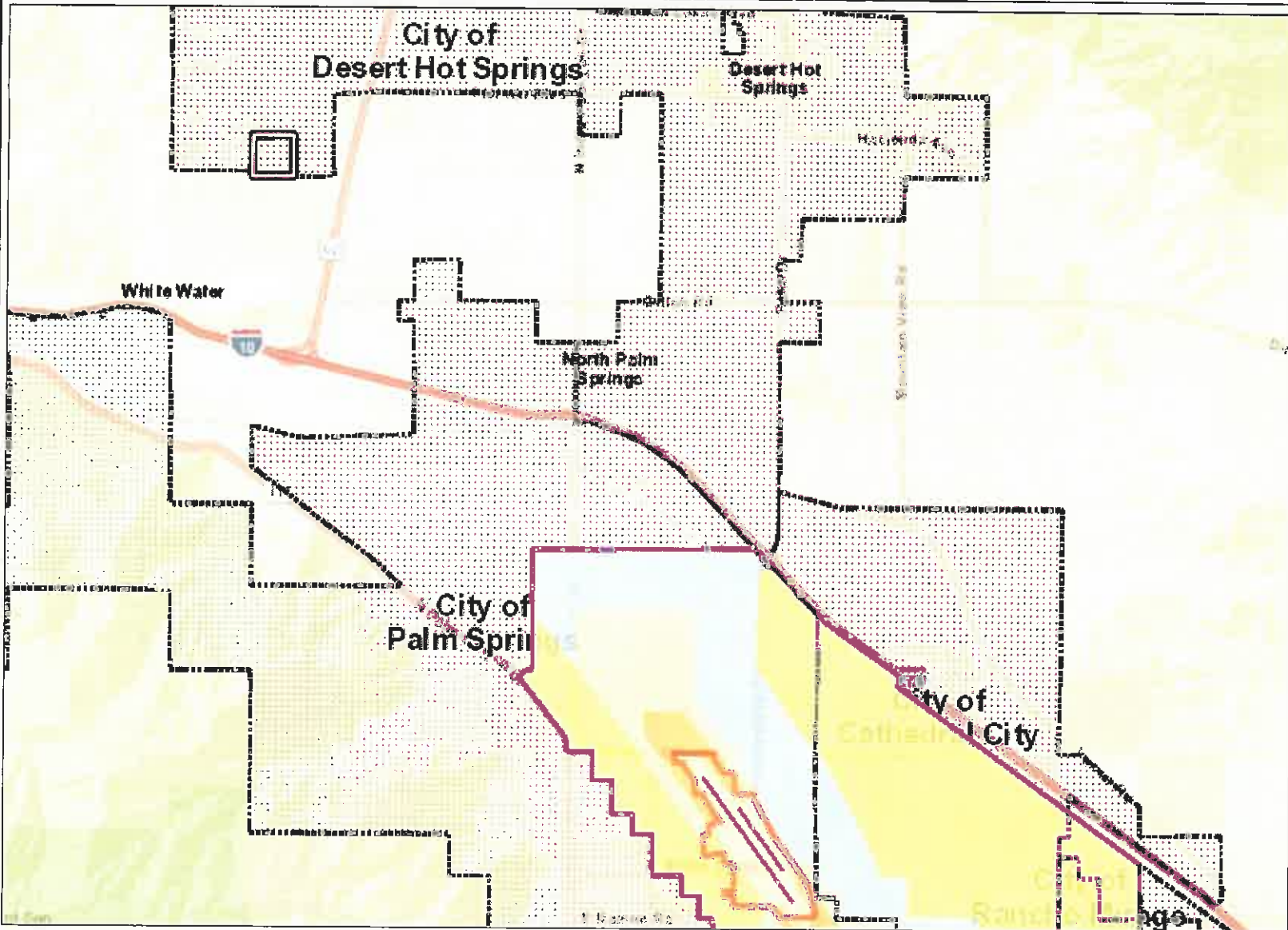
Additional information for ASN 2018-WTW-12516-OE

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.



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



POULIN
667150001

WUJ
667150008

USA 514
514260012

WUJ
667169002

ENERGY
UNLIMITED
667169001

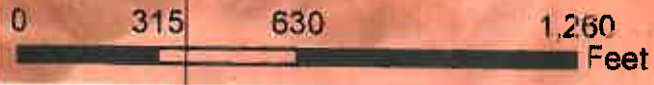
METROPOLITAN WATER
DIST. OF SO CALIF
667169003

CHASON
514030015

EVANS
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JSA 668
668020002

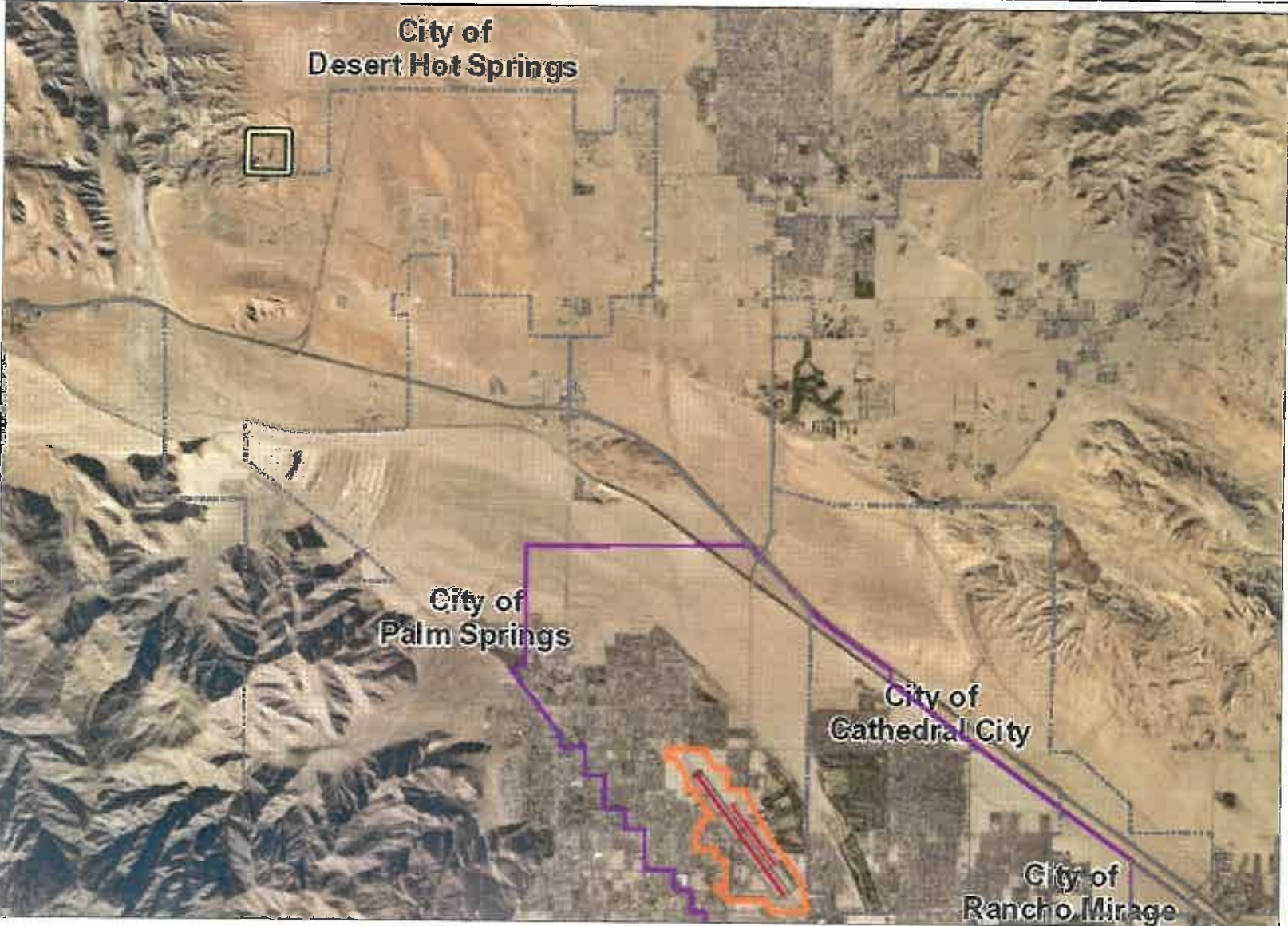
WUJ
668030011



Legend

-  Landowners within 300 ft
-  300 ft around Project Boundary
-  Project Boundary
-  Parcel Assessor

Map My County Map



Legend

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



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Map My County Map



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



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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- County Centerline Names
- County Centerlines
- City Areas
- World Street Map



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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - County Centerline Names
 - County Centerlines
 - City Areas
 - World Street Map



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Notes

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - County Centerline Names
 - County Centerlines
 - City Areas
 - World Street Map



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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- County Centerline Names
- County Centerlines
- City Areas
- World Street Map



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0 376 752 Feet

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Notes

Attachment A: Project Description

Desert Hot Springs Wind, LLC (Applicant) proposes to construct the Desert Hot Springs Wind Energy Repowering Project (Project) located in the City of Desert Hot Springs (City), California. The Project is immediately bounded by undeveloped land to the north, south, and west and Municipal Water District facilities to the east. Downtown Desert Hot Springs is located approximately 6 miles east of the Project site, and the Interstate (I-) 10/State Route (SR-) 62 interchange is located approximately 2.2 miles to the south. The Project site supports an existing wind farm and is an excellent location for generating electrical power from wind based on the strong predictable wind resource.

Project Overview

The Project comprises the following components and activities:

- Decommission and remove the approximately 69 existing, antiquated turbines from the Project site.
- Install up to 4 new wind turbines and related infrastructure with a per-turbine generating capacity of between 2.0 megawatts (MW) and 4.2 MW on land within the City's "I-E" (Industrial-Scale Energy Production) zone, which allows for WECS on a conditionally permitted basis.
- Install one new meteorological (met) tower, up to 309 feet tall, to support the power curve testing and operations of the wind development.
- Installation of wind turbine and met tower foundations and erection of the wind turbines and met tower.
- Construct pad areas for individual turbines and met towers to accommodate cranes and heavy equipment needed for turbine and met tower installation.
- Construct an approximately 4-acre, temporary laydown yard for use during the decommissioning of existing turbines and the construction of the Project.
- Temporarily widen and improve portions of the existing internal road system.
- Construct new temporary and permanent roads outside of the existing road system footprint to accommodate cranes and heavy equipment needed for turbine and met tower installations and access to the proposed turbine and met tower foundations. Temporary new roads and existing roads that would not be used by the Project would be restored after the construction phase and permanent new roads will be reduced to a width of 16 feet.
- Connection to an existing substation (Southern California Edison Venwind substation located on Assessor Parcel Number 516-030-014) through either a new underground

collection line or an existing Southern California Edison 12-kilovolt overhead collection line.

- Decommission and remove the new wind turbines at the end of their useful life cycle.

Project Positive Impacts

The Project would have a net positive environmental impact for the following reasons:

- The overall development intensity and visual “clutter” within the Project site would decrease as a result of the proposed repowering given that the approximately 69 existing turbines would be replaced by only 4 new turbines, which equates to a 1-to-17 (new-to-existing) replacement ratio.
- The Project would generate significantly more energy than the existing turbines operating on the Project site, which, due to their age and technology, are more inefficient and less reliable than the new turbines.
- No new buildings would be constructed, and to the greatest extent feasible, new construction would be limited to existing disturbed and developed areas, minimizing plant and wildlife impacts.
- New, modern turbines have lower turbine rotational speeds. This, in combination with higher rotor height and greater spacing distances, would allow more visibility to avian species and increases avoidance potential.
- Fewer turbines with a wider spacing would allow for more avian passage between the turbines, eliminating the existing wind turbine wall.

Project Components

The Project would consist of up to 4, three-bladed, upwind, horizontal-axis wind turbines ranging from 2.0 MW to 4.2 MW in nameplate capacity per turbine. Each wind turbine would be mounted on a concrete pedestal supported by a permanent concrete foundation. Each turbine would include four main physical components that would be assembled and erected during construction: the tower, the nacelle, the hub, and the three blades. Other main turbine components include the turbine foundation, transformer, and safety features.

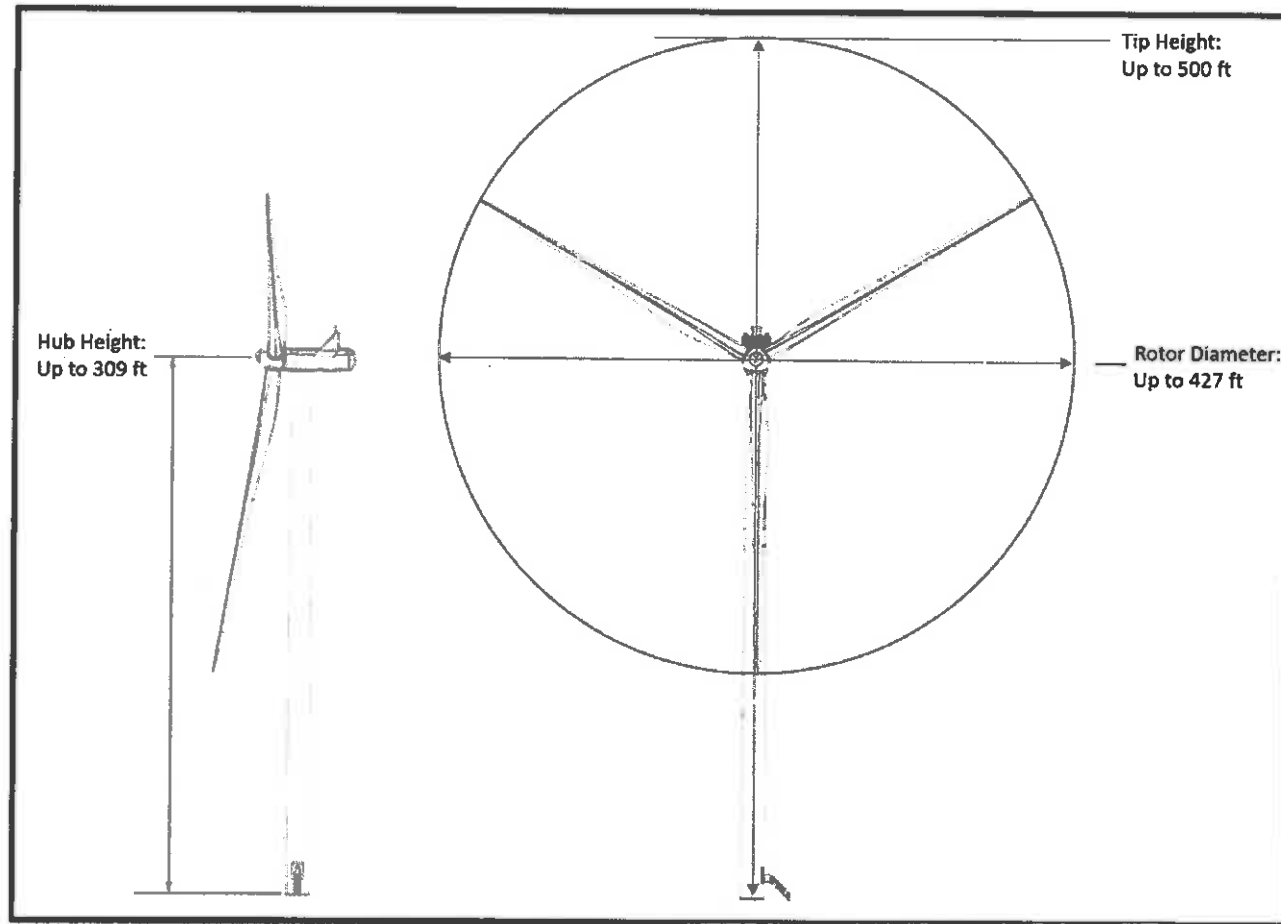
The turbine towers consist of three to five (depending on make, model and overall height) pre-fabricated tubular steel sections that are tapered from base to top. The Project would use turbine towers up to 94 meters (309 feet) in height. The nacelle houses equipment, including the gearbox, the electrical generator, and control equipment. It also supports the turbine blades and hub. A yaw system keeps the turbine pointed into the wind to maximize energy capture. A wind vane and anemometer are mounted at the rear of the nacelle to signal the controller with wind speed and direction information.

The three turbine blades and hub make up the rotor. The rotor is connected to the gearbox housed in the nacelle. This system powers the wind turbine. The Project would use turbines with rotor diameters of up to 130 meters (427 feet). The total height of any Project wind turbine as measured from the turbine base to the top of turbine blade in the twelve o'clock position would not exceed 152 meters (500 feet). Figure 1, Typical Wind Turbine Dimensions, provides a schematic illustration of a proposed turbine.

The wind turbines would be grouped in rows and would be connected by a network of collection lines that may be partially or entirely underground. Turbines would be arranged within the row in accordance with applicable industry siting recommendations for optimum energy production and minimal land disturbance.

To promote visual continuity, all turbine structures would use uniform light-gray or off-white colors and matte finishes in conformance with FAA requirements. No reflective surfaces, logos, or markings would be used.

Figure 1
Typical Wind Turbine Dimensions



One new met tower would be erected within the Project site to monitor and document wind conditions and contribute to the Project's wind turbine power curve testing campaign which would occur prior to commercial operations. The exact locations where the met tower would be erected within the Project site shall be determined once the wind turbine model type has been finalized and siting discussions with the wind turbine vendor and wind resource consultants have been settled. Met tower siting is typically not determined until late in the development process. The tower would be up to 309 feet high and would be equipped with applicable FAA-compliant marking or lighting for aviation safety. The tower may be a free-standing lattice tower constructed atop a concrete foundation or it may be a guyed-lattice tower constructed atop a relatively smaller, concrete foundation. The tower would reside within the Project boundary, amongst the taller wind turbines.

Project Operations and Maintenance

Operations and maintenance (O&M) activities for the Project would remain similar to the O&M activities conducted for the existing facility. Regularly scheduled maintenance of the Project would generally include lubrication of mechanical parts, cleaning of blades, and changing of fluids, performed in conformity with the manufacturer's guidelines. Occasionally, major overhauls or component replacements would be required, necessitating use of cranes or other equipment similar to that used during construction. Maintenance personnel would be onsite on a regular basis to service turbines, replace parts, and perform other maintenance duties.

Issued for Permitting Plans

for

Wind Turbines, Access Roads, Drainage and Erosion Control Desert Hot Springs Wind Project

Desert Hot Springs, California

Sheet List Table	
Sheet Number	Sheet Title
1	Cover
2	Existing Conditions
3	Overall Site Plan
4	Ingress-Egress Plan
5	Construction Details
6	Construction Details
7	Construction Details
8	Civil Site Plan
9	Civil Site Plan
10	Civil Site Plan T-1, T-2, T-3, T-4
11	Grading Plan
12	Grading Plan
13	Grading Plan
14	Grading Plan

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 Palmdale, CA 93550
 Tel. 805 257-6622
 Fax 805 257-1150
 www.westwoodplans.com
 Westwood Professional Services, Inc.

Prepared by: **AW**
 Checked by: **SP**
 Drawn by: **AW**

As-Built Drawings:

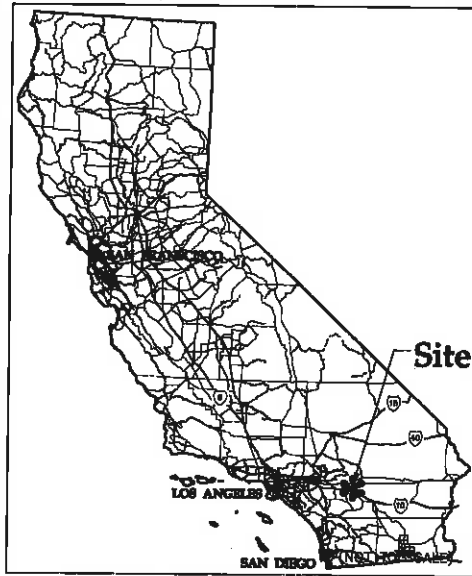
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Rev.	Description
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B	01/05/18 ISSUED FOR PERMITTING
C	01/05/18 ISSUED FOR PERMITTING

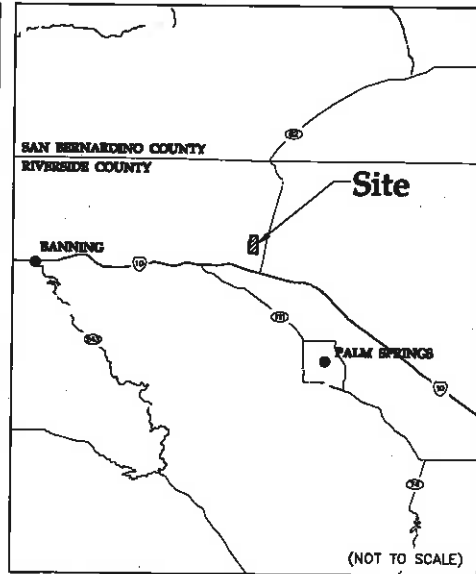
Prepared for:

Desert Hot Springs Wind, LLC
 11912 El Comadre Road, Suite 370
 San Diego, CA 92138

State Map



Vicinity Map



**Desert Hot Springs
Wind Project**

Desert Hot Springs, California

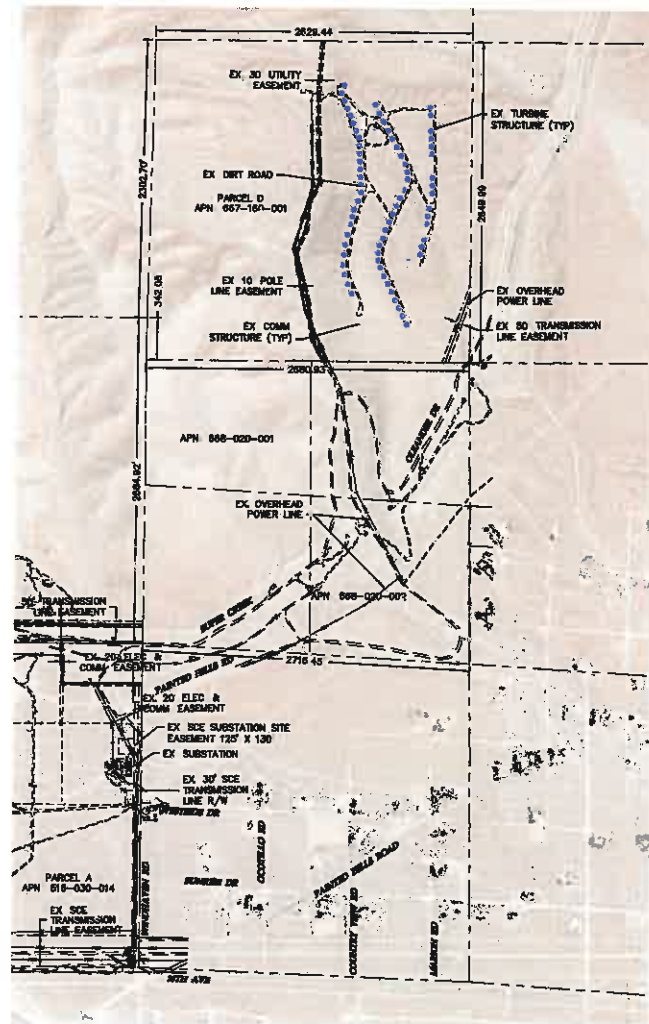
PROJECT CONTACT INFORMATION

TITLE	COMPANY	NAME	CONTACT NUMBER
APPLICANT	DESERT HOT SPRINGS WIND, LLC	ROB SKAGDS	858-764-3737
PROJECT MANAGER	WESTWOOD PROFESSIONAL SERVICES	STEVE BATTAGLIA	952-808-7425
ENGINEER OF RECORD	WESTWOOD PROFESSIONAL SERVICES	CHRIS CARDA	952-808-7459
CONTRACTOR	X	X	X
LOCAL AGENCY			

Cover

Issued for Permitting

Date: 01/09/18
 Sheet: 1 OF 14



LEGEND:

- EX. SECTION OR QUARTER SECTION LINE
- - - EX. EASEMENT LINE
- - - EX. R/W LINE
- - - EX. OVERHEAD POWER LINE
- - - EX. FENCE
- - - EX. DIRT TRAIL
- - - EX. GRAVEL ROAD
- EX. TURBINE STRUCTURE
- ✈ EX. TURBINE POLE
- ▲ EX. COMMUNICATIONS STRUCTURE
- EX. POSTING
- R/W RIGHT-OF-WAY

Westwood

Phone 952.990.5166 2888 Annapolis Dr. W
 Fax 952.991.8807 2888 Annapolis Dr. W
 Website www.westwoodps.com 952.991.8807
 Westwood Professional Services, Inc.

Prepared: AJW

Checked: WJ

Drawn: AJW

As-Built Date:

Revisions:

A 12/22/17 ISSUED FOR PERMITTING

B 01/05/18 ISSUED FOR PERMITTING

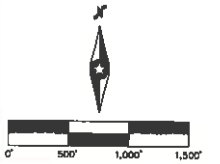
C 01/05/18 ISSUED FOR PERMITTING

Prepared for:

Desert Hot Springs Wind, LLC

18121 El Comadre Blvd, Suite 370

San Diego, CA 92108



**Desert Hot Springs
 Wind Project**
 Desert Hot Springs, California

Existing Conditions

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Date: 01/09/18

Sheet 2 OF 14

002670-00001-DWG.dwg



LEGEND:

- PROPOSED TURBINE LOCATION
- XX PROPOSED TURBINE NUMBER
- PROPOSED MET TOWER
- PROPOSED ACCESS ROADS
- PROPOSED CRANE PATH ROUTING
- PROPOSED CRANE PATH ROUTING
- PROPOSED CRANE PATH ROUTING

10

DENOTES SHEET NUMBER

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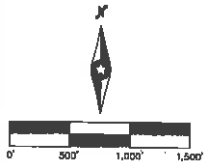
Designed: AW
 Checked: WP
 Drawn: AW

As-Built Drawings

Revisions	Date	Description
A	12/27/17	ISSUED FOR PERMITTING
B	01/05/18	ISSUED FOR PERMITTING
C	01/09/18	ISSUED FOR PERMITTING

Prepared For:

Desert Hot Springs Wind, LLC
 1832 N Camino Real, Suite 370
 San Diego, CA 92108



**Desert Hot Springs
 Wind Project**
 Desert Hot Springs, California

Overall Site Plan

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Date: 01/09/18
 Sheet: 3 OF 14



KEY MAP



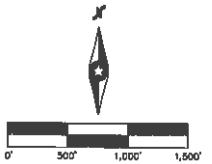
- LEGEND:**
- PROPOSED TURBINE LOCATION
 - PROPOSED TURBINE NUMBER
 - PROPOSED MET TOWER
 - PROPOSED ACCESS ROADS
 - PROPOSED CRANE PATH ROUTING
 - EXISTING DIRT TRAIL
 - EXISTING GRAVEL ROAD
 - INGRESS ROUTE
 - EGRESS ROUTE

Westwood

Phone: (951) 841-5155 1099 Alvarado Drive
 Fax: (951) 841-5887 2006 Wayne Ave. #10324
 Website: www.westwoodps.com
 Westwood Professional Services, Inc.

Prepared:	APW	
Checked:	MM	
Drawn:	APW	
As-Built Designer:		
Revised:		
Rev	DATE	DESCRIPTION
A	12/27/17	ISSUED FOR PERMITTING
B	01/26/18	ISSUED FOR PERMITTING
C	01/26/18	ISSUED FOR PERMITTING

Prepared for:
 Desert Hot Springs Wind, LLC
 13122 El Camino Real, Suite 570
 San Diego, CA 92180

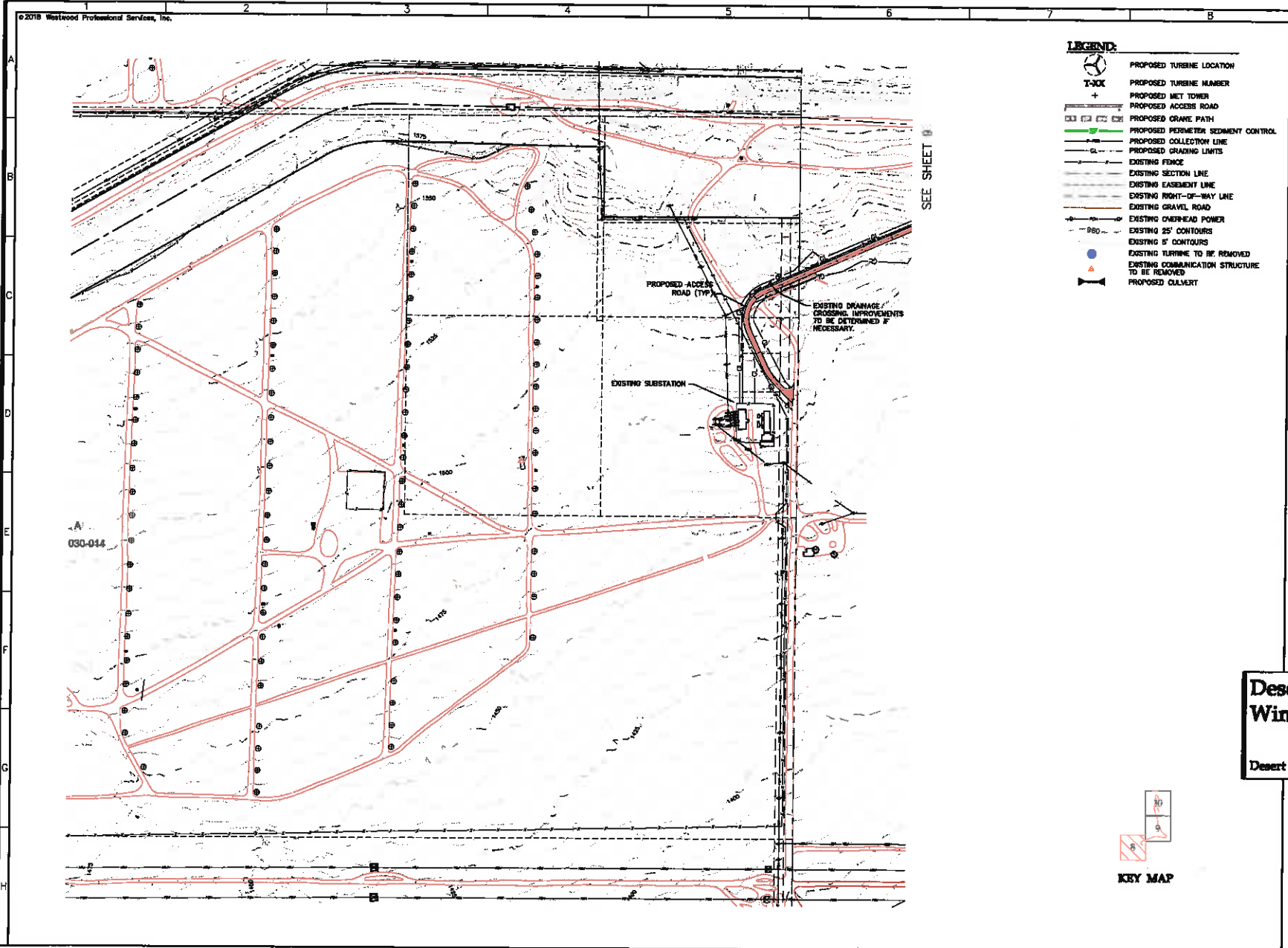


Desert Hot Springs Wind Project
 Desert Hot Springs, California

Ingress-Egress Plan

Issued for Permitting

Date: 01/09/18
 Sheet: 4 OF 14



- LEGEND:**
- PROPOSED TURBINE LOCATION
 - PROPOSED TURBINE NUMBER
 - PROPOSED MET TOWER
 - PROPOSED ACCESS ROAD
 - PROPOSED GRAVE PATH
 - PROPOSED PERIMETER SEDIMENT CONTROL
 - PROPOSED COLLECTION LINE
 - PROPOSED GRADING LIMITS
 - EXISTING FENCE
 - EXISTING SECTION LINE
 - EXISTING EASEMENT LINE
 - EXISTING RIGHT-OF-WAY LINE
 - EXISTING GRAVEL ROAD
 - EXISTING OVERHEAD POWER
 - EXISTING 25' CONTOURS
 - EXISTING 15' CONTOURS
 - EXISTING TURBINE TO BE REMOVED
 - EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
 - PROPOSED CULVERT

Revised:	APW	
Checked:	HW	
Drawn:	APW	
As-Built Drawing:		
Permitted:		
#	DATE	DESCRIPTION
A	12/27/17	ISSUED FOR PERMITTING
B	01/25/18	ISSUED FOR PERMITTING
C	01/09/18	ISSUED FOR PERMITTING

Prepared For:
 Desert Hot Springs Wind, LLC
 11923 El Comodoro Road, Suite 270
 San Diego, CA 92126

Desert Hot Springs Wind Project

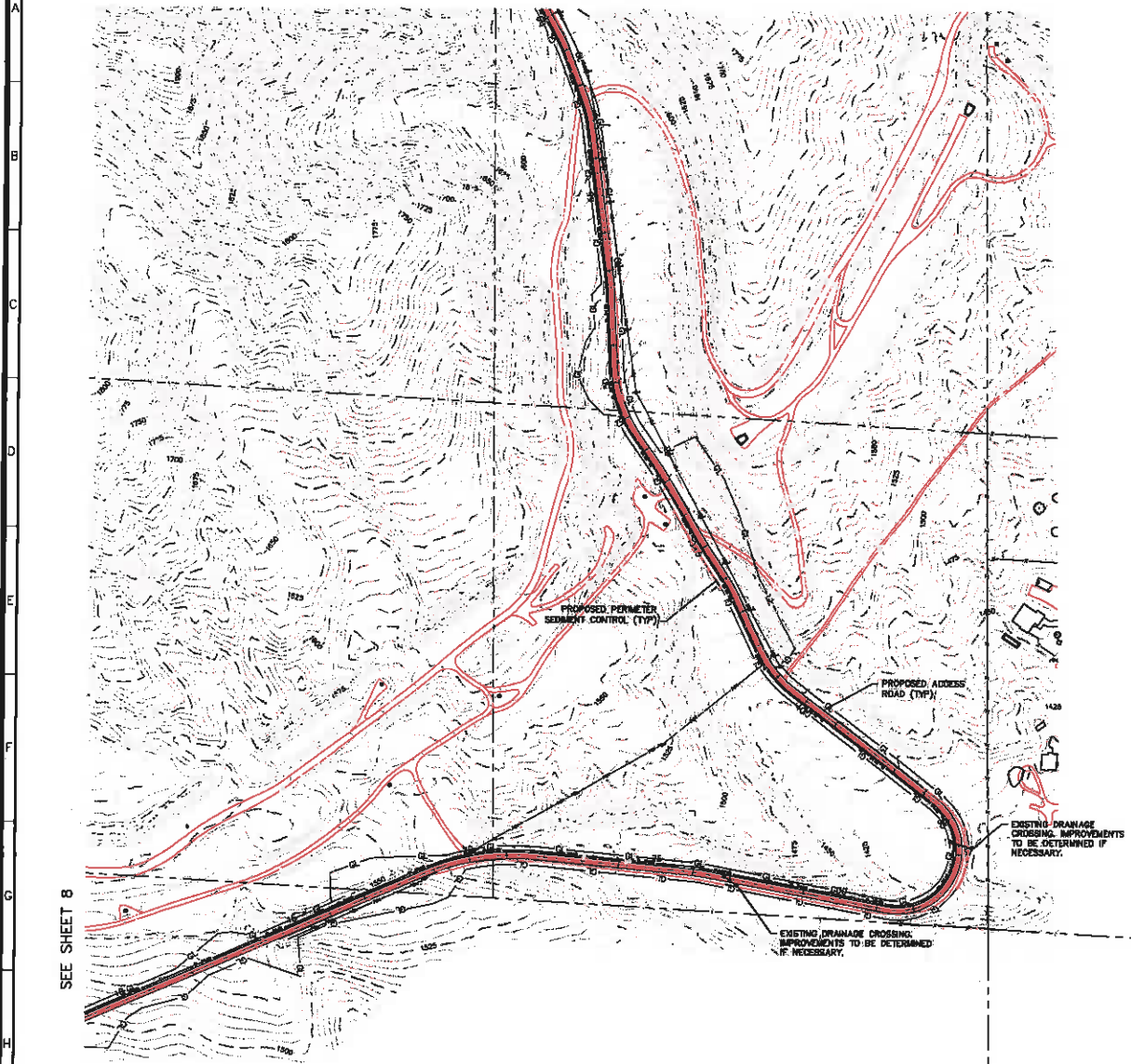
Desert Hot Springs, California

Civil Site Plan

Issued for Permitting

Date: 01/09/18
 Sheet 8 OF 14

SEE SHEET 10



SEE SHEET 8

PROPOSED PERIMETER SEDIMENT CONTROL (TYP)

PROPOSED ACCESS ROAD (TYP)

EXISTING DRAINAGE CROSSING IMPROVEMENTS TO BE DETERMINED IF NECESSARY.

EXISTING DRAINAGE CROSSING IMPROVEMENTS TO BE DETERMINED IF NECESSARY.

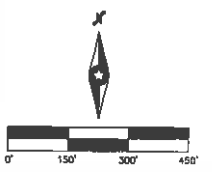
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	PROPOSED TURBINE NUMBER
	PROPOSED MET TOWER
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	PROPOSED PERIMETER SEDIMENT CONTROL
	PROPOSED COLLECTION LINE
	PROPOSED GRADING LIMITS
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	EXISTING SECTION LINE
	EXISTING EASEMENT LINE
	EXISTING RIGHT-OF-WAY LINE
	EXISTING GRAVEL ROAD
	EXISTING OVERHEAD POWER
	EXISTING 2' CONTOURS
	EXISTING 5' CONTOURS
	EXISTING TURBINE TO BE REMOVED
	EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
	PROPOSED CULVERT

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 Phone: 951.817.5140 1488 Arroyo Drive
 Fax: 951.817.5852 1488 Arroyo Drive
 Website: www.westwoodps.com
 Westwood Professional Services, Inc.

Prepared by:	AJW
Checked by:	BB
Drawn by:	AJW
As-Noted:	
Revisions:	
A	12/21/17 ISSUED FOR PERMITTING
B	01/25/18 ISSUED FOR PERMITTING
C	01/29/18 ISSUED FOR PERMITTING

Prepared for:
 Desert Hot Springs Wind, LLC
 11902 El Comino Road, Suite 370
 San Diego, CA 92120



Desert Hot Springs Wind Project
 Desert Hot Springs, California

Civil Site Plan

Issued for Permitting

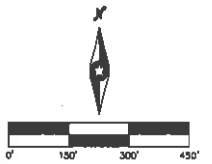
Date: 01/09/18
 Sheet: 9 OF 14
 1012170-002570-016.dwg



- LEGEND:**
- PROPOSED TURBINE LOCATION
 - PROPOSED MET TOWER
 - PROPOSED ACCESS ROAD
 - PROPOSED ACCESS PATH
 - PROPOSED PERIMETER SEDIMENT CONTROL
 - PROPOSED COLLECTION LINE
 - PROPOSED GRADING LIMITS
 - EXISTING FENCE
 - EXISTING SECTION LINE
 - EXISTING EASEMENT LINE
 - EXISTING RIGHT-OF-WAY LINE
 - EXISTING GRAVEL ROAD
 - EXISTING OVERHEAD POWER
 - EXISTING 20' CONTOURS
 - EXISTING 5' CONTOURS
 - EXISTING TURBINE TO BE REMOVED
 - EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
 - PROPOSED CULVERT

Designed:	AW	
Checked:	AW	
Drawn:	AW	
As-Built Drawings:		
Revisions:		
A	12/21/17	ISSUED FOR PERMITTING
B	01/26/18	ISSUED FOR PERMITTING
C	01/26/18	ISSUED FOR PERMITTING

Prepared for:
 Desert Hot Springs Wind, LLC
 1152 S Combs Road, Suite 370
 San Diego, CA 92186



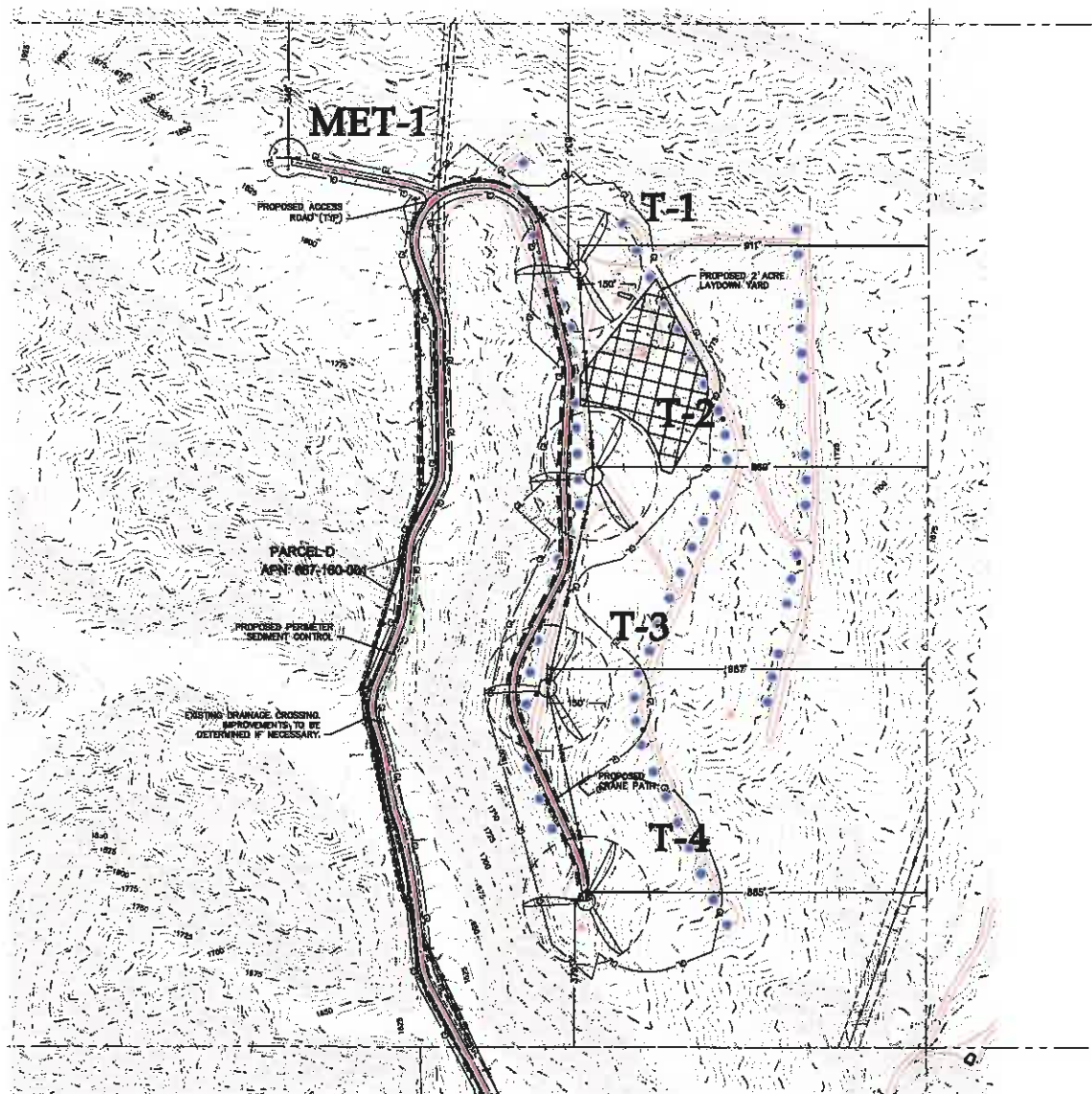
Desert Hot Springs Wind Project

Desert Hot Springs, California

Civil Site Plan T-1,
 T-2, T-3, T-4

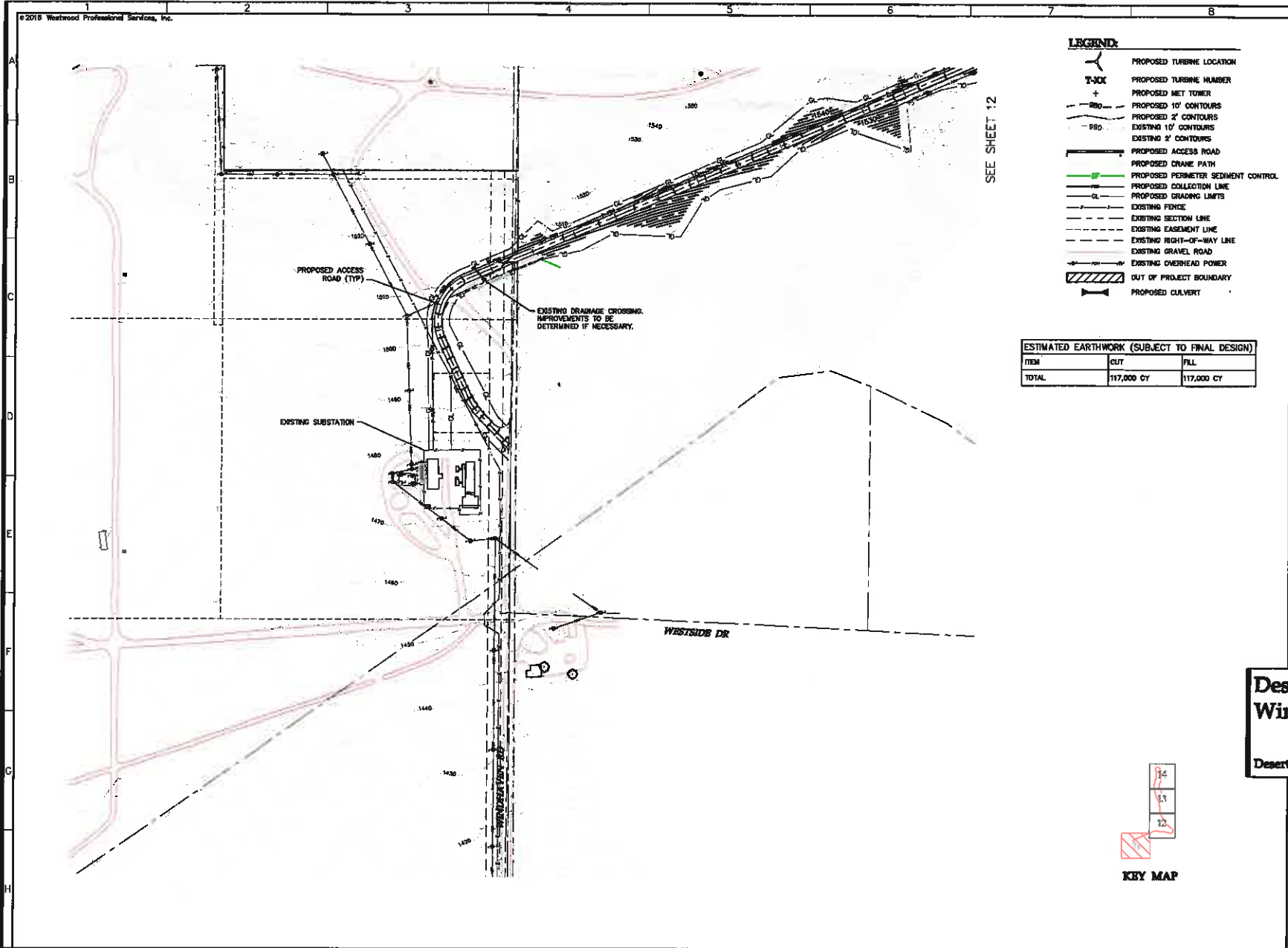
Issued for Permitting

Date: 01/09/18
 Sheet: 10 OF 14



SEE SHEET 9





SEE SHEET 12

- LEGEND:**
- PROPOSED TURBINE LOCATION
 - PROPOSED MET TOWER
 - PROPOSED 10' CONTOURS
 - PROPOSED 2' CONTOURS
 - EXISTING 10' CONTOURS
 - EXISTING 2' CONTOURS
 - PROPOSED ACCESS ROAD
 - PROPOSED DRAINAGE PATH
 - PROPOSED PERIMETER SEDIMENT CONTROL
 - PROPOSED COLLECTION LINE
 - PROPOSED GRADING LIMITS
 - EXISTING FENCE
 - EXISTING SECTION LINE
 - EXISTING EASEMENT LINE
 - EXISTING RIGHT-OF-WAY LINE
 - EXISTING GRAVEL ROAD
 - EXISTING OVERHEAD POWER
 - OUT OF PROJECT BOUNDARY
 - PROPOSED CULVERT

ESTIMATED EARTHWORK (SUBJECT TO FINAL DESIGN)

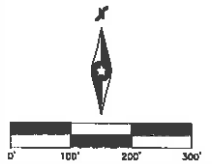
ITEM	CUT	FILL
TOTAL	117,000 CY	117,000 CY

Design: APW
 Check: BP
 Draw: APW
 As-Built Drawing

Revisions:

NO.	DATE	DESCRIPTION
A	12/27/17	ISSUED FOR PERMITTING
B	01/05/18	ISSUED FOR PERMITTING
C	01/09/18	ISSUED FOR PERMITTING

Prepared for:
 Desert Hot Springs Wind, LLC
 1152 El Camino Real, Suite 370
 San Diego, CA 92186



Desert Hot Springs Wind Project
 Desert Hot Springs, California



Grading Plan

Issued for Permitting

Date: 01/09/18
 Sheet 11 OF 14

SEE SHEET 13

LEGEND:

- PROPOSED TURBINE LOCATION
- PROPOSED TURBINE NUMBER
- PROPOSED MET TOWER
- PROPOSED 10' CONTOURS
- PROPOSED 2' CONTOURS
- EXISTING 10' CONTOURS
- EXISTING 2' CONTOURS
- PROPOSED ACCESS ROAD
- PROPOSED CRANE PATH
- PROPOSED PERIMETER SEDIMENT CONTROL
- PROPOSED GRADING LIMITS
- EXISTING FENCE
- EXISTING SECTION LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING GRAVEL ROAD
- EXISTING OVERHEAD POWER
- OUT OF PROJECT BOUNDARY
- PROPOSED CULVERT

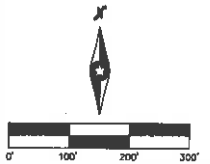
ESTIMATED EARTHWORK (SUBJECT TO FINAL DESIGN)

ITEM	CUT	FILL
TOTAL	117,000 CY	117,000 CY

Designed:	AJW
Checked:	BB
Drawn:	AJW
As-Built/Revised:	
Reviewed:	
Permitted:	
A 12/27/17 ISSUED FOR PERMITTING	
B 01/02/18 ISSUED FOR PERMITTING	
C 01/02/18 ISSUED FOR PERMITTING	

Prepared for:

Desert Hot Springs Wind, LLC
 11922 El Camino Real, Suite 370
 San Diego, CA 92130



Desert Hot Springs Wind Project

Desert Hot Springs, California

Grading Plan

Issued for Permitting

Date: 01/09/18

Sheet: 12 OF 14

0012170-1200702-DWG.dwg



KEY MAP

SEE SHEET 11

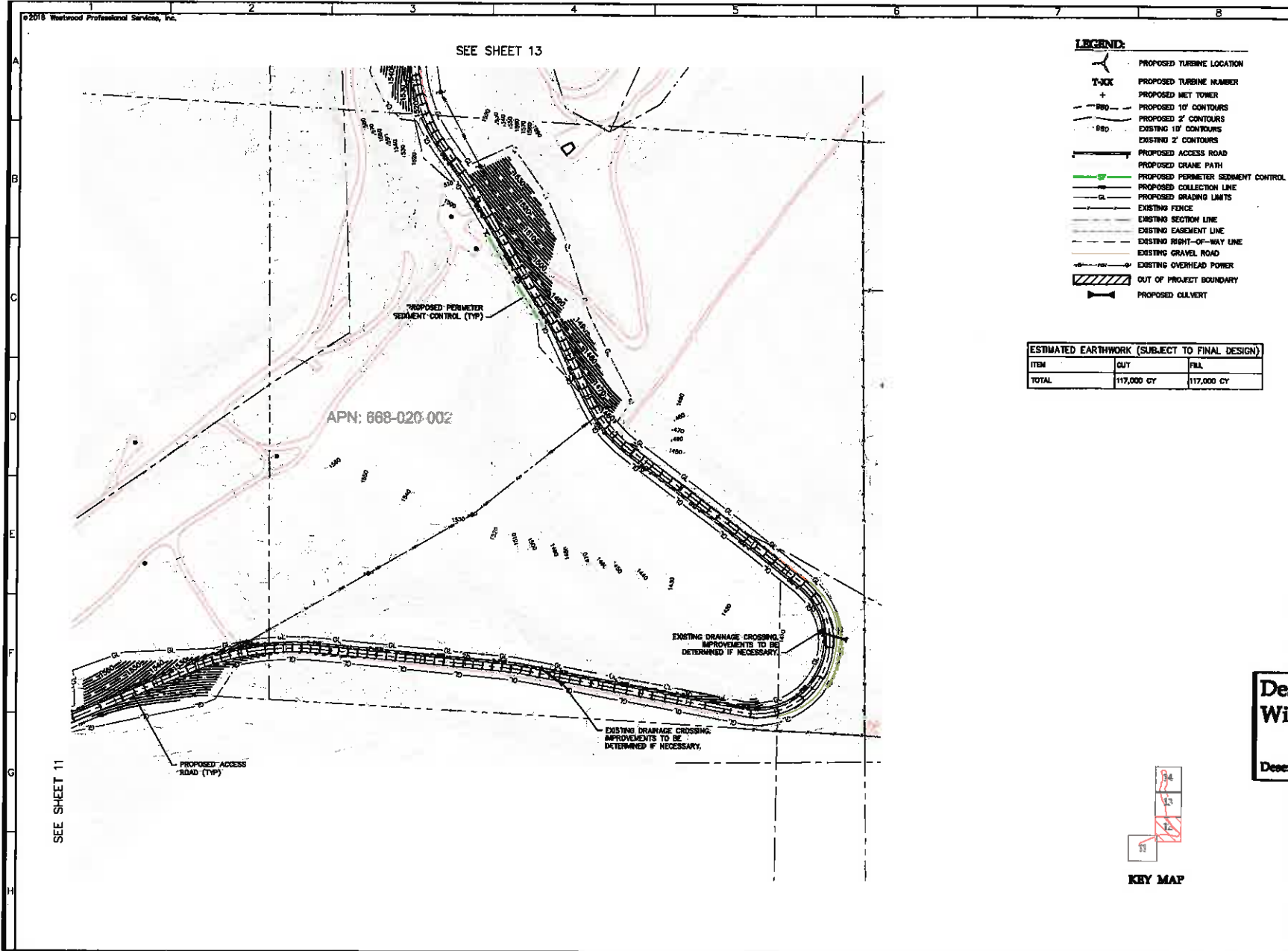
APN: 668-020-002

PROPOSED ACCESS ROAD (TYP)

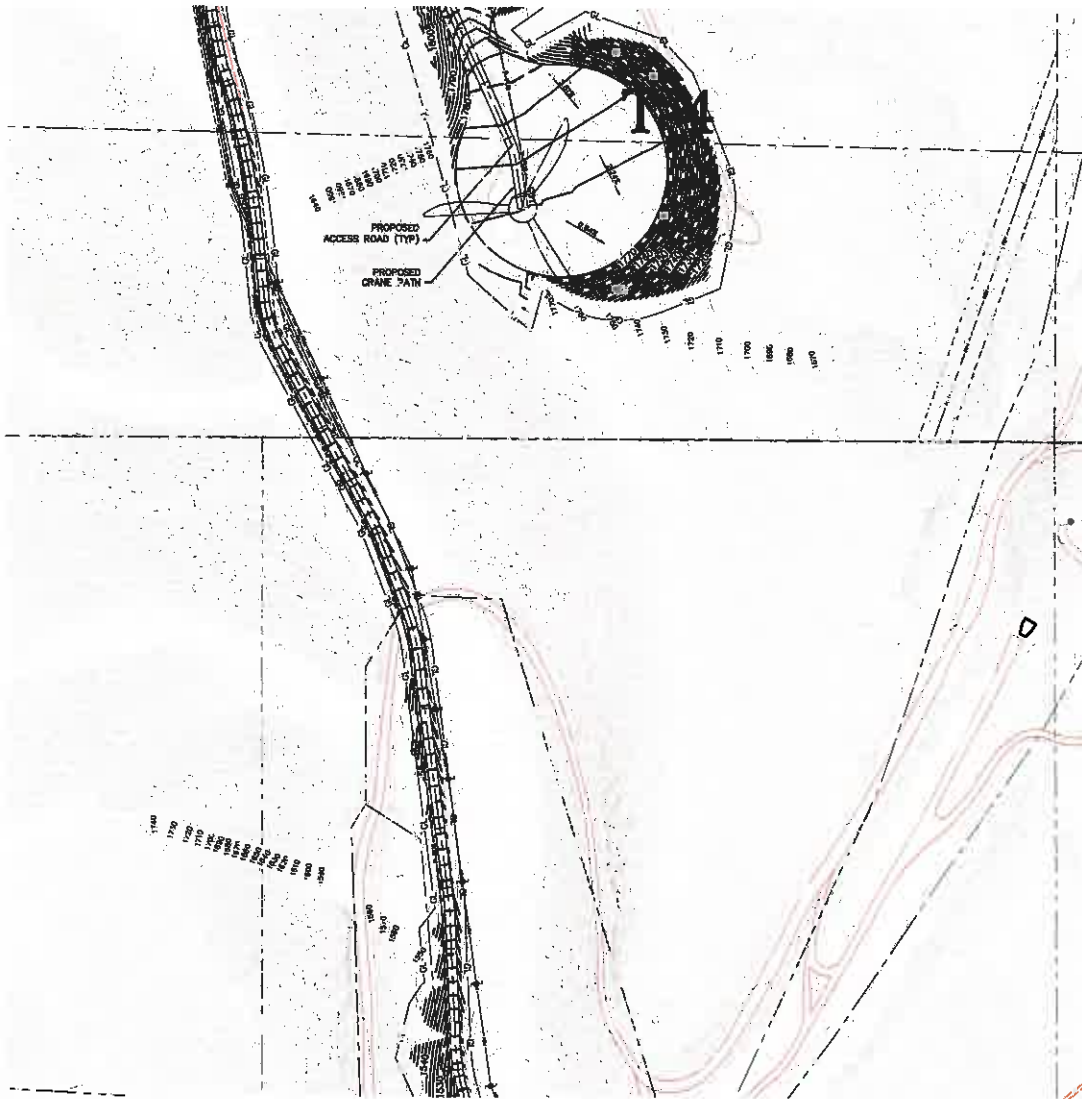
PROPOSED PERIMETER SEDIMENT CONTROL (TYP)

EXISTING DRAINAGE CROSSING IMPROVEMENTS TO BE DETERMINED IF NECESSARY.

EXISTING DRAINAGE CROSSING IMPROVEMENTS TO BE DETERMINED IF NECESSARY.



SEE SHEET 14



SEE SHEET 12

LEGEND:

- PROPOSED TURBINE LOCATION
- PROPOSED TURBINE NUMBER
- PROPOSED MET TOWER
- PROPOSED 10' CONTOURS
- PROPOSED 2' CONTOURS
- EXISTING 10' CONTOURS
- EXISTING 2' CONTOURS
- PROPOSED ACCESS ROAD
- PROPOSED CRANE PATH
- PROPOSED PERIMETER SEDIMENT CONTROL
- PROPOSED COLLECTION LINE
- PROPOSED GRADING LIMITS
- EXISTING FENCE
- EXISTING SECTION LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING GRAVEL ROAD
- EXISTING OVERHEAD POWER
- OUT OF PROJECT BOUNDARY
- PROPOSED CULVERT

ESTIMATED EARTHWORK (SUBJECT TO FINAL DESIGN)

ITEM	CUT	FILL
TOTAL	117,000 CY	117,000 CY

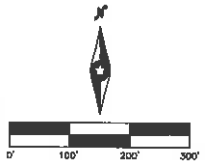
Westwood

Phone 952.881.6446 1998 Augsburg Drive
 Fax 952.881.8822 14600 Hwy. 100, Suite 100
 WebSite 952.881.5100 westwoodps.com
 Westwood Professional Services, Inc.

Designer:	AWP
Checker:	AWP
Drawer:	AWP
As-Built Designer:	
Prepared by:	
Checked by:	
Drawn by:	
Reviewed by:	
Approved by:	

Prepared for:

Desert Hot Springs Wind, LLC
 10612 W. Chino Road, Suite 270
 San Diego, CA 92109



**Desert Hot Springs
Wind Project**

Desert Hot Springs, California

Grading Plan

Issued for Permitting

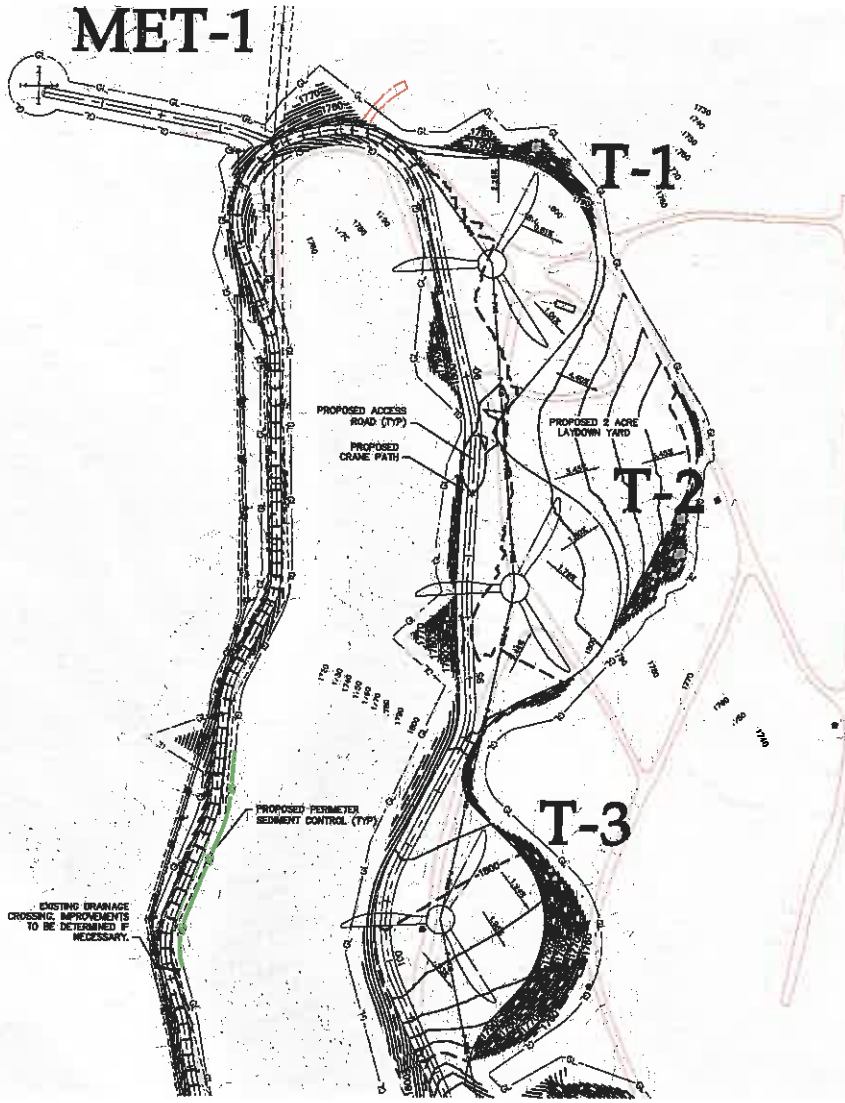
Date: 01/09/18

Sheet: 13 OF 14

1801470-02SP102-05.dwg



KEY MAP



EXISTING DRAINAGE CROSSING IMPROVEMENTS TO BE DETERMINED IF NECESSARY.

SEE SHEET 13

LEGEND:

- PROPOSED TURBINE LOCATION
- T-JXX** PROPOSED TURBINE NUMBER
- +** PROPOSED MET TOWER
- PROPOSED 10' CONTOURS
- PROPOSED 2' CONTOURS
- EXISTING 10' CONTOURS
- EXISTING 2' CONTOURS
- PROPOSED ACCESS ROAD
- PROPOSED CRANE PATH
- PROPOSED PERIMETER SEDIMENT CONTROL
- PROPOSED COLLECTION LINE
- PROPOSED GRADING LIMITS
- EXISTING FENCE
- EXISTING SECTION LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING GRAVEL ROAD
- EXISTING OVERHEAD POWER
- OUT OF PROJECT BOUNDARY
- PROPOSED CULVERT

ESTIMATED EARTHWORK (SUBJECT TO FINAL DESIGN)

ITEM	OUT	FILL
TOTAL	117,000 CY	117,000 CY

Westwood

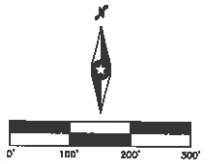
Phone 858.547.5100 1802 Argonne Drive
 Fax 858.547.5882 Escondido, CA 92025
 Website 858.547.5100 www.westwood.com
 Westwood Professional Services, Inc.

Design	APW
Check	SB
Draw	APW

As-Built Drawings

Revision	Date	Description
A	12/27/17	ISSUED FOR PERMITTING
B	01/05/18	ISSUED FOR PERMITTING
C	01/09/18	ISSUED FOR PERMITTING

Prepared for:
 Desert Hot Springs Wind, LLC
 12892 El Camino Real, Suite 370
 San Diego, CA 92108



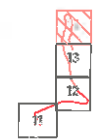
Desert Hot Springs Wind Project

Desert Hot Springs, California

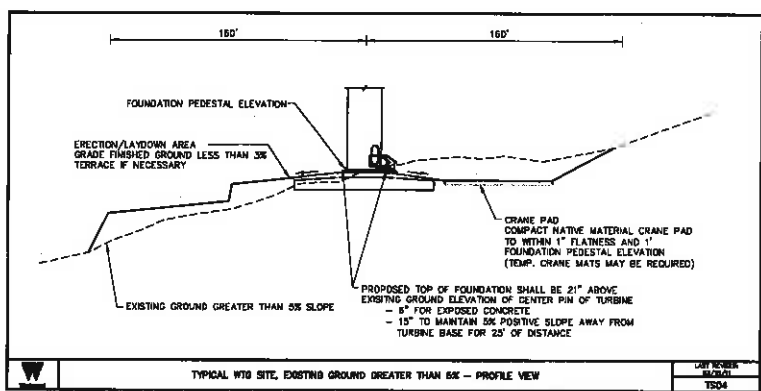
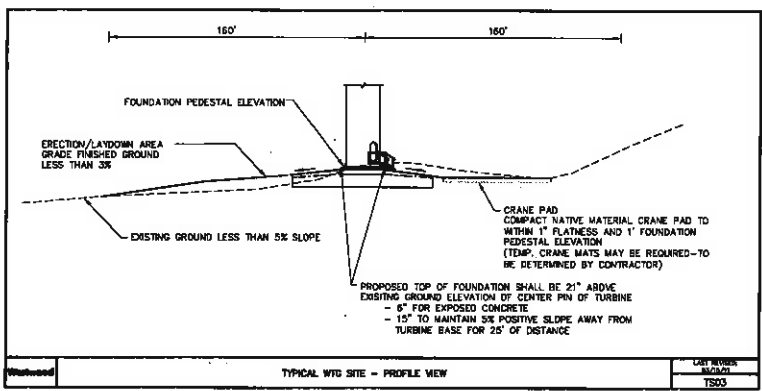
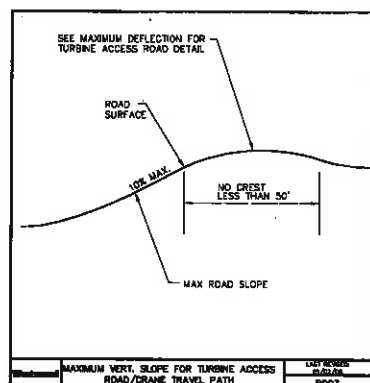
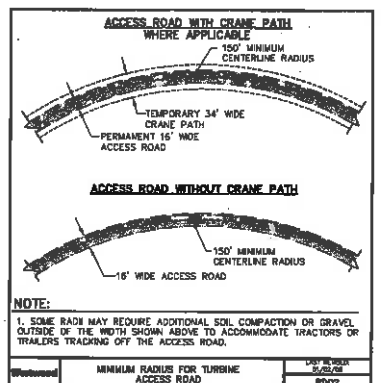
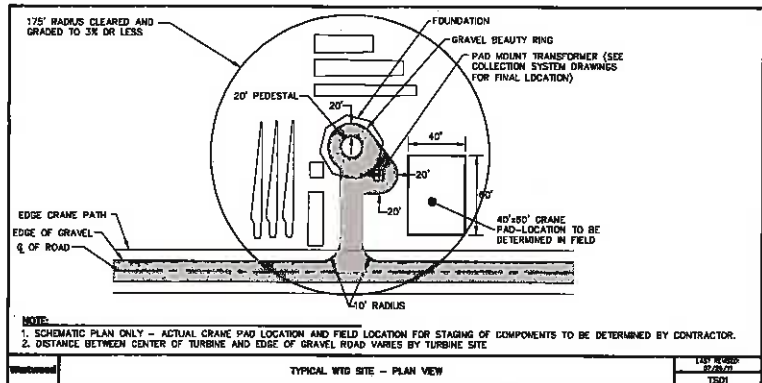
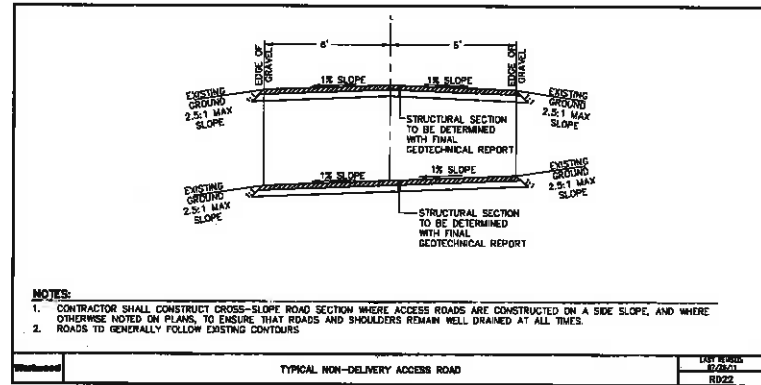
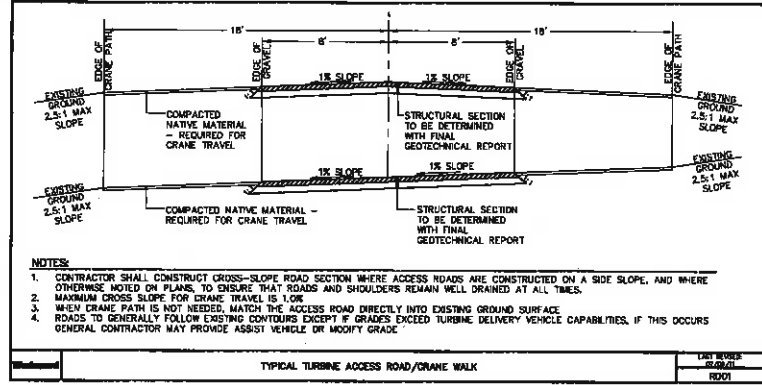
Grading Plan

Issued for Permitting

Date: 01/09/18
 Sheet: 14 OF 14



KEY MAP



Designed	AW
Checked	BS
Drawn	AW
As-Built Drawn	
Revised	
1. 12/27/17	ISSUED FOR PERMITTING
2. 07/25/18	ISSUED FOR PERMITTING
3. 07/25/18	ISSUED FOR PERMITTING

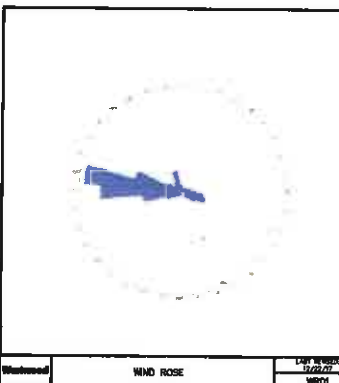
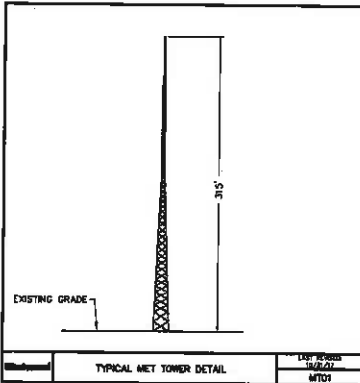
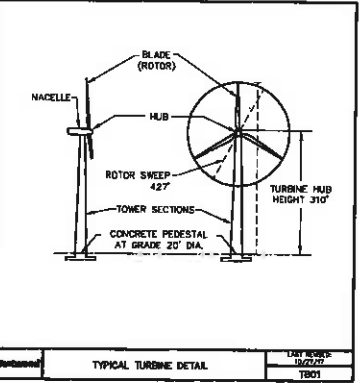
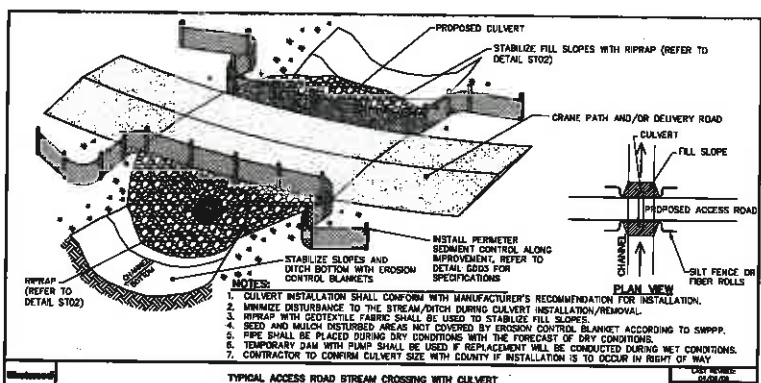
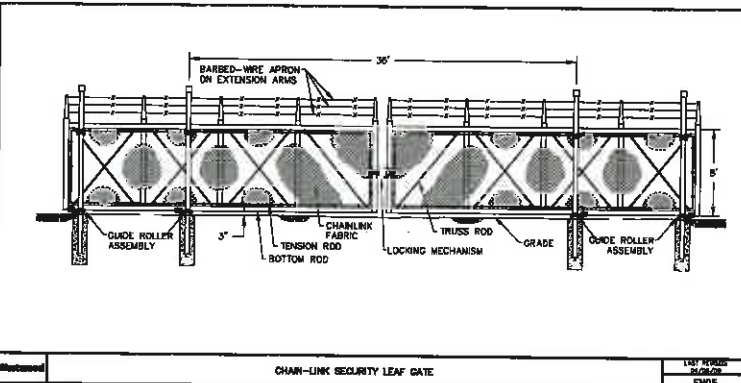
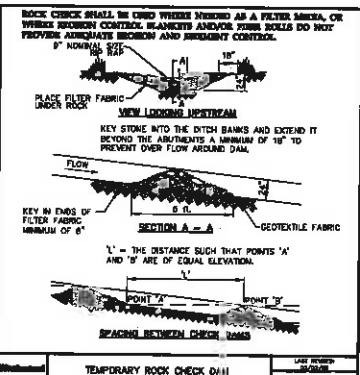
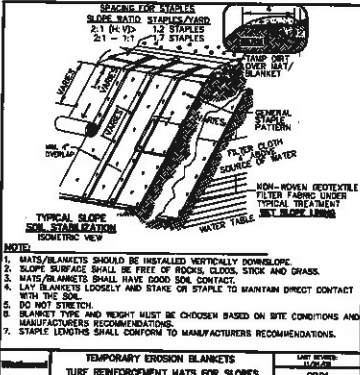
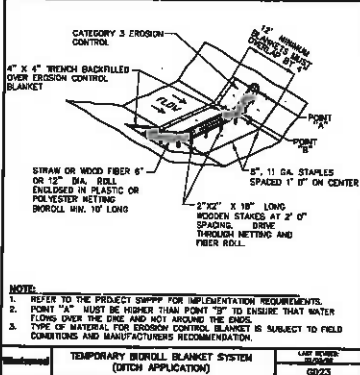
Prepared for:
Desert Hot Springs Wind, LLC
 13152 El Camino Road, Suite 370
 San Diego, CA 92130

Desert Hot Springs Wind Project
 Desert Hot Springs, California

Construction Details

Issued for Permitting

Date: 07/09/18
 Sheet: 5 of 14



Prepared:	APP
Checked:	MS
Drawn:	APP
As-Built:	
Revised:	
A 12/27/17	ISSUED FOR PERMITTING
B 01/26/18	ISSUED FOR PERMITTING
C 01/26/18	ISSUED FOR PERMITTING

Prepared For:

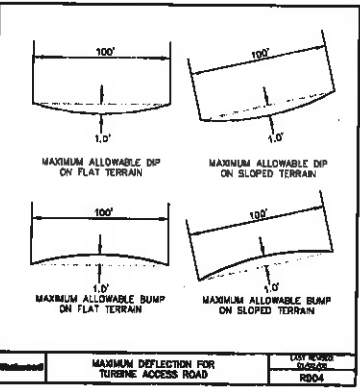
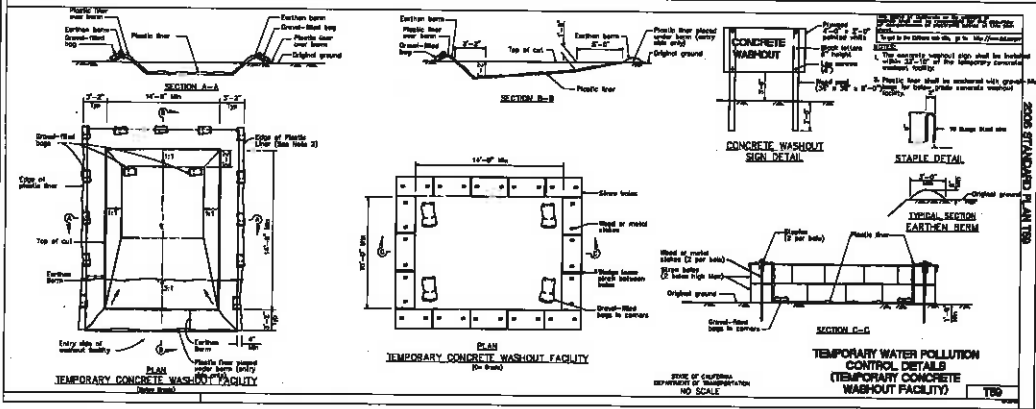
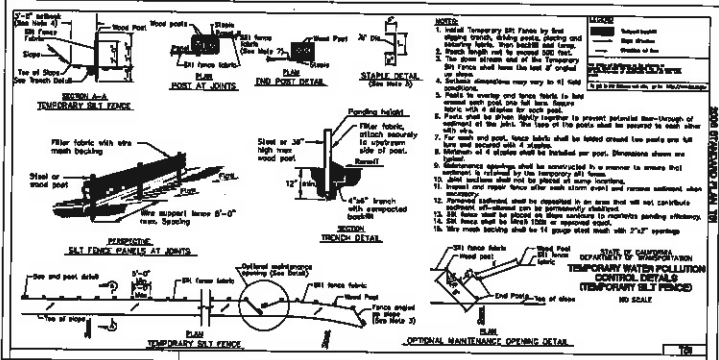
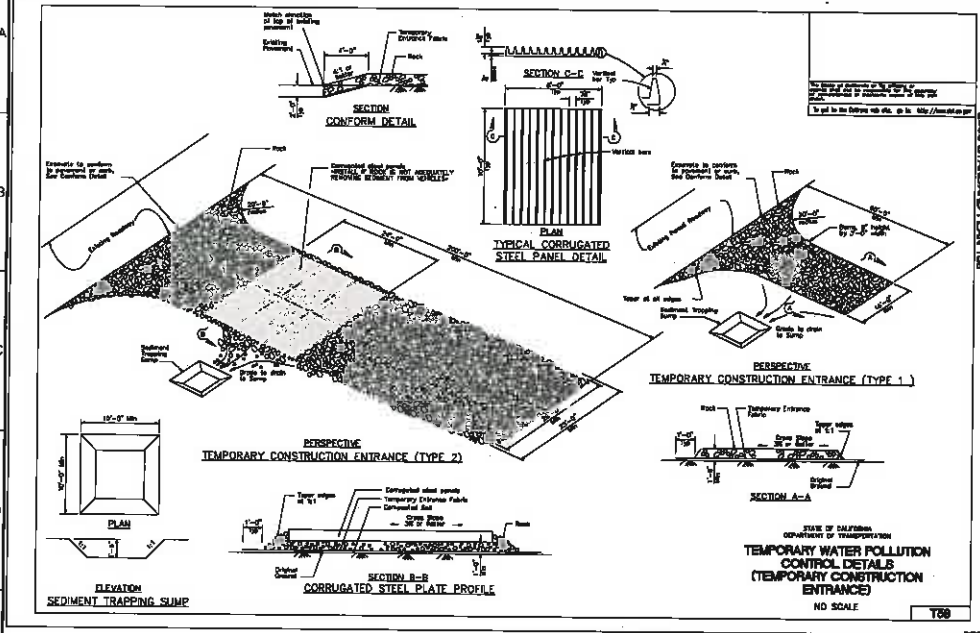
Desert Hot Springs Wind, LLC
 1282 N. Camino Real, Suite 570
 San Diego, CA 92108

Desert Hot Springs Wind Project

Desert Hot Springs, California

Construction Details

Issued for Permitting



DATE	DESCRIPTION
01/09/16	ISSUED FOR PERMITTING
01/05/16	ISSUED FOR PERMITTING
01/05/16	ISSUED FOR PERMITTING

Prepared for:

Desert Hot Springs Wind, LLC
 1282 N Camino Real, Suite 370
 San Diego, CA 92108

Desert Hot Springs Wind Project

Desert Hot Springs, California

Construction Details

Issued for Permitting

Date: 01/09/16
 Sheet: 7 of 14
 0012470-000101-016.dwg

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Desert Hot Springs may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Desert Hot Springs Planner Mr. Scott Taschner at (760) 329-6411, ext. 256.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1075PS19 – Desert Hot Springs Wind, LLC/Terra-Gen Development Company, LLC (Representative: Armand Anselmo) – City Planning Case Nos. CUP 01-18 (Conditional Use Permit) and VAR 01-18 (Variance). “Desert Hot Springs Wind Repowering Project”: A proposal to decommission and remove 69 existing commercial wind turbines and install 4 new commercial wind turbines with a maximum height of 499 feet above ground level on 161.61 acres (the southwest quarter of Section 31, Township 2 South, Range 4 East, also identifiable as Assessor’s Parcel Number 667-160-001) of mountainous terrain located northerly of the unincorporated community of Painted Hills, westerly of State Highway Route 62, northerly of Avenue 16, and easterly of Windhaven Road. Each turbine would have a generating capacity between 2.0 megawatts (MW) and 4.2 MW. A laydown yard, new temporary and permanent internal roads, and connection to 12-kilovolt (kV) electrical collection lines are also anticipated. ALUC review is required due to the proposed turbines being greater than 200 feet in height. (Not in an Airport Influence Area. Closest airport: Palm Springs International Airport)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

→ Revd. 4/22/19

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1075 PS19 DATE SUBMITTED: 4/18/2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Desert Hot Springs Wind, LLC	Phone Number 760-697-2544
Mailing Address	11455 El Camino Real, Suite 160	Email aanselmo@terra-gen.com
	San Diego, CA 92130	

Representative	Armand Anselmo	Phone Number 760-697-2544
Mailing Address	11455 El Camino Real, Suite 160	Email aanselmo@terra-gen.com
	San Diego, CA 92130	

Property Owner	EUI Affiliate, LLC	Phone Number
Mailing Address		Email

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Desert Hot Springs	Phone Number 760-329-6411
Staff Contact	Scott Taschner, Principal City Planner	Email staschner@cityofdhs.org
Mailing Address	11-999 Palm Dr.	Case Type CUP & Variance
	Desert Hot Springs, CA 92240	<input type="checkbox"/> General Plan / Specific Plan Amendment
		<input type="checkbox"/> Zoning Ordinance Amendment
		<input type="checkbox"/> Subdivision Parcel Map / Tentative Tract
Local Agency Project No	Conditional Use Permit (CUP No. 01-18)	<input checked="" type="checkbox"/> Use Permit
	Variance (VAR No. 01-18)	<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	North of I-10, West of SR-62, South of Pierson Blvd, East of Super Creek Mine		
Assessor's Parcel No.	667-160-001	Gross Parcel Size	160 acres
Subdivision Name	N/A	Nearest Airport and distance from Airport	Palm Springs Int'l
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 site is currently used as an operating wind energy power plant

Proposed Land Use (describe)	See attached Project Description		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours per day	
	Number of People on Site +/-5	Maximum Number	+/-10
	Method of Calculation	The site currently has between 5-10 employees on-site for O&M purposes. The new project would maintain this number of employees	
Height Data	Site Elevation (above mean sea level)	Between 1770-1815	ft.
	Height of buildings or structures (from the ground)	Up to 499	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
	If yes, describe		

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (only required if the project is scheduled for a public hearing Commission meeting)

Desert Hot Springs Wind, LLC
11455 El Camino Real, Suite 160
San Diego, CA 92130
760-697-2544

4/18/2019

Mr. Paul Rull
ALUC Urban Regional Planner IV
Riverside County Airport Land Use Commission
4080 Leron Street, 14th Floor
Riverside, CA 92501
(951) 955-6893

Dear Paul:

Please find enclosed our application package for Major Land Use Action Review for the proposed Desert Hot Springs Wind Energy Repowering Project. This package contains:

- One completed ALUC Application Form
- A check in the amount of \$1,331.00 for the ALUC fee
- One set of Plans Package, printed on 24 x 36 paper
- One set of Plans Package, printed on 8.5 x 11 paper
- One vicinity map, printed on 8.5 x 11 paper
- One detailed project description, printed on 8.5 x 11 paper
- One Initial Case Transmittal letter from the City of Desert Hot Springs
- One map identifying the property owners within a 300-foot radius of the Project site
- One thumb drive containing all of the above documents
- Copy of FAA Obstruction Evaluation Determinations of No Hazard to Air Navigation
- Three sets of gummed address labels for:
 - Project Property Owners
 - Project Applicant/Representative
 - City of Desert Hot Springs Planner
- Three sets of gummed address labels for all surrounding property owners within a 300-foot radius of the Project site

Sincerely,



Armand Anselmo
Desert Hot Springs Wind, LLC
aanselmo@terra-gen.com
(760) 697-2544
Enc.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: June 13, 2019

CASE NUMBER: ZAP1079BD19 – La Paloma Homes (Representative: Egan Civil, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CZ1900007 (Change of Zone), TTM37735 (Tentative Tract Map)

MAJOR ISSUES: The proposed project results in a density of 4.6 dwelling units per gross acre. However, if the project's density is calculated by net acreage (excluding dedication for the right-of-way of Hopewell Avenue), pursuant to Resolution No. 05-104 (approved by the Commission in December, 2005), the resulting density is 5.1 dwelling units per acre, which is consistent with the Compatibility Zone D density criteria.

RECOMMENDATION: Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, and find the proposed Tentative Tract 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: The applicant proposes to divide 3.70 gross acres (3.31 net acres) into 17 single family residential lots, and change the zoning of the site from Controlled Development Areas (W-2) to General Residential (R-3-6,000).

PROJECT LOCATION: The site is located westerly of Hopewell Avenue, northerly of Port Royal Avenue, easterly of Hermitage Drive, and southerly of Aerodrome Avenue, approximately 1,361 feet southwesterly of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Compatibility Zone D
- c. Noise Levels: 55 - 60 CNEL contour

BACKGROUND:

Residential Density: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D which restricts residential density to either 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The proposed project of 17 single family residential lots on 3.70 gross acres results in a density of 4.6 dwelling units per acre, which is inconsistent with the Zone D residential criterion (although each proposed lot is less than 0.2 acres in size).

Pursuant to 2005 Resolution 05-104, the Commission unanimously approved the usage of net acreage in the density calculation for projects in Zone D. (Airport Land Use Compatibility Plans that have not otherwise been amended since their adoption in 2004 do not specifically include this as an Additional Compatibility Policy, but this provision is applicable to all of the Plans adopted in 2004). ALUC Case No. RG-05-103 proposed utilizing net acreage rather than gross acreage as a basis on which compliance with the high density option in Zone D is calculated, and that net acreage was defined as follows:

“Net Acreage: For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes. In most cases, particularly those involving relatively small project sites, the net acreage of a project will be the same as the size of the parcel or parcels to be developed.”

It is staff's position that the term “overall developable area” does not include area that the applicable local jurisdiction requires to be dedicated for perimeter roadways. The net acreage of the proposed development, excluding the street half-width right-of-way for Hopewell Avenue, is 3.32 acres, resulting in a density of 5.1 dwelling units per acre, which is consistent with the Zone D residential criterion.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D of the Bermuda Dunes Airport Influence Area.

Noise: The site is located within the 55-60 CNEL contour range from aircraft noise. The single family residences would be affected by aircraft generated noise. However, standard construction is normally considered to provide for a 15 dB reduction from exterior noise levels. A condition is recommended to incorporate noise attenuation measures into the design of the single family residences 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 10-28 at its westerly terminus is approximately 73 feet above mean sea level (AMSL). At a distance of approximately 1,361 feet from the runway, FAA review would be required for any structures with top of roof exceeding 86.61 feet AMSL. The project's site

elevation is approximately 91 feet AMSL, and the maximum height of the proposed structures is 24 feet, for a maximum top point elevation of 115 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2019-AWP-4858-OE to this project. Its status is currently a “work in progress”.

Open Area: The site is located within Compatibility Zone D of the Bermuda Dunes Airport Influence Area, which requires projects 10 acres or larger to designate 10% 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.

Change of Zone: The proposed Change of Zone (changing the zoning from Controlled Development Areas to General Residential) increases the potential density of the site. The existing zoning does not allow for densities that are consistent with the upper range of Compatibility Zone D.

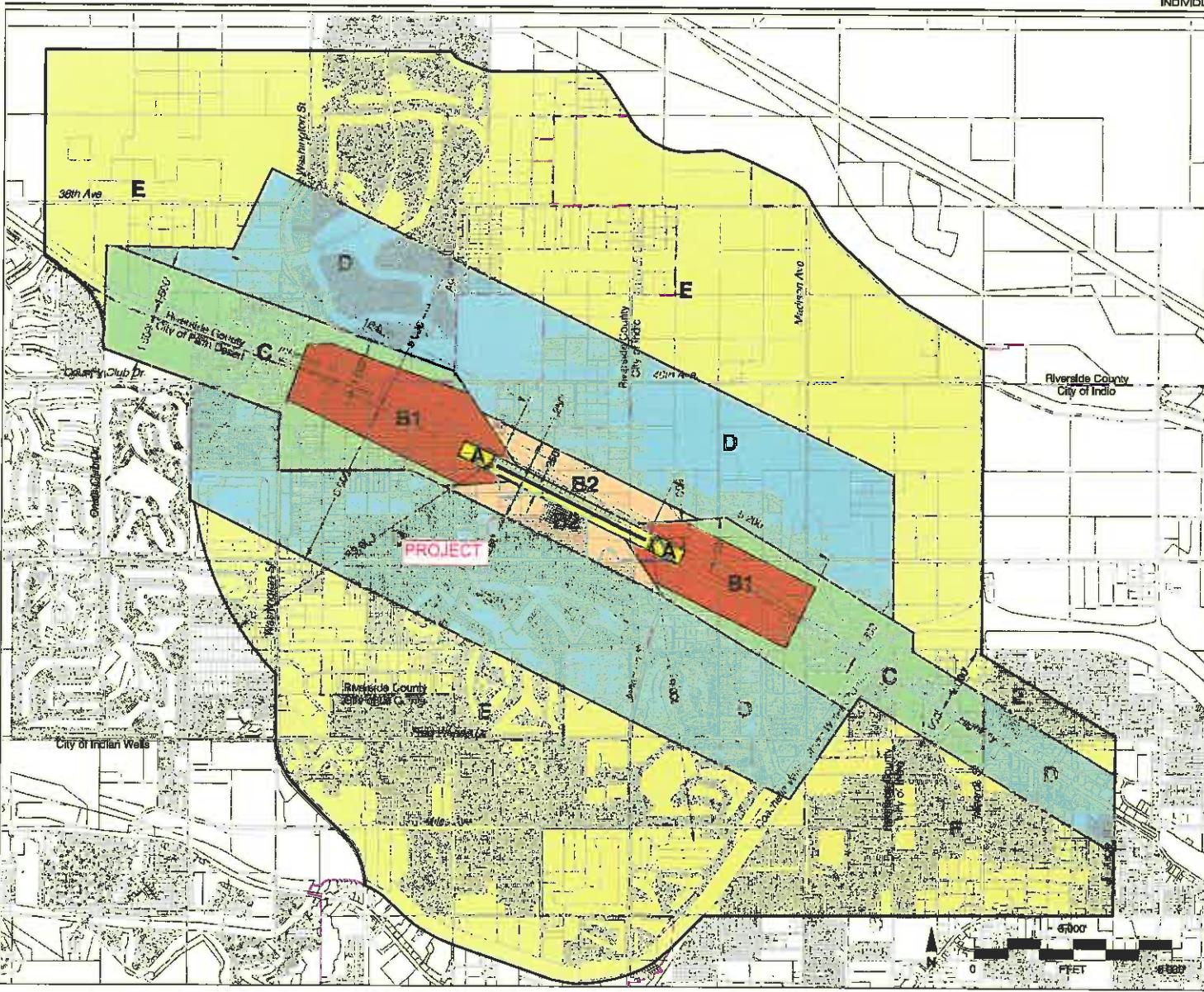
CONDITIONS:

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

- (e) Highly noise-sensitive outdoor nonresidential uses.
3. The attached notice shall be given to all prospective purchasers of the proposed lots and tenants of the homes built thereon, and shall be recorded as a deed notice.
 4. Any ground-level or aboveground water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation around such facilities 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.
 5. Noise attenuation measures shall be incorporated into the design of the single family residences, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

- Boundary Lines**
- Airport Property Line
 - City Limits

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

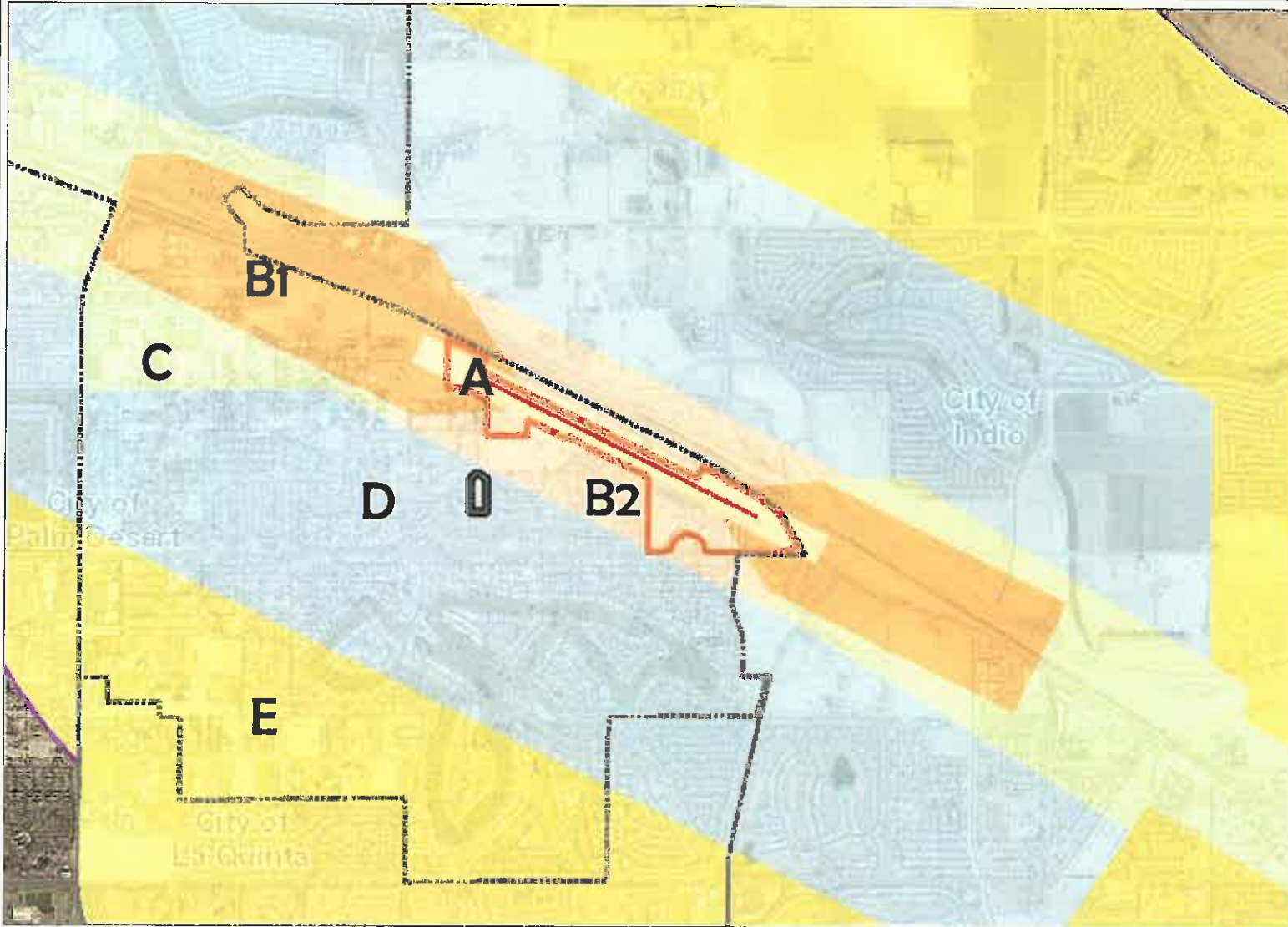
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BD-1

Compatibility Map
Bermuda Dunes Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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



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Notes

Map My County Map





Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-FXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

0 758 1,516 Feet

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Notes

Map My County Map



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



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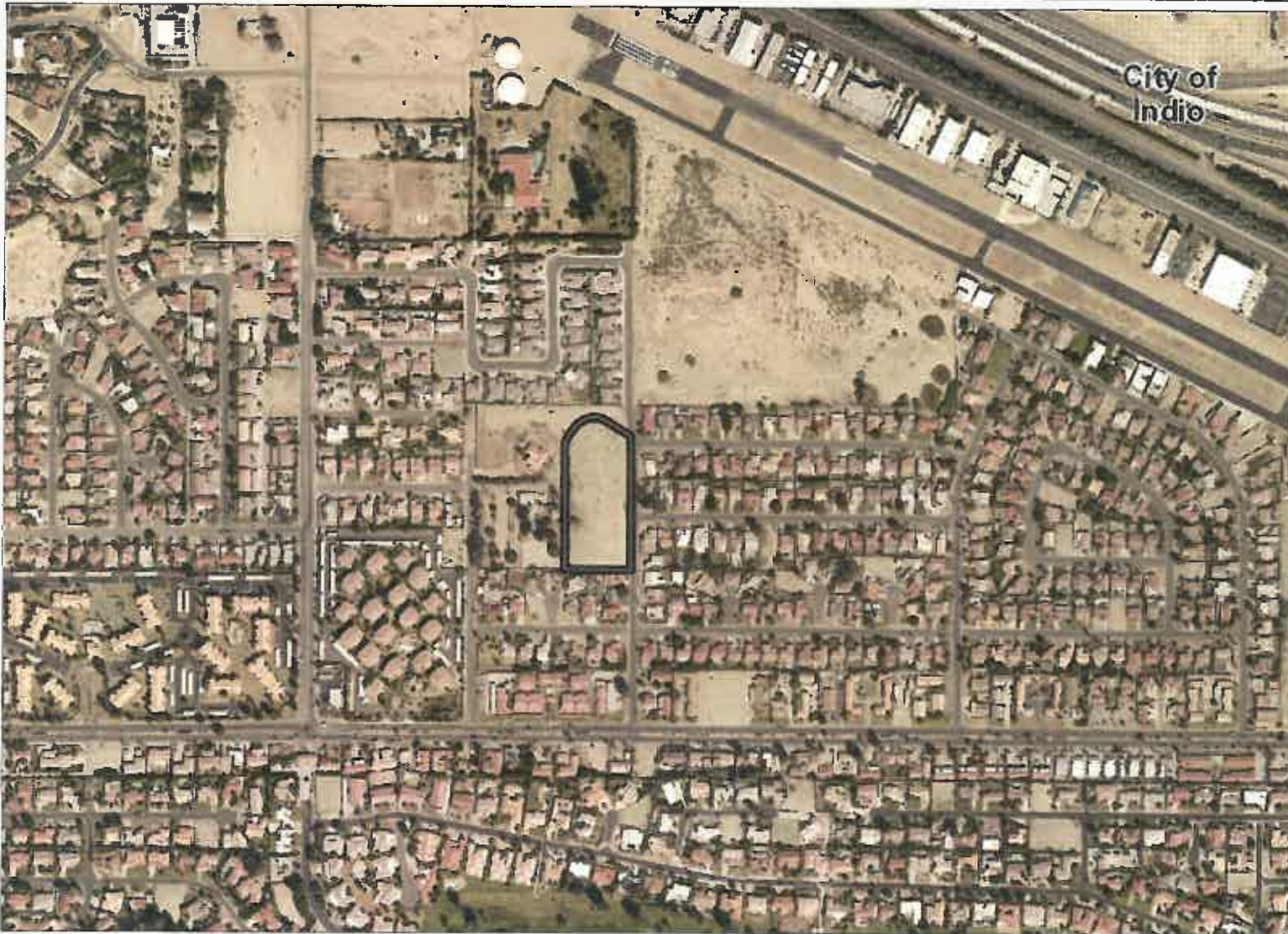


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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

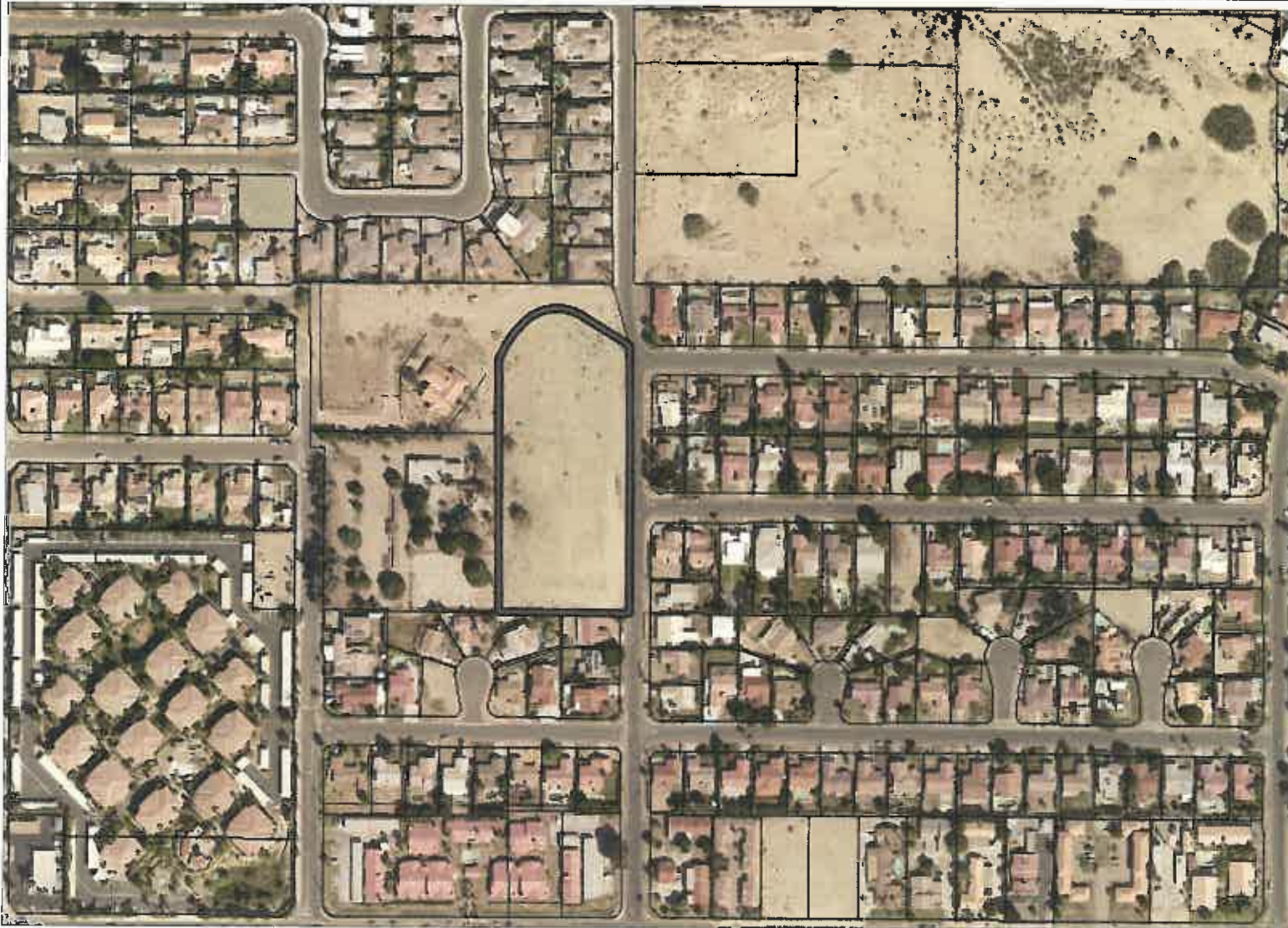
Notes



0 758 1,516 Feet

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Map My County Map



Legend

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



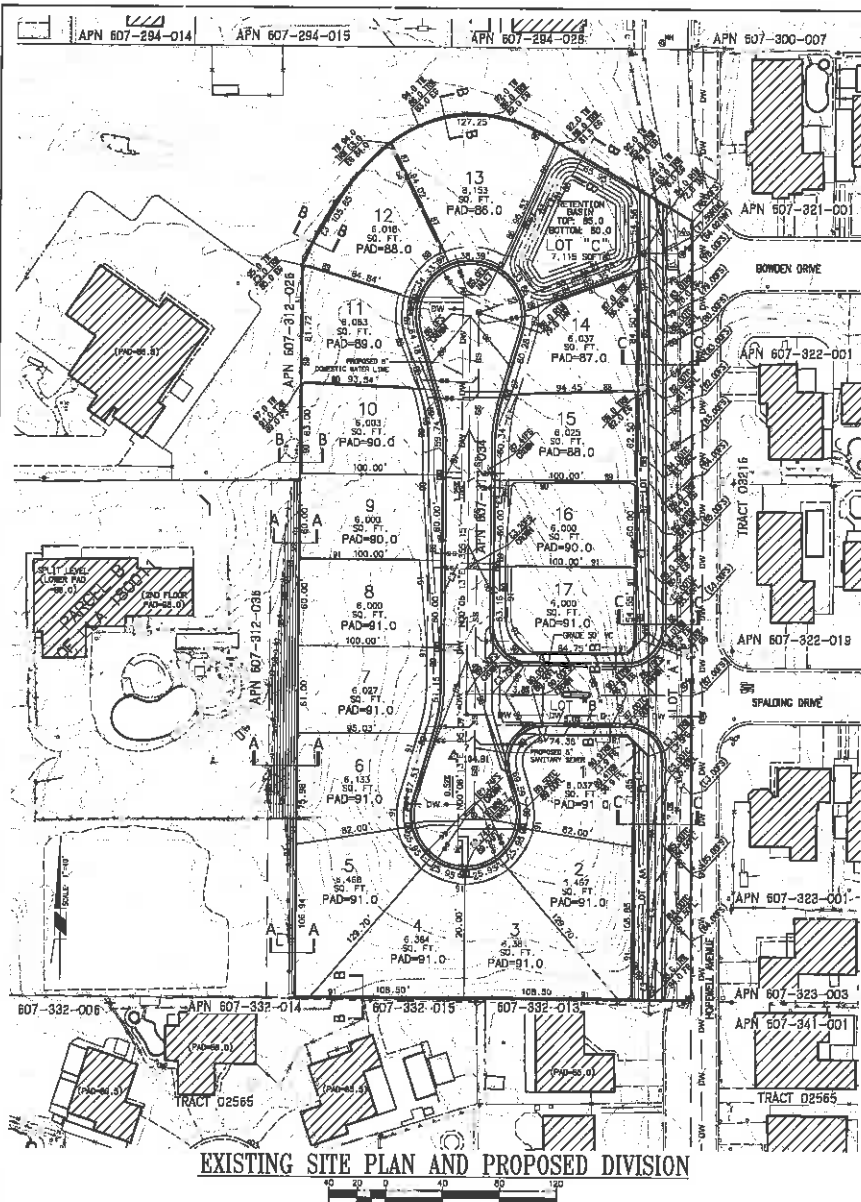
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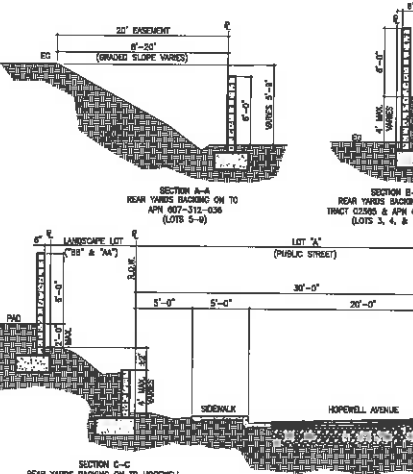
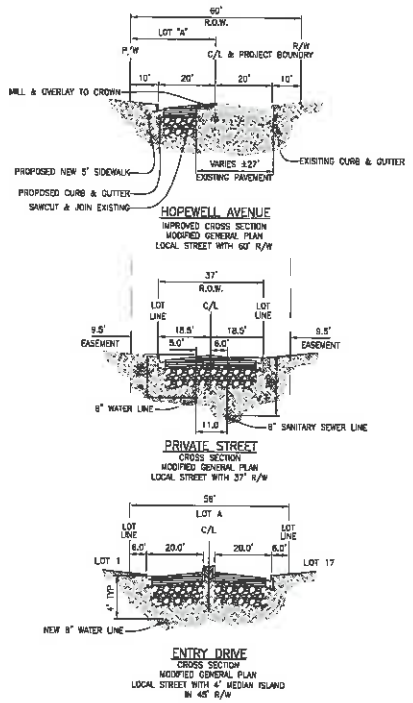
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Notes



EXISTING SITE PLAN AND PROPOSED DIVISION

LEGEND			
EDGE OF DIRT	FENCE	PARKING STRIPES	RAILROAD
ADJACENT WALL	RETAINING WALL	ROAD STRIPPING	RAIL SIGNAL
BUILDING	GUARD RAIL	PIECL	WALL
EDGE OF CONC.	SIDEWALK	PIPE LINE	WATER VALVE
EDGE OF ASPH.	CURB AND GUTTER	IRON	WATER VALVE



TENTATIVE TRACT MAP 37735

PROPOSED 17 LOT SUBDIVISION

PARCEL, A OF NOTICE OF LOT LINE ADJUSTMENT NO. 16801 IN THE UNINCORPORATED COUNTY OF BERBERIA PALMER COUNTY OF CALIFORNIA AS SHOWN ON NOTICE OF LOT LINE ADJUSTMENT NO. 16801 RECORDED 05/21/2015 AS DOCUMENT NO. 2014-00009 OF OFFICIAL RECORDS OF SAID COUNTY.

LEGAL DESCRIPTION:
 PARCEL 1 OF THE LOT LINE ADJUSTMENT NO. 16801 RECORDED DECEMBER 14, 2015 IN OFFICIAL RECORDS OF CALIFORNIA AS DOCUMENT NO. 2014-00009 MAY BE ADJUSTED AS FOLLOWS:
 THAT CERTAIN PARCELS OF LAND LOCATED IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF BERBERIA, STATE OF CALIFORNIA, BEING A PORTION OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 7 EAST, SAN BERNARDINO COUNTY, BEING PORTIONS OF PARCELS "A" AND PARCEL "C" OF LOT LINE ADJUSTMENT NO. 1682 AS SHOWN BY A DOCUMENT RECORDED MAY 15, 2008 AS INSTRUMENT NO. 2003-00048, OFFICIAL RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL "A";
 THENCE ALONG WESTERLY LINE OF SAID PARCEL "A" NORTH 02°10'10" WEST A DISTANCE OF 245.00 FEET TO A LINE PARALLEL WITH AND 230.00 FEET SOUTHWESTLY AS MEASURED AT RIGHT ANGLES FROM THE WESTERLY LINE OF SAID PARCEL "A";
 THENCE ALONG SAID PARALLEL LINE NORTH 02°10'10" WEST A DISTANCE OF 222.00 FEET;
 THENCE LEAVING SAID PARALLEL LINE AT RIGHT ANGLES NORTH 02°10'10" EAST A DISTANCE OF 211.53 FEET TO THE NORTHERLY LINE OF PARCEL "A" OF SAID LOT LINE ADJUSTMENT NO. 1682;
 THENCE ALONG SAID PARALLEL LINE SOUTH 02°10'10" EAST A DISTANCE OF 222.00 FEET;
 THENCE LEAVING SAID PARALLEL LINE AT RIGHT ANGLES NORTH 02°10'10" EAST A DISTANCE OF 211.53 FEET TO THE NORTHERLY LINE OF PARCEL "A" OF SAID LOT LINE ADJUSTMENT NO. 1682;
 THENCE CONTINUING ALONG THE LINE COMBING TO PARCEL "B" AND PARCEL "C" OF SAID LOT LINE ADJUSTMENT NO. 1682 THROUGH THE FOLLOWING (S) CORNERS:
 CONTINUING NORTH 02°10'10" EAST A DISTANCE OF 10.82 FEET;
 THENCE ALONG SOUTHWESTLY BEARING A BEARING OF 297°30 FEET;
 THENCE ALONG SAID CURVE NORTHWESTERLY BEARING A CENTRAL ANGLE OF 242°07" AN ARC LENGTH OF 80.23 FEET TO A POINT OF COMPLETION CURVATURE WITH A CURVE CORNER SOUTHWEST BEARING 297°30 FEET TO A POINT OF BEGINNING SAID CURVE BEARS NORTH 41°02'30" WEST AN ARC LENGTH OF 80.23 FEET;
 THENCE ALONG SAID COMPOUND CURVE EASTWARD THROUGH A CENTRAL ANGLE OF 70°51" AN ARC LENGTH OF 117.92 FEET;
 THENCE RANGENT FROM SAID CURVE SOUTH 80°51' EAST A DISTANCE OF 124.97 FEET TO THE WESTERLY LINE OF PARCEL "C" OF SAID LOT LINE ADJUSTMENT NO. 1682;
 THENCE ALONG SAID EASTERLY LINE SOUTH 80°51' EAST A DISTANCE OF 124.97 FEET TO THE SOUTHWEST CORNER OF PARCEL "C" OF SAID LOT LINE ADJUSTMENT NO. 1682;
 THENCE ALONG THE SOUTHERLY LINE OF PARCEL "C" AND PARCEL "A" OF SAID LOT LINE ADJUSTMENT NO. 1682 NORTH 89°54' WEST A DISTANCE OF 89.00 FEET TO THE POINT OF BEGINNING.
 SUBJECT TO ALL COVENANTS, RIGHTS-OF-WAY AND EASEMENTS OF RECORD.
 CONTAINING 3.70 ACRES GROSS, MORE OR LESS.

TITLE REFERENCE EXCEPTIONS:
 1. WHERE RIGHTS CLAIMED OR TITLE TO RIGHTS REFERRED TO ARE NOT RECORDED BY THE PUBLIC RECORDS.
 2. WHERE RIGHTS CLAIMED OR TITLE TO RIGHTS REFERRED TO ARE CONTAINED IN THE PUBLIC RECORDS BUT NOT RECORDED BY THE PUBLIC RECORDS.
 3. WHERE RIGHTS CLAIMED OR TITLE TO RIGHTS REFERRED TO ARE CONTAINED IN THE PUBLIC RECORDS BUT NOT RECORDED BY THE PUBLIC RECORDS.
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 6. WHERE RIGHTS CLAIMED OR TITLE TO RIGHTS REFERRED TO ARE CONTAINED IN THE PUBLIC RECORDS BUT NOT RECORDED BY THE PUBLIC RECORDS.
 7. WHERE RIGHTS CLAIMED OR TITLE TO RIGHTS REFERRED TO ARE CONTAINED IN THE PUBLIC RECORDS BUT NOT RECORDED BY THE PUBLIC RECORDS.
 8. WHERE RIGHTS CLAIMED OR TITLE TO RIGHTS REFERRED TO ARE CONTAINED IN THE PUBLIC RECORDS BUT NOT RECORDED BY THE PUBLIC RECORDS.

OWNER:
 LA PALMERA HOMES
 CARE OF DAN ANTHONY
 P.O. BOX 10779
 PALM DESERT, CA 92258
 (760) 962-0758

APPLICANT/SUBDIVIDER:
 LA PALMERA HOMES
 CARE OF DAN ANTHONY
 P.O. BOX 10779
 PALM DESERT, CA 92258
 (760) 962-0758

PROJECT ADDRESS:
 HOPWELL AVENUE
 BERBERIA DUNES, CA

UTILITY COMPANIES:
 GAS CO. SOUTHERN CALIFORNIA GAS POWER CO. SOUTHERN CALIFORNIA Edison WATER CO. MIDVA DUNES WATER CO. POWER CO. VALLEY SANITARY DISTRICT SCHOOL DISTRICT ESCORT SANDBY LIMITED

PROJECT DESCRIPTION:
 A 17 LOT SUBDIVISION OF PARCEL 1 OF LLA 0085

RELATED CASE NUMBERS:
 NONE

FLOOD ZONE INFORMATION:
 PARCEL 1 OF MAP 37735 IS IN A SPECIAL HAZARD ZONE (S) OF THE ANNUAL CHANCE FLOOD WITH AN AVERAGE DEPTH OF 1.00 FEET. THE FLOOD ZONE INFORMATION IS BASED ON THE 1% ANNUAL CHANCE FLOOD WITH AN AVERAGE DEPTH OF 1.00 FEET. THE FLOOD ZONE INFORMATION IS BASED ON THE 1% ANNUAL CHANCE FLOOD WITH AN AVERAGE DEPTH OF 1.00 FEET. THE FLOOD ZONE INFORMATION IS BASED ON THE 1% ANNUAL CHANCE FLOOD WITH AN AVERAGE DEPTH OF 1.00 FEET.

ASSESSOR'S PARCEL NO.:
 607-312-026

GENERAL PLAN LAND USE:
 GENERAL PLAN DESIGNATION:
 THE PROJECT IS NOT WITHIN A SPECIFIC ZONE OR GENERAL PLAN SPECIAL POLICY AREA.

CURRENT LAND USE:
 VACANT

PROPOSED LAND USE:
 17 SINGLE FAMILY HOMES - 4.870 ACRES GROSS
 17 SINGLE FAMILY HOMES - 3.70 ACRES NET

EXISTING ZONING:
 DISTRICT ZONING: R-2

PROPOSED ZONING:
 PROPOSED ZONING: R-2 (R20)
 CHANGE OF ZONE APPLICATION WILL ACCOMPANY THE TENTATIVE MAP APPLICATION

EARTHWORK QUANTITIES:
 CUT = 17,175 CU YD
 FILL = 1,170 CU YD
 TOTAL = 18,345 CU YD (EXPORT)

REVISIONS

NO.	DATE	DESCRIPTION
1	02/27/2015	ISSUED

EGAN CIVIL, INC.
 70 BIL. AVENUE, SUITE 100
 PALM DESERT, CA 92260
 (760) 962-0758

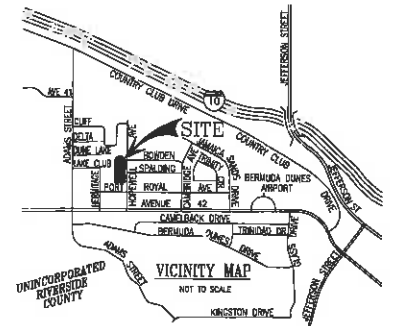
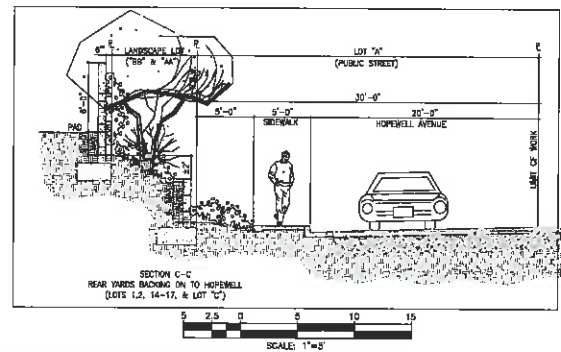
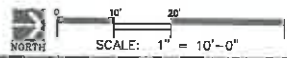
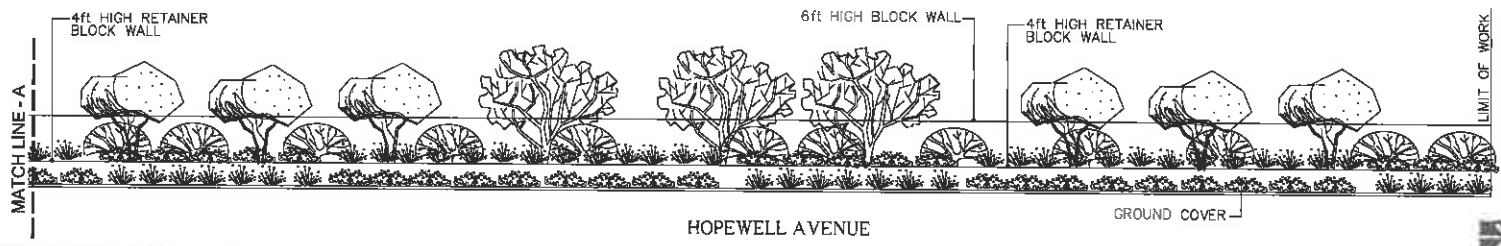
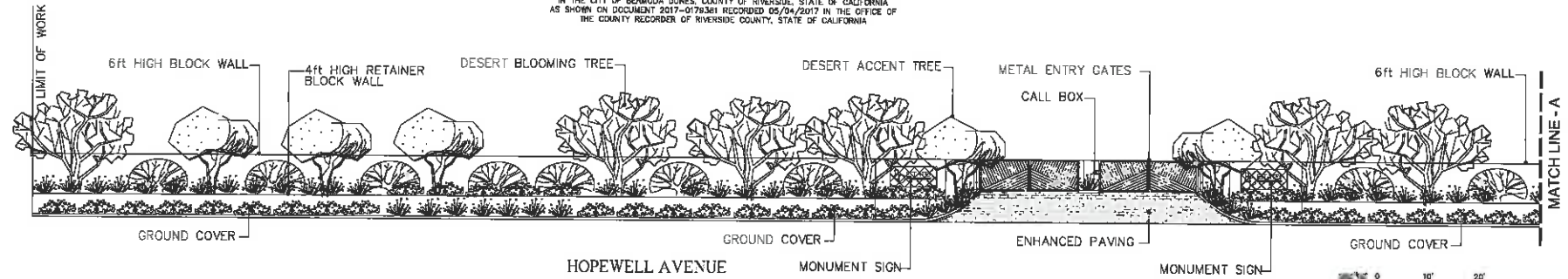
UNINCORPORATED TERRITORY, COUNTY OF BERBERIA, STATE OF CALIFORNIA
 CARE OF DAN ANTHONY
 BERBERIA DUNES, CA
TENTATIVE TRACT MAP 37735
PROPOSED 17 LOT SUBDIVISION

SHEET 1 OF 1

FILE NO. 20140009

TENTATIVE TRACT MAP 37735 PROPOSED 17 LOT SUBDIVISION

BEING A PROPOSED 17 LOT SUBDIVISION OF PARCEL 1, OF LLA 05585
IN THE CITY OF BERNUDA DUNES, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
AS SHOWN ON DOCUMENT 2017-074361 RECORDED 05/04/2017 IN THE OFFICE OF
THE COUNTY RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA



TENTATIVE APPR	DATE SIGNED	REGISTRATION NUMBER	PLAN CHECK OVERSIGHT (LAI/CAD)
ORD. 889 VERSION	DATE SIGNED	REGISTRATION NUMBER	PLAN CHECK OVERSIGHT ENGINEER

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

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

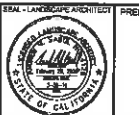


LEGAL DESCRIPTION:
BEING A PROPOSED 17 LOT SUBDIVISION OF PARCEL 1, OF LLA 05585, IN THE CITY OF BERNUDA DUNES, COUNTY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, AS SHOWN ON DOCUMENT 2017-074361 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AT THE JOB SITE AND NOTIFY THE LANDSCAPE ARCHITECT (LAI) IMMEDIATELY IN WRITING OF ANY DIMENSIONAL ERRORS, OMISSIONS OR DISCREPANCIES BEFORE BEGINNING OR FURTHER ANY WORK. NOTION TO CALL OR VISIT AREAS FOR HORIZONTAL AND VERTICAL DATA.

NAME	BY	DATE	REVISION	APPR.	DATE

LAI - LANDSCAPE ARCHITECT	PREPARED BY:	DATE



GM FUTURE DESIGNS
7825 CORPORATE CENTER DRIVE SUITE 100, LA JOLLA, CALIFORNIA 92036
PH: 760-315-4773 FAX: 760-315-4774
www.gmfuture.com

Andrea M. Sobel
AMERICAN SOCIETY OF LANDSCAPE ARCHITECT NO. 4129
EXPIRES 2-28-20

DATE: **3.30.2019**

DESIGN BY:	AMAS
DRAWN BY:	GM
CHECKED BY:	AMAS
SCALE:	AS NOTED
DATE:	3.30.19
JOB NUMBER:	

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

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

**TENTATIVE TRACT MAP 37735
17 LOT SUBDIVISION
PRELIMINARY LANDSCAPE ELEVATIONS**

HOPWELL AVENUE, BERNUDA DUNES, CA
SHP: 1607-212204

OWNER: LA PALOMA HOMES
CONTACT: DAN HOFFER
PH: (951) 802-3728

COUNTY CASE NO. 14

SHEET NO. **L-2**
2 OF 2 SHEETS

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Jay Olivas at (760) 863-7050.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1079BD19 – La Paloma Homes (Representative: Egan Civil, Inc.) – County of Riverside Case Nos. CZ1900007 (Change of Zone), TTM37735 (Tentative Tract Map). A proposal to divide 3.70 gross acres into 17 single family residential lots, and change the zoning of the site from Controlled Development Areas (W-2) to General Residential (R-3-6,000), located westerly of Hopewell Avenue, northerly of Port Royal Avenue, easterly of Hermitage Drive, and southerly of Aerodrome Avenue (Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

B.D.
06 D

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1079BD19 DATE SUBMITTED: 4-16-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	La Paloma Homes - Care of Dan Arthofer	Phone Number	760/992-9758
Mailing Address	P.O. Box 10179	Email	lapalomahomes@dc.rr.com
	Palm Desert, CA 92255		

Representative	La Paloma Homes - Care of Mark Howard	Phone Number	760-272-4691
Mailing Address	P.O. Box 10179	Email	howmark22@aol.com
	Palm Desert, CA 92255		

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P.O. BOX 5282
LA QUINTA CA 92248-5282*

Property Owner	La Paloma Homes - Care of Dan Arthofer	Phone Number	760/992-9758
Mailing Address	P.O. Box 10179	Email	lapalomahomes@dc.rr.com
	Palm Desert, CA 92255		

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	(760) 863-7050
Staff Contact	Jay Olivas / Ken Baez	Email	jolivas@rivco.org
Mailing Address	77-588 El Duna Court, Suite H	Case Type	Tentative Tract / Change of Zone
	Palm Desert, CA 92211	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input checked="" type="checkbox"/>	Zoning Ordinance Amendment
		<input checked="" type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
Local Agency Project No	Tentative Tract <u>37735</u> - <u>TIM 37735</u>	<input type="checkbox"/>	Use Permit
	<u>CZ 1900097</u> <u>CEQ 19031</u>	<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	West side of Hopewell Avenue and and Spalding Drive		
	Bermuda Dunes, CA		
Assessor's Parcel No.	607-312-034	Gross Parcel Size	3.70 acres
Subdivision Name	Tentative Tract <u>37735</u>	Nearest Airport and distance from Airport	
Lot Number	Parcel "A" of LLA 180011 Rec. 5/21/2018 as Doc. #2018-0202684		Bermuda Dunes - 1/4 mile

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Vacant Undeveloped Property

Proposed Land Use (describe)	Single Family Residential - 5 DU per acre - 17 lots		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	17	
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)	91.0	ft.
	Height of buildings or structures (from the ground)	24	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No ✓
	If yes, describe	None	

- 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: June 13, 2019

CASE NUMBER: ZAP1090FV19 – AVA Property Investments, LLC
(Representative: Benjamin J. Stables, PEC West, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP26346 (Plot Plan) and PM37398 (Tentative Parcel Map)

MAJOR ISSUES: If the restaurant building consists entirely of dining area, the allowable total intensity for the lot on which it is situated could be exceeded. However, if the dining area is limited to 60 percent of this building, with 40 percent kitchen space, the project will comply with applicable nonresidential intensity criteria.

The project includes a bioretention area that is greater than 100 feet in length and greater than 50 feet in width. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the brochure titled “Airports, Wildlife and Stormwater Management” prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

RECOMMENDATION: Staff recommends that the proposed Plot Plan and Tentative Parcel Map be found CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the conditions included herein.

PROJECT DESCRIPTION: Plot Plan No. 26346 is a proposal to construct a five-building commercial retail center with a combined gross floor area of 56,700 square feet on approximately 7.3 acres (Assessor’s Parcel Numbers 920-120-034 and 920-120-035). The development would include a 31,900 square foot grocery store, a 10,000 square foot retail building, a 7,500 square foot tire shop/service center, a 3,000 square foot restaurant with drive-through, and a 4,300 square foot car wash structure. Tentative Parcel Map No. 37398 proposes to divide the site into five parcels, so that each building would be located on a separate parcel.

PROJECT LOCATION: The site is located on the easterly side of Winchester Road (State Highway Route 79), westerly of Sky Canyon Road, and northerly of Willows Avenue, approximately 6,732 feet southerly of the southerly terminus of Runway 18-36 at French Valley Airport.

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

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Less than 55 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan (ALUCP), the site is located within Compatibility Zone D. The County's Map My County GIS program indicates a total area of 7.15 acres for this site. The French Valley ALUCP permits 150 persons per acre in Compatibility Zone D. Based on the above numbers, a total occupancy of 1,072 persons is permissible at this site.

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

- Restaurant – 1 person per 15 square feet (dining area), 1 person per 200 square feet (commercial kitchen),
- Retail (may include sales of food, but not dining area) – 1 person per 115 square feet,
- Non-Food Retail (tires, car wash, etc.) – 1 person per 170 square feet

The project proposes a total of 56,700 square feet of building area, which includes 41,900 square feet of retail area, 11,800 square feet of non-food retail, and 3,000 square feet of restaurant area. If the retail area is unrestricted in terms of type of goods sold and the restaurant area consisted entirely of dining area, the proposed buildings would accommodate 667 people, resulting in an average intensity of 93 persons per acre, which is consistent with the Compatibility Zone D intensity limit of 150 persons per acre.

The project intensity may also be considered using the Parking Space Method. The project proposes 306 parking spaces. If we assume 1.5 persons per vehicle, this would translate into an overall occupancy of 459 persons, resulting in an average intensity of 64 persons per acre, which would be clearly within the allowable range.

However, the applicant is also proposing a parcel map that would divide the property so as to establish separate lots for each building. Thus, each building would have to meet the intensity criteria for its individual lot.

Parcel 1 accommodating the car wash building (Building 5: 4,133 square feet) is listed as having an area of 1.49 acres. The total person allowance is 223 persons (1.49 x 150). The car wash building

would be expected to accommodate 24 persons at a non-food retail occupancy level of one person per 170 square feet. Even if converted to general retail, this expected number would be 35 persons. Therefore, this parcel meets the intensity criteria.

Parcel 2 accommodating the 10,000 square foot speculative retail building (Building 2, with tenants unknown at this time) is listed as having an area of 1.18 acres. The total person allowance is 177 persons (1.18 x 150). A 10,000 square foot retail building would be expected to accommodate 87 persons at a general retail occupancy level of one person per 115 square feet, which would meet the intensity criteria. In today's market, it may be noted that eating and drinking places are occupying increasing shares of multi-tenant buildings in shopping centers. Given the 177-person allowance, up to 1,500 square feet within this building can be allocated to dining uses (e.g., ice cream/yogurt shop, juice bar, etc.), with the remaining 8,500 square feet available for non-dining retail uses. A condition is included limiting dining uses in Building 2 to a maximum of 1,500 square feet.

Parcel 3 accommodating the 31,900 square foot grocery store (Building 1) is listed as having an area of 2.74 acres. The total person allowance is 411 persons (2.74 x 150). The grocery store would be expected to accommodate 277 persons at a general retail occupancy level of one person per 115 square feet, which would meet the intensity criteria. Conceivably 1,500 square feet of dining area could be allowed as an accessory activity within the grocery store without exceeding the allowance for this parcel.

Parcel 4 accommodating the 3,000 square foot restaurant (Building 4) with drive-through is listed as having an area of 1.24 acres. The total person allowance is 186 persons (1.24 x 150). A 3,000 square foot restaurant consisting entirely of dining area would be expected to accommodate 200 persons, which would exceed the allowance of 186 persons. The drive-thru with a 12-car queue would add an additional 18 persons, raising the site total to 204. However, it is unrealistic to expect that a restaurant would consist entirely of dining area. If we assume that the restaurant consists of 2,400 square feet of dining area and 600 square feet of commercial kitchen area, this would reduce the intensity within the building to 163 persons (2400 divided by 15, plus 600 divided by 200). Adding the drive-thru intensity of 18 would result in a total occupancy of 181, which would be consistent with the allowance of 186. A condition is included limiting dining area in Building 4 to a maximum of 2,400 square feet.

Parcel 5 accommodating the 7,027 square foot Building 3 – envisioned as a tire store/auto service center – is listed as having an area of 0.66 acre. The prorated person allowance is 99 persons (0.66 x 150). The tire store building would be expected to accommodate 41 persons at a non-food retail occupancy level of one person per 170 square feet. Even if converted to general retail at one person per 115 square feet, the expected occupancy would be 61 persons. Therefore, this parcel meets the intensity criteria.

In summary, this project meets both the overall average intensity and lot-by-lot intensity criteria, with reasonable limits on dining area.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley ALUCP, single-acre intensities are limited to 450 persons in any given acre area within Compatibility Zone D. While average intensity considers the intensity in comparison to the overall acreage of a project site or of a specific parcel, single-acre intensity is measured by determining how many people would be present within any given 210-foot-by-210-foot area within a site. So this is affected not simply by the occupancy of any individual building, but also by the distance between buildings and building orientation.

As to this project, the buildings are widely spaced, such that Buildings 1, 2, and 5 are on separate acres, with no single-acre area including portions of two or more buildings. A single-acre area can be drawn that includes the restaurant (Building 4) with a portion of Building 3 (the proposed tire store), but even that single-acre would have an intensity less than 300, as does the single-acre including the grocery store (accommodating 277 persons). Therefore, the proposed single-acre intensities are consistent with Compatibility Zone D intensity limits.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D. (Children's schools, hospitals, and nursing homes are among the uses discouraged in Compatibility Zone D.)

Noise: The French Valley ALUCP depicts the site as being in an area outside the 55 CNEL airport noise contour. As a commercial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the buildings would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 18-36 at its southerly terminus is 1,330 feet above mean sea level (1,347 feet AMSL). At a distance of approximately 6,732 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,397 feet AMSL. The finished floor elevations for the proposed buildings range from 1,099 feet to 1,109 feet AMSL. With a maximum building height of 35 feet, the top point elevation would be 1,144 feet AMSL – almost 200 feet lower than the runway elevation. Therefore, review of buildings by the FAA Obstruction Evaluation Service was not required.

Open Area: Compatibility Zone D requires 10% open area for projects at least 10 acres in size. This project site is 7.3 acres in area and, therefore, is not subject to open area requirements.

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

The project includes a bioretention area that is greater than 100 feet in length and greater than 50 feet in width. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the brochure titled "Airports, Wildlife and Stormwater Management" prepared by Mead & Hunt at the direction of ALUC staff, such basins are potentially suitable in Compatibility Zone D only if less than 30 feet in length and width and if "vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist."

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include 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, hospitals, skilled nursing and care facilities, highly noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in

conjunction with recordation of the final parcel map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

4. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. 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, 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.

5. The dining/seating area within Building 4 (restaurant) shall be limited to 2,400 square feet (maximum 80 percent of gross floor area).
6. Any dining/seating area of eating and drinking places in Buildings 1 and 2 shall be limited to a maximum of 1,500 square feet per building.
7. No restaurant uses shall be permitted in Building 3.
8. Building 1 shall be limited to general retail (including food-related retail) uses, along with accessory office and storage activities. Use of more than 1,500 square feet within Building 1 for assembly uses (such as churches, theaters, gymnasiums, fitness centers, and auditoriums) or any use where the Building Code permits occupancy at levels greater than one person per 30 square feet is prohibited.

NOTICE OF AIRPORT IN VICINITY

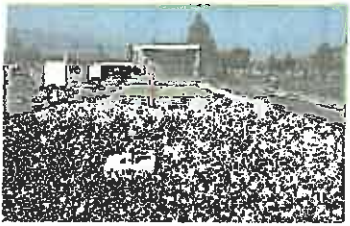
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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



Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measures
Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. 	<ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities.
Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. 	<ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter.
Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. 	Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation.

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/Form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

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



Remains of an owl ingested by an aircraft engine.

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

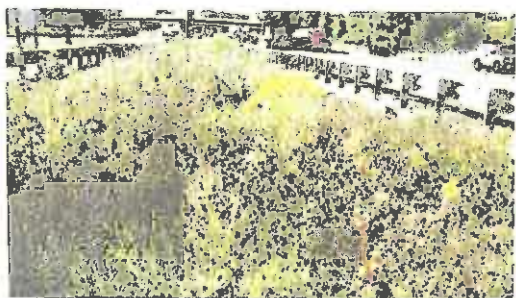
Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics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

ADAPTIVE MEASURES

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



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



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

Table 2. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)

BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (H&U) Recommended	Suitable as long as water is held in enclosed areas.
Sand Filter Basins Recommended	Desirable because standing water is treated through an underdrain system.
Vegetated Filter Strips and Vegetated Swales Recommended	Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.

Infiltration Basins
Not recommended without Modification.
Suitable only if design addresses wildlife hazards

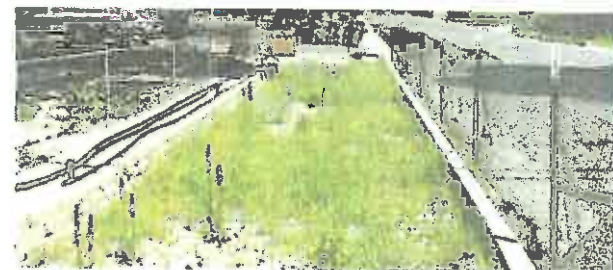
- Unsuitable in ALUCP Compatibility Zone A.
- Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist.
- Steep slopes (steeper than 3:1).

Bioretention Facilities
Not Recommended without Modification (also known as rain gardens, bioretention basins, landscaped filter basins)

- Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.
- Unsuitable in Compatibility Zone A.
 - Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
 - Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.

Extended Detention Basins
Not Recommended without Modification

- Unsuitable in ALUCP Compatibility Zone A.
- Potentially suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist.



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



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



Sand filter at the base of the bioswale promotes infiltration.



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

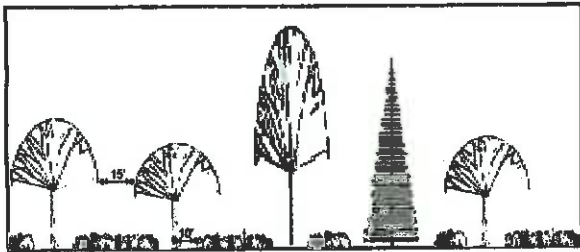


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rctdna.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials

TREES	SHRUBS/ACCENTS/GRASSES	GROUNDCOVER/TURF	VINES
<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other. 	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height. 	<p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C). 	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.

Acceptable plants from the Riverside County Landscaping Guide



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

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

Wildlife can pose hazards to aircraft operations, and more than 15C wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

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

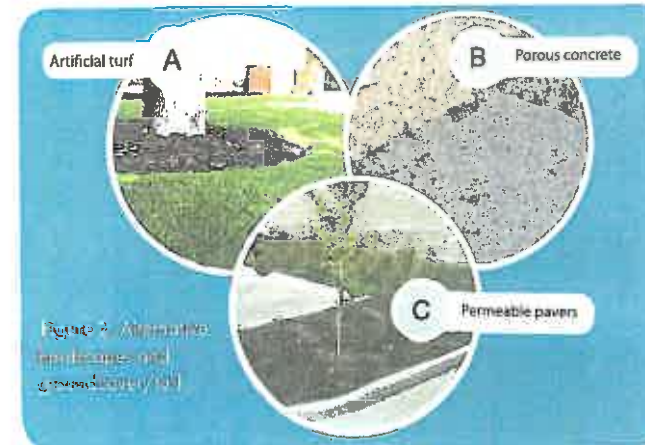
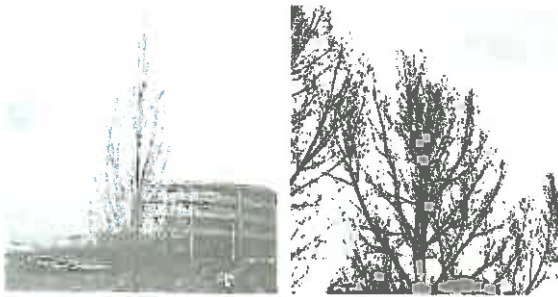


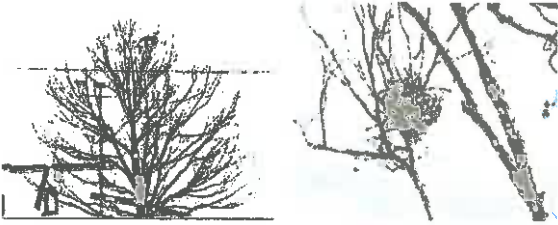
Figure 2. Alternative groundcover and paving options.





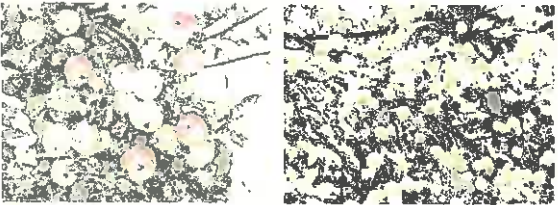
Acceptable.

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



Not acceptable.

Examples of trees that are attractive to birds because of horizontal branching structure.



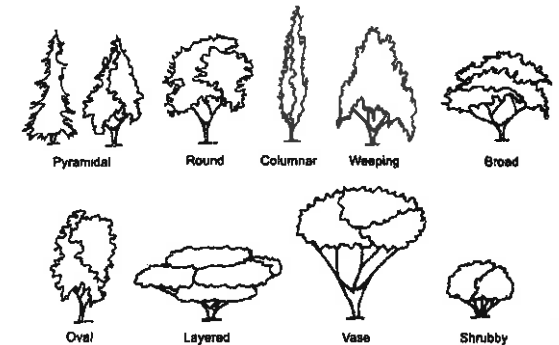
Not acceptable.

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

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



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



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



U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

**Subject: HAZARDOUS WILDLIFE
ATTRACTANTS ON OR NEAR
AIRPORTS**

Date: 8/28/2007

AC No: 150/5200-33B

Initiated by: AAS-300 Change:

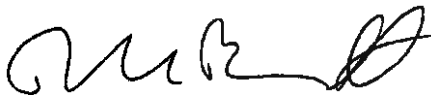
1. **PURPOSE.** This Advisory Circular (AC) provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.
2. **APPLICABILITY.** The Federal Aviation Administration (FAA) recommends that public-use airport operators implement the standards and practices contained in this AC. The holders of Airport Operating Certificates issued under Title 14, Code of Federal Regulations (CFR), Part 139, Certification of Airports, Subpart D (Part 139), may use the standards, practices, and recommendations contained in this AC to comply with the wildlife hazard management requirements of Part 139. Airports that have received Federal grant-in-aid assistance must use these standards. The FAA also recommends the guidance in this AC for land-use planners, operators of non-certificated airports, and developers of projects, facilities, and activities on or near airports.
3. **CANCELLATION.** This AC cancels AC 150/5200-33A, *Hazardous Wildlife Attractants on or near Airports*, dated July 27, 2004.
4. **PRINCIPAL CHANGES.** This AC contains the following major changes, which are marked with vertical bars in the margin:
 - a. Technical changes to paragraph references.
 - b. Wording on storm water detention ponds.
 - c. Deleted paragraph 4-3.b, *Additional Coordination*.
5. **BACKGROUND.** Information about the risks posed to aircraft by certain wildlife species has increased a great deal in recent years. Improved reporting, studies, documentation, and statistics clearly show that aircraft collisions with birds and other wildlife are a serious economic and public safety problem. While many species of wildlife can pose a threat to aircraft safety, they are not equally hazardous. Table 1

ranks the wildlife groups commonly involved in damaging strikes in the United States according to their relative hazard to aircraft. The ranking is based on the 47,212 records in the FAA National Wildlife Strike Database for the years 1990 through 2003. These hazard rankings, in conjunction with site-specific Wildlife Hazards Assessments (WHA), will help airport operators determine the relative abundance and use patterns of wildlife species and help focus hazardous wildlife management efforts on those species most likely to cause problems at an airport.

Most public-use airports have large tracts of open, undeveloped land that provide added margins of safety and noise mitigation. These areas can also present potential hazards to aviation if they encourage wildlife to enter an airport's approach or departure airspace or air operations area (AOA). Constructed or natural areas—such as poorly drained locations, detention/retention ponds, roosting habitats on buildings, landscaping, odor-causing rotting organic matter (putrescible waste) disposal operations, wastewater treatment plants, agricultural or aquaculture activities, surface mining, or wetlands—can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Even small facilities, such as fast food restaurants, taxicab staging areas, rental car facilities, aircraft viewing areas, and public parks, can produce substantial attractions for hazardous wildlife.

During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide, as well as billions of dollars in aircraft damage. Hazardous wildlife attractants on and near airports can jeopardize future airport expansion, making proper community land-use planning essential. This AC provides airport operators and those parties with whom they cooperate with the guidance they need to assess and address potentially hazardous wildlife attractants when locating new facilities and implementing certain land-use practices on or near public-use airports.

6. MEMORANDUM OF AGREEMENT BETWEEN FEDERAL RESOURCE AGENCIES. The FAA, the U.S. Air Force, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Department of Agriculture - Wildlife Services signed a Memorandum of Agreement (MOA) in July 2003 to acknowledge their respective missions in protecting aviation from wildlife hazards. Through the MOA, the agencies established procedures necessary to coordinate their missions to address more effectively existing and future environmental conditions contributing to collisions between wildlife and aircraft (wildlife strikes) throughout the United States. These efforts are intended to minimize wildlife risks to aviation and human safety while protecting the Nation's valuable environmental resources.



DAVID L. BENNETT
Director, Office of Airport Safety
and Standards

Table 1. Ranking of 25 species groups as to relative hazard to aircraft (1=most hazardous) based on three criteria (damage, major damage, and effect-on-flight), a composite ranking based on all three rankings, and a relative hazard score. Data were derived from the FAA National Wildlife Strike Database, January 1990–April 2003.¹

Species group	Ranking by criteria			Composite ranking ²	Relative hazard score ³
	Damage ⁴	Major damage ⁵	Effect on flight ⁶		
Deer	1	1	1	1	100
Vultures	2	2	2	2	64
Geese	3	3	6	3	55
Cormorants/pelicans	4	5	3	4	54
Cranes	7	6	4	5	47
Eagles	6	9	7	6	41
Ducks	5	8	10	7	39
Osprey	8	4	8	8	39
Turkey/pheasants	9	7	11	9	33
Hérons	11	14	9	10	27
Hawks (buteos)	10	12	12	11	25
Gulls	12	11	13	12	24
Rock pigeon	13	10	14	13	23
Owls	14	13	20	14	23
H. lark/s. bunting	18	15	15	15	17
Crows/ravens	15	16	16	16	16
Coyote	16	19	5	17	14
Mourning dove	17	17	17	18	14
Shorebirds	19	21	18	19	10
Blackbirds/starling	20	22	19	20	10
American kestrel	21	18	21	21	9
Meadowlarks	22	20	22	22	7
Swallows	24	23	24	23	4
Sparrows	25	24	23	24	4
Nighthawks	23	25	25	25	1

¹ Excerpted from the *Special Report for the FAA, "Ranking the Hazard Level of Wildlife Species to Civil Aviation in the USA: Update #1, July 2, 2003"*. Refer to this report for additional explanations of criteria and method of ranking.

² Relative rank of each species group was compared with every other group for the three variables, placing the species group with the greatest hazard rank for ≥ 2 of the 3 variables above the next highest ranked group, then proceeding down the list.

³ Percentage values, from Tables 3 and 4 in Footnote 1 of the *Special Report*, for the three criteria were summed and scaled down from 100, with 100 as the score for the species group with the maximum summed values and the greatest potential hazard to aircraft.

⁴ Aircraft incurred at least some damage (destroyed, substantial, minor, or unknown) from strike.

⁵ Aircraft incurred damage or structural failure, which adversely affected the structure strength, performance, or flight characteristics, and which would normally require major repair or replacement of the affected component, or the damage sustained makes it inadvisable to restore aircraft to airworthy condition.

⁶ Aborted takeoff, engine shutdown, precautionary landing, or other.

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SECTION 1.

GENERAL SEPARATION CRITERIA FOR HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

1-1. INTRODUCTION. When considering proposed land uses, airport operators, local planners, and developers must take into account whether the proposed land uses, including new development projects, will increase wildlife hazards. Land-use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife strikes.

The FAA recommends the minimum separation criteria outlined below for land-use practices that attract hazardous wildlife to the vicinity of airports. Please note that FAA criteria include land uses that cause movement of hazardous wildlife onto, into, or across the airport's approach or departure airspace or air operations area (AOA). (See the discussion of the synergistic effects of surrounding land uses in Section 2-8 of this AC.)

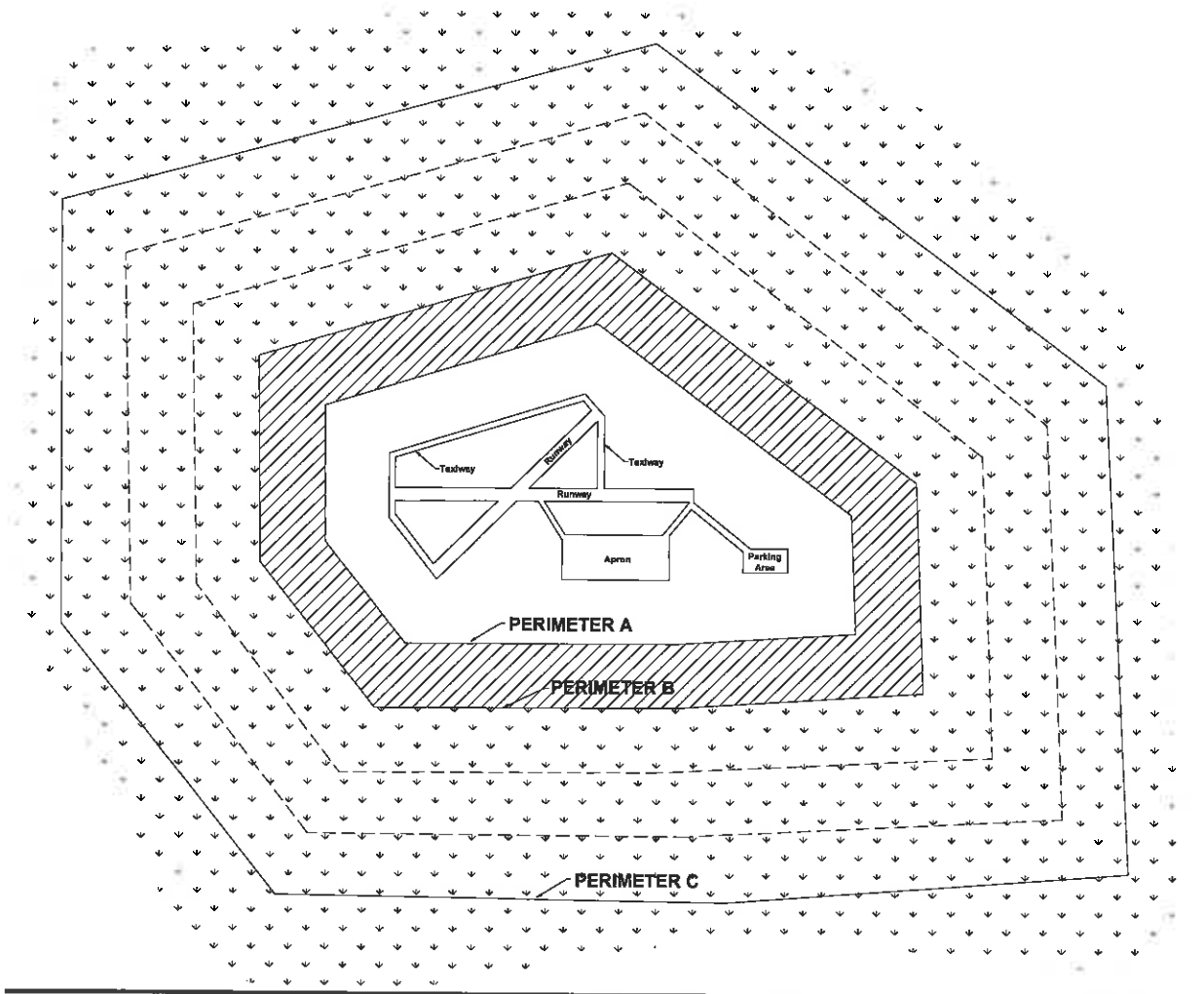
The basis for the separation criteria contained in this section can be found in existing FAA regulations. The separation distances are based on (1) flight patterns of piston-powered aircraft and turbine-powered aircraft, (2) the altitude at which most strikes happen (78 percent occur under 1,000 feet and 90 percent occur under 3,000 feet above ground level), and (3) National Transportation Safety Board (NTSB) recommendations.

1-2. AIRPORTS SERVING PISTON-POWERED AIRCRAFT. Airports that do not sell Jet-A fuel normally serve piston-powered aircraft. Notwithstanding more stringent requirements for specific land uses, the FAA recommends a separation distance of 5,000 feet at these airports for any of the hazardous wildlife attractants mentioned in Section 2 or for new airport development projects meant to accommodate aircraft movement. This distance is to be maintained between an airport's AOA and the hazardous wildlife attractant. Figure 1 depicts this separation distance measured from the nearest aircraft operations areas.

1-3. AIRPORTS SERVING TURBINE-POWERED AIRCRAFT. Airports selling Jet-A fuel normally serve turbine-powered aircraft. Notwithstanding more stringent requirements for specific land uses, the FAA recommends a separation distance of 10,000 feet at these airports for any of the hazardous wildlife attractants mentioned in Section 2 or for new airport development projects meant to accommodate aircraft movement. This distance is to be maintained between an airport's AOA and the hazardous wildlife attractant. Figure 1 depicts this separation distance from the nearest aircraft movement areas.

1-4. PROTECTION OF APPROACH, DEPARTURE, AND CIRCLING AIRSPACE. For all airports, the FAA recommends a distance of 5 statute miles between the farthest edge of the airport's AOA and the hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace.

Figure 1. Separation distances within which hazardous wildlife attractants should be avoided, eliminated, or mitigated.



PERIMETER A: For airports serving piston-powered aircraft, hazardous wildlife attractants must be 5,000 feet from the nearest air operations area.

PERIMETER B: For airports serving turbine-powered aircraft, hazardous wildlife attractants must be 10,000 feet from the nearest air operations area.

PERIMETER C: 5-mile range to protect approach, departure and circling airspace.

SECTION 2.

LAND-USE PRACTICES ON OR NEAR AIRPORTS THAT POTENTIALLY ATTRACT HAZARDOUS WILDLIFE.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment vary considerably, depending on several factors, including land-use practices on or near the airport. This section discusses land-use practices having the potential to attract hazardous wildlife and threaten aviation safety. In addition to the specific considerations outlined below, airport operators should refer to *Wildlife Hazard Management at Airports*, prepared by FAA and U.S. Department of Agriculture (USDA) staff. (This manual is available in English, Spanish, and French. It can be viewed and downloaded free of charge from the FAA's wildlife hazard mitigation web site: <http://wildlife-mitigation.tc.FAA.gov>.) And, *Prevention and Control of Wildlife Damage*, compiled by the University of Nebraska Cooperative Extension Division. (This manual is available online in a periodically updated version at: ianrwww.unl.edu/wildlife/solutions/handbook/.)

2-2. WASTE DISPOSAL OPERATIONS. Municipal solid waste landfills (MSWLF) are known to attract large numbers of hazardous wildlife, particularly birds. Because of this, these operations, when located within the separations identified in the siting criteria in Sections 1-2 through 1-4, are considered incompatible with safe airport operations.

a. Siting for new municipal solid waste landfills subject to AIR 21. Section 503 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Public Law 106-181) (AIR 21) prohibits the construction or establishment of a new MSWLF within 6 statute miles of certain public-use airports. Before these prohibitions apply, both the airport and the landfill must meet the very specific conditions described below. These restrictions do not apply to airports or landfills located within the state of Alaska.

The airport must (1) have received a Federal grant(s) under 49 U.S.C. § 47101, et. seq.; (2) be under control of a public agency; (3) serve some scheduled air carrier operations conducted in aircraft with less than 60 seats; and (4) have total annual enplanements consisting of at least 51 percent of scheduled air carrier enplanements conducted in aircraft with less than 60 passenger seats.

The proposed MSWLF must (1) be within 6 miles of the airport, as measured from airport property line to MSWLF property line, and (2) have started construction or establishment on or after April 5, 2001. Public Law 106-181 only limits the construction or establishment of some new MSWLF. It does not limit the expansion, either vertical or horizontal, of existing landfills.

NOTE: Consult the most recent version of AC 150/5200-34, *Construction or Establishment of Landfills Near Public Airports*, for a more detailed discussion of these restrictions.

- b. **Siting for new MSWLF not subject to AIR 21.** If an airport and MSWLF do not meet the restrictions of Public Law 106-181, the FAA recommends against locating MSWLF within the separation distances identified in Sections 1-2 through 1-4. The separation distances should be measured from the closest point of the airport's AOA to the closest planned MSWLF cell.
- c. **Considerations for existing waste disposal facilities within the limits of separation criteria.** The FAA recommends against airport development projects that would increase the number of aircraft operations or accommodate larger or faster aircraft near MSWLF operations located within the separations identified in Sections 1-2 through 1-4. In addition, in accordance with 40 CFR 258.10, owners or operators of existing MSWLF units that are located within the separations listed in Sections 1-2 through 1-4 must demonstrate that the unit is designed and operated so it does not pose a bird hazard to aircraft. (See Section 4-2(b) of this AC for a discussion of this demonstration requirement.)
- d. **Enclosed trash transfer stations.** Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are not located on airport property or within the Runway Protection Zone (RPZ). These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife. Trash transfer facilities that are open on one or more sides; that store uncovered quantities of municipal solid waste outside, even if only for a short time; that use semi-trailers that leak or have trash clinging to the outside; or that do not control odors by ventilation and filtration systems (odor masking is not acceptable) do not meet the FAA's definition of fully enclosed trash transfer stations. The FAA considers these facilities incompatible with safe airport operations if they are located closer than the separation distances specified in Sections 1-2 through 1-4.
- e. **Composting operations on or near airport property.** Composting operations that accept only yard waste (e.g., leaves, lawn clippings, or branches) generally do not attract hazardous wildlife. Sewage sludge, woodchips, and similar material are not municipal solid wastes and may be used as compost bulking agents. The compost, however, must never include food or other municipal solid waste. Composting operations should not be located on airport property. Off-airport property composting operations should be located no closer than the greater of the following distances: 1,200 feet from any AOA or the distance called for by airport design requirements (see AC 150/5300-13, *Airport Design*). This spacing should prevent material, personnel, or equipment from penetrating any Object Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway. Airport operators should monitor composting operations located in proximity to the airport to ensure that steam or thermal rise does not adversely affect air traffic. On-airport disposal of compost by-products should not be conducted for the reasons stated in 2-3f.

- f. **Underwater waste discharges.** The FAA recommends against the underwater discharge of any food waste (e.g., fish processing offal) within the separations identified in Sections 1-2 through 1-4 because it could attract scavenging hazardous wildlife.
- g. **Recycling centers.** Recycling centers that accept previously sorted non-food items, such as glass, newspaper, cardboard, or aluminum, are, in most cases, not attractive to hazardous wildlife and are acceptable.
- h. **Construction and demolition (C&D) debris facilities.** C&D landfills do not generally attract hazardous wildlife and are acceptable if maintained in an orderly manner, admit no putrescible waste, and are not co-located with other waste disposal operations. However, C&D landfills have similar visual and operational characteristics to putrescible waste disposal sites. When co-located with putrescible waste disposal operations, C&D landfills are more likely to attract hazardous wildlife because of the similarities between these disposal facilities. Therefore, a C&D landfill co-located with another waste disposal operation should be located outside of the separations identified in Sections 1-2 through 1-4.
- i. **Fly ash disposal.** The incinerated residue from resource recovery power/heat-generating facilities that are fired by municipal solid waste, coal, or wood is generally not a wildlife attractant because it no longer contains putrescible matter. Landfills accepting only fly ash are generally not considered to be wildlife attractants and are acceptable as long as they are maintained in an orderly manner, admit no putrescible waste of any kind, and are not co-located with other disposal operations that attract hazardous wildlife.

Since varying degrees of waste consumption are associated with general incineration (not resource recovery power/heat-generating facilities), the FAA considers the ash from general incinerators a regular waste disposal by-product and, therefore, a hazardous wildlife attractant if disposed of within the separation criteria outlined in Sections 1-2 through 1-4.

2-3. WATER MANAGEMENT FACILITIES. Drinking water intake and treatment facilities, storm water and wastewater treatment facilities, associated retention and settling ponds, ponds built for recreational use, and ponds that result from mining activities often attract large numbers of potentially hazardous wildlife. To prevent wildlife hazards, land-use developers and airport operators may need to develop management plans, in compliance with local and state regulations, to support the operation of storm water management facilities on or near all public-use airports to ensure a safe airport environment.

- a. **Existing storm water management facilities.** On-airport storm water management facilities allow the quick removal of surface water, including discharges related to aircraft deicing, from impervious surfaces, such as pavement and terminal/hangar building roofs. Existing on-airport detention ponds collect storm water, protect water quality, and control runoff. Because they slowly release water

after storms, they create standing bodies of water that can attract hazardous wildlife. Where the airport has developed a Wildlife Hazard Management Plan (WHMP) in accordance with Part 139, the FAA requires immediate correction of any wildlife hazards arising from existing storm water facilities located on or near airports, using appropriate wildlife hazard mitigation techniques. Airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a wildlife damage management biologist.

Where possible, airport operators should modify storm water detention ponds to allow a maximum 48-hour detention period for the design storm. The FAA recommends that airport operators avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water. Detention basins should remain totally dry between rainfalls. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat.

When it is not possible to drain a large detention pond completely, airport operators may use physical barriers, such as bird balls, wires grids, pillows, or netting, to deter birds and other hazardous wildlife. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office.

The FAA recommends that airport operators encourage off-airport storm water treatment facility operators to incorporate appropriate wildlife hazard mitigation techniques into storm water treatment facility operating practices when their facility is located within the separation criteria specified in Sections 1-2 through 1-4.

- b. New storm water management facilities.** The FAA strongly recommends that off-airport storm water management systems located within the separations identified in Sections 1-2 through 1-4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. When it is not possible to place these ponds away from an airport's AOA, airport operators should use physical barriers, such as bird balls, wires grids, pillows, or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages

the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

- c. Existing wastewater treatment facilities.** The FAA strongly recommends that airport operators immediately correct any wildlife hazards arising from existing wastewater treatment facilities located on or near the airport. Where required, a WHMP developed in accordance with Part 139 will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should encourage wastewater treatment facility operators to incorporate measures, developed in consultation with a wildlife damage management biologist, to minimize hazardous wildlife attractants. Airport operators should also encourage those wastewater treatment facility operators to incorporate these mitigation techniques into their standard operating practices. In addition, airport operators should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.
- d. New wastewater treatment facilities.** The FAA strongly recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in Sections 1-2 through 1-4. Appendix 1 defines wastewater treatment facility as “any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes.” The definition includes any pretreatment involving the reduction of the amount of pollutants or the elimination of pollutants prior to introducing such pollutants into a publicly owned treatment works (wastewater treatment facility). During the site-location analysis for wastewater treatment facilities, developers should consider the potential to attract hazardous wildlife if an airport is in the vicinity of the proposed site, and airport operators should voice their opposition to such facilities if they are in proximity to the airport.
- e. Artificial marshes.** In warmer climates, wastewater treatment facilities sometimes employ artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. The FAA strongly recommends against establishing artificial marshes within the separations identified in Sections 1-2 through 1-4.
- f. Wastewater discharge and sludge disposal.** The FAA recommends against the discharge of wastewater or sludge on airport property because it may improve soil moisture and quality on unpaved areas and lead to improved turf growth that can be an attractive food source for many species of animals. Also, the turf requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw, both of which can attract hazardous wildlife. In addition, the improved turf may attract grazing wildlife, such as deer and geese. Problems may also occur when discharges saturate unpaved airport areas. The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

2-4. WETLANDS. Wetlands provide a variety of functions and can be regulated by local, state, and Federal laws. Normally, wetlands are attractive to many types of wildlife, including many which rank high on the list of hazardous wildlife species (Table 1).

NOTE: If questions exist as to whether an area qualifies as a wetland, contact the local division of the U.S. Army Corps of Engineers, the Natural Resources Conservation Service, or a wetland consultant qualified to delineate wetlands.

- a. Existing wetlands on or near airport property.** If wetlands are located on or near airport property, airport operators should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations. At public-use airports, the FAA recommends immediately correcting, in cooperation with local, state, and Federal regulatory agencies, any wildlife hazards arising from existing wetlands located on or near airports. Where required, a WHMP will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a wildlife damage management biologist.
- b. New airport development.** Whenever possible, the FAA recommends locating new airports using the separations from wetlands identified in Sections 1-2 through 1-4. Where alternative sites are not practicable, or when airport operators are expanding an existing airport into or near wetlands, a wildlife damage management biologist, in consultation with the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the state wildlife management agency should evaluate the wildlife hazards and prepare a WHMP that indicates methods of minimizing the hazards.
- c. Mitigation for wetland impacts from airport projects.** Wetland mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects or projects required to correct wildlife hazards from wetlands. Wetland mitigation must be designed so it does not create a wildlife hazard. The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Sections 1-2 through 1-4.
 - (1) Onsite mitigation of wetland functions.** The FAA may consider exceptions to locating mitigation activities outside the separations identified in Sections 1-2 through 1-4 if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge, which cannot be replicated when moved to a different location. Using existing airport property is sometimes the only feasible way to achieve the mitigation ratios mandated in regulatory orders and/or settlement agreements with the resource agencies. Conservation easements are an additional means of providing mitigation for project impacts. Typically the airport operator continues to own the property, and an easement is created stipulating that the property will be maintained as habitat for state or Federally listed species.

Mitigation must not inhibit the airport operator's ability to effectively control hazardous wildlife on or near the mitigation site or effectively maintain other aspects of safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife must be avoided. The FAA will review any onsite mitigation proposals to determine compatibility with safe airport operations. A wildlife damage management biologist should evaluate any wetland mitigation projects that are needed to protect unique wetland functions and that must be located in the separation criteria in Sections 1-2 through 1-4 before the mitigation is implemented. A WHMP should be developed to reduce the wildlife hazards.

(2) Offsite mitigation of wetland functions. The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Sections 1-2 through 1-4 unless they provide unique functions that must remain onsite (see 2-4c(1)). Agencies that regulate impacts to or around wetlands recognize that it may be necessary to split wetland functions in mitigation schemes. Therefore, regulatory agencies may, under certain circumstances, allow portions of mitigation to take place in different locations.

(3) Mitigation banking. Wetland mitigation banking is the creation or restoration of wetlands in order to provide mitigation credits that can be used to offset permitted wetland losses. Mitigation banking benefits wetland resources by providing advance replacement for permitted wetland losses; consolidating small projects into larger, better-designed and managed units; and encouraging integration of wetland mitigation projects with watershed planning. This last benefit is most helpful for airport projects, as wetland impacts mitigated outside of the separations identified in Sections 1-2 through 1-4 can still be located within the same watershed. Wetland mitigation banks meeting the separation criteria offer an ecologically sound approach to mitigation in these situations. Airport operators should work with local watershed management agencies or organizations to develop mitigation banking for wetland impacts on airport property.

2-5. DREDGE SPOIL CONTAINMENT AREAS. The FAA recommends against locating dredge spoil containment areas (also known as Confined Disposal Facilities) within the separations identified in Sections 1-2 through 1-4 if the containment area or the spoils contain material that would attract hazardous wildlife.

2-6. AGRICULTURAL ACTIVITIES. Because most, if not all, agricultural crops can attract hazardous wildlife during some phase of production, the FAA recommends against the used of airport property for agricultural production, including hay crops, within the separations identified in Sections 1-2 through 1-4. . If the airport has no financial alternative to agricultural crops to produce income necessary to maintain the viability of the airport, then the airport shall follow the crop distance guidelines listed in the table titled "Minimum Distances between Certain Airport Features and Any On-Airport Agricultural Crops" found in AC 150/5300-13, *Airport Design*, Appendix 17. The cost of wildlife control and potential accidents should be weighed against the income produced by the on-airport crops when deciding whether to allow crops on the airport.

- a. **Livestock production.** Confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg laying operations) often attract flocking birds, such as starlings, that pose a hazard to aviation. Therefore, The FAA recommends against such facilities within the separations identified in Sections 1-2 through 1-4. Any livestock operation within these separations should have a program developed to reduce the attractiveness of the site to species that are hazardous to aviation safety. Free-ranging livestock must not be grazed on airport property because the animals may wander onto the AOA. Furthermore, livestock feed, water, and manure may attract birds.
- b. **Aquaculture.** Aquaculture activities (i.e. catfish or trout production) conducted outside of fully enclosed buildings are inherently attractive to a wide variety of birds. Existing aquaculture facilities/activities within the separations listed in Sections 1-2 through 1-4 must have a program developed to reduce the attractiveness of the sites to species that are hazardous to aviation safety. Airport operators should also oppose the establishment of new aquaculture facilities/activities within the separations listed in Sections 1-2 through 1-4.
- c. **Alternative uses of agricultural land.** Some airports are surrounded by vast areas of farmed land within the distances specified in Sections 1-2 through 1-4. Seasonal uses of agricultural land for activities such as hunting can create a hazardous wildlife situation. In some areas, farmers will rent their land for hunting purposes. Rice farmers, for example, flood their land during waterfowl hunting season and obtain additional revenue by renting out duck blinds. The duck hunters then use decoys and call in hundreds, if not thousands, of birds, creating a tremendous threat to aircraft safety. A wildlife damage management biologist should review, in coordination with local farmers and producers, these types of seasonal land uses and incorporate them into the WHMP.

2-7. GOLF COURSES, LANDSCAPING AND OTHER LAND-USE CONSIDERATIONS.

- a. **Golf courses.** The large grassy areas and open water found on most golf courses are attractive to hazardous wildlife, particularly Canada geese and some species of gulls. These species can pose a threat to aviation safety. The FAA recommends against construction of new golf courses within the separations identified in Sections 1-2 through 1-4. Existing golf courses located within these separations must develop a program to reduce the attractiveness of the sites to species that are hazardous to aviation safety. Airport operators should ensure these golf courses are monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented.
- b. **Landscaping and landscape maintenance.** Depending on its geographic location, landscaping can attract hazardous wildlife. The FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. A wildlife damage management biologist should review all landscaping plans. Airport operators should also monitor all landscaped areas on a continuing basis for the presence of hazardous wildlife. If

hazardous wildlife is detected, corrective actions should be immediately implemented.

Turf grass areas can be highly attractive to a variety of hazardous wildlife species. Research conducted by the USDA Wildlife Services' National Wildlife Research Center has shown that no one grass management regime will deter all species of hazardous wildlife in all situations. In cooperation with wildlife damage management biologist, airport operators should develop airport turf grass management plans on a prescription basis, depending on the airport's geographic locations and the type of hazardous wildlife likely to frequent the airport

Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of re-vegetating should not be planted with seed mixtures containing millet or any other large-seed producing grass. For airport property already planted with seed mixtures containing millet, rye grass, or other large-seed producing grasses, the FAA recommends disking, plowing, or another suitable agricultural practice to prevent plant maturation and seed head production. Plantings should follow the specific recommendations for grass management and seed and plant selection made by the State University Cooperative Extension Service, the local office of Wildlife Services, or a qualified wildlife damage management biologist. Airport operators should also consider developing and implementing a preferred/prohibited plant species list, reviewed by a wildlife damage management biologist, which has been designed for the geographic location to reduce the attractiveness to hazardous wildlife for landscaping airport property.

- c. **Airports surrounded by wildlife habitat.** The FAA recommends that operators of airports surrounded by woodlands, water, or wetlands refer to Section 2.4 of this AC. Operators of such airports should provide for a Wildlife Hazard Assessment (WHA) conducted by a wildlife damage management biologist. This WHA is the first step in preparing a WHMP, where required.
- d. **Other hazardous wildlife attractants.** Other specific land uses or activities (e.g., sport or commercial fishing, shellfish harvesting, etc.), perhaps unique to certain regions of the country, have the potential to attract hazardous wildlife. Regardless of the source of the attraction, when hazardous wildlife is noted on a public-use airport, airport operators must take prompt remedial action(s) to protect aviation safety.

2-8. SYNERGISTIC EFFECTS OF SURROUNDING LAND USES. There may be circumstances where two (or more) different land uses that would not, by themselves, be considered hazardous wildlife attractants or that are located outside of the separations identified in Sections 1-2 through 1-4 that are in such an alignment with the airport as to create a wildlife corridor directly through the airport and/or surrounding airspace. An example of this situation may involve a lake located outside of the separation criteria on the east side of an airport and a large hayfield on the west side of an airport, land uses that together could create a flyway for Canada geese directly across the airspace of the airport. There are numerous examples of such situations;

therefore, airport operators and the wildlife damage management biologist must consider the entire surrounding landscape and community when developing the WHMP.

SECTION 3.

PROCEDURES FOR WILDLIFE HAZARD MANAGEMENT BY OPERATORS OF PUBLIC-USE AIRPORTS.

3.1. INTRODUCTION. In recognition of the increased risk of serious aircraft damage or the loss of human life that can result from a wildlife strike, the FAA may require the development of a Wildlife Hazard Management Plan (WHMP) when specific triggering events occur on or near the airport. Part 139.337 discusses the specific events that trigger a Wildlife Hazard Assessment (WHA) and the specific issues that a WHMP must address for FAA approval and inclusion in an Airport Certification Manual.

3.2. COORDINATION WITH USDA WILDLIFE SERVICES OR OTHER QUALIFIED WILDLIFE DAMAGE MANAGEMENT BIOLOGISTS. The FAA will use the Wildlife Hazard Assessment (WHA) conducted in accordance with Part 139 to determine if the airport needs a WHMP. Therefore, persons having the education, training, and expertise necessary to assess wildlife hazards must conduct the WHA. The airport operator may look to Wildlife Services or to qualified private consultants to conduct the WHA. When the services of a wildlife damage management biologist are required, the FAA recommends that land-use developers or airport operators contact a consultant specializing in wildlife damage management or the appropriate state director of Wildlife Services.

NOTE: Telephone numbers for the respective USDA Wildlife Services state offices can be obtained by contacting USDA Wildlife Services Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157 (<http://www.aphis.usda.gov/ws/>).

3-3. WILDLIFE HAZARD MANAGEMENT AT AIRPORTS: A MANUAL FOR AIRPORT PERSONNEL. This manual, prepared by FAA and USDA Wildlife Services staff, contains a compilation of information to assist airport personnel in the development, implementation, and evaluation of WHMPs at airports. The manual includes specific information on the nature of wildlife strikes, legal authority, regulations, wildlife management techniques, WHAs, WHMPs, and sources of help and information. The manual is available in three languages: English, Spanish, and French. It can be viewed and downloaded free of charge from the FAA's wildlife hazard mitigation web site: <http://wildlife-mitigation.tc.FAA.gov/>. This manual only provides a starting point for addressing wildlife hazard issues at airports. Hazardous wildlife management is a complex discipline and conditions vary widely across the United States. Therefore, qualified wildlife damage management biologists must direct the development of a WHMP and the implementation of management actions by airport personnel.

There are many other resources complementary to this manual for use in developing and implementing WHMPs. Several are listed in the manual's bibliography.

3-4. WILDLIFE HAZARD ASSESSMENTS, TITLE 14, CODE OF FEDERAL REGULATIONS, PART 139. Part 139.337(b) requires airport operators to conduct a Wildlife Hazard Assessment (WHA) when certain events occur on or near the airport.

Part 139.337 (c) provides specific guidance as to what facts must be addressed in a WHA.

3-5. WILDLIFE HAZARD MANAGEMENT PLAN (WHMP). The FAA will consider the results of the WHA, along with the aeronautical activity at the airport and the views of the airport operator and airport users, in determining whether a formal WHMP is needed, in accordance with Part 139.337. If the FAA determines that a WHMP is needed, the airport operator must formulate and implement a WHMP, using the WHA as the basis for the plan.

The goal of an airport's Wildlife Hazard Management Plan is to minimize the risk to aviation safety, airport structures or equipment, or human health posed by populations of hazardous wildlife on and around the airport.

The WHMP must identify hazardous wildlife attractants on or near the airport and the appropriate wildlife damage management techniques to minimize the wildlife hazard. It must also prioritize the management measures.

3-6. LOCAL COORDINATION. The establishment of a Wildlife Hazards Working Group (WHWG) will facilitate the communication, cooperation, and coordination of the airport and its surrounding community necessary to ensure the effectiveness of the WHMP. The cooperation of the airport community is also necessary when new projects are considered. Whether on or off the airport, the input from all involved parties must be considered when a potentially hazardous wildlife attractant is being proposed. Airport operators should also incorporate public education activities with the local coordination efforts because some activities in the vicinity of your airport, while harmless under normal leisure conditions, can attract wildlife and present a danger to aircraft. For example, if public trails are planned near wetlands or in parks adjoining airport property, the public should know that feeding birds and other wildlife in the area may pose a risk to aircraft.

Airport operators should work with local and regional planning and zoning boards so as to be aware of proposed land-use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in Sections 1-2 through 1-4. Pay particular attention to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas. At the very least, airport operators must ensure they are on the notification list of the local planning board or equivalent review entity for all communities located within 5 miles of the airport, so they will receive notification of any proposed project and have the opportunity to review it for attractiveness to hazardous wildlife.

3-7 COORDINATION/NOTIFICATION OF AIRMEN OF WILDLIFE HAZARDS. If an existing land-use practice creates a wildlife hazard and the land-use practice or wildlife hazard cannot be immediately eliminated, airport operators must issue a Notice to Airmen (NOTAM) and encourage the land-owner or manager to take steps to control the wildlife hazard and minimize further attraction.

SECTION 4.

FAA NOTIFICATION AND REVIEW OF PROPOSED LAND-USE PRACTICE CHANGES IN THE VICINITY OF PUBLIC-USE AIRPORTS

4-1. FAA REVIEW OF PROPOSED LAND-USE PRACTICE CHANGES IN THE VICINITY OF PUBLIC-USE AIRPORTS.

- a. The FAA discourages the development of waste disposal and other facilities, discussed in Section 2, located within the 5,000/10,000-foot criteria specified in Sections 1-2 through 1-4.
- b. For projects that are located outside the 5,000/10,000-foot criteria but within 5 statute miles of the airport's AOA, the FAA may review development plans, proposed land-use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. The FAA considers sensitive airport areas as those that lie under or next to approach or departure airspace. This brief examination should indicate if further investigation is warranted.
- c. Where a wildlife damage management biologist has conducted a further study to evaluate a site's compatibility with airport operations, the FAA may use the study results to make a determination.

4-2. WASTE MANAGEMENT FACILITIES.

- a. **Notification of new/expanded project proposal.** Section 503 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Public Law 106-181) limits the construction or establishment of new MSWLF within 6 statute miles of certain public-use airports, when both the airport and the landfill meet very specific conditions. See Section 2-2 of this AC and AC 150/5200-34 for a more detailed discussion of these restrictions.

The Environmental Protection Agency (EPA) requires any MSWLF operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, Section 258.10, *Airport Safety*). The EPA also requires owners or operators of new MSWLF units, or lateral expansions of existing MSWLF units, that are located within 10,000 feet of any airport runway end used by turbojet aircraft, or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft. (See 4-2.b below.)

When new or expanded MSWLF are being proposed near airports, MSWLF operators must notify the airport operator and the FAA of the proposal as early as possible pursuant to 40 CFR 258.

- b. Waste handling facilities within separations identified in Sections 1-2 through 1-4.** To claim successfully that a waste-handling facility sited within the separations identified in Sections 1-2 through 1-4 does not attract hazardous wildlife and does not threaten aviation, the developer must establish convincingly that the facility will not handle putrescible material other than that as outlined in 2-2.d. The FAA strongly recommends against any facility other than that as outlined in 2-2.d (enclosed transfer stations). The FAA will use this information to determine if the facility will be a hazard to aviation.
- c. Putrescible-Waste Facilities.** In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, no such facility has been able to demonstrate an ability to reduce and sustain hazardous wildlife to levels that existed before the putrescible-waste landfill began operating. For this reason, demonstrations of experimental wildlife control measures may not be conducted within the separation identified in Sections 1-2 through 1-4.

4-3. OTHER LAND-USE PRACTICE CHANGES. As a matter of policy, the FAA encourages operators of public-use airports who become aware of proposed land use practice changes that may attract hazardous wildlife within 5 statute miles of their airports to promptly notify the FAA. The FAA also encourages proponents of such land use changes to notify the FAA as early in the planning process as possible. Advanced notice affords the FAA an opportunity (1) to evaluate the effect of a particular land-use change on aviation safety and (2) to support efforts by the airport sponsor to restrict the use of land next to or near the airport to uses that are compatible with the airport.

The airport operator, project proponent, or land-use operator may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, or other suitable documents similar to FAA Form 7460-1 to notify the appropriate FAA Regional Airports Division Office. Project proponents can contact the appropriate FAA Regional Airports Division Office for assistance with the notification process.

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land-use operator or project proponent should also forward specific details of the proposed land-use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.

- a. Airports that have received Federal grant-in-aid assistance.** Airports that have received Federal grant-in-aid assistance are required by their grant assurances to take appropriate actions to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations. The FAA recommends that airport operators to the extent practicable oppose off-airport land-use changes or practices within the separations identified in Sections 1-2 through 1-4 that may attract hazardous wildlife. Failure to do so may lead to noncompliance with applicable grant assurances. The FAA will not approve the placement of airport

development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants without appropriate mitigating measures. Increasing the intensity of wildlife control efforts is not a substitute for eliminating or reducing a proposed wildlife hazard. Airport operators should identify hazardous wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

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APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.**1. GENERAL.** This appendix provides definitions of terms used throughout this AC.

1. **Air operations area.** Any area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.
2. **Airport operator.** The operator (private or public) or sponsor of a public-use airport.
3. **Approach or departure airspace.** The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.
4. **Bird balls.** High-density plastic floating balls that can be used to cover ponds and prevent birds from using the sites.
5. **Certificate holder.** The holder of an Airport Operating Certificate issued under Title 14, Code of Federal Regulations, Part 139.
6. **Construct a new MSWLF.** To begin to excavate, grade land, or raise structures to prepare a municipal solid waste landfill as permitted by the appropriate regulatory or permitting agency.
7. **Detention ponds.** Storm water management ponds that hold storm water for short periods of time, a few hours to a few days.
8. **Establish a new MSWLF.** When the first load of putrescible waste is received on-site for placement in a prepared municipal solid waste landfill.
9. **Fly ash.** The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.
10. **General aviation aircraft.** Any civil aviation aircraft not operating under 14 CFR Part 119, Certification: Air Carriers and Commercial Operators.
11. **Hazardous wildlife.** Species of wildlife (birds, mammals, reptiles), including feral animals and domesticated animals not under control, that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard
12. **Municipal Solid Waste Landfill (MSWLF).** A publicly or privately owned discrete area of land or an excavation that receives household waste and that is not a land application unit, surface impoundment, injection well, or waste pile, as those terms are defined under 40 CFR § 257.2. An MSWLF may receive

other types wastes, such as commercial solid waste, non-hazardous sludge, small-quantity generator waste, and industrial solid waste, as defined under 40 CFR § 258.2. An MSWLF can consist of either a stand alone unit or several cells that receive household waste.

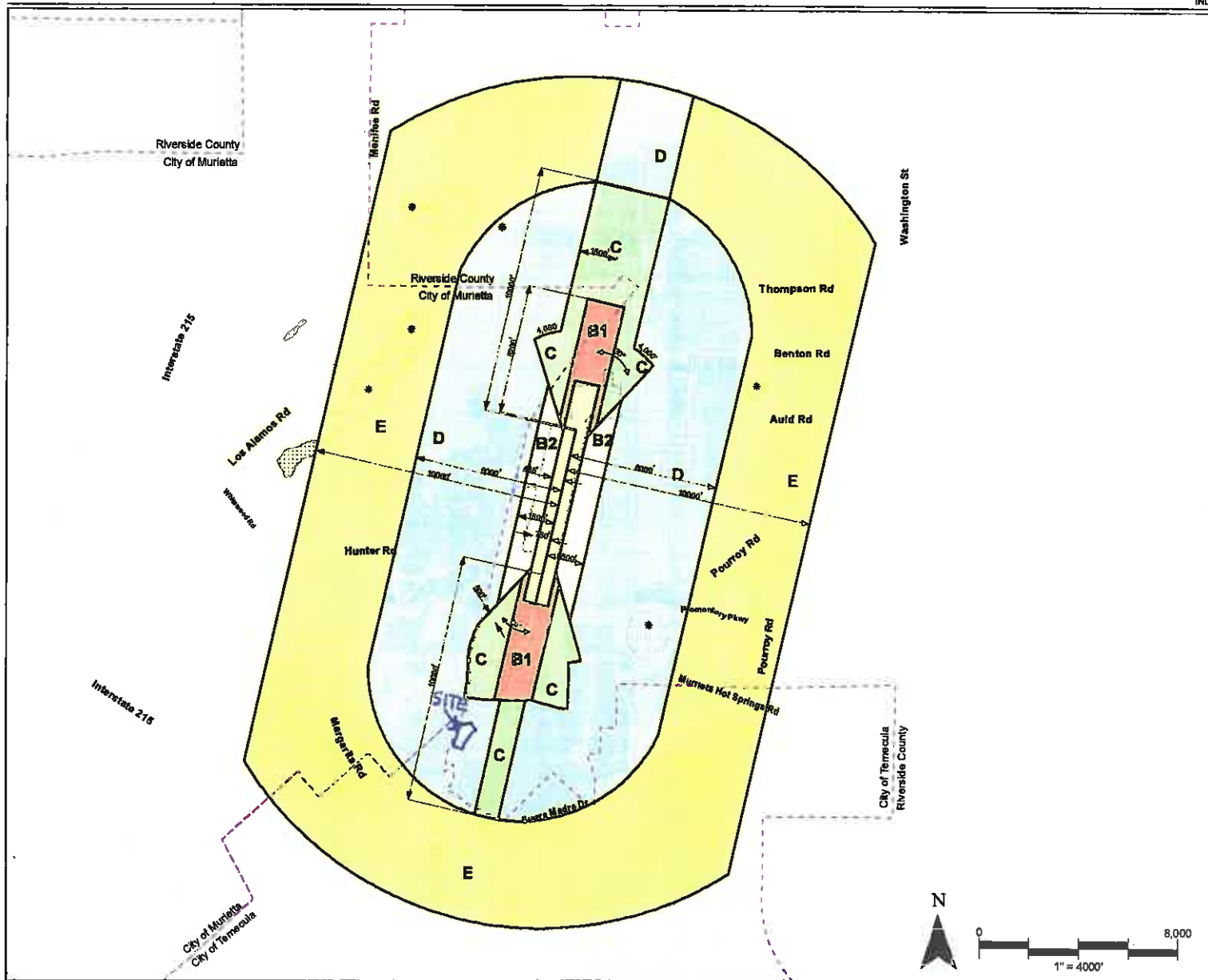
13. **New MSWLF.** A municipal solid waste landfill that was established or constructed after April 5, 2001.
14. **Piston-powered aircraft.** Fixed-wing aircraft powered by piston engines.
15. **Piston-use airport.** Any airport that does not sell Jet-A fuel for fixed-wing turbine-powered aircraft, and primarily serves fixed-wing, piston-powered aircraft. Incidental use of the airport by turbine-powered, fixed-wing aircraft would not affect this designation. However, such aircraft should not be based at the airport.
16. **Public agency.** A State or political subdivision of a State, a tax-supported organization, or an Indian tribe or pueblo (49 U.S.C. § 47102(19)).
17. **Public airport.** An airport used or intended to be used for public purposes that is under the control of a public agency; and of which the area used or intended to be used for landing, taking off, or surface maneuvering of aircraft is publicly owned (49 U.S.C. § 47102(20)).
18. **Public-use airport.** An airport used or intended to be used for public purposes, and of which the area used or intended to be used for landing, taking off, or surface maneuvering of aircraft may be under the control of a public agency or privately owned and used for public purposes (49 U.S.C. § 47102(21)).
19. **Putrescible waste.** Solid waste that contains organic matter capable of being decomposed by micro-organisms and of such a character and proportion as to be capable of attracting or providing food for birds (40 CFR §257.3-8).
20. **Putrescible-waste disposal operation.** Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.
21. **Retention ponds.** Storm water management ponds that hold water for several months.
22. **Runway protection zone (RPZ).** An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the airport design, aircraft, type of operation, and visibility minimum.
23. **Scheduled air carrier operation.** Any common carriage passenger-carrying operation for compensation or hire conducted by an air carrier or commercial

operator for which the air carrier, commercial operator, or their representative offers in advance the departure location, departure time, and arrival location. It does not include any operation that is conducted as a supplemental operation under 14 CFR Part 119 or as a public charter operation under 14 CFR Part 380 (14 CFR § 119.3).

24. **Sewage sludge.** Any solid, semi-solid, or liquid residue generated during the treatment of domestic sewage in a treatment works. Sewage sludge includes, but is not limited to, domestic septage; scum or solids removed in primary, secondary, or advanced wastewater treatment process; and a material derived from sewage sludge. Sewage does not include ash generated during the firing of sewage sludge in a sewage sludge incinerator or grit and screenings generated during preliminary treatment of domestic sewage in a treatment works. (40 CFR 257.2)
25. **Sludge.** Any solid, semi-solid, or liquid waste generated from a municipal, commercial or industrial wastewater treatment plant, water supply treatment plant, or air pollution control facility or any other such waste having similar characteristics and effect. (40 CFR 257.2)
26. **Solid waste.** Any garbage, refuse, sludge, from a waste treatment plant, water supply treatment plant or air pollution control facility and other discarded material, including, solid liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations, and from community activities, but does not include solid or dissolved materials in domestic sewage, or solid or dissolved material in irrigation return flows or industrial discharges which are point sources subject to permits under section 402 of the Federal Water Pollution Control Act, as amended (86 Stat. 880), or source, special nuclear, or by product material as defined by the Atomic Energy Act of 1954, as amended, (68 Stat. 923). (40 CFR 257.2)
27. **Turbine-powered aircraft.** Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.
28. **Turbine-use airport.** Any airport that sells Jet-A fuel for fixed-wing turbine-powered aircraft.
29. **Wastewater treatment facility.** Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including Publicly Owned Treatment Works (POTW), as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 CFR Section 403.3 (q), (r), & (s)).

30. **Wildlife.** Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring thereof (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, wildlife includes feral animals and domestic animals out of the control of their owners (14 CFR Part 139, Certification of Airports).
31. **Wildlife attractants.** Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the landing or departure airspace or the airport's AOA. These attractants can include architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.
32. **Wildlife hazard.** A potential for a damaging aircraft collision with wildlife on or near an airport.
33. **Wildlife strike.** A wildlife strike is deemed to have occurred when:
 - a. A pilot reports striking 1 or more birds or other wildlife;
 - b. Aircraft maintenance personnel identify aircraft damage as having been caused by a wildlife strike;
 - c. Personnel on the ground report seeing an aircraft strike 1 or more birds or other wildlife;
 - d. Bird or other wildlife remains, whether in whole or in part, are found within 200 feet of a runway centerline, unless another reason for the animal's death is identified;
 - e. The animal's presence on the airport had a significant negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal) (Transport Canada, Airports Group, *Wildlife Control Procedures Manual*, Technical Publication 11500E, 1994).

2. RESERVED.



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

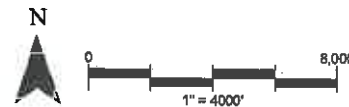
Note
 Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

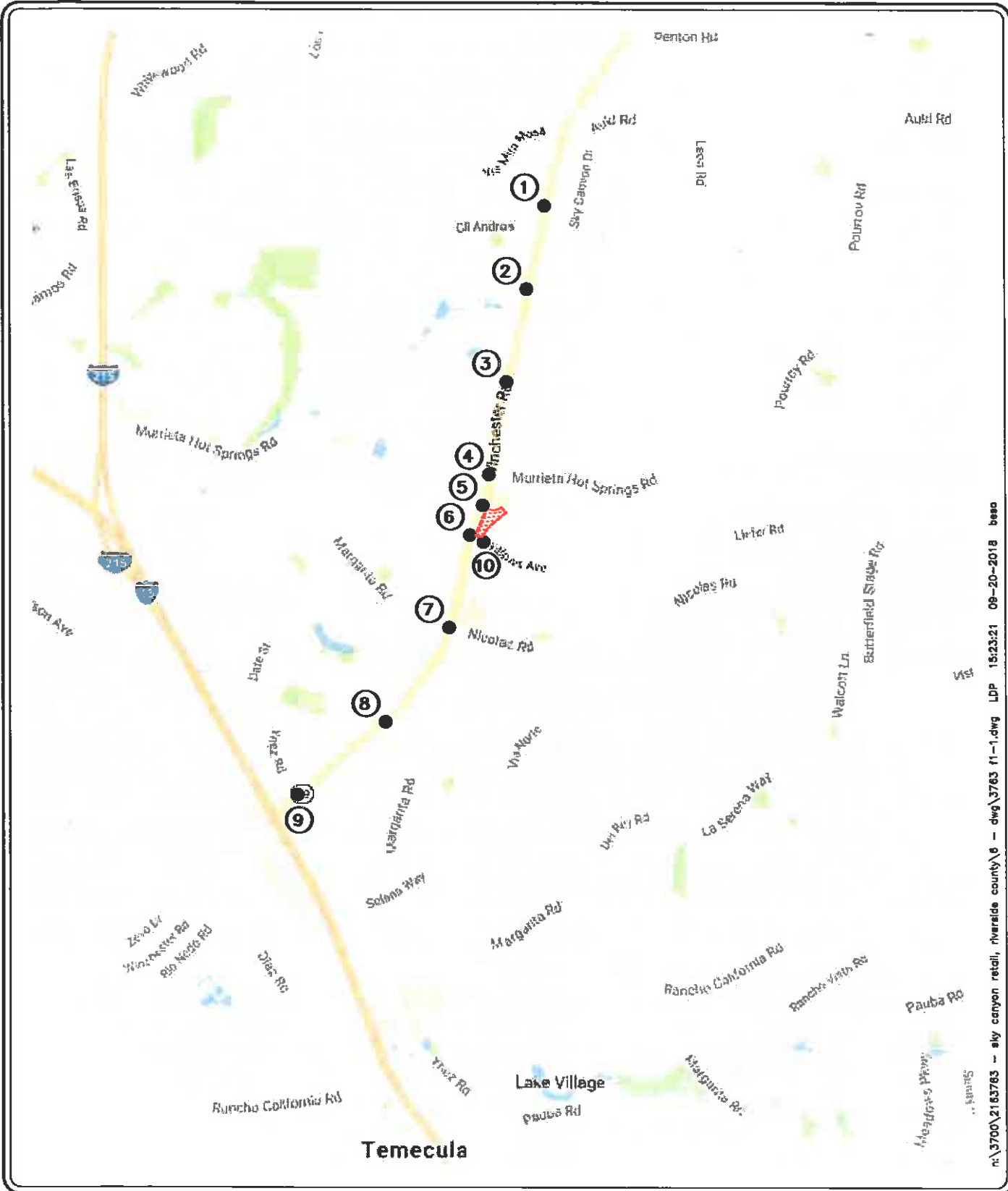
See Chapter 2, Table 2A from compatibility criteria associated with this map.

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





n:\3700\2183763 - sky canyon retail, riverside county\6 - dwg\3763 f1-1.dwg LDP 15:23:21 09-20-2018 bseo

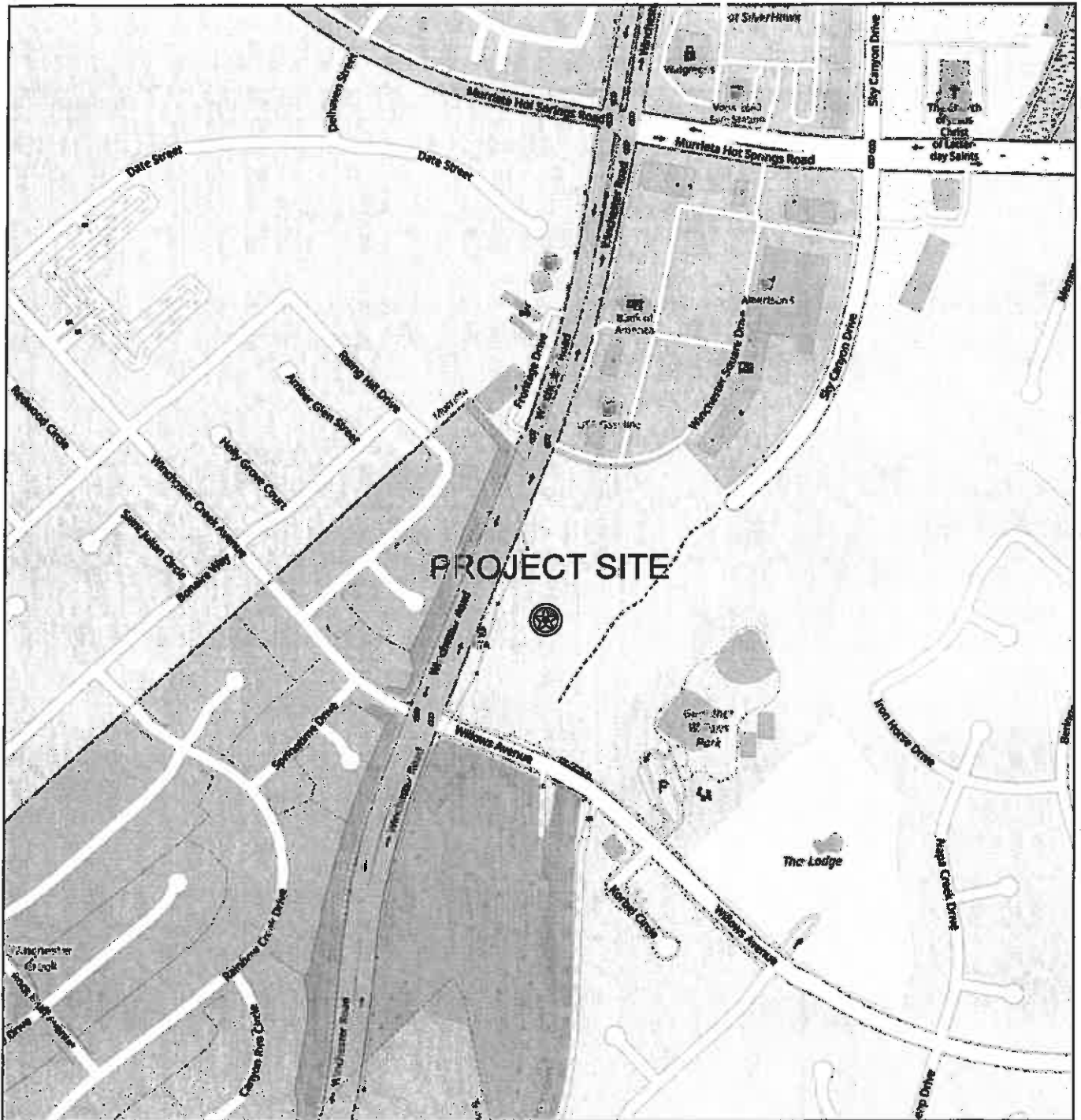


- KEY**
- = STUDY INTERSECTION
 - = PROJECT SITE

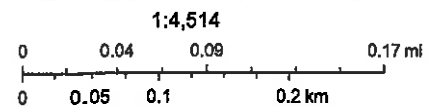
FIGURE 1-1

VICINITY MAP
 SKY CANYON RETAIL, RIVERSIDE COUNTY

Vicinity Map



5/22/2019 6:46:17 PM



VICINITY MAP

SITE : N/E CORNER OF WINCHESTER RD & WILLOWS AVE

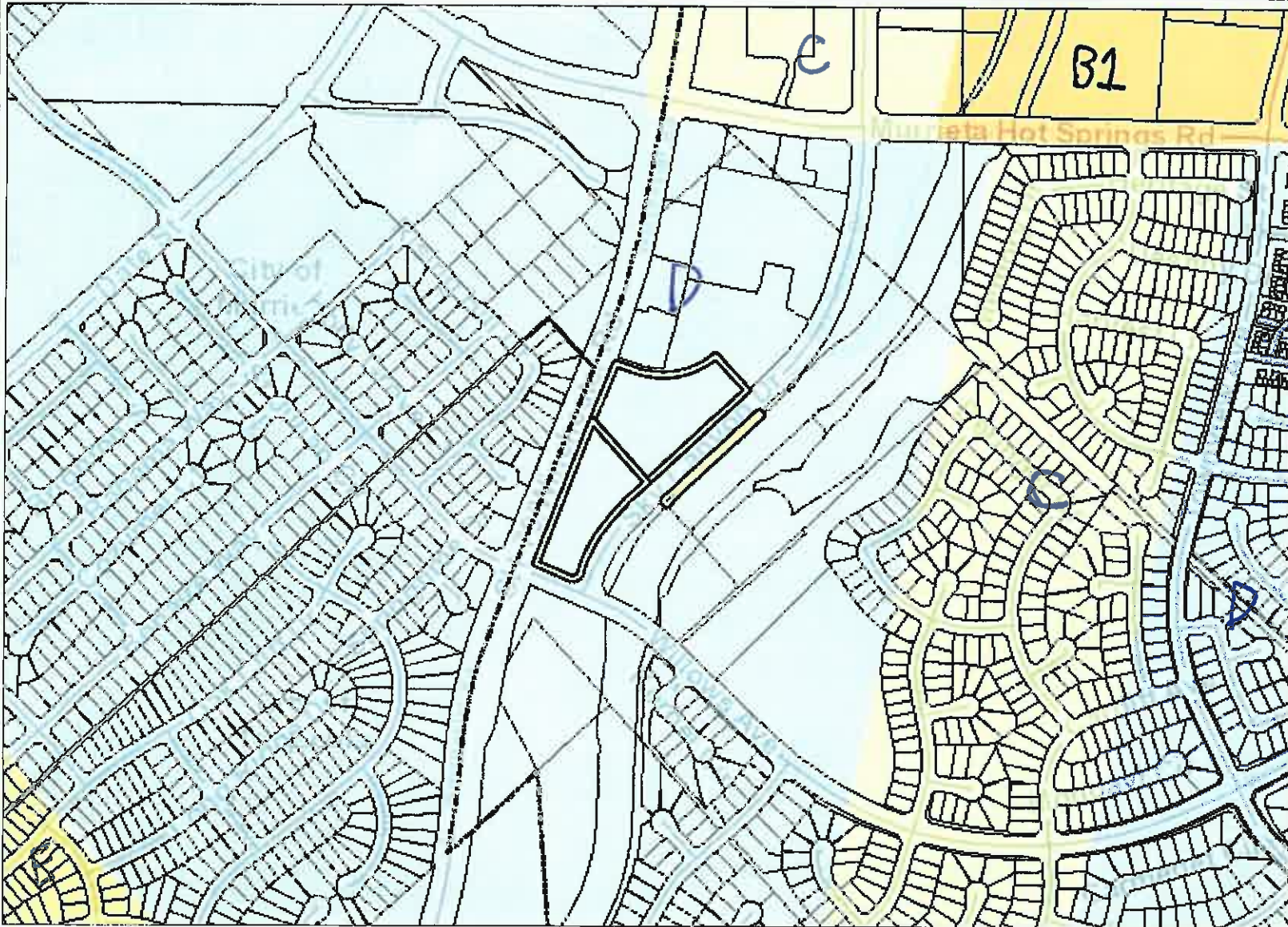
GC MAPPING SERVICE, INC.

**3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803**

(626) 441-1080, FAX (626) 441-8850

GCMAPPING@RADIUSMAPS.COM

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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© Riverside County GIS

Notes

Map My County Map



Legend

- Airport Influence Areas
- County Centerline Names
- Blueline Streams
- City Areas
- World Street Map



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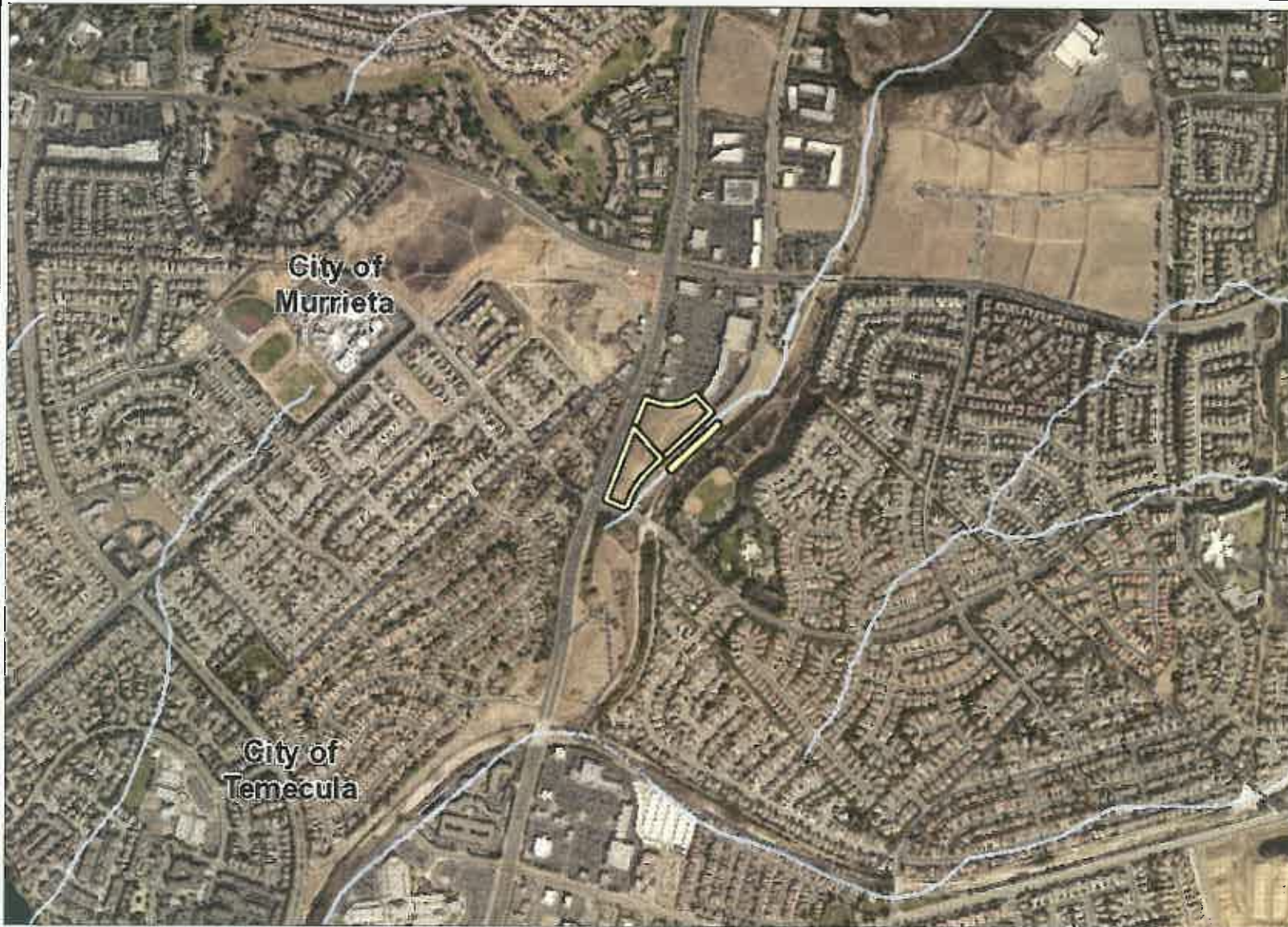
0 3,009 6,019 Feet

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Notes

Map My County Map



Legend

-  Airport Influence Areas
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- Parcels
- ▭ Airport Influence Areas
- Blueline Streams
- ▨ City Areas
- World Street Map



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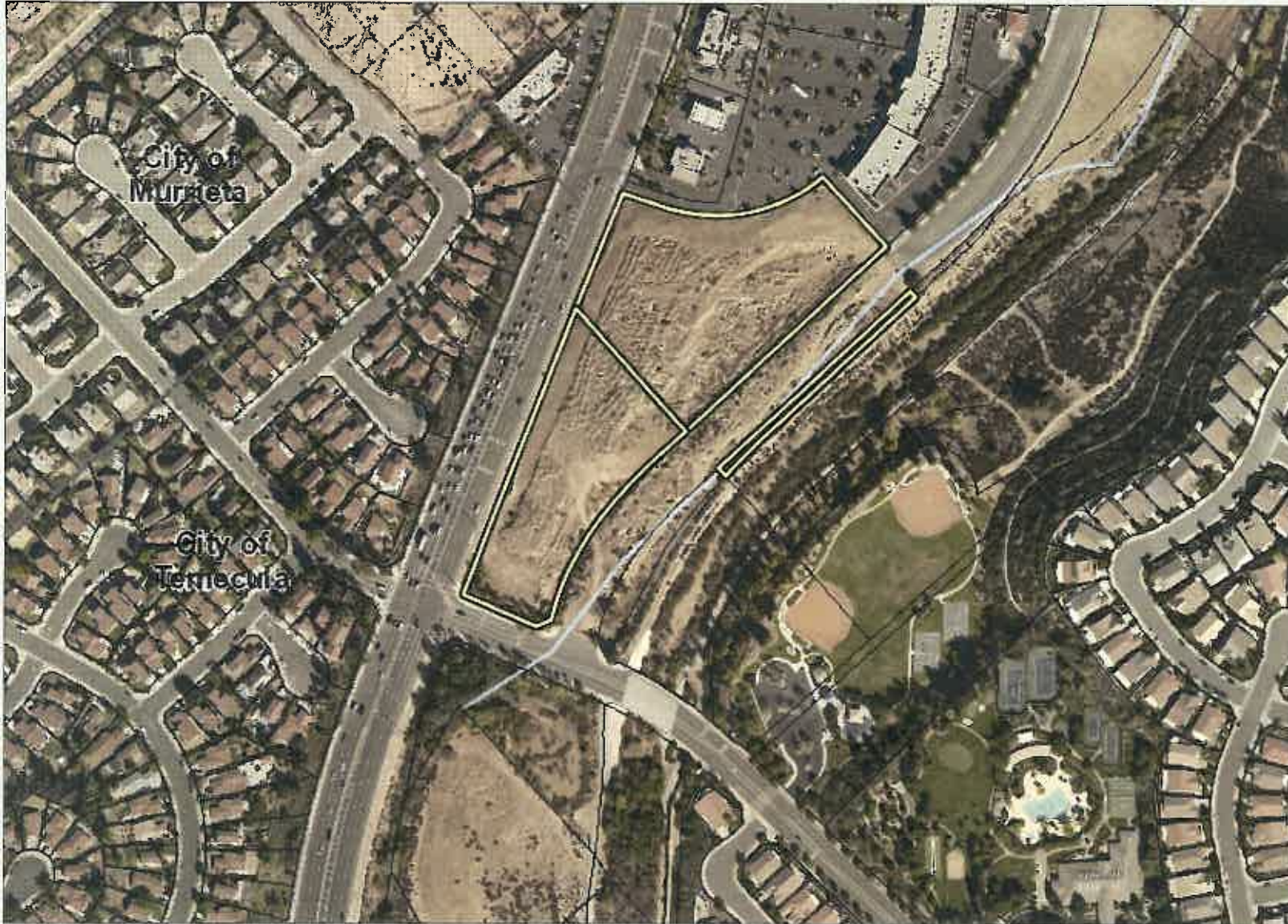


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Notes

Map My County Map



Legend

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



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0 376 752 Feet

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Notes



m:\3700\2183763 - sky canyon retail, riverside county\6 - dwg\3763 12-1.dwg LDP 09:17:13 10-12-2018 bea

LINSCOTT
LAW &
GREENSPAN
engineers

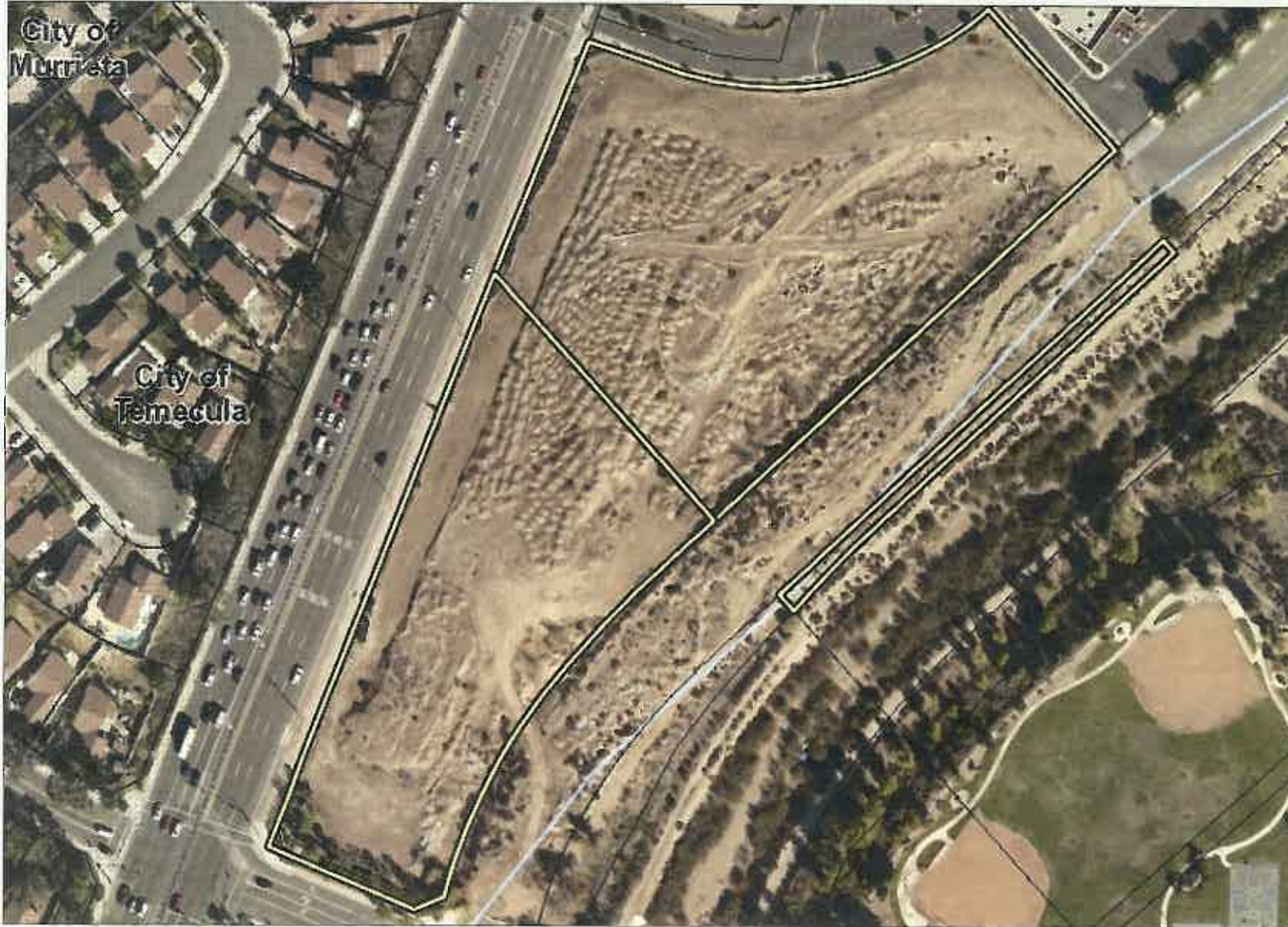
NO SCALE

SOURCE: GOOGLE
KEY
= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL
SKY CANYON RETAIL, RIVERSIDE COUNTY

Map My County Map



Legend

-  Parcels
-  Airport Influence Areas
-  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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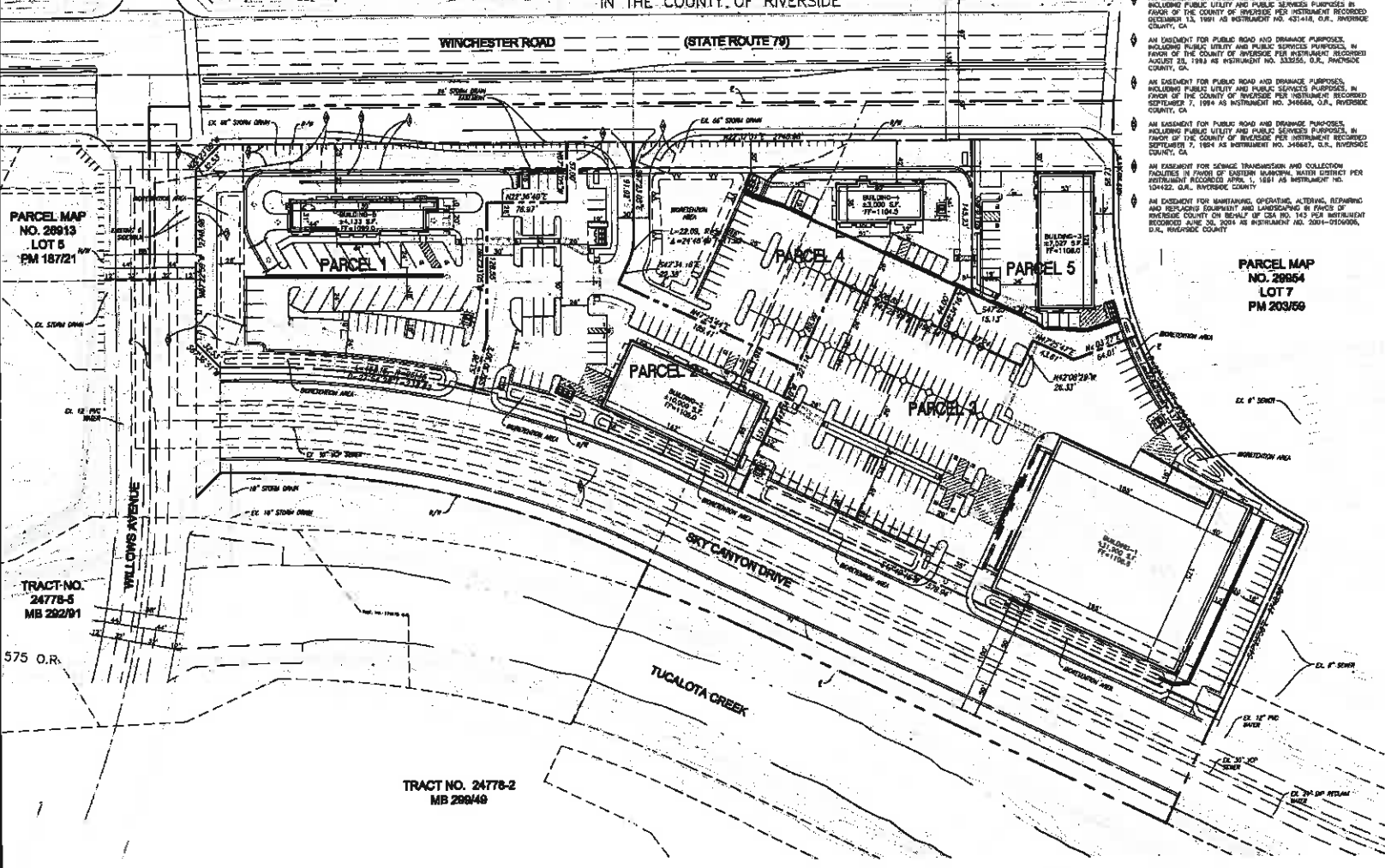
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Notes

**TENTATIVE PARCEL MAP
NO. 37398
IN THE COUNTY OF RIVERSIDE**

EASEMENTS

- 1. 25' TRANSPORTATION EASEMENT PER PARCEL MAP NO. 28913 RECORDED FEBRUARY 8, 1996 IN BOOK 187, PAGE 25.
- 2. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED DECEMBER 13, 1991 AS INSTRUMENT NO. 43148, O.R., RIVERSIDE COUNTY, CA.
- 3. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 4. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 5. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 6. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 7. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 8. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 9. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 10. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 11. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 12. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 13. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 14. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 15. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 16. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 17. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 18. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
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- 20. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 21. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.
- 22. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 34668, O.R., RIVERSIDE COUNTY, CA.



PARCEL MAP NO. 28913 LOT 5 PM 18721

TRACT NO. 24778-5 MB 292701

575 O.R.

TRACT NO. 24778-2 MB 292649

PARCEL MAP NO. 29554 LOT 7 PM 20359

OWNER/DEVELOPER ENGINEER
ATC PROPERTY INVESTMENT LLC PROACTIVE ENGINEERING
14407 ALMONDA BOULEVARD COMAR CENTER #200, INC.
LA BARRAN, CA 92505 23108 JOYCEBROOK AVE., SUITE 200
(951) 977-4565 MONTECALA, CA 92569
(951) 301-8849

ASSESSOR'S PARCEL NUMBERS
920-120-034 & 920-120-035

LEGAL DESCRIPTION
PARCEL 18 OF LOT LINE ADJUSTMENT NO. 4137 RECORDED SEPTEMBER 1994 AS INSTRUMENT NO. 1999-419229 OF OFFICIAL RECORDS RECORDED AS FOLLOWS:
THAT PORTION OF LOTS 3 AND 4 OF HOT SPRINGS ADDITION, AS SHOWN ON MAP ON FILE IN THE OFFICE OF THE COUNTY CLERK OF SAN DIEGO COUNTY, CALIFORNIA, TOGETHER WITH THAT PORTION OF PARCELS 1 AND LOTS 8 AND C AND ALL OF LOT 1 OF PARCEL MAP NO. 28913, AS SHOWN BY MAP ON FILE IN BOOK 187, PAGE 25, AND PORTION OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PROJECT SUMMARY
PROJECT AREA: 478,094.753 SQ. FT. 10.976 ACRES
GROSS (LEGAL): 478,094.753 SQ. FT. 10.976 ACRES
NET (HOLD R/W): 318,063.711 SQ. FT. 7.302 ACRES
ENCLINED ZONING:
PARCEL 1 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 1.49 ACRES
PARCEL 2 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 1.18 ACRES
PARCEL 3 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 2.74 ACRES
PARCEL 4 - EP ZONE (EP 213 - WINCHESTER PROPERTIES) 1.24 ACRES
PARCEL 5 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 0.88 ACRES

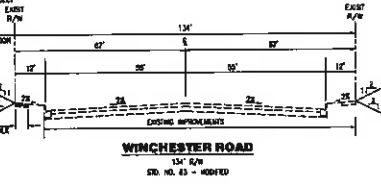
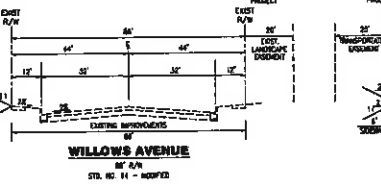
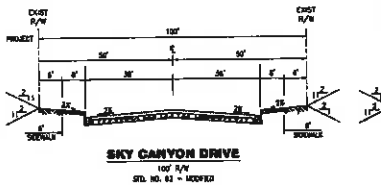
PROPOSED LAND USE:
PARCEL 1 - COMMERCIAL RETAIL
PARCEL 2 - COMMERCIAL RETAIL
PARCEL 3 - COMMERCIAL RETAIL
PARCEL 4 - COMMERCIAL RETAIL
PARCEL 5 - COMMERCIAL RETAIL
UNDERLYING ZONING:
NORTH - SP ZONE (SP 213 - WINCHESTER PROPERTIES)
EAST - SP ZONE (SP 213 - WINCHESTER PROPERTIES)
SOUTH - SP ZONE (SP 213 - WINCHESTER PROPERTIES)
UNDERLYING LAND USE:
NORTH - COMMERCIAL RETAIL
EAST - MEDIUM-HIGH DENSITY RESIDENTIAL
SOUTH - OPEN SPACE CONSERVATION

PUBLIC UTILITIES/SERVICES
SEWER & WATER: EASTERN MUNICIPAL WATER DISTRICT
3210 TRUMBULL ROAD
POURCE, CA 92572
(951) 928-3772
TELEPHONE: SBC CALIFORNIA
12225 E. WINDY AVENUE
HAWTHORNE, CA 92349
GAS: THE GAS COMPANY
1381 W. LUCOMA
SHERMAN, CA 92584
(951) 339-7847
ELECTRIC: SOUTHERN CALIFORNIA EDISON CO.
7251 REDWOOD AVENUE
FONTANA, CA 92335
(951) 798-8923
FIRE PROTECTION: RIVERSIDE COUNTY FIRE DEPARTMENT
SCHOOL DISTRICT: TAMBLER VALLEY UNIFIED SCHOOL DISTRICT

- GENERAL NOTES**
1. ASSESSORS PARCEL NUMBER 920-120-034 & 920-120-035
 2. PROPOSED IMPROVEMENT SCHEDULES 17
 3. THOMAS SWANWICK BLVD. PG. 958 GRID 7-J (RIVERSIDE COUNTY 2002 EDITION)
 4. THIS PARCEL MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND COVERED
 5. THIS PROPERTY IS WITHIN SPECIFIC PLAN NO. 213 (SUNBELT) OF THE LAND COVERED
 6. NO EASEMENTS OR RIGHTS ARE KNOWN TO EXIST ON THE PROPERTY SITE EXCEPT AS SHOWN HEREON.
 7. THIS SITE IS WITHIN COMMUNITY SERVICE DISTRICT NUMBER 1413 STREET LIGHTING
 8. THERE IS NO EXISTING WELL LOCATED ON THIS SITE.
 9. THE SITE IS NOT OVERHEAD FOR THIS SITE.
 10. THE SITE IS NOT OVERHEAD FOR THIS SITE.
 11. THE SITE IS NOT OVERHEAD FOR THIS SITE.
 12. THE SITE IS NOT OVERHEAD FOR THIS SITE.
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 19. THE SITE IS NOT OVERHEAD FOR THIS SITE.
 20. THE SITE IS NOT OVERHEAD FOR THIS SITE.
 21. THE SITE IS NOT OVERHEAD FOR THIS SITE.
 22. THE SITE IS NOT OVERHEAD FOR THIS SITE.

LEGEND

- CENTER LINE
- PROPOSED CURB
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROJECT BOUNDARY
- PARCEL BOUNDARY
- PROPOSED RIGHT-OF-WAY
- SETBACK LINE
- LINE OF SIGHT



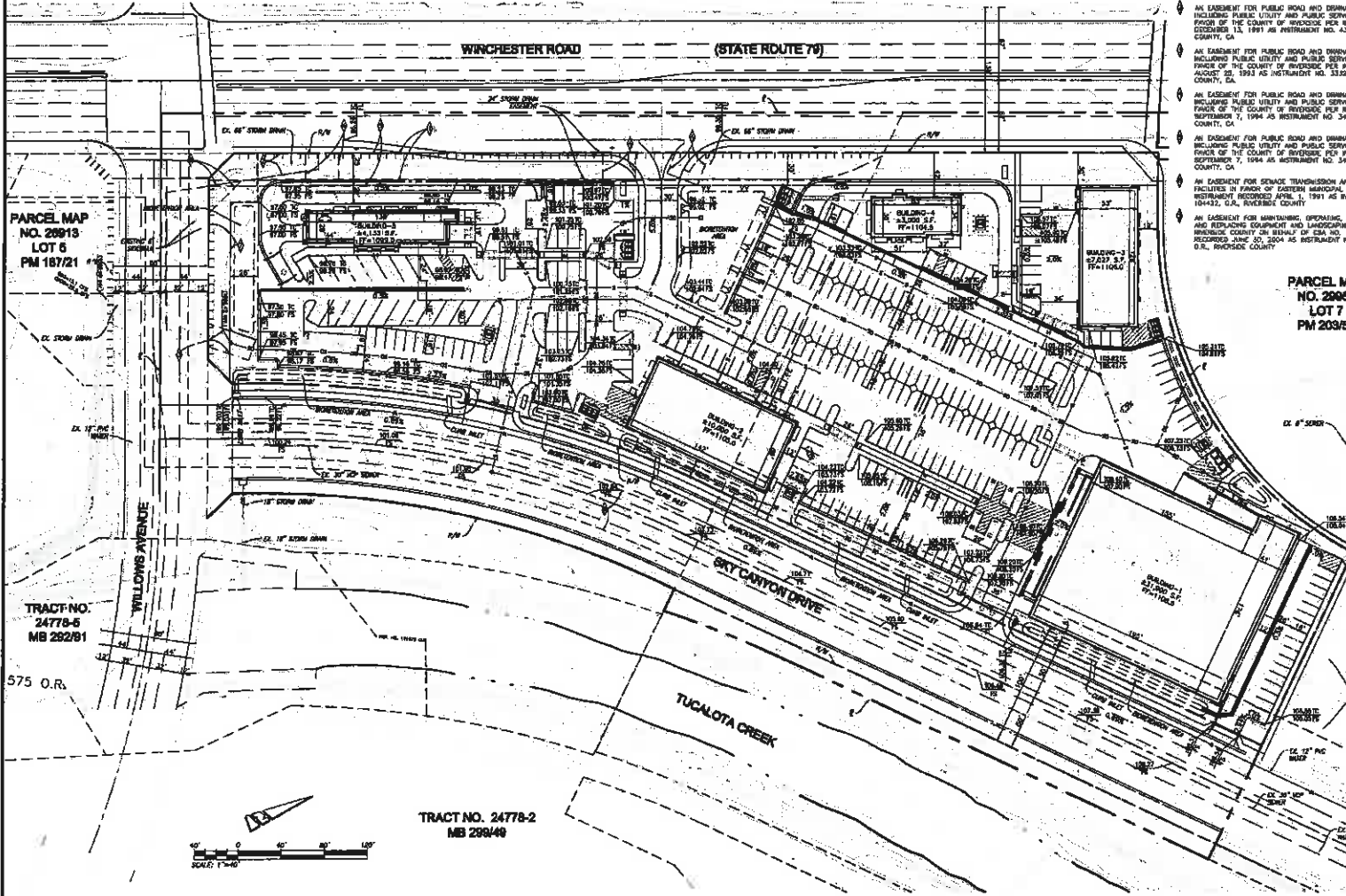
NO.	REVISIONS

PREPARED BY:
PROACTIVE ENGINEERING
CORPORATE CENTER #200, INC.
23108 JOYCEBROOK AVE., SUITE 200
MONTECALA, CA 92569
(951) 301-8849

TENTATIVE PARCEL MAP NO. 37398
COUNTY OF RIVERSIDE CALIFORNIA
AMENDED NO. 1

SHEET 1 OF 1

PLOT PLAN NO. 37398
IN THE COUNTY OF RIVERSIDE



EASEMENTS

- 23' TRANSPORTATION EASEMENT PER PARCEL MAP NO. 28915 RECORDED FEBRUARY 4, 1984 IN BOOK 187, PAGE 28.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED COVENANT 13, 1991 AS INSTRUMENT NO. 431418, G.L., RIVERSIDE COUNTY, CA.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED AUGUST 29, 1993 AS INSTRUMENT NO. 332056, D.R., RIVERSIDE COUNTY, CA.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 348489, G.L., RIVERSIDE COUNTY, CA.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE PER INSTRUMENT RECORDED SEPTEMBER 7, 1994 AS INSTRUMENT NO. 348497, G.L., RIVERSIDE COUNTY, CA.
- AN EASEMENT FOR SEWAGE TRANSMISSION AND COLLECTION FACILITIES IN FAVOR OF EASTERN METROPOLITAN WATER SERVICE PER INSTRUMENT RECORDED APRIL 1, 1991 AS INSTRUMENT NO. 104432, G.L., RIVERSIDE COUNTY.
- AN EASEMENT FOR MAINTAINING, OPERATING, ALTERING, REPAIRING AND REPLACING EQUIPMENT AND LANDSCAPING IN FAVOR OF RIVERSIDE COUNTY, OR BEHALF OF SDA NO. 134 PER INSTRUMENT RECORDED JUNE 20, 2004 AS INSTRUMENT NO. 2004-080008, D.R., RIVERSIDE COUNTY.



OWNER/DEVELOPER ENGINEER
 CROWN INVESTMENT LLC PROJECT ENGINEERING CONSULTANTS WEST, INC.
 14407 ALVARADO BOULEVARD 20100 STEPHENSON AVE., SUITE 200
 LA BREA, CA 90038 HUNTERDALE, CA 91345
 (822) 677-6433 (951) 200-6840

ASSESSOR'S PARCEL NUMBERS
 930-120-034 & 930-120-035

LEGAL DESCRIPTION

PARCEL 8 OF LOT 7 LINE ADJUSTMENT NO. 4137 RECORDED SEPTEMBER 15, 1988 AS INSTRUMENT NO. 1490-414223 OF OFFICIAL RECORDS COUNTY OF RIVERSIDE, CALIFORNIA.

PROJECT SUMMARY

PROJECT AREA:
 GROSS (LEGAL): 478,046.753 SQ. FT. 10.878 ACRES
 NET (ROAD R/W): 318,053.711 SQ. FT. 7.262 ACRES

PROPOSED ZONING:
 PARCEL 1 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 1.48 ACRES
 PARCEL 2 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 1.18 ACRES
 PARCEL 3 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 2.74 ACRES
 PARCEL 4 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 1.24 ACRES
 PARCEL 5 - SP ZONE (SP 213 - WINCHESTER PROPERTIES) 0.66 ACRES

PROPOSED LAND USE:
 PARCEL 1 - COMMERCIAL RETAIL
 PARCEL 2 - COMMERCIAL RETAIL
 PARCEL 3 - COMMERCIAL RETAIL
 PARCEL 4 - COMMERCIAL RETAIL
 PARCEL 5 - COMMERCIAL RETAIL

SUBSURROUNDING ZONING:
 NORTH - SP ZONE (SP 213 - WINCHESTER PROPERTIES)
 EAST - SP ZONE (SP 213 - WINCHESTER PROPERTIES)
 SOUTH - OR ZONE (SP 213 - WINCHESTER PROPERTIES)

SURROUNDING LAND USE:
 NORTH - COMMERCIAL RETAIL
 EAST - MEDIUM-DENSITY RESIDENTIAL
 SOUTH - OPEN SPACE CONSERVATION

PUBLIC UTILITIES/SERVICES

SEWER & WATER: EASTERN METROPOLITAN WATER DISTRICT
 5470 BRANBLE ROAD
 FORTNA, CA 92522
 (951) 929-3777

TELEPHONE: SBC CALIFORNIA
 1772 S. BRICH AVENUE
 HANTHORNE, CA 90250

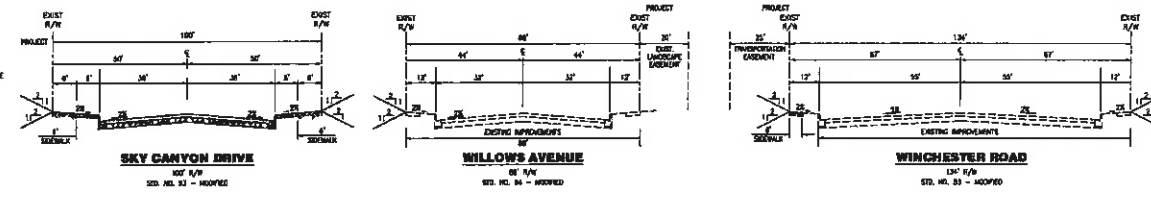
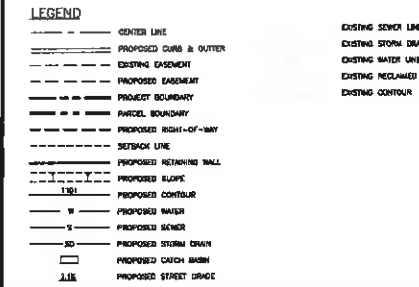
GAS: THE GAS COMPANY
 1801 W. LINDERA
 REDLANDS, CA 92374
 (909) 323-3847

ELECTRIC: SOUTHERN CALIFORNIA Edison CO
 7851 BEEHORN AVENUE
 FONTANA, CA 92535
 (909) 786-9920

FIRE PROTECTION: RIVERSIDE COUNTY FIRE DEPARTMENT
 SCHOOL DISTRICT: TUCALOTA VALLEY UNIFIED SCHOOL DISTRICT

GENERAL NOTES

1. ASSessor'S PARCEL NUMBER: 930-120-034 & 930-120-035
2. PROPOSED IMPROVEMENT SCHEDULE "1"
3. TUCALOTA CREEK CURB, PG. 128 AND 7-44 (RIVERSIDE COUNTY 2003 EDITION)
4. THIS PLAN INDICATES THE EXACT CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER
5. THIS PROPERTY IS WITHIN SPECIFIC PLAN NO. 213 (SILVERADO)
6. TOWNSHIP RANGE: 17S, 23N, SEC. 24.
7. NO EASEMENTS OF RECORD ARE KNOWN TO EXIST ON THE PROPERTY ARE EXCEPT AS SHOWN HEREON.
8. THIS SITE IS WITHIN COMMUNITY SERVICE DISTRICT MARIETTA #143 STREET LIGHTING
9. THERE IS NO EXISTING WELL LOCATED ON THIS SITE.
10. SETBACK IS NOT REQUIRED FOR THIS SITE.
11. THE SITE IS NOT SUBJECT TO LEACHFLOW, OVERFLOW, INUNDATION OR FLOOD HAZARD.
12. FEMA ZONE DESIGNATION 3, FEMA PANEL NUMBER: 260243-2143 C
13. ACTUAL TOPOGRAPHY SHOWN, RIVERSIDE COUNTY FLOOD CONTROL.
14. THERE ARE NO EXISTING DRILLINGS, WELLS OR OTHER STRUCTURES LOCATED ON THE SITE.
15. ALL SETBACKS WILL BE 7'0" UNLESS NOTED OTHERWISE.
17. SETBACKS OF LOT TO PROPERTY LINED SHALL CONFORM TO COUNTY STANDARDS.
18. SITE IS NOT WITHIN WINCHESTER CELL GROUP.
19. THE SUBMITTER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS, PER SEC. 84.01 OF THE MAP ACT.
20. BUILDING SETBACKS OF PROPOSED BUILDINGS WILL CONFORM TO THE SETBACK REQUIREMENTS OF THE SPECIFIC PLAN.
21. THE HEIGHT OF PROPOSED STRUCTURES WILL VARY AND IN NO CASE WILL EXCEED HEIGHT SPECIFIED IN SPECIFIC PLAN STANDARDS.
22. NO HAZARDOUS MATERIALS HAVE BEEN KNOWN TO BE STORED ON THIS SITE.



NO.	REVISIONS	DATE	BY	CHECKED

CONCEPTUAL GRADING PLAN
PLOT PLAN NO. 26346
 COUNTY OF RIVERSIDE CALIFORNIA
 AMENDED NO. 1

SHEET 1 OF 1

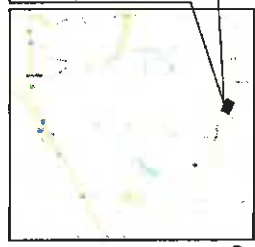
PREPARED BY: PROJECT ENGINEERING CONSULTANTS WEST, INC. 14407 ALVARADO BOULEVARD LA BREA, CA 90038 (822) 677-6433

SKY CANYON RETAIL CENTER

N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA
MAY 24, 2018

CLIENT	ATV, Property Investment LLC 14407 Alondra Boulevard La Mirada, California 90638 T: (562) 977-8565 Contact: Ara Tchaghiktsian	CIVIL ENGINEER	Proactive Engineering & Consultants West, Inc. 25109 Jefferson Avenue, Suite 200 Munick, CA 92562 T: (951) 700-8939 Contact: Benjamin J. Stables III	SHEET INDEX	A010 SHEET1 SHEET1	SITE PLAN PLOT PLAN TENTATIVE PARCEL MAP
ARCHITECT	McKenly Malak Architects 35 Hugus Alley, Suite 200 Pasadena, CA 91103 T: 626 883.8348 Contact: Ken McKenly	LANDSCAPE ARCHITECT	BMLA Landscape Architecture 310 North Jay Street Corona, CA 92879 T: 951.737.1124 Contact: Andrew Neubaer		SHEET 1 SHEET 2 SHEET 3	LANDSCAPE PLAN LANDSCAPE PLAN PLANTING ENLARGEMENTS
					A101 A201.1 A201.2	BUILDING-1 FLOOR PLAN BUILDING-1 ELEVATIONS BUILDING-1 ELEVATIONS
					A102 A202	BUILDING-2 FLOOR PLAN BUILDING-2 ELEVATIONS
					A103 A203	BUILDING-3 FLOOR PLAN BUILDING-3 ELEVATIONS
					A104 A204	BUILDING-4 FLOOR PLAN BUILDING-4 ELEVATIONS
					A105 A205	BUILDING-5 FLOOR PLAN BUILDING-5 ELEVATIONS
					CM-01	COLOR MATERIALS BOARD

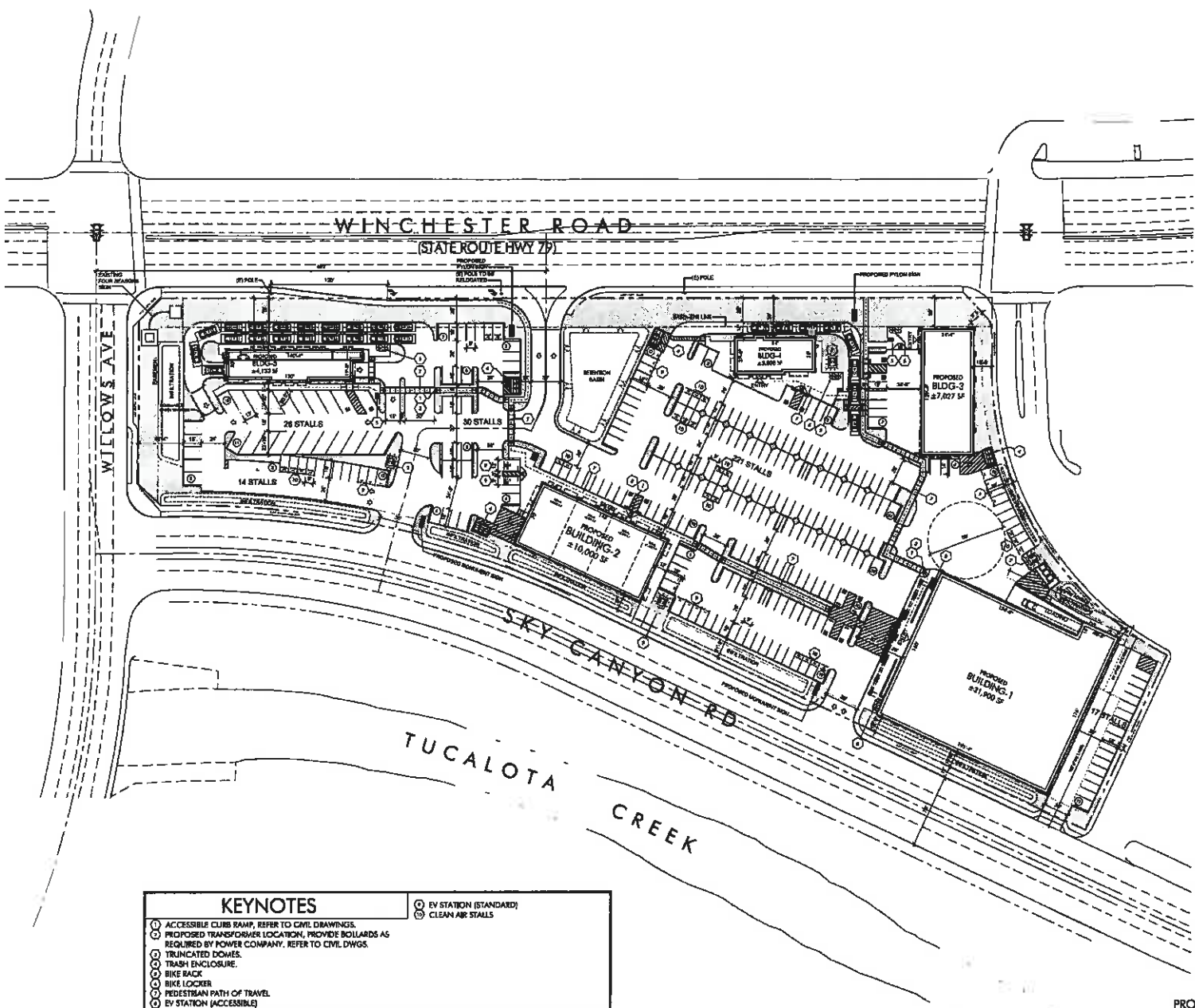
N.E.C OF WINCHESTER ROAD AND WILLOWS AVENUE
TEMECULA, CALIFORNIA



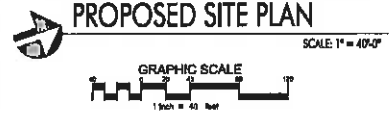
VICINITY MAP
NOT TO SCALE

SITE DATA

ZONING	
PROPOSED USE	RETAIL
EXISTING ZONING (APNS)	COMMERCIAL 920-170-034 920-170-035
SITE AREA	
SITE AREA (GROSS)	±10.98 AC=478,097 SF
SITE AREA (NET)	±7.30 AC ±318,056 SF
BUILDING DATA	
BUILDING AREA	
BUILDING-1 (GROCERY)	±31,900 SF
BUILDING-2 (RETAIL)	±10,000 SF
BUILDING-3 (TIRE SHOP)	± 7,027 SF
BUILDING-4 (DRIVE THRU)	± 3,000 SF
BUILDING-5 (CARWASH)	± 4,133 SF
TOTAL BUILDING AREA	±56,050 SF
NUMBER OF STORIES	
F.A.R.	ONE 0.17
PARKING DATA	
BUILDING-1 (31,900 S.F. @ 5.5/1,000 S.F.)	175-45 STALLS
BUILDING-2 (10,000 S.F. @ 5.5/1,000 S.F.)	55-00 STALLS
BUILDING-3 (7,027 S.F. @ 5.5/1,000 S.F.)	26-64 STALLS
BUILDING-4 (3,000 S.F. @ 3.3/1,000 S.F.)	16-30 STALLS
BUILDING-5 (4,133 S.F. @ 5.5/1,000 S.F.)	22-73 STALLS
TOTAL PARKING REQUIRED	308-3 STALLS
PARKING PROVIDED	
ADA	12 STALLS
STANDARD	252 STALLS
EV ACCESSIBLE	2 STALLS
EV STANDARD	17 STALLS
CLEAN AIR	25 STALLS
OVERALL PARKING RATIO	5.49 / 1,000 S.F.
SITE LAYOUT DATA	
MIN. DRIVE AISLE WIDTH	24'-0"
STANDARD PARKING STALL	9'-0" x 18'-0"
END PARKING STALL	11'-0" x 18'-0"
BIKE LOCKERS	8 LOCKERS FOR 16 BIKES
BIKE BACKS	8 RACKS FOR 16 BIKES



KEYNOTES	
⊙ ACCESSIBLE CURB RAMP, REFER TO CIVIL DRAWINGS.	⊙ EV STATION (STANDARD)
⊙ PROPOSED TRANSFORMER LOCATION, PROVIDE BOLLARDS AS REQUIRED BY POWER COMPANY. REFER TO CIVIL DWGS.	⊙ CLEAN AIR STALLS
⊙ TRUNCATED DOWNS.	
⊙ TRASH ENCLOSURE.	
⊙ BIKE BACK.	
⊙ BIKE LOCKER.	
⊙ PEDESTRIAN PATH OF TRAVEL.	
⊙ EV STATION (ACCESSIBLE)	



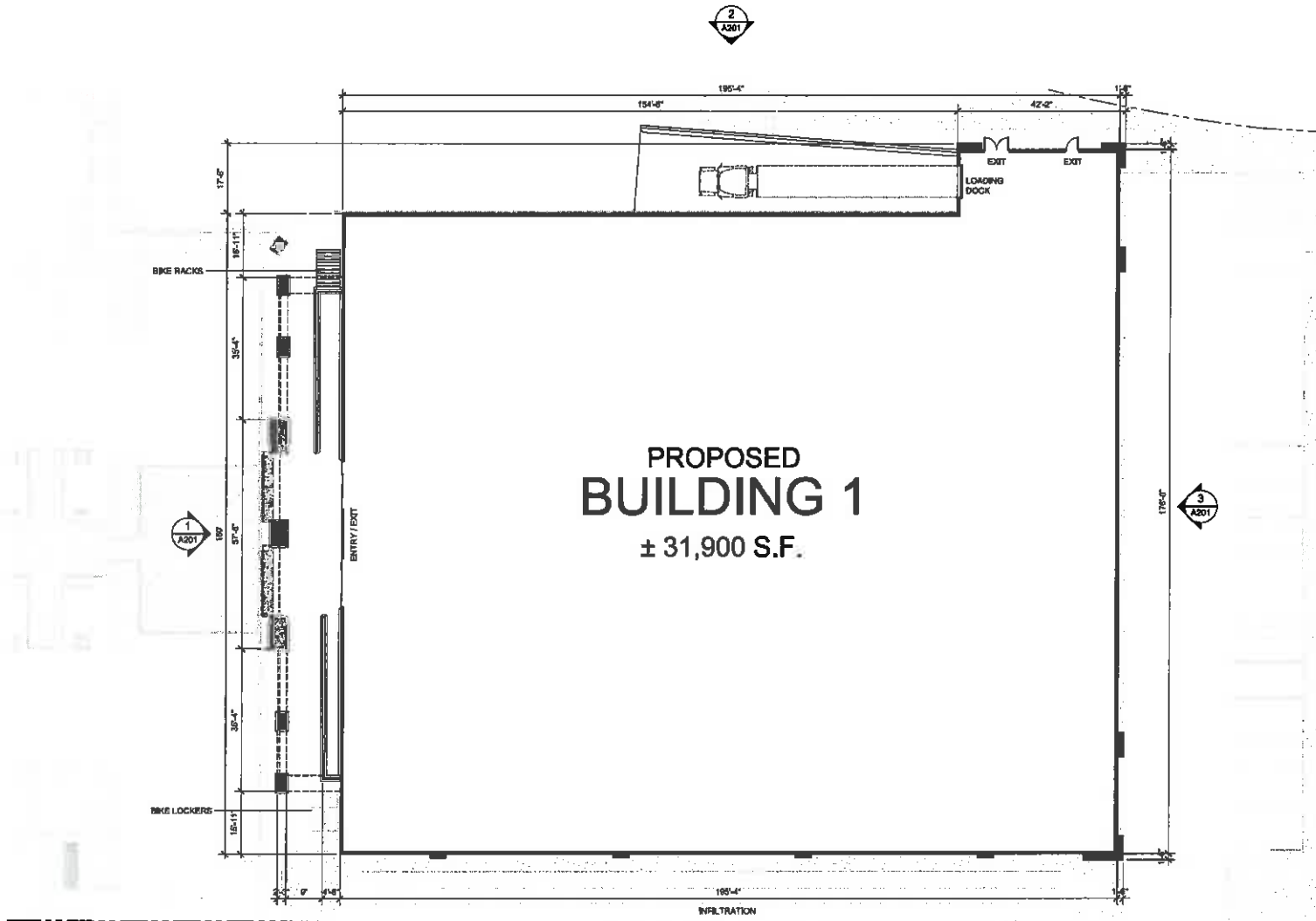
PRELIMINARY SITE PLAN SUBJECT TO CHANGE.
PROPERTY LINES ARE BASE ON A.L.T.A. SURVEY PREPARED BY
C&S COMPANIES DATED: MAY 2015

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

McKenty Malak
ARCHITECTS
36 Hesperia Blvd Suite 100
Pasadena, California 91106
714.266.5026 / 714.266.5037

SITE PLAN
08.01.2017 14030714A
A010



PROPOSED
BUILDING 1
 ± 31,900 S.F.

PROPOSED FLOOR PLAN

NORTH

SCALE: 3/32" = 1'-0"

BUILDING-1
 PRELIMINARY SUBJECT TO CHANGE

AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638

SKY CANYON RETAIL CENTER
 N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
 TEMECUIA, CALIFORNIA

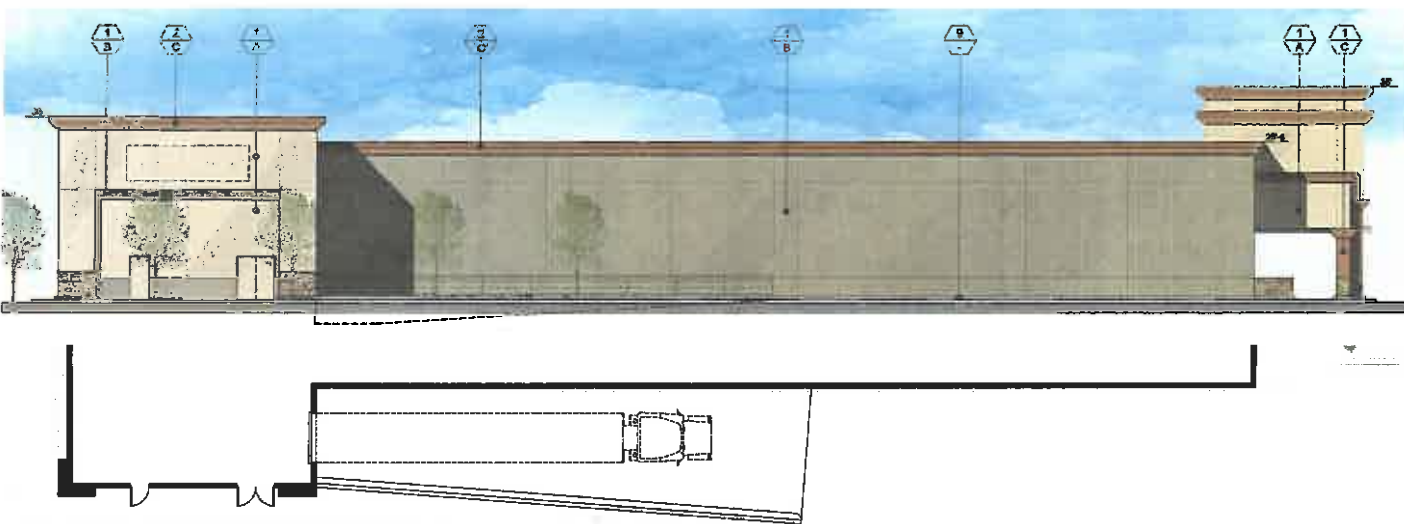
#	Description	Date
1	1st Submittal	09-01-2017
2	2nd Submittal	09-24-2018
3		

McKenty Malak
 ARCHITECTS
 25 Market Street, Suite 700
 Pasadena, California 91103
 T: 626.333.9999 F: 626.333.9997

FLOOR PLAN
 09-01-2017 140007MA
A101



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

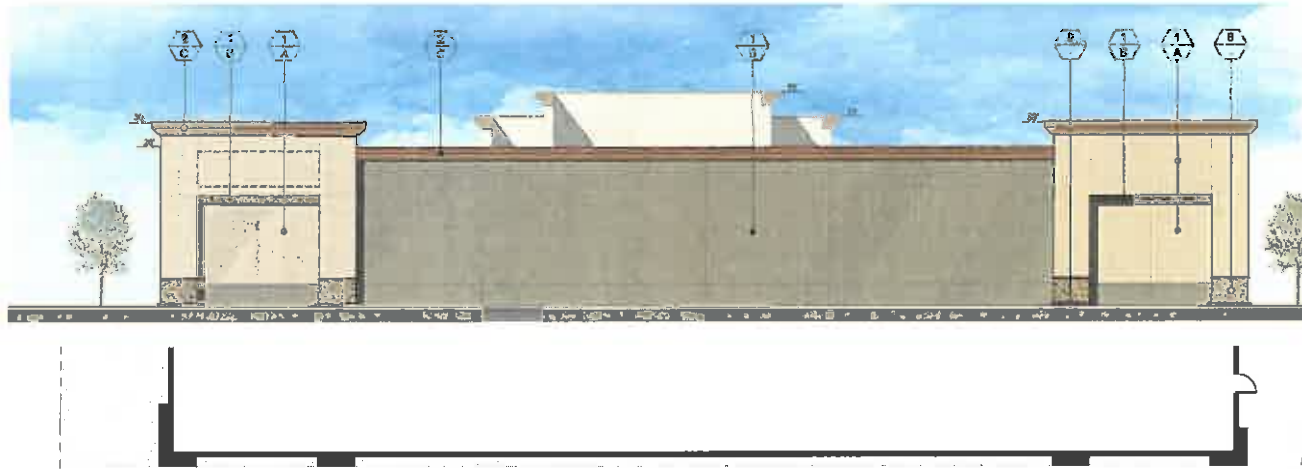


2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

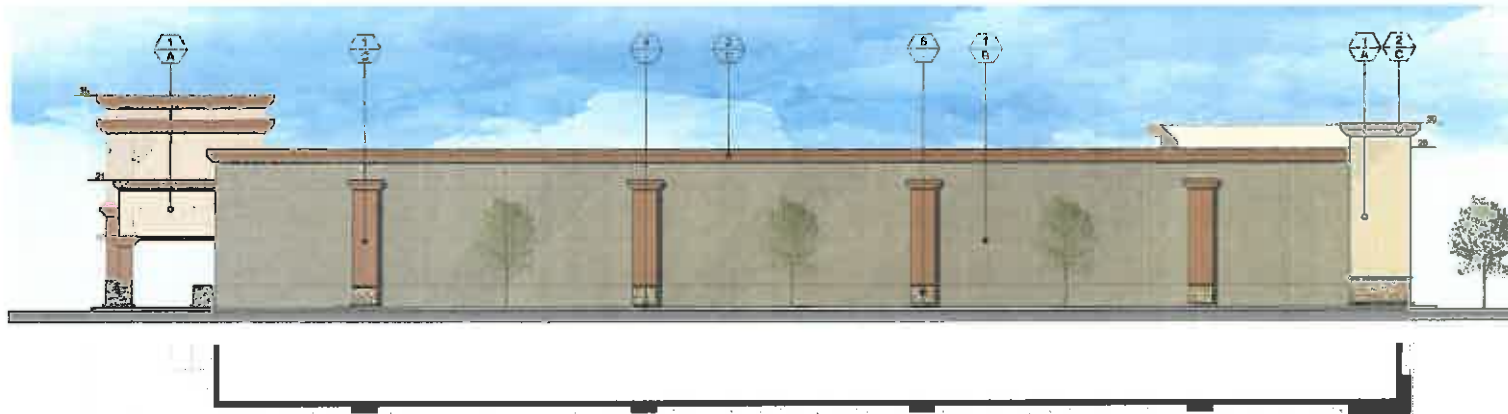
FINISH KEYNOTES	
1	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
2	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
3	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
4	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
5	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
6	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
7	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
8	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
9	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
10	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
11	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE

PAINT COLORS	
1	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
2	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
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7	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
8	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
9	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
10	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE
11	PAINT COLOR: DUE TO THE MULTIPLE BEIGE BY CLARK KERRIDGE

#	Description	Date
1	1st Submission	09.01.2017
2	2nd Submission	09.24.2017



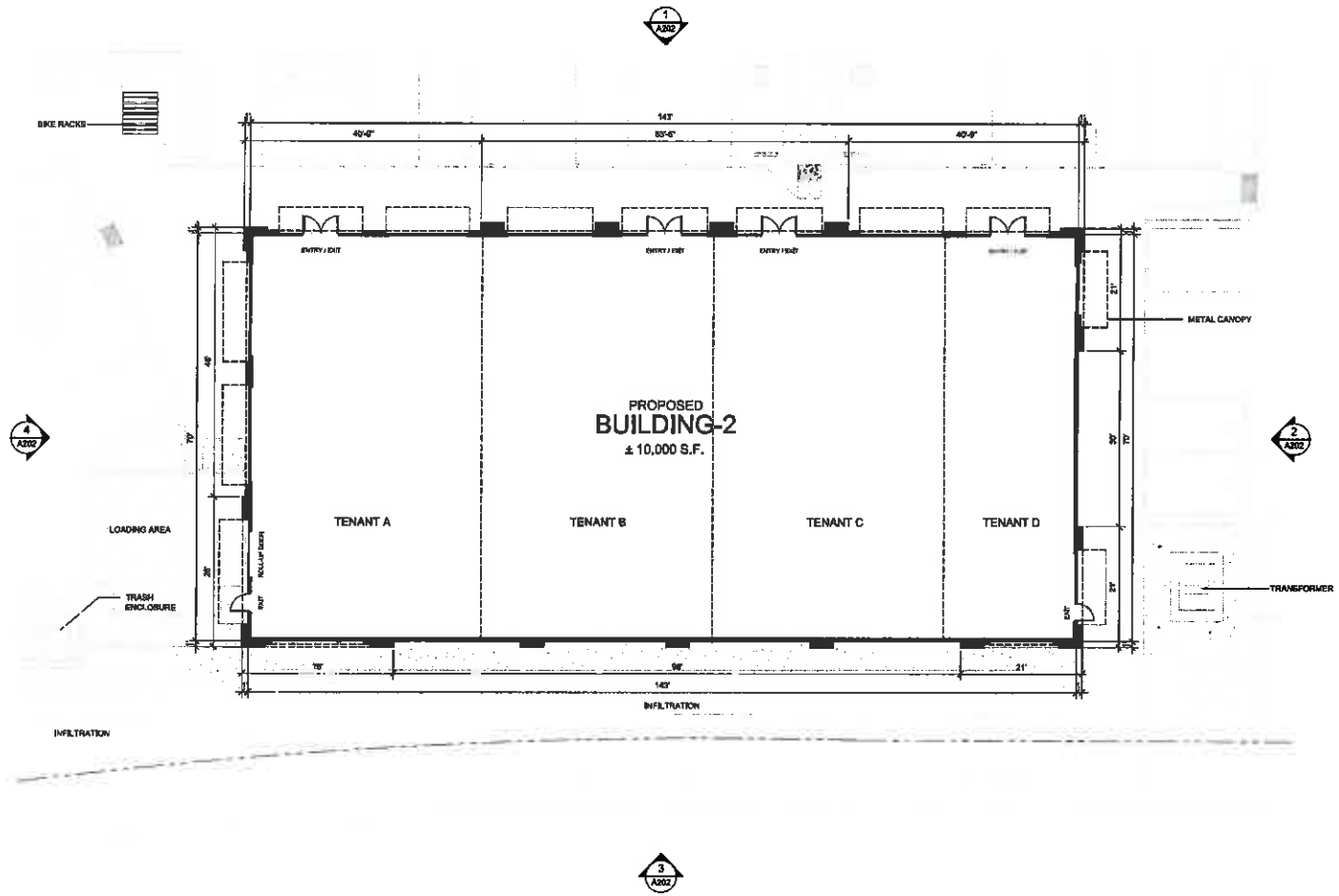
3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
1	EIFS WHITE SAND FINISH BY LA HABRA STUCCO
2	EIFS FENCE FINISH BY LA HABRA STUCCO
3	GLASS 8" CLEAR FLOAT GLASS BY SCAFF
4	METAL CANOPY FINISH: POLISHED BRASS PLATE COLOR: POLISHED BRASS BY NEW CONSTRUCTION
5	EIFS BY NEW CONSTRUCTION
6	EIFS MATERIAL: LEONARDO COLOR: CHAMPAGNE BY CULTURED EIFS
7	EIFS BY NEW CONSTRUCTION
8	EIFS MATERIAL: LEONARDO COLOR: CHAMPAGNE BY CULTURED EIFS
9	CONCRETE CURB POLISHED CONCRETE BY NEW CONSTRUCTION

PAINT COLORS	
A	PAINT COLOR: DE 1128 HOUTSON BEIGE BY DUNN EDWARDS
B	PAINT COLOR: DE 1222 VANATHEN BOARD BY DUNN EDWARDS
C	PAINT COLOR: DE 1141 AZULAN SAND BY DUNN EDWARDS
D	PAINT COLOR: SW 7528 BOWTIE BY SCHUMMER WELLS
E	PAINT COLOR: SW 7528 ACQUINO WHITE BY SCHUMMER WELLS
F	PAINT COLOR: SW 7542 SATUREL BY SCHUMMER WELLS
G	PAINT COLOR: SW 7542 CUCKER YELLOW BY SCHUMMER WELLS
H	PAINT COLOR: SW 7542 SPICED BY SCHUMMER WELLS
I	PAINT COLOR: SW 7542 STUCCO BY SCHUMMER WELLS
J	PAINT COLOR: SW 7542 BRANDED BY SCHUMMER WELLS
K	PAINT COLOR: SW 7542 HONEY BY SCHUMMER WELLS



PROPOSED FLOOR PLAN

NORTH

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

BUILDING-2
PRELIMINARY SUBJECT TO CHANGE

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

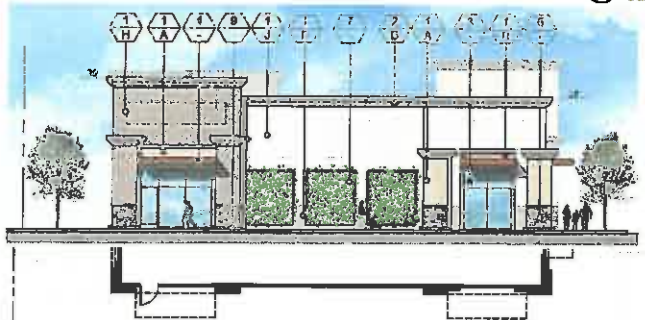
#	Description	Date
1	1st Submittal	09.01.2017
2	2nd Submittal	09.24.2017
3		

McKenty Malak
ARCHITECTS
374 Highway 91, Suite 1010-1010
Pasadena, California 91109
714.260.8222 / 714.260.8247

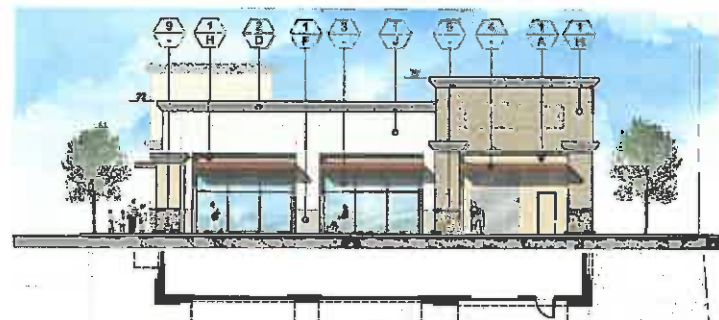
FLOOR PLAN
09.01.2017 140907MA
A102



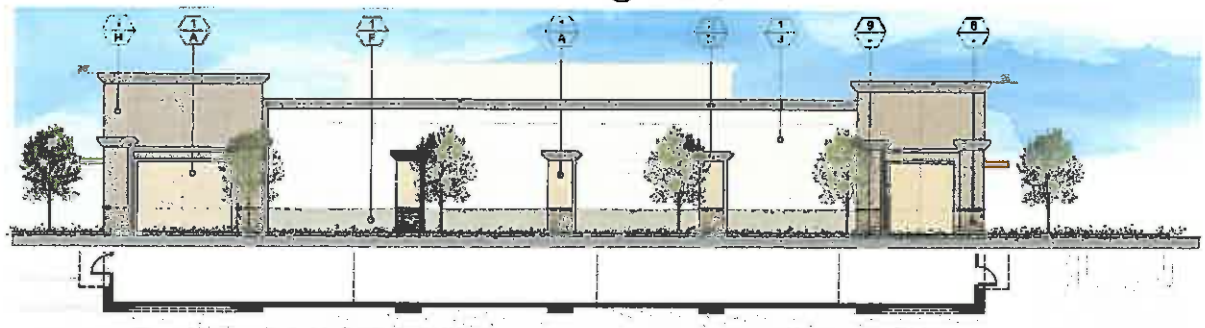
1 WEST ELEVATION
SCALE: 1/8" = 1'-0"



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



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



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
1	GLASS FRONT GLASS PANEL BY LA-HABA STUCCO
2	CONCRETE FRONT GLASS PANEL BY LA-HABA STUCCO
3	ALUMINUM FRONT GLASS PANEL BY LA-HABA STUCCO
4	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
5	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
6	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
7	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
8	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
9	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO

PAINT COLORS	
1	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
2	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
3	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
4	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
5	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
6	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
7	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
8	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO
9	FRONT GLASS PANEL FRONT GLASS PANEL BY LA-HABA STUCCO

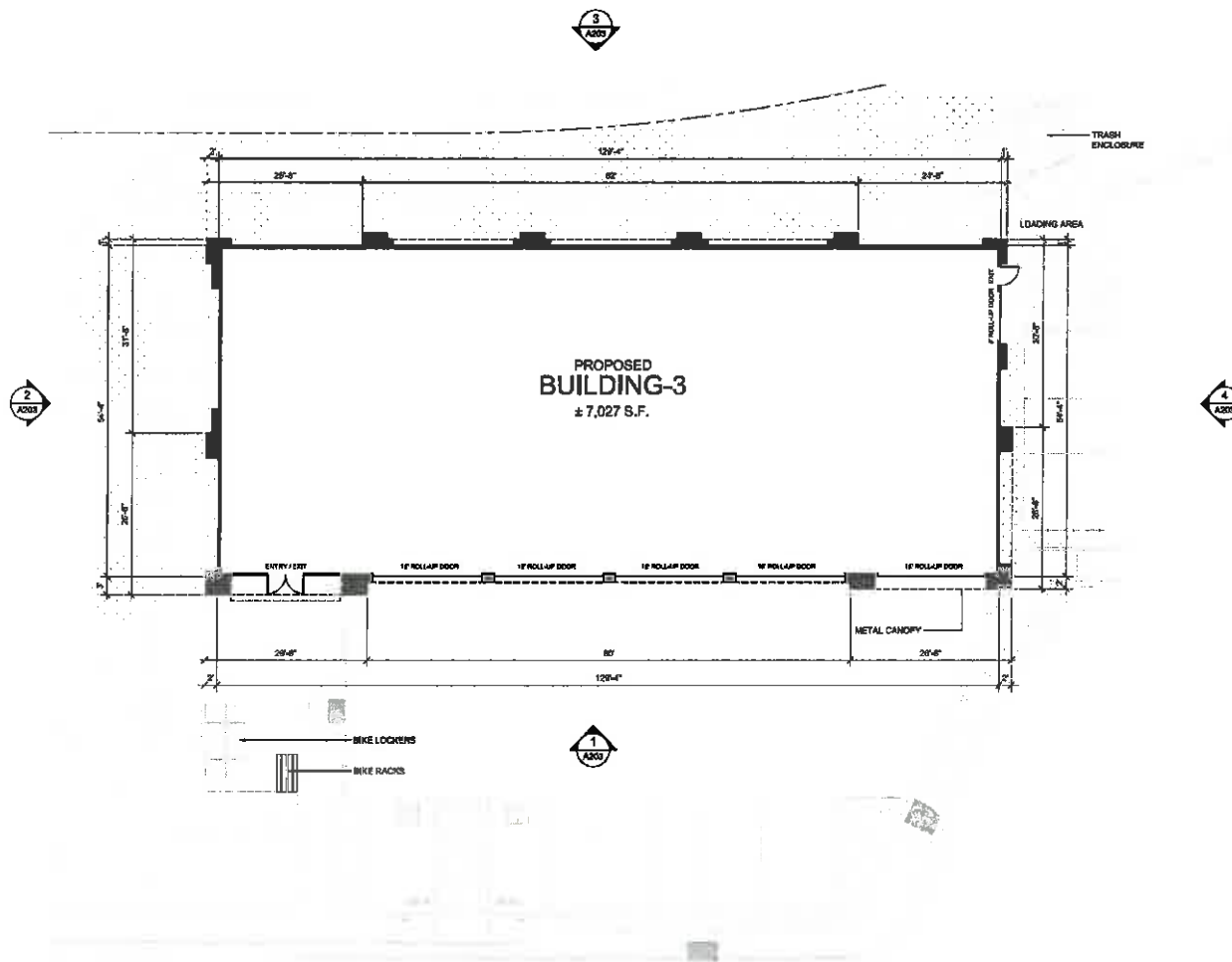
AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

#	Description	Date
1	1st Revision	08.01.2017
2	2nd Revision	05.24.2018
3		

McKenty Malak
ARCHITECTS
8800 Magnolia Blvd, Suite 200
Pasadena, California 91103
714.265.0228 / 714.265.0229

BUILDING-2
PRELIMINARY SUBJECT TO CHANGE
EXTERIOR ELEVATION
09.01.2017 140907MM
A202



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

BUILDING-3
 PRELIMINARY SUBJECT TO CHANGE

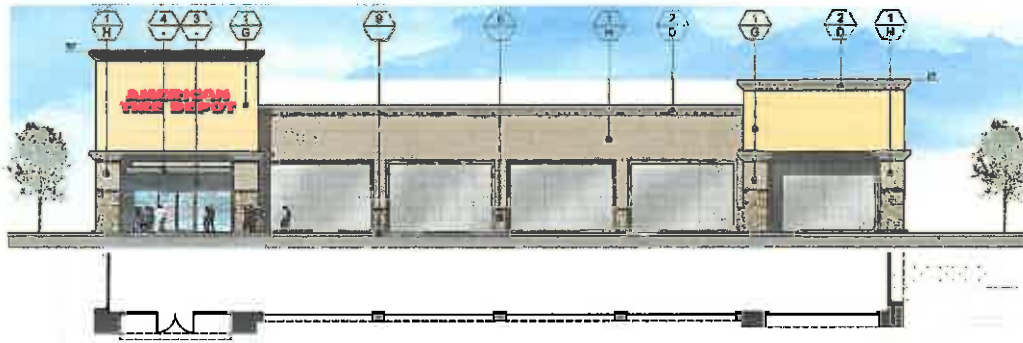
AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638

SKY CANYON RETAIL CENTER
 N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
 TEMECULA, CALIFORNIA

#	Description	Date
1	1st Submittal	09.01.2017
2	2nd Submittal	09.23.2018
3		

McKenty Malak
 ARCHITECTS
 55 Morgan & Loop South 2nd
 Pasadena, California 91103
 626.793.2149 / 626.793.2597

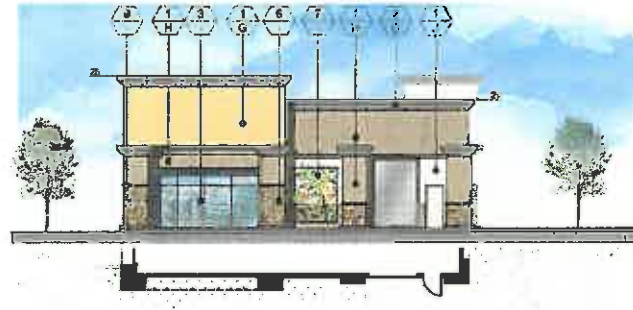
FLOOR PLAN
 09.01.2017 140907MA
A103



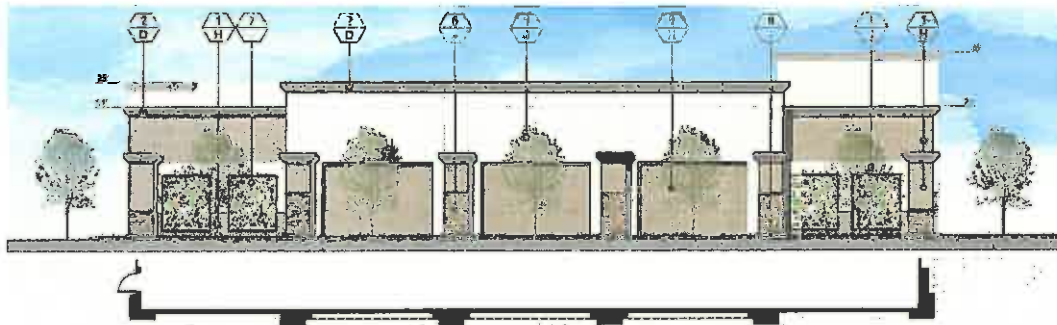
① SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



② WEST ELEVATION
SCALE: 1/8" = 1'-0"



④ EAST ELEVATION
SCALE: 1/8" = 1'-0"

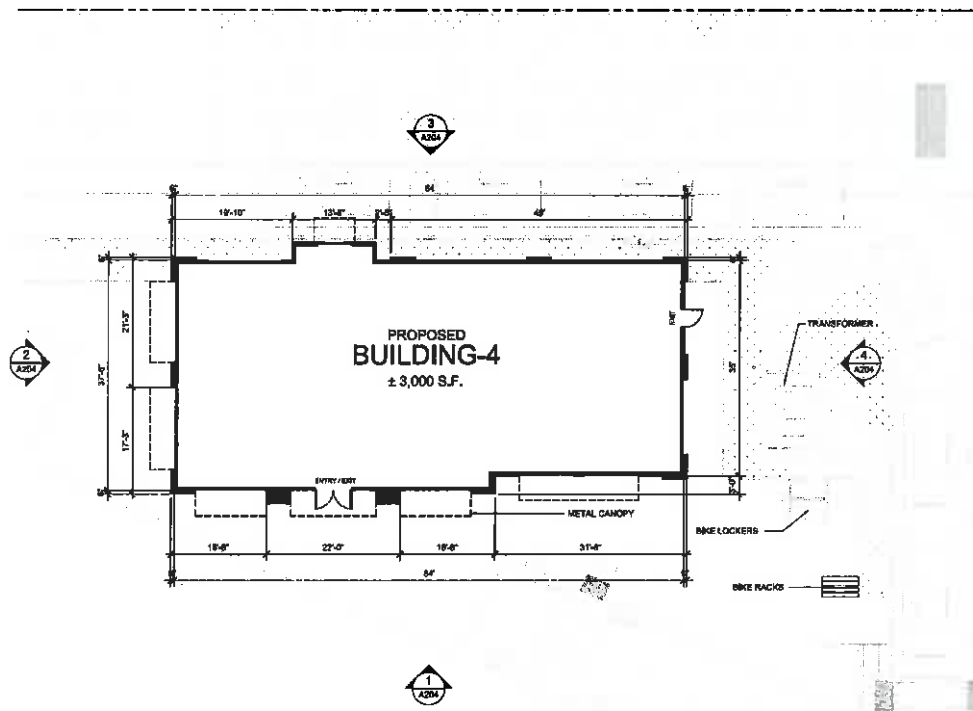


③ NORTH ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
①	ROOFING TYPED ROOF FINISH BY LA HABRA STUDIO
②	ROOFING TYPED ROOF FINISH BY LA HABRA STUDIO
③	EXTERIOR WALLS MATERIALS TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS
④	METAL FINISHES FINISHES TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS
⑤	METAL FINISHES FINISHES TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS
⑥	METAL FINISHES FINISHES TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS
⑦	METAL FINISHES FINISHES TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS
⑧	METAL FINISHES FINISHES TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS
⑨	METAL FINISHES FINISHES TO BE DETERMINED BY ARCHITECTURAL AREA LISTINGS

PAINT COLORS	
①	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
②	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
③	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
④	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
⑤	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
⑥	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
⑦	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
⑧	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS
⑨	PAINT COLOR: 2018 BOUTIQUE BY B&B BY DUNN EDWARDS

#	Description	Date
1	1st Submission	09-21-2017
2	2nd Submission	09-28-2017



PROPOSED FLOOR PLAN

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

AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638

SKY CANYON RETAIL CENTER
 N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
 TEMECULA, CALIFORNIA

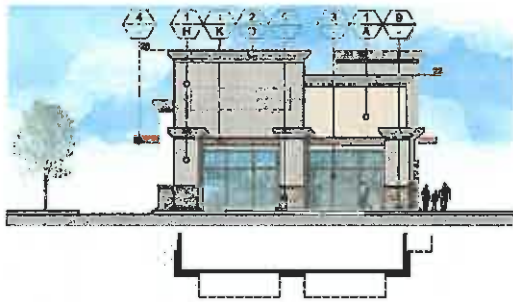
#	Description	Date
1	1st Submission	02.01.2017
2	2nd Submission	03.23.2018

McKenty Malak ARCHITECTS
 31 Morgan Alley Suite 200
 Pasadena, California 91103
 TEL: 626.251.6633 FAX: 626.251.6634

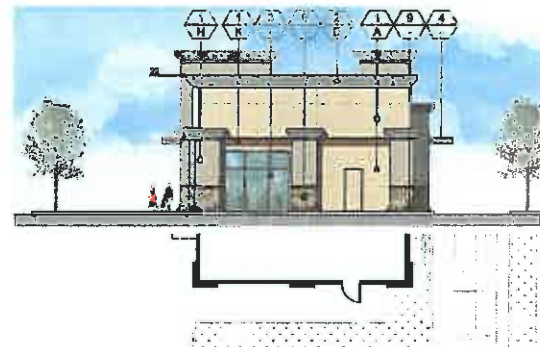
BUILDING-4
 PRELIMINARY SUBJECT TO CHANGE
FLOOR PLAN
 08.01.2017 140907NA
A104



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



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



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

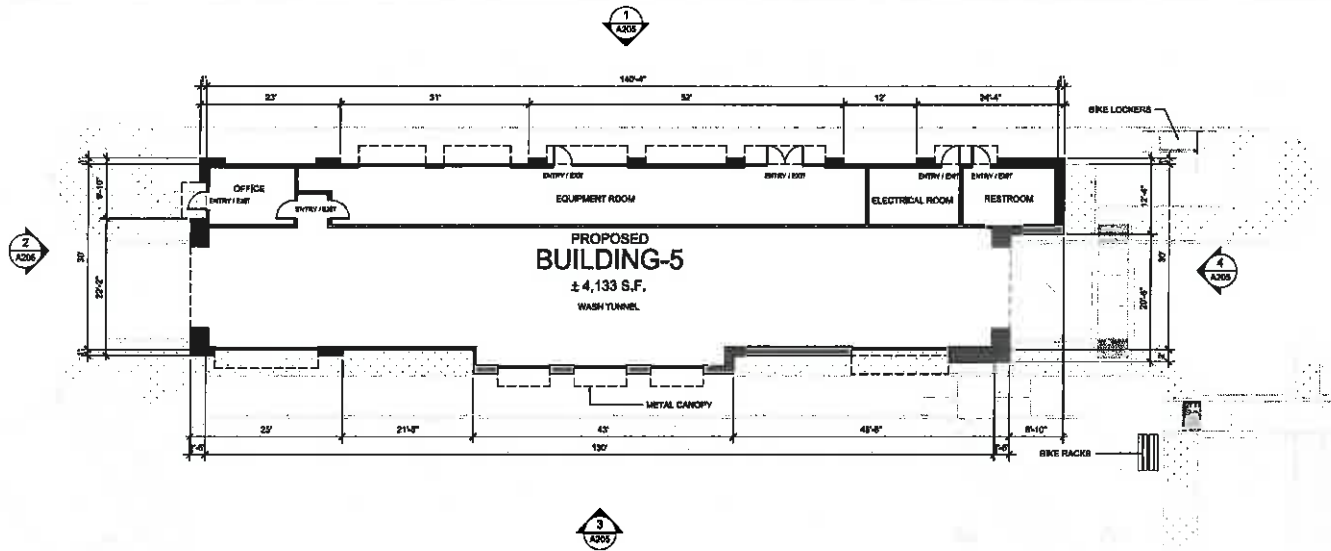


3 WEST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
1	FINISH TRUSS SAND FINISH BY LA HABRA STUDIO
2	FINISH TRUSS SAND FINISH BY LA HABRA STUDIO
3	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO
4	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO
5	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO
6	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO
7	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO
8	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO
9	FINISH/PAINT TRUSS SAND FINISH BY LA HABRA STUDIO

PAINT COLORS	
A	PAINT COLOR OF 4174 BOUTIQUE BEIGE BY DUANE EDWARDS
B	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
C	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
D	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
E	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
F	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
G	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
H	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
I	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
J	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
K	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS
L	PAINT COLOR OF 6205 WEATHER BOARD BY DUANE EDWARDS

#	Description	Date
1	1st Submission	02.01.2017
2	2nd Submission	02.24.2018



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

BUILDING-5
 PRELIMINARY SUBJECT TO CHANGE

AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638

SKY CANYON RETAIL CENTER
 N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
 TEMECULA, CALIFORNIA

#	Description	Date
1	1st Submission	08.01.2017
2	2nd Submission	08.25.2018

McKenty Malak
 ARCHITECTS
 35 Highway 91, Suite 100
 Pasadena, California 91105
 TEL: 626.352.1111 FAX: 626.352.1111

FLOOR PLAN
 08.01.2017 1409711A
A105



A PAINT: DE 6178 BOUTIQUE BEIGE
BY: DUNN EDWARDS



B PAINT: DE 6223 WEAVER BOARD
BY: DUNN EDWARDS



C PAINT: DE 6164 AUTUMN RAIN
BY: DUNN EDWARDS



D PAINT: SW 7018 DOWETAL
BY: SHERWIN WILLIAMS



E PAINT: SW 7095 AESTHETIC WHITE
BY: SHERWIN WILLIAMS



F PAINT: SW 7542 MATURE
BY: SHERWIN WILLIAMS



G PAINT: SW 7692 CLIP & YELLOW
BY: SHERWIN WILLIAMS



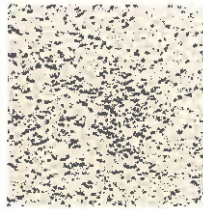
H PAINT: SW 7548 PORTICO
BY: SHERWIN WILLIAMS



J PAINT: SW 7569 STUCCO
BY: SHERWIN WILLIAMS



K PAINT: SW 7710 BRANDY WOLF
BY: SHERWIN WILLIAMS



1 STUCCO
FINISH: SAND FINISH
BY: LA HABRA STUCCO



2 CORNICE
FINISH: SAND FINISH
BY: LA HABRA STUCCO



3 STOREFRONT
FINISH: ALUMINUM
GLASS: 1" CLEAR FLOAT GLASS
BY: ARCADIA



4 METAL CANOPY
FINISH: PAINTED STEEL TUBE
BY: NEW CONSTRUCTION



5 FABRIC AWNING
COLOR TO MATCH: SW LV1186 ENVY GREEN
BY: SOMBREJA



6 STONE VENEER
MODEL: COUNTRY LEDGESTONE
COLOR: CARAMEL
BY: CULTURED STONE



7 WALL TRELLIS
BY: NEW CONSTRUCTION



8 WALL SCONCE
MODEL: TUBIN
COLOR: BLACK
BY: ECLIPSELIGHTING



9 CONCRETE CURB
COLOR: NATURAL CONCRETE
BY: NEW CONSTRUCTION

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Dionne Harris at (951) 955-6836.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1090FV19 – AVA Property Investments, LLC (Representative: Benjamin J. Stables, PEC West, Inc.) – County of Riverside Case Nos. PP26346 (Plot Plan) and PM37398 (Tentative Parcel Map). PP26346 is a proposal to construct a five-building commercial retail center with a combined gross floor area of 56,700 square feet on approximately 7.3 acres located on the easterly side of Winchester Road (State Highway Route 79), westerly of Sky Canyon Road (extended southerly) and northerly of Willows Avenue in the unincorporated community of French Valley. The development would include a 31,900 square foot grocery store, a 10,000 square foot retail building, a 7,500 square foot tire shop/service center, a 3,000 square foot restaurant with drive-through, and a 4,300 square foot car wash structure. PM37398 is a proposal to divide the site into five parcels, so that each building would be located on a separate parcel. (Compatibility Zone D of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

FV
D

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1090FV19 DATE SUBMITTED: May 1, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	AVA Property Investments, LLC	Phone Number <u>562-977-8565</u>
Mailing Address	14407 Alondra Blvd. La Mirada, CA 90638	Email <u>peggy@atvtireinc.com</u>
Representative	PEC West, Inc.	Phone Number <u>951-972-7963</u>
Mailing Address	25109 Jefferson Ave., Suite 200 Murrieta, CA 92562	Email <u>jays@pecwest.com</u>
Property Owner	AVA Property Investments, LLC	Phone Number <u>562-977-8565</u>
Mailing Address	14407 Alondra Blvd. La Mirada, CA 90638	Email <u>peggy@atvtireinc.com</u>

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number <u>951-955-6836</u>
Staff Contact	Dionne Harris	Email <u>dharris@rivco.org</u>
Mailing Address	4080 Lemon St. - 12th Flr Riverside, CA 92501	Case Type
Local Agency Project No	Plot Plan 26346 & TPM 37398	<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	North east corner of Willovs Ave. & Winchester Rd.		
Assessor's Parcel No.	920-120-034 & 920-120-035	Gross Parcel Size	10.98
Subdivision Name	Specific Plan 213	Nearest Airport	
Lot Number		and distance from Airport	French Valley- 1.3 Mi.

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, partially graded commercial / retail (Zoned)

Proposed Land Use (describe)	Single Story Commercial / Retail	
	Grocery, Tire Store, Fast Food, Car Wash, Multi-tenant	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	
For Other Land Uses	Hours of Operation	6AM - 11PM
(See Appendix C)	Number of People on Site	Maximum Number 462
	Method of Calculation	Parking Space Requirement
Height Data	Site Elevation (above mean sea level)	1,108 ft.
	Height of buildings or structures (from the ground)	35 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes
		<input checked="" type="checkbox"/> No
	If yes, describe	

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: ~~3-5~~ 3.7

HEARING DATE: ~~November 8, 2018~~ June 13, 2019

CASE NUMBER: ZAP1083FV18 – Pierer Immoreal North America, LLC
(Representative: CASC Engineering and Consulting)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: PPT180022 (Plot Plan)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: ~~The applicant proposes to construct a two-story, 72,144 square foot KTM Headquarters office building with a separate 31,421 square foot storage warehouse area, and a 67,088 square foot motorsport research and development building with a separate 24,111 square foot covered truck parking area and 8,438 square foot covered truck wash area on 21.16 acres of a 56.95-acre site.~~

The applicant proposes to revise the original KTM project that was accepted by the Commission on November 8, 2018. The new proposal is to construct a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, a 17,917 square foot warehouse building, a 20,696 square foot outdoor semi-truck parking area, and an outdoor 8,602 square foot maintenance area, on 19.57 acres (development footprint) of a 56.95-acre site

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

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

a. Airport Influence Area: French Valley Airport

b. Land Use Policy: Zones B2 and D

c. Noise Levels: 55-65 CNEL

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B2 and D. Zone B2 restricts average intensity to 100 people per acre, and Zone D restricts average intensity to 150 people per acre through French Valley Airport Compatibility Plan Policy 2.4. The project is located on 56.95 acres and is split between Zones B2 and D.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and French Valley Airport Compatibility Plan Policy 2.5, the following rates were used to calculate the occupancy for the proposed buildings in Compatibility Zones B2 and D:

- office – 1 person per 200 square feet;
- manufacturing – 1 person per 200 square feet;
- conference room/reception area/break area – 1 person per 15 square feet;
- **vocation training room – 1 person per 50 square feet;**
- warehouse – 1 person per 500 square feet; and
- storage – 1 person per 300 square feet.

~~The proposed project includes (based on gross floor area) a two-story 72,144-square foot KTM Headquarters office building with a separate 31,421 square foot storage warehouse area, and a 67,088 square foot motorsport research and development building with a separate 24,111 square foot covered truck parking area and 8,438 square foot covered truck wash area on 21.16 acres of the 56.95-acre site, for a total occupancy of 908 people (based on net floor area a 25,292 square feet of manufacturing area, 6,688 square feet of conference room/break room/lobby area, 16,978 square feet of storage area [1st floor and mezzanine storage], 41,941 square feet of office area [1st floor and 2nd floor], 30,826 square feet of warehouse area, and 5 bay door areas for truck parking and washing area), and an average acre intensity of 16 people per acre for the entire 56.95-acre site (43 people per acre based on the 21.16-acre area only), which is consistent with the Compatibility Zone B2 criterion of 100 and the Compatibility Zone D criterion of 150.~~

The proposed project includes a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, a 17,917 square foot warehouse building, a 20,696 square foot outdoor semi-truck parking area, and an outdoor 8,602 square foot maintenance area, for a total occupancy of 709 people (based on the total net floor area of the site including: 31,077 square feet of office area, 24,362 square feet of manufacturing area, 17,917 square feet of warehouse area, 13,939 square feet of storage area, 3,997 square feet of conference room/reception/break area, 3,199 square feet of vocation training room, and 13

outdoor entrance bays for truck parking and maintenance), and an average acre intensity of 12 people per acre for the entire 56.95 acre site (36 people per acre based on the 19.57 acre development footprint area), which is consistent with the Compatibility Zones B2 criterion of 100 and Compatibility Zone D criterion of 150.

The project site is split between Compatibility Zones B2 and D, with approximately 26.03 acres in Zone B2 and 24.62 acres in Zone D. The development footprint is on ~~16.14~~ **19.57** acres, with ~~13.66~~ **10.13** acres located in Zone B2 and ~~12.41~~ **9.44** acres located in Zone D.

~~A breakdown of use by Compatibility Zone indicates that Zone B2 would accommodate 322 people in the motorsport research and development building, resulting in an average intensity of 12 people per acre for the entire site located in Zone B2, which is consistent with the Compatibility Zone B2 average acre intensity criterion of 100. (Even if the average acre intensity was calculated by the development footprint, it would result in 24 people per acre which is also consistent with the Zone B2 average acre intensity criteria of 100.) Zone D would accommodate 586 people in the KTM Headquarters office/warehouse building, resulting in an average intensity of 24 people per acre for the entire site located in Zone D, which is consistent with the Compatibility Zone D average acre intensity criterion of 150. (Even if the average acre intensity was calculated by the development footprint, it would result in 47 people per acre which is also consistent with the Zone D average acre intensity criterion of 150.)~~

A breakdown of use by Compatibility Zone indicates that Zone B2 would accommodate 339 people in the motorsport building, warehouse, and outdoor entrance bays for truck parking and maintenance, resulting in an average intensity of 13 people per acre for the entire site located in Zone B2, which is consistent with the Compatibility Zone B2 average acre intensity criterion of 100. (Even if the average acre intensity was calculated by the development footprint, it would result in 34 people per acre which is also consistent with the Zone B2 average acre intensity criterion of 100.) Zone D would accommodate 370 people in the KTM headquarters building, resulting in an average intensity of 15 people per acre for the entire site located in Zone D, which is consistent with the Compatibility Zone D average acre intensity criterion of 150. (Even if the average acre intensity was calculated by the development footprint, it would result in 39 people per acre which is also consistent with the Zone D average acre intensity criterion of 150).

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of standard parking spaces provided of ~~388~~ **264** spaces, the total occupancy would be estimated at ~~582~~ **396** people, resulting in an average intensity of ~~10~~ **7** people per acre for the entire site, which is consistent with both the Zone B2 average criterion of 100 and the Zone D criterion of 150. (Even if the average acre intensity was calculated by the development footprint, it would result in ~~36~~ **20** people per acre which is also consistent with both criteria.)

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B2 and D. Zone B2 restricts single acre intensity to a maximum of 200 people, and Zone D restricts single acre intensity to 450 people in the most intensely utilized acre, through French Valley Airport Compatibility Plan Policy 2.4.

Based on the site plan provided and the occupancies as previously noted, the single-acre intensities of concern would occur at **within a portion of** the motorsport research and development building in Compatibility Zone B2, and at **entirely consist** the KTM headquarters building in Compatibility Zone D.

~~The single acre intensity for the motorsport research and development building located entirely within Compatibility Zone B2 would include 10,628 square feet of manufacturing area, 11,939 square feet of office area, 3,534 square feet of storage area, and 1,128 square feet of break room and lobby area, accommodating a single acre occupancy of 200 people, which is consistent with the Compatibility Zone B2 criterion of 200.~~

The single acre intensity for the motorsport building located entirely within Compatibility Zone B2 would include 8,296 square feet of office area, 12,939 square feet of manufacturing area, 4,713 square feet of storage area, and 1,146 square feet of break room/lobby area, accommodating a single acre occupancy of 198 people, which is consistent with the Compatibility Zone B2 criterion of 200.

~~The single acre intensity for the KTM headquarters building located entirely within Compatibility Zone D would include 10,563 square feet of office area, 3,003 square feet of conference room area, and 30,826 square feet of warehouse area, accommodating a single acre occupancy of 315 people, which is consistent with the Compatibility Zone D criterion of 450.~~

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

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B2 or D (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Compatibility Plan depicts the site as being located within the 55-65 CNEL contour range from aircraft noise. Office and industrial uses are identified as normally and marginally acceptable within the 55-65 CNEL contour range. The indoor sensitive uses like office

areas would be impacted by aircraft generated noise, and, therefore, staff is recommending a condition to incorporate noise attenuation measures into the design of these areas to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

~~Part 77: The elevation of Runway 18-36 at its southerly terminus is 1,340 feet above mean sea level (AMSL). At a distance of approximately 1,231 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,352.3 feet AMSL. The site's finished floor elevation is 1,327.5 feet AMSL. With a maximum building height of 29 feet, the top point elevation would be 1,356.5 feet. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is required. Submittal to the FAAOES was made and Aeronautical Study Numbers 2018-AWP-15606-OE and 2018-AWP-15608-OE were assigned to this project. At the time of writing of this staff report, no determination has been made, but the study is in a "Work in Progress" status.~~

The elevation of Runway 18-36 at its southerly terminus is 1,340 feet above mean sea level (AMSL). At a distance of approximately 1,231 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,352.3 feet AMSL.

The original project's finished floor elevation was 1,327.5 feet AMSL. With a maximum building height of 29 feet, the top point elevation was 1,356.5 feet. Therefore, review of the buildings by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant submitted to the FAAOES and Aeronautical Study Numbers 2018-AWP-15606-OE (motorsport building) and 2018-AWP-15608-OE (headquarters building) were assigned to the project. The FAA OES issued "Determination of No Hazard to Air Navigation" letters dated November 1 and 2, 2018 for the motorsport building and headquarter building.

As part of the revised project, the applicant is proposing a new 26 feet tall warehouse building, and increasing the height of the headquarter building from 29 feet to 32 feet. The applicant has submitted new FAA applications for the warehouse and headquarters buildings (there are no changes to the motorsport building height, therefore the original FAA no hazard determination letter 2018-AWP-15606 is still valid), and new Aeronautical Study Numbers 2019-AWP-5214-OE (headquarters building) and 2019-AWP-5221-OE (warehouse building) were assigned. At the time the staff report was written, no determination has been made, but the study is in a "Work in Progress" status.

Open Area: As noted, the project site is split between Compatibility Zones B2 and D, with approximately 26.03 acres in Zone B2 and 24.62 acres in Zone D. The development footprint is on 21.16 acres, with 13.66 acres located in Zone B2 and 12.41 acres located in Zone D. Compatibility Zone D requires 10% (2.46 acres) of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas (Compatibility Zone B2 does not require any amount of open area due to its proximity to the actual runway.) The proposed revised project identifies ~~2.46~~ **2.48** acres of ALUC eligible open areas in Zone D consisting of

driveway aisles and parking lot areas within the proposed development. The project is conditioned to maintain these areas consistent with ALUC open area requirements of 300 feet by 75 feet minimum shape, and prohibit obstructions greater than 4 feet in height that are at least 4 inches in diameter.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency – Aviation Division at (951) 955-9722 for additional information.
4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the buildings thereon.

5. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
6. Any proposed detention basins or facilities shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
7. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
8. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. The ALUC open areas as shown on the site plan shall be devoid of obstacles/obstructions greater than 4 feet in height that are at least 4 inches in diameter, which includes parking light poles, walls, trash enclosures, and tall landscaping.
10. Prior to issuance of building permits for any building on this site, the permittee shall provide copies of a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service relating to that specific building or group of buildings to the Department of Building and Safety and to the Riverside County Airport Land Use Commission. The permittee shall comply with all requirements of such letter.
11. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County Economic Development Agency 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 Economic Development Agency.

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2018-AWP-15606-OE

Issued Date: 11/02/2018

Cheryl Webb
 Pierer Immoreal North America
 38429 Innovation Court
 Murrieta, CA 92563

**** 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 Motorsport Building
 Location: Murrieta, CA
 Latitude: 33-34-16.56N NAD 83
 Longitude: 117-08-00.90W
 Heights: 1320 feet site elevation (SE)
 28 feet above ground level (AGL)
 1348 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 05/02/2020 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-15606-OE.

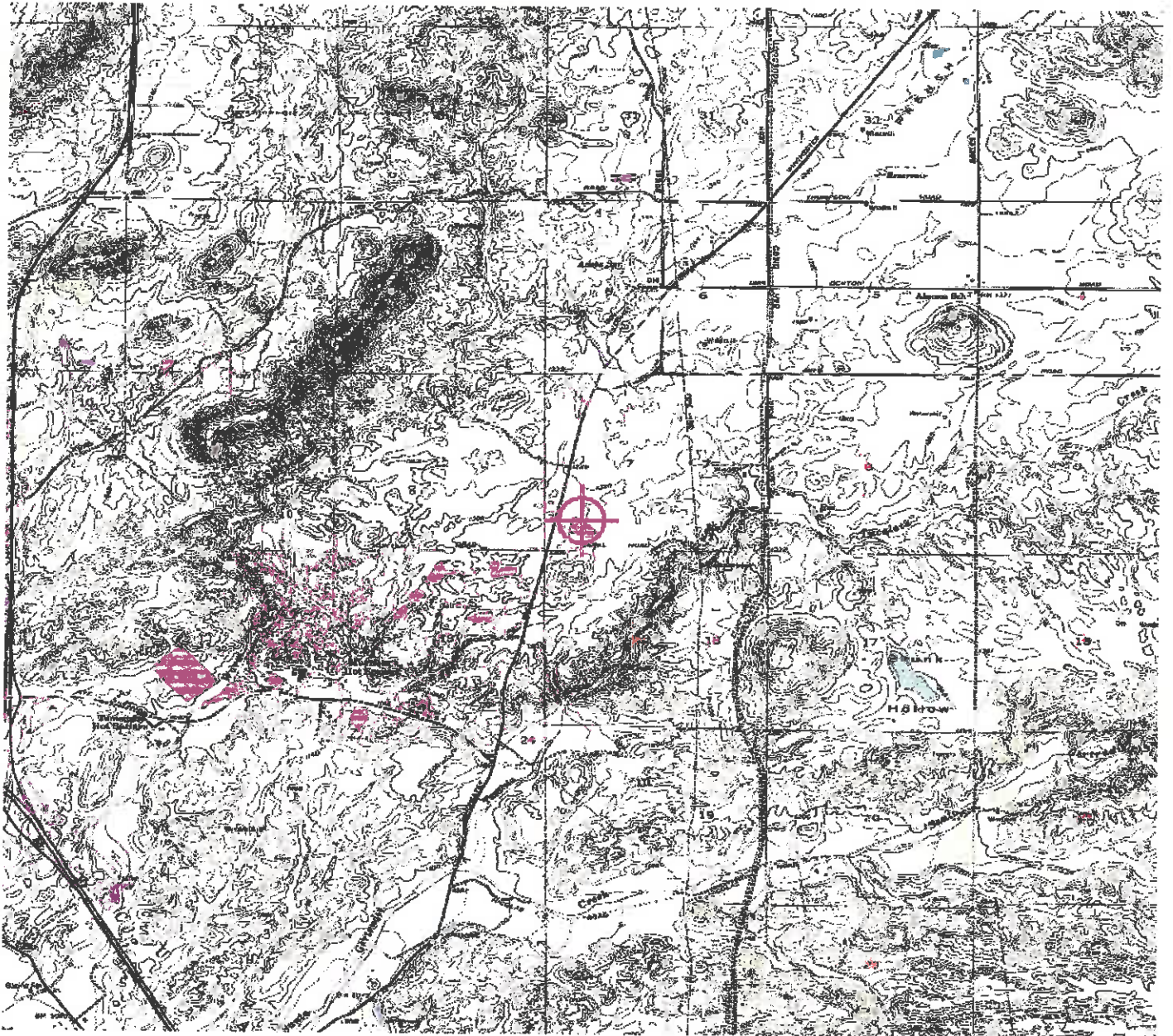
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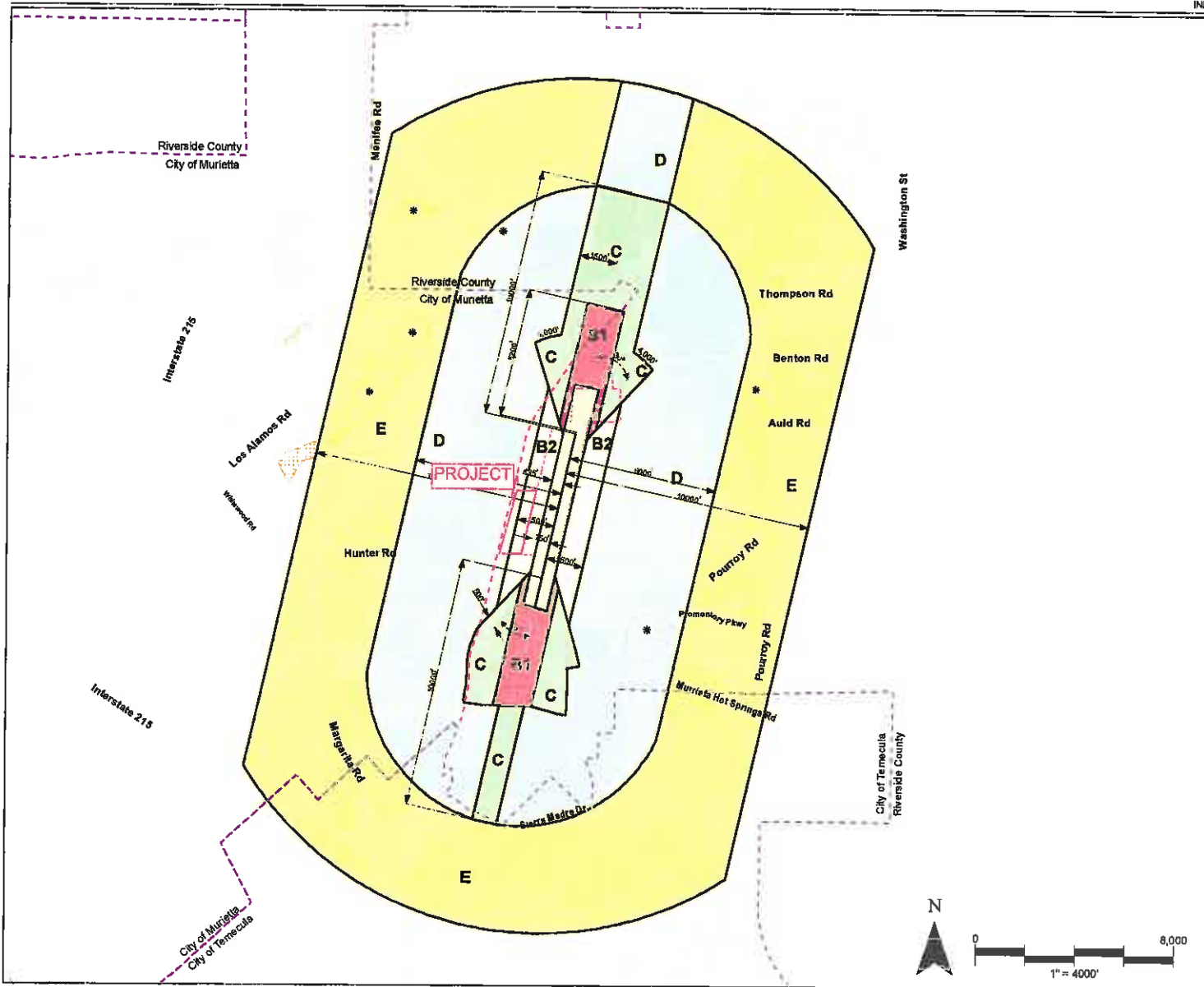
(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-15606-OE





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.

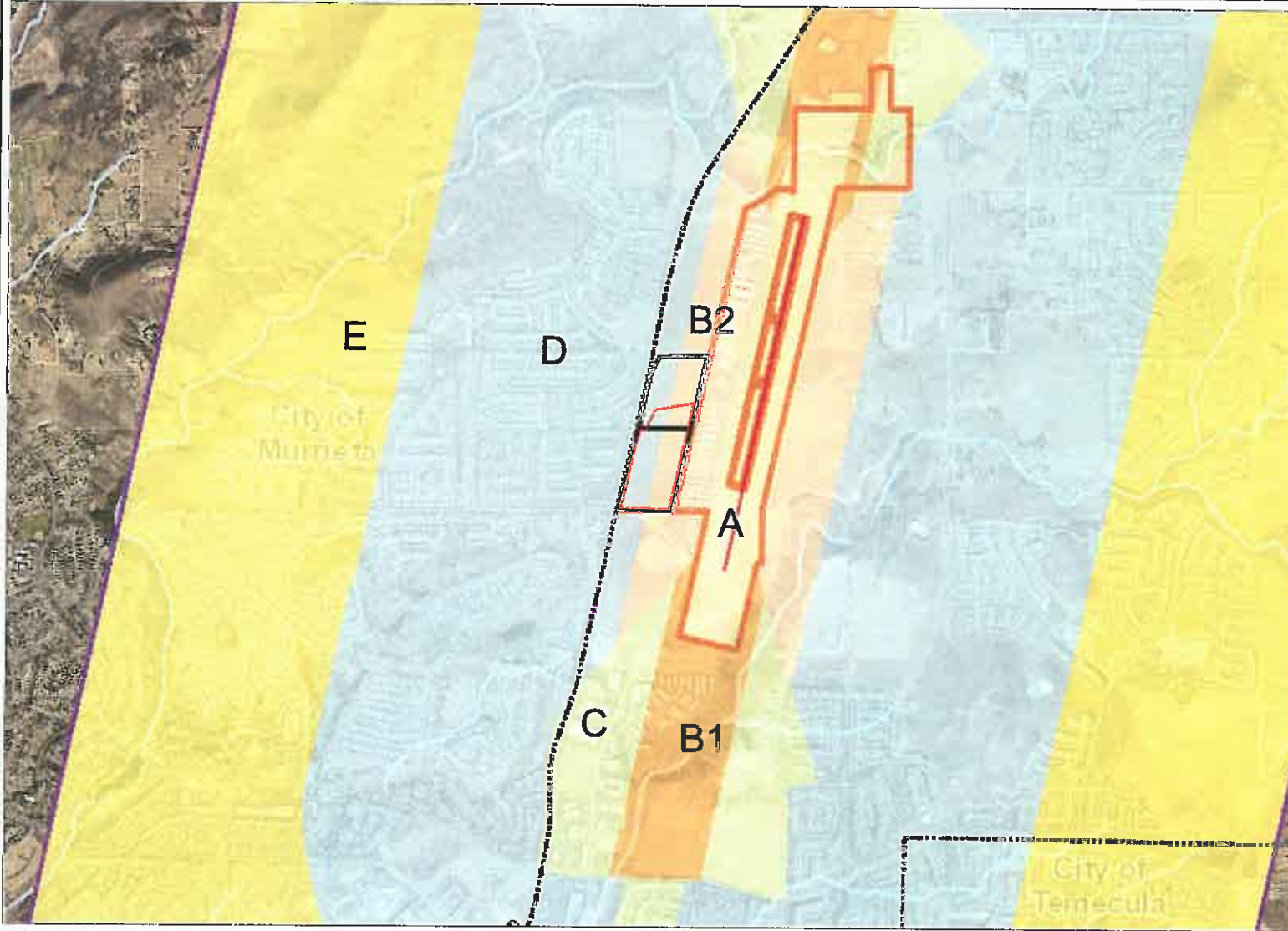
See Chapter 2, Table 2A from compatibility criteria associated with this map.

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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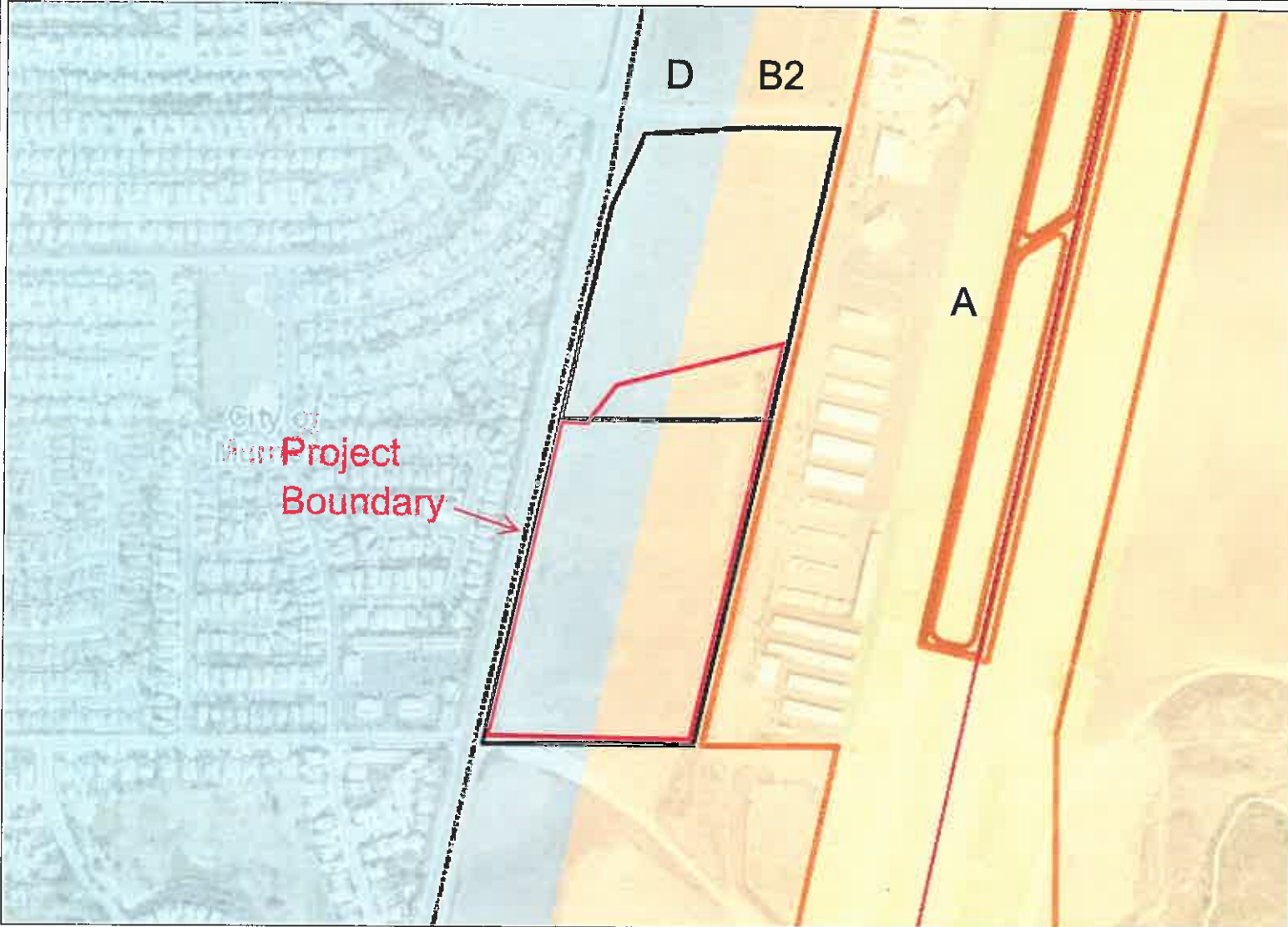


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



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



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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

- Blue line Streams
- City Areas
- World Street Map



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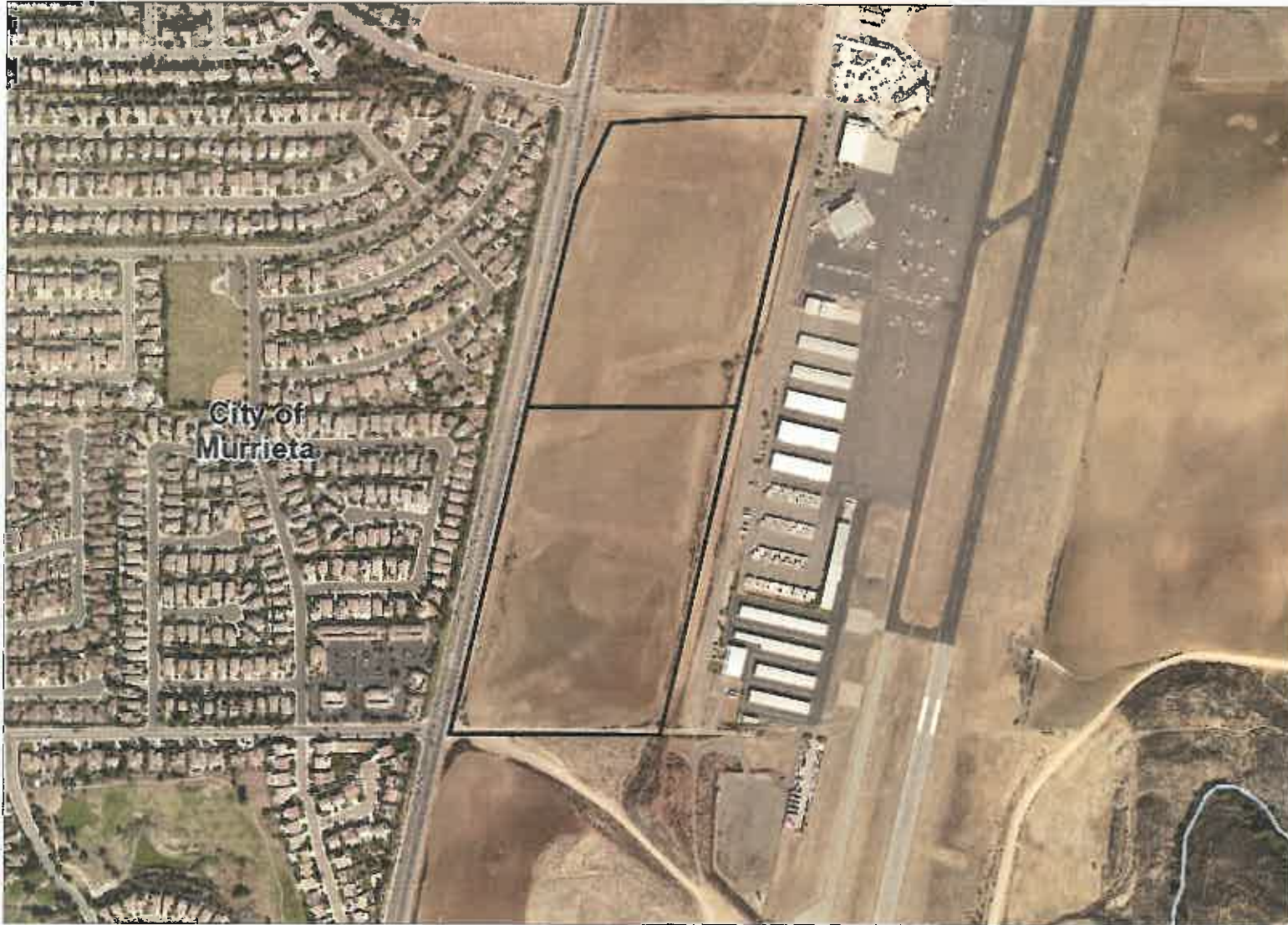
0 1 3,079 Feet
539

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Notes

Map My County Map



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



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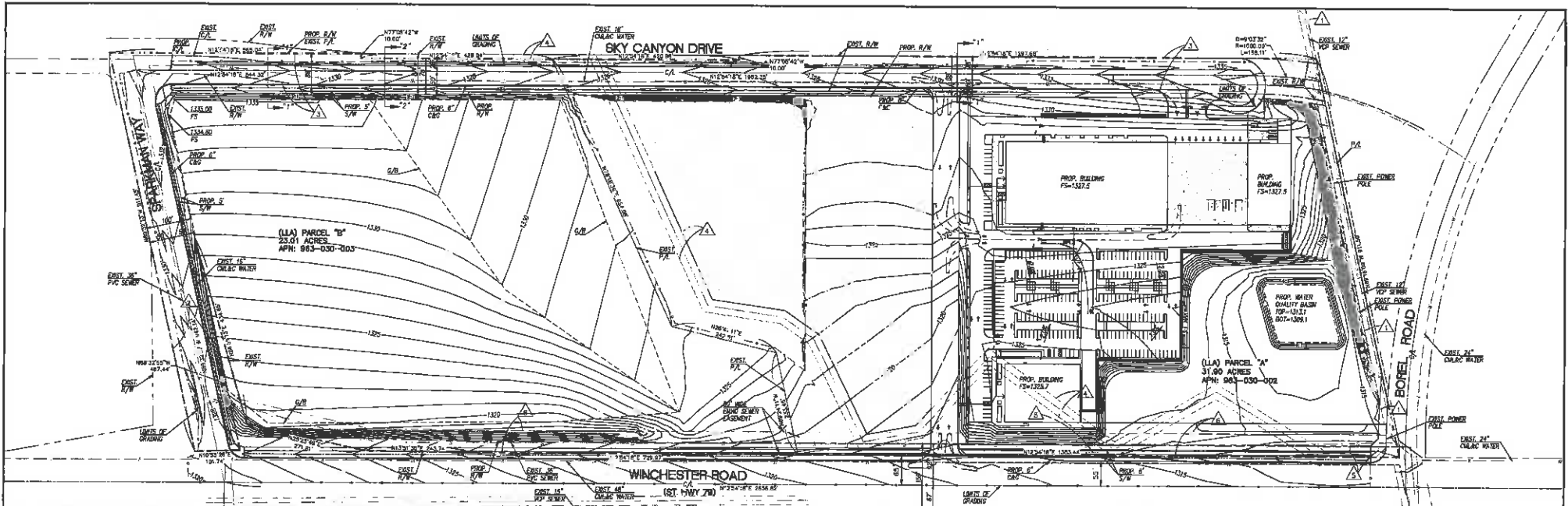
Notes

KTM HQ Campus (Approximately 19.87 acres of 56.95-acre total project site)

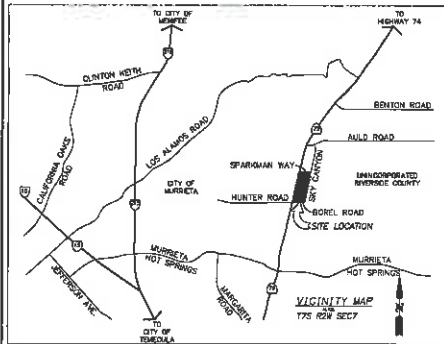
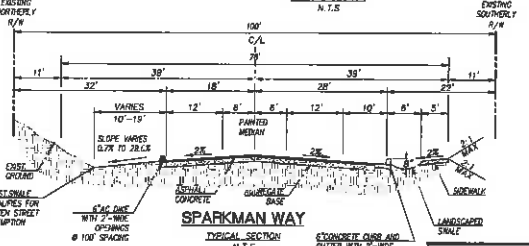
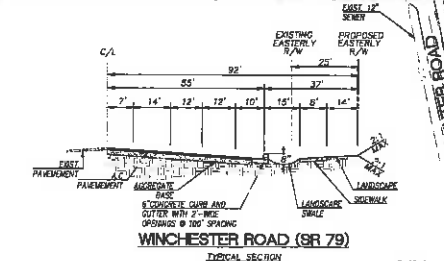
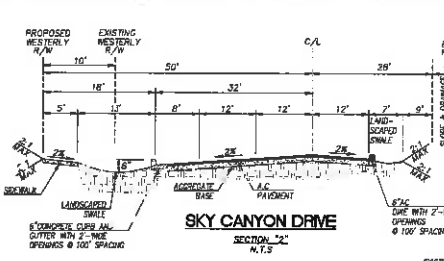
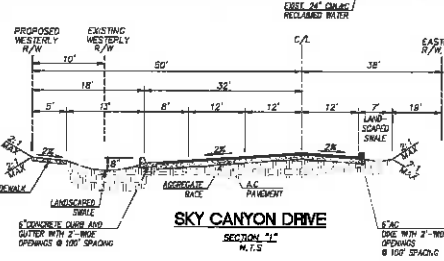
(Updated 05/20/2019)

	Avg./Single Acre Max	Total Acreage per Zone	Total Acreage per Zone (Southern Parcel only)	Total Acreage per Zone (Development Portion Only)	Open Area Required
ZONE B2	100/200	26.03	18.30	10.13	0
ZONE D	150/450	24.62	13.37	9.44	2.46
		50.65	31.67	19.57	

Airport Zone	Building	SF	Ratio	Total Building Occupancy	AVG ACRE	AVG ACRE/ZONE (Southern Parcel)	Total Acreage per Zone (Development Portion Only)	ACRE 1	ACRE 2	ACRE 3	
ZONE B2	Motorsport										
	manufacturing	22,784	200	114				65	49		
	office	10,725	200	54				41	12		
	storage	11,991	300	40				16	24		
	conference/break room/lobby	1,146	15	76				76	0		
	Warehouse										
	Storage	17,917	500	36						36	
	Truck Parking @ 7 entrances	22,678	1.5	11						11	11
	Truck Maintenance Intake Area @ 6 bays	6,724	1.5	9						9	9
					339	13	19	33	198	105	55
ZONE D	KTM HQ							ACRE 1			
	office	20,352	200	102				102			
	storage	1,948	300	6				6			
	Manufacturing	1,578	200	8				8			
	conference room, lobby	2,851	15	190				190			
	Vocational/Training Rooms	3,199	50	64				64			
	Total			370	15	28	39	370			



- LEGEND**
- 1.320 --- PROPOSED CONTOUR
 - --- EXISTING CONTOUR
 - --- LIMITS OF GRADING
 - --- FLOORLINE
 - --- GRADE BREAK
 - --- PROJECT BOUNDARY
 - ▲ SLOPE
 - C/L CENTERLINE
 - C/D/D GRADE BREAK
 - U/L LOW POINT
 - FL FLOODLINE
 - FS FINISHED SURFACE
 - HP HIGH POINT
 - P/L PROPERTY LINE
 - R/W RIGHT OF WAY

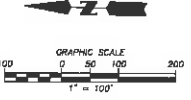


PROJECT AREA:
ASSESSOR'S PARCEL NUMBER: 063-030-003 AND 063-030-002
NET A.C.A. = 46.22 ACRES, GROSS AREA = 34.51 ACRES

EASEMENT NOTES

- ▲ EASEMENT GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY PURPOSE PUBLIC UTILITIES RECORDED SEPTEMBER 08, 1947 IN BOOK 847, PAGE 403 OFFICIAL RECORDS
- ▲ EASEMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED DATE JULY 02, 1986 RECORDED NO. 18448 OFFICIAL RECORDS
- ▲ EASEMENT GRANTED TO COUNTY OF RIVERSIDE PURPOSE PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITIES AND PUBLIC SERVICE PURPOSES RECORDED JANUARY 26, 1981 RECORDED NO. 8140 OFFICIAL RECORDS
- ▲ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL HERETO AS CONVEYED BY AN INSTRUMENT, ENTITLED FINAL ORDER OF CONFIRMATION CASE NO. 180613 IN FAVOR OF COUNTY OF RIVERSIDE PURPOSE SLOPE AND DRAINAGE PURPOSES RECORDED DECEMBER 20, 1983 RECORDED NO. 30349 OFFICIAL RECORDS.
- ▲ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL HERETO, AS GRANTED IN A DOCUMENT, ENTITLED FINAL ORDER OF CONFIRMATION CASE NO. 180613 IN FAVOR OF COUNTY OF RIVERSIDE PURPOSE SLOPE AND DRAINAGE PURPOSES RECORDED DECEMBER 20, 1983 RECORDED NO. 30349 OFFICIAL RECORDS.
- ▲ GRANT OF EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT RECORDED JUNE 28, 2005 RECORDED NO. 2002-021435 OFFICIAL RECORDS REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

LEGAL DESCRIPTION
BEING A PORTION OF GOVERNMENT LOT 2 OF THE SOUTHWEST ONE-QUARTER OF SECTION 7, TOWNSHIP 7 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.



CONCEPTUAL GRADING PLAN
KTM DEVELOPMENT
RIVERSIDE COUNTY, CA

CASC
Engineering and Consulting
1470 EAST COOLEY DRIVE, COLTON, CA 92324
PH. (909) 783-0101 FAX (909) 783-0108
www.cascinc.com



Parkinsonia Desert Museum/
PALO VERDE



Platanus racemosa/
California Sycamore



Cedrus deodara/
DEODAR CEDAR



Frangula californica/
COFFEEBERRY



Baccharis pilularis 'Twin Peaks #2'/
DWARF COTYLOTE BUSH



Rosmarinus o. 'Huntington Blue' /
HUNTINGTON BLUE ROSEMARY



Myoporum parvifolium 'Putah
Creek' / PROSTRATE MYOPORUM

Trees & Palms



Lagerflora h. Natchez/
CRAB MYRTLE



Phoenix dactylifera/
DATE PALM



Chaparral tree/
DESERT WILLOW



Quercus virginiana 'Heritage' /
LIVE OAK



Pinus aldarica/
AFGHAN PINE



Muhlenbergia lindheimeri 'Autumn
Glow' / DEER GRASS



Iris 'Grandma's Purple Flag' /
PURPLE BEARDED IRIS



Knapweed flower /
RED HOT POKER



Acacia redolens 'Low Boy' /
PROSTRATE ACACIA

Shrubs & Ground Covers



Muhlenbergia caespitosa 'Regal Mist' /
Deer Grass



Caesalpinia gilliesii /
YELLOW BIRD OF PARADISE



Xylosma congestum /
SHINY XYLOSMA



Phormium tenax 'Bronze' /
NEW ZEALAND FLAX

Accent Plants



4' Bike Rack
Victor Stanley Prairesites Series
BK-4 black finish



6' Bench
Victor Stanley Steelsites Series
RB-12 black finish

Site Furnishings



4 Square Bench-Table
Victor Stanley Steelsites Series
CRPR-4 bronze finish



Trash Receptacle
Victor Stanley Steelsites Series
RSDC-36 black finish



Ring Tree Grate-5' Square
Canterberry Designs
Model TGRLS_SQ

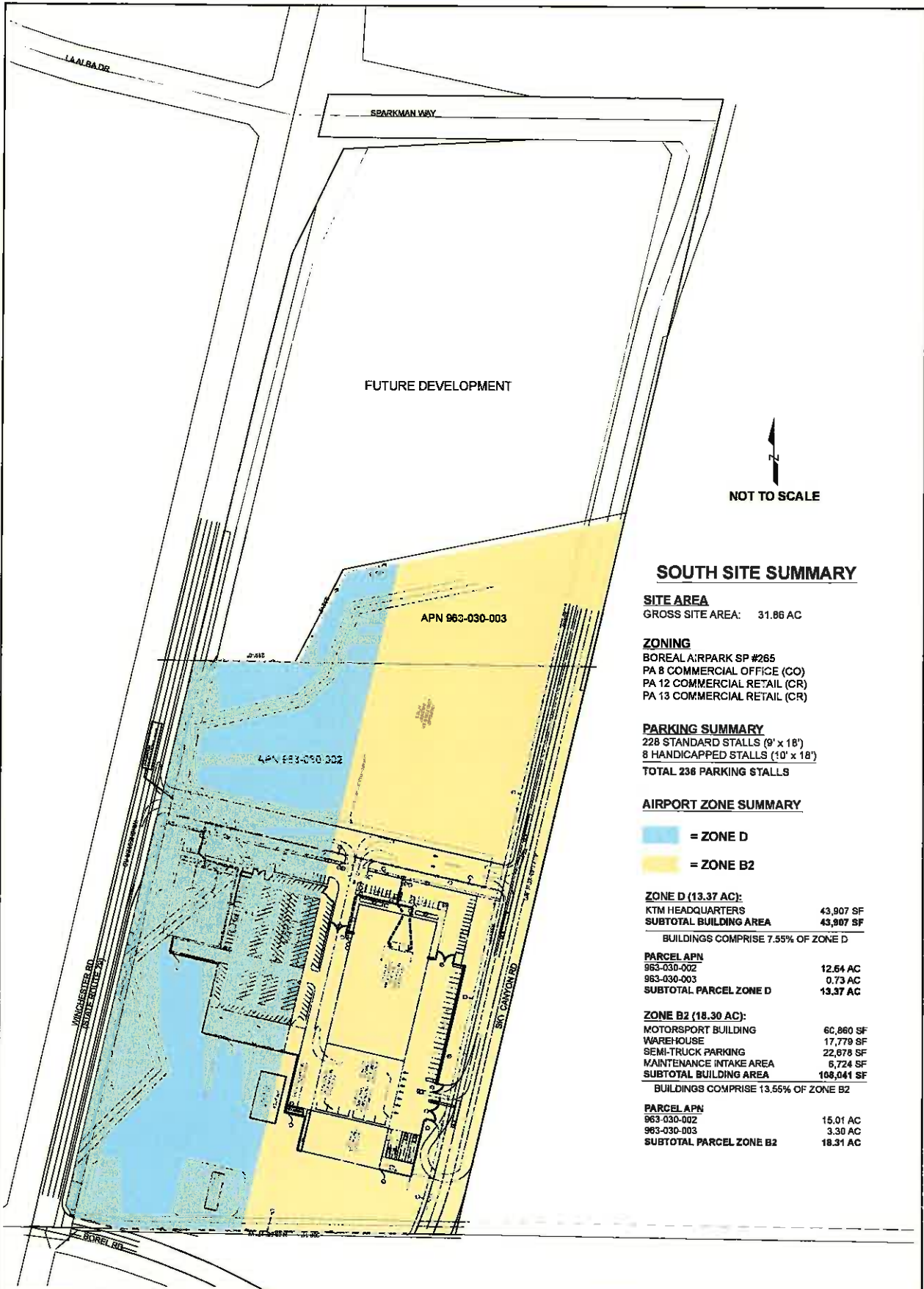


Motorsport Building Elevation
NTS

LANDSCAPE IMAGES & ELEVATION
RIVERSIDE COUNTY, CA



CASC
Engineering and Consulting
1475 EAST COOLEY DRIVE, COLTON, CA 92324
PH. (909) 793-0101 FAX (909) 793-0108
www.cascinc.com



SOUTH SITE SUMMARY

SITE AREA
GROSS SITE AREA: 31.86 AC

ZONING
BOREAL AIRPARK SP #265
PA 8 COMMERCIAL OFFICE (CO)
PA 12 COMMERCIAL RETAIL (CR)
PA 13 COMMERCIAL RETAIL (CR)

PARKING SUMMARY
228 STANDARD STALLS (9' x 18')
8 HANDICAPPED STALLS (10' x 18')
TOTAL 236 PARKING STALLS

AIRPORT ZONE SUMMARY

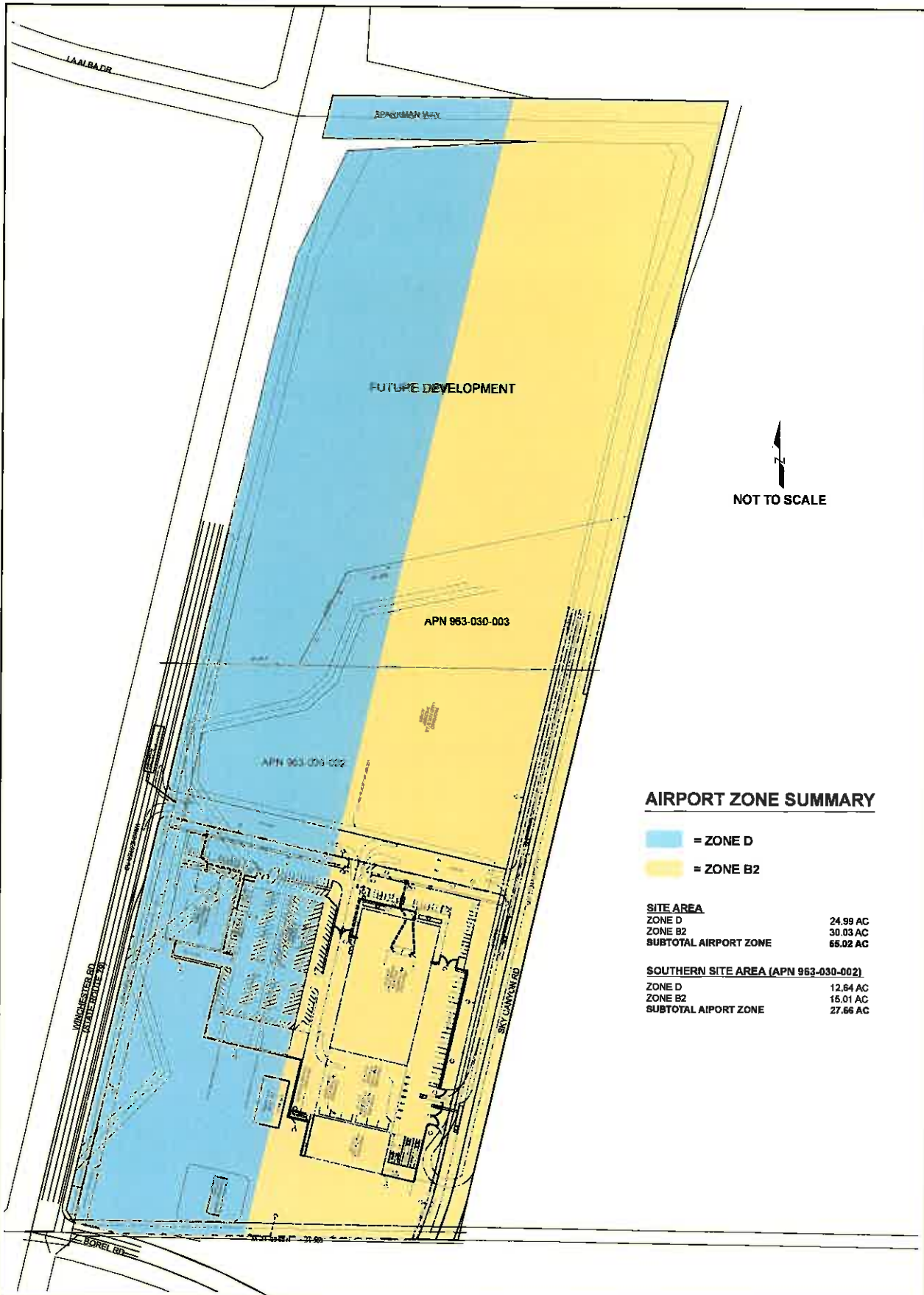
Light Blue = ZONE D
Yellow = ZONE B2

ZONE D (13.37 AC):
KTM HEADQUARTERS 43,907 SF
SUBTOTAL BUILDING AREA 43,907 SF
BUILDINGS COMPRISE 7.55% OF ZONE D

PARCEL APN
963-030-002 12.64 AC
963-030-003 0.73 AC
SUBTOTAL PARCEL ZONE D 13.37 AC

ZONE B2 (18.30 AC):
MOTORSPORT BUILDING 60,860 SF
WAREHOUSE 17,779 SF
SEMI-TRUCK PARKING 22,878 SF
MAINTENANCE INTAKE AREA 6,724 SF
SUBTOTAL BUILDING AREA 108,041 SF
BUILDINGS COMPRISE 13.55% OF ZONE B2

PARCEL APN
963-030-002 15.01 AC
963-030-003 3.30 AC
SUBTOTAL PARCEL ZONE B2 18.31 AC



AIRPORT ZONE SUMMARY

- = ZONE D
- = ZONE B2

SITE AREA	
ZONE D	24.99 AC
ZONE B2	30.03 AC
SUBTOTAL AIRPORT ZONE	55.02 AC

SOUTHERN SITE AREA (APN 963-030-002)	
ZONE D	12.64 AC
ZONE B2	15.01 AC
SUBTOTAL AIRPORT ZONE	27.66 AC

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. David Alvarez at (951) 955-5719.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1083FV18 – Pierer Immoreal North America, LLC (Representative: CASC Engineering and Consulting) – County of Riverside Case No. PPT180022 (Plot Plan). A proposal to revise the original KTM project that was accepted by the Commission on November 8, 2018, the new proposal is to construct a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, a 17,917 square foot warehouse building, a 20,696 square foot outdoor semi-truck parking area, and an outdoor 8,602 square foot maintenance area, on 19.57 acres (development footprint) of a 56.95-acre site, located northerly of Borel Road, easterly of Winchester Road Highway 79, westerly of Sky Canyon Road, and southerly of Sparkman Way (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1083FV18 - REVISED DATE SUBMITTED: 3/26/19

FV
ZONES
B2+
D

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Pierer Immoreal North America, LLC (c/o Robin Gangruth)</u>	Phone Number	<u>(951) 600-8007 x4142</u>
Mailing Address	<u>38429 Innovation Court</u>	Email	<u>RGrangruth@ktmnorthamerica.com</u>
	<u>Murrieta, CA 92563</u>		

Representative	<u>CASC Engineering and Consulting (c/o Frank Coyle, Planning Director)</u>	Phone Number	<u>(909) 783-0101 x5370</u>
Mailing Address	<u>1470 E. Cooley Drive</u>	Email	<u>FCoyle@cascinc.com</u>
	<u>Colton, CA 92324</u>		

Property Owner	<u>Pierer Immoreal North America, LLC (c/o John Hinz)</u>	Phone Number	<u>(951) 600-8007 x4142</u>
Mailing Address	<u>38429 Innovation Court</u>	Email	<u>RGrangruth@ktmnorthamerica.com</u>
	<u>Murrieta, CA 92563</u>		

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>County of Riverside</u>	Phone Number	<u>(951) 955-5719</u>
Staff Contact	<u>David Alvarez</u>	Email	<u>daalvarez@rivco.org</u>
Mailing Address	<u>4080 Lemon Street, 12th Floor</u>	Case Type	<u>PLOT PLAN</u>
	<u>P.O. Box 1409</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
	<u>Riverside, CA 92502</u>	<input type="checkbox"/>	Zoning Ordinance Amendment
Local Agency Project No	<u>PPT180022</u>	<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input checked="" type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

PROJECT LOCATION

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

Street Address	<u>37662 & 37862 Winchester Road</u>		
	<u>Murrieta, CA</u>		
Assessor's Parcel No.	<u>963-030-002 and 963-030-003</u>	Gross Parcel Size	<u>56.95 (total site gross acreage)</u>
Subdivision Name	<u>N/A</u>	Nearest Airport and distance from Airport	<u>French Valley - directly adjacent to site</u>
Lot Number	<u>N/A</u>		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	<u>Project site consists of two adjacent parcels, which are both currently vacant. Existing Land use designation is Commercial Office (CO) and Commercial Retail (CR) under the Borel Airpark Center Specific Plan.</u>
	<u>French Valley Airport is directly adjacent east of the Project site.</u>

Proposed Land Use (describe)	The Project proposes a mixed-use development of up to approximately 203,202 s.f. of commercial office, warehouse storage, research & development, and covered truck parking and maintenance intake area. The entire 56.95 acre site will be graded and planned for additional future development, with areas preserved for mitigation purposes.		
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	Business Hours: 8 a.m.- 5 p.m. for Headquarters building and R&D building	
	Number of People on Site	908	Maximum Number N/A
	Method of Calculation	Calculation based on California Building Code (see attached spreadsheet)	
Height Data	Site Elevation (above mean sea level)	1,325	ft.
	Height of buildings or structures (from the ground)	29	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	N/A	

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: June 13, 2019

CASE NUMBER: ZAP1046TH19 – Kohl Ranch Company, LLC “Thermal Beach Club” (Representative: Melissa Perez, Albert A. Webb Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: TTM37269 (Tentative Tract Map); PP180037 (Plot Plan)

MAJOR ISSUES: The applicant is proposing a 21-acre surf lagoon and a reservoir, both of which would be permanent water bodies within an Airport Influence Area. The site is located 10,000 feet southerly of the runway along the extended runway centerline. An existing lake is located within a tentatively approved tract map that extends into the more northerly of the two Assessor’s parcels included in this application. In order to address the concern of bird attraction, a qualified wildlife hazard biologist has prepared a report addressing potential measures to minimize this potential hazard to flight.

The overall density of the project is less than five dwelling units per acre. However, all of the proposed residential lots are less than 8,712 square feet (0.2 acre) in area. Pursuant to Additional Compatibility Policy 2.2 of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, projects located southerly of Avenue 64 are substantially consistent... with Zone D if the average residential lot size is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots.

As of the writing of this staff report, the applicant has not indicated locations that will be maintained as perpetual open areas to meet the Compatibility Zone D criterion requiring 10 percent open area.

RECOMMENDATION: Staff recommends that the Commission open the public hearing, consider public testimony, discuss the proposal, and CONTINUE its consideration of the proposed Tentative Tract Map and Plot Plan to its July 11, 2019 meeting, in order to allow sufficient time for the Commissioners to review the wildlife hazard site visit and management plan and for the applicant team to provide amended exhibits depicting perpetually maintained open area at least equal to ten percent of the portion of the property in Compatibility Zone D.

PROJECT DESCRIPTION: Tentative Tract Map No. 37269 is a proposal to divide 239 acres within two existing parcels with a total area of 307.12 acres into 210 residential lots that will accommodate 326 dwelling units. All of the residential lots will have a net area not exceeding 8,712 square feet (0.2 acre). 128 lots will accommodate individual single-family residences. 65 lots will

accommodate duplexes (two unit structures). 17 lots will accommodate four-unit structures (four-plexes). (The applicant envisions maintaining the lots with two-unit and four-unit structures for rental or vacation rental purposes.) Additional lots will accommodate a surf lagoon, village area with clubhouse buildings, reservoir, and drainage areas.

Plot Plan No. 180037 is a proposal to establish a surf lagoon with wave making capabilities on 21 acres and to develop a clubhouse village area consisting of four buildings with a combined gross floor area of 42,000 square feet. Anticipated uses of the clubhouse buildings include a restaurant, kitchen facilities, bar, spa, exercise facilities, swimming pool, deck, retail uses, and administration.

The project is proposed under the name "Thermal Beach Club."

PROJECT LOCATION: The project site is located southerly of 64th Avenue, easterly of Tyler Street, northerly of 66th Avenue, and westerly of Polk Street and Fillmore Street in the unincorporated community of Thermal, approximately two miles southerly of the current southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zones D and E
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Residential Density: The project is primarily located in Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area. The overall project density is less than two dwelling units per acre, which would normally be within the prohibited intermediate density range. However, Additional Compatibility Policy 2.2 of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan ("JCRALUCP") specifies that:

"Projects located southerly of Avenue 64 shall be considered to be substantially consistent with the "higher intensity option" for Zone D if the average residential lot size (either the mean or median) is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots."

All of the residential lots are 8,712 square feet or less in net area; therefore, the proposed residential project is consistent with the density criteria of the JCRALUCP.

Non-Residential Average Land Use Intensity: Pursuant to the Jacqueline Cochran Regional Airport Land Use Compatibility Plan ("JCRALUCP"), the site is located within Compatibility Zone D. The proposed plot plan indicates a total area of 31.55 acres for the surf lagoon and the "village." The JCRALUCP permits 100 persons per acre in Compatibility Zone D. Based on the above numbers, a

total intensity occupancy of 3,155 persons is permissible at this site.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, using a 50 percent reduction for offices and retail uses, the following rates were used to calculate occupancy for the proposed buildings:

- Restaurant – 1 person per 15 square feet (dining area), 1 person per 200 square feet (commercial kitchen)
- Bar – 1 person per 15 square feet
- Pool deck, spa deck – 1 person per 15 square feet
- Swimming pool, exercise room, lockers – 1 person per 50 square feet
- Retail (may include sales of food, but not dining area) – 1 person per 60 square feet (50 percent reduction from Building Code maximum)
- Spa – 1 person per 100 square feet
- Offices/Administrative – 1 person per 200 square feet (50 percent reduction from Building Code maximum)

The project proposes a total of 34,400 square feet of building area, which includes a 7,000 square foot spa, 5,600 square feet of restaurant dining area, a 5,000 square foot swimming pool, a 4,000 square foot exercise room, a 4,000 square foot locker room, 3,000 square feet of pool and spa deck area, 2,000 square feet of retail area, 2,000 square feet of bar area, and 800 square feet of restaurant kitchen area. These uses would be projected to accommodate 1,073 people, resulting in an average intensity of 34 persons per acre, which is consistent with the Compatibility Zone D intensity limit of 100 persons per acre. This would also allow for up to 2,082 persons to be utilizing the surf lagoon area at any given time.

The intensity of the “village” area may also be considered using the Parking Space Method. The project proposes 361 parking spaces. If we assume 1.5 persons per vehicle, this would translate into an overall occupancy of 542 persons, resulting in an average intensity of 17 persons per acre, which is also consistent with the Compatibility Zone D intensity limit of 100 persons per acre.

Non-Residential Single-Acre Land Use Intensity: Pursuant to Table 2A of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, single-acre intensities are limited to 300 persons in any given acre area within Compatibility Zone D. (This number may be increased by up to 30 percent through use of up to seven risk-reduction design measures.) While average intensity considers the intensity in comparison to the overall acreage of a project site or of a specific parcel, single-acre intensity is measured by determining how many people would be present within any given 210-foot-by-210-foot area within a site. So this is affected not simply by the occupancy of any individual building, but also by the distance between buildings and building orientation.

As to this project, the buildings are widely spaced. Only small portions of Building 2 are located within the single-acre areas encompassing Buildings 1 and 4. The single-acre area including

Building 3, which includes 4,300 square feet of dining area, does not include portions of any other building. The single-acre area including all of Building 2 also does not include portions of any other buildings. The project designers were clearly aware of the ALUCP intensity limits and took great care to not exceed the limit of 300 persons in any given acre.

Building 1 has a floor area of 16,000 square feet, consisting of a 7,000 square foot spa, 1,000 square foot deck, 4,000 square foot exercise room, and 4,000 square foot locker room, accommodating a total of 297 persons. The portion of Building 2 within this single-acre is de minimis – less than 30 square feet, accommodating perhaps 2 persons at most. Therefore, this single-acre area would meet the intensity criterion not exceeding 300 persons.

Building 2 has a floor area of 8,000 square feet, consisting of a 5,000 square foot swimming pool, a 2,000 square foot deck, and a 1,000 square foot bar, accommodating a total of 300 persons. As no portion of any other building is included within the single-acre area including all of Building 2, this single-acre area would meet the intensity criterion not exceeding 300 persons.

Building 3 is envisioned as an event facility with a floor area of 5,900 square feet, consisting of 4,300 square feet of dining area, 1,000 square feet of administrative space (evaluated at one person per 200 square feet), and 600 square foot kitchen, accommodating 295 persons. As no portion of any other building is included within the single-acre area including all of Building 3, this single-acre area would meet the intensity criterion not exceeding 300 persons.

Building 4 is envisioned as a retail and restaurant building with a floor area of 4,500 square feet, consisting of 2,000 square feet of retail area (evaluated at one person per 60 square feet), 1,300 square feet of restaurant dining area, a 1,000 square foot bar, and 200 square feet of kitchen area, accommodating 188 persons. The single-acre area including all of Building 4 slightly overlaps into Building 2, but the area in Building 2 is de minimis – less than 30 square feet, accommodating 2 persons at the most. Therefore, this single-acre area would meet the intensity criterion not exceeding 300 persons.

Prohibited and Discouraged Uses: Highly noise-sensitive outdoor nonresidential uses and hazards to flight are prohibited uses within Compatibility Zone D, and children's schools are discouraged uses. An early version of the plot plan proposed an amphitheater within the "village" area, but this element was deleted in order for the project to comply with the Zone D single-acre intensity criteria. A report from Dr. Russell DeFusco of BASH, Incorporated has been prepared to assess whether the proposed water bodies would attract birds and thereby constitute a hazard to flight.

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

PART 77: The elevation of Jacqueline Cochran Regional Airport's Runway 17-35 at its future

southerly terminus is -137.5 feet (137.5 feet below mean sea level). At a distance of two miles (10,560 feet), any structure with a top point elevation exceeding -31.9 feet (i.e., less than 31.9 feet below mean sea level) would require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The highest pad elevation on-site is at -150.7 feet, and structures will not exceed a height of 42 feet, for a maximum top point elevation of -108.7 feet. Therefore, FAA OES review for height/elevation reasons was not required.

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. A significant portion of the area of the proposed project is located outside the individual lots, but is mostly comprised of open water areas that would remain open water on a regular basis.

The applicant team is presently in the process of assessing areas that could be utilized as ALUC-qualifying open area.

Bird Aircraft Strike Hazard (BASH) Concerns: The project includes a 21-acre surf lagoon and a 3.2-acre reservoir. These are intended to perpetually hold water – a feature that distinguishes them from stormwater detention basins. As a result, ALUC staff requested that a qualified wildlife hazard biologist review the proposed project. Since the proposed facilities do not yet exist, Principal Planner John Guerin advised project representatives that a Wildlife Hazard Site Visit would be sufficient for evaluation of the proposed project, rather than a full Wildlife Hazard Assessment (WHA) that requires 12 months of field studies in accordance with FAA guidelines. A site visit and management plan review was prepared by Dr. Russell DeFusco of BASH Incorporated in March, 2019.

Dr. DeFusco's report states as follows:

“A total of 7 wildlife strikes have been reported and documented in the FAA Wildlife Strike Database...for aircraft operating from TRM [Jacqueline Cochran Regional Airport]. All reported strikes occurred since 2002. Four of the seven strikes caused significant damage to the aircraft and are a high proportion of reported strikes when compared to other airports nationwide. One was caused by coyotes, one by a California Gull, and two by Canada geese...”

It should be noted that the adopted Specific Plan that includes this area had depicted a lake in this area extending easterly from the existing lake that had previously been approved as part of the residential development to the west of this project within the same Specific Plan. Dr. DeFusco concluded that the changes in the orientation and design of the lake and surrounding shoreline “would result in a decrease in potential attractiveness compared to the originally permitted plan.” Mitigation measures include physical design of the water bodies, a comprehensive landscape plan, trash management, no wildlife feeding policies, and active harassment of birds or other wildlife using a variety of acoustic, visual, biological, and other dispersal techniques incorporated in a comprehensive, integrated Wildlife Mitigation/Management Plan for the property.

With regard to the design of the surf lagoon, Dr. DeFusco notes that the conceptual Specific Plan had depicted a lake with “a complex, convoluted shoreline with multiple coves and peninsulas [that] would have provided substantial shoreline cover for feeding and breeding areas for a variety of species. The ... elimination of all shoreline and emergent vegetation will significantly deter species that would have fed, bred, or taken shelter there. The high-tech water clarification system will essentially “sterilize” the water and virtually remove all organic matter that would otherwise form the base of a food chain that could have promoted zooplankton, macroinvertebrates, and the larger species that would feed on them....So long as the shoreline of the lagoon is maintained in sand or gravel and vegetation is prevented from growing along its margins, its attractiveness will remain minimal and will limit the possibility of introducing organic matter to the lagoon.”

Dr. DeFusco also noted that a full 12-month Wildlife Hazard Assessment was completed by Jacqueline Cochran Regional Airport in 2017, but there was no documentation that such a study was conducted for the existing lake extending onto this property. Given his comments regarding the attractiveness of the existing lake to birds (although perhaps miniscule in comparison to the Salton Sea), this feature may have been a contributing factor to some of the wildlife strikes (excluding, of course, the one by coyotes). A review of ALUC minutes indicates that a case was submitted for review of a grading permit for a 23-acre lake in 2005 (Case No. TH-05-100), and that then-Executive Director Keith Downs prepared a staff report requesting a Wildlife Hazard Assessment, but the case was withdrawn prior to the March 2005 ALUC meeting.

Staff’s focus in reviewing the current report is on the assessment of the effects of the proposed project, and the existing lake is now beyond ALUC’s purview as an existing land use. However, should plans for the area to the west change in the future through a Specific Plan Amendment or as a result of expiration of the approved tentative map and filing of a new map, it may be appropriate to require a Wildlife Hazard Assessment of the lake at that time.

CONDITIONS:

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.
 4. The shoreline of the surf lagoon shall be maintained in sand or gravel. No vegetation or landscaping shall be permitted along the margins of the shoreline.
 5. Vegetation around the reservoir 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.

Any landscaping around the reservoir shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
 6. The reservoir to be used for the delivery and retention of canal water for recreational use in the surf lagoon shall be constructed with steep sides (minimum slope of 3:1), minimal surface area, and deep water and lined with concrete or other impervious materials to prevent vegetation growth along the margins.
 7. The reservoir shall be completely covered at all times from top, sides, and bottom so as to prevent access by birds and other wildlife. The cover shall consist of 1" x 1" UV-protected

polypropylene mesh secured at ground level around the edges and suspended four feet above the edge elevation, on steel cables spaced not greater than 30 feet apart, as depicted on the attached exhibits. The suspension design is intended to allow for the sagging of the netting material without touching the surface of the waters, so that the material stays dry. The cables and netting material shall be maintained in operable condition (no gaps or tears) throughout the life of the permit, as long as the reservoir holds water or other liquid.

8. Club personnel responsible for maintenance of the lagoon and reservoir shall be trained and equipped to disperse birds that may attempt to access the waters through use of handheld sonic devices to be used only when birds are noted present or approaching, in order to “herd” them away from the facility.
9. In the event that any incidence of wildlife hazard affecting the safety of air navigation occurs as a result of the presence of the surf lagoon and/or reservoir on-site, upon notification to the airport operator (currently the Riverside County Economic Development Agency) of an incidence, the airport operator shall notify Kohl Ranch Company, LLC (or its successor(s)-in-interest) (hereafter referred to as “owner”) in writing. Within 15 days of written notice, the owner shall be required to promptly take all measures necessary to eliminate such wildlife hazard, including, if necessary, the draining of the lagoon and/or emptying of the reservoir. 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 owner shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport owner’s satisfaction.
10. The uses within Buildings 1 through 4 and the square footages of individual portions of those buildings shall comply with the chart included on Sheet 1 of the plot plan dated May 23, 2019. The maximum Building Code occupancy for any of these buildings shall not exceed 300 persons.

JC. JACQUELINE COCHRAN REGIONAL AIRPORT

JC.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The Riverside County Board of Supervisors approved a new master plan for Jacqueline Cochran (formerly Desert Resorts) Regional Airport in December 2004. The Jacqueline Cochran Regional Airport Compatibility Map on the following page is based upon the new master plan.
- 1.2 *Airfield Configuration:* The new airport master plan carries forward the recommendation from previous plans that the primary runway (17-35) be extended 1,500 feet southward to a total length of 10,000 feet. Establishment of a nonprecision instrument approach procedure to the north end of the runway and a precision instrument approach procedure to the south end are proposed in the master plan and reflected in the compatibility planning. No changes to the northwest/southeast runway are contemplated. Previous plans for a third runway that would have been aligned north/south 4,200 feet west of the existing primary runway have been deleted from the new master plan and are not represented in the Jacqueline Cochran Regional Airport Compatibility Map.
- 1.3 *Airport Activity:* Compatibility planning for Jacqueline Cochran Regional Airport looks beyond the 20-year activity forecast time horizon of the master plan. An ultimate activity level of 220,000 annual operations, double the 20-year projection in the master plan, is assumed for compatibility planning purposes. Current activity is approximately 65,000 operations per year.
- 1.4 *Airport Influence Area:* The Jacqueline Cochran Regional Airport influence area boundaries match the outer boundary of the FAR Part 77 conical surface for the airport with an extension to the south encompassing additional lands along the future precision instrument approach path.

JC.2 Additional Compatibility Policies

- 2.1 *Calculation of Residential Densities:* Residential densities in Zone D shall be calculated on a “net” rather than “gross” basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.
- 2.2 *Maximum Average Residential Lot Size in Zone D Areas Southerly of Avenue 64:* Projects located southerly of Avenue 64 shall be considered to be substantially consistent with the “higher intensity option” for Zone D if the average residential lot size (either the mean or median) is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots.

Wildlife Hazard Site Visit and Management Plan Review

Thermal Beach Club Thermal, California March 2019



Prepared by:

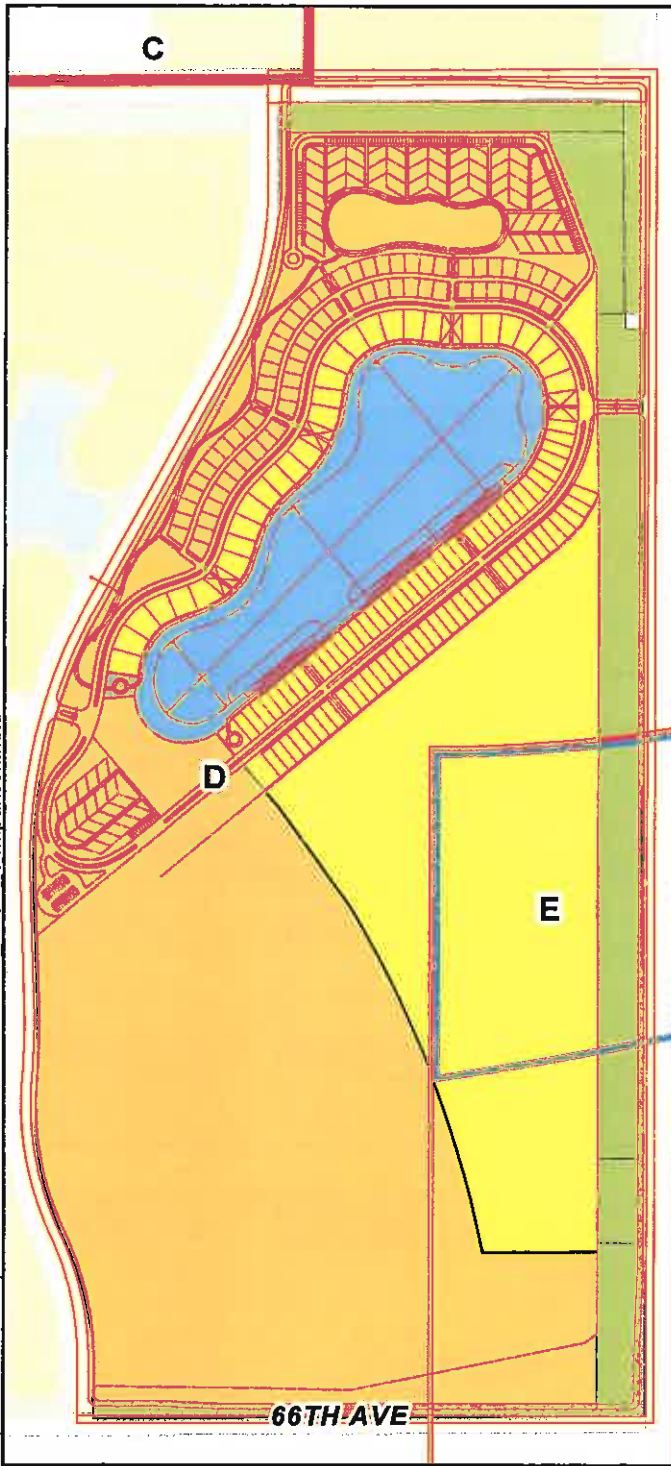
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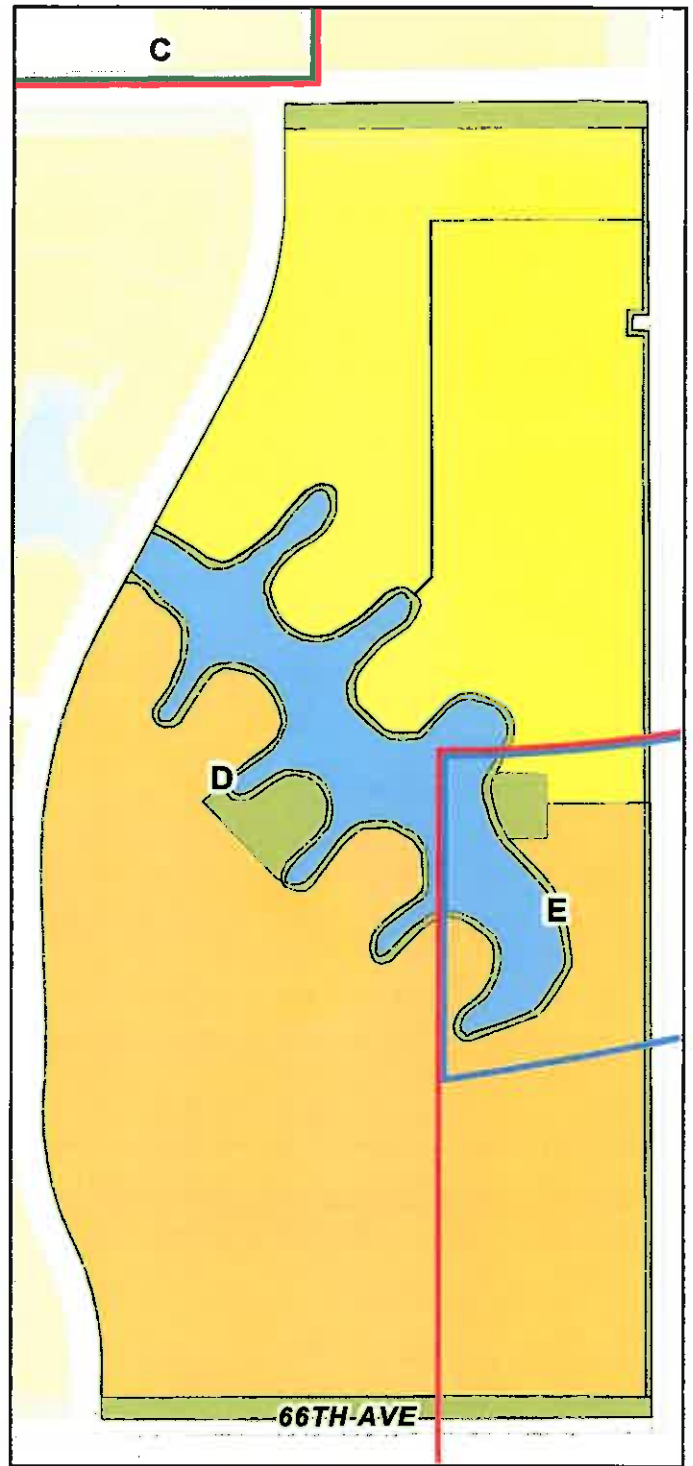
EXECUTIVE SUMMARY:

The Thermal Beach Club project is part of the Kohl Ranch and lies approximately two miles south of the Jacqueline Cochrane Regional Airport in the unincorporated area of Thermal, Riverside County, California. The project will include residential housing and a lake with wave-making capabilities that will be used for recreational purposes. The County of Riverside Planning Department issued a permit for the site as originally proposed. Modifications to the planned lake prompted the County Airport Land Use Commission to request an evaluation of the final plans to determine if any hazards to aviation could be caused by wildlife that may be attracted to the site and recommendations for mitigation to minimize those hazards. Dr. DeFusco of BASH Inc. was contracted by Albert A. Webb Associates to conduct a Wildlife Hazard Site Visit in the manner described by the Federal Aviation Administration to evaluate the project and make recommendations for wildlife mitigation. Surveys of the property and surrounding areas were conducted in March 2019 to determine baseline habitat features as well as bird and other wildlife presence and their relative abundance. Species present in the area and their legal status were determined. Results indicated that the changes in the orientation and design of the lake would result in a decrease in potential attractiveness compared to the originally permitted plan. Mitigation measures directed at any wildlife would further diminish the potential attractiveness of the site. These measures include a comprehensive landscape plan, physical design of the water bodies, trash management, no wildlife feeding policies, and active harassment of birds or other wildlife using a variety of acoustic, visual, biological, and other dispersal techniques. Each of these are detailed for inclusion in a comprehensive, integrated Wildlife Mitigation/Management Plan for the property. Implementation of the plan by trained and equipped personnel as recommended will ensure bird and other wildlife risks to nearby aviation operations will be minimized if not eliminated at the project site.

Map created Nov. 7, 2017. G:\2009\09-0247\GIS\TBC_ALUC_Comparison.mxd



Proposed Land Use Plan



Approved Land Use Plan



Airport Compatibility Zones

- Zone C
- Zone D
- Zone E

Land Use

- Medium Density Residential
- High Density Residential
- Open Space
- Open Space/Water

Sources: Westcoast Builders Inc, Oct. 20, 2017; Riverside Co. GIS, 2017

Land Use Plan Comparison

Thermal Beach Club

**Wildlife Hazard Site Visit and Management Plan Review
Thermal Beach Club
Thermal, California
March 2019**

Introduction

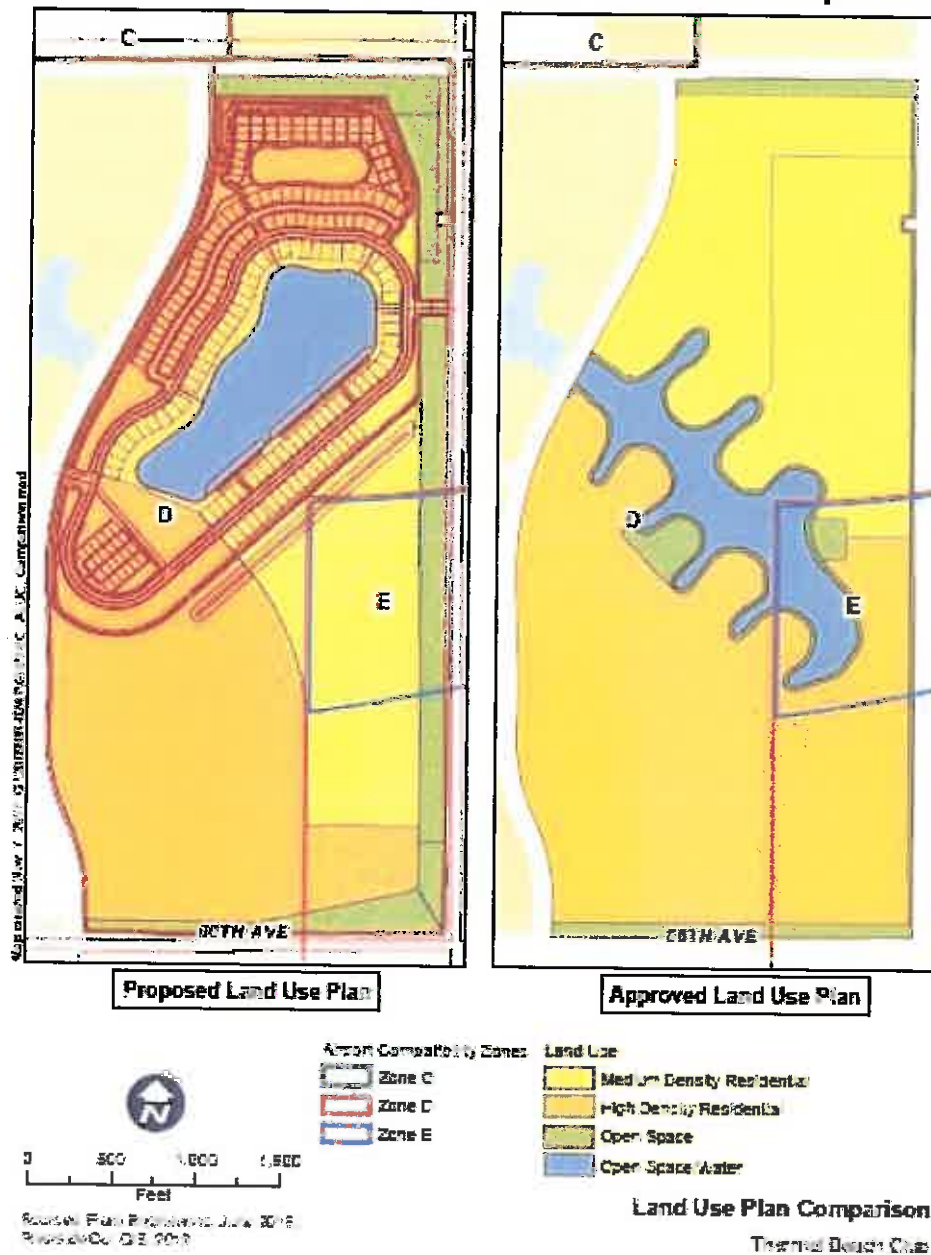
The Thermal Beach Club project is on a site that is part of the Kohl Ranch in Thermal, Riverside County, California. It lies approximately two miles south of the Jacqueline Cochrane Regional Airport (FAA identifier TRM) and as such must address any issues that could affect the safety of flight from the airport. The potential risks presented by wildlife with development of the site required consideration. The Thermal Beach Club lies within the Airport Influence Area (AIA) of TRM. Advisory guidance (see FAA 2007, CALTRANS 2011, ALUC 2018) and requirements of the permitting agency itself identify that waterbodies may be best suited elsewhere. However, the Riverside County Airport Land Use Commission (ALUC) issued conditions ultimately finding the Kohl Ranch consistent with the Jacqueline Cochran Regional Airport Land Use Plan. The County of Riverside Planning Department issued the Specific Plan 303, Amendment 4 permit to the Thermal Beach Club as presented (1999 and as variously amended through 2018). Whitestar Development has prepared a comprehensive Wildlife Mitigation/Management Plan to address the issue (see Appendix D). The ALUC requested an assessment of the plan and a review of wildlife hazards that could affect the flight operations at the nearby Jacqueline Cochrane Regional Airport. The ALUC approved a Wildlife Hazard Site Visit (WHSV) that could be performed over a single visit versus a full Wildlife Hazard Assessment (WHA) that requires 12 months of field studies in accordance with FAA guidelines. This document follows those guidelines as established in Federal Aviation Administration Advisory Circular (FAA AC) 150/5200-38: *“Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans”* (FAA 2018). A full 12-month WHA was completed by the Jaqueline Cochrane Regional Airport under the same guidelines (TRM 2017). It is unknown whether the project underwent a similar assessment during the time it was originally proposed.

Dr. Russell DeFusco of BASH Incorporated was contracted by Albert A. Webb Associates to conduct the actual field work and prepare this report. The FAA requires anyone working on such projects on or in the vicinity of airports to be fully Qualified Airport Wildlife Biologists (QAWB) as specified in FAA AC 150/5200-36A *“Qualifications for Wildlife Biologists Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports”* (FAA 2012). Dr. DeFusco is fully qualified under these provisions. The purpose of this assessment is to determine if the project could attract potentially hazardous wildlife that could adversely affect flight safety to nearby aircraft operations and to assist the developers in the implementation of wildlife management plan to ensure any potential hazards are mitigated.

1. Thermal Beach Club Site and Plans: The Thermal Beach Club project covers approximately 239 acres of vacant land within the Kohl Ranch Specific Plan No. 303 located in the unincorporated area of Thermal, Riverside County, California. Development plans include a private residential community of permanent and vacation homes and a clubhouse to provide amenities to residents. A key feature of the community is a 20 acre lake with wave-making capabilities that will enable inland surfing and other activities, along with a 3 acre reservoir to hold irrigation water. The adopted Specific Plan for the site included a lake with complex shoreline that was very similar to the adjacent Kohl Ranch property to the west of the current proposed project. The project was approved in its initial configuration in 1999. The current plan changes the orientation and purpose of the lagoon, with wave-making capabilities and water treatments added (see figure 1). The property lies approximately two miles south of the Jaqueline Cochrane Regional Airport with its boundary approximately 10,800 feet from the end of Runway 17. Because it falls within the Airport Land Use Compatibility Plan Zones D and E with the edge of the property just contacting Zone C, wildlife mitigation is necessary to ensure no adverse effects on flight safety at the nearby airport and to meet ALUC guidelines. It should be noted that portion of the Project touching Zone C lies within the road right-of-way and only roadway improvements will be constructed; no vertical development will take place.

The current site is highly suitable to development of residences as it is nearly flat, with soils conducive to construction. The soils are highly saline and support some mixed native desert vegetation, but is primarily dominated by invasive tamarisk or salt cedar (*Tamarix ramosissima*). From a wildlife standpoint, the conditions are almost entirely benign as the habitat and sparse vegetation support very few species. Current conditions are not suitable for foraging and only provide marginal cover for some smaller songbirds and low densities of small mammals.

Figure 1. Thermal Beach Club Project Land Use Plan and Previously Approved Plan with TRM Airport Influence Area Zones Depicted.



2. Jacqueline Cochrane Regional Airport: The Jacqueline Cochrane Regional Airport (TRM) is an uncontrolled General Aviation airport open to the public and operates 24 hours a day. It has two runways; 17/35 and 12/30. It has several Fixed Based Operators (FBOs) including a jet training center. Forty four aircraft are based at the field including single engine aircraft, multi-engine aircraft, jet aircraft, helicopters, and ultralights. As of 2018, aircraft operations averaged 209 per day including 62% transient general aviation, 36% local general aviation, 1% military, and <1% air taxis (AirNav 2019). Aircraft operations have been increasing over the past several years and it is anticipated that this trend will continue in the future.

A total of 7 wildlife strikes have been reported and documented in the FAA Wildlife Strike Database (FAA 2019) for aircraft operating from TRM. All reported strikes occurred since 2002. Four of the seven strikes caused significant damage to the aircraft and are a high proportion of reported strikes when compared to other airports nationwide. One was caused by coyotes, one by a California Gull, and two by Canada Geese (see Appendix B). However, strike reporting rates for TRM are well below those observed for other airports of similar size and likely indicate a relatively lower risk compared to other locations, though it is unknown how many unreported strikes have been experienced there. Further, each of these strikes took place within the local area, including in the approach and departure airspace and one on the airport itself. It is not possible to determine the exact location of the strikes other than the one reported on landing roll at the airport. A brief interview with one of the lead instructor pilots at the jet training center indicated that bird strike risk is considered minimal by pilots operating from the airport.

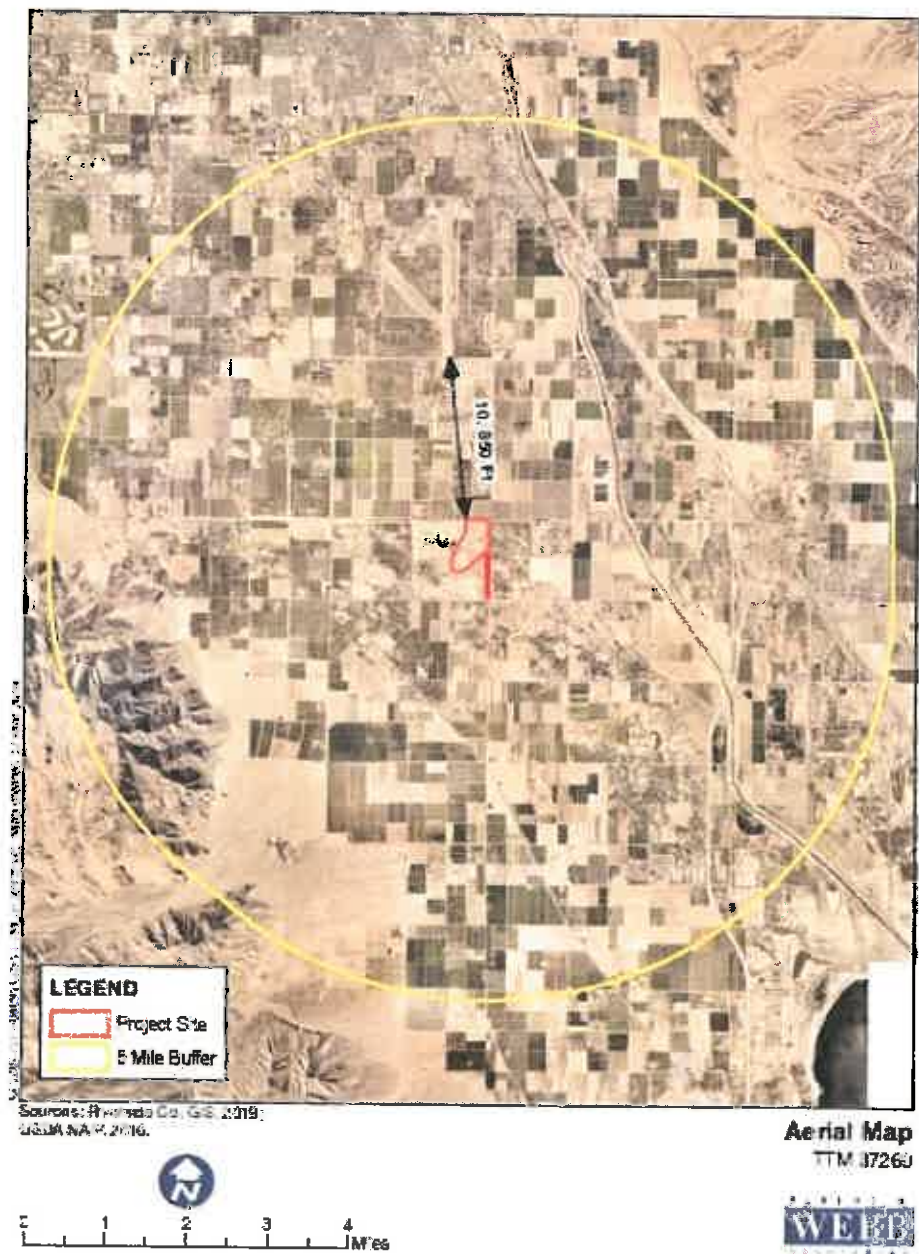
Site Visit Protocol

- 1. Document Review:** Relevant documents were provided by Webb Associates and Whitestar Development for review and included Riverside County Planning Department permits, maps, extensive site plans, engineering design, landscaping plans, descriptions of the surf lagoon operation, a wildlife mitigation plan, and others. Additional documents were obtained from the Riverside County Airport Land Use Commission, the Airport, and through internet research on FAA, ALUC, and other sources. Review of documents was conducted prior to, during, and after the site visit to determine history, current conditions, and future plans for the site.
- 2. Site Visit:** The Thermal Beach Club site and surrounding areas were visited by Dr. DeFusco on March 20-21, 2019. Timing of the visit was determined by scheduling and contracting timelines, but was fortuitous from a wildlife standpoint. While many of the larger birds such as waterfowl had already begun migrating, many still remained. Smaller songbirds were just beginning their spring migratory arrivals in the area and were representative of those passing through and resident in the vicinity of the project. Thus, a very good representation of avifauna in the area was present during the visit. Nevertheless, it must be emphasized that a short-term site visit cannot capture the full annual cycle of presence and abundance of species in the vicinity of the project and past experience and reliance on other data sources were necessary while conducting the review.

A tour of the project area and much of the Kohl Ranch was arranged by Mr. Tim Bradshaw and provided by Mr. Hector Rochin to begin the site survey. Unlimited access was granted for repeated unescorted visits to the facility during the survey period. Surveys of the surrounding areas were also

conducted to determine potential attractiveness to wildlife as the project will substantially alter the current environment. These surrounding area surveys were also essential as the project does not exist in a vacuum, but is part of a complex landscape that determines wildlife presence on a larger scale. Surveys focused on the immediate surrounding areas, primarily within five miles, but extended to the Salton Sea whose northern reaches are seven miles to the south and is the major landscape feature attracting a wide variety of species to, and passing through, the Coachella Valley. Other areas included the airport itself (only accessed in the public areas and viewed through perimeter fences), agricultural fields, suburban developments, recreational areas, and others potentially influencing wildlife presence in the valley. Also see Figure 2.

Figure 2. Project location with 5-mile buffer.



Results and Findings

- 1. Species Observed:** One hundred eleven species of birds, and thirteen species of mammals, or their sign, were observed during the two day site visit. It must be emphasized that these observations are only a fraction of the over 400 bird species and dozens of mammal species recorded and documented in other sources for the Coachella Valley. A full listing of species observed during this site visit is included in Appendix A. Mammals are only listed as they can be a potential source of prey for predatory or scavenging birds in the area, but do not pose a direct threat to aircraft at the project site and would only be so if on the airport property itself. Reptiles were not included as they pose no issues in the context of this report. Observed species include those found on the Thermal Beach Club project site and in the surrounding areas. The current habitat conditions at the project site are such that very few birds or other wildlife species were observed there. The vast majority of species were found in the surrounding areas where more suitable habitat occurred, but would indicate presence in the vicinity, including migratory birds that pass through and overwinter in the Coachella Valley. Special consideration was given to observations on lakes, ponds, canals, and other water sources in the area, including on the adjacent Kohi Ranch parcel to the west, as these could indicate the potential to attract birds and other wildlife to the Thermal Beach Club lagoon when constructed. As required for a qualifying WHSV, the federal and state status of listed species as a subset of the total observation list is included in Table 1. Of the total species observed, none were listed as Federally Threatened or Endangered. However, virtually all are protected under the Migratory Bird Treaty Act and several species observed are afforded additional state-level protections as detailed in the table. Of those on the state list, the Northern Harrier, Cooper's Hawk, Black-tailed Gnatcatcher, Loggerhead Shrike, and Round-tailed Ground Squirrel were observed on the Thermal Beach Club Property development site during the site visit.

Table 1: Federal and State-Listed Species Status

<u>Common Name</u>	<u>Status</u>
Peregrine Falcon	Fully Protected State Species
Burrowing Owl	Species of Special Concern
Black-tailed Gnatcatcher	State Watch List
California Gull	State Watch List
Cooper's Hawk	State Watch List
Ferruginous Hawk	State Watch List
Savannah Sparrow	Species of Special Concern
Loggerhead Shrike	Species of Special Concern
Northern Harrier	Species of Special Concern
American Badger	Species of Special Concern
Round-tailed Ground Squirrel	Species of Special Concern

2. Water Bodies in the Vicinity of the Project: There are numerous water bodies in the vicinity of the Thermal Beach Club project. They range in size from small intermittent puddles following rain events to the enormous Salton Sea to the south. Rivers, irrigation canals, stormwater detention/retention ponds, recreational lakes, landscaping features, a sewage treatment plant, and others exist throughout the area. Of particular note, and where some effort was spent to observe over the course of the visit, is the approximately 20 acre lake on the adjacent Kohl Ranch property immediately to the west of the current project. The Riverside County ALUC produced a brochure entitled "*Airports, Wildlife and Stormwater Management*" (Undated a) with guidelines that can be referenced and adapted to minimize attractiveness of water features near airports and may be applied to this project.

By far the most significant water feature in the entire Coachella Valley is the Salton Sea. It is the major attraction and determines the migratory route for birds each fall and spring and holds many thousands of wintering birds each year. The wetlands along its margins are extremely important to migratory, over-wintering, and resident birds including those that are potentially hazardous to aircraft operations such as waterfowl, gulls, pelicans, waders, shorebirds, and others. The presence of the Thermal Beach Club development will have no impact on these large-scale movement patterns. However, the Salton Sea has undergone significant recession in the recent past following extended periods of drought. The wetlands on its margins are most significantly affected and has forced birds to find other suitable places to forage, breed, and shelter. In the long term, it is unknown whether continued receding water levels will cause birds to short stop their migrations or continue further south into Mexico and the Sea of Cortez, or whether some of these birds will find other local water sources to meet their requirements. Restoration of the Salton Sea to historic water levels is planned but the schedule for such is unknown. Most birds remain on, in, or very close to the Salton Sea once they establish there. However, during the site visit it was noted that several very large flocks of gulls (primarily Ring-billed Gulls) would leave the Sea and forage in the agricultural fields and seek fresh water in the nearby area. None of these flocks were specifically noted near the Thermal Beach Club property as most remained two or more miles south of there, but it is possible that they could do so with the presence of a new freshwater lake. If so, dispersal methods could be used as detailed in the management plan to encourage them to move on.

Other water features in the area variously attracted birds in generally small numbers. An overall observation is that the larger, shallower water bodies,

and those that supported emergent vegetation contained the most birds. Small, steep-sided, or lined detention structures and canals were least attractive. Ring-billed Gulls were observed in and around the sewage treatment plant to the east of the project. Birds observed in some of the agricultural and stormwater detention ponds included gulls of mixed species, waterfowl of mixed species, coots, grebes, herons, egrets, ibises, and others. In ponds that held some shoreline or emergent vegetation, flocking birds such as Great-tailed Grackles, and Red-winged Blackbirds were observed in small numbers. In these same areas, raptors such as hawks and vultures were noted, also in small numbers. Songbirds such as Black-tailed Gnatcatchers, Marsh and Bewick's Wrens, Verdins, Song Sparrows, Loggerhead Shrikes, and others were also noted in pondside vegetation, but these species are of no concern to aviation safety.

The lake on the adjacent Kohl Ranch property was surveyed at various times during the visit as it is closest to the project and of similar size. The convoluted shoreline and dense emergent vegetation makes this impoundment particularly attractive to birds. Birds observed on the lake included Northern Shovelers, Green-winged Teal, American Coots, Ring-billed Gulls, Great Egrets, and a Great Blue Heron. All were in relatively small numbers with the coots being most numerous. Turkey Vultures were observed soaring over the lake during late morning and mid-day hours. One Cooper's Hawk, one Northern Harrier, and two Red-tailed Hawks were also observed flying over the property and lake. Each of these species could be considered hazardous and indicate the potential attractiveness of the Beach Club lagoon if it were not to be mitigated. Small songbirds including those listed above from other such water features, as well a small numbers of Abert's Towhees, Black Phoebes, Common Yellowthroats, Orange-crowned Warblers, and European Starlings, were also noted on the lake margins, though none except the starlings would be of concern, and then only when present in dense flocks. It must be noted that the approved Thermal Beach Club plan includes a lake of similar dimensions and shape. However, the updated plan changes the orientation of the lake, eliminates the convoluted shoreline, eliminates the shoreline vegetation, and implements a high-tech water treatment regime. The change in orientation will have no effect whatsoever on its potential attractiveness, but all the other measures in and of themselves will have a deterrent effect and make the facility much less attractive than the adjacent property lake or of many of those in the surrounding area. Also important is the fact that there are numerous other water features in the surrounding area, as birds deterred or dispersed from

the project site will have ample alternative sites in which to relocate. That would not be the case if this was the only available water in the area.

- 3. Agriculture in the Vicinity of the Project:** There are a variety of agricultural activities in the vicinity of the Thermal Beach Club project, including on the Kohl Ranch itself. These range from date palms, to row crops, to small-scale livestock operations. Each of these attract a variety of wildlife species including birds that can be hazards to aviation. Nearly every stage of operations can attract wildlife of various species, including plowing and field preparation, planting, harvesting, and transportation. Birds such as grackles and starlings were noted in several fields, gulls in others, and geese and ducks in still others. Farmers and ranchers were noted taking various measures to deter wildlife from ripening fruit and other crops. No such agricultural activity will take place at the project site and the developers have no control over these outside operations. However, the presence of agriculture in the surrounding landscape, and associated water systems as noted above, do contribute significantly to the presence and abundance of birds and other wildlife in the area and elevates populations beyond the natural background that would otherwise occur in the absence of such operations. Birds might be attracted to the project from nearby agricultural fields and must be deterred or dispersed when that might occur.
- 4. Community Development in the Vicinity of the Project:** There are several other community developments existing or planned in the area that can potentially affect local bird and other wildlife populations. Small-scale industry, suburban housing areas, and rural residences may attract birds to the structures themselves, but mostly due to landscaping features including non-native vegetation. Rock Pigeons, Eurasian Collared-Doves, European Starlings, House Sparrows, Common Ravens, American Crows, House Finches, and others were noted in such areas. In fact, the first four species listed are non-native and never occurred in the area prior to human settlement. Many other species would not occur in the absence of such landscaping and infrastructure. Any vegetation that produces food sources, shelter, or breeding sites can attract birds beyond those naturally present in the desert environment. Landscaping vegetation must be carefully selected in sensitive areas where airport operations may be affected. The Riverside County ALUC produced a brochure entitled "*Landscaping Near Airports*" (Undated b) that should be followed and will significantly assist in deterring birds and other wildlife that may be attracted to the project.

Recommendations

- 1. Implement the Bird Mitigation/Management Plan:** The Thermal Beach Club developers plan to implement a Bird Mitigation/Management Plan as introduced above and included in Appendix D. It is thorough, comprehensive, and will significantly reduce any potential risks posed by hazardous species for aircraft operating from the airport as well as address possible human health, safety, and economic issues for the community itself. It should be implemented in full. The following sections expand on the specific passive and active measures listed in the plan to ensure procedures follow industry-stand best management practices as the plan is implemented.

- 2. Passive Control Measures:** Passive wildlife control measures are those that do not require the active participation of personnel once in place and on their own act to deter attractiveness. In general, these are grouped into habitat management, and exclusionary features and may include engineering design, construction, landscaping, and other physical features of the site. Overall, such provisions must be implemented for more active methods to be successful in the long term.
 - a. Physical Design and Management of the Surf Lagoon.** The updated plans for the 20 acre surf lagoon changed the orientation of the impoundment within the property boundary, but as mentioned above and depicted in Figure 1, the orientation itself will have no impact on its potential attractiveness. However, the significant change in shape and function will definitely reduce its attractiveness. The original plans were for a complex, convoluted shoreline with multiple coves and peninsulas and would have provided substantial shoreline cover for feeding and breeding areas for a variety of species. The updated design eliminates those coves and peninsulas and creates a much more open structure that is less attractive to all species of interest. Additionally, the elimination of all shoreline and emergent vegetation will significantly deter species that would have fed, bred, or taken shelter there. The high-tech water clarification system will essentially “sterilize” the water and virtually remove all organic matter that would otherwise form the base of a food chain that could have promoted zooplankton, macroinvertebrates, and the larger species that would feed on them. Even without intentional introduction, fish and amphibians (and therefore birds and other wildlife that would feed upon them) would have eventually found their way into the original planned lake, but it is unlikely that they could be supported in the new facility with the treatment regime in place. So long as the shoreline of the lagoon is maintained in sand or gravel and vegetation is prevented from growing along its margins, its attractiveness will remain minimal and will limit the possibility of introducing organic matter to the lagoon. Where possible, segments

of the shoreline slope should also be maintained as steeply as possible to limit shallow water access along its margins. With all these provisions in place, the only remaining potential attractant will be the fresh water itself as all other resources will be virtually eliminated.

It is understood that there will be several full-time staff dedicated to daily maintenance of the lagoon. Maintenance of equipment, cleaning of debris, and other duties will keep them occupied for many hours each day. Their presence and activity will act as a deterrent to any potentially hazardous birds that may attempt to enter the lagoon, particularly if personnel are equipped with active dispersal techniques as further described below. Additionally, the wave making process itself will create substantial disturbance of the surface water and will also act as a deterrent. Finally, the presence of residents and patrons using the facility, so long as they are not actively or unintentionally feeding birds, will add another level of disturbance at the facility.

- b. Physical Design and Management of the Irrigation Reservoir:** In addition to the recreational surf lagoon described above, there will also be a three acre reservoir that will hold water to maintain the surf lagoon. It is presumed that there is no recreational purpose for the reservoir, so management techniques are not dependent on aesthetic conditions. The plan details measures to eliminate weeds and other organic matter that would attract birds and floating fountains to maintain movement to prevent water stagnation. Additionally, landscaping around the reservoir will be maintained to discourage use. These measures will definitely act as deterrents to birds that may be attracted to the structure. Other measures should be adapted to further reduce attractiveness. The reservoir should be constructed with steep sides (minimum slope of 3:1), minimal surface area, and deep water. Concrete or other impervious liners should be considered to prevent vegetation growth along the margins. Water can be optionally treated chemically to eliminate weed and algae formation using copper sulfate or other sterilants. If not possible or permitted for use, then other standard water quality measures can be employed. Active harassment measures (as described below) should be employed as needed at the reservoir, as in the surf lagoon itself. These measures taken together should prevent birds from being attracted to the reservoir, but the addition of a UV-protected polypropylene shade cloth cover appears to be an additional requirement added to the ALUC recommendations in their revised permit dated October 2013. There is no doubt that this would virtually eliminate any possibility that birds would be attracted to the reservoir and has the added benefit of reducing evaporative water loss. In general the guidelines detailed in the ALUC brochure entitled

"Airports, Wildlife and Stormwater Management" should be followed (Undated a).

- c. Landscape Plans:** The Bird Mitigation/Management Plan also specifies landscaping that would not attract birds to the property. It further stipulates that the Thermal Beach Club will be responsible for managing all landscaping and will ensure uniform compliance with guidelines established to prevent attracting nuisance birds. Selecting vegetation suitable for xeriscaped landscapes to ensure species adapted to local conditions and minimize necessity for irrigation is highly encouraged. Vegetation that produces seeds, fruits, or berries, or that will provide dense cover for nesting or roosting should be prohibited. The Riverside County ALUC published a brochure entitled *"Landscaping Near Airports"* (Undated b) that is an excellent resource in that it provides a suitable species list and general planting guidelines to limit birds and other wildlife. Following these guidelines and selecting vegetation species from the list will assure hazardous wildlife are minimized throughout the property.
 - d. Trash and Food Management:** Many birds can be attracted to trash or food intentionally or unintentionally provided them. Other wildlife such as coyotes, mesomammals, or feral pets may access and expose trash or food items left unattended or in unprotected conditions. It is imperative that all household or industrial trash on site that contains organic material or food items be contained and covered at all times. Dumpsters and household trash containers must have lids that remain closed and cannot be breeched or opened by birds or other wildlife. It is also imperative that the surf lagoon concession and patrons using the beach club do not intentionally feed birds anywhere on site. It is recommended that signs be prominently placed in strategic locations around the lagoon and that a no feeding policy be strictly enforced. These provisions should also be a mandatory inclusion in the project covenants governing residents and their guests.
- 3. Active Deterrent Measures:** Each of the measures described above are passive measures that will deter birds without constant or purposeful intervention. It is recognized that passive measures alone may on occasion require active measures to supplement their effects. The Thermal Beach Club Bird Mitigation/Management Plan specifies options that can be used to reinforce passive deterrents as needed and as further detailed below. These should be used in combination, but are arranged somewhat in order of priority. Also see Cleary and Dickey 2010, Belant and Martin 2011, and DeFusco and Unangst 2015 for much more detailed discussion of all the techniques described.

- a. **Trained and Equipped Personnel:** As mentioned above, several maintenance personnel will regularly be present on site to clean and maintain the surf lagoon. The mere presence of these individuals will act as a deterrent to birds as will residents and others using the facility for recreational purposes. Ensure that staff are further trained and equipped to disperse birds that may attempt to access the facility. In addition to maintenance staff, it is understood that contracted wildlife management professionals may be used as needed to supplement local staff. These professionals may bring their own equipment and techniques to the program and diverse, innovative strategies are always encouraged to add to the options available on site.
- b. **Sonic Devices:** Most bird harassment programs rest on a foundation of active dispersal techniques employing a variety of pyrotechnic devices that produce loud sounds and explosive visuals. It is recognized that these devices cannot be used in highly populated or urban areas and are not recommended at this location due to human disturbance and potential fire hazards. Therefore, alternative harassment techniques are needed. For this project, it is recommended that long-range hailing devices be used. These are essentially high-tech "bullhorns" that project high decibel sound pressures in a focused beam using parabolic speakers. Sound attenuates and can be perceived outside the central beam, but unless in the beam itself, sound levels are fairly innocuous. Commercial versions of these devices are available in small, handheld applications and come with a variety of pre-programmed sounds specifically designed for bird dispersal. However, virtually any sound can be projected with these devices if desired. Generally, distress or alarm calls of the actual species targeted are most effective, though some species (such as waterfowl and raptors) do not possess these calls. Projected calls are effective over extreme ranges and have been tested at distances over one half mile. They are also effective on soaring raptors and other birds that may not respond to other standard techniques. Although there are likely others, two companies that produce these devices for bird control are the LRAD Corporation (for Long-Range Acoustic Device) (www.lrad.com) and Ultra Electronics Hyperspike (www.Ultra-Hyperspike.com). Each make a variety of models including small handheld versions suitable for this project. It is important to use these properly. They must only be used when birds are noted present or approaching the site, and then focused upon them to "herd" them away from the site. DO NOT USE CONTINUOUSLY in a static mount or orientation as habituation to the sounds will rapidly erode effectiveness and compromise all other methods.

- c. **Remote-controlled Devices:** Remote controlled devices such as aerial drones or boats can be effectively used to disperse birds that may be out of reach by other means. Used in combination with sonic devices, the visual disturbance and the sound they themselves generate can be highly deterrent to potentially hazardous species. They are particularly effective on flocking species such as waterfowl, gulls, shorebirds, blackbirds, grackles, and starlings as they may cause panic in the flock and encourage their departure. It is imperative that coordination with the airport be established before considering aerial drones as they may be prohibited at certain altitudes and distances from any active airport. Frequency interference and the obvious threat of collisions must be addressed before implementing these devices. There should be no reason to use these against birds at this location at altitudes that would conflict with aircraft, but prior coordination and approval is necessary.
- d. **Trained Dogs:** The Bird Mitigation/Management Plan lists specifically trained dogs as an option and these can certainly be effective. Dogs are most effective on larger and flocking birds such as geese, ducks, and gulls. Any of these birds found on the lagoon shoreline can effectively be dispersed, but if they become habituated, they may only retreat to the deep water where other techniques must be on hand to finish the harassment program. Dogs can be expensive to obtain, train, and maintain and may require local volunteers or contractors to effectively implement.
- e. **Trained Birds of Prey:** The Bird Mitigation/Management Plan lists specifically trained hawks or falcons as an option and these, like dogs, can certainly be effective. Potentially hazardous birds have evolved to fear airborne predators and virtually never habituate to their presence. They are most effective against small to medium sized flocking birds such as ducks, gulls, blackbirds, grackles, and starlings. However, falconry has even more limitations than do dogs. They are more expensive to obtain, train, and maintain. They cannot fly during inclement weather, in fog, in rain, in very high winds, at night, after they have fed, or while they are moulting. They also require special permits to obtain and use by specially trained handlers. This option would certainly require contracted effort and if used, should only be a part of a larger program as a supplement to other, more standard methods. The Thermal Beach Club developers have used such a contractor and have experience at other locations that may be used here for both bird control and the educational benefits such a program would promote.
- f. **Lasers:** The Bird Mitigation/Management Plan lists laser conditioning as an option for bird harassment and dispersal. While lasers can be effective, there are some limitations. They are most

effective on roosting birds in low light conditions. Gulls and waterfowl have been effectively deterred from such locations. Other methods should work to prevent these conditions from developing, but if needed, lasers could be used to supplement more standard techniques to move roosting birds from ground-level sites. As with remote aerial drones, it is imperative that coordination with the airport be conducted before considering the use of lasers. It is a federal offense to use lasers near airports if elevated above the horizon, used to illuminate aircraft, or pointed in pilot's eyes. Therefore, it is not recommended that these be used at this location unless highly restricted in their application.

- g. Removal of Nests:** Any nests that may be established on the property may be removed at any time when they are not actively occupied by brooding adults, eggs, chicks, or fledglings. Generally, nests are removed after nesting seasons to comply with federal and state law. Any active nests can only be removed under the conditions of specific permits, with the some exceptions granted for non-native species. Migratory Bird Treaty Act Federal Depredation Permits may be issued to deal with individual birds or their nests if they are found to compromise human health or safety and the Thermal Beach Club may consider obtaining these permits if other non-lethal methods fail.
- h. Lethal Control:** While the intent of this overall bird control program is to rely on non-lethal methods and those are most effective in the long-run, there may be exceptional circumstances where lethal control may be required. Generally, and for this site in particular, lethal control measures are not recommended until all non-lethal options have been exhausted. However, on rare occasion, an individual or group of birds or other wildlife habituates to other methods and must be permanently removed. Should this situation arise at this project, a Federal (and applicable state) depredation permit may be considered. All species listed under the Migratory Bird Treaty Act require depredation permits to lethally remove. There are certain provisions and exceptions granted for some species such as resident Canada Geese, blackbirds, grackles, cowbirds, magpies, and crows, as well as non-native species such as Rock Pigeons, House Sparrows, European Starlings, and Eurasian Collared-Doves that may require consideration. Whitestar Development has outlined many of the requirements in their management plan and can further implement this option if necessary in the future. If all other provisions of the plan and as outlined in this report are implemented, it is not anticipated that lethal control will be needed at this site.

Conclusion

This report summarized the findings of the site visit to determine presence and abundance of birds that might be potentially attracted to the Thermal Beach Club and the program to deter their presence to minimize adverse impacts in the local area. Overall, results of this WHSV indicate a generally moderate risk of bird strikes to aircraft operating from the Jacqueline Cochrane Regional Airport on the overall landscape level. However, the potential is recognized as there are a large number and diverse mix of species that annually migrate through the region and overwinter on the Salton Sea and in surrounding areas. Some of these birds will certainly be attracted to any water features in the area including at the Thermal Beach Club site. An aggressive Bird Mitigation/Management Plan has been developed for the project and includes engineering design, landscaping, passive, and active deterrent measures that will minimize if not eliminate the potential risks not only to aircraft, but to human health and safety as well. Implementing the plan would ensure any added potential risks would be negligible at best in the overall landscape as it currently exists. With the implementation of their plan, and the slight modifications suggested herein, the Thermal Beach Club should be highly successful at mitigating any possible issues at the site.

Appendix A: Wildlife Observations in the Area Surrounding the Thermal Beach Club Property and Coachella Valley During the March 2019 WHSV*

*Note: These observations were made during the two day visit to the area on March 20-21, 2019 and are therefore not comprehensive. The list only represents a fraction of the over 400 species documented in the Coachella Valley and only during this seasonal timeframe. Other references should be used to supplement this list and more fully represent the presence and abundance of birds in the vicinity.

Birds:

Anseriformes - Waterfowl

Anatidae

Snow Goose	<i>Chen caerulescens</i>
Canada Goose	<i>Branta canadensis</i>
Blue-winged Teal	<i>Anas discors</i>
Cinnamon Teal	<i>Anas cyanoptera</i>
Green-winged Teal	<i>Anas crecca</i>
Northern Shoveler	<i>Anas clypeata</i>
Gadwall	<i>Anas strepera</i>
American Wigeon	<i>Anas americana</i>
Mallard	<i>Anas platyrhynchos</i>
Northern Pintail	<i>Anas acuta</i>
Redhead	<i>Aythya americana</i>
Lesser Scaup	<i>Aythya affinis</i>
Bufflehead	<i>Bucephala albeola</i>
Red-breasted Merganser	<i>Mergus serrator</i>
Ruddy Duck	<i>Oxyura jamaicensis</i>

Pelicaniformes - Pelicans, Cormorants, and Ibises

Pelicanidae

American White Pelican	<i>Pelecanus erythrorhynchos</i>
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Phalacrocoracidae

Double-crested Cormorant	<i>Phalacrocorax auritus</i>
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Threskionithidae

White-faced Ibis	<i>Plegadis falcinellus</i>
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Podicipediformes - Grebes

Podicipedidae

Pied-billed Grebe	<i>Podilymbus podiceps</i>
Horned Grebe	<i>Podiceps auritus</i>
Eared Grebe	<i>Podiceps nigricollis</i>
Western Grebe	<i>Aechmophorus occidentalis</i>

Falconiformes - Vultures, Hawks, and Falcons

Cathartidae

Turkey Vulture	<i>Cathartes aura</i>
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Accipitridae

Northern Harrier	<i>Circus cyaneus</i>
Cooper's Hawk	<i>Accipiter cooperii</i>

Ferruginous Hawk
Red-tailed Hawk
Falconidae
American Kestrel
Merlin
Peregrine Falcon

Buteo regalis
Buteo jamaicensis
Falco sparverius
Falco columbarius
Falco peregrinus

Galliformes - Upland Game Birds

Odontophoridae
Gambel's Quail

Callipepla gambelii

Ciconiiformes - Herons and Egrets

Ardeidae
Black Crowned Night Heron
Great Egret
Great Blue Heron
Snowy Egret
Cattle Egret

Nycticorax nycticorax
Ardea alba
Ardea herodias
Egretta thula
Bubulcus ibis

Gruiformes - Cranes and Allies

Rallidae
American Coot
Virginia Rail

Fulica americana
Rallus limicola

Charadriiformes - Shorebirds and Gulls

Recurvirostridae
Black-necked Stilt
American Avocet
Charadriidae
Black Bellied Plover
Snowy Plover
Semipalmated Plover
Killdeer
Scolopacidae
Spotted Sandpiper
Lesser Yellowlegs
Willet
Marbled Godwit
Western Sandpiper
Least Sandpiper
Dunlin
Long-billed Dowitcher

Himantopus mexicanus
Recurvirostra americana
Pluvialis squatarola
Charadrius nivosus
Charadrius semipalmatus
Charadrius vociferus

Laridae
Bonaparte's Gull
Herring Gull
Ring-billed Gull
California Gull
Yellow-footed Gull
Caspian Tern
Forster's Tern

Actitis macularius
Tringa flavipes
Catoptrophorus semipalmatus
Limosa fedoa
Calidris mauri
Calidris minutilla
Calidris alpina
Limnodromus scolopaceus
Croicocephalus philadelphia
Larus argentatus
Larus delawarensis
Larus californicus
Larus livens
Hydroprogne caspia
Sterna forsteri

Cuculiformes – Cuckoos and Roadrunners

Cuculidae

Greater Roadrunner

Geococcyx californianus

Columbiformes - Pigeons and Doves

Columbidae

Rock Pigeon

Eurasian Collared-Dove

Mourning Dove

White-winged Dove

Common Ground Dove

Columba livia

Streptopelia decaocto

Zenaida macroura

Zenaida asiatica

Columbina passerina

Strigiformes - Owls

Strigidae

Barn Owl

Great Horned Owl

Burrowing Owl

Tyto alba

Bubo virginianus

Athene cunicularia

Caprimulgiformes - Nightjars

Caprimulgidae

Lesser Nighthawk

Chordeiles acutipennis

Apodiformes - Swifts and Hummingbirds

Apodidae

White-throated Swift

Aeronautes saxatalis

Trochilidae

Black-chinned Hummingbird

Anna's Hummingbird

Costa's Hummingbird

Archilocus alexandri

Calypte anna

Calypte costae

Coraciformes - Kingfishers

Alcedinidae

Belted Kingfisher

Megaceryle alcyon

Piciformes - Woodpeckers

Picidae

Ladder-backed Woodpecker

Dryobates scalaris

Passeriformes - Perching Birds

Tyrannidae

Western Kingbird

Black Phoebe

Say's Phoebe

Tyrannus verticalis

Sayornis nigricans

Sayornis saya

Ptiliogonatidae

Phainopepla

Phainopepla nitens

Hirundinidae

Barn Swallow

Tree Swallow

Northern Rough-winged Swallow

Cliff Swallow

Hirundo rustica

Tachycineta bicolor

Stelgidopteryx serripennis

Petrochelidon pyrrhonota

Corvidae	
Common Raven	<i>Corvus corax</i>
American Crow	<i>Corvus brachyrhynchos</i>
Alaudidae	
Horned Lark	<i>Eremophila alpestris</i>
Motacillidae	
American Pipit	<i>Anthus rubescens</i>
Turdidae	
Western Bluebird	<i>Sialia mexicana</i>
American Robin	<i>Turdus migratorius</i>
Sturnidae	
European Starling	<i>Sturnus vulgaris</i>
Mimidae	
Northern Mockingbird	<i>Mimus polyglottos</i>
Laniidae	
Loggerhead Shrike	<i>Lanius ludovicianus</i>
Remizidae	
Verdin	<i>Auriparus flaviceps</i>
Troglodytidae	
House Wren	<i>Troglodytes aedon</i>
Marsh Wren	<i>Cistothorus palustris</i>
Bewick's Wren	<i>Thryomanes bewickii</i>
Poliioptilidae	
Black-tailed Gnatcatcher	<i>Poliioptila melanura</i>
Parulidae	
Orange Crowned Warbler	<i>Vermivora celata</i>
Common Yellowthroat	<i>Geothlypis trichas</i>
Yellow-rumped Warbler	<i>Setophaga coronata</i>
Passerellidae	
Abert's Towhee	<i>Melospiza aberti</i>
Savannah Sparrow	<i>Passercullus sandwichensis</i>
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>
Song Sparrow	<i>Melospiza melodia</i>
Passeridae	
House Sparrow	<i>Passer domesticus</i>
Icteridae	
Western Meadowlark	<i>Sturnella neglecta</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>
Brown-headed Cowbird	<i>Molothrus ater</i>
Great-tailed Grackle	<i>Quiscalus mexicanus</i>
Fringillidae	
Lesser Goldfinch	<i>Spinus psaltria</i>
House Finch	<i>Haemorhous mexicanus</i>

Mammals*:

*Note: No specific mammal surveys such as trapping were conducted as part of this WHSV. Mammals at the Thermal Beach Club would not constitute a direct hazard to aviation at the Jacqueline Airport and therefore were not a focus of this review. Mammal and mammal sign (tracks, scat, burrows, bones) were noted incidental to other surveys conducted. This list represents only a small portion of those found in the region and may be supplemented with other data.

Carnivora

Canidae

Coyote

Domestic Dog

Felidae

Feral Cat

Mephitidae

Striped Skunk

Mustelidae

Badger

Canis latrans

Canis familiaris

Felis catus

Mephitis mephitis

Taxidea taxus

Lagomorpha

Leporidae

Desert Cottontail

Black-tailed Jackrabbit

Sylvilagus auduboni

Lepus californicus

Rodentia

Sciuridae

Round-tailed Ground Squirrel

Geomyidae

Botta's Pocket Gopher

Cricetidae

California Mouse

Bushy-tailed Wood Rat

Xerospermophilus tereticaudus

Thomomys bottae

Peromyscus californicus

Neotoma lepida

Appendix B: Wildlife Strikes Reported at the Jacqueline Cochrane Regional Airport (2002-present)

Date	Aircraft Type	Species	Time of Day	Damage
4/16/2002	Hawker 800	Unknown Medium	Day	None
2/22/2004	GulfAero IV	Canada Geese	Dawn	Substantial
3/27/2006	MU-300	CA Gull	Day	Substantial
10/17/2013	C-340	Geese	Night	Substantial
3/31/2017	C-550	Unknown Large	Day	None
4/20/2018	Citation Jet	Coyote	Unknown	Minor
10/26/2018	PA-28	Unknown Small	Day	None

Birds: Three reported to species level

Mammals: One reported to species level

Wildlife strikes not reported at a species level: Three

Appendix C: References

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**Appendix D: Whitestar Development Wildlife Mitigation/Management Plan
(a/o March 28, 2019).**

**WHITESTAR DEVELOPMENT
THERMAL BEACH CLUB**

Bird Mitigation/Management Plan

Project

Thermal Beach Club is located within the Kohl Ranch boundaries 2 -3 miles south of Jacqueline Cochran Airport. The project consists of 105 acres containing a private residential neighborhood surrounding one 3 acre reservoir and one 20 Acre surfing lagoon. Located immediately next to the Thermal Beach club project, and part of the Kohl Ranch, is an approximate 20 acre lake with no active bird mitigation plan.

Major Components of Project

- 3 Acre reservoir to be used for the delivery and retention of canal water for recreational use within the surf lagoon.
- 20 Acre Crystal Lagoon with surf technology. The surf lagoon will be used for recreational use by the residents and members of Thermal Beach Club. The lagoon will be capable of producing 6 waves per second with heights to seven feet.
- 105 Acres containing 362 Residential units ranging from 4-plexes to SFR's.
- All landscaping in common area and residential unit yards (both front and back) installed and maintained by Thermal Beach Club.
- Various private club amenities including clubhouse, pools, tennis, etc.

The project will create job opportunities for at least 150 people within the first two years.

Purpose of Bird Mitigation/Management

The purpose of a Bird Mitigation/Abatement program is:

- To reduce threats to human health and safety
- To ensure the health and safety of the residents of Thermal Beach Club and the adjoining properties including Jacqueline Cochran Airport.
- To mitigate, as much as possible, the risk of bird strikes to aircraft on approach to and departure from Jacqueline Cochran Airport.
- To reduce damage to property
- To remove birds and or encourage birds to seek other locations more safe and desirable for their occupation.

Migratory Geese, due to their size, present the most danger to aircraft on approach to and departure from Jacqueline Cochran airport as well as potentially creating a health hazard to residents due to the large amounts of fecal matter that geese leave behind. A single goose can weigh 12 pounds, eat up to four pounds of grass per day and create about three pounds of fecal matter per day. The average flock of geese can range from 25 to 100 geese. Just 25 geese can eat 100 pounds of grass and leave 75 pounds of fecal matter per day or 525 pounds per week. A flock of 100 geese can eat 400 pounds of grass and leave 300 pounds of fecal matter per day or 2,100 pounds of fecal matter per week. These numbers equate to significant property damage and some serious health concerns due to potential disease.

Bird Mitigation/Deterrent Methods

Reservoir:

Treated to reduce and or eliminate weeds and all organic matter that attracts birds.

Floating fountains will be installed in reservoir to maintain water movement to prevent stagnation. Stagnation allows for growth of organic material.

Landscaping surrounding the lagoon will be maintained to discourage nesting.

Crystal Lagoon/Surf Lagoon:

Lagoon utilizes water cleaning technology which eliminates all organic matter.

The crystal lagoon by its nature will not attract water fowl.

Surf Generation equipment will be generating waves from 1 to 7 feet in height.

Multiple people will be surfing and enjoying water based activities throughout the day.

The wave and watersports activities, in combination with the Crystal Lagoon, will create an environment that is unfriendly to birds/water fowl.

Landscape Maintenance:

Landscaping throughout the entire property will be installed and maintained in a manner that will not allow nesting to start or provide food for migratory birds. Thermal Beach Club will be responsible for managing all landscaping, including all common area and the front and back yard landscaping of all residential units.

Bird Mitigation / Goose Depredation Methods:

Bird Mitigation and Goose Depredation programs will follow all licensing requirements of the U.S. Fish & Wildlife Services and the California Department of Fish and Game. The program will utilize multiple methods of non-lethal abatement such as:

- Specially trained birds of prey – Hawks and Falcons
- Specially trained dogs
- Remote controlled devices
- Laser Conditioning
- Removal of nests will be by permit and within the legal limits of such permit.

Experience

Whitestar Development/Whitestar Management has managed many communities throughout Coachella Valley representing thousands of doors and many artificial/man-made lakes for more than a decade. This bird mitigation/abatement and goose depredation program has been implemented and is currently in use throughout our portfolio. The success of the program has been achieved by the combination of landscape management, lake water quality management, and the use of the specific non-lethal abatement methods described above.

Professional Abatement Experience

Whitestar has contracted with Winged Solutions for the abatement of multiple species of birds, including geese for many years. Winged solutions is a specialist in non-lethal bird and goose abatement and is licensed by the U.S. Fish and Wildlife Services and the California Department of Fish and Game. Winged Solutions utilizes Hawks/Falcons, Lasers, dogs, and remote controlled devices to remove birds and keep birds away at all times. Winged solutions also keeps and active goose depredation permit with the US Fish and Wildlife Service and complies with all reporting requirements of the permit. The depredation permit is used only until such time that non-lethal methods can be established and implemented.

Existing Resort clients of Winged Solutions:

Renaissance Esmeralda

Hyatt Grand Champions

Indian Wells Golf Resort.

Resident Benefits

In addition to the health and safety benefits of bird abatement, the residents of Thermal Beach Club will have the unique opportunity of educational programs relating to the use of Hawks and Falcons in the bird mitigation program. Winged solutions frequently hosts educational

events and demonstrations to residents of communities or guests of resorts which they serve which will enrich the experience of the Thermal Beach Club residents and their children.

Federal Law

Migratory birds are protected under four bilateral migratory bird treaties the United States entered into with Great Britain (for Canada in 1916 as amended in 1999), the United Mexican States (1936 as amended in 1972 and 1999), Japan (1972 as amended in 1974), and the Soviet Union (1978). Regulations allowing the take of migratory birds are authorized by the Migratory Bird Treaty Act (16 U.S.C. 703-711), and the Fish and Wildlife Improvement Act of 1978 (16 U.S.C. 712). The Migratory Bird Treaty Act (Act), which implements the above-mentioned treaties, provides that, subject to and to carry out the purposes of the treaties, the Secretary of the Interior is authorized and directed to determine when, to what extent, and by what means allowing hunting, killing, and other forms of taking of migratory birds, their nests, and eggs is compatible with the conventions.

On August 10, 2006, in the Federal Register (71 FR 45964), a final rule was published establishing regulations in 50 CFR parts 20 and 21 authorizing State wildlife agencies, private landowners, and airports to conduct (or allow) indirect and/or direct population control management activities, including the take of birds, on resident Canada goose populations.

It is the intention of the Thermal Beach Club bird mitigation program to use non-lethal methods of abatement for all species of birds that bring risks to the residents of Thermal Beach Club and to the surrounding properties including Jacqueline Cochran Airport. In the event that other abatement methods become necessary, all federal and state laws will be directly followed as it relates to the species of bird involved.

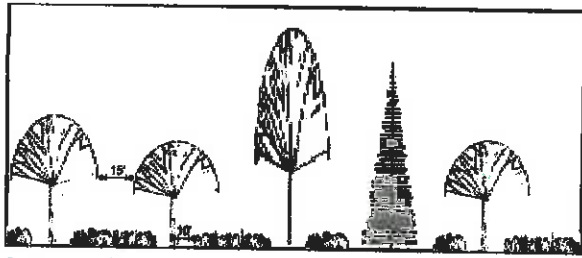


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rcflma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf.)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior, and landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidelines for Plant Materials	
TREES	<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
SHRUBS/ACCENTS/GRASSES	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
GROUNDCOVER/TURF	<p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
VINES	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm Heavenly Bamboo California Fuchsia Deer Grass Society Garlic

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

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

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

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

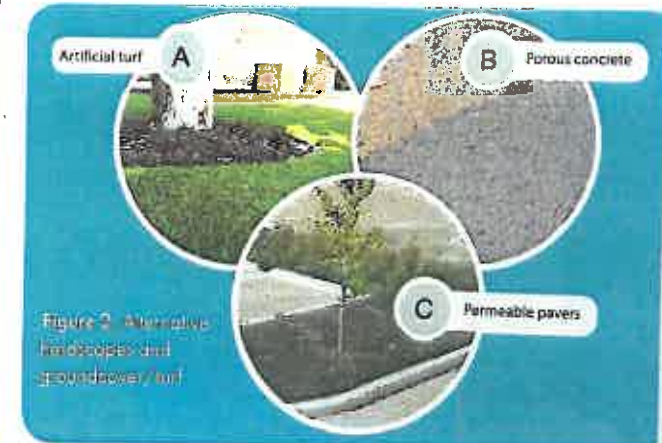
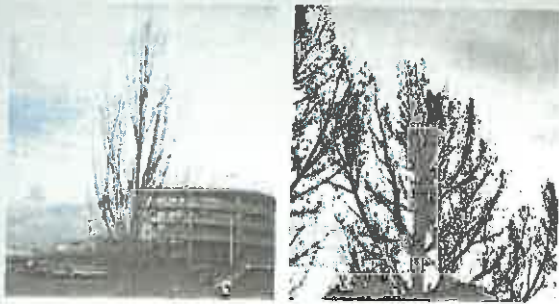


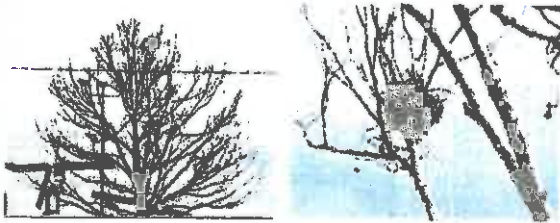
Figure 2. Alternative hardscapes and groundcover/turf





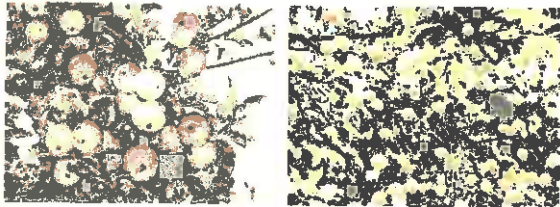
Acceptable.

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



Not acceptable.

Examples of trees that are attractive to birds because of horizontal branching structure.



Not acceptable.

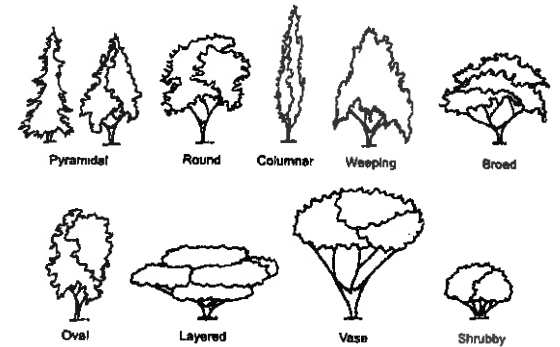
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided.

TABLE 3. Acceptable Plants from Riverside County Land Use Department (2014)

Yearly Vire	Common Name	Wildlife Impact	Final Date
<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
<i>Olea europaea</i> "Swan Hill"	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8-9; 11-24
<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
<i>Gravellia Noellii</i>	Noel's Gravellia	L: 1-4; M: 6	
<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
<i>Langana camara</i>	Busn lantana	L: 1-4; M: 6	
<i>Lavendula</i> spp.	Lavender	L: 105; M: 5-6	2-24; varies
<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Rosmarinus officinalis</i> "Tuscan Blue"	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	103, 7-14, 18-21
<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETO	8-9, 12-24
<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
<i>Chondropetalum hectorum</i>	Cape Rush	M: 1; M: 3	8-9, 12-24
<i>Dasylium</i> species	Desert Spoon	VL: 1, 4-6	10-24
<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Dietes bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2b, 3, 7-16, 18-24
<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species



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



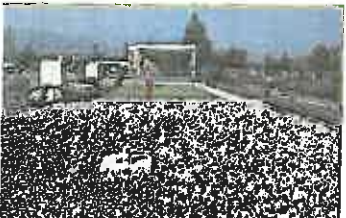
Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.



Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/nqdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management. https://www.nrcp.edu/login.php?action=guest&record_id=22216.

Table 2 Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measure
Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. 	<ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities.
Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. 	<ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter.
Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. 	Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation.

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/Form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

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



Remains of an owl ingested by an aircraft engine



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

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

ADAPTIVE MEASURES

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

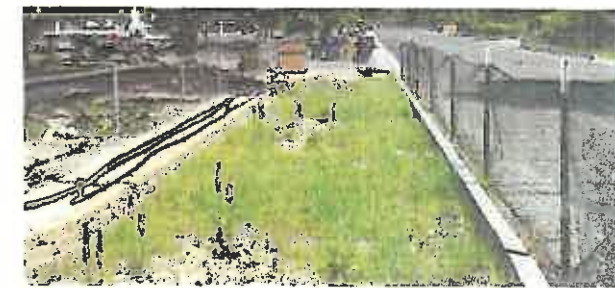


Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



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

Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (RWVH) Recommended	Suitable as long as water is stored in enclosed areas.
Sand Filter Basins Recommended	Desirable because standing water is treated through an underdrain system.
Vegetated Filter Strips and Vegetated Swales Recommended	Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Infiltration Basins Not recommended without Modification. Suitable only if design addresses wildlife hazards	<ul style="list-style-type: none"> ■ Unsuitable in ALUCP Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1).
Bioretention Facilities Not Recommended without Modification (also known as rain gardens, bioretention basins, infiltration basins, landscaped filter basins)	<p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zone A. ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Extended Detention Basins Not Recommended	<ul style="list-style-type: none"> ■ Unsuitable in Zones A, B, and C. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.



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



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



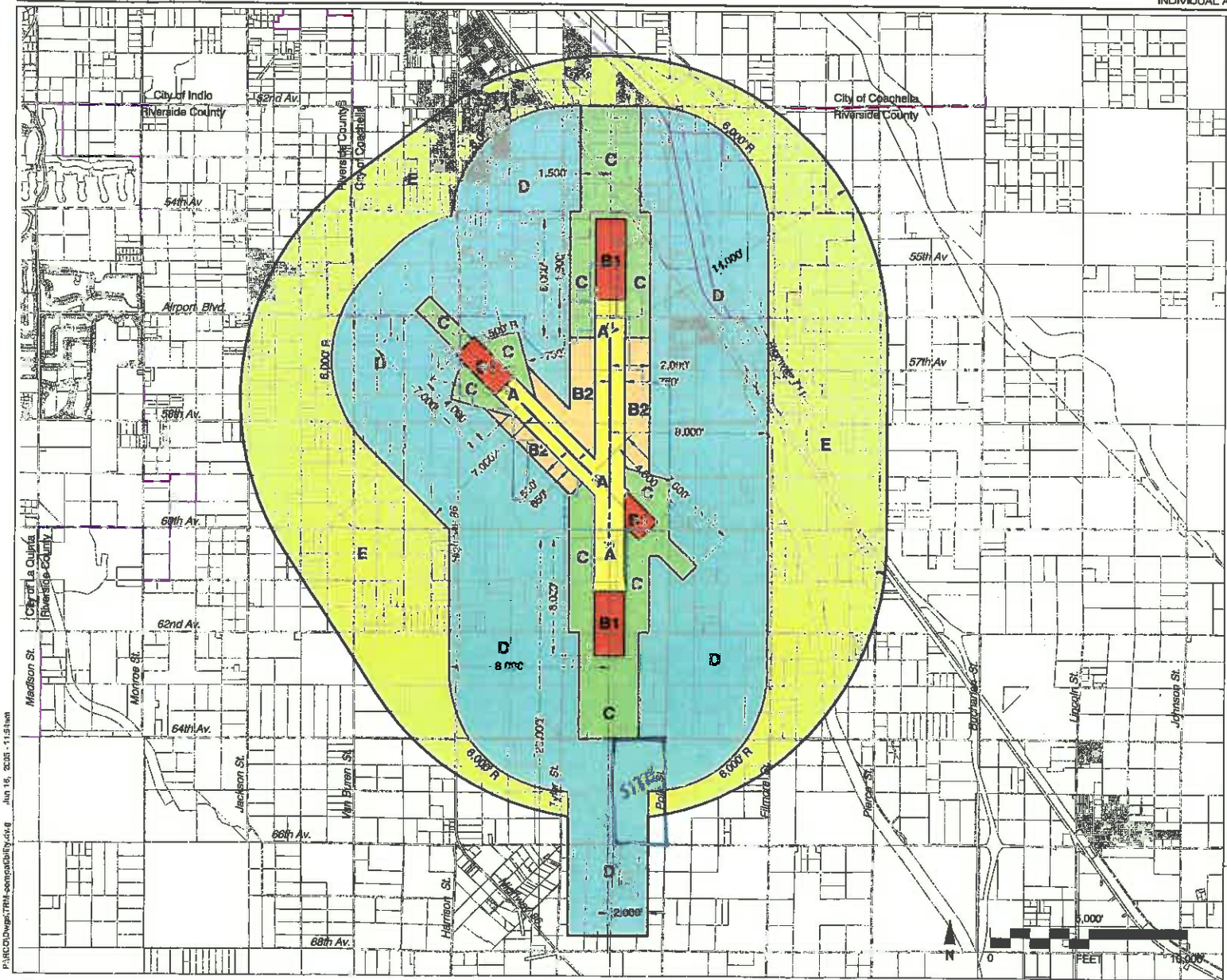
Sand filter at the base of the bioswale promotes infiltration.



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

NOTICE OF AIRPORT IN VICINITY

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



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line - Existing
 - Airport Property Line - Planned
 - City Limits

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

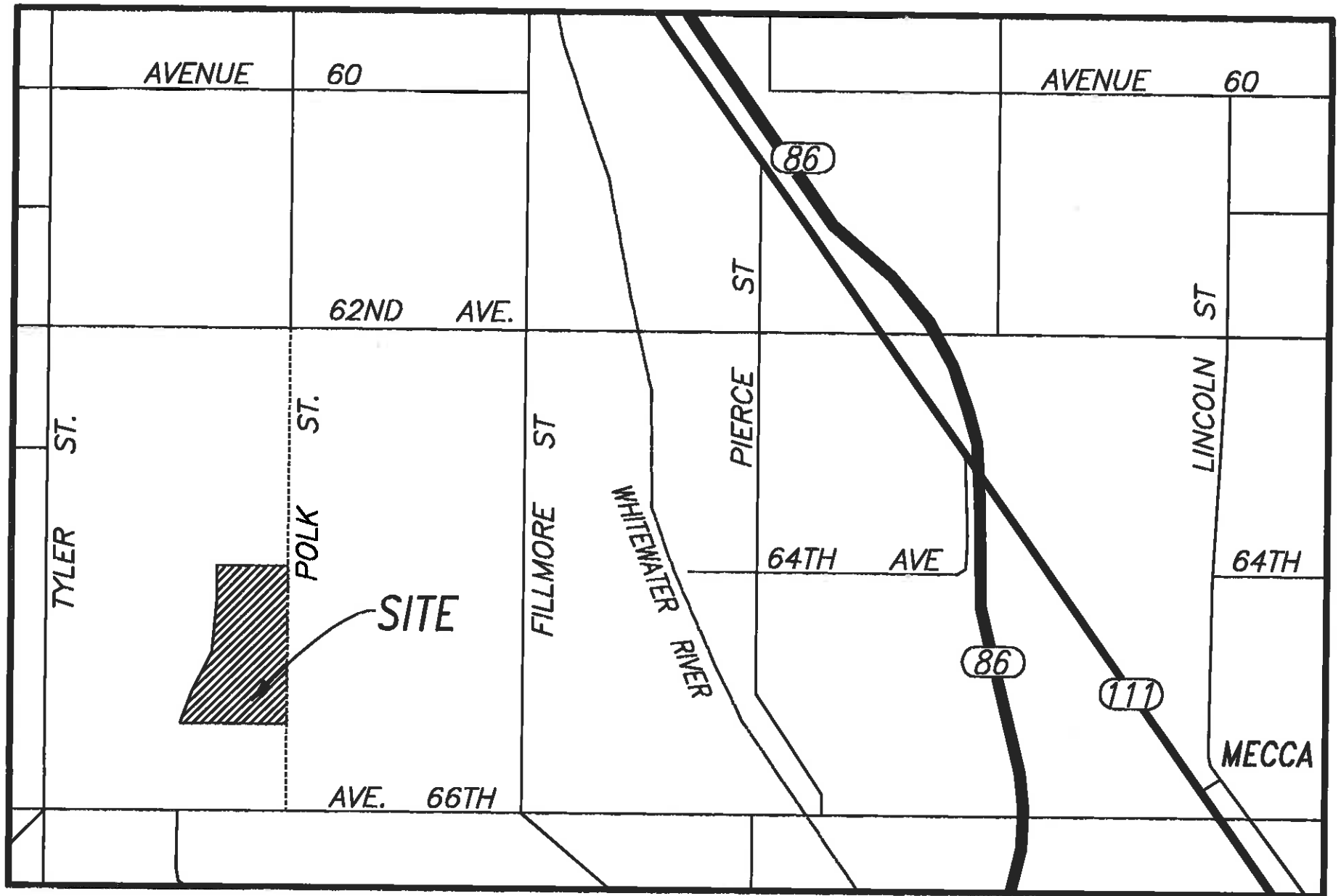
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map JC-1

Compatibility Map
Jacquelline Cochran Regional Airport

P:\ARCDD\pwr\TMM\compatibility.cwg Jun 15, 2005 - 1:15:11pm



VICINITY MAP
NOT TO SCALE

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 6 12,037 Feet
019

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Notes

Map My County Map



- ### Legend
- County Centerline Names
 - Blue line Streams
 - City Areas
 - World Street Map



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Notes

Map My County Map



Legend

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

Notes



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REPORT PRINTED ON... 5/28/2019 12:58:48 PM

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Map My County Map



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



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0 752 1,505 Feet

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Notes

Project Description

Thermal Beach Club – Lagoon and Clubhouse Village

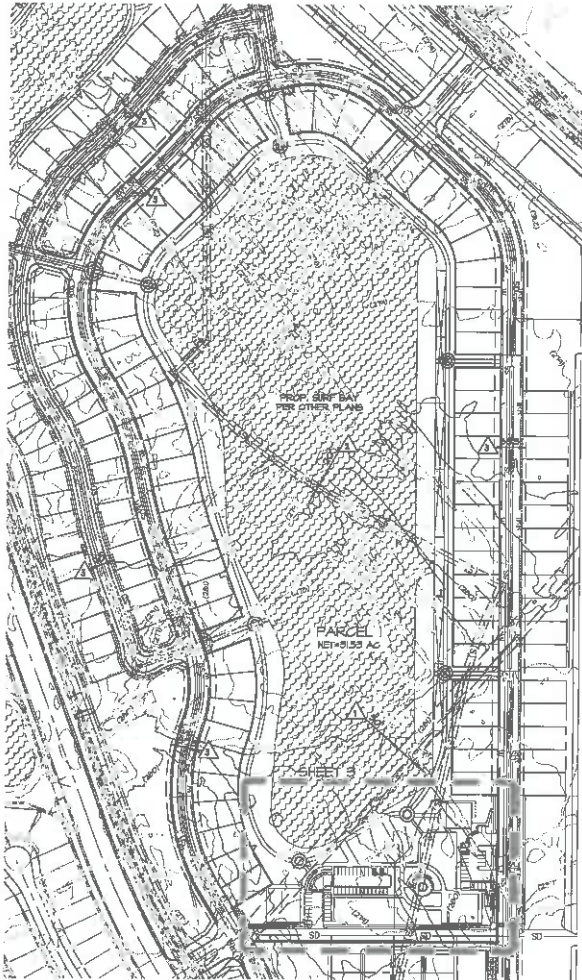
The Thermal Beach Club proposes a private residential development, within the community of Thermal, on approximately 239 acres intended for use as vacation homes under TTM37269.

The proposed Plot Plan will allow for development and use of the 21 acre lagoon with wave making capabilities and approximately 42,000 square foot future clubhouse (village area). Only Thermal Beach Club residents, their families, and their guests will have access to the lagoon and surf. The clubhouse village area will consist of four buildings that will provide amenities including administration, retail, spa and exercise facilities, pool, deck, bar, restaurant, and kitchen facilities to serve the Thermal Beach Clubs residents and their guests. There may be some semi-public (non-commercial) events occurring from time to time. These events will consist of surfing demonstrations for Thermal Beach Club residents and their guests.

The lagoon contains water cleaning technology from Crystal Lagoons which allows the 20 acre lagoon to remain crystal clear and blue at all times. The lagoon's filtration and monitoring system and patented cleaning process uses 2 percent of the energy and 100 times less chemicals than is needed by conventional swimming pool filtration systems. The crystal lagoon uses up to 30 times less energy than a golf course and 50 percent less water than is required by a park of the same size. Additionally, the evaporation control film technology reduces water consumption and evaporation even further. The filtration system is powered by electricity and is located in an underground vault, similar to those used by golf courses and Homeowners associations throughout the desert. This allows for almost completely silent operation.

The surf system is an air pressure system that allows the creation of naturally occurring swells just as they occur in the ocean. The system uses commercial grade electric HVAC type fans to create the pressure changes in chambers that are necessary to create a swell mirroring the oceans natural swell. The system is powered by electricity and the fans are located in enclosed concrete chambers to control air pressure and sound levels.

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
PLOT PLAN NO. PPT 18003T
 LOCATED IN SECTION 9, T. 7S., R. 0E., S.B.M.



LEGEND

- PROPERTY LINE
- EXISTING CENTERLINE
- EXISTING WATER LINE
- EXISTING EASEMENT
- SD PROPOSED STORM DRAIN
- SI PROPOSED SEWER PER OTHERS
- SO PROPOSED STORM DRAIN PER OTHERS
- SW PROPOSED WATER PER OTHERS
- IR PROPOSED IRRIGATION LINE PER OTHERS
- PROPOSED ADA PATH OF TRAVEL

- PROP. CONC
- PROP. LANDSCAPE
- PROP. WATER PER OTHERS

ABBREVIATIONS

- AC ACRE
- CHB CURB AND GUTTER
- CL CENTERLINE
- EX EXISTING
- IRR IRRIGATION LINE
- PROP. PROPOSED
- RAM RIGHT OF WAY
- SD STORM DRAIN
- SF SQUARE FEET
- SWR SANITARY SEWER
- SWH SIDEWALK
- WTR WATER

PROJECT DESCRIPTION

THE THERMAL BEACH CLUB IS A PRIVATE RESIDENTIAL DEVELOPMENT INTENDED FOR USE AS VACATION HOMES. THERE MAY BE SOME SEMI-PUBLIC NON-COMMERCIAL EVENTS OCCURRING FROM TIME TO TIME. THESE EVENTS WILL CONSIST OF SURFING DEMONSTRATIONS FOR THERMAL BEACH CLUB RESIDENTS AND THEIR GUESTS, THE CLUBHOUSE, OTHERS KNOWN AS "THE VILLAGE" WILL PROVIDE AMENITIES TO SERVE THE THERMAL BEACH CLUB RESIDENTS AND THEIR GUESTS. DEVELOPER WILL BE BUILDING AND SELLING SEMI-CUSTOM HOMES TO PROSPECTIVE RESIDENTS. LOTS WILL NOT BE OFFERED FOR SALE INDIVIDUALLY WITHOUT THE HOME. ONLY THERMAL BEACH CLUB RESIDENTS, THEIR FAMILIES AND THEIR GUESTS WILL HAVE ACCESS TO THE LAGOON AND SURF.

GENERAL INFORMATION

1. THOMAS BROS. MAP BOOK PAGE 5581 GRID: P5, P6, P7, 05, 06, AND 07.
2. PROJECT IS WITHIN A SPECIFIC PLAN.
3. EASEMENTS OF RECORD ARE PLOTTED HEREON.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. SETBACKS OF SLOPED TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 48T REQUIREMENTS.
6. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
7. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
8. NO EXISTING STRUCTURES OR DWELLINGS ON SITE.
9. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 0606302R1.
10. LAND IS SUBJECT TO OVERBURD INUNDATION OR FLOOD HAZARD.
11. LAND IS SUBJECT TO LIQUIDATION.
12. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
13. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVISION.
14. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT 'A'.

EASEMENT NOTES

- ▲ 50' WIDE EASEMENT GRANTED TO THE COACHELLA VALLEY WATER DISTRICT TO BUILD AND MAINTAIN AN UNDERGROUND PIPELINE IN THE DOCUMENT RECORDED JUNE 8, 1989 AS INSTRUMENT NO. 700945.
- ▲ 20' WIDE EASEMENT GRANTED TO THE COACHELLA VALLEY WATER DISTRICT TO BUILD AND MAINTAIN AN UNDERGROUND PIPELINE IN THE DOCUMENT RECORDED NOVEMBER 5, 2004 AS INSTRUMENT NO. 08-513713 OF OFFICIAL RECORD.
- ▲ PROPOSED PUBLIC UTILITY EASEMENT PER TTY 57254.

OWNER/APPLICANT

ROYL RANCH COMPANY, LLC
 1802 SAN VICENTE BLVD, SUITE 510
 LOS ANGELES, CA 90044
 CONTACT: JEFF SHIM
 PHONE: 510-216-1800

AGENT

ALBERT A. NEBB ASSOCIATES
 8700 NEBB ASSOCIATES
 RIVERSIDE, CA 92506
 CONTACT: JEFFER HULLER
 PHONE: 951-500-6041

LAND USE

EXISTING LAND USE: VACANT
 EXISTING ZONING: SF
 PROPOSED LAND USE: SF
 PROPOSED ZONING: SF

SCHOOL DISTRICT

COACHELLA VALLEY
 UNIFIED SCHOOL DISTRICT

A.P.N.

78-070-038
 78-070-034

AREA

SUBJECT PARCEL 1 GROSS 5155 AC NET 5155 AC

LEGAL DESCRIPTION

A PORTION OF THE NORTHEAST AND SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 7 SOUTH, RANGE 9 EAST, SAN BERNARDINO BASE AND MERIDIAN.

UTILITY PROVIDERS

WATER: COACHELLA VALLEY WATER DISTRICT
 SEWER: COACHELLA VALLEY WATER DISTRICT
 ELECTRICAL: IMPERIAL IRRIGATION DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 TELEPHONE: FRONTIER
 CABLE TV: SPECTRUM

SHEET INDEX

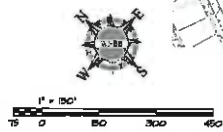
- SHEET 1 - TITLE SHEET
- SHEET 2 - PLOT PLAN
- SHEET 3 - CONCEPTUAL GRADING & DRAINAGE
- SHEET 4 - GRADING SECTIONS

PARKING STALL REQUIREMENTS AND SQUARE FOOTAGE TABULATIONS						
BUILDING USE	SQ. FOOTAGE	STALLS PER SQUARE FOOT	# OF STALLS	SQUARE FOOT PER OCCUPANT	# OF PEOPLE	
BUILDING 1						
SPA	1,000	1 STALL/200 SQ. FT.	5	100 SQ. FT./PERSON	5	
CHANGING	4,000	1 STALL/200 SQ. FT.	20	50 SQ. FT./PERSON	40	
LOCKERS	4,000	1 STALL/200 SQ. FT.	20	50 SQ. FT./PERSON	40	
REST.	1,000	1 STALL/250 SQ. FT.	4	62.5 SQ. FT./PERSON	8	
TOTALS	10,000		49		93	
BUILDING 2						
BAR	2,000	1 STALL/125 SQ. FT.	16	125 SQ. FT./PERSON	16	
PAVIL	2,000	1 STALL/125 SQ. FT.	16	125 SQ. FT./PERSON	16	
TOTALS	4,000		32		32	
BUILDING 3						
REST.	1,000	1 STALL/200 SQ. FT.	5	100 SQ. FT./PERSON	5	
DINING	4,000	1 STALL/250 SQ. FT.	16	156.25 SQ. FT./PERSON	16	
KITCHEN	500	1 STALL/125 SQ. FT.	4	125 SQ. FT./PERSON	4	
TOTALS	5,500		25		25	
BUILDING 4						
RESTAURANT	2,000	5.5 STALL/1,000 SQ. FT.	11	90.91 SQ. FT./PERSON	11	
RESTAURANT	1,000	1 STALL/140 SQ. FT.	7	140 SQ. FT./PERSON	7	
BAR	1,000	1 STALL/140 SQ. FT.	7	140 SQ. FT./PERSON	7	
KITCHEN	200	1 STALL/140 SQ. FT.	1	140 SQ. FT./PERSON	1	
TOTALS	4,200		26		26	

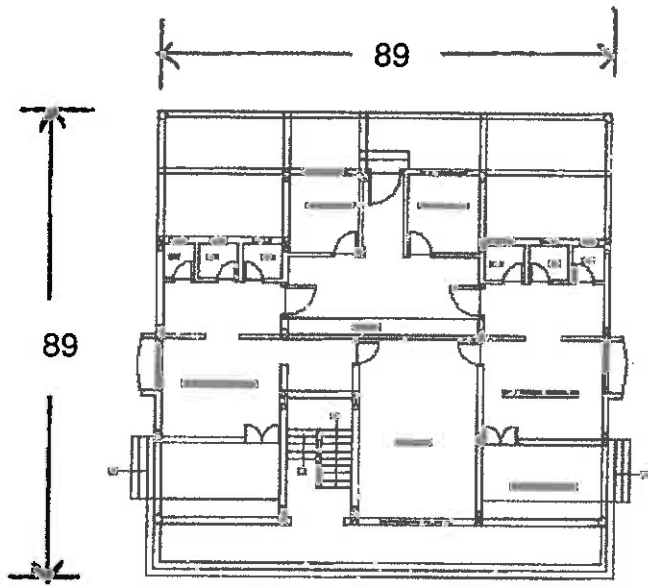
TOTAL SQUARE FOOTAGE: 34,400 SF
 TOTAL NUMBER OF PEOPLE: 108
 PARKING STALL TABULATION
 PARKING STALLS REQUIRED: 361
 PARKING STALLS PROVIDED: 361
 GOLF PARKING STALLS REQUIRED: 30
 TOTAL PARKING STALLS PROVIDED: 361

THERMAL BEACH CLUB
 COUNTY OF RIVERSIDE
 PLOT PLAN NO. PPT 18003T
 TITLE SHEET

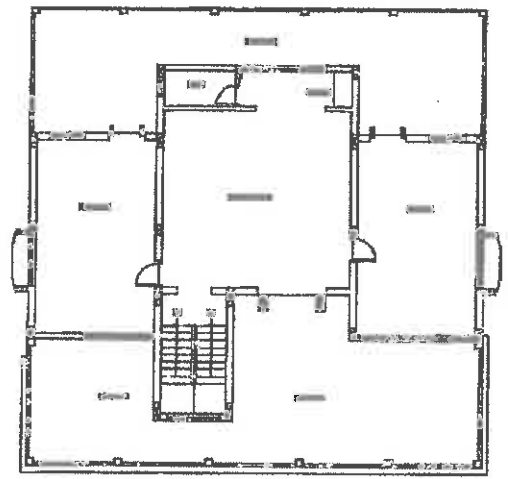
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		DESIGNED BY: JWS	CHECKED BY: JWS	PROJECT NO. 18003T	OF 4 SHEETS
		DESIGNED BY: JWS	CHECKED BY: JWS	PROJECT NO. 18003T	OF 4 SHEETS



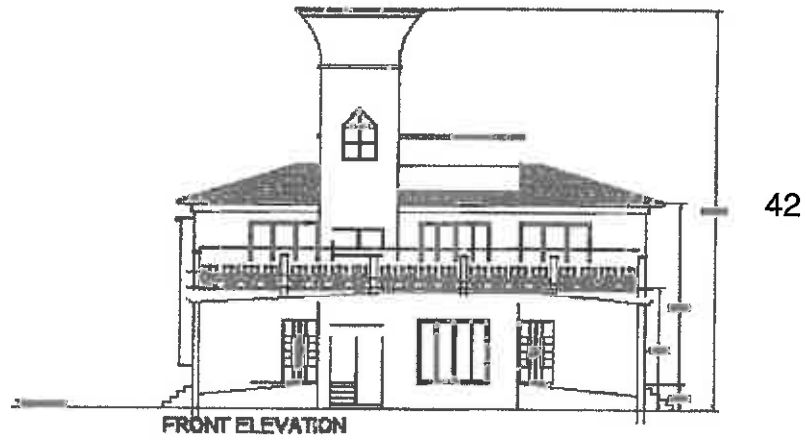
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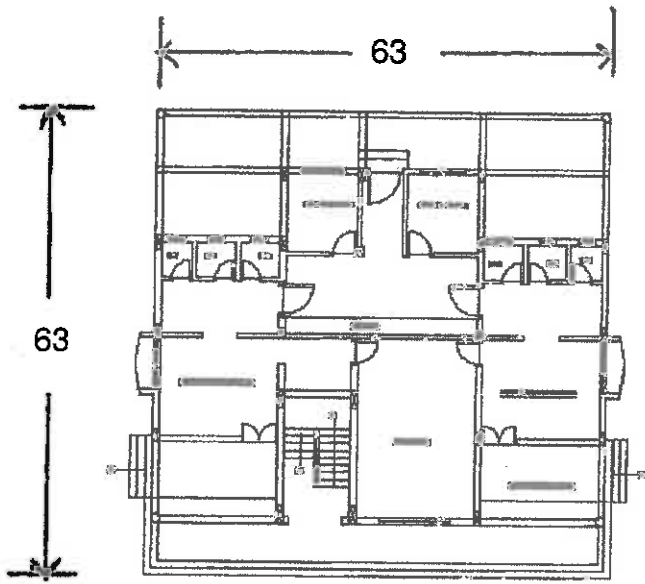
First Floor



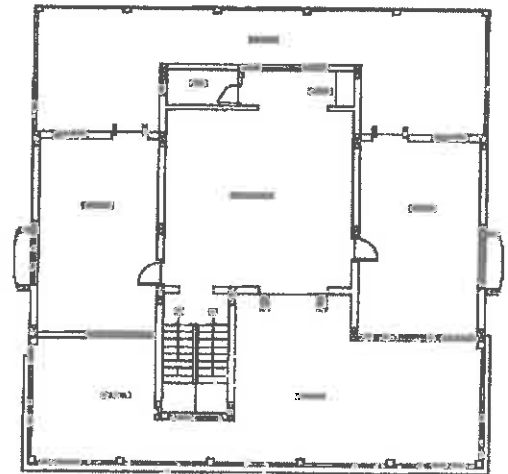
Second Floor



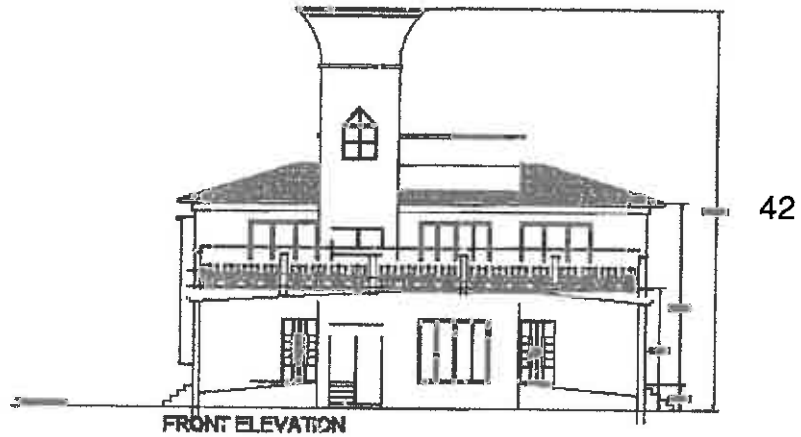
Building 1



First Floor

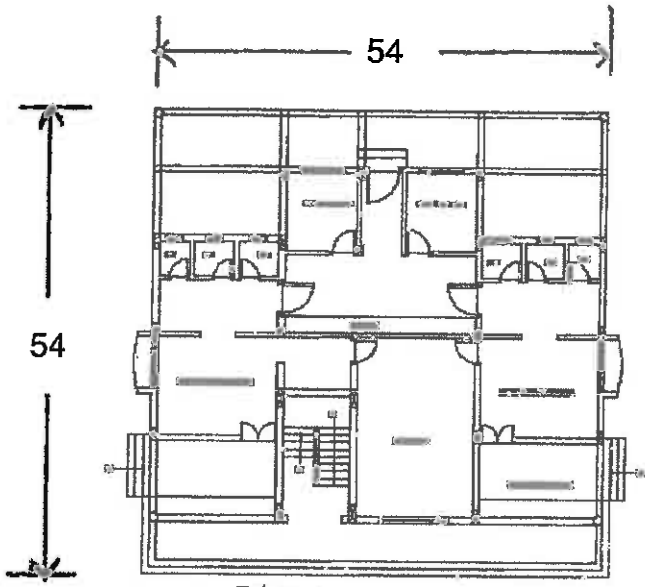


Second Floor

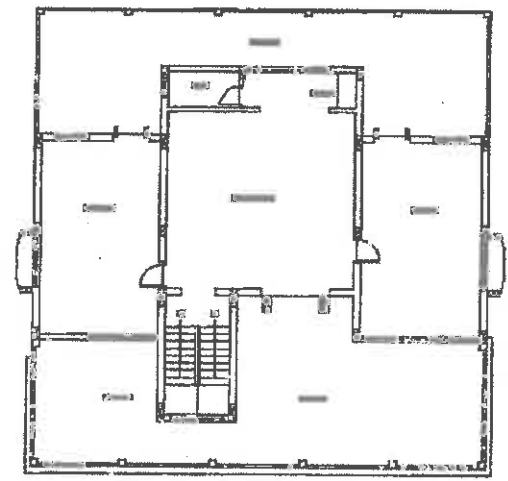


FRONT ELEVATION

Building 2



First Floor



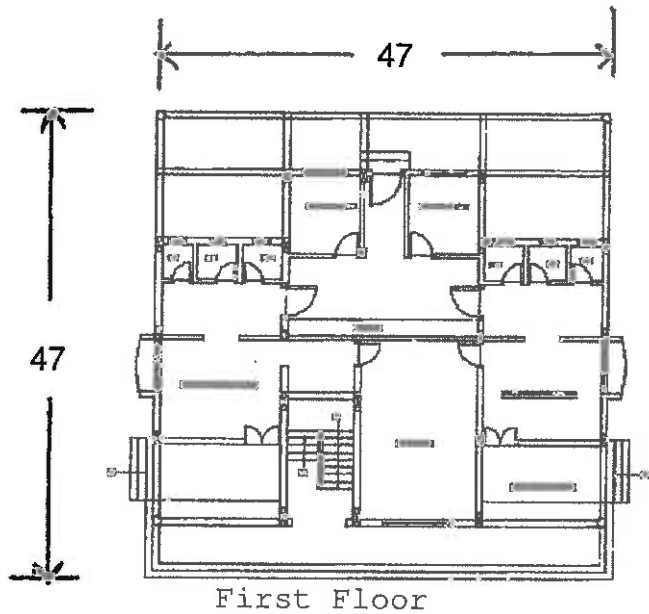
Second Floor



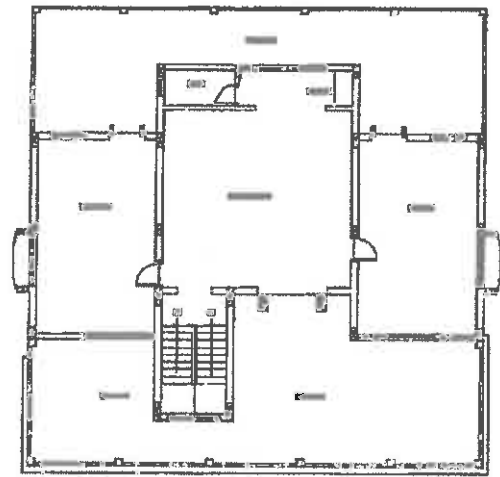
FRONT ELEVATION

42

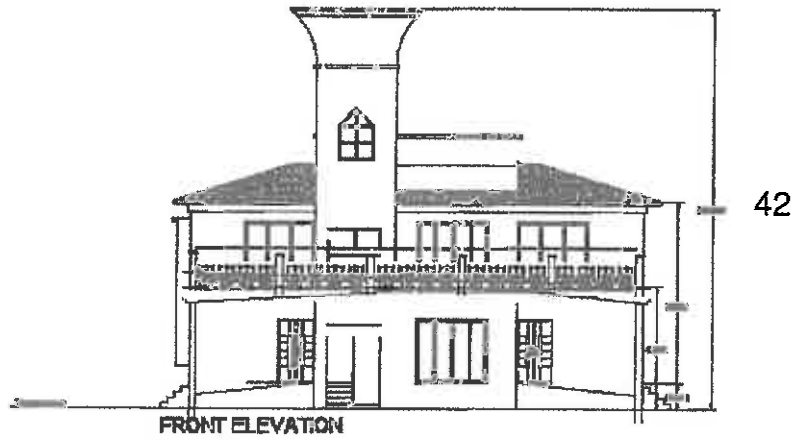
Building 3



First Floor



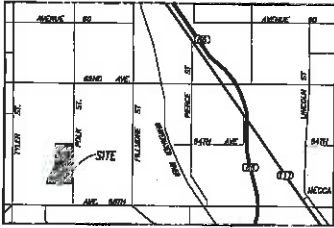
Second Floor



FRONT ELEVATION

Building 4

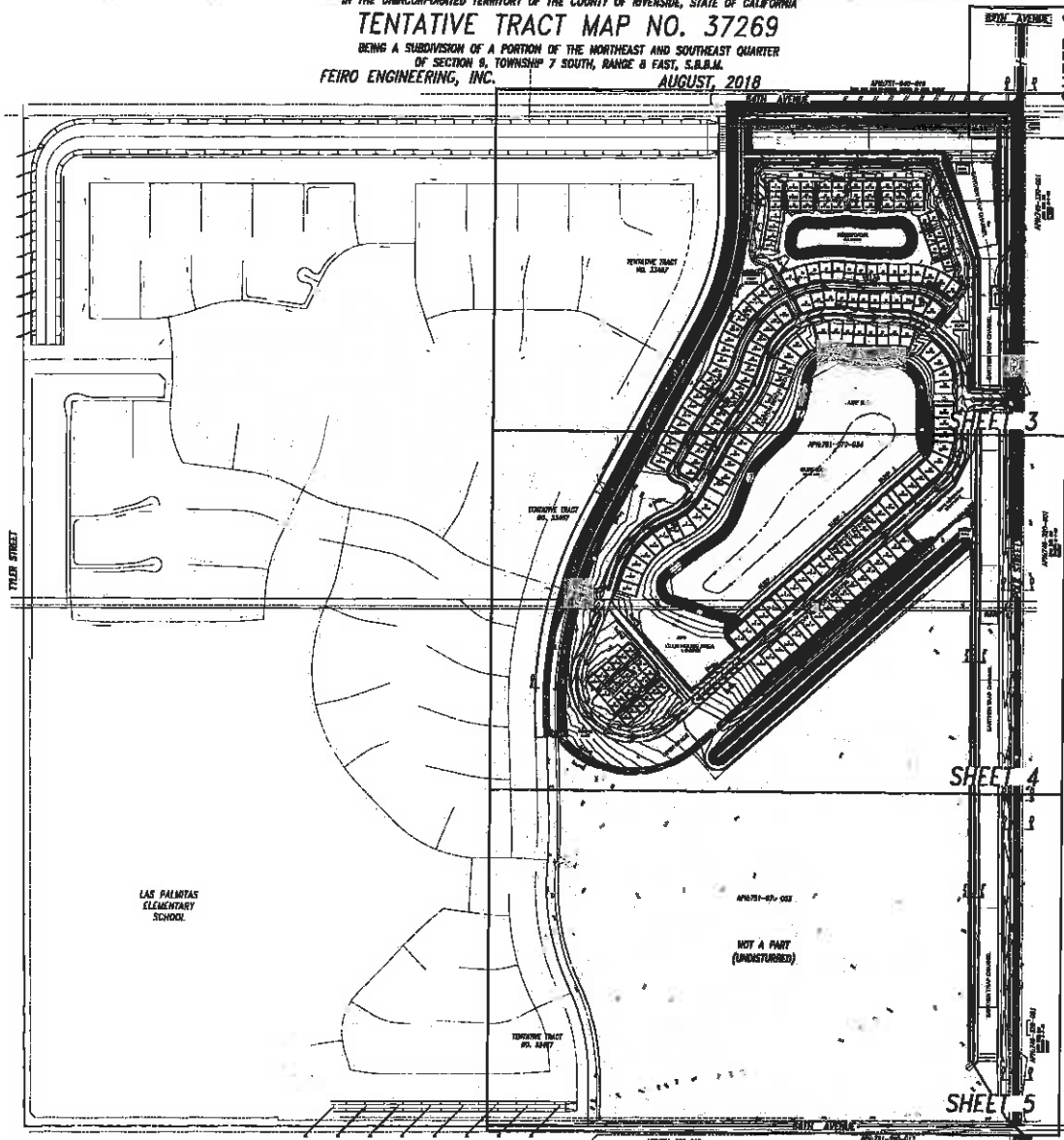
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE TRACT MAP NO. 37269
 BEING A SUBDIVISION OF A PORTION OF THE NORTHEAST AND SOUTHEAST QUARTER
 OF SECTION 9, TOWNSHIP 7 SOUTH, RANGE 8 EAST, S.B.B.M.
FEIRO ENGINEERING, INC. **AUGUST, 2018**



VICINITY MAP
NOT TO SCALE

LEGEND & ABBREVIATIONS:

- 0 — CONCRETE
- P10 — FINISH ELEVATION
- T10 — TOP OF HEADWALL
- (10.0) — EXISTING ELEVATION
- 10.0 — PROPOSED ELEVATION
- (10.0) — EXISTING CONTOUR
- 10.0 — FINISH CONTOUR
- --- --- CHANGE CORNER
- --- --- PROPERTY LINE / RIGHT-OF-WAY CENTERLINE
- --- --- STATIONARY LINE
- --- --- CATCH BASIN
- --- --- SEWER LINE
- --- --- WATER LINE
- --- --- IRRIGATION LINE
- --- --- EXISTING OVERHEAD POWER
- --- --- EXISTING WATER LINE
- --- --- EXISTING SEWER LINE
- --- --- WATER METER
- --- --- IRRIGATION METER
- --- --- WATER
- --- --- PROPOSED PHASE
- --- --- PROPOSED PHASE
- --- --- APPROXIMATE LOCATION OF OBSTACLES PER SITE REPORT
- --- --- EXISTING GROUND ELEVATION
- --- --- WEL = EX. WELDER TABLE ELEVATION



SHEET INDEX
SCALE: 1"=50'

OWNER/APPLICANT:
KONA RANCH COMPANY, LLC
11812 SAN VICENTE BLVD., SUITE 510
LOS ANGELES, CA. 90049
(310) 276-7300

REPRESENTATIVE:
ALBERT A. WEBB ASSOCIATES
3780 MCGRAY STREET
RIVERSIDE, CA. 92506
951-686-1070

ENGINEER:
FEIRO ENGINEERING, INC.
P.O. BOX 12380
PALM DESERT, CA. 92255
760-348-8015
feiro@feiro.net

APN:
751-070-033 & 751-070-034

SITE ADDRESS:
8510 80TH AVENUE
THERMAL, CA. 92274

PROJECT DATA:
TOTAL LOT AREA: 5,052,767 SQ.FT (116.00 ACRES)
DISTURBED AREA: 5,381,047 SQ.FT (123.26 ACRES)

LEGAL DESCRIPTION:
A PORTION OF THE NORTHEAST AND SOUTHEAST QUARTER
OF SECTION 9, TOWNSHIP 7 SOUTH, RANGE 8 EAST, SAN
BERNARDINO BASE AND MERIDIAN

LAND USE:
EXISTING LAND USE = VACANT
PROPOSED LAND USE = SINGLE FAMILY RESIDENTIAL
EXISTING ZONING = SP
PROPOSED ZONING = SP

SCHOOL DISTRICT:
COACHELLA VALLEY UNIFIED SCHOOL DISTRICT

UTILITIES:
WATER COACHELLA VALLEY WATER DISTRICT
TELEVISION SPECTRUM
SEWER COACHELLA VALLEY WATER DISTRICT
GAS SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC IMPERIAL IRRIGATION DISTRICT
TELEPHONE FRONTIER

THOMAS BROS. COORDINATES - PAGE 5591 GRIDS: FS, FR,
F7, G5, G6 AND G7

FLOOD ZONE
ZONES: X
COMMUNITY PANEL NO. 00065230104
MAP REVISED: 3/6/2018
LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR
FLOOD HAZARD

NOTES:
1. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION, ORDINANCE 450.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE
LAND DIVIDED.
3. PROJECT IS WITHIN SPECIFIC PLAN 303 AMENDMENT #3
4. EASEMENTS OF RECORD ARE AS SHOWN.
5. PROJECT IS WITHIN THE THERMAL #125 COUNTY SERVICE AREA FOR STREET
LIGHTING.
6. NO EXISTING WELLS ON THE PROPERTY.
7. TOPOGRAPHY FLOWN BY CENTRAL COAST AERIAL MAPPING, INC ON 10/14/2018.
8. STRAIGHTS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457
REQUIREMENTS.
9. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
10. NO SURFACE SEWIC SEWAGE DISPOSAL IS INTENDED.
11. LAND IS SUBJECT TO LIQUIFACTION OR OTHER GEOLOGICAL HAZARD AND IS
NOT WITHIN A SPECIAL STUDIES ZONE.
12. LAND IS SUBJECT TO OVERFLOW, INUNDATION OF FLOOD HAZARD.
13. AS SHOWN ON THE MAP THERE ARE OPEN CHANNELS ON SITE.
14. NO EXISTING STRUCTURES OR DWELLINGS ON SITE.
15. PROPOSED STRUCTURES OR DWELLINGS ON SITE.
16. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RES.
17. THE PROJECT WILL COMPLY WITH CURRENT IMPRES CONSTRUCTION GENERAL
PERMIT (CSP) AND NPDES USEA PERMIT REQUIREMENTS.
18. ENTRY DOCUMENTATION PER COUNTYWIDE DESIGN STANDARDS & GUIDELINES.
19. ALL PRIVATE STREETS ARE TO BE PRIVATELY MAINTAINED UNLESS OTHERWISE
NOTED.

FEIRO ENGINEERING, INC.
Civil Engineering
Land Surveying
www.feiro.net
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P.O. Box 12380
Palm Desert, California 92255
(760) 348-8015

In the Unincorporated Territory of Riverside County
TENTATIVE TRACT MAP NO. 37269
 SCHEDULE "A" SUBDIVISION
 175 RBE SEC 9 SBBM
 8000 80th Avenue & 80th Ave 75-49-001 75-49-002

SHEET NUMBER
1
OF 2 SHEETS
DATE PLOTTED
8/15/2018
JOB NUMBER
1071-01

FOR: **Thermal Beach Club**

MATCHLINE- SEE SHEET 6

APN:751-040-010
LAND USE: MDR,DS-C,VADR, ZONING: SP #303, VACANT

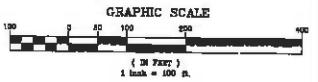
LEGEND & ABBREVIATIONS:

CL	CENTERLINE
PL	PROPERTY LINE
PEL	PROPOSED ELEVATION
TEL	TOP OF FINISH FLOOR
TEL	EXISTING ELEVATION
TEL	PROPOSED ELEVATION
TEL	EXISTING CONTOUR
TEL	FRESH CONTOUR
TEL	GRAVITY DRAIN
TEL	PROPERTY LINE / RIGHT-OF-WAY
TEL	SEWER LINE
TEL	STORMWATER LINE
TEL	CATCH BASIN
TEL	SEWER LINE
TEL	WATER LINE
TEL	IRIGATION LINE
TEL	EXISTING OVERHEAD POWER
TEL	EXISTING WATER LINE
TEL	EXISTING SEWER LINE
TEL	WATER PUMP
TEL	IRIGATION METER
TEL	WATER
TEL	PROPOSED PHASE
TEL	PROPOSED PHASE

APPROXIMATE LOCATION OF BOUNDARIES PER THIS REPORT
TEL- EXISTING BOUNDARY LOCATION
TEL- EX. WATER TABLE ELEVATION

APN:749-320-001
LAND USE: MDR
ZONING: A-1-10
VACANT

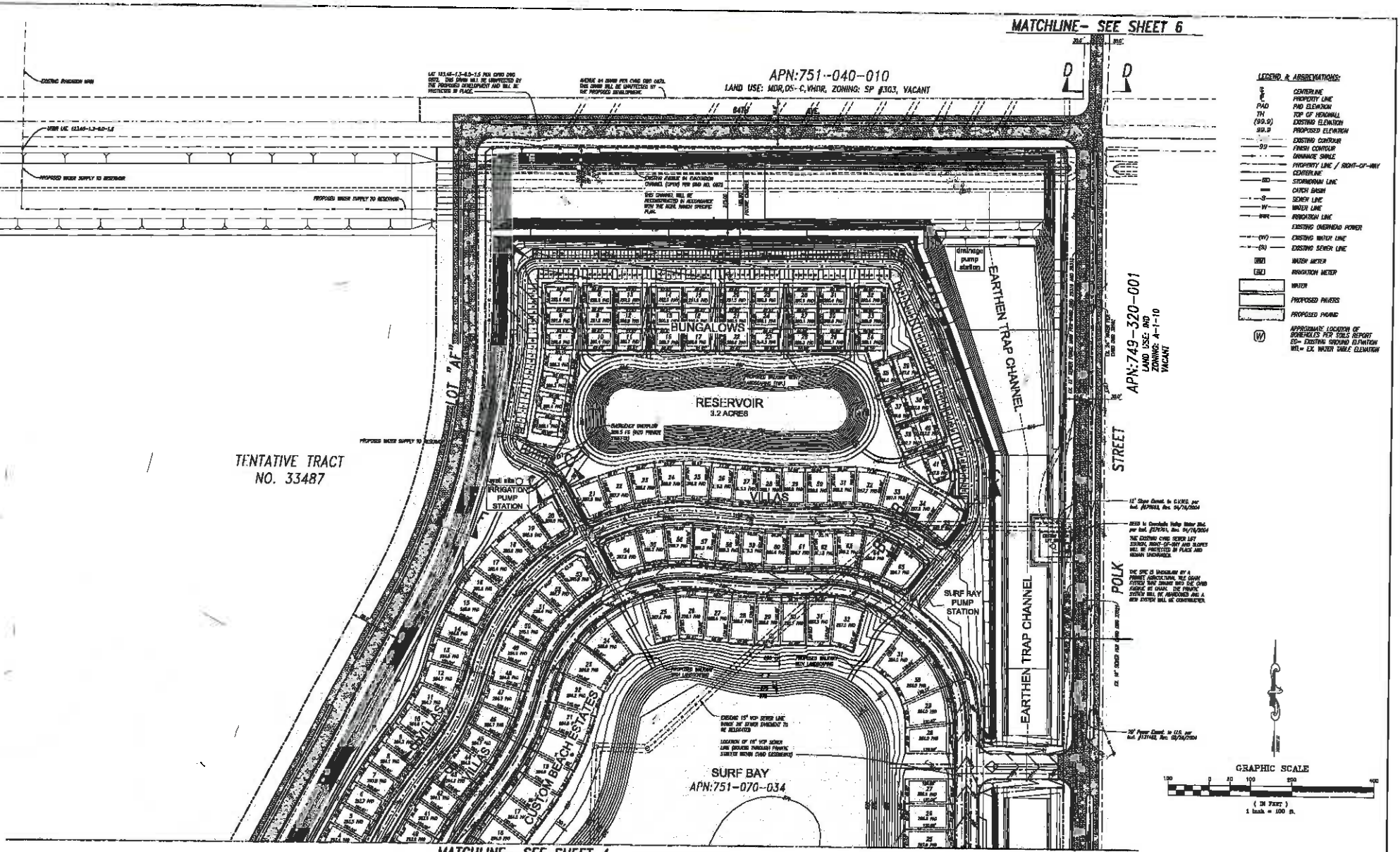
1" Scale based on 1/4" = 100' as per A.P.S.D. Sec. 04/16/2004
2" Scale is provided for info only per A.P.S.D. Sec. 04/16/2004
THE EXISTING CIVIL ENGINEERING, SURVEYING, AND PLANNING WORK HAS BEEN REVIEWED BY PLACE AND DATE INDICATED.
THE USE OF MATERIALS OF A FINER GRADE THAN THAT SPECIFIED SHALL BE PERMITTED AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR A NEW CONTRACT BEING COMPLETED.



APN:751-070-034
LAND USE: MDR,DS-C,VADR, ZONING: SP #303, VACANT

TENTATIVE TRACT NO. 33487

MATCHLINE- SEE SHEET 4



Ch2 Engineering
Land Surveyors
P.O. Box 1366
Palm Desert, California 92262
(760) 349-2012
www.ch2eng.com
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PROVIDED UNDER THE SURVEYORS ACT

In the Unincorporated Territory of Riverside County
TENTATIVE TRACT MAP NO. 37269
SCHEDULE "A" SUBDIVISION
T7S R8E SEC 9 SB8M
ACR# 089 Area, Bound. (L) 2004 PER 251-574-001 AND 251-574-004
FOR Thermal Beach Club

SHEET NUMBER
3
OF 7 SHEETS
DATE FILED
8/17/04
CITY OF
COUNTY OF
RIVERSIDE
CALIFORNIA

MATCHLINE- SEE SHEET 4

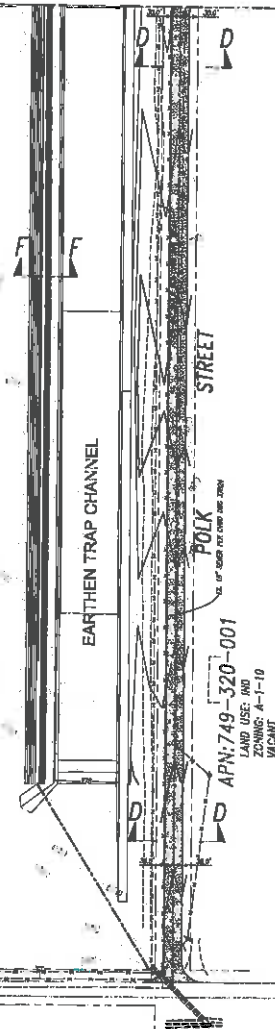
APN:751-070-033
NOT A PART
UNDISTURBED

TENTATIVE TRACT
NO. 33487

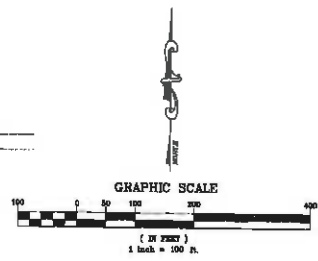
APN:751-200-018
LAND USE: IND
ZONING: A-1-10
EXISTING MOBILE HOMES

THE CURB AVENUE OR
DRAINS ARE LOCATED SOUTH
OF AVENUE 66 AND WILL
NOT BE AFFECTED BY THE
PROPOSED DEVELOPMENT.

APN:751-200-012
LAND USE: IND
ZONING: A-1-10
VACANT



- LEGEND & ABBREVIATIONS:**
- CL CENTERLINE
 - PL PROPERTY LINE
 - PEL PROPOSED ELEVATION
 - TH TOP OF HORIZONTAL
 - EL ELEVATION
 - PROPOSED ELEVATION
 - EXISTING CENTERLINE
 - FRESH CONCRET
 - EXISTING CENTERLINE
 - FINISH CONCRET
 - EXISTING CENTERLINE
 - PROPERTY LINE / RIGHT-OF-WAY
 - EXISTING CENTERLINE
 - STORMWATER LINE
 - SEWER LINE
 - SEWER LINE
 - WATER LINE
 - WATER LINE
 - EXISTING OVERHEAD POWER
 - EXISTING WATER LINE
 - EXISTING WATER LINE
 - EXISTING WATER LINE
 - WATER METER
 - WATER METER
- WATER
 PROPOSED PAVEMENT
 PROPOSED PAVING
- M APPROXIMATE LOCATION OF
 BORISVILLE PER SOILS REPORT
 EL= EXISTING GROUND ELEVATION
 PEL= PROPOSED PAVEMENT ELEVATION



	P.O. Box 12880 Civil Engineering Land Surveying (760) 344-8015 www.felco.com	P.O. Box 12880 Palm Desert, California 92261 (760) 344-8015	In the Unincorporated Territory of Riverside County	SHEET NUMBER 5
	TENTATIVE TRACT MAP NO. 37269 SCHEDULE "A" SUBDIVISION T7S R6E SEC 9 S8BM 66th Ave, Road 11, 66th St, 66th St, 66th St, 66th St			OF 2 SHEETS THIS FILE 3/17/2011 10:00 AM
THE CURB AVENUE OR DRAINS ARE LOCATED SOUTH OF AVENUE 66 AND WILL NOT BE AFFECTED BY THE PROPOSED DEVELOPMENT.			Thermal Beach Club	

BUNGALOWS (NORTH)-LOT AREA TABLE			
LOT #	AREA (SF)	USABLE AREA (SF)	% USABLE AREA
1	4000	4000	100%
2	4000	4000	100%
3	4000	4000	100%
4	4598	4317	94%
5	4156	3908	85%
6	4142	3893	94%
7	4142	4142	100%
8	4142	4142	100%
9	4142	3893	94%
10	4142	3893	94%
11	4142	4142	100%
12	4142	4142	100%
13	4142	4142	100%
14	4142	4142	100%
15	4142	3881	94%
16	4142	3893	94%
17	4142	4142	100%
18	4142	4142	100%
19	4142	3863	94%
20	4142	4142	100%
21	4142	3881	94%
22	4142	3893	94%
23	4142	3893	94%
24	4142	4142	100%
25	4142	4142	100%
26	4142	4142	100%
27	4142	4142	100%
28	4000	4000	100%
29	4000	4000	100%
30	4000	4000	100%
31	4000	4000	100%
32	4000	4000	100%
33	4000	4000	100%
34	4000	4000	100%
35	4000	4000	100%
36	4007	4007	100%
37	4000	4000	100%
38	4000	4000	100%
39	4000	4000	100%
40	4000	4000	100%
41	4000	4000	100%

VILLAS-LOT AREA TABLE			
LOT #	AREA (SF)	USABLE AREA (SF)	% USABLE AREA
1	5232	5232	100%
2	5477	5477	100%
3	5500	5500	100%
4	5500	5500	100%
5	5500	5500	100%
6	5672	5672	100%
7	5656	5656	100%
8	5656	5656	100%
9	5520	5520	100%
10	5922	5922	100%
11	6239	6239	100%
12	6239	6239	100%
13	5822	5822	100%
14	5839	5839	100%
15	5895	5895	100%
16	5896	5896	100%
17	5896	5896	100%
18	5896	5896	100%
19	5896	5896	100%
20	5993	5993	100%
21	6501	6501	100%
22	8445	8445	100%
23	8445	8445	100%
24	8445	8445	100%
25	5840	5840	100%
26	5840	5840	100%
27	5754	5754	100%
28	5754	5754	100%
29	5754	5754	100%
30	5754	5754	100%
31	6359	6359	100%
32	6812	6812	100%
33	6812	6812	100%
34	6812	6812	100%
35	5754	5754	100%
36	6176	6176	100%
37	5500	4900	85%
38	5500	5500	100%
39	5500	5500	100%
40	5632	5632	100%
41	5678	5678	100%
42	5678	5678	100%
43	5515	5515	100%
44	5312	5312	100%
45	5911	5911	100%
46	5911	5911	100%
47	5911	5911	100%
48	5534	5534	100%
49	5760	5760	100%
50	5760	5760	100%
51	5760	5760	100%
52	5760	5760	100%
53	5736	5736	100%
54	7530	7530	100%
55	6382	6382	100%
56	6382	6382	100%
57	5878	5878	100%
58	5738	5738	100%
59	5738	5738	100%
60	5738	5738	100%
61	5738	5738	100%
62	5715	5715	100%
63	6782	6782	100%
64	7822	7001	89%
65	7400	7400	100%

CUSTOM BEACH ESTATES-LOT AREA TABLE			
LOT #	AREA (SF)	USABLE AREA (SF)	% USABLE AREA
1	7200	7200	100%
2	8173	8173	100%
3	8433	8433	100%
4	8433	8433	100%
5	8433	8433	100%
6	8433	8433	100%
7	7211	7211	100%
8	8227	8227	100%
9	8353	8353	100%
10	8618	8618	100%
11	7580	7580	100%
12	7580	7580	100%
13	7580	7580	100%
14	7666	7666	100%
15	8093	8093	100%
16	7991	7991	100%
17	7680	7680	100%
18	7871	7871	100%
19	7832	7832	100%
20	7832	7832	100%
21	7832	7832	100%
22	8116	8116	100%
23	8691	8691	100%
24	8676	8676	100%
25	8449	8449	100%
26	8134	8134	100%
27	7253	7253	100%
28	7349	7349	100%
29	7349	7349	100%
30	7285	7285	100%

NEWPORT ESTATES-LOT AREA TABLE			
LOT #	AREA (SF)	USABLE AREA (SF)	% USABLE AREA
1	7200	7200	100%
2	7200	7200	100%
3	7200	7200	100%
4	7200	7200	100%
5	7200	7200	100%
6	7200	7200	100%
7	7200	7200	100%
8	7200	7200	100%
9	7200	7200	100%
10	7200	7200	100%
11	7200	7200	100%
12	7200	7200	100%
13	7200	7200	100%
14	7200	7200	100%
15	7200	7200	100%
16	7200	7200	100%
17	7200	7200	100%
18	7200	7200	100%
19	7200	7200	100%
20	7200	7200	100%
21	7200	7200	100%
22	8313	8313	100%
23	8694	8694	100%
24	8710	8350	96%
25	8303	7782	93%
26	7440	7080	95%
27	7200	7200	100%
28	8115	8115	100%
29	8709	8709	100%
30	8711	8711	100%
31	8658	8658	100%

OFF NEWPORT ESTATES-LOT AREA TABLE			
LOT #	AREA (SF)	USABLE AREA (SF)	% USABLE AREA
1	7200	7200	100%
2	7200	7200	100%
3	7200	7200	100%
4	7200	7200	100%
5	7200	7200	100%
6	7200	7200	100%
7	7200	7200	100%
8	7200	7200	100%
9	7200	7200	100%
10	7200	7200	100%
11	7200	7200	100%
12	7200	7200	100%
13	7200	7200	100%
14	7200	7200	100%
15	7200	7200	100%
16	7200	7200	100%
17	7200	7200	100%

BUNGALOWS (SOUTH)-LOT AREA TABLE			
LOT #	AREA (SF)	USABLE AREA (SF)	% USABLE AREA
1	4000	4000	100%
2	4000	4000	100%
3	4000	4000	100%
4	4000	4000	100%
5	4000	4000	100%
6	4000	4000	100%
7	4000	4000	100%
8	4000	4000	100%
9	4000	4000	100%
10	4000	4000	100%
11	4000	4000	100%
12	4000	4000	100%
13	4000	4000	100%
14	4000	4000	100%
15	4000	4000	100%
16	4000	4000	100%
17	4000	4000	100%
18	4000	4000	100%
19	4000	4000	100%
20	4000	4000	100%
21	4000	4000	100%
22	4000	4000	100%
23	4000	4000	100%
24	4000	4000	100%



P. & S. Engineering
 Land Surveying
 P.O. Box 10888
 Fort Lauderdale, Florida 33305
 (954) 344-8015
 www.pands.com
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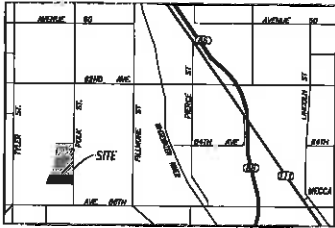
In the Unincorporated Territory of Broward County
TENTATIVE TRACT MAP NO. 37269
 SCHEDULE "A" SUBDIVISION
 17S RBE SEC 9 SBEM
 17S RBE SEC 9 SBEM
 17S RBE SEC 9 SBEM
 FOR: **Thermal Beach Club**

SHEET NUMBER
7
 OF 7 SHEETS
 DATE FILED
 10/11/12
 10/11/12

In the Unincorporated Territory of Riverside County
Preliminary Grading & Drainage Plan

Thermal Beach Club

BEING A SUBDIVISION OF A PORTION OF THE NORTHEAST AND SOUTHWEST QUARTER
 OF SECTION 9, TOWNSHIP 7 SOUTH, RANGE 8 EAST, S.B.B.M.



VICINITY MAP
 NOT TO SCALE

PRELIMINARY EARTHWORK QUANTITIES:

CUT:	
RAW CUT =	490,227 C.Y.
FILL:	
COMPACTED FILL =	725,057 C.Y.
SHRINKAGE (2.0%) =	145,011 C.Y.
STRIPPING LOSS (0.08) =	19,041 C.Y.
SURSIDENCE (0.20) =	47,603 C.Y.
SITE TOTAL:	486,487 C.Y. [IMPORT]

RIVERSIDE COUNTY PERMITS

DEVELOPER NAME

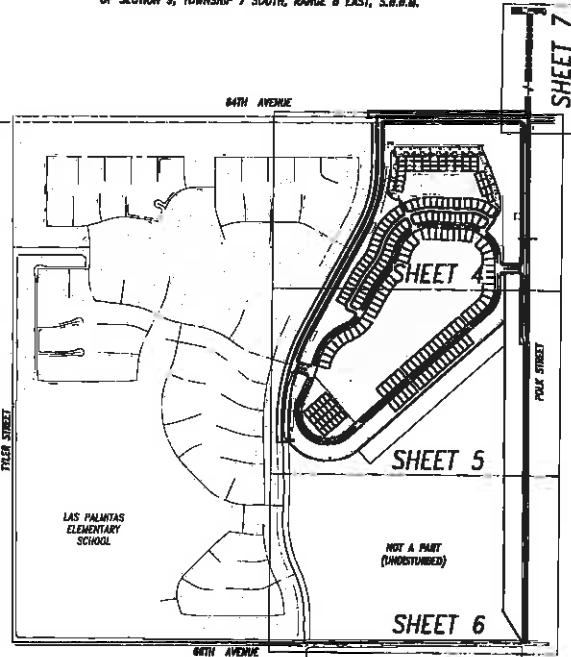
PROJECT NAME

Thermal Beach Club

IF YOU SEE DUST COMING FROM THIS PROJECT CALL

APPROVED ONLY CONTRACTOR PHONE NUMBER

IF YOU DO NOT GET A RESPONSE IN 1 HOUR, PLEASE CALL RIVERSIDE CO. AT (951) 920-7000 AND REPORT THE PERMIT AND PROJECT ABOVE AND CALL A.O.L.M.D. AT 1-800-OUTSMOG (1-800-586-7064)



SHEET INDEX
 SCALE: 1" = 80'

PRE-CONSTRUCTION MEETING NOTE:
 A PRE-CONSTRUCTION MEETING AND SITE INSPECTION SHALL BE ARRANGED FOR BY THE DEVELOPER PRIOR TO COMMENCING GRADING OPERATIONS. THESE PARTIES DESIRED TO ATTEND THE PRE-CONSTRUCTION MEETING SHALL INCLUDE, BUT ARE NOT LIMITED TO, THE DEVELOPER, PROJECT SUPERINTENDENT, ENGINEER OF RECORD, SOIL ENGINEER, GRADING CONTRACTOR AND THE UNDERGROUND UTILITIES CONTRACTOR. REPRESENTING THE DEPARTMENT OF PUBLIC WORKS AND SAFETY SHALL BE THE PLANNING AND DESIGN DIVISION. THE PURPOSE OF THE PRE-CONSTRUCTION MEETING SHALL BE TO DISCUSS THE VARIOUS ASPECTS AND RESPONSIBILITIES OF THE GRADING PROJECT AND TO PROVIDE AN APPROXIMATE TIME-TABLE FOR THE COMPLETION OF GRADING. ARRANGE FOR A PRE-CONSTRUCTION MEETING BY CALLING THE DISTRICT OFFICE RESPONSIBLE FOR PROVIDING YOUR GRADING AND BUILDING INSPECTIONS. CALL COUNTY DISTRICT AT (951) 952-4777 TO SETUP PRE-CONSTRUCTION MEETING.

SOILS ENGINEER'S CERTIFICATION:
 I, MATTHEW J. COMRI, P.E., A LICENSED PROFESSIONAL ENGINEER, A CERTIFIED ENGINEERING GEOLOGIST, HEREBY CERTIFY THAT A SAMPLING AND STUDY OF THE SOIL CONDITIONS PRESENT WITHIN THIS SITE WAS MADE BY ME OR UNDER MY DIRECTION. THESE GRADING PLANS HAVE BEEN REVIEWED BY ME OR UNDER MY DIRECTION AND CONFORM TO THE RECOMMENDATIONS MADE IN OUR GEOLOGICAL ENGINEERING INVESTIGATION REPORT PROJECT W-154-1710A, DATED 8/2/02 TO THE BEST OF MY KNOWLEDGE. THE INVESTIGATION REPORT REPRESENTS THE MOST CURRENT AND COMPLETE INFORMATION RELATIVE TO THE PROPOSED GRADING OF THE SITE. IT IS THE PROFESSIONAL OPINION OF SAID ENGINEERING THAT THE CONCLUSIONS AND RECOMMENDATIONS RENDERED IN OUR REPORT ARE APPROPRIATE AND APPLICABLE TO THE PROJECT AND THEY ARE IN SUBSTANTIAL CONFORMANCE WITH ALL APPLICABLE CODE, ORDINANCE AND STANDARDS OF PRACTICE FOR THE PROJECT PROPOSED.

MATTHEW J. COMRI, P.E. STATE DATE

NOTES:
 NO WORK SHALL COMMENCE WITHIN ROAD RIGHT-OF-WAY (R/W) PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT BY THE TRANSPORTATION DEPARTMENT.
 THE ENGINEER OF RECORD HAS EVALUATED THE DRAINAGE AND HAS DETERMINED THAT THE DRAINAGE ACROSS THE PROPERTY LINE DOES NOT EXCEED THAT WHICH EXISTED PRIOR TO GRADING.
 THE ENGINEER OF RECORD HAS PROMISED AND SIGNED THE GRADING PLAN HAS REVIEWED THAT THE PROPOSED DRAINAGE SYSTEM IS CONSISTENT WITH THE NATURAL DRAINAGE PATTERN OF THE SITE AND WILL NOT ADVERSELY AFFECT ADJACENT PROPERTIES.
NOTE:
 THE ENGINEER WHO PREPARED AND SIGNED THIS GRADING PLAN HAS REVIEWED THAT ALL INFORMATION ON THE DRAWINGS IS CONSISTENT WITH THE STORM DRAIN PLANS APPROVED OR CLEARED TO GRADE BY THE RIVERSIDE FLOOD CONTROL DISTRICT PROJECT # N/A, APPROVAL DATE: N/A & THE STREET PLANS APPROVED OR CLEARED TO GRADE BY THE TRANSPORTATION DEPARTMENT BY 122041, APPROVAL DATE: _____ AND APPROVED PARCEL MAP INCLUDING CONDITIONS OF APPROVAL.

OWNER/APPLICANT:
 KOHL RANCH COMPANY, LLC
 11812 SAN VICENTE BLVD., SUITE 510
 LOS ANGELES, CA, 90048
 (310) 278-7300

REPRESENTATIVE:
 ALBERT A. WEBB ASSOCIATES
 3768 MCDRAY STREET
 RIVERSIDE, CA, 92506
 951-886-1070

ENGINEER:
 FERRO ENGINEERING, INC.
 P.O. BOX 12800
 PALM DESERT, CA, 92265
 760-346-8015
 mfb@ferro.net

APN:
 751-070-053 & 751-070-054

SITE ADDRESS:
 86310 64TH AVENUE
 THERMAL, CA, 92274

PROJECT DATA:
 TOTAL LOT AREA: 5,032,787 SQ.FT (116.00 ACRES)
 DISTURBED AREA: 5,391,047 SQ.FT (123.76 ACRES)

LEGAL DESCRIPTION:
 A PORTION OF THE NORTHEAST AND SOUTHWEST QUARTER
 OF SECTION 9, TOWNSHIP 7 SOUTH, RANGE 8 EAST, SAN
 BERNARDINO BASE AND MERIDIAN

LAND USE:
 EXISTING LAND USE = VACANT
 PROPOSED LAND USE = SINGLE FAMILY RESIDENTIAL
 EXISTING ZONING = SF
 PROPOSED ZONING = SF

SCHOOL DISTRICT:
 COACHELLA VALLEY UNIFIED SCHOOL DISTRICT

UTILITIES:
 WATER COACHELLA VALLEY WATER DISTRICT
 TELEVISION SPECTRIUM
 SEWER COACHELLA VALLEY WATER DISTRICT
 GAS SOUTHERN CALIFORNIA GAS COMPANY
 ELECTRIC IMPERIAL IRRIGATION DISTRICT
 TELEPHONE FRONTIER

FLOOD ZONE
 ZONES: X
 COMMUNITY PANEL NO. 06065C210H
 MAP REVISED: 3/8/2018

LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD

BASES OF BEARINGS:
 IS GRID NORTH FOR CALIFORNIA COORDINATES SYSTEM NAD83, ZONE 8 DATA FROM THE-SECTION THERMAL, IMPERIAL, DUMAS AND MPSS STA. 10 CA 01

COORDINATES AND DISTANCES ARE BASED ON GRID DIMENSIONS TO CORNER MARKERS DISTANCES MULTIPLY BY 1.0003117163. THE AVERAGE CORRECTION FACTOR: (42 FT. / 84)

REMARKS:
 THE BENCHMARK USED FOR THIS PROJECT IS IMPERIAL COUNTY BM 6-1228, ELEV. = 101.84' MAND BY DATUM. THE BASE ELEVATION DATUM FOR THE PROJECT HAS BEEN SHIFTED +443.39' TO MATCH THE SITE GRADING PLAN.

SOURCE OF TOPOGRAPHY:
 THE TOPOGRAPHY SHOWN HEREON WAS OBTAINED BY AN AERIAL SURVEY BY CENTRAL COAST AERIAL SURVEY, INC. DATE OF PHOTO: 10-11-16

NOTE:
 ALL INFORMATION ASSOCIATED WITH BUILDINGS (INCLUDING STRUCTURES AND FF ELEMENTS) IS FOR REFERENCE ONLY AND THE APPROVAL OF THESE GRADING PLANS DO NOT INCLUDE ANY PROVISIONS ASSOCIATED WITH BUILDINGS.

NOTE:
 AN ENCROACHMENT PERMIT ISSUED BY THE COUNTY TRANSPORTATION DEPARTMENT IS REQUIRED FOR ALL WORK WITHIN THE STREET RIGHT OF WAY



Chief Engineering P.O. Box 12800 92265
 Land Surveying Phone County, California (760) 346-8015
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 PREPARED UNDER THE SUPERVISION OF

In the Unincorporated Territory of Riverside County
Preliminary Grading & Drainage Plan
 SCHEDULE "A" SUBDIVISION
 T7S R8E SEC 9 SB8M
 84TH AVE, 74TH AVE, 84TH AVE, 94TH AVE, 104TH AVE, 114TH AVE, 124TH AVE, 134TH AVE, 144TH AVE, 154TH AVE, 164TH AVE, 174TH AVE, 184TH AVE, 194TH AVE, 204TH AVE, 214TH AVE, 224TH AVE, 234TH AVE, 244TH AVE, 254TH AVE, 264TH AVE, 274TH AVE, 284TH AVE, 294TH AVE, 304TH AVE, 314TH AVE, 324TH AVE, 334TH AVE, 344TH AVE, 354TH AVE, 364TH AVE, 374TH AVE, 384TH AVE, 394TH AVE, 404TH AVE, 414TH AVE, 424TH AVE, 434TH AVE, 444TH AVE, 454TH AVE, 464TH AVE, 474TH AVE, 484TH AVE, 494TH AVE, 504TH AVE, 514TH AVE, 524TH AVE, 534TH AVE, 544TH AVE, 554TH AVE, 564TH AVE, 574TH AVE, 584TH AVE, 594TH AVE, 604TH AVE, 614TH AVE, 624TH AVE, 634TH AVE, 644TH AVE, 654TH AVE, 664TH AVE, 674TH AVE, 684TH AVE, 694TH AVE, 704TH AVE, 714TH AVE, 724TH AVE, 734TH AVE, 744TH AVE, 754TH AVE, 764TH AVE, 774TH AVE, 784TH AVE, 794TH AVE, 804TH AVE, 814TH AVE, 824TH AVE, 834TH AVE, 844TH AVE, 854TH AVE, 864TH AVE, 874TH AVE, 884TH AVE, 894TH AVE, 904TH AVE, 914TH AVE, 924TH AVE, 934TH AVE, 944TH AVE, 954TH AVE, 964TH AVE, 974TH AVE, 984TH AVE, 994TH AVE, 1004TH AVE

SHEET NUMBER
1
 OF 2 SHEETS
 DRAW FILE:
 THERMAL
 DATE:
 JOB NUMBER:
 1027-007

COUNTY OF RIVERSIDE
BUILDING AND SAFETY DEPARTMENT
GRADING NOTES

GENERAL:

- ALL GRADING SHALL CONFORM TO THE 2013 CALIFORNIA BUILDING CODE CHAPTER 17, 18 & APPENDIX-J AS AMENDED BY ORDINANCE 402.
- ALL PROPERTY CORNERS, GRADING BOUNDARIES AND ALL CONSERVATION AREAS/LEAST SENSITIVE AREA (LSA) DETERMINED BY THE ENVIRONMENTAL PROGRAMS DEPARTMENT (EPD) SHALL BE CLEARLY DELINEATED AND STAKED IN THE FIELD PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION/GRADING.
- ALL WORK UNDER THIS PERMIT SHALL BE LIMITED TO WORK WITHIN THE PROPERTY LINES. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY WILL REQUIRE SEPARATE PLANS AND A SEPARATE REVIEW-APPROVAL (PERMIT) FROM THE TRANSPORTATION DEPARTMENT.
- ALL GRADING SHALL BE DONE UNDER THE SUPERVISION OF A SOLE ENGINEER IN CONFORMANCE WITH THE RECOMMENDATIONS OF THE PRELIMINARY SOILS INVESTIGATION PREPARED BY SUGGESTED ENGINEERING DATE: 01-14-2016
- COMPACTED FILL TO SUPPORT ANY STRUCTURES SHALL COMPLY WITH SECTION 1802.5.6 PROJECTS WITHOUT A PRELIMINARY SOILS REPORT SHALL INCLUDE DETAILED SPECIFICATIONS IN ACCORDANCE WITH SECTIONS 1802.5 AND 1803.5 PREPARED BY THE ENGINEER OF RECORD.
- THE CONTRACTOR SHALL NOTIFY THE BUILDING AND SAFETY DEPARTMENT AT LEAST 24 HOURS IN ADVANCE TO REQUEST FINISH LOT GRADE AND DRAINAGE INSPECTION. THIS INSPECTION MUST BE APPROVED PRIOR TO BUILDING PERMIT FINAL INSPECTION FOR EACH LOT.
- THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, TWO DAYS BEFORE GRADING AT 1-800-422-4133.
- PRIOR TO GRADING, A MEETING SHALL BE SCHEDULED WITH A RIVERSIDE COUNTY ENVIRONMENTAL COMPLIANCE INSPECTOR PRIOR TO COMMENCEMENT OF GRADING OPERATIONS.

CUT/FILL:

- MAXIMUM CUT AND FILL SLOPE = 2:1 (HORIZONTAL TO VERTICAL).
- NO FILL SHALL BE PLACED ON EXISTING GROUND UNTIL THE GROUND HAS BEEN CLEARED OF WEEDS, TOPSOIL AND OTHER DELETERIOUS MATERIAL. FILLS SHOULD BE PLACED IN THIN LIFTS (8-INCH MAX OR AS FINAL GRADES ARE ATTAINED, ALL FILLS ON SLOPES STEEPER THAN 3 TO 1 (HORIZONTAL TO VERTICAL) AND A HEIGHT GREATER THAN 5 FEET SHALL BE KEPT AND BENCHED INTO FROM NATURAL SOIL FOR FULL SUPPORT. THE BENCHING OF THE TOE MUST BE AT LEAST 10 FEET WIDE MINIMUM.
- THE SLOPE STABILITY FOR CUT AND FILL SLOPES OVER 30 FEET IN VERTICAL HEIGHT, OR CUT SLOPES STEEPER THAN 2:1 HAVE BEEN VERIFIED WITH A FACTOR OF SAFETY OF AT LEAST 1.5.
- NO ROCK OR SIMILAR IRREDUCIBLE MATERIAL WITH A MAXIMUM DIMENSION GREATER THAN 12 INCHES SHALL BE BURIED OR PLACED IN FILLS DEEPER THAN 10 FEET TO THE FINISHED GRADE.

DRAINAGE / EROSION / DUST CONTROL:

- DRAINAGE ACROSS PROPERTY LINES SHALL NOT EXCEED THAT WHICH EXISTED PRIOR TO GRADING. EXCESS OR CONCENTRATED DRAINAGE SHALL BE CONTAINED ON SITE OR DIRECTED TO AN APPROVED DRAINAGE FACILITY. EROSION OF THE TOP OF CUTS OR DISCHARGE SHALL BE PREVENTED BY INSTALLATION OF NON-EROSIVE DOWN DRAINS OR OTHER DEVICES.
- PROVIDE A PAVED SLOPE INTERCEPTOR DRAIN ALONG THE TOP OF CUT SLOPES WHERE THE DRAINAGE PATH IS GREATER THAN 40 FEET TOWARDS THE CUT SLOPE.
- PROVIDE 6 INCH BY 1 INCH BERM ALONG THE TOP OF ALL FILL SLOPES STEEPER THAN 3:1 (HORIZONTAL TO VERTICAL).
- THE GROUND SURFACE IMMEDIATELY ADJACENT TO THE BUILDING FOUNDATION SHALL BE SLOPED AWAY FROM THE BUILDING AT A SLOPE OF NOT LESS THAN ONE UNIT VERTICAL IN 20 UNITS HORIZONTAL (5-PERCENT SLOPE) FOR A MINIMUM DISTANCE OF 10 FEET MEASURED PERPENDICULAR TO THE FACE OF THE FOUNDATION.
- NO OBSTRUCTION OF NATURAL WATER COURSES SHALL BE PERMITTED.
- DURING ROUGH GRADING OPERATIONS AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL (BEST MANAGEMENT PRACTICES, BMPs) MUST BE PROVIDED TO PREVENT PONDING WATER AND DRAINAGE TO ADJACENT PROPERTIES.
- DUST CONTROL SHALL BE CONTROLLED BY WATERING OR OTHER APPROVED METHODS.
- FUGITIVE DUST CONTROL: CONSTRUCTION SITES SUBJECT TO PM10 FUGITIVE DUST MITIGATION SHALL COMPLY WITH ROAD RULE 402.1.
- ALL EXISTING DRAINAGE COURSES AND STORM DRAIN FACILITIES SHALL CONTINUE TO FUNCTION PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJACENT PROPERTIES DURING GRADING OPERATIONS.
- FOR ALL SLOPES STEEPER THAN 4 TO 1 (H/V), ALL SLOPES EQUAL TO OR GREATER THAN 3:1 IN VERTICAL HEIGHT ARE REQUIRED TO BE PLANTED WITH AN APPROVED DROUGHT-TOLERANT GRASS DOWN AT A MINIMUM SPACING OF 12.00 FEET CENTER TO CENTER AS APPROVED BY THE ENGINEER OF RECORD OR THE LANDSCAPE ARCHITECT AND DROUGHT-TOLERANT SHRUBS SPACED AT NO MORE THAN 12' ON CENTER. SLOPES EXCEEDING 12' IN VERTICAL HEIGHT SHALL BE PLANTED WITH APPROVED SHRUBS NOT TO EXCEED 12' ON CENTER. OR TREES SPACED NOT TO EXCEED 30' ON CENTER, OR A COMBINATION OF SHRUBS AND TREES NOT TO EXCEED 18' IN ADDITION TO THE GRASS OR GROUND COVER. SLOPES THAT REQUIRE PLANTING SHALL BE PROTECTED WITH AN IN-GROUND IRRIGATION SYSTEM EQUIPPED WITH AN APPROPRIATE BACKFLOW DEVICE PER C.P.C. CODE. THE SLOPE PLANTING AND IRRIGATION SYSTEM SHALL BE INSTALLED AS SOON AS POSSIBLE UPON COMPLETION OF ROUGH GRADING. ALL PERMANENT SLOPE PLANTING SHALL BE ESTABLISHED AND IN GOOD CONDITION PRIOR TO SCHEDULING PRECISE GRADE INSPECTION.

COMPLETION OF WORK

ROUGH GRADE

- A REGISTERED CIVIL ENGINEER SHALL PREPARE FINAL COMPACTION REPORT/GRADING REPORT AND IT SHALL BE SUBMITTED TO THE DEPARTMENT OF BUILDING AND SAFETY FOR REVIEW AND APPROVAL. THE REPORT SHALL INCLUDE BUILDING FOUNDATION DESIGN PARAMETERS (ALLOWABLE SOIL PRESSURES, ETC.), EXPANSION INDEX (AND DESIGN ALTERNATIVES IF $SI > 20$), WATER SOLUBLE SULFATE CONTENT, CORROSION AND REMEDIAL MEASURES IF NECESSARY.
- EXCEPT FOR NON-TYPICAL SINGLE RESIDENTIAL LOT GRADING, THE COMPACTION REPORT SHALL INCLUDE THE SPECIAL INSPECTION VERIFICATIONS LISTED ON TABLE 1702.8 OF 2013 CBC.
- THE COUNTY OF RIVERSIDE REQUIRES A LICENSED PROFESSIONAL ENGINEER TO SUBMIT A WET SIGNED AND STAMPED ROUGH GRADING CERTIFICATION WHICH INCLUDES PAD ELEVATIONS PRIOR TO REQUESTING INSPECTION AND ISSUANCE OF THE BUILDING PERMIT.
- ROUGH GRADE ONLY PERMITS: IN ADDITION TO OBTAINING ALL REQUIRED INSPECTIONS AND APPROVAL OF A FINAL REPORT, ALL SITES PERMITTED FOR ROUGH GRADE ONLY SHALL PROVIDE VEGETATIVE COVERAGE (10% PERCENT) OR OTHER MEANS OF SITE STABILIZATION APPROVED BY ENVIRONMENTAL COMPLIANCE DIVISION, PRIOR TO RECEIVING A ROUGH GRADE PERMIT FINAL.

PRECISE GRADE

- A REGISTERED CIVIL ENGINEER SHALL SUBMIT TO THE BUILDING AND SAFETY DEPARTMENT WRITTEN FINAL CERTIFICATION OF COMPLETION OF GRADING IN ACCORDANCE WITH THE APPROVED GRADING PLAN PRIOR TO THE REQUEST OF PRECISE GRADING INSPECTION.



PM10 FUGITIVE DUST MITIGATION PLAN NOTES:

- ENTIRE SITE SHALL BE PRE-WATERED FOR 45 HOURS PRIOR TO CLEANING AND GRADING.
- IMPORT AND EXPORT MATERIAL TO BE PRE-WETTED PRIOR TO TRANSPORT AND COVERED DURING TRANSPORT AND WATERED DURING UNLOADING OR LOADING AT SITE.
- DURING GRADING OPERATIONS, CONSTRUCTION OF THE HOUSE, INSTALLATION OF UTILITIES AND OTHER SITE WORK, BLUING DUST SHALL BE CONTROLLED BY WATERING THE SOIL TO BE MOVED NOT LESS THAN 16 MINUTES PRIOR TO MOVING SUCH SOIL, AND LICENSE WATERING THE LOCATION FROM WHICH SUCH SOIL WAS MOVED IN A LINE AROUND, TO PREVENT THE EMISSIONS OF VISIBLE DUST IN THE ATMOSPHERE BEYOND THE PROJECT SITE.
- WHEN WIND GUSTS EXCEED 25-MILES PER HOUR, CEASE ALL ACTIVE GRADING OPERATIONS. IMPLEMENT ALL NECESSARY CONTROL MEASURES (WINDBARRS, CHEMICAL STABILIZATION, ETC.) TO PREVENT THE EMISSIONS OF VISIBLE DUST IN THE ATMOSPHERE BEYOND THE PROJECT SITE.
- MAINTAIN RECORDS TO DOCUMENT THE DATES OF ACTIVE OPERATIONS, ALL APPLICABLE FUGITIVE DUST SOURCE TYPES, AND CONTROL MEASURES TAKEN. MAINTAIN THE RECORDS FOR A PERIOD OF AT LEAST SIX MONTHS AND MAKE THE RECORDS AVAILABLE TO THE COUNTY REPRESENTATIVES UPON REQUEST.
- DIRTY TRACKED ONTO ADJACENT ROADS SHALL BE IMMEDIATELY WASHED OR SWEEPED FROM THOSE ROADS.
- PRIOR TO WETWORKS, OR WHEN CONSTRUCTION ACTIVITIES CEASE FOR MORE THAN TWO DAYS, DISTURBED GROUND SURFACES SHALL BE SPRAY WITH WATER CONTAINING A MIXTURE OF CHEMICAL STABILIZER BELIEVED TO NOT LESS THAN 1/20TH THE CONCENTRATION REQUIRED TO MAINTAIN A STABILIZED SURFACE FOR A PERIOD OF SIX MONTHS.
- ACCEPTABLE CHEMICAL STABILIZERS:
SOLUBLE ENVIRONMENTAL MAGNESIUM CHLORIDE, CALCIUM CHLORIDE, ANHYDROUS
SOLUBLE ENVIRONMENTAL MAGNESIUM CHLORIDE AS PRACTICAL UNITS SUCH THE AS LANDSCAPING IS INSTALLED, DUST SHALL BE CONTROLLED BY WATERING.
- LANDSCAPING SHALL BE INSTALLED AS SOON AS PRACTICAL. UNITS SUCH THE AS LANDSCAPING IS INSTALLED, DUST SHALL BE CONTROLLED BY WATERING.
- A SIGN SHALL BE POSTED AT THE SITE IN A CONSPICUOUS LOCATION AND SHALL BE VISIBLE TO PASSING TRAFFIC. THE POSTED SIGN SHALL MEET THE CRITERIA SHOWN ON THE DETAIL ATTACHED. SIGNS SHALL BE POSTED IN ACCORDANCE WITH BUILDING AND SAFETY DEPARTMENT FORM "SIGNAGE RECOMMENDATIONS".
- ALL PM10 MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING ANY GRADING ACTIVITY ON SITE.
- 24 HOUR EMERGENCY DUST CONTROL POINT OF CONTACT FOR CONTROLLING DUST ON THE SITE: NAME (PRINTED):

24-HOUR TELEPHONE NO.:

OWNER'S CERTIFICATION:

I CERTIFY THAT I HAVE READ THE PM10 NOTES. I AGREE TO COMPLY WITH RIVERSIDE COUNTY ORDINANCE 742.1 AND ALL TERMS OF THE GRADING PERMIT. I AUTHORIZE REPRESENTATIVES OF RIVERSIDE COUNTY TO ENTER UPON THE PROPERTY FOR INSPECTION AND ABATEMENT PURPOSES. I AGREE TO HOLD HARMLESS THE COUNTY OF RIVERSIDE AND ITS REPRESENTATIVES FROM LIABILITY FOR ANY ACTIONS RELATED TO THE GRADING PERMIT.

OWNER'S SIGNATURE:

OWNER'S NAME PRINTED:

DATE: 24-HOUR TELEPHONE NUMBER:

NPDES: WHEN ONE ACRE OR MORE IS BEING DISTURBED.

- CONSTRUCTION/SITE RESTORATION BEST MANAGEMENT PRACTICES (BMPs) FOR THE MANAGEMENT OF STORM WATER AND NON-POINT WATER POLLUTION SHALL BE DOCUMENTED ON THE CONSTRUCTION/RESTORATION PLAN WHICH IDENTIFY THE SITE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ARRANGEMENTS SHALL BE MADE BY THE DEVELOPER TO RETAIN THE SWPPP ON THE WEBSITE THROUGHOUT THE TIME OF CONSTRUCTION/SITE RESTORATION. THE IMPLEMENTATION AND MAINTENANCE OF SITE BMPs IS REQUIRED TO MINIMIZE EROSION AND SEDIMENTATION. CERTAIN BMPs MAY BE REQUIRED TO REMAIN IN PLACE THROUGHOUT THE YEAR TO MAINTAIN EROSION AND SEDIMENTATION ARRANGEMENTS SHALL BE MADE BY THE DEVELOPER TO MAINTAIN THOSE BMPs THROUGHOUT THE TIME OF CONSTRUCTION/SITE RESTORATION.
- EROSION CONTROL BMPs SHALL BE IMPLEMENTED AND MAINTAINED TO MINIMIZE THE ENTRAINMENT OF SOIL IN RUNOFF FROM DISTURBED SOIL AREAS ON CONSTRUCTION/RESTORATION SITES.
- SEDIMENT CONTROL BMPs SHALL BE IMPLEMENTED AND MAINTAINED TO MINIMIZE THE TRANSPORT OF SOIL FROM THE CONSTRUCTION/RESTORATION SITE.
- GRADING SHALL BE PHASED TO LIMIT THE AMOUNT OF DISTURBED AREAS EXPOSED TO THE EXTENT FEASIBLE.
- AREAS THAT ARE CLEARED AND GRADED SHALL BE LIMITED TO ONLY THE PORTION OF THE SITE THAT IS NECESSARY FOR CONSTRUCTION/RESTORATION. THE CONSTRUCTION/RESTORATION SITE SHALL BE MANAGED TO MINIMIZE THE EXPOSURE TIME OF DISTURBED SOIL AREAS THROUGH PHASING AND SCHEDULING OF GRADING AND THE USE OF TEMPORARY AND PERMANENT SOIL STABILIZATION.
- ONCE DISTURBED SLOPES (TEMPORARY OR PERMANENT) SHALL BE STABILIZED IF THEY WILL NOT BE WORKED WITHIN 30 DAYS. DURING THE WET SEASON ALL SLOPES SHALL BE STABILIZED PRIOR TO A PREDICTED STORM EVENT. CONSTRUCTION/RESTORATION SITES SHALL BE RE-VEGETATED AS EARLY AS FEASIBLE AFTER SOIL DISTURBANCE.
- STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO ELIMINATE OR REDUCE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
- CONSTRUCTION/RESTORATION SITES SHALL BE MAINTAINED IN SUCH A MANNER THAT A STORM DOES NOT CARRY WATERS OR POLLUTANTS OFF THE SITE. DISCHARGES OTHER THAN STORMWATER (NON-POINTWATER DISCHARGES) ARE PROHIBITED, EXCEPT AS AUTHORIZED BY AN INDIVIDUAL NPDES PERMIT, THE STATEWIDE GENERAL CONSTRUCTION ACTIVITY, POTENTIAL POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO: SOILS OR LIQUID CHEMICALS (E.G., OILS, GREASES, SEALANTS, SOLVENTS, DIESEL FUELS, OILS, PESTICIDES, HERBICIDES, FERTILIZERS, WOOD PRESERVATIVES AND ASPHALTIC FIBERS, PAINT FLAKES OR STUCKO FRAGMENTS, FUELS, OIL LUBRICANTS, AND HYDRAULIC FLUIDS); CONCRETE AND RELATED CUTTING OR CURING RESIDUES; FLAMMABLE WASTES; WASTES FROM EQUIPMENT MAINTENANCE (CLEANING OR CHEMICAL DEGREASING WASTES FROM STREET CLEANING, AND SUPER-CHARGED VAPORABLE WATER FROM LINE FILING AND TESTING); DURING CONSTRUCTION/SITE RESTORATION, DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA PROPERLY SEPARATED FROM POTENTIAL STORMWATER RUNOFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS.
- RUNOFF FROM EQUIPMENT AND VEHICLE WASHING SHALL BE CONTAINED AT CONSTRUCTION/RESTORATION SITE AND MUST NOT BE DISCHARGED TO RECEIVING WATERS OR THE LOCAL STORM DRAIN SYSTEM.
- APPROPRIATE BMPs FOR CONSTRUCTION/SITE RESTORATION-RELATED MATERIALS, WASTES, SPILLS, OR RESIDUES SHALL BE IMPLEMENTED TO ELIMINATE OR REDUCE TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES BY WIND OR RUNOFF.
- ALL CONSTRUCTION CONTRACTORS AND SUBCONTRACTOR PERSONNEL ARE TO BE MADE AWARE OF THE REQUIRED BMPs AND GOOD HOUSEKEEPING MEASURES FOR THE PROJECT SITE AND ANY ASSOCIATED CONSTRUCTION STAGING AREAS.
- DISCHARGING CONTAMINATED GROUNDWATER PRODUCED BY Dewatering GROUNDWATER THAT HAS INFILTRATED INTO THE CONSTRUCTION SITE IS PROHIBITED. DISCHARGING OF CONTAMINATED SOILS VIA SURFACE EROSION IS ALSO PROHIBITED. DISCHARGING NON-CONTAMINATED GROUNDWATER PRODUCED BY Dewatering ACTIVITIES MAY REQUIRE A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE REGIONAL WATER QUALITY CONTROL BOARD.
- BMPs SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, BMPs SHALL BE INSPECTED PRIOR TO PREDICTED STORM EVENTS AND FOLLOWING STORM EVENTS.
- AT THE END OF EACH DAY OF CONSTRUCTION/SITE RESTORATION ACTIVITIES, ALL CONSTRUCTION DEBRIS AND WASTE MATERIALS SHALL BE COLLECTED AND PROPERLY DISPOSED OF IN TRASH OR RECYCLE BINS.

TEMPORARY EROSION CONTROL NOTES:

- TEMPORARY EROSION CONTROL MEASURES ARE REQUIRED FOR GRADING OPERATIONS SCHEDULED FROM OCTOBER 15TH TO APRIL 15TH. APPROVED TEMPORARY EROSION CONTROL PLANS ARE REQUIRED FOR GRADING PROJECTS INVOLVING MORE THAN 4 STRUCTURES, OR WHEN DEEMED NECESSARY BY THE BUILDING OFFICIAL.
- IN CASE OF AN EMERGENCY CALL AT THE DESIGN CIVIL ENGINEER SHALL SUPERVISE THE EROSION CONTROL WORK AND VERIFY TO THE DEPARTMENT OF BUILDING AND SAFETY THAT THE WORK WAS COMPLETED IN ACCORDANCE WITH THE APPROVED TEMPORARY EROSION CONTROL PLAN.
- EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE DURING THE WINTER SEASON. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND SHALL BE STOCKPILED AT CONVENIENT DEPARTMENT OF BUILDING AND SAFETY THAT THE WORK WAS COMPLETED IN ACCORDANCE WITH THE LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.
- DEVICES SHALL NOT BE MOVED OR MODIFIED WITHOUT THE APPROVAL OF THE BUILDING OFFICIAL.
- ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN RAIN IS PREDICTED.
- AFTER A WINDSTORM, ALL SILT AND DEBRIS SHALL BE REMOVED FROM CHECK BENS, SILT FENCES, AND DESIGNING BENS ETC.
- AT THE CONCLUSION OF EACH WORKING DAY GRADED AREAS AROUND THE PROJECT PERIMETER SHALL DRAIN AWAY FROM THE FACE OF SLOPES.
- THE BUILDING OFFICIAL RESERVES THE RIGHT TO MAKE CHANGES OF MODIFICATIONS TO THE TEMPORARY EROSION CONTROL PLAN AS DEEMED NECESSARY.

PRIVATE ENGINEER'S NOTE TO CONTRACTOR:
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY LINES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE BUILDING RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR PLANNED ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY LINES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.



In the Unincorporated Territory of Riverside County
Preliminary Grading & Drainage Plan
SCHEDULE "A" SUBDIVISION
17S RBE SEC 9 SBMM
 1028 400 Area, Sheet 05 OF 05 08 21-09-01
 Date: Thermal Beach Club

MATCHLINE - SEE SHEET 7

APN: 751-040-010
LAND USE: MDN, OS-C, VHDR, ZONING: SP #303, VACANT

1/4" = 10'-0" (SEE SHEET 5)
1/4" = 10'-0" (SEE SHEET 5)

TENTATIVE TRACT
NO. 33487

287 WATER SURFACE
273 BOTTOM

SURF BAY
APN: 751-070-034

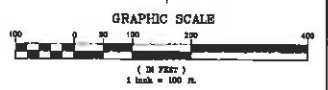
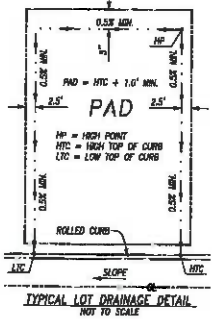
MATCHLINE - SEE SHEET 5

LEGEND & ABBREVIATIONS:

CL	CENTERLINE
PL	PROPERTY LINE
PE	PAD ELEVATION
TH	TOP OF HEDGELINE
PEL	EXISTING ELEVATION
PEL	PROPOSED ELEVATION
CC	EXISTING CONTOUR
CC	FINISH CONTOUR
SS	DRAINAGE SWALE
PL	PROPERTY LINE / RIGHT-OF-WAY
CL	CENTERLINE
RD	STORMWATER LINE
CB	STORM BASIN
S	SEWER LINE
W	WATER LINE
BR	BIRIGATION LINE
OP	EXISTING OVERHEAD POWER
W	EXISTING WATER LINE
SS	EXISTING SEWER LINE
WM	WATER METER
SM	STORM METER
W	WATER
SM	STORMWATER
---	PROPOSED PAVING
---	PROPOSED FINISH

APPROXIMATE LOCATION OF
UNDEVELOPED LOT CORNER REPORT
EOM - EXISTING GROUND ELEVATION
WTL - EX. WATER TABLE ELEVATION

APN: 749-320-001
LAND USE: MDN, OS-C, VHDR, ZONING: A-1-1G, VACANT



Civil Engineering
Land Surveying
www.johns.net
10000 Wilshire Blvd, Suite 1000
Beverly Hills, CA 90210
(310) 204-1010

In the Unincorporated Territory of Riverside County
Preliminary Grading & Drainage Plan
SCHEDULE "A" SUBDIVISION
T75 R8E SEC 9 S8BM
3130 68th Ave, Bldg 03, 92571-4000
FOR: Thermal Beach Club

SHEET NUMBER
4
OF 7 SHEETS
DATE: 01/15/2024
SCALE: AS SHOWN

MATCHLINE- SEE SHEET 4

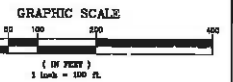
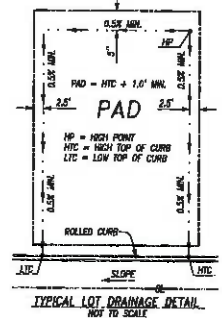
APN:751-070-034

TENTATIVE TRACT
NO. 33487

SURF BAY
20.5 ACRES

- LEGEND & ABBREVIATIONS:**
- CONCRETE
 - PROPERTY LINE
 - PAD ELEVATION
 - TOP OF CURB
 - EXISTING ELEVATION
 - PROPOSED ELEVATION
 - EXISTING CENTERLINE
 - FINISH CENTERLINE
 - CHANGING SIDE
 - PROPERTY LINE / RIGHT-OF-WAY
 - CENTERLINE
 - STORMWATER LINE
 - CATCH BASIN
 - SEWER LINE
 - WATER LINE
 - STORMWATER LINE
 - EXISTING OVERHEAD POWER
 - EXISTING WATER LINE
 - EXISTING SEWER LINE
 - WATER METER
 - IRRIGATION METER
 - WATER
 - PROPOSED PAVED
 - PROPOSED PAVED
- (W) APPROXIMATE LOCATION OF HOMEOWNER'S PERMITS REPORT
 EX- EXISTING GROUND ELEVATION
 HP- EX. EXISTING GROUND ELEVATION

APN:749-320-001
 USE AND
 ZONING: A-1-19
 VACANT



MATCHLINE- SEE SHEET 6

APN:751-070-033
 NOT A PART
 UNDISTURBED



In the Unincorporated Territory of Riverside County

Preliminary Grading & Drainage Plan
SCHEDULE "A" SUBDIVISION
775 RBE SEC 9 SBBM
 8030 Hill Ave., Suite 10, San Diego, CA 92121 (619) 591-4141 FAX 619-591-4141

Civil Engineering
 Land Surveying
 www.fedco.com

P.O. Box 10888
 Palm Court, California 92262
 (760) 344-8018

© Registered Professional Engineer
 "I" ENGINEER UNDER THE CLOSEST SUPERVISION OF:

FOR: **Thermal Beach Club**

SHEET NUMBER: **5**
 OF 2 SHEETS
 DATE PLOTTED: 05/17/2011
 PLOTTER: PLOT01
 JOB NUMBER: 107-001

MATCHLINE- SEE SHEET 5

APN:751-070-033
NOT A PART
UNDISTURBED

TENTATIVE TRACT
NO. 33487

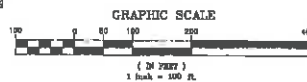
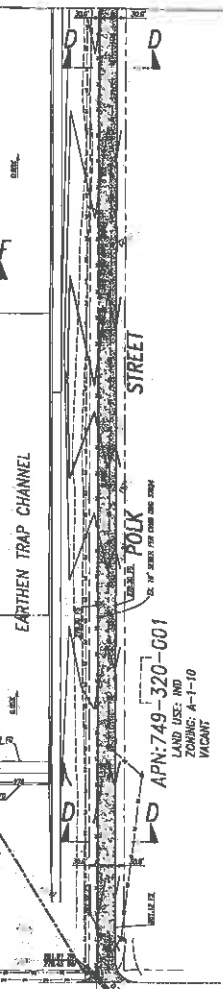
EXISTING/NATURAL
RETENTION BASIN

APN:751-200-018
LAND USE: IND
ZONING: A-1-10
EXISTING MOBILE HOMES

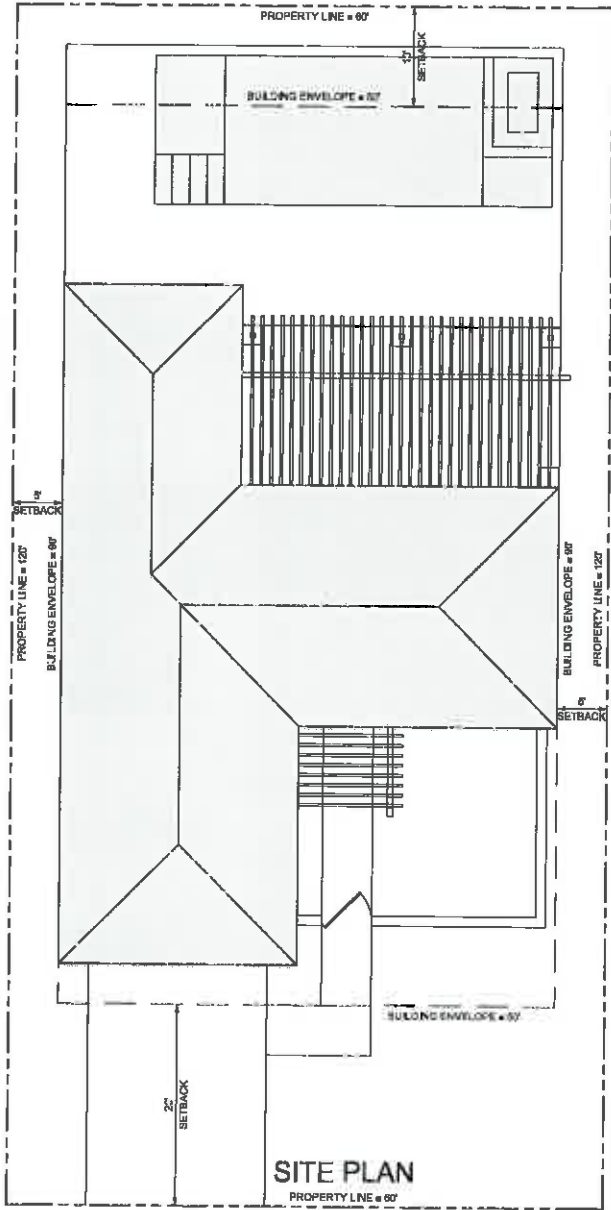
THE CURB AVENUE AS
DRAINS ARE LOCATED SOUTH
OF FRONTAGE 56 AND WILL
NOT BE AFFECTED BY THE
PROPOSED DEVELOPMENT.

APN:751-200-012
LAND USE: IND
ZONING: A-1-10
VACANT

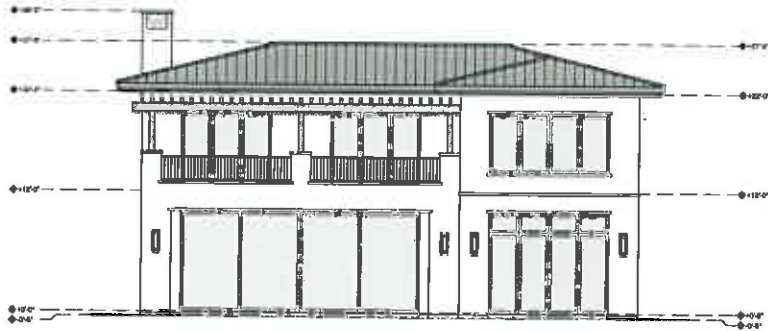
- LEGEND & ABBREVIATIONS:**
- C CENTERLINE
 - P PROPERTY LINE
 - E EAD ELEVATION
 - TH TOP OF HEADMILL
 - (95.9) EXISTING ELEVATION
 - (95.9) PROPOSED ELEVATION
 - (9) EXISTING CONTOUR
 - (9) FINISH CONTOUR
 - S DRAINAGE SWALE
 - P PROPERTY LINE / RIGHT-OF-WAY
 - C CENTERLINE
 - S D STORMDRAIN LINE
 - C CATCH BASIN
 - S SEWER LINE
 - W WATER LINE
 - P IRRIGATION LINE
 - P EXISTING OVERHEAD POWER
 - (W) EXISTING WATER LINE
 - (S) EXISTING SEWER LINE
 - (M) WATER METER
 - (M) IRRIGATION METER
- WATER
 PROPOSED PAVING
 PROPOSED PAVING
 APPROXIMATE LOCATION OF
 SPREADER FOR SOILS REPORT
 (E) = EXISTING GROUND ELEVATION
 (W) = EX. WATER TABLE ELEVATION



	Chief Engineering Land Surveying www.fdn.net	P.O. Box 12866 Palm Beach Gardens 33480 (760) 346-8015	In the Unincorporated Territory of Riverside County Preliminary Grading & Drainage Plan SCHEDULE "A" SUBDIVISION T7S R8E SEC 9 SBBM BECN 003 Acres, Parcel Q, 003A, 003B, 003C, 003D, 003E, 003F, 003G, 003H, 003I, 003J, 003K, 003L, 003M, 003N, 003O, 003P, 003Q, 003R, 003S, 003T, 003U, 003V, 003W, 003X, 003Y, 003Z, 003AA, 003AB, 003AC, 003AD, 003AE, 003AF, 003AG, 003AH, 003AI, 003AJ, 003AK, 003AL, 003AM, 003AN, 003AO, 003AP, 003AQ, 003AR, 003AS, 003AT, 003AU, 003AV, 003AW, 003AX, 003AY, 003AZ, 003BA, 003BB, 003BC, 003BD, 003BE, 003BF, 003BG, 003BH, 003BI, 003BJ, 003BK, 003BL, 003BM, 003BN, 003BO, 003BP, 003BQ, 003BR, 003BS, 003BT, 003BU, 003BV, 003BW, 003BX, 003BY, 003BZ, 003CA, 003CB, 003CC, 003CD, 003CE, 003CF, 003CG, 003CH, 003CI, 003CJ, 003CK, 003CL, 003CM, 003CN, 003CO, 003CP, 003CQ, 003CR, 003CS, 003CT, 003CU, 003CV, 003CW, 003CX, 003CY, 003CZ, 003DA, 003DB, 003DC, 003DD, 003DE, 003DF, 003DG, 003DH, 003DI, 003DJ, 003DK, 003DL, 003DM, 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003UC, 003UD, 003UE, 003UF, 003UG, 003UH, 003UI, 003UJ, 003UK, 003UL, 003UM, 003UN, 003UO, 003UP, 003UQ, 003UR, 003US, 003UT, 003UU, 003UV, 003UW, 003UX, 003UY, 003UZ, 003VA, 003VB, 003VC, 003VD, 003VE, 003VF, 003VG, 003VH, 003VI, 003VJ, 003VK, 003VL, 003VM, 003VN, 003VO, 003VP, 003VQ, 003VR, 003VS, 003VT, 003VU, 003VV, 003VW, 003VX, 003VY, 003VZ, 003WA, 003WB, 003WC, 003WD, 003WE, 003WF, 003WG, 003WH, 003WI, 003WJ, 003WK, 003WL, 003WM, 003WN, 003WO, 003WP, 003WQ, 003WR, 003WS, 003WT, 003WU, 003WV, 003WW, 003WX, 003WY, 003WZ, 003XA, 003XB, 003XC, 003XD, 003XE, 003XF, 003XG, 003XH, 003XI, 003XJ, 003XK, 003XL, 003XM, 003XN, 003XO, 003XP, 003XQ, 003XR, 003XS, 003XT, 003XU, 003XV, 003XW, 003XX, 003XY, 003XZ, 003YA, 003YB, 003YC, 003YD, 003YE, 003YF, 003YG, 003YH, 003YI, 003YJ, 003YK, 003YL, 003YM, 003YN, 003YO, 003YP, 003YQ, 003YR, 003YS, 003YT, 003YU, 003YV, 003YW, 003YX, 003YY, 003YZ, 003ZA, 003ZB, 003ZC, 003ZD, 003ZE, 003ZF, 003ZG, 003ZH, 003ZI, 003ZJ, 003ZK, 003ZL, 003ZM, 003ZN, 003ZO, 003ZP, 003ZQ, 003ZR, 003ZS, 003ZT, 003ZU, 003ZV, 003ZW, 003ZX, 003ZY, 003ZZ
	PREPARED BY: Thermal Beach Club		
	SHEET NUMBER: 6		
	DATE: 10/1/01		

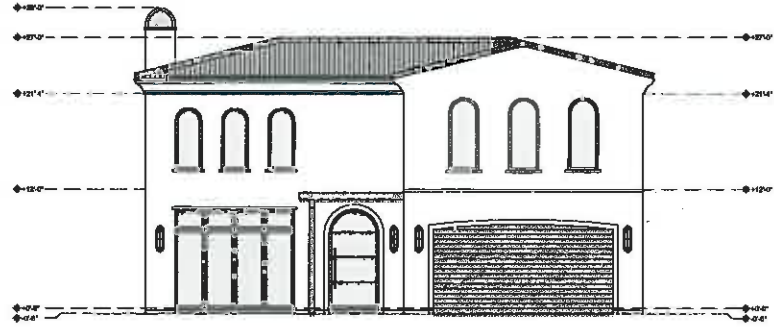
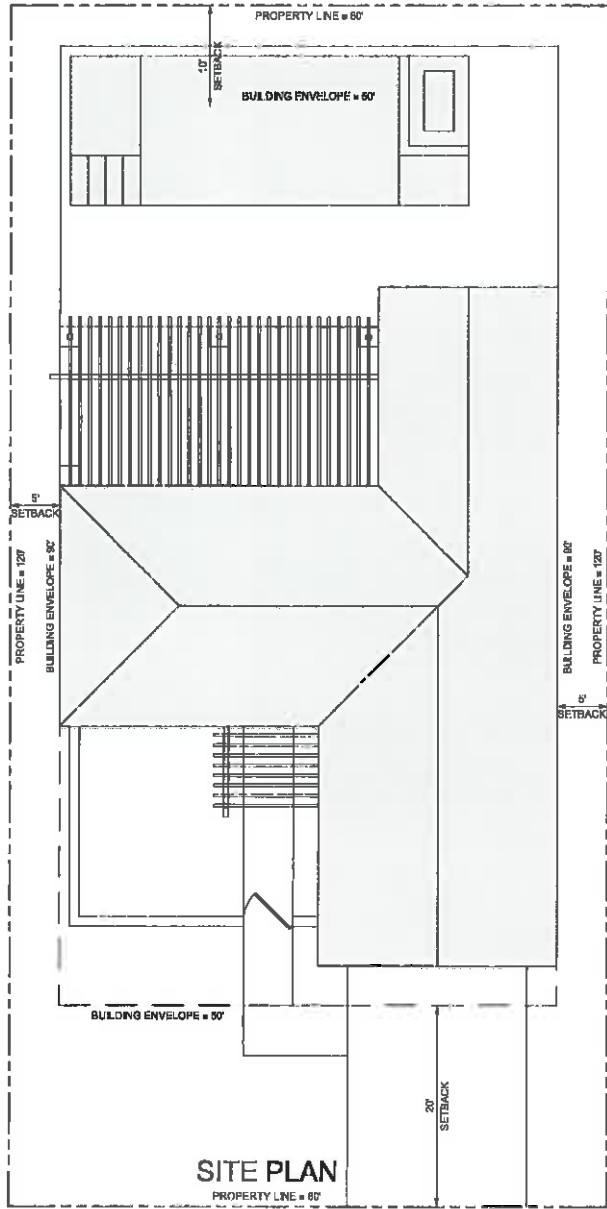


FRONT ELEVATION

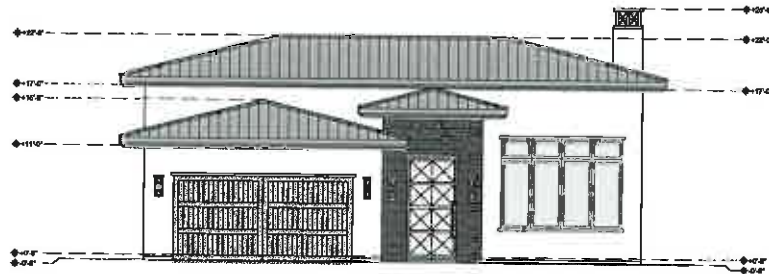
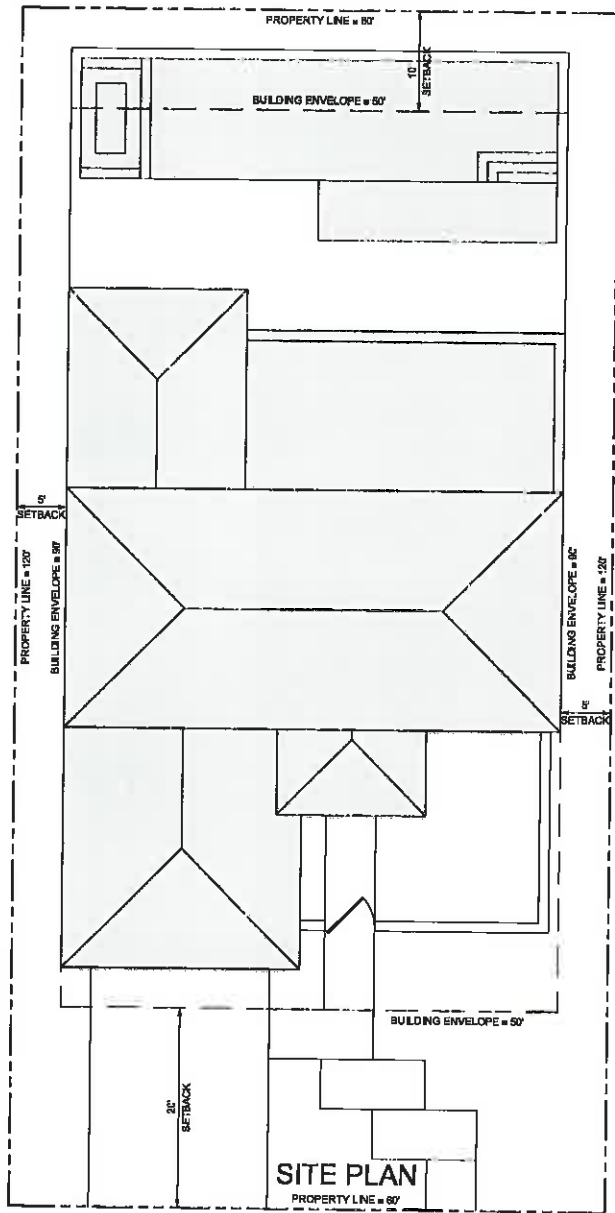


REAR ELEVATION

THERMAL BEACH CLUB - NEWPORT ESTATES



THERMAL BEACH CLUB - RESIDENTIAL FRACTIONAL

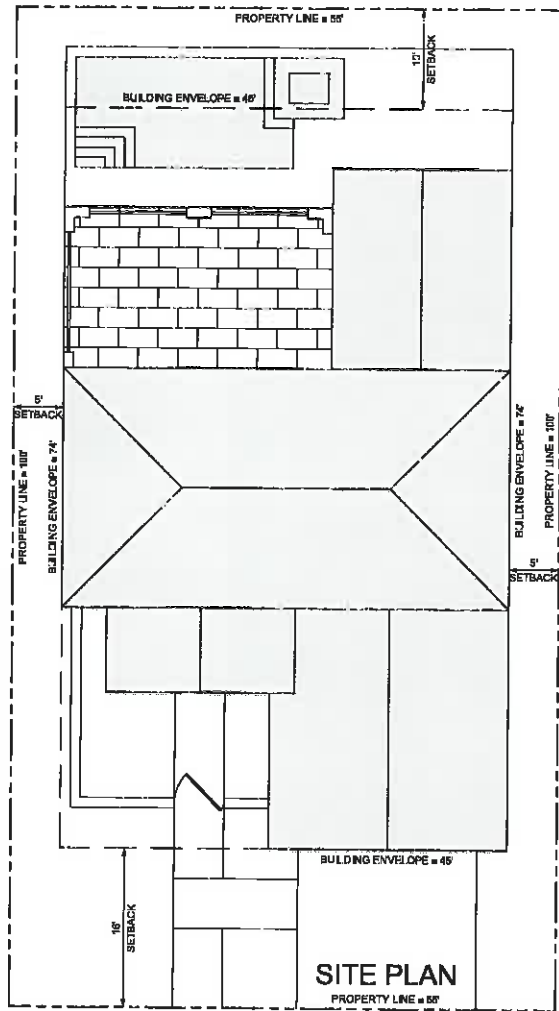


FRONT ELEVATION



REAR ELEVATION

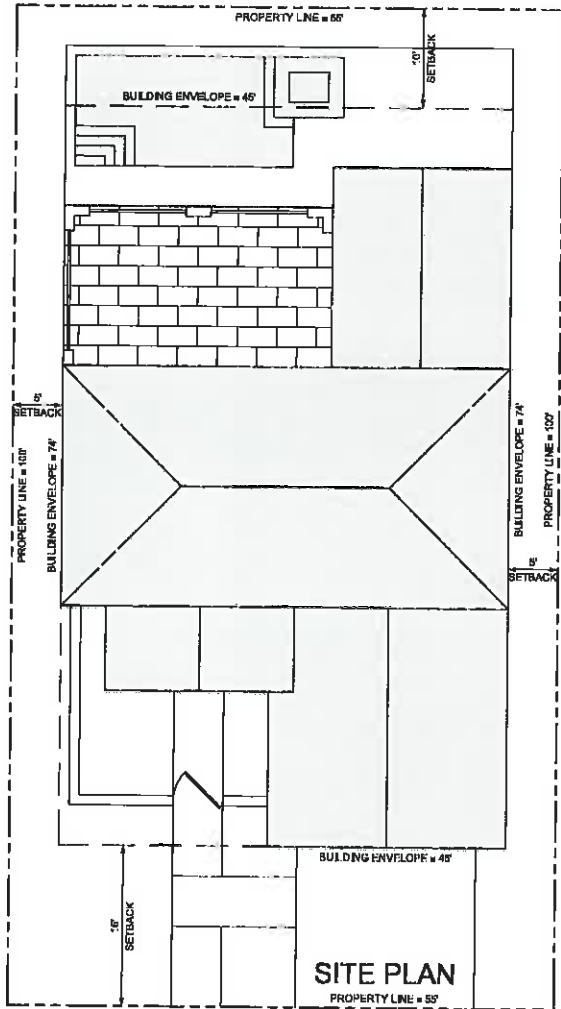
THERMAL BEACH CLUB - BEACH CLUB ESTATES



FRONT ELEVATION



REAR ELEVATION

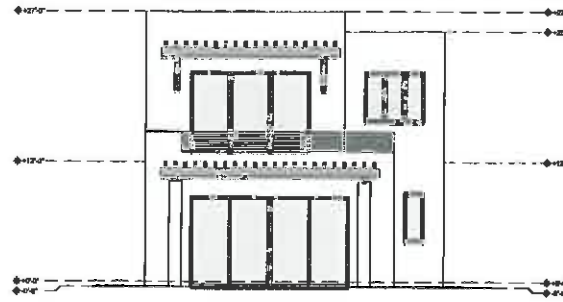
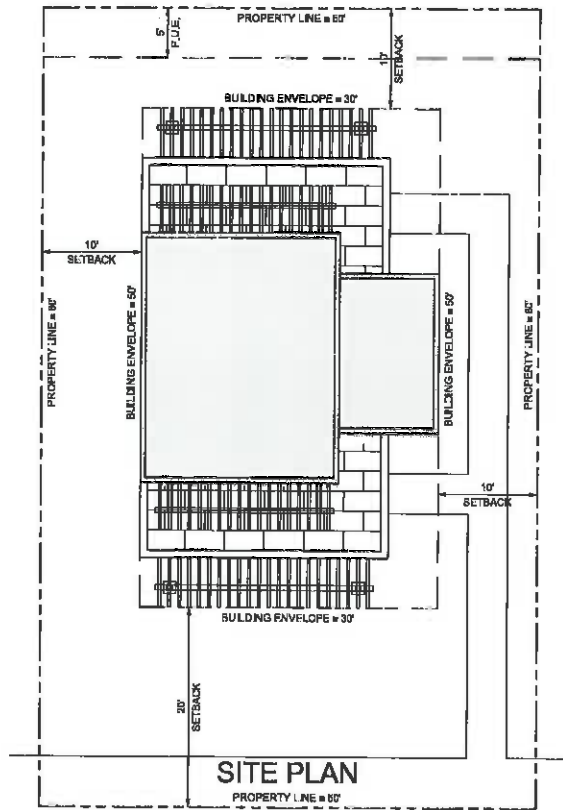


FRONT ELEVATION

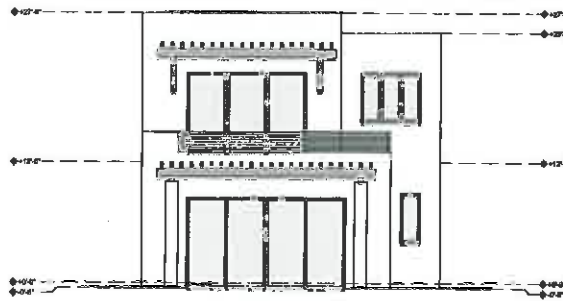


REAR ELEVATION

THERMAL BEACH CLUB - VILLAS



REAR ELEVATION



FRONT ELEVATION

THERMAL BEACH CLUB - BUNGALOWS

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Jason Killebrew at (951) 955-0314.

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

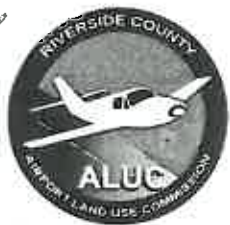
PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1046TH19 – Kohl Ranch Company, LLC “Thermal Beach Club” (Representative: Melissa Perez, Albert A. Webb Associates) – County of Riverside Planning Case Nos. TTM 37269 (Tentative Tract Map) and PP 180037 (Plot Plan). Tentative Tract Map No. 37269 is a proposal to divide 239 acres within two existing parcels with a total area of 307.12 acres located southerly of 64th Avenue, easterly of Tyler Street, northerly of 66th Avenue, and westerly of Polk Street into 210 residential lots that will accommodate 326 dwelling units. All of the lots will have a net area not exceeding 8,712 square feet (0.2 acre). 128 lots will accommodate individual single-family residences. 65 lots will accommodate duplexes (two unit structures). 17 lots will accommodate four-unit structures (four-plexes). Additional lots will accommodate a surf lagoon, village area with clubhouse buildings, reservoir, and drainage areas. Plot Plan No. 180037 is a proposal to establish a surf lagoon with wave making capabilities on 21 acres and to develop a clubhouse village area consisting of four buildings with a combined gross floor area of 42,000 square feet. Anticipated uses of the clubhouse buildings include a restaurant, kitchen facilities, bar, spa, exercise facilities, swimming pool, deck, retail uses, and administration. The project is proposed under the name “Thermal Beach Club” (Compatibility Zones D and E of the Jacqueline Cochran Regional Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1046TH19 DATE SUBMITTED: April 23, 2019

JCRA
D/E/1007

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Kohl Ranch, LLC	Phone Number	310-276-7300
Mailing Address	11812 San Vicente Blvd., Suite 150	Email	kohl.david@gmail.com
	Los Angeles, CA 90049		
Representative	Albert A WEBB Associates	Phone Number	951-686-1070
Mailing Address	3788 McCray Street	Email	fayres.hall@webbassociates.com
	Riverside, CA 92506		
Property Owner	Kohl Ranch, LLC	Phone Number	310-276-7300
Mailing Address	11812 San Vicente Blvd., Suite 150	Email	kohl.david@gmail.com
	Los Angeles, CA 90049		

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	951-955-0314
Staff Contact	Jason Killebrew	Email	jkillebr@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor	Case Type	
	Riverside, CA 92501	<input type="checkbox"/> General Plan / Specific Plan Amendment	
		<input type="checkbox"/> Zoning Ordinance Amendment	
Local Agency Project No	TTM 37269	<input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract	
	PP 180037	<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	86310 66TH AVE		
Assessor's Parcel No.	751-070-033 & 751-070-034	Gross Parcel Size	239 acres
Subdivision Name	Thermal Beach Club TTM 37269	Nearest Airport and distance from Airport	Jacqueline Cochran Regional Airport 6.2 miles
Lot Number	326 residential lots		

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, SP

Proposed Land Use (describe)	Single family residential, SP		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	326	
For Other Land Uses (See Appendix C)	Hours of Operation	N/A	
	Number of People on Site	Maximum Number	N/A
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	290 +/-	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)**

ALBERT A. WEBB ASSOCIATES

3788 McCRAY STREET, RIVERSIDE, CALIFORNIA 92506
TELEPHONE (951) 686-1070 FAX
www.webbassociates.com
Email : haley.franco@webbassociates.com

LETTER OF TRANSMITTAL

DATE: W.O. NO. : 2017-0409
April 23, 2019 FILE NO. : 5273.0018

ATTENTION : Mr. John Guerin

TO: County of Riverside - Airport Land Use Commission
(RCALUC)
4080 Lemon Street, 14th Floor, Riverside, CA,
92501-3609

RE: Thermal Beach Club - Plot Plan 180037 and
Tentative Tract Map 37269 - ALUC 1st Review

TRANSMITTED: VIA: Hand Delivered (951) 955-0982

- One (1) Check No. 1548 for \$3,036.00 (\$1,515 for TM, \$1,331 for PP, \$190 for public hearing)
- One (1) RCALUC Application
- One (1) Email correspondence with John regarding fees and package dated 4/16/19
- One (1) Initial Case Transmittal from Planning dated 1/2/2019
- One (1) 8.5 x 11 Vicinity Map
- One (1) Project Description
- One (1) Wildlife Hazard Site Visit and Management Plan Review by Bash dated March 2019
- One (1) Architectural Building Elevation & Floor Plan for Plot Plan (8.5x11)
- One (1) Architectural Building Elevation & Floor Plan for Tentative Map (11x17)
- One (1) Plot Plan 180037
- One (1) Tentative Tract Map 37269
- One (1) Preliminary Grading & Drainage Plan
- One (1) 8.5 x 11 reduced set of the above listed items
- Three (3) Gummed Address Labels - Applicant/Owner/Representative/Local Jurisdiction
- Three (3) Gummed Address Labels - 300' Radius Property Owners
- One (1) Disc with the above listed items in PDF

THESE ARE TRANSMITTED AS CHECKED BELOW

FOR APPROVAL

FOR YOUR USE

AS REQUESTED

FOR REVIEW AND COMMENT

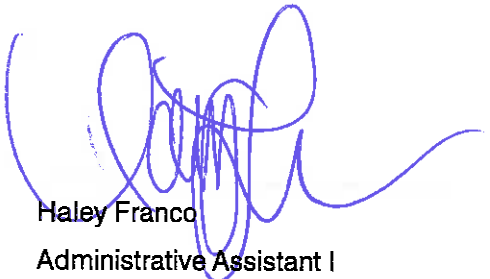
OTHER:

NOTES / COMMENTS:

John,

Please find the enclosed ALUC submittal package for both TTM 37269 and PP 180037 for your initial review and comment. Should you have any questions, and when your review has been completed, please contact myself or Melissa Perez at 951-320-6007 or Melissa.perez@webbassociates.com.

Thank you,
Haley


Haley Franco
Administrative Assistant I

HCF/HCF

IF ENCLOSURES ARE NOT AS NOTED, KINDLY NOTIFY US AT ONCE.

NOTICE: Due to the fact that email, discs or other electronic media can deteriorate or can be tampered with or damaged, use of this media or any attachments by anyone without approval of A.A. Webb Associates and verification of its content shall be at the user's sole risk and A.A. Webb Associates shall have no liability therefor. The user agrees to release and hold A.A. Webb Associates harmless from all liability arising from such unauthorized use or from any changes made to the media by the user. Transmittal or delivery of this electronic media shall not constitute a waiver or assignment of any copyright or intellectual property rights of A.A. Webb Associates. This electronic message or disc and any attachments may contain PRIVILEGED, CONFIDENTIAL or otherwise LEGALLY PROTECTED INFORMATION intended solely for the use of the intended recipient. If the reader of this message is not believed to be the intended recipient, you are hereby notified that any disclosure, dissemination, distribution, copying or other use of this message, disc or any attachments is strictly prohibited. If you have received this material in error, please notify the sender immediately by telephone at 951-686-1070 or by email, and permanently delete this material and all copies or backups thereof. Thank you.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.9

HEARING DATE: June 13, 2019

CASE NUMBER: ZAP1035RG19 - City of Riverside (Representative: Jarrod Coleman)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P19-0054 (General Plan Amendment and P19-0057 (Zoning Code Amendment)

MAJOR ISSUES: ALUC staff had a number of concerns with the initial proposal, but these have been resolved to staff's satisfaction.

RECOMMENDATIONS:

Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed City of Riverside General Plan Amendment, as fully set forth in Attachment 1, and the accompanying proposed Zoning Code Amendment, CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION:

The City of Riverside proposes to amend the Land Use and Urban Design Element of the City's General Plan so as to broaden the range of zoning classifications considered to be consistent with the various General Plan land use designations, involving amendments to Table LU-5 Consistency Matrix, inclusion of two new tables (Table LU-6 Consistency Quick Check and Table LU-7 Consistency Criteria), and amendments to the descriptions of various land use designations and of the process for determination of General Plan consistency. Among nonresidential zones, Commercial Retail (CR) and Commercial General (CG) zoning would be considered consistent with the Commercial Regional Center, Office, Business/Office Park, Industrial, Mixed Use – Village, and Mixed Use – Urban designations, as well as the Commercial designation. The Commercial Retail zone would also be considered consistent with the Mixed Use – Neighborhood designation. The Office (O) zone would be considered consistent with the Business/Office Park and Public Facilities and Institutional Uses designations, as well as the Office designation.

The City also proposes to amend Chapter 19.090 of the City's Zoning Code by identifying the steps

to determine General Plan consistency utilizing Tables LU-5, LU-6, and LU-7.

BACKGROUND:

ALUC staff expressed concerns regarding this proposal as initially submitted, due to the broadening of uses that would be allowed in land use designations within Compatibility Zones A, B1, B2, C, and D of the Riverside Municipal Airport Influence Area and Compatibility Zones B1-APZ II, B2, C1, and C2 of the March Air Reserve Base/Inland Port Airport Influence Area. As an example, considering the Business/Office Park designation that applies to most of the portion of the City north of March and westerly of Interstate 215, as well as considerable area in the vicinity of Riverside Municipal Airport that is not already occupied by residential tracts, this amendment would add the Commercial Retail (CR) and Commercial General (CG) zones to the list of zones considered to be consistent with the Business/Office Park designation. Retail stores, drug stores, and shopping centers up to five acres in size are permitted uses in these zoning classifications without need for conditional use permits. However, the intensity of these uses could potentially exceed ALUCP intensity limits within the above-referenced Compatibility Zones. A number of additional uses that are not permitted in the Business Manufacturing Park zone are conditionally permitted uses in the CR and CG zones, including assemblies of people – entertainment, assisted living and residential care facilities, pet shops, group housing with seven or more occupants, home improvement and hardware stores, hotels and motels, personal service establishments, recreational facilities, restaurants with drive-thru lanes, private schools, and emergency shelters, student housing, and supportive and transitional housing with seven or more occupants.

The proposed additional zones that would be determined to be consistent with the various City General Plan designations are as follows (only the added zones referenced here for brevity):

<u>General Plan Designation</u>	<u>Zoning Classification</u>
• Semi-Rural Residential (SRR)	RE (Residential Estate) R-1-½ acre
• Low Density Residential (LDR)	RR (Rural Residential)
• Medium-High Density Residential (MHDR)	R-1-7000
• Commercial Regional Center (CRC)	CR (Commercial Retail) CG (Commercial General)
• Office (O)	CR CG
• Business/Office Park (B/OP)	CR

- | | |
|---|------------------------------|
| • Industrial (I) | CG
O (Office)
CR
CG |
| • Public Facilities and Institutional Uses (PF) | O |
| • Public Parks (P) | All Zones |

Additionally, the R-3-1500, R-3-2000, R-3-2500, R-3-3000, R-3-4000, R-4, CR, and CG zones, and the Neighborhood Commercial Overlay, would be added to the list of zones considered consistent with the Mixed Use – Urban and Mixed Use – Village designations, and the R-1-7000, R-1-8500, R-1-10500, R-1-13000, and CR zones, and the Neighborhood Commercial Overlay would be added to the list of zones considered consistent with the Mixed Use – Neighborhood designation.

As initially proposed, Table LU-6 would have provided for a determination of General Plan consistency for any use permitted pursuant to the zoning of the site, provided that the use is permitted or conditionally permitted in a zone that is consistent with the site’s General Plan designation. ALUC staff has proposed, and the City has agreed to, an amendment to Table LU-6 to provide that, if the site is within an Airport Influence Area, additional analysis would be required. Specifically, the City would need to review the proposed use with regard to the 29 criteria listed in Table LU-7, including whether the project “supports and is consistent with the Airport Land Use Compatibility plan for the long term viability of airport facilities.”

ALUC staff also expressed concern regarding the possibility that the person reading Table LU-5 may be led to believe that any property in a zone near the airport would be available for any of the uses permitted in the zones that would be added to the list of zones determined to be consistent with the General Plan designation applicable to the site, given that the City’s General Plan has received determinations of consistency with Compatibility Plans. In order to reduce the potential for such misunderstanding, the City has agreed to ALUC staff’s proposal to amend Table LU-5 to place a double asterisk (**) next to the words Zone Symbol on each page of the table, and add a footnote on the final page stating as follows:

“** Airport Land Use Compatibility Plan (ALUCP) – If proposed development is within an ALUCP Compatibility Zone, additional analysis is required to determine whether the proposal complies with ALUCP criteria. If the site is within an Airport Influence Area, some of the uses permitted or conditionally permitted in the City Zone(s) listed here may not be permissible or may be subject to additional restrictions on density or intensity. See Chapter 19.149 of the Riverside Municipal Code and the applicable ALUCP for additional information.”

The City has included these provisions in the latest version of its General Plan Amendment text and tables (“Attachment 1”). Therefore, the revised amendment proposal is recommended for a finding

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of consistency.

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ATTACHMENT: 1

LAND USE DESIGNATIONS

The Land Use Policy Map (Figure LU-10 - Planning Area Boundaries) illustrates the various types and distribution of land uses planned for Riverside. The land uses classification system is presented in Table LU-3 (Land Use Designations) and includes twenty-four land use designations. These land use designations identify the types and nature of development allowed in particular locations depicted on the Land Use Map. These designations provide a spectrum of land use types and intensities, including several new categories intended to reduce urban sprawl and conserve public resources by focusing mixed-use and higher density residential development along key corridors and at designated activity centers. The land use designations put into concrete action the objectives and policies presented throughout this Land Use and Urban Design Element.

The Residential categories include nine designations that allow for a range of housing types and densities. The non-residential categories include two different intensities of commercial uses, areas for offices, business parks and industrial uses, all to promote a range of revenue- and employment-generating businesses and a more balanced community. Other non-residential designations include Agriculture, Public Facilities, Open Space/Natural Resources and Parks and Private Recreation.

LAND USE AND URBAN DESIGN ELEMENT



TABLE LU-3
LAND USE DESIGNATIONS

Land Use	Maximum du/acre ^(a) or FAR/acre ^(b)	Typical du/acre ^(a) or FAR/acre ^(b)	Maximum Population Density ^(c)	Primary Intent of Land Use Designations
Residential Land Uses				
Agricultural/Rural Residential (A/RR)	0.20 du/acre	0.20 du/acre	0.6 persons/acre	Implement Proposition R and Measure C; allow for residential use on large agricultural and citrus parcels
Hillside Residential (HR)	0.50 du/acre; 0.63 du/acre w/PRD	0.50 du/acre	1.5 persons/acre 1.89 persons/acre w/PRD	Implement Proposition R and Measure C; allow for sensitive development of residential homes where slopes exceed 15%
Semi-Rural Residential (SRR)	2.1 du/acre 3.3 du/acre w/PRD	1.5 du/acre	6.3 persons/acre 9.9 persons/acre w/PRD	Single family with emphasis on animal keeping
Very Low Density Residential (VLDR)	2.0 du/acre 3.2 du/acre w/PRD	1.5 du/acre	6 persons/acre 9.6 persons/acre w/PRD	Single family, large lot residential
Low Density Residential (LDR)	4.1 du/acre 6 du/acre w/PRD	3 du/acre	12.3 persons/acre 18 persons/acre w/PRD	Single family, large lot residential uses
Medium Density Residential (MDR)	6.2 du/acre; 8 du/acre w/PRD	5.5 du/acre	18.6 persons/acre 24 persons/acre w/PRD	Single-family residential uses
Medium-High Density Residential (MHDR)	14.5 du/acre	12 du/acre	43.5 persons/acre	Single family, small lot residential uses
High Density Residential (HDR)	29 du/acre	20 du/acre	87 persons/acre	Multi-family, condominiums and apartments
Very High Density Residential (VHDR)	40 du/acre	30 du/acre	120 persons/acre	Multi-family, condominiums and apartments

LAND USE AND URBAN DESIGN ELEMENT



TABLE LU-3
LAND USE DESIGNATIONS

Land Use	Maximum du/acre ^(a) or FAR/acre ^(b)	Typical du/acre ^(a) or FAR/acre ^(b)	Maximum Population Density ^(c)	Primary Intent of Land Use Designations
Commercial Land Uses				
Commercial (C)	0.50 FAR	0.30 FAR	N/A	Retail shops, services and other similar commercial development
Commercial Regional Center (CRC)	0.50 FAR	0.25 FAR	N/A	Large, regionally serving retail, service and office uses
Office (O)	1.0 FAR	.65 FAR	N/A	Office Uses
Business/Office Park (B/OP)	1.50 FAR	1.15 FAR	N/A	Research/development and related flexible space; laboratories, offices; support commercial and light industrial uses
Industrial (I)	0.60 FAR	0.40 FAR	N/A	Manufacturing and wholesaling; support commercial uses; limited large warehouse and distribution facilities only at specific locations

LAND USE AND URBAN DESIGN ELEMENT



TABLE LU-3
LAND USE DESIGNATIONS

Land Use	Maximum du/acre ^(a) or FAR/acre ^(b)	Typical du/acre ^(a) or FAR/acre ^(b)	Maximum Population Density ^(c)	Primary Intent of Land Use Designations
Mixed Uses				
Downtown Specific Plan (DSP)	Various			Implementation of the Downtown Specific Plan
Orangecrest Specific Plan (OSP)	Various			Implementation of the Orangecrest Specific Plan
Mixed Use - Neighborhood (MU-N)	10 du/acre 1.0 FAR	5 du/acre .35 FAR	30 persons/acre	Neighborhood mixed-use; retail, office and residential uses. Horizontal integration as primary development pattern, with vertical integration encouraged; height 1-2 stories
Mixed Use - Village (MU-V)	30/40 du/acre ^(d) 2.5 FAR	20 du/acre 2.0 FAR	90/120 persons/acre	Village mixed-use: retail, office and residential uses in same building; horizontal integration as appropriate; 2-3 stories in height
Mixed Use - Urban (MU-U)	40/60 du/acre ^(d) 4.0 FAR	30 du/acre 2.0 FAR	120/180 persons/acre	Activity center/activity node mixed-use: retail, office and residential uses in same building or horizontal integration on same parcel; 3-4 stories in height; emphasis on entertainment, employment and student-oriented uses
Community Amenities and Support				
Agricultural (A)	0.20 du/acre	0.20 du/acre	.6 persons/acre	Agricultural production; incidental residential uses
Public Park (P)	N/A	N/A	N/A	Public parks and associated facilities

LAND USE AND URBAN DESIGN ELEMENT



TABLE LU-3
LAND USE DESIGNATIONS

Land Use	Maximum du/acre ^(a) or FAR/acre ^(b)	Typical du/acre ^(a) or FAR/acre ^(b)	Maximum Population Density ^(c)	Primary Intent of Land Use Designations
Private Recreation (PR)	N/A	N/A	N/A	Provide opportunities for primarily outdoor recreation, such as golf courses, equestrian centers, amusement parks
Open Space/Natural Resources (OS)	N/A	N/A	N/A	Protection of natural resources, creeks, hillsides, arroyos and other sensitive areas
Public Facilities Institutional (PF)	1.0 FAR	0.20 FAR	N/A	Educational facilities, libraries, governmental uses, utilities and other community supportive functions

du = Dwelling Units FAR = Floor Area Ratio

Notes:

- a) Residential densities are based on gross acreage, which includes streets. Example: 500 dwelling units (du) on a total of 100 acres (streets included) is equal to $500 \text{ du} \div 100 \text{ acres} = 5 \text{ du/gross acre}$.
- b) The floor area ratio (FAR) is the area of the building or buildings on a site or lot divided by the area of the site or lot. Example: $20,000 \text{ square feet floor area} \div 80,000 \text{ square feet of site area} = \text{a FAR of } .25$.
- c) Government Code Section 65302(a) requires a General Plan to state projected population for residential land uses. The intensities indicated here assume an average household size of 3.0 persons, per the Department of Finance.
- d) The higher residential densities are permissible under certain circumstances along Magnolia and University Avenues. See the description of Mixed Use- Village and Mixed Use - Urban below for more information.

LAND USE AND URBAN DESIGN ELEMENT



Most notably, the Land Use Map also includes three mixed-use land use categories, ranging from lowest intensity (Mixed Use-Neighborhood) to the highest intensity (Mixed Use-Urban) These categories are extremely important for achieving much of Riverside's vision of more vibrant activity centers, revitalization of underutilized areas and a reduction in sprawling development. All of the land use designations are described in greater detail below.

SINGLE-FAMILY RESIDENTIAL LAND USE DESIGNATIONS

Agricultural/Rural Residential (A/RR)

The Agricultural/Rural Residential designation is intended to provide for extremely low density residential uses (1 unit per 5 acres) so as to allow agricultural (particularly citrus) uses to continue. This designation is intended to further the intent of Proposition R and Measure C, which were approved by Riverside voters in 1979 and 1987, respectively. The designation is applied to two large areas within the City - most of the Arlington Heights Neighborhood and the northern portion of La Sierra Acres (Rancho La Sierra).

Hillside Residential (HR)

The Hillside Residential designation is designed to limit development of Riverside's ecologically sensitive and visually prominent hillside areas. This designation has been applied to most hillside areas where slopes exceed fifteen percent and allows a maximum residential intensity of 0.63 units per acre with a Planned Residential Development (PRD) permit. Per the intent of Proposition R and Measure C, this designation is applied to numerous hillside areas throughout the City; significant portions of La Sierra Hills, Alessandro Heights and Hawarden Hills are under this designation. Clustered development under a Planned Residential Development permit (PRD) is consistent with this designation.

Semi-Rural Residential (SRR)

This designation is applied in areas that have historically fostered large-lot single family development while allowing enough space for animal keeping as an auxiliary use. A maximum density of 2.1 dwelling units per acre ensures that most properties have the capacity to accommodate one or more horses or other animals.¹² This designation is primarily applied to the central portion of the La Sierra



¹² Greater densities, up to a maximum of 3.3 dwelling units per acre, can be achieved with a Planned Residential Development Permit.



neighborhood and provides a lifestyle option unique for a City of Riverside's size.

Very Low Density Residential (VLDR)

The Very Low Density Residential provides a maximum residential density comparable to Semi-Rural Residential (2.0 dwelling units per acre) but is intended for areas where animal keeping is not foreseen.

Low Density Residential (LDR)

The Low Density Residential designation provides for the development of large lot single family homes at a maximum density of 4.1 dwelling units per acre and 6.0 dwelling units per acre, with a Planned Residential Development (PRD) permit. Lands in this designation are developed or to be developed with the full range of urban services available in the City.

Medium Density Residential (MDR)

The Medium Density Residential designation provides for the development of single-family homes, town houses and row houses. The designation allows a maximum of 6.2 dwelling units per acre, or up to 8.0 dwelling units per acre when associated with a Planned Residential Development (PRD) permit.

Medium-High Density Residential (MHDR)

The Medium-High Density Residential designation provides for the development of small-lot single family homes, town houses, row houses and permanent-style mobile home parks. Multi-family units, particularly condominiums and small apartments, are also allowable. This designation allows a maximum density of 14.5 dwelling units per acre.

Objective LU-89: Accommodate flexible design to provide for superior development in single family residential developments based upon good planning principles and to promote the general welfare of the neighborhood and maximum benefit to the environment.

Policy LU-89.1: Permit the density transfer between land use designations within the same single family residential development as necessary to provide for superior development. As an example, but not necessarily limited to, such



LAND USE AND URBAN DESIGN ELEMENT



transfers are desirable where density is transferred from steep, hillside land to flatter, less visually sensitive properties and where significantly less grading will result. In the case of such a density transfer, the overall maximum density shall not exceed that otherwise permitted by the General Plan designation(s) (see Titles 18 and 19 for further discussion on this topic).

MULTI-FAMILY RESIDENTIAL LAND USE DESIGNATIONS

High Density Residential (HDR)

The High Density Residential designation provides for the development of row houses, condominiums and apartments. Senior housing and multifamily clusters are also allowable. The designation allows a maximum of 29.0 dwelling units per acre.

Very High Density Residential (VHDR)

The Very High Density Residential designation provides for the development of row houses, condominiums and apartments. Student housing, senior housing and multifamily clusters are also allowable. The designation allows a maximum of 40.0 dwelling units per acre.

COMMERCIAL AND INDUSTRIAL LAND USE DESIGNATIONS

Commercial (C)

The Commercial designation provides for retail, sales, service and office uses that serve multiple neighborhoods within the City. The majority of commercial land in Riverside is designated Commercial. The maximum development intensity is a floor-area ratio of 0.50.

Commercial Regional Center (CRC)

The Commercial Regional Center designation provides for large, regionally-serving retail, service and office uses but may include smaller retail or commercial uses. The Riverside Auto Center, Riverside Plaza, Town Centre and the Galleria at Tyler area are designated Commercial Regional Center. The maximum development intensity is a floor-area ratio of 0.50. The maximum allowable development intensity of Commercial Regional Center is equal to that of Commercial; lands in the Commercial Regional Center area are expressly mostly reserved for commercial enterprises that will draw customers





from a much wider area and as such, typically have different access, parking, loading and related needs than a typically smaller Commercial development.

Office (O)

The Office land use designation provides space for a variety of different office uses, including general business and medical offices. [Supportive retail and commercial uses, such as mailing centers, cafes and restaurants, would support the offices in this designation.](#) The maximum development intensity is a floor-area ratio of 1.0.

Business/Office Park (B/OP)

The Business/Office Park designation provides for single or mixed light industrial uses that do not create nuisances due to odor, dust, noise or heavy truck traffic. Suitable uses include corporate and general business offices, [supportive retail and commercial uses](#), research and development, light manufacturing, light industrial and small warehouse uses (up to 10,000 square feet per site). Although most business parks are controlled through deed restrictions or single ownership of multi-tenant space, business park standards can be applied to existing parcels in separate ownership. Common features of business parks are high quality design, building materials, landscaping and absence of nuisances. The maximum intensity of development is a floor-area ratio of 1.5.

Industrial (I)

The Industrial land use designation provides for uses such as large-scale building materials sales, light manufacturing, distribution, warehousing, [supportive retail and commercial uses](#) and wholesaling that would generally not be appropriate in more restrictive designations because of potential nuisance factors. The maximum intensity of development is a floor-area ratio of 0.6.

MIXED USE DESIGNATIONS

Downtown Specific Plan (DSP)

The City of Riverside adopted the Downtown Specific Plan in 2002. The Specific Plan includes a land use designation overlay that is based upon Downtown's identified districts. The Downtown Specific Plan includes a wide spectrum of allowable uses and intensities. Residential densities range from Medium to Very High, depending upon specific location. Office, commercial and public facilities uses, all in a wide range of allowable intensities, are also features of the Downtown Specific Plan.





Orangecrest Specific Plan (OSP)

The Orangecrest Specific Plan is established to create a diverse area where people live, shop and enjoy recreational facilities. Adopted in 1985, the plan includes low to medium density residential uses, interspersed with large areas of public park, public facilities/institutions and commercial uses.

Mixed Use-Neighborhood (MU-N)

The Mixed-Use Neighborhood designation provides for opportunities for primarily neighborhood-serving commercial uses with limited low-intensity residential uses in a mixed-use environment. This designation is intended to preserve the existing housing stock and residential character of neighborhoods while allowing for the development of new housing opportunities, fostering adaptive reuse of underutilized property and encouraging pedestrian-oriented retail and commercial and service uses. The focus of the development and design standards is on ensuring that new and infill development are distributed and designed in a manner sensitive in scale and design to the street environment and adjacent single-family residential areas. The maximum allowable intensity for the commercial component is 1.0 FAR; for any residential component, the maximum density is ten dwelling units per acre.

Mixed Use-Village (MU-V)

The Mixed-Use Village designation provides for medium to high-density residential development with retail, office and service uses primarily at the street level to facilitate a pedestrian environment. This designation is intended to encourage new housing opportunities, such as live/work units and residential over retail, which are proximate to commercial services and promote pedestrian activity. Plazas, courtyards, outdoor dining and other public gathering spaces and community amenities are strongly encouraged. The focus of the development and design standards is on landscaping and buffering techniques to provide transitions from developed commercial areas to lower density residential neighborhoods. The maximum allowable intensity for the commercial component is 2.5 FAR; for any residential component, the maximum density is thirty dwelling units per acre.

Higher residential densities are permissible for Mixed-Use Village projects that have the potential to serve as transit-oriented developments. Proposed projects within one-half of a mile of a transit stop along Magnolia or University Avenues may have a residential density of up to forty dwelling units per acre with a maximum total permissible FAR of 2.5.





Mixed Use-Urban (MU-U)

The Mixed-Use Urban Designation provides opportunities for primarily high-density residential development with commercial, office, institutional and business uses emphasizing retail, entertainment and student-oriented activities. Such development is intended to facilitate the grouping of innovative housing options with employment uses, entertainment activities and public gathering spaces and other community amenities. Well-functioning transit-oriented developments (or TODs) will typically need to be constructed to this higher intensity of development. The focus of the development and design standards is on ensuring large-scale mixed-use projects are functionally integrated through the relationships between location and types of uses and structures, the efficient use of land, optimal site planning and design elements. The maximum allowable intensity for the commercial component is 4.0 FAR; for any residential component, the maximum density is forty dwelling units per acre.

Higher residential densities are permissible for Mixed-Use Urban projects that have the potential to serve as transit-oriented developments. Proposed projects within one-half of a mile of a transit stop along Magnolia or University Avenues may have a residential density of up to sixty dwelling units per acre with a maximum total permissible FAR of 4.0.

COMMUNITY AMENITIES AND SUPPORT DESIGNATIONS

Agriculture (A)

The Agriculture designation provides lands for the managed production of natural resources and agricultural land intended to remain in production during the General Plan planning period. Incidental residential uses are permitted at a maximum density of 0.2 dwelling units per acre.

Public Parks (P)

The Public Parks designation is assigned to City, regional and state-owned park areas. Activity areas that may be developed include large multipurpose fields for community events and informal recreation, areas for active sports play, tot lots, picnic areas, multipurpose sports fields and courts, public golf courses, concessions, community event space, outdoor amphitheaters, nature study centers, maintenance/support facilities and caretaker facilities.



LAND USE AND URBAN DESIGN ELEMENT



Private Recreation (PR)

The Private Recreation designation is applied to such areas as private golf courses, equestrian centers and amusement parks that provide opportunities for primarily outdoor recreation. Allowable uses are similar in nature to those permitted in public parks, but are not under the public domain.

Open Space/Natural Resources (OS)

The Open Space/Natural Resources designation provides lands, both private and public as shown on the Land Use Map, for the preservation of natural resources, hillsides and creeks; as well as open space for the protection of public health and safety, including floodways and stormwater retention areas.

Public Facilities and Institutional Uses (PF)

The Public Facilities and Institutional Uses designation provides for schools, hospitals, libraries, utilities, the municipal airport (precise uses for the airport property are defined in the Airport Master Plan), [institutional offices](#) (e.g., religious, educational, social or similar organizations), and government agencies. Religious assembly and day care uses may be allowed within this designation. Specific sites for public/semipublic uses are subject to discretionary approval under the Zoning Ordinance. The maximum intensity of development is a floor-area ratio of 1.0.

IMPLICATIONS OF LAND USE POLICY

The land use changes called for in this Land Use and Urban Design Element, will, if fully implemented by the City of Riverside, lead to population and housing increases within the City.

In 2003, the City of Riverside's population was estimated to be 274,071 by the California State Department of Finance. This population was housed in an estimated 90,511 housing units, yielding just over 3 people per household.

This General Plan introduces four new designations that will enable significant increases in housing and population to occur, but in a focused manner that makes more efficient use of existing urban infrastructure. The three new mixed-use designations (Mixed Use-Neighborhood, Mixed Use - Village and Mixed Use - Urban) along with the new Very High Density Residential designation, are intended to permit growth focused on infill areas along the City's major transportation corridors.

LAND USE AND URBAN DESIGN ELEMENT



Siting mixed-use development, which can combine residential, commercial and office uses, along existing transportation corridors, affords tremendous opportunities to reduce dependency on the automobile and saves the City the cost of extending urban services into undeveloped areas.

The primary tools Riverside will use to implement land use policy are the Zoning Code (Title 19 of the Riverside Municipal Code) and the Subdivision Code (Title 18 of the Riverside Municipal Code). Table LU-4 indicates the amount of property designated in each land use category. Table LU-5 includes zoning designations that will help implement the General Plan objectives and policies and establishes consistency between the General Plan and Zoning Code. Table LU-6 ensures that any development proposal before the City, which is allowed in its adopted zoning district, and its use has been assessed as consistent with that zone the adopted General Plan land use designation. Table LU-7 includes specific criteria that can also be used to determine consistency for a development project. Each of the General Plan's applicable objectives and policies must be consistent (or not applicable) for the project to be deemed consistent.



LAND USE AND URBAN DESIGN ELEMENT



TABLE LU-4
PLANNED LAND USES

Land Use Category		Net Acreage in the City	Percent of Total City Acres
A/RR	Agricultural/Rural Residential	5,116	11.7639%
HR	Hillside Residential	4,061	9.3380%
SRR	Semi-Rural Residential	1,227	2.8214%
VLDR	Very Low Density Residential	1,327	3.0513%
LDR	Low Density Residential	2,563	5.8934%
MDR	Medium Density Residential	10,877	25.0109%
MHDR	Medium High Density Residential	665	1.5291%
HDR	High Density Residential	856	1.9683%
VHDR	Very High Density Residential	108	0.2483%
Total Residential		26,800	61.6248%
C	Commercial	1,415	3.2537%
CRC	Commercial Regional Center	228	0.5243%
O	Office	293	0.6737%
Total Commercial and Office		1,936	4.4517%
B/OP	Business Office Park	3,953	9.0897%
I	Industrial	582	1.3383%
Total Industrial/Office Park		4,535	10.4279%
DSP	Downtown Specific Plan	433	0.9957%
OSP	Orangecrest Specific Plan	7	0.0161%
Total Downtown Specific Plan		440	1.0118%
MU-N	Mixed Use Neighborhood	68	0.1564%
MU-V	Mixed Use Village	490	1.1267%
MU-U	Mixed Use Urban	275	0.6323%
Total Mixed Use		833	1.9154%

LAND USE AND
URBAN DESIGN ELEMENT



TABLE LU-4
PLANNED LAND USES

Land Use Category		Net Acreage in the City	Percent of Total City Acres
A	Agricultural	0	0.0000%
P	Public Park	3,211	7.3835%
PR	Private Recreation	856	1.9683%
OS	Open Space/Natural Resources	931	2.1408%
PF	Public Facilities Institutional	3,947	9.0759%
RAT	Kangaroo Rat Habitat	0	0.0000%
Total Community Amenities and Support		8,945	20.5684%
City Net Total⁽¹⁾		43,489	100.0000%

⁽¹⁾ Based upon the City's 2006 corporate limits.



TABLE LU-5
ZONING/GENERAL
PLAN CONSISTENCY
MATRIX

General Plan Land Use Designation	GP Symbol	Zone** Symbol	Zoning Designation
Single-Family Residential Land Use Designations			
Agricultural/Rural Residential (Max. 0.20 du/acre)	A/RR	RA-5	Residential Agriculture
Hillside Residential (Max. 0.63 du/acre)	HR	RC	Residential Conservation
Semi-Rural Residential (Max. 3.3 du/acre)	SRR	RR RE R-1-1/2 acre	Rural Residential Residential Estate R-1-1/2 acre - Single Family
Very Low Density Residential (Max. 3.2 du/acre)	VLDR	RE R-1-1/2 acre	Residential Estate R-1-1/2 acre - Single Family
Low Density Residential (Max. 6.0 du/acre)	LDR	RR RE R-1-1/2 acre R-1-13000 R-1-10500 CS	Rural Residential Residential Estate R-1-1/2 acre - Single Family R-1-13000 - Single Family R-1-10500 - Single Family Commercial Storage Overlay
Medium Density Residential (Max. 8.0 du/acre)	MDR	RE R-1-1/2 acre R-1-13000 R-1-10500 R-1-8500 R- 1-7000 CS MH	Residential Estate R-1-1/2 acre - Single Family R-1-13000 - Single Family R-1-10500 - Single Family R-1-8500 - Single Family R-1-7000 - Single Family Commercial Storage Overlay Mobile Home Park
Multi-Family Residential Land Use Designations			
Medium-High Density (Max. 14.5 du/acre)	MHDR	R-1-7000 R-3-4000 R-3-3000 CS	R-1-7000 Single Family R-3-4000 - Multi-family R-3-3000 - Multi-family Commercial Storage Overlay



TABLE LU-5
ZONING/GENERAL
PLAN CONSISTENCY
MATRIX

General Plan Land Use Designation	GP Symbol	Zone** Symbol	Zoning Designation
High Density Residential (Max. 29 du/acre)	HDR	R-3-4000 R-3-3000 R-3-2500 R-3-2000 R-3-1500 CS	R-3-4000 -Multi-family R-3-3000 -Multi-family R-3-2500 -Multi-family R-3-2000 -Multi-family R-3-1500 -Multi-family
Very High Density Residential (Max.40 du/acre)	VHDR	R-4	R-4 - Multi-family
Commercial and Industrial Land Use Designations			
Commercial (Max. 0.50 FAR/acre)	C	CR CG CS NC	Commercial Retail Commercial General Commercial Storage Overlay Neighborhood Commercial -Overlay
Commercial Regional Center (Max. 0.50 FAR/acre)	CRC	<u>CR</u> <u>CG</u> CRC	<u>Commercial Retail</u> <u>Commercial General</u> Commercial Regional Center
Office (Max. 1.0 FAR/acre)	O	O CS <u>CR</u> <u>CG</u>	Office Commercial Storage Overlay <u>Commercial Retail</u> <u>Commercial General</u>
Business/Office Park (Max. 1.50 FAR/acre)	B/OP	BMP AI CS <u>CR</u> <u>CG</u> <u>O</u>	Business and Manufacturing Park Air Industrial Commercial Storage Overlay <u>Commercial Retail</u> <u>Commercial General</u> <u>Office</u>
Industrial (Max. 0.60 FAR/acre)	I	I CS AIR <u>CR</u> <u>CG</u>	General Industrial Commercial Storage Overlay Airport Zone <u>Commercial Retail</u> <u>Commercial General</u>



TABLE LU-5
ZONING/GENERAL
PLAN CONSISTENCY
MATRIX

General Plan Land Use Designation	GP Symbol	Zone** Symbol	Zoning Designation
Mixed Use Designations			
Downtown Specific Plan (Various du and FAR/acre)	DSP	DSP	Downtown Specific Plan
Orangecrest Specific Plan (Various du and FAR/acre)	OSP	OSP	Orangecrest Specific Plan
Mixed Use – Neighborhood (Max. 10 du/acre, 1.0 FAR/acre)	MU-N	MU-N R-1-13000 R-1-10500 R-1-8500 R-1-7000 CR NC	Mixed Use – Neighborhood R-1-13000 – Single Family R-1-10500 – Single Family R-1-8500 – Single Family R-1-7000 – Single Family Commercial Retail Neighborhood Commercial Overlay
Mixed Use – Village (Max. 30/40* du/acre, 2.5 FAR/acre)	MU-V	MU-V R-3-4000 R-3-3000 R-3-2500 R-3-2000 R-3-1500 R-4 CR CG NC	Mixed Use – Village R-3-4000 – Multi-family R-3-3000 – Multi-family R-3-2500 – Multi-family R-3-2000 – Multi-family R-3-1500 – Multi-family R-4 – Multi-family Commercial Retail Commercial General Neighborhood Commercial Overlay
Mixed Use – Urban (Max. 40/60* du/acre, 4.0 FAR/acre)	MU-U	MU-U R-3-4000 R-3-3000 R-3-2500 R-3-2000 R-3-1500 R-4 CR CG NC	Mixed Use – Urban R-3-4000 – Multi-family R-3-3000 – Multi-family R-3-2500 – Multi-family R-3-2000 – Multi-family R-3-1500 – Multi-family R-4 – Multi-family Commercial Retail Commercial General Neighborhood Commercial Overlay



TABLE LU-5
ZONING/GENERAL
PLAN CONSISTENCY
MATRIX

General Plan Land Use Designation	GP Symbol	Zone** Symbol	Zoning Designation
Community Amenities and Support Designations			
Agriculture (Max. 0.20 du/acre)	A	RA-5	Residential Agriculture
Public Parks	P	PF All Zones	Public Facilities
Private Recreation	PR	All Zones per the Requirements of Title 19	Public Facilities
Open Space/Natural Resources	OS	PF	Public Facilities
Public Facilities and Institutional Uses (Max. 1.0 FAR/acre)	PF	PF AIR <u>O</u>	Public Facilities Airport <u>Office</u>
All General Plan Land Use Designations		RWY AP X S SP WC	Railway Airport Protection Overlay Building Setback Overlay Story Overlay Specific Plan
<p>*See Table LU-3 (Land Use Designations)</p> <p>** <u>Airport Land Use Compatibility Plan (ALUCP) – If proposed development is within an ALUCP Compatibility zone, additional analysis is required to</u> determine whether the proposal complies with ALUCP criteria. If the site is within an Airport Influence Area, some of the uses permitted or conditionally permitted in the City Zone(s) listed here may not be permissible or maybe subject to additional restrictions on density or intensity. See Chapter 19.149 of the Riverside Municipal Code and the applicable ALUCP for additional information.</p>			



TABLE LU-6
CONSISTENCY
QUICK CHECK

<u>Quick Check Questions</u>		<u>Consistency Quick Check</u>	
		<u>Yes</u>	<u>No</u>
<u>1.</u>	<u>Is the use permitted in the site's current zoning designation?</u>	<u>Go to Question 2</u>	<u>Go to LU7 – Consistency Checklist</u>
<u>2.</u>	<u>Is the site located in an Airport Influence Area?</u>	<u>Go to LU7 – Consistency Checklist</u>	<u>Go to Question 3</u>
<u>4.</u>	<u>Is the site proposed use permitted or conditionally permitted in a zone that is consistent with the site's General Plan land use designation, per LU-5?</u>	<u>Consistent</u>	<u>Go to LU7 – Consistency Checklist</u>



TABLE LU-7¹
CONSISTENCY
CRITERIA

<u>Consistency Criteria</u>		<u>General Plan References</u>	
<u>The Project...</u>			
1.	<u>Adheres to and aligns with Smart Growth Principles</u>	<u>Objectives</u>	<u>LU-8</u>
		<u>Policies</u>	<u>N/A</u>
2.	<u>Creates a landmark or gateway to the City that improves the character and identify of Riverside</u>	<u>Objectives</u>	<u>LU-21</u>
		<u>Policies</u>	<u>LU-21.1</u> <u>LU-48.3</u>
3.	<u>Accommodates flexible design that results in superior development that goes beyond the required development standards</u>	<u>Objectives</u>	<u>LU-89</u>
		<u>Policies</u>	<u>LU-89.1</u>
4.	<u>Contributes to a high-quality, livable neighborhood that includes maintained housing, public services, and open space</u>	<u>Objectives</u>	<u>H-1</u>
		<u>Policies</u>	<u>N/A</u>
5.	<u>Includes uses that will serve with surrounding neighborhoods while minimizing impacts</u>	<u>Objectives</u>	<u>LU-9</u>
		<u>Policies</u>	<u>N/A</u>
6.	<u>Uses land effectively by including compact building design, infill development, and increased density</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-8.1</u> <u>LU-8.2</u>
7.	<u>Provides for diverse housing types and affordability levels</u>	<u>Objectives</u>	<u>H-2</u>
		<u>Policies</u>	<u>N/A</u>
8.	<u>Complements and serves existing residential areas</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-9.7</u>
9.	<u>Includes a mix of land uses on underutilized urban parcels</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-48.3</u> <u>LU-48.6</u> <u>LU-67.4</u> <u>LU-78.5</u>
10.	<u>Includes pedestrian-oriented retail, restaurant, entertainment and service uses to create activity nodes</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-58.1</u> <u>LU-75.3</u>
11.	<u>Enhances and highlights historic sites along the "L" Corridor, including landmark buildings/landscapes, cultural resources, and historic districts</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-12.3</u>
12.	<u>Creates a commercial center with pedestrian and parking that includes unique building and landscape design across all parcels</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-9.5</u>
13.	<u>Provides bicycle and pedestrian usage along major parkways</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-11.3</u>
14.	<u>Supports alternating land uses along major arterials that support "nodes" of commercial development at key locations</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-9.6</u>
15.	<u>Aligns with all applicable Corridor, Parkway, Neighborhood Plan, and Specific Plan objectives/policies</u>	<u>Objectives</u>	<u>LU-30</u>
		<u>Policies</u>	<u>LU-30.3</u> <u>LU-30.6</u>



TABLE LU-7¹
CONSISTENCY
CRITERIA

<u>Consistency Criteria</u>		<u>General Plan References</u>	
<u>The Project...</u>			
16.	<u>Promotes and supports public multi-modal transportation that connects activity centers in the region</u>	<u>Objectives</u>	<u>CCM-9</u> <u>CCM-11</u>
		<u>Policies</u>	<u>CCM-9.1</u> <u>CCM-9.5</u> <u>CCM-9.6</u> <u>CCM-9.7</u> <u>CCM-9.8</u> <u>CCM-9.9</u>
17.	<u>Implements regional and inter-jurisdictional transportation plans</u>	<u>Objectives</u>	<u>CCM-5</u>
		<u>Policies</u>	<u>CCM-5.1</u> <u>CCM-5.2</u> <u>CCM-5.5</u>
18.	<u>Facilitates the movement of goods while protecting existing residential neighborhoods from operations and rail service</u>	<u>Objectives</u>	<u>CCM-12</u>
		<u>Policies</u>	<u>CCM-12.1</u> <u>CCM-12.2</u> <u>CCM-12.3</u> <u>CCM-12.4</u> <u>CCM-12.5</u>
19.	<u>Reduces vehicle miles traveled and daily peak hour vehicular trips</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>CCM-6.1</u>
20.	<u>Incorporates bicycle racks and facilities and trails for both cyclists and pedestrians</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>LU-4.5</u> <u>CCM-10.1</u> <u>CCM-10.2</u>
21.	<u>Provides parking on-site while seeking opportunities for shared parking</u>	<u>Objectives</u>	<u>N/A</u>
		<u>Policies</u>	<u>CCM-13.1</u> <u>CCM-13.4</u>
22.	<u>Preserves and protects prominent ridgelines or hillsides</u>	<u>Objectives</u>	<u>LU-3</u> <u>LU-4</u>
		<u>Policies</u>	<u>LU-3.1</u> <u>LU-3.2</u>
23.	<u>Preserves and protects the natural integrity of Riverside's arroyos</u>	<u>Objectives</u>	<u>LU-5</u>
		<u>Policies</u>	<u>LU-5.1</u> <u>LU-5.2</u> <u>LU-5.3</u> <u>LU-5.4</u> <u>LU-5.5</u>
24.	<u>Preserves and protect existing agricultural lands, particularly within the greenbelt area</u>	<u>Objectives</u>	<u>LU-6</u>
		<u>Policies</u>	<u>LU-6.1</u> <u>LU-6.2</u> <u>LU-6.3</u>



TABLE LU-7¹
CONSISTENCY
CRITERIA

<u>Consistency Criteria</u>		<u>General Plan References</u>	
<u>The Project...</u>			
			LU-6.4
25.	Preserves and protects native wildlife, plant habitats and endangered species	Objectives	LU-7
		Policies	LU-7.1
			LU-7.2
			LU-7.3
26.	Contributes to economic development and sustainability	Objectives	H-2
		Policies	N/A
27.	Increases the City's industrial land base in a logical and physically compatible location	Objectives	LU-24
			LU-25
		Policies	LU-24.1
			LU-24.2
			LU-24.3
			LU-24.4
28.	Supports the long term viability of airport facilities by increasing business, retail, and corporate usage.	Objectives	LU-23
		Policies	LU-23.1
29.	Supports and is consistent with the Airport Land Use Compatibility plan for the long term viability of airport facilities	Objectives	LU-22
		Policies	LU-22.3
			LU-22.5
¹ Industrial Uses in a Residential zone are not consistent			
¹ Residential Uses in an Industrial Zone are not consistent			

**City of Riverside
SB 1333 Consistency
Proposed Zoning Amendment Description**

ARTICLE IV - GENERAL ZONING PROVISIONS

Chapter 19.090 - ESTABLISHMENT OF ZONES AND ADOPTION OF MAPS

A. *General.* The City is divided into zones to allow for the orderly, planned development of the City and to implement the General Plan. There are three steps to determine consistency with the General Plan:

1. General Plan 2025 Table LU-5 (Zoning/General Plan Consistency Matrix) identifies General Plan land use designations and corresponding zones that have been determined as consistent; or
2. If the zoning designation is not identified as consistent pursuant to Table LU-5 (Zoning/General Plan Consistency Matrix), then Table LU-6 (Consistency Quick Check) can be used to determine consistency when a use is allowed in its zone, and is allowed in another zone consistent with the site's General Plan designation; or
3. If the use does not meet the criteria of Table LU-6, then consistency can be determined by evaluating a proposed project pursuant to Table LU-7 (Consistency Criteria). All criteria must be found consistent or not applicable to determine consistency.

All zones shall be listed and appropriately designated on the official Zoning Map.

- B. *Base zones.* Every parcel shall have a base zone that establishes the primary type and intensity of land use permitted, along with development regulations for that particular type and intensity of land use.
- C. *Overlay zones.* An overlay zone supplements the base zone for the purpose of establishing special use or development regulations for a particular area in addition to the provisions of the underlying base zone. In the event of conflict between the base zone regulations and the overlay zone regulations, the provisions of the overlay zone shall apply.

(Ord. 6966 §1, 2007)

Chapter 19.780 - PLANNED RESIDENTIAL DEVELOPMENT PERMIT

19.780.050 - Density and findings.

- A. *Benchmark density and findings for approval.* Densities up to the densities shown in Table 19.780.050 B (PRD Benchmark and Bonus Densities) for the underlying zone in which the project is located may be approved with the granting of a Planned Residential Development Permit, provided that the Approving Authority determines, based on demonstrated evidence, the project complies with the following criteria and findings, and the intent, standards, and requirements of this chapter. Additional density up to the limit of the bonus density shown in Table 19.780.050.B may be considered if the project meets all the requirements stated in Section 19.780.050.E - Density Bonus for Superior Design.

Compliance with the following criteria shall be demonstrated for a proposed project to be approved, and the benchmark density to be granted. Failure to substantially meet or exceed all these standards shall result in disapproval of the project, or a lower density than the benchmark density.

1. In all single-family residential zones, other than RA-5 and RC Zone:
 - a. The property is well served by public infrastructure;
 - b. The project enjoys good access to public services, including schools, shopping and public and semipublic facilities;
 - c. The site is located on streets capable of accommodating the anticipated traffic. A traffic study may be required to assess consistency with Policy CCM - 2.3 of the General Plan to maintain LOS "D" or better on arterial streets or greater, except where LOS "E" has been designated as an acceptable standard;
 - d. The project complies with the purpose and standards of this chapter, demonstrates substantial compliance with the provisions of the Citywide Design and Sign Guidelines, and is in accordance with City Codes, which may include deviations by variances when required findings are made. Additional criteria used in evaluating the design of the project shall include, but shall not be limited to, the following:
 - i. Varied placement of buildings demonstrating sensitivity to the natural topographic features of the site;
 - ii. Relatively level land is set aside for active recreational pursuits;
 - iii. Open space is distributed on the site and accessible to all units
 - iv. An efficient circulation system consisting of both vehicular lanes and pedestrian walkways;
 - v. Sensitivity to surrounding community and attention to the edge conditions, creating areas of transition from surrounding existing development to the proposed development; and
 - vi. Where front porches are consistent with the style of the development, a minimum of two-thirds (2/3) of the total units shall provide front porches; and
 - e. The project proposes development in an environmentally and topographically sensitive manner in order to minimize the impacts of development on adjacent properties, and is designed in a manner that is compatible with the adjacent and existing development in the vicinity;
 - f. The project provides amenities in compliance with this chapter, and that the amenities are consistent with the size and scale of the project, the project density, and neighborhood characteristics.
2. In the RC Zone:
 - a. Retention of unique natural features, including arroyos, hillsides and rock outcroppings, in natural open space areas consistent with the grading ordinance;
 - b. Placement of buildings demonstrating sensitivity to the natural topographic and habitat features of the site, including clustering of homes in less sensitive and less steep locations in order to preserve such natural features and valuable natural open space, both for wildlife habitat and visual aesthetic purposes;
 - c. Provision of other amenities consistent with the RC Zone and as deemed appropriate for the project;
 - d. Provision that the development will not introduce non-native plants as defined by Table 6-2 of the Multiple Species Habitat Conservation Plan (MSHCP) into the landscape adjacent to the City's arroyos in perpetuity;
 - e. Maintenance and management of all open space easements by a single entity for the entire project with an appropriate natural open space management plan;

.....

- f. Superior design of individual dwelling site plans and building architecture, including such features as porches and garages set back from the street in comparison to the house, and detailed four sided, building treatments. Many of the desirable features are found in the adopted Citywide Design and Sign Guidelines. The design of custom homes will be reviewed as individual homes are submitted for design review approval prior to building permit issuance;
 - g. Sensitivity to impacts of the development on surrounding uses, including linkages to natural open space areas where appropriate; and
 - h. Streets serving the development shall be capable of accommodating the anticipated traffic.
- B. **Maximum density.** The maximum density of a PRD project shall be consistent with this chapter, the underlying General Plan land use designation(s), any applicable Specific Plan(s), as well as Table 19.780.050.B below.

Table 19.780.050.B
PRD Benchmark and Bonus Densities

Single Family Residential Zone	Benchmark Density - Dwellings per Gross Acre ⁽¹⁾	Maximum Bonus Percent % ⁽²⁾	Maximum Density with Bonus - Dwellings Per Gross Acre ⁽¹⁾⁽²⁾
RC	0.5 ⁽³⁾	25	0.63
RR	3.0	10	3.3
RE	3.0	10	3.3
R-1-7000	7.3	10	8.0
R-1-8500	6.3	10	6.9
R-1-10500	5.5	10	6.0
R-1-13000	4.8	10	5.3
R-1-1/2 acre	3.0	10	3.3

Notes:

- (1) Density per gross acre is calculated including new public and private streets.
- (2) This is the maximum density bonus and any bonus less than the maximum may be granted based on the degree to that the project meets the criteria specified in 19.780.050.A and B.
- (3) The actual benchmark density shall be determined by the preparation of a conventional subdivision map in conformance with the RC Zone standards to show the actual number of lots that could be achieved based on the average natural slope (ANS), as defined by 19.100.050.C.

- C. No PRD shall be granted approval if the project's base zone and General Plan land use designation are inconsistent, pursuant to General Plan Tables [LU-5](#), [LU-6](#) and [LU-7](#).

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Riverside Planning Division will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Riverside Planner Mr. Jarrod Coleman at (951) 826-5617.

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

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

DATE OF HEARING: June 13, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1035RG19 – City of Riverside (Representative: Jarrod Coleman) – City Planning Case Nos. P19-0054 (General Plan Amendment) and P19-0057 (Zoning Ordinance Amendment). P19-0054 is a proposal to amend the Land Use and Urban Design Element of the City's General Plan so as to broaden the range of zoning classifications considered to be consistent with the various General Plan land use designations, involving amendments to Table LU-5 Consistency Matrix, inclusion of two new tables (Table LU-6 Consistency Quick Check and Table LU-7 Consistency Criteria), and amendments to the descriptions of various land use designations and of the process for determination of General Plan consistency. Among nonresidential zones, Commercial Retail (CR) and Commercial General (CG) zoning would be considered consistent with the Commercial Regional Center, Office, Business/Office Park, Industrial, Mixed Use-Village, and Mixed Use-Urban designations, as well as the Commercial designation. The Commercial Retail zone would also be considered consistent with the Mixed Use-Neighborhood designation. The Office (O) zone would be considered consistent with the Business/Office Park and Public Facilities and Institutional Uses designations, as well as the Office designation. P19-0057 would amend Chapter 19.090 of the City's Zoning Code by identifying the steps to determine General Plan consistency utilizing Tables LU-5, LU-6, and LU-7. (Citywide)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1035 RG 19 DATE SUBMITTED: 03/27/2019

RG
Citywide

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	City of Riverside	Phone Number	951-826-5371
Mailing Address	3900 Main Street	Email	dmurray@riversideca.gov
	Riverside, CA 92501		

Representative	David Murray	Phone Number	951-826-5371
Mailing Address	3900 Main Street	Email	dmurray@riversideca.gov
	Riverside, CA 92501		

Property Owner	N/A	Phone Number	
Mailing Address		Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Riverside	Phone Number	951-826-5617
Staff Contact	Jarrod Coleman, Associate Planner	Email	jcoleman@riversideca.gov
Mailing Address	3900 Main Street	Case Type	
	Riverside, CA 92501	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment	
		<input type="checkbox"/> Zoning Ordinance Amendment	
		<input type="checkbox"/> Subdivision Parcel Map / Tentative Tract	
Local Agency Project No	Planning Case No. P19-0054 General Plan Amendment	<input type="checkbox"/> Use Permit	
	Planning Case No. P19-0057 Zoning Ordinance Amendment	<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	The proposed citywide General Plan (GP) and Zoning Code amendment applies to all zones in the city.		
	The project is not site-specific.		
Assessor's Parcel No.	N/A	Gross Parcel Size	N/A
Subdivision Name	N/A	Nearest Airport and distance from Airport	N/A
Lot Number	N/A		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	The City of Riverside is a Charter City, as authorized by the "home rule" provision of the California Constitution. Prior to the adoption of SB 1333 on September 27, 2018, charter cities were exempt from the statutory requirement that GP, Specific Plans and Zoning Ordinances be consistent. SB1333 amended California Government Code related to several sections of land use regulations and eliminated general plan consistency exemption for Charter cities.
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Proposed Land Use (describe)	The proposed amendments to General Plan 2025 and Zoning Code allow for more flexibility for consistency. A new process and specific criteria for evaluating and determining consistency is being established for properties currently identified as inconsistent (see attached Project Description). No new development is proposed with this project.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	N/A	
	Number of People on Site	N/A	Maximum Number N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	N/A	ft.
	Height of buildings or structures (from the ground)	N/A	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	N/A	

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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of April 16, 2019 through May 16, 2019, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed five non-legislative cases within Zones D and E of various Airport Influence Areas and issued determinations of consistency.

ZAP1010CO19 (Corona Municipal Airport Influence Area, Zone D) pertains to City of Corona Case No. CUP2008-0011 (Conditional Use Permit), a proposal by the City's Public Works Department to establish a telecommunication tower with a height of 105 feet above grade level at the City's Water Reclamation Facility No. 1, located northerly of Railroad Street, easterly of King Circle, and southerly of Clearwater Road. The site is located within Compatibility Zone D of the Corona Municipal Airport Influence Area, where nonresidential intensity is limited to an average of 100 persons per acre and a maximum single-acre intensity of 300 persons. The proposed tower will be unmanned. The elevation of the project site exceeds the elevation of Runway 7-25 at Corona Municipal Airport at its westerly terminus by 63 feet at a distance of approximately 2,445 feet from the runway, and the tower would add an additional 105 feet, so the City was aware that review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) was required and submitted Form 7460-1 to the FAA OES early in 2018, resulting in the issuance of a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2018-AWP-5370-OE on March 2, 2018. The study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. The City of Corona submitted its ALUC application on April 18, 2019. The FAA OES conditions were incorporated into the determination of consistency issued for this project by ALUC Director Simon Housman on April 25, 2019.

ZAP1076BD19 (Bermuda Dunes Executive Airport Influence Area, Zone D) pertains to County of Riverside Case No. 180035 (Plot Plan), a proposal to construct a triplex (residential structure containing three dwelling units), along with detached garage structures, on a 0.32-acre lot located on the southerly side of 42nd Avenue, easterly of its intersections with Adams Street and with Hermitage Drive, and westerly of its intersection with Hopewell Avenue. This application was received by ALUC staff on January 17, 2019. The site is located within Compatibility Zone D of the Bermuda Dunes Airport Influence Area, where residential density must be either (a) not exceeding one dwelling unit per five acres or (b) at least five dwelling units per acre (although the building of a single dwelling on a legal lot of record would also be allowed). The proposed project has a density of 9.3 dwelling units per acre, which is consistent with the latter Compatibility Zone D residential density criterion. The site is southerly of the middle section of Runway 10-28 at Bermuda Dunes Airport. It is closer to the westerly terminus (approximately 2,530 feet) than to the easterly terminus (approximately 4,300 feet), but, due to the lower elevation of the runway at its easterly terminus (39 feet above mean sea level [AMSL], in contrast to 73 feet AMSL at its westerly terminus), the easterly terminus is more critical in the determination of notice requirements at this location. At a distance of 4,300 feet from the easterly terminus of the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 82 feet AMSL. The finished floor elevation of the site is 80 feet AMSL, and the proposed structures with a

maximum height of 16.5 feet result in a top point elevation of 96.5 feet. Therefore, FAA OES review was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number 2019-AWP-3758-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 May 2, 2019. The FAA OES conditions have been incorporated into ALUC's recommended conditions incorporated in elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of approximately 42,000 feet from the site 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 point exceeding 1,908 feet AMSL. The site's grade elevation is 2,068 feet AMSL, so any structure at this location would require FAA OES notice and review. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study No. 2018-AWP-17940-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 May 2, 2019. The FAA OES conditions have been incorporated into the determination of consistency for this project issued by ALUC Director Simon Housman on May 6, 2019.

ZAP1365MA19 (March Air Reserve Base/Inland Port Airport Influence Area, Zone D) pertains to City of Moreno Valley Case No. PEN19-0073 (Plot Plan), a City-initiated proposal to establish a Civic Center Park and Amphitheater consisting of a 600-seat outdoor amphitheater and stage, open space recreation area, and a 360-vehicle parking lot on approximately 7 acres located at 14075 Frederick Street, southerly of Alessandro Boulevard, easterly of Veterans Way, and northerly of Calle San Juan de Los Lagos. The site is located within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area, where nonresidential intensity is not restricted. However, "amphitheaters" are a discouraged use in Zone D in locations below or near the principal arrival and departure flight tracks. Staff reviewed both the 2005 and 2018 Air Installation Compatible Use Zones (AICUZ) studies and determined that the site does not underlie any regularly used arrival or departure flight tracks. Therefore, the amphitheater would not be a discouraged use at this particular location. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 6,263 feet from this site 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 point exceeding 1,597 feet AMSL. The site's elevation is 1,568 feet AMSL, and the highest proposed structure (amphitheater stage roof) is 25 feet, resulting in a top point elevation of 1,593 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included limiting structure/building heights, including roof-mounted equipment, to a maximum of 29 feet and limiting top point elevation to 1,597 feet AMSL, unless a Determination of No Hazard to Air Navigation letter is issued for a higher top point elevation. ALUC Director Simon Housman issued a determination of consistency for this project on May 6, 2019.

ZAP1013BL19 (Blythe Airport Influence Area, Zone E) pertains to an alternate gen-tie realignment [Alt. 3A] for County of Riverside Case No. CUP3721 (Conditional Use Permit). Alternative 3A, if selected, would re-align a portion of the 33 gen-tie poles so that the eastern portion of its line would be located approximately 2,000 feet southerly and 900 feet westerly of the original gen-tie alignment (and further away from the Blythe Airport runways). This is an element of the overall Conditional Use Permit, which proposes construction and operation of a 25 megawatt (25 MW) photovoltaic solar energy production facility with associated improvements on a 160-acre property within the jurisdiction of the County of Riverside located

southerly of Interstate 10, easterly of the Wiley's Well Road interchange and westerly of the Mesa Drive interchange, and southwesterly of the unincorporated community of Mesa Verde/Nicholls Warm Springs. The 160-acre site, in turn, is part of a larger (approximately eight square mile) proposed 450 MW solar facility that is predominantly proposed on lands under the jurisdiction of the federal Bureau of Land Management (BLM). The 160-acre site is not located within an Airport Influence Area, but a portion of the gen-tie alignment is located in Compatibility Zone E of the Blythe Airport Influence Area, where hazards to flight are prohibited. The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (AMSL). The closest Alt. 3 gen-tie tower is 15,463.6 feet from the runway and has a top point elevation of 513.1 feet AMSL. The highest top point elevation of any alternate layout gen-tie tower within 20,000 feet of the runway is 556.4 feet AMSL and is located 19,691 feet from the runway. In both cases, the top point elevation does not exceed the levels requiring FAA review (550.6 feet AMSL at 15,463 feet, and 592.9 feet AMSL at 19,691 feet). Therefore, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons was not required. The proposed realignment does not alter the findings of the glare analysis prepared for the solar photovoltaic facility, which was previously reviewed. ALUC Director Simon Housman issued a determination of consistency for this project on May 9, 2019.

ZAP1074PS19 (Palm Springs International Airport Influence Area, Zone E) pertains to City of Cathedral City Case No. CUP18-015 (Conditional Use Permit), a proposal to establish a 65-foot high mono-palm wireless communications facility with a 140 square foot equipment shelter area located on the northwest corner of Ramon Road and San Eljay Avenue. The site is located within Compatibility Zone E of the Palm Springs International Airport Influence Area, where non-residential intensity is not restricted. The proposed tower would be unmanned. 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 12,931 feet from the project property line to the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top point exceeding 524.8 feet AMSL. The site elevation is 360 feet AMSL, and the proposed tower height is 65 feet, resulting in a maximum top point elevation of 425 feet AMSL. Therefore, review by the FAA OES for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on May 16, 2019.

- B. Additionally, ALUC Director Simon Housman reviewed one jurisdiction-initiated non-impact case pursuant to ALUC Resolution No. 2011-02 and issued a determination of consistency.

ZAP1036RG19 (Countywide unincorporated areas) pertains to County of Riverside Ordinance No. 555.20 (Ordinance Amendment), a proposal to amend County Ordinance No. 555 to be in accordance with updates and revisions made to state mining laws and regulations pursuant to the California Surface Mining and Reclamation Act (SMARA). The proposed revised ordinance does not amend allowable land uses or development standards in a manner that would affect residential densities or the intensity of nonresidential uses and does not introduce new uses into any zone or General Plan designation. Therefore, this amendment has no possibility for having an impact on the safety of air navigation or on the consistency/inconsistency status of the County's General Plan relative to any given Airport Land Use Compatibility Plan. ALUC Director Simon Housman issued a determination of consistency for this project on April 22, 2019.

4.2 Notification: Upcoming Election of Commission Officers

The Commission will be asked to select a Chair and Vice-Chair at its July 11 meeting.

4.3 Off-Field Landing: March Air Reserve Base/Inland Port Airport Influence Area, May 16, 2019

Principal Planner Paul Rull will provide a briefing for the Commission.

Y:\ALUC\ALUC Administrative Items\ADmin Item 06-13-19.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 25, 2019

Mr. Harald Luna, Project Planner
City of Corona Community Development Department – Planning Division
400 S. Vicentia Avenue
Corona CA 92882

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lennon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

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

File No.: ZAP1010CO19
Related File No.: CUP2008-0011 (Conditional Use Permit)
APN: 101-110-002

Dear Mr. Luna:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Corona Case No. CUP2008-0011 (Conditional Use Permit), a proposal to establish a 105 foot tall telecommunication tower located at the City’s Water Reclamation Facility No.1, northerly of Railroad Street, easterly of King Circle, and southerly of Clearwater Road.

The site is located within Airport Compatibility Zone D of the Corona Airport Influence Area (AIA). Zone D restricts non-residential intensity to 100 people per average acre and 300 people per single acre. The proposed telecommunication tower will not create any significant occupancy.

The elevation of Runway 7-25 at its existing westerly terminus is approximately 515 feet above mean sea level (AMSL). At a distance of approximately 2,445 feet from the runway, FAA review would be required for any structures with top of roof exceeding 539 feet AMSL. The elevation of the project site is 578 feet AMSL, and the proposed structure is 105 feet, for a maximum top point elevation of 683 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES), and a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2018-AWP-5370-OE was issued on March 2, 2018. The study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Corona Airport Land Use Compatibility Plan, provided that the City of Corona applies the following recommended conditions:

CONDITIONS:

AIRPORT LAND USE COMMISSION

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property.
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2018-AWP-5370-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.
6. The maximum height of the proposed structure to top point shall not exceed 105 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 683 feet above mean sea level.

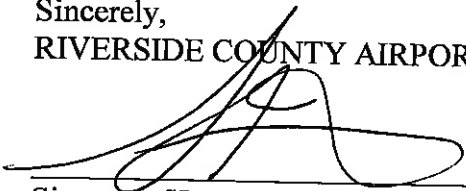
AIRPORT LAND USE COMMISSION

7. 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.
8. Temporary construction equipment used during actual construction of the structure shall not exceed 105 feet in height and a maximum elevation of 683 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

If you have any questions, please contact Paul Rull, ALUC Principal Planner at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity
Aeronautical Study Number No. 2018-AWP-5370-OE

cc: City of Corona Public Works, Tracy Martin (applicant/representative)
Curtis Showalter, Airport Manager, Corona Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Corona\ZAP1010CO19\ZAP1010CO19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
2018-AWP-5370-OE
Prior Study No.
2014-AWP-2241-OE

Issued Date: 03/02/2018

Raul Arevalo
City of Corona DWP
755 Public Safety Way
Corona, CA 92880

**** 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:	Antenna Tower WRF1 Tower
Location:	Corona, CA
Latitude:	33-53-26.93N NAD 83
Longitude:	117-36-28.23W
Heights:	578 feet site elevation (SE) 105 feet above ground level (AGL) 683 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 09/02/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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.

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.

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

If we can be of further assistance, please contact our office at (310) 725-6558, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-5370-OE.

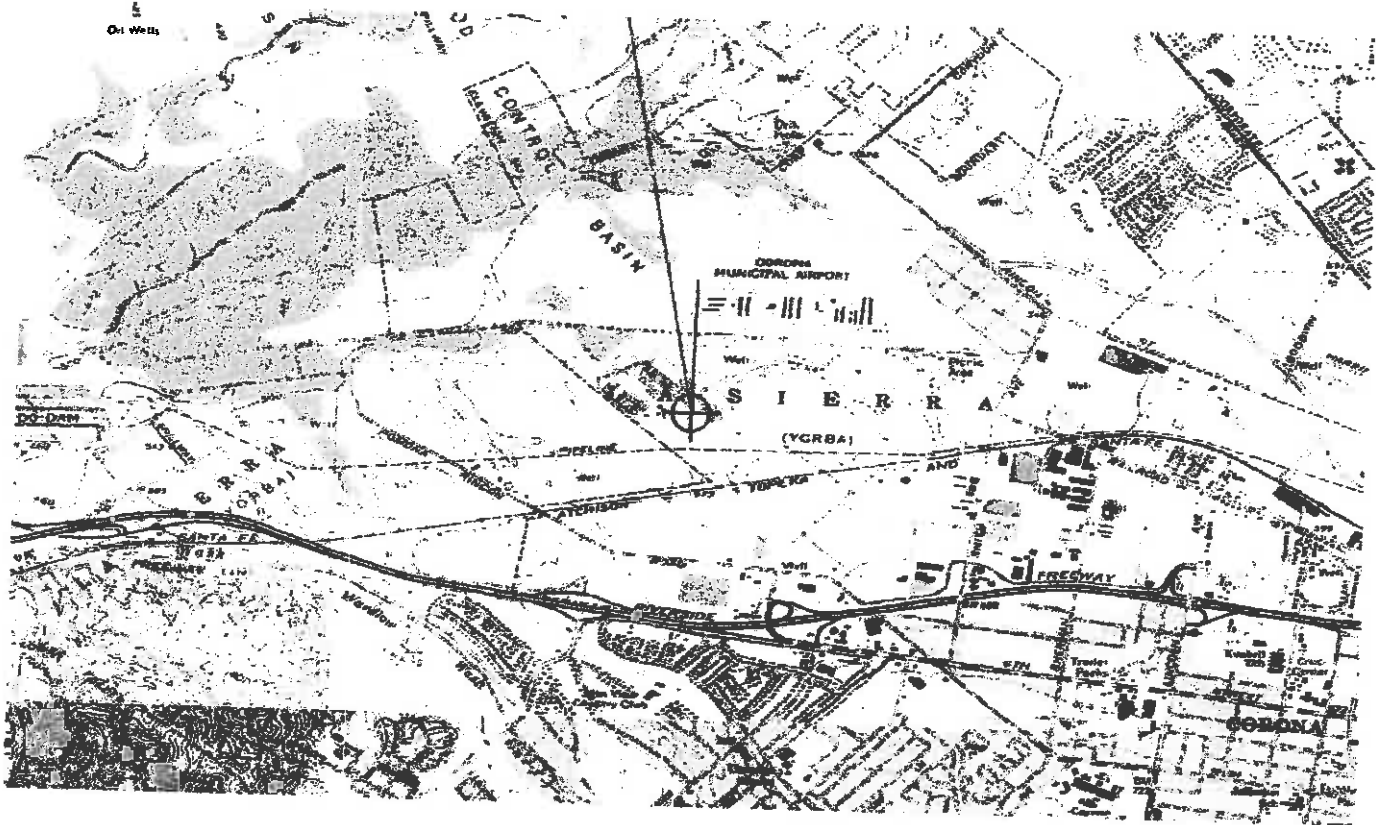
Signature Control No: 356250910-358553156
LaDonna James
Technician

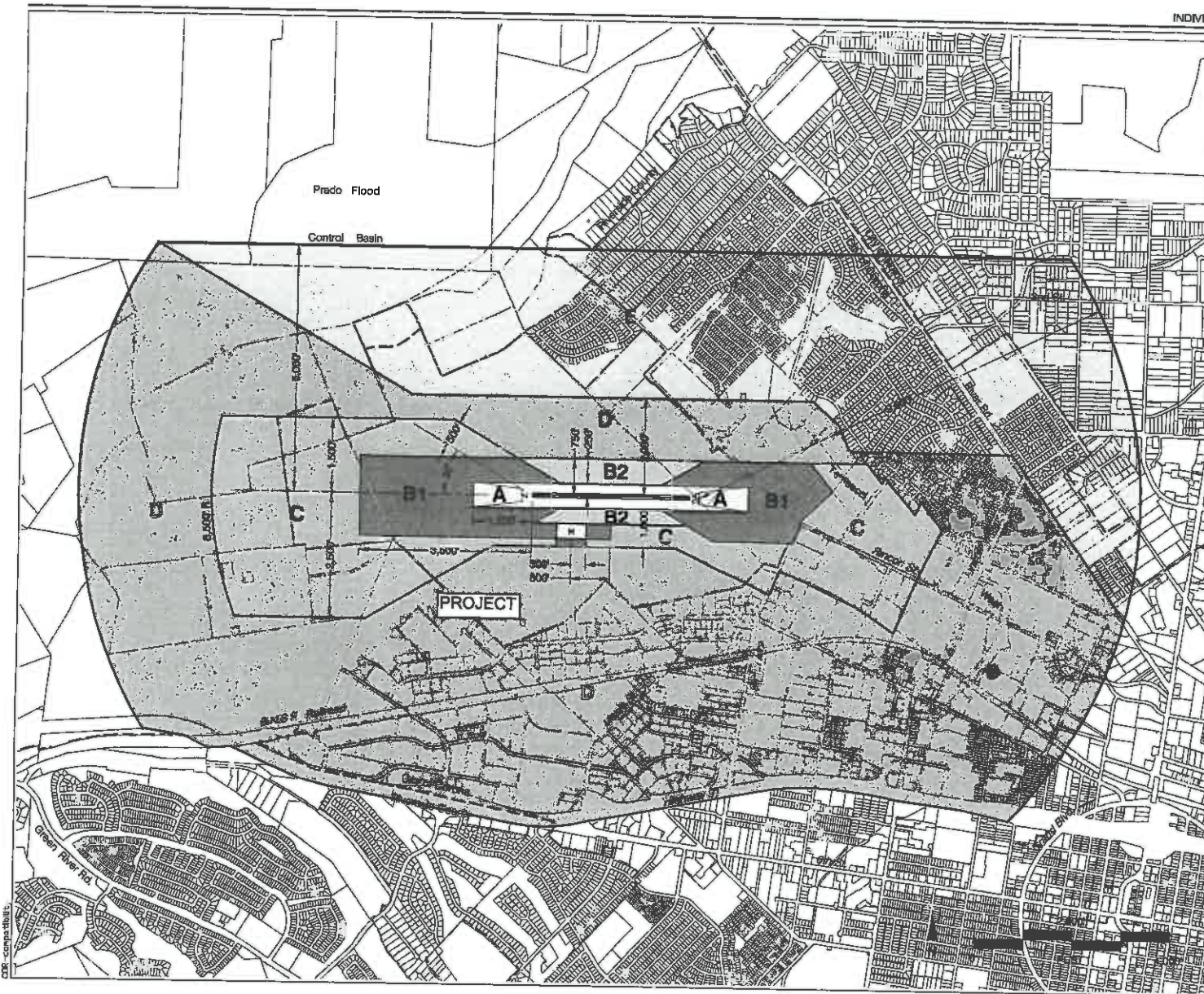
(DNE)

Attachment(s)
Map(s)

cc: FCC

Verified Map for ASN 2018-AWP-5370-OE





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- - - City Limits

Note

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

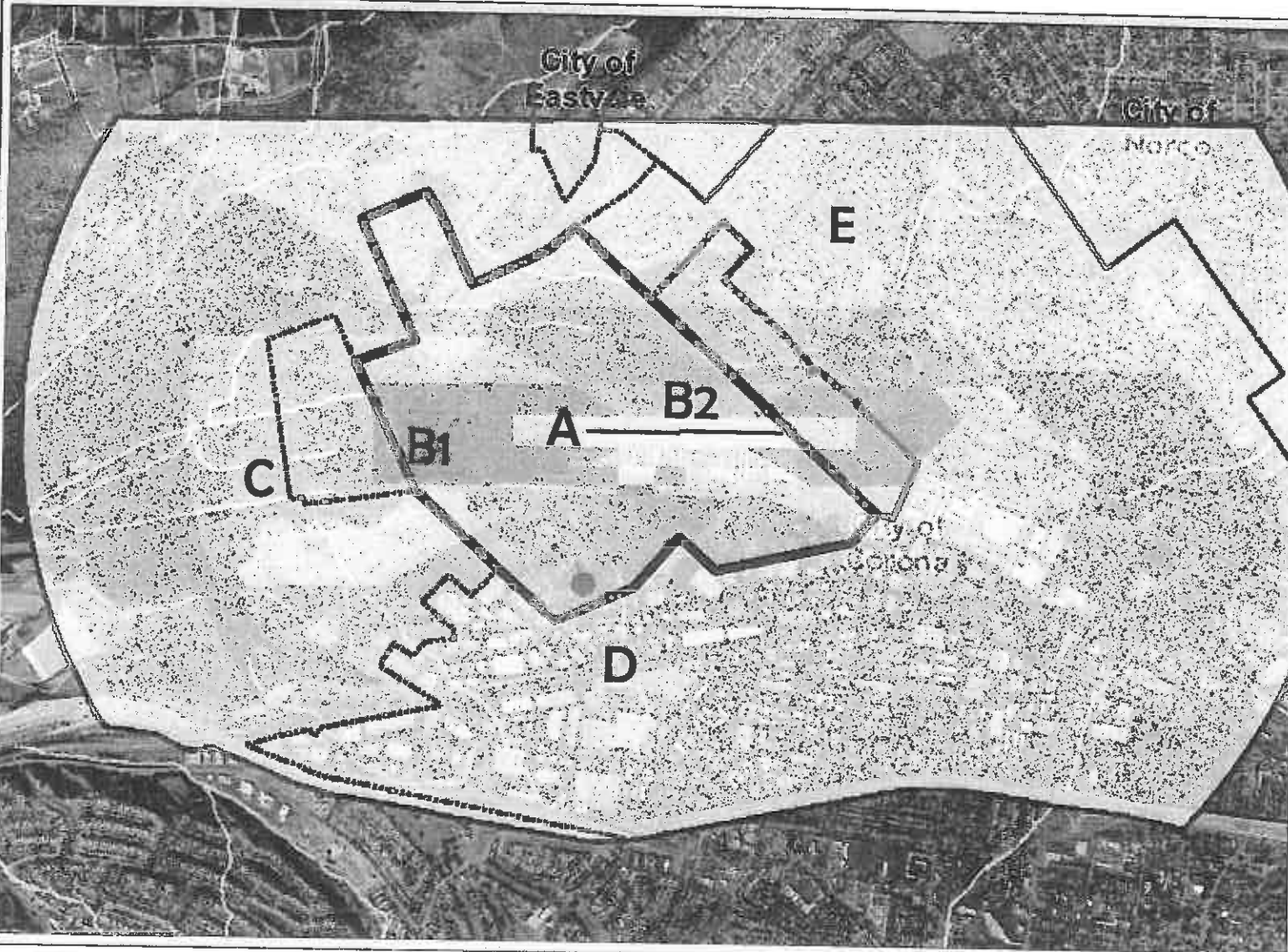
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map CO-1

Compatibility Map
 Corona Municipal Airport

Map My County Map



Legend

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



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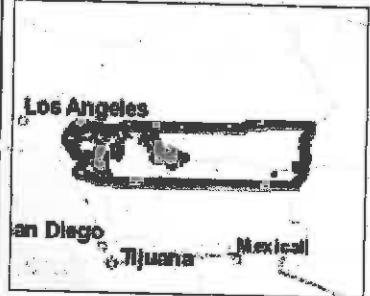
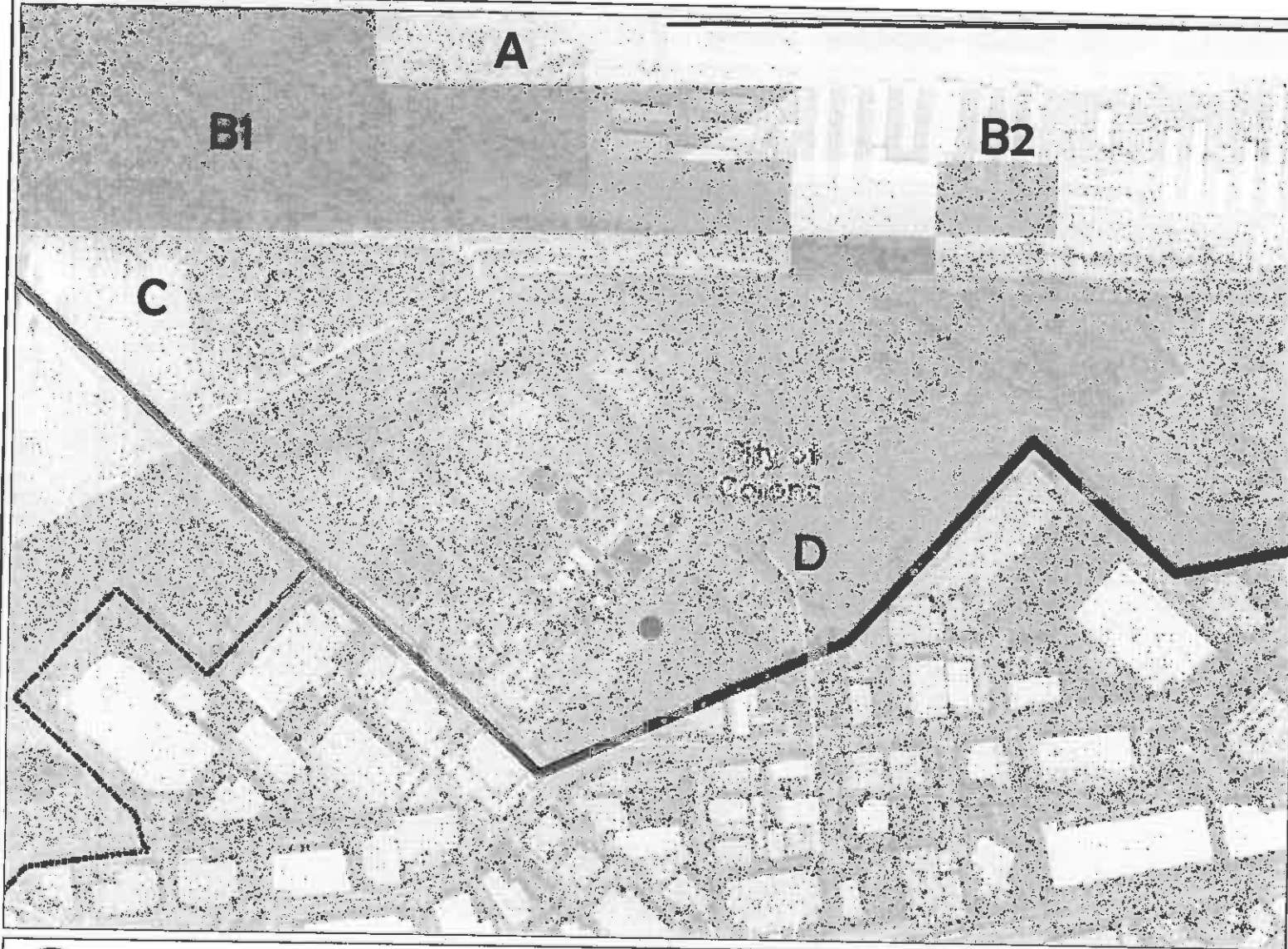
Notes



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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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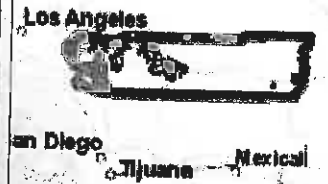
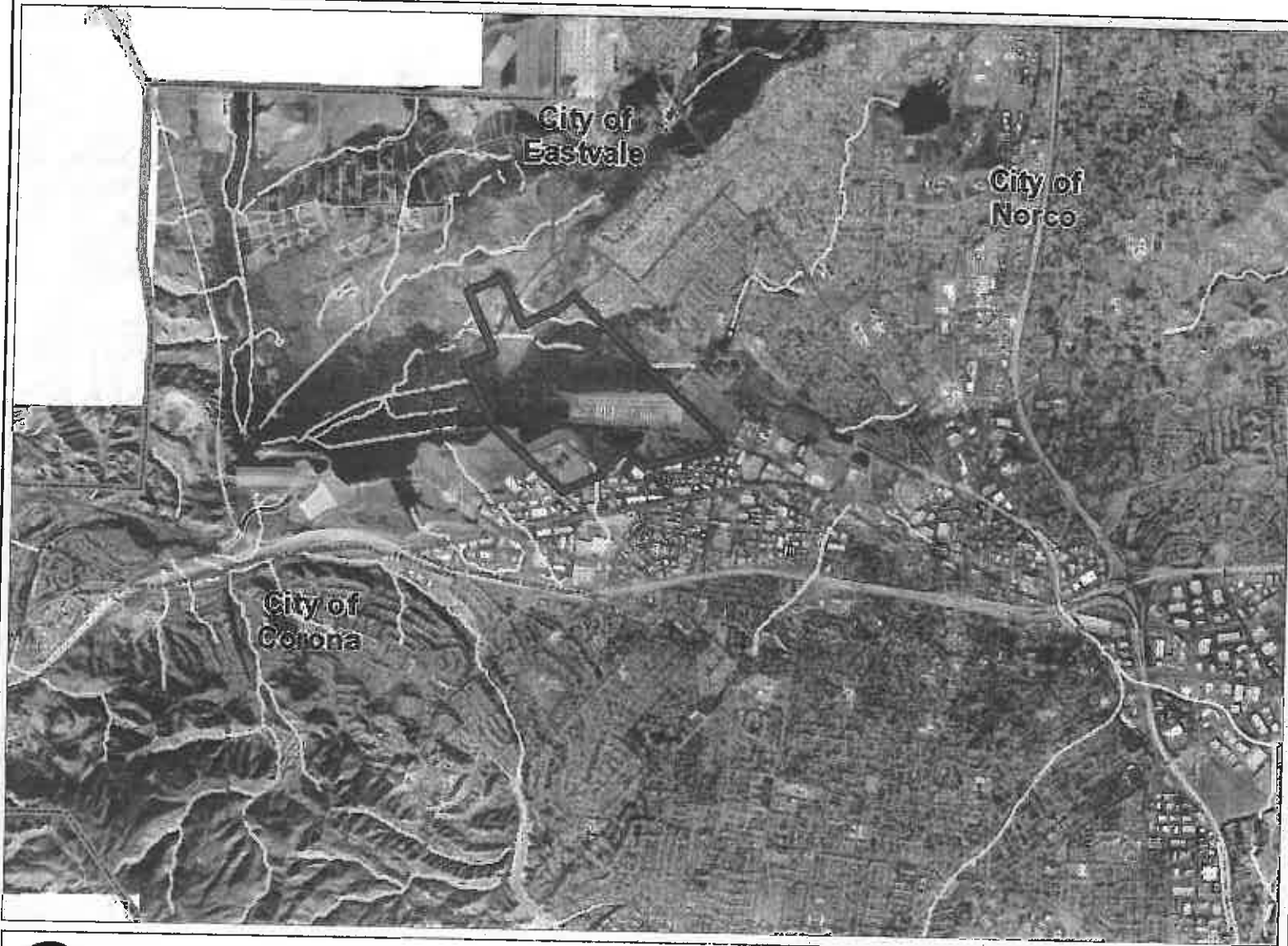


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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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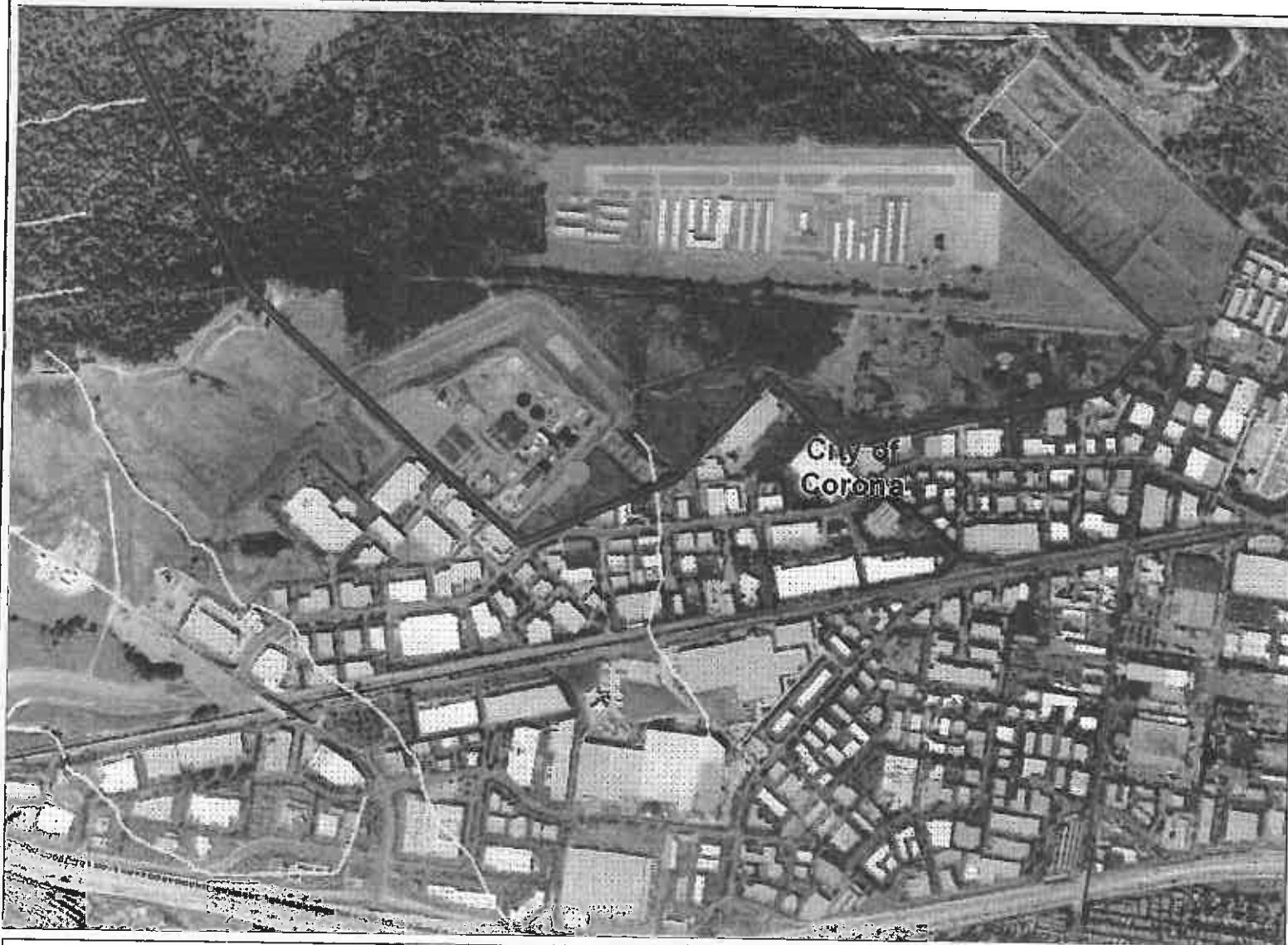


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Notes

Map My County Map



Los Angeles



San Diego

Tijuana Mexico

Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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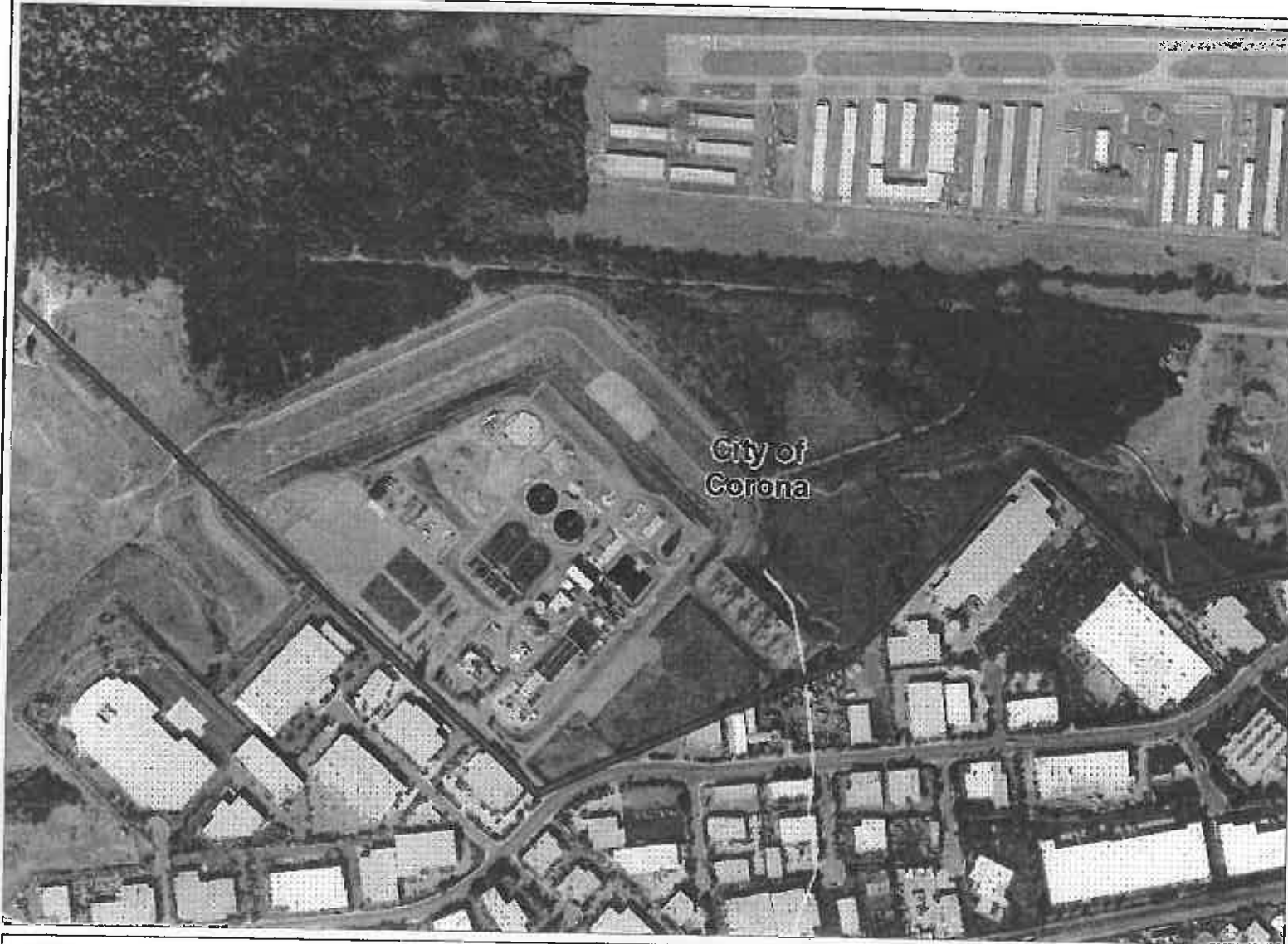
Notes

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Map My County Map



Los Angeles



San Diego

Tijuana Mexico

Legend

- Blue Line Streams
- City Areas
- World Street Map



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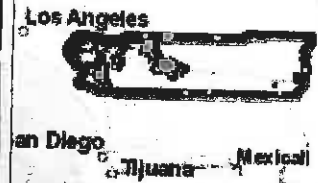
Notes

0 758 1,516 Feet

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Map My County Map



Legend

- Parcels
-  Blue/line Streams
-  City Areas
-  World Street Map



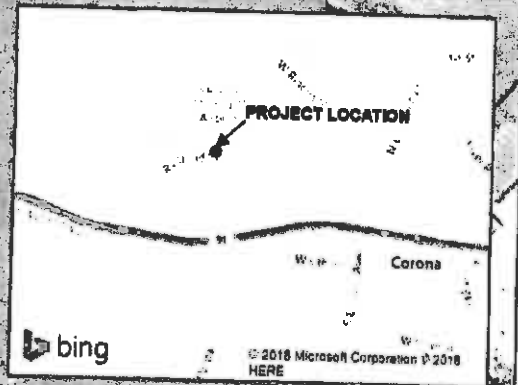
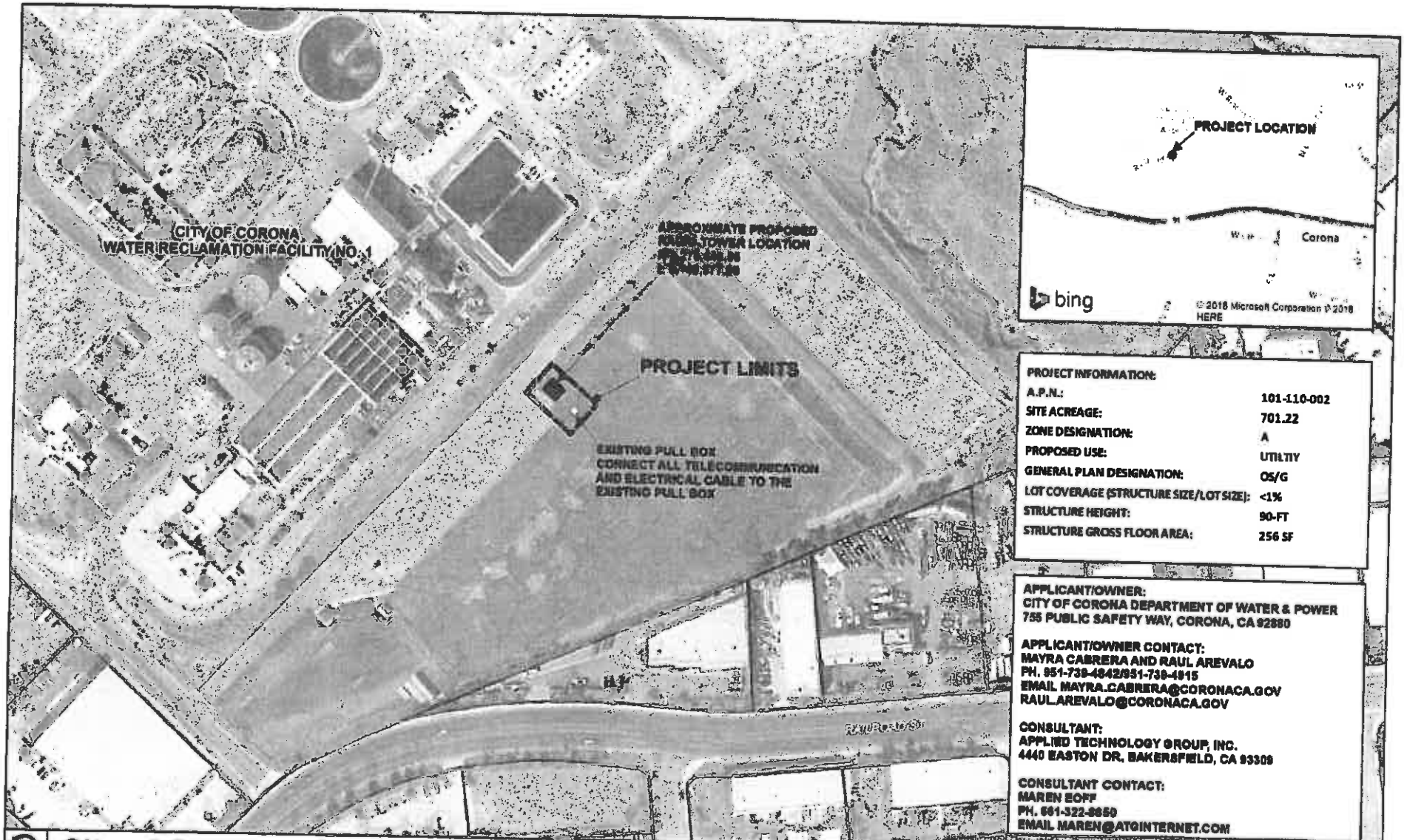
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0 379 758 Feet

REPORT PRINTED ON... 4/19/2019 9:58:31 AM

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Notes



PROJECT INFORMATION:

A.P.N.:	101-110-002
SITE ACREAGE:	701.22
ZONE DESIGNATION:	A
PROPOSED USE:	UTILITY
GENERAL PLAN DESIGNATION:	OS/G
LOT COVERAGE (STRUCTURE SIZE/LOT SIZE):	<1%
STRUCTURE HEIGHT:	90-FT
STRUCTURE GROSS FLOOR AREA:	256 SF

APPLICANT/OWNER:
 CITY OF CORONA DEPARTMENT OF WATER & POWER
 755 PUBLIC SAFETY WAY, CORONA, CA 92880

APPLICANT/OWNER CONTACT:
 MAYRA CABRERA AND RAUL AREVALO
 PH. 951-739-4842/951-739-4915
 EMAIL MAYRA.CABRERA@CORONACA.GOV
 RAUL.AREVALO@CORONACA.GOV

CONSULTANT:
 APPLIED TECHNOLOGY GROUP, INC.
 4440 EASTON DR, BAKERSFIELD, CA 93308

CONSULTANT CONTACT:
 MAREN EOFF
 PH. 801-322-8850
 EMAIL MAREN@ATOGINTERNET.COM

 **City of Corona**
 Department of Water and Power
 755 Public Safety Way
 Corona, CA 92880



Site Location Map
 WRF No. 1 Telecommunication Tower | August 17, 2018



City of Corona
Department of Water and Power
"Protecting Public Health"

Office: 951.736.2234
Fax: 951.735.3786

755 Public Safety Way
Corona, CA 92880 – www.CoronaCa.gov

Detailed Project Description

April 12, 2019

To Whom It May Concern,

City of Corona Department of Water and Power (DWP) is proposing to construct a 90-foot self-supporting telecommunication tower at the Water Reclamation Facility No. 1 (WRF 1) located at APN 101-110-002. The purpose of the new tower installation is to provide telecommunication to City facilities. Below details the characteristics of the tower and surrounding area.

Proposed Land Use and Surrounding Uses

The existing land is used for the wastewater treatment (WRF 1), public park (Butterfiled Park) and the Corona Airport. The proposed land use is for a new telecommunication tower for the wastewater treatment facility and other City owned facilities. North of this property is a channel that leads to Prado Dam and the Santa Ana River. East, south and west of this property is light industrial.

Site Design, Architecture and Material

The tower will be assembled of metal and equipped with antennas, microwave dishes, and a waveguide ladder.

Parking and Access

Access to this site is available from Railroad Road and there is a large parking lot next to the proposed tower location.

Landscaping

There is no landscaping at this site.

Fencing

The telecommunication tower will be installed in an area of the lot that is enclosed by a 6-ft tall chain link fence.

THE CITY OF

CORONA, CALIFORNIA

DEPARTMENT OF WATER AND POWER

WATER RECLAMATION FACILITY NO. 2 TELECOMMUNICATION TOWER

PROJECT NO. 2018-04

DECEMBER 2018



CITY COUNCIL

KAREN SPIEGEL, MAYOR

EUGENE MONTANEZ, VICE MAYOR

DICK HALEY

RANDY FOX

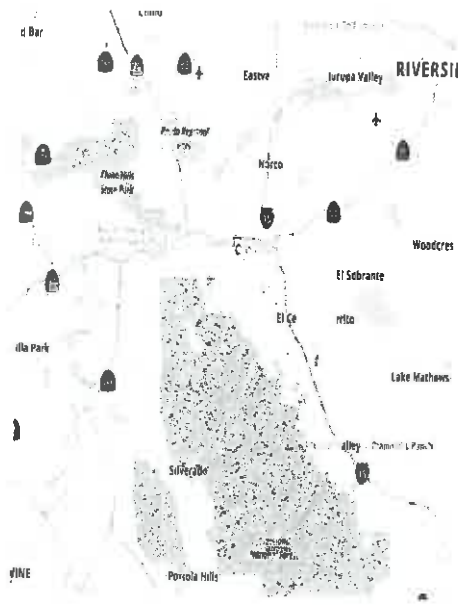
JASON SCOTT

CITY MANAGER

DARRELL TALBERT

CITY TREASURER

CHAD WILLARDSON



VICINITY MAP

EMERGENCY TELEPHONE NUMBERS

EMERGENCY

CORONA POLICE DEPARTMENT 911 OR (951) 736-2333
CORONA FIRE DEPARTMENT 911 OR (951) 736-2222
CORONA COMMUNITY HOSPITAL (951) 736-4343

OTHERS

COP OPERATIONS MANAGER - KATIE HICKETT (951) 279-3001 OR (951) 545-0018
COP CHIEF/WATER OPERATOR - JUSTIN AMON (951) 736-2491 OR (951) 453-1338



LOCATION MAP

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
SHEET 1	T-1 COVER AND GENERAL NOTES
SHEET 2	T-2 INSPECTION AND GENERAL NOTES
SHEET 3	S-1 TKO-90'-305K SS TOWER ELEVATION
SHEET 4	S-2 TKO-90'-305K SS TOWER FOUNDATION
SHEET 5	S-3 TKO-305X 20" SECTION ASSEMBLY
SHEET 6	S-4 TKO-305X LEG WELDMENT
SHEET 7	S-5 TKO-304X 20" SECTION ASSEMBLY
SHEET 8	S-6 TKO-304X LEG WELDMENT
SHEET 9	S-7 TKO-303 20" SECTION ASSEMBLY
SHEET 10	S-8 TKO-303 LEG WELDMENT
SHEET 11	S-9 TKO-302X 20" SECTION ASSEMBLY
SHEET 12	S-10 TKO-302X LEG WELDMENT
SHEET 13	S-11 TKO-302SN 10" SECTION ASSEMBLY
SHEET 14	S-12 TKO-302SN 10" LEG WELDMENT
SHEET 15	S-13 TOP CAP ASSEMBLY
SHEET 16	S-14 HAST FLANGE ASSEMBLY
SHEET 17	S-15 CLIMB LADDER ASSEMBLY
SHEET 18	S-16 WAVEGUIDE LADDER ASSEMBLY
SHEET 19	S-17 DISH MOUNT ASSEMBLY
SHEET 20	S-18 BGC-3 GROUNDING INSTALLATION



<p>DATE: 12/11/18 DRAWN BY: J. AMON CHECKED BY: J. AMON SCALE: AS SHOWN</p>	<p>DESIGNED BY: J. AMON DATE: 12/11/18</p>	<p>PROJECT NO.: 2018-04 SHEET NO.: T-1</p>	<p>CITY OF CORONA WATER RECLAMATION FACILITY NO. 2 TELECOMMUNICATION TOWER TITLE PAGE</p>	<p>DATE: 12/11/18 SHEET NO.: T-1</p>
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**NOTES:
UNLESS OTHERWISE SPECIFIED**

1. THE GENERAL CONTRACTOR MUST VERIFY ALL DIMENSIONS, CONDITIONS AND ELEVATIONS BEFORE STARTING WORK. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE ENGINEER AND SHALL BE RESOLVED BEFORE PROCEEDING WITH THE WORK. ALL WORK SHALL BE PERFORMED IN A WORKMANLIKE MANNER IN ACCORDANCE WITH ACCEPTED CONSTRUCTION PRACTICES.
2. NOTES AND DETAILS ON THESE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES.
3. THE DETAILS ON THESE DRAWINGS SHALL APPLY IN ALL CASES UNLESS SPECIFICALLY SHOWN OTHERWISE. WHERE NO DETAIL IS SHOWN, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK.
4. IT IS THE INTENTION OF THESE DRAWINGS TO SHOW THE COMPLETED INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY BRACING, SHORING, TIES, FORMWORK, ETC. IN ACCORDANCE WITH ALL NATIONAL, STATE, AND LOCAL ORDINANCES, TO SAFELY EXECUTE ALL WORK AND SHALL BE RESPONSIBLE FOR SAME. ALL WORK SHALL BE IN ACCORDANCE WITH LOCAL CODES.
5. THE CONTRACTOR SHALL USE ADEQUATE NUMBERS OF SKILLED WORKMEN WHO ARE THOROUGHLY TRAINED AND EXPERIENCED IN THE NECESSARY CRAFTS, AND WHO ARE COMPLETELY FAMILIAR WITH THE SPECIFIED REQUIREMENTS AND METHODS NEEDED FOR PROPER PERFORMANCE OF THE WORK.
6. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.
7. THE TOWER DESIGN DOES NOT INCLUDE STRESSES DUE TO ERECTION AND/OR TRANSPORTATION SINCE ERECTION EQUIPMENT AND METHODS ARE UNKNOWN.
8. TOWER GROUNDING SHALL COMPLY WITH ALL LOCAL AND NATIONAL CODES. GROUNDING TO BE DONE BEFORE ERECTION.
9. THE TOWER IS DESIGNED TO SUPPORT ONLY THE ANTENNAS AS SHOWN ON THE DRAWINGS. THE ENGINEER WILL NOT BE RESPONSIBLE FOR OVERSTRESS CONDITIONS WHICH MAY OCCUR DUE TO DEVIATIONS IN ANTENNA SIZES AND/OR LOCATIONS FROM THOSE SHOWN ON THE DRAWINGS.
10. ALL WORK SHALL COMPLY WITH OSHA SAFETY REQUIREMENTS, PROCEDURES FOR THE PROTECTION OF EXCAVATIONS, EXISTING CONSTRUCTION AND UTILITIES SHALL BE ESTABLISHED PRIOR TO FOUNDATION INSTALLATION.
11. ALL FACE WIDTHS ARE FROM CENTER LINE OF PIPE.
12. STEEL PIPE CONFORMS TO ASTM A53. PLATES, BAR, AND ANGLE CONFORMS TO ASTM A36. STRUCTURAL TUBING CONFORMS TO ASTM A-513 C1020 DOM TYPE S. ALL WELDING CONFORMS TO A.W.S. D1.1 LATEST REVISION. ALL GALVANIZING CONFORMS TO ASTM A-123 AND A-153 FOR HARDWARE.
13. THIS PROJECT CONSISTS OF:

INSTALLING 90' SELF SUPPORT TOWER COMPLETE WITH FOUNDATION, ANTENNA MOUNT, CLIMB LADDER, WAVEGUIDE LADDER AND TOP CAPS.

TKD-90'-305X SELF SUPPORT TOWER

CITY OF CORONA, WRF #1

MATERIAL SPECIFICATION:

SHAPES ASTM-A36
PIPE ASTM A-53 GRADE B
HSS ASTM A500 GRADE B

GALVANIZED PER ASTM A123 AND 153

ALL ASTM A325 BOLTS ARE TO BE TIGHTENED TO A SNUG TIGHT CONDITION.

A SNUG TIGHT CONDITION IS DEFINED AS THE TIGHTNESS THAT EXISTS WHEN ALL PILES IN A JOINT ARE IN FIRM CONTACT. THIS MAY BE ATTAINED BY A FEW IMPACTS OF AN IMPACT WRENCH OR THE FULL EFFORT OF A MAN USING AN ORDINARY SPUD WRENCH.

REF.: "SPECIFICATION FOR ASTM A325 OR A490 BOLTS" MANUAL OF STEEL CONSTRUCTION. ALLOWABLE STRESS DESIGN. AISC. 14TH EDITION, 2011. PAGE 16.2d1.

INSPECTION PROGRAM:

1. ALL WELDING SHALL BE INSPECTED BY AN APPROVED TESTING AGENCY IN ACCORDANCE WITH THE CBC 2016. SUBMIT INSPECTOR QUALIFICATION IN ACCORDANCE WITH CBC 2016 PRIOR TO OBTAINING BUILDING PERMIT. SUBMIT INSPECTION REPORTS TO THE DEVELOPMENT DEPARTMENT, BUILDING AND SAFETY SERVICE DIVISION PRIOR TO OCCUPANCY.
2. ALL HIGH-STRENGTH BOLTING SHALL BE INSPECTED BY AN APPROVED TESTING AGENCY IN ACCORDANCE WITH THE CBC 2016. SUCH INSPECTION MAY BE PERFORMED ON A PERIODIC BASIS IN ASSURANCE WITH THE REQUIREMENTS OF THE CBC 2016. SUBMIT INSPECTOR QUALIFICATIONS IN ACCORDANCE WITH CBC 2016 PRIOR TO OBTAINING BUILDING PERMIT. SUBMIT INSPECTION REPORTS TO THE DEVELOPMENT DEPARTMENT, BUILDING AND SAFETY SERVICES DIVISION PRIOR TO OCCUPANCY.
3. PROVIDE INSPECTION FOR DRILL-IN-PLACE PILES, CAISSONS OR PAD BY AN APPROVED TESTING AGENCY IN ACCORDANCE WITH THE CBC 2016. SUBMIT INSPECTOR QUALIFICATIONS IN ACCORDANCE WITH CBC 2016 PRIOR TO OBTAINING BUILDING PERMIT. SUBMIT INSPECTION REPORTS TO THE DEVELOPMENT DEPARTMENT, BUILDING AND SAFETY SERVICES DIVISION PRIOR TO OCCUPANCY.

TOWER DESIGN LOADING

WIND LOAD: 2016 CBC 1609A.1.1. ASCE7-16 BASIC WIND SPEED 102 MPH
ANSI/TIA-222-H
EXPOSURE C. STRUCTURE CLASS III
TOPOGRAPHY CATEGORY I WITH A CREST HEIGHT 0'
FOUNDATION REACTIONS: SHEAR=10 kips, AXIAL= 10 kips,
MOMENT= 519 kip ft. LOAD COMBINATION 1.20 + 1.00

LADDER INFORMATION

ELEVATION	LOCATION	TYPE	MOUNTING
0 TO 90'	OUTSIDE FACE	LADDER	CHANNEL

ENGINEER: TASHJIAN TOWERS CORP.
KARL K. TASHJIAN
2785 S. TEMPERANCE AVE.
FOWLER CA. 93625
WORK (559) 834-4300
FAX (559) 834-4377
MOBILE (559) 284-9707
RCE #35542

TEST AGENCY: SALEM ENGINEERING GROUP, INC.
4729 W. JACQUELYN AVENUE
FRESNO, CA 93722

CONTRACTOR: APPLIED TECHNOLOGY GROUP, INC.
4440 EASTON DRIVE
BAKERSFIELD, CA 93309

DYMER: CITY OF CORONA

LOCATION: WRF #1
CORONA, CA

APH: 101-110-002

Underground Service Alert



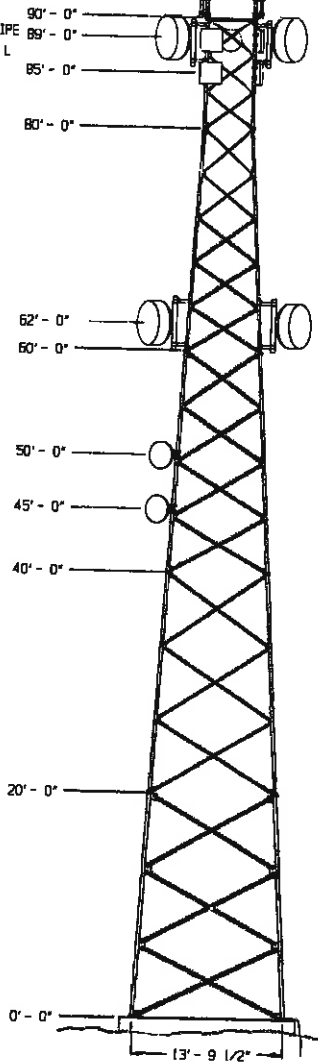
Call TOLL FREE
1-800-424-1133
or 800-424-1133

Project No.	Sheet No.	Sheet Title	Revision	Date	Author	Checker	Approver	Scale	Notes

CITY OF CORONA
WATER RECLAMATION FACILITY NO. 2
TELECOMMUNICATION TOWER
INSPECTION AND GENERAL NOTES

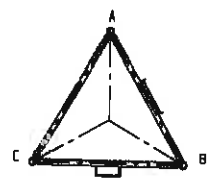
LEG, 2" SCH 40 (.154 W) PIPE
 BRACE, 1 3/4 X 1 3/4 X 3/16 L
 FB 4 # 5/8", BB 1 # 1/2"

LEG, 3" SCH 80 (.300 WALL) PIPE	LEG, 2 1/2" SCH 40 (.203 W) PIPE	LEG, 2" SCH 80 (.218 W) PIPE
BRACE, 2 1/2 X 2 1/2 X 3/16 L	BRACE, 1 3/4 X 1 3/4 X 3/16 L	BRACE, 1 3/4 X 1 3/4 X 3/16 L
FB 4 # 1", BB 2 # 5/8"	FB 4 # 3/4", BB 1 # 5/8"	FB 4 # 5/8", BB 1 # 1/2"



ELEVATION VIEW

ANTENNA INFORMATION						
TOWER #	ELEVATION	QUANTITY	ANT. TYPE	AZIM	PROJ. AREA	LINE SIZE
(1) (2) (3)	90'	3 EA.	OMNI DIRP ANTENNA	N/A	2.0 SQ FT	3 # 7/8"
(4) (5)	85'	2 EA.	4' HP MICROWAVE DISH	N/A	12.54 SQ FT	2 # 7/8"
(6)	85'	1 EA.	2' MICROWAVE DISH	N/A	3.14 SQ FT	1 # 7/8"
(7) (8)	85'	2 EA.	PANEL ANTENNA	N/A	4.8 SQ FT	2 # 7/8"
(9) (10)	85'	2 EA.	PANEL ANTENNA	N/A	4.8 SQ FT	2 # 7/8"
(11) (12)	62'	2 EA.	4' HP MICROWAVE DISH	N/A	12.54 SQ FT	2 # 7/8"
(13)	50'	1 EA.	2' MICROWAVE DISH	N/A	3.14 SQ FT	1 # 7/8"
(14)	45'	1 EA.	2' MICROWAVE DISH	N/A	3.14 SQ FT	1 # 7/8"



PLAN VIEW

12	1		BOK-3 GROUNDING KIT
11	-		-
10	3		DISH MOUNT ASSEMBLY
9	1		WAVELENGTH LADDER ASSEMBLY
8	1		CLIMB LADDER ASSEMBLY
7	3		TEP CAP ASSEMBLY
6	3		WAST FLANGE ASSEMBLY
5	1		TKD-30 10' SECTION ASSEMBLY
4	1		TKD-30X 20' SECTION ASSEMBLY
3	1		TKD-303 20' SECTION ASSEMBLY
2	1		TKD-304X 20' SECTION ASSEMBLY
1	1		TKD-305XB 20' SECTION ASSEMBLY

PARTS LIST

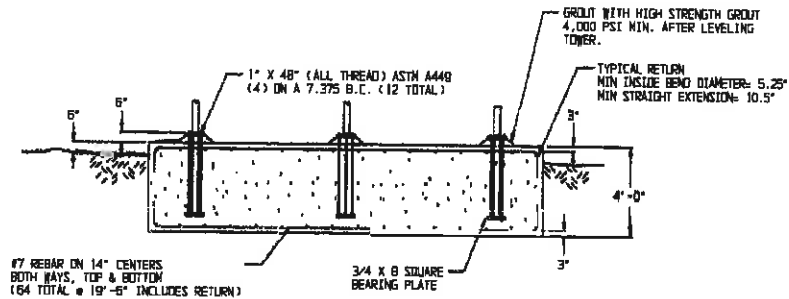
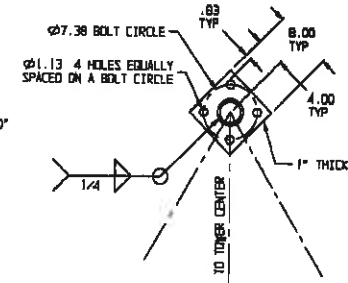
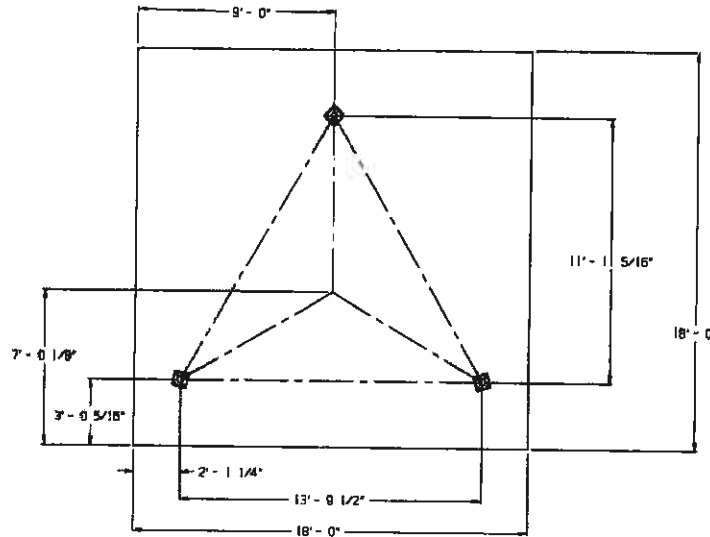


City of Trowa
 WATER RECLAMATION FACILITY NO. 2
 TELECOMMUNICATION TOWER
 TKD-307-30X TOWER ELEVATION

GENERAL CONCRETE AND FOUNDATION NOTES:

1. THE CONCRETE SHALL CONSIST OF 5.5 SACKS OF CEMENT PER CUBIC YARD, 1" AGGREGATE MAXIMUM, AND 6.0 GALLONS OF WATER PER 94 LB SACK OF TYPE 2 CEMENT, FOR A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS. THE SLUMP SHALL NOT EXCEED 4.5" PLUS OR MINUS .25 INCHES.
2. FABRICATIONS DETAILS SHALL CONFORM TO THE A.C.I. MANUALS OF STANDARD PRACTICE.
3. SPLICES IN REINFORCING STEEL SHALL BE LAPPED 40 DIAMETERS MINIMUM.
4. ALL REBAR, ANCHOR BOLTS, BEARING PLATES AND OTHER MEMBERS OF THE FOUNDATIONS SHALL BE WELL SECURED PRIOR TO POURING CONCRETE.
5. ALL CONCRETE SHALL HAVE STEEL TROWEL FINISH.
6. ANCHOR BOLTS TO BE ASTM A449 GALVANIZED.
7. ALL REINFORCING STEEL SHALL HAVE A MINIMUM CONCRETE COVER OF 3" FOR SURFACES POURED AGAINST EARTH AND 2" OF FORMED SURFACES EXPOSED TO GROUND OR WEATHER.
8. ALL WORK SHALL CONFORM TO THE 2016 CBC.
9. THE SOIL SHALL MEET OR EXCEED THE SOIL DESCRIBED IN THE GEOTECHNICAL INVESTIGATION PERFORMED BY SALEM ENGINEERING GROUP, PROJECT REPORT NO. 3-218-0463, DATED: JUNE 12, 2016.
10. NO WELDING OF REBAR IS REQUIRED WITH THE EXCEPTION OF TACKING THE REBAR CAGE. NO SPECIAL INSPECTION IS REQUIRED.
11. THE BOTTOM OF THE EXCAVATION SHALL BE CLEAR AND FREE OF LOOSE SOIL. SAFETY PRECAUTIONS SHALL BE USED TO INSURE THE EXCAVATION PRESENTS NO HAZARDS TO OTHERS IF LEFT UNATTENDED.
12. THE FOOTING SHALL PENETRATE AND BEAR UPON ROCK. ALL BACKFILL SOIL SHALL HAVE A MINIMUM IN PLACE DENSITY OF 90 % OF THE MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT ESTABLISHED BY ASTM-D1557-70.
13. REINFORCING STEEL SHALL MEET ASTM A615-76A GRADE 40 FOR #5 AND SMALLER AND GRADE 60 FOR #6 AND LARGER.

VC = 48 CUBIC YARDS



Building By: _____ Date: _____		Checked By: _____ Date: _____		Approved by: _____ Date: _____		Approved by: _____ Date: _____		CITY OF CORONA WATER RECLAMATION FACILITY NO. 2 TELECOMMUNICATION TOWER 100-92-302N SS TOWER FOUNDATION		SHEET NO.: S-2 OF 14
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SCALE: 1" = 30"

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 6, 2019

Mr. Jay Olivas, Urban Regional Planner IV
Riverside County Planning Department
77-588 El Duna Court, Suite H
Palm Desert, CA 92211

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lerron St., 14th Floor,
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

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

File No.: ZAP1076BD19
Related File No.: PPT180035 (Plot Plan)
APN: 609-171-011

Dear Mr. Olivas:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed Riverside County Case No. PP180035 (Plot Plan), a proposal to construct a 3-unit apartment triplex on a 0.32-acre lot located on the southerly side of 42nd Avenue, easterly of its intersections with Adams Street and with Hermitage Drive, and westerly of its intersection with Hopewell Avenue.

The site is located within Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area (AIA), which restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The project proposes a 3-unit apartment triplex on 0.32 acres, resulting in a density of 9.4 dwelling units per acre which is consistent with the upper Compatibility Zone D residential density criterion.

The site is closer to the westerly terminus of Runway 10-28 at Bermuda Dunes Airport (approximately 2,530 feet) than to its easterly terminus (approximately 4,300 feet), but, due to the lower elevation of the runway at its easterly terminus (39 feet above mean sea level [AMSL], in contrast to 73 feet AMSL at the westerly terminus), the easterly terminus is more critical in the determination of notice requirements for this property located southerly of the runway. At a distance of approximately 4,300 feet from the runway, FAA review would be required for any structures with top of roof exceeding 82 feet AMSL. (The critical number at the westerly terminus would be 98 feet AMSL in this case.) The project finished floor elevation is 80 feet AMSL, and the maximum height of its proposed structures is 16.5 feet, for a maximum top point elevation of 96.5 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 2018-AWP-3758-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 May 2, 2019. 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 2004 Bermuda Dunes Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

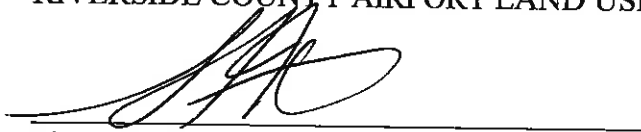
CONDITIONS:

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, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable.
2. The Plot Plan proposes the establishment of a residential triplex. The following uses are not included in the Plot Plan and shall be prohibited on this site, in accordance with Note 4 on Table 4 of the Western Coachella Valley Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and tenants of the proposed building, and shall be recorded as a deed notice in the event of sale.
4. The Federal Aviation Administration has conducted an aeronautical study of the proposed building (Aeronautical Study No. 2019-AWP-3758-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
5. The maximum height of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 16.5 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 96.5 feet above mean sea level.

6. 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 building height or elevation shall not require further review by the Airport Land Use Commission.
7. Temporary construction equipment used during actual construction of the structure shall not exceed 16 feet in height and a maximum elevation of 96 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
8. 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.
9. No detention basins are depicted on the plans submitted to ALUC. Any detention basins installed on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study Number: 2019-AWP-3758-OE

cc: Ricardo Aguilar (representative)
Juan Garcia and Amalia Reyes (property owners)
Ann Goodwyn, Airport Manager, Bermuda Dunes Executive Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1076BD19\ZAP1076BD19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2019-AWP-3758-OE

Issued Date: 05/02/2019

Ricardo Aguilar
 CADDworks, inc.
 31475 Calle Helene
 Thousand Palms, CA 92276

**** 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 Triplex
Location:	Indio, CA
Latitude:	33-44-36.61N NAD 83
Longitude:	116-16-56.81W
Heights:	80 feet site elevation (SE) 16 feet above ground level (AGL) 96 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/02/2020 unless:

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

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

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

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

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

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

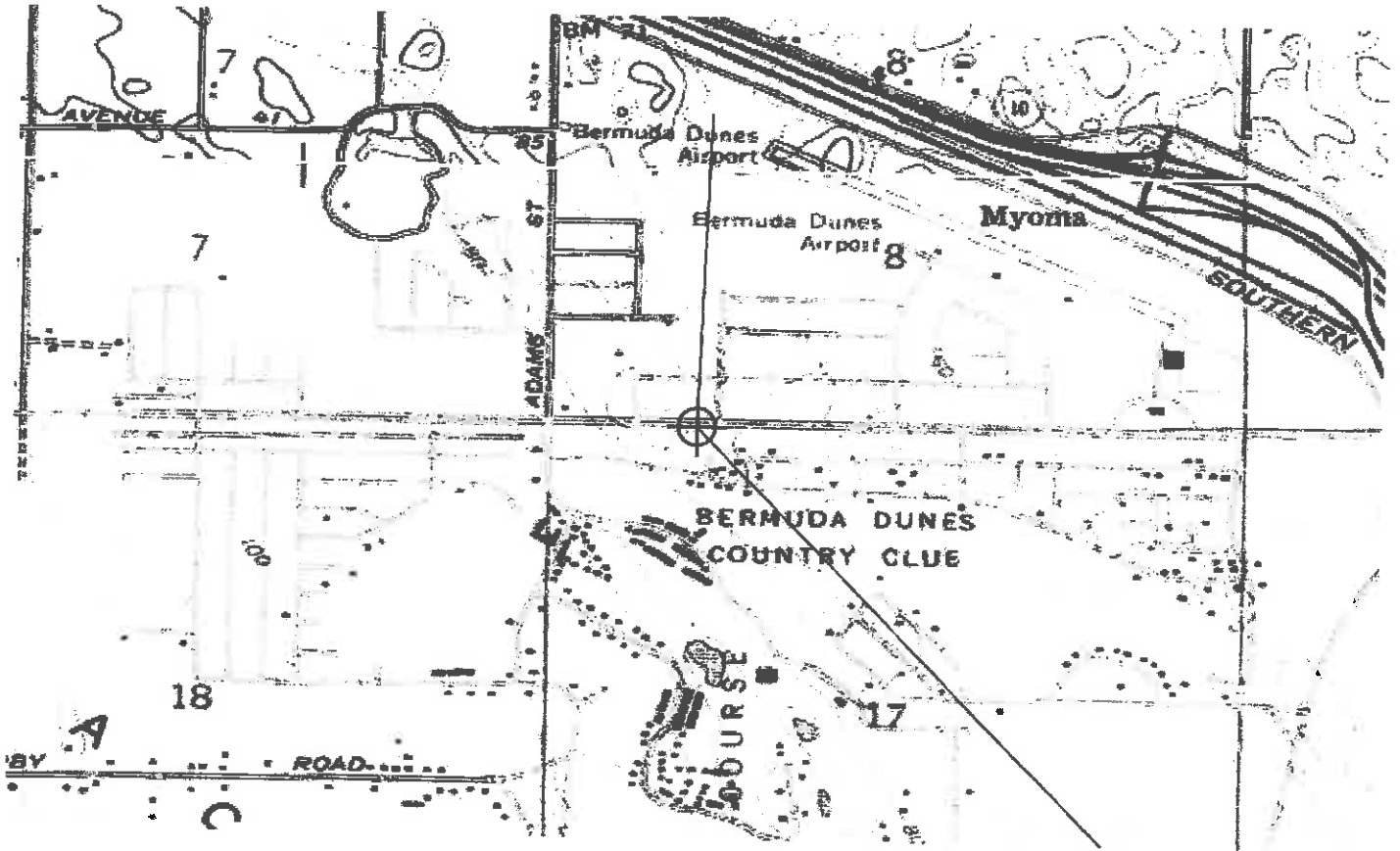
If we can be of further assistance, please contact our office at (424) 405-7642, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-3758-OE.

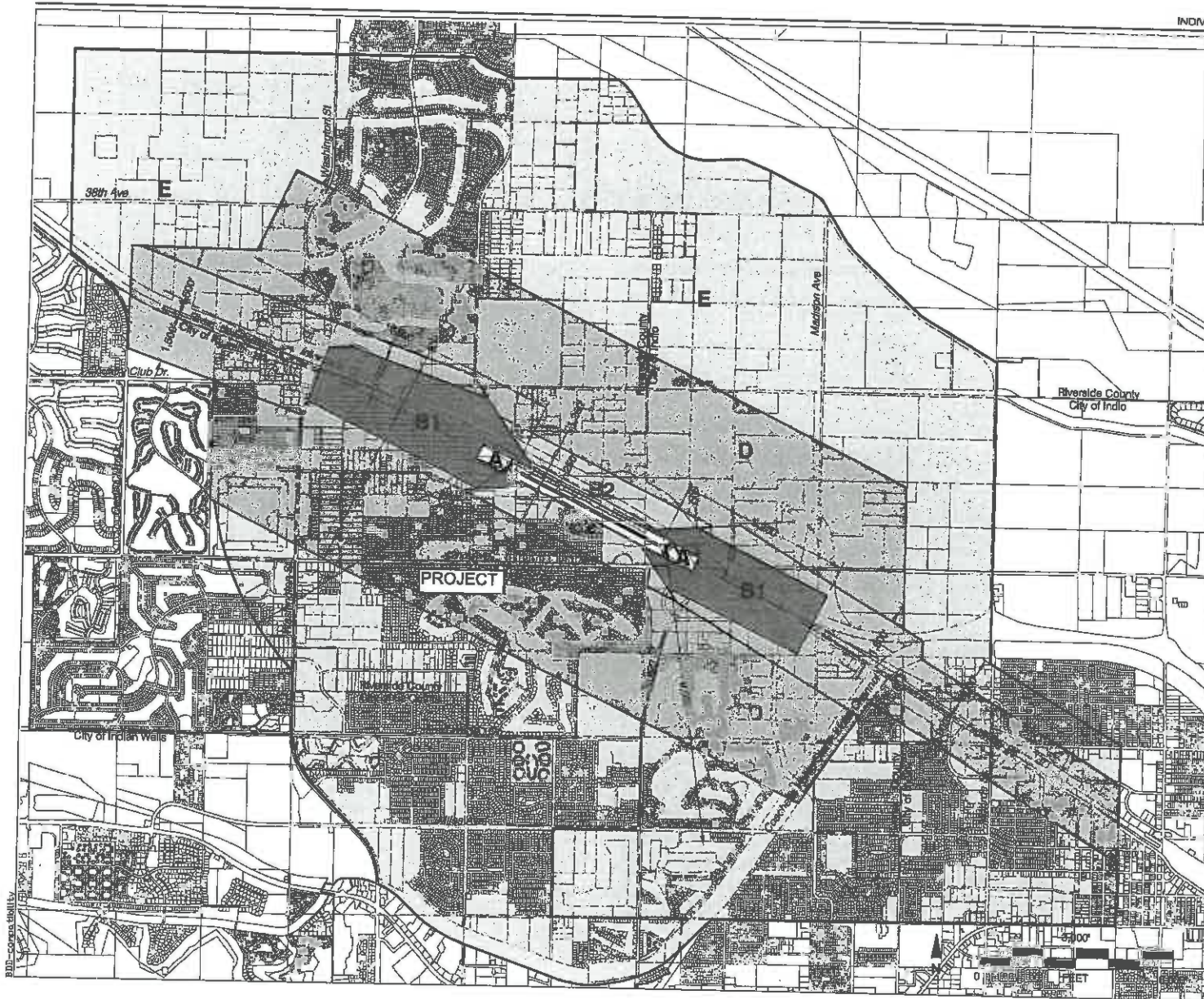
Signature Control No: 401328227-404502474

LaDonna James
Technician

(DNE)

Attachment(s)
Map(s)





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

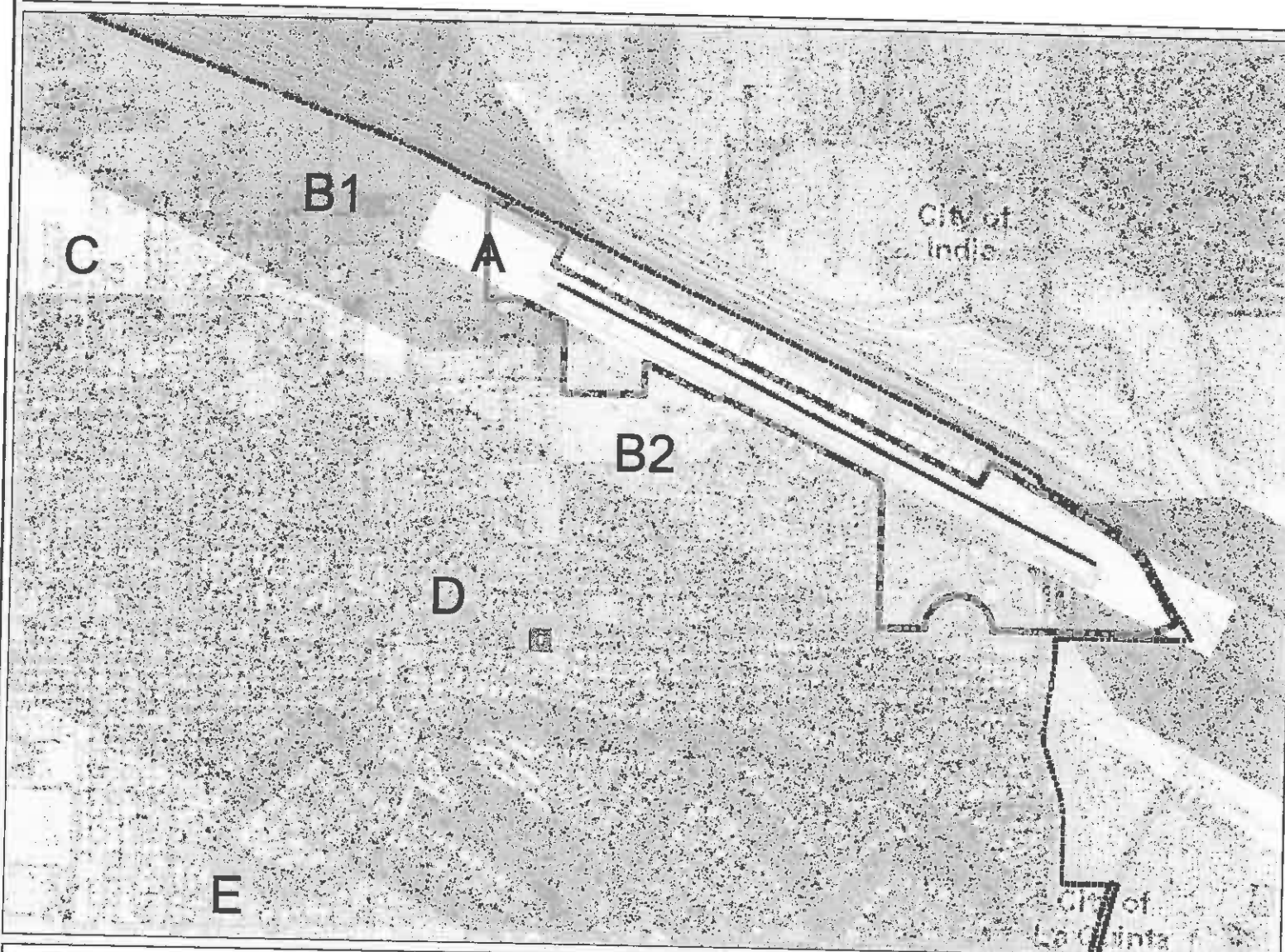
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BD-1

Compatibility Map
Bermuda Dunes Airport

Map My County Map



Legend

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



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

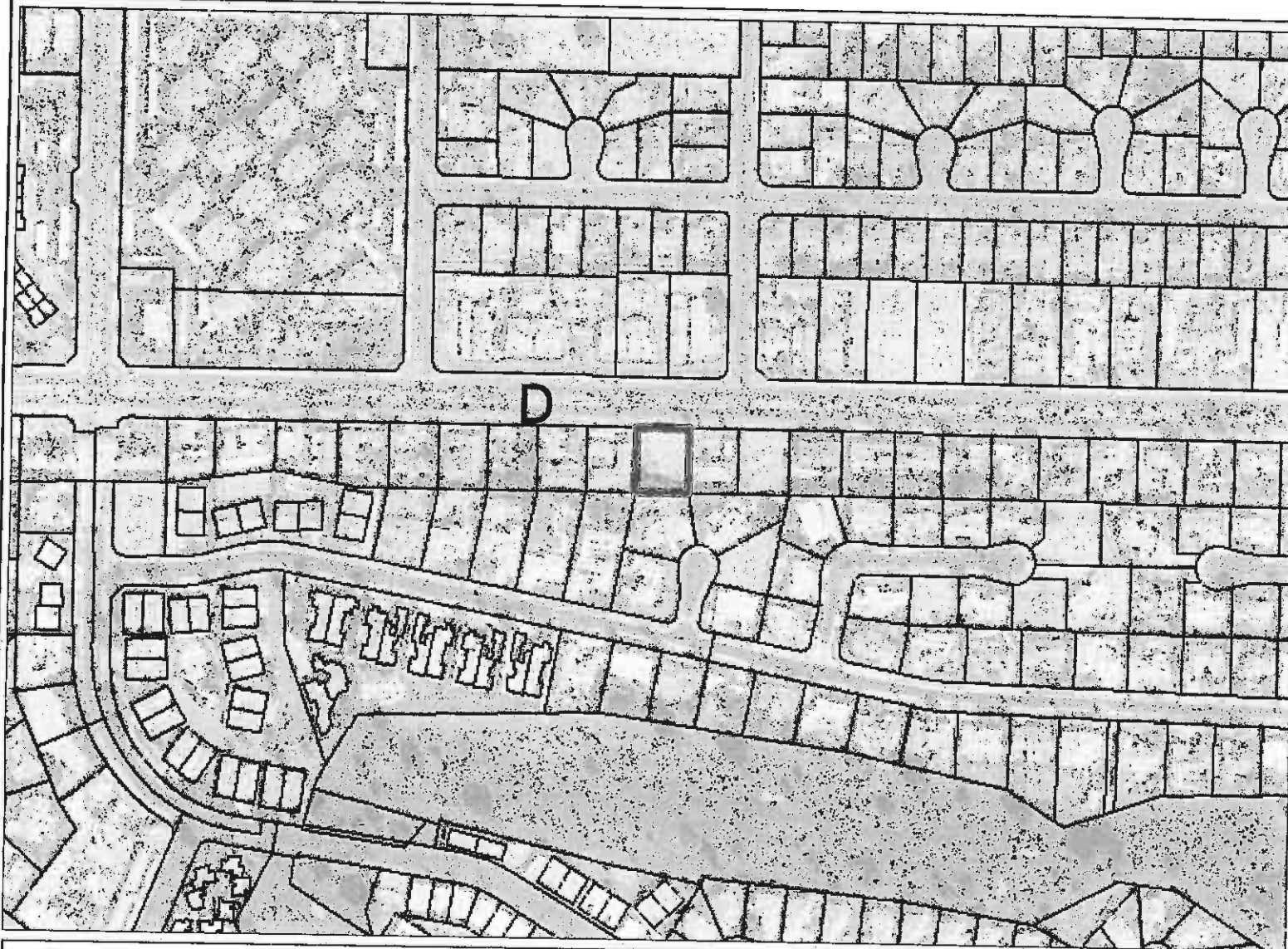


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Notes

Map My County Map



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



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

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



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0 379 758 Feet

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Notes

Map My County Map



Legend

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



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

0 189 379 Feet

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Notes

NEW TRIPLEX FOR:

JUAN GARCIA

**AVENUE 42
BERMUDA DUNES, CA. 92203**

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT IMMEDIATELY.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.
3. ANY CHANGE ORDER MUST BE APPROVED BY THE ARCHITECT PRIOR TO CONSTRUCTION. ANY CHANGE ORDER MUST BE APPROVED BY THE ARCHITECT PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.
5. ALL DIMENSIONS OF FINISH FLOOR TO FINISH FLOOR UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS OF FINISH FLOOR TO FINISH FLOOR UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS OF FINISH FLOOR TO FINISH FLOOR UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS OF FINISH FLOOR TO FINISH FLOOR UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS OF FINISH FLOOR TO FINISH FLOOR UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS OF FINISH FLOOR TO FINISH FLOOR UNLESS OTHERWISE NOTED.

CODE CONFORMANCE

The California Building Standards Commission Certified the Adopted Area Approval of New Building Codes For The State of California. Energy Code Within The State of California To Adopt And Enforce These New Codes.

The Codes Below Will Be Effective In Riverside On Jan. 1st, 2021.

2016 California Building Code (CBC)
2016 California Fire Code (FC)
2016 California Mechanical Code (CMC)
2016 California Plumbing Code (CPC)
2016 California Electrical Code (CEC)
2016 California Energy Code (CEC)
2016 California Green Building Standards Code

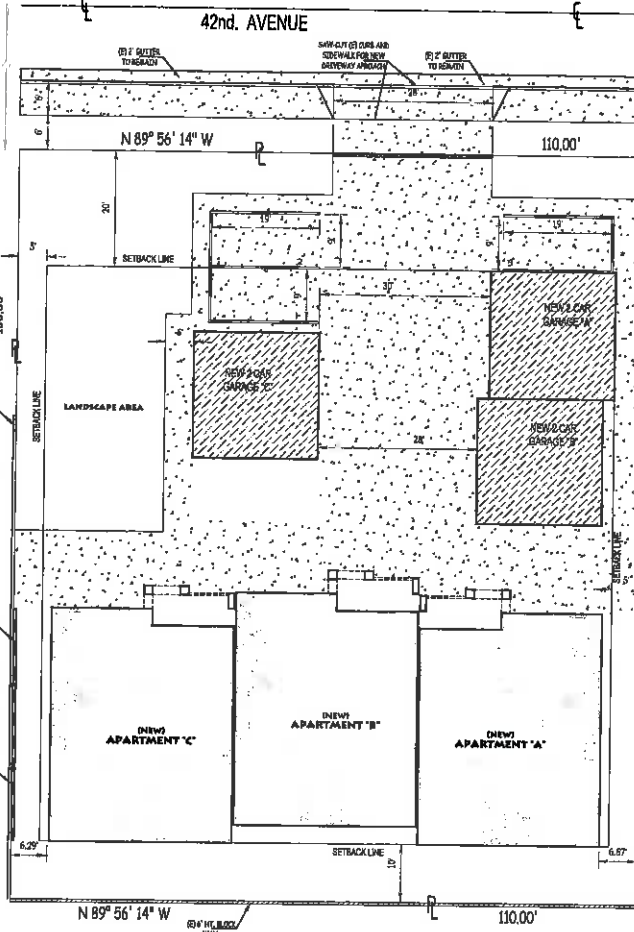
ABBREVIATIONS

ABV	ABOVE	BT.F.F.	FUTURE TOP OF FINISH FLOOR
AC	ADJUSTABLE CONNECTION	CFG	CONCRETE
ADU	ADULT QUARTER	CL	CLIMATE
A.L.	ADJUSTED PROFILE LINE	GA	GRADE
B.C.A.	BUILDING CODE APPROVAL	GRD. BSE	GROUND BOUNDARY
B.F.	BOTTOM OF FINISH FLOOR	GRD. S	GROUND SURFACE
B.O.F.	BOTTOM OF FOUNDATION	H.C.	HANDICAP
B.P.	BEST PRACTICE	H.F.	HIGH POINT
B.S.	BUILDING SURFACE	H.L.	HIGH LEVEL
C.B.	CATCH BASIN	J.	JUNCTION
C.L.	CENTERLINE	M.A.	MECHANICAL
C.D.	CLEARANCE	M.S.	MATERIAL SURFACE
C.F.	CLEARANCE	N.B.	NOT IN CONTRACT
C.F.A.	CONCRETE FINISH	O.C.	ON CENTER
C.F.C.	CONCRETE FINISH	P.L.	PROPERTY LINE
C.F.P.	CONCRETE FINISH	R.C.	REINFORCED CONCRETE
C.F.S.	CONCRETE FINISH	R.F.	REPLACE
C.F.T.	CONCRETE FINISH	R.L.	REINFORCED
C.F.U.	CONCRETE FINISH	R.S.	REINFORCED SURFACE
C.F.V.	CONCRETE FINISH	S.C.	STRUCTURAL
C.F.W.	CONCRETE FINISH	T.O.F.	TOP OF FINISH FLOOR
C.F.X.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.Y.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.Z.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AA.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AB.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AC.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AD.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AE.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AF.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AG.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AH.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AI.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AJ.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AK.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AL.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AM.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AN.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AO.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AP.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AQ.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AR.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AS.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AT.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AU.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AV.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AW.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AX.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AY.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR
C.F.AZ.	CONCRETE FINISH	T.O.P.	TOP OF FINISH FLOOR

HOURS OF CONSTRUCTION

October 1st through April 30th
Monday - Friday: 7:00 A.M. to 5:00 P.M.
Saturday: 8:00 A.M. to 5:00 P.M.
Sunday: None (Government Code Holidays: None)

May 1st through September 30th
Monday - Friday: 8:00 A.M. to 7:00 P.M.
Saturday: 8:00 A.M. to 5:00 P.M.



SHEET INDEX

D1	CS	COVER SHEET & PLOT PLAN
D2	A1.1	TRIPLEX-FLOOR DIMENSION PLAN
D3	A1.2	GARAGES-FLOOR DIMENSION PLAN
D4	A2.1	TRIPLEX-EXTERIOR ELEVATIONS & BLDG. SECTIONS
D5	A2.2	ELECTRICAL/PLUMBING & MECHANICAL PLAN
D6	RP	TRIPLEX/GARAGES ROOF PLAN
D7	T24	ENERGY REPORT
D8	S1	DETAILS
D9	S2	FOUNDATION PLAN
D9	S3	ROOF FRAMING PLAN

PROJECT INFORMATION

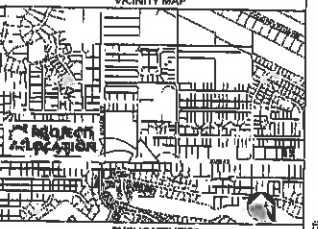
PROJECT NAME:	NEW TRIPLEX (2) 2-CAR GARAGES
ADDRESS:	1644 AVENUE 42, BERMUDA DUNES, CA 92203
OWNER:	JUAN GARCIA
DESIGNER:	RICARDO AGUILAR
DATE:	08/25/2020
SCALE:	AS SHOWN

AREA TABULATION

NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENTAGE
1	NEW TRIPLEX UNIT	1,200.00	9.2%
2	NEW GARAGE	84.00	0.6%
3	NEW PORCH	58.00	0.4%
4	LOT COVERED AREA	1,342.00	10.2%
5	LOT COVERED AREA	1,100.00	8.4%

PROJECT TEAM

ROLE	NAME	CONTACT
ARCHITECT	RICARDO AGUILAR	(951) 228-2888
CLIENT	JUAN GARCIA	(951) 228-2888
OWNER	OSABUDDIGHS CHRIS	(951) 228-2888



PUBLIC UTILITIES

UTILITY	CONTACT	PHONE
WATER	IMPERIAL IRRIGATION DISTRICT	(805) 363-7788
GAS	THE GAS COMPANY	(805) 425-2000
SEWER	FRONTIER	(805) 488-8000
POWER	SPRINKLER	(949) 696-3880
TELEPHONE	FRONTIER	(760) 772-1987
WATER	VIOMBA DUNES WATER DISTRICT	(760) 772-1987
SEWER	COMPELLA VALLEY DISTRICT	(760) 398-2815
SCHOOL	UNIONBROOK SERVICES ALERT	(951) 222-2888
SCHOOL	DESERT SANDS UNIFIED DISTRICT	(760) 777-4330
SOLID WASTE	SURTECC	(760) 340-2143



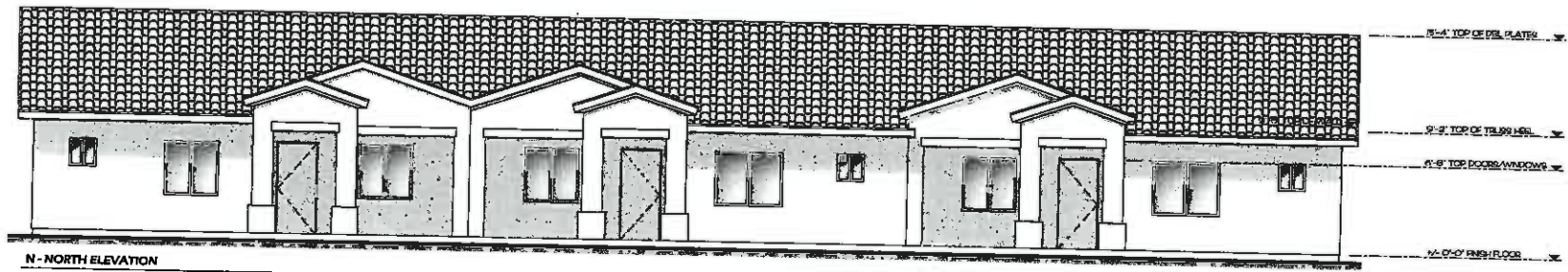
JUAN GARCIA
Ave 42, Bermuda Dunes, California 92203
COVER SHEET & PLOT PLAN

Scale: 1"=10'-0"

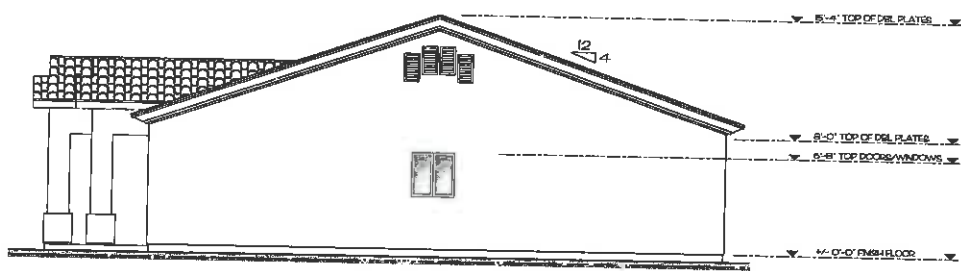
REVISIONS

NO.	DATE	DESCRIPTION
1		PLAN SUBMITTED
2		PLAN REVISION
3		PLAN SUBMITTED

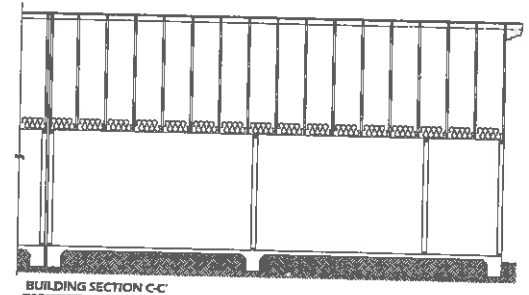




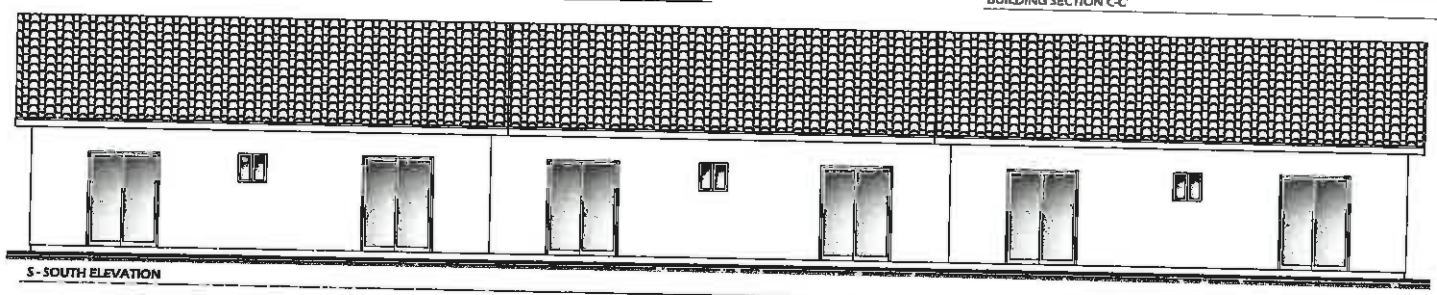
N - NORTH ELEVATION



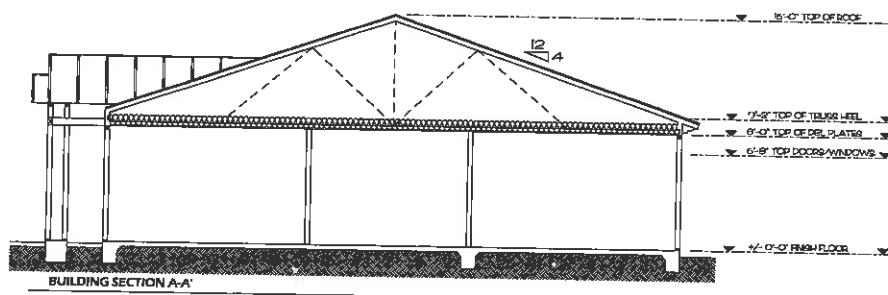
W - WEST ELEVATION



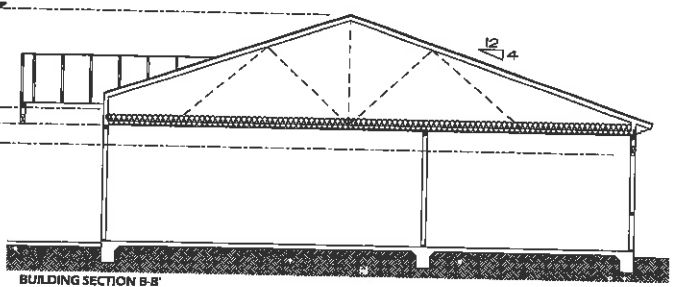
BUILDING SECTION C-C



S - SOUTH ELEVATION



BUILDING SECTION A-A



BUILDING SECTION B-B



LARO WORKS, INC.
 Design & Construction
 Ricardo Aguilar
 0350 272-8933
 4489 822-5922
 CADwork@laroworks.com
 www.laroworks.com
 2700 Wilshire Blvd
 Los Angeles, CA 90010

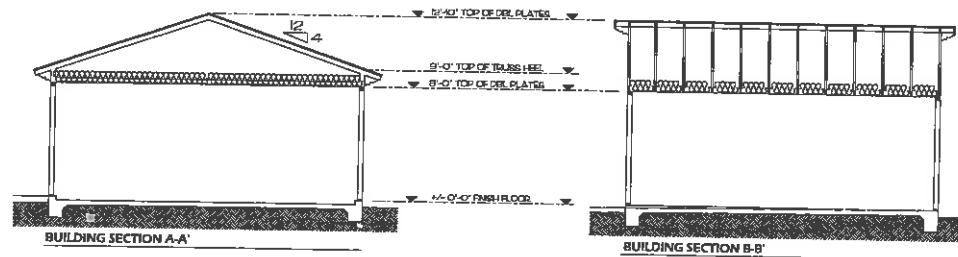
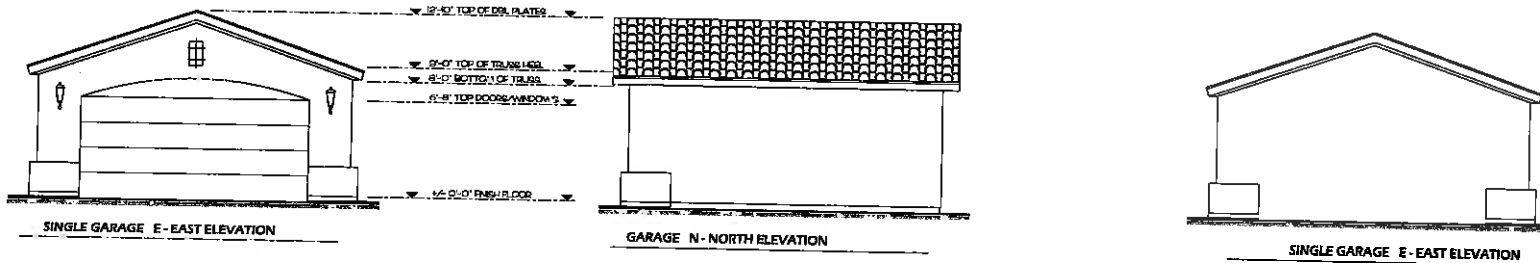
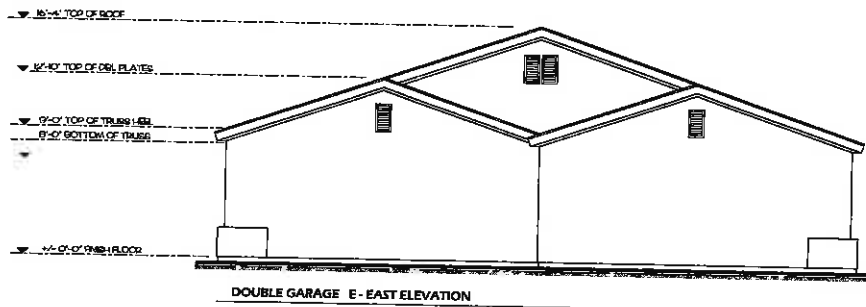
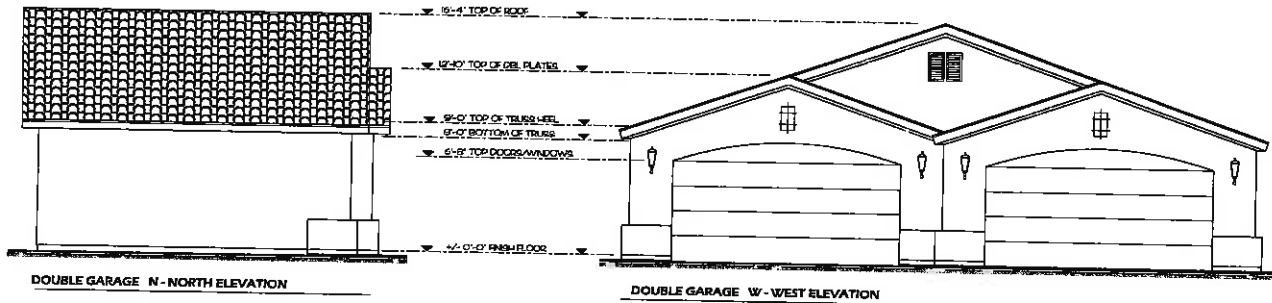
DATE: 11/11/10
 DRAWN BY: RA

Project Title: TRIPLEX-EXTERIOR ELEVATIONS & BUILDING SECTIONS
 Project: 808-171-011
 New Triplex for:
JUAN & ARELIA
 75221 Ave #2, Berrimoda Dunes, California 92003

DATE:	11/11/10
DATE:	11/11/10
PLAN SUBMITTED:	02
PLAN REVIEW:	1
REVISIONS:	
NO.:	DATE:
1	RA
2	RA
3	RA
4	RA
5	RA
6	RA
7	RA
8	RA
9	RA
10	RA
11	RA
12	RA
13	RA
14	RA
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91	RA
92	RA
93	RA
94	RA
95	RA
96	RA
97	RA
98	RA
99	RA
100	RA

DATE: 11/11/10
 DRAWN BY: RA

A2.1



CADD WORKS, INC.
 3000 S. 10th Street
 Rancho Agular
 0780 272-5888
 0438 662-8822
 CAD@cadworks.com
 www.cadworks.com

05/14/2008

New Triplex for:
JUAN GARCIA
 79228 Ave. #2, Elmerita Drive, California, 92508
GARAGES-EXTERIOR ELEVATIONS & BUILDING SECTIONS

PROJECT: _____

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

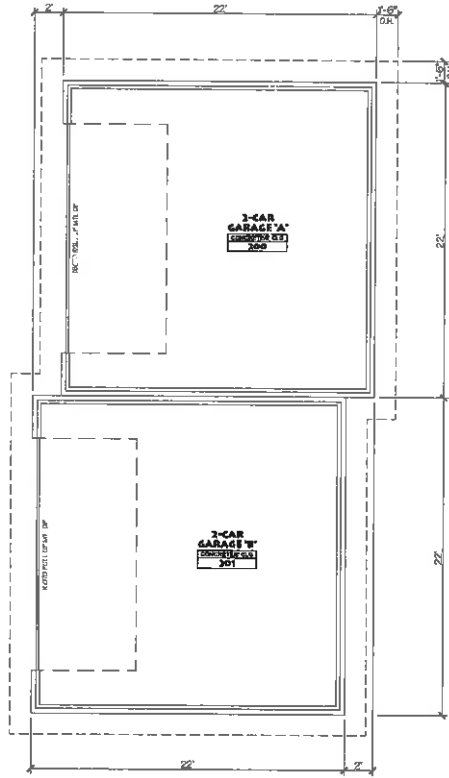
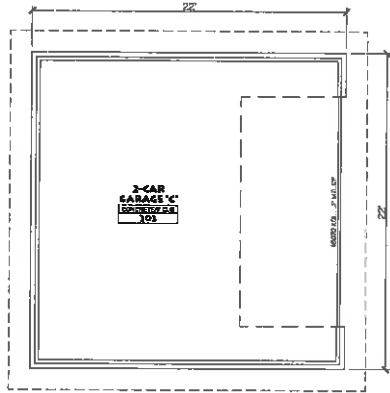
REVISIONS:

▲	PLAN SUBMITTED	02
▲	PLAN REVIEW	03/05/2008
▲	REVISION	
▲	REVISION	
▲	REVISION	
▲	REVISION	

DATE: _____

DESIGNED BY	RA
CHECKED BY	RA
DATE	05/14/2008
PROJECT	088-171-011

A2.2



CAUD WORKS, INC.
 Design & Build Firm
 Ricardo Aguilar
 0760.272.5183
 14619.02.9.022
 CAUDWORKS.COM
 "We get the job done
 A month or earlier."

PROJECT: _____
 DATE: _____

New Triplex for:
JUAN GARCIA
 7922nd Ave #12, Bermuda Dunes, California 92203
GARAGES - FLOOR DIMENSION PLAN

PROJECT: _____
 DATE: _____

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

△	PLAN SUBMITTED	XX
△	PLAN REVIEW	_____
△	FOUNDATION	_____
△		_____
△		_____

□	NOISE STUDY	9/2/13 (P)
□	CONSTRUCTION	RA
□	EXTERIOR	RA
□	INTERIOR	RA
□	PAVEMENT	RA
□	MECHANICAL	608-171-011

9/23/13

A1.2

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 6, 2019

Mr. Chris Ormsby, Senior Planner
City of Moreno Valley Community Development Department
14177 Frederick Street
Moreno Valley CA 92552

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

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Riverside

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Steven Stewart
Palm Springs

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Moreno Valley

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Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemmon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

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

File No.: ZAP1365MA19
Related File No.: PEN19-0073 (Plot Plan)
APN: 297-140-046 and -048

Dear Mr. Ormsby:

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 Moreno Valley Case No. PEN19-0073 (Plot Plan), a proposal to establish a Civic Center Park and Amphitheater consisting of 600 seat outdoor amphitheater and stage, open space recreation area, and a 360 vehicle parking lot, on approximately 7.0 acres located at 14075 Frederick Street, southerly of Alessandro Boulevard, easterly of Veterans Way, and northerly of Calle San Juan de Los Lagos.

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, nonresidential intensity is not restricted. It is identified that “amphitheaters” are a discouraged use in Zone D in locations below or near the principal arrival and departure flight tracks. According to the March Air Reserve Base 2018 Air Installations Compatible Use Zones (AICUZ) Study, the project’s location is not located within any arrival or departure flight tracks, and therefore is not considered a discouraged use (similarly, the 2005 AICUZ document, which was used in the creation of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, indicates that the project’s location is not located within any arrival or departure flight track).

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 6,263 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 new structures with an elevation at top of roof exceeding 1,597 feet AMSL. The site’s elevation is 1,568 feet AMSL, and tallest proposed structure (amphitheater roof) is 25 feet, resulting in a top point elevation of 1,593 feet AMSL. Therefore, OES review for height/elevation reasons is not required. A condition has been included limiting structure/building heights, including roof-mounted equipment, to 29 feet and top point elevation to 1,597 feet above mean sea level unless a “Determination of No Hazard to Air Navigation” is issued for a higher top point elevation.

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 City of Moreno Valley applies the following recommended conditions:

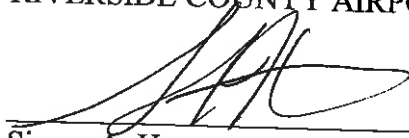
CONDITIONS:

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.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Buildings/structures shall be limited to a maximum height of 29 feet and a maximum top point elevation of 1,597 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.

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

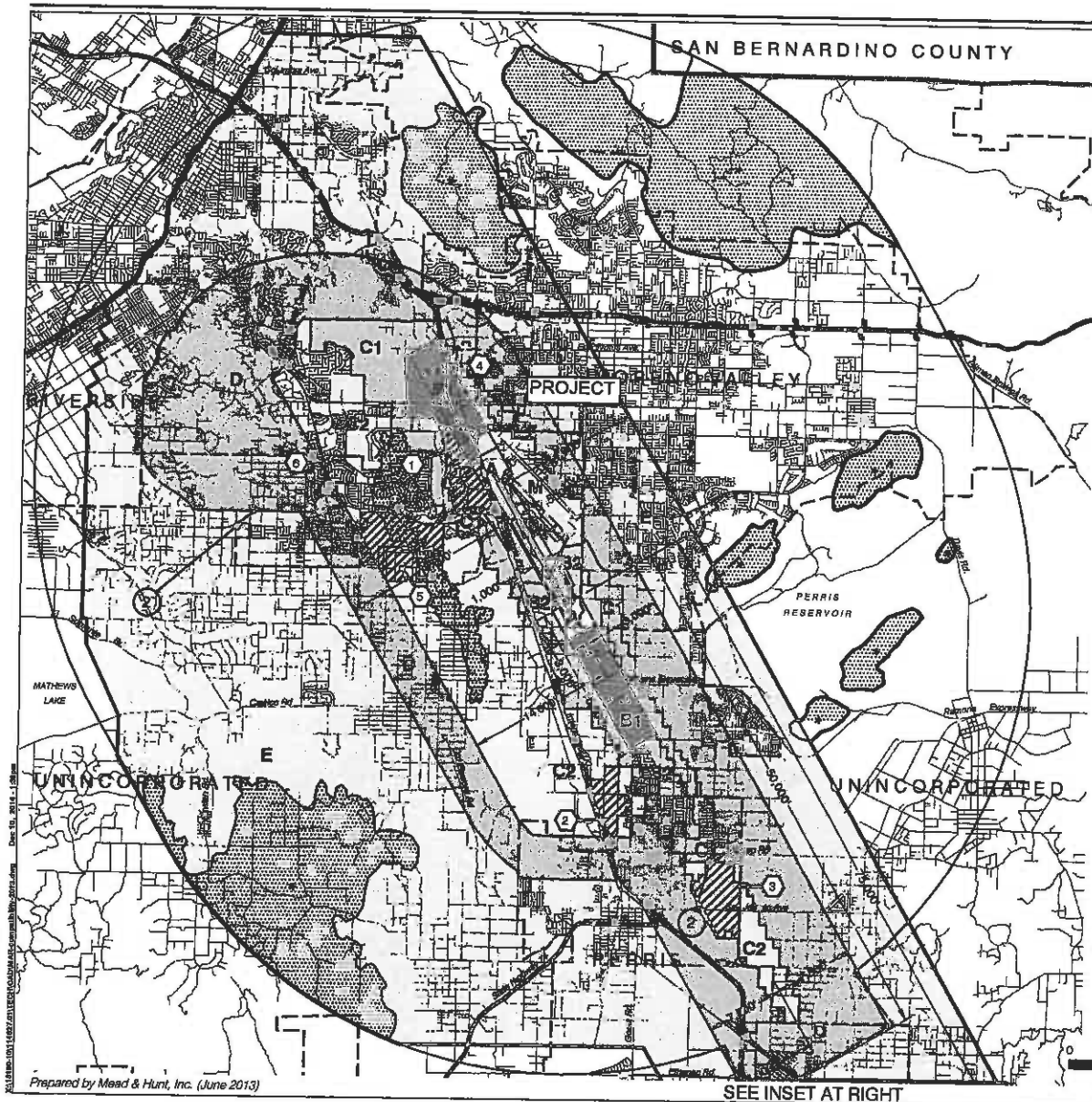


Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: City of Moreno Valley Parks and Community Services Department (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1365MA19\ZAP1365MA19.LTR.doc



LEGEND

Compatibility Zones

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

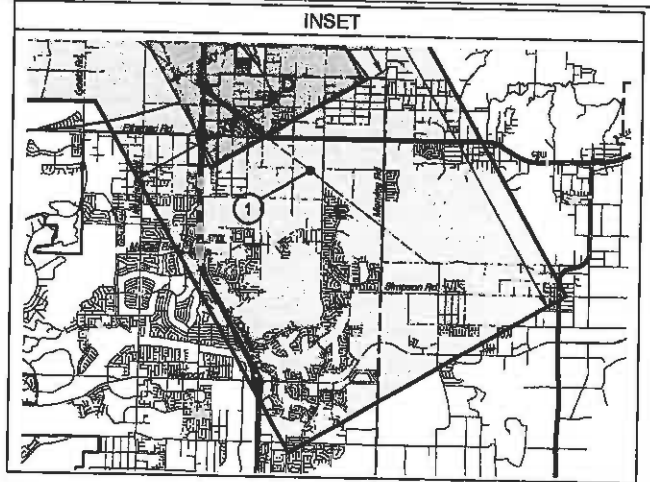
Boundary Lines

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

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

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

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



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



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

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

PREPARED BY MEAD & HUNT, INC. (JUNE 2013)
 DATE: 06/13/13
 PROJECT: COMPATIBILITY MAP MA-1

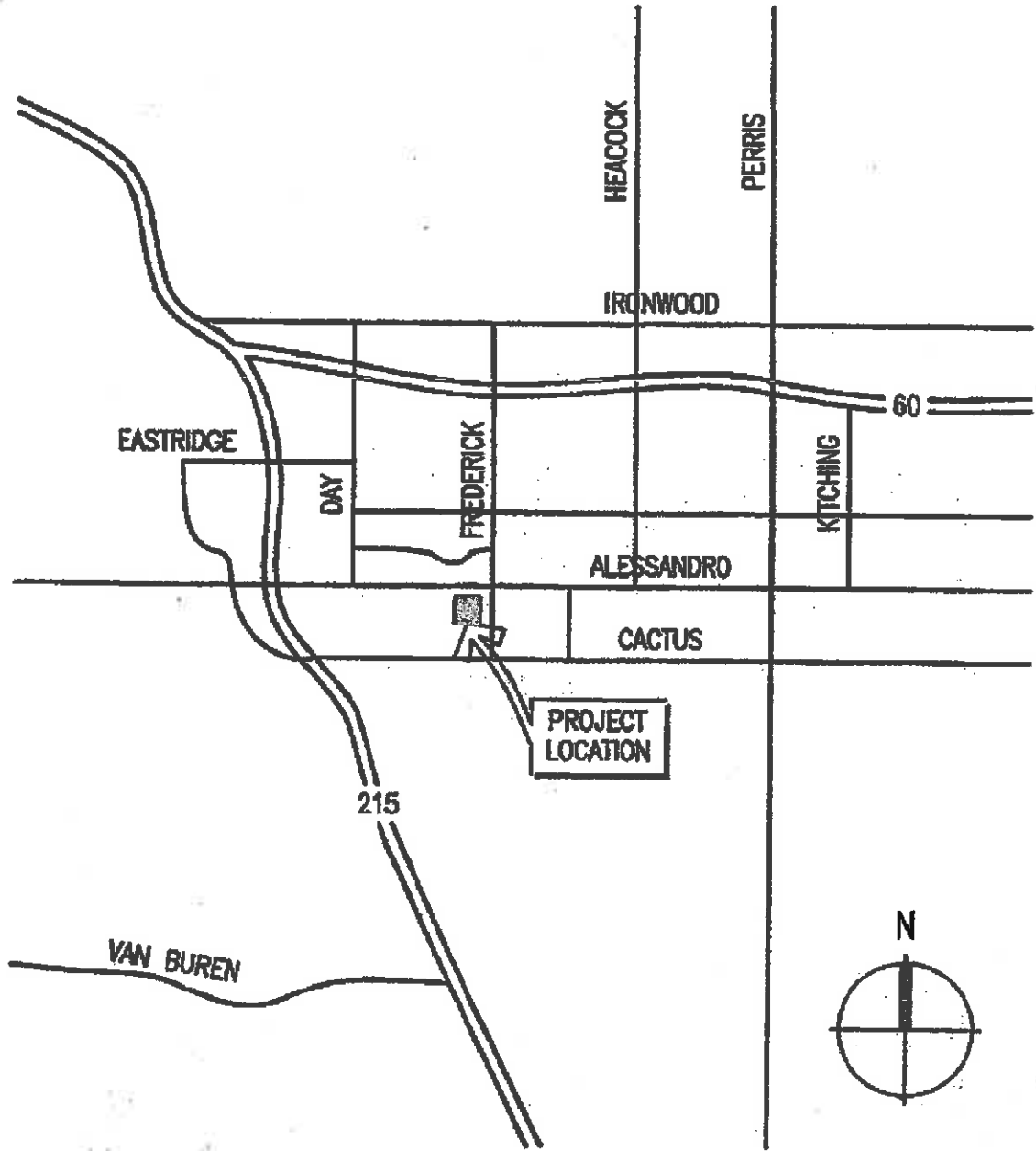
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

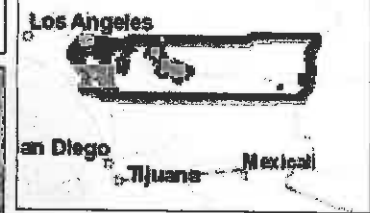
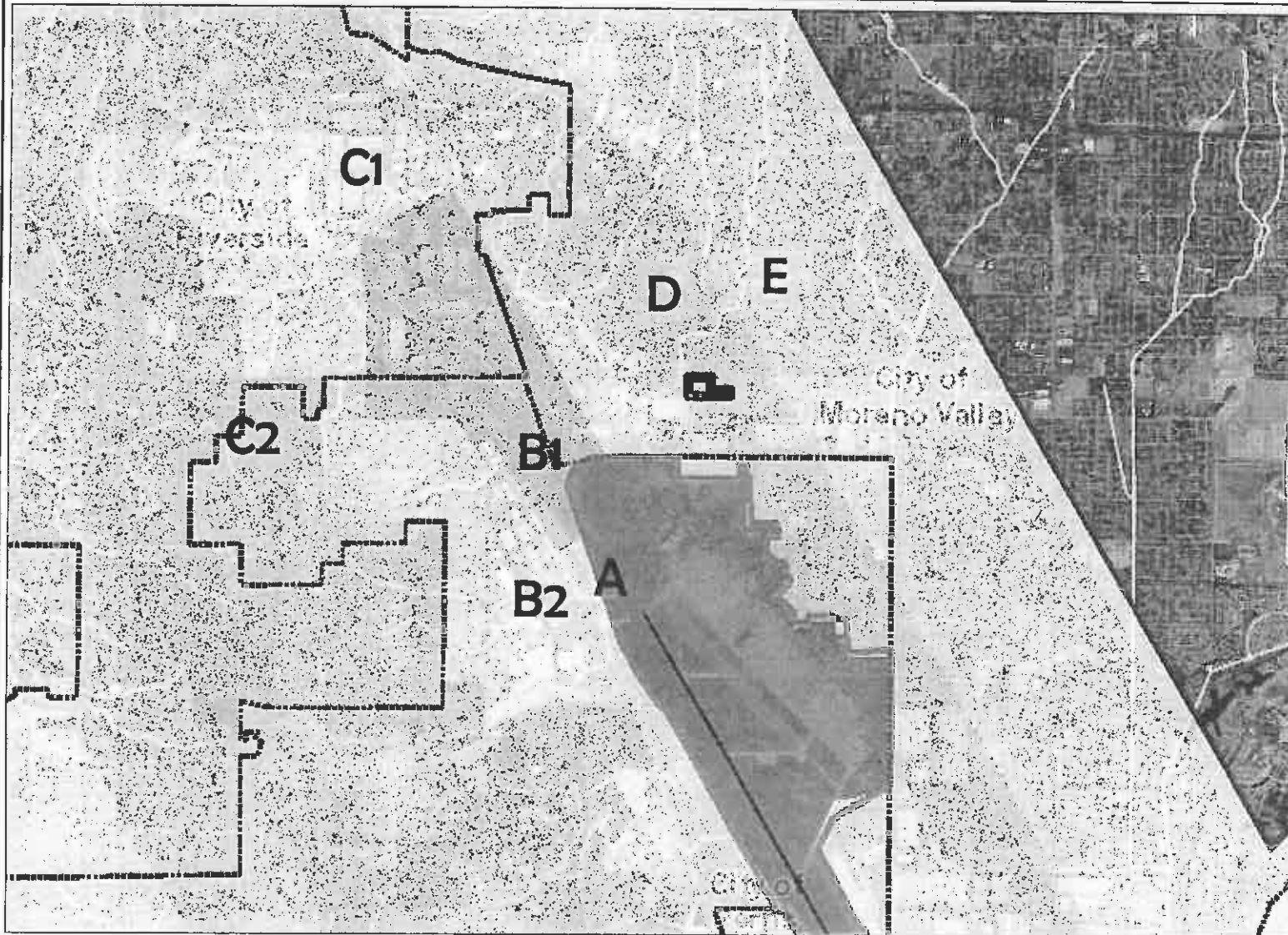
Base map source: County of Riverside 2013

CIVIC CENTER PARK AND AMPHITHEATER

SITE MAP



Map My County Map



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



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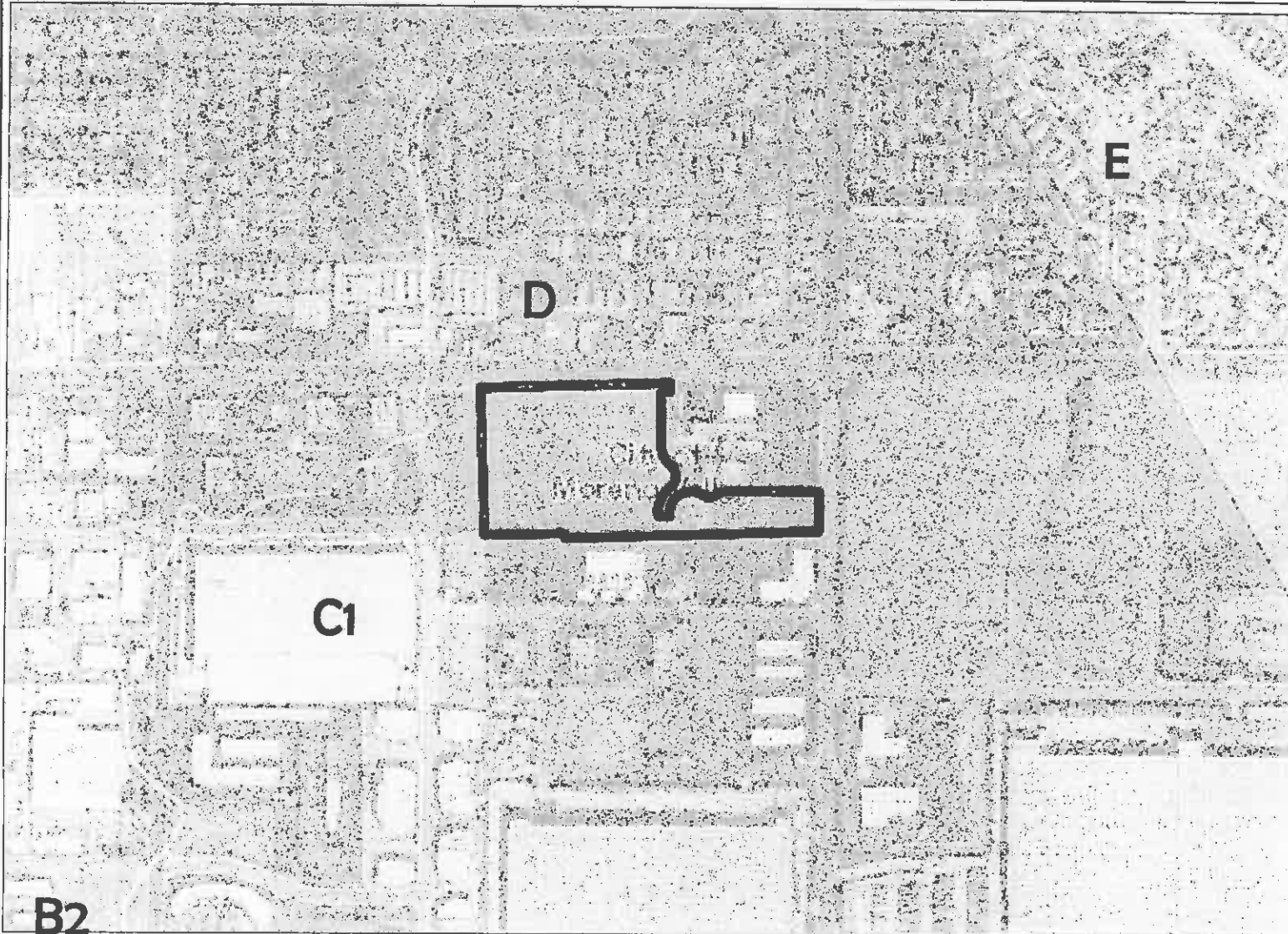
Notes



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Map My County Map



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



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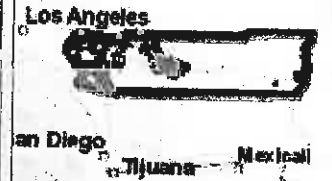
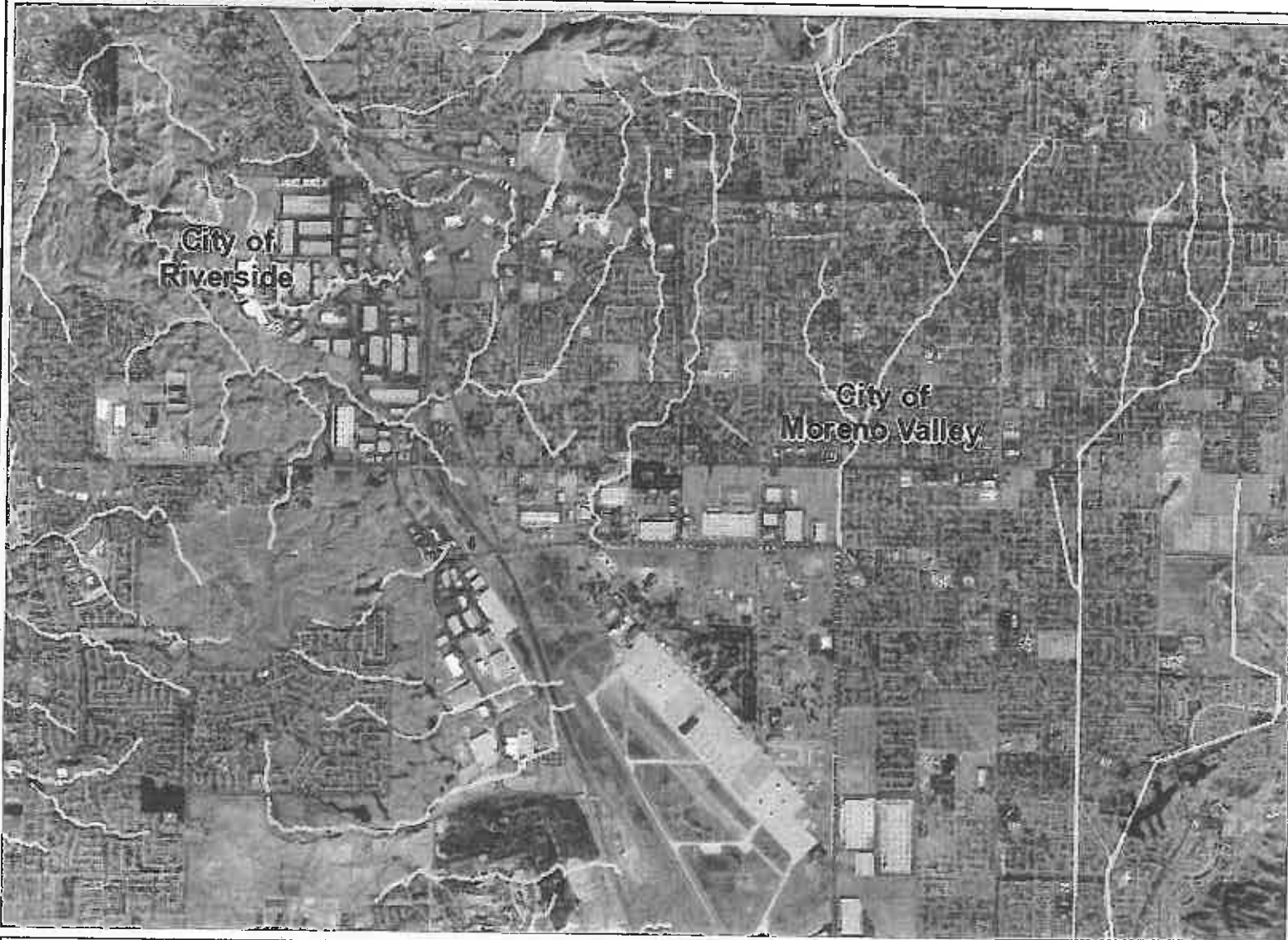
Notes



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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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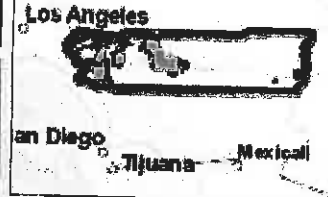
Notes



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Map My County Map



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



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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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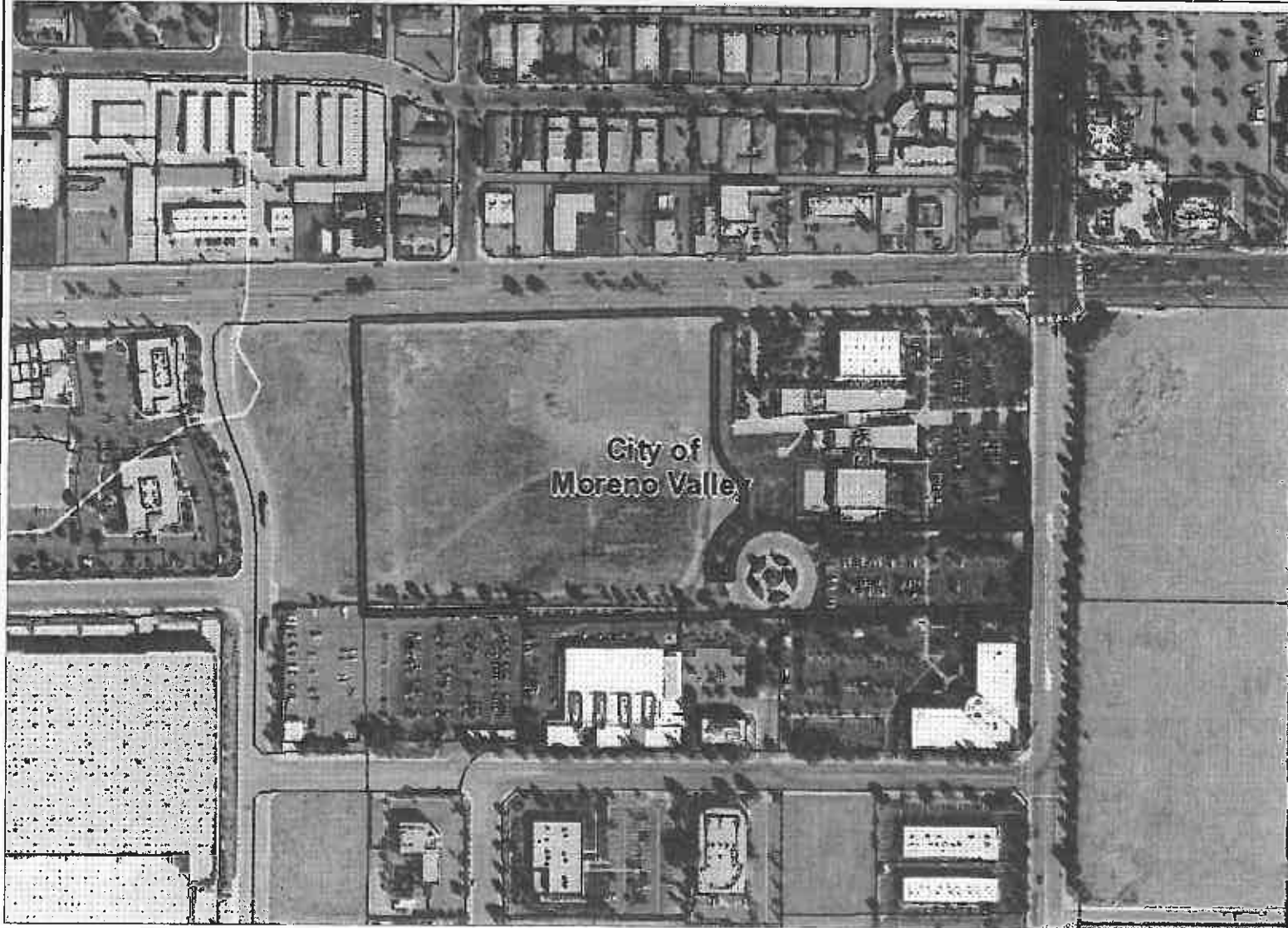
0 758 1,516 Feet

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Notes

Map My County Map



Legend

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



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Notes



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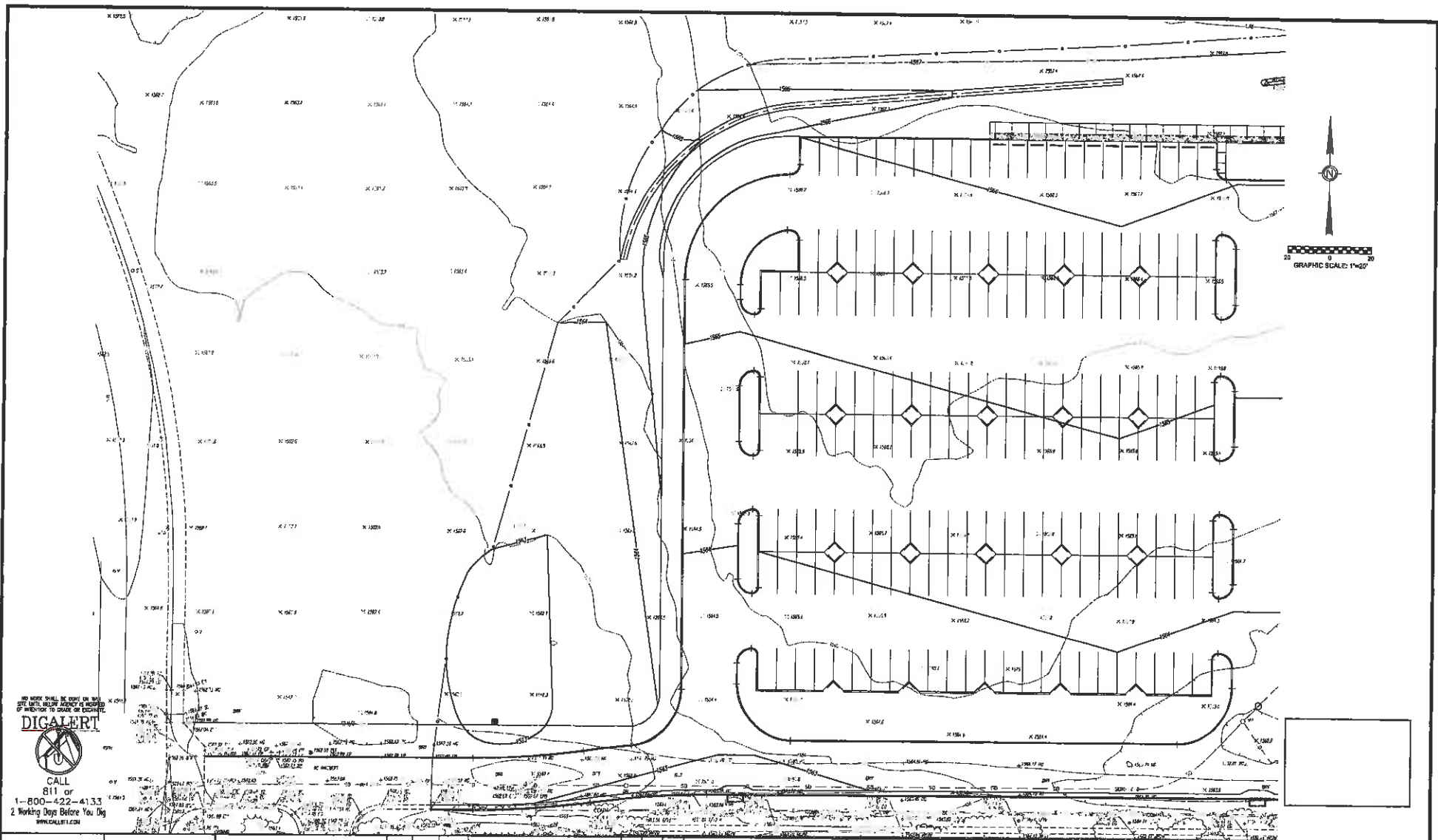
Civic Center Amphitheater and Park Project Description

The Civic Center Amphitheater and Park project will consist of a 7- acre park featuring a 500-600 seat outdoor amphitheater with arched seating facing a raised stage platform on the City-owned vacant lot on the southeast corner of Veterans Way and Alessandro Boulevard, west of the CRC. The proposed project would also include a prefabricated restroom building and a parking lot with spaces for approximately 360 vehicles.

The Civic Center Amphitheater and Park venue will offer a superb setting for arts walks, concerts, performances, graduations, and festivals. It will also be the permanent location for the annual holiday tree lighting event. The Amphitheater will host many City programs and activities that currently take place on the grass area behind the Conference and Recreation Center (CRC), such as MoVal Movies & MoVal Rocks, Snow Day, the Farmer's Market, and the Day of the Dead. New events will be offered at the Amphitheater by the City, in partnership with our School Districts and by others interested in renting the facility.

The additional parking included in the project will add a multi-purpose amenity to the Civic Center plaza. It will support the Amphitheater while also providing capacity that has long been needed to support events and rentals that take place at the CRC. Presently, overflow parking (in an unpaved area) is used for large banquets, meetings, and events. The new parking lot will be illuminated with LED lighting and contain drought tolerant landscaping with shade trees. The parking lot will connect to the Conference and Recreation Center via an ADA compliant walkway. The additional parking lot will also provide opportunities for large events such as Farmer's Markets, car shows, food truck events, and other community and cultural events which have not previously had a convenient and accessible location within the City.

Construction of the Civic Center Amphitheater and Park project is fully consistent with *Momentum MoVal*, the City Council's strategic vision for Moreno Valley. This planning tool which holds valuable input from residents and stakeholders, emphasizes initiatives to enhance beautification, quality of life, infrastructure, and youth programs. The design of the stage and seating will accommodate cultural and recreational activities while complementing the architecture and flair of the existing Civic Center structures and environmentally sensitive landscape with additional green space. This outdoor venue will further strengthen cultural bonds in our community by bringing diverse groups together for programming such as youth performances, musicals, yoga, art exhibitions, and community concerts. This year-round venue will also support the Council's commitment to boost tourism and economic development within the City.



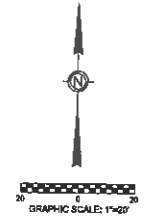
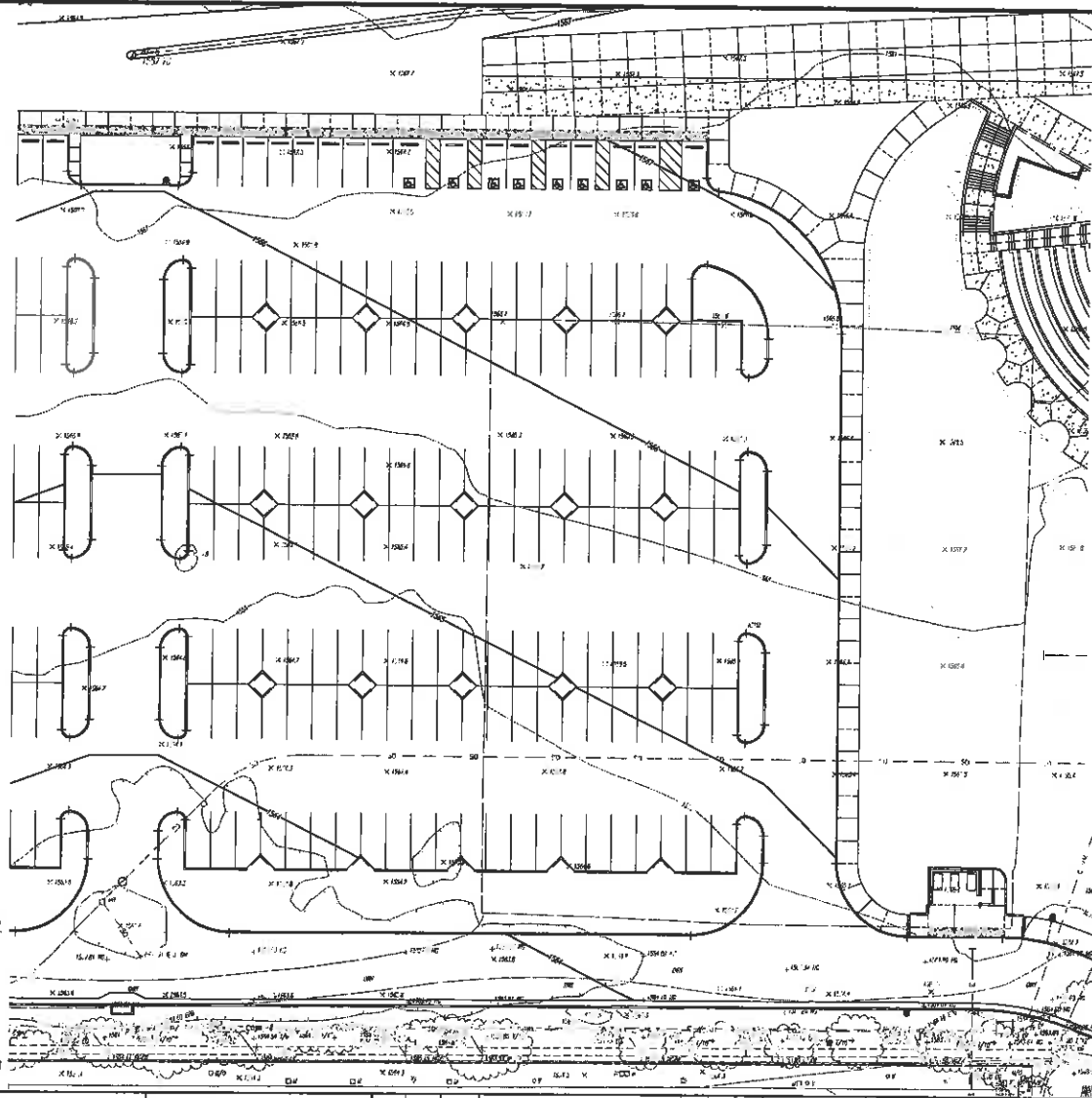
CALL ALERT

NO WORK SHALL BE DONE ON ANY CITY LIMITS BEFORE THE COMPLETION OF REVIEW BY THE BOARD OF ENGINEERS.
 CALL 811 OF 1-800-422-4133 2 Working Days Before You Dig
 WWW.CALL811.COM

BENCHMARK CITY OF MORENO VALLEY 1-800-422-4133 2 Working Days Before You Dig WWW.CALL811.COM		BASIS OF BEARING THE BASIS OF BEARING OF THIS MAP IS THE GENERAL OF ALLEGHANY SQUARE BEING N 89°30'00" E AS SHOWN ON PLAT 140 AND 141 ON FILE IN BOOK 215 OF RECORD MAPS AT PAGE 43 THROUGH 44 PUBLIC RECORDS OF SUTTER COUNTY, CALIFORNIA.		REVIEW BY CITY STAFF <table border="1"> <tr> <th>OFFICE</th> <th>INITIAL</th> <th>DATE</th> </tr> <tr> <td>ENGINEERING DIVISION MANAGER</td> <td></td> <td></td> </tr> <tr> <td>LAND DEVELOPMENT</td> <td></td> <td></td> </tr> <tr> <td>PLANNING</td> <td></td> <td></td> </tr> <tr> <td>TRANSPORTATION</td> <td></td> <td></td> </tr> <tr> <td>PARKS AND COMMUNITY SERVICES</td> <td></td> <td></td> </tr> <tr> <td>SPECIAL DISTRICTS</td> <td></td> <td></td> </tr> <tr> <td>STORM WATER MANAGEMENT PROGRAM</td> <td></td> <td></td> </tr> </table>		OFFICE	INITIAL	DATE	ENGINEERING DIVISION MANAGER			LAND DEVELOPMENT			PLANNING			TRANSPORTATION			PARKS AND COMMUNITY SERVICES			SPECIAL DISTRICTS			STORM WATER MANAGEMENT PROGRAM			CITY OF MORENO VALLEY APPROVALS RECOMMENDED: MICHAEL D. LLOYD, PE ENGINEERING DIVISION MANAGER ASSISTANT CITY ENGINEER REC 65623		ENGINEER OF RECORD'S SEAL 		ANDREASEN ENGINEERING, INC. Civil Engineering & Land Surveying • Mechanical Engineering 388 North First Avenue, Suite 1100 (916) 437-1229 FAX (916) 437-2819 UNDER THE SUPERVISION OF: STEPHEN VENTURA R.C.C. 32437		CITY OF MORENO VALLEY PROJECT NO. 803-0351-3003-02 PRECISE GRADING PLAN CIVIC CENTER PARK AND AMPHITHEATER 14075 FREDERICK STREET APRN 297-140-046		C - 1.0 SHEET 2 OF 13 CITY ID No.	
OFFICE	INITIAL	DATE																																					
ENGINEERING DIVISION MANAGER																																							
LAND DEVELOPMENT																																							
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REVISION <table border="1"> <thead> <tr> <th>MARK</th> <th>DATE</th> <th>INITIAL</th> <th>DESCRIPTION</th> <th>REC</th> <th>APPR</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		MARK	DATE	INITIAL	DESCRIPTION	REC	APPR	DATE																															
MARK	DATE	INITIAL	DESCRIPTION	REC	APPR	DATE																																	

City of Moreno Valley - Andrasen - 803-0351-3003-02 Precise Grading Plan - 01/20/2019

35% SUBMITTAL



- CONSTRUCTION NOTES:**
- CONSTRUCT P.C.C. CURB PER CITY STD. CD-4-2, TYPE 'B', CURB HEIGHT SHOWN ON PLAN.
 - CONSTRUCT 4" THICK P.C.C. SHOULDERS (200-C-200) OVER 2" SAND COMPACTED TO 95% S.W. CROSS SLOPE, SCORE LINES AND EXPANSION JOINTS PER LANDSCAPE PLANS.
 - CONSTRUCT P.C.C. CURB PER CITY STD. CD-4-3, TYPE 'B', 8"-1'.
 - CONSTRUCT 5" THICK P.C.C. DRIVEWAY ON COMPACTED FILL TO 95% RELATIVE COMPACTED, SCORE LINES AND EXPANSION JOINTS PER LANDSCAPE PLAN.
 - CONSTRUCT 8" CONCRETE FINISHMENT WITH 3/8" BARS AT 24" O.C. OVER 2" SAND, SCORE LINES AND EXPANSION JOINTS PER NOTES SEE SHEET 1.
 - CONSTRUCT 4" A.C. FINISHMENT OVER 4" GRADE & BASE PER PERMANENT, ENGINEERS RECOMMENDATION.
 - CONSTRUCT CURB RAMP AS SHOWN. INSTALL RAMPED CURB AS SHOWN FOR CALMING PARKING STALL. PLAN ADD. SEE DETAIL 'B' SEE SHEET 2.
 - CONSTRUCT P.C.C. CURB AND 18" CENTER PER CITY STD. CD-4-2, TYPE 'B', CURB HEIGHT SHOWN ON PLAN.
 - CONSTRUCT 4" THICK P.C.C. WALK (200-C-200) OVER 2" SAND COMPACTED TO 95% RELATIVE COMPACTED, SCORE LINES AND EXPANSION JOINTS PER LANDSCAPE PLANS.
 - CONSTRUCT 12" CONCRETE LANDING PER CITY STD. CD-4-3.
 - INSTALL 'TILE' PARKING STOP 4" HIGH, 3'-FEET ON CENTER.
 - INSTALL 'TILE' PARKING STOP 4" HIGH (TWO COATS).
 - INSTALL ADA COMPLIANT WHEEL STOPS AND SHOULDER PER ADA. DET. SEE DETAIL 'C' SEE SHEET 2.
 - INSTALL AND INSTALL 4"-TALL LONG P.C.C. WHEEL STOP. SEE DETAIL 'D' SEE SHEET 2.
 - INSTALL IN PLACE (FROM NOTES).
 - INSTALL TO CURB (FROM NOTES).
 - REMOVE AND 200 P.C.C. CURBS, GUTTERS, SIDEWALKS OF ADJACENT PER CITY STD. CD-4-3.
 - PRECAST CONCRETE PARKING PER LANDSCAPE ARCHITECT'S PLAN.
 - REMOVE EXIST. CITY ANDEN & LIGHT TO BE REMOVED BY OTHER.
 - REMOVE AND INSTALL 4"X12" RECTANGULAR PAVING. SEE DETAIL 'E' SEE SHEET 2.
 - CONSTRUCT PARKING DRIVE (3'-10") PER S.P.A.R.C. STD. PLAN 101-2.
 - CONSTRUCT CALL REMAINING WALL PER CITY STD. CD-4-2, TYPE 2, HEIGHT AS SHOWN.

NO WORK SHALL BE DONE ON THIS SITE UNLESS FULLY ADVISED BY SIGNATURE OF INTENTION TO CHANGE OR ENLARGE.

DIGALERT

CALL 811 or 1-800-422-4133
2 Working Days Before You Dig
WWW.CALL811.COM

BENCHMARK

CITY OF MORENO VALLEY:
2" ALUMINUM 200 BURNISHED DRAIN FIT. IN THE CITY OF MORENO VALLEY. CIVIC CENTER PLAZA, 200 NORTH OF RIVER ST. 1/4" BENCH MARK IS SET IN TOP OF CURB AT THE 20' OF THE LAW SIGN OF POLICE DEPT. ONE BY CIVIC CENTER.

BASIS OF BEARING

THE POINT OF BEGINNING OF THIS MAP IS THE CORNER OF ALEXANDER BUILDING BEING N. 62°30'15" E. AS SHOWN BY PINS, AND ALSO USED BY THE PLANNING DEPT. OF MORENO VALLEY. THIS POINT IS SET IN TOP OF CURB AT THE 20' OF THE LAW SIGN OF POLICE DEPT. ONE BY CIVIC CENTER.

DATE: 1/26/18 (REV 2)

REVIEW BY CITY STAFF		MARK		DATE		INITIAL		DESCRIPTION		REC	APPR	DATE
OFFICE	ENGINEERING DIVISION MANAGER											
PLANNING												
TRANSPORTATION												
PARKS AND COMMUNITY SERVICES												
SPECIAL DISTRICTS												
STORM WATER MANAGEMENT PRGM												

CITY OF MORENO VALLEY APPROVALS

RECOMMENDED:

MICHAEL D. LLOYD, PE
ENGINEERING DIVISION MANAGER
ASSISTANT CITY ENGINEER
RCC 086253

APPROVED:

MICHAEL L. WOLFE, PE
PUBLIC WORKS INSPECTOR/CITY ENGINEER
RCC 55823

ENGINEER OF RECORD'S SEAL

UNDER THE SUPERVISION OF:
STEPHEN VENTURA
R.C.E. 33437

ANDREASEN ENGINEERING, INC.
Civil Engineering • Land Surveying • Municipal Engineering
1800 North First Street, Hayward, California 94541
(510) 885-7881 Fax (510) 885-0814

CITY OF MORENO VALLEY

PROJECT NO. 063-8837-000-02

PRECISE GRADING PLAN

CIVIC CENTER PARK AND AMPHITHEATER

14075 FREDERICK STREET
APN 287-140-048

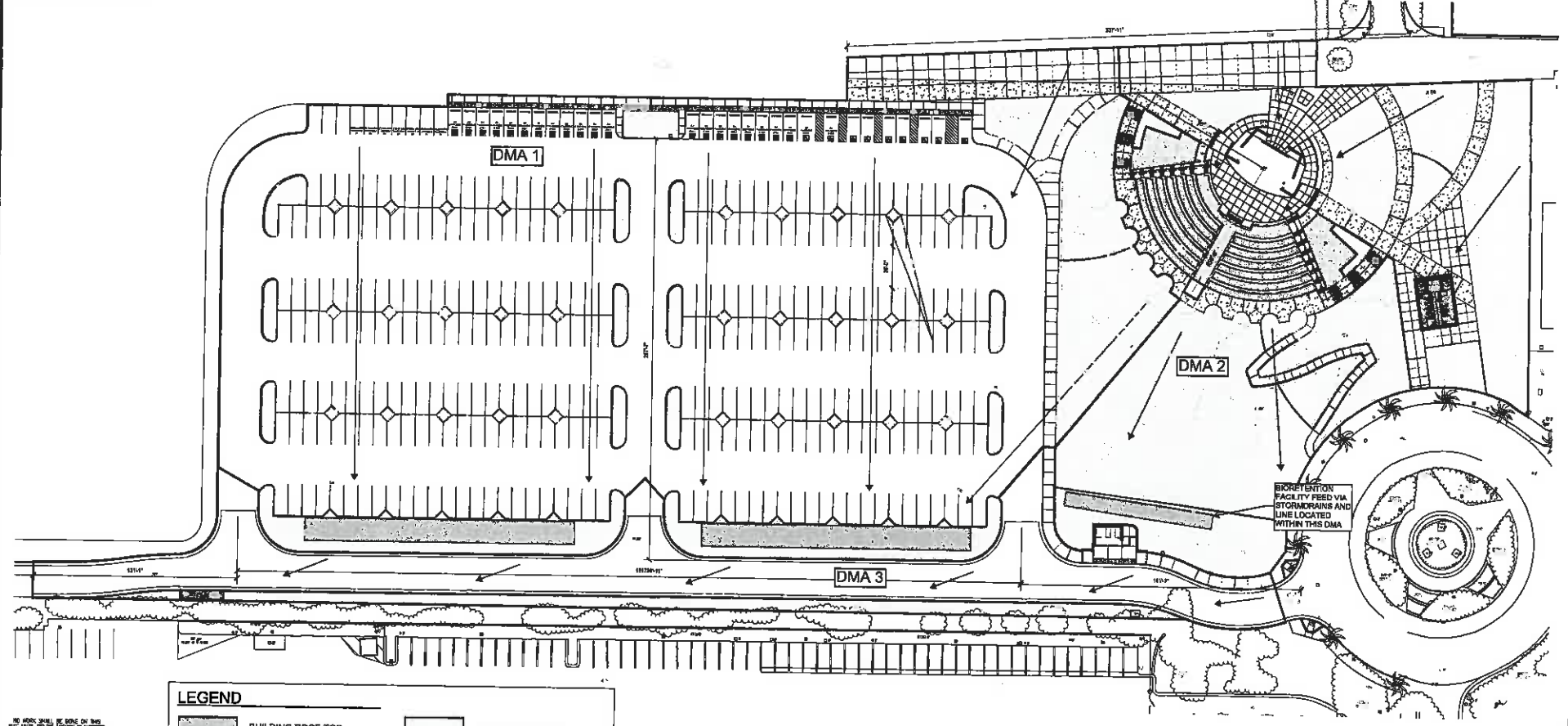
C-1.1

SHEET 3 OF 13

CITY NO. _____

Client: Project 14075 - Andrasen - Survey 14075_002_Design/Grading/0303 Grading Plan Rev. 02 - 01/27/2018 - 4232250

35% SUBMITTAL



LEGEND

	BUILDING ROOF-TOP		TRASH ENCLOSURE
	LANDSCAPED AREA		BIO CLEAN FILTER UNIT
	AC/PCC SURFACE		SURFACE FLOW DIRECTION
	BIORETENTION FACILITY		DMA BOUNDARY

NO WORK SHALL BE DONE ON THE SITE UNTIL THE CITY ENGINEER HAS REVIEWED AND APPROVED THIS PLAN OR OTHERWISE.

DIGALERT

CALL 811 or 1-800-422-4133 2 Working Days Before You Dig www.call811.com

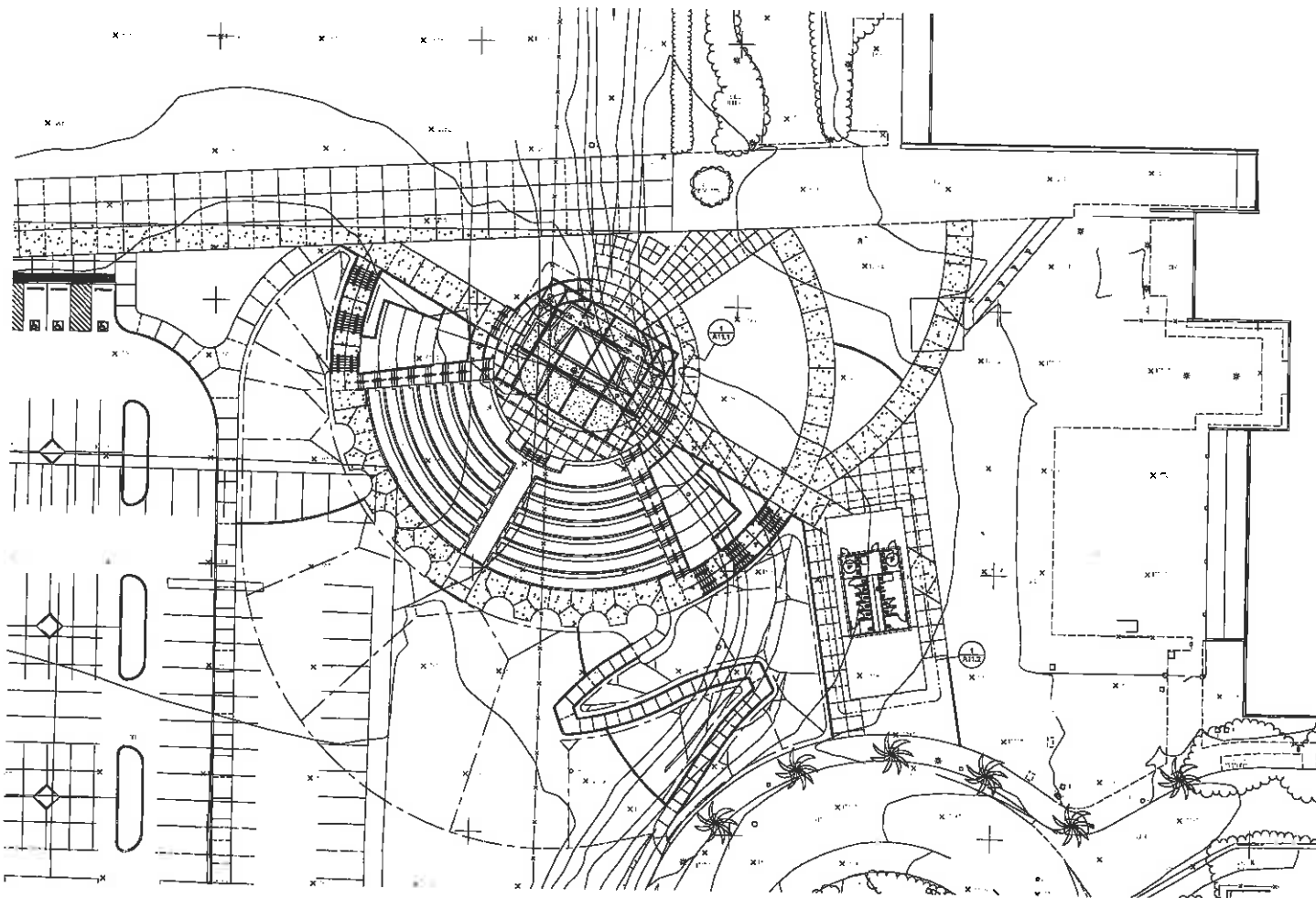


BENCHMARK		BASIS OF BEARING		REVIEW BY CITY STAFF		CITY OF MORENO VALLEY APPROVALS		ENGINEER OF RECORD'S SEAL		CITY OF MORENO VALLEY	
CITY OF MORENO VALLEY		THE BASIS OF BEARING OF THIS MAP IS THE COVERAGE OF ALLEGEDLY BOUNDING BEING N. 89° 01' 00" E. AS SHOWN ON PARCEL MAP NO. 121,001 ON FILE IN ROOM 230 OF PARCEL MAPS OF PARCELS LAY THROUGH AN INTEREST RECORDS OF INDIAN COUNTY, CALIFORNIA.		OFFICE ENGINEERING DIVISION MANAGER		RECOMMENDED: MICHAEL D. LLOYD, PE ENGINEERING DIVISION MANAGER/ ASSISTANT CITY ENGINEER (P.E. 55623)				PROJECT NO. 003-0037-3000-02	
3" ALUMINUM CIRC. FINISHED DRAIN IR. IN THE CITY OF MORENO VALLEY, CONC. CENTER POINT, 225' NORTH OF ROAD OF CALIF. SH. 60 AND 100' EAST AND THE GROUND SURFACE TO THE CONC. CENTER POINT. THIS IS SET BY TOP OF CURB AT THE BC OF THE 100' DIA. WHEEL. PLS. SEE THE 100' DIA. WHEEL.		PLANNING		MARK DATE INITIAL		APPROVED: MICHAEL L. WOLFE, PE PUBLIC WORKS INSPECTOR, CITY ENGINEER (P.E. 55623)				CIVIC CENTER PARK AND AMPHITHEATER 14075 FREDERICK STREET APN 297-140-048	
ELEV. 1500.118 (NOV 2012)		PARKS AND COMMUNITY SERVICES		REVISION		DATE		STEPHEN VENTURA P.C.E. 32437		SHEET 13 OF 13 CITY ID. NO.	
		SPECIAL DISTRICTS									
		STORM WATER MANAGEMENT PROGRAM									

©2012 Economy Environmental - Authors - Steve Kelly/John Deery/Quincy/2012 Drafting Plan/Rev. 01/24/12

35% SUBMITTAL SET

- 31
- 32
- 33
- 34
- 35



SITE PLAN KEYNOTES

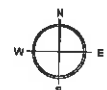
PATH OF TRAVEL: P.O.T.'S AS INDICATED MEETS THE FOLLOWING REQUIREMENTS:

1. IS A BARRIER-FREE ACCESSIBLE ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEPT CUT BEVELED AT A SLOPE NOT GREATER THAN 1:2
2. SURFACE SHALL BE STABLE, FIRM AND SLIP RESISTANT
3. CLEARANCE SHALL NOT BE GREATER THAN 108" AND RUNNING SLOPE SHALL NOT BE GREATER THAN 1:20 UNLESS OTHERWISE INDICATED (SBC 118-10.5)
4. P.O.T. SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 60" MINIMUM HEIGHT (118-10.7.4) AND PROTRUDING OBJECTS GREATER THAN 4"
5. PROTECT FROM WALL SURFACE BETWEEN 27" AND 60" ABOVE FINISH FLOOR
6. OR ORIGIN LOCATION 18" MIN. IS
7. PROVIDE FLUSH TRANSITIONS AT ANY ADJOINING JOINTS BETWEEN DIFFERENT WALK SURFACES IN P.O.T.

DESIGN PROFESSIONAL IN GENERAL RESPONSIBLE CHARGE STATEMENT: THE FACTS IDENTIFIED IN THESE CONSTRUCTION DOCUMENTS IN COMPLIANCE WITH THE CURRENT APPLICABLE CALIFORNIA BUILDING CODE ACCESSIBILITY PROVISIONS FOR PATH OF TRAVEL REQUIREMENTS FOR ALTERATIONS, ADDITIONS AND STRUCTURAL REPAIRS, AS PART OF THE DESIGN OF THIS PROJECT, THE PLAN, SPECIFICATIONS AND ANY ELEMENTS, COMPONENTS OR PORTIONS OF THE PLAN, THAT WERE DETERMINED TO BE NON-COMPLIANT: 1) HAVE BEEN IDENTIFIED AND 2) THIS CONTRACTOR WORK NECESSARY TO BRING THEM INTO COMPLIANCE HAS BEEN INCLUDED WITH THE SCOPE OF THIS PROJECT'S WORK. THROUGH DETAIL, ORGANIZING AND SPECIFICATIONS INCORPORATED INTO THESE CONSTRUCTION DOCUMENTS, ANY NON-COMPLIANT ELEMENTS, COMPONENTS OR PORTIONS OF THE PLAN THAT WILL NOT BE CORRECTED BY THE PROJECT BASED UPON THE VARIATION THRESHOLD OR A FINDING OF UNREASONABLE HAZARD ARE SO INDICATED IN THESE CONSTRUCTION DOCUMENTS.

DURING CONSTRUCTION, IF PLAN ITEMS WITHIN THE SCOPE OF THE PROJECT REPRESENTED AS NON-COMPLIANT ARE FOUND TO BE NON-COMPLIANT BEYOND REASONABLE CONSTRUCTION TOLERANCES, THEY SHALL BE BROUGHT INTO COMPLIANCE WITH THE IBC AS PART OF THIS PROJECT BY THE CONTRACTOR AT A COST NOT TO EXCEED THE PROJECT BUDGET.

- PROPERTY LINE
- LIMITS OF WORK FOR THIS PROJECT
- ACCESSIBLE RESTROOMS - AR



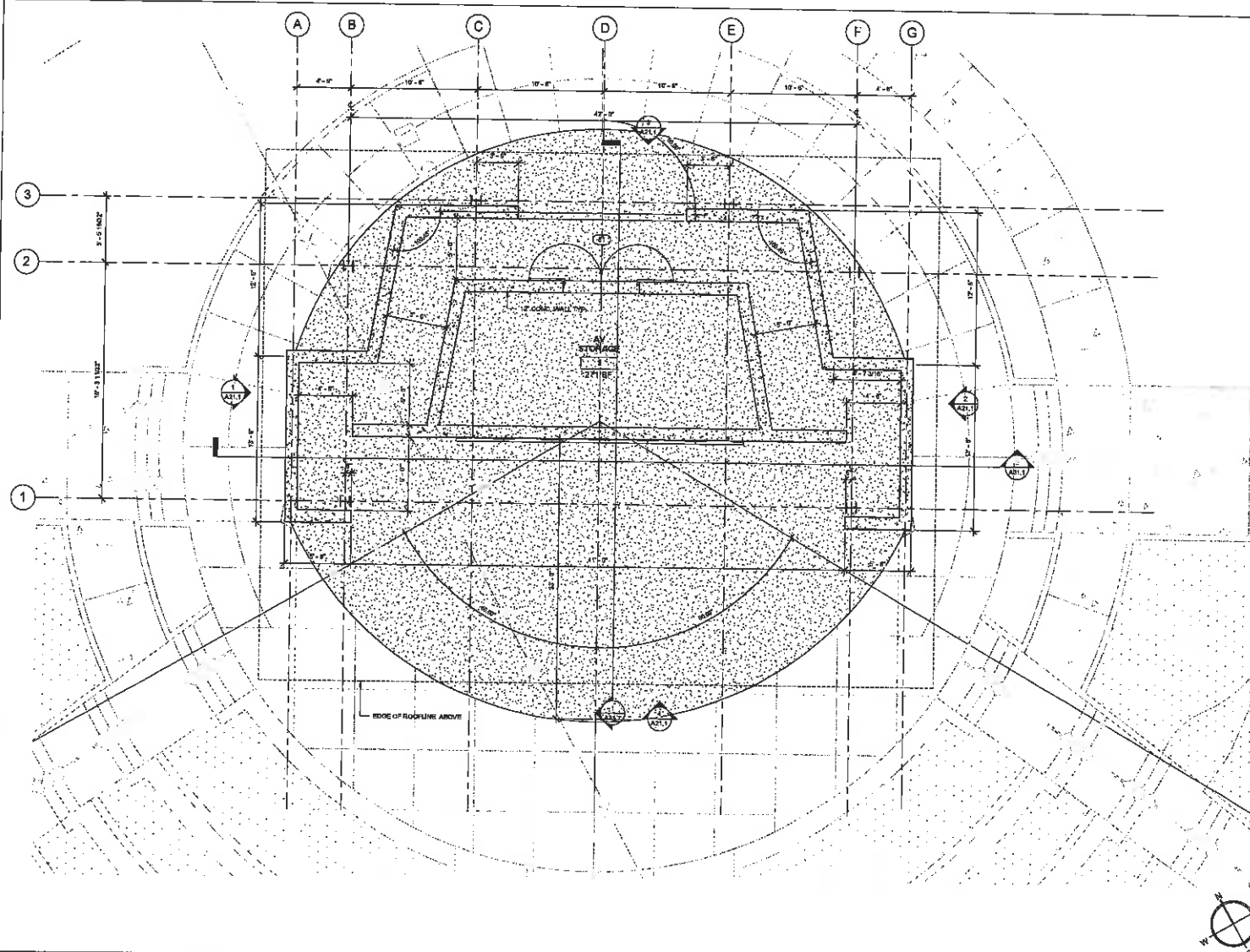
DATE	DESCRIPTION	BY	CHKD BY

CITY OF MORENO VALLEY APPROVALS















SITE PLAN LEGEND - DSA
CITY OF MORENO VALLEY
CMC CENTER PARK AND AMPHITHEATER
SITE PLAN
A1.0

SITE PLAN 1" = 20'-0" 1



DESCRIPTION

KEYNOTES

-  32'x48' MIN. ACCESSIBLE WHEELCHAIR CLEAR FLOOR SPACE
-  60' MIN. ACCESSIBLE WHEELCHAIR CLEAR TURNING SPACE
-  EXISTING CONCRETE
-  EXISTING METAL STUD WALL
-  NEW CONCRETE WALL PER SHEET AS1.1
-  NEW METAL STUD WALL PER SHEET AS1.1
-  1/2 HR RATED WALL
-  2 HR RATED WALL
-  WALL TYPE ANNOTATIONS, SEE SHEET AS1.1 FOR DETAILS
-  NUMBER INDICATES DOOR PER SCHEDULE, REFER TO SHEET AS1.1
-  NUMBER INDICATED WINDOW PER SCHEDULE, REFER TO SHEET AS1.1
-  FIRE EXTINGUISHER CABINET PER DET.

FLOOR PLAN GENERAL NOTES:
 1. ALL DIMENSIONS ARE TO CENTERLINE OF THE GRID LINES AND/OR TO THE FACE OF STUDS, UNLESS NOTED OTHERWISE.
 2. UNLESS NOTED OTHERWISE, ALL WALLS ARE FULL HEIGHT.
 3. REFER TO SHEET GEN-4 FOR TYPICAL ACCESSIBILITY REQUIREMENTS AND DIMENSIONS.
 4. REFER TO ENLARGED PLAN FOR DIMENSIONS AND CALLOUTS NOT SHOWN HERE.



NO.	REVISION	DATE	BY	CHECKED	APPROVED

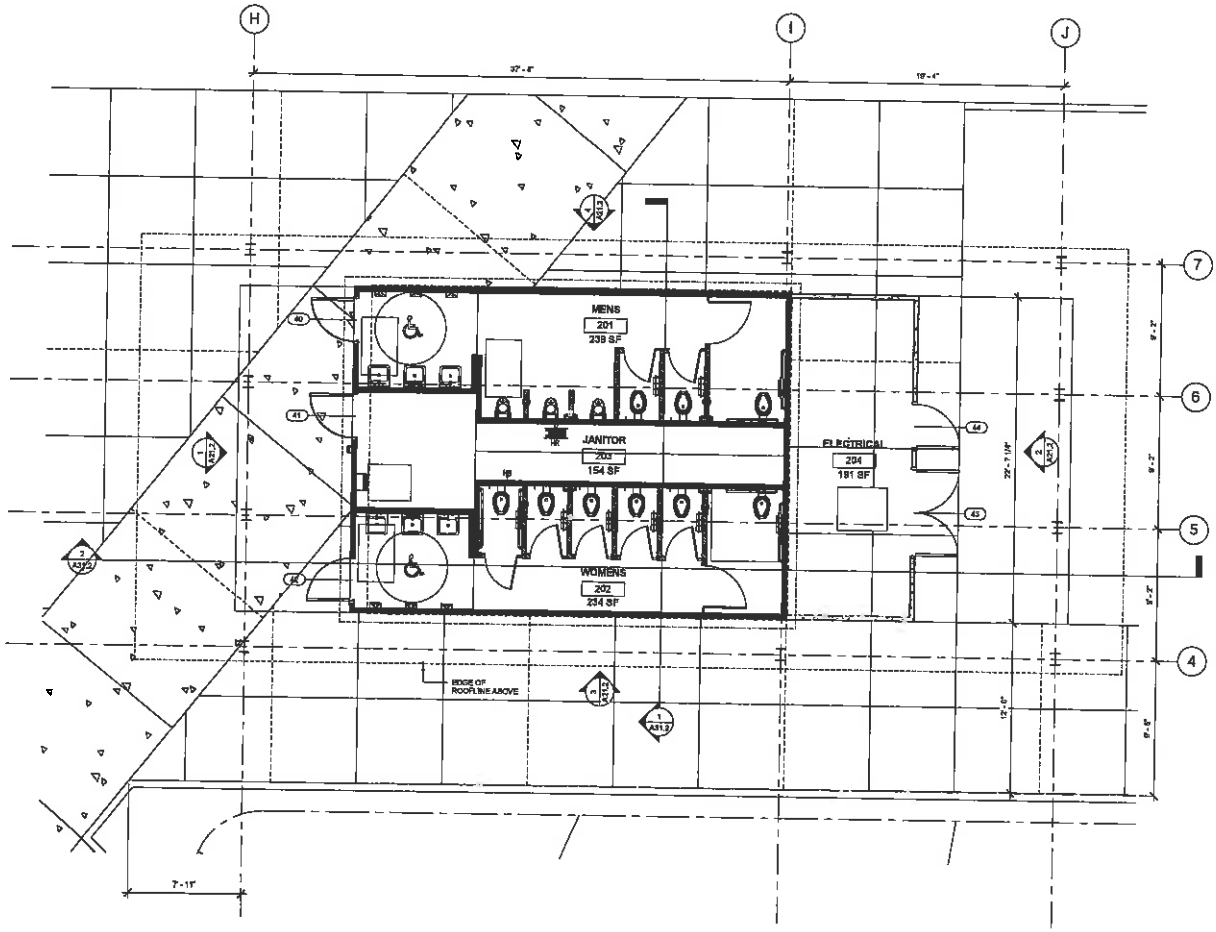
CITY OF MORENO VALLEY APPROVALS

AMPHITHEATER PLAN 1/8" = 1'-0" 1



FLOOR PLAN LEGEND

CITY OF MORENO VALLEY	
CIVIC CENTER PARK AND AMPHITHEATER	
AMPHITHEATER PLAN	A11.1



DESCRIPTION

KEYNOTES

- 30"x36" MIN. ACCESSIBLE WHEELCHAIR CLEAR FLOOR SPACE
- 60"x60" MIN. ACCESSIBLE WHEELCHAIR CLEAR TURNING SPACE
- EXISTING CONCRETE
- EXISTING METAL STUD WALL
- NEW CONCRETE WALL PER SHEET AS.1
- NEW METAL STUD WALL PER SHEET AS.1
- 1-HR RATED WALL
- 2-HR RATED WALL
- WALL TYPE ANNOTATIONS, SEE SHEET AS.1 FOR DETAILS
- NUMBER INDICATES DOOR PER SCHEDULE, REFER TO SHEET AS.1
- NUMBER INDICATED WINDOW PER SCHEDULE, REFER TO SHEET AS.1
- FIRE EXTINGUISHER CABINET PER DET.

FLOOR PLAN GENERAL NOTES:
 1. ALL DIMENSIONS ARE TO CENTERLINE OF THE GRID LINES UNLESS NOTED TO THE FACE OF STUDS, U.A.O.
 2. UNLESS NOTED OTHERWISE, ALL WALLS ARE FULL HEIGHT.
 3. REFER TO SHEET DSN-4 FOR TYPICAL ACCESSIBILITY REQUIREMENTS AND DIMENSIONS.
 4. REFER TO ENLARGED PLANS FOR DIMENSIONS AND CALLOUTS NOT SHOWN HERE.

DIGALERT

NO.	DATE	DESCRIPTION	BY	CHECKED

CITY OF MORENO VALLEY APPROVALS

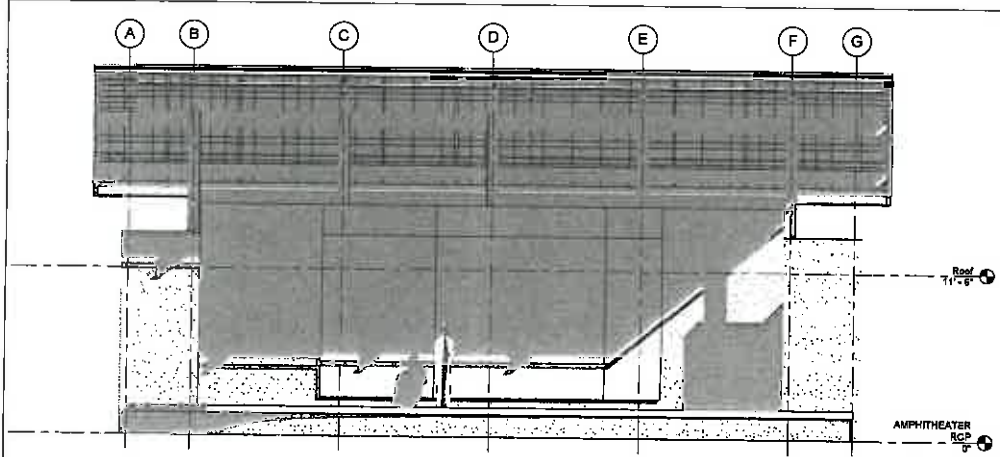
RESTROOM BUILDING PLAN 1/8" = 1'-0" 1



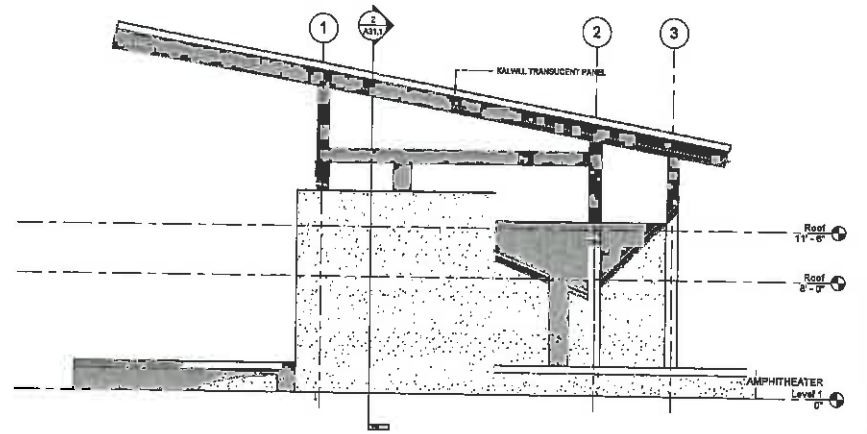
FLOOR PLAN LEGEND

CITY OF MORENO VALLEY
 CIVIC CENTER PARK AND AMPHITHEATER
 RESTROOM BLDG. PLAN

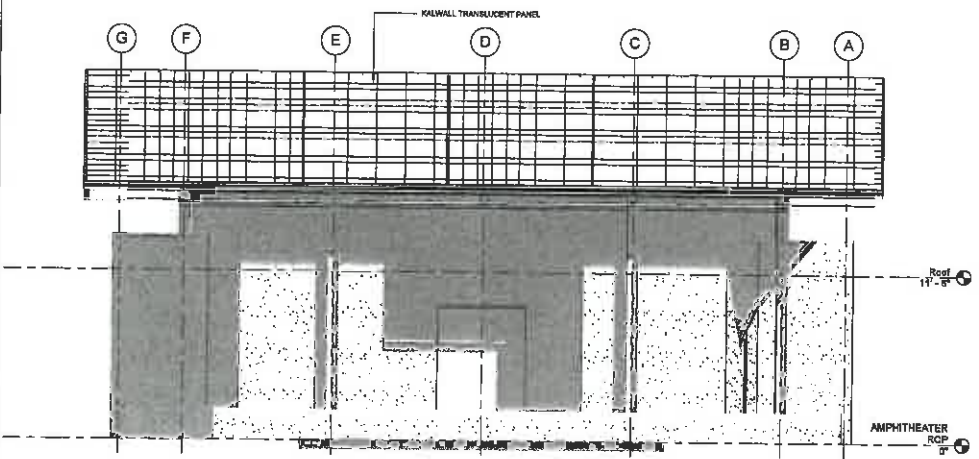
A11.2



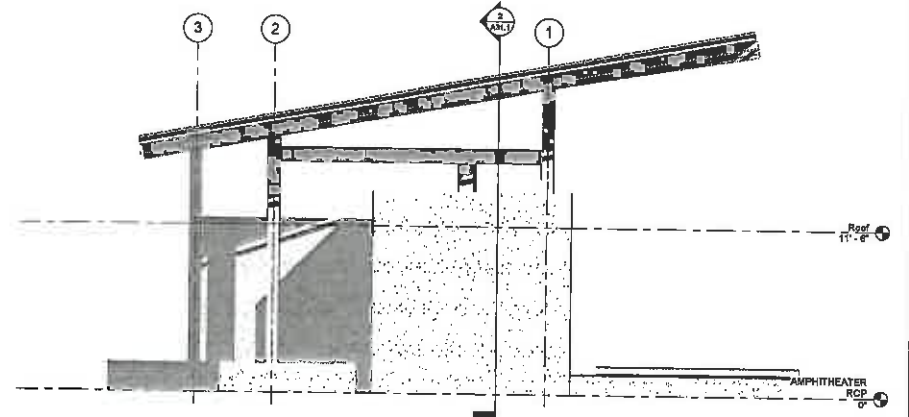
4 AMPHITHEATER - FRONT STAGE
1/4" = 1'-0"



2 AMPHITHEATER - RIGHT SIDE
1/4" = 1'-0"



3 AMPHITHEATER - REAR / BACK STAGE
1/4" = 1'-0"



1 AMPHITHEATER - LEFT SIDE
1/4" = 1'-0"

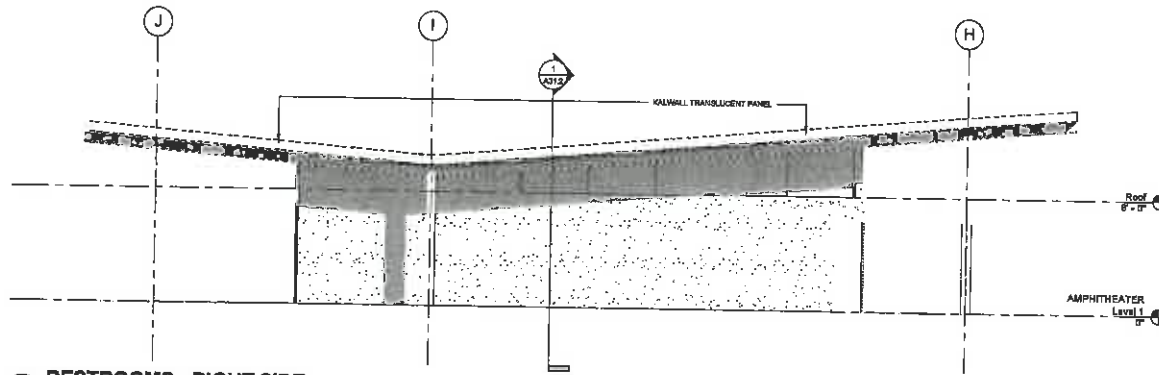


NO.	REVISION	DATE	BY	CHKD.

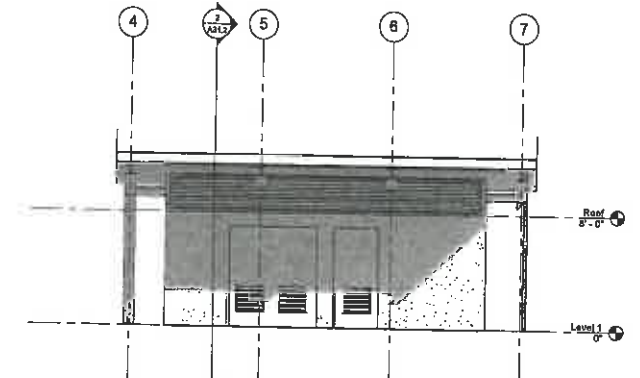
CITY OF MORENO VALLEY APPROVALS



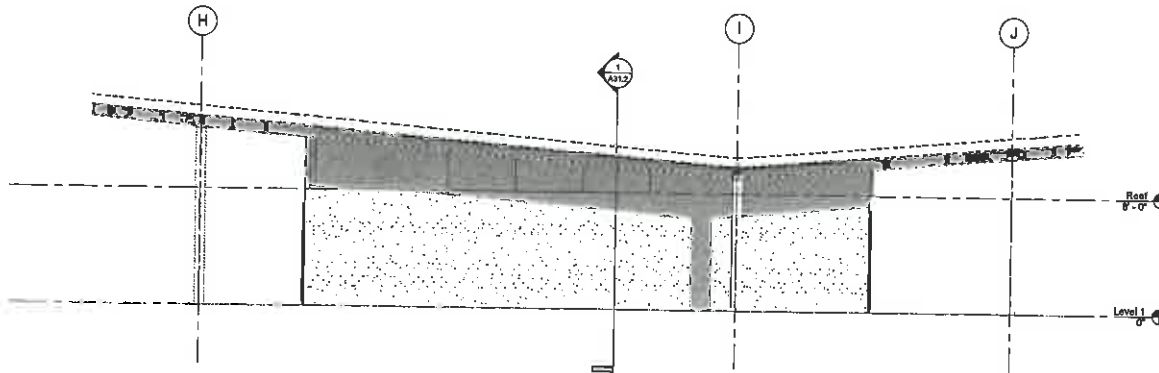
CITY OF MORENO VALLEY		
CIVIC CENTER PARK AND AMPHITHEATER		A21.1
AMPHITHEATER ELEVATIONS		



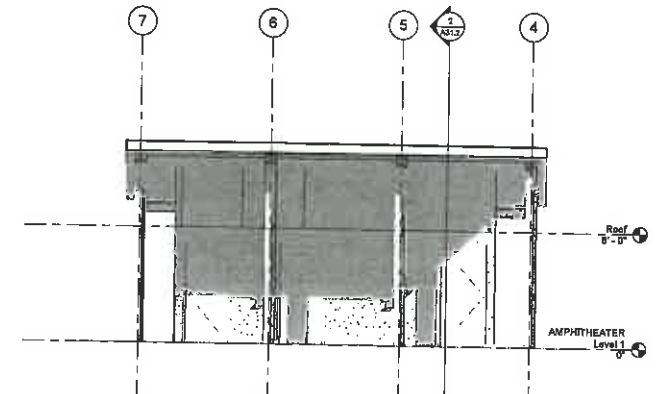
4 RESTROOMS - RIGHT SIDE
1/4" = 1'-0"



2 RESTROOMS - REAR
1/4" = 1'-0"



3 RESTROOMS - LEFT SIDE
1/4" = 1'-0"



1 RESTROOMS - FRONT
1/4" = 1'-0"



DATE OF ISSUE	DESCRIPTION

NO.	DATE	BY	FOR

CITY OF MORENO VALLEY APPROVALS

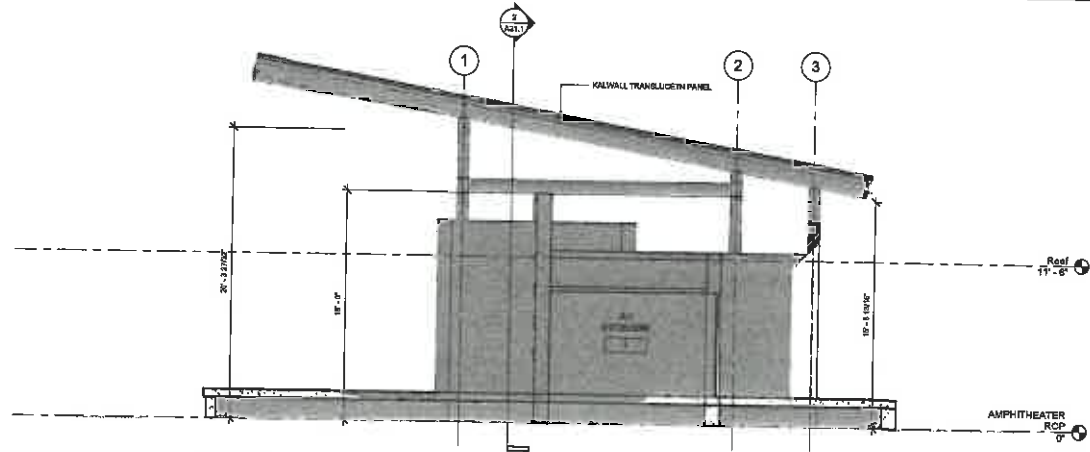
APPROVED BY:	
TITLE:	
DATE:	



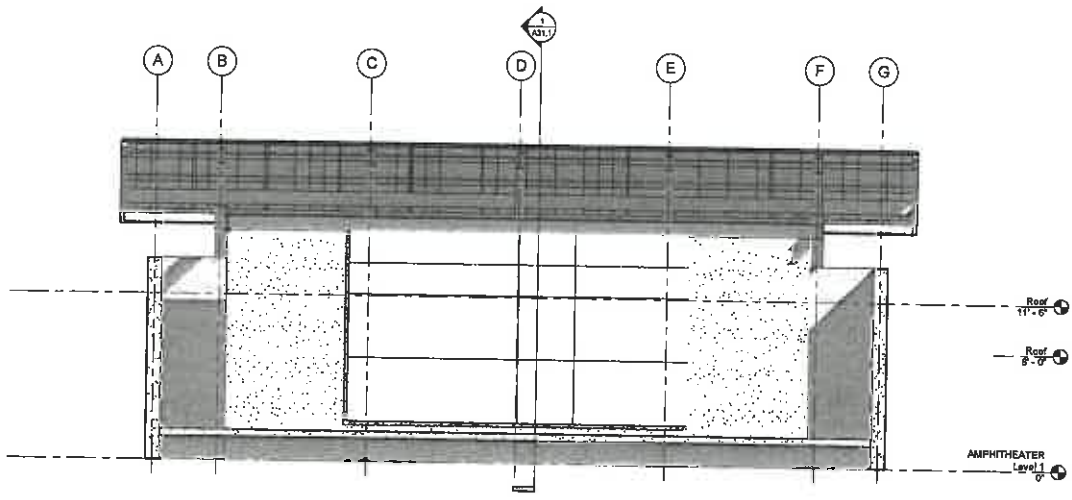
**ARCHITERRA
DESIGN GROUP**
ARCHITECTS



CITY OF MORENO VALLEY	PROJECT NUMBER
CIVIC CENTER PARK AND AMPHITHEATER	A21.2
RESTROOM ELEVATIONS	



1 AMPHITHEATER - SECTION 1
1/4" = 1'-0"



2 AMPHITHEATER - SECTION 2
1/4" = 1'-0"

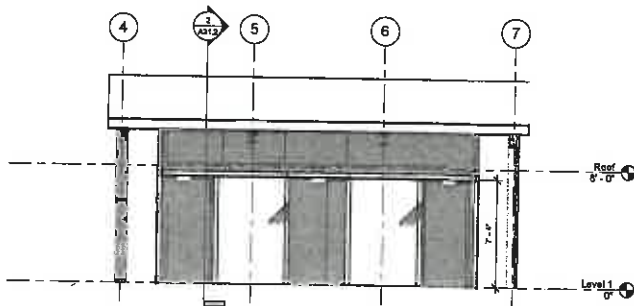


DATE OF REVISION	DESCRIPTION

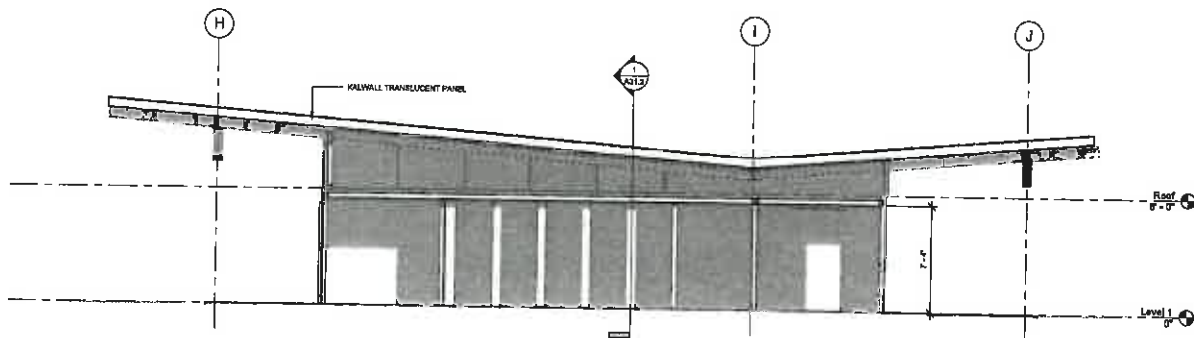
CITY OF MORENO VALLEY APPROVALS



CITY OF MORENO VALLEY	
CIVIC CENTER PARK AND AMPHITHEATER	
AMPHITHEATER SECTIONS	
A31.1	



1 RESTROOM BLDG. - SECTION 1
1/4" = 1'-0"



2 RESTROOM BLDG. - SECTION 2
1/4" = 1'-0"

DIG ALERT



DATE OF REVISION	DESCRIPTION

CITY OF MORENO VALLEY APPROVALS



CITY OF MORENO VALLEY	
CIVIC CENTER PARK AND AMPHITHEATER	
RESTROOM BLDG.	
SECTIONS	
A31.2	

CONSTRUCTION LEGEND:

CONSTRUCTION CALLOUTS:

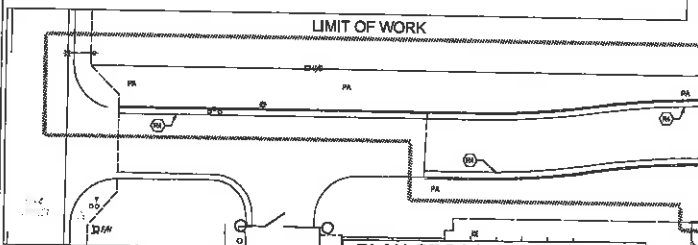
1. INSTALL CONCRETE PAVING 4" THICK CONCRETE AT WALK. REFER TO CIVIL ENGINEER'S PLANS FOR DRIVEWAY THICKNESS. SEE DETAIL X, SHEET L-1.X.
2. INSTALL FULL DEPTH EXPANSION JOINTS. SEE DETAIL X, SHEET L-1.X.
3. INSTALL SAW CUT JOINTS AS SHOWN. SEE DETAIL X, SHEET L-1.X.
4. INSTALL HAND TOoled JOINTS AS SHOWN. SEE DETAIL X, SHEET L-1.X.
5. CONSTRUCT POURED IN PLACE CONCRETE RETAINING WALL. SEE DETAIL X, SHEET L-1.X.
6. CONSTRUCT AND INSTALL 6" WIDE CONCRETE NOW CURB. SEE DETAIL X, SHEET L-1.X.
7. ADA RAMP AT STAGE. SEE DETAIL X, SHEET L-1.X.
8. ADA RAMP AT SLOPE. SEE DETAIL X, SHEET L-1.X.
9. CONSTRUCT AMPHITHEATER AISLE STEPS. SEE DETAIL X, SHEET L-1.X.
10. CONSTRUCT AMPHITHEATER OUTER RING STEPS. SEE DETAIL X, SHEET L-1.X.
11. CONSTRUCT TURF STEPS. SEE DETAIL X, SHEET L-1.X.
12. CONSTRUCT GUARD RAIL ON RETAINING WALL. SEE DETAIL X, SHEET L-1.X.
13. CONSTRUCT ADA SEATING GUARD RAIL. SEE DETAIL X, SHEET L-1.X.
14. PROVIDE AND INSTALL YELLOW TACTILE WARNING TILE. SEE DETAIL X, SHEET L-1.X.
15. PROVIDE AND INSTALL PRECAST CONCRETE WHEEL STOP. SEE DETAIL X, SHEET L-1.X.
16. PAINT 5" WIDE STRIPING AT ADA PARKING STALL AS SHOWN. COLOR WHITE. INCLUDE 45 DEGREE DIAGONAL STRIPING AT LOADING ZONE WITH "NO PARKING" PAINTED WITHIN.
17. PAINT 5" WIDE STRIPING AT ADA VAN PARKING STALL AS SHOWN. COLOR WHITE. INCLUDE 45 DEGREE DIAGONAL STRIPING AT LOADING ZONE WITH "NO PARKING" PAINTED WITHIN.
18. PAINT INTERNATIONAL ADA SYMBOL IN PARKING STALL. COLOR WHITE LINES WITH BLUE FILL. SEE DETAIL X, SHEET L-1.X.
19. PROVIDE AND INSTALL ADA PARKING SIGNAGE. SEE DETAIL X, SHEET L-1.X.
20. PAINT 3" WIDE STRIPING AT ADA ELECTRIC VEHICLE CHARGING AMBULATORY PARKING STALL AS SHOWN. COLOR GREEN. INCLUDE 45 DEGREE DIAGONAL STRIPING AT CLEAR AISLE WITH "NO PARKING" PAINTED WITHIN.
21. PAINT 3" WIDE STRIPING AT ADA ELECTRIC VEHICLE CHARGING VAN PARKING STALL AS SHOWN. COLOR GREEN. INCLUDE 45 DEGREE DIAGONAL STRIPING AT CLEAR AISLE WITH "NO PARKING" PAINTED WITHIN.
22. PAINT ELECTRIC VEHICLE CHARGING SYMBOL IN PARKING STALL. COLOR WHITE LINES WITH GREEN FILL. SEE DETAIL X, SHEET L-1.X.
23. PAINT CLEAN AIR/VAN POOL/ELECTRIC VEHICLE LABEL IN PARKING STALL. COLOR GREEN. SEE DETAIL X, SHEET L-1.X.
24. PROVIDE AND INSTALL ELECTRIC VEHICLE PARKING SIGNAGE. SEE DETAIL X, SHEET L-1.X.
25. CONSTRUCT PARKING LOT ISLAND 'A'. SEE DETAIL X, SHEET L-1.X.
26. CONSTRUCT PARKING LOT ISLAND 'B'. SEE DETAIL X, SHEET L-1.X.
27. CONSTRUCT PARKING LOT TREE WELL. SEE DETAIL X, SHEET L-1.X.

28. CONSTRUCT PARKING LOT 'V' CURB. SEE DETAIL X, SHEET L-1.X.
 29. CONSTRUCT TRASH ENCLOSURE. SEE DETAIL X, SHEET L-1.X.
 30. PERIMETER FENCE. SEE DETAIL X, SHEET L-1.X.
 31. VEHICULAR GATE. SEE DETAIL X, SHEET L-1.X.
 32. PEDESTRIAN GATE. SEE DETAIL X, SHEET L-1.X.
 33. POURED IN PLACE SEAT WALL. SEE DETAIL X, SHEET L-1.X.
 34. POURED IN PLACE RETAINING WALL. SEE DETAIL X, SHEET L-1.X. A. SEE DETAIL X, SHEET L-1.X.
 35. PROVIDE AND INSTALL REMOVABLE BOLLARDS. SEE DETAIL X, SHEET L-1.X.
 36. PROVIDE AND INSTALL 4" ALUMINUM BENCH. SEE DETAIL X, SHEET L-1.X.
 37. PROVIDE AND INSTALL BIKE RACK. SEE DETAIL X, SHEET L-1.X.
 38. PROVIDE AND INSTALL TRASH RECEPTACLE.
- REFERENCES BY OTHERS:**
39. SIDEWALK PER CIVIL ENGINEER'S PLANS.
 40. WATER METER PER CIVIL ENGINEER'S PLANS.
 41. DRIVEWAY APRON PER CIVIL ENGINEER'S PLANS.
 42. CURB AND GUTTER PER CIVIL ENGINEER'S PLANS.
 43. FIRE HYDRANT PER CIVIL ENGINEER'S PLANS.
 44. SLOPE PER CIVIL ENGINEER'S PLANS.
 45. POLE LIGHT, RELOCATE PER CIVIL/ELECTRICAL ENGINEER'S PLANS.
- EXISTING REFERENCES:**
46. FIRE HYDRANT.
 47. CURB AND GUTTER.
 48. CONCRETE WALK.

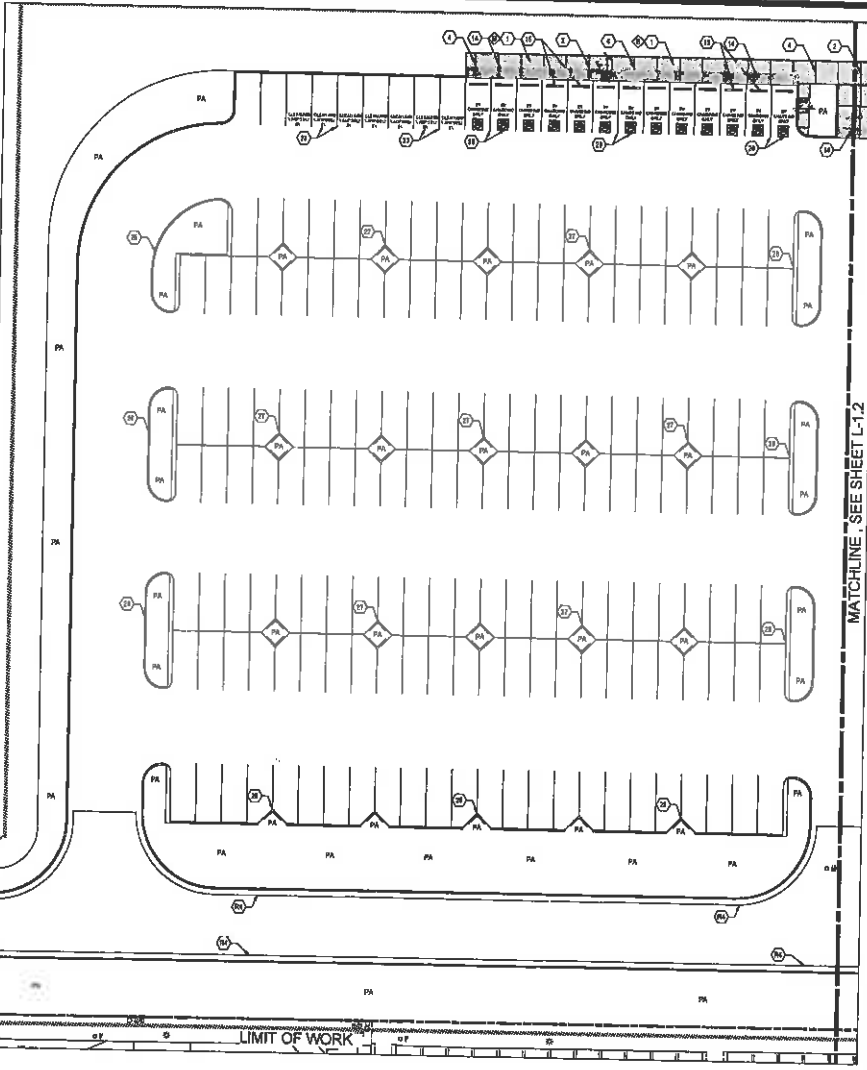
CONSTRUCTION NOTES:

1. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO A FAILURE TO GIVE SUCH NOTIFICATION.
2. WALL AND FENCE LAYOUT SHALL CONFORM TO PROPERLY LINE AND TOP OF SLOPE CONDITIONS. STAKING FOR LOCATION OF WALLS AND FENCES SHALL BE PROVIDED BY THE CIVIL ENGINEER PRIOR TO EXCAVATION OF FOOTINGS.
3. ALL FORMS AND ALIGNMENTS OF PAVING, WALL/FENCE LAYOUT, AND SPECIAL PAVING AREAS SHALL BE REVIEWED AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO POURING (GIVE A MINIMUM OF 48 HOURS NOTICE).
4. FOR SITE GRADING, SEE CIVIL ENGINEER'S GRADING PLAN.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES, PIPES AND STRUCTURES. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR COST INCURRED DUE TO DAMAGE AND REPLACEMENT OF SAID UTILITIES.
6. CONTRACTOR SHALL COORDINATE IRRIGATION SLEEVE LOCATIONS UNDER PAVED AREAS AS REQUIRED. REFER TO IRRIGATION PLANS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH OTHER SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH CONSTRUCTION OPERATIONS AS SHOWN.
8. PRIOR TO PLACING CONCRETE, THE CONTRACTOR SHALL SUFFICIENTLY COMPACT THE SUB-GRADE AND PROVIDE SUBSURFACE PREPARATION PER SPECIFICATIONS.
9. CONCRETE SURFACES SHALL BE FORMED WITH LONG, SMOOTH GRADIENT TO REDUCE DEFS, ABRUPT CHANGES AND SHARP TRANSITIONS.
10. ALL CURVILINEAR WALKS, CURBS, HEADER BOARDS, AND WALLS SHALL HAVE A CONTINUOUS SMOOTH CURVE WHERE APPLICABLE. ALL FORMS MUST BE INSPECTED AND APPROVED PRIOR TO BEGINNING THAT PHASE OF WORK.

ADA PATH OF TRAVEL NOTE:
TRANSVERSE SLOPE < OR = 2%. LONGITUDINAL SLOPE < 5%



PLAN CROSS REFERENCES:
FOR NOTES AND LEGENDS, SEE THIS SHEET
FOR DETAILS, SEE SHEET L-1.4-1.X
FOR SPECIFICATIONS, SEE SHEET L-1
FOR CORRESPONDING IRRIGATION PLAN SEE SHEET L-2.1
FOR CORRESPONDING PLANTING PLAN SEE SHEET L-3.1



MATCHLINE - SEE SHEET L-1.2



1-800-422-4133
2 Before Day Before The Day
Professional

DATE OF REVISION	REVISION	APPROVED	DATE

DATE	DESCRIPTION	BY	DATE

CITY OF MORENO VALLEY APPROVALS

APPROVED BY	DATE	BY	DATE
CITY TRAFFIC ENGINEER			
LAND USE AND OPERATIONS MANAGER			
TRAFFIC OPERATIONS SUPERVISOR			
DESIGNED BY			
DRAWN BY			
CHECKED BY			
SEALOR/ENGINEER			

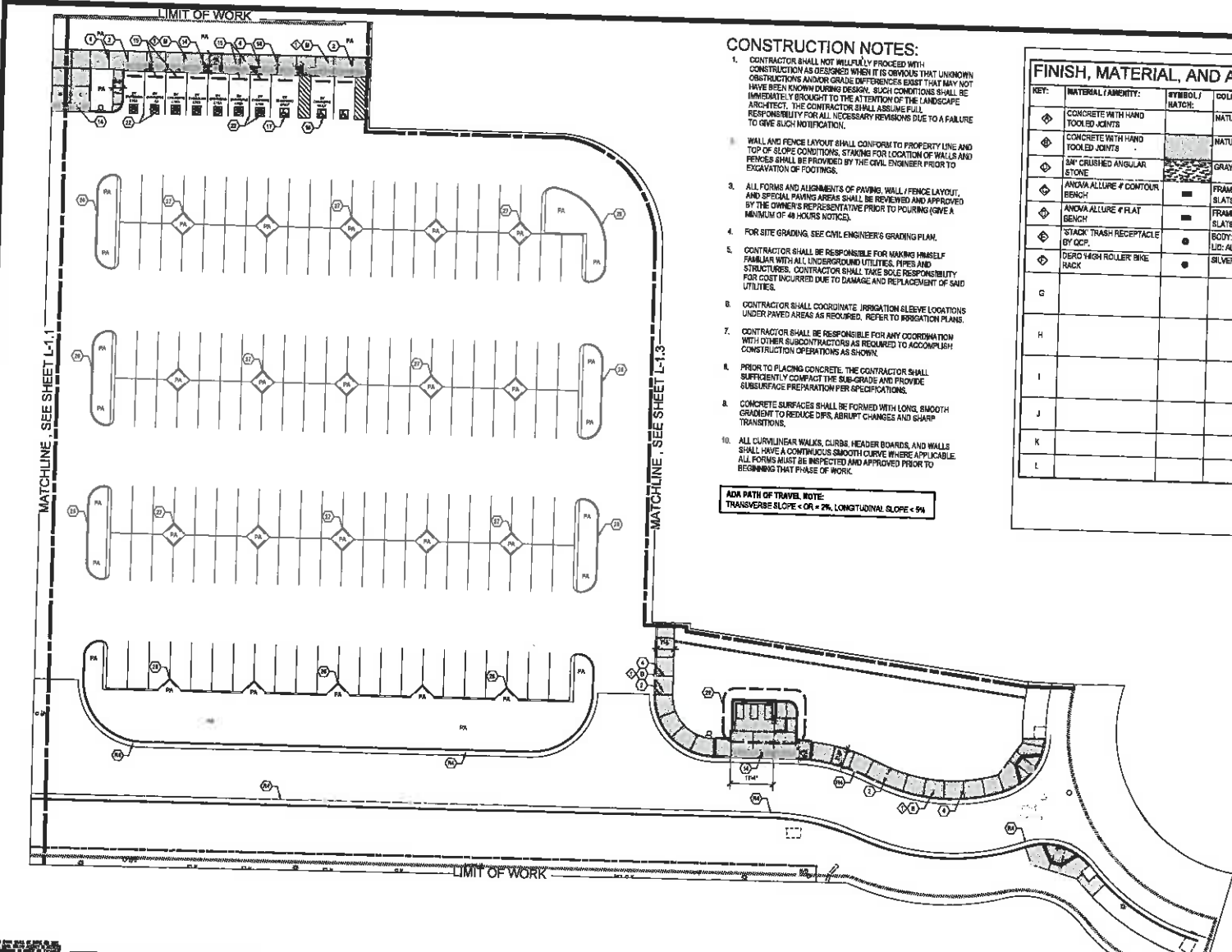
ARCHITERRA DESIGN GROUP
PROJECT MANAGER CONTACT: PETER DALMAN
PHONE: (562) 484-2820
EMAIL: PDALMAN@ARCHITERRADESIGNGROUP.COM



CITY OF MORENO VALLEY
CIVIC CENTER PARK AND AMPHITHEATER
CONSTRUCTION PLAN 1

PROJECT No. 201-01-01-001-0001
SHEET 2 OF 15
PROJECT No. 201-2017-2002-02

35% SUBMITTAL DRAWINGS



- ### CONSTRUCTION NOTES:
- CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO A FAILURE TO GIVE SUCH NOTIFICATION.
 - WALL AND FENCE LAYOUT SHALL CONFORM TO PROPERTY LINE AND TOP OF SLOPE CONDITIONS. STAKING FOR LOCATION OF WALLS AND FENCES SHALL BE PROVIDED BY THE CIVIL ENGINEER PRIOR TO EXCAVATION OF FOOTINGS.
 - ALL FORMS AND ALIGNMENTS OF FINISH WALL/FENCE LAYOUT, AND SPECIAL PAVING AREAS SHALL BE REVIEWED AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO POURING (GIVE A MINIMUM OF 48 HOURS NOTICE).
 - FOR SITE GRADING, SEE CIVIL ENGINEER'S GRADING PLAN.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES, PIPES AND STRUCTURES. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR COST INCURRED DUE TO DAMAGE AND REPLACEMENT OF SAID UTILITIES.
 - CONTRACTOR SHALL COORDINATE IRRIGATION SLEEVE LOCATIONS UNDER PAVED AREAS AS REQUIRED. REFER TO IRRIGATION PLANS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH OTHER SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH CONSTRUCTION OPERATIONS AS SHOWN.
 - PRIOR TO PLACING CONCRETE, THE CONTRACTOR SHALL SUFFICIENTLY COMPACT THE SUB-GRADE AND PROVIDE SUBSURFACE PREPARATION PER SPECIFICATIONS.
 - CONCRETE SURFACES SHALL BE FORMED WITH LONG, SMOOTH GRADIENT TO REDUCE DIPS, ABRUPT CHANGES AND SHARP TRANSITIONS.
 - ALL CURVILINEAR WALKERS, CURBS, HEADER BOARDS, AND WALLS SHALL HAVE A CONTINUOUS SMOOTH CURVE WHERE APPLICABLE. ALL FORMS MUST BE INSPECTED AND APPROVED PRIOR TO BEGINNING THAT PHASE OF WORK.

ADA PATH OF TRAVEL NOTE:
 TRANSVERSE SLOPE < OR = 2%, LONGITUDINAL SLOPE < 5%

FINISH, MATERIAL, AND AMENITIES SCHEDULE:

KEY:	MATERIAL / AMENITY:	#/YR/OLI HATCH:	COLOR:	FINISH:	COMMENTS / REFERENCE:
◆	CONCRETE WITH HAND TOoled JOINTS		NATURAL GRAY	MEDIUM BROOK FINISH	
◆	CONCRETE WITH HAND TOoled JOINTS		NATURAL GRAY	GRADE TOP-CAST 1/8 YELLOW EXPOSED AGGREGATE	
◆	3/4" CRUSHED ANGULAR STONE		GRAY (ITEM 8G)	3/4" ANGULAR CRUSHED	
◆	ANOVA ALLURE # CONTOUR BENCH		FRAME: SILVER SLATS: SANDSTONE		MODEL # AL 1884, AVAILABLE THROUGH ANOVA SITE FURNISHINGS PH: (800) 231-1327
◆	ANOVA ALLURE # FLAT BENCH		FRAME: SILVER SLATS: SANDSTONE		MODEL # AL 1884, AVAILABLE THROUGH ANOVA SITE FURNISHINGS PH: (800) 231-1327
◆	*STACK TRASH RECEPTACLE BY OCP.		BODY: LATTE LID: ALUMINUM		MODEL # OR-STCK243WA-021, AVAILABLE THROUGH OCP PH: (951) 763-3434
◆	DERO HIGH ROLLER BIKE RACK		SILVER		MODEL # HALL AVAILABLE THROUGH DERO PH: (214) 275-4486
G					
H					
I					
J					
K					
L					

PLAN CROSS REFERENCES:
 FOR NOTES AND LEGENDS, SEE SHEET L-1.1
 FOR DETAILS, SEE SHEET L-1.4-L-1.X
 FOR SPECIFICATIONS, SEE SHEET L-...
 FOR CORRESPONDING IRRIGATION PLAN SEE SHEET L-2.2
 FOR CORRESPONDING PLANTING PLAN SEE SHEET L-3.2



DIGALERT
 CALL BY
 1-800-422-4133
 24 hours before the dig
 to avoid lines

DATE OF REVISION	REVISION	APP'D DATE	DESIGNED BY	CHECKED BY

CITY OF MORENO VALLEY APPROVALS

APPROVED BY	DATE	BY
CITY TRAFFIC ENGINEER		
TRAFFIC SIGNALS AND OPERATIONS MANAGER		
TRAFFIC OPERATIONS SUPERVISOR		
SENIOR ENGINEER		

ARCHITERRA DESIGN GROUP
 PROJECT MANAGER CONTACT: PETER DALIAN
 PHONE: (951) 454-2626
 EMAIL: PDALIAN@ARCHITERRADesignGROUP.COM

CITY OF MORENO VALLEY
 CIVIC CENTER PARK AND AMPHITHEATER
 CONSTRUCTION PLAN 2

AGCT No. 201-24-01-000-0208

L-12

SHEET 3 OF 15
 PROJECT No. 201-0037-000-02

35% SUBMITTAL DRAWINGS

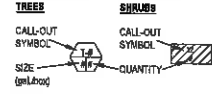
PLANT_LEGEND

TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Condalia 'Desert Maroon'	Thornless Palo Verde	24" Box	Per Plan		L	11
	Quercus wislizeni 'Desert Honey TM'	Forest Pines Redbud	24" Box	Per Plan		L	61
	Europhor spec.	Star eye	Per Plan			L	9
	Phoenix date/palm	Date Palm	14 B.T.J.L.	Per Plan		L	10
	Pison carolinense	Coary Mixed Pine	24" Box	Per Plan		L	14
	Pison albertii	Algham Pine	24" Box	Per Plan		L	37
	Platanus racemosa	California Sycamore	48" Box	Per Plan	Standard	M	4
	Ficus ventricosa	Fern Pine	24" Box	Per Plan		L	23
	Xanthoxylum spec.	Ecodyction	SHRUB IN PLANT			M	11
	Xanthoxylum spec.	Date Palm	14 B.T.J.L.			L	0
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Abies alba	Conif Abies	1 Gal.	Per Plan		L	
	Abies x Blue Elf	Blue Elf Abies	1 Gal.	18" O.C.		L	
	Abies x Compacta	Desert Compacta Tree	1 Gal.	24" O.C.		L	
	Callitriche 'Little John'	Little John Desert Redbud	5 Gal.	36" O.C.		L	
	Chamaecyparis 'Green'	Magnolia Redwood	1 Gal.	42" O.C.		L	
	Evonymus alatus 'Alatum'	Spotted Elm Bush	2 Gal.	24" O.C.		L	
	Eriogonum l. Adornatum	California Redbud	5 Gal.	36" O.C.		L	
	Quercus x 'Goldil'	Shrub	1 Gal.	42" O.C.		L	
	Laurus nobilis	Ornamental Bay	1 Gal.	48" O.C.		L	
	Leycesteria x 'Canyon Pinky'	Canyon Pinky Desert W.M. Sp.	1 Gal.	24" O.C.		L	
	Muhlenbergia capillaris	Pink Muhly	1 Gal.	36" O.C.		L	
	Rumex crispus x 'Tuscan Blue'	Tuscan Blue Rumex	5 Gal.	36" O.C.		L	
SHRUB AREAS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Acacia x 'Majestica'	Majestica Yucca	1 Gal.	18" O.C.		L	
	Hesperaloe x 'Dreadlight' TM	Dreadlight Red Yucca	1 Gal.	24" O.C.		L	
	Muhlenbergia dubia	Pink Muhly	1 Gal.	24" O.C.		L	
GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Rhusovium p. 'Piper Palm'	Piper Palm Coyote Brush	1 Gal.	48" O.C.		L	
	Rhusovium x 'Prostratum'	Desert Rumex	1 Gal.	42" O.C.		L	
	Senecio nemorosus	Blue Chalksticks	1 Gal.	24" O.C.		L	
	Sphaeralcea x 'L. Oak Hillside' TM	L. Oak Hillside Chalksticks	1 Gal.	36" O.C.		L	
	Turf Soil Ball x Eye Bermuda	Ball x Eye Bermuda	Ball x Eye Bermuda (12" x 10")			H	

PLANTING NOTES:

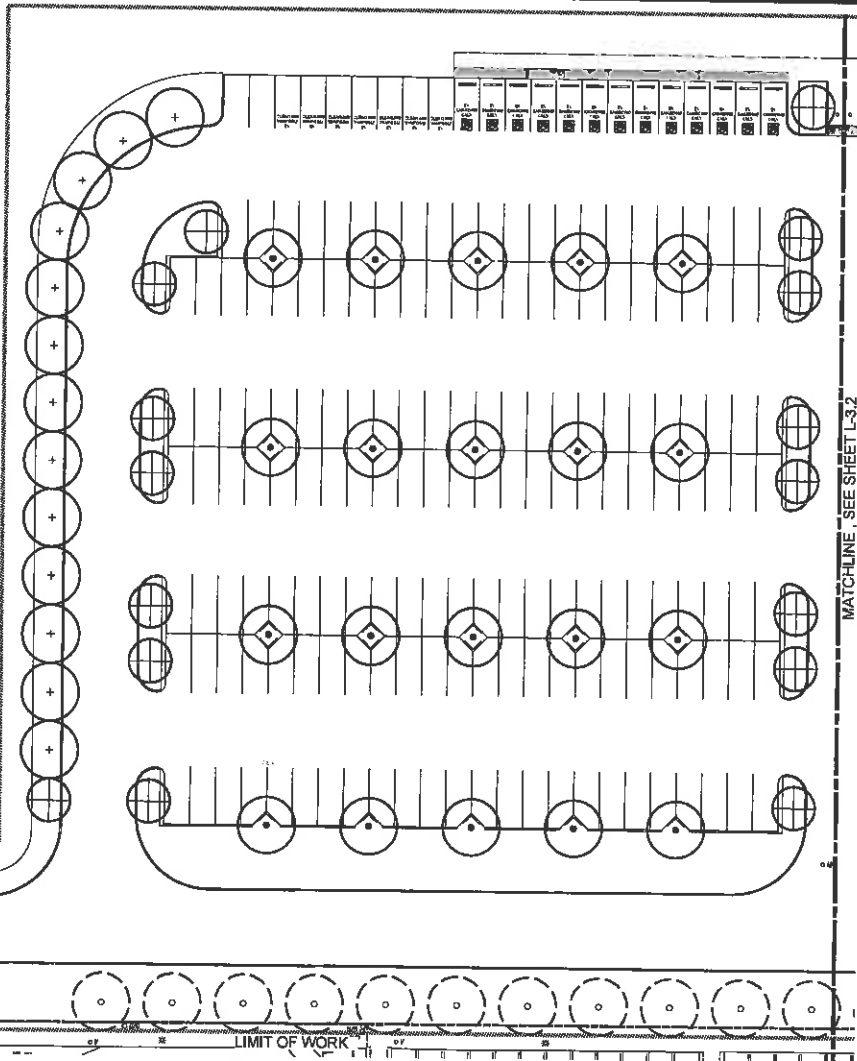
- SHRUB LAYOUT AS SHOWN ON PLAN INDICATES 'SHRUB MASSES.' QUANTITIES ARE AS SHOWN ON PLAN, ON-CENTER SPACING AS SHOWN ON LEGEND. CONTRACTOR TO VERIFY QUANTITIES BASED ON SPACING AND ADD ADDITIONAL PLANT MATERIAL (AT NO ADDITIONAL COST TO THE OWNER) REQUIRED TO MAINTAIN DESIGN INTENT DUE TO EXISTING SITE CONDITIONS NOT ANTICIPATED DURING DESIGN. LAYOUT/SPACING WILL EITHER BE TRIANGULAR OR LINEAR AS SHOWN ON PLAN OR LEGEND. LANDSCAPE ARCHITECT TO APPROVE FINAL LAYOUT IN FIELD PRIOR TO INSTALLATION.
- CONTRACTORS SHALL NOTIFY THE LANDSCAPE ARCHITECT OF SITE CONDITIONS WHICH PREVENT INSTALLATION PER PLANS AND SPECIFICATIONS.
- CONTRACTOR SHALL BE LIABLE FOR REMOVING AND RE-INSTALLING IRRIGATION EQUIPMENT AND REPLACING AREAS WHICH ARE NOT INSTALLED PER PLAN AND SPECIFICATIONS.
- REFER TO PLANTING SPECIFICATIONS FOR INSPECTION/CERTIFICATION SCHEDULE.
- IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL PRIOR TO INSTALLATION OF PLANT MATERIALS.
- TREES AND SHRUBS SHALL BE PLANTED AFTER CONCRETE PLACEMENT, BUT NOT BEFORE IRRIGATION COVERAGE TEST NO. 1 HAS BEEN APPROVED. (SEE SPECIFICATIONS).
- PLACE TREES BETWEEN IRRIGATION HEADS WHERE POSSIBLE.
- LANDSCAPE CONTRACTOR SHALL TAKE FOUR (4) SOIL SAMPLES FROM THE SITE AT LOCATIONS APPROVED BY THE LANDSCAPE ARCHITECT. THE SAMPLES SHALL BE TAKEN AT A DEPTH OF 12" AFTER ROUGH GRADING AND SUBMITTED TO AN APPROVED SOIL AND PLANT LABORATORY FOR AGRICULTURAL SUITABILITY TESTING. THE COST OF TESTING SHALL BE INCLUDED IN THE CONTRACTORS BID.
- THE RECOMMENDATIONS OF THE SOIL REPORT SHALL SUPERSEDE THE SOIL PREPARATION AND BACKFILL AND SPECIFICATIONS (SEE SPECIFICATIONS). THE CONTRACTOR SHALL SUBMIT A COPY OF ALL SOIL REPORTS TO THE LANDSCAPE ARCHITECT PRIOR TO MODIFICATION OF THESE SPECIFICATIONS.
- SHRIPPED MULCH INSTALLATION: INSTALL SHRIPPED MULCH IN ALL SHRUB AND GROUND COVER AREAS PER SPECIFICATIONS UNLESS OTHERWISE INDICATED ON PLANS.
- CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS AND/OR REPAIR ADJEMENT OF ANY DAMAGED LANDSCAPE AREAS BEYOND THE LIMIT OF WORK, INCLUDING REPAIRING ANY IRRIGATION LINES/PISTON/LEAKS. THAT IS A DIRECT RESULT OF THE LANDSCAPE CONSTRUCTION AND/OR HIS SUB-CONTRACTOR. REPAIR ADJEMENT ITEMS SHALL BE EXACT DUPLICATION OF ORIGINAL WORK OR PLANTS, UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT.
- WHEREVER GROUND COVER AREAS ARE ADJACENT TO TURF INSTALL CONCRETE MOW STRIP OR HEADER BOARD AS INDICATED ON DRAWINGS.
- CLEANUP SHALL TAKE PLACE ON A DAILY BASIS UNLESS OTHERWISE APPROVED BY THE OWNERS REPRESENTATIVE.
- IT IS THE CONTRACTORS RESPONSIBILITY TO MAINTAIN ALL GRADERS AND FLOW LINES AS SHOWN ON THE GRADING PLAN, WHERE SODS IS TO BE INSTALLED ON A SLOPE THE FINISH GRADE MUST BE ADJUSTED SO THE SODS DOES NOT RESTRICT THE FLOW.

SYMBOL LEGEND:



PLAN CROSS REFERENCES:

- FOR NOTES AND LEGENDS, SEE THIS SHEET FOR DETAILS, SEE SHEET L-3.4
- FOR SPECIFICATIONS, SEE SHEET L-4.2
- FOR CORRESPONDING CONSTRUCTION PLAN SEE SHEET L-1.1
- FOR CORRESPONDING IRRIGATION PLAN SEE SHEET L-2.1



MATCHLINE - SEE SHEET L-3.2

DIGALBERT
CALL 611 or 1-800-422-4133
2700 E. Highway 102, Suite 100
Mesa, AZ 85205

DATE OF REVISION	REVISION

DATE	BY	REVISION

CITY OF MORENO VALLEY APPROVALS

APPROVED BY: TONY HEUBERMAN DATE: _____
CITY TRAFFIC ENGINEER / PUBLIC WORKS COORDINATOR

APPROVED BY: _____ DATE: _____
MAINTENANCE AND OPERATIONS MANAGER

APPROVED BY: _____ DATE: _____
TRAFFIC OPERATIONS SUPERVISOR

APPROVED BY: _____ DATE: _____
SENIOR ENGINEER

APPROVED BY: _____ DATE: _____
PATH SOLUTIONS DIRECTOR OF PARKS AND CONSERVATION SERVICES

ARCHITERRA DESIGN GROUP
PROJECT MANAGER CONTRACT: PETER DALMAN
PHONE: (909) 484-2800
EMAIL: P.DALMAN@ARCHITERRADISIGNGROUP.COM



CITY OF MORENO VALLEY ACCT No. 800-20-01-000-0208

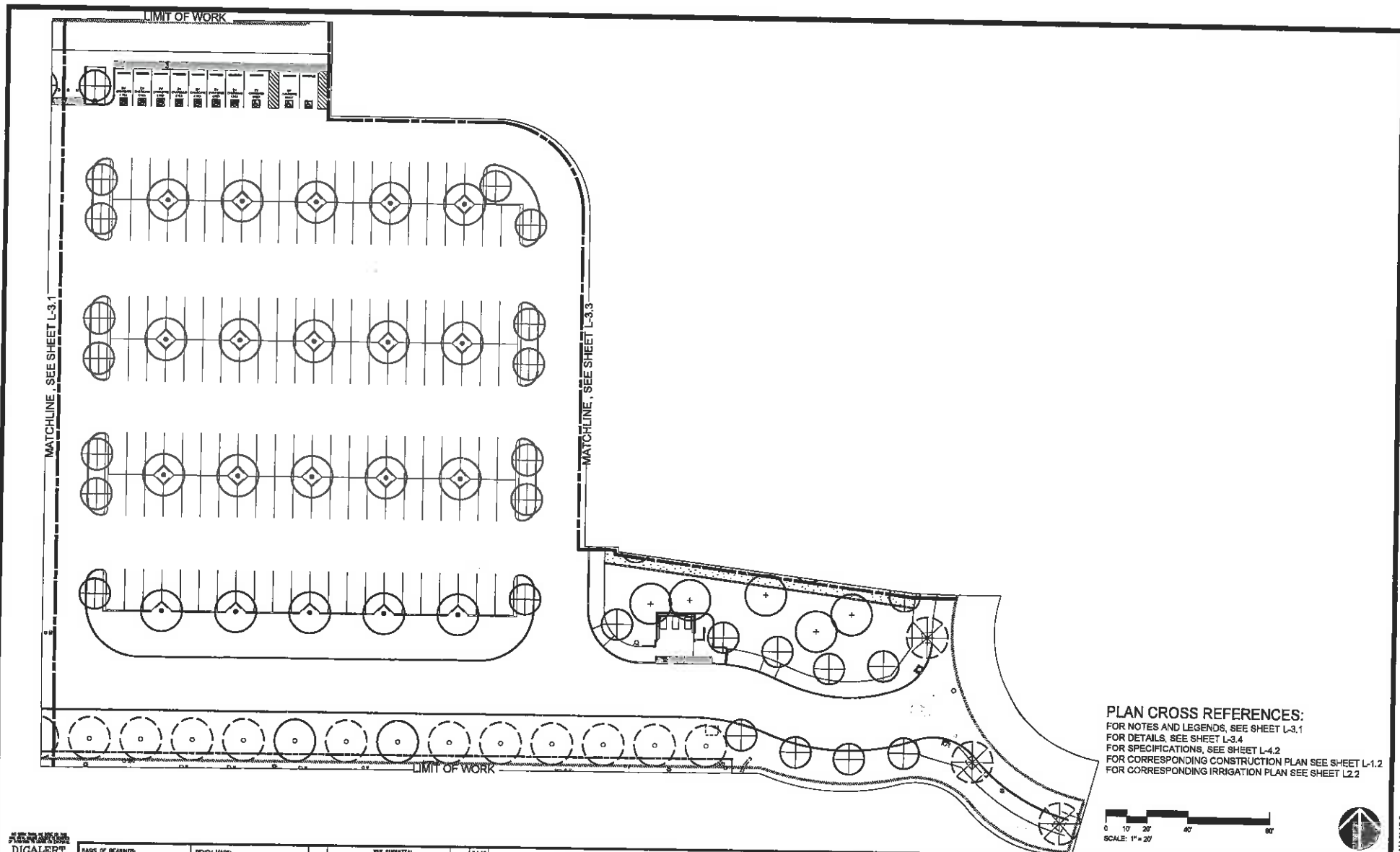
CIVIC CENTER PARK AND AMPHITHEATER

L-3.1

PLANTING PLAN 1

SHEET 12 OF 15
PROJECT No. 800-2017-3000-02

35% SUBMITTAL DRAWINGS



PLAN CROSS REFERENCES:
 FOR NOTES AND LEGENDS, SEE SHEET L-3.1
 FOR DETAILS, SEE SHEET L-3.4
 FOR SPECIFICATIONS, SEE SHEET L-4.2
 FOR CORRESPONDING CONSTRUCTION PLAN SEE SHEET L-1.2
 FOR CORRESPONDING IRRIGATION PLAN SEE SHEET L-2.2



AS PER THE CITY OF MORENO VALLEY
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 B.I.L. or
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 2 Working Drawings per 100
 regulations

DATE OF REVISION	REVISION

ISSUE SUBMITTAL	DATE	BY

CITY OF MORENO VALLEY APPROVALS	
APPROVED BY	DATE
CITY TRAFFIC ENGINEER	
MAINTENANCE AND OPERATIONS MANAGER	
TRAFFIC OPERATIONS SUPERVISOR	
DESIGNED BY CA	DRAWN BY X
CHECKED BY	SENIOR ENGINEER

ARCHITERRA DESIGN GROUP
 PROJECT MANAGER CONTACT: PETER DALMAN
 PHONE: (951) 454-2828
 EMAIL: PDALMAN@ARCHITERRADESIGNGROUP.COM



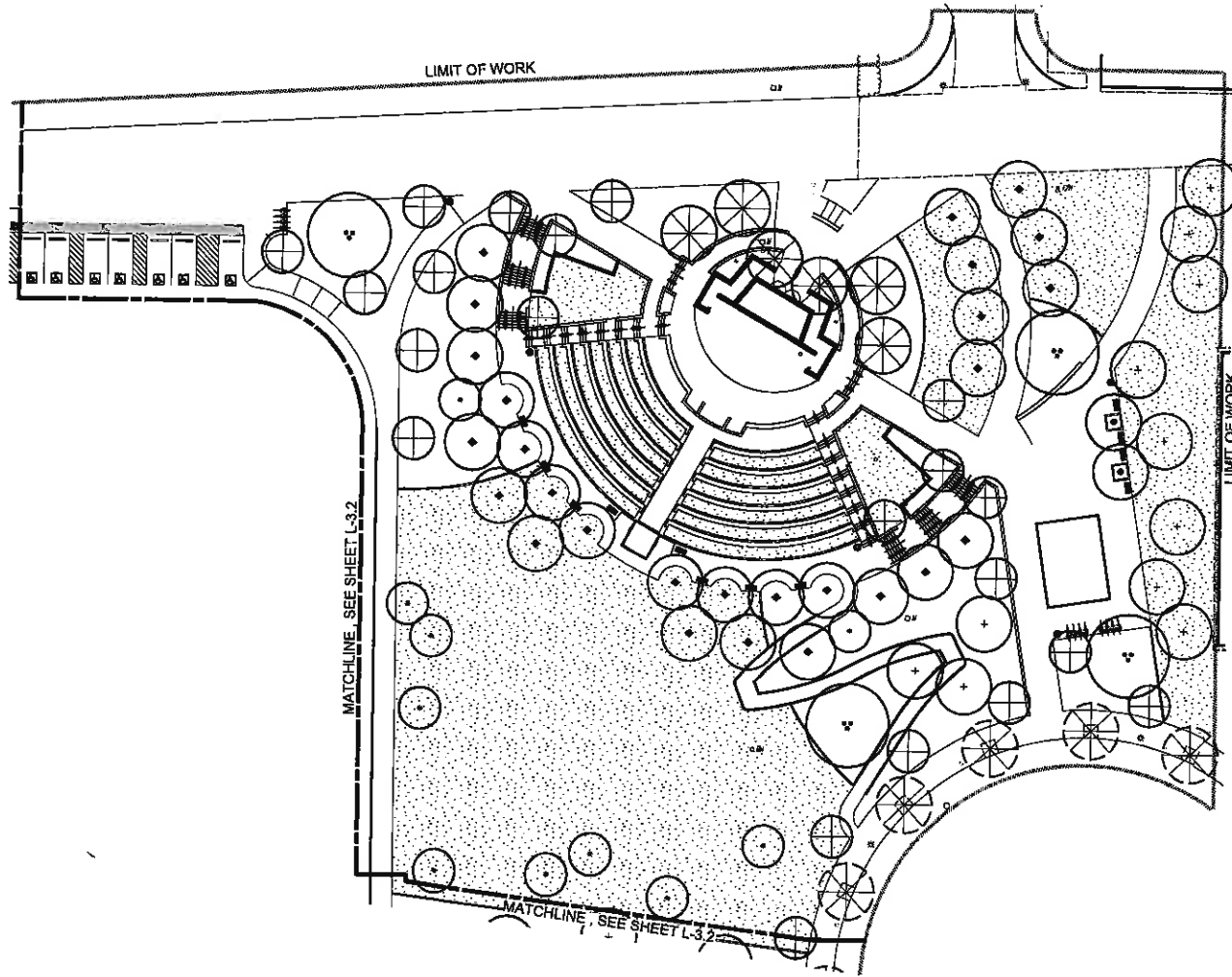
CITY OF MORENO VALLEY
 CIVIC CENTER PARK AND AMPHITHEATER
 PLANTING PLAN 2

ACT No. 202-06-07-000-C008

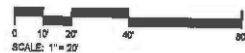
L-3.2

SHEET 13 OF 15
 PROJECT No. 202-06-07-000-C0

35% SUBMITTAL DRAWINGS



PLAN CROSS REFERENCES:
 FOR NOTES AND LEGENDS, SEE SHEET L-31
 FOR DETAILS, SEE SHEET L-34
 FOR SPECIFICATIONS, SEE SHEET L-4.2
 FOR CORRESPONDING CONSTRUCTION PLAN SEE SHEET L-1.3
 FOR CORRESPONDING IRRIGATION PLAN SEE SHEET L-2.3



AS SHOWN ON THESE PLANS
 THE USER ASSUMES ALL
 LIABILITY FOR ANY DAMAGE
 TO PERSONS OR PROPERTY
 CAUSED BY THE USE OF THESE
 PLANS.

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 1-800-422-4133
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 digcall.ca

DATE OF DEBARRED	REASON

NO.	REVISIONS	DATE	BY

DATE	BY	DATE	BY

CITY OF MORENO VALLEY APPROVALS

APPROVED BY: _____ DATE: _____
 CITY TRAFFIC ENGINEER
 MAINTENANCE AND OPERATIONS MANAGER
 TRAFFIC OPERATIONS SUPERVISOR
 MOVED ENGINEER

APPROVED BY: _____ DATE: _____
 PATTY BOLAND
 DIRECTOR OF PARKS AND COMMUNITY SERVICES



**ARCHITERRA
 DESIGN GROUP**
 ARCHITECTURE, INTERIOR DESIGN
 AND LANDSCAPE ARCHITECTURE
 1000 W. BROADWAY, SUITE 100
 DENVER, CO 80202
 PHONE: (303) 484-2800
 EMAIL: PDM@ARCHITERRADESIGNGROUP.COM



CITY OF MORENO VALLEY ACT No. 800-90-01-000-000
CIVIC CENTER PARK AND AMPHITHEATER
PLANTING PLAN 3
L-3.3
 SHEET 14 OF 15
 PROJECT No. 800-007-000-02

35% SUBMITTAL DRAWINGS

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 9, 2019

Mr. Russell Brady, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
[VIA HAND DELIVERY]

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

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

File No.: ZAP1013BL19
Related File No.: CUP03721 (Conditional Use Permit) Alternate Gen-Tie Line
Alignment [Alt 3A]
APN: 879-110-001

Dear Mr. Brady:

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

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 an alternate gen-tie line realignment [Alt 3A] for CUP03721 (Conditional Use Permit), a proposal to re-align a portion of the project’s 33 gen-tie poles so that the eastern portion of its line runs further south and west from the original gen-tie alignment, and further away from Blythe Airport runway, as part of the overall project (where no changes are proposed) to construct and operate a 25 megawatt (MW) photovoltaic solar facility with associated facilities on a 160-acre site under the jurisdiction of the County of Riverside located southerly of Interstate 10, easterly of the Wiley’s Well Road interchange and westerly of the Mesa Drive interchange, and southwesterly of the unincorporated community of Mesa Verde/Nicholls Warm Springs. The 160-acre site is part of a larger (approximately eight square mile) proposed 450 MW solar facility under the jurisdiction of the Bureau of Land Management (BLM).

www.rcaluc.org

While the 160-acre site is not located within an Airport Influence Area (AIA), a portion of the alternate gen-tie line realignment is located in Compatibility Zone E of Blythe Airport Influence Area. Compatibility Zone E prohibits uses that are hazards to flight. The alternate gen-tie line realignment is approximately 2,000 feet south, and 900 feet west of the original gen-tie line alignment, and subsequently further away from the runway at Blythe Airport.

The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (396 feet AMSL). The proposed realignment of the gen-tie lines has moved further away from the airport, as well as reducing its height of all the poles to 125 feet (previously 135 feet). The closest alternate layout gen-tie tower to the airport is 15,463.6 feet from the runway and has a top point elevation of 513.1 feet AMSL. The highest top point elevation of any alternate layout gen-tie tower within 20,000 feet of the runway is 556.4 feet AMSL and is located 19,691 feet from the runway. In both cases, the top point elevation does not

AIRPORT LAND USE COMMISSION

exceed the levels requiring FAA review (550.6 feet AMSL at 15,463 feet, and 592.9 feet AMSL at 19,691 feet). Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was not required.

The proposed gen-tie line realignment would have no impact on the solar glare analysis that was previously done for the project (and is included in this determination). The solar glare potential was previously analyzed in the applicant's original solar glare study (solar panel arrays have not changed location) utilizing the Solar Glare Hazard Analysis Tool (SGHAT) which determined the potential for glare created by the project for approaches on runways 8, 26, 17, and 35, including an angled approach for runway 26. The analysis utilized a glide slope approach of 3.0 degrees and utilized both a fixed tilt solar position facing south with a 25 degree tilt and a single-axis tracking aligned north-south with a maximum total tracking of 90 degrees. The analysis concluded that some glare would occur on the approach to runway 35 for a fixed tilt type facility.

The glare that is projected to occur on the approach to runway 35 would be at 2.0 mile and 1.75 mile distances from the end of the runway and would be limited to a length of time as shown below:

1 ¾ mile

- Late February to Mid March – 5:20 p.m. to 5:50 p.m.
- Mid September to Mid October – 5:00 p.m. to 5:45 p.m. (6:00 to 6:45 PDT)

2 mile

- Late February to Mid April – 5:00 p.m. to 6:00 p.m. (6:00 to 7:00 PDT)
- Late August to Mid October – 5:00 p.m. to 5:45 p.m. (6:00 to 6:45 PDT)

No glare would occur closer than 1 mile from the runway. The analysis notes that the glare experienced at each of the distances and times noted above would result in a low potential for temporary after-image and would be beyond the 50 degree pilot field of vision. Based on FAA Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of impact for solar facilities located on airport property.

As ALUC Director, I hereby find that the above-referenced Conditional Use Permit with the Alt 3A gen-tie realignment remains **CONSISTENT** with the 2004 Blythe Municipal 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 within the 160-acre area shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The determination of consistency relates specifically to the proposed project as described above. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Palo Verde Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or

AIRPORT LAND USE COMMISSION

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 within one mile of the landing threshold.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels or covering them at the time of day when incidences of glare occur to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
4. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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



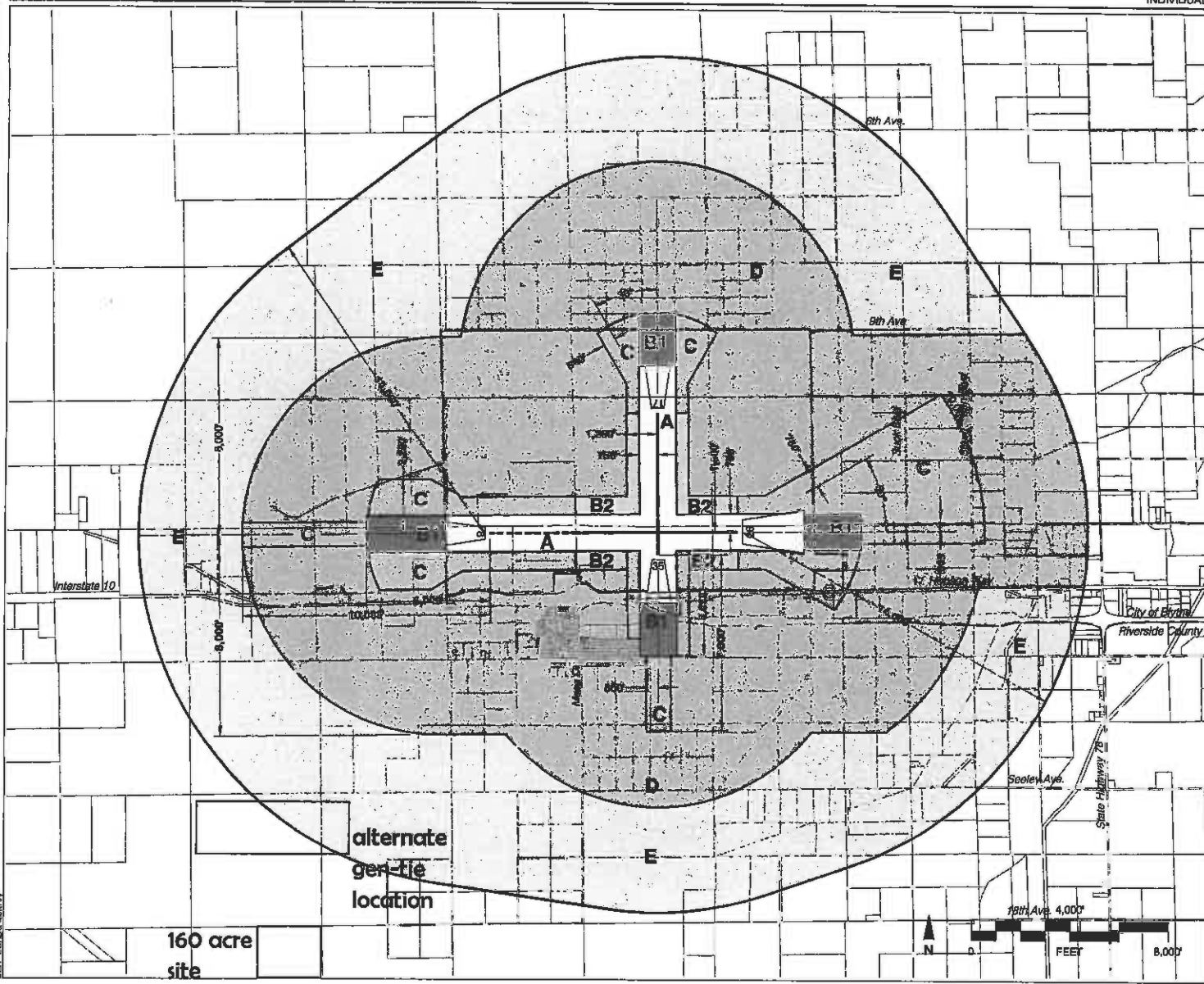
Simon A. Housman, ALUC Director

cc: Desert Quartzite, LLC (applicant)
First Solar Development, Inc. (representative/payee)
A-yuan Kao Chao (landowner)
Liliana Valle, Airports Manager, Riverside County EDA – Aviation Division
ALUC Case File

Y:\AIRPORT CASE FILES\Blythe\ZAP1013BL19\ZAP1013BL19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

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

Map BL-1

Compatibility Map
 Blythe Airport

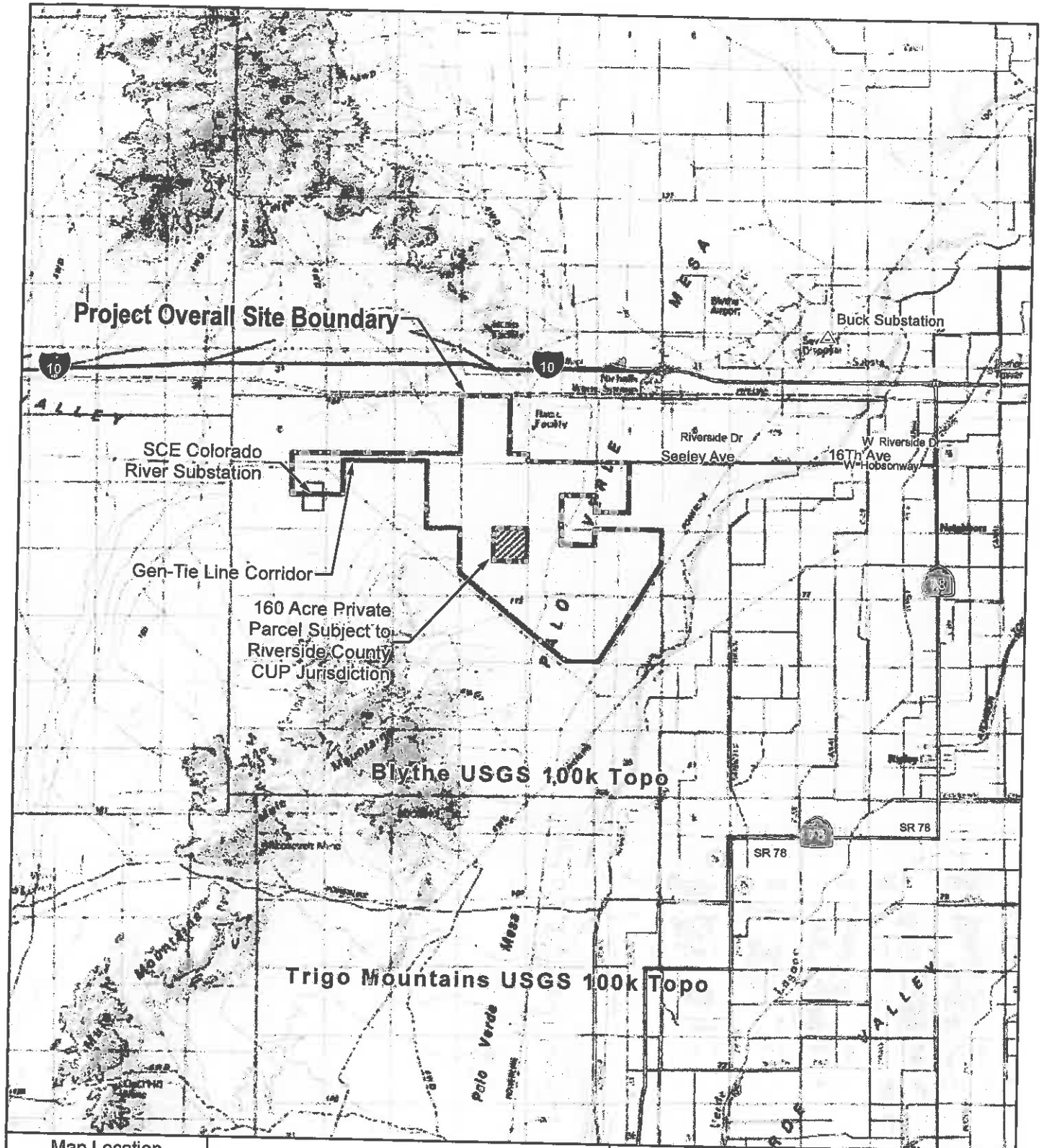
BL-1-compatibility

Alternate 230 kV Gen-Tie Structures. The Gen-Tie structures are proposed to be a maximum of 125-feet tall. Of the 33 alternate Gen-Tie structures shown on Figure 5, one of the Gen-Tie structures is located within Blythe Airport Compatibility Zone E and a total of 11 structures are located within 20,000 feet of the west end of Runway 8 (see Table 3). The distances from the applicable poles to the west end of Runway 8 are included in Table 3 along with the base ground elevation and the top of structure elevation for each structure. Within a 20,000-foot radius from the closest runway at the Blythe Airport, the structure with the highest elevation is Pole 26 with a top-of-pole elevation of 602 feet asl and at a distance of 27,863 feet from the west end of Runway 8. As shown on Figure 2 and the Preliminary Alternate Gen-Tie Line Plan (Figure 5), the alternate Gen-Tie line route would be located to the south of multiple other proposed and/or existing transmission lines (e.g., existing Blythe/McCoy, SCE 161 kV, and NRG Blythe 21 lines; and the proposed Blythe Mesa line) which are located closer to the Blythe Airport runways than the Desert Quartzite alternate Gen-Tie line route.

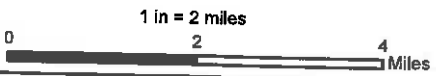
Pole ID	Facility Maximum Height (feet)	State Plane Coordinates (Northing/Easting)	Ground Elevation (feet asl)	Top Elevation (feet asl)	Airport Compatibility Zone	Distance to Nearest Airport Runway
1	125	2158673.76/7016008.97	388.1	513.1	E	15463.6
2	125	2158665.08/7015299.16	390.0	545.0	NA	15686.9
3	125	2158655.08/7014487.40	392.6	518.6	NA	16396.5
4	125	2158989.68/7013768.04	398.0	528.0	NA	16645.6
5	125	2159235.57/7013024.81	406.0	531.0	NA	16836.0
6	125	2159531.56/7012281.98	412.6	537.6	NA	17258.6
7	125	2159827.55/7011538.35	416.2	541.2	NA	17611.7
8	125	2160123.85/7010795.13	421.4	546.4	NA	17993.3
9	125	2160413.76/7010129.34	424.3	549.3	NA	18583.9
10	125	2160703.97/7009463.58	428.2	553.2	NA	19134.3
11	125	2160994.19/7008797.76	431.4	556.4	NA	19691.9
12	125	2160084.40/7008131.97	435.5	560.5	NA	20255.9
13	125	2160074.61/7007466.18	440.6	565.6	NA	20724.4
14	125	2160576.62/7007458.60	444.5	569.5	NA	20574.9
15	125	2161078.62/7007451.03	446.0	571.0	NA	20208.1
16	125	2161064.92/7006701.78	451.0	576.0	NA	20863.3
17	125	2161049.96/7005883.55	455.0	580.0	NA	21585.8
18	125	2161034.54/7005040.23	460.4	585.4	NA	22337.4
19	125	2161018.89/7004184.62	461.5	586.5	NA	23106.4
20	125	2161004.38/7003390.96	465.4	590.4	NA	23825.1
21	125	2160989.95/7002601.48	468.0	593.0	NA	24544.5
22	125	2160976.32/7001856.19	472.0	597.0	NA	25227.5
23	125	2160963.20/7001138.89	473.0	598.0	NA	25888.2
24	125	2160950.73/7000456.46	476.0	601.0	NA	26519.4
25	125	2160938.30/6999777.09	476.0	601.0	NA	27150.3
26	125	2160924.33/6999012.93	477.0	602.0	NA	27862.6
27	125	2160587.44/6999002.81	474.0	599.0	NA	28000.0
28	125	2160408.35/6998997.43	475.0	600.0	NA	28074.3
29	125	2160067.73/6998987.19	469.0	594.0	NA	28218.4
30	125	2159539.97/6998971.33	467.0	592.0	NA	28448.2
31	125	2159530.82/6998593.43	468.0	593.0	NA	28796.1
32	125	2159525.25/6998363.46	464.0	589.0	NA	29008.1
33	125	2159145.06/6998363.46	464.0	589.0	NA	29165.4

Note:

Shaded data are for poles within the 20,000 feet buffer from closest runway



- Legend**
- Overall Project Site
 - 160 Acre Private Parcel (APN 879-110-001)

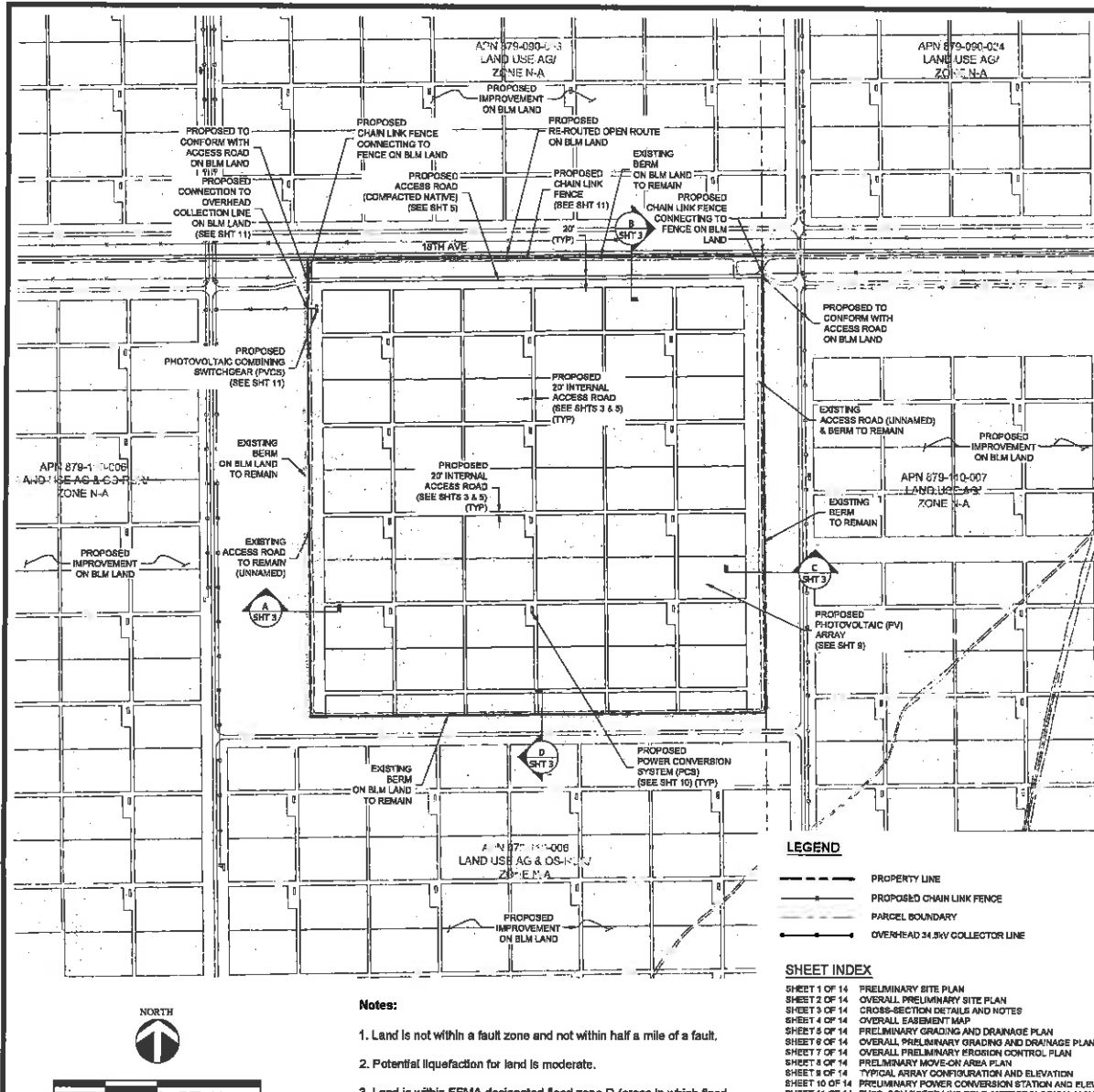


Desert Quartzite Solar Project

Figure 1 Project Area

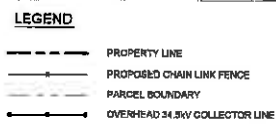
Desert Quartzite, LLC

August 2015



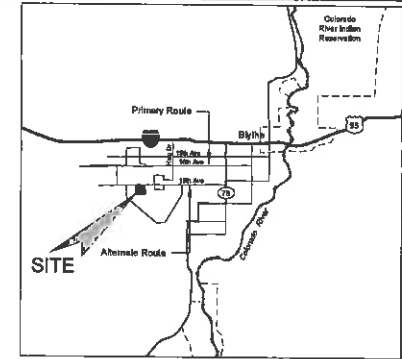
THIS PRELIMINARY SITE PLAN IS THE PROPERTY OF DESERT QUARTZITE, LLC. IT IS NOT TO BE USED FOR CONSTRUCTION UNLESS NOTED AND SIGNED OFF FOR CONSTRUCTION ABOVE LAST REVISION.

- Notes:**
1. Land is not within a fault zone and not within half a mile of a fault.
 2. Potential liquefaction for land is moderate.
 3. Land is within FEMA designated flood zone D (areas in which flood hazards are undetermined) per FIRMS 06065CIND2A, dated August 28, 2008. Property is not within a County Flood District.



SHEET INDEX

SHEET 1 OF 14	PRELIMINARY SITE PLAN
SHEET 2 OF 14	OVERALL PRELIMINARY SITE PLAN
SHEET 3 OF 14	CROSS-SECTION DETAILS AND NOTES
SHEET 4 OF 14	OVERALL EASEMENT MAP
SHEET 5 OF 14	PRELIMINARY GRADING AND DRAINAGE PLAN
SHEET 6 OF 14	OVERALL PRELIMINARY GRADING AND DRAINAGE PLAN
SHEET 7 OF 14	OVERALL PRELIMINARY EROSION CONTROL PLAN
SHEET 8 OF 14	PRELIMINARY MOVE-ON AREA PLAN
SHEET 9 OF 14	TYPICAL ARRAY CONFIGURATION AND ELEVATION
SHEET 10 OF 14	PRELIMINARY POWER CONVERSION STATION AND ELEVATION
SHEET 11 OF 14	PVCS, COLLECTOR LINE POLE, METEOROLOGICAL MONITORING STATION AND FENCE DETAILS
SHEET 12 OF 14	PRELIMINARY AG ELECTRICAL COLLECTION SYSTEM
SHEET 13 OF 14	OVERALL PRELIMINARY AG ELECTRICAL COLLECTION SYSTEM
SHEET 14 OF 14	PRELIMINARY ONSITE SUBSTATION PLAN



Project Name:
Desert Quartzite

Project Description:
The applicant is proposing to construct, operate and maintain a portion of solar plant on a private parcel within the jurisdiction of the County of Riverside, which requires the applicant to obtain a Conditional Use Permit (CUP) from the County.

The solar plant will include access roads, photovoltaic (PV) arrays, power conversion stations (PCS), photovoltaic combining switchgear (PVCS), direct-buried electrical cables and 34.5KV overhead collection line.

Applicant/Preparer:
Desert Quartzite, LLC
135 Main Street, 8th Floor
San Francisco, CA 94105
(415) 835-2500

Land Owner:
A-yuan Kao Chao
21725 Marjorie Avenue
Torrance, CA 90503
(310) 316-0860

Accessor's Parcel Number:
879-110-001
Address not available

Gross/Net Acreage of Project Site:
160.0 acres

Existing Zoning & Land Use Designation:
W-2-10 & AG

Legal Description:
Being all of northeast quarter of Section 15, Township 7 South, Range 21 East, San Bernardino Base and Meridian, Riverside County, California

Thomas Brothers Map:
Page/Grid 5548 (2008 Edition)

Utilities/Public Services:
Water: Palo Verde Irrigation District (PVID)
Sewer: N/A
Gas: Southern California Gas Company
Electric: Southern California Edison
Telephone: N/A
Cable/TV: Blythe Cable
School District: Palo Verde Valley Unified
CSD: Project site not within CSD

Date:
November 25, 2014

THIS PRINT IS NOT TO BE USED FOR CONSTRUCTION UNLESS NOTED AND SIGNED OFF FOR CONSTRUCTION ABOVE LAST REVISION.

DESERT QUARTZITE, LLC
20 WARE STREET, 8TH FLOOR
SAN FRANCISCO, CALIFORNIA 94105
PHONE: 415 835-2500

DESERT QUARTZITE SOLAR PROJECT
RIVERSIDE COUNTY
CALIFORNIA

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PRELIMINARY SITE PLAN

SHEET 1 OF 14

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**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**ATTACHMENT 1
SUPPLEMENTAL APPLICATION MATERIAL**

This attachment supplements the information presented on the Application for Major Land Use Action Review (Application) form and presents additional information regarding the overall Desert Quartzite Solar Project (Project). The information included on the Application form is generally specific to the 160-acre private parcel (APN 879-110-001) that is addressed in the Conditional Use Permit (CUP) application that was submitted to Riverside County by Desert Quartzite, LLC on February 12, 2015 (CUP Number 3721). The 160-acre private parcel that is subject to Riverside County CUP jurisdiction is part of a larger Project that is located on surrounding lands administered by the U.S. Bureau of Land Management (BLM) that are not subject to Riverside County CUP jurisdiction. The supplemental information herein is presented for context and clarification regarding how the 160-acre private parcel relates to the overall Project.

The balance of this supplemental application material is organized according to the sections within the Application form. In addition, information on existing and proposed energy development in the general Project area relative to the Desert Quartzite Project site and Blythe Airport Zones is presented at the end of this Attachment 1.

PROJECT LOCATION

Project Location Map

Figure 1 (Project Area and Airport Zones) shows the location of the overall Project site, the 160-acre private parcel subject to Riverside County CUP jurisdiction, and the geographic relationship of the overall Project site and the 160-acre private parcel to the Blythe Airport runways and the associated Airport Compatibility Zones. As shown, the 160-acre private parcel is not located within any of the specified airport zones. The northeast portion of the overall Project site is within Airport Compatibility Zone E (least restrictive zone). The northeast portion of the 160-acre private parcel is located with a 20,000-foot radius of the closest Blythe Airport Runway (Runway 8) as shown on Figure 1.

Assessor's Parcel Number (APN)

As indicated on the Application form and Figure 1, the 160-acre private parcel is located on APN 879-110-001-3. The balance of the overall Project site is located on lands administered by the BLM encompassing multiple APNs as shown and listed on Sheet 4 (Overall Easement Map) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 4 is attached herein for reference. A legal description of the BLM-administered portion of the overall site is presented in Table 1.

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DESERT QUARTZITE SOLAR PROJECT**

**TABLE 1
LEGAL DESCRIPTION OF THE BLM LANDS PORTION
OF THE PROJECT SITE AREA**

Township Range and Section	
T 7S, R 21E	
Section 3	W1/2, W1/2E1/2, S1/2SE1/4SE1/4, Lots 4, 5, 6
Section 4	S1/2S1/2S1/2
Section 5	S1/2S1/2S1/2
Section 6	S1/2S1/2SE1/4
Section 7	NE ¼
Section 8	NW1/4NW1/4, SW1/4NW1/4
Section 9	E1/2
Section 10	All
Section 11	N1/2, SW1/4
Section 12	NW1/4, N1/2SW1/4
Section 13	N1/2, SW1/4, W1/2SE1/4, All that area NW CA 08974
Section 14	S1/2NE1/4, W1/2, SE1/4
Section 15	NW1/4, N1/2SW1/4, SE1/4, All that area NE of CA 4163
Section 22	NE1/4NE1/4, All that area NE of CA 4163
Section 23	N1/2, NE1/4SW1/4, SE1/4, All that area NE of CA 4163
Section 24	N1/2NW1/4, SW1/4NW1/4, NW1/4SW1/4, All that area NW of CA 8974

PROJECT DESCRIPTION

Existing Land Use

160-acre Private Parcel

As discussed on the application form, the 160-acre private parcel is currently vacant, abandoned, agricultural land (previously jojoba farm). The private parcel is surrounded by existing berms on all four sides which are presumed to be associated with the former jojoba farm; the berms are located on adjacent BLM land.

BLM-Administered Lands Portion of Site

The majority of the overall Project site is located on BLM-administered lands on a relatively flat area encompassing approximately 8 square miles on the Palo Verde Mesa area in eastern

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Riverside County near Blythe, south of Interstate 10, and southwest of the Blythe Airport. The overall Project site currently consists primarily of undeveloped desert land. Several existing electrical power lines run parallel to and outside of the southwest and southeast borders of the overall Project site as shown on Figure 1 and Sheet 4 (attached). In addition, new power lines either under construction or proposed to support other renewable energy projects in the general Blythe area run in an east-west orientation through the northern portion of the overall Project site generally along 16th Avenue/Seeley Avenue and within the proposed Gen-Tie study corridor for the Desert Quartzite Solar Project (see Figure 2).

Proposed Land Use

160-acre Private Parcel

As described in more detail in the CUP application, the proposed Project includes development of the 160-acre private parcel for solar photovoltaic (PV) energy production. A summary of proposed solar generation related facilities within the private 160-acre parcel follows:

- Approximately 27,000 feet of internal, 20-foot-wide access roads
- Approximately 2,850 feet of 6-foot tall chain link fence topped with 1.3 feet of 3-strand barbed wire (i.e., total height of approximately 7 feet)
- Approximately 15,450 typically 12-foot long driven-post foundations for the solar arrays
- Approximately 125 acres of solar array fields (maximum height of 13 feet) generating approximately 25 megawatts (MW) of electricity
- 12 Power Conversion System shelter facilities (maximum height of 12 feet)
- 1 Photovoltaic Combining Switchgear

A preliminary site plan specific to the 160-acre private parcel is presented on Sheet 1 (Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A typical solar array configuration and elevation drawing is shown on Sheet 9 (Typical Array and Elevation) of Exhibit A (Site Plan Package) in the CUP Application. A floor plan and sectional views of a Power Conversion Station are shown on Sheet 10 (Power Conversion Station [PCS]) of Exhibit A (Site Plan Package) in the CUP Application. Copies of Sheets 1, 9, and 10 are attached herein for reference.

BLM-Administered Lands Portion of Site

The overall proposed Project includes construction and operation of a 450 MW alternating current (AC) PV electric-generating project. The overall Project includes the Solar Facility, an On-Site Substation, and the approximately 3- to 4-mile-long on-site 230 kilovolt (kV) Gen-Tie Line. The Project proposes to interconnect to the regional transmission grid at Southern

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California Edison's (SCE) Colorado River Substation (CRSS)(see Figure 1). The CRSS was completed in 2013 as part of system upgrades that are intended to serve several renewable energy projects in the region. The proposed 230 kV Gen-Tie Line would be located entirely on land administered by the BLM on the northern portion of the Project site and would be authorized as part of the BLM right-of-way (CACA 49397) grant. The Gen-Tie transmission structures are the tallest (maximum of 135 feet) components associated with the proposed Project. The overall Project site encompasses approximately 5,275 acres. The proposed solar facility would be constructed within an approximately 3,714-acre fenced portion of the overall Project site. A preliminary site layout for the overall Project, including the 160-acre private land portion, is presented on Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference. In addition, a preliminary alternate site layout is presented on Figure 3.

Number of People on Site

As noted on the application form, the calculated maximum number of people on the 160-acre private parcel is 50. This number of people is for workers during the construction phase and was calculated based on the maximum number of construction workers for the overall project (810) prorated for the 160-acre private land parcel percentage of the planned fenced area (3,714 acres) of the overall site. During the operational phase of the Project, the workforce is estimated at approximately 5 for the overall Project and, with the exception of periodic operation, maintenance, and security activities on the private parcel, no workers will typically be present on the 160-acre private parcel. The Project Operations and Maintenance building is located along 16th Avenue/Seeley Avenue on BLM land as shown on Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

Height Data

160-Acre Private Parcel

As noted on the application form, the height above ground of the tallest structure on the 160-acre private parcel is approximately 13 feet for the PV arrays at maximum height. With consideration of the highest base elevation above sea level (asl) (396 feet) on the 160-acre private parcel, the highest elevation of the PV arrays will be approximately 409 feet asl. This PV array height information for the private parcel is applicable to both the proposed and alternate site layouts. The 160-acre private parcel will be developed with PV arrays as part of the larger Project and is located well outside the Blythe Airport Compatibility Zone area. As shown on Figures 1 and 2, the northeast portion of the 160-acre private parcel is located within a 20,000-foot radius of Blythe Airport Runway 8.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
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BLM-Administered Lands Portion of Overall Proposed Project Site

The tallest Project-related structures on the overall Project site are the Gen-Tie structures at a maximum of 135 feet in height above ground surface for both the proposed and alternate site layouts. No proposed Project-related 230 kV Gen-Tie structures are currently planned within the Blythe Airport Compatibility Zone area where Zone E encompasses the northeast portion of the overall site (see Figure 2). In addition, the proposed Project on-site substation is located outside the Blythe Airport Compatibility Zone Area (see Figure 2).

The tallest Project-related objects on the overall Project site within the Blythe Airport Compatibility Zone (Zone E) are several of the proposed 70-foot-tall, 34.5-kV collector poles distributed throughout the site. It should be noted that there are currently no proposed or alternate Project facilities in the northernmost portion of the Project site (Section 3, T 7S, R 21E) as shown on Figure 1 and Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

Proposed On-Site Substation. The location of the proposed on-site substation is shown on Figures 2 and 4. As shown on Figure 2, the proposed on-site substation is located outside of any Blythe Airport Compatibility Zones, but within a 20,000-foot radius of the closest Blythe Airport runway (Runway 8). The tallest structure at the proposed substation is planned to be 100-foot tall (maximum) and would be located at least 17,812 feet from the west end of Runway 8.

Proposed 230 kV Gen-Tie Structures. As described above, the Gen-Tie structures are proposed to be a maximum of 135-feet tall. None of the proposed Gen-Tie structures are located within any Blythe Airport Compatibility Zones (see Figure 2 and Table 2). As shown on Figure 4, there are 20 proposed 230 kV Gen-Tie structures along the approximately 2.8-mile-long proposed Gen-Tie route. Using the 20,000-foot distance criteria specified by the ALUC, five of these 20 are located within 20,000 feet of the west end of the closest Blythe Airport runway (Runway 8). The distances from the applicable poles to the west end of Runway 8 are included in Table 2 along with the base ground elevation and the top of structure elevation for each structure. Based on site survey data, the highest elevation of any proposed object on the overall Project site within 20,000 feet of the west end of Blythe Airport Runway 8 is approximately 574feet asl for a Gen-Tie monopole structure (Pole 5) located approximately 19,702 feet south-southwest from Runway 8 (see Figures 2 and 4). This height for Pole 5 is based on an approximate 439-foot base elevation plus 135-foot-tall Gen-Tie monopole structure (refer to Table 2). This location is approximately 0.5 mile to the west of the western extent of the mapped Blythe Airport Compatibility Zone E. As shown on Figure 2 and the Preliminary Proposed Gen-Tie Line Plan (Figure 4), the proposed Gen-Tie line route would be located to the south of multiple other proposed and/or existing transmission lines (e.g., existing Blythe/McCoy, SCE 161 kV, and NRG Blythe 21 lines; and the proposed Blythe Mesa line) which are located closer to the Blythe Airport runways than the Desert Quartzite proposed Gen-Tie line route.

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Alternate Project

Alternate Site Layout. An alternate site layout, involving a reduced Project development footprint relative to the proposed site layout to avoid potentially sensitive resources on the Project site is presented on Figure 3.

Alternate On-Site Substation. The location of the alternate on-site substation is shown on Figures 2, 3 and 5. As shown on Figure 2, the alternate on-site substation is located within Blythe Airport Compatibility Zone E, and within a 20,000-foot radius of the closest Blythe Airport runway (Runway 8). The tallest structure at the alternate substation is planned to be 100-feet tall (maximum) and would be located at least 14,283 feet from the west end of Runway 8.

Alternate 230 kV Gen-Tie Structures. The Gen-Tie structures are proposed to be a maximum of 135-feet tall. Of the 29 alternate Gen-Tie structures shown on Figure 5, eight of the Gen-Tie structures are located within Blythe Airport Compatibility Zone E and a total of 13 structures are located within 20,000 feet of the west end of Runway 8 (see Table 3). The distances from the applicable poles to the west end of Runway 8 are included in Table 3 along with the base ground elevation and the top of structure elevation for each structure. Within a 20,000-foot radius from the closest runway at the Blythe Airport, the structure with the highest elevation is Pole 84 with a top-of-pole elevation of 574 feet asl and at a distance of 19,577 feet from the west end of Runway 8. As shown on Figure 2 and the Preliminary Alternate Gen-Tie Line Plan (Figure 5), the alternate Gen-Tie line route would be located to the south of multiple other proposed and/or existing transmission lines (e.g., existing Blythe/McCoy, SCE 161 kV, and NRG Blythe 21 lines; and the proposed Blythe Mesa line) which are located closer to the Blythe Airport runways than the Desert Quartzite alternate Gen-Tie line route.

CUMULATIVE ENERGY DEVELOPMENT

As shown on Figure 2, there are multiple existing, proposed, and approved solar energy facilities and transmission lines in the general vicinity of the proposed Desert Quartzite Solar Project, including alternatives. Existing and proposed transmission lines by others traverse the northern portion of the Desert Quartzite Solar Project site as well as the western, southern, and eastern portions of the Blythe Airport Compatibility Zones as shown on Figure 2.

The proposed maximum 135-foot-tall Desert Quartzite Gen-Tie structures would be similar in character to other existing and proposed transmission lines in the vicinity of the proposed Gen-Tie route.

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DESERT QUARTZITE SOLAR PROJECT**

**TABLE 2
HEIGHT DATA AND DISTANCES TO AIRPORT RUNWAYS
FOR PROPOSED DESERT QUARTZITE SOLAR PROJECT TALLEST STRUCTURES
WITHIN 20,000 FEET OF BLYTHE MUNICIPAL AIRPORT**

Facility ¹	Pole ID ²	Facility Maximum Height (feet)	State Plane Coordinates (Northing/Easting) ²	Ground Elevation (feet asl)	Top Elevation (feet asl)	Airport Compatibility Zone ¹	Distance to Nearest Airport Runway
Proposed 230 kV Gen-Tie Line ¹	1	135	2160329.89/7011026.67	421.49	556.49	NA	17,833.7
	2	135	2160890.12/7011015.51	424.68	559.68	NA	17,503.9
	3	135	2160876.69/7010124.96	430.10	565.10	NA	18,235.5
	4	135	2160863.25/7009234.43	434.62	569.62	NA	18,980.7
	5	135	2160935.30/7008332.59	438.71	573.71	NA	19,702.4

NA = Not applicable.

asl = above sea level.

¹ Refer to Figure 2 for general locations of Project facilities and relationship to Blythe Municipal Airport Compatibility Zones, and 20,000-foot radius from closest runway (west end of Runway 8) at Blythe Municipal Airport.

² Refer to Figure 4 for Preliminary Proposed Gen-Tie Line Plan for locations of individual proposed Gen-Tie Line poles.

**AMENDMENT TO APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

**TABLE 3
HEIGHT DATA AND DISTANCES TO AIRPORT RUNWAYS
FOR ALTERNATE DESERT QUARTZITE SOLAR PROJECT FACILITIES
WITHIN 20,000 FEET OF BLYTHE MUNICIPAL AIRPOR**

Facility¹	Pole ID²	Facility Maximum Height (feet)	State Plane Coordinates (Northing/Easting)²	Ground Elevation (feet asl)	Top Elevation (feet asl)	Airport Compatibility Zone¹	Distance to Nearest Airport Runway
Alternate 230 kV Gen-Tie Line	72	125	2158673.76/7016008.97	388.1	513.1	E	15463.6
	73	125	2158665.08/7015299.16	390.0	515.0	NA	15886.9
	74	125	2158655.08/7014482.40	393.6	518.6	NA	16398.5
	75	125	2158939.58/7013768.04	398.0	523.0	NA	16645.6
	76	125	2159235.57/7013024.81	406.0	531.0	NA	16936.0
	77	125	2159531.56/7012281.58	412.6	537.6	NA	17258.6
	78	125	2159827.55/7011538.35	416.2	541.2	NA	17611.7
	79	125	2160123.55/7010795.13	421.4	546.4	NA	17993.5
	80	125	2160113.76/7010129.34	424.3	549.3	NA	18583.9
	81	125	2160103.97/7009463.55	428.2	553.2	NA	19134.3
	82	125	2160094.19/7008797.76	431.4	556.4	NA	19691.9

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**ATTACHMENT 1
FIGURES AND SHEETS**

The figures and sheets referenced in Attachment 1 are presented herein, as follows:

Figures

Figure 1: Project Area and Airport Zones

Figure 2: Cumulative Energy Projects/Airport Zones Map

Figure 3: Alternate Site Layout

Figure 4: Preliminary Proposed Gen-Tie Line Plan

Figure 5: Preliminary Alternate Gen-Tie Line Plan

Sheets

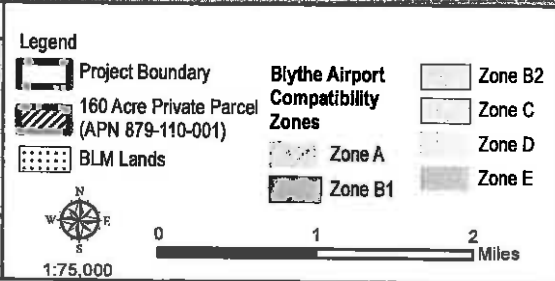
Sheet 1: Preliminary Site Plan (160 acre private parcel)

Sheet 2: Overall Preliminary Site Plan

Sheet 4: Overall Easement Plan

Sheet 9: Typical Array Configuration and Elevation

Sheet 10: Power Conversion Station (PCS)

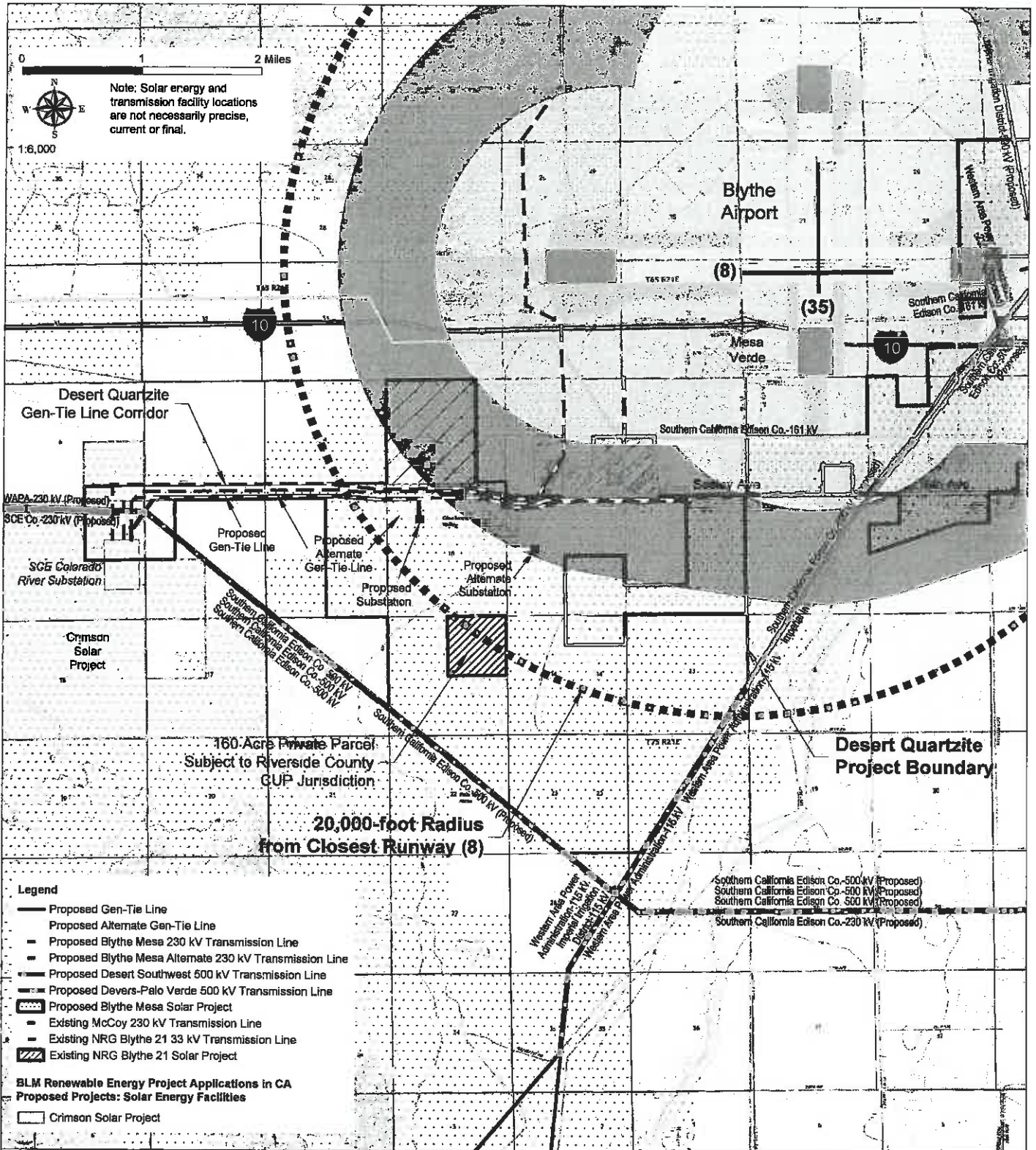


Desert Quartzite Solar Project

Figure 1
Project Area and Airport Zones

Desert Quartzite, LLC

August 2015

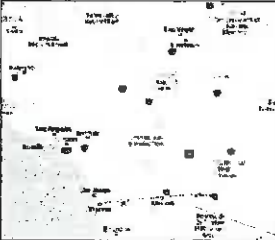


- Legend**
- Proposed Gen-Tie Line
 - Proposed Alternate Gen-Tie Line
 - Proposed Blythe Mesa 230 kV Transmission Line
 - Proposed Blythe Mesa Alternate 230 kV Transmission Line
 - Proposed Desert Southwest 500 kV Transmission Line
 - Proposed Devers-Palo Verde 500 kV Transmission Line
 - Proposed Blythe Mesa Solar Project
 - Existing McCoy 230 kV Transmission Line
 - Existing NRG Blythe 21 33 kV Transmission Line
 - ▨ Existing NRG Blythe 21 Solar Project

**BLM Renewable Energy Project Applications in CA
Proposed Projects: Solar Energy Facilities**

- Crimson Solar Project

Map Location



Desert Quartzite Legend

- ▭ Desert Quartzite Project Boundary
- ▨ 160 Acre Private Parcel (APN 879-110-001)
- No Solar Development
- ▨ Portion of Project Site
- Site Access

Transmission Lines (Platts Power Map)

- 115 kV
- 161 kV
- 230 kV, Proposed
- 500 kV
- 500 kV, Proposed
- ▨ BLM Lands

Blythe Airport Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

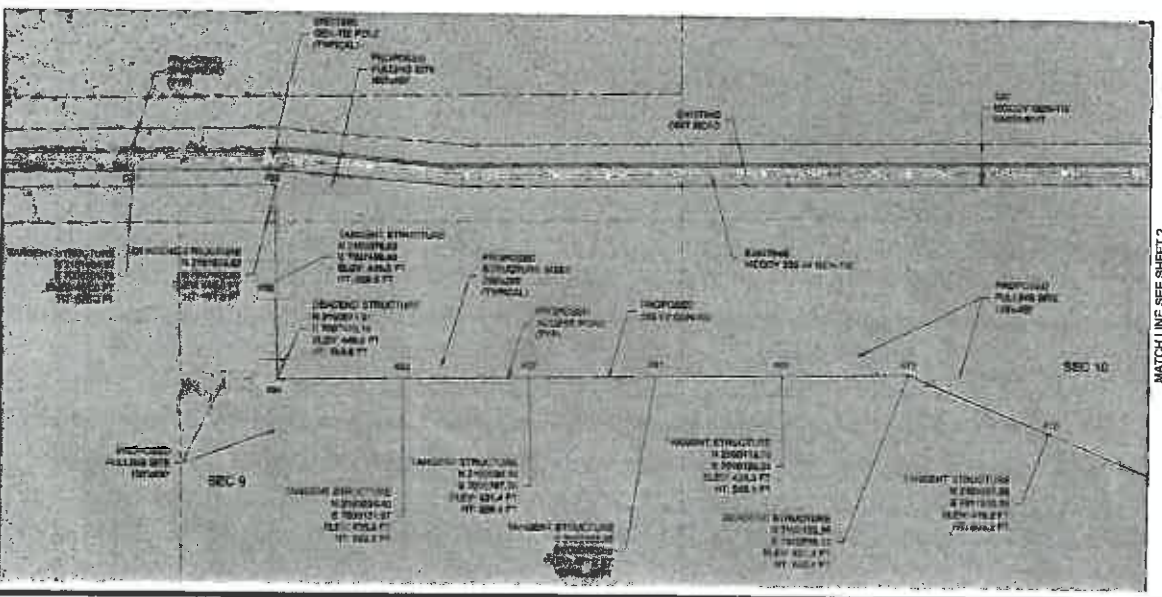
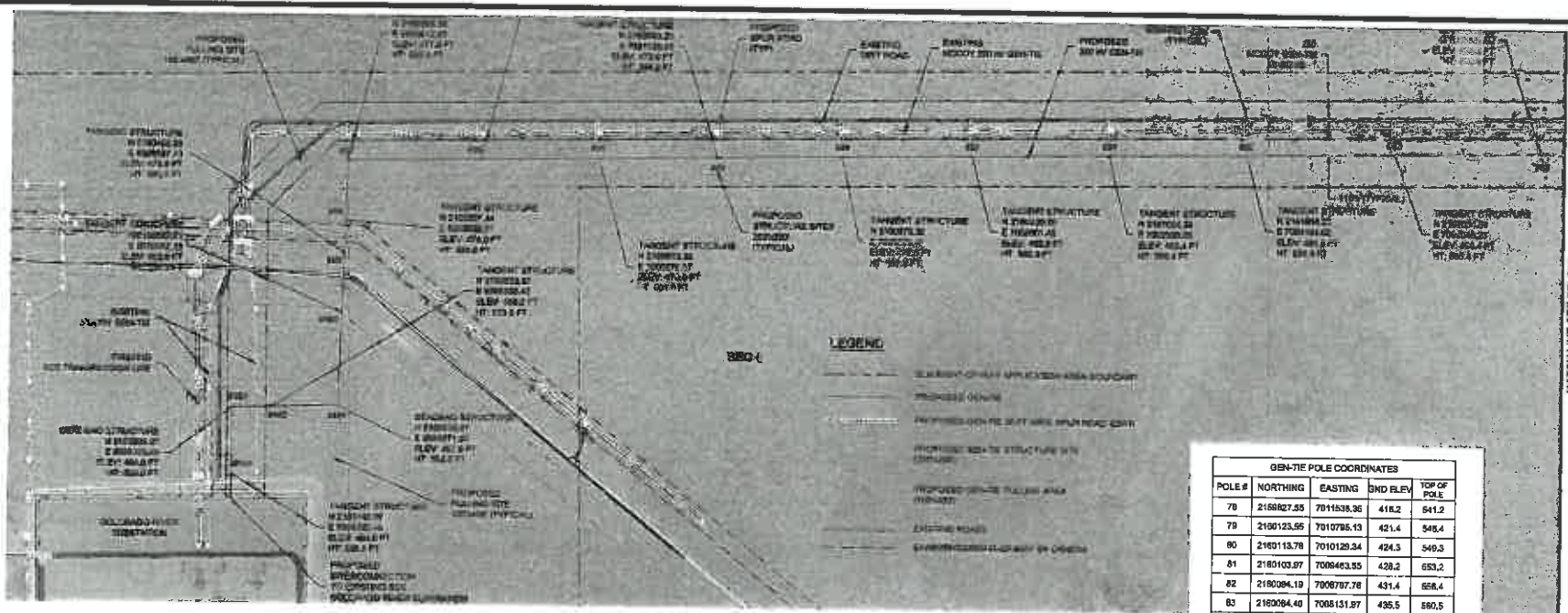
Desert Quartzite Solar Project

**Figure 2
Cumulative Energy Projects/
Airport Zones Map**

Desert Quartzite, LLC

2019

Sources: BLM Renewable Energy Database (2015); Blythe Mesa Solar Project FEIR-EA (2015); Riverside Co. ALUC Staff Report, CIP 3882, 2013; POWERmap (2012).



LEGEND

- SUBSTANTIAL APPROPRIATE AREA BOUNDARY
- PROPOSED GEN-TIE
- PROPOSED GEN-TIE WITH 100' WIDE ROAD CORR
- PROPOSED GEN-TIE STRUCTURE WITH (TYPICAL)
- PROPOSED GEN-TIE PULLING STR (TYPICAL)
- EXISTING ROAD
- EXISTING ROADWAY WITH (TYPICAL)

GEN-TIE POLE COORDINATES

POLE #	NORTHING	EASTING	3RD ELEV.	TOP OF POLE
78	218827.55	701153.36	418.2	541.2
79	2190123.56	701078.13	421.4	548.4
80	2180113.78	7010123.24	424.3	549.3
81	2180103.97	7009463.55	428.2	553.2
82	2180084.18	7008797.78	431.4	556.4
83	2180084.40	7005151.87	435.5	560.5
84	2180074.61	7007488.18	448.8	566.8
85	2180078.82	7007488.80	444.5	569.5
86	2181075.82	7007451.03	448.0	571.0
87	2181054.92	7006701.78	451.0	576.0
88	2181049.88	7005883.56	455.0	580.0
89	2181034.54	7006040.23	459.4	585.4
90	2181018.88	7004184.82	461.5	589.5
91	2181004.38	7003800.88	465.4	594.4
92	2180888.85	7003601.46	468.0	593.0
93	2180878.32	7001856.19	472.0	587.0
94	2180883.20	7001138.89	473.0	588.0
96	2180850.73	7000458.46	478.0	601.0
98	2180838.30	6998777.00	478.0	591.0
97	2180824.30	6998012.93	477.0	602.0
96	2180807.44	6998002.61	474.0	599.0
88	2180408.35	6998097.43	475.0	590.0
100	2180067.73	6998087.19	469.0	584.0
101	2189836.97	6998971.39	497.0	582.0
102	2189830.82	6998983.43	488.0	593.0
103	2189825.26	6998983.48	484.0	589.0
104	2189145.07	6998983.46	484.0	586.0



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PHONE: 415.693.2500

**DESERT QUARTZITE
SOLAR PROJECT**
RIVERSIDE COUNTY
CALIFORNIA

REV.	DATE	BY	DESCRIPTION
1	4/2/19	RENESE OSHIKI, AIA, DA	ISSUED FOR PERMITS
2	4/22/19	RENESE OSHIKI, AIA, DA	ISSUED FOR PERMITS

19 JOB #
PROJ. BY: ENR. N. MARTINEZ
PROJ. NO.:
SCALE: 1"=600' @ 24"X36" SHEET
COMPILED BY: DESERT QUARTZITE, LLC
SHEET NO.

**FIGURE 5
PRELIMINARY
ALTERNATE
GEN-TIE LINE PLAN**

SHEET 1 OF 2

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C:\Users\Stalder\Documents\DesertQuartzite\Drawings\CD\009-07-001\ALT 3\Gen-Tie\FIGURE 5 - 2018-10-22.dwg

MATCH LINE SEE ABOVE

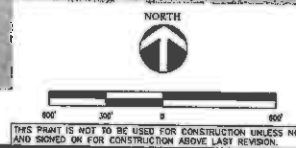
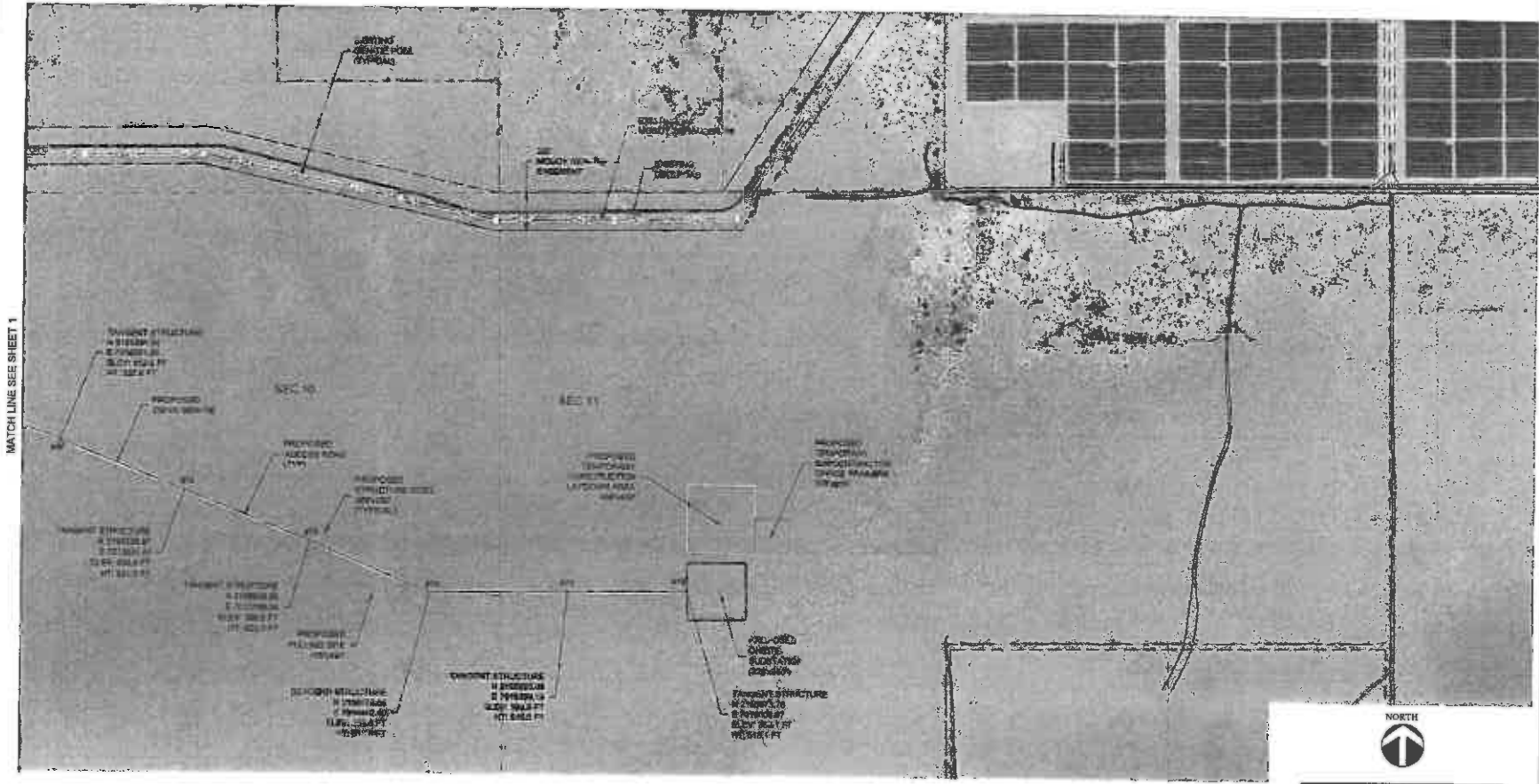
MATCH LINE SEE SHEET 2

MATCH LINE SEE BELOW

LEGEND

-  BLM RIGHT-OF-WAY APPLICATION AREA BOUNDARY
-  PROPOSED PROJECT BOUNDARY
-  PROPOSED GEN-TIE
-  PROPOSED GEN-TIE 20 FT WIDE SPUR ROAD (DIRT)
-  PROPOSED GEN-TIE STRUCTURE SITE (200'x200')
-  PROPOSED GEN-TIE PULLING AREA (100'x400')
-  EXISTING ROADS
-  EASEMENTS/RIGHT-OF-WAY BY OTHERS

GEN-TIE POLE COORDINATES			
POLE #	NORTHING	EASTING	TOP OF POLE
72	2158873.78	7016008.87	388.1 613.1
73	2158885.08	7015289.18	380.0 616.0
74	2158850.00	7014492.40	383.8 518.6
75	2158938.58	7013768.04	398.0 523.0
76	2159235.57	7013024.81	406.0 631.0
77	2158531.56	7012281.58	412.6 537.6



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DESERT QUARTZITE
 SOLAR PROJECT
 RIVERSIDE COUNTY
 CALIFORNIA

NO.	DATE	DESCRIPTION
1	4/21/19	ISSUED FOR PERMIT
2	4/22/19	REVISED GEN-TIE ALT 3A
3		REVISED GEN-TIE ALT 3A

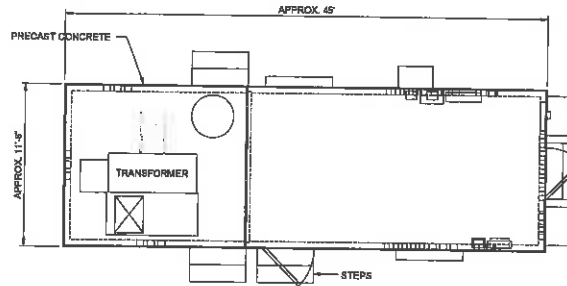
FIGURE 5
 PRELIMINARY
 ALTERNATE
 GEN-TIE LINE PLAN

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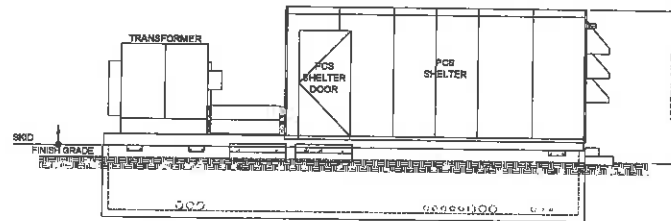
MATCH LINE SEE SHEET 1

NOTES

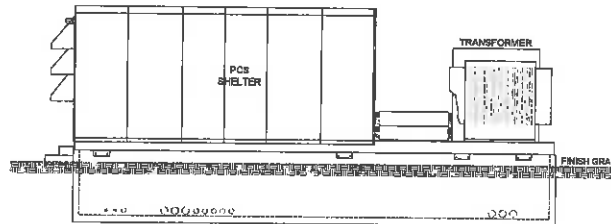
1. DIMENSIONS MAY CHANGE PENDING FINAL DESIGN.
2. PAD ELEVATION TO VARY BASED ON EXISTING WATER SURFACE ELEVATION.



1 PLAN SECTION



2 ELEVATION SECTION



3 ELEVATION SECTION

DESERT QUARTZITE, LLC
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DESERT QUARTZITE
SOLAR PROJECT
RIVERSIDE COUNTY
CALIFORNIA

NO.	REV.	DATE	BY	CHKD.	DESCRIPTION

15.00.00
PROJ. DEPT. DWG: ISH
PROJ. IRR. DWG:
SCALE: NONE
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PRIEST VEE
POWER CONVERSION
STATION
(PCS)

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SHEET 10 OF 14
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GLARE STUDY

**FOR THE
DESERT QUARTZITE SOLAR PROJECT
RIVERSIDE COUNTY, CALIFORNIA**

PURCHASE ORDER NO. 4800026507

Prepared for:

Desert Quartzite, LLC

A Wholly-owned Subsidiary of First Solar Development, Inc.
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Prepared by:

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Project No. 60421652.28907634.10001

August 2015

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Appendices

Appendix A Glare Prediction Plots

1.0 INTRODUCTION

This document describes results of the Glare Study conducted for the Desert Quartzite Solar Project (Project), located in eastern Riverside County near Blythe, California.

1.1 Project Background

The Project would include construction and operation of a 300-megawatt (MW) alternating current photovoltaic (PV) solar facility and an approximately 3-mile-long, 230-kilovolt (kV) generation-tie (gen-tie) line interconnection to the existing Southern California Edison (SCE) Colorado River Substation (CRSS). The solar array would be located within the approximately 2,613-acre fenced portion of the overall 5,245-acre Project site of which the gen-tie line study corridor occupies 445 acres. The Project site would be located approximately 2 miles southwest of the Blythe Municipal Airport and directly south-southwest of the existing NRG Blythe Solar Power Plant. Interstate 10 (I-10) runs east-west approximately 0.4 mile from the northern boundary of the Project site, and approximately 1.5 miles north of the closest extent of the portion of the Project site that is proposed to be developed with solar panels. The Project site location and the Applicant's proposed preliminary PV site layout are shown on Figure 1.

1.2 Purpose of Study

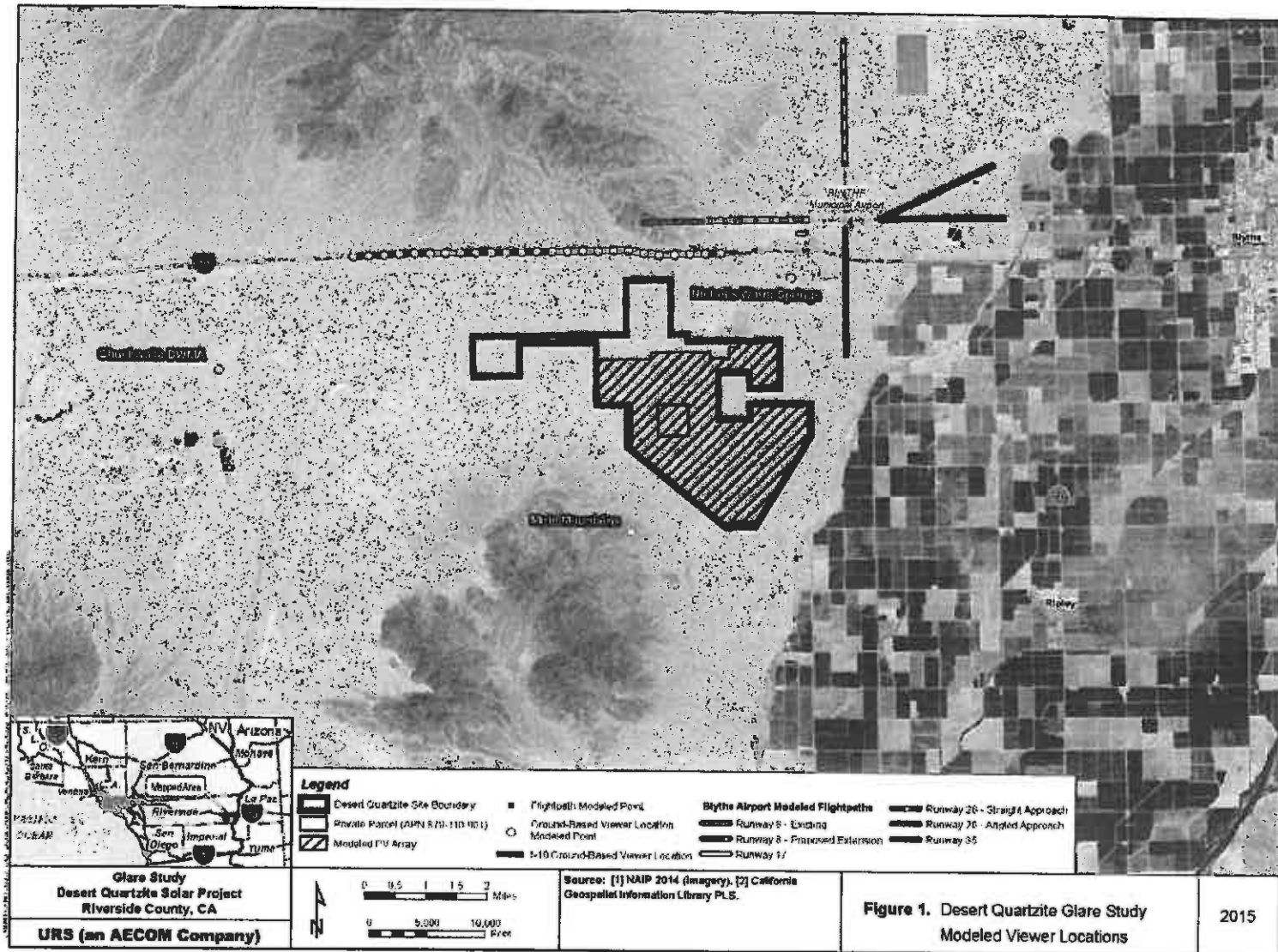
The purpose of the Glare Study is to identify potential glare impacts that could result from operation of the proposed solar array when viewed from common flight paths and specific ground-level locations. Specifically, the Glare Study addresses the following:

- Glare from the proposed solar array visible to:
 - Pilots upon their approach to Blythe Municipal Airport
 - Roadway travelers on I-10
 - Representative on-the-ground viewer locations in the Town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains Area of Critical Environmental Concern (ACEC), and the Chuckwalla Desert Wildlife Management Area (DWMA)
- Timing and duration of visible glare
- Level of potential impact to the human eye from glare

1.3 PV Panels and Array Details

The Project will be constructed using cadmium telluride (CdTe) thin-film solar modules, or other PV modules, mounted on: single-axis, horizontal tracker structures; fixed-tilt mounting systems; or a combination thereof. Fixed-tilt arrays, which do not track the sun, would be

**GLARE STUDY
DESERT QUARTZITE SOLAR PROJECT**



positioned in a south-facing orientation at a tilt between 20 and 25 degrees from horizontal (ground surface) to receive optimal solar energy throughout the year. The rows in each array would be oriented in an east-west direction. The maximum height for fixed-tilt arrays would be 13 feet above the ground surface. On the single-axis horizontal trackers, the PV modules would be mounted horizontally (not tilted to the south). Single-axis units would be arranged into north-to-south-oriented rows and would be powered by a drive motor to track the east-west path of the sun from a single axis over the course of the day. The tallest height of the single-axis horizontal tracker would be approximately 13 feet maximum above the ground surface. The tallest height would coincide with early morning and evening hours. Figure 2 provides a representative photograph of a single-axis, horizontal tracker PV panel array. Fixed-tilt panels would have a similar appearance, but do not rotate about an axis.

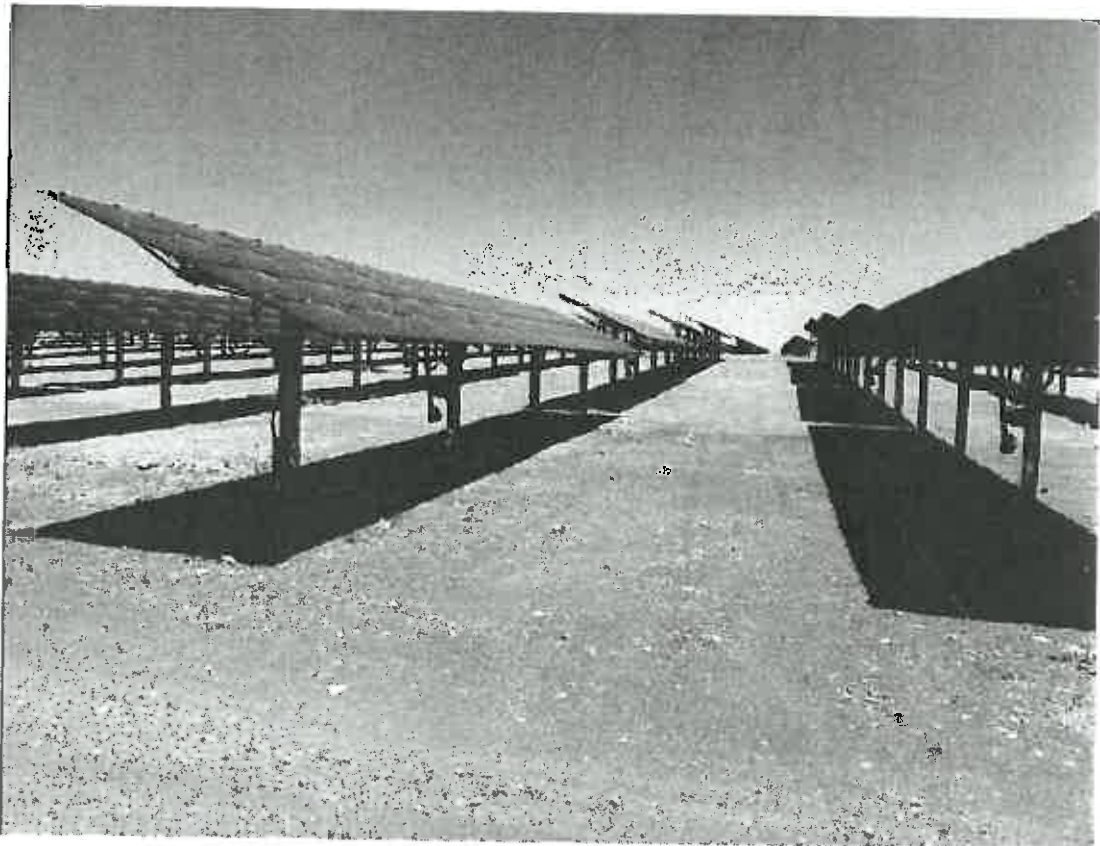


Figure 2 – Representative Horizontal Tracker PV Array

2.0 REGULATORY FRAMEWORK

The Federal Aviation Administration (FAA) has established an interim policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property (78 FR 63276). The interim policy requires use of the Solar Glare Hazard Analysis Tool (SGHAT) for assessing glare-induced ocular impact. Solar energy systems that are

located on a non-federally obligated airport or located off airport property are not subject to this policy; however, they are strongly encouraged to consider the requirements established in the interim policy when siting the project. The Desert Quartzite Solar Project is not located on a federally obligated airport. However, Riverside County has requested the glare analysis be performed for the Project. The interim policy provides the following standards for measuring ocular impact of a proposed solar energy system:

1. *No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab, and,*
2. *No potential for glare or “low potential for after-image” along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath. Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.*

3.0 METHODS

The SGHAT was used to perform the glare analysis. SGHAT is a web-based tool that employs Google Maps to assess when/where glare would occur and to classify the level of potential effects on the human eye from glare. The user enters the location and characteristics of the PV array into the model, and SGHAT uses Google Maps to determine the latitude, longitude, and elevation of the PV panels, which provides the necessary information for sun position and vector calculations. Model output for glare potential is organized into the following categories:

- *Potential for permanent eye damage* – Permanent eye damage from retinal burn may occur.
- *Potential for temporary after-image* – Within this range, glare could be intense enough to cause temporary after-image, or flash-blindness, the effect after viewing a camera flash in a dim room, for a period of at least one second. The intensity of the glare would be below the retinal burn threshold, and would not have potential for permanent eye damage (Ho et al. 2011).
- *Low Potential for temporary after-image* – Glare could occur, but the intensity would be below the threshold for potential after-image, or flash-blindness.
- *Glare beyond 50 degrees from pilot line of sight* - Glare could occur but it would not pose a safety risk to pilots. Research has concluded that glare occurring beyond 50 degrees

azimuthally from the pilot’s line-of-sight does not pose safety risks to the pilot (Ho et al. 2014).

3.1 Model Input Parameters and Assumptions

User-defined input parameters for the SGHAT included data on viewer locations and PV arrays.

3.1.1 Viewer Locations

Viewer locations included both ground-based locations and flight paths. A description of each viewer location is provided below and shown on Figure 1.

3.1.1.1 Air-based Viewer Locations. Flight paths were modeled based on the four different runways at the Blythe Municipal Airport (Figure 1). Six landing approaches were modeled, including the proposed extension of Runway 8 and an alternate angled approach for Runway 26 at 25 degrees right of center (ALUC 2004). The SGHAT models flight paths as linear paths starting at the runway threshold¹ and extending for 2 miles in the approach direction. The model automatically establishes points at ¼-mile increments along the 2-mile linear approach path, and glare is predicted for each of those points. Based on discussions with ALUC staff, it is understood that there is no Air Traffic Control Tower (ATCT) at the Blythe Municipal Airport (personal communication with John Guerin, Principal Planner at ALUC, on April 8, 2015). Therefore, no ATCT was modeled as a viewer location in this analysis.

Table 1 below summarizes each runway that was modeled and associated assumptions and input parameters.

**TABLE 1
MODELED RUNWAY APPROACHES**

Runway Approach	Approach Orientation	Runway Length (ft)
8 - Existing	Eastbound approach	6,562
8 – Proposed extension	Eastbound approach	10,012
26 – Straight approach	Westbound approach	6,562
26 – Angled approach	Southwest-bound approach (25° offset from center)	6,562
17	Southbound	6,562
35	Northbound	6,562

Source: ALUC 2004.

¹ Marking on the runway that indicates the designated space for aircraft landing and takeoff.

The SGHAT flight path parameters used in the model are summarized below in Table 2.

**TABLE 2
FLIGHT PATH USER INPUTS**

Parameter	Value	Source	Description
Threshold crossing height	50 feet	Model default	Height above ground of aircraft as it crosses the threshold point.
Glide slope	3°	ALUC 2004	Angle, in degrees, of ascent/descent of aircraft along path.
Consider pilot visibility from cockpit	YES	Professional judgment	If "YES" is selected, the glare below the maximum downward viewing angle is ignored since this would not pose a safety hazard to the pilot.
Maximum downward viewing angle	30°	Model default	The angle below the horizon indicating the field of view of the pilot in the cockpit from the flight path observation points. Glare occurring below this field of view is ignored. Only used if "consider pilot visibility from cockpit" is checked.
Azimuthal viewing angle	180°	Model default	The horizontal angle clockwise and counter-clockwise from the front of the aircraft parallel with the horizon. Glare occurring past this field of view is ignored. An azimuthal viewing angle of 180° means glare behind the aircraft can be seen (360° field of view).

3.1.1.2 Ground-based Viewer Locations. Ground-based viewer locations were established for four different viewing areas I-10, Town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains ACEC, and the Chuckwalla DWMA. I-10 was considered to be a linear viewer platform. A 6-mile stretch of I-10 was analyzed, starting near the mid-point of the Project area, extending west for 6 miles. The model evaluated potential glare at points established at ¼-mile increments along the 6-mile stretch of interstate. Viewer height for the I-10 Viewer Location was assumed to be 4'-6" to estimate eye height of a motorist. A viewer eye height of 5'-6" was assumed for the remaining three ground-based viewer locations which were established to be representative locations for viewers from the town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains ACEC, and the Chuckwalla DWMA. The model did not analyze I-10 to the east because topography and existing vegetation screen the site from view of motorists traveling toward the site from the east.

3.1.2 PV Array Parameters

PV Array parameters used for this Glare Study are defined as summarized in Table 3 below. Figure 1 displays the assumed worst-case geographic extent of the PV Array.

**TABLE 3
USER-DEFINED PV ARRAY PARAMETERS**

Parameter	Value	Description
Axis tracking	None and Single	"None" indicates a fixed-tilt panel and "Single" indicates a single-axis panel. Both axis tracking types (fixed-tilt and single axis) were modeled as different scenarios.
Orientation of array (fixed-tilt panels only)	180°	Specifies the orientation of the array in degrees, measured clockwise from true north. Modules facing east would have an orientation of 90°, and modules facing south would have an orientation of 180°.
Tilt of solar panels (fixed-tilt panels only)	25°	Specifies the tilt (elevation angle) of the modules in degrees, where 0° is facing up and 90° is facing horizontally.
Tilt of tracking axis (single-axis tracking only)	0°	Specifies the elevation angle of the tracking axis in degrees. A value of 0° indicates the axis is parallel with flat ground while a value of 90° indicates the axis is perpendicular to flat ground. The panels rotate about the tracking axis. The tilt of the tracking axis is shown as β in Figure 3.
Orientation of tracking axis (single-axis tracking only)	180°	Specifies the orientation of the tracking axis in degrees, measured clockwise from true north. Panels facing south at solar noon would have an orientation of 180°. Note: if the tilt of the tracking axis is 0°, an orientation of the tracking axis of either 0° or 180° yields the same results.
Offset angle of module	N/A	Specifies, in degrees, the vertical offset angle between the tracking axis and the panel (if any). The offset angle of module is shown as μ in Figure 3.
Maximum tracking angle	45°	The maximum angle the panel will rotate in both the clockwise and counterclockwise directions from the zenith (upward) position. A value of 45° indicates the panel can rotate a maximum of 45° E and 45°W, for a total of 90°.
Reflectivity varies with incidence angle	YES	"YES" indicates that the reflectivity of the modules at each time step will be calculated as a function of module surface material and incidence angle between the panel normal and sun position.
Module surface material	Smooth glass with anti-reflective coating	Specifies the type of material comprising the PV modules. The reflective properties of the material are used to generate panel reflectivity based on sun position at each time step.
Slope error	Correlate slope error to module surface type	This parameter specifies the amount of scatter that occurs from the PV module. Mirror-like surfaces that produce specular reflections will have a slope error closer to zero, while rough surfaces that produce more scattered (diffuse) reflections have higher slope errors. The model automatically selects slope error (or scatter) based on the module surface material.

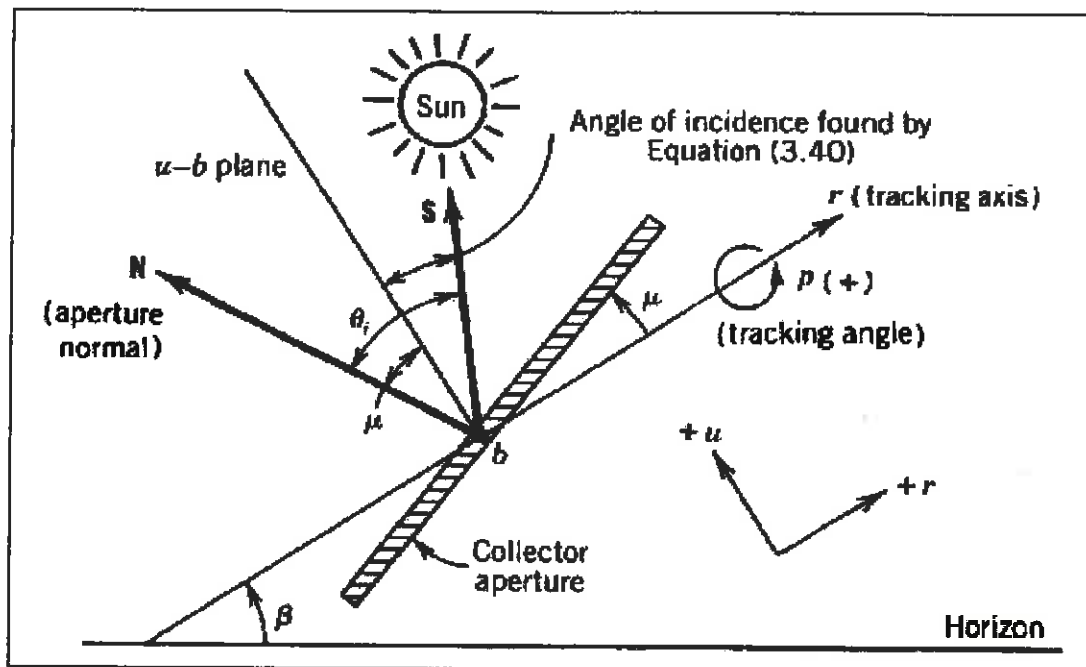


Figure 3 – Tilt of Tracking Axis (β) and Offset Angle (μ)
Source: Stine and Geyer 2001

3.1.3 Analysis Parameters

Table 4 summarizes the analysis default parameters applied to the SGHAT model.

**TABLE 4
ANALYSIS PARAMETERS**

Parameter	Value	Description
Subtended angle of the sun	9.3 mrad (0.53°)	Angle formed by the sun relative to the location and position of the observer's eye.
Peak direct normal irradiance (DNI)	1000 W/m ²	Maximum amount of solar power striking surface per unit area. DNI varies for each time step based on sun position.
Ocular transmission coefficient	0.5	Accounts for radiation that is absorbed in the eye before reaching the retina.
Pupil diameter	0.002 m	The size impacts the amount of light entering the eye and reaching the retina.
Eye focal length	0.017 m	Distance between the nodal point (where rays intersect in the eye) and the retina. This value is used to determine the projected image size on the retina for a given subtended angle of the glare source.
Time interval	1 minute	Time step for analysis.

3.2 Model Limitations

Below is a list of assumptions and limitations of the SGHAT (Ho et al. 2014).

- The software currently only applies to flat reflective surfaces.
- PV array single-axis tracking does not account for backtracking or the effects of panel shading and blocking.
- SGHAT does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, model results have been validated against several systems, and the tool was found to accurately predict the occurrence and intensity of glare at different times and days of the year.
- SGHAT assumes that the PV array is aligned with a plane defined by the total heights of the coordinates outlined in the Google map.
- SGHAT does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
- The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

4.0 MODEL RESULTS

The SGHAT model predicted that the Project, operated using fixed-tilt panels, would produce glare visible from several of the viewer locations that were selected for analysis. Glare was not predicted to occur for the Project at any of the analyzed viewer locations when operated using single-axis, horizontal tracker panels. Viewer locations that could be affected by glare include Runway 35, the Mule Mountains ACEC, and the Chuckwalla DWMA. Table 5 summarizes the results of the glare analysis. A discussion of the results is provided below for potentially affected viewer locations. Appendix A includes plots that display the potential for glare and its effects on the human eye that could be experienced at each of these potentially affected viewer locations.

**TABLE 5
GLARE RESULTS SUMMARY**

Viewer Location	Predicted Glare	
	Fixed-tilt	Single-axis
Air-based		
Runway 26 – Straight Approach	No glare	No glare
Runway 26 – Angled Approach	No glare	No glare
Runway 8 – Existing Layout	No glare	No glare
Runway 8 – Proposed Runway Extension	No glare	No glare
Runway 17	No glare	No glare
Runway 35	Glare beyond 50 degrees from pilot line-of-sight	No glare
Ground-based		
I-10	No glare	No glare
Town of Nicholls Warm Springs/ Mesa Verde	No glare	No glare
Mule Mountains ACEC	Low potential for glare and temporary after-image	No glare
Chuckwalla DWMA	Low potential for glare and temporary after-image	No glare

4.1 Runway 35

Runway 35 is the only flight path for the Blythe Municipal Airport where glare was predicted under either modeling scenario. SGHAT predicted potential glare at 1.75 miles and 2.0 miles from the runway threshold when the Project is operated using fixed-tilt panels. At 1.75 miles, glare was only predicted beyond 50 degrees from pilot line-of-sight for up to 20 minutes per day, between the hours of 5:00 and 6:00 p.m. (1700–1800 during the months of March, September, and October. At 2.0 miles, the SGHAT predicted glare beyond 50 degrees from pilot line-of-sight for approximately one-half hour per day between the hours of 5:00 and 6:00 p.m. (1700–1800), during the months of February, March, April, August, September, and October. As discussed in Section 3.0, glare beyond 50 degrees from pilot line-of-sight would not pose a safety risk to the pilot. At both locations, glare was only predicted for operation of the Project using a fixed-tilt PV array.

4.2 Mule Mountains ACEC

The SGHAT predicted glare with low potential for temporary after-image visible from the Mule Mountains ACEC viewer location. As discussed in Section 3.0, “low potential for temporary after-image” indicates that glare could occur but would be below the threshold for both flash-blindness and retinal damage. Glare was predicted from mid-March to mid-

September for approximately one-half hour each day between the hours of 5:30 and 6:30 a.m. (0530-0630). Glare was only predicted for operation of the Project using fixed-tilt PV arrays.

4.3 Chuckwalla DWMA

The SGHAT predicted glare with low potential for temporary after-image visible from the Chuckwalla DWMA, meaning glare could occur but would be below the threshold for both flash-blindness and retinal damage. Glare was predicted for a total of 21 days during late-March and mid-September, for a few minutes per day. Glare was only predicted for operation of the Project using a fixed-tilt PV array.

5.0 DISCUSSION AND CONCLUSIONS

SGHAT did not predict glare at an intensity high enough to cause flash-blindness or permanent retinal damage from any viewer location. Additional discussion is provided below.

5.1 Single-axis Horizontal Trackers

No potential for Project-related glare associated with single-axis horizontal trackers was predicted by the SGHAT for any of the Blythe Municipal Airport flight paths or ground-based viewer locations that were analyzed.

5.2 Fixed-tilt Panels

Runway 35 was the only flight path at the Blythe Municipal Airport where glare associated with fixed-tilt panels was predicted. All predicted glare at Runway 35 was beyond 50 degrees from pilot line-of-sight. Research and flight simulator testing concludes that glare occurring beyond an azimuth angle of 50 degrees from the pilot's line-of-sight does not pose safety risks to the pilot (Ho et al. 2014). Therefore, the glare associated with the use of fixed-tilt panels at the Desert Quartzite Solar Project site is not expected to pose a safety risk to pilots approaching the Blythe Municipal Airport.

Glare with low potential for temporary afterimage was predicted for two representative ground-based viewer locations: the Mule Mountains ACEC and Chuckwalla DWMA. These viewer locations were modeled at the eye height of a person walking or standing and do not represent the eye height of vehicle operators. However, it is assumed that vehicle operators, including OHV operators, would experience the same level of glare from these locations. As discussed in Section 3.0, the level of glare predicted would be below the threshold for both flash-blindness and retinal damage.

No glare potential was predicted for the selected 6-mile segment of I-10 or the representative location for Nicholls Warm Springs/Mesa Verde viewing areas.

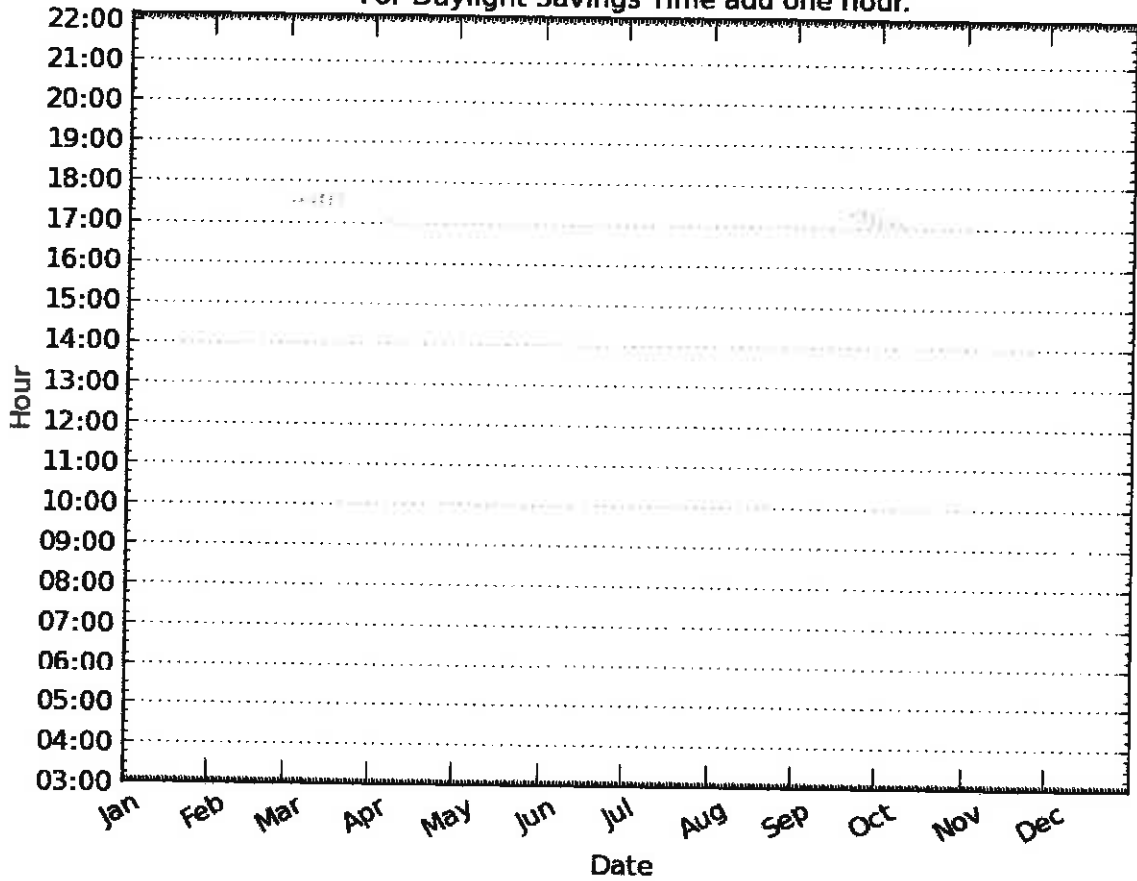
6.0 REFERENCES

- Clifford K. Ho, Cianan A. Sims, Julius Yellowhair, and Evan Bush. 2014. Sandia National Laboratories. Solar Glare Analysis Tool (SGHAT) Technical Reference Manual.
- Clifford K. Ho, Cheryl M. Ghanbari, and Richard B. Driver. 2011. Concentrating Solar Technologies Department, Sandia National Laboratories. Methodology to Assess Potential Glint and Glare Hazards From Concentrating Solar Power Plants: Analytical Models and Experimental Validation.
- Riverside County Airport Land Use Commission (ALUC). 2004. Riverside County Airport Land Use Compatibility Plan. October 14.
- Stine, William B. and Geyer, Michael. 2001. Power from the Sun. Available at: <http://www.powerfromthesun.net/book.html>. Accessed May 2015.

**APPENDIX A
GLARE PREDICTION PLOTS**

Runway 35 at 1.75 Miles from Threshold

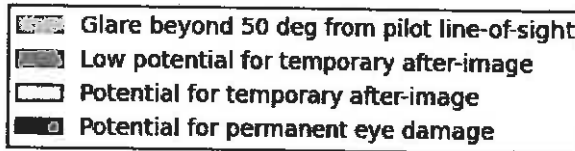
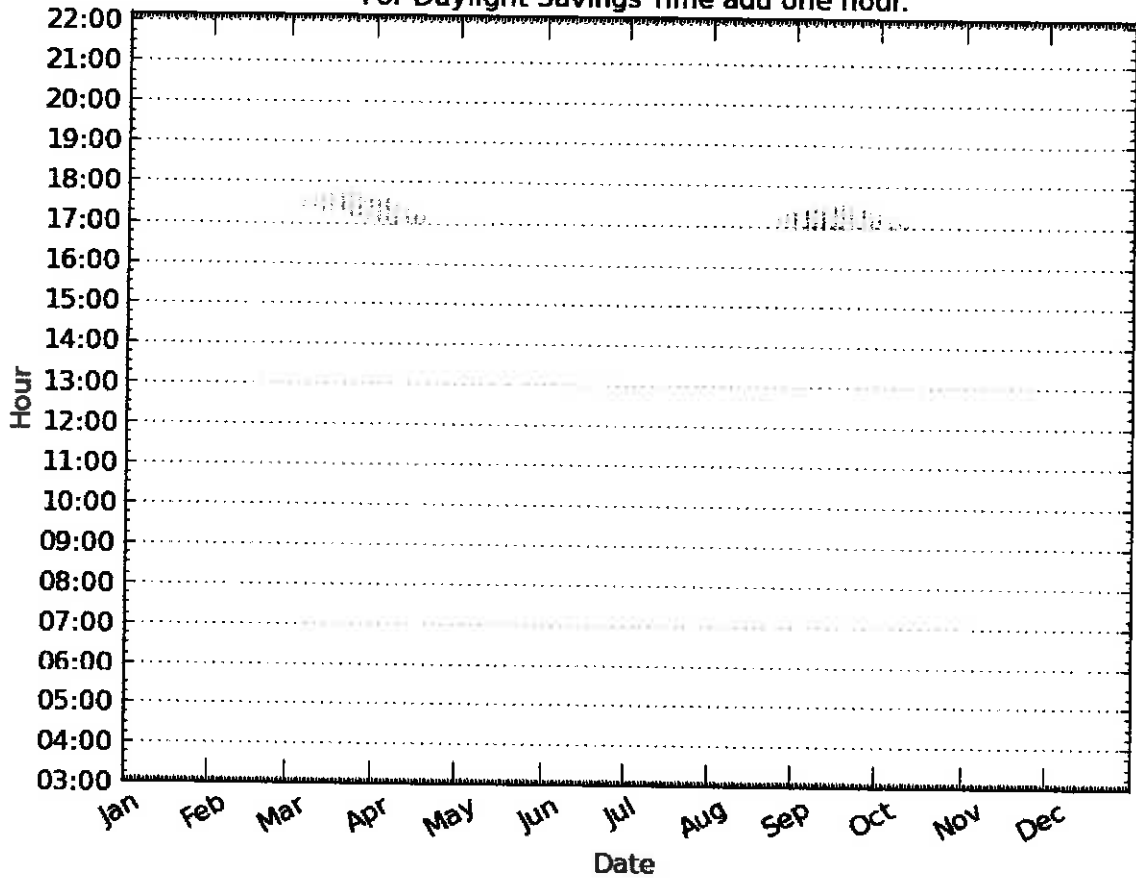
1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

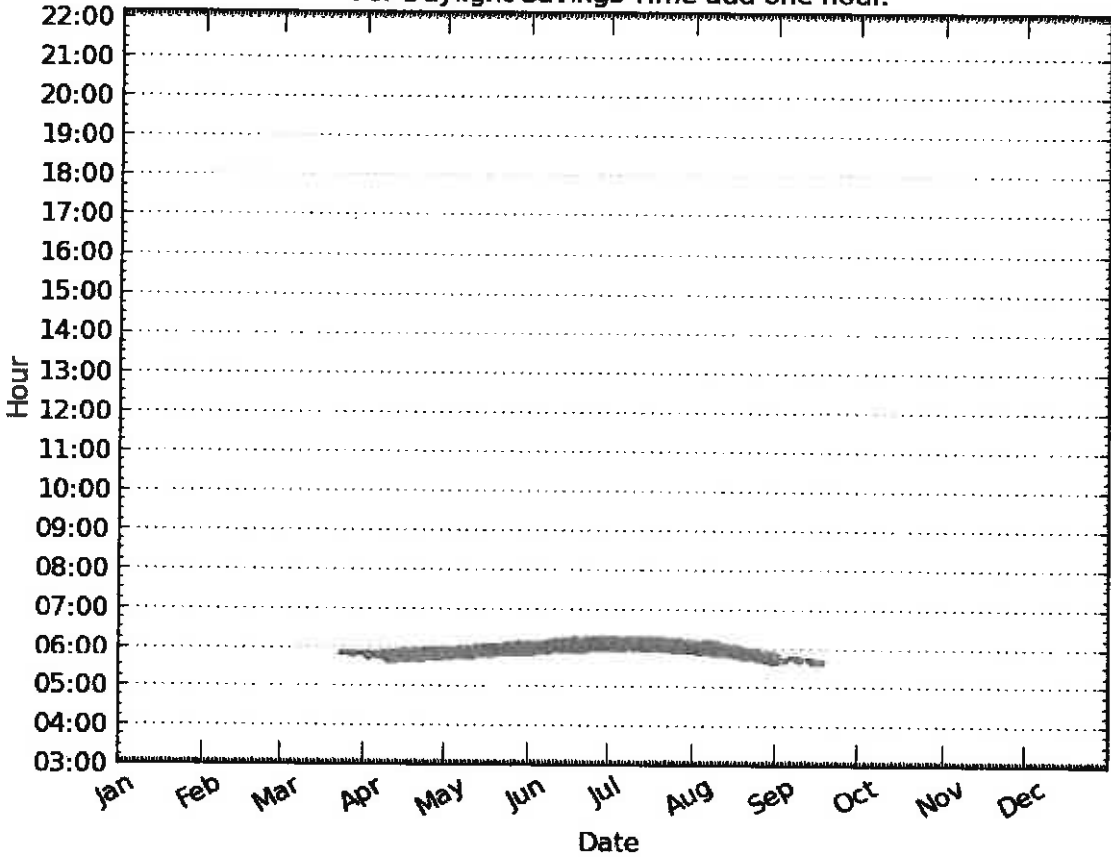
Runway 35 at 2.0 Miles from Threshold

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



Mule Mountains ACEC

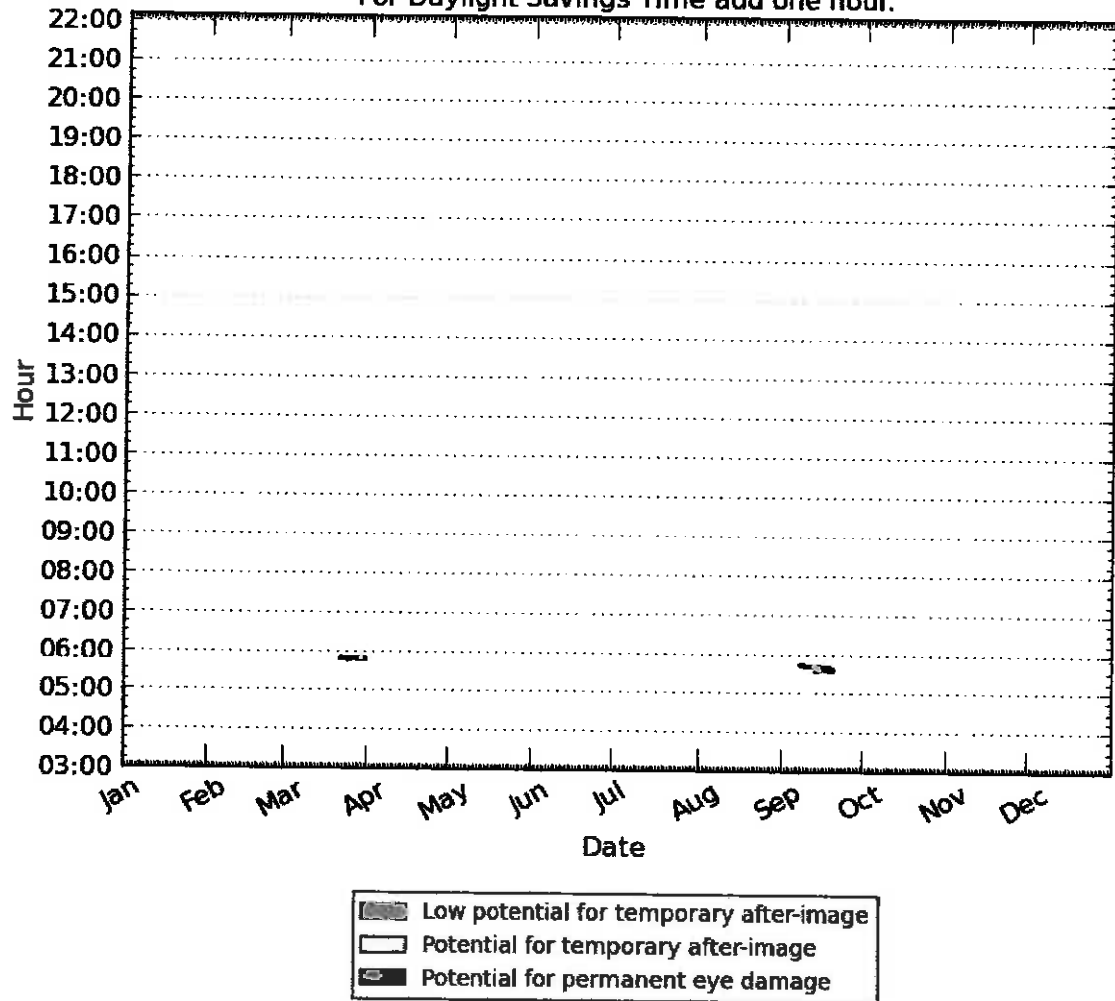
1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

Chuckwalla DWMA

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 16, 2019

Ms. Melody Segura, Project Planner
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

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

File No.: ZAP1074PS19
Related File No.: CUP18-015 (Conditional Use Permit)
APN: 670-212-006

Dear Ms. Segura:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. CUP18-015 (Conditional Use Permit), a proposal to establish a 65 foot tall mono-palm wireless communications facility with a 140 square foot equipment shelter area located on the northwest corner of Ramon Road and San Eljay Avenue.

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area (AIA). Within Compatibility Zone E of the Palm Springs International Airport Land Use Compatibility Plan, non-residential intensity is not restricted. The proposed telecommunication tower will not create any significant occupancy

County Administrative Center
4080 Lerron St., 14th Floor
Riverside, CA 92501
(951) 955-5132

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 12,931 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 of roof exceeding 524.8 feet AMSL. The site elevation is 360 feet AMSL, and the proposed building height is 65 feet, resulting in a maximum top point elevation of 425 feet AMSL. Therefore, review by the FAA OES was not required.

www.rcaluc.org

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 applies the following recommended conditions:

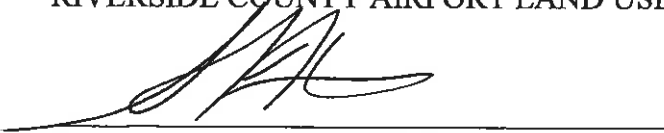
CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. 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, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



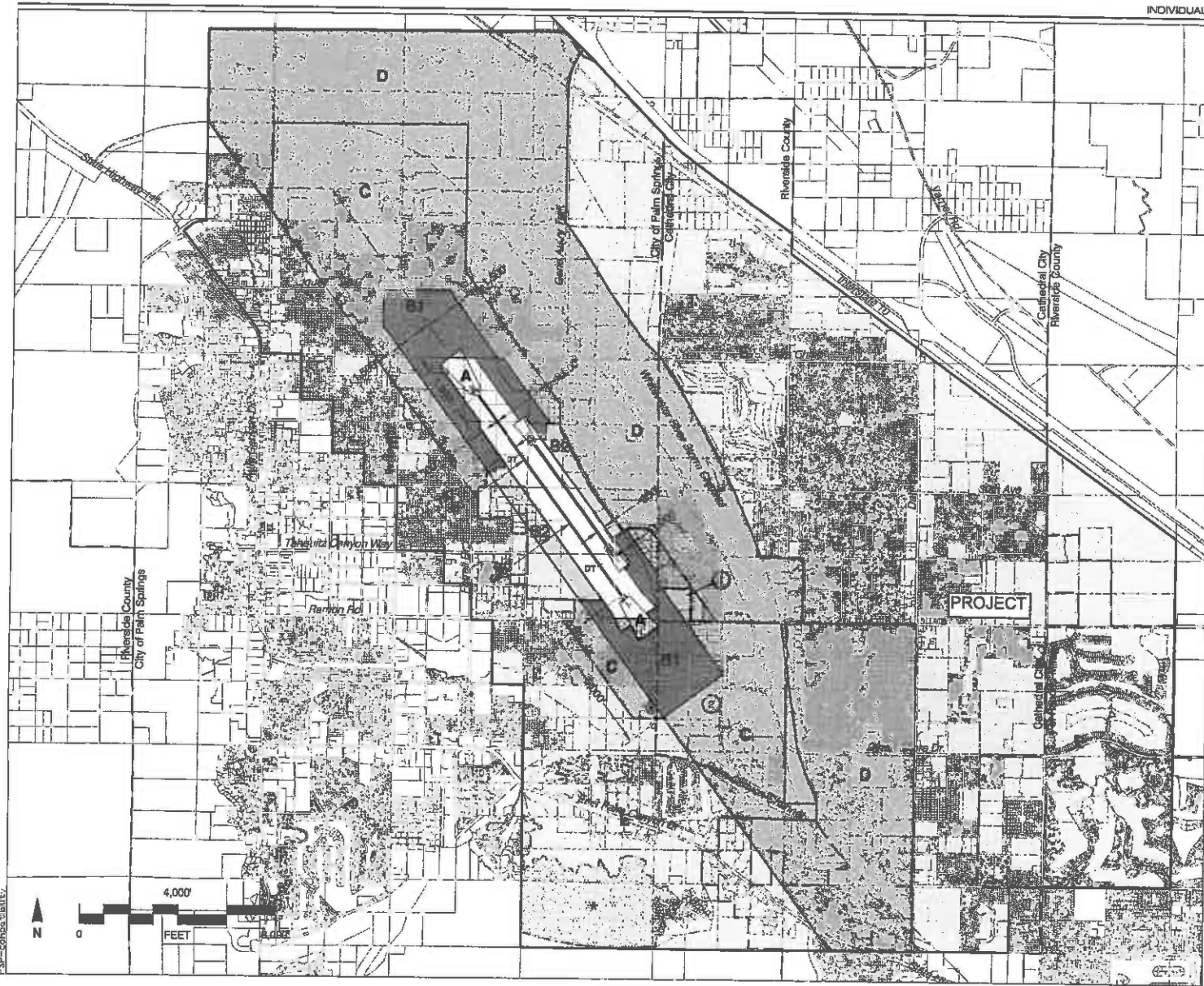
Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: T-Mobile (applicant)
Coastal Business Group, Chuck Saunders (representative)
Douglas Jones (property owner)
Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

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.

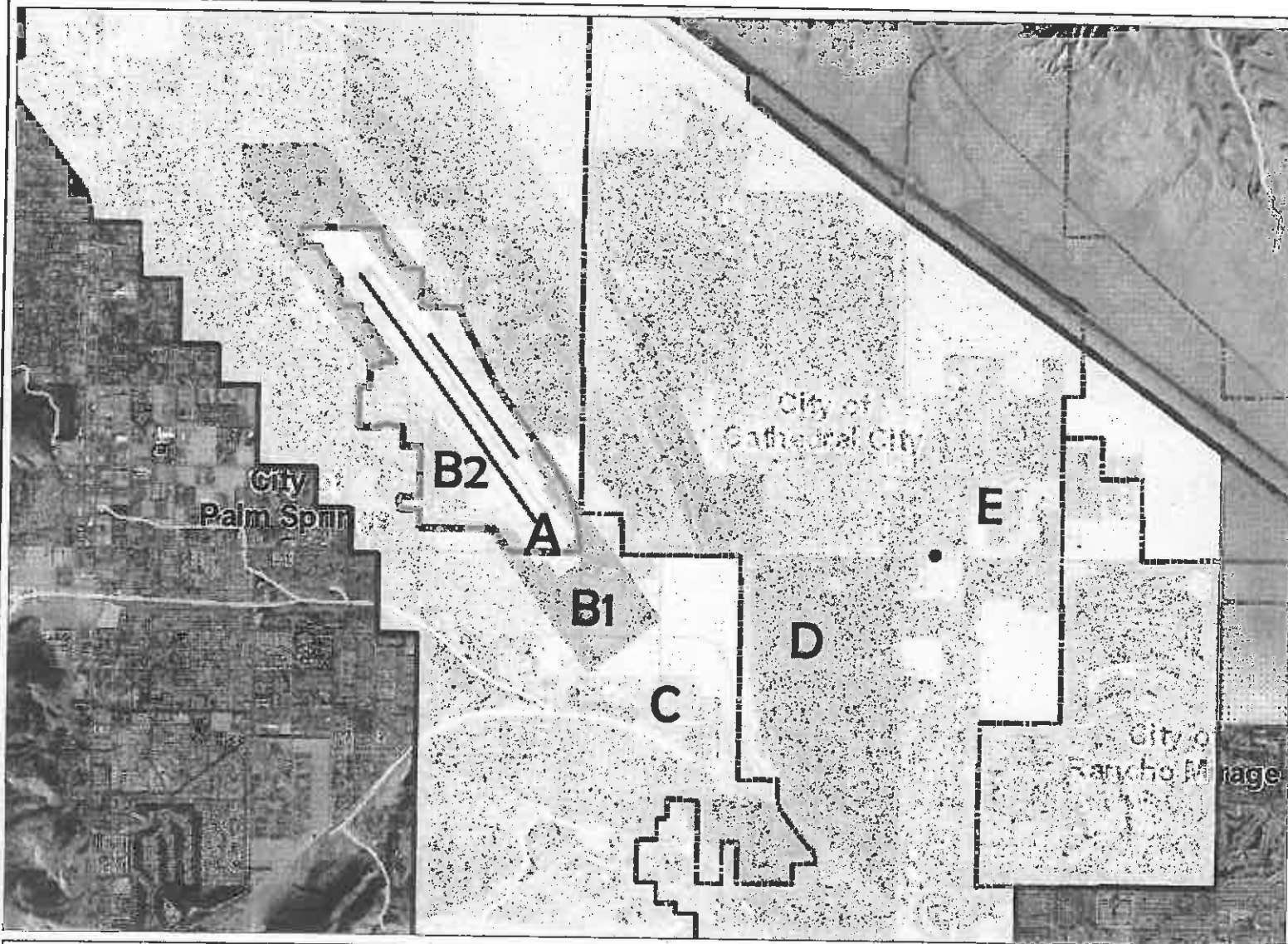
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted March 2005)

Map PS-1

Compatibility Map
 Palm Springs International Airport



Map My County Map



Legend

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



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

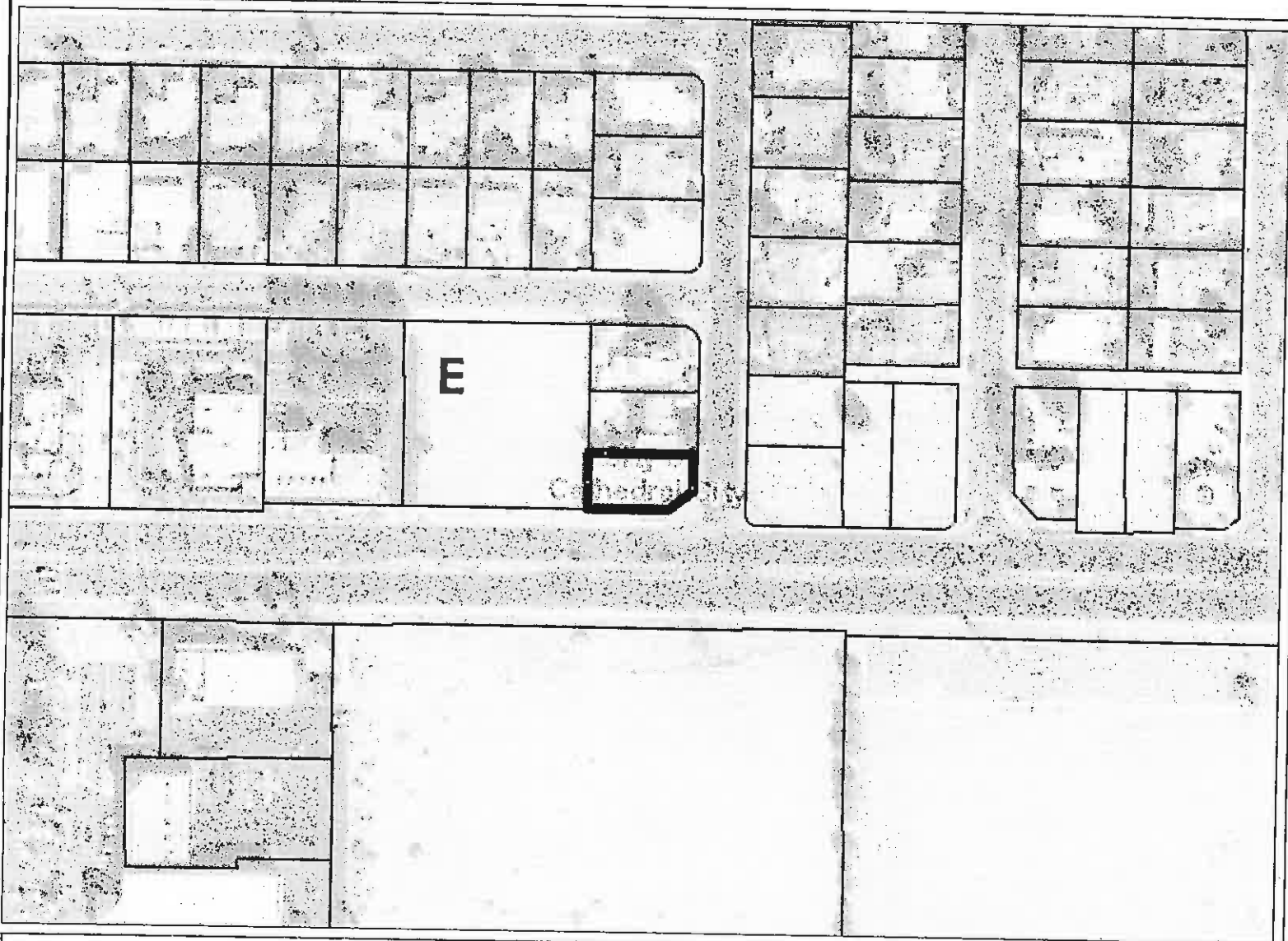


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

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



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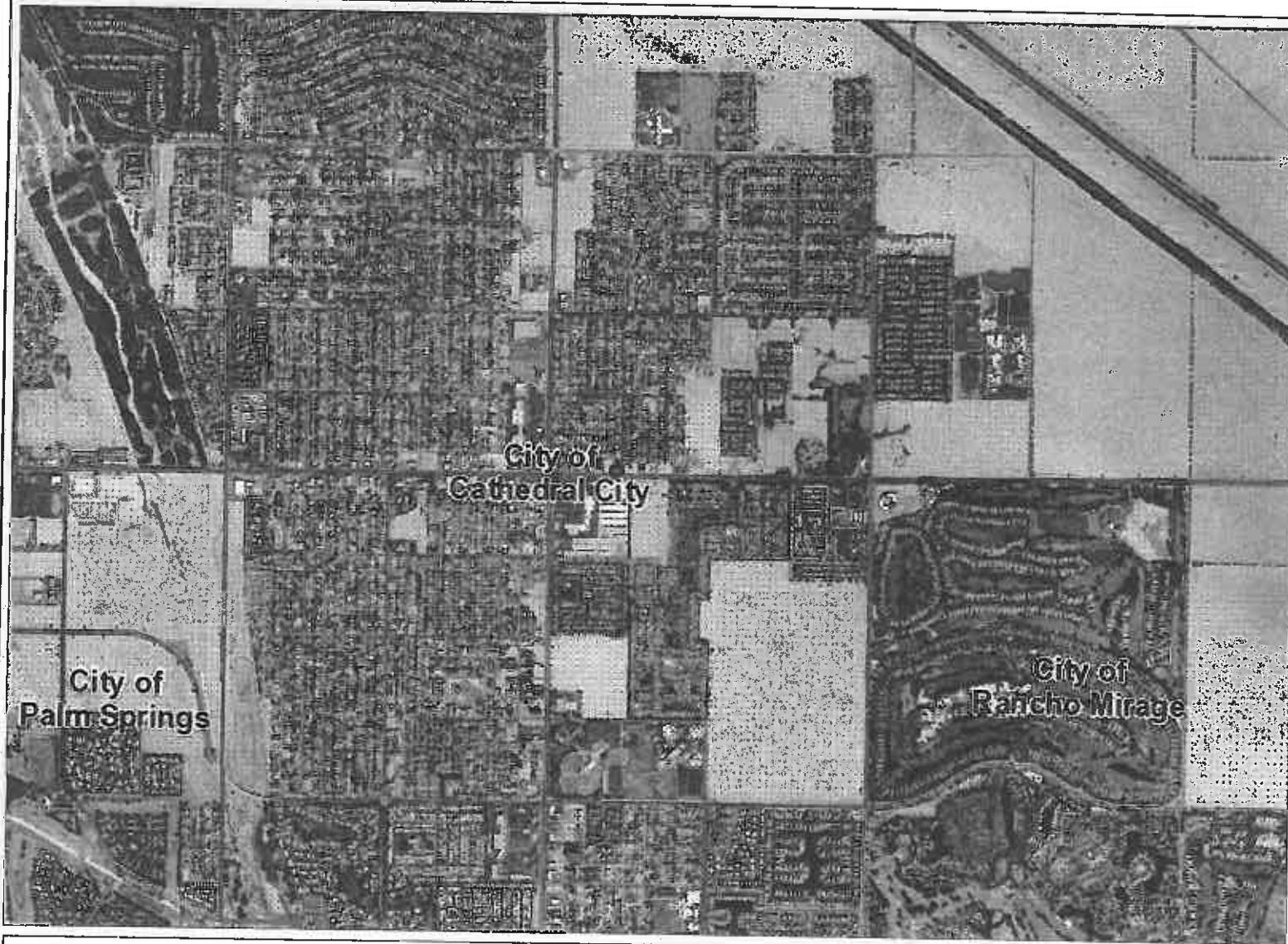


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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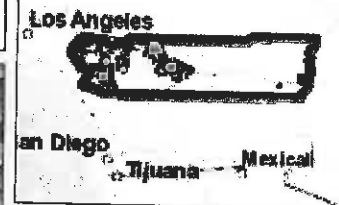
Notes



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Map My County Map



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



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0 758 1,516 Feet

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Notes

Map My County Map



Legend

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



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0 189 379 Feet

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Notes

T-Mobile

SITE NUMBER: IE25827K (NSB)
SITE NAME: SAN ELJAY / RAMON
SITE TYPE: MONOPALM

CITY: CATHEDRAL CITY
COUNTY: RIVERSIDE
JURISDICTION: CITY OF CATHEDRAL CITY



PROJECT INFORMATION:

IE25827K
SAN ELJAY / RAMON
 31975 SAN ELJAY AVENUE
 CATHEDRAL CITY, CALIFORNIA 92234
 RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY
03-26-19		PLAN CHECK	RA
01-17-19		PLAN CHECK	LUC
07-16-18		100% ZDS	LUC
07-03-18		REVISED LOCATION PER LL	LUC
06-21-18		90% ZDS FOR REVIEW	LUC



DRAWN BY: _____ CHK.: _____ CAPV.: _____
 PJC LUC LUC

NOT TO BE USED FOR CONSTRUCTION

SHEET TITLE:
TITLE SHEET

SHEET NUMBER: **T1** REVISION: **2**
 NSB

PROJECT SUMMARY

SITE ADDRESS:
 31975 SAN ELJAY AVE.
 CATHEDRAL CITY, CA 92234

METRICS AND LANDSCAPE:
 LOT: 33,619 SQ. FT. (48' x 69,272') N
 LOTS: 116,454 SQ. FT. (116' x 27' x 15,657') W

PROPERTY OWNER CONTACT:
 DONALD C. JONES & TERENCE H. JONES
 3300 TOSHIBA N. 2A
 PALM SPRINGS, CA 92262

TEL:
 952-212-003

APPLICABLE:
 T-MOBILE WEST
 2006 MCGRAW AVENUE
 IRVINE, CA 92614

PROJECT DESCRIPTION:
 T-MOBILE PROPOSES TO CONSTRUCT, OPERATE AND MAINTAIN AN UNMANNED WIRELESS COMMUNICATIONS FACILITY. THIS FACILITY WILL CONSIST OF THE FOLLOWING:

- INSTALL 3 (3) AIR32 8994/924 PANEL ANTENNAS (1 PER SECTOR).
- INSTALL 3 (3) QUAD-PORT PANEL ANTENNAS (1 PER SECTOR).
- INSTALL 3 (3) 6-DIGIT-WIRE PANEL ANTENNAS (1 PER SECTOR).
- INSTALL 3 (3) RILUS 4415 (1 PER SECTOR).
- INSTALL 3 (3) JNUS 4449 (1 PER SECTOR).
- INSTALL 2 (2) RIBS160 181 AC EQUIPMENT CABINET (1 FUTURE).
- INSTALL 1 (1) BAGESAND 5516 UNIT WITHIN CABINET.
- INSTALL 1 (1) BAGESAND 6330 UNIT WITHIN CABINET.
- INSTALL 1 (1) BUREO WITHIN CABINET.
- INSTALL 1 (1) XDU WITHIN CABINET.
- INSTALL (2) FIBER CABINET.
- INSTALL (2) TUBO CABINET.
- INSTALL (2) PFC CABINET.
- INSTALL 3 (3) B212 HOS SHIMS.
- INSTALL 24 (24) FIBER JUNCTIONS.
- INSTALL 24 (24) CONN. JUNCTIONS.
- INSTALL (2) EQUIPMENT CONCRETE PAD.
- INSTALL (3) LMC PALLETS.

BUILDING CLASSIFICATION: UNMANNED TELECOMMUNICATION FACILITY
ZONE: PCC-PLANNED COMMUNITY COMMERCIAL, SPECIFIC PLAN 83-01
BUILDING USE: U
CONSTRUCTION TYPE: II-B
T-MOBILE LEASE AREA: 140 SQ. FT.

SHEET INDEX

SHEET	DESCRIPTION
T1	TITLE SHEET
A1	SITE PLAN
A2	ENLARGED SITE PLAN
A3	EQUIPMENT PLAN, ANTENNA PLAN AND ANTENNA SCHEDULE
A4	ELEVATIONS

VICINITY MAP:



APPROVALS:

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGE AND MODIFICATIONS THEY MAY MAKE.

LANDLORD	PRINT NAME	SIGNATURE	DATE
DEVELOP. MGR			
CONST. MGR			
PROJ. MGR			
ZONING MGR			
RF ENGINEER			
SAC REP.			
RFPS			

DRIVING DIRECTIONS:

DIRECTIONS FROM T-MOBILE OFFICE:
 HEAD NORTHWEST ON MCGRAW AVE. TURN LEFT ON RED HILL AVE. TURN RIGHT ON MACARTHUR. TAKE THE 55 FWY N. MERGE ONTO THE 5 FWY N. MERGE ONTO THE 57 FWY N. MERGE ONTO THE 60 FWY E. MERGE ONTO THE 10 FWY E. TAKE EXIT DATE PALM DR. TURN LEFT ONTO BARSTO RD. TURN RIGHT ONTO SAN ELJAY AVE. DESTINATION WILL BE ON YOUR RIGHT.

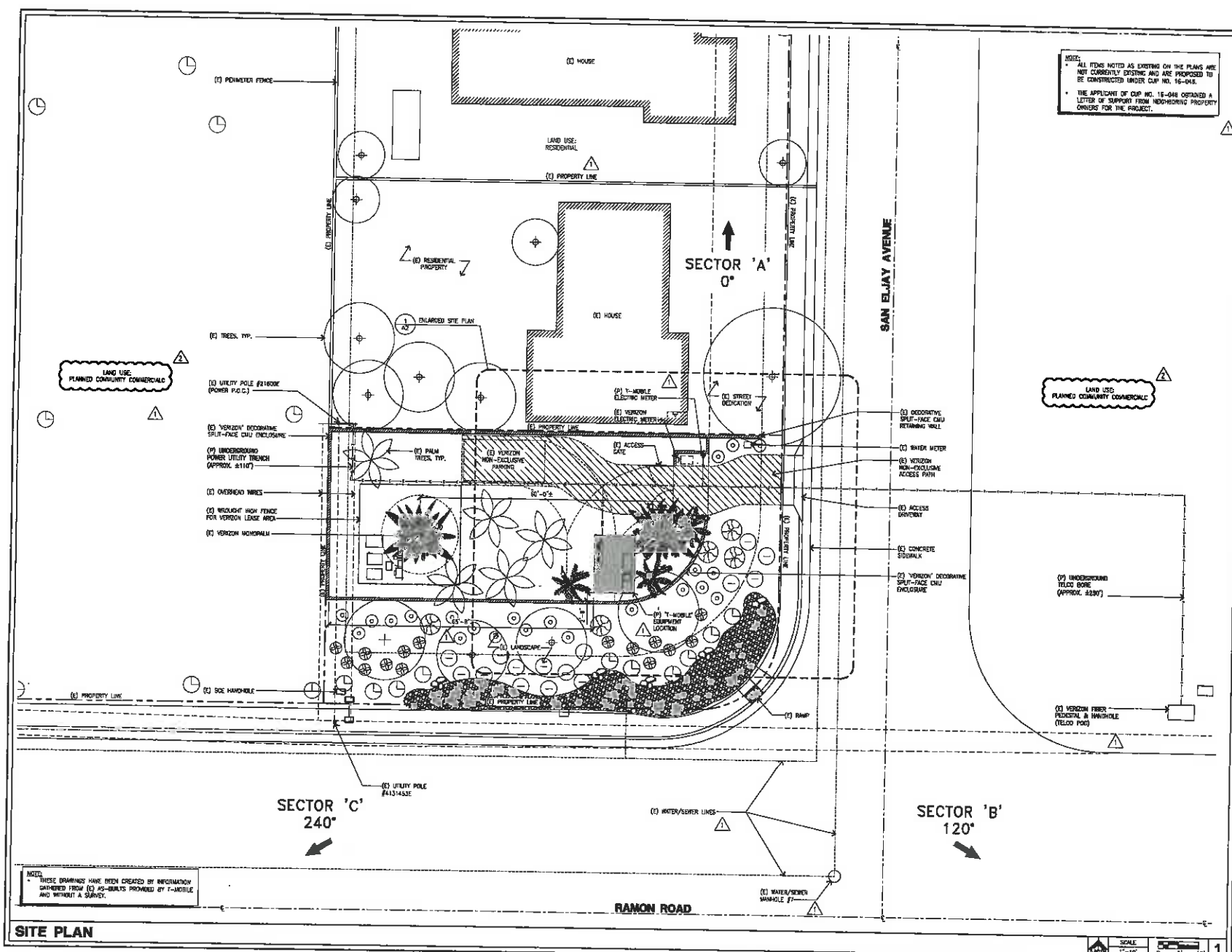
APPLICABLE CODES:

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA TITLE 24
- 2016 CALIFORNIA FIRE CODE
- 2016 CALIFORNIA ENERGY CODE
- 2016 CALIFORNIA PLUMBING CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA ELECTRICAL CODE
- TR 184322-5 OR LATEST EDITION

CONSULTING TEAM

SAC / ZONING:
 CONSUL BUSINESS GROUP, INC.
 24310 INDIAN PARK, SUITE 0 #1009
 LAGUNA HILLS, CA 92653
 CONTACT: DANIEL R. GALT
 PHONE: (949) 334-1300
 EMAIL: vgalt@cbginc.com

ARCHITECTURAL/ENGINEERING:
 CASA INDUSTRIES, INC.
 9922 PIONEER BLVD. #105
 SANTA FE SPRINGS, CALIFORNIA 90707
 CONTACT: LUC CARSONA
 PHONE: (562) 632-5130



NOTE:
 * ALL ITEMS NOTED AS EXISTING ON THE PLANS ARE NOT CURRENTLY EXISTING AND ARE PROPOSED TO BE CONSTRUCTED UNDER CAP NO. 16-048.
 * THE APPLICANT OF CAP NO. 16-048 OBTAINED A LETTER OF SUPPORT FROM NEIGHBORING PROPERTY OWNERS FOR THE PROJECT.

T-Mobile
 5908 MIDWAY AVENUE
 IRVINE, CA 92617

PROJECT INFORMATION:
IE25827K
SAN ELJAY / RAMON
 31975 SAN ELJAY AVENUE
 CATHEDRAL CITY, CALIFORNIA 92234
 RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY
△	03-28-19	PLAN CHECK	BA
△	01-17-19	PLAN CHECK	LHC
0	07-18-18	100% ZDB	LHC
0	07-03-18	REVISED LOCATION PER UJ	LHC
A	06-21-18	90% ZDB FOR REVIEW	LHC

PLANS PREPARED BY:
CASA
 8909 PIONEER BLVD, #105
 SANTA FE SPRINGS, CALIFORNIA 92670

CONSULTANT:

 84316 BOWLTON PERRY, SUITE 8100
 LAGUNA HILLS, CA 92653

DRAWN BY: PJC
 CHK: LHC
 APPV: LHC

ACQUISURE:
NOT TO BE USED FOR CONSTRUCTION

SHEET TITLE:
SITE PLAN

SHEET NUMBER: **A1**
 REVISION: **2**
 NSB

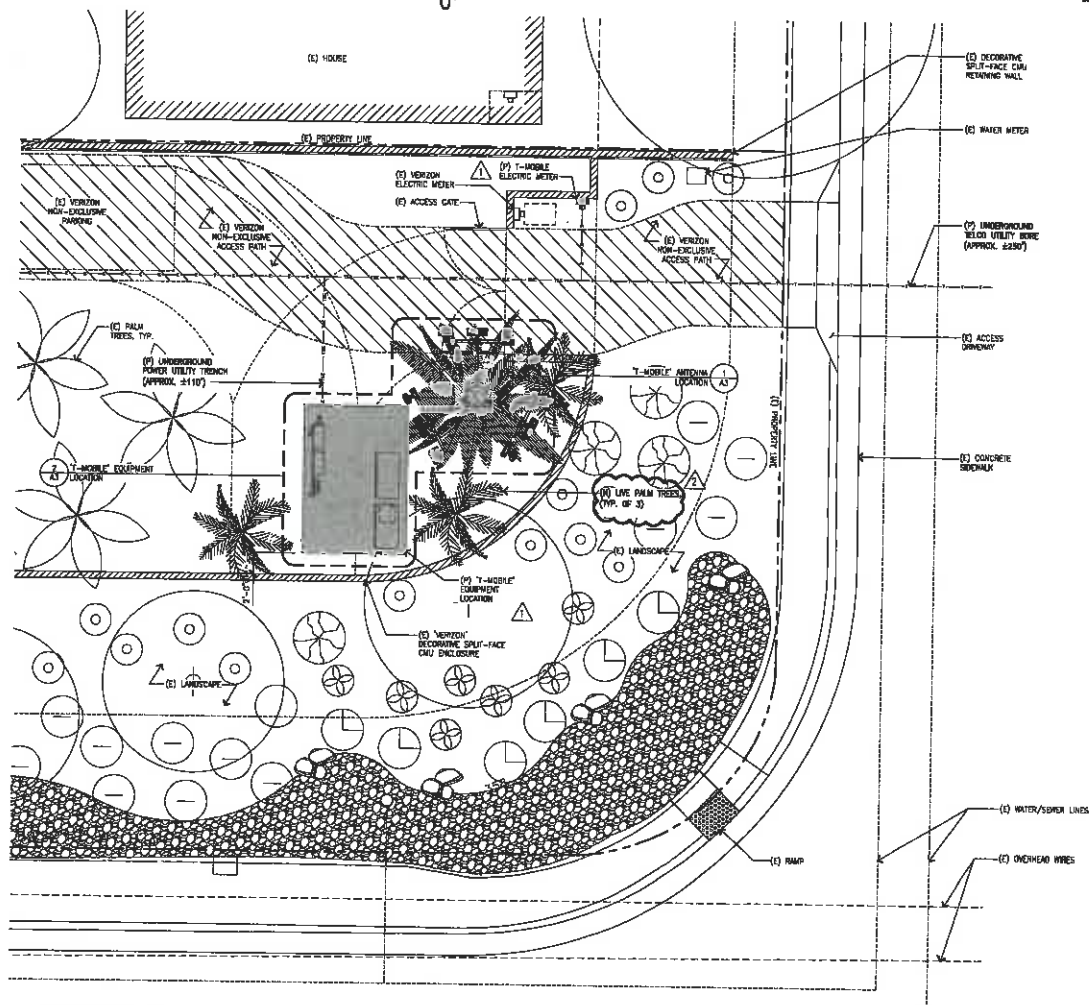
NOTE:
 * THESE DRAWINGS HAVE BEEN CREATED BY INFORMATION GATHERED FROM (E) AS-BUILTS PROVIDED BY T-MOBILE AND WITHOUT A SURVEY.

SITE PLAN

SCALE: 1"=10'
 0' 3' 6' 9' 12'

SECTOR 'A'
0°

NOTE: ALL ITEMS NOTED AS EXISTING ON THE PLANS ARE NOT CURRENTLY EXISTING AND ARE PROPOSED TO BE CONSTRUCTED UNDER CLP NO. 14-046.



SECTOR 'C'
240°

SECTOR 'B'
120°

ENLARGED SITE PLAN

SCALE
3/16" = 1'-0"

T-Mobile
2800 MCGRAW AVENUE
IRVING, CA 92617

PROJECT INFORMATION:
IE25827K
SAN ELJAY / RAMON
31875 SAN ELJAY AVENUE
CATHEDRAL CITY, CALIFORNIA 92234
RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY:
△	03-26-19	PLAN CHECK	RA
△	01-17-19	PLAN CHECK	LHC
0	07-18-18	100% ZDb	LHC
B	07-03-18	REVISED LOCATION PER LL	LHC
A	06-21-18	90% ZDb FOR REVIEW	LHC

PLANS PREPARED BY:
CASA
1828 PIONEER BLVD, #105
SANTA FE SPRINGS, CALIFORNIA 90670

CONSULTANT:
CASA
24019 WILKINSON PKWY.
SUITE 01000
MIRANDA HILLS, CA 92351

DRAWN BY: PUC CHK.: LHC CAPY.: LHC

LICENSURE:
NOT TO BE USED FOR CONSTRUCTION

SHEET TITLE:
ENLARGED SITE PLAN

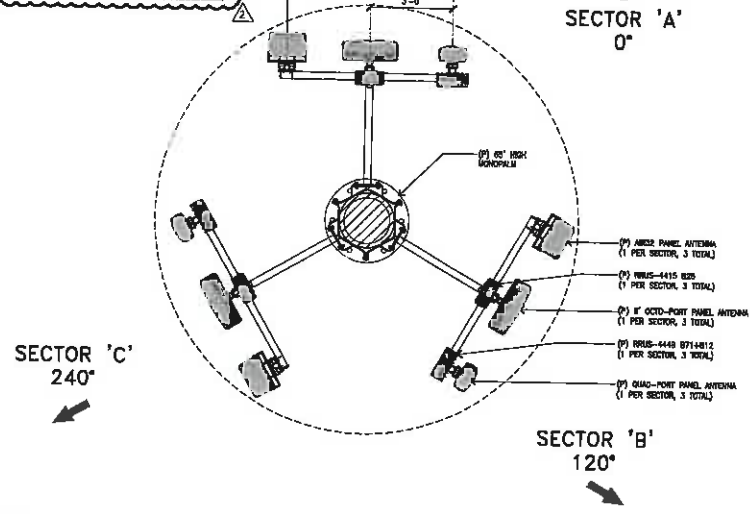
SHEET NUMBER: **A2** REVISION: **2**
NSB

NOTE: ALL ITEMS NOTED AS EXISTING ON THE PLANS ARE NOT CURRENTLY EXISTING AND ARE PROPOSED TO BE CONSTRUCTED UNDER CLP NO. 16-046.

SECTOR	ANTENNA				HEIGHT	WEIGHT	AZIMUTH	PRO CENTER	TMA / RBJ	CABLE TYPE	CABLE LENGTH
	MANUFACTURER	MODEL	TECHNOLOGY	HEIGHT							
ALPHA	A1	ERICSSON	AR3248 B88	L2100	58.1"	180 lbs	0°	98'-0"	-	(4) FIBER JUMPERS (4) COAX JUMPERS	240'
	A2	RFS	APXWARR24-43-U-W20	L700/L800	85.0"	128 lbs	0°	98'-0"	(1) RRUS4448 871-8112	(2) FIBER JUMPERS (2) COAX JUMPERS	240'
	A3	ANDREW	H800-881603-ADM	L1900/U1900	51.1"	30.8 lbs	0°	98'-0"	(1) RRUS4415 825	(2) FIBER JUMPERS (2) COAX JUMPERS	240'
BETA	B1	ERICSSON	AR3248 B88	L2100	58.1"	180 lbs	120°	98'-0"	-	(4) FIBER JUMPERS (4) COAX JUMPERS	240'
	B2	RFS	APXWARR24-43-U-W20	L700/L800	85.0"	128 lbs	120°	98'-0"	(1) RRUS4448 871-8112	(2) FIBER JUMPERS (2) COAX JUMPERS	240'
	B3	ANDREW	H800-881603-ADM	L1900/U1900	51.1"	30.8 lbs	120°	98'-0"	(1) RRUS4415 825	(2) FIBER JUMPERS (2) COAX JUMPERS	240'
GAMMA	G1	ERICSSON	AR3248 B88	L2100	58.1"	180 lbs	240°	98'-0"	-	(4) FIBER JUMPERS (4) COAX JUMPERS	240'
	G2	RFS	APXWARR24-43-U-W20	L700/L800	85.0"	128 lbs	240°	98'-0"	(1) RRUS4448 871-8112	(2) FIBER JUMPERS (2) COAX JUMPERS	240'
	G3	ANDREW	H800-881603-ADM	L1900/U1900	51.1"	30.8 lbs	240°	98'-0"	(1) RRUS4415 825	(2) FIBER JUMPERS (2) COAX JUMPERS	240'

* COAX CABLE LENGTH IS APPROXIMATE.

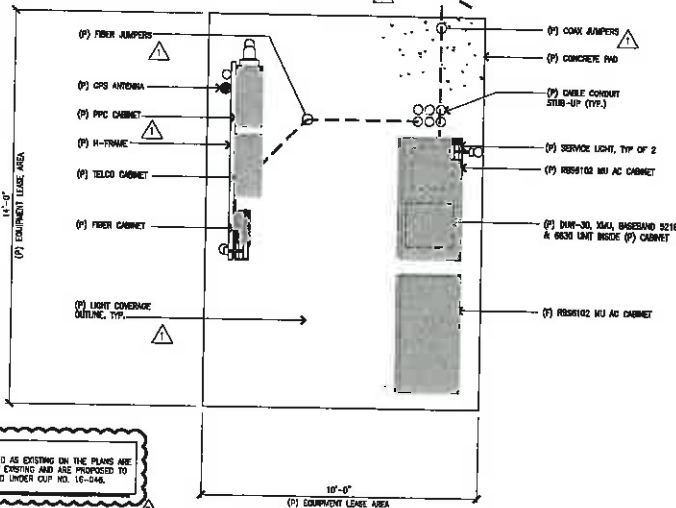
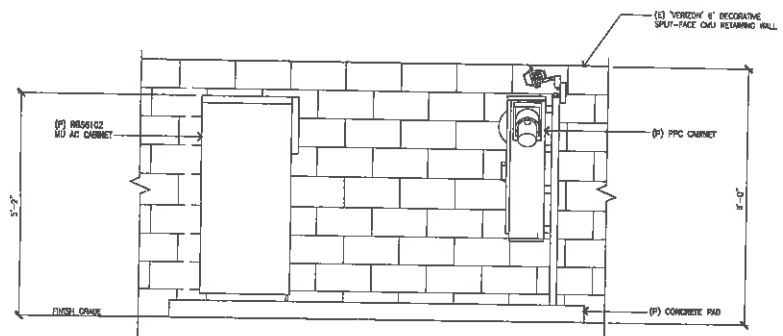
NOTE: ALL ITEMS NOTED AS EXISTING ON THE PLANS ARE NOT CURRENTLY EXISTING AND ARE PROPOSED TO BE CONSTRUCTED UNDER CLP NO. 16-046.



ANTENNA SCHEDULE

3 ANTENNA PLAN

SCALE 1/2"=1'-0" 1



NOTE: ALL ITEMS NOTED AS EXISTING ON THE PLANS ARE NOT CURRENTLY EXISTING AND ARE PROPOSED TO BE CONSTRUCTED UNDER CLP NO. 16-046.

EQUIPMENT ELEVATION

4 EQUIPMENT PLAN

SCALE 1/2"=1'-0" 2



PROJECT INFORMATION:
IE25827K
SAN ELJAY / RAMON
 31975 SAN ELJAY AVENUE
 CATHEDRAL CITY, CALIFORNIA 92234
 RIVERSIDE COUNTY

CURRENT ISSUE DATE:
03-26-2019

ISSUED FOR:
ZONING

REV.	DATE	DESCRIPTION	BY
△	03-26-19	PLAN CHECK	RA
△	01-17-19	PLAN CHECK	LHC
0	07-16-18	100% ZDS	LHC
B	07-03-18	REMOVED LOCATION PER ILL	LHC
A	06-21-18	90% ZDS FOR REVIEW	LHC

PLANS PREPARED BY:



CONSULTANT:
 CODE: 1
 BUSINESS: 24540 REDLTON PKWY, SUITE 8 PHOENIX, LAPUNA HILLS, CA 92657

DRAWN BY: PJC
 CHK: LHC
 APPV: LHC

NOT TO BE USED FOR CONSTRUCTION

EQUIPMENT/ANTENNA PLAN AND ANTENNA SCHEDULE

SHEET NUMBER: A3 REVISION: 2

NSB

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 22, 2019

Mr. Dave Jones, County Geologist
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

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

File No.: ZAP1036RG19
Related File No.: Ordinance No. 555.20 (Ordinance Amendment)
APN: – Countywide

Dear Mr. Jones:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance No. 555.20 (Ordinance Amendment), a proposal to amend existing County Ordinance No. 555.20 Mining Ordinance to comport with updates and revisions made to state mining laws and regulations under State Mining and Reclamation Act. There are no development standard changes or changes to zoning land uses that would increase residential density or non-residential intensity within the proposed amendment.

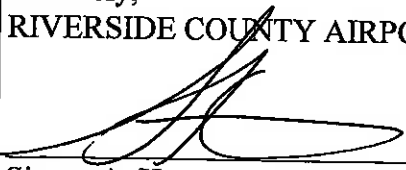
Therefore, this amendment has no possibility for having an impact on the safety of air navigation within airport influence areas located within the unincorporated areas of Riverside County.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

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.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Simon A. Housman, ALUC Director

1 the production and development of local mineral resources:

- 2 1. Help maintain a strong economy;
- 3 2. Are necessary to build infrastructure; and
- 4 3. Are vital to reducing transportation emissions in the County, including those
5 that result from the distribution of hundreds of millions of tons of
6 construction aggregates that are used annually in building and maintaining
7 the state; and

8 E. The development of the County's finite, important mineral resources, which the
9 Legislature has determined is vital to a sustainable California, is promoted.

10 Section 3. AUTHORITY. This ordinance is adopted pursuant to Public Resources Code
11 section 2774, which requires the County to adopt an ordinance in accordance with state policy that
12 establishes the procedures for the review and approval of Reclamation Plans and financial assurances and
13 for the issuances of Permits to conduct surface mining operations.

14 Section 4. DEFINITIONS. As used in this ordinance, all references and citations to
15 statutes, regulations, ordinances, and other bodies of law shall include those statutes, regulations,
16 ordinances, and other bodies of law as they may be amended from time to time. In addition, unless
17 otherwise specified, all references in this ordinance to a number of days shall refer to calendar days. The
18 following terms in this ordinance shall have the following meanings:

- 19 A. Assistant TLMA Director. The County Assistant TLMA Director – Community
20 Development, or his or her designee.
- 21 B. CEQA. The California Environmental Quality Act (Pub. Resources Code, § 21000
22 et seq.).
- 23 C. County. The County of Riverside, which acts the “lead agency” under SMARA for
24 all surface mining operations subject to this ordinance.
- 25 D. Director. The Director of the Department of Conservation.
- 26 E. Operator. The individual or entity that operates a surface mining operation, as
27 surface mining operations are defined in Public Resources Code section 2735.
- 28 F. Permit. Unless otherwise stated, the Surface Mining Permit.

- 1 G. Reclamation Plan. An Operator's plan for reclaiming the lands affected by his or her
2 surface mining operations, as the term is defined in SMARA and the SMARA
3 Regulations.
- 4 H. Revised Permit. A request for a Substantial Deviation from an approved Permit or
5 Reclamation Plan which does not change the basic concept or use allowed by the
6 original approval and that meets the additional requirements set forth in Section 18
7 of this ordinance.
- 8 I. SMARA. The California Surface Mining and Reclamation Act of 1975 (Pub.
9 Resources Code, § 2710 et seq.).
- 10 J. SMARA Regulations. The state regulations adopted in accordance with SMARA
11 (Cal. Code Regs., tit. 14, § 3500 et seq.).
- 12 K. Substantial Conformance. A proposed amendment to an approved Permit or
13 Reclamation Plan that meets the additional requirements set forth in Section 18 of
14 this ordinance.
- 15 L. Substantial Deviation. A change or expansion to a surface mining operation as
16 defined in Public Resources Code section 2735 that substantially affects the
17 completion of the previously approved Reclamation Plan, or that changes the end use
18 of the approved Reclamation Plan to the extent that the scope of the reclamation
19 required for the surface mining operation is substantially changed.
- 20 M. Topsoil. The upper part of the soil profile that is relatively rich in humus, which is
21 technically known as the A-horizon of the soil profile.
- 22 N. TLMA. The County Transportation and Land Management Agency.
- 23 O. Vested Right. A right to conduct surface mining operations that existed lawfully
24 before an intervening change in the law that would otherwise preclude those
25 operations, or require a permit to conduct those operations, and that meets the
26 requirements for vested rights set forth in Section 2776 of the Public Resources Code.

27 Section 5. EXEMPTIONS AND EXCEPTIONS. The provisions of this ordinance do not
28 apply to the exceptions and exemptions set forth in Public Resources Code section 2714.

1 Section 6. PERMIT REQUIRED. Unless exempted by the provisions of Section 5 or
2 Section 17, no person, firm, corporation or private association shall conduct surface mining operations in
3 the unincorporated area of the County of Riverside without an approved Permit.

4 Section 7. APPLICATION PROCESS.

5 A. Prior to submitting an application for a Permit, the person, firm, corporation or
6 private association seeking to obtain such Permit may comply with the pre-
7 application review procedure described in Ordinance No. 752 to the extent that such
8 procedure is applicable.

9 B. All applications for a Permit, revised Permit, Substantial Conformance to a Permit,
10 Interim Management Plan, Reclamation Plan, Revised Reclamation Plan, or
11 Reclamation Plan Substantial Conformance shall be made in writing to the Assistant
12 TLMA Director on the forms provided by the Planning Department with the
13 appropriate filing fees and include a Project Description, a mining plan, and a
14 Reclamation Plan. The application shall provide all information and data required
15 by Section 2772 of the Public Resources Code, all information required by the
16 SMARA Regulations, all information indicated in Sections 8 and 9 of this ordinance,
17 all information indicated in the Planning Department's Application for Surface
18 Mining Permit/Reclamation Plan, and such additional information as may be
19 reasonably required by the Assistant TLMA Director. The time limitations for
20 approving or denying a Permit, Interim Management Plan, Reclamation Plan, or
21 Revised Reclamation Plan shall not begin to run until all procedures under CEQA
22 have been completed. All applications for a stand-alone Reclamation Plan,
23 associated vested mining operation, mining operation on federal property, or County-
24 operated mining facility shall include a financial assurance cost estimate, an estimate
25 of reclamation costs, all information and data required by Section 2772 of the Public
26 Resources Code, all information required by the SMARA Regulations, all
27 information indicated in Sections 8 and 9 of this ordinance, and such additional
28 information as may be reasonably required by the Assistant TLMA Director.

- 1 C. An application for a Permit for a new surface mining operation, or a Revised Permit
2 for a physical expansion of an existing surface mining operation that proposes an
3 expansion of more than ten (10) percent or other amount of expansion identified in
4 any applicable Board policy, shall also include an application for a development
5 agreement.
- 6 D. Before approving or holding a public hearing concerning the Reclamation Plan,
7 amendment to a Reclamation Plan, or financial assurances for a new Reclamation
8 Plan or amendment to a Reclamation Plan, the County shall submit the financial
9 assurance cost estimate and the Reclamation Plan or amendment to the Director for
10 review pursuant to Public Resources Code sections 2772.1 and 2773.4(a). All
11 documentation for that submission shall be submitted to the Director at one time. In
12 making this submittal, the Assistant TLMA Director shall certify to the Director that
13 the Reclamation Plan or amendment to the Reclamation Plan is in compliance with
14 the applicable requirements of SMARA, the SMARA Regulations, and this
15 ordinance and that the financial assurance cost estimate is adequate, complete, and
16 consistent with SMARA, the SMARA Regulations, and this ordinance.
- 17 E. Following receipt of the Director's comments concerning the Reclamation Plan, plan
18 amendment, or financial assurance cost estimate in accordance with the applicable
19 schedule set forth in Public Resources Code sections 2772.1(b) or 2773.4(c), the
20 County shall, within a reasonable amount of time, prepare a written response
21 describing the disposition of the major issues raised by the Director's comments, and
22 shall submit the County's proposed response to the Director at least 30 days prior to
23 the public hearing concerning the Reclamation Plan or plan amendment, or 30 days
24 prior to the approval of financial assurance cost estimate. The County's response to
25 the Director's comments shall describe how the County proposes to adopt the
26 Director's comments to the Reclamation Plan, plan amendment, or financial
27 assurance cost estimate. If the County does not propose to adopt the Director's
28 comments, the County shall specify, in detail, why it proposes not to adopt the

1 comments.

2 1. If the Director submits a written request for consultation on the financial
3 assurance cost estimate in accordance with Public Resources Code section
4 2774.3(c), the County shall not approve the financial assurance cost estimate
5 until after consulting with the Director. Such consultation shall occur no later
6 than 30 days after the Director's request unless an alternate timeframe is
7 mutually agreed upon by the Director, the County, and the Operator.

8 2. The County shall give the Director at least 30 days' notice of the time, place,
9 and date of any hearing at which the financial assurance cost estimate is
10 scheduled to be approved by the County. If no hearing is required, then the
11 County shall provide 30 days' notice to the Director that it intends to approve
12 the financial assurance cost estimate. Within 30 days of approving a financial
13 assurance cost estimate, the County shall send to the Director its final
14 response to the Director's comments.

15 3. The Assistant TLMA Director shall forward to the Operator copies of any
16 written comments received and responses prepared by the County relating to
17 the financial assurance cost estimate.

18 F. Upon completion of all procedures for review of an application, including but not
19 limited to notification to the Director and response to the comments of the Director
20 as provided in Sections 7.D. and 7.E., above, a public hearing will be held before the
21 Planning Commission or Board of Supervisors, as hereinafter provided.

22 G. Notwithstanding the above, or any other provision herein to the contrary, the Board
23 of Supervisors reserves exclusively to itself the duty to investigate, hear, approve,
24 conditionally approve or disapprove all Permits and Reclamation Plans including any
25 modifications to said Permits and Reclamation Plans included as part of a fast track
26 project as defined by Ordinance No. 348.

27 Section 8. MINING PLAN. In addition to the requirements set forth in the County's
28 Application for Surface Mining Permit, the mining plan shall, at a minimum:

- 1 A. Indicate the progression of all operations of the facility indicating anticipated time
2 frames for each phase and the estimated life of the operation;
- 3 B. Show the location of equipment, offices, stockpiles, settling ponds, interim drainage,
4 machinery and wastedumps, parking, and areas to be mined;
- 5 C. Indicate the progression of stripping and excavating through the use of cross sections,
6 elevations and topographic maps and include a detailed description of how Topsoil
7 will be recovered and protected for use in mine reclamation;
- 8 D. Indicate the time lag between mining and reclamation and equipment siting and
9 removal and/or relocation;
- 10 E. Discuss the method of handling simultaneous excavation and reclamation if
11 applicable;
- 12 F. Show the location of all streams, roads, railroads, sewage disposal systems, water
13 wells, and utility facilities within 500 feet of the site and the location of all proposed
14 access roads to be constructed in conducting the surface mining operation;
- 15 G. Indicate the type of and amount of mineral commodities to be removed, the amount
16 of mining waste to be retained on the site and the amount of mining waste to be
17 disposed offsite including the method and location of disposal of said mining waste;
18 and
- 19 H. Indicate the location and associated details of the required revegetation test plot or
20 plots, specifying all revegetation success criteria, as appropriate.

21 Section 9. RECLAMATION PLAN. In addition to all other requirements, including
22 those set forth in Public Resources Code section 2772 and California Code of Regulations, title 14, section
23 3502, the Reclamation Plan, at a minimum, shall:

- 24 A. Indicate the methods to be used to reclaim the land.
- 25 B. If phasing is proposed, include a detailed schedule of the sequence and timing of all
26 stages of the reclamation.
- 27 C. Describe the physical condition of the mine site upon the completion of all
28 reclamation including the proposed uses or potential uses of the reclaimed site.

- 1 D. Contain a map that delineates through the use of cross sections and elevations the
2 physical characteristics of the land that will exist upon the conclusion of reclamation,
3 as well as a topographic map showing the location of the reclaimed land.
- 4 E. Describe the manner in which derelict machinery, mining waste and scraps will be
5 removed from the mine site and how contaminants will be controlled.
- 6 F. Describe the methods to be used to ensure that the mine site will contain stable waste
7 piles and slopes.
- 8 G. Describe how reclamation of the mine site may affect the future use of the site and
9 surrounding area for mining purposes.
- 10 H. Show that the proposed site in its final form will be, to the extent reasonable and
11 practicable, revegetated for soil stabilization, free of drainage and erosion problems,
12 coordinated with present and anticipated future land use, and compatible with the
13 topography and general environment of surrounding property.
- 14 I. Include all of the following, to the extent the required information or document is not
15 already included in the mining plan and incorporated by reference in the Reclamation
16 Plan:
- 17 1. The name and address of the Operator and the names and addresses of any
18 persons designated by the Operator as an agent for the service of process;
 - 19 2. The anticipated quantity and type of materials for which the surface mining
20 operation is to be conducted;
 - 21 3. The proposed dates for the initiation and termination of the surface mining
22 operation;
 - 23 4. The maximum anticipated depth of the surface mining operation;
 - 24 5. The size and legal description of the lands that will be affected by the surface
25 mining operation, a map that includes the boundaries and topographic details
26 of the lands, a description of the general geology of the area, a detailed
27 description of the geology of the area in which surface mining is to be
28 conducted, the location of all streams, roads, railroads, and utility facilities

1 within, or adjacent to, the lands, the location of all proposed access roads to
2 be constructed in conducting the surface mining operation, and the names and
3 addresses of the owners of all surface interests and mineral interests in the
4 lands;

5 6. A description of, and a plan for, the type of surface mining to be employed,
6 and a time schedule that will provide for the completion of surface mining on
7 each segment of the mined lands so that reclamation can be initiated at the
8 earliest possible time on those portions of the mined lands that will not be
9 subject to further disturbance by the surface mining operation;

10 7. A description of the proposed use or potential uses of the mined lands after
11 reclamation and evidence that all owners of a possessory interest in the land
12 have been notified of the proposed use or potential uses;

13 8. A description of the manner in which reclamation, adequate for the proposed
14 use or potential uses, will be accomplished, including both of the following:

15 a. A description of the manner in which contaminants will be controlled,
16 and mining waste will be disposed; and

17 b. A description of the manner in which affected streambed channels
18 and streambanks will be rehabilitated to a condition minimizing
19 erosion and sedimentation will occur;

20 9. An assessment of the effect of implementation of the Reclamation Plan on
21 future mining in the area;

22 10. A statement that the person submitting the Reclamation Plan accepts
23 responsibility for reclaiming the mined lands in accordance with the
24 Reclamation Plan; and

25 11. Any other information required in the County's Application for Surface
26 Mining Permit or by SMARA or the SMARA Regulations.

27 J. Indicate, pursuant to California Code of Regulations, Title 14, section 3705(b), the
28 location and associated details of the required revegetation test plot or plots,

1 specifying revegetation success criteria, as appropriate.

2 K. For gold, silver, copper or other metallic mineral operations that are located on or
3 within one mile of any Native American sacred site and that are located in an area of
4 special concern, as those terms are defined in Public Resources Code section 2773.3,
5 the Reclamation Plan must contain commitments to backfill and grade all
6 excavations to achieve the approximate original contours of the mined lands prior to
7 mining and to grade all mined materials that are in excess of the materials that can
8 be placed back into the excavated area, including, but not limited to, all overburden,
9 spoil piles, and heap leach piles, over the project site to achieve the approximate
10 original contours of the mined lands prior to mining.

11 Section 10. PUBLIC HEARINGS, NON-FAST TRACK PROJECTS. For projects other
12 than fast track projects, a public hearing before the Planning Commission shall be held in accordance with
13 the provisions set forth below to consider: the granting, suspension, or revocation of a Permit or Revised
14 Permit; the approval of a Reclamation Plan or Reclamation Plan amendment; an Operator's financial
15 capability of a performing reclamation; or abandonment of a surface mining operation without completing
16 reclamation:

17 A. Notice of the time, date and place of the public hearing, including a general
18 description of the area and mining operation being considered, shall be given at least
19 10 days prior to the hearing by all of the following procedures:

- 20 1. Mailing to all owners of real property which is located within 600 feet of the
21 exterior boundaries of the proposed project, as such owners are shown on the
22 last equalized assessment roll.
- 23 2. Mailing or delivering to the Operator and the owner of the subject real
24 property or the owner's duly authorized agent.
- 25 3. Publication once in a newspaper of general circulation in the County.
- 26 4. The Assistant TLMA Director may require additional notice be given by
27 posting in conspicuous places close to the property affected and may require
28 notification to property owners along proposed local transportation routes.

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- B. In addition to the notice required by the preceding paragraph, when the hearing concerns the approval of a Reclamation Plan or Reclamation Plan amendment, an Operator's financial capability of performing reclamation, or the abandonment of a surface mining operation without completing reclamation, the County shall give the Director at least 30 days' written notice of the time, place, and date of the public hearing. When the hearing concerns an Operator's financial capability of performing reclamation or the abandonment of a surface mining operation without completing reclamation, the County shall also give the Operator at least 30 days' written notice of the time, place, and date of the hearing.
 - C. At the public hearing, the Planning Commission shall hear relevant testimony from interested persons and, within a reasonable time after the close of the hearing, make its decision, provided, however, that an application for a Permit shall not be granted unless that it complies with Section 12 herein and it is expressly subject to such conditions as are necessary to protect the health, safety or general welfare of the community.
 - D. The decision of the Planning Commission and the reasons for the decision shall be reduced to writing and shall be filed by the Assistant TLMA Director with the Clerk of the Board of Supervisors, together with a report of the proceedings, not more than 30 days after the decision. A copy of the notice of the decision shall be mailed to the applicant and to any person who has made a written request for a copy of the decision. If the Planning Commission is unable to make a decision, that fact shall be filed with the Clerk of the Board in the same manner for reporting decisions and shall be considered as notice of denial of the application. The Clerk of the Board shall place the notice of the decision on the next agenda of the Board of Supervisors held 5 or more days after the Clerk receives the notice of the decision from the Assistant TLMA Director.
 - E. The decision of the Planning Commission is considered final and no action by the Board of Supervisors is required unless: (1) the decision is regarding a Permit that

1 requires approval of a general plan amendment, a specific plan amendment, or a
2 change of zone, in which case it shall be heard in accordance with the provisions of
3 Ordinance No. 348 related to those legislative actions, and all of those procedural
4 requirements and rights of appeal as set forth therein shall govern; (2) a development
5 agreement is required under this ordinance or an applicable Board policy, in which
6 case it shall be processed and heard concurrently with the Permit or Revised Permit
7 and shall be heard in accordance with Board Resolution No. 2012-047 and the
8 provisions of Ordinance No. 348 related to development agreements; (3) within 10
9 days after the notice of decision appears on the Board's agenda, the applicant or an
10 interested person files an appeal, accompanied by the appropriate appeal filing fee in
11 the amount set pursuant to Section 21 of this ordinance; or (4) unless the Board
12 assumes jurisdiction by ordering the matter set for public hearing.

13 F. If a timely appeal is filed or the Board assumes jurisdiction, the Clerk of the Board
14 shall set the matter for public hearing before the Board not less than 13 nor more than
15 60 days thereafter, and shall give notice of the time and place of the hearing in the
16 same manner as notice was given of the hearing before the Planning Commission.

17 G. At the appeal hearing before the Board of Supervisors, the Board shall hear the matter
18 de novo; however, the documents and the minutes of the hearing before the Planning
19 Commission shall be a part of the Board's record at its hearing on the matter. The
20 Board shall hear relevant testimony from interested persons and, within a reasonable
21 time after the close of the hearing, make its decision sustaining, reversing or
22 modifying the decision of the Planning Commission.

23 Section 11. PUBLIC HEARINGS, FAST TRACK PROJECTS. For Permits and
24 Reclamation Plans that qualify as a fast track project as defined by Ordinance No. 348, a public hearing
25 shall be held in accordance with the provisions of Ordinance No. 348 related to fast track projects. At the
26 public hearing, the Board of Supervisors shall hear relevant testimony from interested persons and, within
27 a reasonable time after the close of the hearing, make its decision, provided, however, that an application
28 for a Permit shall not be granted unless that Permit is expressly subject to such conditions as are necessary

1 to protect the health, safety or general welfare of the community. The decision of the Board of Supervisors
2 and the reasons for the decision shall be reduced to writing and a copy of the notice of the decision shall be
3 mailed to the applicant and to any person who has made a written request for a copy of the decision. The
4 decision of the Board of Supervisors shall be final.

5 Section 12. APPROVAL REQUIREMENTS. All decisions on Permits and Reclamation
6 Plans shall be supported by findings. No Reclamation Plan shall be approved unless the finding is made
7 that it substantially meets the applicable requirements of SMARA and this ordinance.

8 A. No Permit shall be approved unless the following findings are made:

- 9 1. The Permit substantially meets the applicable requirements of SMARA and
10 this ordinance.
- 11 2. The Permit is consistent with the General Plan and any applicable specific
12 plan.
- 13 3. The Permit will not be detrimental to the public health, safety or general
14 welfare.
- 15 4. The Permit complies with all requirements of law including all applicable
16 County ordinances, policies and standards.

17 In addition to the conditions set forth in Sections 13 and 14 of this ordinance, a Permit
18 shall be subject to all conditions necessary or convenient to assure that the use will
19 satisfy the foregoing findings. As a condition of each Permit, an expiration date of
20 the Permit may also be specified.

21 B. For any Permit or Revised Permit that requires a development agreement under this
22 ordinance or any applicable Board policy, no final approval shall be given unless the
23 Board has, prior to or concurrently with that approval, also approved the
24 development agreement. No new or expanded surface mining operation that requires
25 a development agreement shall be allowed to begin until the development agreement
26 is effective.

27 C. Following the approval of a Reclamation Plan or an amendment to a Reclamation
28 Plan, the County shall cause a "Notice of Reclamation Plan Approval" to be recorded

1 with the County Recorder in accordance with Public Resources Code section 2772.7.
2 The notice shall include the language set forth in Public Resources Code section
3 2772.7 and state the name of the owner of record of the mining operation, identify
4 the County as lead agency under SMARA for the operation, contain the
5 acknowledged signature of the Assistant TLMA Director, and include any other
6 information required under Public Resources Code section 2772.7.

7 D. Within 30 days following the approval of a Reclamation Plan or amendment to a
8 Reclamation Plan, the Assistant TLMA Director shall provide the Director notice of
9 the approval.

10 E. No later than 60 days after the approval of a Reclamation Plan or amendment to a
11 Reclamation Plan, the Assistant TLMA Director shall provide to the Director
12 certified copies of all maps, diagrams, or calculations, signed and sealed, and provide
13 an official copy of the approved Reclamation Plan or amendment to a Reclamation
14 Plan. The official copy shall incorporate all approved modifications to the
15 Reclamation Plan or amendment to a Reclamation Plan and shall include an index
16 showing any Permit conditions of approval or binding mitigation measures adopted
17 pursuant to CEQA as required under Public Resources Code section 2772.1. Those
18 conditions of approval and mitigation measures shall be included in an appendix to
19 the Reclamation Plan or amendment to a Reclamation Plan and shall be considered
20 part of the reclamation compliance requirements and subject to the annual inspection
21 requirements.

22 Section 13. INSPECTIONS. As a condition of each Permit, annual inspections and
23 reports of mining and reclamation activities shall be required of the Operator. Such inspections and reports
24 shall comply with the following provisions:

25 A. The Assistant TLMA Director shall cause an inspection to be conducted in intervals
26 of no more than 12 months to determine whether the surface mining operation is in
27 compliance with SMARA and the surface mining operation's approved Permit; its
28 approved Reclamation Plan; or, in the case of an idle mine, with its approved interim

1 management plan; and to determine whether the approved financial assurances are
2 adequate to achieve reclamation in accordance with the approved Reclamation Plan.
3 Said inspection shall be conducted under the supervision of a qualified individual
4 with experience in land reclamation who meets the qualifications of Section 2774 of
5 the Public Resources Code and California Code of Regulations, title 14, section
6 3504.5. The Operator shall be solely responsible for the reasonable cost of the
7 inspection. All inspections shall be conducted using a form approved by the State
8 Mining and Geology Board. The Assistant TLMA Director shall provide a notice of
9 completion of inspection to the Director within 90 days of conducting the inspection.
10 The notice shall contain a statement regarding the surface mining operation's
11 compliance with SMARA and a copy of the completed inspection form, and shall
12 specify, as applicable, all of the following:

- 13 1. Aspects of the surface mining operation, if any, that were found to be
14 inconsistent with SMARA but were corrected before the submission of the
15 inspection form to the Director;
 - 16 2. Aspects of the surface mining operation, if any, that were found to be
17 inconsistent with SMARA but were not corrected before the submission of
18 the inspection form to the Director;
 - 19 3. A statement describing the County's intended response to any aspects of the
20 surface mining operation found to be inconsistent with SMARA but that were
21 not corrected before the submission of the inspection form to the Director;
22 and
 - 23 4. If the surface mining operation has a review of its Reclamation Plan, financial
24 assurances, or interim management plan pending or an appeal pending before
25 the State Mining and Geology Board or the County.
- 26 B. Annually by July 1st, Operators shall submit to the Planning Department the
27 documentation requested by the Planning Department to support its conducting the
28 required annual mine inspection pursuant to Public Resources Code section 2774(b).

1 C. Annually by July 1st, Operators shall submit an Operator's report pursuant to Public
2 Resources Code section 2207(b). The Operator may request an inspection date on
3 its annual Operator's report. If the Operator does not, or if the County is unable to
4 cause the inspection of the surface mining operation on the date requested by the
5 Operator, the County shall provide the Operator with a minimum of five days'
6 written notice of a pending inspection, or within any lesser period agreed to by the
7 Operator. New surface mining operations shall submit an initial report prior to
8 commencement of operations.

9 D. Annually by July 1st, Operators shall pay to the Planning Department a mine
10 inspection fee in the amount set pursuant to Section 21 of this ordinance. In the case
11 of late payment of the mine inspection fee, a penalty of not less than one hundred
12 dollars (\$100) or 10 percent of the amount due, whichever is greater, plus interest at
13 a rate of 1½ percent per month, computed from the delinquent date of the assessment
14 until and including the date of payment, shall be assessed. Annual inspections shall
15 occur regardless of the receipt of a mine inspection fee or late payment penalty.

16 E. In addition to the Mine Inspection Fee, annually by July 1st, Operators shall also pay
17 to the Planning Department a mine administrative fee in the amount set pursuant to
18 Section 21 of this ordinance.

19 F. Annually by July 1st, the County shall submit to the Director for each active or idle
20 surface mining operation within the County's jurisdiction the following information:

- 21 1. A copy of any Permit or Reclamation Plan amendment, as applicable;
- 22 2. A statement that there have been no changes made during the previous year,
23 as applicable;
- 24 3. The date of each surface mining operation's last inspection; and
- 25 4. The date of each surface mining operation's last financial assurance review.

26 Section 14. FINANCIAL ASSURANCES. As a condition of each Permit, financial
27 assurances to ensure reclamation is performed in accordance with the approved Reclamation Plan shall be
28 required of the Operator as follows:

1 A. Prior to the commencement of the surface mining operation, the Operator shall post
2 with the Assistant TLMA Director a financial assurance. The financial assurance
3 shall be one of the following:

- 4 1. A bond or bonds executed by an admitted surety insurer as defined in Code
5 of Civil Procedure section 995.120(a);
- 6 2. An irrevocable letter of credit from one or more financial institutions subject
7 to regulation by the state or federal government and pledging that the funds
8 necessary to carry out the approved Reclamation Plan are on deposit and
9 guaranteed for payment;
- 10 3. A cash deposit to be deposited into a trust fund; or
- 11 4. Any other financial assurance specified by the State Mining and Geology
12 Board pursuant to Section 2773.1(e) or Section 2773.1.5 of the Public
13 Resources Code.

14 B. The amount of the financial assurances shall be adequate to perform reclamation in
15 accordance with the surface mining operation's approved Reclamation Plan. The
16 amount of financial assurances required for any one year shall be reviewed and, if
17 necessary, adjusted once each calendar year to account for new lands disturbed by
18 surface mining operations, inflation, and reclamation of lands accomplished in
19 accordance with the approved Reclamation Plan. Said adjustment shall be based
20 upon an independent estimate prepared by a person experienced in estimating
21 financial assurances or other qualified professional and shall be paid for by the
22 Operator. An Operator shall be required to replace an approved financial assurance
23 mechanism to bond for the reclamation of the surface mining operation only if the
24 financial assurance cost estimate identifies a need to increase the amount of the
25 financial assurance mechanism.

26 C. Each financial assurance mechanism shall be made payable to the County and the
27 Department of Conservation and shall remain in effect for the duration of the surface
28 mining operation and any additional period until reclamation is completed.

1 D. Within 30 days of completion of an annual inspection under Section 13 herein, the
2 Operator shall provide an annual financial assurance cost estimate to the Assistant
3 TLMA Director. If the annual inspection does not take place on the date requested
4 by the Operator or on the date set by the County, the Operator shall provide the
5 annual financial assurance cost estimate to the Assistant TLMA Director for review
6 within 30 days of the applicable inspection date, unless the inspection occurs within
7 that 30-day period, in which case the Operator shall provide the annual financial
8 assurance cost estimate to the Assistant TLMA Director within 30 days of the date
9 of the actual inspection.

10 E. Within 60 days of receiving an annual financial assurance cost estimate, the Assistant
11 TLMA Director shall deny the financial assurance cost estimate or shall submit the
12 financial assurance cost estimate to the Director for review.

- 13 1. The Assistant TLMA Director may deny the financial assurance cost estimate
14 on the basis that the financial assurance cost estimate is inadequate. The
15 Assistant TLMA Director must specify the reasons for that determination.
- 16 2. An Operator whose financial assurance cost estimate is denied shall have 30
17 days to appeal that denial to the State Mining and Geology Board pursuant to
18 Public Resources Code section 2770(e) or to provide the Assistant TLMA
19 Director with a revised financial assurance cost estimate incorporating the
20 suggested changes for approval by the Assistant TLMA Director.
- 21 3. When the financial assurance cost estimate is submitted to the Director for
22 review, the Assistant TLMA Director shall also provide the Director with a
23 determination that the annual financial assurance cost estimate submitted is
24 adequate, complete, and consistent with SMARA and the SMARA
25 Regulations. The Assistant TLMA Director shall submit all required
26 documentation to the Director at one time. Within 30 days of receiving any
27 written comments on the annual financial assurance cost estimate from the
28 Director, the Assistant TLMA Director shall evaluate those comments and

1 provide the Director and the Operator with a proposed response. This
2 proposed response must be submitted to the Director at least 30 days prior to
3 the County's approval of the annual financial cost estimate and shall include
4 either of the following:

- 5 a. A description of how the County proposes to adopt the Director's
6 comments on the annual financial assurance cost estimate, or
- 7 b. A detailed description of the reasons why the County proposes not to
8 adopt the Director's comments.

9 4. If the County proposes not to adopt the Director's comments concerning the
10 financial assurance cost estimate, within 15 days of receipt of the County's
11 written response, the Director may request in writing consultation with the
12 County. If the Director timely requests such consultation, the County shall
13 not approve the annual financial assurance cost estimate until after consulting
14 with the Director. Such consultation shall occur not later than 30 days after
15 the Director's request, unless an alternative timeframe is mutually agreed
16 upon by the Director, Assistant TLMA Director, and Operator.

17 5. Within 60 days of receiving the Director's written comments, or of
18 consultation pursuant to the preceding subsection, whichever is later, or the
19 due date of the Director's written comments if none are received, the County
20 shall approve or deny the Operator's financial assurance cost estimate.

21 6. The County shall give the Director at least 30 days' notice of the time, place,
22 and date of the hearing at which the annual financial assurance cost estimate
23 is scheduled to be approved by the County. If no hearing is required, the
24 County shall provide 30 days' notice to the Director that it intends to approve
25 the annual financial assurance cost estimate.

26 7. Within 30 days of the County's approval of the annual financial assurance
27 cost estimate, the County shall send to the Director the County's final
28 response to the Director's comments.

1 8. The Assistant TLMA Director shall send to the Operator copies of any written
2 comments received and all responses prepared by the County relating to the
3 annual financial assurance cost estimate.

4 F. Within 30 days of the County's approval of the financial assurance cost estimate, the
5 Operator shall provide the Planning Department and the Director an appropriate
6 financial assurance mechanism.

7 1. Within 15 days of receiving a financial assurance mechanism, the Assistant
8 TLMA Director and the Director shall review the financial assurance
9 mechanism to determine if the type of mechanism, including the release
10 instructions, meets the requirements of SMARA and this ordinance.

11 2. The Assistant TLMA Director shall return to the Operator any financial
12 assurance mechanism determined to be noncompliant with SMARA or this
13 ordinance, with instructions on how to correct the type of financial assurance
14 mechanism or the financial assurance mechanism's release instructions.

15 G. If the Planning Commission, following a public hearing in accordance with the
16 procedures set forth in Section 10 of this ordinance, determines that the Operator is
17 financially incapable of completing reclamation in accordance with its approved
18 Reclamation Plan or has abandoned its surface mining operation without completing
19 reclamation, the Assistant TLMA Director shall:

20 1. Notify the Operator by personal service or certified mail that the County
21 intends to take appropriate action to forfeit the financial assurance and
22 specify the reasons for so doing.

23 2. Proceed to take appropriate action to require forfeiture of the financial
24 assurance.

25 3. Use the proceeds from the forfeited financial assurance to conduct and
26 complete reclamation in accordance with the approved Reclamation Plan. If
27 the surface mining operation cannot be reclaimed in accordance with its
28 approved Reclamation Plan, or the financial assurances are inadequate to

1 reclaim it in accordance with its approved Reclamation Plan, the County may
2 use forfeited financial assurances to reclaim or remediate mining
3 disturbances as appropriate for the site conditions as determined by the
4 County and the Director. The Operator shall be responsible for the costs of
5 conducting and completing reclamation in accordance with the approved
6 Reclamation Plan, or an approved remediation plan developed pursuant to
7 this subsection, that are in excess of the proceeds from the forfeited financial
8 assurance.

9 H. Upon completion of reclamation in accordance with the approved Reclamation Plan,
10 and with written concurrence of the County and the Director, the financial assurance
11 shall be released. Such written concurrence shall be forwarded to the Operator and
12 the institutions providing or holding the financial assurance mechanism and shall
13 state that reclamation has been completed in accordance with the approved
14 Reclamation Plan.

15 I. If a surface mining operation is sold or ownership is transferred to another person,
16 the Operator shall comply with the requirements of Section 20 of this ordinance.

17 Section 15. VIOLATIONS AND PENALTIES.

18 A. If, after conducting the annual inspection required by Section 13 or otherwise
19 confirmed by an inspection of the mining operation, the Assistant TLMA Director
20 finds that the surface mining operation is not in compliance with the approved mining
21 plan, the approved Reclamation Plan, any Permit conditions imposed by the County,
22 the provisions of this ordinance, or SMARA, the Assistant TLMA Director may issue
23 to the Operator a notice of violation, for a SMARA violation; a notice of permit
24 violation, for a violation of permit conditions; or both. Any such notice shall be sent
25 to the Operator by personal service or certified mail. A copy of such notice shall also
26 be sent to the Director.

27 1. A notice of violation or a notice of permit violation shall include both of the
28 following:

- a. A description of the violation; and
- b. Actions the Operator must take to correct the violation.

2. If the Assistant TLMA Director or the Director determines that the time to correct the noticed violation will exceed 30 days, the County and the Operator may enter into a stipulated order to comply, which the Assistant TLMA Director is authorized to sign on behalf of the County, with a notice sent to the Director. Such stipulated order shall include a schedule and time for compliance that the Assistant TLMA Director has determined is reasonable after taking into account the actions and legal processes required to correct the violation.

B. If, within 30 days of being served with a notice of violation or notice of permit violation, the Operator does not comply with it or commit to enter into a stipulated order, the Assistant TLMA Director may issue an order to comply. Any such order shall be sent by personal service or certified mail.

1. The order to comply shall specify all of the following:

- a. Which aspects of the surface mine's activities or operations are inconsistent with the Permit, approved Reclamation Plan, Permit conditions, the provisions of this ordinance, or SMARA;
- b. The actions and legal processes required to correct the alleged violation; and
- c. A time for compliance that the Assistant TLMA Director determines is reasonable, given the seriousness of the alleged violation and any good faith efforts to comply with applicable requirements. If the Operator does not have an approved Reclamation Plan, the order to comply may order the Operator to immediately cease all further mining activities.

2. An order to comply shall take effect 30 days following the service of the order to comply unless within those 30 days the Operator appeals the order to

1 comply and requests a hearing before the Planning Commission.

2 a. Such appeal shall be noticed and heard at a public hearing within 45
3 days of the filing of the appeal or a longer period as may be mutually
4 agreed upon by the Operator and the Assistant TLMA Director. At
5 such hearing, the Planning Commission shall hear all relevant
6 testimony from interested persons and, after closing the public
7 hearing, shall affirm, modify or set aside the order to comply issued
8 by the Assistant TLMA Director.

9 b. If the surface mining operation fails to comply with the order affirmed
10 or modified by the Planning Commission, the Planning Commission
11 may revoke or suspend the Operator's Permit in accordance with the
12 procedures set forth in Section 10 of this ordinance, and all of the
13 procedural requirements and rights of appeal as set forth therein shall
14 govern the hearing.

15 C. For an Operator who violates or fails to comply with the order to comply, who fails
16 to submit an annual report, or who fails to pay annual fees, the Assistant TLMA
17 Director shall impose an administrative penalty of not more than five thousand
18 dollars (\$5,000) per day, assessed from the original date of noncompliance or from
19 the date of the inspection when the violation was identified, at the discretion of the
20 Assistant TLMA Director.

21 1. In determining the amount of the administrative penalty, the Assistant TLMA
22 Director shall take into consideration the nature, circumstances, extent, and
23 gravity of the violation or violations, any prior history of violations, the
24 degree of culpability, economic savings, if any, resulting from the violation,
25 and any other matters justice may require.

26 2. The Assistant TLMA Director's order setting administrative penalties shall
27 become effective upon issuance of the order, and payment shall be made to
28 the County within 30 days, unless the Operator petitions the Board of

1 Supervisors as provided in paragraph 15.D. below. An order shall be served
2 by personal service or by certified mail upon the Operator.

3 D. An Operator may file a petition with the Board of Supervisors for review of the
4 Assistant TLMA Director's order imposing an administrative penalty. If no such
5 petition is filed within 30 days of the order, the order is final and is not subject to
6 review by any court or agency.

7 1. A petition for review can only be accepted for filing if it is timely, utilizes a
8 County-approved form, and is accompanied by the required petition fee in
9 the amount set pursuant to Section 21 of this ordinance.

10 2. If the petition for review meets the standards set forth in this subsection, the
11 Clerk of the Board shall set the matter for a public hearing before the Board
12 of Supervisors to review the Assistant TLMA Director's order imposing an
13 administrative penalty. The Operator shall be notified by either personal
14 service or certified mail of the time, date, and place for the public hearing at
15 which the Board of Supervisors shall review the Assistant TLMA Director's
16 order imposing an administrative penalty. In reviewing said order, the record
17 shall consist of the record before the Assistant TLMA Director and any other
18 relevant evidence which, in the judgment of the Board of Supervisors, should
19 be considered to effectuate and implement the policies of SMARA and this
20 ordinance.

21 3. The Board of Supervisors may affirm, modify, or set aside, in whole or in
22 part, by its own order, any order of the Assistant TLMA Director imposing
23 an administrative penalty. Any order of the Board of Supervisors shall be
24 served by personal service or certified mail upon the Operator.

25 4. The Board of Supervisor's order shall become effective upon its issuance
26 unless the Operator files a timely petition for writ of mandate in the superior
27 court. Such petition shall be timely only if filed within 30 days of the Board's
28 issuance of the order. Payment of any administrative penalty that is specified

1 in the Board of Supervisor's order shall be made to the County within 30 days
2 of service of the order whether or not a petition has been filed; however, the
3 payment shall be held in an interest-bearing impound account pending
4 resolution of a petition for writ of mandate if one has been filed. If no timely
5 petition is filed, the Board of Supervisor's order shall not be subject to review
6 by any court or agency.

7 E. The procedures, remedies and additional penalties for violation of this ordinance and
8 for recovery of costs related to enforcement are also provided for in Ordinance No.
9 725, which is incorporated herein by this reference. Penalties collected pursuant to
10 this section shall not be used for purposes other than to cover the reasonable costs
11 incurred by the County in implementing this ordinance, SMARA, or the SMARA
12 Regulations.

13 F. Whether or not administrative penalties have been imposed, the Planning
14 Commission may revoke or suspend the Operator's Permit in accordance with the
15 procedures set forth in Section 10 of this ordinance, and all of the procedural
16 requirements and rights of appeal as set forth therein shall govern the hearing.

17 G. If the Assistant TLMA Director determines that a surface mining operation is not in
18 compliance with SMARA such that the surface mining operation presents an
19 imminent and substantial endangerment to the public health or the environment, the
20 Assistant TLMA Director may seek an order from the Superior Court of the County
21 of Riverside or other court of competent jurisdiction enjoining that operation.

22 Section 16. USE. Any Permit that is granted shall be used within eight (8) years from the
23 effective date thereof, or within the time limit set forth in the conditions of approval, and pursued diligently
24 to completion; otherwise, such Permit shall be null and void. The term "used" shall mean the beginning of
25 site disturbance and development as part of a surface mining operation that is authorized under this
26 ordinance and applicable provisions of SMARA.

27 Section 17. VESTED RIGHTS.

28 A. No person who has obtained a Vested Right to conduct surface mining operations

1 prior to January 1, 1976, shall be required to secure a Permit pursuant to the
2 provisions of this ordinance as long as such Vested Right continues and no
3 substantial change is made in that operation. A person shall be deemed to have such
4 Vested Rights if, prior to January 1, 1976, he has, in good faith and in reliance upon
5 a Permit or other authorization, if such Permit or other authorization was required,
6 diligently commenced surface mining operations and incurred substantial liabilities
7 for work and materials necessary therefor. Expenses incurred in obtaining the
8 enactment of an ordinance in relation to a particular operation or the issuance of a
9 Permit shall not be deemed liabilities for work or materials. Any substantial changes
10 made in a surface mining operation subsequent to January 1, 1976, except in
11 accordance with SMARA and California Code of Regulations, title 14, section 3951,
12 shall require an approved Permit pursuant to this ordinance.

13 B. If requested, a Vested Rights determination shall be made in accordance with the
14 following:

- 15 1. The Operator shall submit a written request with the Assistant TLMA
16 Director for a Vested Rights determination. The request for determination
17 shall include information pertinent to establishing the existence and scope of
18 the Vested Right. Within 30 calendar days of deeming the request for
19 determination complete, the Assistant TLMA Director shall set a public
20 hearing before the Board of Supervisors and provide notice in accordance
21 with the procedures set forth in Section 10 of this ordinance.
- 22 2. A public hearing shall be held by the Board of Supervisors to consider the
23 request for determination of a Vested Right, and, utilizing a preponderance
24 of the evidence standard, the Board of Supervisors shall determine whether
25 the Operator has demonstrated its claim for a Vested Right. The record
26 before the Board of Supervisors shall consist of the written materials received
27 by the Assistant TLMA Director, as well as any relevant written comments
28 on the request for determination and any relevant testimony received at the

1 hearing. Written comments and oral testimony other than that related to
2 demonstrating or delimiting the existence, nature, and scope of the claimed
3 vested rights shall not be considered by the Board of Supervisors in making
4 the Vested Rights determination.

5 3. Within 60 calendar days following the public hearing, the Board of
6 Supervisors shall issue a written vested rights determination. The
7 determination shall identify upon which specific property the Vested Right is
8 established and the scope and nature of surface mining operations included
9 within the established Vested Right. Not more than 30 days after the issuance
10 of the determination, a copy of the Vested Rights determination shall be
11 mailed to the applicant and to any person who has made a written request for
12 a copy of the decision. The decision of the Board of Supervisors shall be
13 final.

14 C. A person who has obtained a Vested Right to conduct surface mining operations prior
15 to January 1, 1976, shall submit to the Planning Department for approval by the
16 Planning Commission a Reclamation Plan. This Reclamation Plan may cover some
17 or all areas to which that Vested Right applies, but, at a minimum, it must cover: all
18 of the areas to which a Vested Right has been found to apply on which active mining
19 operations have been conducted after January 1, 1976, as well as the entirety of any
20 area to which a Vested Right has been found to apply that is planned or reasonably
21 anticipated to contain surface mining operations in the near future. A person who
22 has obtained a Vested Right shall also submit the required documentation for a mine
23 inspection to the Planning Department in the same manner and with the same
24 frequency as those Operators required to obtain a Permit pursuant to this ordinance
25 before commencing or expanding their operation. Absent an approved Reclamation
26 Plan for any area to which a Vested Right applies that has been mined since January
27 1, 1976, including any area that is currently being mined, the continuation of the
28 surface mining operation shall be prohibited until a Reclamation Plan is submitted

1 and approved. Nothing in this ordinance shall be construed as requiring the filing of
2 a Reclamation Plan for, or the reclamation of, mined lands on which surface mining
3 operations were conducted prior to, but not after, January 1, 1976. All Reclamation
4 Plans submitted to the Planning Department for operations pursuant to a Vested
5 Right that are conducted after January 1, 1976, shall be accompanied by the fee set
6 pursuant to Section 21 of this ordinance for a Reclamation Plan for a vested surface
7 mining operation conducted after January 1, 1976.

8 Section 18. APPLICATIONS FOR AMENDMENTS. A request for approval of an
9 amendment to an approved Permit or Reclamation Plan shall be made in accordance with the provisions of
10 this section. Under no circumstances shall any deviation from the approved Permit or Reclamation Plan be
11 undertaken until the required amendment is approved by the County pursuant to all applicable sections of
12 this ordinance. An amendment under this section means a request for a Revised Permit, Revised
13 Reclamation Plan, or a determination of Substantial Conformance as further defined herein.

14 A. Applications for a determination of Substantial Conformance, Revised Permit, or
15 Revised Reclamation Plan shall be made in writing to the Assistant TLMA Director
16 on forms provided by the Planning Department.

17 B. Substantial Conformance means an amendment to an approved Permit or
18 Reclamation Plan that:

- 19 1. Is not a Substantial Deviation from the original approval;
- 20 2. Does not change the effects on surrounding property; and
- 21 3. Does not substantially impact the ability to perform the reclamation activities
22 contemplated in the approved Reclamation Plan.

- 23 4. A Substantial Conformance may include, but is not limited to, amendments
24 related to upgrading existing facilities, amendments relating to compliance
25 with the requirements of other public agencies, amendments necessary to
26 comply with final conditions of approval, or amendments to lighting, parking,
27 fencing or landscaping requirements, provided said amendments as
28 determined by the Assistant TLMA Director will have no adverse effect upon

1 public health, safety or welfare and will not have a significant effect on the
2 environment.

3 C. Revised Permit means a request for a Substantial Deviation from an approved Permit
4 or Reclamation Plan which does not change the basic concept or use allowed by the
5 original approval. A Substantial Deviation includes, but is not limited to: any
6 expansion in the permitted mining area, in an area of an approved Reclamation Plan,
7 or in the maximum depth of mining or slope angle; changes to the original conditions
8 of approval, including extensions to the overall life of the permitted use as set out in
9 the approved Reclamation Plan; changes that would substantially affect the approved
10 end use of the site as established in the Reclamation Plan; changes to the operation
11 inconsistent with previously adopted environmental determinations; a significant
12 increase in plant capacity; changes to or expansion of a surface mining operation that
13 would result in significant adverse effects; and changes in the intensity of use as
14 determined by the Assistant TLMA Director.

15 D. Actions on applications for Substantial Conformance or Revised Permits shall be in
16 accordance with the following procedures:

17 1. Substantial Conformance. The Assistant TLMA Director shall approve,
18 conditionally approve or disapprove an application for Substantial
19 Conformance within 30 days after accepting a completed application and give
20 notice by mail of the decision, including any additional conditions of
21 approval, to the applicant and any other person who has filed a written request
22 for notice. The Assistant TLMA Director's determination shall be based upon
23 the standards of this section, the standards set forth in this ordinance
24 governing approval of the original Permit, and the conditions of approval
25 applicable to the approved Permit. An application for Substantial
26 Conformance shall not require a public hearing.

27 2. Revised Permit. An application for a Revised Permit shall be approved,
28 conditionally approved or disapproved in accordance with all the procedures,

1 requirements, and development standards applicable to an original Permit,
2 including any requirements for public hearing, notice of hearing, and all
3 rights of appeal.

4 E. The approval of an application for Substantial Conformance or Revised Permit shall
5 be valid until the expiration of the original Permit, unless an extension of time has
6 been granted by an approved Revised Permit.

7 F. Notwithstanding any provision herein to the contrary, an application for Substantial
8 Conformance may be approved only if the proposed modification is exempt from the
9 provisions of CEQA.

10 Section 19. IDLE MINES.

11 A. Within 90 days of a surface mining operation becoming idle, as defined in Section
12 2727.1 of the Public Resources Code, the Operator shall file with the Assistant
13 TLMA Director the following:

14 1. All information required under this ordinance for the filing of a new
15 application for a Permit, unless this requirement is waived by the Assistant
16 TLMA Director.

17 2. A statement explaining that the surface mining operation is idle as defined in
18 Section 2727.1 of the Public Resources Code.

19 3. An interim management plan that includes the measures the Operator will
20 implement to maintain the site in accordance with the approved Permit and
21 the approved Reclamation Plan.

22 4. A filing fee for review of the interim management plan as set pursuant to
23 Section 21 of this ordinance.

24 5. Such additional information as shall be required by the Assistant TLMA
25 Director.

26 B. Within 60 days of the receipt of the information required in Subsection A., above,
27 the Assistant TLMA Director shall review and approve the interim management plan,
28 provided the interim management plan complies with the requirements specified in

1 Subsection A, above, and SMARA, and shall give notice by mail of the approval to
2 the Operator and any other person who has filed a written request for notice.
3 Otherwise, the Assistant TLMA Director shall notify the Operator in writing of any
4 deficiencies in the plan. The Operator shall have 30 days, or a longer period mutually
5 agreed upon by the Operator and the Assistant TLMA Director, to submit a revised
6 plan. The Assistant TLMA Director shall approve or deny the revised interim
7 management plan within 60 days of receipt. If the Assistant TLMA Director denies
8 the revised interim management plan, the Operator may appeal that action to the
9 Board of Supervisors, which shall schedule a public hearing within 45 days of the
10 filing of the appeal, or any longer period mutually agreed upon by the Operator and
11 the Board of Supervisors. Review and approval of an interim management plan shall
12 not be considered a "project" pursuant to CEQA, nor shall it require a public hearing.

- 13 C. The interim management plan may remain in effect for a period not to exceed 5 years,
14 at which time the Assistant TLMA Director shall do one of the following:
- 15 1. Renew approval of the interim management plan for another period not to
16 exceed 5 years, which may be renewed for one additional five-year renewal
17 period at the expiration of the first five-year renewal period, if the Assistant
18 TLMA Director finds that the Operator has fully complied with the
19 provisions of the interim management plan.
 - 20 2. Require the Operator to commence reclamation in accordance with its
21 approved Reclamation Plan.

22 The determination by the Assistant TLMA Director to extend the term of the interim
23 management plan or to require reclamation shall not require a public hearing. If the
24 surface mining operation is still idle after expiration of its interim management plan
25 and the interim management plan has not been renewed, the surface mining operation
26 shall immediately commence reclamation in accordance with its approved
27 Reclamation Plan.

- 28 D. Any financial assurances required in conjunction with approval of the Permit shall

1 remain in effect during the period the surface mining operation is idle and until such
2 time as reclamation is completed.

3 E. Unless review of an interim management plan is pending before the Assistant TLMA
4 Director or the Board of Supervisors, or an appeal is pending before the Board of
5 Supervisors, a surface mining operation which remains idle for over 1 year after
6 becoming idle as defined in Section 2727.1 of the Public Resources Code, without
7 obtaining approval of an interim management plan, shall be considered abandoned
8 and the Operator shall commence and complete reclamation in accordance with the
9 approved Reclamation Plan.

10 Section 20. TRANSFERS OF OWNERSHIP. Whenever any surface mining operation
11 or portion of a surface mining operation subject to this ordinance is sold, assigned, conveyed, exchanged,
12 or otherwise transferred, the successor in interest shall be bound by the provisions of this ordinance and
13 shall notify the Assistant TLMA Director in writing of such transfer of ownership within 30 days of the
14 transfer. Within 90 days of the sale or transfer of a surface mining operation, the new Operator shall submit,
15 in accordance with Section 14 of this ordinance and SMARA, an appropriate financial assurance
16 mechanism, which may be the existing mechanism if the existing mechanism is payable in the event of the
17 new Operator's financial incapability or abandonment of the surface mining operation. Within 15 days of
18 the sale or transfer of a surface mining operation, the new Operator shall sign a new statement of reclamation
19 responsibility in accordance with Section 9 of this ordinance.

20 Section 21. FEES.

21 A. The application fee for a Permit, revised Permit, revised Reclamation Plan, or stand-
22 alone Reclamation Plan (including a Reclamation Plan for mining operations on
23 BLM land, for mining operations owned or operated by the County Transportation
24 Department, or for vested surface mining operations conducted after January 1,
25 1976) shall initially be in the amount of twenty-one thousand dollars (\$21,000). This
26 application fee is a deposit-based fee to be used to cover the actual costs for the
27 County to undertake the review of a proposed Permit, revised Permit, proposed
28 Reclamation Plan, or Revised Reclamation Plan. This application fee supersedes the

1 fees set forth in Ordinance No. 671 for a Surface Mining Permit fee, for a Revised
2 Permit fee, and for Reclamation Plans Submitted for Vested Operations Conducted
3 After January 1, 1976.

- 4 B. The application fee for a Substantial Conformance to a Permit or Reclamation Plan
5 shall initially be in the amount of five thousand dollars (\$5,000). This application
6 fee is a deposit-based fee to be used to cover the actual costs for the County to
7 undertake the review of the proposed Substantial Conformance. This application fee
8 hereby supersedes any fee for a Substantial Conformance set forth in Ordinance No.
9 671.
- 10 C. The application fee for review of an interim management plan shall be the same
11 amount as the application fee for a Substantial Conformance to a Permit or
12 Reclamation Plan, as set pursuant to this section.
- 13 D. The appeal filing fee required under Section 10 of this ordinance and petition fee
14 required under Section 15 of this ordinance shall each initially be in the amount of
15 one thousand dollars (\$1,000). This appeal filing fee hereby supersedes the Appeal
16 of Planning Commission Decision fee set forth in Ordinance No. 671.
- 17 E. The mine inspection fee required under Section 13 of this ordinance shall initially be
18 in the amount of three thousand five hundred dollars (\$3,500). The mine inspection
19 fee is a deposit-based fee to be used to cover the actual costs for the County to
20 undertake the annual inspection of a surface mining operation. This fee hereby
21 supersedes the Special Inspection Permit fee set forth in Ordinance No. 671.
- 22 F. The mine administrative fee required under Section 13 of this ordinance shall initially
23 be in the amount of two thousand dollars (\$2,000). The mine administrative fee shall
24 be used for the administration and implementation of SMARA and this ordinance,
25 including staff training, interaction with State agencies, updating applicable County
26 regulations, and general management of the SMARA program.
- 27 G. The Board of Supervisors may adjust the amount of any of the fees set forth in this
28 section by resolution. Any adjustment to such fees shall be considered at a regularly

1 scheduled Board of Supervisors meeting. Notice of the time, place, general
2 description of the fee adjustment, and where related information and data is available
3 for review shall be mailed at least fourteen (14) days prior to the meeting to any
4 interested party who files a written request with the County for mailed notice related
5 to fees. At least ten (10) days before the meeting, information related to the fee
6 adjustment shall be made available to the public for review. Any resolution adopted
7 by the Board of Supervisors making adjustments to any of the fees set forth in this
8 section shall be posted at the Planning Department.

9 Section 22. SEVERABILITY. If any section, subsection, paragraph, sentence, clause or
10 phrase of this ordinance is for any reason held to be invalid or unconstitutional, such invalidity or
11 unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this
12 ordinance, it being expressly declared that this ordinance and each section, subsection, paragraph, sentence,
13 clause and phrase thereof would have been adopted, irrespective of the fact that one or more other section,
14 subsection, paragraph, sentence, clause or phrase be declared invalid or unconstitutional.”

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Section 2. This ordinance shall take effect sixty (60) days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chairman, Board of Supervisors

ATTEST:
CLERK OF THE BOARD:

By: _____
Deputy

(SEAL)

APPROVED AS TO FORM
_____, 2019

By: _____
MELISSA R. CUSHMAN
Deputy County Counsel

- ADOPTED: 8-9-77 (Eff.: 09/08/1977)
- AMENDED: 555.1 (Eff.: 05/31/1978)
- 555.2 (Eff.: 08/03/1978)
- 555.3 (Eff.: 09/24/1980)
- 555.4 (Eff.: 01/14/1980)
- 555.5 (Eff.: 01/21/1980)
- 555.6 (Eff.: 07/01/1981)
- 555.7 (Eff.: 07/21/1982)
- 555.8 (Eff.: 06/29/1983)
- 555.9 (Eff.: 09/21/1983)
- 555.10 (Eff.: 07/04/1985)
- 555.11 (Eff.: 06/01/1986)
- 555.12 (Eff.: 03/12/1987)
- 555.13 (Eff.: 07/04/1987)
- 555.14 (Eff.: 07/30/1987)
- 555.15 (Eff.: 07/01/1988)
- 555.16 (Eff.: 04/27/1989)
- 555.17 (Eff.: 07/29/1993)
- 555.18 (Eff.: 08/12/1995)
- 555.19 (Eff.: 11/01/2012)



**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

DRAFT

A regular scheduled meeting of the Airport Land Use Commission was held on May 9, 2019 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Steve Manos, Chair
Russell Betts, Vice Chair
Arthur Butler
John Lyon
Steven Stewart
Richard Stewart

COMMISSIONERS ABSENT: Gary Youmans

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Principal Planner
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Deanna Elliano, City of Hemet
Raymond Polverini, Barker Logistics, LLC

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1: ZAP1360MA19 – Barker Logistics, LLC/Orbis Real Estate Partners (Representative: Raymond Polverini – County of Riverside Case No. PPT190008 (Plot Plan))**. A proposal to construct a 694,540 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres located on the northeast corner of Placentia Avenue and Patterson Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

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

IV. **PROJECT DESCRIPTION**
The applicant proposes a 694,540 square foot industrial manufacturing building with second floor mezzanine on 30.19 acres.

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 684,540 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. 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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Raymond Poverini, Barker Logistics, LLC, 280 Newport Center Drive, Newport Beach, CA 92660

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project CONSISTENT. Absent: Commissioner Youmans

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

VII. VIDEO

The entire discussion of this agenda item is available on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.1: TIME: 9:31 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1362MA19 – Newcastle/Val Verde LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT190006 (Plot Plan). A proposal to construct a 290,242 square foot industrial manufacturing building with second floor mezzanine on 12.96 acres located on the northwest corner of Harvill Avenue and (Old) Cajalco Road in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

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

IV. **PROJECT DESCRIPTION**
The applicant proposes to establish a 290,242 square foot industrial manufacturing building with second floor mezzanine on 12.96 acres.

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 282,242 square feet of manufacturing area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. 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. The maximum height of the building, including all roof-mounted equipment, if any, shall be limited to 55 feet, and the maximum top point elevation shall not exceed 1,573 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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Youmans

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

VII. VIDEO

The entire discussion of this agenda item is available on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.2: TIME: 9:36 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.3:** ZAP1363MA19 – Newcastle/Harvill Logistics, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT190005 (Plot Plan). A proposal to construct a 345,006 square foot industrial manufacturing building on 16.86 acres located easterly of Harvill Avenue, westerly of Interstate 215 Freeway, southerly of Orange Avenue and northerly of Daytona Cove in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

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

IV. **PROJECT DESCRIPTION**
The applicant proposes to construct a 345,006 square foot industrial manufacturing building on 16.86 acres.

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 337,006 square feet of manufacturing area and 8,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Youmans

VII. VIDEO

The entire discussion of this agenda item is available on video and Live Streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.3: TIME: 9:40 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.4:** ZAP1077BD19 – Allen Grant (Representative: Benjamin Egan) – County of Riverside Case Nos. PPT190007 (Plot Plan), PM37678 (Tentative Parcel Map). A proposal to establish a 46,800 square foot, 35-unit Recreational Vehicle garage facility with a condominium parcel map for each of the units on 2.77 acres located easterly of Berkey Drive, westerly of Washington Street, northerly of Varner Road, and southerly of Wildcat Drive (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Plot Plan and Tentative Parcel Map be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes to establish a 46,800 square foot, 35-unit recreational vehicle/boat garage storage facility with a condominium parcel map for each of the units on 2.77 acres.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; children's schools; daycare centers; libraries; hospitals; nursing homes.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.

**AIRPORT LAND USE COMMISSION
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5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
6. The project has been evaluated as 45,300 square feet of RV/boat garage storage area and 1,500 square feet of office area. Any increase in building area or conversion to any use other than storage or warehousing will require review by the Airport Land Use Commission.
7. Buildings shall be limited to a maximum height of 32.5 feet and a maximum top point elevation of 144.9 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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Youmans

VII. VIDEO

The entire discussion of this agenda item is available on video and Live Streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.4 TIME: 9:43 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.5:** ZAP1060HR19 - City of Hemet (Representative: Ronald Running) – City Planning Case No. GPA 19-001 (General Plan Amendment). A proposal by the City of Hemet to amend the text of the Land Use, Public Safety, and Circulation Elements of its 2030 Hemet General Plan to: (1) reflect, and be in conformance with, the recently (2017) adopted Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”); (2) reflect the alignment of State Highway Route 79 adopted by the Riverside County Transportation Commission; and (3) recognize the elimination of Redevelopment Agencies pursuant to State legislation. The City is requesting a finding that the 2030 Hemet General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Such finding would enable the City to conduct airport compatibility reviews for most projects in the Airport Influence Area. (Citywide). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

II. **MAJOR ISSUES**

The proposed amendments to the City of Hemet’s 2030 General Plan are consistent with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”).

Additionally, the City’s intent is to also obtain a finding that its entire 2030 General Plan, as amended, is consistent with the Hemet-Ryan ALUCP. Staff identified conflicts that needed to be resolved before staff could recommend such a determination. Specifically, some properties designated Business Park are partially within Compatibility Zone A, and some areas within Compatibility Zone C are designated Low Density Residential (2 to 5 dwelling units per acre). Ideally, this would be addressed by designating the areas within Compatibility Zone A outside airport grounds as Open Space and re-designating the Compatibility Zone C uncommitted areas for nonresidential uses. However, the City is not proposing any changes to the land use designations of individual properties as part of this amendment proposal.

Ultimately, the City agreed to include a table (“Table 2.5”) based on Table 2A of the Countywide Policies, but incorporating the compatibility criteria of the Hemet-Ryan ALUCP, into the Land Use Element of its General Plan, and further agreed to a provision stating that “In the event of an inconsistency between Table 2.5 and other provisions of the General Plan, within the AIA this table will control.”

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed General Plan Amendment CONSISTENT with the Hemet-Ryan ALUCP.

Provided that Table 2.5 and the above proviso are added to the Land Use Element, staff recommends that the Commission make the additional finding that the entire 2030 Hemet General Plan, as amended, is CONSISTENT with the Hemet-Ryan ALUCP.

IV. **PROJECT DESCRIPTION**

GPA 19-001 (General Plan Amendment) is a proposal to amend the text of the Land Use, Public Safety, and Circulation Elements of its 2030 Hemet General Plan to: (1) reflect, and be in conformance with, the recently (2017) adopted Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”); (2) reflect the alignment of State Highway Route 79 adopted by the Riverside County Transportation Commission; and (3) recognize the elimination of Redevelopment Agencies pursuant to State legislation.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Deanna Elliano, City of Hemet, 445 E. Florida Ave., Hemet, CA

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Youmans

VII. VIDEO

The entire discussion of this agenda item is available on video and Live Streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.5: TIME: 9:48 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

I. AGENDA ITEM 3.6: Resolution No. 2019-02: Adoption of Special Meeting Fees

In order to meet statutory deadlines or project deadlines an applicant may request a special meeting. In order to recapture the cost of a special meeting the Commission added a special meeting fee of \$2,000.00 to its fee schedule.

II. MAJOR ISSUES

N/A

III. STAFF RECOMMENDATION

Staff recommends that the Commission adopt Resolution No. 2019-02.

IV. BACKGROUND

In order to reduce expenditures, staff has proposed an ALUC meeting calendar for the upcoming fiscal year that provides for a dark month (no regular meeting) in December 2019.

However, pursuant to the Public Utilities Code, ALUC is to make its determination on legislative items (general plan amendments, specific plans, specific plan amendments, zone changes, and ordinance amendments) within 60 days from the date of receipt of a complete application. In the event that there is no scheduled meeting within that 60-day period, this deadline could be missed.

As an alternative to a waiver of time limits, applicants would be offered the option of requesting a special meeting during the dark month. A special meeting fee of \$2,000 would be charged to the proponent of a project requesting the special meeting. This fee would be to cover the following expenses: Commissioner stipends, mileage, parking, and ALUC Director and County Counsel participation.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

No one spoke in favor, neutral or opposition to Resolution No. 2019-02

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 6-0 Adopted Resolution No. 2019-02. Absent: Commissioner Youmans

VII. VIDEO

The entire discussion of this agenda item is available on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.6: TIME: 10:04 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 9, 2019
RIVERSIDE MEETING**

I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals – Information Only

4.2 Speculative Nonresidential Multiple Buildings (4 or more) – Revision to Policy

Simon Housman, ALUC Director advised that the Commission make proposed changes to the Speculative Nonresidential Multiple Buildings policy. The ALUC by a unanimous vote of 6-0 approved staff's recommendation for revision to the policy.

4.3 Meeting Calendar for Fiscal Year 2019-2020

Simon Housman, ALUC Director, advised that in order to reduce expenditures, staff proposed a DARK month in December 2019. The ALUC by a unanimous vote of 6-0 approved staff's recommendation and will go DARK (no meeting) in December 2019. Absent: Youmans

4.4 Case Fee Study

Simon Housman, ALUC Director presented Power Point slides regarding fees taken in, and cost incurred, for the processing of ZAP cases received during the second half of calendar year 2018.

II. 5.0 APPROVAL OF MINUTES

The ALUC by a unanimous vote of 6-0 approved the April 11, 2019 minutes. Absent: Youmans

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

Simon Housman, ALUC Director informed the Commission regarding the process of jurisdictions amending their General Plans in accordance with the California Airport Land Use Planning Handbook.

IV. 7.0 COMMISSIONER'S COMMENTS

Russell Betts, ALUC Vice Chair announced the passing of council member Jim Hyatt, City of Calimesa who also served as an alternate for him on the Airport Land Use Commission. Steve Manos, ALUC Chair adjourned the meeting in honor of Mr. Hyatt.

V. 8.0 ADJOURNMENT

Steve Manos, Chair adjourned the meeting at 10:35 a.m. in honor of the passing of council member Jim Hyatt, City of Calimesa.

VI. VIDEO

The entire discussion of this agenda item is available on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 4.0: TIME: 10:14 A.M.