

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1 4.3

**HEARING DATE:** July 9, 2020 (continued from June 11, 2020, May 14, 2020)

**CASE NUMBER:** ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT190029 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL from aircraft

**MAJOR ISSUES:** ~~The project includes bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable in Compatibility Zone C2 only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.” The applicant has commissioned *is in the process of commissioning* a wildlife hazard study from a qualified wildlife hazard biologist to analyze the project’s potential for wildlife attractant, *or considering undergrounding of the detention basins so as to avoid aboveground pooling of water that could attract wildlife.* At the time this staff report was written, the wildlife hazard study had not yet been completed.~~

*The applicant has selected the use of underground detention systems which will not contain surface water or attract wildlife, and therefore would not constitute a hazard to flight.*

**RECOMMENDATION:** ~~Staff recommends that the Commission CONTINUE the matter off-calendar to the July 9, 2020 meeting, pending completion of the wildlife hazard study or selecting underground basins. Staff recommends that the Commission find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.~~

**PROJECT DESCRIPTION:** The applicant proposes to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres.

**PROJECT LOCATION:** The site is located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street, in the unincorporated community of Mead Valley, approximately 9,400 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

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

- Office – 1 person per 200 square feet (with 50% reduction),
- Warehouse – 1 person per 500 square feet,
- Locker Dressing – 1 person per 50 square feet,
- Conference, Break/Lunch, Reception – 1 person per 15 square feet,
- Showroom – 1 person per 60 square feet,
- Storage – 1 person per 300 square feet.

The project proposes a total of 77,492 square feet of building area, which includes 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 74,436 square feet of first floor warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area, accommodating 313 people, resulting in an average intensity of 79 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces (58 spaces) provided, the total occupancy would be estimated at 87 people for an average intensity of 22 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 32,050 square feet of warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area, resulting in a single acre occupancy of 228 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500. (Approximately 1,310 square feet of the single acre area is located outside the building and not generating any occupancy. Approximately 4,062 square feet of the single acre located inside the building are non-generating occupancy i.e. bathrooms, corridors, stairwells etc.)

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the proposed project would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 9,400 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,582 feet AMSL. The site's elevation is 1,528 feet AMSL and the proposed building height is 30 feet, for a top point elevation of 1,558 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 9,400 feet from the runway, and therefore would be subject to the above requirement.

***Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 9,400 feet), the project utilizes 2,913 square feet of underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a***

***hazard to flight.***

~~The project includes approximately 2,145 square foot of bioretention area. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”~~

~~In order to evaluate this potential impact, the applicant team is in the process of commissioning has commissioned a wildlife hazard study from a qualified wildlife hazard biologist. The applicant is also considering undergrounding of the detention basins, so as to avoid aboveground pooling of water that could attract wildlife. At the time this staff report was written, the wildlife hazard study had not yet been completed nor has the underground basin option been selected. Until the study has been completed, or the use of underground basins selected, staff maintains its continuance recommendation.~~

**CONDITIONS:**

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



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

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. ***The underground*** ~~Any proposed~~ detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. ***Any change to the underground facility which uncovers the surface water will require ALUC review.***

Vegetation ~~in and~~ around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for 77,492 square feet of building area, which includes 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 74,436 square feet of first floor warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area. Any increase in building area or intensification of floor area use other than what is identified in this project's floor plan, will require an amended review by the Airport Land Use Commission.
9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# NOTICE OF AIRPORT IN VICINITY

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



SAN BERNARDINO COUNTY

LEGEND

Compatibility Zones

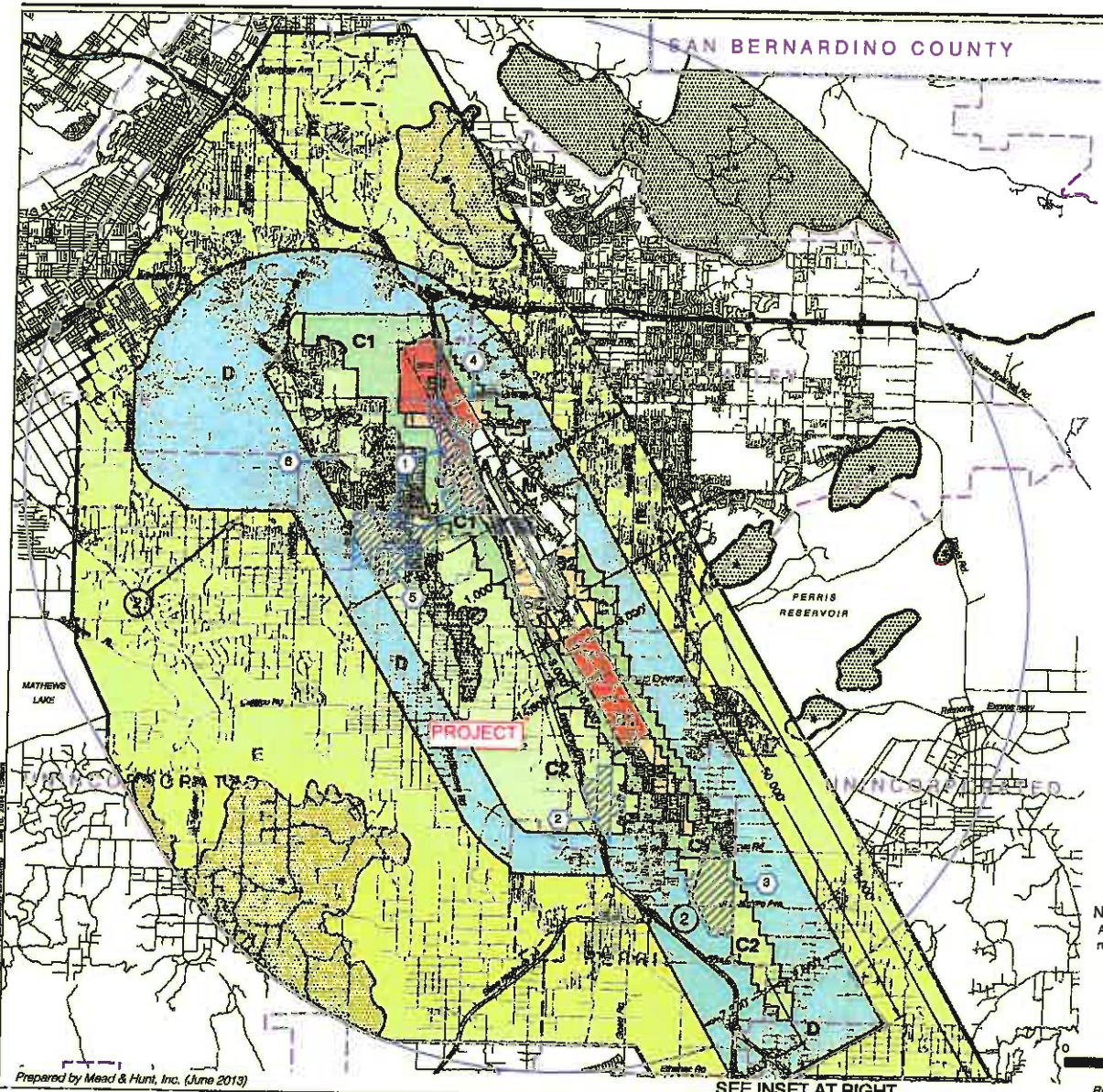
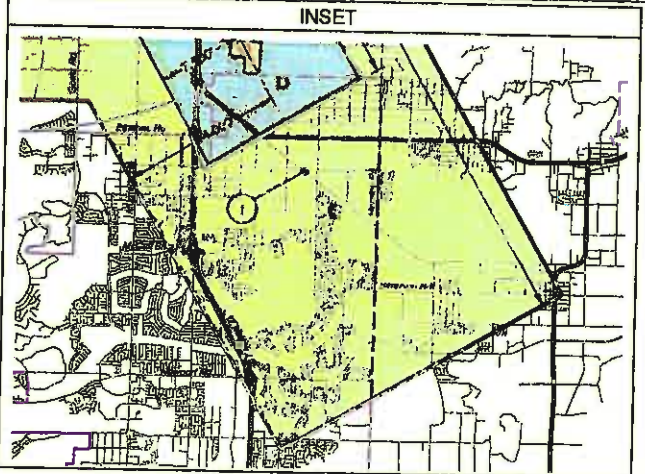
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

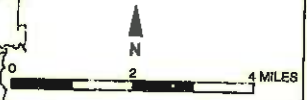
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

- ① March JPA: March Business Center/Maridian
- 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.



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

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

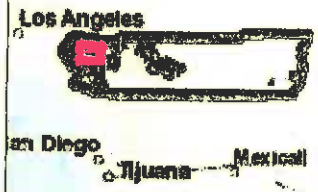
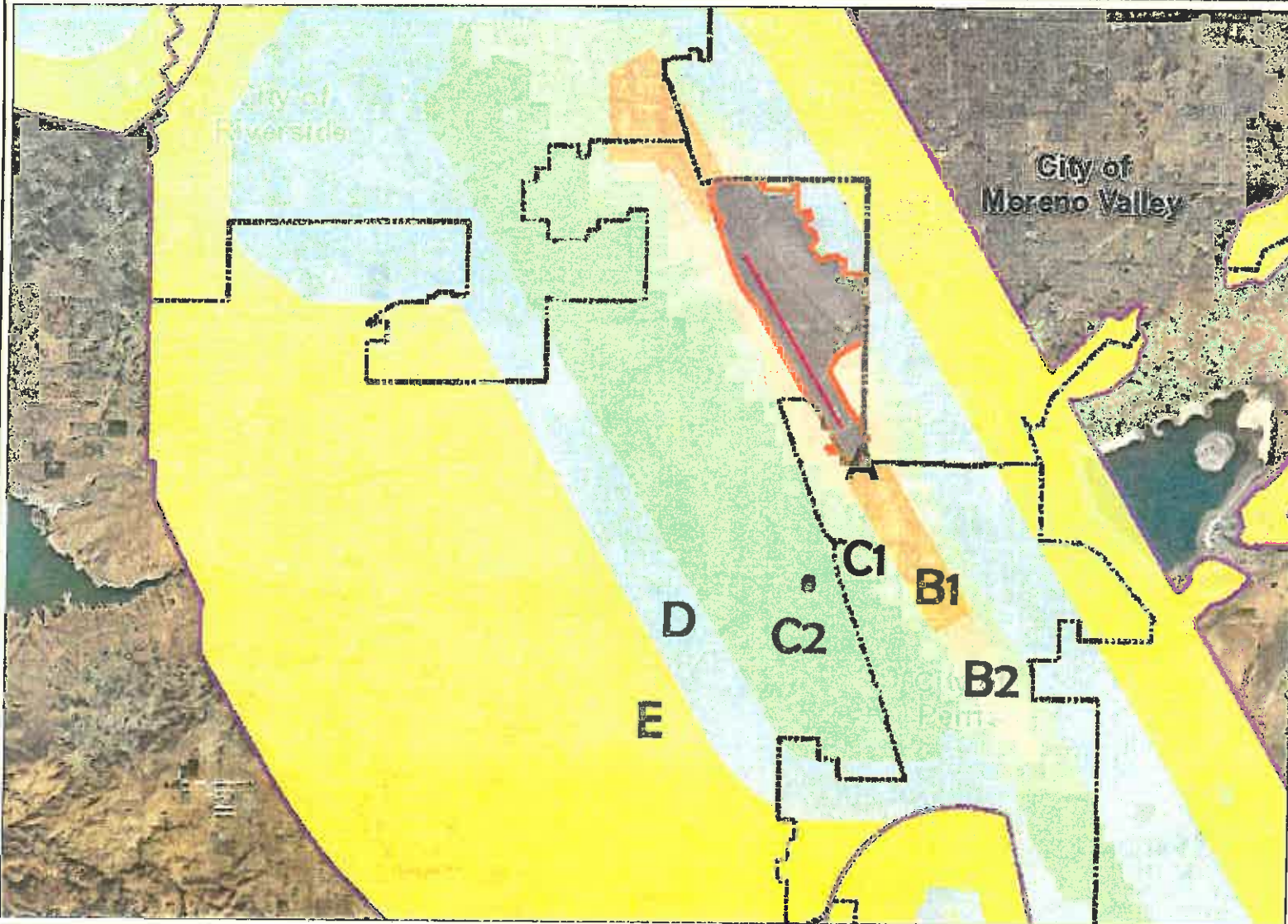
Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)

Map MA-1

Compatibility Map  
March Air Reserve Base / Inland Port Airport



# 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
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- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

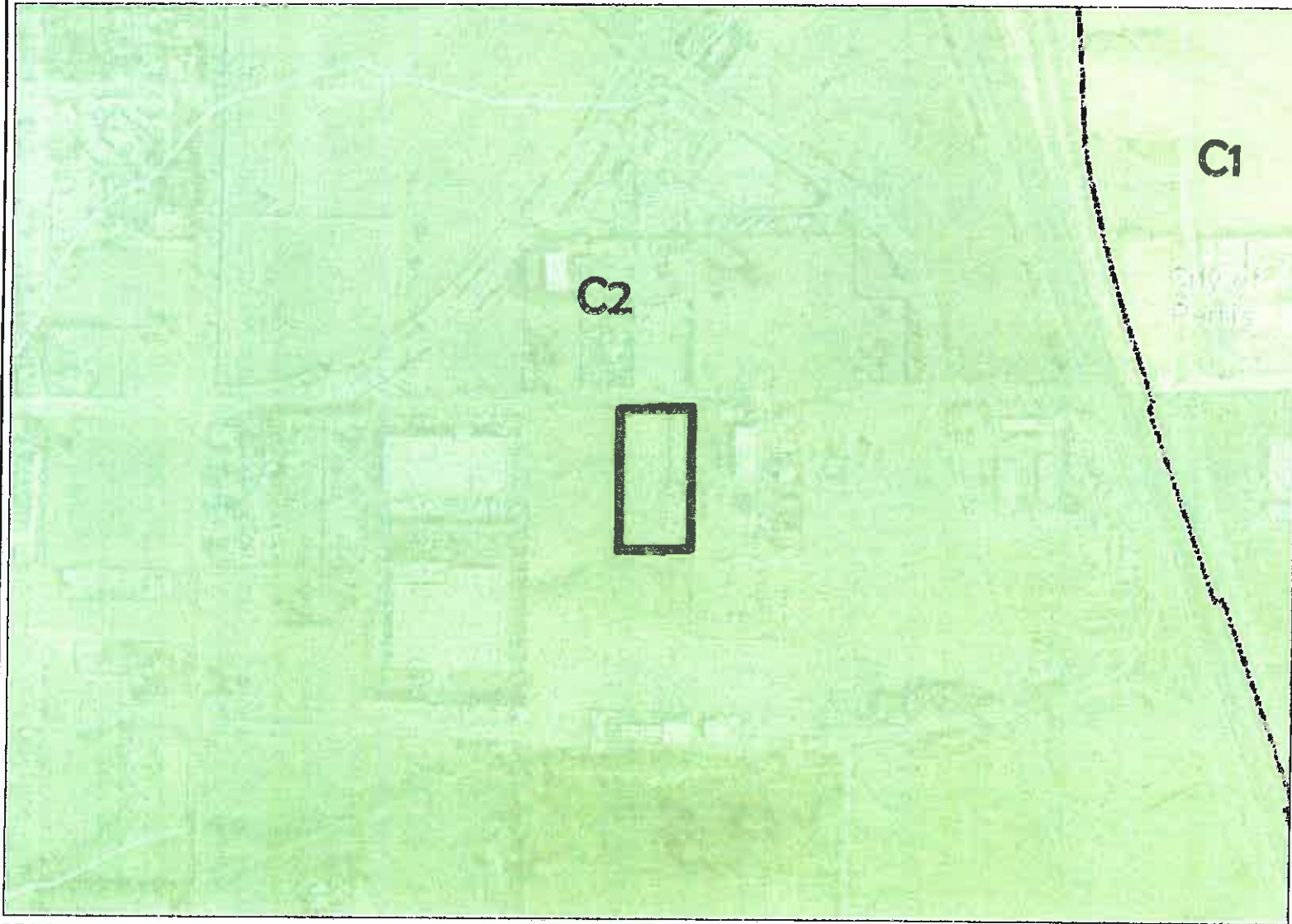


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## Notes

# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas
- 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
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



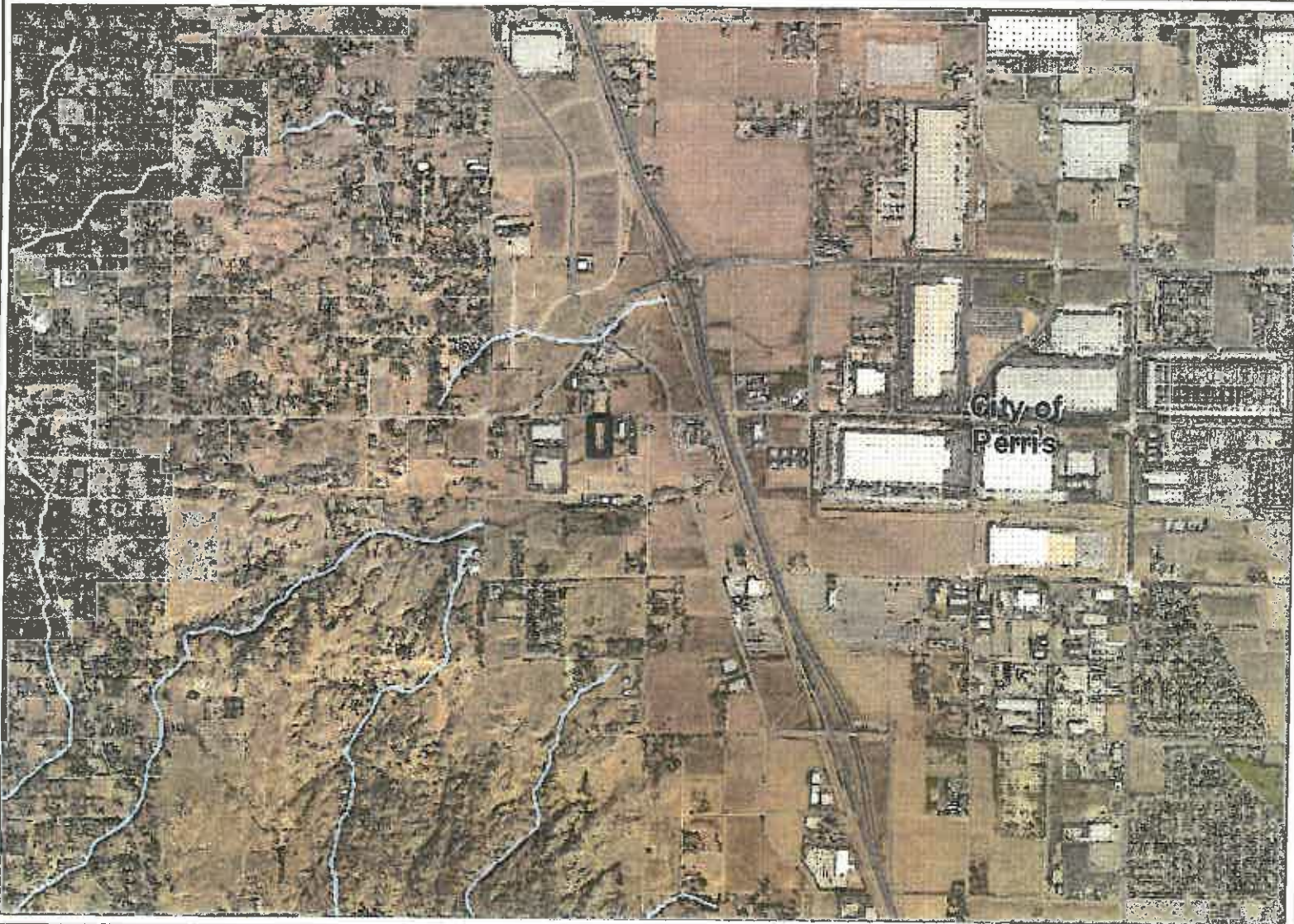
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### Notes



# Map My County Map



- Legend**
-  Blue Line Streams
  -  City Areas
  -  World Street Map

City of  
Perris



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**Notes**



# Map My County Map



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



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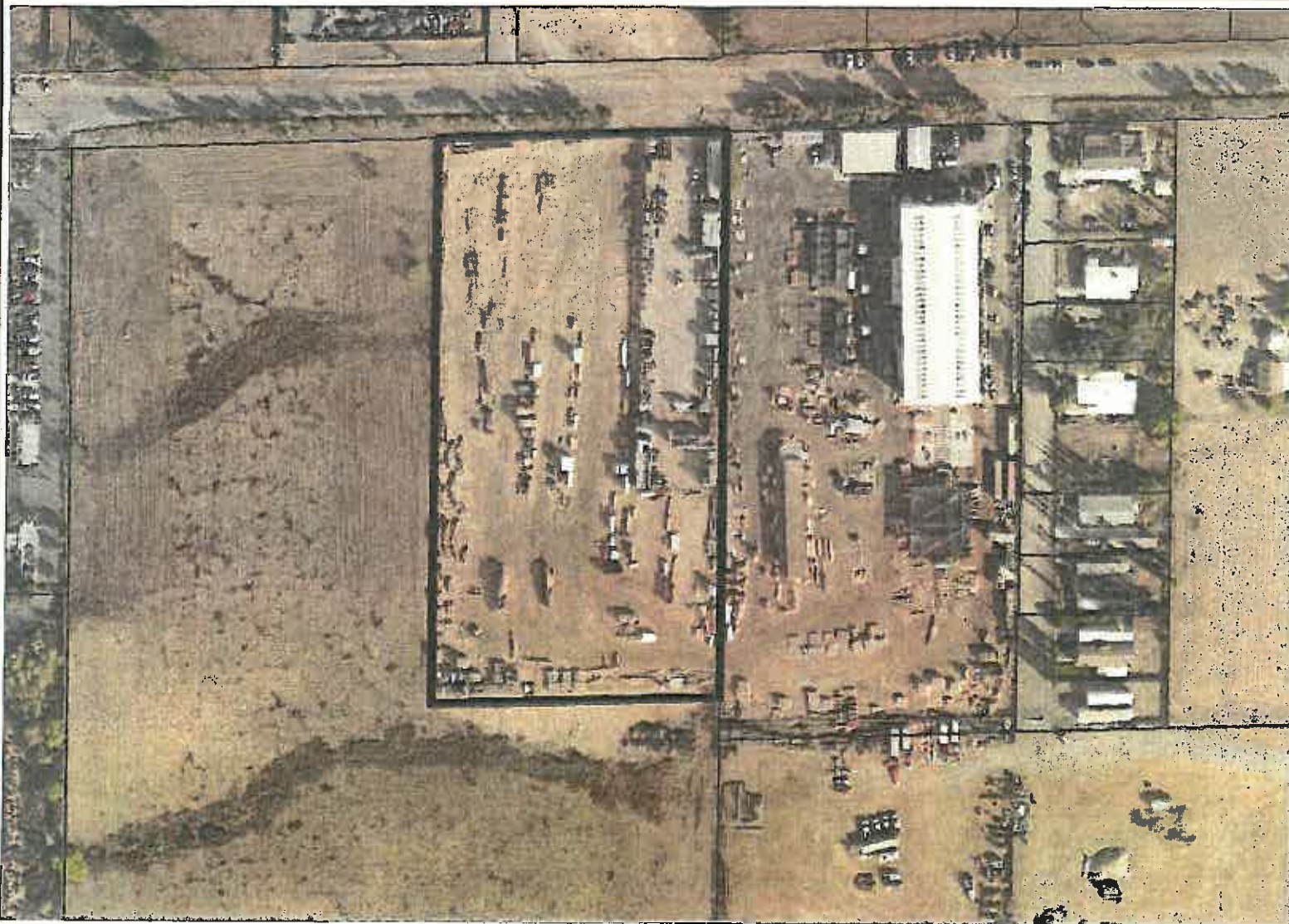
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## Notes



# Map My County Map



## Legend

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



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## Notes

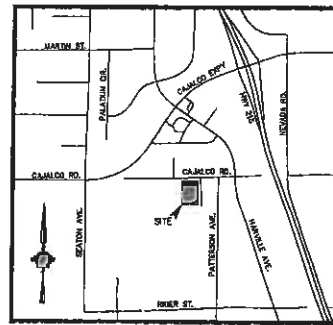


PLOT PLAN NO. 190025  
**PERRIS WAREHOUSE**  
 23325 CAJALCO ROAD  
 PERRIS, CA. 92570

**SHEET INDEX**

- C 001 TITLE SHEET
- PLAT / SURVEY
- A-0 NOTES
- A-2 MAIN FLOOR PLAN
- A-3 ROOF PLAN
- A-4 MAIN FLOOR
- A-5 MEZZANINE FLOOR
- A-6 SECTIONS
- A-7 ELEVATIONS
- A-8 ELEVATIONS
- A-9 GATES
- C 050 GENERAL NOTES
- C 100 SITE PLAN
- C 110 ROADWAY PLAN AND PROFILE
- C 120 EXISTING SITE PHOTOS
- C 300 GRADING PLAN
- C 400 SOIL EROSION AND SEDIMENT CONTROL PLAN
- C 500 PRE DEV. DRAINAGE AREA MAP
- C 510 WATER QUALITY MANAGEMENT PLAN
- C 600 UTILITY PLAN
- C 700 DETAILS
- C 701 STORMTECH CHAMBER DETAILS 1
- C 702 STORMTECH CHAMBER DETAILS 2
- C 703 STORMTECH CHAMBER DETAILS 3
- C 704 TRASH ENCLOSURE DETAILS
- C 720 COUNTY DETAILS
- C 721 COUNTY DETAILS
- LP-1 LANDSCAPE PLANTING PLAN

ZONING - M-SC



LOCATION MAP  
 NOT TO SCALE

OWNER/DEVELOPER:  
**VANAGAN HOLDINGS INC.**  
 7411 VANTAGE WAY  
 DELTA, B.C., CANADA V4G

ENGINEER:  
**JM CIVIL ENGINEERING**  
 CONTACT: KYLE FLAMING, PE (ENGINEER)  
 38 EXECUTIVE PARK, SUITE 310  
 IRVINE, CA 92614  
 KFLAMING@JMCIVILENG.COM  
 (469) 270-3758

SURVEYOR:  
**INLAND VALLEY SURVEYING, INC.**

CONTACT: PLS8509@YAHOO.COM  
 130 WALNUT AVENUE, SUITE A-5  
 PERRIS, CA. 92571  
 CELL: (951) 956-8736, OFFICE: (951) 657-1200



PLOT PLAN NO. 190029  
 INITIAL SUBMITTAL  
 DATE: 11/XX/19

**CAUTION NOTICE TO CONTRACTOR**  
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 7 DAYS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES HORIZONTALLY AND VERTICALLY WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

**BENCHMARKS**  
 PER NOS BENCHMARK PID 0X5444 DESIGNATION 438 DESCRIBED BY METRO WATER DISTR 10, CALIFORNIA 1992 PERRIS, 0.78 MILES (1.21 KM) WEST ALONG CAJALCO RD, FROM THE 215 PRVY TO SEATON AVE, 85 FEET (18.8 M) NORTH OF CAJALCO RD, AND 32 FEET (9.8 M) EAST OF SEATON AVE, ON THE FOOTING OF A LARGE STEEL POWER POLE 705648/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING, A STANDARD 3-3/8 INCH ALUMINUM DISK SET FLUSH IN LOWER FOOTING.  
 ELEVATION: 1557.17 NAVARRA DATUM.

**FLOODNOTE**  
 ACCORDING TO THE F.L.R.M. NO. 0885514106, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 8, 2008.

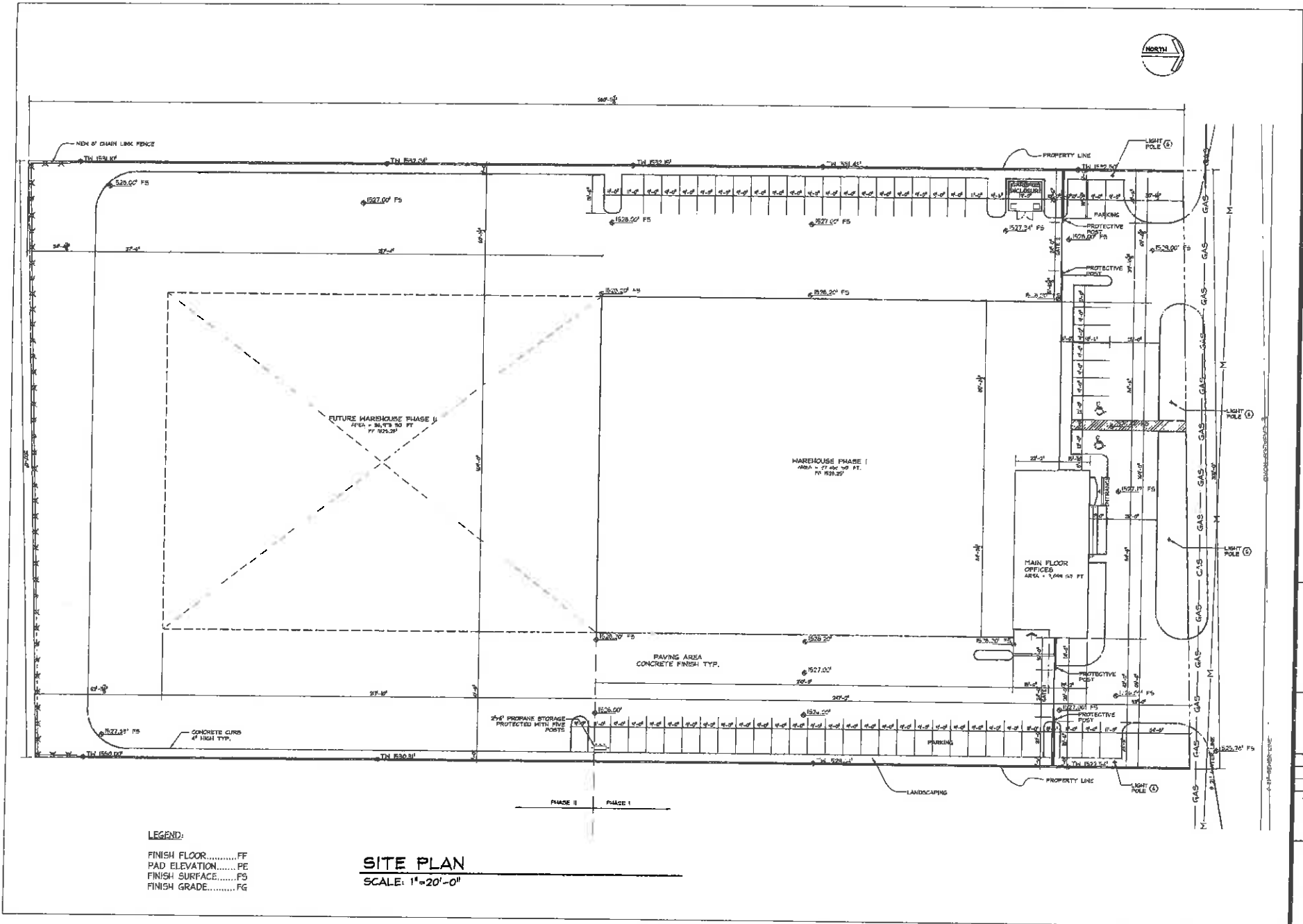


38 Executive Park  
 Irvine, CA 92614  
 Ph. 714-538-3388  
 Kyle Flaming, PE  
 CIVIL ENGINEER

PERRIS WAREHOUSE  
 23325 CAJALCO ROAD  
 PERRIS, CA. 92570

NO.	DATE	DESCRIPTION	BY
1	08/20/19	INITIAL SUBMITTAL	KFL
2			
3			
4			
5			
6			
7			
8			
9			
10			

TITLE SHEET  
**C 001**



LEGEND:  
 FINISH FLOOR.....FF  
 PAD ELEVATION.....PE  
 FINISH SURFACE.....FS  
 FINISH GRADE.....FG

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

REVISION	NO.



**VANASAN**  
 ARCHITECTS  
 P.C.  
 21410 BENTLEY BLVD  
 COSTA MESA, CA  
 92626-1112  
 PHONE: (949) 441-1112  
 FAX: (949) 441-0820

PROJECT  
**PERRIS WAREHOUSE NCS FORMING**  
 23326 CAMALDO ROAD  
 PERRIS, CA 92570

**SITE PLAN**

OWNER	ALBROW
DATE	FEB. 2011
DRAWN	BY

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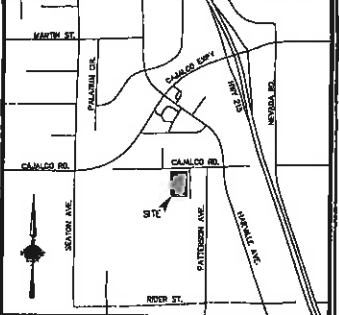
SHEET



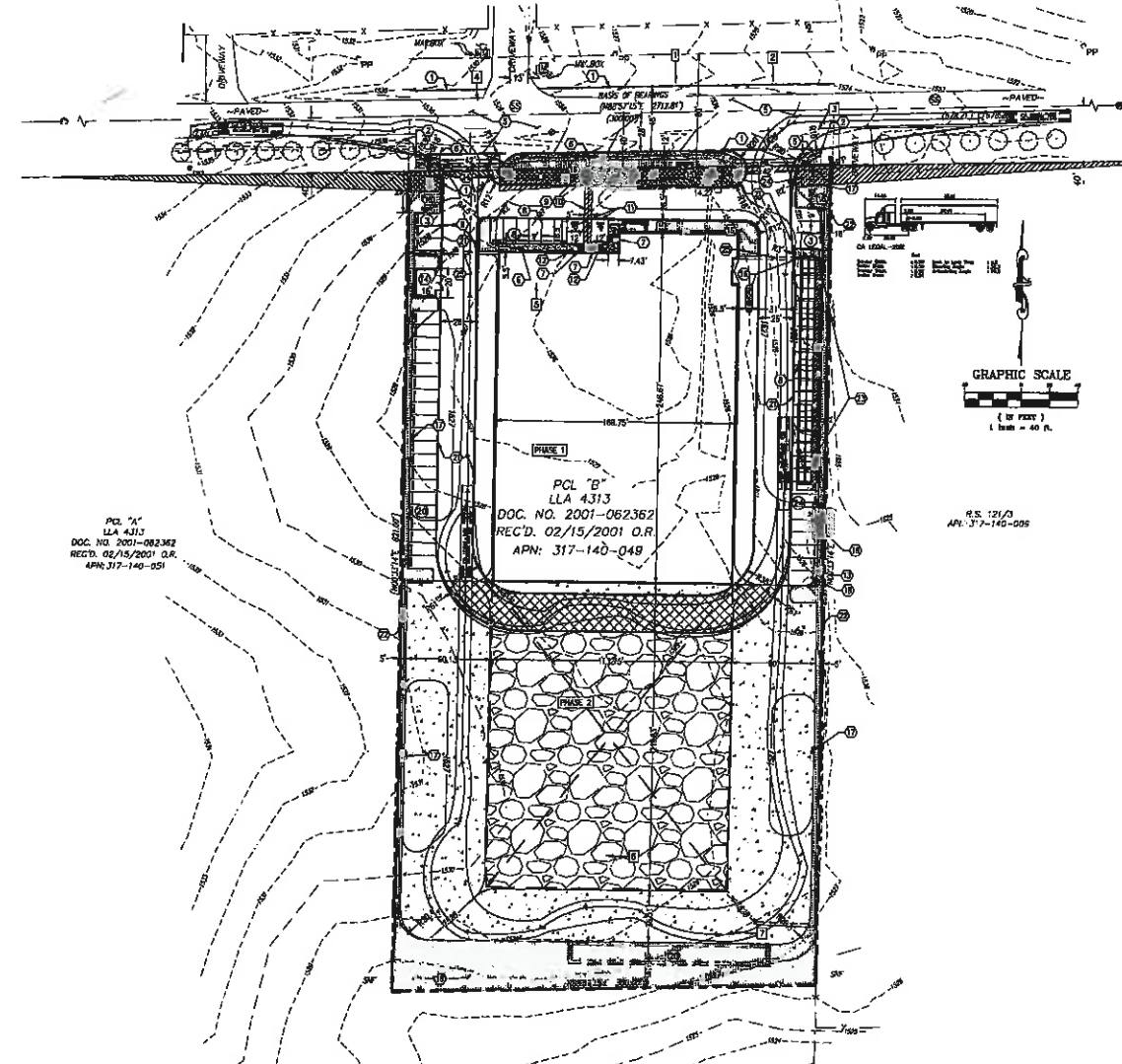
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**BENCHMARKS**  
 PER AGS BENCHMARK PID 043444 DESIGNATION 436 DESCRIBED BY METRO WATER DISTRICT SO. CALIFORNIA 1992 PERRIS, 0.75 MILES (1.21 KM) WEST ALONG CALALCO RD. FROM THE 315 FRYE TO SEATON AVE. 52 FEET (15.8 M) NORTH OF CALALCO RD. AND 32 FEET (9.8 M) EAST OF SEATON AVE. ON THE FOOTING OF A LARGE STEEL POWER POLE 705640/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING. A STANDARD 3/4" INCH ALUMINUM DIRM SET FLUSH IN LOWER FOOTING. ELEVATION 1557.17 NAVD83 DATUM.

**FLOODNOTES**  
 ACCORDING TO THE F.I.R.M. NO. 0606521406, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 15, 2005.



**JM CIVIL Engineering**  
 38 Executive Park  
 Suite 310  
 Irvine, CA 92614  
 Ph: 714-434-3373  
 Kyle Fleming, PE  
 Civil Engineer



	PHASE I	PHASE II	TOTAL
<b>SITE DATA</b>			
LOTS ACQUIRED	16,518 SQ FT	174,727 SQ FT	
EXISTING ZONING	M-S-3 ZONE (MANUFACTURING-SERVICE COMMERCIAL)		
PROPOSED ZONING	M-S-3 ZONE (MANUFACTURING-SERVICE COMMERCIAL)		
PROPOSED BOWING:	50 FT - 5'	50 FT - 5'	50 FT - 5'
LANDSCAPE AREA	18,979 SQ FT	72,892 SQ FT	
LANDSCAPE AREA	18,979 SQ FT	72,892 SQ FT	
PAVING AREA	26,824 SQ FT	26,824 SQ FT	
TOTAL			174,695 SQ FT

	PHASE I	PHASE II	TOTAL
<b>PARKING DATA BASED ON ACTUAL NUMBER OF EMPLOYEES</b>			
OFFICE (PER EMPLOYEE)	4	4	8
WAREHOUSE	0	0	0
TOTAL EMPLOYEES	34	32	66

	PHASE I	PHASE II	TOTAL
<b>SITE DATA</b>			
OFFICE	0	0	0
OCCUPANCY	0	0	0
RESIDING TYPE	0	0	0
NO. OF STORIES	2	2	2
MAIN FLOOR	3,269 SQ. FT.	3,269 SQ. FT.	
MEZZANINE FLOOR	3,269 SQ. FT.	3,269 SQ. FT.	
OCCUPANT LOAD	30	30	

- LEGEND:**
- PROPERTY LINE
  - PROPOSED CURB & GUTTER
  - LIMITS OF FULL DEPTH SANICUT
  - FUTURE BUILDING PLANNED
  - PARKING SPACE
  - AREA G-RAIN
  - FIRELANE
  - WATER METER
  - HANDICAP SPACES
  - IRRIGATION METER
  - ADA RAMP
  - MANHOLE
  - BOLLARD
  - CURB INLET
  - BOLLARD MOUNTED HANDICAP SIGN
  - HEAVY DUTY CONCRETE PAVEMENT
  - 4" CONCRETE OVER 4" CLASS II AGGREGATE BASE OVER 10" OF SCARIFIED, MOISTURE CONDITIONED & COMPACTED SOIL
  - REFER TO SPECIFIC FOR SUBGRADE PREPARATION.
  - LANDSCAPE AREA
  - 5" THICK CONCRETE SIDEWALK
  - ASPHALT FOR TEMPORARY FIRE LINE
  - LOOSE GRAVEL
  - COMPACTED NATIVE MATERIAL
  - REFERS TO EXISTING SITE PHOTOS ON C 120

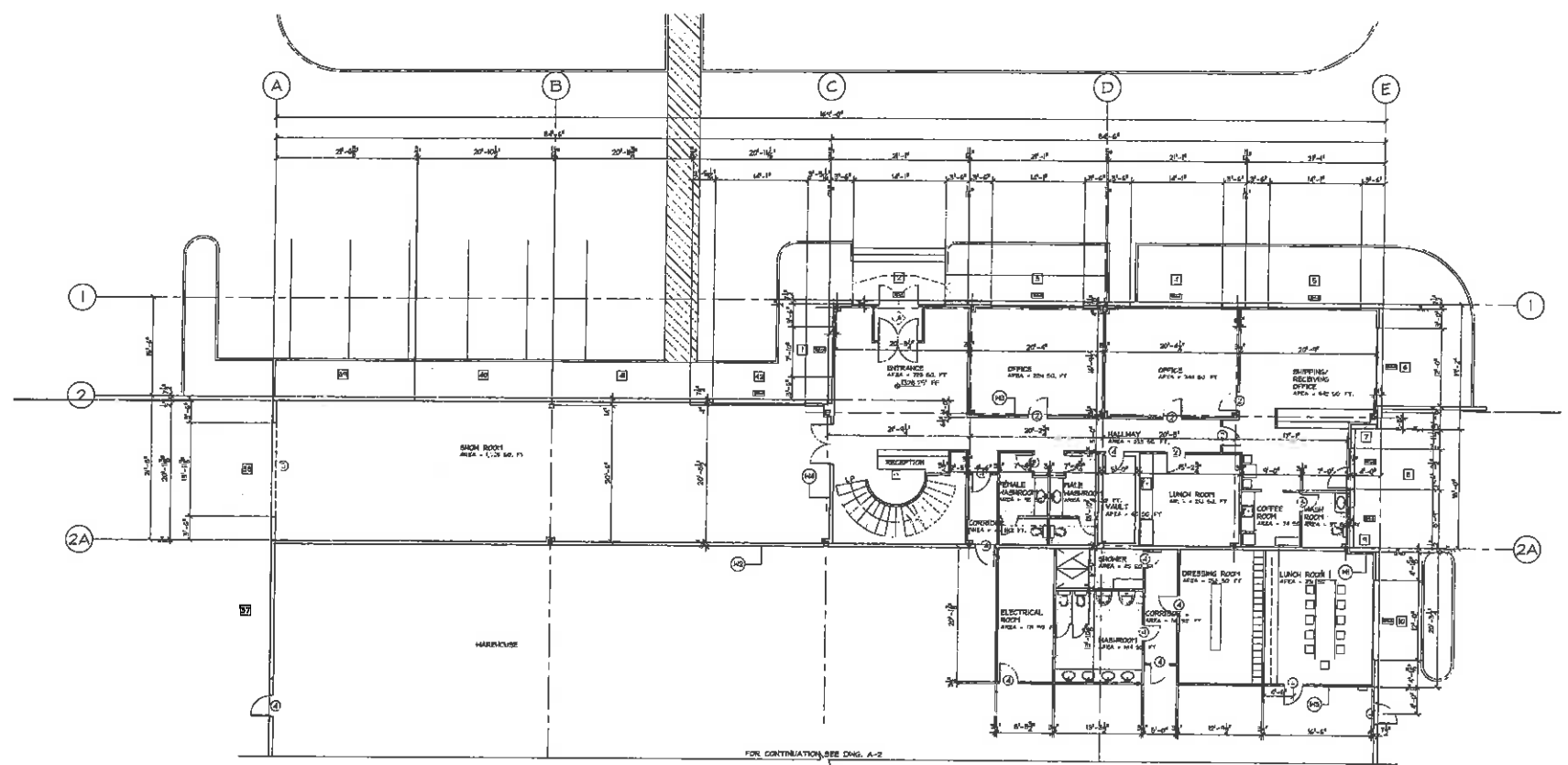
- SITE I & II NOTES:**
- 1 CONCRETE CURB AND GUTTER, (PER COUNTY CODES)
  - 2 TAPER CURB TO MATCH EXISTING.
  - 3 MATCH EXISTING PAVEMENT ELEVATION.
  - 4 LIMITS OF FULL DEPTH SANICUT AND PAVEMENT REMOVAL.
  - 5 EXISTING PAVEMENT TO REMAIN.
  - 6 CONCRETE SIDEWALK, 28 MAX. CROSS SLOPE AND 3% MAX. STRAIGHT SLOPE (PER COUNTY CODES).
  - 7 SIDEWALK RAMP @ 5.33% MAX. (PER COUNTY CODES)
  - 8 PARKING STALL STRIPING, (PER COUNTY CODES)
  - 9 4" WIDE PAINTED STRIPING, 2' OFF CENTER @ 40'
  - 10 PEDESTRIAN/HANDICAP CROSSWALK STRIPING.
  - 11 HANDICAP STRIPING & SYMBOL. (TYPICAL-PER ADA AND LOCAL REQUIREMENTS)
  - 12 HANDICAP SIGNS. (TYPICAL-PER ADA AND LOCAL REQUIREMENTS)
  - 13 BOLLARDS.
  - 14 DUMPSTER ENCLOSURE, (PER ARCH. P. AHS)
  - 15 PROPOSED PAD MOUNTED TRANSFORMER.
  - 16 LANDSCAPE AREA. (PER LANDSCAPE PLAN)
  - 17 INLET. (SEE PLAN FOR SIZE)
  - 18 270° PROPANE STORAGE
  - 19 80-GAL STORM WATER FILTRATION BASIN.
  - 20 80-RETENTION DRAINAGE AREA.
  - 21 FIRE LANE, MINIMUM 26 FEET WIDE.
  - 22 1 FOOT WIDE RETAINING WALL. SEE 0306 FOR WALL HEIGHT.
  - 23 ADS STORMTECH SC-740 CHAMBER SYSTEM.
  - 24 30' X 30' SIGN TRIANGLE.
  - 25 GATE PER ARCHITECTURE PLANS.

**PERRIS WAREHOUSE**  
 23235 CALALCO ROAD  
 PERRIS, CA 92570

DATE	BY	REVISION

**811**  
 Know what's below.  
 Call before you dig.





FOR CONTINUATION SEE DWG. A-2

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



**VANAPAN**  
ARCHITECTS  
I N C.

1111 HARTWELL BLVD.  
PERRIS, CA 92570  
PHONE: 951-865-1847  
FAX: 951-865-1830

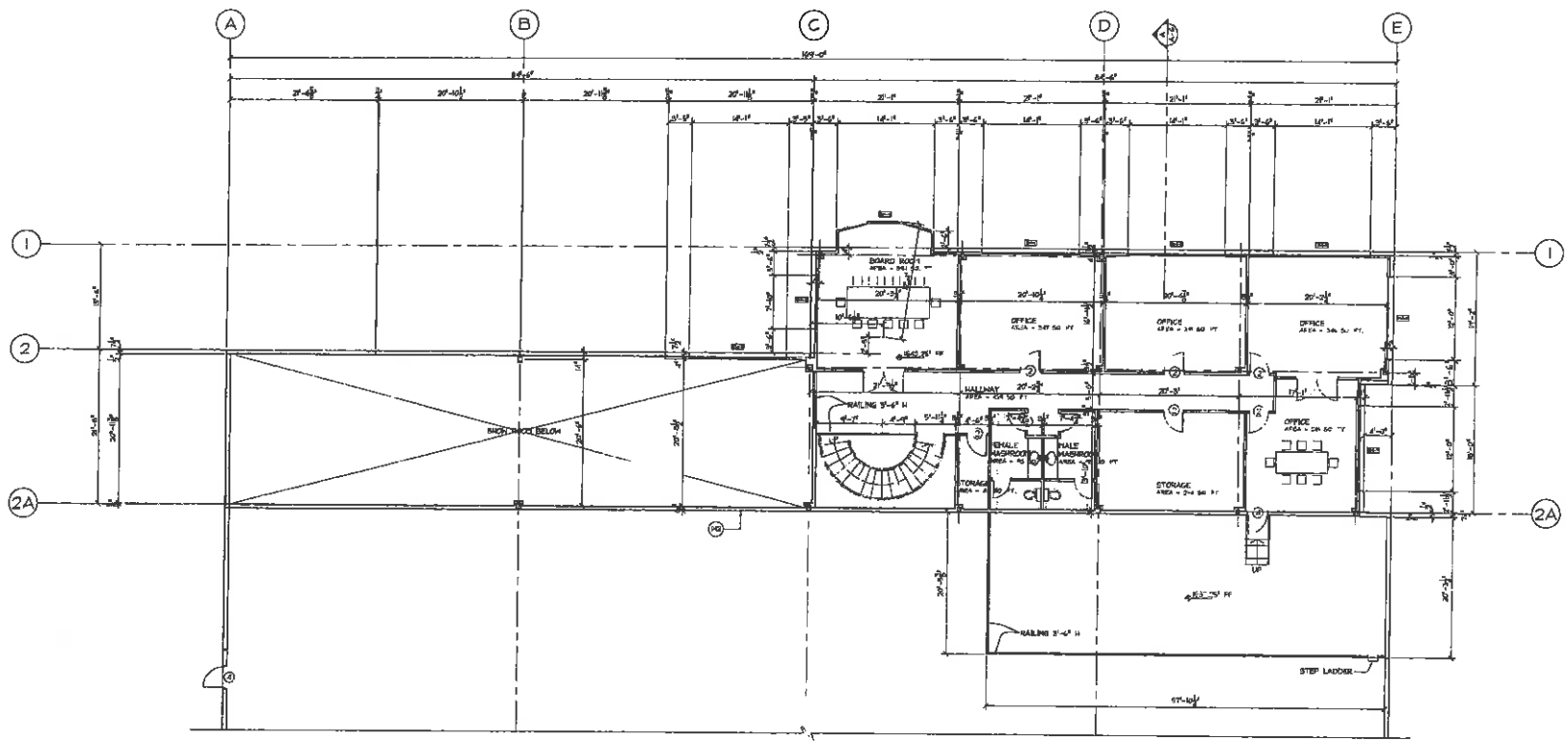
PROJECT  
**PERRIS WAREHOUSE**  
NCS FORMING  
23326 CAJALDO ROAD  
PERRIS, CA 92570

DRAWING  
**MAIN FLOOR**

SCALE: 1/8"=1'-0"  
DATE: FEB 1998  
DRAWN: YJ

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SHEET



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

REVISIONS NO



**VANADAN**  
ARCHITECTS  
I N C

701 WASHINGTON  
DALLAS, TX  
DOWNSIDE 500 500  
PHONE: 972-955-1100  
FAX: 972-955-0124

PROJECT  
**PERRIS WAREHOUSE**  
NCS FORMING  
2315 CALIFORNIA ROAD  
PERRIS, CA 92570

DRAWING  
**MEZZANINE FLOOR**

SCALE: 1/8"=1'-0"  
DATE: 7/26/99  
DRAWN: JF

BY: JF  
CHECKED: JF  
DATE: 7/26/99  
SCALE: 1/8"=1'-0"  
PROJECT: PERRIS WAREHOUSE

DRY

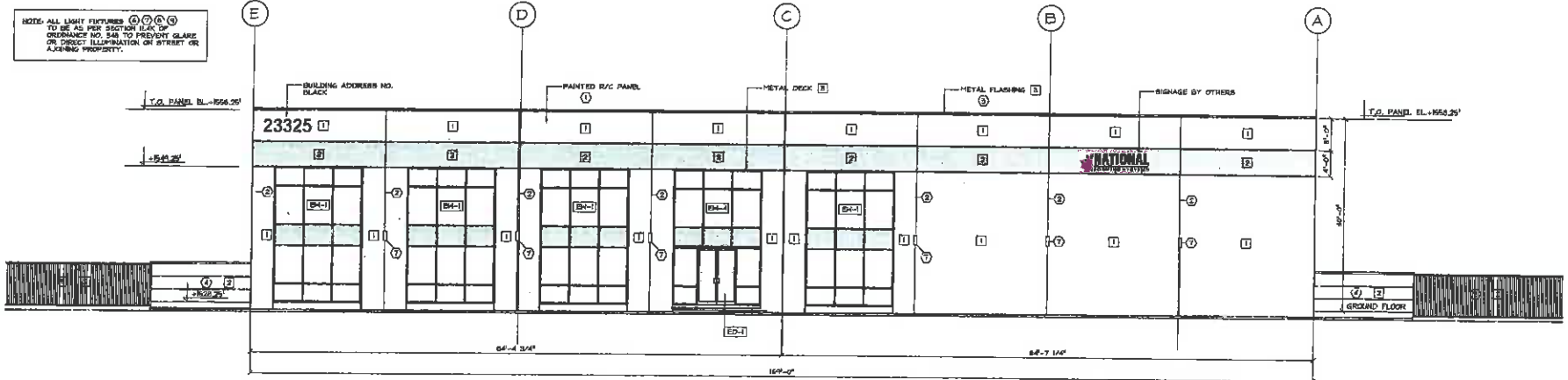


- KEY NOTES**
- ① TILT-UP CONCRETE REINFORCED MALL
  - ② 1/2" TO 3/4" WIDE VERTICAL JOINT BETWEEN TWO TILT-UP WALLS FILED WITH FOAM AND INDUSTRIAL GRADE PAINTABLE CAULKING
  - ③ 24 GA METAL FLASHING ON TOP OF TILT-UP WALL
  - ④ REINFORCED CONCRETE MALL
  - ⑤ CORRUGATED 22 GA GALVANIZED METAL PANELS
  - ⑥ LED RAB LIGHTING LOT BLASTER NON TYPE B1 WITH PHOTOCELL ADJCK
  - ⑦ LED CYLINDER HURBELL 16600V BR00K 011-WH/BL
  - ⑧ RAB LIGHTING HD WALL PACKS WITH L18ED 1054 4000K WITH PHOTOCELL
  - ⑨ LED RAB LIGHTING BRICK WALL PACK 954 4000K WITH PHOTOCELL

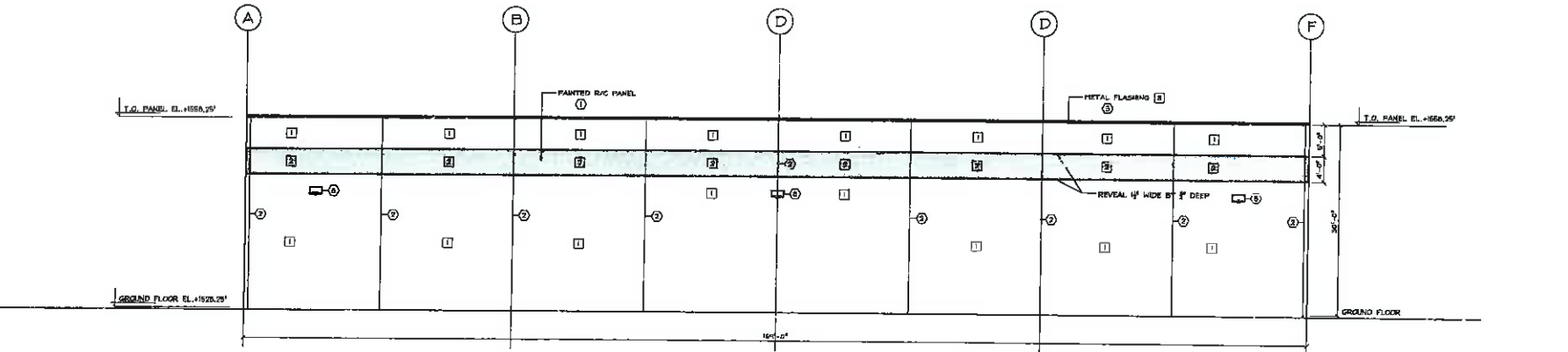
NOTE: ALL LIGHT FIXTURES TO BE AS PER SECTION 11.4 OF ORDINANCE NO. 148 TO PREVENT GLARE OR DIRECT ILLUMINATION ON STREET OR ADJACENT PROPERTY.

- COLOUR LEGEND**
- ① CONCRETE TILT UP WALL  
BSR - DESIGN GRAY, #1200-2 (URETHANE SEMI GLOSS)
  - ② CONCRETE TILT UP WALL 4 ELECTRIC SLIDING GATE  
BSR - SHUTTER GRAY, #1200-2 (URETHANE SEMI GLOSS)
  - ③ GALVANIZED METAL INSULATED OVERHEAD DOOR  
BSR - FORMING GRAY, #1200-2 (URETHANE SEMI GLOSS)
  - ④ CONCRETE MALL  
BSR - DESIGN GRAY, #1200-2 (URETHANE SEMI GLOSS)
  - ⑤ GALVANIZED CORRUGATED METAL IN STEEL FRAME  
BSR - DESIGN GRAY, #1200-2 (URETHANE SEMI GLOSS)

- EXTERIOR OPENINGS**
- EX-1 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
  - EX-2 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
  - EX-3 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED, SELF CLOSING MECHANISM
  - EX-4 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED, SELF CLOSING MECHANISM
  - EX-5 4 1/2" ALUMINUM STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
  - EX-6 4 1/2" ALUMINUM SEGMENTED STOREFRONT ALUMIL - COLOR CLEAR ANODIZED
  - D-1 INSULATED METAL DOOR IN METAL FRAME - COLOR BSR #450-4 SELF CLOSING MECHANISM
  - DD-1 ROLL-UP INSULATED METAL DOOR WITH LINEAR GLASS WINDOW - COLOR BSR #450-4, MECHANICAL OPERATION
  - DD-2 ROLL-UP INSULATED METAL DOOR - COLOR BSR #450-4 - MOTORIZED OPERATION



**NORTH ELEVATION**  
SCALE: 1/8"=1'-0"



**SOUTH ELEVATION**  
SCALE: 1/8"=1'-0"

REVISIONS NO

NO	DESCRIPTION



**VANAGAN**  
ARCHITECTS  
I N C.

111 WOODBURY HWY  
DUBLINO, CA 94568  
OFFICE: 925.452.1000  
PHONE: 925.452.1000  
FAX: 925.452.1000

PROJECT

**PERRIS WAREHOUSE  
NCS FORMING**  
23325 CALALCO ROAD  
PERRIS, CA 92570

DRAWING

ELEVATIONS

SCALE	1/8"=1'-0"
DATE	REL. 08/19/18
DRAWN	PT
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SHEET

KEY NOTES

- ① TILT-UP CONCRETE REINFORCED MALL
- ② 1/2" TO 3/4" WIDE VERTICAL LIGHT BETWEEN TWO TILT-UP WALLS FIED WITH FOAM AND INDUSTRIAL GRADE PAINTABLE CALKING
- ③ 24 GA METAL FLASHING ON TOP OF TILT-UP WALL
- ④ REINFORCED CONCRETE MALL
- ⑤ CORRUGATED 22 GA GALVANIZED METAL PANELS
- ⑥ LED RAB LIGHTING LOT BLASTER RHM TYPE III WITH PHOTOCELL 4000K
- ⑦ LED CYLINDER MUSELL P4000R 3000K, DIMMABLE
- ⑧ RAB LIGHTING MID HALL PACKS WITH LEDS RHM 4000K WITH PHOTOCELL
- ⑨ LED RAB LIGHTING BRICK HALL PACK 35W 4000K WITH PHOTOCELL

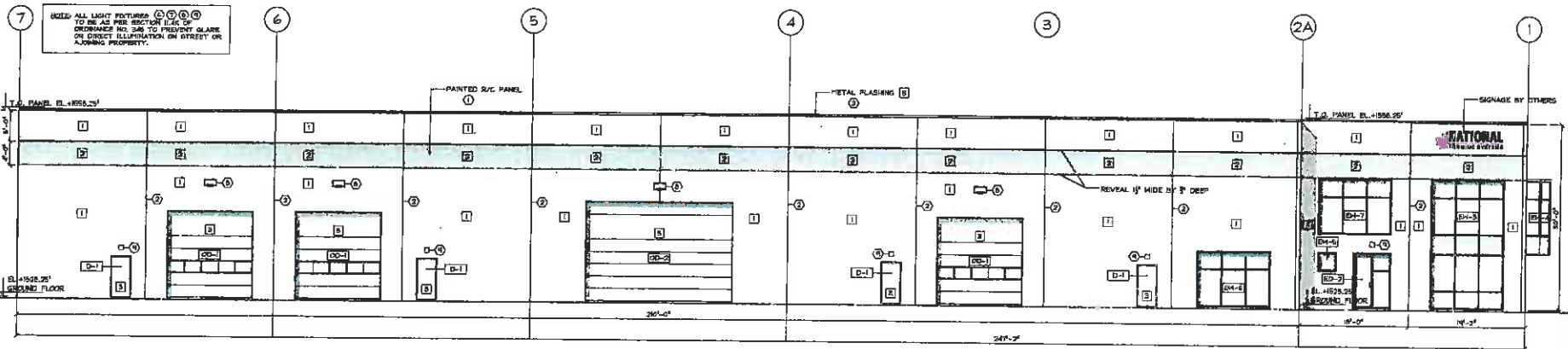
COLOUR LEGEND

- 1 CONCRETE TILT UP WALL  
BEHR - DORSETT GRAY, M200-2 (URETHANE SEMI GLOSS)
- 2 CONCRETE TILT UP WALL 4 ELECTRIC SLIDING GATE  
BEHR - SHUTTER GRAY, MPAUS-15 (URETHANE SEMI GLOSS)
- 3 GALVANIZED METAL INSULATED OVERHEAD DOOR  
BEHR - MIDNIGHT, M450-7 (URETHANE SEMI GLOSS)
- 4 CONCRETE MALL  
BEHR - DORSETT GRAY, M200-2 (URETHANE SEMI GLOSS)
- 5 GALVANIZED CORRUGATED METAL IN STEEL FRAME  
BEHR - DORSETT GRAY, M200-2 (URETHANE SEMI GLOSS)

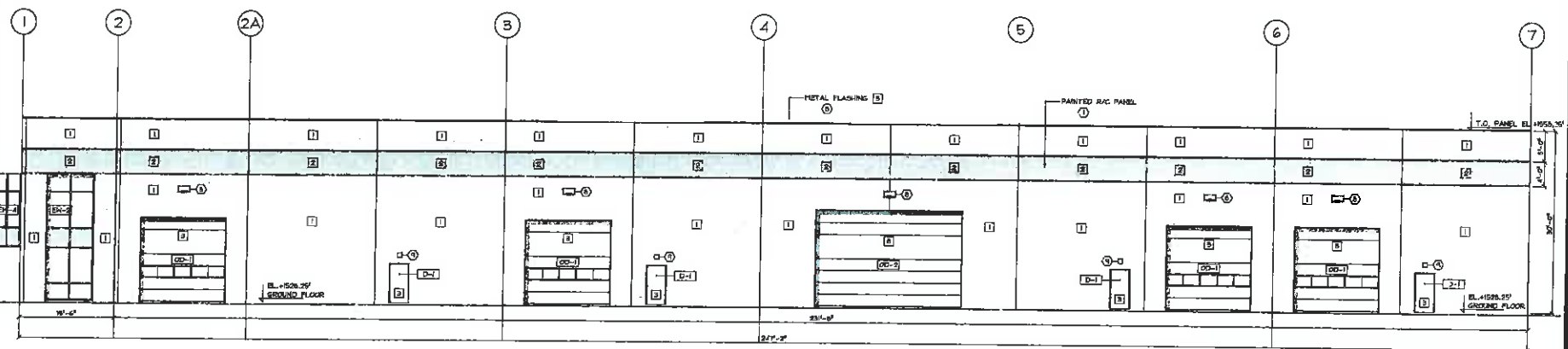
EXTERIOR OPENINGS

- DO-1 4 1/2" ALUMINUM STOREFRONT ALUMI - COLOR CLEAR ANODIZED
- DO-2 4 1/2" ALUMINUM STOREFRONT ALUMI - COLOR CLEAR ANODIZED
- DO-3 4 1/2" ALUMINUM STOREFRONT ALUMI - COLOR CLEAR ANODIZED. SELF CLOSING MECHANISM
- DO-4 4 1/2" ALUMINUM STOREFRONT ALUMI - COLOR CLEAR ANODIZED. SELF CLOSING MECHANISM
- DO-5 4 1/2" ALUMINUM STOREFRONT ALUMI - COLOR CLEAR ANODIZED. SELF CLOSING MECHANISM
- DO-6 4 1/2" ALUMINUM STOREFRONT ALUMI - COLOR CLEAR ANODIZED
- DO-7 INSULATED METAL DOOR IN METAL FRAME - COLOR BEHR 3450-4 SELF CLOSING MECHANISM
- DO-8 ROLL-UP INSULATED METAL DOOR WITH LINEAR GLASS WINDOW - COLOR BEHR 3450-4 MECHANICAL OPERATION
- DO-9 ROLL-UP INSULATED METAL DOOR - COLOR BEHR 3450-4 MECHANICAL OPERATION

NOTE: ALL LIGHT FIXTURES (⑥, ⑦, ⑧) TO BE AS PER SECTION (E.C. OF DRAWING) NO. SAN TO PREVENT GLARE OR DIRECT ILLUMINATION ON STREET OR ADJACENT PROPERTY.



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



2 WEST ELEVATION  
SCALE: 1/8"=1'-0"



VANAGAN  
ARCHITECTS  
I K C.  
241 VANAGAN WAY  
DUBLIN, CA  
94568-1010  
PHONE: 925-835-1302  
FAX: 925-835-0823

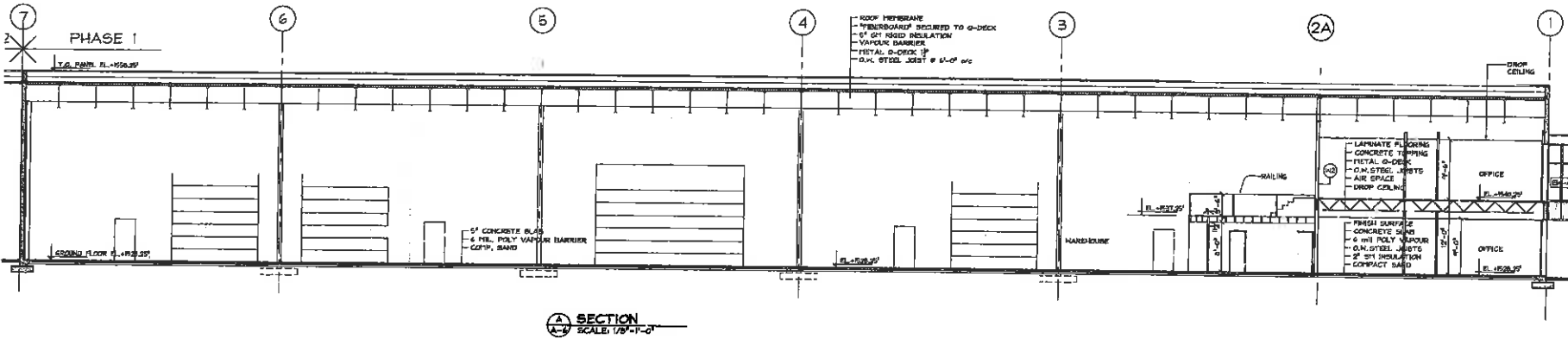
PROJECT  
PERRIS  
WAREHOUSE  
NCS FORMING  
23325 CAJALDO ROAD  
PERRIS, CA 92370

DRAWING  
ELEVATIONS

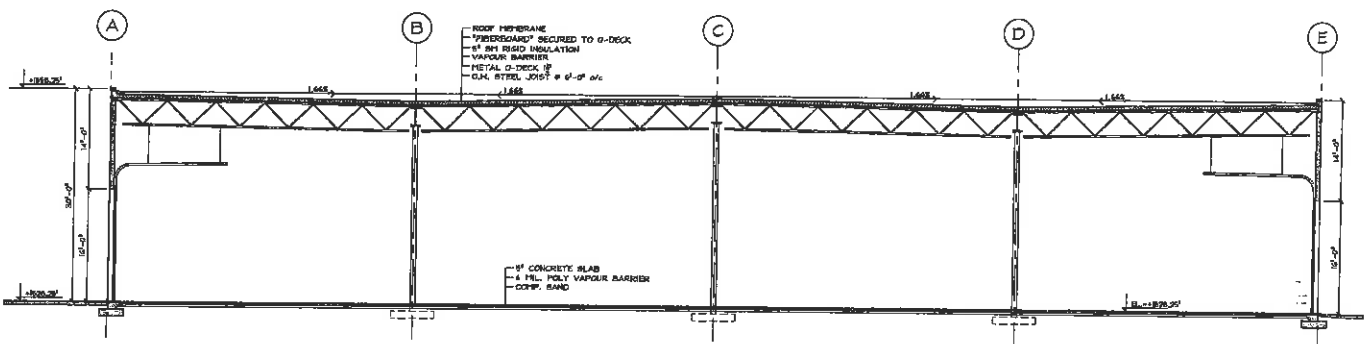
SCALE: 1/8"=1'-0"  
DATE: FEB 2022  
DRAWN: PT  
CHECKED: JG  
DESIGNED: JG  
PROJECT MANAGER: JG

SHET

REVISIONS	NO



**A SECTION**  
SCALE: 1/8" = 1'-0"



**B SECTION**  
SCALE: 1/8" = 1'-0"



**VANAMAN**  
ARCHITECTS  
I N C.  
271 FARMHOUSE WAY  
BELTS, NC  
28009-1100  
PHONE: 804-555-1100  
FAX: 804-555-4100

PROJECT  
**PERRIS WAREHOUSE**  
NCS FORMING  
23325 CALALCO ROAD  
PERRIS, CA 92570

DRAWING  
**SECTIONS**

SCALE: AS SHOWN  
DATE: FEB 2000  
DRAWN: JF  
CHECKED: JF  
DESIGNED: JF  
PROJECT MANAGER: JF

SHEET



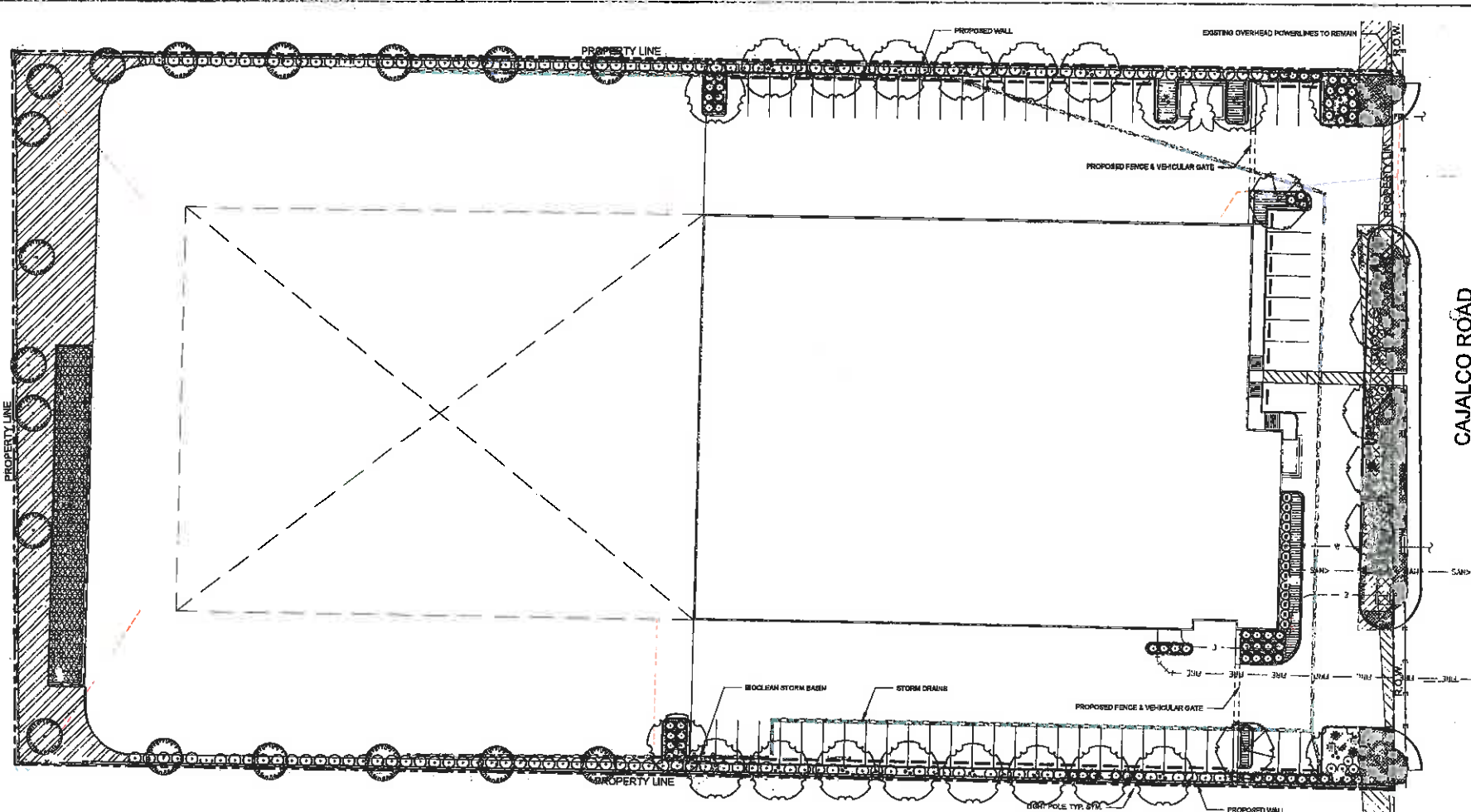
**VANAGAN HOLDINGS, INC.**  
 23325 CAJALCO ROAD  
 PERPETUITY, CA 92570  
 Phone: (951) 850-0090

**NCS NATIONAL CONSTRUCTION**  
 23325 CAJALCO ROAD  
 PERPETUITY, CA 92570

Preliminary Landscape Concept Plan

Project Number: 01/17/2020  
 Drawn By: RB  
 Checked By: RM

LP-1



**PLANTING LEGEND**

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
<b>TREES</b>					
	SCOPIMOLLE	CALIFORNIA PEPPER TREE	3" BOX MULT.	20	LOW
	ACACIA STENOPHYLLA	RHODESTEGIA ADACIA	2" BOX STND.	18	LOW
	OLEA EUROPAEANA HILL	FRUITLESS OLIVE	2" BOX STND.	8	LOW

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
<b>SHRUBS</b>					
	AGAVE 'BLUE GLOW'	BLUE GLOW AGAVE	5 GAL.	37	LOW
	BOLUSAINVILLEA	BOLUSAINVILLEA	5 GAL.	28	LOW
	LEYMUS CON. 'CANYON PRINCE'	CANYON PRINCE WILD RYE	5 GAL.	70	LOW
	DANIELLA REVOLUTA	LITTLE NEV FLAX LILY	5 GAL.	14	LOW
	NOLANA MELISSAE	BLUE NOLANA	5 GAL.	7	VERY LOW

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
<b>GROUNDCOVER</b>					
	BACCHARIS PIL. 'TWIN PEAKS'	DWARF COYOTE BUSH	1 GAL.	8FT. O.C.	LOW
	DALEA CARTATA 'SIERRA GOLD'	SIERRA OLD FIELD BUSH	1 GAL.	8FT. O.C.	LOW
	LANTANA MONTENSINENSIS	PURPLE TRAILING LANTANA	1 GAL.	8FT. O.C.	LOW

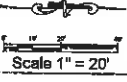
SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	QTY.	WUCOLS
<b>BIORETENTION AREA</b>					
	CAREX 'LUMUCOLA'	BERKELEY SEDGE	1 GAL.	18" O.C.	LOW
	ELYMUS MAGELLANICUS	MAGELLAN WHEATGRASS	1 GAL.	18" O.C.	LOW
	JUNCAUS PATENS	CALIFORNIA GRAY BLISK	1 GAL.	18" O.C.	LOW
	ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL.	18" O.C.	LOW

No existing trees on site.  
**MAINTENANCE NOTE:**  
 NCS National Construction shall assume maintenance for On-site and Off-site (POM) plantings.  
**LANDSCAPE DEVELOPMENT:**  
 THIS SITE IS CURRENTLY IN USE BY THE OWNER. HOWEVER, THEY HAVE A NEED FOR INTERIM STORAGE. THEY ARE PROPOSING TRAIL WAREHOUSE AND THE ASSOCIATED LANDSCAPE. THE LANDSCAPE USES ALL LOW-WATER PLANT THAT ARE NATIVE OR ADAPTED TO THE PERENNIAL AREA. THE SITE NEEDS TO BE FUNCTIONAL FOR LAJAS TRUCKS WITH DELIVERIES AND THE PLANT MATERIAL IS AT THE PERIMETER OF THE PROPERTY AND AT THE FRONT OF THE BUILDING.  
 THE MAIN TREE SPECIES IN THE AREA IS OLEA EUROPAEANA WHICH IS BEING INCORPORATED INTO THIS SITE.

**LANDSCAPE CALCULATIONS**

TOTAL SITE AREA/ACRES:	3.9 ACRES (174,227 SF)
LANDSCAPE AREA REQUIRED:	17,423 SF (10% OF SITE AREA)
LANDSCAPE AREA PROVIDED:	18,178 SF (11% OF SITE AREA)
NET DEVELOPED AREA (BUILDING & LANDSCAPE):	3.18 ACRES (137,260 SF)

I, the undersigned, agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable codes and regulations, including but not necessarily limited to Ordinance No. 2552, Ordinance 248, Ordinance 249, Ordinance 250, Ordinance 251, Ordinance 252, Ordinance 253, Ordinance 254, Ordinance 255, Ordinance 256, Ordinance 257, Ordinance 258, Ordinance 259, Ordinance 260, Ordinance 261, Ordinance 262, Ordinance 263, Ordinance 264, Ordinance 265, Ordinance 266, Ordinance 267, Ordinance 268, Ordinance 269, Ordinance 270, Ordinance 271, Ordinance 272, Ordinance 273, Ordinance 274, Ordinance 275, Ordinance 276, Ordinance 277, Ordinance 278, Ordinance 279, Ordinance 280, Ordinance 281, Ordinance 282, Ordinance 283, Ordinance 284, Ordinance 285, Ordinance 286, Ordinance 287, Ordinance 288, Ordinance 289, Ordinance 290, Ordinance 291, Ordinance 292, Ordinance 293, Ordinance 294, Ordinance 295, Ordinance 296, Ordinance 297, Ordinance 298, Ordinance 299, 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**VANAGAN HOLDINGS INC.**  
 23325 CAJALCO ROAD  
 PERF CA 92570  
 Phd 96-0080

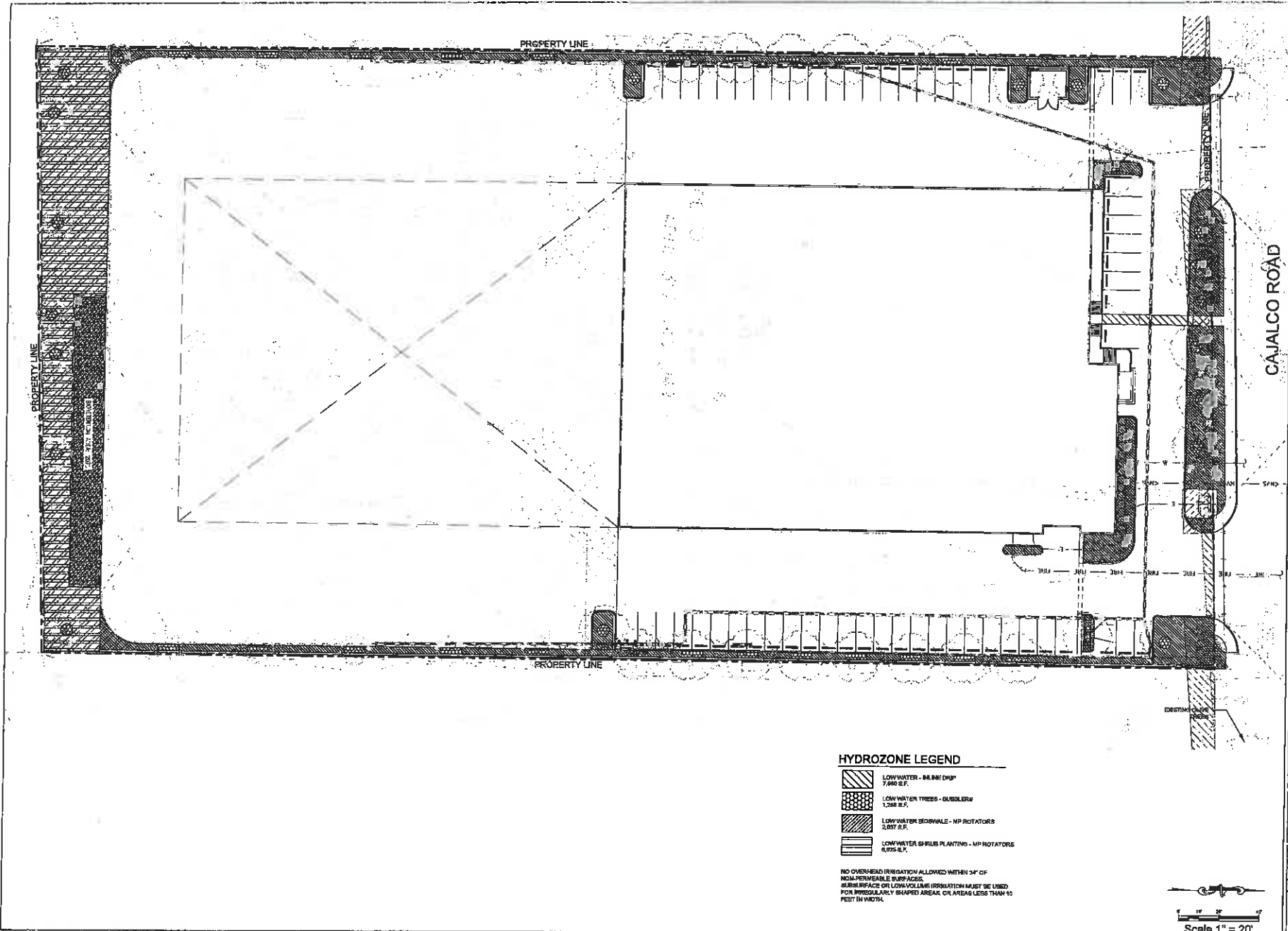
**NCS NATIONAL CONSTRUCTION**  
 23325 CAJALCO ROAD  
 PERF CA 92570

Hydrozone Plan

Date Comment

Project Number  
 Date 01/17/2020  
 Drawn By DB  
 Check By RM

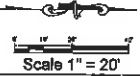
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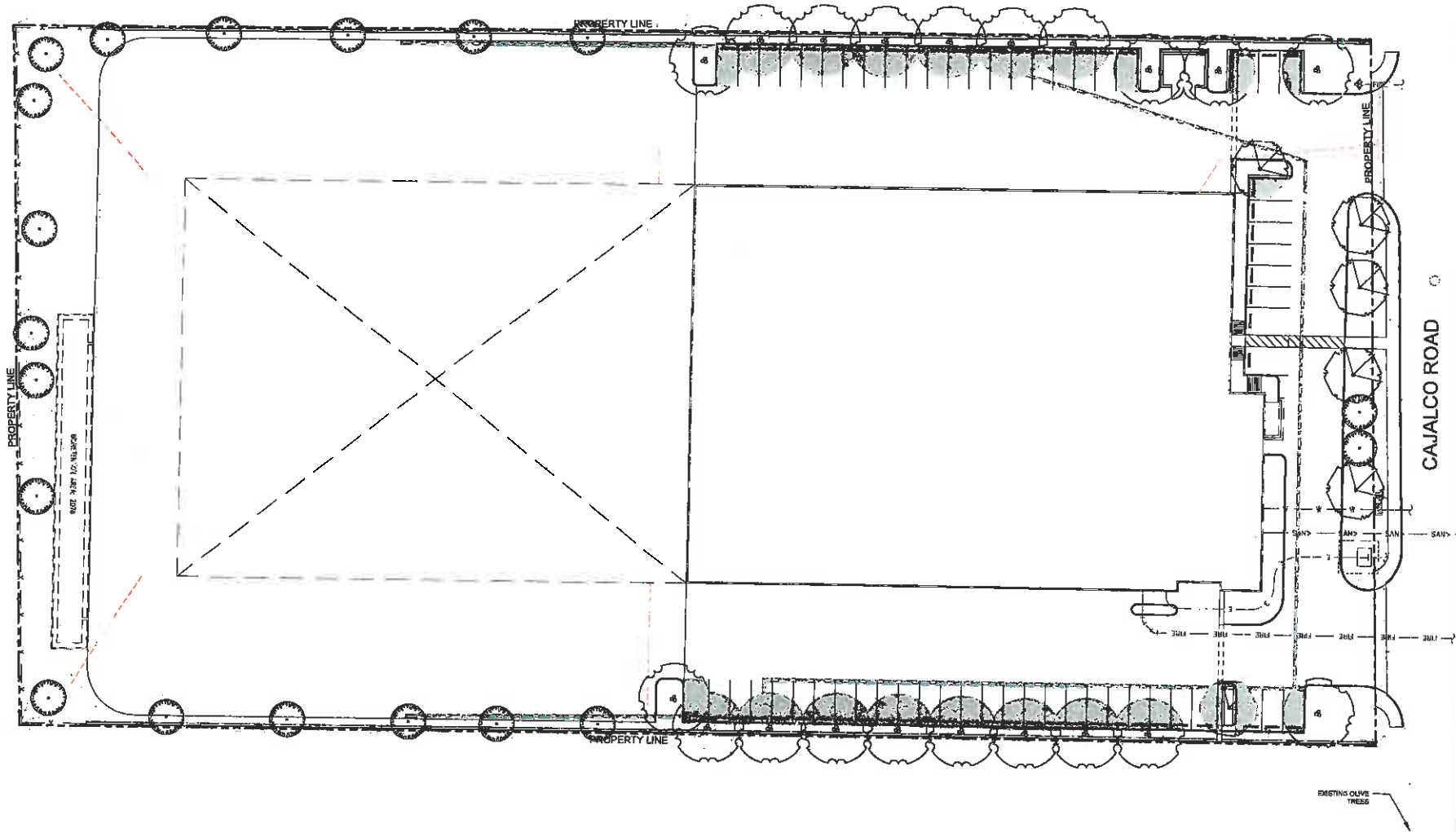


**HYDROZONE LEGEND**

- LOW WATER - SALINE DRIP 7.000 G.P.F.
- LOW WATER TREES - DUBBLER 1.200 G.P.F.
- LOW WATER BISHALE - MP ROTATORS 0.907 G.P.F.
- LOW WATER SHRUB PLANTING - MP ROTATORS 0.907 G.P.F.

NO OVERHEAD IRRIGATION ALLOWED WITHIN 24" OF  
 NON-PERMEABLE SURFACES.  
 SURFACE OR LOW-VOLUME IRRIGATION MUST BE USED  
 FOR IRREGULARLY SHAPED AREAS OR AREAS LESS THAN 10  
 FEET IN WIDTH.





PROPERTY LINE  
 NORTH OF JUNE 2018

CAJALCO ROAD

EXISTING OLIVE TREES

**TREE SHADING LEGEND**

PARKING AREA SHADED BY TREES

**SHADING SUMMARY**

TOTAL PARKING AREA: 8,200 S.F.  
 EXCLUDES DRIVE AISLES AND OPEN AREA IN  
 BACK OF PROPERTY  
 50% SHADING REQUIRED: 4,100 S.F.  
 PARKING AREA SHADED BY TREES: 8,450 S.F.  
 (50% SHADED AREA PROVIDED)

TREE SIZE SHOWN AT 15 YEARS MATURITY PER  
 RIVERSIDE COUNTY ORDINANCE 34A, SEC. 15.12



**EVERGREEN DESIGN GROUP**  
 2001 22nd Street  
 1100 Perry Street, Suite 200  
 Riverside, CA 92507  
 www.evergreendesigngroup.com



Owner: **VANAGAN HOLDINGS, INC.**  
 23325 CAJALCO ROAD  
 PERE 15710  
 Ph: 951-400-0080

Project Name: **NCS NATIONAL CONSTRUCTION**  
 23325 CAJALCO ROAD  
 PERE 92570

**Tree Shading Plan**

Date	Comment

Project Number: **01/17/2020**  
 Date: **01/17/2020**  
 Drawn By: **DB**  
 Checked By: **RM**

**LP-3**

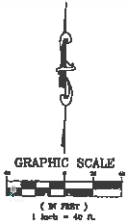




**BENCHMARKS**  
 PER HSS BENCHMARK PID D33444 DESIGNATION 436 DESCRIBED BY METRO WATER DISTRICT 30, CALIFORNIA 1982 PERRIS, 0.79 MILES (1.21 KM) WEST ALONG CALUCCO RD. FROM THE 215 FPM TO SEATON AVE. 83 FEET (16.6 M) NORTH OF CALUCCO RD. AND 32 FEET (9.8 M) EAST OF SEATON AVE. ON THE FOOTING OF A LARGE STEEL POWER POLE 705840/01 ON LOWER FOOTING DE FOOT (24.4 CM) BELOW UPPER FOOTING. A STANDARD 3-1/8 INCH ALUMINUM DEK SET FLUSH IN LOWER FOOTING. ELEVATION 1557.17 NAVD83 DATUM.

**FLOODNOTE**  
 ACCORDING TO THE F.L.R.M. NO. 06065C14100, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 8, 2008.

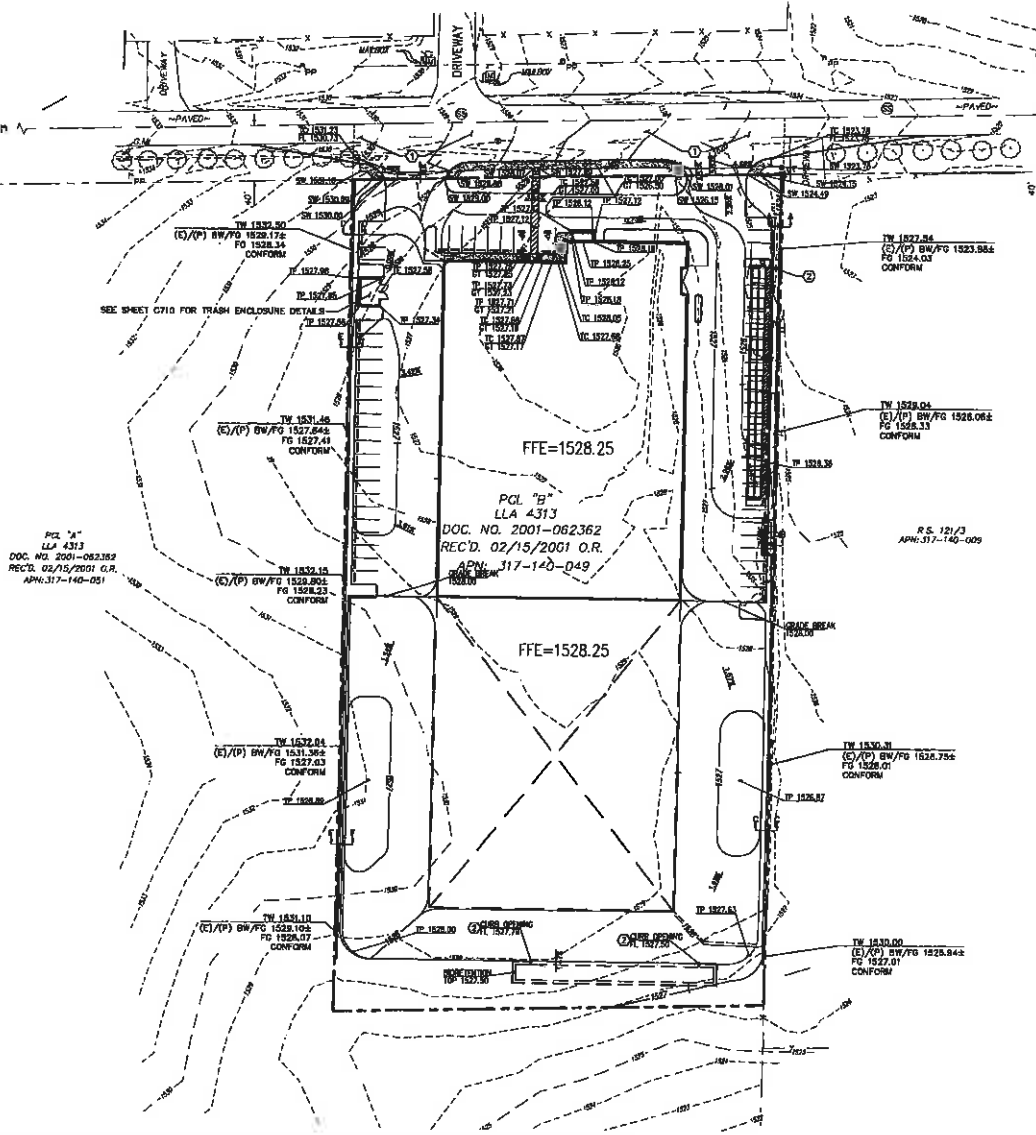
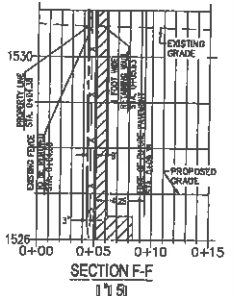
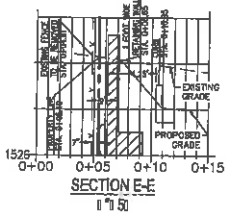
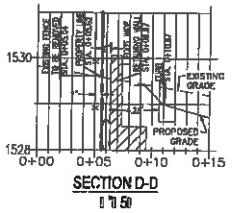
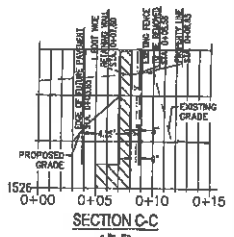
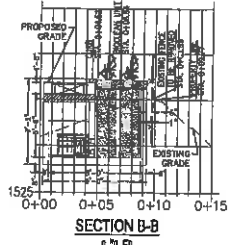
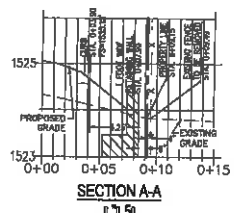
- LEGEND**
- PROPERTY LINE
  - PROPOSED CURB & GUTTER
  - LIMITS OF FULL DEPTH SAWCUT
  - EXISTING CONTOUR
  - PROPOSED CONTOUR
  - ADA RAMP
  - BOLLARD
  - TRAFFIC/HANDICAP SIGN
  - AREA DRAIN
  - WATER METER
  - IRRIGATION METER
  - MANHOLE
  - CURB INLET
  - DRAINAGE SLOPE AND DIRECTION



- X 1000' EXISTING SPOT ELEVATION
- X 1000' TOP OF PAVEMENT ELEVATION
- X 1000' TOP OF CURB
- X 1000' ST GUTTER
- X 1000' GR GROUND
- X 1000' FF FINISH FLOOR
- X 1000' OR SIDEWALK
- X 1000' TO TOP OF GRATE

**GRADING & E NOTES**

- ① MATCH EXISTING PAVEMENT ELEVATION.
- ② Z CURB OPENING.



PCL "A"  
 LLA 4313  
 DOC. NO. 2001-082382  
 REC'D. 02/15/2001 O.R.  
 APN: 317-140-051



38 Executive Park  
 Suite 210  
 Irvine, CA 92614  
 Ph. 714-456-6558

Rylee P. Herring, PE  
 CIVIL ENGINEER

PERRIS WAREHOUSE  
 2305 CALUCCO ROAD  
 PERRIS, CA 92570

NO.	DATE	DESCRIPTION
1	08/20/19	ISSUED FOR PERMITS
2		
3		
4		
5		
6		
7		
8		
9		
10		



Know what's below.  
 Call before you dig.

C 300



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

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

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

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

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

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

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

**CASE DESCRIPTION:**

**ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering) – County of Riverside Case No. PPT190029 (Plot Plan).** A proposal to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres, located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY

## AIRPORT LAND USE COMMISSION

### APPLICATION FOR MAJOR LAND USE ACTION REVIEW

March  
C2

ALUC CASE NUMBER: ZAP1409 MA20 DATE SUBMITTED: March 5, 2020

#### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>VANAGAN HOLDINGS INC.</u>	Phone Number	<u>(604) 946-0090</u>
Mailing Address	<u>7411 Vantage Way</u> <u>Delta, B.C. Canada V4G 1C9</u>	Email	
Representative	<u>JM CIVIL ENGINNERING</u>	Phone Number	<u>(949) 200-8042</u>
Mailing Address	<u>38 Exsecutive Park, Suite 301</u> <u>IRVINE, CA 92614</u>	Email	<u>kseki@jmcivileng.com</u>
Property Owner	<u>VANAGAN HOLDINGS INC.</u>	Phone Number	<u>(604) 946-0090</u>
Mailing Address	<u>7411 Vantage Way,</u> <u>Delta, B.C. Canada V4G 1C9</u>	Email	<u>peter@vanaganarchitects.com</u>

#### LOCAL JURISDICTION AGENCY

Local Agency Name	<u>RIVERSIDE COUNTY Planning Department</u>	Phone Number	<u>(951) 955-6184</u>
Staff Contact	<u>Gabriel Villalobos</u>	Email	<u>gvillalo@rivco.org</u>
Mailing Address	<u>4080 Lemon Street, 12th Floor</u> <u>P.O. Box 1409, Riverside, CA 92502-1409</u>	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	<u>PLOT PLAN NO. 190029</u> <u>APN: 317-140-049</u>		

#### PROJECT LOCATION

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

Street Address	<u>23325 Cajalco Road, Perris, CA 92570</u>		
Assessor's Parcel No.	<u>317-140-049</u>	Gross Parcel Size	<u>174,227 SF</u>
Subdivision Name		Nearest Airport and distance from Airport	<u>Ontario Municipal, 36 miles</u>
Lot Number			

#### PROJECT DESCRIPTION

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

Existing Land Use (describe)	<u>Bare Land partially used for outside storage for construction forms</u>

Proposed Land Use (describe)	For construction of 37,458 sf Warehouse with 6,162 sf of office pace and outside storage yard for concrete forms		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation _____		
	Number of People on Site	Maximum Number	_____
	Method of Calculation _____		
Height Data	Site Elevation (above mean sea level)	1528	ft.
	Height of buildings or structures (from the ground)	30	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe _____ _____		<input checked="" type="checkbox"/> No

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

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**DIRECTORS SUPPLEMENT TO THE STAFF REPORT.**

AGENDA ITEM: 2.2  
HEARING DATE: July 9, 2020 (Continued from June 11, 2020, May 14, 2020)  
CASE NUMBER: ZAP1405MA20 - Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer)  
APPROVING JURISDICTION: March Joint Powers Authority (MJPA)  
LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. (MARCH ALUCP)  
Airport Influence Area: March Air Reserve Base  
Land Use Policy: Zone B2  
Noise Levels: 65-75 range CNEL from aircraft.  
PROPERTY LOCATION: 950 FEET WEST OF RUNWAY 14-32, Main Runway, 13,302 long, 200 feet wide.

To the Chairman and Members of the Riverside County Airport Land Use commission: The Staff Report submitted to the RCALUC, of even date, is incorporated in full by this reference. The Staff Report includes the customary detailed analysis and comments by the March ARB raising issues impacting the viability of operations on a military installation. The purpose of this Directors Supplement to the Staff Report is to provide background and context.

**1. SUMMARY CONCLUSION, EXECUTIVE SUMMARY AND STAFF RECOMMENDATION.**

Staff recommends that the Commission CONTINUE the matter to the August 13, 2020 meeting pending completion of the Air Force review of the project *and that the Air Force is satisfied that their concerns have been addressed. If the applicant will not consent to the continuance the Staff must recommend a finding of INCONSISTENT based on the cumulative impacts of this large scale development in its entirety.*

- A. Two Million Square Foot warehouse plus additional hard surfaced parking impacts.
- B. Drainage retention basins attracting Bird Aircraft Strike Hazard (BASH).
- C. Visual roof glare only 950 feet from the runway impairing pilot vision.
- D. Light emissions interfering with pilot Night Vision Goggle training.
- E. Security risk - loaded tractor trailers 950 feet from the runway but outside the AOA.
- F. Circumventing the Compatible Use Study (formerly JLUS).
- G. Not protecting the long term viability of March ARB from future BRAC.

1. **THE POWERS AND DUTIES OF THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ARE BROADER THAN JUST THE MATHEMATICAL CALCULATION OF INTENSITY OF USE.**

“The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 27676:(a)...(b) To coordinate planning at the state regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare...” California Public Utilities Code Sec. 21674.

A. **THE INTENSITY NUMBERS ARE CONSISTENT WITH THE MATHEMATICAL TOOL. BUT USING THE PROPERTY FOR THE LARGEST POSSIBLE LOW INTENSITY BUILDING IS ITSELF INCONSISTENT WITH THE GOALS AND STATUTORY AUTHORITY OF THE RCALUC.**

The mathematical calculation of the building intensity based on the stated use and square footage of the building is only one tool used by the staff to evaluate the overall compatibility of projects at all airports in Riverside County. A warehouse is a low intensity use and using that standard alone the proposed two million square foot warehouse/e-commerce building is consistent with permissible intensity in Zone B-2 of the March ALUCP. If the analysis required only a mathematical calculation all matters could be determined mathematically by staff without need for a Commission.

**The role of the RCALUC is broader: “to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare...”** California Public Utilities Code Sec. 21674.

It is not a mistake that the PUC has aviation as the focus of this sentence! The MARCH ALUCP imposes compatibility criteria beyond the intensity mathematical calculation to prohibit uses that increase the risk to aviation operations.

B. **REVIEWING THE TWO MILLION SQUARE FOOT BUILDING SURROUNDED BY A HARD SURFACE PARKING AND TRUCK LOADING ZONE LOCATED 950 FEET FROM THE MAIN RUNWAY AT THE JOINT USE MILITARY-CIVILIAN AIRPORT RAISES MANY SITE SPECIFIC ISSUES. THE DEVELOPMENT MUST SATISFY THE MARCH ALUCP AND THE MILITARY REQUIREMENTS IN THE AICUZ.**

The SPECIFIC PLAN AMENDMENT (SP-8) raises many issues and impacts on the “Orderly development of Air Transportation” and “Protecting the health safety and welfare of the public” which may or may not be adequately resolved or mitigated. ALL OF THOSE ISSUES AND IMPACTS ARE WITHIN THE STATUTORY POWERS AND DUTIES OF THE ALUC.

The MARCH ALUCP provides for these impacts.

*“2.5 Supporting Compatibility Criteria fo Airspace Protection:*

....

(d) Countywide Policy 4.3.7: Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA” (MARCH ALUCP, Page 5)

Table MA-2 of the MARCH ALUCP, lists the compatibility policies for Zone B2, including the VIP 215 property. Table MA-2 has a column of Prohibited Uses and the column title refers to Table note 3. “The uses listed here are ones that are explicitly prohibited ***regardless of whether they meet the intensity criteria.***” (Emphasis added.)

Among the Prohibited Uses are “Hazards to Flight” referring to Table note 8.

“**Hazards to flight include** physical (e.g. tall objects), **visual**, and electronic forms of **interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited.** Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1 and B2, flood control facilities should be designed to hold water for no more that 48 hours following a storm and be completely dry between storms. (see FAA Advisory Circular 150/5200-33B). ... See also Countywide Policy 4.3.7.” (Emphasis Added.)

Countywide Policy 4.3.7 states:

“**Other Flight Hazards: New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport’s influence area.** Specific characteristics to be avoided include: (a) Glare or distracting lights which could be mistaken for airport lights; (b) Sources of dust, steam, or smoke which may impair pilot visibility; (c) Sources of electrical interference with aircraft communications or navigation; and (d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports.*) (Superseded by Advisory Circular 150/5200-33C, 2/21/2020, Sec. 2.3.2.) (Emphasis added.)

C. NEW DEVELOPMENT THAT ATTRACTS BIRDS IS PROHIBITED BY THE MARCH ALUCP AND CONTRARY TO THE RECOMMENDATION OF THE AIR FORCE IN THE AICUZ.

Bird Aircraft Strike Hazard (BASH) study was requested and two version provided.

The MARCH ALUCP classifies anything, such as a retention basin, that may cause the attraction of birds as “Prohibited.” The BASH arises from approximately 6 acres of retention basins located along the March ARB fence line, at the point closest to the runway.

The SPA explains the Retention Basins at page 2-15 (pg. 33 of the SPA pdf file).

“The soil is impermeable and infiltration rates have been determined to be less than 1.6 inches/hour. Harvest and Use is not utilized because the anticipated demands for irrigation and toilet use are less than their respective required amounts. Therefore, bio-retention BMPs are considered for this site.”

“Thus the primary BMP’s to be implemented will be to construct three bio-retention/bio-treatment basins.”

The SPA explains that “Hydro-modification refers to changes in the runoff characteristics caused by altered land use and increase in impervious areas.” SPA Section 2.3.4 Grading, states: “The grading plan for the site creates building pads, parking area and bio-retention basins.” Page 2-17,(Page 34 of the SPA pdf file.)

The size of the retention basins is controlled by the size of the impervious areas required by the specific design of the project, a two million square foot building and surrounding parking areas.

**2. THE AIRPORT LAND USE COMPATIBILITY PLAN FOR MARCH AIR RESERVE BASE (MARCH ALUCP) IS REQUIRED TO BE CONSISTENT WITH THE SAFETY AND NOISE STANDARDS OF THE AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ).**

“The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all of the purposes specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone (AICUZ) prepared for the military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport. California Public Utilities Code Sec. 21675(b).”

**A. THE BASH CHARACTERISTICS OF THE PROPOSED PROJECT IS INCONSISTENT WITH THE 2018 AICUZ.**

The 2018 MARCH ARB AICUZ states in part:

“To reduce the potential of a BASH, the Air Force recommends that land uses that attract birds not be located near installations with an active air operations mission. These land uses include but are not limited to:....Retention Basins.” Section 5.3 HAZARDS TO AIRCRAFT FLIGHT ZONES (HAFZ), PAGE 5-13.

Appendix B of the SPA is the chart listing the General Plan/Policy and the argument for Consistency of this land use with the goals and policy.

Goal 6, on page vi (page 73 of the SPA pdf file) reads; “Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.” The response is that the design incorporates uses defined in the AICUZ, ALP and DoDI. **However, the 2018 AICUZ specifically recommends against development that requires retention basins.** The March ALUCP incorporates the policies of the AICUZ.

B. LIGHT EMISSIONS FROM THE PROPOSED PROJECT CREATE A HAZARD TO AIRCRAFT FLIGHT ZONES (HAFZ)

**“Light Emissions:** Bright lights, either direct or reflected, in the airfield vicinity can impair a pilot’s vision, especially at night....Specific examples of light emissions that can interfere with the safety of nearby aviation operations include:

....

**The increasing use of energy efficient LED lights also poses potential conflicts in areas where pilots use Night Vision Goggles (NVGs),** NVGs can exaggerate the brightness of these lights, interfering with pilot vision. (2018 AICUZ Sec. 5.3, Page5-12, 5-13.)

**“The primary mission of the U.S. Air Force Reserve Command (AFRC) 452 AMW is to provide airlift support for the USAF and to train in tactical airlift and airdrop of personnel and supplies in combat, air refueling, and aeromedical evacuations.”** (2018 AICUZ Sec., 2.3, page 2-6, emphasis added.)

The lighting plan for VIP 215 states **“Lighting shall consist of High Pressure Sodium or LED fixtures (below 2500 Kelvin).** (Kelvin is a measure of the color of the light.) (SPA Sec. 3.1.9, Page 3-3, (page 40 of the SPA pdf file.)

**Lighting and Security** is also explained in Sec. 3.3.2, the SPA General Design Standards.

“1. Site lighting shall be low or high-pressure sodium, maximum 750-watt, full cut-off fixtures, with the maximum light fixture height of 25 feet above finished grade, and a maximum lighting level of 0.5 foot candles at the property line. For LED lighting an equivalent level shall be provided.” (SPA Page 3-7. Page 44 of the SPA pdf file.)

The primary mission at MARCH ARB includes training pilots to take off and land with NVGs. The VIP 215 site will be located 950 feet from the landing threshold of the main runway with rows of bright lights on an around the building. Light reflecting off the building walls and concrete parking area which may impair the pilots vision at night when training with NVGs is inconsistent with the AICUZ and the MARCH ALUCP.



- C. THE RCALUC SHOULD ANALYZE IF THE SECURITY MEASURES PROPOSED FOR THE VIP 215 PROJECT MEET THE NEEDS OF CIVIL AND MILITARY AVIATION AT MARCH ARB/ILP.

The VIP 215 SPA includes section **4.2.5 Security Elements** states in part:

**“Cameras ...**

No Cameras may be oriented towards the runway and cameras must not record base airfield operations.”

**“Fencing**

Along the runway/airport boundary on the Specific Plan area’s eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to JPA and March Air Reserve Base review.”

**“Gating...**

Pedestrian and vehicular access gates visible from public areas (i.e. parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.”

(SPA page 4-5, page 50 of the SPA pdf file.)

**The SPA overlay adding the warehouse/logistics use has the effect of moving the VIP 215 property outside the Airport Operation Area (AOA).** Anyone who has flown since September 2001 has experienced the difference in security outside the AOA from being in the “Secured Area” inside the AOA. Moving the property outside the AOA will impact the “orderly development of air transportation” by the military and civilian aviation at the joint use airport. Carrying on the military mission also includes supporting the Anti-terrorism, Force Protection needs of March ARB.

Loaded tractor trailers moving into the VIP 215 warehouse area will be within 950 feet of the main runway but outside the AOA secured area. They will not be inspected or questioned by Air Force Security Forces or the Transportation Security Administration (TSA) personnel. (The condition that the tenant lease simply allows U.S. Air Force Security Forces to inspect the property is not a substitute for being inside the AOA and may not be enforceable without a search warrant.)

The RCALUC staff do not think a chain link fence is a sufficient security measure for this Two Million Square Foot warehouse/logistics project. A Level I threat is typically an enemy agent or terrorist seeking to conduct espionage, sabotage or subversion. A Level II threat could include small-scale, irregular forces conducting unconventional warfare. Tractor trailers are much larger than the Ryder rental truck used to bomb the Alfred P. Murrah Federal Building in Oklahoma City on April 19, 1995. The close proximity to the main runway of such a large project makes the added security risk prohibitive to the safe operation of March.

**D. THE RCALUC, MJPA AND SURROUNDING JURISDICTIONS HAVE IMPLEMENTED THE MARCH ALUCP HARMONIOUSLY WITH THE AICUZ.**

In 2017, technical inconsistencies between the 2014 MARCH ALUCP and the Department of Defense Instructions (DoDI) became apparent.

An unrelated project was proposed in the Airport Protection Zone 1 for a textile manufacturing facility. The ALUC interpreting MARCH ALUCP Appendix 4, a list of non-recommended activities, held this textile manufacturing facility was consistent with the March ALUCP. But Textile Manufacturing is prohibited in APZ 1 by DoDI 4165.57 (Table 1) highlighting an inconsistency between the MARCH ALUCP and military operating requirements of the joint use airport. The RCALUC now uses the DoDI list of prohibited uses for projects in the APZs.

The ALUCP method of calculating intensity of use in the APZ1 and APZ 2 in table MA-2 is inconsistent with DoDI 4165.57 Table 1, Note 1. The RCALUC, local communities and the MJPA have used interim measures to harmonize their development standards with the DoDI, pending an update to the MARCH ALUCP.

The MARCH ALUCP does not specifically provide for the Clear Zone, APZ 1 and APZ 2 of Runway 12-30. These areas are almost entirely on the March ARB property. These issues will be studied in the pending Compatible Use Study (CUS).

**3. SUMMARY OF THE FACTS REGARDING THE HISTORY AND CURRENT STUDIES, MARCH ARB/INLAND PORT ALUCP AND THE VIP 215 PROJECT:**

This Supplement to the Staff Report is intended to add context to facts relevant to the history of the MARCH ALUCP and the VIP 15 PROJECT.

**A. The FAA March Airport Layout Plan- includes a west side taxiway which could be connected to provide access to the runway from the subject property.**

The VIP 215 property General Plan designation was Aviation (AV): “Through joint use of the aviation field, the unique opportunity to develop civilian aviation is presented. Land uses under this designation include flightline, hangers, aviation support services, inclusive of fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, fixed base operations, aircraft maintenance and aviation operation. ...”

2005 March ARB completed an AICUZ Study.

2010 March ARB and the local communities completed a Joint Land Use Study (JLUS). The subject property is within the B2 Zone described in the JLUS as:

“Beneath or adjacent to final approach and initial departure flight corridors or

**adjacent to the runway.** Not within Accident Potential Zones.” JLUS Exhibit 3-2. (Emphasis added.)

The JLUS became the draft basis for the 2014 March ARB/Inland Port Airport Land Use Compatibility Plan (MARCH ALUCP)

2014 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan (MARCH ALUCP) was adopted by the RCALUC.

“The MARCH ARB/IPA ALUCP maintains the established format (from other Riverside County ALUCP’s). Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All the countywide policies in Chapter 2 of Volume 1 are considered to be part of the March ALUCP unless explicitly modified or supplemented by the March Specific policies.” (MARCH ALUCP, Overview.)

MARCH ALUCP “is primarily based” upon the U.S. Air Force AICUZ 2005. (2014 MARCH ALUCP, Sec. MA.1,1.1). “The airfield consists of two runways. The primary runway (14-3) - oriented north-northwest/south-southwest- is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3000 feet....” (2014 MARCH ALUCP, Sec. MA.1,2)

December 2016 the MJPA submitted plans and documents to the RCALUC for the proposed warehouse/logistics center, Veterans Industrial Park 215 (**VIP215**) on the subject property. The Applicant, Riverside Inland Development, LLC, worked with MJPA Staff to revise the project for over a year and a half. (8/8/2018 Revised Project Submittal to RCALUC file No. ZAP1274MA17).

February 2018 the March ARB issued an updated AICUZ.

June 2018 Matthew J. Burger, Col. USAF, Commander March ARB supported a Joint Land Use Study (JLUS).

“2. A JLUS is a tool used to analyze impacts by operations of a military installation on local jurisdictions as well as land use impacts to operations on a military installation. ”

“3. Certain land uses and conditions, as well as operations by the United States Air Force (USAF) and Air Force Reserve Command (AFRC) in the vicinity of MARB should be studied to help safeguard the military mission and protect the health, safety and welfare of the public.”

“4. Areas of study that are of interest to the USAF and AFRC mission include, but are not limited to: 1.) population densities in the vicinity of MARB; 2.) rising

ground water conditions; 3.) storm water and flooding potential caused by development around the installation; 4.) study of clear zones/accident potential zones for Runway 12-30; 5.) landscaping potential to attract wildlife causing flight safety impacts; 6.) increased glare from passive reflective roof surfaces and solar panel/photovoltaic development; and 7.) mitigating land use and traffic impacts within clear zones.”

A copy of Col. Burger’s letter is attached as Exhibit 1 to this Staff Report Supplement.

August 2018 the MJPA revised its submission of the VIP 215 for the Specific Plan Overlay, the Plot Plan and Tentative Parcel Map for Two approximately One Million Square Foot Warehouse/Logistics buildings. The U.S. Air Force raised many concerns about that project.

October 11, 2018 the RCALUC by a rare 4-3 vote found the VIP 215 project, with the AV(SP-8) Specific Plan Overlay, allowing general warehousing/logistics uses and a plot plan for two one million square foot warehouses on the subject property **CONSISTENT** with the MARCH ALUCP. That form of the VIP 215 project has not been adopted by the March Joint Powers Commission.

December 2019 representatives of the local jurisdictions, the March Joint Powers Authority, March ARB and other locally impacted agencies met with a representative of the Federal Office of Economic Assistance (OEA) to apply for a grant to assist with the cost of the JLUS, now called a Compatible Use Study (CUS).

February 2020 the current VIP 215 project to revise the Plot Plan and Tentative Parcel Map for the into a single Two Million Square Foot Building was submitted to RCALUC. In keeping with the RCALUC current policy, the staff requested a Bird Aircraft Strike Hazard study (BASH). The BASH study suggested changes to the Specific Plan. The application was revised to include amendments to the Specific Plan SP-8 overlay. The BASH study initially submitted suggested considering moving the retention basins from the east side of the project to the west side as one method to mitigate the BASH impact. The applicant submitted a revised BASH Study removing that possible mitigation measure.

The U.S. Air Force has renewed its many concerns about impacts of the VIP 215 Project on the military operation. The Air Force provided RCALUC Staff with its comments on the VIP 215 proposed EIR. In addition to other issues it raised the need to comply with the National Environmental Protection Act (NEPA) because the Specific Plan storm water interim proposal includes directing water onto the Base.

In June 2020 the Office of Economic Assistance approved a grant for 90% of the \$630,000 cost of conducting the Compatible Use Study (CUS) of the impacts of development around March ARB, including but not limited to the impacts raised by Col. Burger, many of which manifested themselves after the 2010 JLUS and the 2014 MARCH ALUCP.

The issues raised by the VIP 215 project, such as security, drainage and glare, among others will be considered in the upcoming Compatible Use Study (CUS) requested by the Air Force and supported by the March JPA, the RCALUC and other local jurisdictions. The CUS will study issues to protect the long term viability of March ARB. Due to the VIP 215 project's size and close proximity to the runway, it could impact the CUS review process or ability to implement its conclusions. As an example the CUS will look at the impact on military operations of increased glare from passive reflective roof surfaces, such as the two million square feet of roof surface on this proposed project.

4. **TO COORDINATE PLANNING SO AS TO PROVIDE FOR THE ORDERLY DEVELOPMENT OF AIR TRANSPORTATION INCLUDES ADVANCING AND PROTECTING THE LONG TERM VIABILITY OF THE MARCH AIR RESERVE BASE AND ITS PUBLIC AND PRIVATE SECTOR USES.**

The mission of the RCALUC is sometimes summarized as protecting people from airports and airports from people. Protecting the long term viability of March ARB requires understanding the Base Realignment and Closure (BRAC) process. This issue was included in a MJPA Technical Advisory Committee agenda item on August 22, 2016. Attached is a portion of the staff report prepared August 18, 2016 discussing the BRAC process.

As of 2016 the Department of Defense and the President had taken all necessary actions to precipitate the next BRAC round. However, after five repeated requests, Congress has not authorized a new BRAC round. (August 18, 2016 Memo, page number 190)

The memo offers insight into the BRAC Selection Criteria and the needs at March ARB. Stormwater is specifically identified as a continuing concern and references the VIP 215 property identified as Parcel D-2.

“Directly west of the main MARB runway is an undersized natural-lined drainage channel known as the “little Suez”. The little Suez currently collects tributary flows from approximately 3,000 acres west of the main runway as it traverses through March Inland Port's parcel D-2, crosses MARB boundaries and runs parallel along the main runway before it terminates at the Riverside County Flood Control District's Lateral B south of MARB. Due to the facility's proximity to the main artery of MARB's operations, the strategic planning and coordination of drainage improvements for properties west of the I-215 freeway and parcel D-2 are of utmost importance.” (August 18, 2016 staff memo, page 192.)

Stormwater continues to be a concern and is included in the CUS. Concerns raised by the U.S. Air Force with ALUC staff and comments on the EIR for the VIP 215 project on parcel D-2 are detailed in the Staff report. The U.S. Air Force has indicated that this project is critical to resolve this long standing stormwater concerns. The U.S. Air Force has requested that the interested parties and jurisdictions reach a final agreement to an acceptable solution to the stormwater



impact on the Base, including a written agreement committing funding its implementation. As part of that the U.S. Air Force has also requested a written agreement for implementation and funding of the interim solution which will flow the storm water over the base until the final solution is constructed.

Another need of the March ARB referenced in this 2016 memo which continued to today are Utilities: Water and Gas, which are included in the Compatible Use Study.

In 2016 another current need was to upgrade Runway 14/32 to support very large military aircraft. "MARB's Runway 14/32 is measured at 13,300 feet in length, one of the longest airport runways west of the Mississippi, making MARB an attractive asset for aircraft operations." Rising ground water and storm water impacts, including from the VIP 215 project may jeopardize the basing of MAC aircraft at March. These issues are included in the CUS.

## 5. CONCLUSION:

The RCALUS should consider if the necessary agreements, commitments land rights have been obtained to carry out the necessary conditions to meet the impacts and provide for the orderly development of military and civilian air transportation at this airport.

Staff recommends that the Commission CONTINUE the matter to the August 13, 2020 meeting pending completion of the Air Force review of the project *and that the Air Force is satisfied that their concerns have been addressed. If the applicant will not consent to the continuance the Staff must recommend a finding of INCONSISTENT based on the cumulative impacts of this large scale development in its entirety.*

- A. Two Million Square Foot warehouse plus additional hard surfaced parking impacts.
- B. Drainage retention basins attracting Bird Aircraft Strike Hazard (BASH).
- C. Visual roof glare only 950 feet from the runway impairing pilot vision.
- D. Light emissions interfering with pilot Night Vision Goggle training.
- E. Security risk - loaded tractor trailers 950 feet from the runway but outside the AOA.
- F. Circumventing the Compatible Use Study (formerly JLUS).
- G. Not protecting the long term viability of March ARB from future BRAC.

Respectfully submitted:

July 1, 2020



Simon A. Housman, Director  
Riverside County Airport Land Use Commission.



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND



1 June 2018

MEMORANDUM FOR LOCAL GOVERNMENTS IN THE VICINITY OF MARCH ARB

FROM: 452 AMW/CC  
2145 Graeber Street, Suite 117  
March ARB CA 92518-1667

SUBJECT: Position on Joint Land Use Study by RCALUC

1. March Air Reserve Base (MARB) personnel are supportive of the Riverside County Airport Land Use Commission (RCALUC) pursuing and undertaking a Joint Land Use Study (JLUS).
2. A JLUS is a tool used to analyze impacts by operations of a military installation on local jurisdictions as well as land use impacts to operations on a military installation. It is a cooperative study to help provide a policy framework to support adoption and implementation of compatible development regulations near a military base.
3. Certain land uses and conditions, as well as operations by the United States Air Force (USAF) and Air Force Reserve Command (AFRC) in the vicinity of MARB, should be studied to help safeguard the military mission and protect the health, safety and welfare of the public.
4. Areas of study that are of interest to the USAF and AFRC mission include, but are not limited to: 1.) population densities in the vicinity of MARB; 2.) rising ground water conditions; 3.) storm water and flooding potential caused by development around the installation; 4.) study of clear zones/accident potential zones for Runway 12-30; 5.) landscaping potential to attract wildlife causing flight safety impacts; 6.) increased glare from passive reflective roof surfaces and solar panel/photovoltaic development; and 7.) mitigating land use and traffic impacts within clear zones.
5. The MARB Final Air Installation Compatibility Use Zone Study (AICUZ) was released to the public on February 21, 2018 to all surrounding jurisdictions, to include the Cities of Riverside, Moreno Valley, Perris; County of Riverside; and March Joint Powers Authority. The last time this document was updated was in 2005, which was used in part as the basis of the Riverside County's Airport Land Use Commission's March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). Any JLUS effort going forward should use the AICUZ as a launching-off point for continued discussion and collaboration, and updating of the ALUCP.

6. Updating the ALUCP without conducting a JLUS could potentially cause key impacts to not be analyzed and studied. It is MARB personnel's desire to have as much cooperation and collaboration with local land use authorities to ensure the health, safety and welfare of the public and USAF members alike, as well as help sustain the military mission.

7. Based on the above-stated conditions we recommend that a JLUS study be conducted prior to the adoption of an updated ALUCP.

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**MATTHEW J BURGER, Col, USAF**  
**Commander**

## EXECUTIVE SUMMARY

In this report, we discuss some of the current and future needs of the March Air Reserve Base. RAND Corporation has developed a framework for creating and managing public-private partnerships for protecting and advancing military bases. Staff recommends using this framework for addressing the Base's needs. In order to perform these functions without subsidies from its member agencies, the Authority will need an independent source of operating revenue. Operating an airport is also a resource-intensive enterprise, which requires collaboration among many stakeholders, including the elected leaders of the Authority's member agencies. A divestment of the Authority's land use authority, which is currently its main source of operating revenue, before the Airport can sustain itself and support the Base, will require a commensurate increase in financial resources.

However, if the Airport development projects are completed, staff estimates that the Authority would have the resources to refocus its mission on protecting and advancing the base, and overseeing the public and private sector airport uses at the March Inland Port. Staff's analysis of the March Inland Port's sustainability is contained under Tab (2).

In order to transfer territories to the member cities, the Riverside Local Agency Formation Commission ("LAFCo") must perform a municipal services review ("MSR") and sphere of influence amendments. Staff recommends starting this process around the time the Authority executes individual leases for newly developed parcels at Veterans Industrial Park 215 ("VIP 215"). Once completed, VIP 215 and the general aviation facilities at Parcel D-1 have the potential to generate enough revenue for the Authority to protect and advance the March Air Reserve Base, and oversee the public and private sector airport uses at the March Inland Port.

### SECTION 1. PROTECTING AND ADVANCING THE MARCH AIR RESERVE BASE.

The March Joint Powers Authority's mission is to bring good jobs to Riverside County. In order to do this, the Authority must protect and advance the March Air Reserve Base. The Base and the civilian side of the Airport have key roles in the Inland Empire's long-term economic development. By developing a civilian air cargo center and developing complementary employment opportunities in the neighboring areas, the Authority has the potential to create an industrial center for more than 32,000 jobs. Staff estimates that the active development projects currently subject to the Authority's land use authority will yield more than 26,000 jobs by 2040.

Pursuant to the Authority's acquisition agreement with the United States Government, all revenue derived from airport properties must be reinvested into the airport. An independent airport authority would fund government affairs and public engagement if the airport is to operate effectively. This would include educating the public on uses for the base, buying property around the airport periphery to prevent encroachment, processing claims, handling accidents and collisions, and negotiating with neighboring property owners and jurisdictions regarding compatible property uses.

BRAC

The long term viability of March Air Reserve Base is predicated on its ability to survive the next BRAC round. The DoD and the President may request a BRAC round; however, if Congress does not fund the action, a BRAC round will not commence. Figure 1 is a flowchart depicting the steps necessary to lay the foundation *before* a BRAC round may be convened. To date, the Department of Defense and the President have taken all necessary actions to precipitate the next BRAC round. However, after five repeated requests, Congress has not authorized a new BRAC round. Due to budget constraints, it is anticipated the Department of Defense will continue to request a BRAC round authorization.

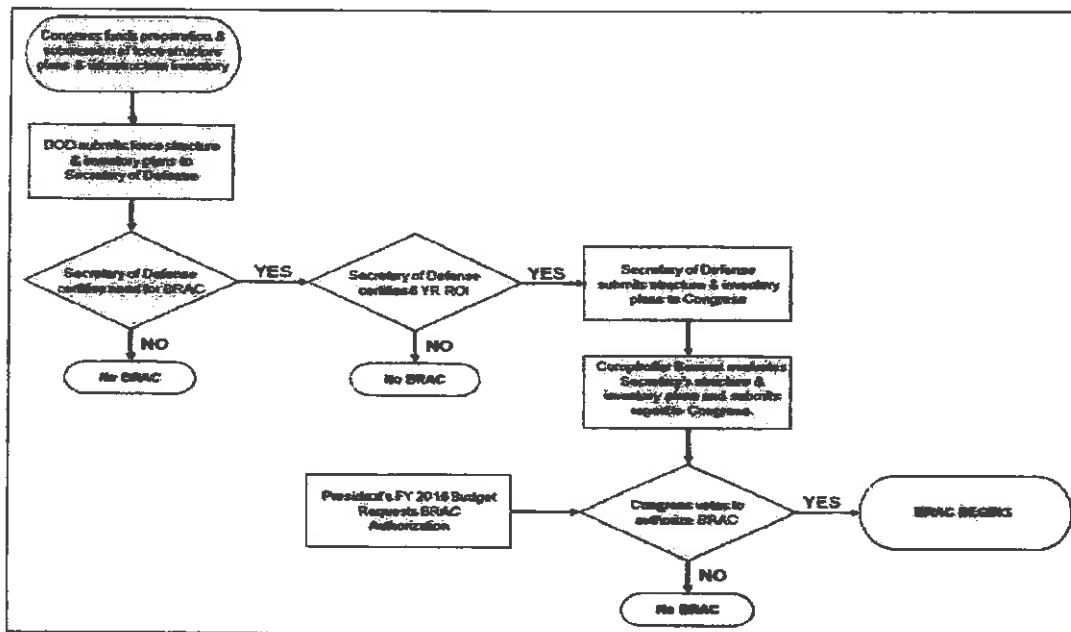


Figure 1. Pre-BRAC authorization approval flowchart. Adapted from National Defense Authorization Act for Fiscal Year 2015, H.R. 4435, 113th Cong., 2014.

### 1. BRAC Selection Criteria

Any discussion about refining the Authority's mission to protect the long term viability of MARB should focus on mitigating risks associated with BRAC selection criteria. Enabling legislation for each BRAC round identified three distinct selection categories: (a) military value, (b) return on investment, and (c) impacts to the economy, infrastructure, and environment. These three broad categories were the basis of selection for the Secretary of Defense's list of recommendations to the BRAC Commission. Of these selection criteria, military value has consistently been the driving factor for determining whether a military installation will be selected for closure or realignment. Each of the five BRAC rounds identified military value as the highest priority for considering whether to close or realign an installation.



The 1988 BRAC round's definition of military value is identified in Table 1 below.

Table 1  
*Military Value Factors and Attributes*

Factor	Attributes
Mission suitability	Site-specific mission Deployment means Relationship to other activities Weather/terrain/land use Survivability Maneuver space
Availability of facilities	Operations Support Infrastructure Administration
Quality of facilities	Condition Technology Configuration
Quality of life	Family housing Bachelor housing Recreation/amenities Medical
Community support	Workforce Commercial transport Infrastructure Complementary industry

For the 1991, 1993, and 1995 BRAC rounds, the military value definition was further refined resulting in the following four elements:

1. Current and future mission requirements: The force structure report identified current and future staffing levels for all military branches. Based on these requirements, military bases were evaluated to determine their impact on the operational readiness of the total force structure.
2. Infrastructure: Land, buildings, and airspace were assessed to ascertain their condition and availability to support the DoD's projected force structure. Both existing installations and potential receiving installations were assessed.
3. Responsiveness: Consideration for responsiveness to force structure contingencies was a factor in selecting military installations for realignment or closure. Additionally, the ability to respond to mobilization efforts at existing and potential receiving military bases was considered in the selection process.

4. **Costs:** The costs associated with implementing these changes and the manpower associated with the proposed force structure were considered in assessing the military value of installations.

For the 2005 BRAC round, the selection criteria were modified to emphasize the DoD's desire to transform the military and foster a concept of "jointness." In modifying the criteria, an emphasis was placed on creating or maintaining joint training and joint command facilities. For example, current and future mission requirements were modified to include the impact "on joint war fighting, training and readiness." The definition of infrastructure was expanded to include "training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions." Lastly, the 2005 BRAC round military value selection criteria were modified to ensure that any shift in the need for additional staffing levels could be accommodated quickly. The DoD's ability to respond to shifts in staffing necessitated revising the responsiveness criterion to identify surge capabilities as an important factor comprising military value.

## ***2. Current Needs at March Air Reserve Base***

In light of the previous BRAC rounds selection criteria's emphasis on military value, any refinement of the Authority's mission should include an emphasis on mitigating the following threats to MARB's military value.

### ***a. Stormwater***

Over the past eight years MARB has expressed continued concerns regarding stormwater impacts on existing Base operations. The natural lined Heacock and Cactus Channels are an immediate threat to MARB security measures. A partnership effort between local jurisdictions and MARB resulted in the scheduled construction of Heacock Channel Fall 2016. A similar effort will need to be replicated on the Cactus Channel, which currently sits under the flight path and directly impacts the main entrance to MARB during storm events.

Directly west of the main MARB runway is an undersized natural-lined drainage channel known as the "little Suez". The little Suez currently collects tributary flows from approximately 3,000 acres west of the main runway as it traverses through March Inland Port's parcel D-2, crosses MARB boundaries and runs parallel along the main runway before it terminates at the Riverside County Flood Control District's Lateral B south of MARB. Due to the facility's proximity to the main artery of MARB's operations, the strategic planning and coordination of drainage improvements for properties west of the I-215 freeway and parcel D-2 are of utmost importance.

### ***b. Utilities: Water and Gas***

MARB currently operates on water and gas infrastructure that date back to the 1940's. While MARB operations were minimized under the 1993 BRAC round, upgrades to systems within surrounding communities expanded as vacant properties were occupied by new developments that installed water and gas infrastructure that met incumbent utility codes. In recent years, MARB's mission evolved as DoD's efforts on homeland security and defense

evolved, resulting in the need to have reliable backbone infrastructure that will support MARB's ability to quickly respond to the DoD's mission-based needs. This means that water and gas utilities that directly tie into MARB's infrastructure must be upgraded to meet incumbent utility codes, and to ensure that developments around MARB are not undermining the MARB's ability to maintain adequate fire and gas flow onsite.

*c. Airport Runway 14/32*

MARB's Runway 14/32 is measured at 13,300 feet in length, one of the longest airport runways west of the Mississippi making MARB an attractive asset for aircraft operations. The runway, however, requires upgrades in certain areas that will allow MARB to support very large military aircraft. March Inland Port Airport (MIP) has access to MARB's runway through a Joint Use Agreement, and currently contributes to the overall function of the flying facilities by improving and maintaining those runway extensions and taxiways that are within the MIP Authority's control. Continued, and enhanced, advocacy efforts are needed in order to attract federal funds to MARB and MIP.

**3. March Inland Port Airport**

Pursuant to the Authority's Public Benefit Conveyance from the United States Government, all revenue derived from airport properties must be reinvested into the airport. An independent airport authority would have to fund government affairs and public engagement if the airport is to operate effectively. This would include educating the public on uses for the base, buying property around the airport periphery to prevent encroachment, processing claims, handling accidents and collisions, and negotiating with neighboring property owners and jurisdictions regarding compatible property uses.

A divestment of the Authority's land use authority, which is currently the Airport Authority's main source of operating revenue, will require a commensurate increase in financial resources. The Green Acres housing community currently generates approximately \$300,000 in rent revenue per year, and could help sustain the Airport Authority.

*a. Personnel*

As land use compatibility becomes an ongoing matter of concern for MARB and surrounding communities, it has become increasingly important for local planners to obtain feedback on development issues from MARB Civil Engineering (CE) staff. However, as MARB's staffing needs are dependent upon the availability of federal funds, maintaining a single point of contact within MARB CE for community planning purposes can be a challenge. The Authority can assist with MARB's community planning needs, by expanding current interactions with the Base CE's office on proposed developments not only within the Authority's jurisdiction, but developments within neighboring jurisdictions that are within the airport's influence area.

*b. RAND Study*

In addition to aforementioned support actions by the Authority, the following discussion offers additional strategies that would contribute to the advancement of March ARB's viability in the region. RAND Corporation (2016) issued a study *Military Installation Public-to-Public*

*Partnerships Lessons from Past and Current Experiences* that outlined the value, barriers and cost-effectiveness of public-public partnerships. The study found these partnerships offer military bases and their host communities with a wide range of benefits, including reducing or avoiding costs, improving services, accessing specialized equipment and capabilities and improving community-installation cooperation. The study further identified ten possible benefits that can be achieved through public-public partnerships:

1. Improved military mission.
2. Economic benefits, including cost savings, earnings and cost avoidance.
3. Improved installation and community operations, facilities, infrastructure, workforce and services.
4. Access to additional capacity in resources, skills, expertise, facilities, and infrastructure.
5. Improved strategic regional collaboration.
6. Improved government and community relationships.
7. Enhanced outreach to military personnel and their families and communities.
8. Energy and environmental benefits.
9. Facilitator and political help with federal, state, and local governments and other organizations.
10. Helping maintain community character and way of life.

Currently, the Authority participates with MARB to: secure additional missions and enhance existing missions; improve the installations infrastructure; facilitate regional collaboration; and facilitate political objectives. Any reorganization of the Authority would need to continue and expand upon current partnerships with MARB.

*c. Community Centric Public-Public Partnerships*

Creating strategic public-public partnerships is an opportunity for the Airport Authority to protect the long term viability March Air Reserve Base. Numerous examples of public-public partnerships dedicated to advancing the interests of military installations exist across the United States. For example:

- Travis Community Consortium: Comprised of member agencies that include Solano County, Solano Community College, Travis Credit Union, Solano EDC, Travis Regional Armed Forces Committee, and the cities of Fairfield, Suisun, and Dixie. Each agency shares in the cost of advocacy services for Travis Air Force Base. The Consortium adopted a 4 year 8-point Strategic Plan to: strengthen and enhance

partnerships and joint ventures; implement policy that will ensure continued compatible regional development; and seek to preserve other existing missions and enhance the potential to assume additional missions. The entire Strategic Plan is an attachment to this report. The Travis Community Consortium 2014-2018 Strategy is included under Tab (3).

- Fort Leonard Wood Community Partnership: Provides a forum for local leaders to pursue ideas and concepts for new partnerships. Members include the garrison commander, neighboring communities and civic organizations. The group's members advise on organization policies and capabilities, as well as provide insight into how their organization could support a partnership opportunity. The partnership committee's efforts have resulted in successful repair work on a state road that runs through the installation and a memorandum of agreement that assigned maintenance responsibilities for said road. Other initiatives in the works include partnerships to provide animal control, visitor center support, landscaping services and renewable energy.
- Greater Oklahoma City Chamber Coalition: State and local officials along with Air Force leaders broke ground last month on the new KC-46A Tanker Sustainment Campus at Tinker Air Force Base, a community-led initiative that will allow a key economic engine for the region to expand. The 158-acre facility will be the home of maintenance, repair and overhaul operations for the new aerial refueling tanker and be part of the Oklahoma City Air Logistics Complex. The land, formerly owned by the Burlington Northern and Santa Fe Railway Co. was purchased in February 2015 through a public-public partnership. The Air Force contributed \$8 million toward the purchase price, Oklahoma City contributed \$23.5 million and Oklahoma County provided \$12.5 million.

#### *4. Summary*

As previously discussed, the advancement and protection of the long term viability of March Air Reserve Base and its public and private sector uses, must consider existing threats related to a BRAC round. Supporting MARB's needs for infrastructure, airfield improvements and personnel is of utmost importance.

Decision Point:      *How will the Airport Authority be funded to undertake the mandate of advancing and protecting the long term viability of March Air Reserve Base and its public and private sector uses?*



# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 2.2 4-6

**HEARING DATE:** July 9, 2020 (continued from June 11, 2020, May 14, 2020)

**CASE NUMBER:** ZAP1405MA20 – Riverside Inland Development, LLC./Hillwood Investment Properties (Representative: Kathy Hoffer)

**APPROVING JURISDICTION:** March Joint Powers Authority (MJPA)

**JURISDICTION CASE NOS:** SP16-02 (Specific Plan), PP20-02 (Plot Plan), PM20-02 (Tentative Parcel Map No. 37220), (“VIP 215”)

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

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zone B2

**Noise Levels:** 65 – 75 range CNEL from aircraft

**MAJOR ISSUES:** Security, drainage, potential for glare and storage of hazardous materials in close proximity to the military runway were previous concerns identified by the Air Force in the original project, and had requested that these concerns be addressed in the project EIR. ~~which has not yet been released.~~ The proposal has been redesigned from a two-building to a single building project. ~~At the time this staff report was written, the Air Force has not completed its review of the new proposed project.~~ *The Air Force provided comments that were submitted to the Commission at the May 14, 2020 meeting. These comments included the following:*

- *Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare, safety/HAZMAT storage, and Aviation land use/zoning.*
- *Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns.*
- *However: 1) MARB has responded with comment to March JPA concerning Draft EIR that NEPA will be required for Developer’s proposed interim drainage channel solution, and 2) MARB cannot approve any proposed long term drainage channel solution on behalf of Riverside County Flood Control until NEPA is complete for the proposed interim solution.*

*It was the nature and extent of the last Air Force bullet comment that prompted ALUC staff to recommend a continuance from the May 14 meeting to June 11. ALUC staff wanted time to clarify Air Force's concerns with the proposed project's interim drainage channel solution and the underlying National Environmental Policy Act requirement.*

*In addition, the Air Force submitted additional comments in the form of a letter dated May 11, 2020, which contained response to comments to the project's Environmental Impact Report processed by the MJPA. This letter re-emphasizes the Air Force's concern with the project's stormwater runoff affecting the Base. The letter also includes comments regarding burrowing owl (species of special concern) populations and habitat on the project site, and raising concerns that development of the site could push these populations onto the Base, creating a potential hazard to flight.*

*Based on the fact that the Air Force has significant concerns with the proposed drainage plan and the extent of regional stormwater flooding issues at the Base, these unresolved issues could potentially result in wildlife attractant and a hazard to flight. Therefore, until the Air Force has been satisfied that their concerns have been addressed, ALUC staff is recommending continuance off-calendar. The applicant had requested at the June 11, 2020 meeting that the item be continued to the date specific meeting of July 9, 2020.*

The project includes 6.5 acres of bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife causing a Bird Aircraft Strike Hazard (BASH). A study of the site was performed by an FAA-qualified airport wildlife biologist and a wildlife hazard review study was prepared. The study identifies that March Air Reserve Base has historically experienced wildlife strikes, with ninety-two (92) strikes occurring between 2007 and 2019. The study analyzed the proposed bioretention basin and landscaping design, and recommends that the basin be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife), and that the basin's sides and bottom will use hardscapes like rock scape (in lieu of plantings), which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife. The study also recommends the incorporation of landscape design policies that *are* consistent with the ALUC wildlife/landscaping brochures in the underlying specific plan. These policies are included in the updated Specific Plan. The study concludes that the project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

**RECOMMENDATION:** Staff recommends that the Commission CONTINUE the matter to the ~~August 13 June 11~~, 2020, meeting pending completion of the Air Force review of the project ~~off-calendar, until such time as the~~ and that the Air Force is satisfied that their concerns have been addressed. **ALTERNATIVE RECOMMENDATION:** *If the applicant will not consent to the continuance, staff must recommend a finding of INCONSISTENT, based on the cumulative impact of this large scale development in its entirety.*

**PROJECT DESCRIPTION:** The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (with a maximum building height of 54 feet) with mezzanines on 142.5 acres. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel.

The Commission had previously determined the original two building project consistent (by a 4-3 vote) through its action on ZAP1274MA17 at its October 11, 2018 hearing. A new ALUC application was required because of the proposal to increase the building height, the inclusion of second floor mezzanine area, and the overall redesign of the site from two buildings to a single building project.

**PROJECT LOCATION:** The site is located easterly of Interstate 215, southerly of March Air Force Base Museum and easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of March Air Reserve Base, within the jurisdiction of the March Joint Powers Authority, approximately 950 feet westerly of Runway 14-32 at March Air Reserve Base.

#### **BACKGROUND:**

##### Original Determined Consistent Project ZAP1274MA17:

The Commission found the original project on this site consistent by a 4-3 vote on October 11, 2018. The original project proposed two industrial buildings (with a maximum building height of 48 feet) totaling 2,185,618 square feet on 142.5 acres, and also proposed to amend the March Joint Powers Authority General Plan to include general warehousing/logistics uses as allowable land uses on lands designated as "Aviation" (AV), to amend the site's designation from "AV" to "AV (SP-8)", and to update the Building Capacity table in the Land Use Element. Specific Plan No. 16-02 proposed a new Specific Plan (SP-8) providing goals, policies, programs, land uses, development standards, and design guidelines for development on this site. Tentative Parcel Map No. 37220 proposed dividing the site into two parcels (one for each building).

A copy of the original staff report (ZAP1274MA17) has been included in this package to provide an overview of the previous issues, concerns, analysis and comments brought up during the project.

#### **CURRENT PROPOSED PROJECT:**

The current proposed project increases the building height to 54 feet, adds a second floor mezzanine and has a single building.

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone B2, which limits average intensity to 100 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zone B2:

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

The project proposes a 2,022,364 square foot industrial warehouse building, which includes 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area, accommodating an occupancy of 4,225 people, which would result in an average intensity of 30 people per acre, which is consistent with the Compatibility Zone B2 criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking in the absence of more precise data). Based on the 634 parking stalls and 428 truck trailer stalls provided, the total occupancy would be estimated to be 1,379 people. The resulting average intensity of 10 people per acre is consistent with the Compatibility Zone B2 average criterion of 100.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 22,568 square feet of warehouse area, 20,992 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area, accommodating 218 people, which is consistent with the Compatibility Zone B2 single acre criterion of 250. Due to the addition of the mezzanine area, a condition must be added prohibiting conversion of warehouse areas to manufacturing use within 210 feet of any mezzanine area.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone B2 and immediately adjacent to the primary runway at March Air Reserve Base (MARB), the March Air Reserve Base staff was notified of the revised project and sent a package of plans for their review. ~~As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this revised project.~~

The MARB staff previously reviewed the original project and provided comment letters dated September 2016 and September 2018, which identified several concerns including security, drainage, glare, and safety. These issues, and comments from ALUC staff and the applicant were discussed in the following table.

Issues	Air Force	ALUC	Applicant
Security	Cameras shall not face or record any actions or portion of the base operations. Perimeter fencing shall be constructed out of block.	<p>In addition to the Air Force comment regarding security, ALUC staff raised the concern of the project's size and proximity to the runway with regards to the Base's Anti-Terrorism Force Protection and their ability to carry out its mission of protecting the base. Specifically, since the project expands the use of the site to include non-aviation use, ALUC staff is concerned with the ability of Base security personnel to immediately respond to a threat at the project facility. Therefore it is recommended that the master lease and sublease include provisions that enable Base security personnel to respond immediately to what they perceive as a possible risk at the project facility.</p> <p><u>Approved ALUC condition #11 states that the lease between the MJPA and the applicant or future tenants shall include that the Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations.</u></p>	No cameras will be oriented towards the runway and cameras will not record base operations. Fencing along the project-airport boundary shall be minimum 8 feet in height with three strands of barbed wire, and shall be of a durable material subject to the MJPA and Base review. This type of fencing was requested by the Base Security Forces. The project will not impede Base's mission to carry out Anti-Terrorism Force Protection procedures. The applicant will work with their legal counsel to craft the appropriate commercially reasonable language for lease agreements regarding Base security forces to access the property during an imminent threat (same access as provided to law enforcement and emergency response teams) while providing reasonable notice to tenants absent an imminent threat.
Drainage	Rising groundwater table at the base is an on-going concern, specifically, the ability of a project to	In addition to the Air Force comment regarding drainage, ALUC staff supports the Base's request to review all drainage plans prior to approval.	The Specific Plan identifies how the project will address storm water drainage to be consistent with NPDES and WQMP requirements. The applicant has met with MJPA and Base staff in discussing proposed drainage solutions. Applicant's drainage studies indicates the downstream floodplain limits are less (than historical flow and current

	<p>drain water detention basins within 48 hours. Base staff shall review basin design. These basins shall address Bird Wildlife Aircraft Strike Hazard concerns.</p>		<p>condition) due to the project's improvements.</p> <p>No drainage solution has been agreed upon yet (however, this will most likely occur during the Base's review of the project's EIR).</p>
Glare	<p>Solar panels or any reflective materials on the rooftop are prohibited. Construction material shall be non-reflective including outside ductwork, windows, and roofs.</p>	<p>In addition to the Air Force comment regarding glare, ALUC staff notes that the project does not propose solar panels at this time. Any future solar panels could potentially result in significant glare impacts, and therefore, a solar glare hazard analysis would be required to analyze the impacts.</p> <p>In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.</p>	<p>The Specific Plan indicates that materials shall be of a non-reflective material, and that highly reflective materials on elevations facing the runway or aircraft approach path are prohibited. Solar panels are prohibited.</p>
Safety	<p>No hazardous materials shall be stored within the facility.</p>	<p>No additional comments to the Air Force Comment regarding safety.</p>	<p>The Specific Plan prohibits above ground petroleum storage containers and below ground storage containers in excess of 10,000 gallons.</p>
Aviation Land Use	<p>Not identified.</p>	<p>The project expands the permissible use of the property from aviation only to include non-aviation uses. The applicant shall agree to conditions being</p>	<p>The Specific Plan identifies the site as un-zoned. The establishment of the Specific Plan will provide a designation on the MJPA zoning map with an underlying Aviation Designation. Under</p>



		<p>placed on the project that will preserve the ability for subsequent aviation use and to construct taxiways and access to the runways.</p> <p>Recommended condition is included that states “the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site”.</p> <p><u>Approved ALUC condition #12 states that the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.</u></p>	<p>the Specific Plan, light manufacturing and assembly uses including aviation related manufacturing is a permitted use. One of the key project objectives identified in the Specific Plan is to “facilitate the development of underutilized land currently planned for aviation-related uses that maximize the use of the site and responds to market demand within the Specific Plan area and surrounding region for a large format logistics center.”</p> <p>The project will not obstruct future aviation use or the right to obtain taxiway access to the runway from the project.</p>
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It should be noted that the above issues, among others, will be considered in the upcoming ~~Joint~~ **Land Compatible Use Study (JLUS CUS)** requested by the Air Force and supported by the March JPA and other local jurisdictions.

Due to the project’s size and close proximity to the runway, it could potentially impact the JLUS CUS review process or ability to implement its conclusions. As an example, the JLUS CUS will look at increased glare from passive reflective roof surfaces, such as the two million square feet of roof surface on this proposed project.

**The Air Force provided comments that were submitted to the Commission at the May 14, 2020, meeting. These comments included the following:**

- **Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare, safety/HAZMAT storage, and Aviation land use/zoning.**
- **Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns.**
- **However: 1) MARB has responded with comment to March JPA concerning Draft EIR that NEPA will be required for Developer’s proposed interim drainage channel solution, and 2) MARB cannot approve any proposed long term drainage channel solution on behalf of Riverside County Flood Control until NEPA is complete for the proposed interim solution.**

**It was the nature and extent of the last Air Force bullet comment that prompted ALUC staff to recommend a continuance from the May 14 meeting to June 11. ALUC staff wanted time to clarify Air Force's concerns with the proposed project's interim drainage channel solution and the underlying National Environmental Policy Act requirement.**

**The Air Force also provided to ALUC their comment letter dated May 11, 2020, in response to the project's underlying Environmental Impact Report (EIR) that is being processed by the March Joint Powers Authority (MJPA). The comment letter expresses concerns with the project's short-term and long-term solutions to the stormwater flooding issues impacting the Base, thus needing a National Environmental Policy Act environmental assessment. The Air Force indicates that a regional storm water project is the main solution to the flooding problems (caused by adjacent developments) affecting the Base. As of this time, no plans for funding or implementation of the regional storm water project has been presented to the Base. The letter also includes comments regarding burrowing owl (an endangered species of special/concern) populations and habitat on the project site, and raising concerns that development of the site could push these populations onto the Base, creating a potential hazard to flight.**

**Based on the fact that the Air Force has significant concerns with the proposed drainage plan and the extent of regional stormwater flooding issues at the Base, these unresolved issues could potentially result in wildlife attractant and a hazard to flight. Therefore, until the Air Force has been satisfied that their concerns have been addressed, ALUC staff recommends continuance off-calendar. *The applicant had requested at the June 11, 2020 meeting that the item be continued to the date specific meeting of July 9, 2020.***

Prohibited and Discouraged Uses: Compatibility Zone B2 prohibits children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight. The applicant does not propose any within the project; however, staff is concerned as to the potential for the proposed bio-retention basins to become bird attractants. (See discussion, below.)

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 65-75 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 950 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,497.5 feet AMSL.

The original proposal for a 48 foot tall building was reviewed by the FAA Obstruction Evaluation Service (FAA OES), and Determination of No Hazard to Air Navigation letters (Aeronautical Study Numbers 2016-AWP-12028 thru 2016-AWP-12036-OE) were issued on January 26, 2017, revealing that the project's structures would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. Due to the close proximity of the buildings to the runway, marking and lighting of the northeast and southeast corners of each building were required by the FAA OES.

The project proposes increasing the maximum building height to 54 feet and the maximum top point elevation to 1,578 feet AMSL, triggering a new review of the building by the FAA OES. A new submittal to the FAAOES was made and Aeronautical Study Numbers 2020-AWP-644-OE to 2020-AWP-649-OE were assigned. Determination of No Hazard to Air Navigation letters were issued on February 27, 2020. The FAA OES determined that the project would not result in an impact to air navigation, provided that the project complies with the conditions in that letter (which have been included in staff's recommended conditions). The FAA OES also determined that marking and lighting, which were required in the original project, would not be necessary for the proposed project.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (Section 2.3.2 of FAA Advisory Circular 5200-33B C)

The project includes 6.5 acres of bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. In order to evaluate this potential, the applicant team has commissioned a wildlife hazard study from a qualified wildlife hazard biologist.

On March 16, 2020, Mead and Hunt submitted a wildlife hazard review study ("the Study") of the proposed project's stormwater and landscape plans, and a study of the site was performed by an FAA-qualified airport wildlife biologist. The Study provides research data on wildlife strikes at March Air Reserve Base, with ninety-two (92) strikes occurring during a 13 year period between 2007 and 2019, with songbirds, swallows, swifts, and raptors being the most commonly struck birds identified. Biological surveys of the project site were conducted in 2015, 2018, and 2019, where doves, sparrows, songbirds and raptors were identified (all of which were identified in the FAA list of the 25 most hazardous species to aircraft operations).

The Study analyzed the proposed bioretention basin located adjacent to the eastern project boundary and parallel to the runway. The basin will be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife) and is sized to collect and convey 100-year storm event, discharging within 48 hours after the end of a storm event. The basin's sides and bottom will use hardscapes like rock scape (in lieu of plantings) which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife.

The Study also analyzed the proposed landscaping design as plant selections, density, and planting configuration can influence wildlife use, abundance, and behavior, especially landscaping near stormwater management facilities. As such, the project has been conditioned for the proposed landscaping to be consistent with the ALUC brochures titled "Landscaping near Airports" and "Airports, Wildlife and Stormwater Management" which should reduce the potential for wildlife attractants.

The Study recommends that the project's underlying VIP 215 Specific Plan be updated to follow the guidelines of the ALUC landscaping brochures, which are now included in the Specific Plan.

In addition, Mead & Hunt recommends that Section 4 of the VIP 215 Specific Plan be revised as follows to promote consistency with the 2014 ALUCP and ALUCP design guidance:

- Section 4.3.1 should be revised to reflect the goals of the ALUC for landscaping within the AIA and set forth in its guidance "Landscaping Near Airports." The section should include a revised version of Table 4-1 that reflects the memo from Hunter Landscaping dated March 5, 2020, and the recommendations cited above for trees, shrubs, and groundcover.
- Section 4.3.1 should be revised to state that subsequent landscape plans created by tenants for portions of the VIP site must adhere to the Specific Plan and plant materials identified and guidance set forth by the ALUC and the Applicant's goal of using only plant materials that are acceptable following review by a QAWB. This language should be included in development agreements as well.
- Section 4.3.2 should be revised to reflect the use of hardscape for proposed stormwater management basins.

The Study concludes that with the incorporation of the above recommendations, the proposed project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

#### **CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited

at this site:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
  4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building.
  5. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

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

6. March Air Reserve Base (MARB) personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area. Any proposals for manufacturing uses, showrooms, retail trade, and/or employee support uses such as cafeterias, training facilities, exercise rooms, or conference rooms, or any changes to the interior floor layout plan shall require subsequent review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
11. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include that the U.S. Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations and personnel in its sole discretion.
12. The project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.



13. Any roof-top equipment or change in height that exceeds a total height of 54 feet will require Form 7460-1 submittal, review, and issuance of a “Determination of No Hazard to Air Navigation” by the Federal Aviation Administration Obstruction Evaluation Service.
14. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2020-AWP-644 through 2020-AWP-649-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
15. The proposed building shall not exceed a height of 54 feet above ground level and a maximum elevation at top point of 1,578 feet above mean sea level.
16. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
17. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 54 feet in height and a maximum elevation of 1,578 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
18. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

## Rull, Paul

---

**From:** WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>  
**Sent:** Thursday, May 14, 2020 3:49 PM  
**To:** Rull, Paul; Pacino, Brian  
**Cc:** SHAW, DAVID N Maj USAF AFRC 452 MSG/CD; Housman, Simon; Guerin, John  
**Subject:** RE: MARB BCE\_Comments for ALUC May 14 Commission Meeting  
**Attachments:** Response draft EIR VIP 215 Development.pdf

Raul,

We can discuss further next week, however, next week is already full and we need to tie a time down now. I would suggest 10:30 Monday.

I offer you the attached comments concerning the draft EIR and the following comments that have been directed to the March JPA as well.

The March ARB position on the VI 215 development remains, as stated by Brig Gen Coburn, that a signed agreement as to funding and schedule by all parties is required before March ARB can concur with the VIP 215 development. In fact at the last meeting on this topic Both Brig Gen Coburn and my notes indicate that the Riverside County Flood Control District (RCFLCD) would come back to us with a detailed plan on the underground option for the long term Lateral B project. We also wrote that we could expect an MOU in the next 30-60 days to be signed by all parties to document an agreement and at that time the TAC would also approve the project.

To date RCFLCD has not sent this plan to us. Until we see an acceptable plan, we don't even know what the long term plan looks like and if March ARB can be a party. Though, as Brig Gen Coburn indicated in the meeting, an underground option is possible.

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

Douglas.waters.2@us.af.mil  
Office- 951-655-4852/4851  
Cell- 928-304-2451  
DSN- 447-4852

**From:** Rull, Paul <PRull@RIVCO.ORG>  
**Sent:** Thursday, May 14, 2020 2:48 PM  
**To:** Pacino, Brian <Brian.Pacino@jacobs.com>  
**Cc:** WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>; SHAW, DAVID N Maj USAF AFRC 452 MSG/CD <david.shaw.5@us.af.mil>; Housman, Simon <shousman@rivco.org>; Guerin, John <JGUERIN@RIVCO.ORG>  
**Subject:** [Non-DoD Source] RE: MARB BCE\_Comments for ALUC May 14 Commission Meeting  
**Importance:** High

Good Afternoon Brian,



**DEPARTMENT OF THE AIR  
FORCE  
AIR FORCE RESERVE COMMAND**

March 11, 2020

452 Civil Engineer Squadron  
610 Meyer Drive, Building 2403  
March Air Reserve Base, CA 92518

Mr. Jeffrey Smith  
Planner  
1455 Meridian Parkway, Suite  
140  
Riverside, CA 92518

Dear Mr. Smith,

This is in response to the draft VETERANS INDUSTRIAL PARK 215 PROJECT, Environmental Impact Report, prepared by March Joint Powers Authority (MJPA), March 2020 in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123.

Based on the project presented in the DEIR, March ARB (MARB) contends that the project is both a state and Federal action and therefore requests that MJPA submit AF form 813 to the Base Civil Engineer, MARB, describing the full scope of the project, so that MARB may review the project and determine the level of environmental assessment that is required under the National Environmental Protection Act of 1972 and current Council for Environmental Quality Guidance. NEPA requires that any action on Federal Lands must follow the environmental assessment process of NEPA and 32 Code of Federal Regulations 989 provides guidance on the Environmental Impact Assessment Process (EIAP) to be followed when an action is an Air Force action or is on Air Force real property. It is recommended that both CEQA and NEPA be conducted concurrently or sequentially following Federal and then State guidelines.

The project described in the DEIR makes it clear that there is a portion of the project that is on March ARB property. Paragraph ES.2 of the DEIR indicates there is an onsite portion of the project which encompasses approximately 142.5 acres located within the jurisdiction of the March JPA and an offsite portions of the project located within March JPA, City of Perris, and MARB the extent of which is not described. In fact, MARB is aware of both the drainage outfall planned as part of the project as a short term solution to the stormwater flooding issues from the contributing basin and also a long term project to transport the stormwater off of MARB. This long term plan has not been developed substantially enough to show how it would affect MARB. The last proposal from the Riverside County Flood Control District would take

all the waters from this project and carry them in an underground channel on MARB real property for a substantial distance. Other proposals have not been acceptable.

Based on these two portions of the project that are clearly necessary and part of the proposed action, March requires that the environmental assessment follow NEPA. As such MARB would be the lead agency for the NEPA EIAP. When this project was first proposed and until February 2020, it was understood that the long term project would not require MARB real property and therefore it was felt that a short term drainage issue may be addressed through a categorical exclusion under 32 CFR 989 guidance.

Brigadier General Melissa A. Coburn, Commander, 452 Air Mobility Wing, stated in her letter of July 2, 2019, that MARB's primary concern around the VIP 215 development is stormwater runoff affecting Runway 14-32. She further stated that MARB is looking to a result that addresses the ultimate drainage solution to this area rather than any interim solution.

Brig Gen Coburn stated that funding and implementation of the regional storm water project is the main solution to the flooding problems that affect March ARB and our concerns over adjacent developments. These efforts require extensive environmental review, land acquisition, and the securing of easements, etc. and can take substantial time to accomplish. She made it clear that, before she could agree to an interim solution, there must be a signed agreement concerning schedule and funding by all parties for completion of the regional project. To date this long term solution has not been presented to MARB.

Brig Gen Coburn stated that the project will require compliance with the National Environmental Protection Act. Air Force regulations requires the proponent conduct or fund the EIAP necessary to allow a decision by the Commander concerning any significant impacts from the action.

It was MARB intention to utilize on-going environmental assessments, either concerning the implementation of actions proposed in the Installation Natural Resource Management Plan or of a new military construction project proposed by the Air Force, to base our analysis on the portion of the project short term stormwater outfall on AF real property. She emphasized that the approach to be taken depends upon review by Air Force Reserve Command headquarters and MARB Staff Judge Advocate, as well as the potential to delay decisions on those very important actions.

In addition the DEIR raises several concerns and issue that must be addressed in any environmental assessment and which do not appear to be adequately addressed in this DEIR. These issues and concerns are described in the attachment.

Should you have any questions or would like to discuss this further, please feel free to contact me directly, Major David Shaw, Base Civil Engineer at (951) 655-4851 or myself, (951) 655-4852.

WATERS.DOUGLA Digitally signed by  
S.STUART.JR.1261 WATERS.DOUGLAS.STUART.J  
479148 R.1281479148  
Date: 2020.05.11 16:03:02 -0700

DOUGLAS S WATERS, JR. PE  
Deputy Base Civil Engineer and Acting Chief  
Environmental Flight

CC:

David Shaw, Base Civil Engineer

Attachment:

JPA VIP 215 DEIR Comments

**ATTACHMENT 1  
JPA VIP 215 DEIR  
Comments**

**Natural Resources**

**ES-17 and**

**ES-19, Impact 3.3-4**

1. There is no mention or discussion of the MARB burrowing owl populations and habitats. Species do not stop at a fence, there is a direct connection between actions that affect the burrowing owl on one side of the fence and the habitat on the other. There is an annual nesting site right on the border/fence of this land that needs to be addressed. This project will have a direct effect on this site and annual nesting.

**ES-19, Impact 3.3-4**

**ES-19, Impact 3.3-5**

The document claims there will be no Cumulative effects.

1. There will be cumulative affects due to encroachment of habitat of the burrowing owl. Habitat in nearby lands now developed by March Joint Power Authority have already been reduced over the years leaving MARB and the few border lands as remaining habitat. The loss of habitat outside MARB drives the birds to the land s and habitat inside MARB. This becomes a significant BASH issue as MARB attempts to control the habitat and the potential for aircraft mishaps due to increased bird populations. This project will further reduce habitat.

**2-20, 2.3.10 Landscaping**

1. Landscaping should be limited to native species or cultivar species approved by Cal-IPS not known to be invasive.

**3.3-29, SKR HCP,**

1. Just because we have no HCP doesn't mean you dont analyze the effects for SKR. There is a lot of missing current data. No one has checked MARB records for SKR information. MARB has current surveys and a new report (2020) that will help with the analysis of SKR, burrowing owls and vernal pools/ fairy shrimp in relation to your project.
2. SKR has been extirpated from the west side of the freeway
3. All drainage offsite from project area contributes to the drainage which is known to have fairy shrimp. However, in the 2019 surveys and 2020 report, these drainages were deemed not suitable habitat due to scouring flows washed through the channel system.
4. Burrowing owls will be affected by the actions of this project. Especially cumulatively! Request review of the past populations, current and foreseeable future of the land use to discuss the cumulative loss of habitat for burrowing owls. This project is directly adding



to the loss of habitat and with the future of more buildings being proposed by MJPA throughout this area, there re definitely cumulative impacts!

### **3.3-31 Literature Review.**

1. Include the latest survey reports. Available at MARB for SKR, BUOW and vernal pools/fairy shrimp. Contact Chris Wagner, Natural Resources Manager 951-655-3653

## **Cultural Resources**

### **3.4-8**

1. Twenty-Nine Palms Band of Mission Indians was not notified or consulted with, according to this documentation

### **3.4-11**

1. Where are the DPR forms mentioned?
2. It was mentioned in the document that March ARB was contacted for information. MARB was never contacted about the natural and cultural resources.

### **3.4-12**

1. Where is this 1966 aerial?

### **3.4-15**

1. All historic and cultural resources were evaluated through the BRAC of the base. Did you read the BRAC EA and confirm that these are not in fact listed? The agreement for BRAC was that the responsibility of all listed historic resources would be managed by JPA. I see no reference to this document

### **3.4-22**

1. MARB is interested in the historic findings on this land would like to make sure it is properly evaluated under "significance of a historical resource' that is either listed or eligible for listing in the National Register". This will require further studies in past historic information on the buildings discussed here.. 1616, 1617, 1622. MARB is interested in ensuring all history of these sites are recorded for the historic legacy of this base. At the time of BRAC, these structures may have had a history in the cold war that were not yet 50 years or they may have been missed in full DPR history.
2. The document claims that there was extensive research but there is no mention of documents including DPR forms and BRAC EA to prove this was analyzed thoroughly. We would like further studies on the historic significance of these structures. MARB

would like to see the new DPR forms and we would like to ensure that proper consultation with SHPO if needed, was done!

3. No one consulted with the cultural resources manager on MARB to determine if we have historic information on these facilities!
4. MARB feels that there is not enough evidence to claim that these structures did not meet any of the criteria because not all documents were researched. Again there is no reference that the BRAC EA or past DPR forms for these structures was assessed.

#### **3.4-23**

1. The MARB Cultural Resource manager is interested in being consulted on these structures, including seeing these structures and taking photos.

#### **3.4-25**

1. The document claims that these structures did not meet the NRHP or CRHR Criteria for historic resources. MARB feels that until all resources are researched properly, the historic significance of these structures is still in question. We request that all resources available be researched and consult the MARB cultural resource manager.

Rull, Paul

**From:** Pacino, Brian <Brian.Pacino@jacobs.com>  
**Sent:** Wednesday, May 13, 2020 2:35 PM  
**To:** Rull, Paul  
**Cc:** 'WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE'; 'SHAW, DAVID N Maj USAF AFRC 452 MSG/CD'  
**Subject:** MARB BCE\_Comments for ALUC May 14 Commission Meeting

Paul,

On behalf of MARB Base Civil Engineering, please see following comments for your meeting tomorrow. Understand the objection comment tied to ZAP1405MA20 may be FYI for said meeting but wanted to include it so you are in the loop as to current stance for Base on that proposed project as it concerns March JPA. Appreciate ALUC's due diligence on the applicable staff report findings and incorporating BASH concerns.

Let us know if you have any questions otherwise.

V/r,

Brian  
CTR, 452 MSG/CE

(on behalf of Maj David Shaw and Mr. Doug Waters, 452 MSG/CE)

**FOR OFFICIAL USE ONLY:**

ALUC Case#	Development Title	Rooftop Solar?	ALUC Zone	Comments
1. ZAP1400MA20	Placentia Logistics Warehouse	Yes	C2 (Not in APZs)	<ul style="list-style-type: none"><li>Since the sites are located in Zones C1 &amp; C2, we recommend confirmation from ALUC that project application will be subject to FAA/OES analysis to determine maximum allowable building height.</li><li>Concur with ForgeSolar PASS findings for proposed rooftop solar, however we support analysis of cumulative impacts on airfield operations as part of upcoming Compatible Use Study in conjunction with the OEA.</li></ul>
2. ZAP1404MA20	Perris Warehouse	Yes	C1 (Not in APZs)	
3. ZAP1405MA20	VIP-215 Warehouse <i>*Overlaps with March JPA Draft EIR, Proposed Plot Plan and Tentative Parcel Map, and latest</i>	No	B2 (Not in APZs)	<ul style="list-style-type: none"><li>Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare,</li></ul>

	<i>interim drainage channel improvement plan</i>			<ul style="list-style-type: none"> <li>safety/HAZMAT storage, and Aviation land use/zoning.</li> <li>Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns.</li> <li><b>However:</b> 1) MARB has responded with comment to March JPA concerning Draft EIR that NEPA will be required for Developer's proposed interim drainage channel solution, and 2) MARB cannot approve any proposed long term drainage channel solution on behalf of Riverside County Flood Control until NEPA is complete for the proposed interim solution.</li> </ul>
4. ZAP1406MA20	Meridian Sharp Warehouse+Office	No	B2 (Not in APZs)	<ul style="list-style-type: none"> <li>Project is located outside MARB airfield restriction zones (CZ, APZ, etc.) but nearest proposed building is roughly one mile WNW of Runway 14 north end, and is just 1,500 feet west of Runway 14 APZ I.</li> <li>Per latest MARB 2018 AICUZ, the site is located in the 60db CNEL noise contour. Developer needs to provide more input on proposed use of the two buildings in relation to sound attenuation.</li> <li>Since the site is located in Zone B2 (High Noise Zone), we recommend confirmation from RC ALUC that project application will be subject to FAA/OES analysis to determine maximum allowable building height and other potential air navigation hazards.</li> <li>No anticipated stormwater or utility issues for MARB, as the project is contained within the existing Meridian Business Park and well west of the I-215 freeway.</li> </ul>
5. ZAP1411MA20	21600 Cactus Ave.	Yes	B1, B2, C1 (Not in APZs)	<ul style="list-style-type: none"> <li>Since the site is located in both Zones B1 Inner Approach/Departure), B2 (High Noise) and C1 (Primary Approach/Departure), we recommend confirmation from RC</li> </ul>

				<ul style="list-style-type: none"> <li>• LUC that project application will be subject to FAA/OES analysis to determine maximum allowable building height.</li> <li>• Concur with ForgeSolar PASS findings for proposed rooftop solar, however we support analysis of cumulative impacts on airfield operations as part of upcoming Compatible Use Study in conjunction with the OEA.</li> </ul>
6. ZAP1412MA20	Senior Living Riverside (old AF Village West)	No	C2 (Not in APZs)	<ul style="list-style-type: none"> <li>• No comment/objection</li> </ul>

**Brian J. Pacino, AICP |  Buildings, Infrastructure & Advanced Facilities |**  
949.224.7635 office | 703.627.3010 mobile | [brian.pacino@jacobs.com](mailto:brian.pacino@jacobs.com) | [www.jacobs.com](http://www.jacobs.com)

# NOTICE OF AIRPORT IN VICINITY

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





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

Aeronautical Study No.  
 2020-AWP-644-OE  
 Prior Study No.  
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer  
 Riverside Inland Development, LLC  
 901 Via Piemonte  
 Suite 125  
 Ontario, CA 91764

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

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

Structure: Building Vetrans Industrial Park I-215  
 Location: Perris, CA  
 Latitude: 33-52-47.00N NAD 83  
 Longitude: 117-15-50.81W  
 Heights: 1521 feet site elevation (SE)  
 49 feet above ground level (AGL)  
 1570 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/27/2021 unless:

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

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

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

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

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

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

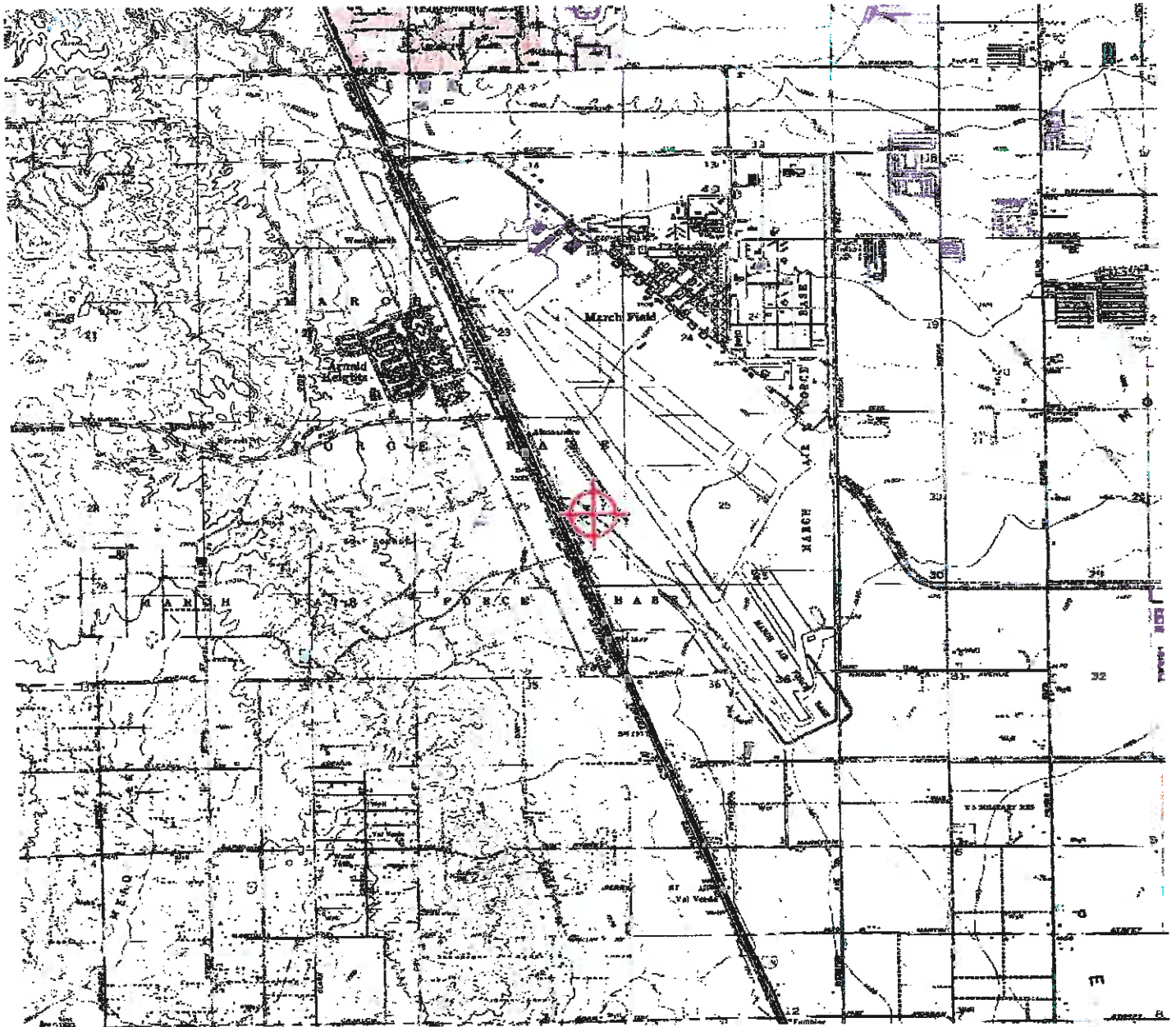
If we can be of further assistance, please contact our office at (206) 231-2990, or [paul.holmquist@faa.gov](mailto:paul.holmquist@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-644-OE.

**Signature Control No: 428280706-432020104**

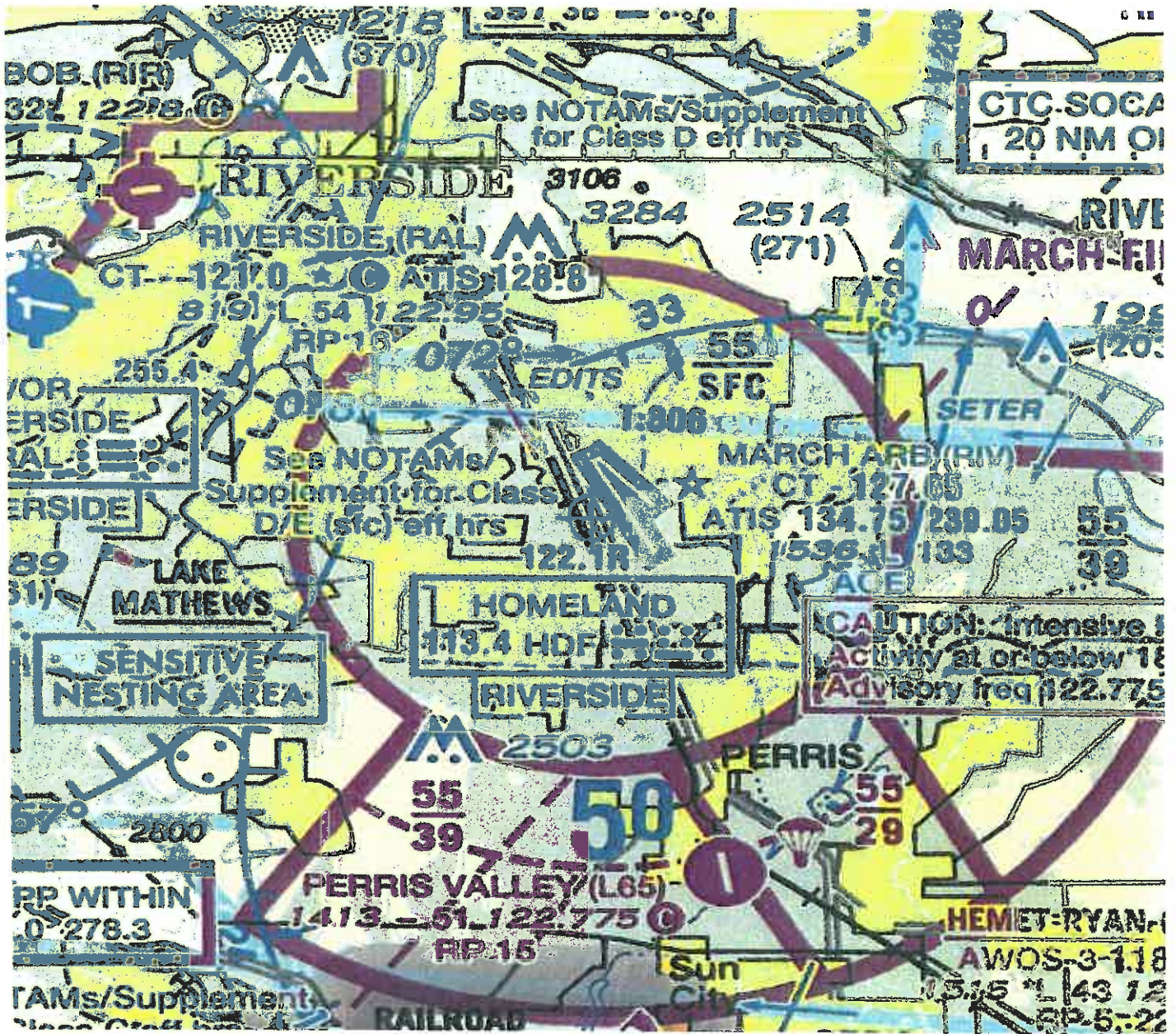
( DNE )

Paul Holmquist  
Specialist

Attachment(s)  
Map(s)









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

Aeronautical Study No.  
 2020-AWP-645-OE  
 Prior Study No.  
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer  
 Riverside Inland Development, LLC  
 901 Via Piemonte  
 Suite 125  
 Ontario, CA 91764

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

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

Structure: Building Vetrans Industrial Park I-215  
 Location: Perris, CA  
 Latitude: 33-52-44.07N NAD 83  
 Longitude: 117-15-56.37W  
 Heights: 1525 feet site elevation (SE)  
 53 feet above ground level (AGL)  
 1578 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/27/2021 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or [paul.holmquist@faa.gov](mailto:paul.holmquist@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-645-OE.

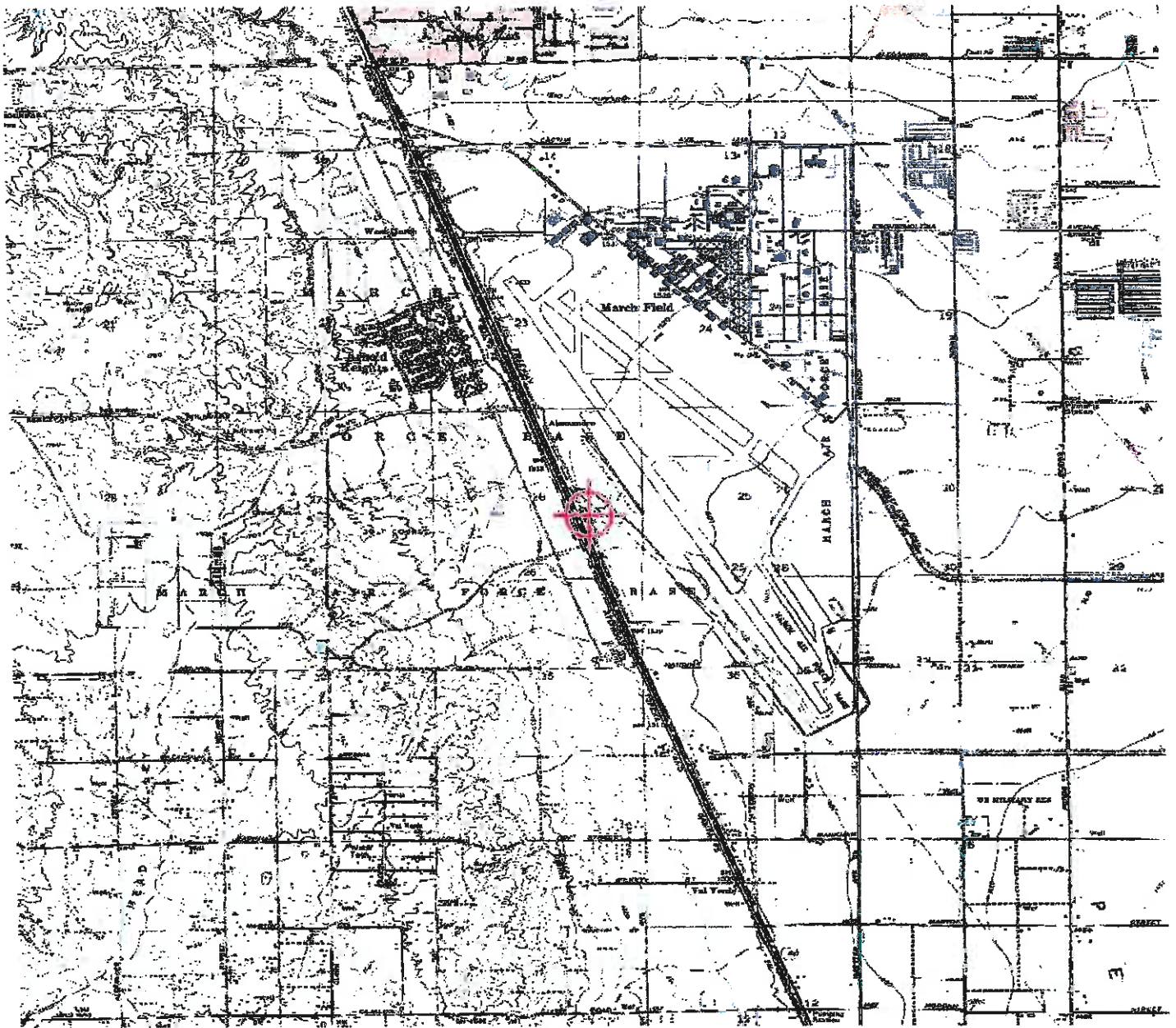
**Signature Control No: 428280708-432020108**

( DNE )

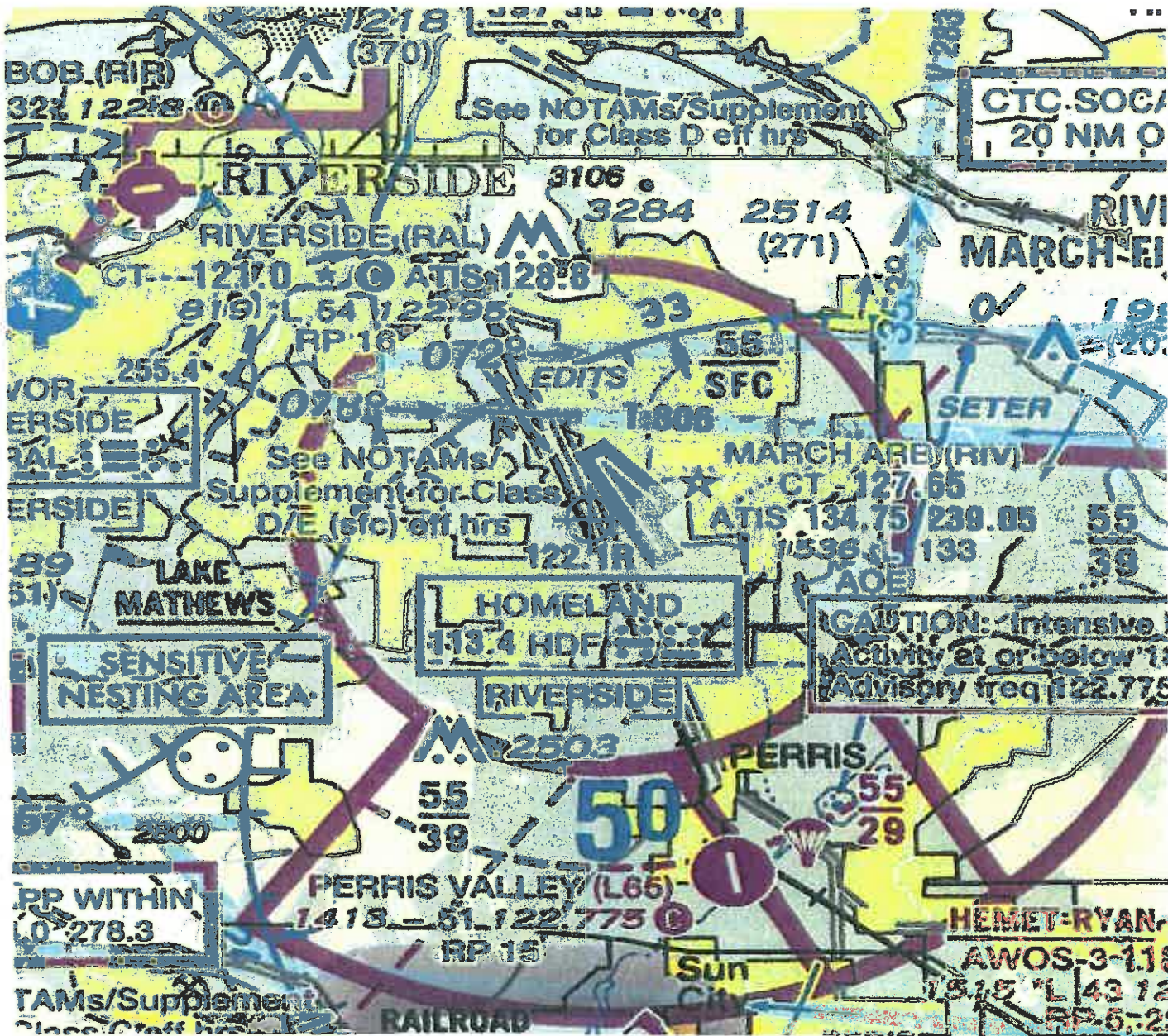
Paul Holmquist  
Specialist

Attachment(s)  
Map(s)











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

Aeronautical Study No.  
 2020-AWP-646-OE  
 Prior Study No.  
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer  
 Riverside Inland Development, LLC  
 901 Via Piemonte  
 Suite 125  
 Ontario, CA 91764

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

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

Structure: Building Vetrans Industrial Park I-215  
 Location: Perris, CA  
 Latitude: 33-52-16.96N NAD 83  
 Longitude: 117-15-29.44W  
 Heights: 1504 feet site elevation (SE)  
 48 feet above ground level (AGL)  
 1552 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/27/2021 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or [paul.holmquist@faa.gov](mailto:paul.holmquist@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-646-OE.

**Signature Control No: 428280710-432020109**

( DNE )

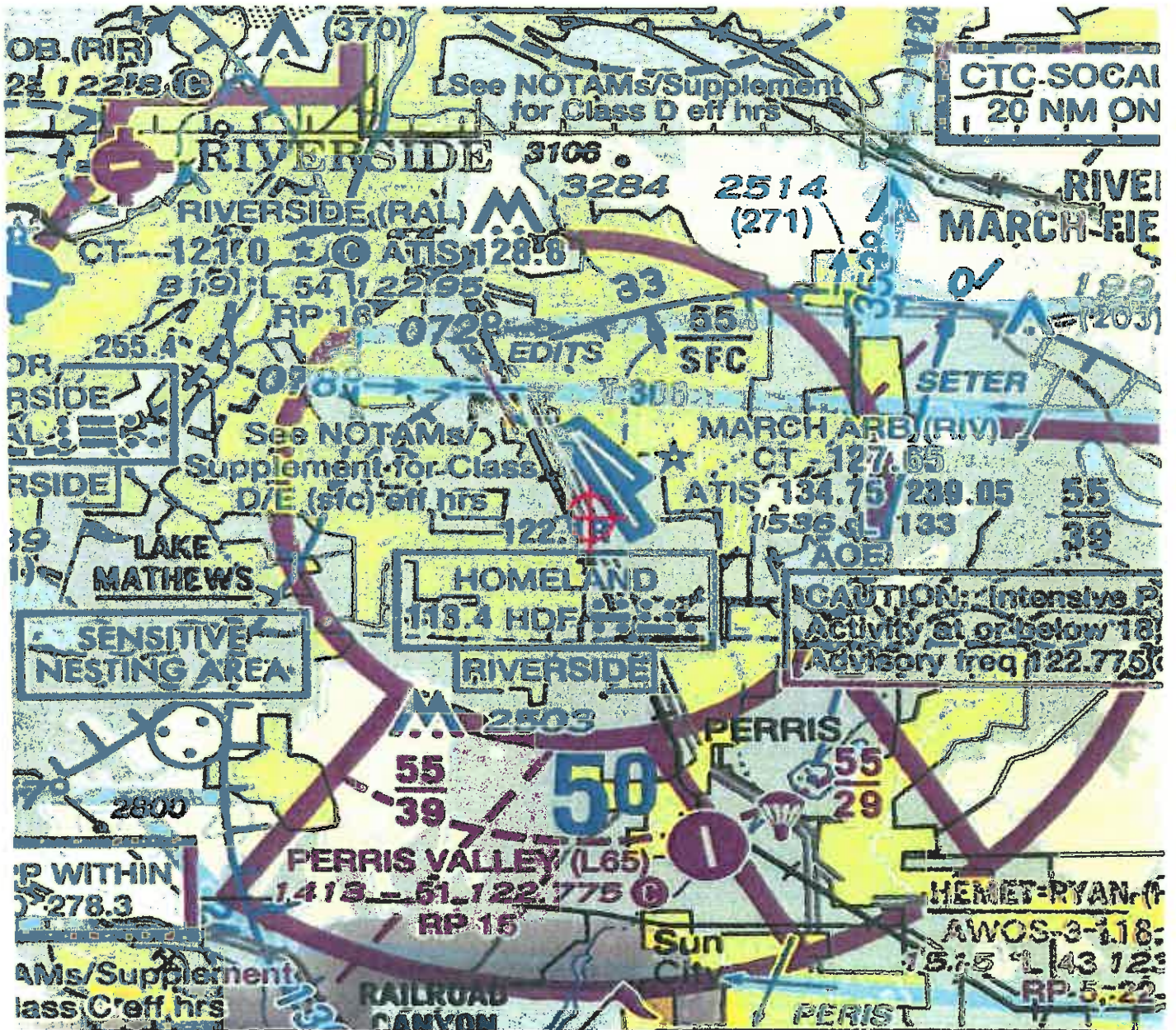
Paul Holmquist  
Specialist

Attachment(s)  
Map(s)













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

Aeronautical Study No.  
 2020-AWP-647-OE  
 Prior Study No.  
 2016-AWP-12029-OE

Issued Date: 02/27/2020

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 Riverside Inland Development, LLC  
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 Ontario, CA 91764

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

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Structure: Building Vetrans Industrial Park I-215  
 Location: Perris, CA  
 Latitude: 33-52-14.43N NAD 83  
 Longitude: 117-15-35.39W  
 Heights: 1507 feet site elevation (SE)  
 54 feet above ground level (AGL)  
 1561 feet above mean sea level (AMSL)

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

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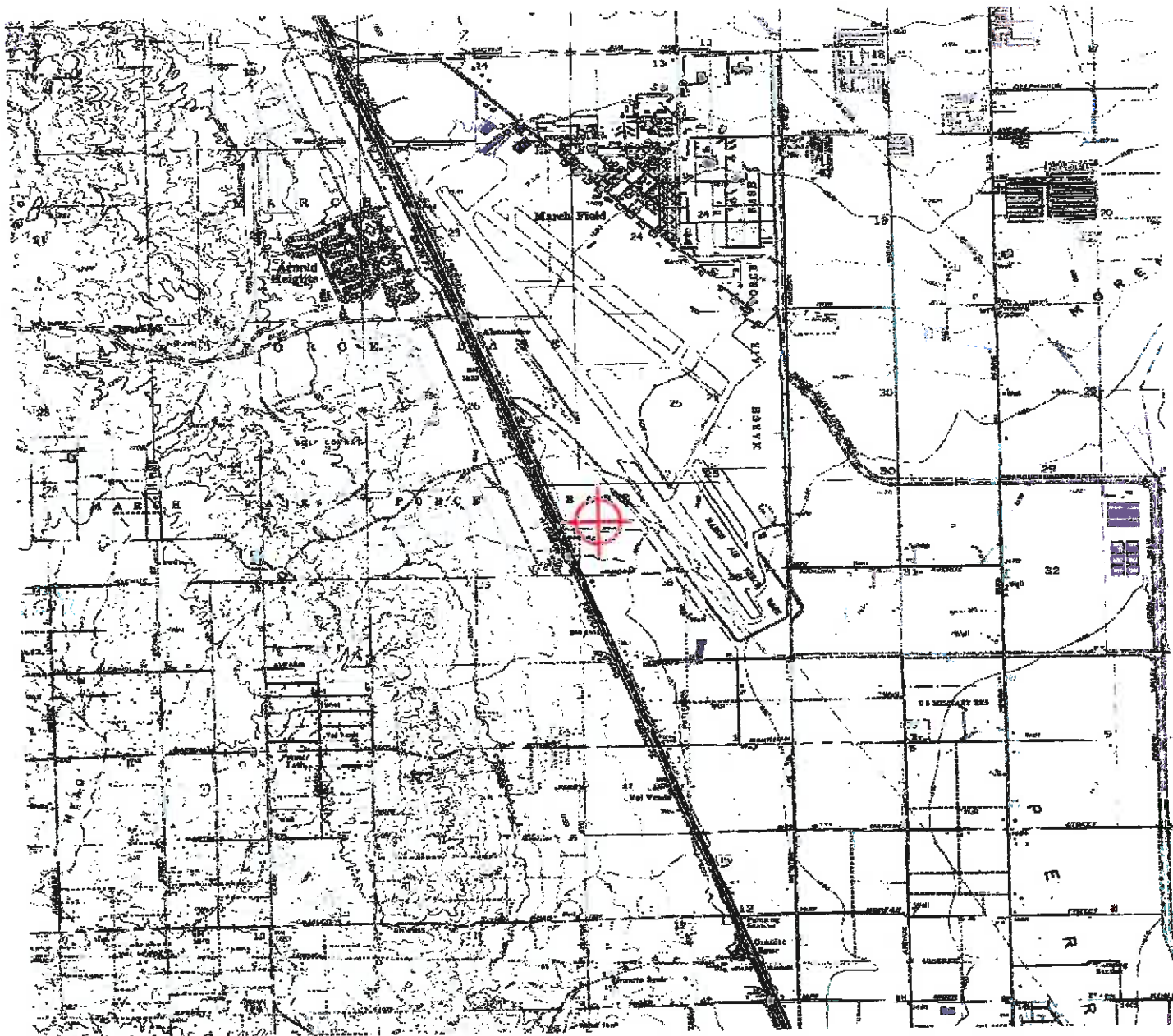
If we can be of further assistance, please contact our office at (206) 231-2990, or [paul.holmquist@faa.gov](mailto:paul.holmquist@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-647-OE.

**Signature Control No: 428280712-432020107**

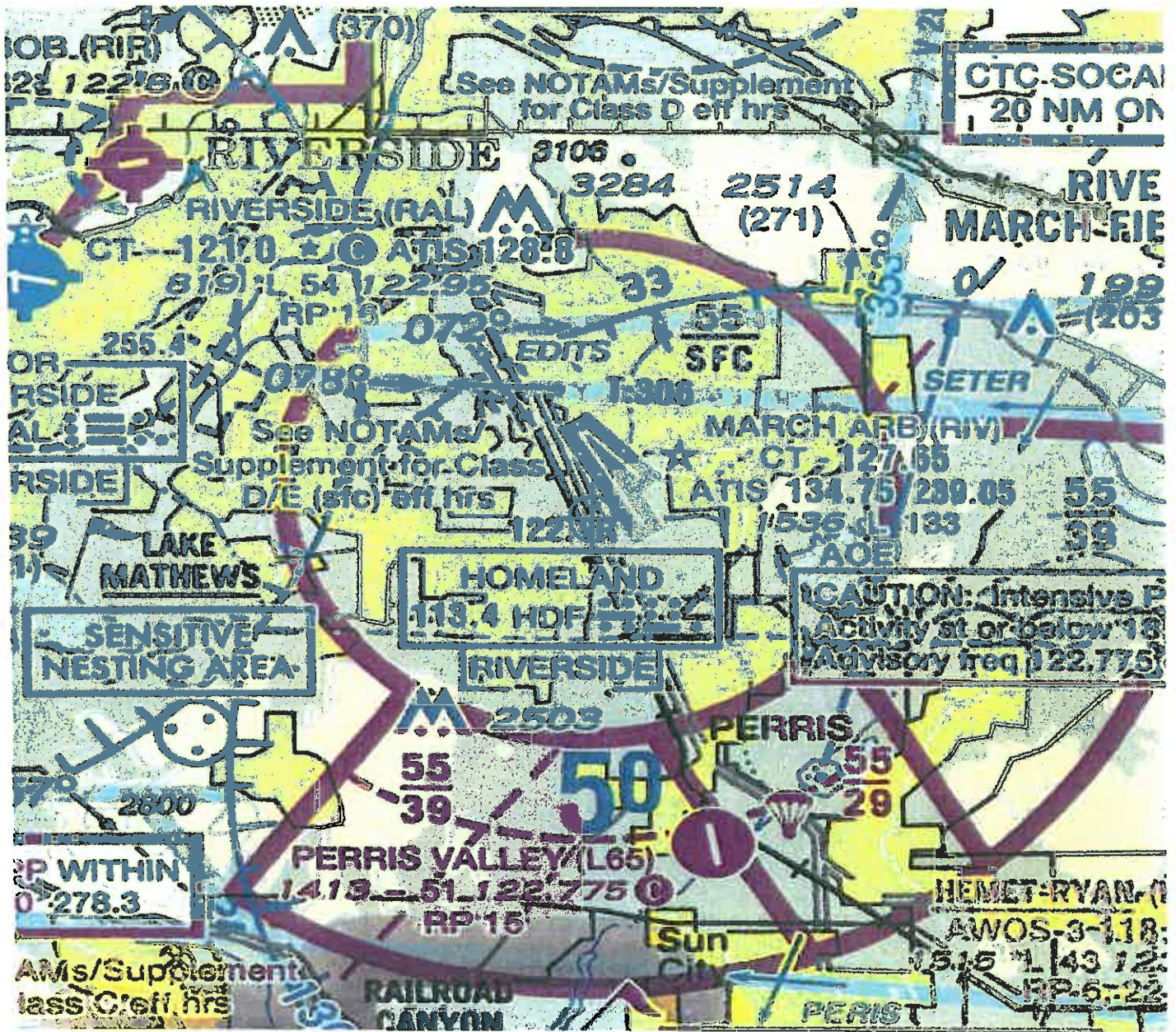
( DNE )

Paul Holmquist  
Specialist

Attachment(s)  
Map(s)









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

Aeronautical Study No.  
 2020-AWP-648-OE  
 Prior Study No.  
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer  
 Riverside Inland Development, LLC  
 901 Via Piemonte  
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 Ontario, CA 91764

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

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

Structure: Building Vetrans Industrial Park I-215  
 Location: Perris, CA  
 Latitude: 33-52-46.70N NAD 83  
 Longitude: 117-15-51.42W  
 Heights: 1525 feet site elevation (SE)  
           53 feet above ground level (AGL)  
           1578 feet above mean sea level (AMSL)

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

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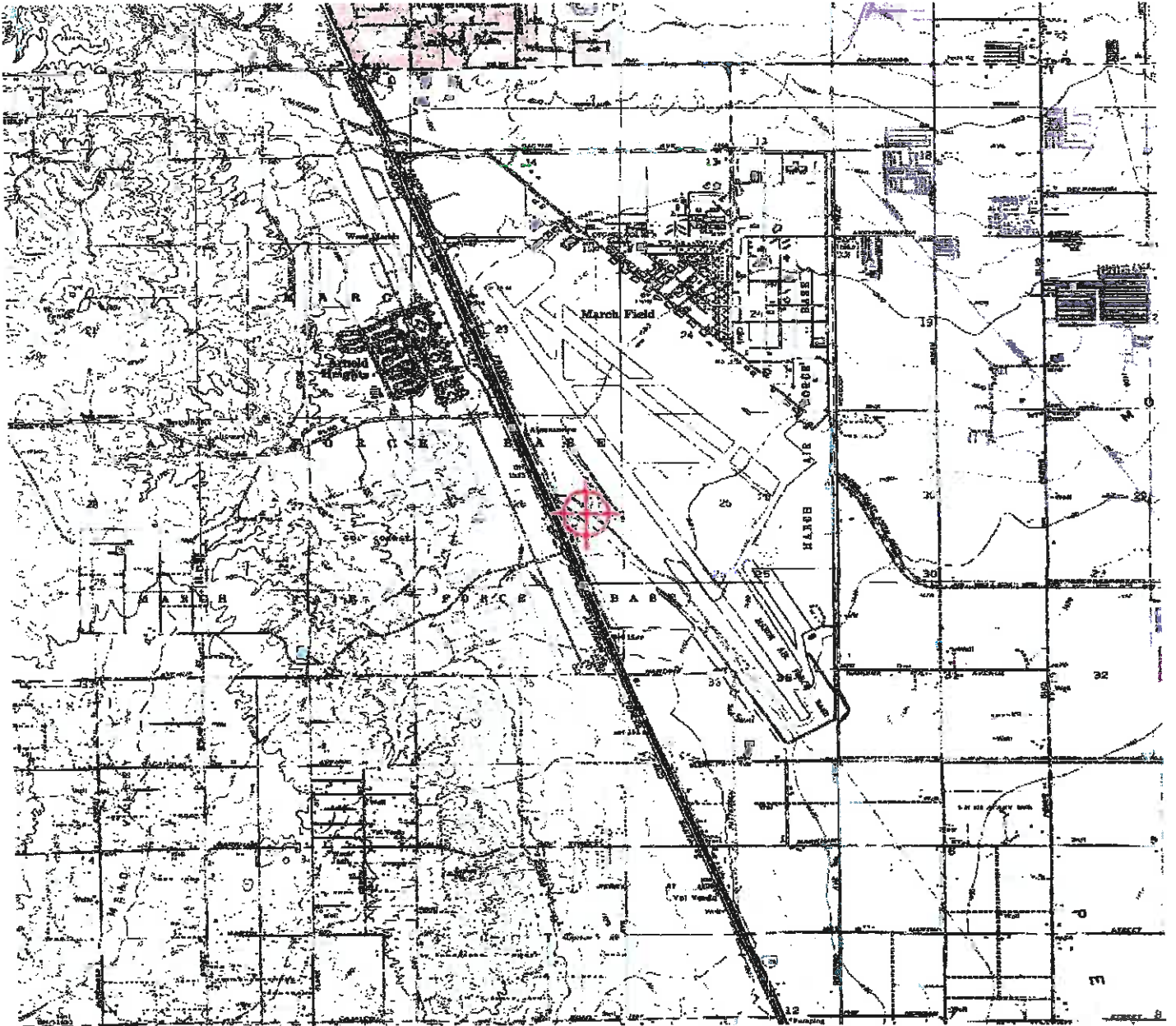
**Signature Control No: 428280714-432020105**

Paul Holmquist  
Specialist

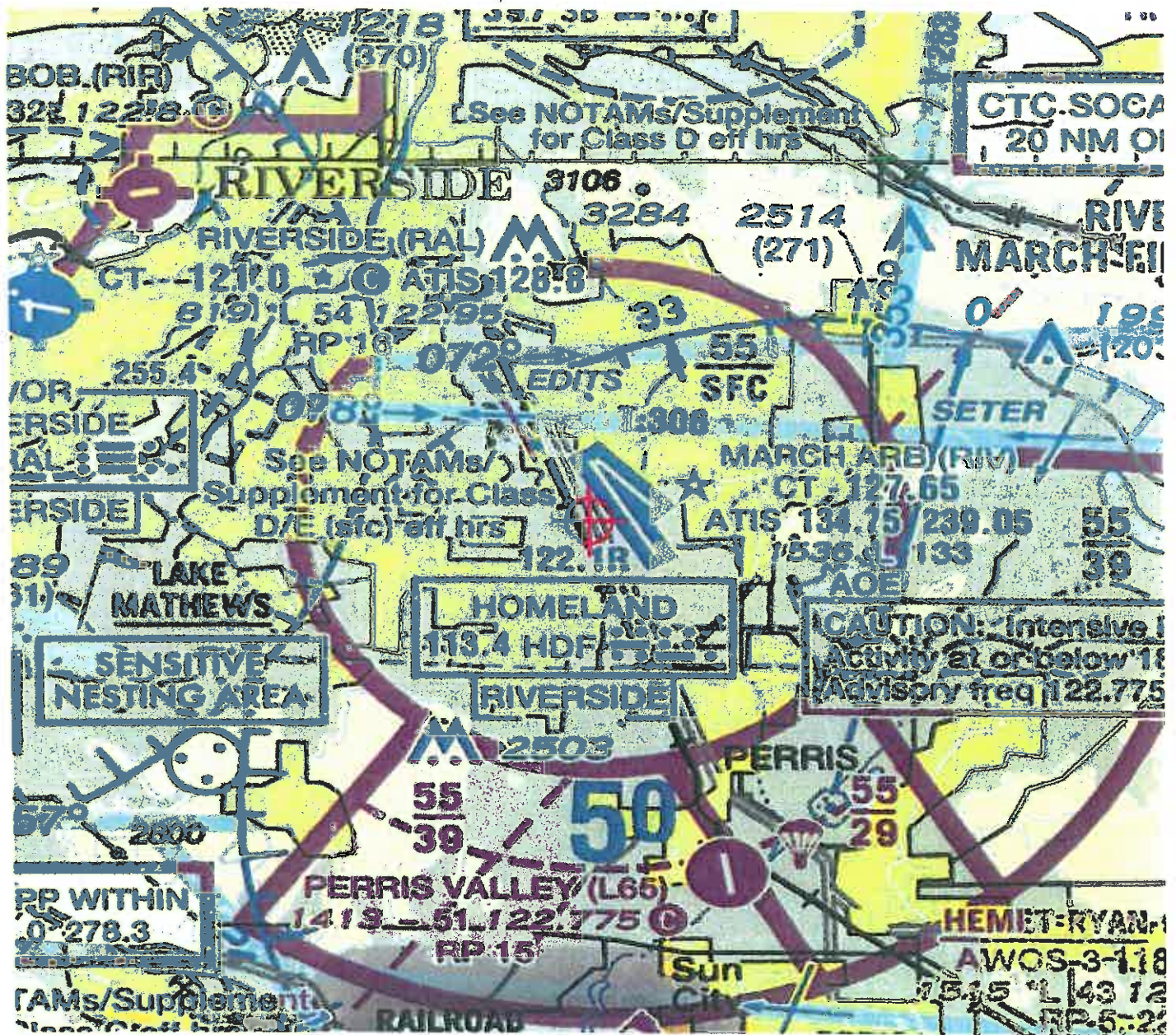
( DNE )

Attachment(s)  
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 Location: Perris, CA  
 Latitude: 33-52-16.66N NAD 83  
 Longitude: 117-15-30.06W  
 Heights: 1507 feet site elevation (SE)  
 53 feet above ground level (AGL)  
 1560 feet above mean sea level (AMSL)

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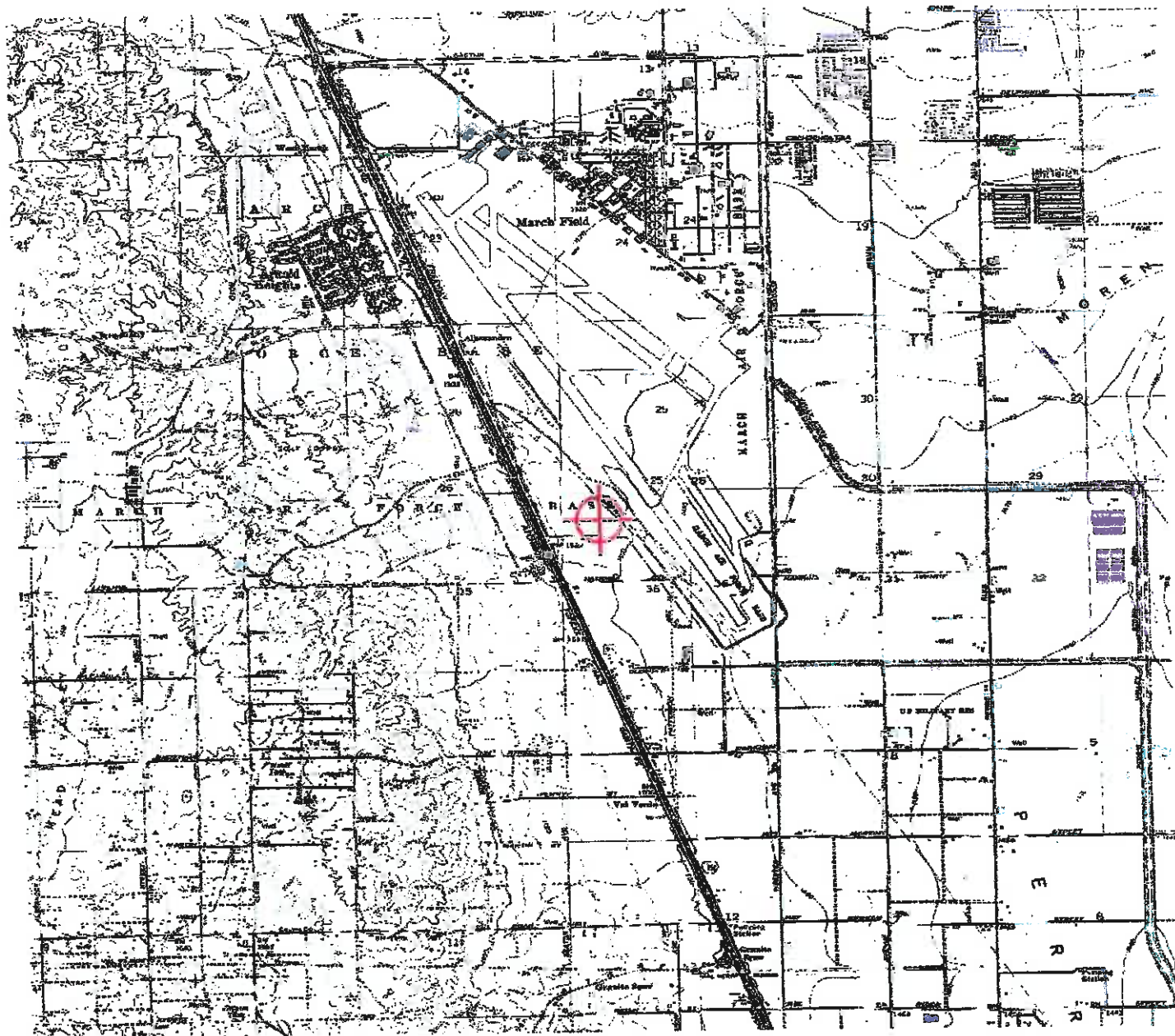
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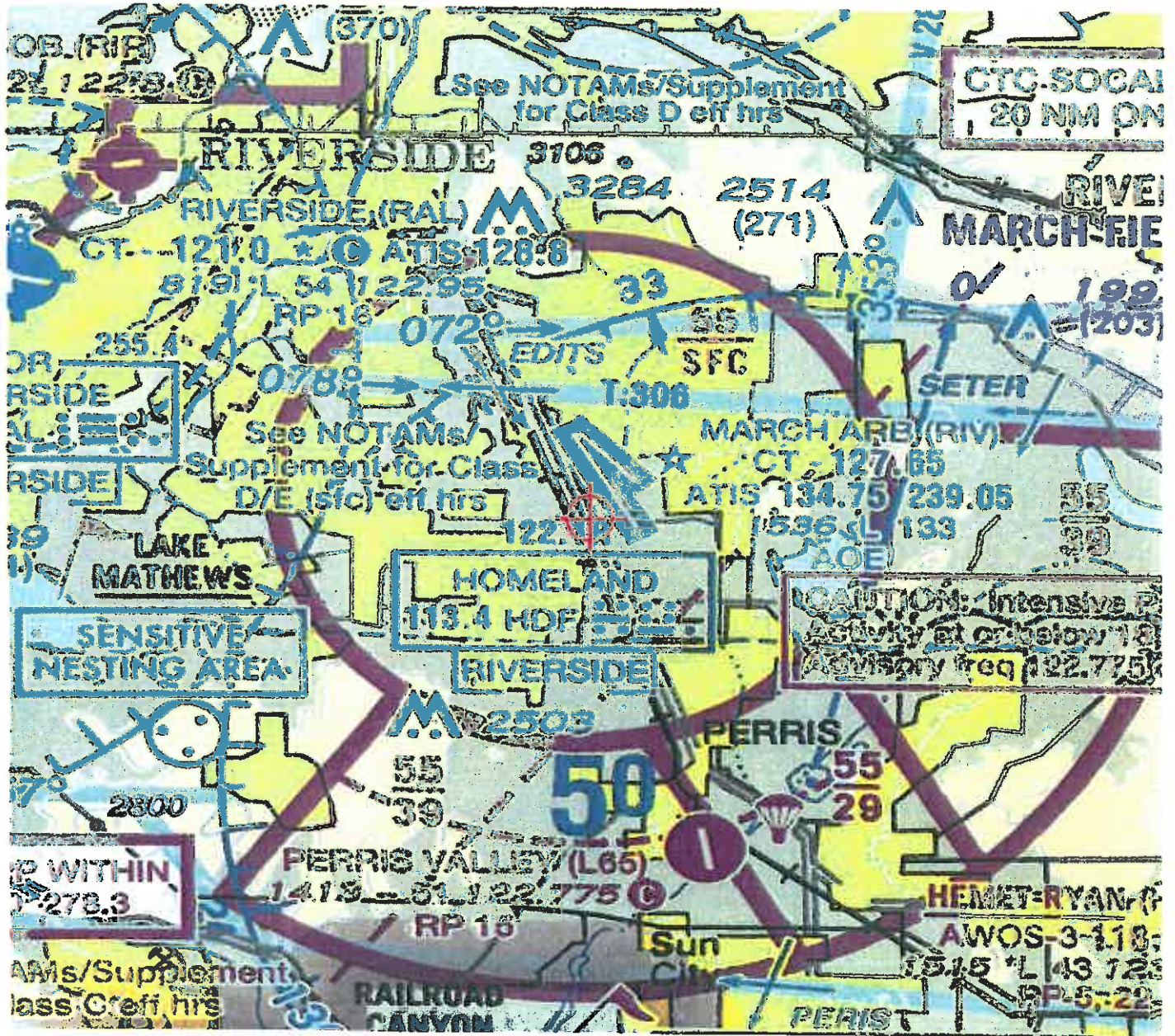
Paul Holmquist  
Specialist

Attachment(s)  
Map(s)













March 27, 2020

Ms. Kathy Hoffer  
Vice President  
Hillwood  
36 Discovery | Suite 120  
Irvine, California 92618

Subject: Wildlife Hazard Review of Proposed Stormwater and Landscape Plans for the Proposed VIP 215 Project, Riverside County, California.

Ms. Hoffer:

Riverside Inland Development, LLC, proposes to construct the Veterans Industrial Park 215 ("VIP 215" or "project") on 142.5 acres of property owned by the March Joint Powers Authority (JPA) at the March Inland Port in Riverside County, California. The proposed project would be constructed directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum, and west of Runway 14-32, the primary runway at March Air Reserve Base ARB (see Figure 1).

The proposed VIP 215 would operate a state-of-the-art logistics center that takes advantage of existing infrastructure that is in close proximity to the March ARB and I-215/State Route 60 to support the distribution of goods throughout the region. The project would include up to two logistics structures totaling more than 2 million square feet, loading docks, truck parking, and associated infrastructure improvements.

## 1. REGULATORY COMPLIANCE

The proposed project requires an amendment to the Riverside County General Plan and is subject to environmental review in accordance with the California Environmental Quality Act (CEQA). As part of the CEQA analysis, an applicant must consider whether the proposed project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. The proposed VIP 215 project is located within the Airport Influence Area (AIA) identified in the adopted 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP); therefore, the proposed project is subject to review by the Riverside County Airport Land Use Commission (ALUC) to determine its consistency with the adopted ALUCP. A determination of inconsistency by the ALUC would be considered a significant impact pursuant to CEQA.

## ALUC Review and Determination

On October 11, 2018, the Riverside ALUC considered the proposal by Riverside Inland Development, LLC. At that time the ALUC found:

- o The proposed amendment to the March JPA's General Plan land use designation is consistent with the ALUCP;
- o The proposed adoption of the VIP 215 Specific Plan is consistent with the ALUCP; and
- o The proposed construction of two industrial buildings totaling 2,185,618 square feet was consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to nineteen specific conditions. Three of the nineteen conditions cited by the ALUC, conditions nos. 2c, 5 and 6, were associated with the creation of potential wildlife hazards as a result of project development and serve as the focus of the following review:

2. The following uses/activities are not included in the project and shall be prohibited at the site, including:

- c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.

6. March Air Reserve Base personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.

At the request of Hillwood, Mead & Hunt, Inc., reviewed known site conditions and proposed planning documents to determine whether the proposed project would be consistent with the conditions cited by the ALUC. The review was conducted under the supervision of an FAA-qualified Airport Wildlife Biologist (QAWB) who has conducted several Wildlife Hazard Assessments and Wildlife Hazard Management Plans for Riverside County airports and is knowledgeable of the region and its ecology. Specific data considered included:

- o FAA strike records for March ARB and associated wildlife hazard management guidance documents;
- o Site-specific background studies pertaining to biological and wetland resources;
- o Proposed stormwater management plans;
- o Proposed landscaping plans and plant materials; and
- o Previous comments offered on the proposed project by the ALUC and March ARB.

## Department of the Air Force Review

The applicant submitted preliminary project plans to the Department of the Air Force in 2016. In a response letter dated September 27, 2016, the Air Force stated that they reviewed the preliminary site plans and provided eight comments, two of which were associated with aviation and wildlife.

- **Air Force Comment No. 4.** The Air Force expressed concern with rising groundwater in the Perris North sub-basin in which both March ARB and a portion of the project area reside. The Air force was concerned with the ability of the detention basins to drain within the 48 hours. The Air Force requested that underground storage be used if a 48-hour drainage time could not be achieved, as pumping is not permitted.
- **Air Force Comment No. 5.** The Air Force addressed Bird/Wildlife Aircraft Strike Hazard (BASH) concerns specific to stormwater management. The Air Force was specifically concerned with the use of existing degraded natural channels on the base property and requested that the project be connected to a larger regional stormwater effort to route stormwater around the ARB, as any new drainage onto the base would further degrade natural infrastructure, increase discharge periods, and create ponding on the airfield. Further, March ARB stated that based on the proximity to the airfield, trees that will bear mast or grow to an adequate size for roosting should not be planted.

The Air Force requested subsequent review details of the stormwater conveyance system and the landscaping plan when they became available and referred the applicant to Air Force BASH guidance.

## 2. WILDLIFE HAZARDS TO AIRCRAFT

Conflicts with aircraft and aviation have been ongoing since the start of aviation. Data compiled by the FAA indicates that the number of conflicts between wildlife and aircraft is increasing worldwide as a result of several factors, such as:

- The use of faster and quieter aircraft,
- Increased air traffic,
- Changes in land use, and
- Increased populations of many wildlife species and their adaptation to urban areas.

While most wildlife strikes do not result in extensive aircraft damage, injuries, or death, some have proven to be catastrophic and have resulted in aircraft destruction, injuries, and death. Globally, wildlife strikes have killed more than 282 people and destroyed over 263 aircraft since 1988.

FAA requires federally obligated airports to manage wildlife on their airports to promote safety and comply with the terms of their federal grant assurances and to monitor land use changes within 5 miles of the aircraft operations area (AOA). The FAA sets forth guidance for wildlife hazard monitoring and management through various advisory circulars, such as AC 150/5200-33C, *Wildlife Hazard Attractants On and Near Airports* (2020). The U.S. Air Force requires installations to establish and implement BASH programs as guided by Air Force Instruction 91-212 (2018).

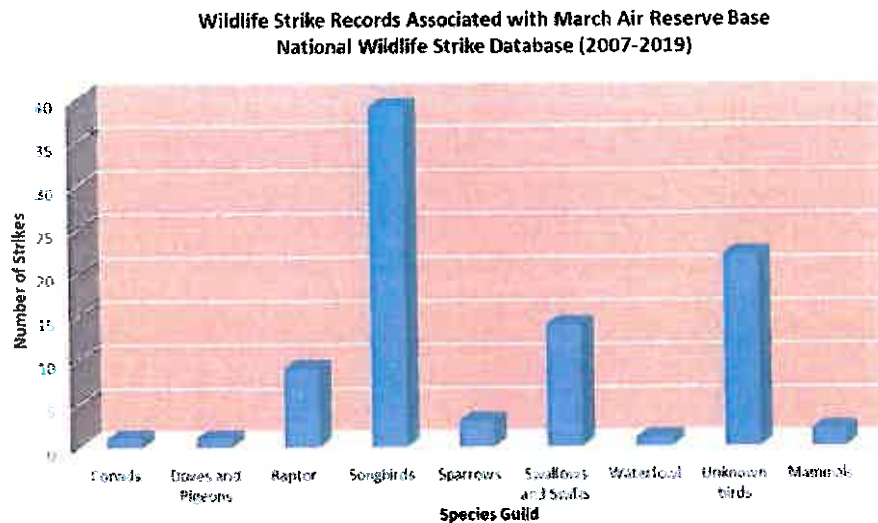
### Wildlife Strike Record for March Air Reserve Base

Since 1990, the FAA has maintained a National Wildlife Strike Database to identify the number and type of wildlife strikes that occur in the U.S. The strike data provides a scientific foundation for establishing wildlife hazard management programs and to mitigate risk. In 2018 (the most recent year for which the data have been summarized), a record 16,020 strikes were recorded in the database. Birds were involved in approximately 95 percent of the strikes, bats in approximately 3 percent, and mammals were involved 2 percent.

The FAA's National Wildlife Strike Database was reviewed to identify the number and types of wildlife strikes that have occurred with aircraft operations at March ARB. Ninety-two (92) strikes were recorded during the 13-year period from 2007 through 2019 (FAA, 2020). Although the FAA initiated the wildlife strike database in 1990, no strike reports were submitted for March ARB until 2007. **Table 1** summarizes the species struck by guild. A guild represents a group of species that share common habitat or behavior.

<b>Guild or Species</b>	<b>Species</b>	<b>Scientific Name</b>	<b>Number of Strikes</b>	<b>FAA Composite Hazard Ranking</b>
Songbirds	American pipit	<i>Anthus rubescens</i>	1	--
	American robin	<i>Turdus migratorius</i>	1	--
	Horned lark	<i>Eremophila alpestris</i>	31	15
	Perching birds spp.	<i>Passeriformes</i>	3	
	Western meadowlark	<i>Sturnella neglecta</i>	2	22
	Western tanager	<i>Piranga ludoviciana</i>	1	--
Swallows and Swifts	Cliff swallow	<i>Petrochelidon pyrrhonota</i>	11	23
	Swallows (unidentified)	<i>Hirundinidae</i>	1	23
	White-throated swift	<i>Aeronautes saxatalis</i>	2	23
Raptor	American kestrel	<i>Falco sparverius</i>	3	21
	Barn Owl	<i>Tyto alba</i>	2	14
	Ferruginous hawk	<i>Buteo regalis</i>	1	11
	Peregrine falcon	<i>Falco peregrinus</i>	1	--
	Red-tailed hawk	<i>Buteo jamaicensis</i>	2	11
Sparrows	Fox sparrow	<i>Passerella iliaca</i>	1	24
	Savannah sparrow	<i>Passerculus sandwichensis</i>	1	24
	Sparrow	<i>Passeridae</i>	1	24
Corvids	Common raven	<i>Corvus corax</i>	1	16
Doves and Pigeons	Mourning dove	<i>Zenaidura macroura</i>	1	18
Waterfowl	Northern pintail	<i>Anas acuta</i>	1	7
Unidentified birds	Not applicable		22	--
Mammals	Brazilian free-tailed bat	<i>Tadarida brasiliensis</i>	1	--
	Coyote	<i>Canis latrans</i>	1	17
<b>Total Strikes</b>			<b>92</b>	

As shown by the FAA database records and Figure 1, songbirds, swallows and swifts, and raptors were the most commonly struck birds identified. Minor aircraft damage occurred following a strike with a small unidentified bird.



More than 500 species have been identified in wildlife strike records, and the FAA has ranked 25 species groups as to their relative hazards to aircraft based on three criteria, damage, major damage, and effect on flight, and has developed a composite hazard ranking. Of the 23 species identified in association with wildlife strikes at March ARB, sixteen are ranked within the 25 most hazardous species groups by FAA.

### Site-Specific Biological Assessment

Mead & Hunt reviewed the site-specific Biological Assessment Report prepared for the proposed project, which included documentation from biological survey published data and site photographs (ELMT Consulting, 2019). The data in the report was considered with regional data and data obtained from wildlife hazard reports for nearby airports and March ARB.

Most of the project area was disturbed during the construction of March ARB and adjacent roads, drainage features, and an underground pipeline. Five drainage features are present within site boundaries, some of which include concrete linings or rip rap. Virtually no native habitat is present on site (ELMT Consulting, 2019).

On-site vegetation is composed almost entirely of non-native grassland dominated by Russian thistle with pigweed (*Amaranthus Albus*), doveweed (*Croton setiger*), jimsonweed (*Daturawrightii*), red-stemmed filaree (*Erodium cicutarium*), rattlesnake spurge (*Euphorbiaalbomarginata*), telegraph weed (*Heterotheca grandiflora*), short-podded mustard (*Hirschfeldia incana*), and horehound (*Marrubium vulgare*). The main drainage feature contains scattered stands of mulefat (*Baccharis salicifolia*), Spanish lotus (*Acemispom americanus*), common sunflower (*Helianthus annuus*), and cocklebur (*Xanthium strumarium*) throughout.



The four tributaries to the main drainage features are either primarily bare or vegetated with dense weedy plant species, primarily Russian thistle.

On-site plant communities provide foraging habitat, nesting and denning sites, and shelter from adverse weather or predation. The ELMT report states that nineteen avian species and six mammal species were identified during site field investigations. The report summarized the species observed most frequently observed as shown in Table 2.

Guild or Species	Species	Scientific Name	FAA Composite Hazard Ranking
Doves and Pigeons	Rock pigeons	<i>Columba livia</i> ,	-
	Mourning dove	<i>Zenaida macroura</i>	18
Sparrows	Savannah sparrow	<i>Passerculus sandwichensis</i>	24
	White-crowned sparrow	<i>Zonotrichia leucophrys</i>	24
Songbirds	Western meadowlark	<i>Sturnella neglecta</i>	22
Starlings and Blackbirds	Brewer's blackbird	<i>Euphagus cyanocephalus</i>	20
Raptors	Burrowing owl	<i>Athene cunicularia</i>	14
Mammals	Desert cottontail	<i>Sylvilagus audubonii</i>	
	San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	
	California ground squirrel	<i>Otospermophilus beecheyi</i>	
	Botta's pocket gopher	<i>Thomomys bottae</i> ,	
	Coyote	<i>Canis latrans</i>	17

No nests were observed on the project site during site surveys conducted in 2015, 2018, or 2019, and few suitable nesting locations were observed on or adjacent to the project site. However, upland habitat could support local ground-nesting birds such as killdeer (*Charadrius vociferus*) and horned larks (*Eremophila alpestris*). Small pockets of mulefat growing within the main drainage provide isolated nesting opportunities. As identified previously in Table 1, horned larks were identified in more than one-third of the strikes recorded at March ARB.

### Wildlife Summary and Conclusions

Biological surveys were conducted in 2015, 2018 and 2019, and biologists were on site for brief periods during the three survey events. The species identified during the site-specific surveys generally coincide with those identified in the FAA Wildlife Strike Database for March ARB such as doves, sparrows, songbirds, and raptors—all of which are identified in FAA's list of the 25 most hazardous species to aircraft operations.

Additional mammal species were identified during field studies. While some of these mammals do not pose strike hazards in and of themselves, they serve as a prey base and are attractive to raptors, which are known to pose a high strike risk and have been involved in nine strikes at March ARB. Similarly, the upland

habitats were observed to provide nesting potential to horned larks, which are responsible for more than 30 strikes at March ARB.

### **3. PROPOSED STORMWATER MANAGEMENT DESIGN**

Mead Hunt reviewed recent guidance from the FAA and the U.S. Air Force BASH program regarding proposed stormwater management facilities. The agency data was used to evaluate the facilities associated with the VIP 215 site.

#### **Agency Guidance**

The FAA discourages the development of open water facilities, including stormwater management ponds, within 10,000 feet of an air operations area (AOA) at airports serving turbine-powered aircraft. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

When stormwater management systems must be located within 10,000 feet, the FAA recommends that they be designed and operated so as not to create aboveground standing water that can be attractive to various species of waterfowl. Specific recommendations include the following:

- Stormwater ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms.
- Basins should include the use of steeply sided, rip-rap- or concrete-lined, narrow, linear-shaped water detention basins.
- When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting.

The U.S. Air Force provides guidance for the development of BASH Management Program in Airforce Instruction 91-212 dated May 31, 2018. The guidance states the following in paragraph 3.2.1.7, Wastewater Facilities, Lagoons, and Ponds:

- Installations must consider flight operations when designing and locating wastewater ponds and locate any new open water features or ponds as far from the runway and traffic patterns as possible.
- Consider pond placement to ensure transiting birds do not cross runways.
- Ponds designed with steep sides, impervious liners, little surface area, and little to no vegetation will provide reduced bird attraction.
- If pond alteration or relocation is not feasible, consider installing aeration pumps, agitation equipment, fountains, plastic bird balls/discs or grid wires (placed over the water body) to dissuade birds from utilizing holding ponds and lagoons. If spray fields are utilized, consider discharging sewage effluent during reduced flying operations.
- Consider constructing and utilizing rapid infiltration basins as a means to quickly remove water attractants where sandy soils occur.

## Design Review and Considerations

Mead & Hunt reviewed the following documents associated with the proposed project to evaluate their consistency with the guidance provided by the FAA, Air Force, and ALUC:

- The Draft *VIP 215 Specific Plan* (Specific Plan) dated January 2020;
- A site plan dated January 6, 2020, which illustrated the location of the proposed bio-retention ponds;
- A basin cross-section that was received in an email from Kathy Hoffer on February 20, 2020; and
- A memorandum from Mr. Johnny Murad, Huitt-Zollars, to Ms. Kathy Hoffer, Hillwood, dated March 23, 2020, that summarized and clarified the engineer's design and identified modifications to the site plans that had been made in response to previous recommendations from Mead & Hunt to promote consistency with FAA, Air Force, and ALUC guidance documents.

The proposed site plans identify two development scenarios that could be constructed within the project footprint: a one-building scenario and a two-building scenario. Under each scenario, the project would include the construction of bio-retention basins adjacent to the eastern project boundary and parallel to Runway 14-32. Under each scenario, the proposed bio-retention basins would cover an approximately 6.5-acre area. The Specific Plan states that stormwater would be collected by either surface flow or storm drains and directed to bio-retention/detention basins as follows:

Each basin is sized to have storage capacity for the water quality treatment volume as well as to as to detain and mitigate higher storm events. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to a new reinforced concrete box storm drain on the south side of the project, north of Van Buren Avenue. All drainage facilities will be sized to collect and convey the 100-year storm event. All observable water in both basins will be discharged within 48 hours after the end of a storm event (Specific Plan, page 2-13).

Basin Cross-Section G-G indicates that the proposed basins would be constructed with 4:1 slopes (4 feet horizontally for every 1 foot vertically). The ponds would be equipped with curbs and gutter extending out 10 feet from either side, and each side would be fenced.

**Basin Location.** The proposed basins are located at the eastern edge of the proposed project site and adjacent to the western boundary of March ARB. The FAA recommends avoiding new open water features within 10,000 feet of aircraft movement areas, and the Air Force recommends locating new ponds as far from the runway and traffic patterns as possible.

The Applicant considered placing the proposed stormwater ponds next to the western site boundary adjacent to Interstate 215 to maximize the separation distance between the ponds and Runway 14-32 in accordance with Air Force guidance, but doing so was neither practical nor feasible due to site-specific conditions. In addition, doing so would not provide the recommended 10,000-foot separation recommended in FAA guidance.

As documented by the engineer's memo dated March 23, 2020, moving the basin system to the west side of the project site would be contrary to site topography, which slopes from northwest to southeast. Placing the basins system along the site's western boundary would require site drainage to flow against the site's natural topography. To facilitate drainage without gravity systems, the proposed project would require the use of substantially larger and deeper basins and a pump system to remove the collected water from the basin. Based on the limited capacity of the pumps and the increased size of the basins, it is unlikely that the basin system would drain within 48 hours of a storm event.

**Drainage Time.** As described in the VIP 215 Specific Plan and confirmed through the engineer's memo of March 23, 2020, the proposed pond will drain completely within 48 hours to achieve the FAA and ALUC criteria.

**Slope and Vegetation.** The FAA recommends that ponds include steep sides to prevent entry (and nesting by potentially hazardous wildlife (e.g., waterfowl)). The Applicant has provided a slope of 4:1, which is the steepest allowable by County of Riverside design guidelines.

Typically, the basin bottom and side slopes are planted to promote water quality treatment and to prevent erosion. To reduce the attractiveness of the proposed basins to hazardous wildlife, the Applicant's engineer revised its design to include the use of a combination of rock and hardscape for the entire basin system pending approval by the local jurisdiction. To promote water quality, the on-site storm drain systems will be equipped with pre-treatment devices to filter out pollutants in stormwater prior to discharging the water into the basin. The use of rock scape will remove potential food sources, cover, and nesting cover for many species and make the ponds less attractive to hazardous wildlife.

**Bird Barriers.** Both the FAA and the Air Force recommend the use of physical barriers, such as netting, bird balls, or wire grids, to deter birds from open water. While the use of large grids is effective in excluding waterfowl, it is not effective in deterring smaller birds or mammals when vegetation is present. In addition, the size of the proposed basins may preclude the use of nets. Reducing basin attractiveness through the use of hardscapes would likely be more effective in discouraging wildlife from the site.

**Ongoing Maintenance.** Stormwater ponds and drains can become clogged with debris over time, leading to longer drainage times, ponding, and the growth of vegetation. In its memo dated March 23, 2020, the Applicant's engineer stated that it would identify a maintenance procedure in the project-specific Water Quality Management Plan (WQMP) for use during the life of the ponds to help ensure that the ponds continue to work properly and drain within 48 hours of a storm event. In addition to the maintenance procedure, storm water clarifiers would be installed at all storm water outlets into the basin system to ensure that clean water is deposited into the basin to help ensure that the basin bottom is not clogged with sediments and/or debris.

**Wetland Mitigation.** The proposed project will result in impacts to jurisdictional waters of the U.S. and waters of the State, and mitigation will be required by the Corps and the California Department of Fish and Wildlife. Although the Draft Specific Plan indicated that on-site mitigation efforts would be incorporated to provide compensatory mitigation, the Applicant's engineer stated in its memo of March 23, 2020, that the

on-site earthen stream would be replaced with a new Riverside County Flood Control & Water Conservation District (RCFC&WCD) storm drain system that will run along Van Buren Boulevard and around the project site. The new storm drain will likely be less attractive to hazardous wildlife than the existing earthen stream channel, which bisects the property and was observed to include isolated nesting opportunities, because it would be constructed of concrete hardscape and absent of vegetation.

#### **4. PROPOSED LANDSCAPE DESIGN**

Mead & Hunt reviewed the proposed landscape designs for the VIP 215 project to determine whether the proposed designs would be attractive to potentially hazardous wildlife observed or likely to be present in the project area. The landscape review was iterative in nature as the Applicant responded to preliminary review efforts and adjusted its plant palettes accordingly.

##### **Regulatory Background**

Plant selections, density, and the planting configurations proposed in a landscape design can influence wildlife use, abundance, and behavior. Both the FAA and Air Force identify landscaping—and especially landscaping near stormwater management facilities—as one of the greatest attractants to potentially hazardous wildlife.

FAA Advisory Circular 150/5200 33C, Section 282, offers the following recommendations to airport operators regrading landscaping and landscape maintenance:

- A QAWB should review all landscaping plans on behalf of an airport operator. Airport operators should also monitor all landscaped areas on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented to deter wildlife from utilizing these areas.
- Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of revegetating should not be planted with seed mixtures containing millet or any other large-seed-producing grass. Plantings should follow the specific recommendations for grass management and seed and plant selection made by the State University Cooperative Extension Service, the local office of Wildlife Services, or a QAWB.
- Airport operators should also consider developing and implementing a site-specific, preferred/prohibited plant species list reviewed by a QAWB.

While the guidance cited above refers specifically to airport operators and airport facilities, the FAA's guidance is recommended to extend to the areas within 10,000 feet of aircraft movement areas as described earlier and in paragraph 1.3 of the same guidance.

The Riverside County ALUC also prepares guidance for proposed projects located in an Airport Influence Area (AIA). The guidance was developed to assist design professionals promote sustainable landscaping while minimizing hazards to aircraft operations by:

- Avoiding/preventing the creation of contiguous canopy created by trees;



- Limiting the amount of cover and massing offered by shrubs, accents, vines, and grasses to prevent the creation of habitat for birds and small mammals; and
- Preventing the natural succession of landscaping provided by groundcover by creating sharp edges between groundcover types.

The ALUC reviewed the list of California Plant Friendly Landscapes that is included in the County's *Comprehensive Landscape Guidance and Standards* and identified an abbreviated list that is appropriate for projects within the AIA. Alternative plant materials may be incorporated into project designs based on site conditions and review by a QAWB.

### **Design Review and Considerations**

Mead & Hunt reviewed Chapter 4 of the VIP 2015 Specific Plan, which provides guidelines related to landscaping and a plant materials list provided by Hillwood's consultant.

- Chapter 4.3.1, Landscape Master Plan, of the Specific Plan identifies the use of landscape treatments around buildings, the use of vertical trees and lower growing and broader canopy trees along Van Buren Boulevard, and a groundplane that will be "landscaped with a mix of shrubs and groundcover to create a layered appearance. The plan states that shrubs and groundcovers will be selected concurrent with final designs for individual projects in the Specific Plan area.
- Section 4.3.2, Water Quality, identifies the use of bioswales not only to function as stormwater/water treatment facilities but also to be integrated as a landscape feature.
- Table 4-1 of the Specific Plan provides a list of plant materials including trees, shrubs, accents, groundcover.

**Landscape Master Plan, Section 4.3.1.** Landscape guidance provided by the ALUC suggests the avoidance of continuous canopy and the use of sharp edges between types of planting. In its comments regarding the proposed project, the Air Force stated that based on the proximity to the airfield, trees that will bear mast or grow to an adequate size for roosting should not be planted. The types of trees selected and their placement should include sufficient intervals to avoid the development of mast.

The development of a layered ground plane could be contrary to this guidance that suggests the use of sharp edges between types of planting. Section 4.3.1 of the Specific Plan should be revised to reflect the guidance set forth by the ALUC for landscaping near airports.

**Water Quality, Section 4.3.2.** The discussion assumes that bio-retention basins will include earthen sides and bottoms and will be planted to further enhance water quality. As previously discussed, Mead & Hunt's recommendations pertaining to stormwater management include the use of hardscapes. While water quality enhancements maybe be achieved through the use of planting materials, the proximity to aircraft movement areas, FAA strike record, and observed wildlife species indicate that hardscapes are more appropriate at this location. In addition, The location of the proposed basins, as currently shown, is outside of public view and reduces the need to provide aesthetic enhancements.

**Plant Materials.** Mead & Hunt reviewed a portion of the proposed plant list that was provided by Hillwood in February 2019, which included accents and groundcover materials. A landscape architect reviewed the list for its potential to attract or provide habitat for hazardous wildlife. The annotated list was returned to Hillwood on February 20, 2020. Hillwood's Landscape architect, Tom Hayes of Hunter Landscape, provided a revised project plant list on March 5, 2020. The revised plant list eliminated plant materials that were not identified in ALUC landscaping guidance and proposed others for review.

Mead & Hunt reviewed the revised plant list and offers the following recommendations.

- **Trees.** Three species should be eliminated from the list because they are attractive to wildlife: Chilean mesquite (*Prosopis chilensis*), Chitalpa (*Chitalpa tashkentensis*), and Blue Palo Verde (*Cercidium* sp.). In addition, trees will not be planted on the portion of the site adjacent to the airport.
- **Shrubs:** Two species should be eliminated because they are attractive to bird species: coyote bush (*Baccharis*) and brittle brush (*Encelia farinosa*).
- **Groundcover.** Two groundcover species should be eliminated; Poverty weed (*Iva hayesiana*) and Halls honeysuckle (*Lonicera j. Halliana*), are attractive to birds. One proposed groundcover, Lantana, includes many variations, some of which produce seeds or fruit that is attractive to birds. Only non-seeding, non-fruiting selections should be used.

## 5. CONCLUSIONS AND RECOMMENDATIONS

### Project-Related Recommendations

The Riverside County ALUC found that the VIP 215 Plan was conditionally consistent with the adopted 2014 ALUCP for March ARB as long as specific conditions were achieved. Mead & Hunt reviewed the proposed one- and two-building scenario plans developed for the proposed site to determine whether they were consistent with ALUC guidance, FAA guidance, and U.S. Air Force guidance pertaining to potentially hazardous wildlife. During the review process, the Applicant provided additional clarification and incorporated several design revisions that were reflective of FAA, Air Force, and ALUC design guidance to make the proposed project site less attractive to potentially hazardous wildlife to the extent practicable.

Such measures include:

- Confirming that the proposed bio-retention/detention basin system will drain all of the collected storm water within 48 hours of a storm event.
- Providing pond slopes of 4:1, which is the maximum slope allowed by County of Riverside design guidelines.
- Proposing the use of a combination of rock and hardscape for the entire basin system rather than vegetation. This change must be approved by the local jurisdiction.
- Providing a maintenance procedure for the bio-retention/detention basin system in the project – specific Water Quality Management Plan (WQMP) to help ensure the that the basins will continue to operate properly and drain within 48 hours after a storm event. In addition, storm water clarifiers will be installed at all storm water outlets into the basin system to ensure that clean water is

deposited into the basin to help ensure that the basin bottom is not clogged with sediments and/or debris.

- Replacing the existing earthen stream that bisects the property with a new Riverside County Flood Control & Water Conservation District (RCFC&WCD) storm drain system that will run along Van Buren Boulevard and around the subject site.
- Eliminating trees from site landscaping plans; and
- Revising the plant palette presented in the Specific Plan to include species that would not be attractive to hazardous wildlife.

The incorporation of site-specific modifications and recommendations for subsequent site development identified in this letter report combined with the submission of revised plans for Air Force review and concurrence will promote consistency with ALUC condition nos. 2c, 5, and 6, and ALUC design guidance.

### **Subsequent Site Development**

Future site development plans for the VIP 2015 site will need to be consistent with the 2014 ALUCP for the March ARB and the attached ALUC design guidance. Mead & Hunt recommends that the ALUC design guidance for landscaping and stormwater, FAA AC 150/5200-33C, *Wildlife Hazard Attractions On and Near Airports*, and Air Force Instruction 91-21231, *Birds/Wildlife Aircraft Strike Hazard (BASH) Management Program*, be considered in subsequent site development and identified in the Specific Plan.

In addition, Mead & Hunt recommends that Section 4 of the VIP 215 Specific Plan be revised as follows to promote consistency with the 2014 ALUCP and ALUCP design guidance:

- Section 4.3.1 should be revised to reflect the goals of the ALUC for landscaping within the AIA and set forth in its guidance "Landscaping Near Airports." The section should include a revised version of Table 4-1 that reflects the memo from Hunter Landscaping dated March 5, 2020, and the recommendations cited above for trees, shrubs, and groundcover.
- Section 4.3.1 should be revised to state that subsequent landscape plans created by tenants for portions of the VIP site must adhere to the Specific Plan and plant materials identified and guidance set forth by the ALUC and the Applicant's goal of using only plant materials that are acceptable following review by a QAWB. This language should be included in development agreements as well.
- Section 4.3.2 should be revised to reflect the use of hardscape for proposed stormwater management basins.

The Riverside County ALUC found that the VIP 215 Plan was conditionally consistent with the adopted 2014 ALUCP for March ARB as long as specific conditions were achieved. The recommendations made by Mead & Hunt and subsequent design revisions made by the Applicant are intended to discourage and reduce the site's attractiveness to potentially hazardous wildlife. The design modifications described in this letter report and the subsequent submission of revised plans for Air Force review and concurrence will promote consistency with ALUC condition nos. 2c, 5, and 6.

Kathy Hoffer  
March 27, 2020  
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Thank you for this opportunity to review the site plans and planning documents for the VIP 2015 development. Should you have any questions, please reach out to me or Lisa Harmon.

Sincerely,  
MEAD & HUNT, INC.



Rick Jones, FAA-Qualified Airport Wildlife Biologist

**Attachments:**

Riverside County ALUC Stormwater Management Guidance: Airports, Wildlife and Stormwater Management  
Riverside County ALUC Landscaping Management Guidance: Landscaping Near Airports

## Attachments



**Riverside County ALUC  
Stormwater Management Guidance:  
Airports, Wildlife and Stormwater Management**

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

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

**ADAPTIVE MEASURES**

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



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



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

Table 1 Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> <li>■ Suitable because water accumulates below ground surface.</li> <li>■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife.</li> </ul>
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 (BWH) 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"> <li>■ Unsuitable in AIUCP Compatibility Zone A.</li> <li>■ 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.</li> <li>■ Steep slopes (steeper than 3:1).</li> </ul>
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"> <li>■ Unsuitable in Compatibility Zone A.</li> <li>■ 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.</li> <li>■ 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.</li> </ul>
Extended Detention Basins Not Recommended	<ul style="list-style-type: none"> <li>■ Unsuitable in Zones A through C.</li> <li>■ Should be avoided in Zones D and E. If necessary, modification to drawdown ponded water within 48 hours, or a manufactured cover to prevent view and availability of open water, and absence of landscape or landscaping approved by a qualified biologist.</li> </ul>



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



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



Sand filter at the base of the bioswale promotes infiltration.



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

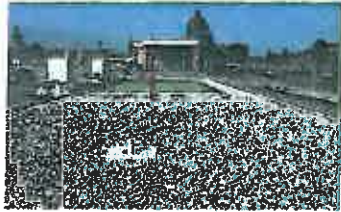




Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



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



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



## STORMWATER BEST MANAGEMENT PRACTICES

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

### ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/ppdes>.
- 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](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](https://www.nap.edu/login.php?action=guest&record_id=22216).

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

BMP Characteristic	Recommended Design Measure
<b>Exposed Surface Water</b> <ul style="list-style-type: none"> <li>• Especially attractive to waterfowl, shorebirds, and flocking birds.</li> <li>• Provides source for drinking and nest building.</li> <li>• More attractive when constructed near other open water features or ponds.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm).</li> <li>• Cover using bird balls.</li> <li>• Consider earth-bottom culverts, French drains, trench covers, and underground storage options.</li> <li>• Avoid within 8 km (5 miles) of other open water features or facilities.</li> </ul>
<b>Vegetation and Landscaping</b> <ul style="list-style-type: none"> <li>• Provides food.</li> <li>• Tall vegetation provides shelter and nesting opportunities.</li> <li>• Diverse vegetation attracts more diverse wildlife.</li> </ul>	<ul style="list-style-type: none"> <li>• Eliminate vegetation (concrete banks, steep slopes, etc.).</li> <li>• If necessary, provide a monoculture or decreased diversity.</li> <li>• Never use species that provide a food source (seeds, berries, nuts, and drupes).</li> <li>• Provide regular maintenance to prevent seeding and shelter.</li> </ul>
<b>Aspect/Geometry</b> <ul style="list-style-type: none"> <li>• Slopes can provide opportunities for nesting and loafing.</li> </ul>	<b>Avoid or reduce available shoreline:</b> <ul style="list-style-type: none"> <li>• Implement narrow, linear trenches rather than open water or regular circles as pond shapes.</li> <li>• Create steep slopes (&lt;3:1).</li> <li>• Avoid irregular shapes for basins.</li> <li>• Avoid vegetation.</li> </ul>

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

### AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

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



Remains of an owl ingested by an aircraft engine.

Riverside County ALUC  
Landscaping Management Guidance:  
Landscaping Near Airports





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



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



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



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

**TABLE 2. Acceptable Plants from Riverside County Landscaping Guide**

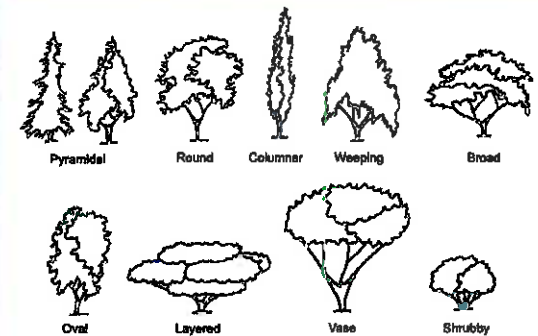
Plant Name	Common Name	Wildlife Attraction	AVIATION RISK
<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
<i>Grevillea Noellii</i>	Noel's Grevillea	L: 1-4; M: 6	
<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
<i>Langonia canara</i>	Bush Lantana	L: 1-4; M: 6	
<i>Lavendula</i> spp.	Lavender	L: 10S; M: 5-6	2-24; varies
<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	10S, 7-14, 18-21
<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
<i>Cortaderia dioka</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 lictorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
<i>Dasyllirion</i> species	Desert Spoon	VL: 1, 4-6	10-24
<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Dietsa 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.



Tree species should be selected and planted so that, at maturity, overlapping crown structures will be minimized.



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



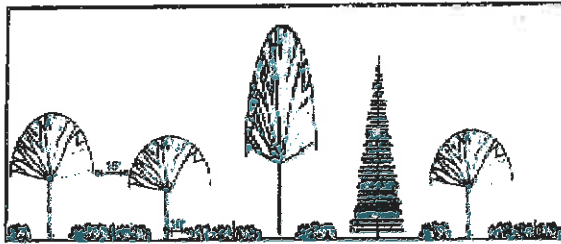


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

**Plant Selection, Irrigation, and Wildlife Management.** Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: ([http://rcfdma.org/Portals/7/documents/landscaping\\_guidelines/Guide\\_to\\_California\\_Friendly\\_Landscaping.pdf](http://rcfdma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf))

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

**General Guidelines.** Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- ❑ **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- ❑ **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- ❑ **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).



Table 1. Design Guidance for Plant Materials

TREES	<p><b>Avoid/Prevent Contiguous Canopy</b></p> <ol style="list-style-type: none"> <li>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).</li> <li>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"> <li>❑ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity.</li> <li>❑ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.</li> </ul> </li> </ol>
SHRUBS/ACCENTS/GRASSES	<p><b>Limit Coverage</b></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"> <li>❑ Mix deciduous, herbaceous, and evergreen species.</li> <li>❑ 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).</li> <li>❑ Provide at least 10 feet between trees and other species greater than 1 foot in height.</li> </ul>
GROUNDCOVER/TURF	<p><b>Prevent the natural succession of landscape!</b></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"> <li>1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching.</li> <li>2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf.</li> <li>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"> <li>❑ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A).</li> <li>❑ Porous concrete to cover smaller areas (Figure 2B).</li> <li>❑ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).</li> </ul> </li> </ol>
VINES	<p><b>Limit Coverage</b></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"> <li>❑ Do not use vines to create overhead canopy or to cover structures.</li> <li>❑ Do not plant vines to grow on the trunk or branches of trees.</li> <li>❑ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.</li> </ul>

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.

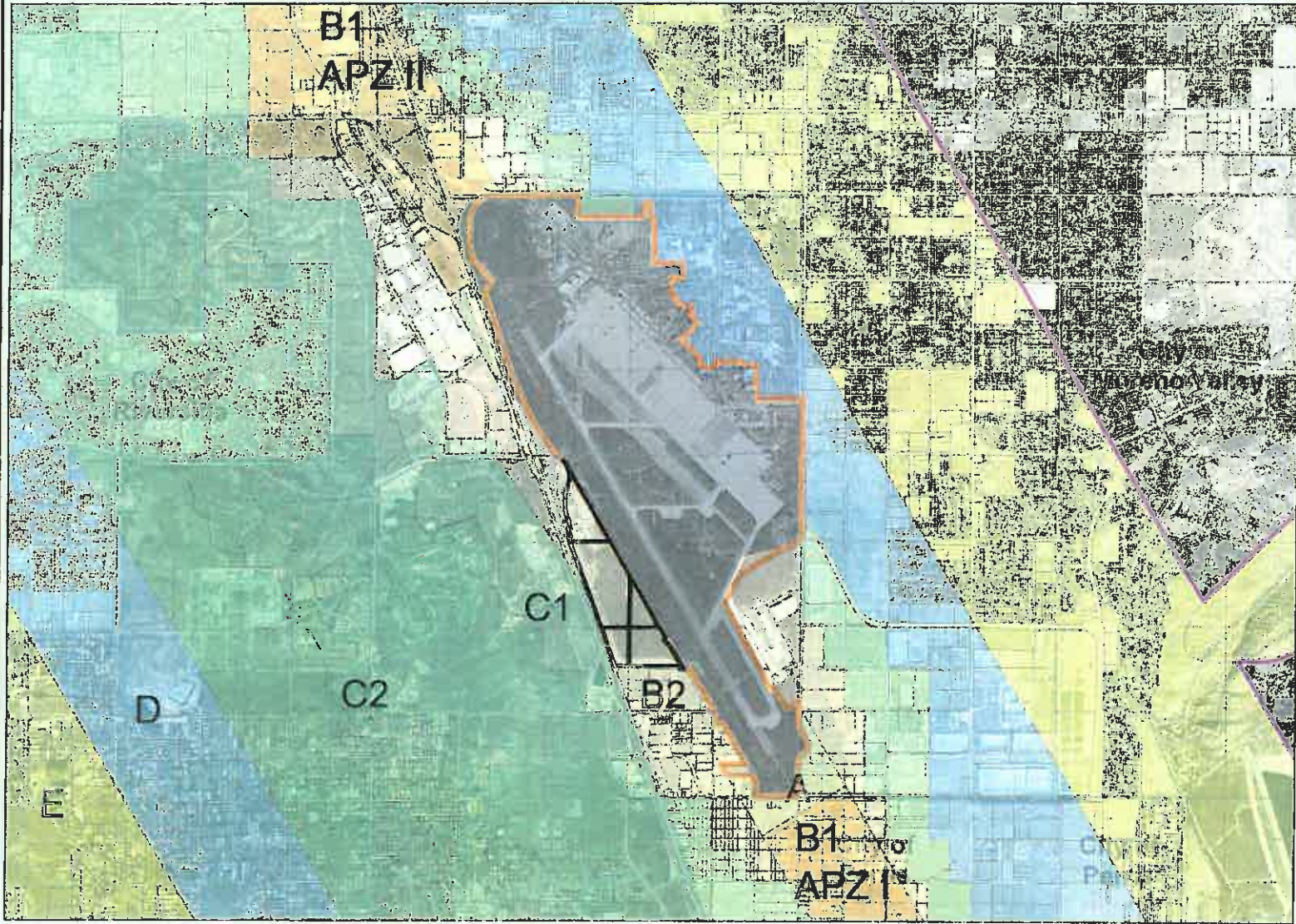


Figure 2. Alternative hardscapes and groundcover/turf



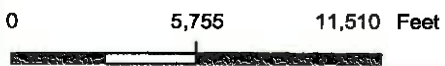


# My Map



**Legend**

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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

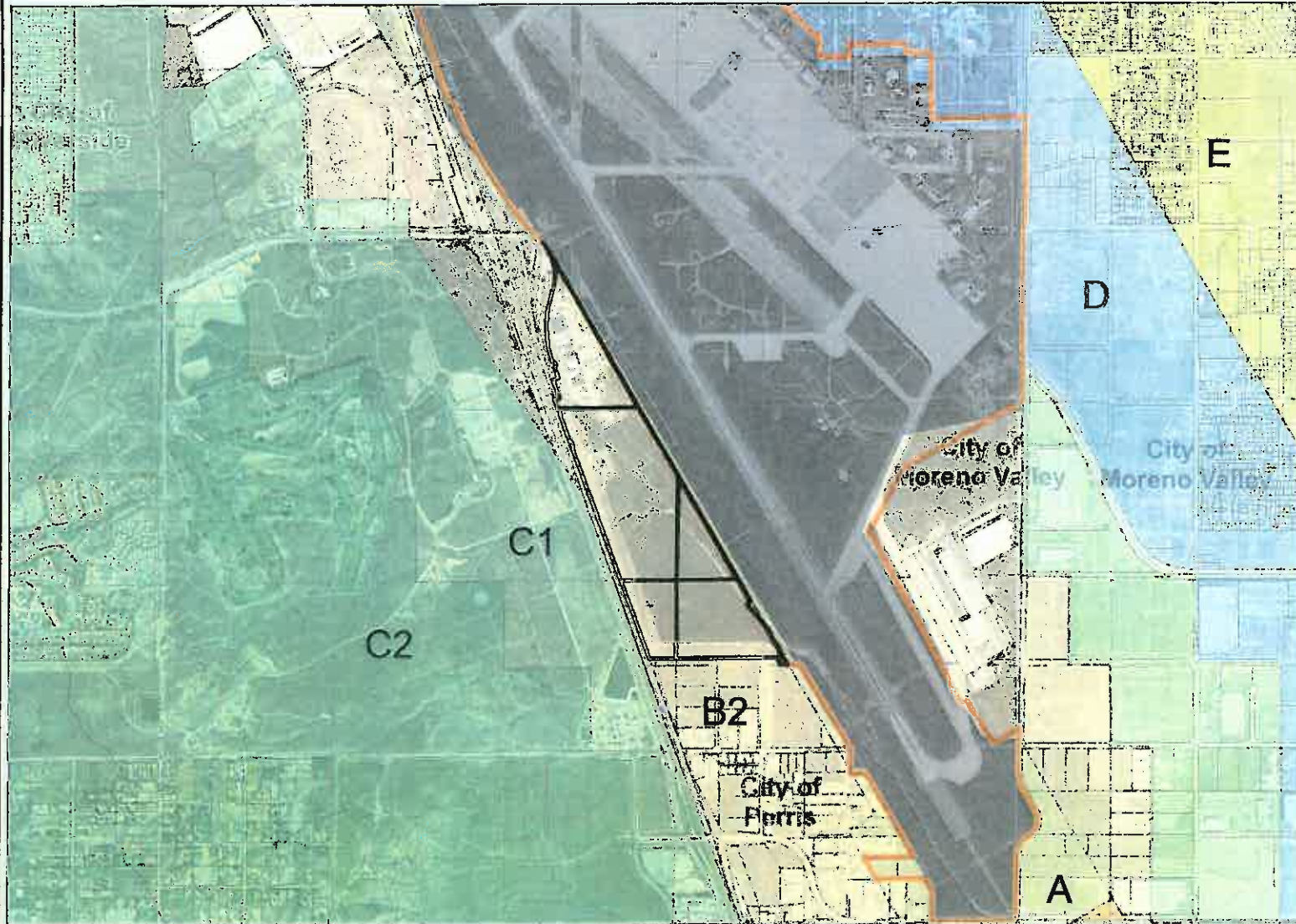
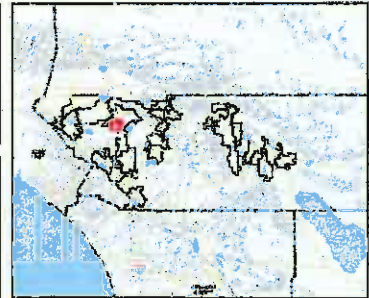
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**Notes**



# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-FXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 2,877 5,755 Feet

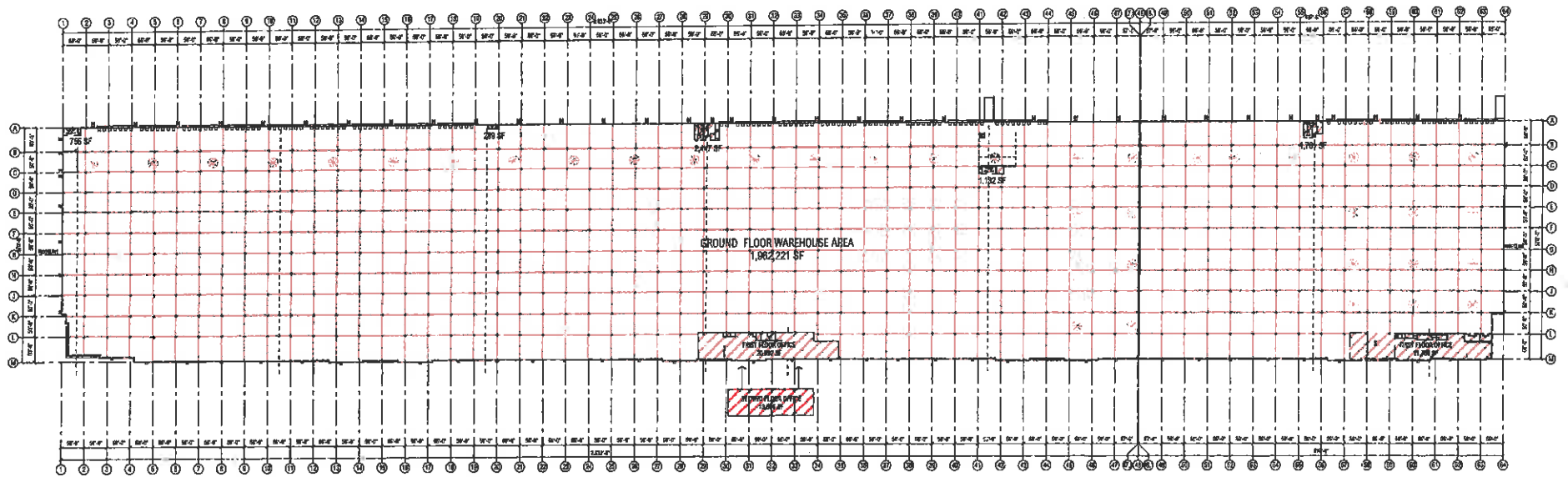


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## Notes



TOTAL GROUND FLOOR OFFICE AREA: 46,637 SF  
 TOTAL GROUND FLOOR WAREHOUSE AREA: 1,962,221 SF  
 TOTAL SECOND FLOOR OFFICE: 13,506 SF  
 TOTAL BUILDING AREA: 2,022,364 SF

**BUILDING PLAN**  
 SCALE: 1/8" = 1'-0"





























**LEGAL DESCRIPTIONS**

THE LEGAL DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR OF RECORD FOR THE PURPOSE OF RECORDING THE AREA TO BE INCLUDED IN THIS SURVEY ONLY. SAID DESCRIPTION IS NOT TO BE USED FOR CONVEYANCE OF TITLE OF ANY NATURE.

THAT PORTION SETBACKS 25, 26, 28 AND 30, TOWNSHIP 3 SOUTH, RANGE 4 WEST, 24th MEMORIAL HIGHWAY IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SHOWN AS PARCEL 11 ON MAP FILED IN BOOK 118 PAGES 30 TO 40 INCLUSIVE, OF RECORD OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER, OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°45'45" WEST 874.38 FEET IN THE EXTREMLY SOUTHERLY CORNER OF SAID PARCEL, (1) SAID SOUTHERLY TERMINUS ALSO BEING A POINT ON THE NORTHERLY LINE OF PARCEL MAP NO. 2008, AS PER MAP FILED IN BOOK 37 PAGE 68 OF PARCEL MAPS IN THE OFFICE OF SAID RECORDER, THENCE ALONG SAID NORTHERLY LINE SOUTH 89°27'27" WEST 177.08 FEET, THENCE LEAVING SAID NORTHERLY LINE NORTH 89°27'27" WEST 154.76 FEET TO A LINE PARALLEL WITH 104.0 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERLY LINE, THENCE ALONG SAID PARALLEL LINE SOUTH 89°27'27" WEST 188.83 FEET TO THE EASTERLY BOUNDARY OF CALIFORNIA STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MONUMENTATION MAP 45000 ON FILE IN THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION, THENCE ALONG SAID EASTERLY BOUNDARY NORTH 19°22'45" WEST 428.23 FEET, THENCE LEAVING SAID EASTERLY BOUNDARY NORTH 77°30'40" EAST 182.33 FEET, THENCE SOUTH 77°30'40" EAST 247.8 FEET, THENCE NORTH 72°02'45" EAST 84.8 FEET, THENCE SOUTH 82°27'45" EAST 765.47 FEET, THENCE NORTH 84°45'00" EAST 84.8 FEET TO THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°45'45" WEST 874.38 FEET IN THE BOUNDARY OF THE "MARCH AIR RESERVE BASE" AS SHOWN ON MAP FILED IN BOOK 124 PAGES 88 TO 90 INCLUSIVE, OF SAID RECORD OF SURVEY, THENCE ALONG SAID LAST MENTIONED BOUNDARY AS FOLLOWS: NORTH 30°45'45" EAST 256.87 FEET, THENCE SOUTH 84°45'00" WEST 72.08 FEET, THENCE SOUTH 38°25'45" EAST 421.43 FEET, THENCE SOUTH 30°45'45" EAST 874.32 FEET TO THE POINT OF BEGINNING.

CONTAINING 143.48 ACRES MORE OR LESS.

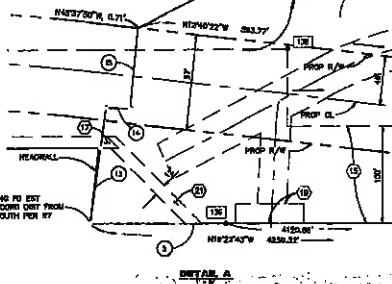
**EXISTING ENCUMBRANCES**

- 14. AIRPORT'S RIGHTS OF RIGHTS AND EASES TO OR FROM THE FREEWAY HAVE BEEN RECORDED IN THE RECORDS RECORDED OCTOBER 28, 2004 AS INSTRUMENT NO. 2004-082534 OF OFFICIAL RECORDS.
- 15. AN EASEMENT FOR PIPELINE AND INCIDENTAL PURPOSES, RECORDED JUNE 26, 2006 AS INSTRUMENT NO. 2006-032643 OF OFFICIAL RECORDS.  
IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA AS DESCRIBED THEREIN.
- 17. AN EASEMENT FOR PUBLIC ROAD AND UTILITY AND INCIDENTAL PURPOSES, RECORDED AUGUST 10, 2011 AS INSTRUMENT NO. 2011-020203, AND RE-CORRECTED AUGUST 28, 2012 AS INSTRUMENT NO. 2012-048569, BOTH OF OFFICIAL RECORDS.  
IN FAVOR OF: THE COUNTY OF RIVERSIDE AS DESCRIBED THEREIN.
- 18. AN EASEMENT FOR PUBLIC ROAD AND UTILITY AND INCIDENTAL PURPOSES, RECORDED AUGUST 10, 2011 AS INSTRUMENT NO. 2011-020218 OF OFFICIAL RECORDS.  
IN FAVOR OF: THE STATE OF CALIFORNIA AS DESCRIBED THEREIN.
- 19. AN EASEMENT FOR PIPELINE AND INCIDENTAL PURPOSES, RECORDED JUNE 27, 2003 AS INSTRUMENT NO. 2003-007066 OF OFFICIAL RECORDS.  
IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY AS DESCRIBED THEREIN.

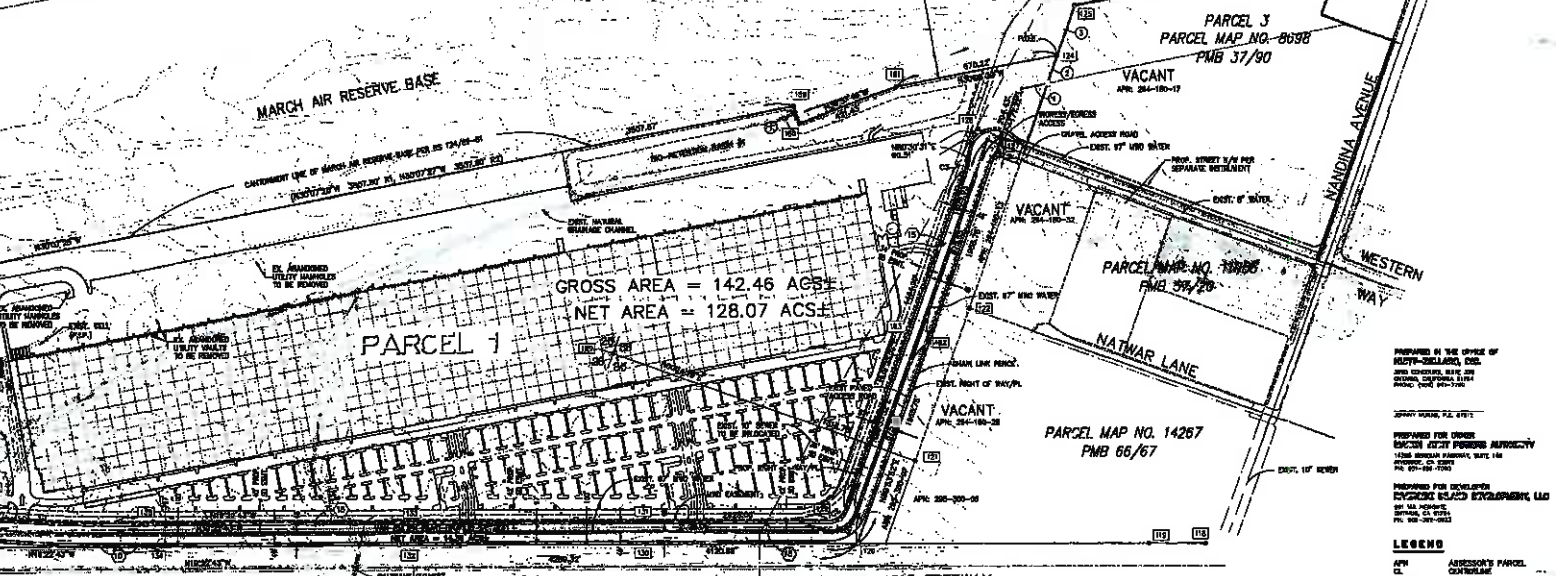
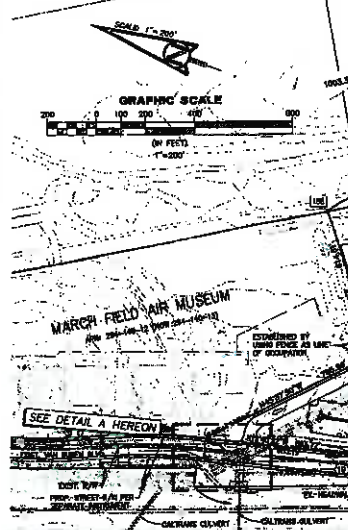
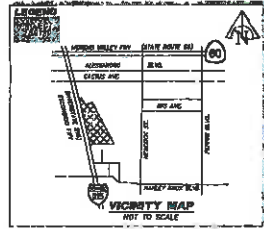
**TENTATIVE PARCEL MAP NO. 37220**

COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**HUITT-ZOLIARS, INC.**  
FEBRUARY, 2020

GROSS AREA = 142.46 ACRES  
APN'S: 294-150-000, 294-170-005, 294-180-030, 294-140-13, 295-300-008



APPROXIMATE CL OF RUNWAY



**GENERAL NOTES**

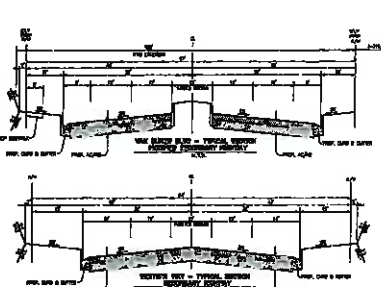
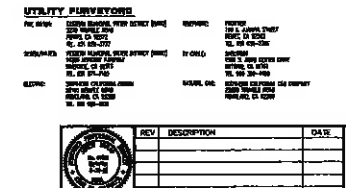
- 1. BASIS OF RECORD: THE BASIS OF MEASUREMENT FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 8, HAD AS OF RECORD 2011.00, AS DETERMINED LOCALLY BY A LINE BETWEEN CONTIGUOUS ADJACENT, POSITIVE STATIONS (NAD83) AND/OR CONTIGUOUS ADJACENT REFERENCE STATIONS (COORD ENDS) AND PERFORMED IN ACCORDANCE WITH THE CALIFORNIA SURVEYING ACT AND THE NATIONAL GEODETIC SURVEY (NAD83). ALL DISTANCES ARE IN FEET (FUT). CORRECTIONS CAN BE OBTAINED BY MULTIPLYING A CORRECTION FACTOR OF 0.000007.
- 2. THE BENCHMARK FOR THIS PROJECT IS BASED ON THE NATIONAL GEODETIC SURVEY (NAD83) METRIC CONTROL NETWORK. BENCHMARK NUMBER PD 022728 DESIGNATION 2148, ELEVATION 182.270 (NAVD83), DESCRIBED AS FOLLOWS: HARBOR VALLEY, NEAR THE INTERSECTION OF INTERSTATE 215 AND VAN BUREN BLVD., PROVIDED WEST ALONG VAN BUREN BLVD TO A POINT (MARKED 'B') THEN 0.50 MILE (0.80 KM) NORTH ALONG A TO A DIRT ROAD LEADING TO THE UNDER PASS OF VAN BUREN BLVD. 0.25 MILE (0.40 KM) SOUTH ALONG DIRT ROAD ON THE EAST SIDE OF ATAP RAILROAD TRACKS. FOUND A LOGS 3-1/4 IN DIAMETER STAMPED 2 1/4 IN 1961 SET FLUSH ON TOP OF A CONCRETE MONUMENT (BEARING) 15 FEET (4.6 M) SOUTHWEST OF MARKING 'B', 163 FEET (50 M) SOUTHWEST OF A SURVEY STAKE 35 FEET (10.7 M) EAST OF TRACKS, 5.4 FEET (1.6 M) WEST OF 215 FREEWAY RIGHT OF WAY FENCE AND 8 INCHES ABOVE GROUND.
- 3. GRID COORDINATE VALUES (FOOT 2011.00 U.S. FEET):  
ENPP N 2347769.649E E 8732937.123S  
PPRF N 2348871.105E E 8732918.171S
- 4. DATE OF FIELD SURVEY: NOVEMBER, 2018.
- 5. ZONING INFORMATION:  
PRESENT ZONING: HOME  
FLOOD ZONING:  
THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE "X" PER U.S. DEPARTMENT OF INTERIOR AND USFWS DEVELOPMENT PLAN (2005) CALIFORNIA FLOOD HAZARD ZONING MAP, REVISION OF FLOOD ZONE MAP, AUGUST 28, 2008. PANEL NOT PRINTED. NO FIELD SURVEY WAS PERFORMED TO DETERMINE THIS ZONE.
- 6. ZONIC 01 AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE.

**POINT DESCRIPTIONS**

- 118 FOUND GALP TRANS CONCRETE BOX DOWN 0.5' PER RECORD OF SURVEY 132/67/100 HELD FOR FILE ONLY
- 119 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 120 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 121 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 122 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 123 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 124 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 125 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
- 126 FOUND 1" OF 1.5 (3/8) INCH DIAMETER GALP, DOT DOWN 0.5' PER RA, 0.5' WFLY HELD FOR FILE ONLY
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**COURSES**

- 1 NORTH 88°10'40" EAST 73.90 FEET
- 2 NORTH 89°50'00" EAST 72.88 FEET (R1)
- 3 NORTH 89°52'50" EAST 117.06 FEET (R1)
- 4 NORTH 89°50'00" EAST 117.06 FEET (R1)
- 5 NORTH 89°52'50" EAST 208.48 FEET (R1)
- 6 NORTH 30°45'45" WEST 154.76 FEET (R1)
- 7 NORTH 30°45'45" WEST 154.76 FEET (R1)
- 8 NORTH 19°22'45" WEST 158.48 FEET (R1)
- 9 NORTH 77°30'40" EAST 122.33 FEET
- 10 NORTH 77°30'40" WEST 247.78 FEET
- 11 NORTH 77°30'40" EAST 181.83 FEET



Curve #	Length	Radius	Delta	Tangent
C1	287.45	1983.00	6°43'31"	230.03
C2	81.47	88.00	1°43'33"	48.84
C3	16.30	100.00	0°22'30"	8.21
C4	180.50	110.00	1°12'28"	129.31

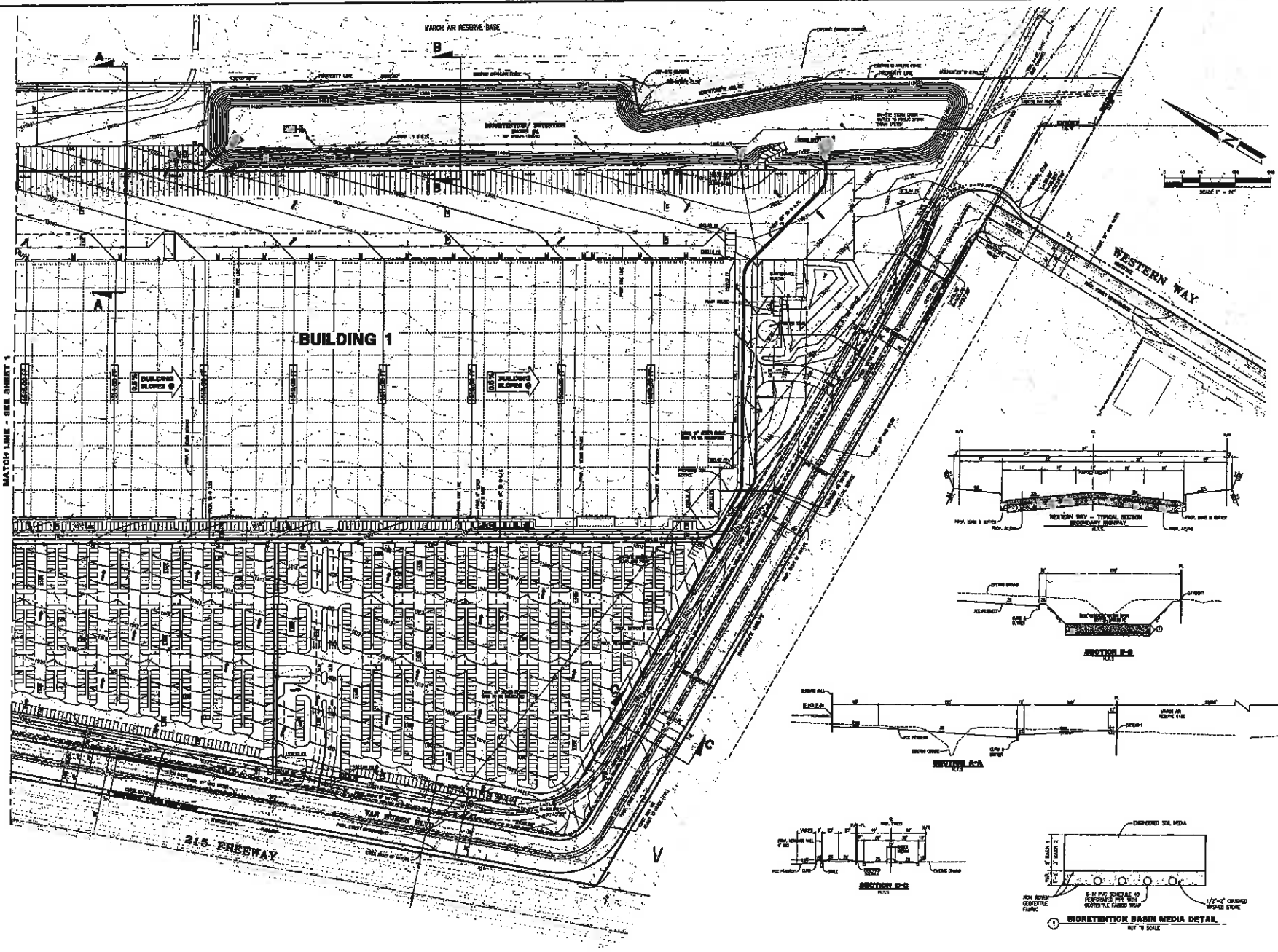
**TENTATIVE PARCEL MAP 37220**  
FOR  
**VETERANS INDUSTRIAL PARK 215-PROJECT APOLLO**  
EAST OF 215 FREEWAY  
COUNTY OF RIVERSIDE

**HUITT-ZOLIARS**  
3700 CHINA BAY DRIVE, SUITE 200, RIVERSIDE, CALIFORNIA 92504  
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WWW.HZINC.COM

DATE: 02/12/20  
BY: JAHM HUIETT  
CHECKED BY: JAHM HUIETT  
SCALE: AS SHOWN  
PROJECT NO: 37220  
SHEET NO: 1 OF 1







**CONCEPTUAL GRADING & UTILITY PLAN**  
 FOR  
**VETERANS INDUSTRIAL PARK 215**  
 PROJECT APOLLO  
 GPA 16-01, SP 16-02, FP 16-03, TPM 16-06

**HUITT-ZOLIARS**  
 CIVIL ENGINEERS, INC.  
 2000 S. GARDNER, SUITE 200 • GARDNER, TEXAS 75748 • (817) 541-7700  
 DRAWN BY: JERRY HARAD  
 DATE: 1/15/20  
 SHEET NO. 2 OF 2  
 SHEETS

DATE	1/15/20
BY	JERRY HARAD
CHECKED BY	
SCALE	AS SHOWN
TITLE	CONCEPTUAL GRADING & UTILITY PLAN
PROJECT	VETERANS INDUSTRIAL PARK 215
SHEET NO.	2 OF 2
TOTAL SHEETS	2

# Veterans Industrial Park 215

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SPECIFIC PLAN

January 2020

**DRAFT**

# Veterans Industrial Park 215 Specific Plan (SP-8)

January 2020

**DRAFT**



**Prepared For:**

March JPA

**Applicant:**

Riverside Inland Development, LLC

Kimley»Horn



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# 1 INTRODUCTION

This section explains the purpose of the specific plan; local and regional context and setting; background; planning process and entitlements; authority to prepare; relationship to existing plans and policies; and organization of the specific plan.

## 1.1 LOCATION AND ACCESS

The Veterans Industrial Park 215 Specific Plan area encompasses approximately 142.5 acres of airport property consisting of Parcel D2 within the boundaries of the March Inland Port Airport, located in Riverside County, California. It is located in the East March Planning Subarea. Parcel D2 is located directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum and west of an existing airport runway; but, provides no access to the runway or any taxiways (flying facilities).

Access to Parcel D2 is provided via the I-215 freeway and Van Buren Boulevard. A southern extension of Van Buren Boulevard is anticipated as a part of this Specific Plan. Figure 1-1, *Location*, shows the regional location of the Specific Plan area.

## 1.2 BACKGROUND AND HISTORY

March Air Force Base (MAFB) was first established as a military installation in 1918 and has been in near continuous operation between 1918 and 1993. In 1993 the federal government called for the realignment of MAFB and a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The conversion of MAFB to an air reserve base resulted in the need to dispose of and reuse approximately 4,400 acres of land. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The cities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March Joint Powers Authority (MJPA) pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The March JPA was delegated the authority to manage the use, reuse, and joint use of the realigned base.

Since 1996, the MJPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents, that impact the Specific Plan area include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Department of Defense Instructions
- Air Force Instructions
- General Plan of the March Joint Powers Authority (September 1999)
- March Joint Powers Authority Development Code (July 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- Air Installation Compatible Use Zone Study for March Air Reserve Base (2018)
- March Air Reserve Base/Inland Port Airport Joint Land Use Study (December 2010)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (November 2014)
- Airport Layout Plan (September 2013)

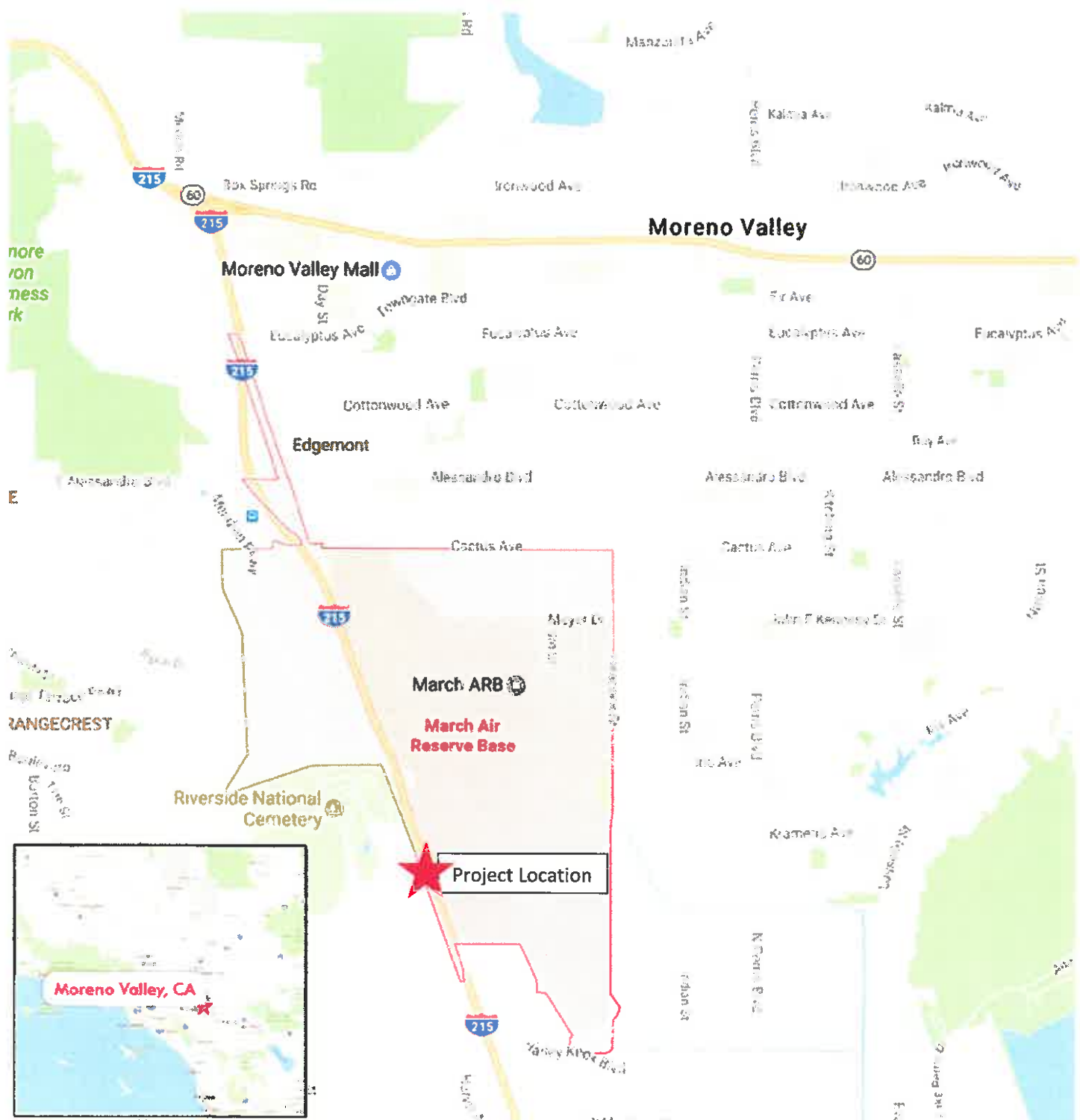


Figure 1-1 Regional Location



In addition to these documents related to development within the airport area, the Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris in January 2012. The PVCCSP consists of approximately 3,500 acres located immediately south of the Veterans Industrial Park 215 Specific Plan area. Western Avenue, an arterial roadway within the PVCCSP, will be extended to the southern edge of the Specific Plan area as a secondary point of access.

Riverside Inland Development, LLC is the Master Developer for the remaining MIPA owned properties at the March Inland Port. Hillwood entered into an Exclusive Negotiating Agreement (ENA) in December 2015 in response to a Request for Proposal and subsequently entered into a Memorandum of Agreement. The development program addressed by this Specific Plan is the first implementing step of these agreements.

### **1.3 CONTEXT AND LOCAL SETTING**

#### **1.3.1 Specific Plan Area and Ownership**

The Specific Plan area is comprised of approximately 142.5 gross acres of vacant land. The project site is composed of five tax parcels, Assessor Parcel Numbers (APNs) 294-150-009, 294-170-005, 295-300-008, 294-140-13 and 294-180-038. The property is presently owned by the March Joint Powers Authority. Figure 1-2 illustrates the Specific Plan area.

#### **1.3.2 Existing General Plan and Zoning**

The Specific Plan area consists of approximately 142.5 acres of land that is not currently zoned. Its General Plan designation is Aviation, with an allowable Floor Area Ratio (FAR) of 0.4. This property is expected to be developed under a long-term ground lease.

As part of project entitlements, the property would be subject to a General Plan Amendment that would add a Specific Plan overlay (“SP”) to the existing Aviation designation. In addition, the Veterans Industrial Park 215 Specific Plan would be adopted as the zoning for the property. An analysis of compliance with General Plan goals and policies may be found in the Appendix of this Specific Plan document.

#### **1.3.3 Existing and Surrounding Uses**

The property is presently vacant. The 142.5-acre Specific Plan area is surrounded by the following uses:

**North:** Immediately to the north of the development parcel is the existing March Field Air Museum, zoned for Public Facilities uses.

**East:** Property to the east consists of the existing runways of March Air Reserve Base.

**South:** Immediately south of the parcel is the corporate boundary of the City of Perris, and the Perris Valley Commerce Center Specific Plan, zoned for Business Park and Light Industrial uses.

**West:** West of the parcel is I-215, with the Riverside National Cemetery and Meridian Specific Plan area beyond.



Figure 1-2 Specific Plan Area

### 1.3.4 Existing Infrastructure

#### Existing Roadways

There is currently no improved roadway access to the Specific Plan area.

Regional access to the Specific Plan area is provided by Interstate 215 (I-215). Interstate 215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard.

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Arterial Highway to the west of I-215. On the east side of I-215 Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

#### Existing Infrastructure

- **Water.** The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). Existing Eastern Municipal Water District (EMWD) 8-inch water lines are present in Nandina Avenue and Western Way and a 36-inch water line is located in Harley Knox to the south of the Specific Plan Area in the City of Perris. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the Air Museum.

- **Sewer Service.** Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD). Existing EMWD 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris however these lines will not be utilized by the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.
- **Drainage.** An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from four culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore.

### 1.3.5 Airport Constraints

The March JPA has full land use authority over portions of the former base under its direct control. In order to address airport land use compatibility issues around the March Air Reserve Base/Inland Port, the Riverside County Airport Land Use Commission prepared and adopted a Land Use Compatibility Plan (March ARB/IPA ALUCP) which serves as the JPA's land use compatibility planning recommendations. In

addition, the Department of Defense Instructions (DDI) and the Air Force Instructions (AFI) apply. The runway system and military areas of the airport are under the control of the U.S. Air Force. There are two active runways at March ARB/IP, Runway 14-32, and Runway 12-30. Runway 14-32, the airport's primary runway, is 13,300 feet long and 200 feet wide. Runway 14-32 has a standard left traffic pattern which means all turns in the traffic pattern departing north are made to the west. The primary runway (Runway 14-32) is located immediately east of the D2 parcel and the Specific Plan area.

The Land Use Compatibility Plan (RCALUP) establishes a boundary for the influence area of March ARB/IPA, related to noise, overflight, safety, and airspace protection. The Specific Plan Area:

- Falls between the 65 and 75 CNEL noise contours of the airport.
- Does not fall within any of the accident zones of the JLUS (Clear Zone or Accident Potential Zones I or II).

A number of regulations and land use/height restrictions affect the Specific Plan area. The property is located within the 7:1 Transitional Surface area of the March Air Reserve Base, and a 35-foot building height limitation line extends along the runway edge as identified on the Airport Layout Plan.

### 1.3.6 Legal Context

A "Specific Plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Veterans Industrial Park 215 Specific Plan implements the goals and policies of the General Plan, serves as an extension of the General Plan, and can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision by providing goals, policies, programs, development standards, and design guidelines to direct future development within the Specific Plan Area.

The authority to prepare and adopt a Specific Plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

*A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:*

- *The distribution, location and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*



- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

## 1.4 DISCRETIONARY ACTIONS

The following discretionary actions will be required in conjunction with the proposed Veterans Industrial Park 215 Specific Plan:

**California Environmental Quality Act.** This Specific Plan is considered a Project under the California Environmental Quality Act (CEQA). CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts an Environmental Impact Report (EIR) will be prepared for this Specific Plan and must be certified by the Commission prior to adoption of this Specific Plan or any other project entitlements. Subsequent development within the Veterans Industrial Park 215 Specific Plan boundaries deemed consistent with said Specific Plan standards will not require further environmental review except as specified in the Development Regulations section of this document (Section 3). March JPA will be the lead agency responsible for certification of the Project's EIR.

**General Plan Amendment.** A General Plan Amendment to attach a Specific Plan overlay to the Specific Plan Area. The General Plan Amendment will be adopted by resolution. ~~The existing General Plan land use designation of Aviation would be expanded to include general warehousing and logistic uses.~~

**Specific Plan/Zone Change.** The Specific Plan Area is presently un-zoned. The establishment of the Specific Plan for the proposed project will provide for an SP-8 designation on the March JPA Zoning Map ~~with an underlying Aviation Designation.~~ Adoption of this Specific Plan as part of a zone change is a discretionary action subject to March JPA approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes.

**Tentative Parcel Map.** The Specific Plan Area is comprised of five assessor parcels for taxation purposes but is not presently a legal development parcel. The proposed project will include a Tentative Parcel Map to create two legal development parcels, dedicate rights-of-way for the extension of Van Buren and Western Avenues and identify required utility easements.

**Plot Plan.** A site development plan for the project, consisting of an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways.

**Development Agreement (DA) and Disposition and Development Agreement (DDA).** A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure,

and phasing, including future phasing. Such development agreement shall be fully approved before the issuance of the first building permit for this project.

**Avigation Easement.** Development projects must provide an executed easement to the MIPA prior to a final map or building permit.

Requested Permit/Approval	Approving Agency
Final EIR Certification	March JPA
Specific Plan Adoption	March JPA
General Plan Amendment	March JPA
Development Agreement	March JPA
Tentative Parcel Map Approval	March JPA
Plot Plan Approval	March JPA
Water Supply Assessment	Western Municipal Water District
Encroachment Permit (Drainage)	Caltrans
Encroachment Permit (Western Way)	City of Perris
1602 Permit	California Department of Fish and <del>Wildlife</del> Game
404 Permit <del>and associated EA</del>	U.S. Army Corps of Engineers
401 Permit	Regional Water Quality Control Board
NPDES	Regional Water Quality Control Board

## 1.5 PLAN ORGANIZATION

### Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; planning process and entitlements; guiding principles; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

### Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan Area; identifies land use policies, and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

### Section 3 – Development Regulations

This section explains the development standards for the land use designations established in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage.

### Section 4 – Design Guidelines

This section explains design concepts and establishes design guidelines for development in the Specific Plan Area.

**Section 5 – Administration and Implementation**

This section discusses the development review procedures by the JPA and other relevant permitting agencies, applicable to the Specific Plan Area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

# 1

## 2 DEVELOPMENT PLAN

This chapter explains the various elements of the Veterans Industrial Park 215 Specific Plan, including Land Use, Circulation, Public Services, and Infrastructure.



## 2.1 LAND USE

This section of the Veterans Industrial Park 215 Specific Plan discusses the components of the Specific Plan such as land use, circulation, grading, drainage, water and sewer utilities, and public services.

Each of these components is discussed in further detail in the sections below.

### 2.1.1 Project Objectives

The proposed Veterans Industrial Park 215 Specific Plan is intended to achieve the following objectives:

- Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March JPA infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of similar industrial logistics and distribution center uses.
- Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
- Develop and operate a large format logistics center that will enhance e-commerce opportunities, and attract quality tenants and will be competitive with other similar facilities in the region.
- Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.
- Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.
- Facilitate the development of underutilized land currently planned for aviation-related uses with uses that maximize the use of the site as a large format logistics center consisting of one or more buildings with total building space in excess of 2,000,000 square feet in size and responds to market demand within the Veterans Industrial Park 215 Specific Plan and surrounding area.
- Facilitate the establishment of design guidelines and development standards consistent with the March JPA Development Code and that create a unique, well-defined identity for the proposed project.
- Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly-trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.
- Provide for the extension of planned roadways consistent with the March JPA Circulation Element.
- Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.

- Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large format logistics center use.
- Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large format logistics center, including impacts to aviation uses at the adjacent runway.
- Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately serve the proposed large format logistics center.
- ~~Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March Joint Powers Authority (“MJPA”) infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of, similar industrial, logistics and distribution center uses.~~
- ~~Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.~~
- ~~Develop and operate a large format logistics center that may accommodate e-commerce opportunities, attract quality tenants and will be competitive with other similar facilities in the region.~~
- ~~Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.~~
- ~~Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.~~
- ~~Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.~~
- ~~Implement the Veterans Industrial Park 215 Specific Plan through development of an airport land use program that is consistent with the proposed development standards and criteria relevant to the site and proposed large format logistics center use.~~
- ~~Facilitate the development of underutilized land currently planned for aviation-related uses that maximizes the use of the site and responds to market demand within the Veterans Industrial Park 215 Specific Plan area and surrounding region for a large format logistics center.~~
- ~~Facilitate the establishment of design guidelines and development standards consistent with the MJPA Development Code and that create a unique, well-defined identity for the Veterans Industrial Park 215 Specific Plan.~~
- ~~Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.~~

- ~~▪ Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large-format logistics center, including impacts to aviation uses at the adjacent runway.~~
- ~~▪ Provide for the extension of planned roadways consistent with the MIPA Circulation Element.~~
- ~~▪ Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately service the Veterans Industrial Park 215 Specific Plan area for the intended uses.~~
- ~~▪ Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.~~
- ~~▪ Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large-format logistics center use.~~

### 2.1.2 Land Use Plan

The Veterans Industrial Park 215 Specific Plan envisions ~~two~~ logistics structures totaling **up to** 2,185,618 square feet, with loading docks, truck trailer parking, and associated infrastructure improvements. The primary logistics use would include typical ancillary uses as outlined in the project's Development Regulations, including warehouse, office, and employee support areas such as meeting rooms and break rooms.

The plan, shown in Figure 2-1 *Conceptual Land Use Plan* and Figure 2-2, *Conceptual Site Plan*, provides the overall vision and guide for the development of the site for logistics uses. Table 2-1, *Land Use*, outlines the maximum-anticipated build-out for each planning area.

Although the land use plan identifies two planning areas, if a single user is identified who wishes a single building, buildings may be constructed across planning area boundaries so long as the maximum Floor Area Ratio across the entire area does not exceed the maximum Floor Area Ratio (FAR) for the project as a whole. Individual Planning Area square footages and layout may vary as part of plot plan review so long as the FAR for the Specific Plan Area as a whole does not exceed the maximum allowable FAR of 0.4. In the event that a single user and/or building are proposed at the plot plan level of review and entitlement, final engineering layouts for water, sewer, dry utilities, and on-site drainage would be expected to be modified to accommodate this scenario.

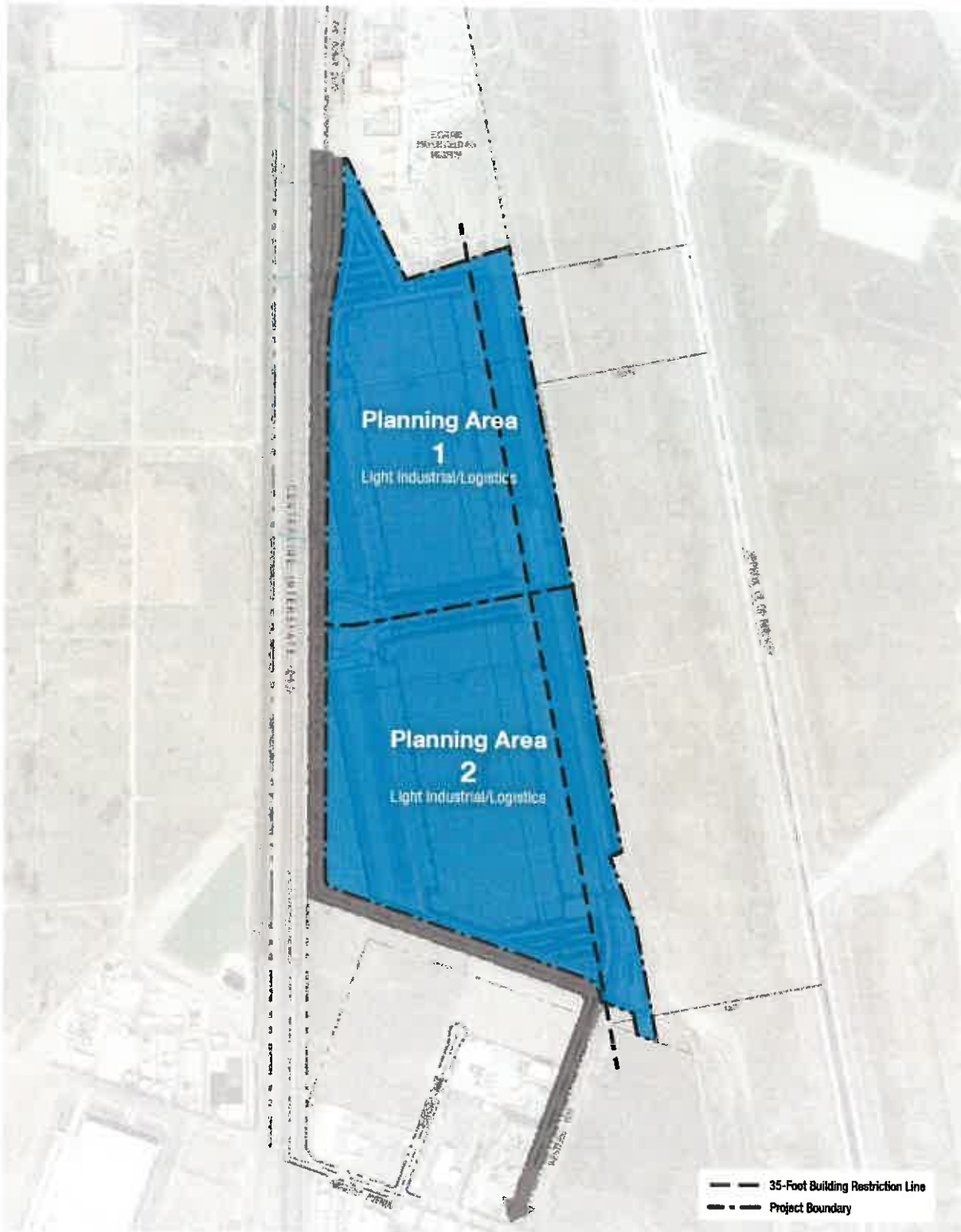
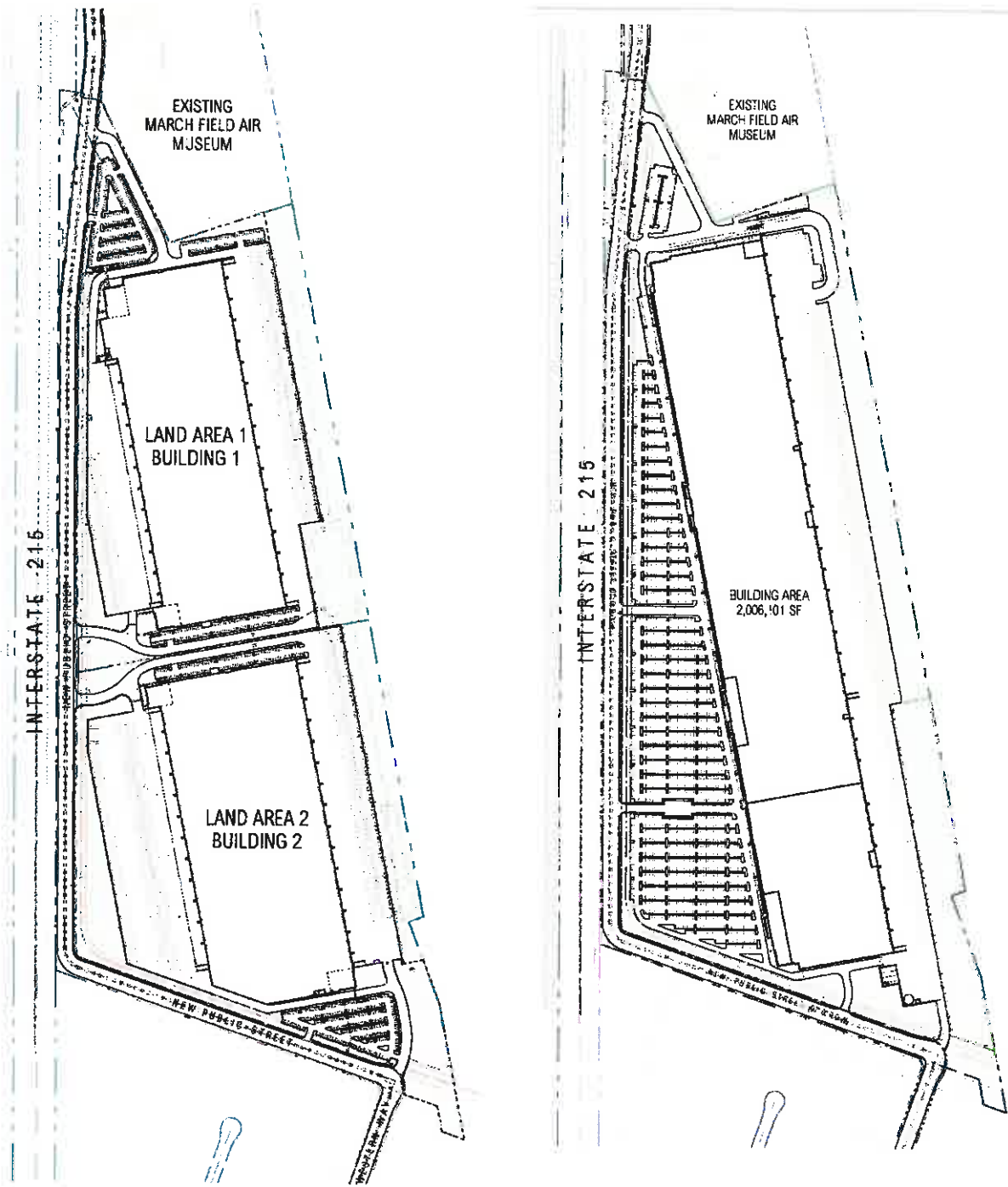


Figure 2-1 Conceptual Land Use



**Two Building Concept**

**Single Building Concept**

Site plan is conceptual only. The ultimate site plan will be subject to site plan review and may differ from this concept.

**Figure 2-2 Conceptual Site Plans**



For purposes of this Specific Plan, if mezzanines are provided as part of a building, only mezzanines providing occupancy (i.e., second floor enclosed office area **if provided**) are counted in the square footage identified in the land use table or included in the maximum FAR.

Planning Area	Land Use	Acreege	building Area (Sq. Ft.)	Floor Area Ratio (FAR)
Planning Area 1/ <del>Building 1</del>	Logistics/Light Industrial	57.47 ac.	<del>1,014,822</del> 1,002,601	0.3893
Planning Area 2/ <del>Building 2</del>	Logistics/Light Industrial	70.38 ac.	<del>1,170,796</del> 1,087,917	
Road Dedication	--	14.61 ac.	--	--
<b>Total</b>		<b>142.46 ac.</b>	<b>2,090,518</b> <b>2,185,618 maximum</b> <b>(2,227,660 maximum)</b>	<b>0.35-34 (gross)</b> <b>0.383-38 (net)</b> <b>0.4 (maximum)</b>

### 2.1.3 Land Use Compatibility

This Specific Plan is subject to the development restrictions of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUP), Department of Defense Instructions (DODI) and Air Force Instructions (AFI). The RCALUP includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3-2, Compatibility Zone Factors (see Appendix B). The Compatibility Map (Exhibit 3-3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). These compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors.

The site is located within Zone B2. Zone B2 encompasses areas of high noise, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway.

Lying just beyond the Air Force defined **Accident Potential Zone (APZs)**, the areas within this zone are subject to sufficient risk to warrant restrictions on the intensity of nonresidential development. Specifically, nonresidential uses would be limited to maximums of 100 people per acre average over a site and 250 people in any single acre. These limits are designed to preclude intensive uses such as major shopping centers and large restaurants. Light industrial uses and office buildings up to three stories are typically consistent with the criteria.

The Specific Plan Area's location adjacent to the runway area subjects the site to a number of unique conditions which are reflected in the project's development regulations and site design, including:

- Height limitations in the 7:1 surface and a building restriction line for structures of over 35 feet;
- Security fencing along the runway property and a clear area beyond;
- Limitations on standing water; and
- Limitations on reflective surfaces facing the runway.

## 2.2 CIRCULATION PLAN

### 2.2.1 Regional

Regional access to the Specific Plan area is provided by Interstate 215 Freeway (I-215). I-215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard. Interstate 215 is currently constructed with three lanes in each direction. Ultimate buildout for Interstate 215 is 10 lanes; 4 mixed-flow lanes and one high occupancy vehicle lane in each direction. The nearest on-ramps are present at Van Buren Boulevard. Van Buren Boulevard also provides regional connections to State Route 91 and 60 Freeways.

Figure 2-5, *Circulation Plan*, identifies the planned roadway system serving the Specific Plan area.

### 2.2.2 Arterial Highways

#### *Van Buren Boulevard Extension*

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Augmented Urban Arterial to the west of I-215.

On the east side of I-215, Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

Project-related improvements would include the extension of Van Buren between its existing terminus and the project site, constructed as a divided Modified Secondary Highway, with two northbound and two southbound lanes with a center turn median design, and an on-street bicycle lane. The Modified Secondary Highway street section would include a 97-foot right-of-way (see Figure 2-3, *Van Buren Extension Typical Cross Section*) along the frontage with I-215 and along the site's southern edge, connecting with Western Way. The proposed Van Buren extension improvements would occur within the property boundaries and would be dedicated to the JPA. The Van Buren Boulevard extension by definition (JPA General Plan) is a designated truck route.

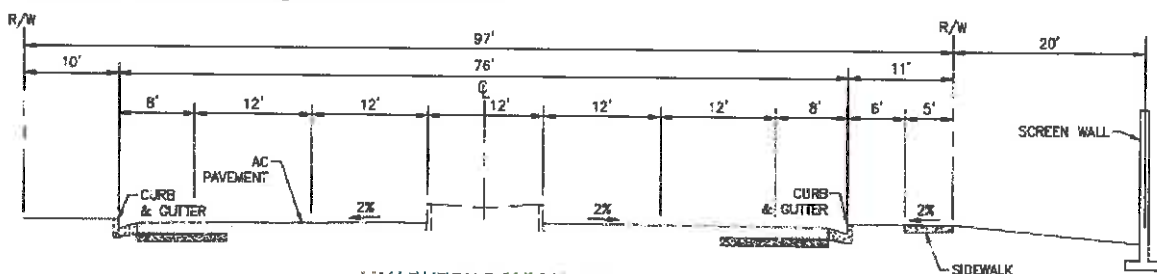


Figure 2-3 Van Buren Extension Typical Cross Section

### Western Way Extension

Secondary access to the Specific Plan area would be provided through the construction of a new roadway extending south from the site's southeastern border to Nandina Avenue, as an extension of existing Western Way.

The Western Way extension would ultimately be constructed as a Secondary Arterial as defined in the Perris Commerce Center Specific Plan, with an ultimate right-of-way of approximately 94 feet (see Figure 2-4, *Western Way Typical Cross Section*). This road would be an off-site infrastructure improvement encompassing approximately three acres. Western Way is a secondary arterial in the City of Perris Commerce Center Specific Plan originally planned to extend to the March JPA boundary. It is a designated truck route.

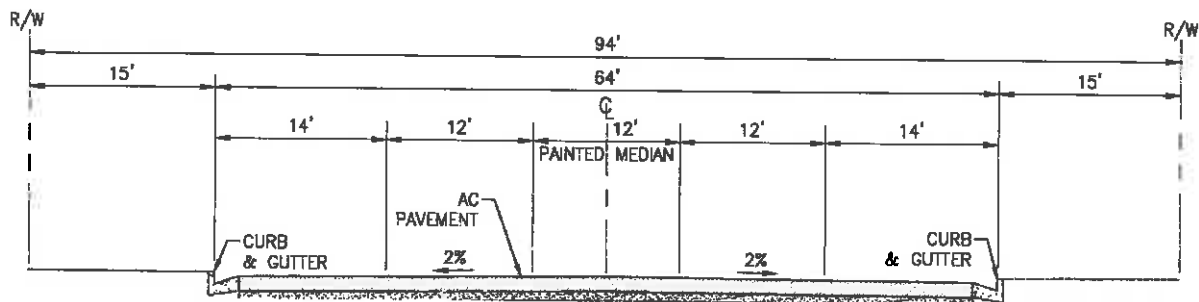


Figure 2-4 Western Way Typical Cross Section (Ultimate)

### 2.2.3 Site Access

The Specific Plan incorporates ~~six~~ multiple driveways to provide direct access from the planned Van Buren Avenue and Western Way extensions. Site access may be controlled by security gates within the interior of the site, subject to review by the Fire Department for stacking and emergency access. Additional site access points may be provided subject to plot plan review for conformance with JPA requirements limiting driveways to one for every 300 feet of frontage.

### 2.2.4 Parking

Parking within the Specific Plan area will be in several locations. Employee and visitor parking will be provided in parking areas separated from the truck docks and service areas as shown on the Conceptual Site Plan, Figure 2-2. These parking areas will be landscaped, with parking lot trees shading parking spaces. Truck docks and trailer parking stalls are may be located on the front and rear of each building. Truck docks and parking on the front of the project facing Van Buren Boulevard will be screened with a screen wall. Bicycle parking will be provided. Parking standards for the Specific Plan area are outlined in the Development Regulations section of this document (See Section 3, *Development Regulations*).

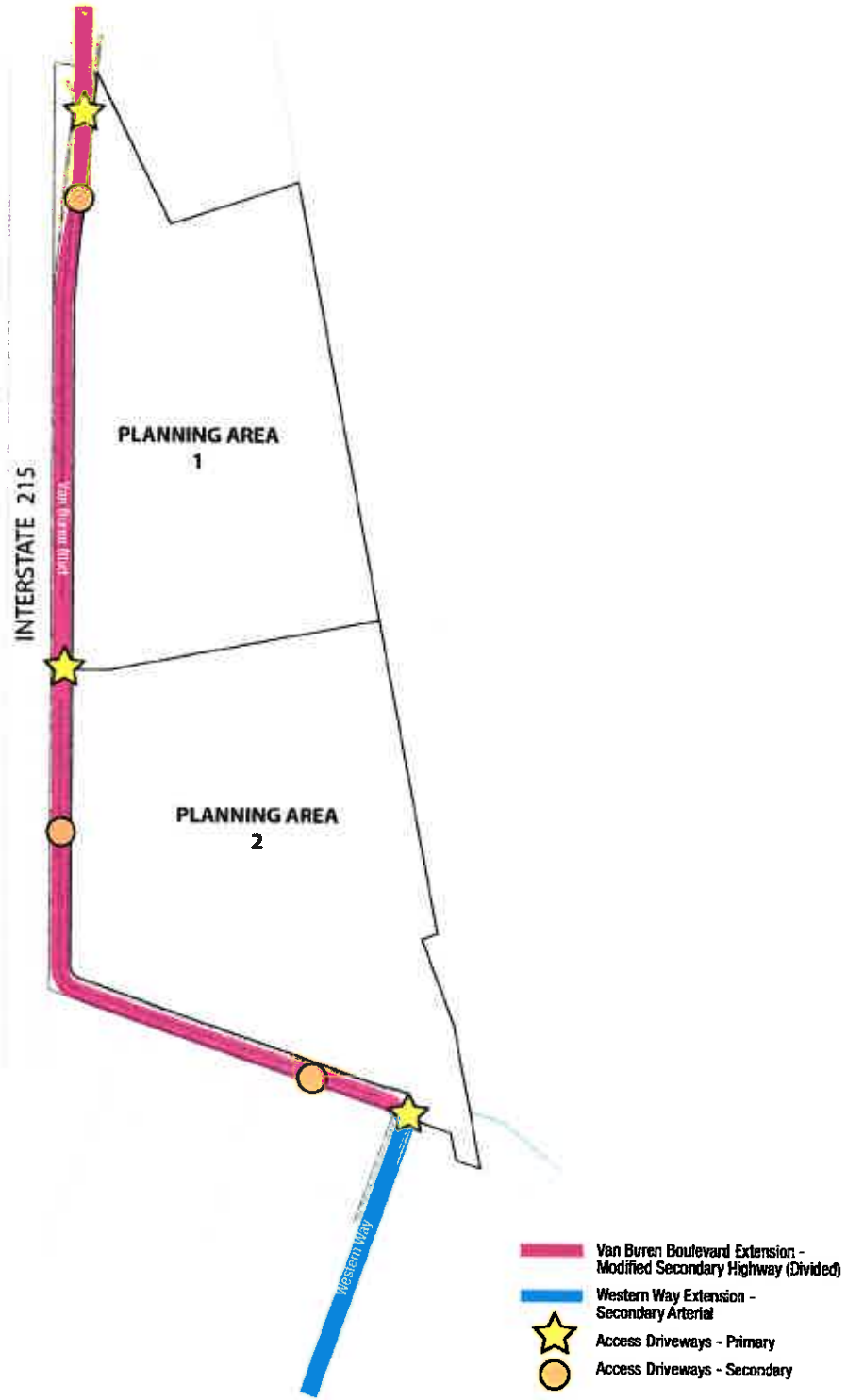


Figure 2-5 Circulation Plan

## 2.3 INFRASTRUCTURE AND SERVICES

The Veterans Industrial Park 215 Specific Plan will require a variety of public facilities and services to support and serve the needs of its businesses. The infrastructure system will seek to incorporate the highest level of sustainability achievable for a project of its kind and in its specific geographic location.

The various public facilities will be designed to enhance and complement the vision and design objectives of the Project and all facilities will be developed to meet or exceed the required industry standards of the respective service providers and as required by the applicable government standards

Services include: water, sewer, storm drainage, solid waste disposal, fire and police protection services. Table 2-2, *Service Providers*, lists the various service providers for the Project.

Service	Provider
Water	Western Municipal Water District (potable) Eastern Municipal Water District (Fire Flow)
Wastewater	Western Municipal Water District
Drainage	Riverside County Flood Control District
Electric Service	Southern California Edison
Gas Service	Southern California Gas Company
Communications	Frontier/Spectrum
Fire Protection	Riverside County Fire Department
Police Protection	Riverside County Sheriff
Solid Waste Disposal/Recycling	Waste Management Inland Empire

### 2.3.1 Water Service

The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). WMWD is a member agency of the Metropolitan Water District (MWD), purchasing water from MWD and providing wholesale and retail water within its district boundaries. Water sources from WMWD primarily depend on imported water resources. WMWD purchases both Colorado River and State Water Project water from Metropolitan Water District of Southern California (MWD). Fire water will be provided by Eastern Municipal Water District (EMWD) through an Inter-Agency Agreement between EMWD and WMWD. A Plan of Services will be prepared to identify construction of new facilities and required easements.

#### *Existing Facilities*

Existing EMWD 8-inch water lines are present in Nandina Avenue and Western Way to the south of the Specific Plan Area in the City of Perris. According to EMWD, fire flow supply is available from EMWD's 1705 pressure zone. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.



MWD maintains a currently unused 97-inch transmission main in an easement that follows the proposed alignment of the Western Way extension and the Van Buren Boulevard extension. This line will be protected in place.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the March Airfield Museum. This well will be protected in place within the truck loading area on the runway side of Building 1/Planning Area 1. An easement ~~will~~would be recorded providing for access to the well. Alternatively, the Air Force may opt to relocate the well at their discretion.

#### ***Proposed Facilities***

***Domestic Water.*** The proposed domestic water would be provided by WMWD. Water for the project would be extended from the existing 12-inch WMWD water line within the March Air Museum property to Van Buren Boulevard then southwards along the extension of Van Buren Boulevard. Water laterals would extend from the 12-inch lines to service the buildings.

***Water for Fire Suppression.*** Water for fire suppression systems will be provided to the buildings through extension of an 18-inch EMWD line located in Western Way. The 18-inch fire service line will extend northwards within the Van Buren extension right-of-way. A new ~~12~~12-inch fire water line loop will be provided within the Specific Plan area to each building to provide for on-site fire water supply. Fire flow of 4,000 gpm at 20 PSI is required by the Fire Department.

Due to the size of the proposed industrial/logistics uses, a Water Supply Assessment ~~will be~~was required, required and has been prepared and adopted ~~provided~~ by WMWD.

Figure 2-6a, *Conceptual Water Plan*, illustrates the existing and proposed water infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.

The Project would be required to plan and install water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought tolerant species appropriate to the climate and region. Although the Project is not located near any existing recycled water distribution infrastructure, should such facilities be constructed in the future, the Project would be required to use non-potable recycled water for irrigation to the extent permitted by law.

### **2.3.2 Wastewater Service**

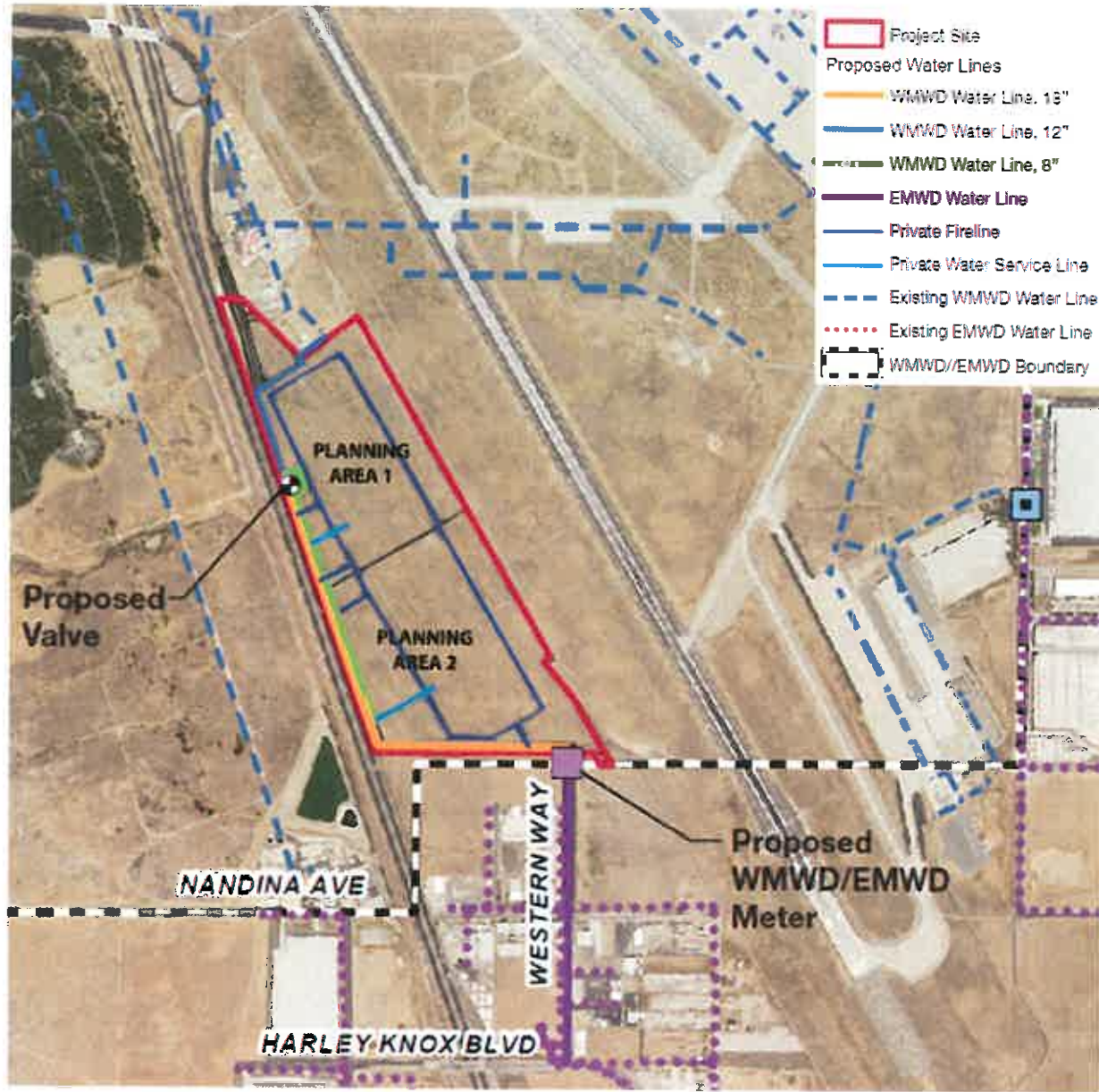
Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD).

#### ***Existing Facilities***

Existing 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris, however these lines are within EMWD and will not serve the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.

#### ***Proposed Facilities***

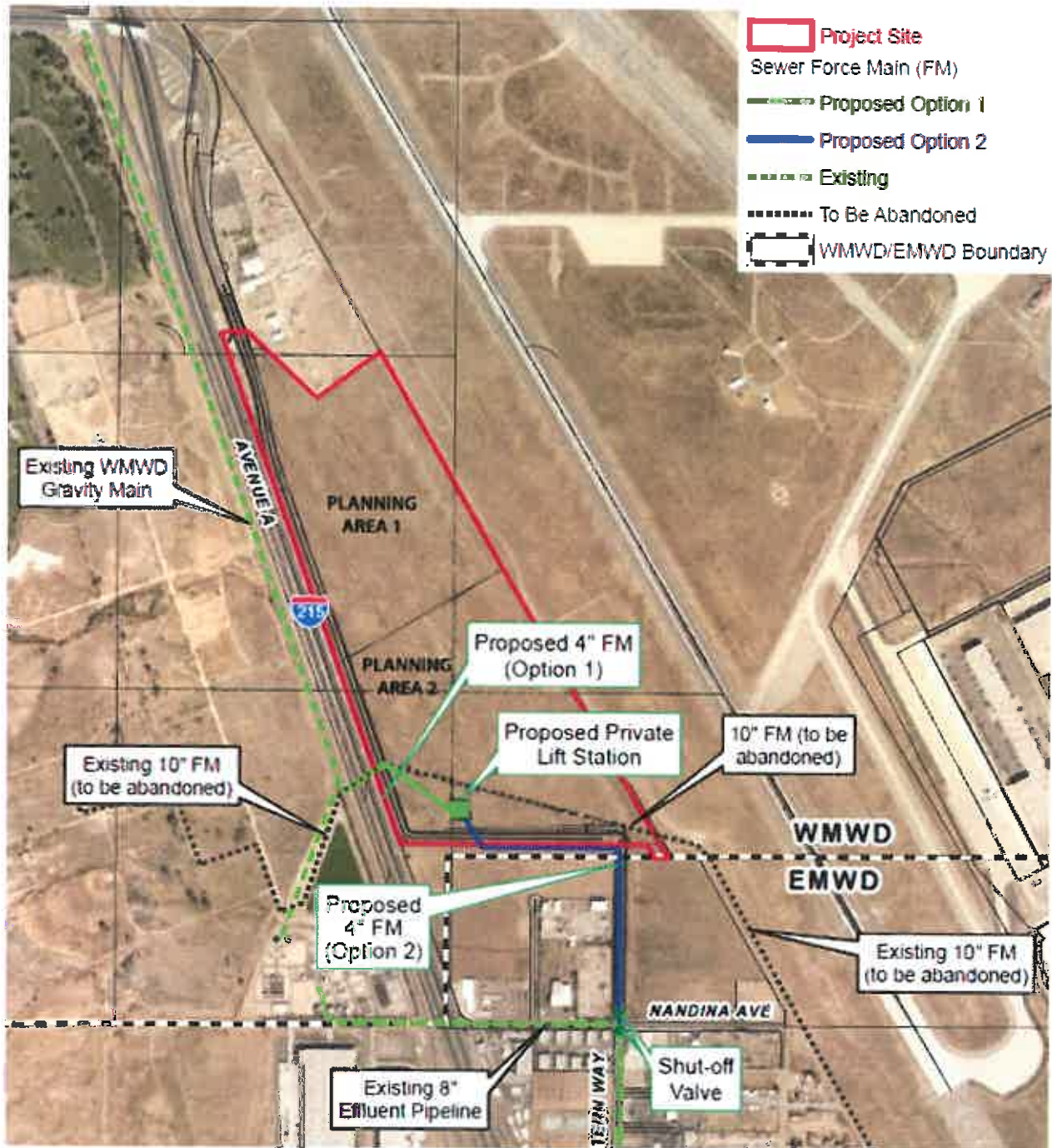
The proposed project would relocate the existing WMWD sewer force main within the proposed alignment of Van Buren Boulevard along the Specific Plan area's southern edge. Wastewater from the Specific Plan area would be conveyed via on-site private sewers to a proposed sewer sump and pump system, connect to a new force main, and then connect with a relocated force main. Figure 2-6b, *Conceptual Sewer Plan*, illustrates the existing and proposed wastewater infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.



Source: Webb & Associates

Figure 2-6a Conceptual Water Plan





Source: Webb & Associates

Figure 2-6b Conceptual Sewer Plan

### 2.3.3 Storm Water Management

The project site slopes gently from northwest-to-southeast, with elevations ranging from approximately 1,525 feet to 1,500 feet above mean sea level. An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore. The Specific Plan Area is located in the Riverside County Flood Control District's Perris Valley Area Drainage Plan.

#### *Off-Site Drainage*

Off-site drainage from upstream properties to the west of the Specific Plan Area is discharged onto the site and into the existing earthen channels from four Caltrans culverts under I-215. To develop the site, this off-site water will be conveyed directly to a proposed ~~concrete-lined trapezoidal channel 14' x 7'~~ 10' x 10' reinforced concrete box storm drain system on the Specific Plan Area's ~~eastern edge-western edge~~ adjacent to ~~the runway~~ Van Buren Boulevard, ultimately discharging to the existing earthen drainage swale at the site's southeastern corner to an interim off-site outlet (see Figure 2-7, Drainage Plan). This off-site water will not be comingled with untreated on-site flows.

#### *Project Drainage*

The site was divided into two parcels/drainage areas with stand-alone drainage facilities, consistent with the two Specific Plan Planning Areas. As noted above, the existing earthen channel will be realigned to the property's ~~eastern-western edge~~ along the east and north sides of Van Buren, and a reinforced concrete box storm drain system will be constructed to collect and convey the off-site flows around the subject property. ~~a concrete trapezoidal channel constructed.~~ On-site storm water will be collected, either by surface flow or storm drains, and directed to ~~two-three~~ bio-retention/detention basins. Each basin is sized to have storage capacity ~~above-for~~ the water quality treatment volume as well as to detain and mitigate higher storm events. ~~A pump system will be used to convey water from the basins to the proposed trapezoidal channel since the bottom of the basin is lower than the proposed channel. These pumps will regulate the rate of discharge to mimic pre-development flow rates. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue.~~

All drainage facilities ~~are-will be~~ sized to collect and convey for the 100-year storm event flows. All observable water in both basins will be ~~pumped-discharged out within 24 hours of the end of a storm event. This is a betterment from MIPA's standard criteria of within~~ 48 hours after the end of a storm event. Figure 2-87, *Drainage Plan*, illustrates the drainage concept for the project.

#### *Water Quality*

The site is subject to water quality requirements of March Joint Powers Authority (MIPA) and complies with the 2010 Santa Ana MS4 permit. These require that Low Impact Development (LID) Best Management practices (BMPs) are limited to *Infiltration or Harvest* and/or bio-retention unless proven infeasible. A WQMP was prepared for the project by Huit-Zollars (Revised December 2019). The WQMP concludes that both Infiltration and Harvest and Reuse are infeasible and other treatment control BMPs must be considered. Infiltration was deemed infeasible because the Geotechnical Engineer has

determined that the project site soils have no infiltration capacity and recommended that infiltration BMPs should not be used. The soil is impermeable and infiltration rates have been determined to be less than 1.6 inches/hour. Harvest and Use is not utilized because the anticipated demands for irrigation and toilet use are less than their respective required amounts. Therefore, bio-retention BMPs are considered for this site.

Thus, the primary BMPs to be implemented will be construction of ~~two~~three bio-retention/bio-treatment basins (refer to Figure 2-7, *Drainage Plan*). Catch basin filters will be provided in all on-site catch basins as pre-treatment control prior to water being conveyed to the basins. The water collected into each basin is then discharged to an on-site storm drain pipe which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue. The runoff collected in the Reinforced Concrete Box storm drain system will then be conveyed to the east and discharge to the existing channel on March Air Reserve Base Property which ultimately flows to the south end of the Base and then to the Perris Valley Channel.~~The water collected into each basin is then pumped to a storm drain channel to the East and ultimately conveyed to the existing earthen channel which flows towards the Perris Valley Channel.~~

The site is located within an area identified by the Riverside County Flood Control District as being within an area susceptible to streambed erosion (aka Hydrologic Conditions of Concern, or HCOC). Even though the LID design (bio-retention basins) adequately addresses the water quality requirements for the project, this design could still create streambed erosion; ~~The~~the project site is subject to hydromodification and thus source-control BMPs must also be used for the project to reduce flows to reduce the potential for erosion. The on-site bio-retention basins will also serve as detention basins to mitigate post-development storm water runoff rates down to levels equivalent to the pre-developed condition, thus addressing the HCOC.

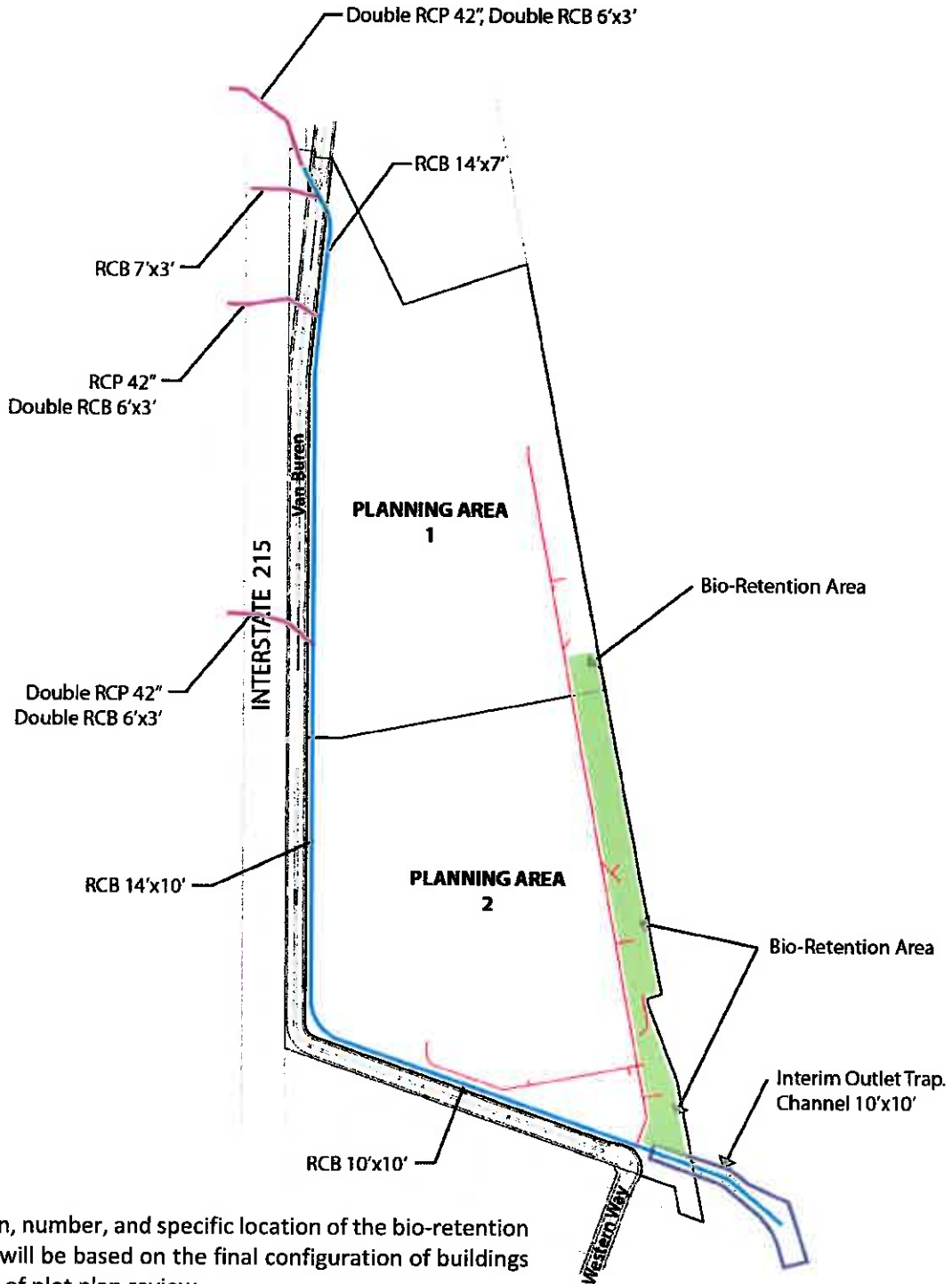
Additionally, source control BMPs will be used within the project, including permanent structural features with ongoing operations and maintenance. Some of the source control BMPs used include, "Only Rain Down the Storm Drain" stenciling on catch basins, litter control at truck docks, underground fire protection service and fire sprinkler tests, storm drain filters, landscape and irrigation, and sweeping in plaza/parking areas.

**Hydromodification** refers to changes in runoff characteristics caused by altered land use and increase of impervious areas.

Too much hydromodification can cause erosion of stream banks and beds. BMPs can include structural BMPs to reduce flows or volumes thus reducing impacts to downstream channels.







Source: Webb Associates/Huitt-Zollars

Figure 2-7 Drainage Plan

### 2.3.4 Grading

The grading plan for the site creates building pads ~~for two buildings, parking area and, two bio-retention basins, and a trapezoidal channel on the site's eastern edge.~~ ~~The grading plan includes approximately 562,116 cubic yards of cut, and 433,974 cubic yards of fill, inclusive of remedial grading (over excavation).~~

Figure 2-8, *Conceptual Grading Plan*, illustrates the conceptual grading for the site. Final grading design and quantities will be based on final engineering ~~and a final plot plan.~~ Any import or export of soil will be detailed on the Tentative Parcel Map for the project and in the final grading plans.

### 2.3.5 Dry Utilities

#### *Natural Gas Service*

The Southern California Gas Company provides natural gas service to the Specific Plan Area.

#### *Electrical Service*

Southern California Edison provides electrical service to the Specific Plan Area. Electrical service lines are present adjacent to the site to the north, associated with the March Air Museum. Electrical service will be extended to the Specific Plan Area along the Van Buren Boulevard extension to the proposed buildings.

### 2.3.6 Solid Waste

Solid waste generated on the Specific Plan area is currently collected by Waste Management Inc. (WMI).

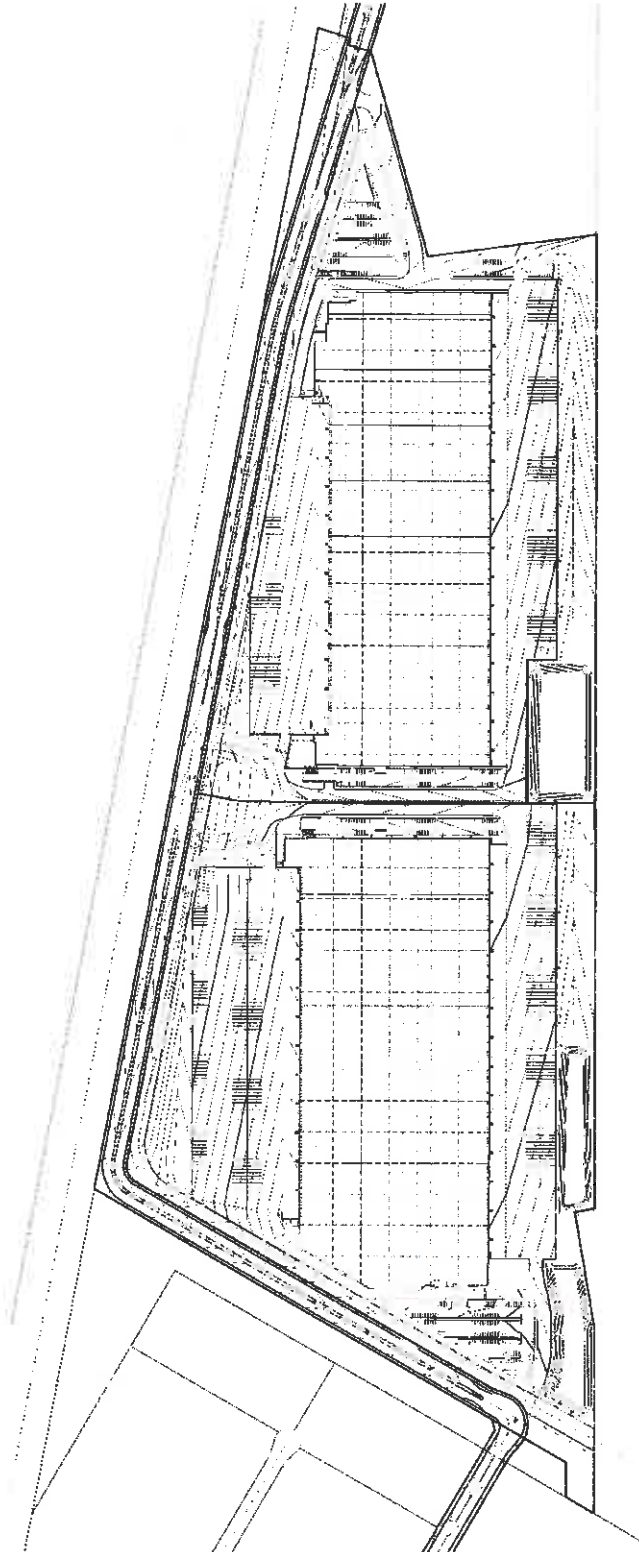
Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. The majority of waste from the Specific Plan Area would be sent to the Badlands Landfill, located at 31125 Ironwood Avenue in Moreno Valley, with residual waste sent to the Lamb Canyon Landfill, located at 16411 Lamb Canyon Road in the unincorporated County of Riverside. Both landfills are owned and operated by Riverside County.

In order to reduce the amount of material generated by the Specific Plan's planned future development to meet the State's mandate of 50% solid waste diversion, the Specific Plan will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE) and the provisions of AB 341, which focuses on increased commercial waste recycling. Typical of large logistics uses, the logistics buildings will incorporate trash compacting areas.

### 2.3.7 Police and Fire Service

Law enforcement services in the March JPA planning area fall under the Riverside County Sheriff's Department. Sheriff substations are located within the cities of Moreno Valley, Riverside, and Perris.

Fire Services fall under the jurisdiction of the Riverside County Fire Department. Fire protection services are provided by existing County fire stations in Moreno Valley and non-County fire stations from the March Air Reserve Base and neighboring City of Riverside through mutual aid agreements. Existing County Station 6, located at 22250 Eucalyptus Avenue in Moreno Valley would provide fire response to the Specific Plan Area. Station 6 is located approximately six miles from the Specific Plan Area.



Source: Huitt-Zollars

Figure 2-8 Conceptual Grading Plan

# 3

## DEVELOPMENT REGULATIONS

This chapter discusses the general provisions and specific development standards for uses within the Specific Plan area, including setbacks, height, and parking requirements.

### 3.1 GENERAL PROVISIONS

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities and agencies to utilize Specific Plans for purposes of implementing the goals and policies of the agency's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the March JPA Development Code (Section 9.13). Regulations are included for the proposed logistics land use.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community.

The following General Development Standards apply to all uses within the Specific Plan Area.

#### 3.1.1 Applicability

The Veterans Industrial Park 215 Specific Plan has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, tract or parcel maps, plot plans or any other action requiring ministerial or discretionary approval of the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Veterans Industrial Park 215 Specific Plan shall be judged to be consistent with the March JPA General Plan.

Where conflicts exist between the standards contained in this Specific Plan and those found in the March JPA General Plan or Development Code, the regulations and standards in this Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the March JPA Development Code, using the context and objectives of this Specific Plan as a guide.

#### 3.1.2 Severability

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

#### 3.1.3 Consistency with Specific Plan

Properties within the Veterans Industrial Park 215 Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2-1, *Land Use Plan*). Development of properties governed by the Specific Plan shall be in accordance with the mandatory requirements of all March JPA ordinances (unless specifically revised herein) and state laws, and shall conform substantially to the Veterans Industrial Park 215 Specific Plan, as filed in the office of the March JPA Development Services Department, unless otherwise amended.



Except for the Specific Plan Development Standards/Design Guidelines and Substantial Conformance procedures adopted with the Veterans Industrial Park 215 Specific Plan, no portion of the Specific Plan which purports or proposes to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Specific Plan.

### 3.1.4 Subdivision Map Act

Lots created pursuant to the Veterans Industrial Park 215 Specific Plan and the concurrently processed tentative parcel map, shall be in conformance with the development standards of the zoning applied to the property and all other applicable JPA standards, as well as the Subdivision Map Act.

### 3.1.5 Determination of Unlisted Use

Any land use proposal not specifically covered by the provisions contained herein shall be subject to determination by the Community Development Director in accordance with Section 9.01.060 of the March JPA Development Code.

### 3.1.6 Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the March JPA Development Code, except where specifically provided in this Specific Plan. Whenever the provisions contained in this Specific Plan conflict with the Development Code, the provisions of this Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the JPA's Planning Director or their designee in accordance with Development Code Section 9.01.060. Such interpretations shall take into account the stated goals and intent of this Specific Plan. If requested or appealed, the Commission may review any administrative interpretation.

### 3.1.7 Definitions

Unless otherwise specified below, terms used in this document shall have the same definitions provided in the JPA's Development Code. If a word is not defined in this section or in any provision of the Development Code, the Planning Director shall determine the correct definition.

- **E-Commerce.** E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is higher than a high cube distribution center.
- **Mezzanine.** As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for office or other enclosed work space. For purposes of this Specific Plan, mechanical mezzanine platforms (typically relocatable, freestanding steel structures) used for logistics/high cube purposes are not counted in the square footage allocated to mezzanines in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.
- **High Cube Warehouse/Distribution Center.** High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate minor assembly as an ancillary use. These facilities are generally very large buildings characterized by a small employment count due to a high level of automation/mechanization, and truck activities are frequently outside of the peak hours of the adjacent street system.
- **Warehousing, with Distribution** means the use of a building or buildings primarily for the interim (short-term) internal storage of goods of any type, which may include sales of goods (e.g. retail sales

or wholesaling). This use is generally engaged in receipt and distribution of goods, products, supplies, etc., with incidental storage and is typically identified with a quick turnaround of such goods.

### 3.1.8 Design Guidelines

Development shall be designed and built in substantial conformance with the Design Guidelines contained in this document (Refer to Section 4, *Design Guidelines*).

### 3.1.9 March Air Reserve Base Performance Standards

The Veterans Industrial Park is located in MARB Airport Influence Zone, therefore, all development within the plan shall comply with the following measures:

- **Avigation Easements.** Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, an avigation easement shall be conveyed to March Air Reserve Base/March Global Port through the March JPA and will provide and disclose a “Notice of Airport in Vicinity” to building tenants.
- **Noise Standard.** All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate interior sound levels. This standard will be confirmed as part of building permit plan check.
- **Retention and Water Quality Basins.** All retention and water quality basins shall be designed to de-water within 48 hours of a rainfall event.
- **Lighting Plans.** Prior to issuance of building permit, lighting plans shall be submitted to an airport lighting consultant or March Air Reserve Base/March Inland Port (MARB/MIP), for review and comment prior to issuance of building permits. Lighting shall consist of High Pressure Sodium or LED fixtures (below 2500 Kelvin).
- **Height Restrictions per Federal Aviation Regulations Part 77.** The Federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case by case basis. The project area is located within the Inner Horizontal Surface (Surface E).

The Inner Horizontal Surface is a plane, oval in shape at a height of 150 feet above the established airfield elevation (i.e. 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway) extending 7,500 feet around the centerline of the runway. Therefore, structures would need to exceed an elevation of 1,685 feet MSL at the northern end of the runway and 1,638 feet at the southern end before they encroached into this Part 77 surface for the March Air Reserve Base runways. For the Project, FAA review would be required for any structure with a top of roof exceeding 1,497.5 feet above MSL<sup>1</sup>.

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<sup>1</sup> Airport Land Use Commission staff analysis

**3.2 PERMITTED USES****3.2.1 Permitted Uses**

- a) Heavy and Light Logistics/distribution and warehousing, including high-cube warehousing (including uses requiring refrigeration of up to 10,000 square feet)
- b) E-Commerce, including fulfillment centers
- c) Research and Development
- d) Light Manufacturing and Assembly including aviation-related manufacturing

**3.2.2 Ancillary Uses**

An ancillary use is a permitted use which is subordinate to the primary permitted use. The following are uses which are permitted within the Specific Plan area as ancillary uses in support of and subordinate to the primary permitted uses.

- a) Cellular transition facilities and structures.
- b) Offices, including corporate, subsidiary and regional management offices.
- c) Maintenance facilities (internal) associated with a permitted use.
- d) Showrooms and retail uses not to exceed 5% of the gross building area.
- e) Outdoor vehicle, equipment and container storage ancillary to an approved use accommodated within an approved building (outdoor storage shall be screened when facing the public right-of-way).
- f) Short-term construction yards.
- g) Public utility uses and structures.
- h) Employee support uses including cafeteria/café and training facilities as an ancillary use.
- i) Uses determined by the Planning Director to be similar and not more intensive than other allowed ancillary uses.

**3.2.3 Conditional Uses subject to further Environmental Review**

- a) Aviation Related Facilities
- b) Facilities incorporating greater than 5% total building area in showroom/retail space.
- c) Cold Storage facilities larger than 10,000 S/F incorporating ammonia refrigeration or other refrigerants which are combustible or toxic.

**3.2.4 Prohibited Uses**

The following uses shall be prohibited within the Specific Plan:

- a) Outdoor new or used car, truck, trailer and equipment sales.
- b) Public Assembly facilities, inclusive of churches, assembly halls, schools, and libraries.
- c) Retail/Restaurant as a primary use.
- d) Above ground Petroleum Storage containers and below ground storage containers in excess of 10,000 gallons.

- e) Uses inconsistent with the B2 Airport Land Use Compatibility Zone as identified in the current March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.
- f) Child care.
- g) Medical related facilities involving the treatment of patients.
- h) Solar panels: For projects that consider a roof or ground mounted solar photovoltaic system, a glare/glint study must be submitted to March ARB to examine the potential impacts on flight operations.
- i) Temporary Uses except for construction trailers and security offices.

**3.3 DEVELOPMENT STANDARDS**

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards. The following development standards are minimums unless otherwise stated.

Table 3-1 Development Standards	
item:	Dimension/Standard
Floor Area Ratio (maximum):	0.4 <sup>2</sup>
Front Setback	20 feet
Side Setback	5 feet
Rear Setback (at Property Line)	25 feet minimum
Buildings over 35 feet in height	1,224' feet minimum <sup>3</sup> , subject to compliance with the 7:1 slope.
Building Separation	100 feet
Site Landscaping	10%
Building Height (maximum)	<del>48-55</del> feet <sup>4</sup>

<sup>2</sup> Floor Area Ratio (FAR) shall be averaged - calculated across the entire Specific Plan Area. FAR shall not include mechanical mezzanines.

<sup>3</sup> Measured from runway centerline.

<sup>4</sup> Inclusive of rooftop equipment.

**3.3.1 Parking**

Parking within the Veterans Industrial Park 215 Specific Plan area shall be provided in accordance with the ratios in Table 3-2, *Parking*:

Table 3-2 Parking	
Item	Parking Ratio
Office/Ancillary Retail	1 space/300 sf
Logistics <sup>5</sup>	
0-50,000 sf	1 space/1,000 sf
50,000 – 200,000 sf	1 space/3,000 sf
200,000 + sf	1 space/ 5,000 sf
Bicycle Parking	1 /20 auto stalls/5%
Carpool Stalls	5% of auto stalls
Electric Vehicle Charging Stations	2.5% of auto stalls or per CAL Green requirements

**3.3.2 General Design Standards**

This section is intended to provide the general development regulations and standards for land uses located within the Specific Plan area. The following standards shall apply:

1. Buildings containing the land uses shall consist of quality architectural features.
2. Architectural elements such as pilasters, columns, canopies, porticos, colonnades, arcades, and other architectural elements may be incorporated.
3. In addition to the architectural elements standards expressed in this subsection, color changes, texture changes, and material changes shall be used.
4. Methods to reduce the likelihood of graffiti, such as creeping vines or other methods shall be incorporated, as appropriate.
5. Building entryways shall be clearly defined and incorporate architectural details.

***Trash, Service, and Delivery Areas***

1. Service areas and loading docks shall be screened from view from adjacent streets.
2. All outdoor storage areas for equipment shall be fully screened from view.
3. When appropriate, a landscape buffer may be provided along service/delivery areas.
4. Trash enclosures shall be a minimum six (6) feet in height and should be architecturally compatible with the main building.

***Mechanical Equipment***

1. Rooftop mechanical equipment shall be securely fastened to the roof and fully screened with architectural elements consistent with the overall design of the primary structure.
2. Exterior ventilating and mechanical equipment shall not disturb neighboring occupants and shall be screened, shielded, and/or buffered from sound from adjacent properties.

<sup>5</sup> Mechanical mezzanines shall not require additional parking.



3. All mechanical equipment, including aboveground utility boxes, telephone boxes, back flow preventers, cable boxes, or similar structures shall be fully screened from view from the closest adjacent public street. Screening shall not obstruct required equipment access required by the relevant utility provider.
4. Satellite dishes shall be roof-mounted and screened from view.

#### ***Lighting and Security***

1. Site lighting shall be low or high-pressure sodium, maximum 750-watt, full cut-off fixtures, with the maximum light fixture height of 25 feet above finished grade, and a maximum lighting level of 0.5 foot candles at the property line. For LED lighting an equivalent wattage level shall be provided.
2. All freestanding light poles shall be located within landscaped areas. Concrete light pole bases shall be painted to match the primary building color or finished to match parking screening walls and shall not exceed 24' above finished grade.
3. No cameras may be oriented towards the runway and cameras must not record base airfield operations.
4. Perimeter fencing adjacent to airport runway must be a minimum of eight feet in height with three strands of barbed wire.

# 4

## DESIGN GUIDELINES

This chapter explains design concepts and establishes design policies and design guidelines for development within the Specific Plan area. These guidelines address the built form as well as general guidelines related to mobility and parking, landscaping and signage.

The guidelines within this chapter describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. The design guidelines should be used in conjunction with the development standards described in Chapter 3: Development Regulations.

These design guidelines will serve to promote cohesive design and community identity. Graphics and photographic images are included as a visual reference and should not be interpreted as the only design solution. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To provide the March JPA with assurance that the Veterans Industrial Park will be developed in accordance with the quality and character described within this Specific Plan.
- To establish design guidelines for site design, architecture, circulation, parking, lighting, and other distinguishing features.
- To provide guidance to JPA staff, and the Commission in the review of future implementing projects within the Specific Plan area
- To provide developers, builders, planners, architects, landscape architects and property owners with guidelines and recommendations, to aid in maintaining the high level of community cohesiveness and unity, while still allowing for a degree of personal expression.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.

The terms “shall”, “should”, and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and economic fluctuations.

### 4.1 INTRODUCTION

These Design Guidelines are intended to create quality development while allowing flexibility. Projects implementing this Specific Plan will depict detailed building footprints, parking lot layouts, internal circulation flow patterns, and landscaping, and should be in substantial conformance with the goal of these Design Guidelines. However, the Design Guidelines in this Section are not intended to be interpreted in a way that would unnecessarily burden the Developer(s) and their design professionals with the need to exactly replicate the exhibits included in these guidelines.

These Design Guidelines consist of two principal elements: Architecture and Landscape. These elements define the design concept, physical character, and overall theme of the Veterans Industrial Park. Text descriptions and graphic exhibits are used to convey the overall theme of the project.

The Architectural Design Guidelines address the industrial themed architecture for buildings permitted within the Veterans Industrial Plan and are intended to provide a basis for decisions regarding the

structural environment. A high-quality industrial project is defined by the guidelines provided for architectural design and details, building mass and scale, materials and exterior colors, and articulation.

The Landscape Guidelines present general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting. Plant material guidelines provide direction regarding the use of plant materials that complement the overall theme. The Landscape Design Guidelines also provide general requirements relating to water conservation.

### 4.2 ARCHITECTURE GUIDELINES AND STANDARDS

#### 4.2.1 Building Form and Orientation

Building form is a defining feature of architecture. Shape, massing, scale, proportion, and articulation are all components of a building's form. The proposed architecture for the Veterans Industrial Park is a contemporary design appropriate to the proposed industrial use. Building Corners facing Van Buren Boulevard will be utilized for offices and show a higher level of articulation and fenestration than the logistics/warehouse components of the plan.

Figure 4-1, *Example Architecture*, illustrate elevations that comply with these design guidelines. Future building designs may vary from this example. Buildings within the Veterans Industrial Park 215 Specific Plan shall comply with the following guidelines:

- Buildings should be oriented so that loading areas are screened from view from streets and public areas.
- Buildings should be arranged to provide convenient access to entrances and efficient internal circulation for vehicles and pedestrians.
- Visitor parking should be located with convenient access to public building entries
- Indoor or outdoor break areas shall be provided.
- Architectural style should be of a classic, contemporary technical/industrial style with clean efficient lines. Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms and rooflines should be avoided.
- Building planes visible from Van Buren Boulevard should be articulated using changes in building materials, color, and/or decorative accents/scoring.
- Modulation and variation of building masses between adjacent buildings visible from Van Buren Boulevard or Western Way is encouraged.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Pedestrian entrances to buildings accessible to visitors should be identifiable through changes in massing, color, and/or building materials.
- Primary building entries shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize the building's entry.





Source: RGA

Figure 4-1 Example Architecture



### 4.2.2 Materials and Colors

Complementary materials and colors play a key role in developing a pleasing visual environment. Slight variations from building to building are permitted within the Specific Plan area to provide visual interest.

- Materials shall be of a non-reflective material when facing the runway, including exterior ductwork, windows, and roofs.
- Appropriate primary exterior building materials within the Specific Plan area may include tilt-up concrete panels, stucco, and concrete.
- Primary materials may be accented by secondary materials on elevations visible from public streets such as Van Buren Boulevard and Western Way. Appropriate secondary materials may include glass, natural or fabricated stone, metal, and tile or tile panel systems. Highly reflective materials on elevations facing the runway or the aircraft approach path are prohibited.
- Building materials shall be durable and able to withstand long-term exposure to the elements.
- Trim details may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Foam cornice caps or moldings are discouraged.
- Colors and materials for all structures onsite should consist of earth tones. Use of at least two to three different colors, materials or textures is encouraged. Bright, primary colors are discouraged, except in tenant signage logos.
- Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color.
- The color of exposed downspouts, service doors and mechanical screens should complement the color of the structure.

### 4.2.3 Windows and Doors

Windows and doors should be defined by function, consistent in form, pattern, and color. Appropriate treatments consist of functional glass use, a balance of glazing and wall surfaces, with no highly reflective surfaces facing the runway.

- Window layout should be in a repetitive pattern for visual continuity.
- Window and door styles and trims should be consistent within a building and among multiple buildings.
- Mirrored or highly reflective glass is not permitted.
- Pedestrian entries should be clearly defined.

### 4.2.4 Loading Docks and Service Doors

- Service doors, loading docks, and truck courts should be screened so they are not easily visible from public roads, unless the public road is substantially higher in elevation than the loading areas. Screening may be accomplished with solid walls compatible with the architectural style of the building or by a combination of screen walls, landscaping, and berms. Screen walls may be located at the foot or top of slopes to effectively screen loading areas.
- Docks and truck courts should be separated from visitor and customer parking areas and pedestrian walkways through the use of walls, fences and/or landscaping.

- No loading or unloading activity is permitted to take place from public streets or the internal drive aisles. Trucks shall have clear and convenient access into and within the truck courts of each building and should not disrupt vehicular and pedestrian circulation.

#### 4.2.5 Security Elements

##### *Cameras*

The location and appearance of security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet.

- No cameras may be oriented towards the runway and cameras must not record base airfield operations.
- Cameras may be mounted on poles in parking lots
- Cameras may be mounted on building or screen walls with the top of the camera below the top of the parapet
- The color of the camera housing should match the color of the poles or the building wall.

##### *Inappropriate Treatment*

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Exposed wiring
- Cameras mounted in spheres on arms projecting from building walls.

##### *Fencing*

Along the runway/airport boundary on the Specific Plan area's eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to JPA and March Air Reserve Base review.

##### *Gating*

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

#### 4.2.6 Trash Enclosures

- All outdoor refuse bins or other containers must be screened within a permanent, durable enclosure and oriented away from public roads or other public view.
- The design of trash enclosures must be consistent with the architectural style, color, and materials of adjacent buildings.
- At least one trash enclosure shall be located adjacent to each building. Three sides of the trash enclosures will be constructed of concrete or block walls and the fourth side of a gate.

### 4.3 LANDSCAPE GUIDELINES

#### 4.3.1 Landscape Master Plan

Landscape treatments around buildings will be designed to help break up the building massing by incorporating both ~~tall, vertical trees and~~ lower growing and ~~broader~~ canopy trees along Van Buren Boulevard. The ground plane will be landscaped with a mix of shrubs and ground cover plants to create a layered appearance along the western edge of the site adjacent to Van Buren Boulevard. On the eastern

side of the site adjacent to the airfield, landscaping will not include tree plantings and will provide a ground plane with sharp edges between shrubs and groundcover. A Conceptual Landscape Plan for the Specific Plan area is illustrated on Figures 4-3, and 4-4 *Landscape Master Plan*. Trees used within the Specific Plan will be selected from the list on Table 4-1 *Plant Materials*. Shrubs and groundcovers will be selected concurrent with final designs for individual projects within the Specific Plan area and shall be in keeping with the Airport Land Use Commission guidance for landscaping near airports (see Appendix D)-

Subsequent landscape plans created by tenants must adhere to the landscape materials outlined in this Section of the Specific Plan.

- Landscaping shall be provided in all setback areas of the Specific Plan area.
- The Specific Plan area shall comply with the landscape design measures to reduce water use contained within the MIPA Development Code Section 9.17 and with the ALUC guidance for landscaping near airports.
- Streetscapes will incorporate low water use plant materials to minimize irrigation needs. Open space areas not planted with living material should utilize permeable materials such as decomposed granite, mulch and/or rocks/cobble to reduce irrigation demands where possible.
- The community shall be irrigated with reclaimed or recycled water if available.
- Planting areas will be irrigated with a high efficiency automatic irrigation system.



Figure 4-2 Van Buren Boulevard Streetscape Edge

### 4.3.2 Water Quality

~~Bio-retention~~Stormwater basins are included in the drainage plan for the Specific Plan. The basins are shallow impoundments designed to collect, treat, and detain stormwater runoff before discharging it. ~~In addition to functioning as storm water/water treatment facilities, water quality features such as bioswales need to consider their impact on the overall aesthetics of the project. Whenever possible, these facilities will be carefully sited and integrated into landscaped areas if possible, and to avoid the look of engineered, utilitarian facilities.~~ The design should be integrated into the landscape and appear as a landscape feature, while incorporating acceptable plant material utilize hardscape



Infiltration Basin (Source: SoCal LID Manual)

materials (i.e. non-vegetated) to avoid attracting birds, in accordance with the ALUC guidance for landscaping near airports.

~~Vegetative cover is important to minimize erosion and ensure that treatment occurs in biofiltration basins. To prevent basins from being used as walkways or passive recreation areas to the extent that their primary function is compromised, bioretention facilities will be planted with a combination of small trees along the upper edges, densely planted shrubs, and natural grasses (see Table 4-2).~~

~~Final design of on-site basin landscaping plant materials and will be reviewed by a BASH certified biologist for compliance with FAA regulations.~~

The following guidelines should be followed:

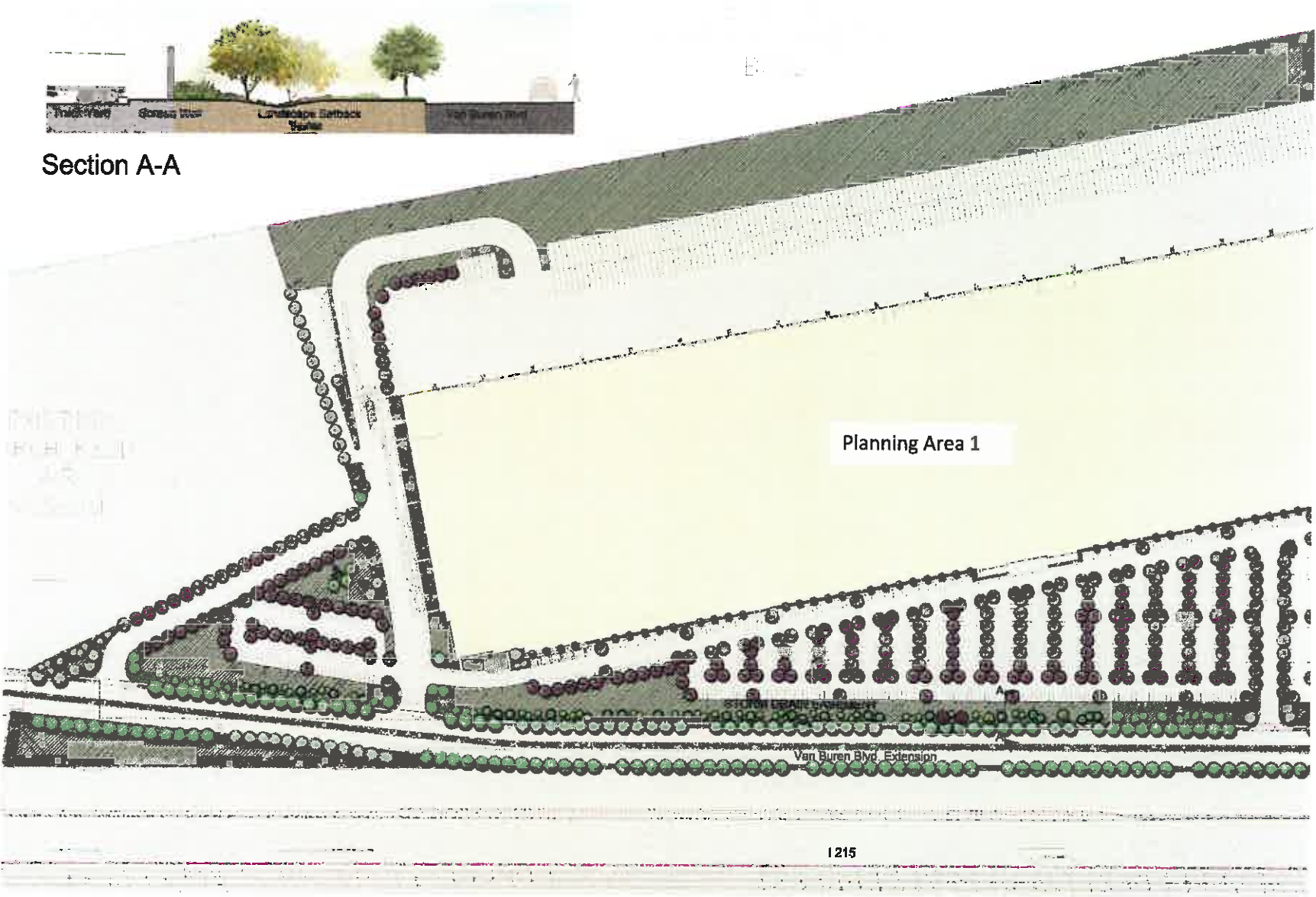
- The basin area should be designed for at least 70 percent mature coverage to maximize biofiltration. Basin bottoms shall be constructed of porous material to allow for water penetration.
- Grasses should be native or ornamental; preferably ones that do not need to be mowed.
- The application of fertilizers and pesticides should be minimal.
- To maintain oxygen levels for the vegetation and promote biodegradation, and to comply with aviation-related restrictions related to ponding, it is important that vegetation not be completely submerged for any extended period of time.

Table 4-1 Plant Materials - Trees				
Botanical Name	Common Name	Size	WUCOLS	Remarks
<del>Cercidium 'Desert Museum'</del>	<del>Blue Palo Verde</del>	<del>24" Box</del>	<del>L</del>	<del>Multi</del>
<u>Cercis occidentalis</u>	<u>Western Redbud</u>	<u>24" box</u>	<u>M</u>	
Chilopsis linearis	Desert Willow	24" Box	L	Multi
<del>Chitalpa tashkentensis</del>	<del>Chitalpa</del>	<del>24" Box</del>	<del>L</del>	<del>Standard</del>
<del>Prosopis ssp.</del>	<del>Mesquite Tree</del>	<del>24" Box</del>	<del>M</del>	<del>Standard</del>
Acacia smallii	Acacia	24" Box	L	Multi
Acacia stenophylla	Shoestring Acacia	24" Box	L	Multi
<u>Lagerstroemia indica</u>	<u>Crape Myrtle</u>	<u>24" Box</u>	<u>M</u>	
<del>Pinus canariensis</del>	<del>Canary Island Pine</del>	<del>24" Box</del>	<del>M</del>	<del>Standard</del>
<del>Pinus eiderica</del>	<del>Afghan Pine</del>	<del>24" Box</del>	<del>L</del>	<del>Standard</del>
Rhus lancea	African Sumac	24" Box	L	Standard
Tristania conferta	Brisbane Box	24" Box	M	Standard
<del>Washingtonia robusta</del>	<del>Mexican Fan Palm</del>	<del>10' bt</del>	<del>L</del>	<del>Skinned</del>
<del>Brahea ornata</del>	<del>Blue Fan Palm</del>	<del>15 Gal</del>	<del>M</del>	<del>Standard</del>
Table 4-2 (cont'd) Plant Materials - Shrubs				
Botanical Name	Common Name	Size	WUCOLS	Remarks
Cistus 'Sunset Pink'	Sunset Pink Rockrose	5 Gal	M	
<u>Callistemon "Little John"</u>	<u>Dwarf Bottie Brush</u>	<u>5 Gal</u>	<u>M</u>	
<u>Diets bicolor</u>	<u>Fortnight Lily</u>	<u>5 Gal</u>	<u>M</u>	
<del>Leucophyllum ssp.</del>	<del>Texas Ranger</del>	<del>5 Gal</del>	<del>L</del>	
Ligustrum j. Texanum	Texas Privet	5 Gal	M	
Salvia c. 'Allen Chickering'	Allen Chickering Sage	5 Gal	L	
Salvia greggii	Autumn Sage	5 Gal	L	
<del>Salvia leucantha</del>	<del>Mexican Sage</del>	<del>5 Gal</del>	<del>L</del>	
<u>Westrinia f. "Grey Box"</u>	<u>Coast Rosemary</u>	<u>5 Gal</u>	<u>L</u>	
<del>Senna artemisioides</del>	<del>Feathery Cassia</del>	<del>5 Gal</del>	<del>L</del>	



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<u>Caesalpinia pulcherrima</u>	<u>Red Bird-of-Paradise</u>	<u>5-Gal</u>	<u>L</u>		
<u>Tecoma stans</u>	<u>Yellow Bells</u>	<u>5-Gal</u>	<u>L</u>		
<u>Artemisia spp.</u>	<u>Wormwood</u>	<u>5-Gal</u>	<u>L</u>		
<u>Rhamnus spp.</u>	<u>Coffeeberry</u>	<u>5-Gal</u>	<u>L</u>		
<u>Plant Materials - Succulents</u>					
<u>Latin Name</u>	<u>Common Name</u>	<u>Size</u>	<u>WUCOLS</u>	<u>Remarks</u>	
<u>Agave spp.</u>	<u>Agave</u>	<u>5 Gal</u>	<u>L</u>		
<u>Aloe spp.</u>	<u>Aloe</u>	<u>5 Gal</u>	<u>L</u>		
<u>Dasyliion wheeleri</u>	<u>Desert Spoon</u>	<u>5 Gal</u>	<u>L</u>		
<u>Hesperaloe parviflora</u>	<u>Red Yucca</u>	<u>5 Gal</u>	<u>L</u>		
<u>Opuntia spp</u>	<u>Prickly Pear</u>	<u>5 Gal</u>	<u>L</u>		
<u>Echinocactus grusonii</u>	<u>Golden Barrel Cactus</u>	<u>5 Gal</u>	<u>L</u>		
<u>Plant Materials - Perennials</u>					
<u>Latin Name</u>	<u>Common Name</u>	<u>Size</u>	<u>Spacing</u>	<u>WUCOLS</u>	<u>Remarks</u>
<u>Acacia redolens 'Desert Carpet'</u>	<u>Dwarf Acacia</u>	<u>1 Gal</u>	<u>8' O.C.</u>	<u>L</u>	
<u>Festuca mairei</u>	<u>Altas Fescue</u>	<u>1 Gal</u>	<u>24" O.C.</u>	<u>M</u>	<u>Grass</u>
<u>Festuca o. 'Glauca'</u>	<u>Blue Fescue</u>	<u>1 Gal</u>	<u>12" O.C.</u>	<u>M</u>	<u>Grass</u>
<u>Heemerocallis hybridus-Yellow</u>	<u>Yellow Day Lily</u>	<u>1 Gal</u>	<u>24" O.C.</u>	<u>M</u>	
<u>Lantana 'Gold Mound'</u>	<u>Yellow Lantana</u>	<u>1 Gal</u>	<u>36" O.C.</u>	<u>L</u>	<u>Non fruiting</u>
<u>Muhlenbergia capillaris</u>	<u>Pink Muhly</u>	<u>1 Gal</u>	<u>36" O.C.</u>	<u>L</u>	<u>Grass</u>
<u>Rosmarinus o. 'Huntington Carpet'</u>	<u>Prostrate Rosemary</u>	<u>1 Gal</u>	<u>48" O.C.</u>	<u>L</u>	



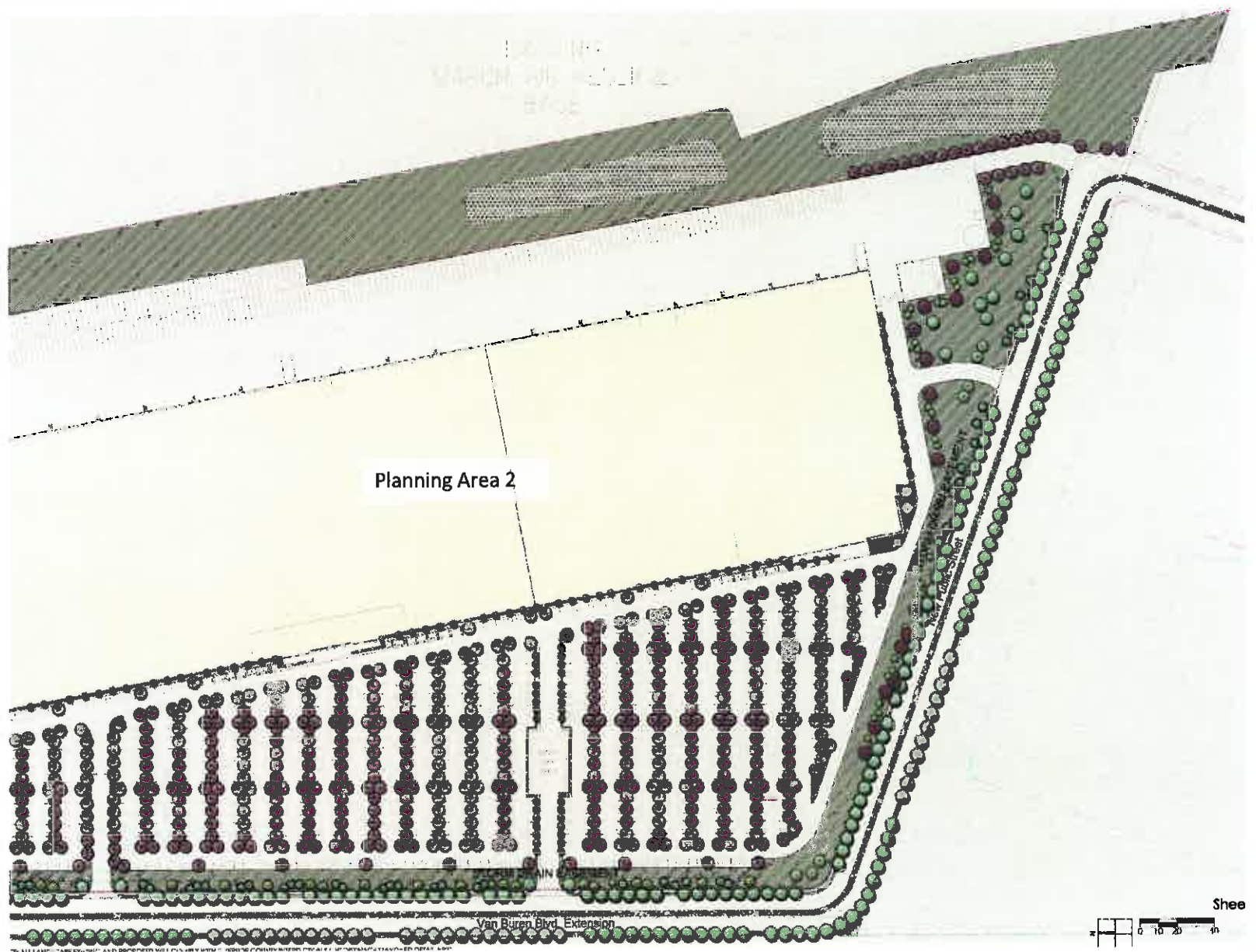
Section A-A

Planning Area 1

1215

Source: Hunter Landscape

Figure 4-3 Planning Area 1 Conceptual Landscape Plan



Source: Hunter Landscape

Figure 4-4 Planning Area 2 Conceptual Landscape Plan

Table 4-3 Recommended Native Grasses	
Latin Name	Common Name
<i>Achillea millefolium</i>	Yarrow
<i>Eschscholzia caespitosa</i>	Foothill Poppy
<i>Juncus bufonius</i>	Toad Rush
<i>Leymus triteoides-rio</i>	Wild Rye
<i>Deschampsia cespitosa</i>	Tufted hairgrass
<i>Festuca rubra</i> "Moiate"	Red Fescue
<i>Hordium brachyantherum</i>	Meadow Barley
<i>Muhlenbergia rigens</i>	Deergrass

### 4.3.3 Utility Placement and Screening

All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view by a combination of decorative walls (where appropriate) and dense landscaping.



- Utility boxes should be grouped where possible and placed in landscape setbacks and/or shrub/groundcover areas.
- Above grade utility boxes should be screened and planted to the extent possible while allowing required access and clearance, and providing for adequate sight distance if located near intersections.

#### *Inappropriate Screening Treatments*

- Screening materials contrasting with adjacent structures
- Chain link fencing
- Lack of landscape buffering

Roof-mounted mechanical equipment shall be fully screened by a parapet wall equal to or exceeding the height of the mechanical units, subject to FAA height limits.

### 4.3.4 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept. Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan.

- Along the runway/airport boundary on the Specific Plan area’s eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to MJPA and March Air Reserve Base review.



- Six-Foot Tubular Steel Fences are provided around the Water Quality Basins to provide safety and security for pedestrians walking near the Basins. The Tubular Steel Fence is constructed from steel pickets painted black.
- Screening walls for trucks shall be 12' high (minimum).

Pedestrian and vehicular access gates visible from public areas such as parking lots and public streets shall be constructed of a durable material, such as tubular steel.

Plot Plans must include all site fencing, truck screening wall, and gate details.

### **Materials**

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete or painted tilt-up screen walls. Fences shall be wrought iron or tubular steel. Chain link fencing is not permitted except for security fencing along the runway.

Design elements may include:

- Varied heights
- wall plane offsets
- Scoring or other decorative elements
- Pilasters or distinctive elements.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels or landscape pockets.





### **4.3.5 Exterior Lighting**

Lighting will utilize high efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, the adjacent runway, and open space areas, and appropriate shielding or recesses to minimize glare and reflections.

Street and parking lot lighting will meet JPA standards.

- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, especially when within 100 feet of open space or adjacent runways. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts should be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures should be avoided – maximum height is 25 feet. Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site.
- Energy efficient, low voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting below 2500 Kelvin is also allowed.
- If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- Addresses should be visible from streets and illuminated at night.

### **4.3.6 Signage**

Signage will be provided in accordance with a Sign Program prepared prior to building permit issuance. The Signage will conform to MIPA Development Code requirements.

# 5

## ADMINISTRATION AND IMPLEMENTATION

This chapter discusses the development review procedures by the March JPA and other relevant permitting agencies applicable to the Specific Plan. A process for amendments to the Specific Plan is discussed as well as a process for ~~substantial conformance~~Administrative Amendment determinations.

The purpose of this chapter is to provide an outline of the steps necessary to implement the Veterans Industrial Park 215 Specific Plan and applicable regulations in coordination with the March JPA and other governing public agencies. This chapter is intended to address each of these elements for the benefit of the development team, the MJPA and other relevant agencies, and interested citizens.

The approval of this Specific Plan, certification of an Environmental Impact Report, and adoption of conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP) will assure that timely mitigation of project impacts takes place at the appropriate milestones and in accordance with project implementation.

### **5.1 ADMINISTRATION**

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to agencies to utilize Specific Plans for purposes of implementing the goals and policies of the General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

#### **5.1.1 Responsibility**

The March JPA's Planning Department, its Director or their designee shall be responsible for administering the Veterans Industrial Park 215 Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the March JPA General Plan, and the March JPA Development Code.

#### **5.1.2 Applicability**

The Veterans Industrial Park 215 Specific Plan serves as the implementation tool for the zoning for the Specific Plan Area. The Specific Plan addresses permitted uses, development standards, and design guidelines.

#### **5.1.3 Enforcement and Interpretation**

The JPA shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Development Code.

Whenever the provisions contained in the Specific Plan conflict with the Development Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Veterans Industrial Park 215 Specific Plan shall be resolved by the Planning Director, or their designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

#### **5.1.4 Severability**

If any portion of this Specific Plan and its regulations are declared to be invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

#### **5.1.5 Initial Entitlements**

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the JPA:

- Environmental Impact Report ("EIR") – The Veterans Industrial Park 215 Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality

Act ("CEQA"). As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the JPA prior to approval of any of the project-related entitlements.

- General Plan Amendment – The Project site is presently identified as "Aviation" by the General Plan. An amendment of the General Plan Land Use map will be required to add a "Specific Plan" designation (SP-8) to the underlying Aviation designation. ~~In addition, an amendment to the list of uses within the designation would include the addition of general warehousing/logistics.~~
- Specific Plan – The Project site is presently un-zoned. The Veterans Industrial Park 215 Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan project area. The Specific Plan will implement the JPA's General Plan. The Specific Plan will be considered by the Joint Powers Commission (JPC) and will be adopted by Ordinance. Tract/parcel maps or plot plans must be in substantial compliance with the adopted Specific Plan.
- Plot Plan – ~~The A~~ site development plan for the project, consisting of ~~two buildings of approximately 2,185,613 square feet~~ an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways. If the project changes due to specific tenants after approval, a new or revised plot plan would be processed with MJPA.
- Subdivision Map – The Subdivision Map is a basic tool for implementation of a Specific Plan. The project's Tentative Parcel Map will create either the individual one or two legal lots for project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. A Tentative Parcel Map has been prepared (TMP 37220) and will be considered by the JPA concurrently with the review of this Specific Plan. The Parcel Map creates the backbone road rights-of-way, and ~~two~~ either one or two development parcels.
- Development Agreement/Disposition and Development Agreement – A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure. Such development agreement shall be fully approved before the issuance of the first building permit for this project. In addition, and Disposition and Development Agreement (DDA) will be executed to formalize the land transaction.

### 5.1.6 ~~Substantial Conformance~~ Administrative Amendments

Final development plans for the project may be adjusted or modified based on final design and engineering and the precise development plans of the builder. ~~Substantial Conformance~~ Administrative Amendment is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

Upon the request of Developer for an amendment or modification of any Project Approval, the JPA Planning Director or his/her designee shall determine: (a) whether the requested amendment or modification is minor when considered in light of the Project as a whole; and (b) whether the requested amendment or modification substantially conforms with the material terms of the Specific Plan and the Applicable Law and may be processed administratively. If the JPA Planning Director or his/her designee finds that the requested amendment or modification is both minor and substantially conforms with the material terms of the Specific Plan and the Applicable Law, the amendment or modification shall be determined to be an "Administrative Amendment" and the JPA Planning Director or his/her designee may approve the Administrative Amendment, without public notice or a public hearing.

Written documentation requesting a proposed minor modification/~~substantial conformance~~administrative amendment finding to support an implementing map, site plan, or use permit or modification of conditions of approval must be submitted for the review and approval of the Planning Director or their designee in accordance with Section 9.02.280 and Section 9.02.290 of the March JPA Development Code or as otherwise outlined in the project's Development Agreement.

~~A Substantial Conformance application shall be subject to minor development review procedures. A substantial conformance application may be filed in lieu of an applicable minor development review application, provided that the proposal complies with the limitations described below:~~

- ~~▪ That the proposal is not inconsistent with the expressed intent of the original project approval;~~
- ~~▪ That the proposal qualifies as a categorical exemption under the California Environmental Quality Act and/or the proposal is consistent with the environmental determination for the original project and where no further environmental determination is necessary; and~~
- ~~▪ That the proposed modifications do not have the potential to adversely affect surrounding land uses or improvements.~~

### 5.1.7 Amendments

Substantial modifications to the Specific Plan would require an Amendment. A minor modification or adjustment to the Specific Plan listed in the section above would not require a Specific Plan Amendment.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);
- Any increase in the overall development intensity thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

### 5.1.8 Appeals

An appeal of any determination, decision, or requirement of the March JPA Planning Director shall be made in conformance with the appeal procedures established by the Development Code Section 9.02.240.

## 5.2 IMPLEMENTATION

### 5.2.1 Adoption

The Veterans Industrial Park 215 Specific Plan will be prepared, submitted, and approved in a manner consistent with California Government Section 65451, as well as Chapter 9.13 of the JPA's Development Code. The Specific Plan will be adopted by Ordinance and shall serve as the zoning for the Veterans Industrial Park 215 project area. The approved Specific Plan project site will be designated on the JPA's General Plan Land Use Diagram and Zoning Map as the Veterans Industrial Park 215 Specific Plan. The land use and development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.



**5.2.2 Phasing**

Construction of the proposed project, including recordation of final subdivision map(s), and plot plan review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety.

Any project phasing would:

- Provide for the orderly build-out based upon market demand;
- Provide adequate infrastructure to service the project;
- Phases may occur concurrently so long as the associated infrastructure is provided.

**5.2.3 Maintenance and Ownership**

Maintenance of facilities within the Veterans Industrial Park 215 Specific Plan will be accomplished through a combination of public and private mechanisms. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by a private maintenance mechanism. Table 5-1, *Financing, Ownership, and Maintenance* outlines the anticipated program.

A Business Association and/or multiple associations may be formed to address the maintenance of private drives, shared driveways, landscaping, signage, water quality features, and private infrastructure within the Specific Plan.

Improvement	Financing	Ownership	Maintenance
Water System (off-site)	Developer	Public	Public
Water System (on-site)	Developer	Private	Private
Sewer System (off-site)	Developer	Public	Public
Sewer System (on-site)	Developer	Private	Private
Drainage System			
On-site	Developer	Private	Private
Regional	Developer	Public	Public
Public Street Improvements (Van Buren)	Developer	MJPA	MJPA
Public Street Improvements (Western Way)	<del>Developer</del> City of Perris with developer mitigation fee	City of Perris	City of Perris
Private Internal Streets and driveways	Developer/Builder	Private	Private
Landscaping within Public Right-of-Way	Developer	MJPA	MJPA/Private

#### **5.2.4 Relationship to CEQA**

The California Environmental Quality Act (CEQA) classifies a specific plan as a “project” which is subject to environmental review. An Environmental Impact Report (EIR) is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provision of CEQA. This EIR will analyze the Specific Plan and address potential impacts associated with the development of the Specific Plan area. The EIR will include recommended mitigation measures and analyzes implementing actions for the development. The EIR will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

An approved Mitigation Monitoring Program will insure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring program shall be established upon EIR certification by the MJPA.

# 6

## APPENDICES

- A Legal Description
- B General Plan Conformance
- C Land Use Compatibility Plan
- D Landscaping for Airports

**APPENDIX A  
LEGAL DESCRIPTION**

THE LEGAL DESCRIPTION SHOWN HEREON HAS BEEN PREPARED BY THE SURVEYOR OF RECORD FOR THE PURPOSE OF DEPICTING THE AREA TO BE INCLUDED IN THIS SURVEY ONLY. SAID DESCRIPTION IS NOT TO BE USED FOR CONVEYANCE OF TITLE OF ANY NATURE.

THAT PORTION SECTIONS 25, 26, 35 AND 36, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SHOWN AS PARCEL 11 ON MAP FILED IN BOOK 110 PAGES 30 TO 40 INCLUSIVE, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER, OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°06'59" WEST 670.29 FEET IN THE EASTERLY BOUNDARY OF SAID PARCEL 11, SAID SOUTHERLY TERMINUS ALSO BEING A POINT ON THE NORTHERLY LINE OF PARCEL MAP NO. 8698, AS PER MAP FILED IN BOOK 37 PAGE 90, OF PARCEL MAPS IN THE OFFICE OF SAID RECORDER; THENCE ALONG SAID NORTHERLY LINE SOUTH 89°53'52" WEST 117.66 FEET; THENCE LEAVING SAID NORTHERLY LINE NORTH 30°09'25" WEST 124.78 FEET TO A LINE PARALLEL WITH 108.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERLY LINE; THENCE ALONG SAID PARALLEL LINE SOUTH 89°53'52" WEST 1955.75 FEET TO THE EASTERLY BOUNDARY OF CALIFORNIA STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MONUMENTATION MAP 45680 ON FILE IN THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION; THENCE ALONG SAID EASTERLY BOUNDARY NORTH 19°22'43" WEST 4259.32 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY NORTH 77°53'09" EAST 120.23 FEET; THENCE SOUTH 17°20'02" EAST 24.72 FEET; THENCE NORTH 75°40'21" EAST 81.83 FEET; THENCE SOUTH 45°37'50" EAST 766.67 FEET; THENCE NORTH 52°14'06" EAST 614.61 FEET TO THE NORTHWESTERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°07'27" WEST 3507.80 FEET IN THE BOUNDARY OF THE "MARCH AIR RESERVE BASE" AS SHOWN ON MAP FILED IN BOOK 124 PAGES 69 TO 81 INCLUSIVE OF SAID RECORDS OF SURVEY; THENCE ALONG SAID LAST MENTIONED BOUNDARY AS FOLLOWS: SOUTH 30°07'25" EAST 3507.87 FEET; THENCE SOUTH 49°46'59" WEST 73.50 FEET; THENCE SOUTH 39°57'49" EAST 421.43 FEET; THENCE SOUTH 30°06'29" EAST 670.22 FEET TO THE POINT OF BEGINNING.

**APPENDIX B**

**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 1</b>	<i>Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.</i>	The project provides for logistics/industrial uses. These uses are compatible with the General Plan and the adjacent Perris Valley Commerce Center Specific Plan. The project will include a General Plan Amendment adding a Specific Plan Overlay designation to the Site. Consistent with the Reuse Plan and General Plan, the project will continue to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
<b>Policy 1.1</b>	<i>Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.</i>	See response to Land Use Goal 1.
<b>Policy 1.2</b>	<i>Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses.</i>	See response to Land Use Goal 1.



**APPENDIX B**

**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<i>Policy 1.3</i>	<i>Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA’s fiscal capacity.</i>	<p>The project is consistent with the approved General Plan circulation plan. The project will extend Van Buren Boulevard south of the March Air Field Museum. The General Plan designates the Van Buren Boulevard extension as a Major Arterial. This segment of Van Buren Boulevard will be designed as a Modified Secondary Highway, which while providing two traffic lanes, provides 97-feet of right-of-way instead of 100-feet of right-of-way the General Plan assigned to a Major Arterial. An additional 20-foot separation between the edge of sidewalk and screen walls associated with the Veterans Park Specific Plan.</p> <p>In addition, the project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.</p>
<i>Policy 1.4</i>	<i>Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.</i>	<p>The property does not currently have a zoning designation. The General Plan land use is Aviation, which would allow for a variety of uses including hangars, aviation support services, air cargo storage, fixed based operations, and aviation operations services. The Site does not have direct access to flying facilities. As such, industrial facilities described in the Specific Plan will allow for a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers. It is anticipated that these uses would support airport-related businesses in the future.</p>
<i>Policy 1.5</i>	<i>Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation-related, and research and development.</i>	<p>The project will provide a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers.</p>
<i>Policy 1.6</i>	<i>Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure.</i>	<p>See response to Land Use Goal 1.</p>

**APPENDIX B**

**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Policy 1.9</b>	<i>Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.</i>	The project does not include specific aviation-related facilities, however, the development concept could support airport related businesses. Building height and uses described within the Specific Plan are consistent with the AICUZ guidelines and requirements.
<b>Goal 2</b>	<i>Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.</i>	The project provides the same types of land uses as designated in the General Plan. These land uses are compatible with the surrounding land uses. Incompatible or competing land uses will not be allowed in the project area.
<b>Policy 2.1</b>	<i>Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.</i>	The Specific Plan Design Guidelines provide the architectural, signage, walls and fences, lighting, and landscaping standards to help alleviate any land use incompatibilities with the surrounding areas.
<b>Policy 2.3</b>	<i>Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions.</i>	See response to Land Use Goal 2.
<b>Policy 2.4</b>	<i>Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.</i>	See response to Land Use Goal 2.

**APPENDIX B**

**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 3</b>	<i>Manage growth and development to avoid adverse environmental and fiscal effects.</i>	Development of the project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The project will be required to implement the applicable infrastructure and services per the Development Agreement. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts.
<b>Policy 3.1</b>	<i>Manage growth so that its rate does not exceed the ability of March JP A or service districts to provide for an acceptable level of public facilities and services.</i>	The project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
<b>Goal 4</b>	<i>Develop an identity and foster quality development within the Planning Area.</i>	The Specific Plan Design Guidelines will provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development.
<b>Policy 4.1</b>	<i>Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas.</i>	See Response to Land Use Goal 1.
<b>Policy 4.4</b>	<i>Develop a distinctive community identity for commercial , business park and industrial developments that reflect the character and atmosphere of March JPA Planning Area through the use of good planning and design principals , and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.</i>	See responses to Land Use Goals 1 and 4.

**APPENDIX B**

**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<i>Policy 4.7</i>	<i>Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.</i>	See response to Land Use Goal 1.
<b>Goal 5</b>	<i>Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.</i>	The project will expand on the large employment center concept started by the adjacent Meridian Specific Plan and Perris Valley Commerce Center Specific Plan. As such, it will provide a substantial enhancement to the tax base.
<i>Policy 5.1</i>	<i>Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.</i>	See response to Land Use Goal 5.
<i>Policy 5.2</i>	<i>Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan.</i>	Riverside Inland Development, LLC, has entered into a Memorandum of Understanding with March JPA related to development of the property within the Specific Plan area. The applicant, Riverside Inland Development, LLC, has assumed the responsibilities and obligations of the Master Developer for the remaining areas of the former March Air Force Base (which includes this project area) in a Disposition and Development Agreement which will be processed concurrently with the Veterans Industrial Park 215 Specific Plan.
<i>Policy 5.5</i>	<i>Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion.</i>	See response to Land Use Goal 1.

**APPENDIX B**

**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 6</b>	<i>Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions.
<b>Policy 6.3</b>	<i>Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.</i>	See response to Land Use Goal 6.
<b>Policy 6.4</b>	<i>Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc.</i>	See response to Land Use Goal 6.
<b>Policy 6.5</b>	<i>Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.</i>	See response to Land Use Goal 6.
<b>Policy 6.8</b>	<i>Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.</i>	The project will obtain concurrence letters from the FAA stating, “no hazard to air navigation” for the proposed buildings within the development.
<b>Goal 7</b>	<i>Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services</i>	The Veterans Industrial Park 215 Specific Plan includes industrial land uses compatible with the adjacent aviation uses through compliance with runway height limitations, provision of security fencing, and provision of warehousing, and logistics, which could support aviation-related business.
<b>Policy 7.6</b>	<i>Plan for compatible land uses within the aviation area.</i>	See response to Land Use Goal 7.



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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 8</b>	<i>Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.</i>	There are no known sensitive environmental areas near the site. A jurisdictional drainage channel is present, crossing the project site; impacts to this drainage will be addressed through a permitting process with appropriate agencies. Design features and mitigation measures to minimize the impacts to potential sensitive land uses from the project will be evaluated during the environmental review process.
<b>Policy 8.1</b>	<i>Where practical, revegetate graded area with native plants compatible to the area to prevent erosion.</i>	The project will comply with the requirements of the California Construction General Permit (SWRCB Orders No. 2009-009-DWQ as amended by Order 2010-0014-DWQ and Order 2012-006-DWQ) and employ Best Management Practices (BMPs) to minimize erosion for graded areas.
<b>Goal 10</b>	<i>Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.</i>	See response to Land Use Goal 3.
<b>Policy 10.1</b>	<i>Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.</i>	See response to Land Use Goal 3. The project sponsors will finance the public service extensions to water and sewer lines to serve the project, as well as extending Van Buren Boulevard adjacent to the site. In addition, the project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development. Further, the project will pay its fair share of the cost of providing services and infrastructure through payment of the development impact fees assessed by the JPA.
<b>Policy 10.2</b>	<i>Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use.</i>	See response to Land Use Goal 3.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Policy 10.3</b>	<i>Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.</i>	See response to Land Use Goal 3.
<b>Goal 12</b>	<i>Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.</i>	See response to Land Use Goal 3.
<b>Policy 12.3</b>	<i>Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.</i>	See responses to Land Use Policy 1.3 and Goal 3.
<b>Goal 13</b>	<i>Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.</i>	The project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development. A Water Supply Assessment was prepared as part of project entitlement by Western Municipal Water District to evaluate the required water supply for the subject logistics project.
<b>Policy 13.2</b>	<i>Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas.</i>	See response to Land Use Goal 17. Note that due to the close proximity to the airport runways the project must minimize standing water while addressing water quality requirements for the site. On-site bio-retention basins will treat on-site runoff while minimizing standing water.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Goal 14</b>	<i>Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.</i>	The project will provide the necessary conveyance facilities to achieve this goal. The project EIR will evaluate infrastructure requirements, including conveyance and treatment of wastewater.
<b>Policy 14.1</b>	<i>Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements.</i>	The project will comply with the March JPA’s NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011.
<b>Policy 14.2</b>	<i>Require connection to the sewer system for any development occurring on land formerly part of March AFB.</i>	See response to Goal 14 and Land Use Policy 14.1. As shown in Figure 3-6 of the Specific Plan, the project will extend sewer lines to service the project, connecting to the existing sewer lines adjacent to the Specific Plan area.
<b>Policy 14.3</b>	<i>Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation.</i>	Reclaimed water is not available for use within the project.
<b>Goal 16</b>	<i>Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.</i>	The project EIR will evaluate the utility providers’ ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
<b>Policy 16.1</b>	<i>Where feasible, require new development to underground on-site telecommunication connections.</i>	The project will underground on-site telecommunication connections.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 17</b>	<i>Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.</i>	The project will comply with the March JPA’s NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. A hydrology study and water quality management plan (WQMP) will be prepared for the project. It is not presumed that project implementation would have a substantial impact on water quality standards or waste discharge requirements. The project will provide for a drainage plan to convey on-site flows to the existing drainage areas downstream of the project. Any significant impacts to hydrology and water quality will be mitigated through the environmental review process and prior to development.
<i>Policy 17.1</i>	<i>Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.</i>	See response to Land Use Goal 17.
<i>Policy 17.2</i>	<i>Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.</i>	See response to Land Use Goal 17.
<i>Policy 17.3</i>	<i>Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.</i>	The project’s hydrology study evaluates the system required to capture and convey on-site runoff. Site runoff will be captured and detained in three on-site basins, located in each of the two planning areas within the Specific Plan area. Water will be detained, treated, and released at a rate consistent with the existing condition.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 1</b>	<i>Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.</i>	The project is located to the east of the Meridian Specific Plan area. The existing infrastructure for the Meridian development will be extended to the east to support the project, including extension of Van Buren Boulevard from its existing terminus to the extension of Western Way on the Specific Plan’s southern edge. This road extension is consistent with the planned roadway network in the General Plan Circulation Element.
<b>Policy 1.1</b>	<i>Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.</i>	See responses to Transportation Goals 1 and 2.
<b>Policy 1.2</b>	<i>Design transportation improvements which are compatible with the natural environment. Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes.</i>	See responses to Land Use Policy 14.3 and Resource Management Policy 1.5.  The Specific Plan’s landscape plan illustrates the proposed landscaping within the Specific Plan Area and in the proposed roadways supporting the project. The plant palette outlined in Table 4-1 of the Specific Plan is comprised of drought tolerant landscape materials.
<b>Policy 1.4</b>	<i>Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element's effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from).</i>	See responses to Transportation Goals 1 and 2.  No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.



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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 2</b>	<i>Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
<b>Policy 2.6</b>	<i>FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall be upheld and supported to encourage and realize a safe environment in and around the aviation field.</i>	FAA standards and AICUZ requirements, as well as Department of Defense Instructions and Air Force Instructions, will be complied with. The project’s land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B2 occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport’s 48 hour criteria will be allowed as part of the project’s drainage plans.
<b>Policy 2.7</b>	<i>On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes.</i>	The project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping.
<b>Policy 2.8</b>	<i>Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable.</i>	The project will comply with the roadway standards within the Circulation Plan associated with this Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development. For the Van Buren Boulevard extension to the east of I-215, the General Plan does not include on-street bike lanes.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 3</b>	<i>Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.</i>	This project will construct an internal driveway/private drive network and provide for the extension of Van Buren Boulevard from its existing terminus to a planned extension of Western Way on the Specific Plan’s southern edge, based on future demand and the General Plan circulation element. Transportation improvements will be constructed and phased as determined by the project EIR’s traffic analysis. The project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development.
<b>Policy 3.1</b>	<i>Follow standards for transportation element roadways in designing and constructing street improvements.</i>	See response to Transportation Policy 2.8.
<b>Goal 4</b>	<i>Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.</i>	project internal drives and adjacent public roadways (Van Buren Boulevard and Western Way extensions) will be sized to accommodate projected future traffic in an efficient manner.
<b>Policy 4.2</b>	<i>All streets shall be constructed in accordance with planning area's standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities.</i>	See response to Transportation Policy 2.8.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Policy 4.10</b>	<i>Work with the City of Perris to plan for an arterial roadway on the east frontage of I-215 between Van Buren Boulevard and Oleander Avenue, in order to preserve future options for developing a passenger or air cargo terminal on the west side of the runway.</i>	The proposed extension of Van Buren Boulevard on the eastern edge of I-215, connecting with a proposed extension of Western Way in the City of Perris, implements this requirement.
<b>Goal 6</b>	<i>Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.</i>	project internal roadways will be designed in accordance with the “County Road Improvement Standards and Specifications,” published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards, and implement appropriate intersection and driveways intervals on arterial roadways.
<b>Policy 6.2</b>	<i>Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage.</i>	The Specific Plan area includes approximately 5,500 linear feet of frontage on the proposed extension of Van Buren Boulevard, allowing for approximately 18 access points. The Specific Plan land use includes six points of access and is thus consistent with this requirement.
<b>Goal 7</b>	<i>Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.</i>	Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.
<b>Policy 7.5</b>	<i>Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 8</b>	<i>Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.</i>	See response to Transportation Goal 2. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA) as appropriate along the proposed extension of Van Buren Boulevard and Western Way.
<b>Policy 8.1</b>	<i>Evaluate transportation alternatives with project design, development and implementation.</i>	See responses to Transportation Goals 1 and 2.
<b>Goal 9</b>	<i>Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.</i>	See response to Land Use Goal 1. The project will provide a large employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
<b>Policy 9.1</b>	<i>Provide incentives to employers who encourage carpooling and vanpooling for employees.</i>	See response to Transportation Goal 7.
<b>Policy 9.2</b>	<i>Provide preferential parking for carpools and vanpools, where appropriate.</i>	The Specific Plan development regulations require a minimum of 5% carpool/vanpool parking spaces within the Specific Plan area.
<b>Goal 10</b>	<i>Regulate the travel of trucks on March JPA Planning Area streets.</i>	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<i>Policy 10.1</i>	<i>Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.</i>	See response to Transportation Goal 10.
<i>Policy 10.2</i>	<i>Clearly sign designated truck routes and identify maximum weight limitations on these routes.</i>	See response to Transportation Goal 10. This requirement would be implemented as part of construction plans for the public roadways developed as part of the project (Van Buren Boulevard and Western Way).
<b>Goal 11</b>	<i>Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.</i>	The project will provide adequate parking to limit the potential for parking spillover on to streets. Parking will be provided in accordance with the Development Regulations established by the Specific Plan. Parking ratios have been provided based on square footage. Parking ratios for car/vanpools, bicycle parking, and charging stations have also been provided in the Specific Plan development regulations.
<i>Policy 11.1</i>	<i>Provide for adequate parking facilities for all uses.</i>	See response to Transportation Goal 11.
<i>Policy 11.4</i>	<i>Require all new development to provide adequate off-street parking based on expected parking needs</i>	See response to Transportation Goal 11.
<i>Policy 11.5</i>	<i>Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.</i>	The project will provide adequate loading areas associated with the proposed logistics/industrial buildings.



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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 12</b>	<i>Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
<b>Policy 12.7</b>	<i>Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.</i>	As shown in the street cross sections of the Specific Plan’s Circulation Plan, sidewalks are provided on the project-frontage of Van Buren Boulevard, and right of way accommodating sidewalks is provided on both Van Buren Boulevard and Western Way extensions.
<b>Goal 13</b>	<i>Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.</i>	The project will not impact the use of the air field in any way.
<b>Policy 13.6</b>	<i>Protect flight paths from inappropriate development encroachment.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions
<b>Policy 13.8</b>	<i>Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA.</i>	See response to Policy 13.6 above.
<b>Goal 15</b>	<i>In accordance with state and federal law, promote and provide mobility for the disabled.</i>	Development plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).
<b>Policy 15.1</b>	<i>Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.</i>	See response to Transportation Goal 15.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Noise</b>		
<b>Goal 1</b>	<i>Ensure that land uses are protected from excessive and unwanted noise.</i>	project development shall be consistent with the land use and noise limitations established in the AICUZ study and the Riverside County Airport Land Use Plan and MJPA Development Code. Industrial uses are consistent with the noise limitations of the AICUZ study.
<b>Policy 1.1</b>	<i>Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible.</i>	The project EIR will evaluate noise impacts. The Specific Plan area is located adjacent to the airport runway, an inherently noisy environment. Any significant impacts from project noise will be mitigated through the environmental review process and prior to development. Industrial uses are consistent with the noise limitations of the AICUZ study.
<b>Policy 1.3</b>	<i>Encourage good acoustical design in new construction.</i>	See response to Noise Policy 1.1.
<b>Goal 2</b>	<i>Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.</i>	No sensitive uses are located in proximity to the proposed Specific Plan area. Design features and mitigation measures to minimize noise impacts from the project will be evaluated during the environmental review process. Incompatible land uses will not be allowed in the project area.
<b>Policy 2.4</b>	<i>March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed.</i>	See response to Noise Goal 2.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Noise</b>		
<b>Goal 3</b>	<i>Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.</i>	See response to Noise Goal 2.
<b>Policy 3.4</b>	<i>Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development property located adjacent to aviation and rail facilities.</i>	Noise mitigation, if required, will be incorporated into the project based on the noise studies prepared as part of the project’s Environmental Impact Report.
<b>Policy 3.7</b>	<i>Limit trucking operations to appropriate routes, times and speeds.</i>	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan. Standard speeds would apply on public truck routes.
<b>Policy 3.8</b>	<i>Appropriate muffling systems for construction equipment and operations shall be required, as necessary.</i>	The project EIR will evaluate noise impacts associated with construction. Any significant impacts from project construction noise will be mitigated through the environmental review process and prior to development.

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 1</b>	<i>Promote alternative modes of travel.</i>	See response to Transportation Goal 2.
<b>Policy 1.3</b>	<i>Support trip-reduction programs, such as longer work days, shorter week work schedules.</i>	See response to Transportation Goal 7.

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**Veteran’s Industrial Park 215 Specific Plan – General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 2</b>	<i>Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.</i>	The project will provide an employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
<b>Policy 2.1</b>	<i>Create an employment center within the housing rich environment of the subregion.</i>	See responses to Air Quality Goal 1 and Transportation Goal 9.
<b>Goal 3</b>	<i>Reduce air pollution through proper land use, transportation and energy use planning.</i>	See responses to Transportation Goals 2 and 7.
<b>Policy 3.1</b>	<i>Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled.</i>	The Specific Plan development regulations allow for ancillary office and retail uses in association with the proposed logistics uses. Inclusion of these ancillary uses will reduce the need for outside vehicular trips.
<b>Policy 3.2</b>	<i>Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips.</i>	See responses to Land Use Goal 1 and Transportation Goal 9.
<b>Policy 3.3</b>	<i>Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
<b>Policy 3.4</b>	<i>Encourage ride share programs.</i>	See response to Transportation Goal 7.

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General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<i>Policy 3.5</i>	<i>Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services.</i>	See response to Transportation Goal 2. In addition, the project will include charging stations for electric vehicles within the parking areas of the plan consistent with CAL Green standards.
<b>Goal 5</b>	<i>Maximize the effectiveness of air quality control programs through coordination with other governmental entities.</i>	The project will comply with South Coast Air Quality Management District rules and regulations.
<i>Policy 5.5</i>	<i>Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.</i>	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.
<b>Goal 6</b>	<i>Reduce emissions associated with vehicle/engine use.</i>	See responses to Land Use Goal 1 and Transportation Goal 9.
<i>Policy 6.3</i>	<i>Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.</i>	See response to Transportation Goal 10.
<i>Policy 6.5</i>	<i>Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.</i>	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.



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General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 7</b>	<i>Reduce emissions associated with energy consumption.</i>	Buildings shall be designed to reduce energy usage through various measures (such as energy efficient lighting and glazing, using lighter colored roofing materials, orienting buildings north and increasing wall insulation above Title 24 requirements, etc.) The project’s EIR will analyze the impacts associated with energy consumption and proposed mitigation measures to reduce impacts.
<i>Policy 7.1</i>	<i>Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.</i>	See response to Air Quality Goal 7.
<i>Policy 7.3</i>	<i>Support passive solar design in new construction.</i>	See response to Air Quality Goal 7.
<i>Policy 7.4</i>	<i>Support recycling programs which reduce emissions associated with manufacturing and waste disposal.</i>	Recycling of materials will be a component of the waste management program of uses within the Specific Plan area.
<i>Policy 7.5</i>	<i>Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.</i>	The specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project’s plant materials include predominantly drought tolerant vegetation.
<b>Goal 8</b>	<i>Reduce air pollution emissions and impacts through siting and building design.</i>	See response to Air Quality Goal 7. Design features and mitigation measures to minimize the impacts to air quality from the project will be evaluated during the environmental review process.
<i>Policy 8.1</i>	<i>Support the use of low polluting construction materials and coatings.</i>	The project EIR will evaluate air quality impacts from construction. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 9</b>	<i>Reduce fugitive dust and particulate matter emissions.</i>	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. Where feasible, construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway or track-out devices should be installed. In addition, the project EIR will evaluate impacts associated with fugitive dust and particulate matter during construction and proposed mitigation measures to reduce or eliminate impacts.
<i>Policy 9.1</i>	<i>Require all feasible fugitive dust reduction techniques to be utilized during construction activities.</i>	See response to Air Quality Goal 9.

General Plan Goal/Policy		Consistency
<b>Housing</b>		
<p>The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The project maintains consistency with the General Plan’s absence of a residential land use designation within the Specific Plan area.</p>		

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Goal 1</b>	<i>Conserve and protect surface water, groundwater, and imported water resources.</i>	The project will be constructed to mitigate impacts to the existing drainage channel. Furthermore, the project EIR will evaluate impacts to hydrology and water supply from the project. Any significant impacts to hydrology or water supply from the project will be mitigated through the environmental review process and prior to development.
<b>Policy 1.1</b>	<i>Where possible, retain local drainage courses, channels and creeks in their natural condition.</i>	See response to Resource Management Goal 1. The on-site drainage is related to regional water flows across the site and is not a natural stream course. The proposed grading plan impacts this drainage to facilitate development of the site and to provide an alternative drainage conveyance plan for regional flows. Impacts will be mitigated in accordance with agency permitting requirements.
<b>Policy 1.2</b>	<i>Protect groundwater and surface water resources from depletion and sources of pollution.</i>	See responses to Land Use Goal 17 and Resource Management Goal 1.
<b>Policy 1.4</b>	<i>Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.</i>	See response to Air Quality Goal 7.
<b>Policy 1.5</b>	<i>Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought-resistant landscaping, and reclaimed water for irrigation, when available and appropriate.</i>	The project will comply with the Specific Plan’s Design Guidelines. The Design Guidelines require the use of drought-resistant landscaping by the project. Reclaimed water will be used if available.
<b>Policy 1.6</b>	<i>Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for other urban uses, whenever feasible and where legally permitted.</i>	See response to Resource Management Policy 1.5. The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project’s plant materials include predominantly drought tolerant vegetation. The project does not contain parks.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 1.8</b>	<i>Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.</i>	The project shall be required to obtain a Clean Water Act (CWA) Section 404 permit (regulated by the U.S Army Corps of Engineers), a Streambed Alteration Agreement (regulated by the California Department of Fish and Wildlife), a CWA Section 401 Water Quality Certification (regulated by the Regional Water Quality Control Board) to impact waters of the U.S/State.
<b>Goal 2</b>	<i>Control flooding to reduce major losses of life and property.</i>	See response to Land Use Goal 17.
<b>Policy 2.3</b>	<i>Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development.</i>	See response to Land Use Goal 17.
<b>Policy 2.5</b>	<i>To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels.</i>	The drainage plan for the project will utilize the existing off-site open channel as a downstream conveyance system as well as a box culvert system on the project's western edge along Van Buren Boulevard. See response to Land Use Goal 17.
<b>Goal 3</b>	<i>Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.</i>	The project will not impact any significant landforms or mineral resources. The project EIR will evaluate impacts to hydrology, geology and soils from the project. Any significant impacts to hydrology, geology and soils from the project will be mitigated through the environmental review process and prior to development.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 3.1</b>	<i>Conserve hillsides and rock outcroppings in the planning area through the use of master-planned developments which create a “Campus-like” setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.</i>	The project will be constructed in a flat area with no rock outcroppings and will not impact any of the area’s hillsides.
<b>Policy 3.5</b>	<i>Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.</i>	See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation.
<b>Policy 3.6</b>	<i>Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.</i>	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
<b>Policy 3.7</b>	<i>Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.</i>	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
<b>Goal 4</b>	<i>Conserve energy resources through use of available energy technology and conservation practices.</i>	See response to Air Quality Goal 7.
<b>Policy 4.1</b>	<i>Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.</i>	See response to Air Quality Goal 7.



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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 4.2</b>	<i>Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage.</i>	See response to Air Quality Goal 7.
<b>Policy 4.3</b>	<i>Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.</i>	See response to Air Quality Goal 7.
<b>Goal 5</b>	<i>Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.</i>	The project EIR will evaluate impacts to biological resources from the project. Any significant impacts to biological resources from the project will be mitigated through the environmental review process and prior to development. The project would comply with the federal, state and local regulations regarding impacts to sensitive biological resources.
<b>Policy 5.1</b>	<i>Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications.</i>	See responses to Resource Management Goals 1 and 5.
<b>Policy 5.2</b>	<i>Encourage the planting of native species of trees and other drought-tolerant vegetation.</i>	See response to Resource Management Policy 1.5.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 5.4</b>	<i>In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate.</i>	See responses to Resource Management Policy 1.8 and Goal 5. The site is not located in an area with important plan and animal communities.
<b>Policy 5.6</b>	<i>Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March JPA Planning Area.</i>	See response to Resource Management Policy 1.8.
<b>Goal 6</b>	<i>Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.</i>	The project shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.
<b>Policy 6.4</b>	<i>Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.</i>	See response to Safety Risk/Management Goal 4.
<b>Goal 7</b>	<i>Promote cultural awareness through preservation of the planning area’s historic, archaeological and paleontological resources.</i>	The project is not anticipated to impact significant historic, archaeological or paleontological resources. The project EIR will comply with the requirements of AB52 and SB18 related to Tribal consultation.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<i>Policy 7.5</i>	<i>Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.</i>	See response to Resource Management Goal 7, above
<i>Policy 7.6</i>	<i>Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.</i>	See response to Resource Management Goal 7, above
<b>Goal 9</b>	<i>Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.</i>	This goal is not applicable to the project, as the site is located between the airport runway and the freeway (I-215) and lacks the potential for significant open space linkages.
<i>Policy 9.8</i>	<i>Enforce the standards of the military and FAA relative to aviation hazard areas to protect the use of the aviation field, and use of property within its vicinity.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project’s land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport’s criteria will be allowed as part of the project’s drainage plans.

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General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Goal 10</b>	<i>Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.</i>	Not applicable. No established scenic corridors or planned trails are present adjacent to the Specific Plan area.
<b>Policy 10.4</b>	<i>Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to complement and enhance the character of the planning area.</i>	The Specific Plan includes landscape sections and a landscape plan that includes street trees and pedestrian walkways as well as landscaped setbacks.

General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Goal 1</b>	<i>Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.</i>	No Fault Rupture Hazard Zone or Alquist-Priolo Earthquake Fault Zone, as designated by the Department of Conservation (DOC), exist within the project site based on the projects soils report and the General Plan. Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
<b>Policy 1.1</b>	<i>Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.</i>	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<i>Policy 1.2</i>	<i>Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of development sites by a State-registered geotechnical engineers and certified engineering geologists.</i>	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
<b>Goal 2</b>	<i>Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.</i>	The project will be constructed in a relatively flat area and will not impact the hillsides or rock outcroppings. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.
<i>Policy 2.1</i>	<i>Discourage any grading beyond that which is necessary to create adequate building pads area.</i>	See response to Safety Risk/Management Goal 2.
<b>Goal 3</b>	<i>Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.</i>	See response to Land Use Goal 17.
<i>Policy 3.4</i>	<i>Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.</i>	The project will implement a drainage system that will convey existing storm water around the development footprint and will be consistent with existing drainage patterns. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed condition. See response to Land Use Goal 17.
<i>Policy 3.5</i>	<i>Require the installation and maintenance of storm drains by property owners.</i>	See response to Land Use Goal 17.



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General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Goal 4</b>	<i>Reduce threats to public safety and protect property from wildland and urban fire hazards.</i>	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area.
<i>Policy 4.5</i>	<i>Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.</i>	project roadways meet fire and emergency vehicle standards.
<i>Policy 4.7</i>	<i>Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance standards for areas with high fire hazard.</i>	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area. In addition, the project will be constructed in a relatively flat area and will not impact hillsides. Furthermore, the project will comply with the Specific Plan Design Guidelines, which require the use of drought-resistant landscaping by the project.
<b>Goal 5</b>	<i>Reduce the potential for hazardous material exposure or contamination in the Planning Area.</i>	The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations, the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials.
<i>Policy 5.1</i>	<i>Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation.</i>	See response to Safety Risk/Management Goal 5.

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General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Policy 5.3</b>	<i>Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities.</i>	See response to Safety Risk/Management Goal 5.
<b>Policy 5.4</b>	<i>Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance.</i>	See response to Safety Risk/Management Goal 5.
<b>Goal 7</b>	<i>Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts associated with an aviation facility.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project’s land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport’s criteria will be allowed as part of the project’s drainage plans.
<b>Policy 7.1</b>	<i>Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ.</i>	See response to Safety Risk/Management Goal 7.

# **March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan**

**Adopted by**

**Riverside County Airport Land Use Commission**

**November 13, 2014**

**Prepared by**



**Santa Rosa, California**

# MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

## OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

*Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps*

## MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

### MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are



indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IPA. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

## MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

### 2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

### 2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
  - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<b>M</b> <i>(Military)</i>	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
<b>A</b> <i>Clear Zone (if not on base)</i>	<i>Noise Impact: Very High</i> ▶ High CNEL and single-event noise levels	<i>Risk Level: Very High</i> ▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ▶ Generally on air base property or controlled by easements
<b>B1</b> <i>Inner Approach/Departure Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: High</i> ▶ Within Accident Potential Zone I or II ▶ Additionally, zone boundary to north reflects turning flight tracks
<b>B2</b> <i>High Noise Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ▶ Not within Accident Potential Zones
<b>C1</b> <i>Primary Approach/Departure Zone</i>	<i>Noise Impact: Moderate to High</i> ▶ Within or near 60-CNEL contour ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to low altitude overflight corridors
<b>C2</b> <i>Flight Corridor Zone</i>	<i>Noise Impact: Moderate</i> ▶ Within 60 CNEL contour, but more than 5 miles from runway end; or ▶ Outside 60-CNEL contour, but regularly overflowed in mostly daytime flight training ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	<i>Risk Level: Moderate to Low</i> ▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or ▶ Closed-circuit flight training activity corridors
<b>D</b> <i>Flight Corridor Buffer</i>	<i>Noise Impact: Moderate to Low</i> ▶ Mostly within 55-CNEL contour ▶ More concern with respect to individual loud events than with cumulative noise contours	<i>Risk Level: Low</i> ▶ On periphery of flight corridors ▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
<b>E</b> <i>Other Airport Environs</i>	<i>Noise Impact: Low</i> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities	<i>Risk Level: Low</i> ▶ Within outer or occasionally used portions of flight corridors
<b>*</b> <i>High Terrain Zone</i>	<i>Noise Impact: Low</i> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights	<i>Risk Level: Moderate</i> ▶ Moderate risk because high terrain constitutes air-space obstruction ▶ Concern is tall single objects (e.g., antennas)

Table MA-1

## Compatibility Zone Factors

### March Air Reserve Base / Inland Port Airport

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

#### 2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
  - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
  - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
- (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
- (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
- (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
- (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.

(b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*

- (1) Situated in Compatibility Zone C2.
- (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
- (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.

(c) *(Exception Site 3) Park West Specific Plan, City of Perris*

- (1) Situated in Compatibility Zones C1 and C2.
- (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
- (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.



(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
  - Future development of the property shall be consistent with the deed restrictions.
  - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
  - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
  - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
  - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
  - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
  - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
  - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards				Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
			Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b>	Military					<ul style="list-style-type: none"> <li>› No ALUC authority</li> </ul>	
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> <li>› All non-aeronautical structures</li> <li>› Assemblages of people</li> <li>› Objects exceeding FAR Part 77 height limits</li> <li>› All storage of hazardous materials</li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4,7</sup></li> </ul>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100 100	Max. 50% lot coverage within APZs <sup>12</sup>	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>› Bldgs with &gt; 1 aboveground habitable floor in APZ I or &gt; 2 floors in APZ II and outside of APZs <sup>13</sup></li> <li>› Hazardous materials manufacture/storage <sup>14</sup></li> <li>› Noise sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Critical community infrastructure facilities <sup>16</sup></li> <li>› Hazards to flight <sup>8</sup></li> <li>› Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures maximum distance from extended runway centerline</li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Zoned fire sprinkler systems required</li> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>› Bldgs with &gt; 3 aboveground habitable floors</li> <li>› Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Critical community infrastructure facilities <sup>16</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures max. distance from runway</li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>C1</b>	Primary Approach/Departure Zone	≤ 3.0	100	250	No Req't	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, places of assembly</li> <li>› Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Critical community infrastructure facilities discouraged <sup>16,20</sup></li> <li>› Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> <li>› Highly noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Children's schools discouraged <sup>20</sup></li> <li>› Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>		No Req't	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>		No Req't	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Disclosure only <sup>4</sup></li> </ul>
<b>*</b>	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> <li>› Other uses restricted in accordance with criteria for underlying zone</li> </ul>	<ul style="list-style-type: none"> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>

Table MA-2

**Basic Compatibility Criteria**  
March Air Reserve Base / Inland Port Airport

**NOTES:**

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

- <sup>1</sup> Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- <sup>2</sup> Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- <sup>3</sup> The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- <sup>4</sup> As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in [www.marchipa.com/docs\\_forms/aviationeasement.pdf](http://www.marchipa.com/docs_forms/aviationeasement.pdf). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- <sup>5</sup> The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- <sup>6</sup> Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- <sup>7</sup> Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- <sup>8</sup> Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- <sup>9</sup> March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- <sup>10</sup> Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- <sup>11</sup> Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- <sup>12</sup> In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

**Table MA-2, continued**

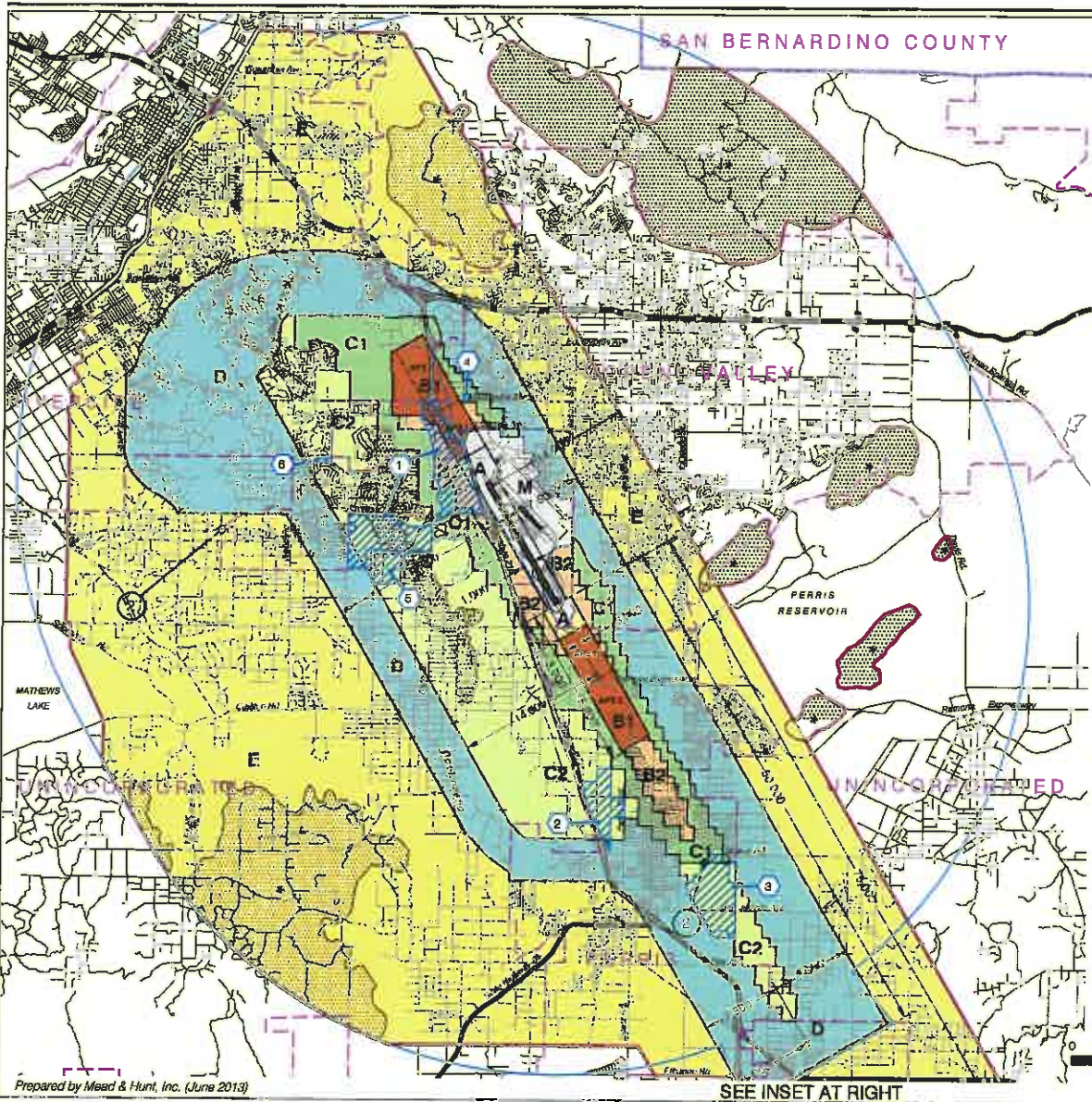
tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- <sup>13</sup> Within APZ II and outside APZs, two-story buildings are allowed.
- <sup>14</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- <sup>15</sup> Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- <sup>16</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- <sup>17</sup> For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- <sup>18</sup> All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- <sup>19</sup> This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- <sup>20</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.
- <sup>21</sup> Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

**Table MA-2, continued**



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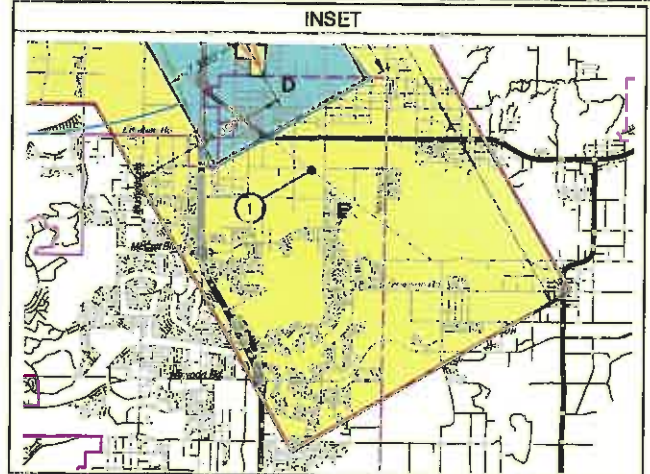
**Compatibility Zones**

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

**Boundary Lines**

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

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



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

Map MA-1

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

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



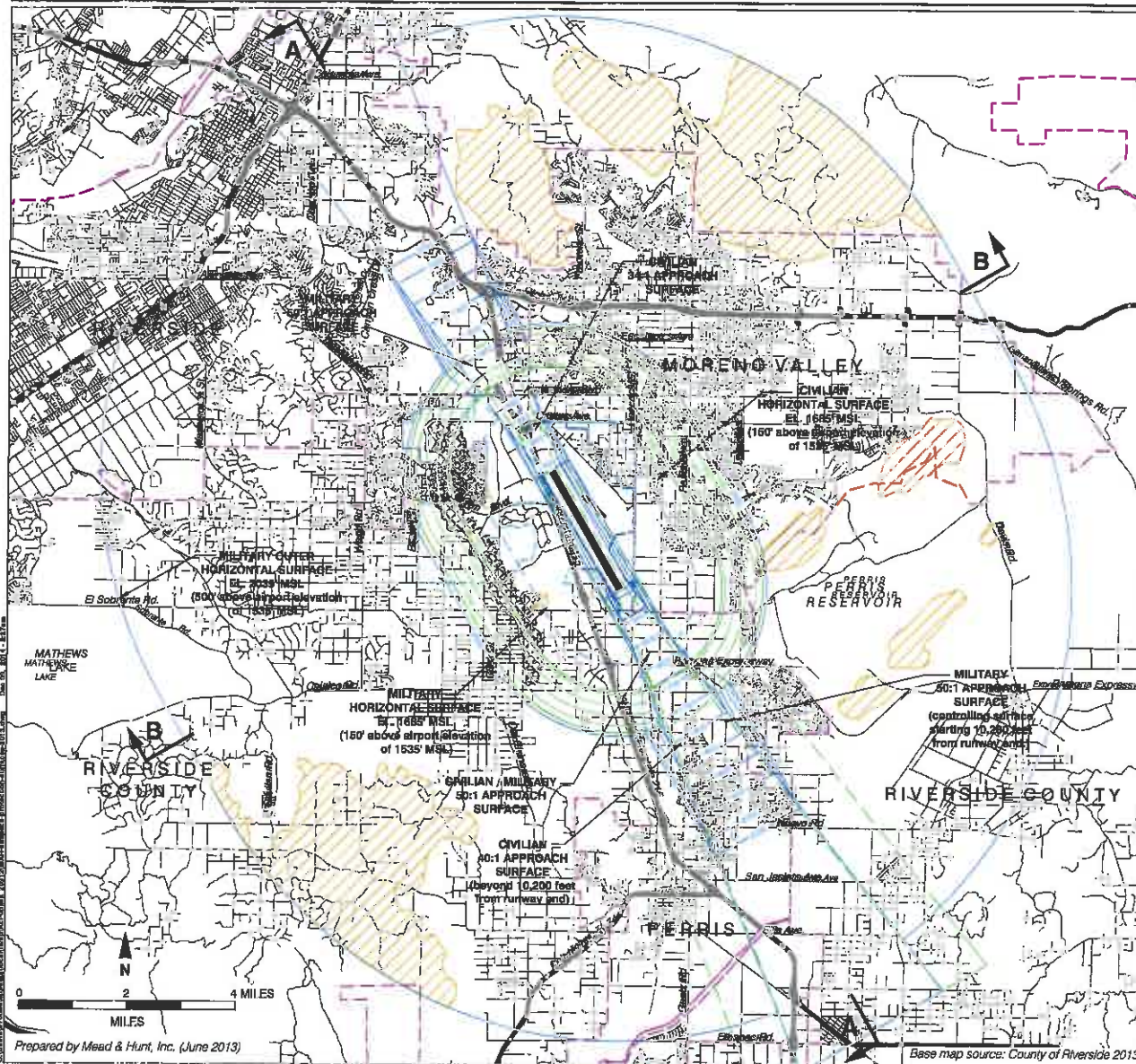
Base map source: County of Riverside 2013

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

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**LEGEND**

**FAR Part 77**

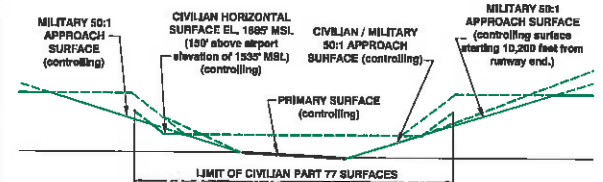
- Military Surfaces
  - Civilian Surfaces
- } Dashed line indicates other set of surfaces is controlling

**Terrain Penetration of FAR Part 77 Surfaces**

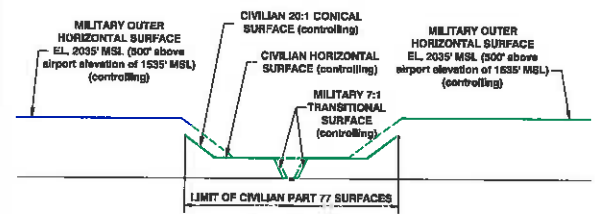
- Military
- Civilian

**Boundary Lines**

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- - - City Limits



**Profile A**



**Profile B**

**Source:**

Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

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

Map MA-2

**Airspace Protection Surfaces  
March Air Reserve Base / Inland Port Airport**

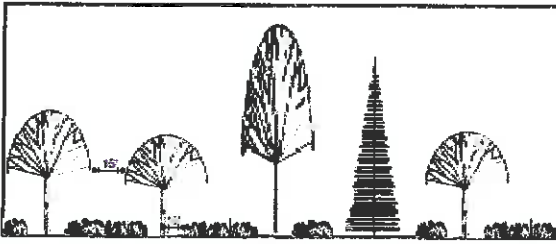


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

**Plant Selection, Irrigation, and Wildlife Management.** Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: ([http://rctlma.org/Portals/7/documents/landscaping\\_guidelines/Guide\\_to\\_California\\_Friendly\\_Landscaping.pdf](http://rctlma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf)).

Many of the plants on the “County of Riverside California Friendly Plant List” could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

**General Guidelines.** Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials	
TREES	<p><b>Avoid/Prevent Contiguous Canopy</b></p> <ol style="list-style-type: none"> <li>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).</li> <li>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"> <li>■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity.</li> <li>■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.</li> </ul> </li> </ol>
SHRUBS/ACCENTS/GRASSES	<p><b>Limit Coverage</b></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"> <li>■ Mix deciduous, herbaceous, and evergreen species.</li> <li>■ 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).</li> <li>■ Provide at least 10 feet between trees and other species greater than 1 foot in height.</li> </ul>
GROUNDCOVER/TURF	<p><b>Prevent the natural succession of landscape!</b></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"> <li>1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching.</li> <li>2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf.</li> <li>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"> <li>■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A).</li> <li>■ Porous concrete to cover smaller areas (Figure 2B).</li> <li>■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).</li> </ul> </li> </ol>
VINES	<p><b>Limit Coverage</b></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"> <li>■ Do not use vines to create overhead canopy or to cover structures.</li> <li>■ Do not plant vines to grow on the trunk or branches of trees.</li> <li>■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.</li> </ul>



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

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

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

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



Figure 2. Alternative hardscapes and groundcover/turf





**Acceptable**

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



**Not acceptable**

Examples of trees that are attractive to birds because of horizontal branching structure



**Not acceptable**

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



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

**TABLE 2. Acceptable Plants from Riverside County Landscaping Guide**

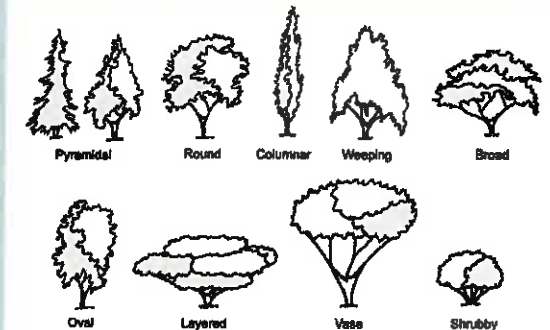
	Scientific Name	Common Name	WCDL Region 1, 2	Sunset Zone
<b>TREES</b>	<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4	2-24
	<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
	<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
	<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
<b>SHRUBS</b>	<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
	<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
	<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
	<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
	<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
	<i>Gravellia Noelli</i>	Noel's Grevellia	L: 1-4; M: 6	
	<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
	<i>Langana camara</i>	Bush Lantana	L: 1-4; M: 6	
	<i>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		
<b>GROUND COVER</b>	<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	
<b>GRASSES</b>	<i>Cortaderia dioica</i> [syn. <i>C. selloana</i> ]	Pampass Grass	N/A	N/A
	<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
	<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETO	8-9, 12-24
	<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
	<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
	<i>Chondropetalum tectorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
	<i>Dasyliirion</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
<b>ACCENT GRASSES</b>	<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
	<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
	<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3; L: 4-6	2b, 3, 7-16, 18-24
	<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
	<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
	<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
	<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
	<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
	<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species



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

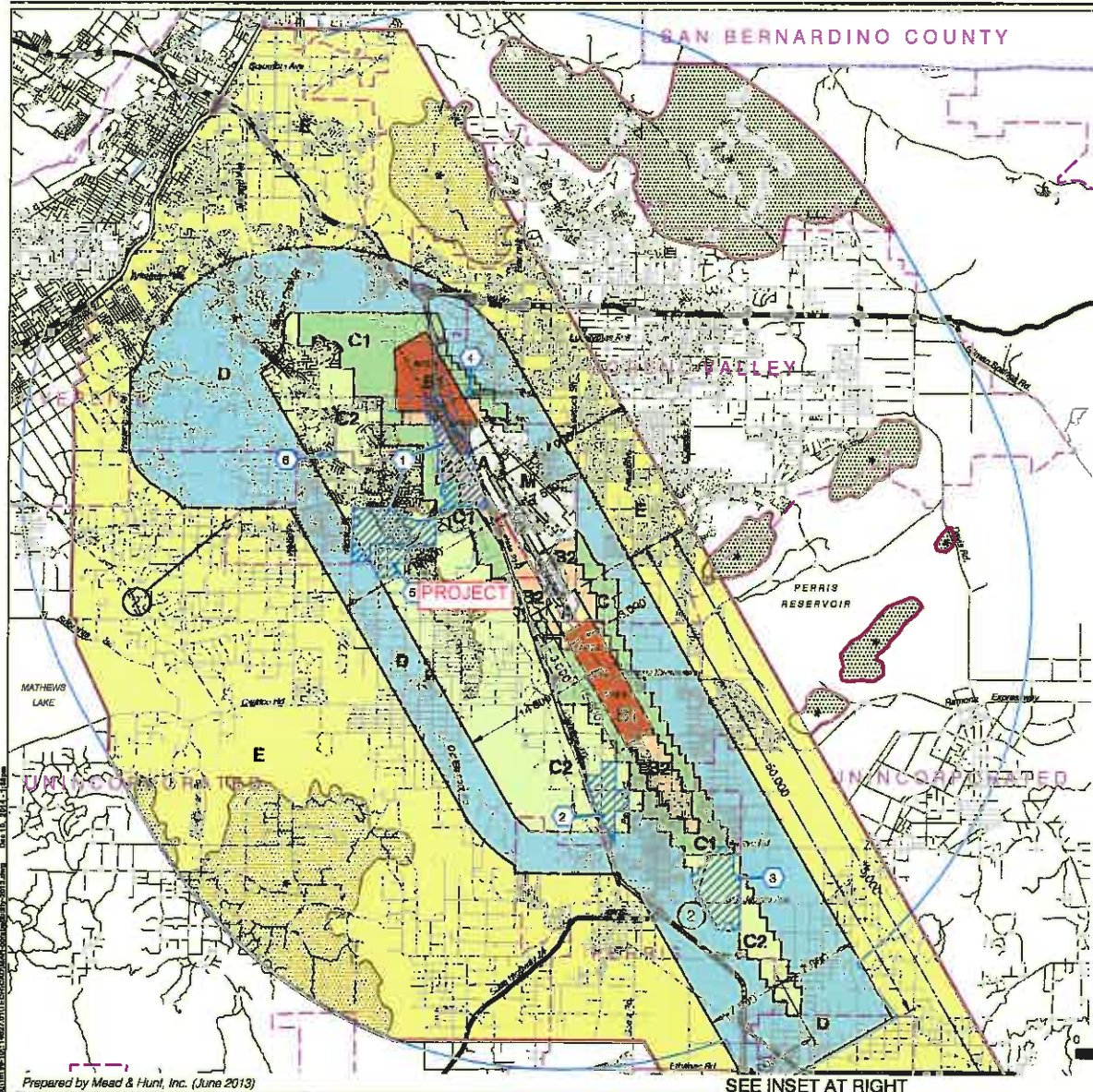


Tree species should be selected and planted so that, at maturity, overlapping crown structures will be minimized.



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





**LEGEND**

**Compatibility Zones**

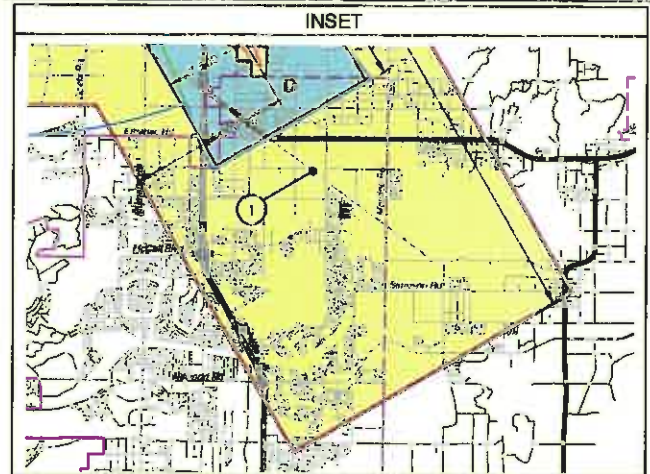
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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



Riverside County  
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan

(Adapted 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.



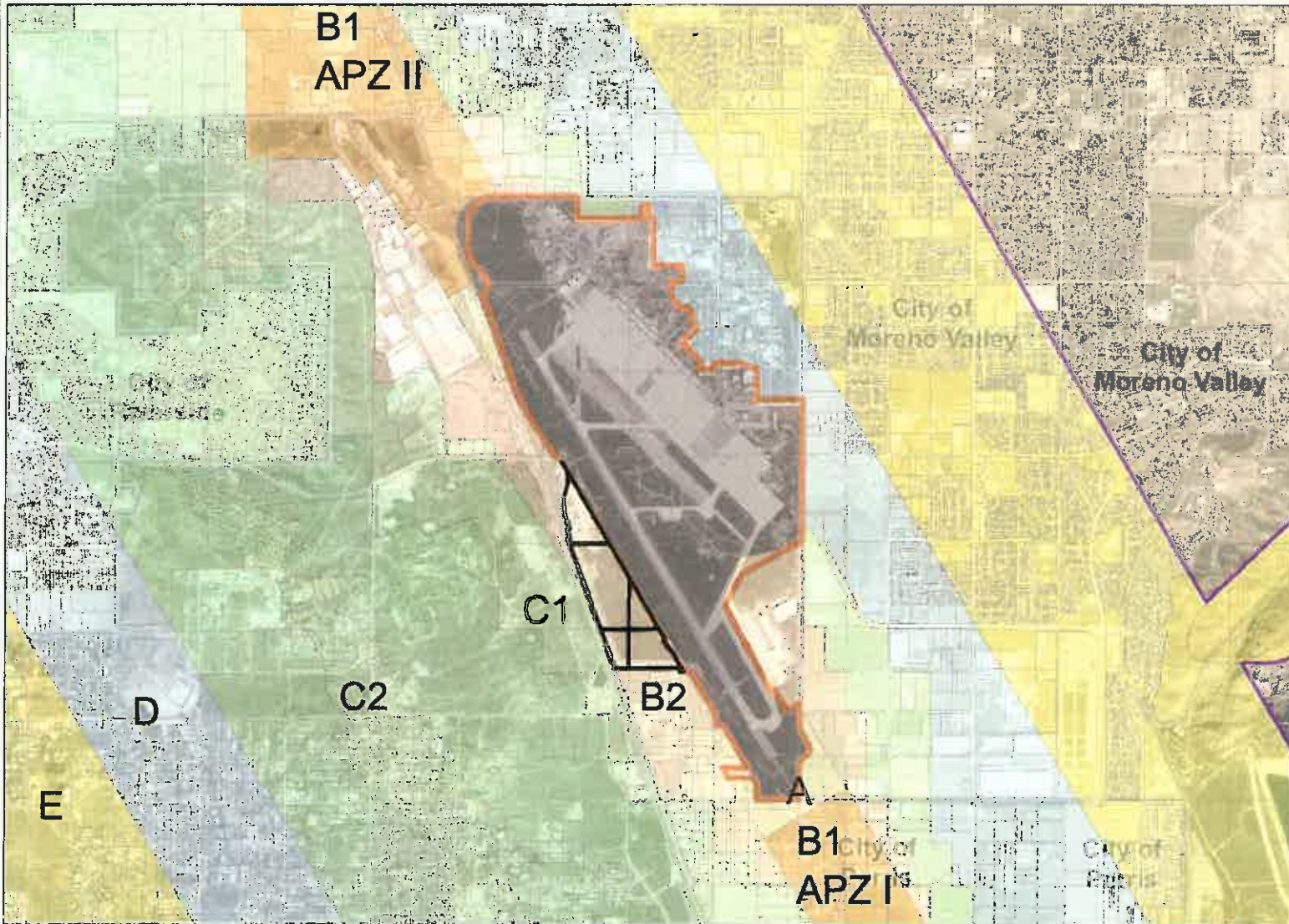
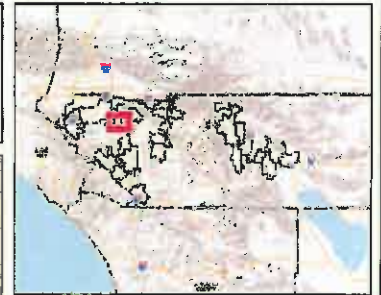
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT



# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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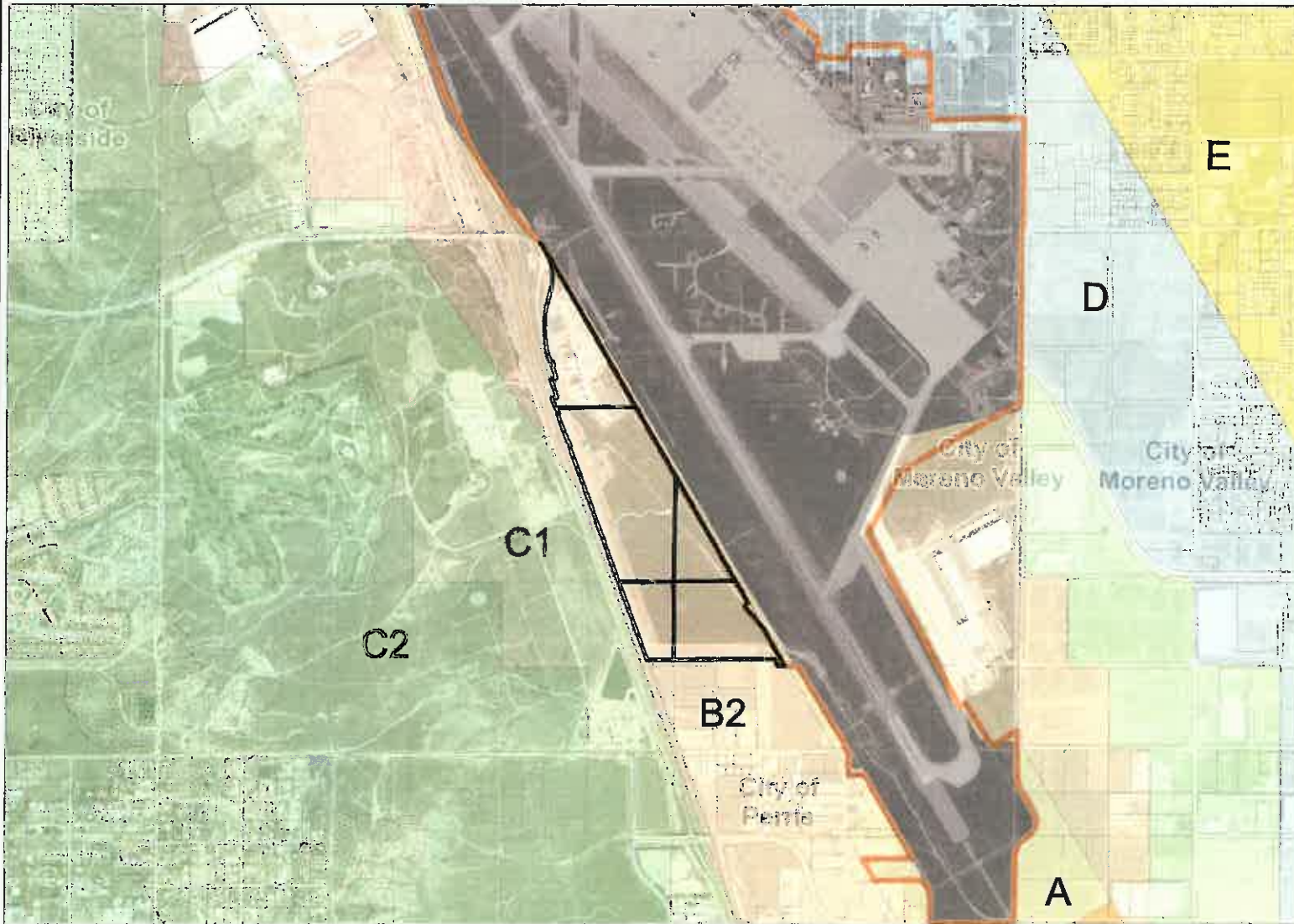
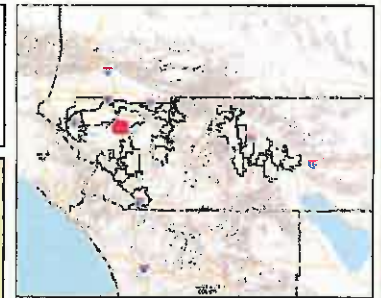
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## Notes



# My Map



**Legend**

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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**Notes**

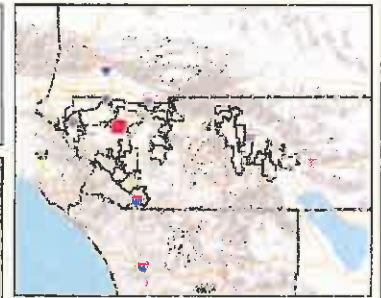


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# My Map



### Legend

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



0 2,877 5,755 Feet



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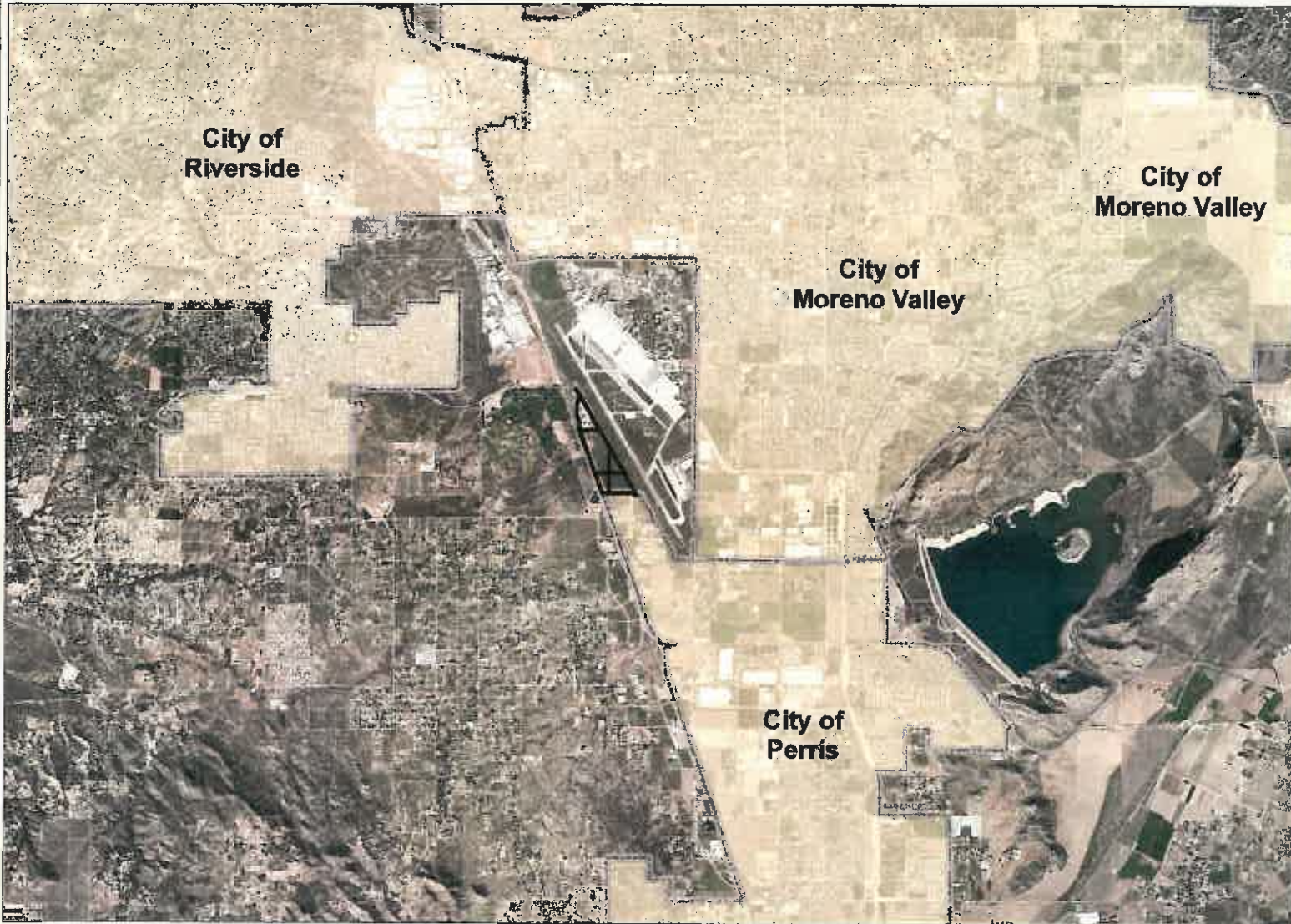
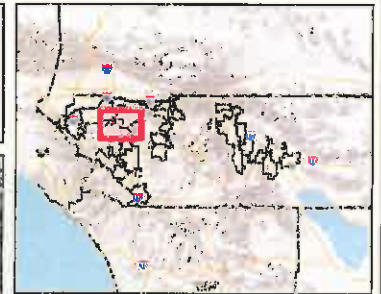
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### Notes



# My Map



## Legend

- City Boundaries
- Cities
- adjacent\_highways
  - Interstate
  - Interstate 3
  - State Highways: 60
  - State Highways 3
  - US HWY
  - OUT
- highways\_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- counties
- cities



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0 11,510 23,020 Feet



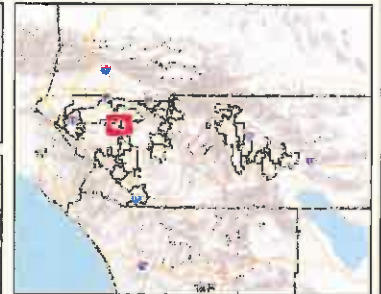
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## Notes



# My Map



**Legend**

- City Boundaries
- Cities
- highways\_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers



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0 5,755 11,510 Feet



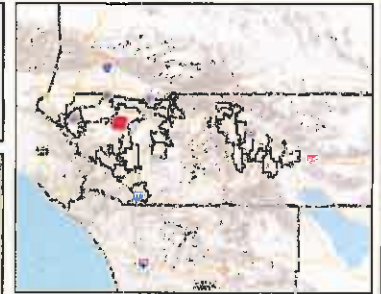
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**Notes**



# My Map



## Legend

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



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## Notes

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

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

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

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

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

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

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

**CASE DESCRIPTION:**

ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer) – March Joint Powers Authority Case Nos. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandine Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ~~ZAP1234567~~ **ZAP1405MAZD** DATE SUBMITTED: February 21, 2020

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Riverside Inland Development, LLC	Phone Number	909-382-0033
Mailing Address	901 Via Piemonte Suite 175 Ontario, CA 91764	Email	
Representative	Kathy Hoffer - Hillwood	Phone Number	909-382-0033
Mailing Address	901 Via Piemonte Suite 175 Ontario, CA 91764	Email	Kathy.hoffer@hillwood.com
Property Owner	March Joint Powers Authority	Phone Number	951-656-7000
Mailing Address	14205 Meridian Parkway Suite 146 Riverside, CA 92518	Email	

March  
B2

### LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-656-7000
Staff Contact	Jeff Smith	Email	smith@marchjpa.com
Mailing Address	14205 Meridian Parkway Suite 146 Riverside, CA 92518	Case Type	Plot Plan Review
Local Agency Project No		<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

### PROJECT LOCATION

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

Street Address	Van Buren and I-215 at March Inland Port Airport		
Assessor's Parcel No.	284-150-008, 294-170-005, 295-300-008, 294-140-013, 294-180-038	Gross Parcel Size	142.5 acres
Subdivision Name		Nearest Airport and distance from Airport	Un-Zoned
Lot Number			

### PROJECT DESCRIPTION

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

Existing Land Use (describe) The existing General Plan land use designation is aviation. The site is located within zone B2.



Proposed Land Use (describe)	The existing General Plan land use designation of aviation would be expanded to include general warehousing and logistics uses.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24/7-Operation	
	Number of People on Site	Maximum Number	100 people per acre, average onsite
	Method of Calculation	Per Specific Plan	
Height Data	Site Elevation (above mean sea level)	Please see attached Exhibit A ft.	
	Height of buildings or structures (from the ground)	55 ft.	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	If yes, describe	<hr/> <hr/> <hr/>	

- 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 foiled) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.3 ~~3-7~~

**HEARING DATE:** July 9, 2020 (continued from June 11, 2020)

**CASE NUMBER:** ZAP1084PS20 – Terra-Gen Development/Coachella Wind Holdings, LLC (Representative: Armand Anselmo)

**APPROVING JURISDICTION:** City of Palm Springs

**JURISDICTION CASE NO:** Plan Check Case No. 2020-1140.e, related to approved Conditional Use Permit No. 5.1429.

**LAND USE PLAN:** Not within an Airport Influence Area

**MAJOR ISSUES:** The associated Conditional Use Permit for a wind turbine project was reviewed by the Airport Land Use Commission (ALUC) in November 2018 through ZAP1070PS18. At that time, the applicant had proposed two meteorological towers; however, specific locations for those towers had not been determined, and no towers were included in the notices submitted to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). Therefore, ALUC Condition No. 5 required any proposal for new structures taller than 200 feet from ground level be reviewed by ALUC and FAA.

*The project's location was inaccurately defined in the public hearing notice, advertisement, and staff report for the June 11, 2020, meeting. The inaccurate description cited the project's location as being "easterly of Indian Canyon Drive", when in fact the project is located "westerly of Indian Canyon Drive". Due to the fact that this misinformation could have confused members of the public regarding the project location, a re-advertisement of the project was recommended that included the correct project description location, and therefore the project was continued to the July 9, 2020, meeting.*

*The project's public hearing notice, advertisement, and staff report have been updated to reflect the correct location.*

**RECOMMENDATION:** Staff recommends that the proposal for one permanent meteorological tower in conjunction with Conditional Use Permit No. 5.1429 be found CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal to construct one permanent meteorological tower 311 feet

in height within an 860-acre wind turbine development. The applicant previously received approval through Conditional Use Permit No. 5.1429 to decommission and remove approximately 363 commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet on this site. This proposal is submitted pursuant to Condition No. 5 of ALUC Case ZAP1070PS18 requiring any proposal for new structures taller than 200 feet from ground level to be submitted to ALUC for review.

**PROJECT LOCATION:** The proposed project is located southerly of Interstate 10, **easterly westerly** of Indian Canyon Drive, and northerly of Highway 111. The overall wind turbine site is not located within an existing Airport Influence Area, as it lies over 21,940 feet from the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport, but the project comes before the Airport Land Use Commission because the proposed tower exceeds 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 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 Code of Federal Regulations Title 14, Chapter 1, Part 77, Paragraph 77.9.

The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to guide the Airport Land Use Commission in evaluating such facilities. As such, the determination by the FAA OES (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC’s decision regarding such facilities.

On May 20, 2020, the FAA OES issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2020-WTW-913-OE for the permanent meteorological tower. Obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Chapters 3 (Marked), 4, 5 (Red) and 12. Painting is to conform with paragraphs 3.1 through 3.4, with alternate bands of aviation orange and white paint. At least two high-visibility sleeves are required on each of the tower’s outer guy wires, and each guy wire is to be marked with at least eight high-visibility aviation orange spherical marker balls.

#### **CONDITIONS:**

1. The Federal Aviation Administration has conducted an aeronautical study of the proposed meteorological tower (Aeronautical Study No. 2020-WTW-913-OE) and has determined that the structure shall be marked/lighted in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Chapters 3 (Marked), 4, 5 (Red) and 12. Painting is to conform with paragraphs 3.1 through 3.4 of Chapter 3, with alternate bands of aviation orange and white paint. In

accordance with paragraph 3.5 of Chapter 3, all markings shall be replaced when faded or otherwise deteriorated.

2. A minimum of two high-visibility sleeves shall be installed on each of the outer guy wires of the meteorological tower. One shall be installed as close to the anchor point as possible, but at a height well above the crop or vegetation canopy, if any. A second sleeve shall be installed midway between the location of the lower sleeve (as referenced above) and the upper attachment point of the guy wire to the tower. Care should be taken to ensure that the use of sleeves does not impact the placement of spherical marker balls.
3. A minimum of eight high-visibility aviation orange spherical marker balls shall be attached to each guy wire. Four such balls shall be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower. Four such balls shall be attached to guy wires at or below the mid-point of the structure.
4. Any variations in the placement and use of high-visibility sleeves and/or spherical markers shall require approval from the Federal Aviation Administration Obstruction Evaluation Service.
5. 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.
6. 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.
7. In order to ensure proper conspicuity of the structure at night during construction, the structure shall be lit with temporary lighting once the structure reaches 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, structures 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 towers within a project until the entire project has been completed is prohibited.
8. The permanent meteorological tower shall not exceed a height of 311 feet above ground level and a maximum elevation at top point of 1,100 feet above mean sea level.

9. The maximum height and top point elevation specified above shall not be amended, and the specific location coordinates of the permanent tower site shall not vary from the coordinates provided to the Federal Aviation Administration by more than one second latitude/longitude, without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
10. Temporary construction equipment used during actual construction of the meteorological tower shall not exceed 311 feet in height and a maximum elevation of 1,100 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction 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 proposed structure.

The above conditions relate to the proposed meteorological tower and do not supersede conditions applied to the larger wind turbine development. Those conditions included in ALUC's conditional consistency determination letter issued December 6, 2018 remain applicable to the project reviewed pursuant to ZAP1070PS18 (Conditional Use Permit No. 5.1429).





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

Aeronautical Study No.  
 2020-WTW-913-OE

Issued Date: 05/20/2020

Robert Skaggs  
 Coachella Flats, 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: Met Tower (w/WT Farm) CF Met 2  
 Location: Palm Springs, CA  
 Latitude: 33-53-58.29N NAD 83  
 Longitude: 116-34-20.78W  
 Heights: 789 feet site elevation (SE)  
 311 feet above ground level (AGL)  
 1100 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, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

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 11/20/2021 unless:

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

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

**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) 329-2526, or [bill.kieffer@faa.gov](mailto:bill.kieffer@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTW-913-OE.

**Signature Control No: 429818618-440701568**

( DNE -WT )

Bill Kieffer  
Specialist

Attachment(s)  
Additional Information  
Map(s)

Note:

As a condition to this Determination, the structure should be obstruction marked as noted below.

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in FAA Advisory Circular 70/7460-1L, Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

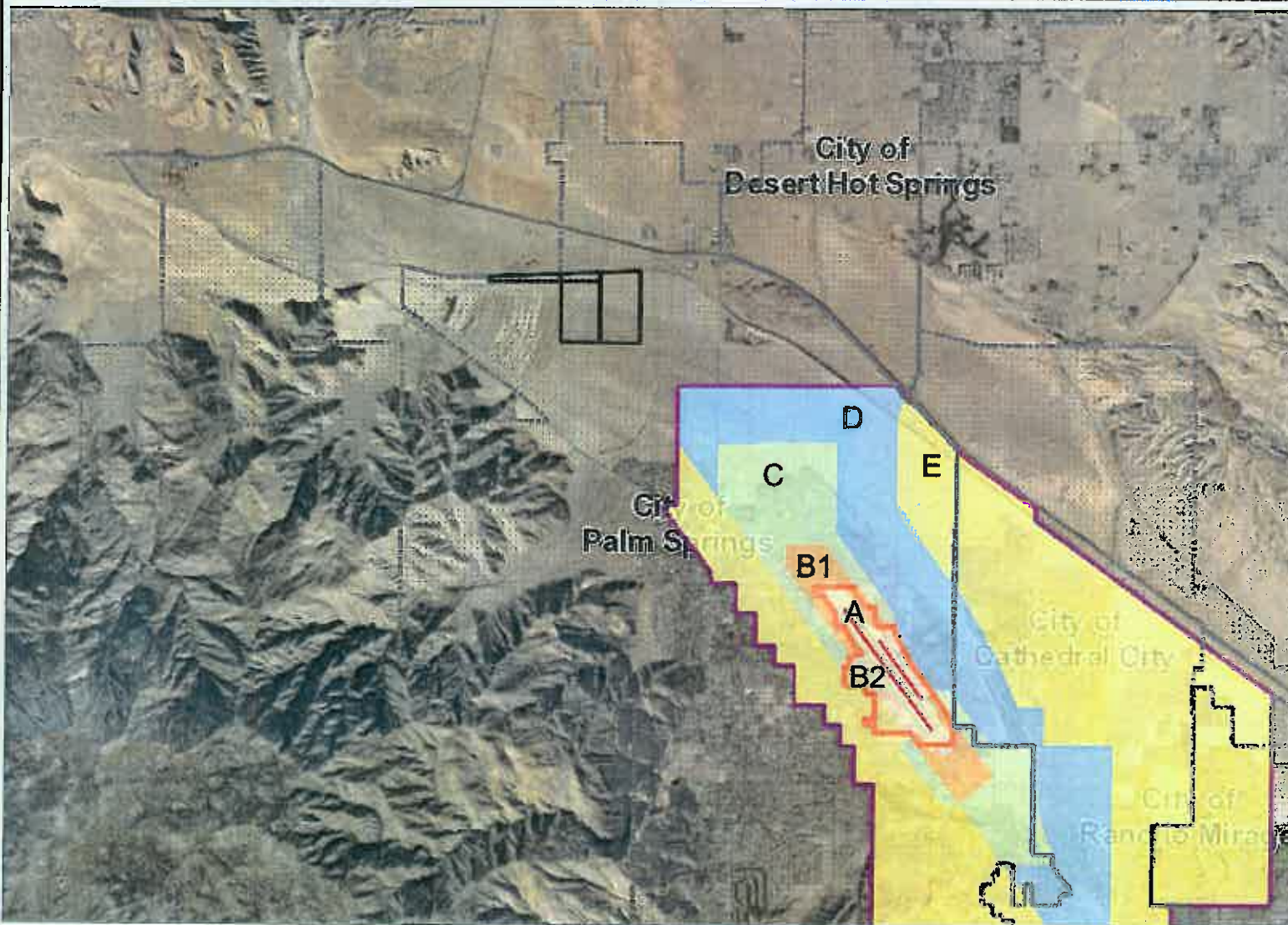
It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.





# 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**



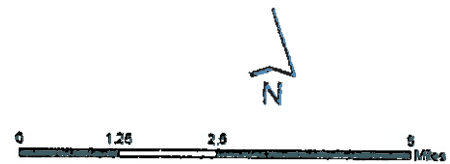




Distance to:

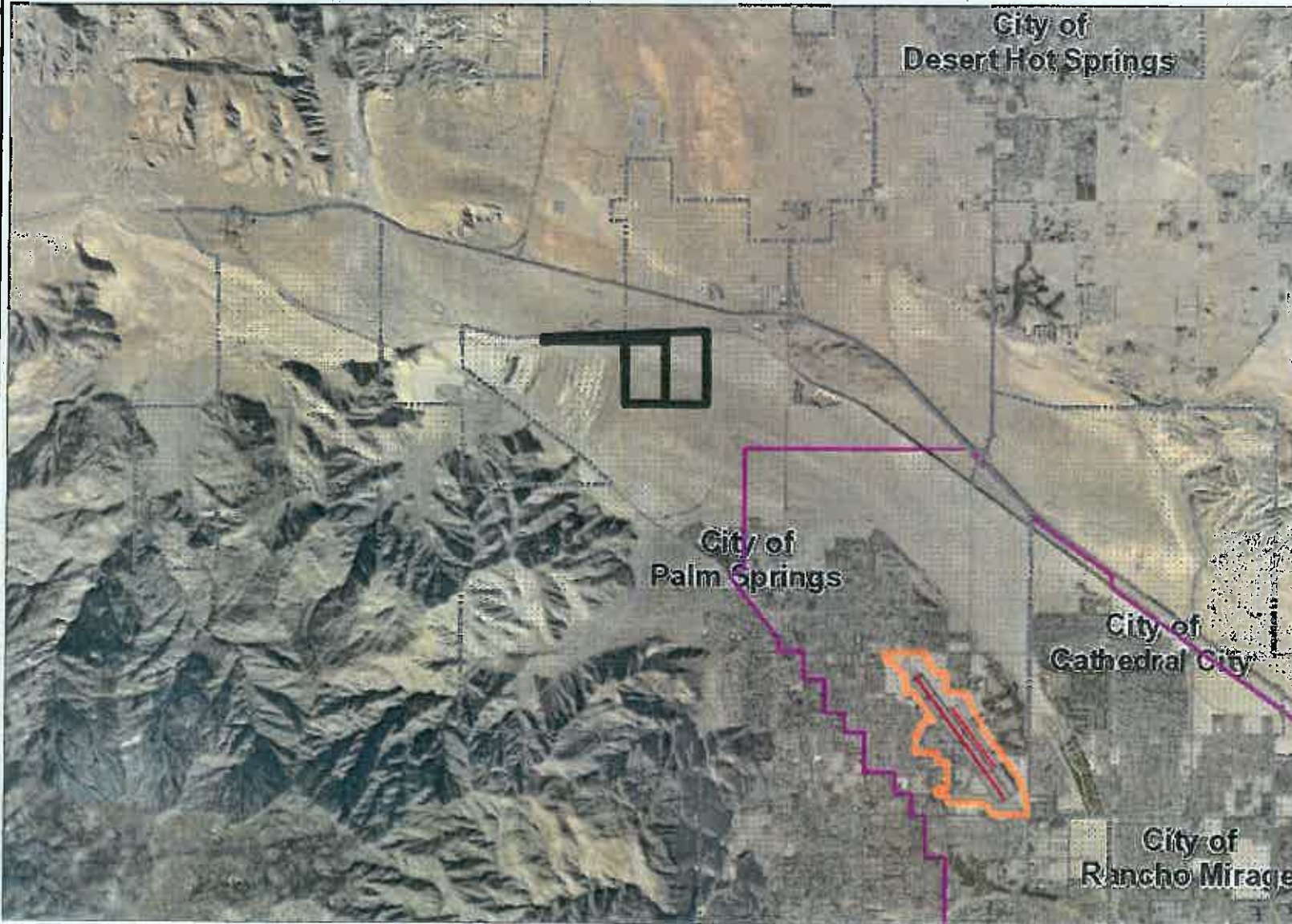
Banning Municipal Airport: Approximately 15 miles away

Palm Springs Int'l Airport: Approximately 5 miles away





# Map My County Map



## Legend

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



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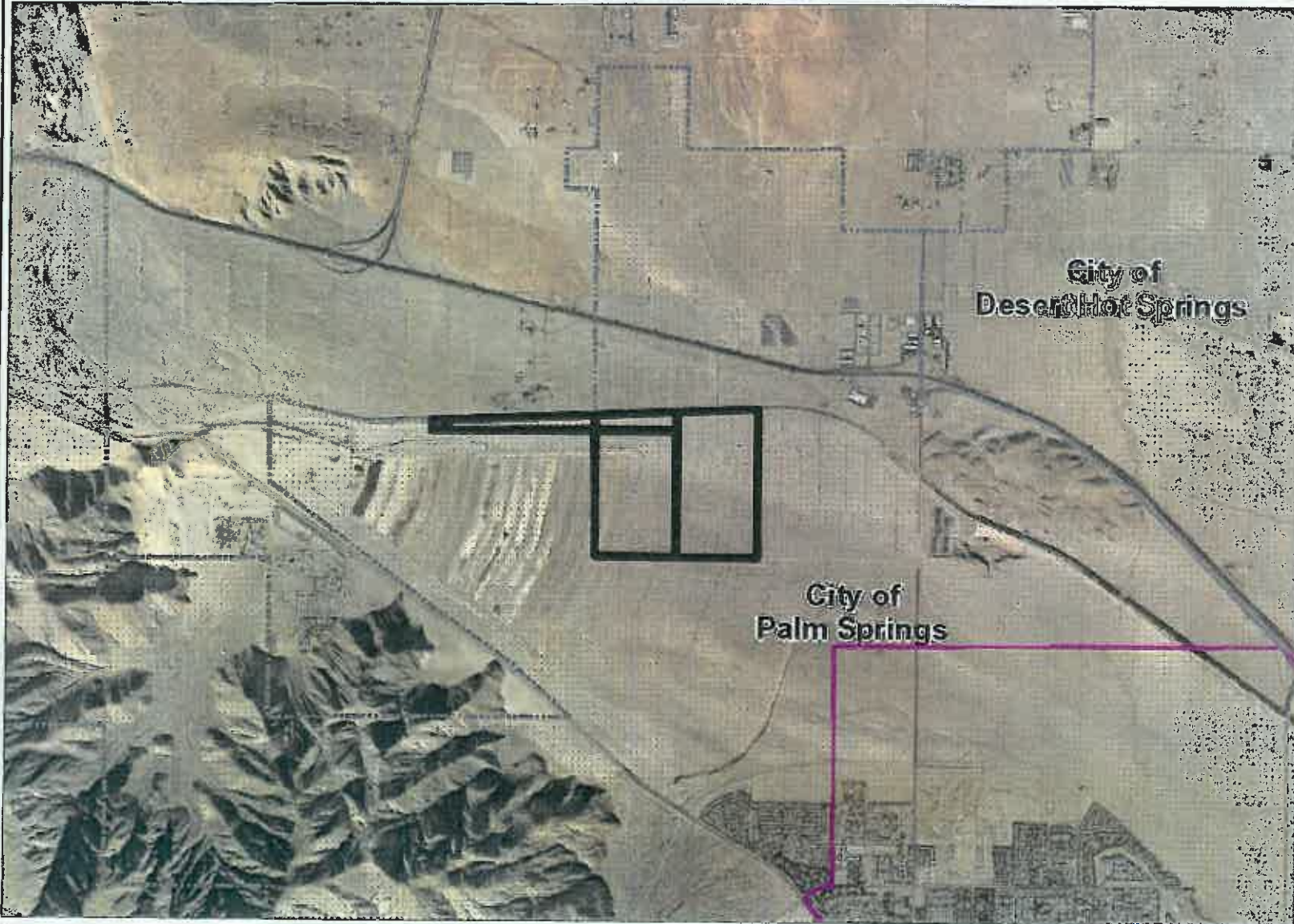
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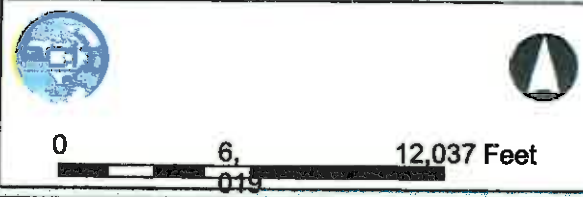
## Notes



# Map My County Map



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



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**Notes**



# Map My County Map



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



0 3 6,019 Feet

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**Notes**



# Map My County Map



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



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**Notes**

## **Attachment B: Project Description**

This application is for one (1) permanent meteorological (met) tower related to the previously approved Coachella Flats Wind Energy Repowering project (Case No. 5.1429 CUP). The met tower will be approximately 91.5 meters (300 feet) tall and will be lattice structures. Guy wires may be needed, but project is reducing use as much as possible and, where necessary, applying reflective bird diverters to any wires used by the Project. Lighting will be required for the met tower, and the applicant has recommended to the FAA to use paint and red lighting only. That will be confirmed by the FAA when the Obstruction Evaluation is complete.



# Site Plan

Proposed Met Tower

## Legend

- Previously Approved Wind Turbines
- Proposed Permanent Met 1



# Conditional Use Permit Plans

for

## Coachella Flats Wind Project Riverside County, California

**Westwood**

2700  
1925 517-4000 5781 Whittaker Drive, Suite 200  
P.O. Box 100218-0002 Riverside, CA 92509  
Tel: 951-517-4000 Fax: 951-517-4010 westwood.com  
Westwood Professional Services, Inc.

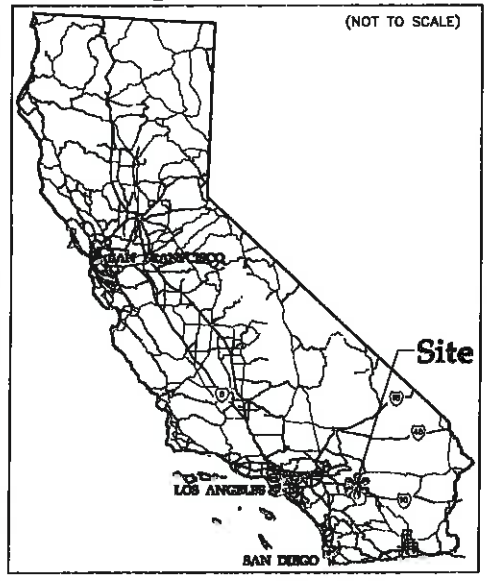


Contract	APP
Check	NO
Drawn	APP
As-Built Details	
Project	Coachella Flats
Scale	As Shown
Prepared For	

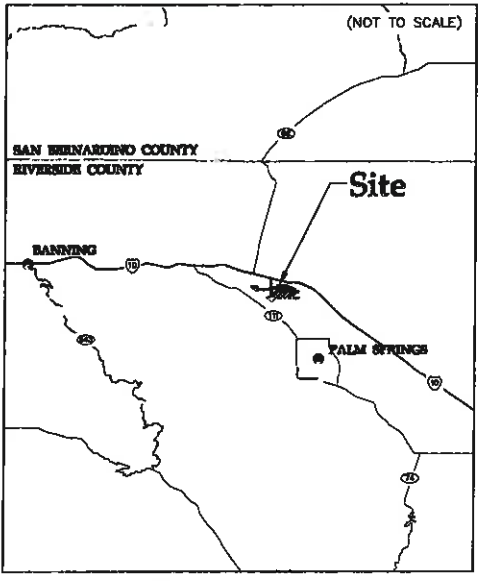
**COACHELLA FLATS,  
LLC**

1200 El Camino Real, Suite 100  
San Diego, CA 92108

State Map



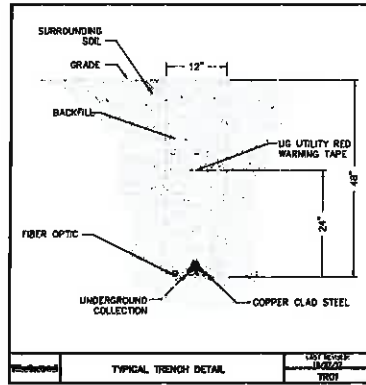
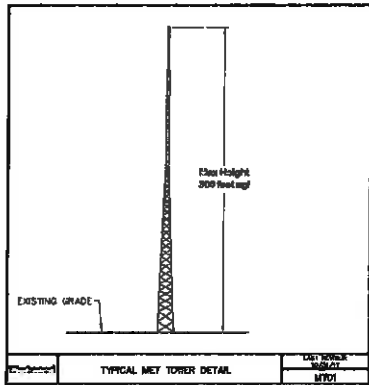
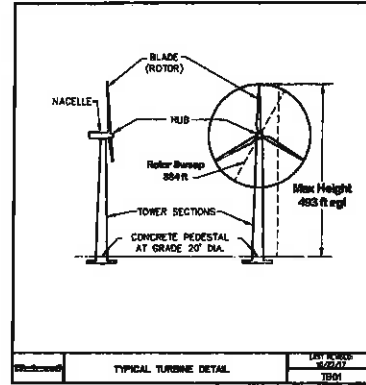
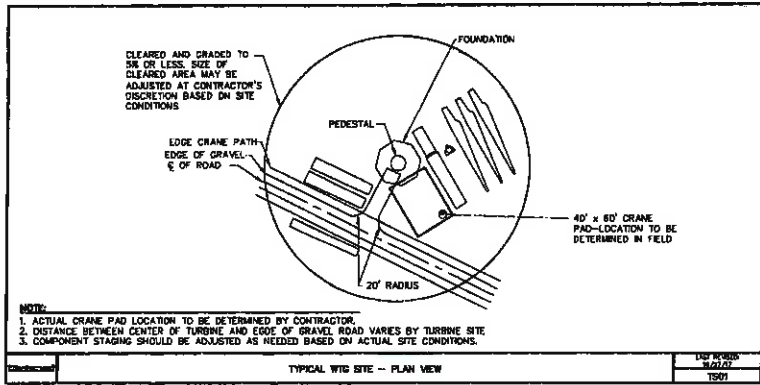
Vicinity Map



**Coachella Flats  
Wind Project**  
Riverside County, California

Cover

**NOT FOR CONSTRUCTION**



Author:	APD
Checker:	SM
Designer:	APD
As-built Designer:	
Project No.:	1903000001
Sheet No.:	
Sheet Title:	

Prepared For:

**COACHELLA FLATS, LLC**

2405 El Comino Road, Suite 300  
San Diego, CA 92108

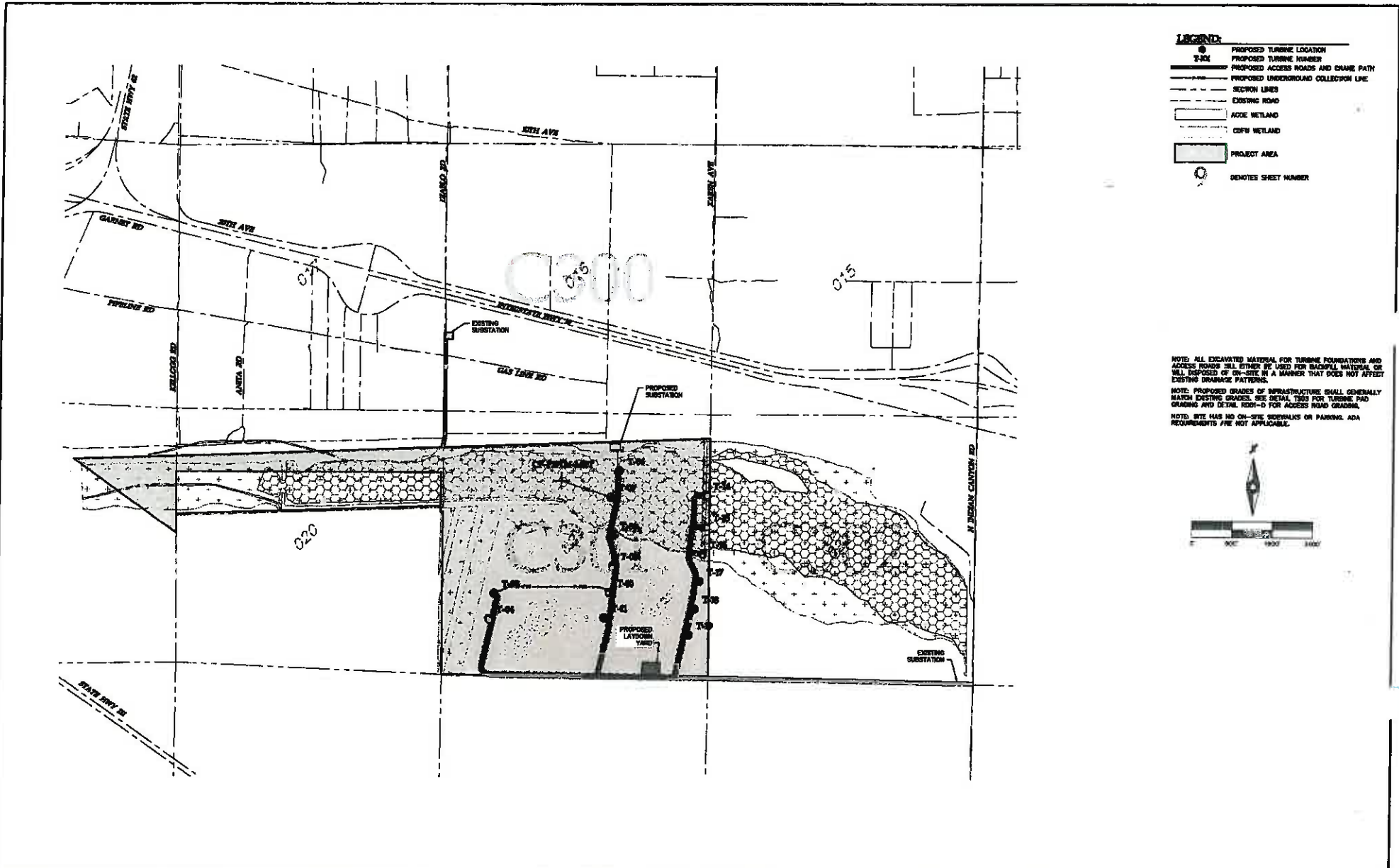
**Coachella Flats  
Wind Project**

Riverside County, California

Detail Sheet

**NOT FOR CONSTRUCTION**





- LEGEND:**
- PROPOSED TURBINE LOCATION
  - PROPOSED TURBINE NUMBER
  - PROPOSED ACCESS ROADS AND DRAIN PATH
  - PROPOSED UNDERGROUND COLLECTION LINE
  - - - SECTION LINES
  - - - EXISTING ROAD
  - ▭ ACCE WETLAND
  - ▨ COFH WETLAND
  - ▭ PROJECT AREA
  - DENOTES SHEET NUMBER

NOTE: ALL EXCAVATED MATERIAL FOR TURBINE FOUNDATIONS AND ACCESS ROADS WILL EITHER BE USED FOR BACKFILL MATERIAL OR WILL BE EXPORTED BY ON-SITE IN A MANNER THAT DOES NOT AFFECT EXISTING DRAINAGE PATTERNS.

NOTE: PROPOSED GRADES OF INFRASTRUCTURE SHALL GENERALLY MATCH EXISTING GRADES. SEE DETAIL 1200 FOR TURBINE PAD GRADING AND DETAIL 1001-0 FOR ACCESS ROAD GRADING.

NOTE: SITE HAS NO ON-SITE SEWERLINES OR PAVING. ADA REQUIREMENTS FIVE NOT APPLICABLE.



<b>PRELIMINARY: NOT FOR CONSTRUCTION</b>	NO DATE REVISION BY CHECK APPROVED		DESIGNED BY <b>Westwood</b> <small>WESTWOOD ENGINEERING, INC. 12000 WILSON AVENUE, SUITE 100, WESTWOOD, CA 91390          TEL: 818-709-9200 FAX: 818-709-9201          WWW.WESTWOOD-ENG.COM</small>	C/C CONTRACTOR <b>SIGNAL ENERGY CONSTRUCTORS</b> <small>107 HARBOR PARKWAY SUITE 200          SAN DIEGO, CA 92101          TEL: 619-594-8800 FAX: 619-594-8801</small>	<b>COACHELLA FLATS WIND PROJECT</b> CITY OF PALM SPRINGS, CALIFORNIA OWNER COACHELLA FLATS, LLC 11400 EL GARDINO RD., SUITE 100 SAN DIEGO, CA 92130	<b>Vicinity Map</b>	
	DRAWN DATE 03-20-20	SCALE	DRAWING NUMBER 0024246-00-0100	REV A			

EXCEPT WHERE SHOWN OTHERWISE, ALL DIMENSIONS, CALCULATIONS, DATA, RECORDS AND APPROVED REPRESENTATIONS ARE THE PROPERTY OF WESTWOOD ENGINEERING, INC. AND SHALL REMAIN THE PROPERTY OF WESTWOOD ENGINEERING, INC. NO PART THEREOF SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF WESTWOOD ENGINEERING, INC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AUTHORITIES.

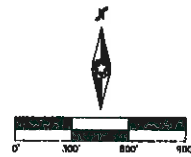
SEE SHEET C300

- LEGEND:**
- PROPOSED TURBINE LOCATION
  - PROPOSED TURBINE MARKER
  - PROPOSED ACCESS ROAD
  - PROPOSED GRAVE PATH
  - PROPOSED UNDERGROUND COLLECTION LINE
  - PROPOSED GRADING LINES
  - PROPOSED CULVERT
  - EXISTING FENCE
  - EXISTING OVERHEAD POWER
  - EXISTING 1" CONTOURS
  - EXISTING 2" CONTOURS
  - EXISTING ROAD
  - EXISTING GRAVEL EDGE
  - EXISTING RIGHT OF WAY/EASEMENT
  - OUT OF PROJECT BOUNDARY
  - ACCE WETLAND
  - CDFW WETLAND

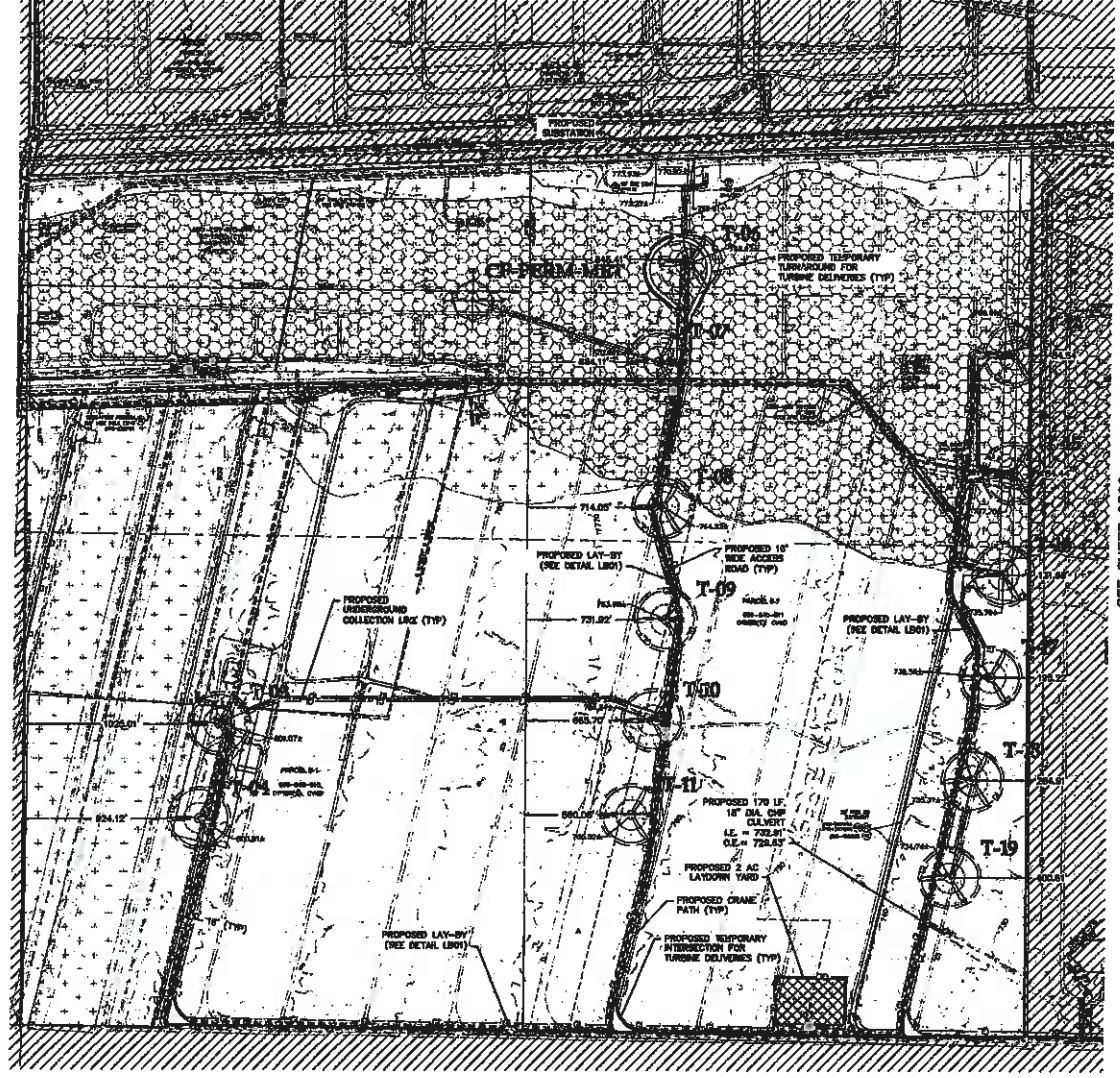
NOTE: ALL EXCAVATED MATERIAL FOR TURBINE FOUNDATIONS AND ACCESS ROADS SHALL EITHER BE USED FOR BACKFILL MATERIAL OR WILL BE DISPOSED OF ON-SITE IN A MANNER THAT DOES NOT AFFECT EXISTING DRAINAGE PATTERNS.

NOTE: PROPOSED GRADES OF INFRASTRUCTURE SHALL GENERALLY MATCH EXISTING GRADES. SEE DETAIL T02 FOR TURBINE PAD GRADING AND DETAIL T001-B FOR ACCESS ROAD GRADING.

NOTE: SITE HAS NO ON-SITE SIDEWALKS OR PARKING. ADA REQUIREMENTS ARE NOT APPLICABLE.



C300  
C301 C302  
KEY MAP



SEE SHEET C302

<p>PROJECT SIZE: 24750'</p> <p><b>PRELIMINARY: NOT FOR CONSTRUCTION</b></p>	<p>DESIGNED BY <b>Westwood</b></p>				<p>EPIC CONTRACTOR <b>SIGNAL ENERGY CONSTRUCTORS</b></p>		<p><b>COACHELLA FLATS WIND PROJECT</b> CITY OF PALM SPRINGS, CALIFORNIA</p>		<p>Civil Site Plan T-3 T-4 T-6 T-7 T-8 T-9 T-10 T-11 T-14 T-15 T-16 T-17 T-18 T-19</p>			
	<p>DATE: 03-20-20</p> <p>SCALE: 1" = 300'</p> <p>DRAWING NUMBER: 0024245-00-C301</p>	<p>BY: J.C. SRI S.M.</p>	<p>BY: C.M.P. A.P.V.S.</p>	<p>OWNER: COACHELLA FLATS, LLC 11455 E. CAMINO REAL, SUITE 100 SAN DIEGO, CA 92130</p>	<p>CONTRACT: -</p>	<p>DATE: 03-20-20</p>	<p>SCALE: 1" = 300'</p>	<p>DRAWING NUMBER: 0024245-00-C301</p>	<p>REV: A</p>			

CONFIDENTIALITY WARNING: THE ABOVE INFORMATION, CALCULATIONS, DESIGN, RECORDS AND APPROPRIATELY REPRODUCED HEREON ARE AND SHALL REMAIN THE PROPERTY OF SIGNAL ENERGY AND NO PART THEREOF SHALL BE COPIED, REPRODUCED OR OTHERWISE USED IN CONNECTION WITH ANY OTHER PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH SUCH INFORMATION WAS PROVIDED AND DEVELOPED UNLESS WE EXPRESSLY WRITELY CONSENT IN WRITING. SIGNAL ENERGY WILL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS DOCUMENT OR INFORMATION THEREIN. CONTRACTORS SHALL OBTAIN NECESSARY CONSENTS FROM ALL APPLICABLE AGENCIES AND AUTHORITIES BEFORE COMMENCING ANY WORK UNDER THIS CONTRACT.

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The City of Palm Springs has held hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Principal City Planner Mr. Edward Robertson at (760) 323-8245.

The proposed project application may be viewed by prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org), and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 4:30 p.m., and by prescheduled appointment on Fridays, from 8:00 a.m. to 3:30 p.m. Office is closed on Friday, July 3. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:**                **July 9, 2020**

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

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

**CASE DESCRIPTION:**

ZAP1084PS20 – Terra-Gen Development/Coachella Wind Holdings, LLC (Representative: Armand Anselmo) – Related Case: City of Palm Springs Plan Check Case No. 2020-1140.e. The applicant proposes to construct one permanent meteorological tower 311 feet in height within an 860-acre wind turbine development approved through Conditional Use Permit No. 5.1429 located southerly of Interstate 10, westerly of Indian Canyon Drive, and northerly of Highway 111. The applicant previously received approval to decommission and remove approximately 363 commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet on this site. That project was reviewed by the Airport Land Use Commission as ZAP1070PS18. However, the specific location of the meteorological tower was not yet determined at that time. This application is submitted pursuant to Condition No. 5 of ZAP1070PS18 requiring any proposal for new structures taller than 200 feet ground level to be submitted to ALUC for review. (Not located within an Airport Compatibility Zone)



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1084PS20 DATE SUBMITTED: April 9, 2020

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Coachella Wind Holdings, LLC	Phone Number	760 697 2544
Mailing Address	11455 El Camino Real, Suite 160 San Diego, CA 92130	Email	aanselmo@terra-gen.com
Representative	Armand Anselmo	Phone Number	760 697 2544
Mailing Address	11455 El Camino Real, Suite 160 San Diego, CA 92130	Email	aanselmo@terra-gen.com
Property Owner	See Attachment A, APNs and Landowners	Phone Number	
Mailing Address		Email	

### LOCAL JURISDICTION AGENCY

Local Agency Name	City of Palm Springs	Phone Number	760-323-8245
Staff Contact	Edward Robertson, Principal City Planner	Email	Edward.Robertson@palm Springsca.gov
Mailing Address	3200 E. Tahquitz Canyon Way Palm Springs, CA 92262	Case Type	CUP & Variance
Local Agency Project No	Case No. 5.1429 CUP	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input checked="" type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

### PROJECT LOCATION

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

Street Address	West of Indian Canyon Drive and North of Highway 111		
Assessor's Parcel No.	See Attachment A, APNs and Landowners	Gross Parcel Size	~1,000 acres
Subdivision Name		Nearest Airport and distance from Airport	Palm Springs Int'l
Lot Number			

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	Site is currently used as an operating wind energy power plant

PS  
Not in AIA  
>200' Hgt.



Proposed Land Use (describe)	_____		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____	
For Other Land Uses	Hours of Operation	24 hours per day	
(See Appendix C)	Number of People on Site +/-5	Maximum Number +/-10	
	Method of Calculation	Site currently has between 5-10 employees on-site for O&M purposes. The proposed project would maintain this number of employees	
Height Data	Site Elevation (above mean sea level)	Between 734-800	ft.
	Height of buildings or structures (from the ground)	Up to 300	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**)

## **Attachment A: APNs and Landowners**

Project parcels are identified as Assessor Parcel Numbers (APNs):

- 669-020-005 (CVWD)
- 669-040-002 (CVWD)
- 669-040-004 (CVWD)
- 669-040-008 (CYA Partners) •
- 669-040-010 (CVWD) •
- 669-040-011 (CVWD) •

The landowners of the parcels are the following:

CYA Partnership, LLC  
C/O Kenneth Aldrich  
157 Surfview Drive  
Pacific Palisades, CA 90272

Coachella Valley Water District  
Attn: General Manager  
P.O. Box 1058  
85995 Avenue 52  
Coachella, CA 92236

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** July 9, 2020

**CASE NUMBER:** ZAP1390MA19 – PR Partners, LLC (Representatives: Mike Naggar & Associates)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** PLN19-00012 (Specific Plan Amendment), PLN19-05287 (Zone Change), DPR19-00012 (Development Plan Review)

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

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zones B1-APZ-II, C1

**Noise Levels:** 60-70 CNEL from aircraft

**MAJOR ISSUES:** At the time this staff report was written, the Air Force has not completed its review of the project.

**RECOMMENDATION:** Staff recommends that the Commission CONTINUE the matter to the August 13, 2020 meeting, pending completion of the Air Force review of the project.

**PROJECT DESCRIPTION:** A proposal to construct a 347,919 square foot industrial e-commerce and warehouse building on 16.1 acres. Also proposed is an amendment to the Perris Valley Commerce Center Specific Plan, and a proposal to change the site's zoning from Commercial to Light Industrial.

**PROJECT LOCATION:** The site is located on the southwest corner of Perris Boulevard and Ramona Expressway, within the City of Perris, approximately 8,300 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-II and C1. Zone B1-APZ-II limits average intensity to 50 people per acre, and Zone C1

limits average intensity to 100 people per acre. Approximately 11.76 acres of the site are located within Zone B1-APZ-II and 3.90 acres are located within Zone C1.

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

- E-Commerce – 1 person per 1,000 square feet,
- Warehouse – 1 person per 500 square feet, and
- Office – 1 person per 200 square feet

The applicant proposes a 347,919 square foot industrial building consisting of 260,076 square feet of e-commerce area, 79,843 square feet of warehouse area, and 8,000 square feet of office area, accommodating 460 people, resulting in an average of 29 people per acre for the entire site, which would be consistent with the Compatibility Zones B1-APZ-II criterion of 50 and Zone C1 criterion of 100.

A breakdown of use by Compatibility Zone indicates that 260,076 square feet of e-commerce only (no office proposed) would be located within Zone B1-APZ-II, accommodating 260 people, resulting in an average intensity of 22 people per acre, which is consistent with the Compatibility Zone B1-APZ-II criterion of 50. Approximately 79,843 square feet of warehouse area and 8,000 square feet of office area would be located within Zone C1, accommodating 200 people, resulting in an average intensity of 51 people per acre, which is consistent with the Compatibility Zone C1 criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces (142 spaces) and truck trailer spaces (82 spaces) provided, the total occupancy would be estimated at 295 people for an average intensity of 18 people per acre, which is consistent with both Zones B1-APZ-II and C1 average acre intensity criterion (50 and 100 people respectively).

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1-APZ-II limits maximum single-acre intensity to 100 people, and Zone C1 limits single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity occurs around the proposed office areas in C1. This single-acre area includes 35,560 square feet of warehouse area and 8,000 square feet of office area, accommodating a total occupancy of 111 people, which would be consistent with the Compatibility Zone C1 single acre intensity criterion of 250 people.

The maximum single-acre intensity within Zone B1-APZ-II includes 43,560 square feet of e-commerce, accommodating a total occupancy of 44 people, which is consistent with the



Compatibility Zone B1-APZ-II single acre intensity criterion of 100, as well as being consistent with the Air Force's Department of Defense Instruction No. 4165.57 with regard to intensity, which is limited to a maximum of 50 people in any given acre in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-II and C1 of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

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

The proposed project complies with the restrictions on permitted uses and lot coverage, and intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 50 people in any given acre of APZ-II. As noted above, the project would be expected to result in a single acre occupancy of 44 people in APZ-II.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1-APZ II. Warehouses are compatible within Accident Potential Zones II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Warehouses are 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. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 8,300 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 1,571 feet AMSL. The site elevation is approximately 1,464 feet AMSL, with a proposed building height of 36 feet, resulting in a top point elevation of 1,500 feet AMSL. 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%. The proposed 5.97 acre building is located on 11.76

acres (in APZ-II), resulting in a 50% lot coverage.

**Hazards to Flight:** Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 8,300 feet from the runway, and therefore would be subject to the above requirement.

The project proposes 13,247 square feet of vegetative swale area. Vegetative swales are an acceptable form of stormwater management, pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, and are acceptable within the vicinity of airports as they do not usually involve ponded water, provided that the proposed vegetation/landscaping are not attractive to hazardous wildlife, and that it is adequately maintained. The project incorporates recommended conditions that will ensure that vegetation/landscaping used in these swales are consistent with the ALUC brochures titled “Airports, Wildlife and Stormwater Management” and “Landscaping Near Airports”, and said vegetation is well maintained.

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

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

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

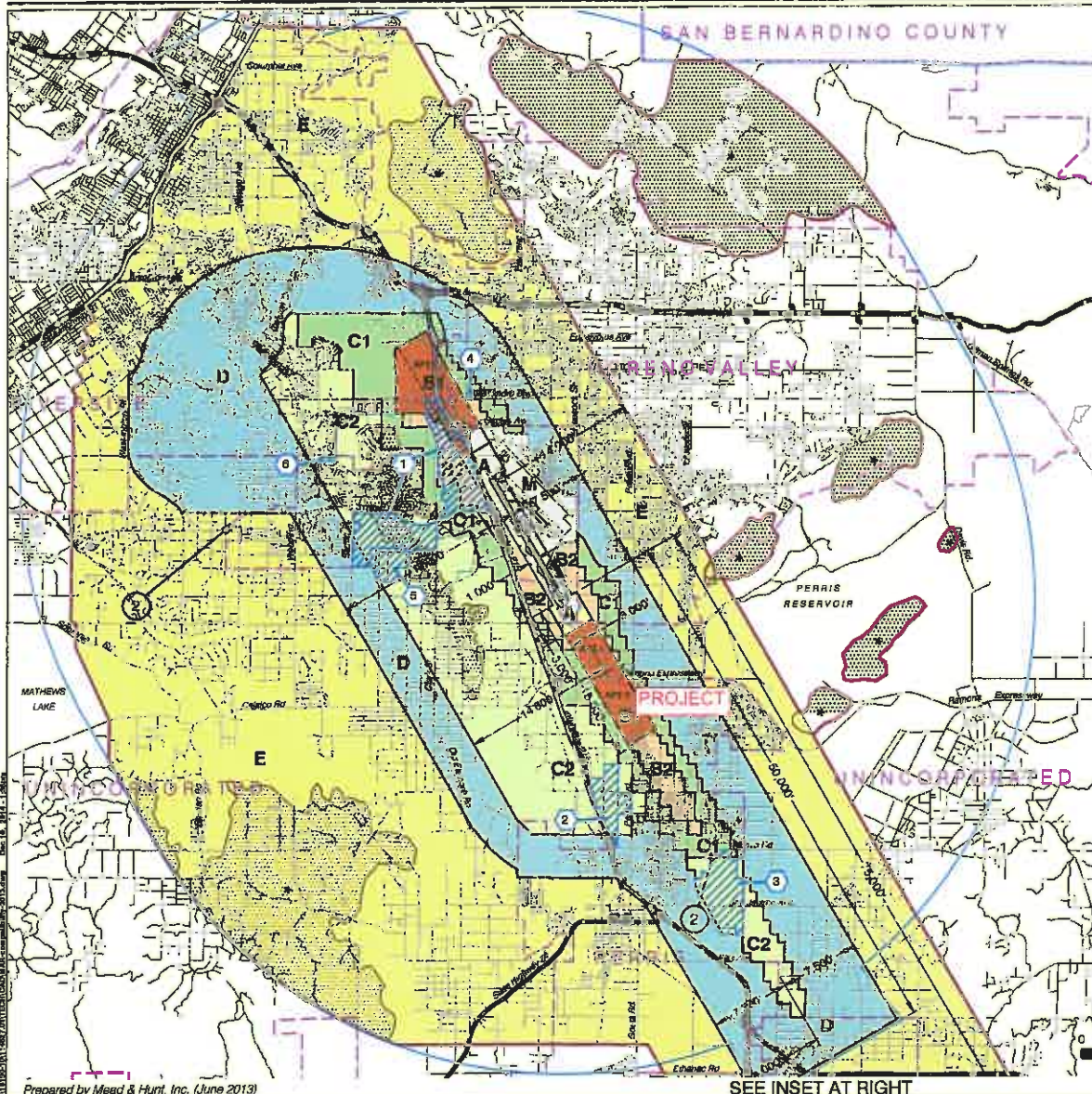
telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. 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. 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.
8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
9. This project has been evaluated as a proposal for 260,076 square feet of e-commerce area, 79,843 square feet of warehouse area, and 8,000 square feet of office floor area. 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

**Boundary Lines**

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

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

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

**INSET**



Riverside County  
Airport Land Use Commission

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

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

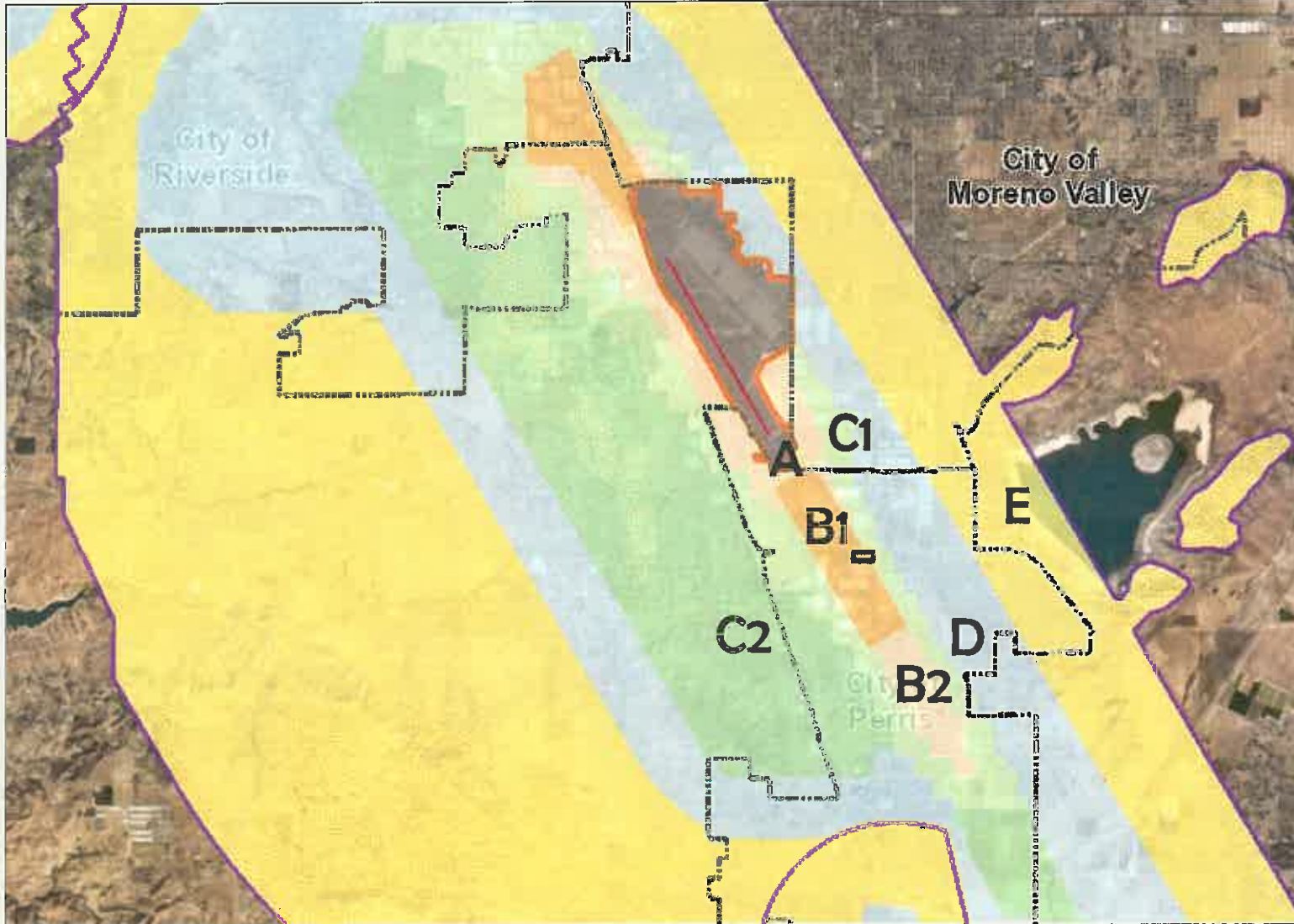
3/11/2013 09:11:46Z C:\G:\CADD\GIS\MAPS\MA-1\MA-1\_10000.dwg Date: 10/13/2014 1:50:06pm

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

SEE INSET AT RIGHT



# Map My County Map



**Legend**

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



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

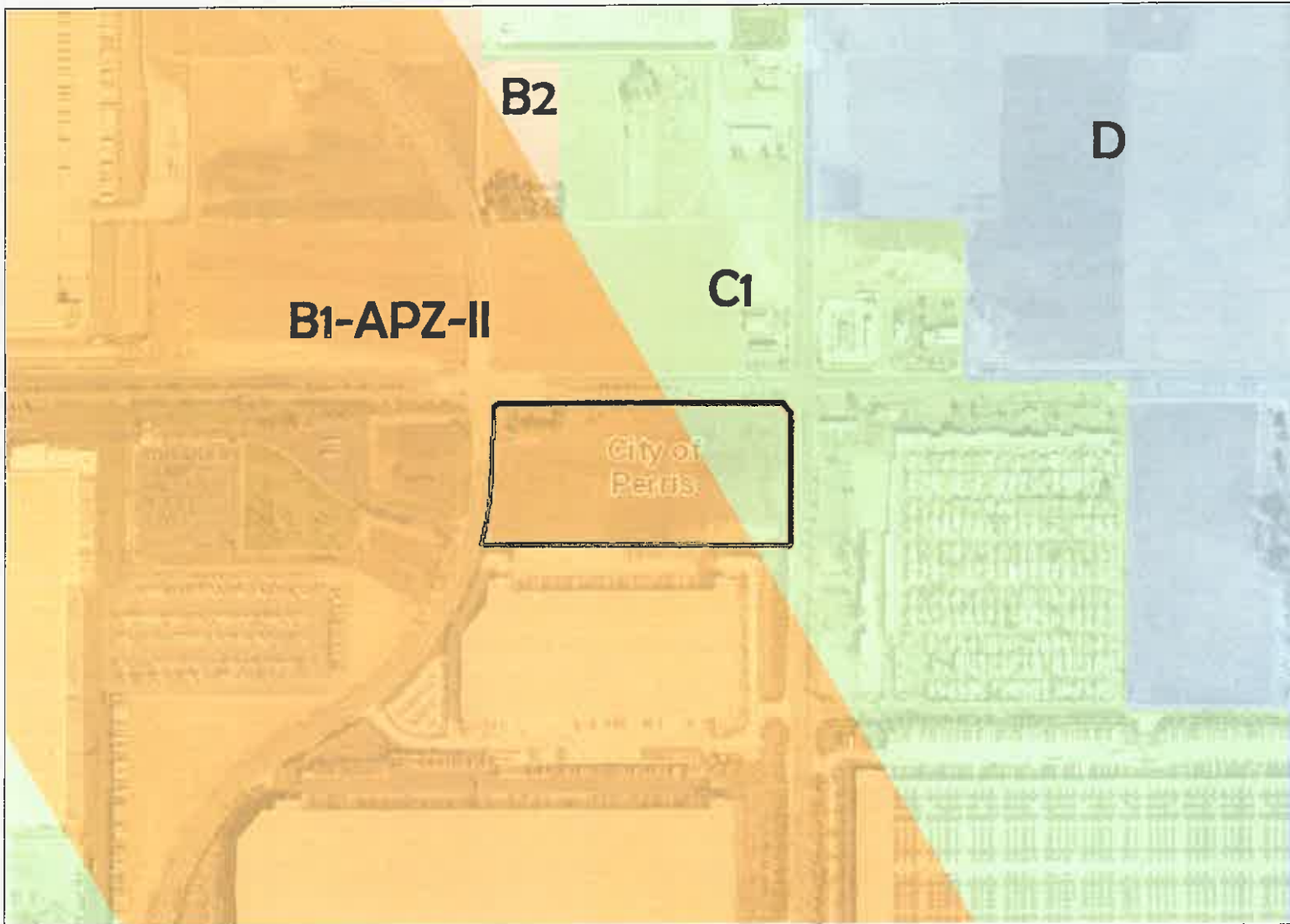


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**Notes**

# Map My County Map



### Legend

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



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0 758 1,516 Feet

REPORT PRINTED ON... 11/13/2019 12:09:15 PM

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### Notes



# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map

### Notes



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

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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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064

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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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516

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## Notes

# Map My County Map



### Legend

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

### Notes



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Current Specific Plan  
Land Use Designation

Figure 2.0-1. Specific Plan Land Use Designation

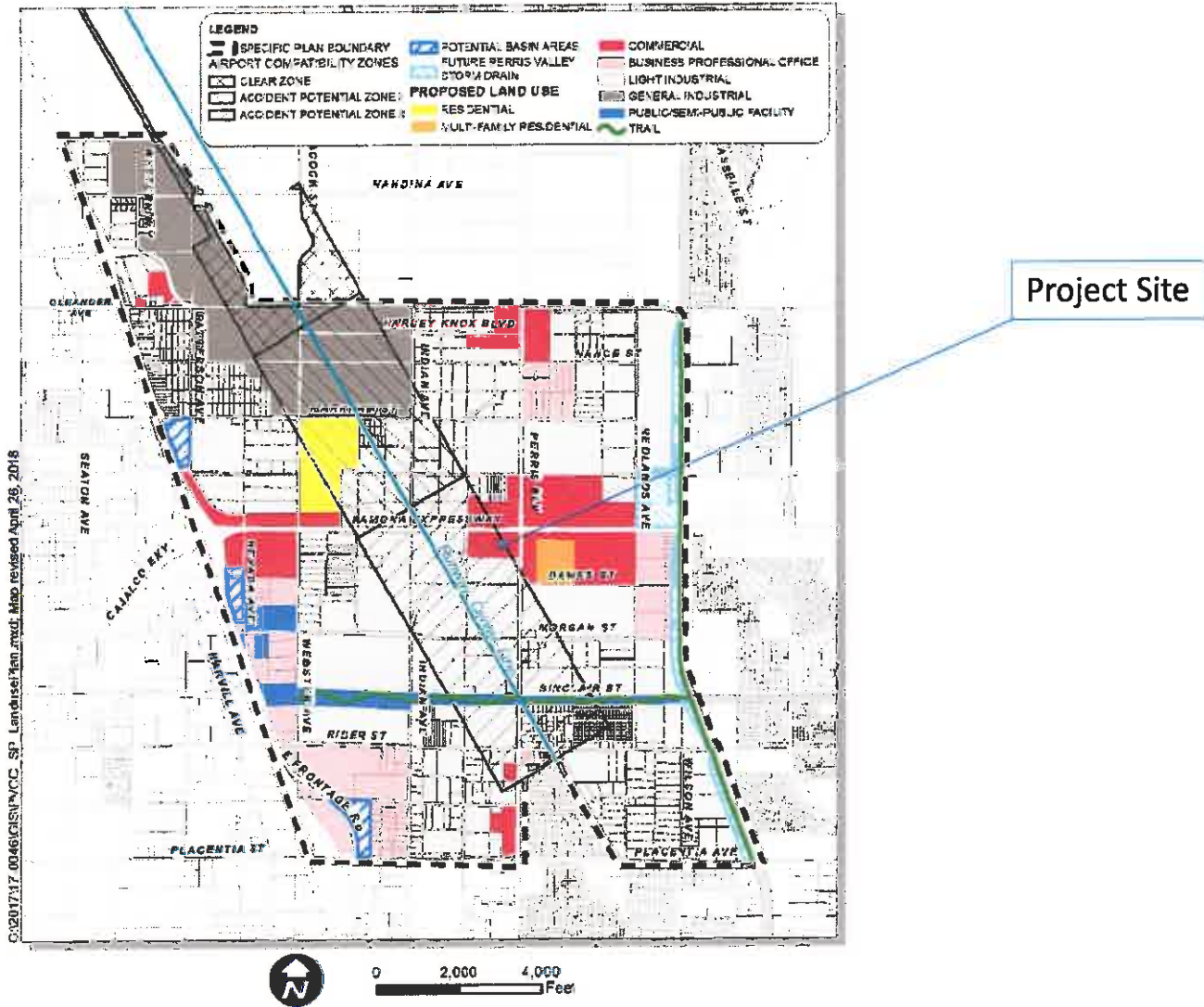
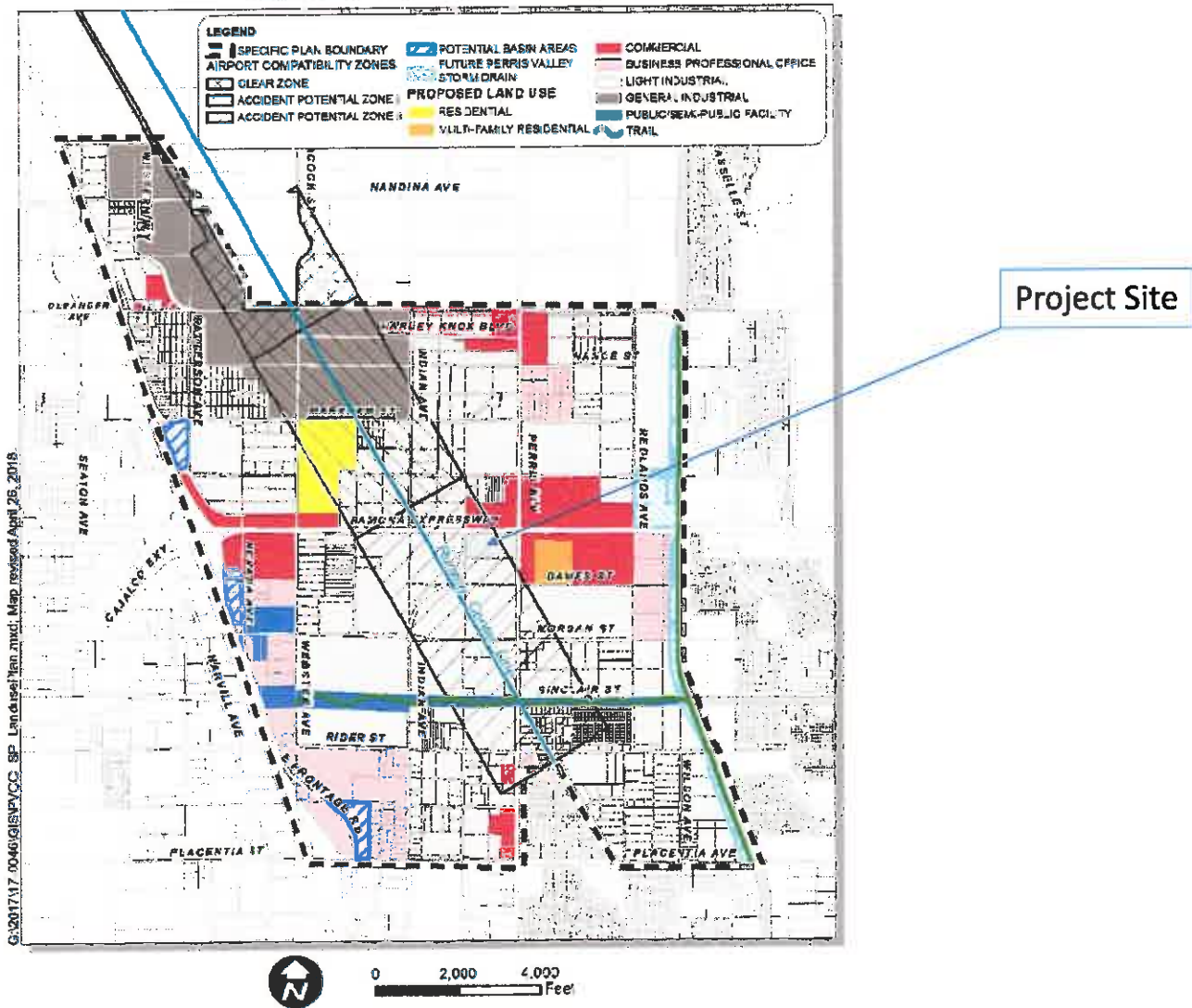
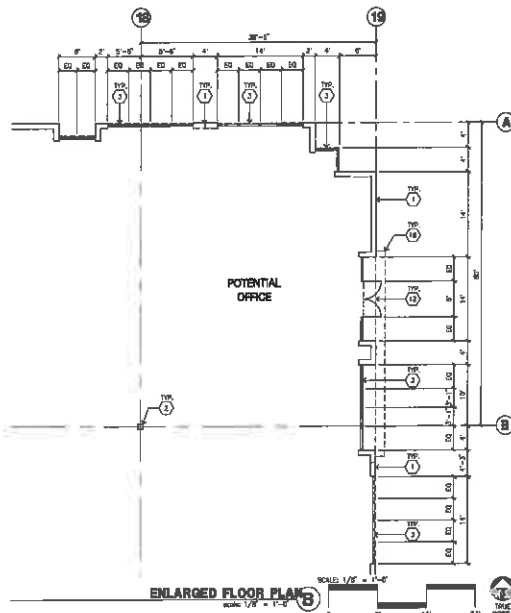
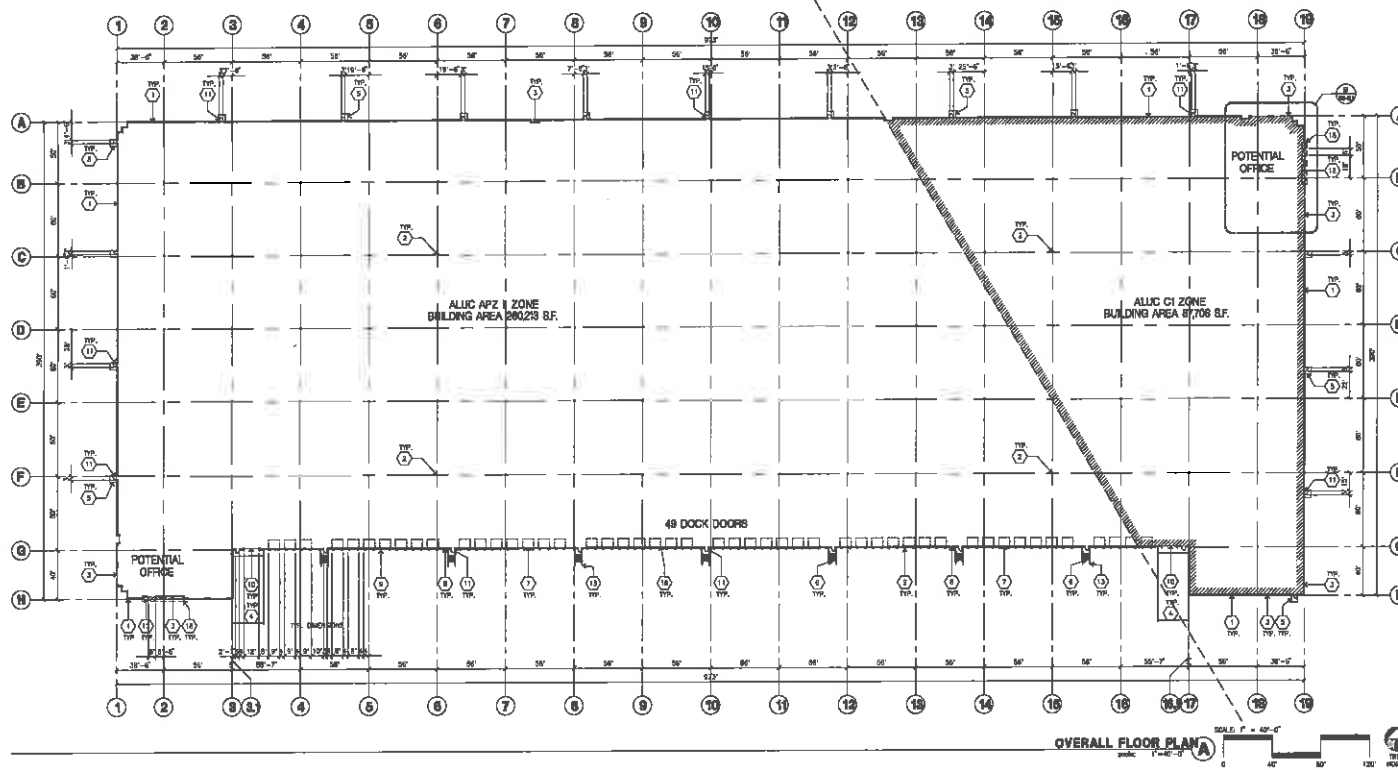


Figure 2.0-1. Specific Plan Land Use Designation

Proposed Specific Plan  
Land Use Designation





**FLOOR PLAN KEYNOTES**

- 1) CONCRETE TILT-UP PANEL.
- 2) STRUCTURAL STEEL COLUMN.
- 3) TYPICAL ELEVATOR SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATORS FOR SIZE, COLOR AND LOCATION.
- 4) CONCRETE CURB BY 4\"/>

**FLOOR PLAN GENERAL NOTES**

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS AND DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY INCREASING/CHANGING SPACING.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR THE DEPARTMENT.
3. SEE "C" DIMENSIONS FOR FINISH SURFACE ELEVATIONS.
4. INTERIOR CONCRETE WALLS ARE FINISHED WHITE. COLUMNS ARE TO BE FINISHED GRAY. ALL O.P. OR W. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE PAINT.
5. SLOPE FLOOR STEP 1/8" TO EXTERIOR AT ALL WAREHOUSE DOORS. SEE "E" DIMENSIONS FOR POUR STRIP LOCATION.
6. ALL OVERDOORS ARE TO THE FACE OF CONCRETE PANEL WALL GRADING OR FACE OF STEEL WALL.
7. SEE CALL DIMENSIONS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
8. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET - NOTE ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
9. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE SUPPORTED INCLUDING CRANES AND TRUCKS.
10. ALL EXISTING DOORS IN WAREHOUSE TO HAVE ALLOWANCES FOR SPAN (MINIMUM 24").
11. HEAVY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE STORED OR STAGED IN THIS BUILDING.
12. EACH EXTERIOR EXIT DOOR SHALL BE SERVICED BY A DOUBLE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SIGN DOORPS SHALL BE 5'6" FROM FINISH FLOOR TO THE CENTER OF THE SIGN.
13. NON-ACCESSIBLE DOORS. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR 30" FROM ONE (1) 30" X 11".
14. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SECURED FROM PUBLIC VIEW. SEE A-1.1 OFFICE SECTION.

**FLOOR SLAB & POUR STRIPS REQ.**

- NOTE: NOTES ARE NOT IN DIMENSIONS. SEE "D" DIMS FOR ADDITIONAL REQUIREMENTS.
1. FLOOR COMPACTION - 100%
  2. TYPICAL DIMENSIONS - 5'-0"
  3. BUILDING FLOOR SLAB:
    - A. 4" C/P FACE AND UNREINFORCED CONCRETE OVER COMPACTED SOILS
    - B. 4" C/P - 1" FLOOR 8" 1" O.C. CORNERS AT ALL CONSTRUCTION JOINTS
    - C. 1" FLOOR 8" 1" O.C. CORNERS IN NORMAL SPACES AT ALL CORNERS, JOINTS
  4. 3,000 P.S.I. REINFORCEMENT.
  5. SLAB TO BE C/P - 1"
  6. JOINT BRACING PER A.C.I. 308-24-45
  7. SAW-CUT CORNER 1/4" X 1/4" SOFT SAW-CUTTING WITHIN 2' MAX OF FINISH
  8. CONTRACTOR TO BRIDLE FOR CLASS V FLOOR PER A.C.I. 308-40-30
  9. CONCRETE SLAB TO HAVE STEEL PLAST NESTED TYPICAL DIMENSIONS FINISH.
  10. CONTRACTOR TO CURB SLAB TO BE MET CURING USING GUNLITE FOR 7 DAYS MIN.
  11. ALL EQUIPMENT & MOVING VEHICLES SHALL BE EMPLOYED.
  12. NO CRACKS. CONCRETE BRACKS OR ANYTHING REPAIRS WILL BE PLACED ON THE SLAB.
  13. SLAB TO BE 3" FLOOR SLAB MEASURED WITHIN 24 HOURS.
  14. NO TYPICAL IN THE CONCRETE.
  15. UNFINISHED CONCRETE. PROVIDE WOOD BARRIER (2" MAX. STOOD OR BRACKS) UNDER THE CONCRETE SLAB. PROVIDE SAND OR FINE GRADE UNDER THE CONCRETE SLAB.
  16. CONCRETE SHALL BE NATURALLY CURED WITHOUT USE OF BRACKS, CURING COMPOUND OR REDUCED MOISTURE.
  17. CONCRETE/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH SAND-NO JOINT FILLER IN FINISH SURFACE AREAS.
  18. SEAL CONCRETE SLAB W/ TEMPERATURE SEALER.



Hpa, Inc.  
12851 Lakeside Avenue - 4th  
#100 Inver, CA  
92612  
Tel: 949-963-1770  
Fax: 949-963-4561  
Email: hpa@hpa.com

Owner:  
**PR PARTNERS, LLC**  
c/o

32220 RANCHO VIEJO RD  
SAN JUAN CAPISTRANO, CA 92675  
TEL: 949-481-9482

Project:  
**RAMONA EXPY.  
&  
INDIAN AVE.**

PERRIS, CA

Consultants:

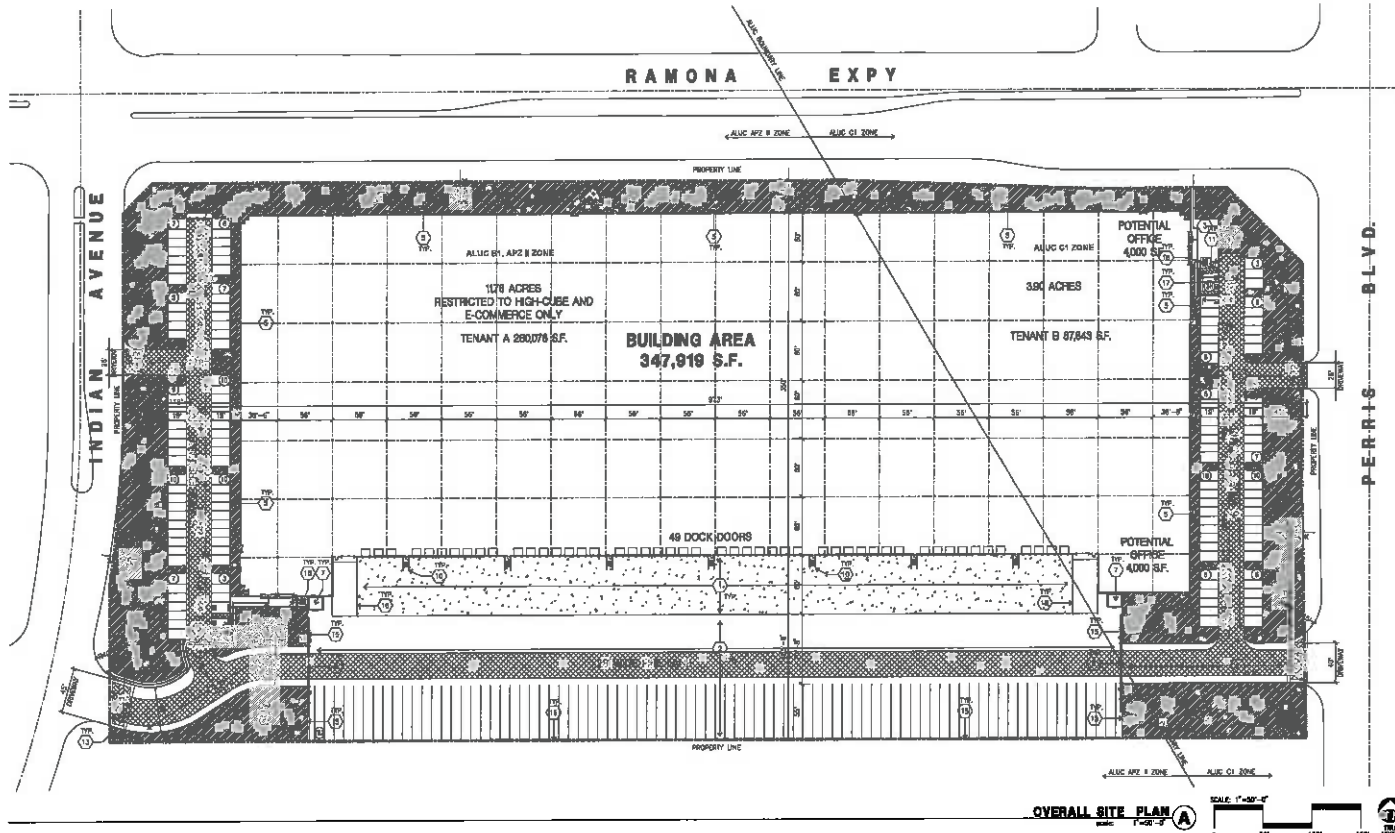
Civil:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

Title: Overall Floor Plan

Project Number: 12851  
Drawn by: HP  
Date: 06/18/19  
Revised:

Sheet:  
**DAB-A2.1**





**OVERALL SITE PLAN**  
SCALE: 1"=50'-0"  
DATE: 5/12/2020

- SITE PLAN KEYNOTES**
1. HEAVY BROOM FINISH CONCRETE PAVEMENT
  2. ASPHALT CONCRETE (AC) PAVING
  3. CONCRETE MAINTAIN MEDIUM BROOM FINISH
  4. GROUNDWATER TO BE DETERMINED
  5. 3'-4" TO 4'-0" FROM CONCRETE EXTERIOR FINISH TO THE FACE OF ALL EXISTING WALL DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH
  6. PROVIDE 6" HIGH METAL GATES W/ 1/2" DIA. POSTS PER FIRE DEPARTMENT STANDARD FOR FIREWORKS
  7. TRUCK ENCLOSURE PER CITY STANDARD
  8. APPROXIMATE LOCATION OF TRANSFORMER
  9. PRE-CAST CONCRETE WHEEL STOP
  10. CONCRETE FILLED GUARD POST 1/2" DIA. W/ 4" X 4" HOLLOW SQUARE POST
  11. DESIGNATED STAGING AREA
  12. LANDSCAPE: ALL LANDSCAPE AREAS INDICATED BY SHADING
  13. ACCESSIBLE ENTRY SIGN
  14. ACCESSIBLE PARKING SIGN
  15. 6" HIGH METAL POSTS
  16. 4" HIGH CONCRETE GUARDRAIL
  17. TRUNCATED CONE
  18. EMPLOYEE BREAK AREA
  19. EXTERIOR BUREAU

- SITE PLAN GENERAL NOTES**
1. THE SITE PLAN BASED ON THE SOils REPORT PREPARED BY THE
  2. SOils AND GRADEWORK IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
  3. ALL GRADINGS ARE TO THE FACE OF CONCRETE WALL FACE OF CONCRETE CURB OR CURB LINE EQUAL
  4. USE 1/2" C/C PLANS FOR ALL CONCRETE CLASSES, OUTERS AND DIMS
  5. THE ENTIRE PROJECT SHALL BE PERMANENTLY ANCHORED WITH AN ANTI-TILT BROODEN SYSTEM
  6. SEE "C" DRAWING FOR POINT OF CONNECTION TO DIT-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL DEPTH LOCATIONS
  7. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING. SEE "C" DRAWING
  8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SEE PLANS ARE FOR CLARIFICATION AND STARTING POINTS
  9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS
  10. CONCRETE DIMENSIONS TO BE A MINIMUM OF 4" THICK W/ TIEBARS AT 18" O.C. CONCRETE CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" IN ANY DIRECTION. JOINTS TO HAVE COMPRESSIVE STRENGTH MINIMUM OF 1/4" FROM TO BE A MAXIMUM BROODEN FROM WALL
  11. HEAVY CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LAMER AS REQUIRED BY THE DEPARTMENT
  12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE OTHER PROJECTS SHALL BE SUBMITTED TO THE RELEVANT DEPARTMENT AND APPROVED BY PUBLIC UTILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS
  13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC UTILITIES DEVELOPMENT
  14. ALL LANDSCAPE AND IRRIGATION SYSTEMS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN CABLES OR AS DETAIL FROM PUBLIC UTILITIES DEVELOPMENT
  15. LANDSCAPED AREAS SHALL BE DEMONSTRATED WITH A MINIMUM SIX (6") HIGH CURB
  16. ALL ABOVE GROUND UTILITY STRUCTURES SUCH AS TRANSFORMERS, JUNCTION EQUIPMENT AND BACKFLOW PREVENTION DEVICES SHALL BE LOCATED FIVE (5') FROM A PUBLIC STREET OR ACCURATELY SCREENED THROUGH THE USE OF LANDSCAPING AND/OR BARRIER WALLS

- SITE LEGEND**
- CONCRETE FINISH: SEE "C" DRAWING FOR THICKNESS
  - ASPHALT CONCRETE FINISH: SEE "C" DRAWING FOR THICKNESS
  - GRAVEL FINISH: SEE "C" DRAWING FOR THICKNESS
  - DISABLED PARKING: SEE "C" DRAWING FOR THICKNESS
  - DISABLED PARKING (ADA): SEE "C" DRAWING FOR THICKNESS
  - LANDSCAPED AREA: SEE "C" DRAWING FOR THICKNESS
  - POINT OF TRAVEL
  - 2" FIRE WIDE FIRELANE
  - EXISTING PUBLIC FIRE HYDRANT
  - REMOVE THIS HYDRANT - APPROXIMATE LOCATION

**ALUC CALCULATION**

HIGH DUES: 1 PER 1,425 S.F.  
E-COMMERCE: 1 PER 1,000 S.F.

**PROJECT INFORMATION**

**Owner/Applicant:**  
PR PARTNERS, LLC  
3022 RANCHO VIEJO RD, STE B  
SAN JUAN CAPISTRANO, CA 92578  
TEL: (949) 491-0432  
CONTACT: LARS ANDERSON

**Applicant's Representative:**  
HFA, INC.  
18417 BIRCHWOOD AVE - SUITE 100  
MIRAGE, CA 92551  
PHONE: (949) 942-2138  
FAX: (949) 942-2063  
CONTACT: NANCY PARRIS

**Project Address:**  
SE CORNER OF PERRIS BLVD AND RAMONA EXPY  
PERRIS, CA

**Zoning:**  
PROPOSED ZONING: (L) INDUSTRIAL  
PERRIS, CA

**Code Analysis:**  
2018 CALIFORNIA BUILDING CODE  
2018 CALIFORNIA PLUMBING CODE  
2018 CALIFORNIA ELECTRICAL CODE  
2018 CALIFORNIA FIRE CODE  
2018 CALIFORNIA ENERGY CODE  
2018 CALIFORNIA GREEN BUILDING STANDARDS

**Assessor's Parcel Number:**  
303-000-030

**Construction Type:**  
CONCRETE TILT-UP BUILDING

**Building Occupancy:**  
S-1 / B  
CONSTRUCTION TYPE: R-3

**ESR SYSTEM**

**Legal Description:**  
PRELIMINARY TITLE REPORT #1009099-428  
BLOCKS 9 TO 12, INCLUSIVE OF PRASADOTA FARMS NO. 17 IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 17 PAGE 33 OF MAPS, RECORDS OF SAID COUNTY;  
EXCEPTING THEREOF THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED OCTOBER 7, 1968 AS INSTRUMENT NO. 58-7763 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

**VICINITY MAP**



**PROJECT DATA**

<b>SITE AREA</b>	682,770 s.f.
Imp. Ft.	15.7 ac.
<b>BUILDING AREA</b>	347,919 s.f.
Office	8,000 s.f.
Proposed: High Cube / Alternate / E-commerce	339,919 s.f.
<b>TOTAL</b>	347,919 s.f.
<b>COVERAGES</b>	57.0%
<b>AUTO PARKING REQUIRED?</b>	
1st 20K @ 171,000 s.f.	20 stalls
2nd 20K @ 172,000 s.f.	10 stalls
Over 40K @ 175,000 s.f.	62 stalls
<b>TOTAL</b>	92 stalls
<b>AUTO PARKING PROVIDED</b>	
Standard (10x18')	136 stalls
Standard Accessible (9x18')	9 stalls
Van Accessible (12x18')	1-62 stalls
<b>TOTAL</b>	1-62 stalls
11x17' stalls	11x17'
<b>TRAILER PARKING PROVIDED</b>	
Trailer (10x50')	32 stalls
<b>Zoning Changes for City</b>	
Current Zoning Designation - Perris Valley	
Commercial Center (P/C) (C-3P) - Commercial	
Proposed Zoning Designation - (L) Industrial	
<b>MAXIMUM FLOOR AREA RATIO</b>	
F.A.R. - 70	
<b>MAXIMUM LOT COVERAGES</b>	
Coverage - 30%	
<b>HEIGHTS</b>	
Maximum Allowable - 15'	
Maximum Eave - 20'	
Side - 10' - 0"	
* Front yards for structures shall be increased 5' for each 10' of structure height greater than setback from property line	
<b>LANDSCAPE REQUIRED</b>	12%
Percentage	
<b>LANDSCAPE PROVIDED</b>	15.9%
Percentage	
Total S.F.	108,549 s.f.

CAUTION: IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT



**Project:**  
RAMONA EXPY. & INDIAN AVE.  
PERRIS, CA

**Consultants:**  
Civil:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

Title: Overall Site Plan

Project Number: 19231  
Drawn by: NP  
Date: 08/19/19  
Revised:

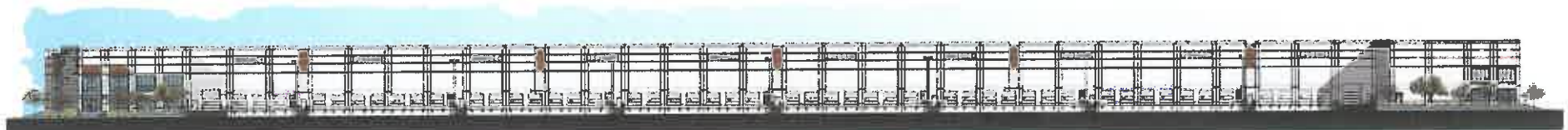
Sheet: DAB-A1.1



RAMONA EXPY ELEVATION - NORTH ELEVATION



INDIAN AVENUE ELEVATION - WEST ELEVATION



SOUTH ELEVATION



PERRIS BLVD. - EAST ELEVATION

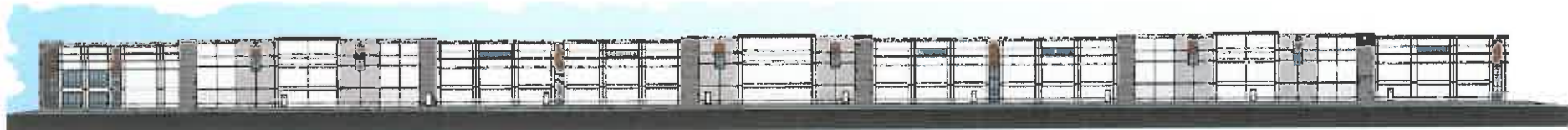


CONCEPTUAL ELEVATIONS (36' CLEAR)

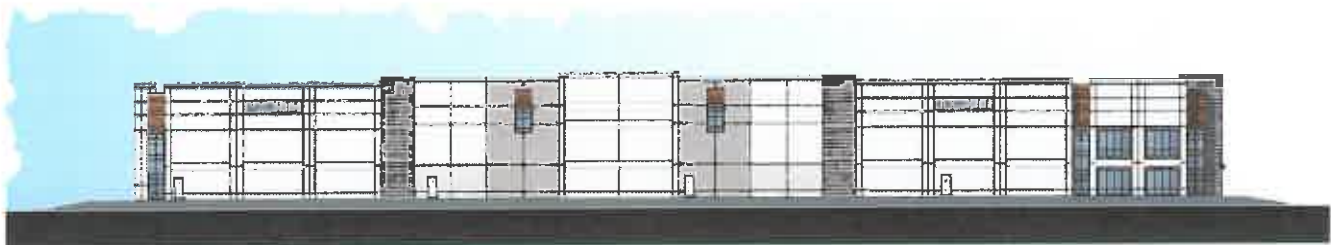
RAMONA EXPY. & INDIAN AVE.

CITY OF PERRIS, CALIFORNIA

JOB NO. 1526-008  
05.11.2013



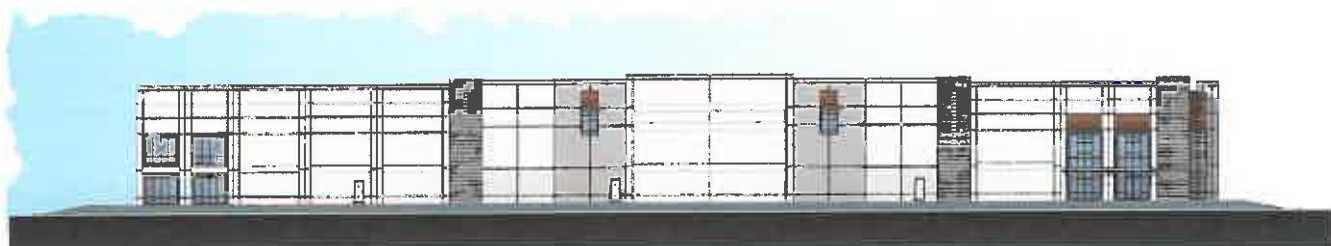
RAMONA EXPY ELEVATION - NORTH ELEVATION



INDIAN AVENUE ELEVATION - WEST ELEVATION



SOUTH ELEVATION



PERRIS BLYD. - EAST ELEVATION



CONCEPTUAL ELEVATIONS (36' CLEAR)  
RAMONA EXPY. & INDIAN AVE.  
CITY OF PERRIS, CALIFORNIA  
06.12.2013





HPA, INC.  
19821 BARDON BLVD - 2A  
#100 Irvine, CA  
92612  
Tel: 949-453-1770  
Fax: 949-669-1061  
Email: hpa@hpa.com

Owner:  
**PACIFIC DEVELOPMENT PARTNERS, LLC**

32226 RANCHO VIEJO RD  
SAN JUAN CAPISTRANO, CA 92675  
TEL: 949-481-0432

Project:  
**RAMONA EXPY. & INDIAN AVE.**

PERRIS, CA

Consultants:

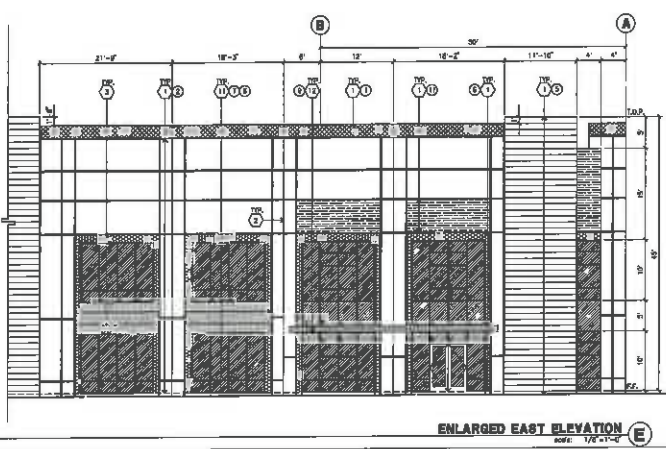
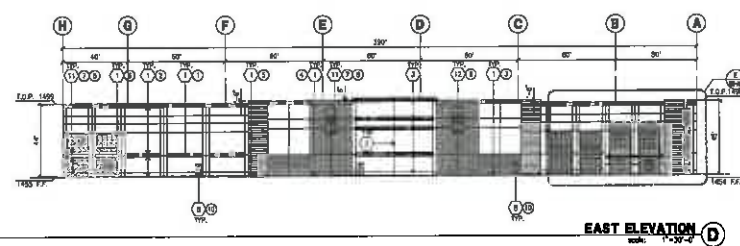
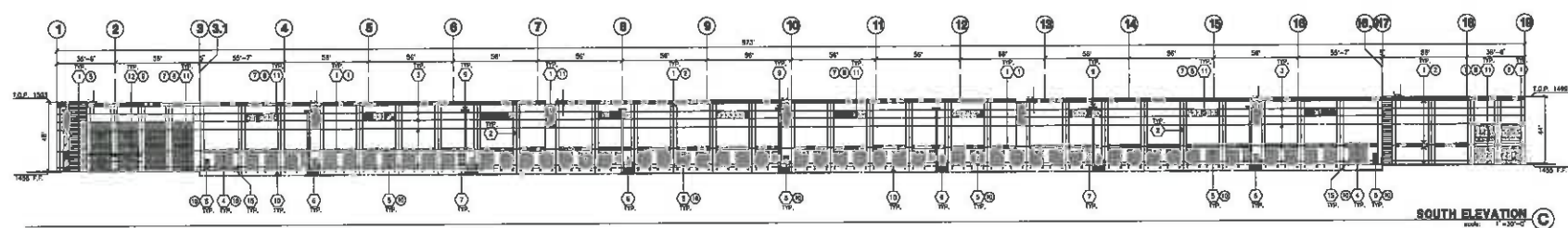
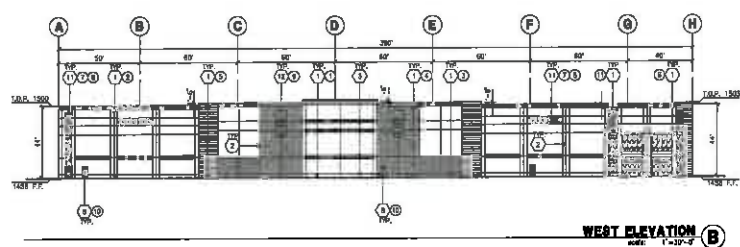
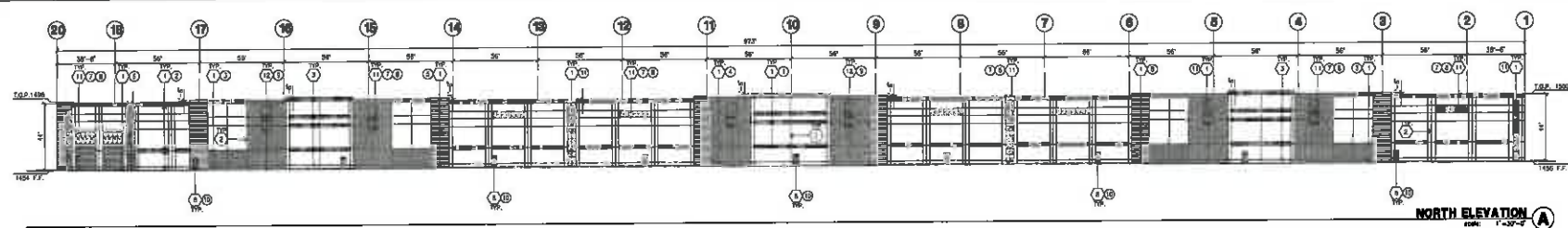
Civil  
Structural  
Mechanical  
Plumbing  
Electrical  
Architectural  
Fire Protection  
Soils Engineers

Title: Elevations

Project Number: 16281  
Drawn by: HP  
Date: 09/19/19  
Revisions:

Sheet:

**DAB-A3.1**



**ELEVATION KEYNOTES**

1. CONCRETE TIE-UP PANEL.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/16\"/>
- 4. PANEL JOINT TO MATCH EXISTING BUILDING FIELD. COLOR MATCH TO 1/4\"/>
- 5. 1/4\"/>
- 6. 3\"/>
- 7. 1/4\"/>
- 8. 1/4\"/>
- 9. 1/4\"/>
- 10. 1/4\"/>
- 11. 1/4\"/>
- 12. METAL CANOPY.
- 13. WINDOW OUT PANEL.
- 14. WINDOW REAR SHIM W/ 2 OVERFLOW COMPASSES.
- 15. SOLICIT FILLER GLAZED POST. 6\"/>
- 16. SOLICIT FILLER GLAZED POST. 6\"/>

**ELEVATION GENERAL NOTES**

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. C.F.P. F.L. = TOP OF FINISH FLOOR ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE FINISHED TO MATCH WITH EXISTING. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. RECHECK AND CORRECT SHALL APPLY PRIOR TO FINISHING REMAINDER OF BUILDING.
7. BACK SIDE OF PANELS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELECTROSTATIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPINE BEHIND SPANDREL TO EXPOSE.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL JOINTS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

**ELEVATION COLOR LEGEND/SCHED.**

- |    |  |
|----|--|
| 1  | CONCRETE TIE-UP PANEL, COLOR : SHERWIN WILLIAMS SW 7003 PURE WHITE   |
| 2  | CONCRETE TIE-UP PANEL, COLOR : SHERWIN WILLIAMS SW 7071 GRAY SUEDE   |
| 3  | CONCRETE TIE-UP PANEL, COLOR : SHERWIN WILLIAMS SW 7073 DUNE         |
| 4  | CONCRETE TIE-UP PANEL, COLOR : SHERWIN WILLIAMS SW 7074 NETWORK GRAY |
| 5  | CONCRETE TIE-UP PANEL, COLOR : SHERWIN WILLIAMS SW 7074 NETWORK GRAY |
| 6  | CONCRETE TIE-UP PANEL, COLOR : SHERWIN WILLIAMS SW 7075 WEE GRAY     |
| 7  | GLAZING COLOR : BLUE POLYESTER GLAZING                               |
| 8  | WALLING COLOR : SHERWIN WILLIAMS SW 7003 PURE WHITE                  |
| 9  | METAL CANOPY : SHERWIN WILLIAMS PRO-INDUSTRIAL BUTYL-BASED BS3-1130  |
| 10 | DOOR COLORES : SHERWIN WILLIAMS SW 7003 PURE WHITE                   |
| 11 | CONCRETE TIE-UP PANEL : HAS THE SAME (COLOR-CODE) LONGEST LENGTH IS  |
| 12 | CONCRETE TIE-UP PANEL : HAS THE SAME (COLOR-CODE) LONGEST LENGTH IS  |

**GLAZING LEGEND**

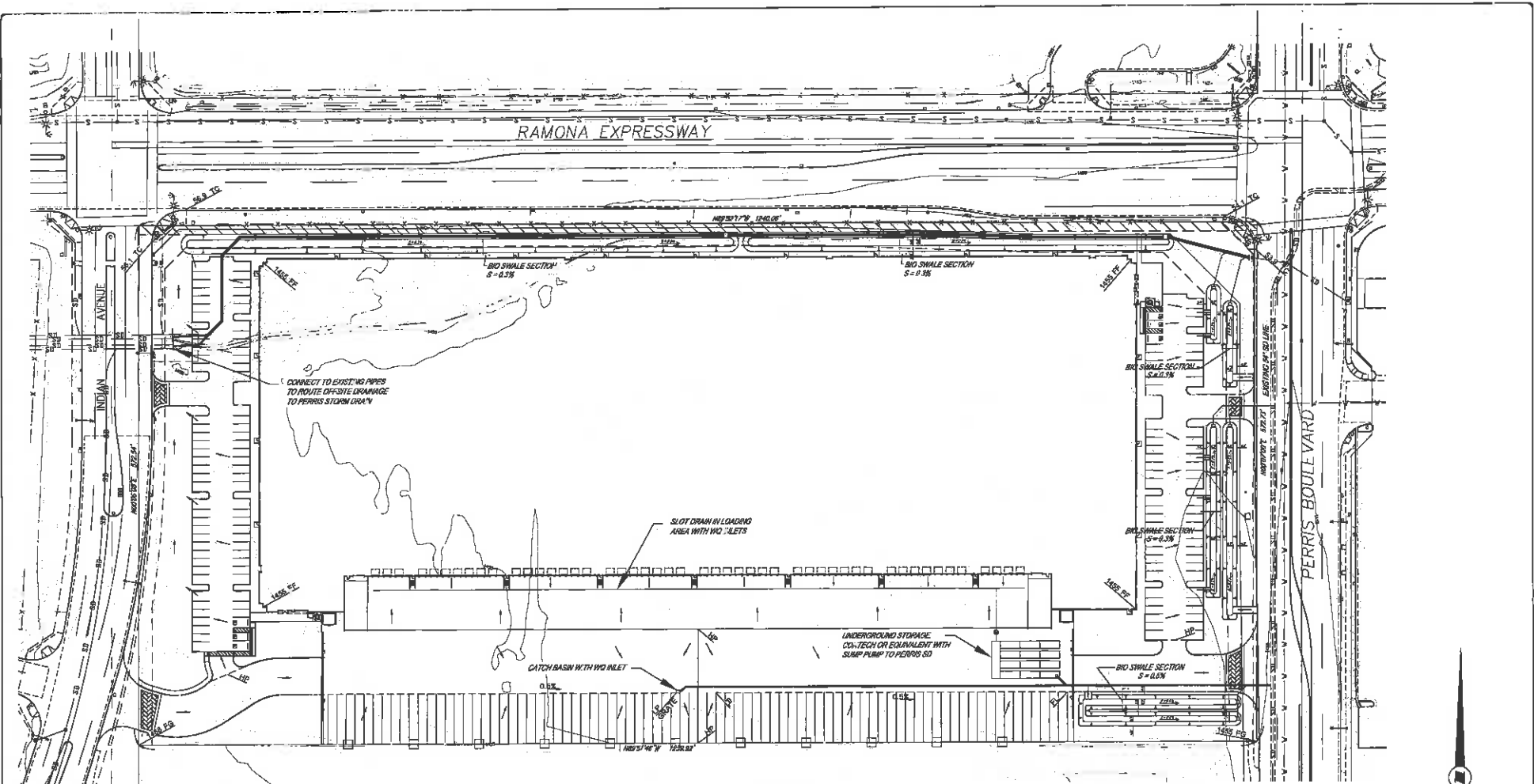
- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE THERMOFLEX.
- |  |                |  |              |
|--|----------------|--|--------------|
|  | SPANDREL GLASS |  | WINDOW GLASS |
|--|----------------|--|--------------|
- GLAZING : ONE SOLARLODGE (2) GRANITE II + SOLARBAN 60 (2) CLEAR  
1/4\"/>

SPANDREL : 1/4\"/>

MULLIONS: ANODIZED ALUMINUM

CAUTION : IF THIS SHEET IS NOT A 36\"/>



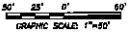
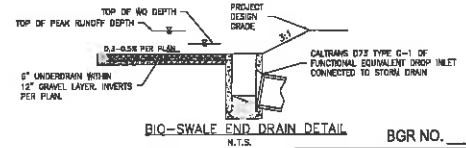
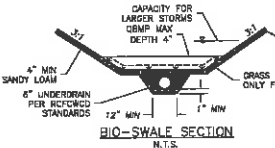


**LEGEND/ABBREVIATION**

- |     |                |        |                             |
|-----|----------------|--------|-----------------------------|
| OF  | CURB FACE      | P=CLX  | PAV ELEVATION               |
| FD  | FINISH GRADE   | FF=CLX | FRESH FLOOR ELEVATION       |
| FL  | FINISHED FLOOR | ZL     | DIRECTION OF DRAINAGE/GRADE |
| FL  | FLOW LINE      | TC     | TOP OF CURB                 |
| GB  | GRADE BREAK    | TD     | TOP OF GRADE                |
| HP  | HIGH POINT     | SD     | STORM DRAIN                 |
| IP  | INVERT         | E      | PROPERTY LINE               |
| LP  | LOW POINT      | PEL    | PEDESTRIAN                  |
| RYM | RIGHT-OF-WAY   | TYM    | TYPICAL                     |



- |                           |
|---------------------------|
| EXISTING FIRE HYDRANT     |
| WATER VALVE               |
| WATER METER               |
| STREET LIGHT              |
| PROPOSED STORM DRAIN LINE |
| EXISTING CONTOUR          |



**NOTE:** WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL ENCROACHMENT PERMIT AND/OR GRADING PERMIT HAS BEEN ISSUED.  
THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY OF DESIGN AND ACCEPTABILITY OF THE WORK HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISIONS TO THE PLANS FOR APPROVAL BY CITY.

<b>CITY OF PERRIS</b>			
APPROVED BY:		DATE:	
MARK BY:	DATE:	REVISIONS:	CITY:
ENGINEER:		DESIGNED BY:	CHECKED BY:
DESIGN BY:	DRAWN BY:	CHECKED BY:	CITY ENGINEER



**ueg**  
united engineering group  
5885 Haven Avenue - Suite 105  
Rancho Dominguez, CA 91750  
Phone: 909.494.9242  
www.unitedeng.com

PREPARED UNDER THE DIRECTION OF:  
**CHRISTOPHER F. LENZ**  
DATE: \_\_\_\_\_ REGISTRATION EXPIRES: **6-30-22**

BENCH MARK: BOLT AND WASHER, BULBHEAD, AT THE CENTERLINE INTERSECTION OF MARSHAM STREET AND PERRIS BOULEVARD, RIVERSIDE COUNTY BENCHMARK NUMBER BM-C544 AND 60411.  
ELEVATION = 1455.224'

SCALE: H: 1"=20'  
FIELD BOOK  
DESIGN  
DRAWN  
CHECKED

ZONING CASE # PERRIS, CA, 52571  
COUNTY OF RIVERSIDE  
**PRELIMINARY GRADING & DRAINAGE EXHIBIT - ALUC SWC RAMONA & PERRIS PLAN SHEET**

SHEET NO. **3** OF 3 SHEETS  
CITY FILE NO. XX-30X



## Description

Vegetated swales are open, shallow channels with vegetation covering the side slopes and bottom that collect and slowly convey runoff flow to downstream discharge points. They are designed to treat runoff through filtering by the vegetation in the channel, filtering through a subsoil matrix, and/or infiltration into the underlying soils. Swales can be natural or manmade. They trap particulate pollutants (suspended solids and trace metals), promote infiltration, and reduce the flow velocity of stormwater runoff. Vegetated swales can serve as part of a stormwater drainage system and can replace curbs, gutters and storm sewer systems.

## California Experience

Caltrans constructed and monitored six vegetated swales in southern California. These swales were generally effective in reducing the volume and mass of pollutants in runoff. Even in the areas where the annual rainfall was only about 10 inches/yr, the vegetation did not require additional irrigation. One factor that strongly affected performance was the presence of large numbers of gophers at most of the sites. The gophers created earthen mounds, destroyed vegetation, and generally reduced the effectiveness of the controls for TSS reduction.

## Advantages

- If properly designed, vegetated, and operated, swales can serve as an aesthetic, potentially inexpensive urban development or roadway drainage conveyance measure with significant collateral water quality benefits.

## Design Considerations

- Tributary Area
- Area Required
- Slope
- Water Availability

## Targeted Constituents

<input checked="" type="checkbox"/>	Sediment	▲
<input checked="" type="checkbox"/>	Nutrients	●
<input checked="" type="checkbox"/>	Trash	●
<input checked="" type="checkbox"/>	Metals	▲
<input checked="" type="checkbox"/>	Bacteria	●
<input checked="" type="checkbox"/>	Oil and Grease	▲
<input checked="" type="checkbox"/>	Organics	▲

### Legend (Removal Effectiveness)

- Low
- High
- ▲ Medium



- Roadside ditches should be regarded as significant potential swale/buffer strip sites and should be utilized for this purpose whenever possible.

### Limitations

- Can be difficult to avoid channelization.
- May not be appropriate for industrial sites or locations where spills may occur
- Grassed swales cannot treat a very large drainage area. Large areas may be divided and treated using multiple swales.
- A thick vegetative cover is needed for these practices to function properly.
- They are impractical in areas with steep topography.
- They are not effective and may even erode when flow velocities are high, if the grass cover is not properly maintained.
- In some places, their use is restricted by law: many local municipalities require curb and gutter systems in residential areas.
- Swales are more susceptible to failure if not properly maintained than other treatment BMPs.

### Design and Sizing Guidelines

- Flow rate based design determined by local requirements or sized so that 85% of the annual runoff volume is discharged at less than the design rainfall intensity.
- Swale should be designed so that the water level does not exceed 2/3rds the height of the grass or 4 inches, whichever is less, at the design treatment rate.
- Longitudinal slopes should not exceed 2.5%
- Trapezoidal channels are normally recommended but other configurations, such as parabolic, can also provide substantial water quality improvement and may be easier to mow than designs with sharp breaks in slope.
- Swales constructed in cut are preferred, or in fill areas that are far enough from an adjacent slope to minimize the potential for gopher damage. Do not use side slopes constructed of fill, which are prone to structural damage by gophers and other burrowing animals.
- A diverse selection of low growing, plants that thrive under the specific site, climatic, and watering conditions should be specified. Vegetation whose growing season corresponds to the wet season are preferred. Drought tolerant vegetation should be considered especially for swales that are not part of a regularly irrigated landscaped area.
- The width of the swale should be determined using Manning's Equation using a value of 0.25 for Manning's n.

## **Construction/Inspection Considerations**

- Include directions in the specifications for use of appropriate fertilizer and soil amendments based on soil properties determined through testing and compared to the needs of the vegetation requirements.
- Install swales at the time of the year when there is a reasonable chance of successful establishment without irrigation; however, it is recognized that rainfall in a given year may not be sufficient and temporary irrigation may be used.
- If sod tiles must be used, they should be placed so that there are no gaps between the tiles; stagger the ends of the tiles to prevent the formation of channels along the swale or strip.
- Use a roller on the sod to ensure that no air pockets form between the sod and the soil.
- Where seeds are used, erosion controls will be necessary to protect seeds for at least 75 days after the first rainfall of the season.

## **Performance**

The literature suggests that vegetated swales represent a practical and potentially effective technique for controlling urban runoff quality. While limited quantitative performance data exists for vegetated swales, it is known that check dams, slight slopes, permeable soils, dense grass cover, increased contact time, and small storm events all contribute to successful pollutant removal by the swale system. Factors decreasing the effectiveness of swales include compacted soils, short runoff contact time, large storm events, frozen ground, short grass heights, steep slopes, and high runoff velocities and discharge rates.

Conventional vegetated swale designs have achieved mixed results in removing particulate pollutants. A study performed by the Nationwide Urban Runoff Program (NURP) monitored three grass swales in the Washington, D.C., area and found no significant improvement in urban runoff quality for the pollutants analyzed. However, the weak performance of these swales was attributed to the high flow velocities in the swales, soil compaction, steep slopes, and short grass height.

Another project in Durham, NC, monitored the performance of a carefully designed artificial swale that received runoff from a commercial parking lot. The project tracked 11 storms and concluded that particulate concentrations of heavy metals (Cu, Pb, Zn, and Cd) were reduced by approximately 50 percent. However, the swale proved largely ineffective for removing soluble nutrients.

The effectiveness of vegetated swales can be enhanced by adding check dams at approximately 17 meter (50 foot) increments along their length (See Figure 1). These dams maximize the retention time within the swale, decrease flow velocities, and promote particulate settling. Finally, the incorporation of vegetated filter strips parallel to the top of the channel banks can help to treat sheet flows entering the swale.

Only 9 studies have been conducted on all grassed channels designed for water quality (Table 1). The data suggest relatively high removal rates for some pollutants, but negative removals for some bacteria, and fair performance for phosphorus.



Removal Efficiencies (% Removal)							
Study	TSS	TP	TN	NO <sub>3</sub>	Metals	Bacteria	Type
Caltrans 2002	77	8	67	66	83-90	-33	dry swales
Goldberg 1993	67.8	4.5	-	31.4	42-62	-100	grassed channel
Seattle Metro and Washington Department of Ecology 1992	60	45	-	-25	2-16	-25	grassed channel
Seattle Metro and Washington Department of Ecology, 1992	83	29	-	-25	46-73	-25	grassed channel
Wang et al., 1981	80	-	-	-	70-80	-	dry swale
Dorman et al., 1989	98	18	-	45	37-81	-	dry swale
Harper, 1988	87	83	84	80	88-90	-	dry swale
Kercher et al., 1983	99	99	99	99	99	-	dry swale
Harper, 1988.	81	17	40	52	37-69	-	wet swale
Koon, 1995	67	39	-	9	-35 to 6	-	wet swale

While it is difficult to distinguish between different designs based on the small amount of available data, grassed channels generally have poorer removal rates than wet and dry swales, although some swales appear to export soluble phosphorus (Harper, 1988; Koon, 1995). It is not clear why swales export bacteria. One explanation is that bacteria thrive in the warm swale soils.

### Siting Criteria

The suitability of a swale at a site will depend on land use, size of the area serviced, soil type, slope, imperviousness of the contributing watershed, and dimensions and slope of the swale system (Schueler et al., 1992). In general, swales can be used to serve areas of less than 10 acres, with slopes no greater than 5 %. Use of natural topographic lows is encouraged and natural drainage courses should be regarded as significant local resources to be kept in use (Young et al., 1996).

### Selection Criteria (NCTCOG, 1993)

- Comparable performance to wet basins
- Limited to treating a few acres
- Availability of water during dry periods to maintain vegetation
- Sufficient available land area

Research in the Austin area indicates that vegetated controls are effective at removing pollutants even when dormant. Therefore, irrigation is not required to maintain growth during dry periods, but may be necessary only to prevent the vegetation from dying.

The topography of the site should permit the design of a channel with appropriate slope and cross-sectional area. Site topography may also dictate a need for additional structural controls. Recommendations for longitudinal slopes range between 2 and 6 percent. Flatter slopes can be used, if sufficient to provide adequate conveyance. Steep slopes increase flow velocity, decrease detention time, and may require energy dissipating and grade check. Steep slopes also can be managed using a series of check dams to terrace the swale and reduce the slope to within acceptable limits. The use of check dams with swales also promotes infiltration.

## **Additional Design Guidelines**

Most of the design guidelines adopted for swale design specify a minimum hydraulic residence time of 9 minutes. This criterion is based on the results of a single study conducted in Seattle, Washington (Seattle Metro and Washington Department of Ecology, 1992), and is not well supported. Analysis of the data collected in that study indicates that pollutant removal at a residence time of 5 minutes was not significantly different, although there is more variability in that data. Therefore, additional research in the design criteria for swales is needed. Substantial pollutant removal has also been observed for vegetated controls designed solely for conveyance (Barrett et al, 1998); consequently, some flexibility in the design is warranted.

Many design guidelines recommend that grass be frequently mowed to maintain dense coverage near the ground surface. Recent research (Colwell et al., 2000) has shown mowing frequency or grass height has little or no effect on pollutant removal.

## **Summary of Design Recommendations**

- 1) The swale should have a length that provides a minimum hydraulic residence time of at least 10 minutes. The maximum bottom width should not exceed 10 feet unless a dividing berm is provided. The depth of flow should not exceed 2/3rds the height of the grass at the peak of the water quality design storm intensity. The channel slope should not exceed 2.5%.
- 2) A design grass height of 6 inches is recommended.
- 3) Regardless of the recommended detention time, the swale should be not less than 100 feet in length.
- 4) The width of the swale should be determined using Manning's Equation, at the peak of the design storm, using a Manning's n of 0.25.
- 5) The swale can be sized as both a treatment facility for the design storm and as a conveyance system to pass the peak hydraulic flows of the 100-year storm if it is located "on-line." The side slopes should be no steeper than 3:1 (H:V).
- 6) Roadside ditches should be regarded as significant potential swale/buffer strip sites and should be utilized for this purpose whenever possible. If flow is to be introduced through curb cuts, place pavement slightly above the elevation of the vegetated areas. Curb cuts should be at least 12 inches wide to prevent clogging.
- 7) Swales must be vegetated in order to provide adequate treatment of runoff. It is important to maximize water contact with vegetation and the soil surface. For general purposes, select fine, close-growing, water-resistant grasses. If possible, divert runoff (other than necessary irrigation) during the period of vegetation

establishment. Where runoff diversion is not possible, cover graded and seeded areas with suitable erosion control materials.

### **Maintenance**

The useful life of a vegetated swale system is directly proportional to its maintenance frequency. If properly designed and regularly maintained, vegetated swales can last indefinitely. The maintenance objectives for vegetated swale systems include keeping up the hydraulic and removal efficiency of the channel and maintaining a dense, healthy grass cover.

Maintenance activities should include periodic mowing (with grass never cut shorter than the design flow depth), weed control, watering during drought conditions, reseeding of bare areas, and clearing of debris and blockages. Cuttings should be removed from the channel and disposed in a local composting facility. Accumulated sediment should also be removed manually to avoid concentrated flows in the swale. The application of fertilizers and pesticides should be minimal.

Another aspect of a good maintenance plan is repairing damaged areas within a channel. For example, if the channel develops ruts or holes, it should be repaired utilizing a suitable soil that is properly tamped and seeded. The grass cover should be thick; if it is not, reseed as necessary. Any standing water removed during the maintenance operation must be disposed to a sanitary sewer at an approved discharge location. Residuals (e.g., silt, grass cuttings) must be disposed in accordance with local or State requirements. Maintenance of grassed swales mostly involves maintenance of the grass or wetland plant cover. Typical maintenance activities are summarized below:

- Inspect swales at least twice annually for erosion, damage to vegetation, and sediment and debris accumulation preferably at the end of the wet season to schedule summer maintenance and before major fall runoff to be sure the swale is ready for winter. However, additional inspection after periods of heavy runoff is desirable. The swale should be checked for debris and litter, and areas of sediment accumulation.
- Grass height and mowing frequency may not have a large impact on pollutant removal. Consequently, mowing may only be necessary once or twice a year for safety or aesthetics or to suppress weeds and woody vegetation.
- Trash tends to accumulate in swale areas, particularly along highways. The need for litter removal is determined through periodic inspection, but litter should always be removed prior to mowing.
- Sediment accumulating near culverts and in channels should be removed when it builds up to 75 mm (3 in.) at any spot, or covers vegetation.
- Regularly inspect swales for pools of standing water. Swales can become a nuisance due to mosquito breeding in standing water if obstructions develop (e.g. debris accumulation, invasive vegetation) and/or if proper drainage slopes are not implemented and maintained.

## **Cost**

### ***Construction Cost***

Little data is available to estimate the difference in cost between various swale designs. One study (SWRPC, 1991) estimated the construction cost of grassed channels at approximately \$0.25 per ft<sup>2</sup>. This price does not include design costs or contingencies. Brown and Schueler (1997) estimate these costs at approximately 32 percent of construction costs for most stormwater management practices. For swales, however, these costs would probably be significantly higher since the construction costs are so low compared with other practices. A more realistic estimate would be a total cost of approximately \$0.50 per ft<sup>2</sup>, which compares favorably with other stormwater management practices.



Table 2 Swale Cost Estimate (SEWRPC, 1991)

Component	Unit	Extent	Unit Cost			Total Cost		
			Low	Moderate	High	Low	Moderate	High
Mobilization / Demobilization -Light	Swale	1	\$107	\$274	\$441	\$107	\$274	\$441
Site Preparation								
Clearing <sup>a</sup> .....	Acre	0.5	\$2,200	\$3,800	\$5,400	\$1,100	\$1,900	\$2,700
Grubbing <sup>b</sup> .....	Acre	0.25	\$3,800	\$5,200	\$8,800	\$950	\$1,300	\$1,650
General Excavation <sup>c</sup> .....	Yd <sup>d</sup>	372	\$2.10	\$3.70	\$5.30	\$781	\$1,376	\$1,972
Level and Till <sup>e</sup> .....	Yd <sup>d</sup>	1,210	\$0.20	\$0.35	\$0.50	\$242	\$424	\$605
Sites Development								
Salvaged Topsoil	Yd <sup>d</sup>	1,210	\$0.40	\$1.00	\$1.80	\$484	\$1,210	\$1,938
Seed, and Mulch <sup>f</sup> ..	Yd <sup>d</sup>	1,210	\$1.20	\$2.40	\$3.60	\$1,452	\$2,904	\$4,368
Soil <sup>g</sup> .....								
Subtotal	--	--	--	--	--	\$5,116	\$9,388	\$13,680
Contingencies	Swale	1	25%	25%	25%	\$1,279	\$2,347	\$3,415
Total	--	--	--	--	--	\$6,395	\$11,735	\$17,075

Source: (SEWRPC, 1991)

Note: Mobilization/demobilization refers to the organization and planning involved in establishing a vegetative swale.

<sup>a</sup> Swale has a bottom width of 1.0 foot, a top width of 10 feet with 1:3 side slopes, and a 1,000-foot length.

<sup>b</sup> Area cleared = (top width + 10 feet) x swale length.

<sup>c</sup> Area grubbed = (top width x swale length).

<sup>d</sup> Volume excavated = (0.67 x top width x swale depth) x swale length (parabolic cross-section).

<sup>e</sup> Area tilled =  $(\text{top width} + \frac{8(\text{swale depth}^2)}{3(\text{top width})}) \times \text{swale length}$  (parabolic cross-section).

<sup>f</sup> Area seeded = area cleared x 0.5.

<sup>g</sup> Area sodded = area cleared x 0.5.

# Vegetated Swale

TC-30

**Table 3 Estimated Maintenance Costs (SEWRPC, 1991)**

Component	Unit Cost	Swale Size (Depth and Top Width)		Comment
		1.5 Foot Depth, One-Foot Bottom Width, 10-Foot Top Width	3-Foot Depth, 3-Foot Bottom Width, 21-Foot Top Width	
Lawn Mowing	\$0.85 / 1,000 ft <sup>2</sup> / mowing	\$0.14 / linear foot	\$0.21 / linear foot	Lawn maintenance area =(top width + 10 feet) x length. Mow eight times per year
General Lawn Care	\$9.00 / 1,000 ft <sup>2</sup> / year	\$0.18 / linear foot	\$0.28 / linear foot	Lawn maintenance area = (top width + 10 feet) x length
Swale Debris and Litter Removal	\$0.10 / linear foot / year	\$0.10 / linear foot	\$0.10 / linear foot	—
Grass Reseeding with Mulch and Fertilizer	\$0.30 / yd <sup>2</sup>	\$0.01 / linear foot	\$0.01 / linear foot	Area revegetated equals 1% of lawn maintenance area per year
Program Administration and Swale Inspection	\$0.15 / linear foot / year, plus \$25 / inspection	\$0.15 / linear foot	\$0.15 / linear foot	Inspect four times per year
<b>Total</b>	—	<b>\$0.58 / linear foot</b>	<b>\$ 0.75 / linear foot</b>	—

**Maintenance Cost**

Caltrans (2002) estimated the expected annual maintenance cost for a swale with a tributary area of approximately 2 ha at approximately \$2,700. Since almost all maintenance consists of mowing, the cost is fundamentally a function of the mowing frequency. Unit costs developed by SEWRPC are shown in Table 3. In many cases vegetated channels would be used to convey runoff and would require periodic mowing as well, so there may be little additional cost for the water quality component. Since essentially all the activities are related to vegetation management, no special training is required for maintenance personnel.

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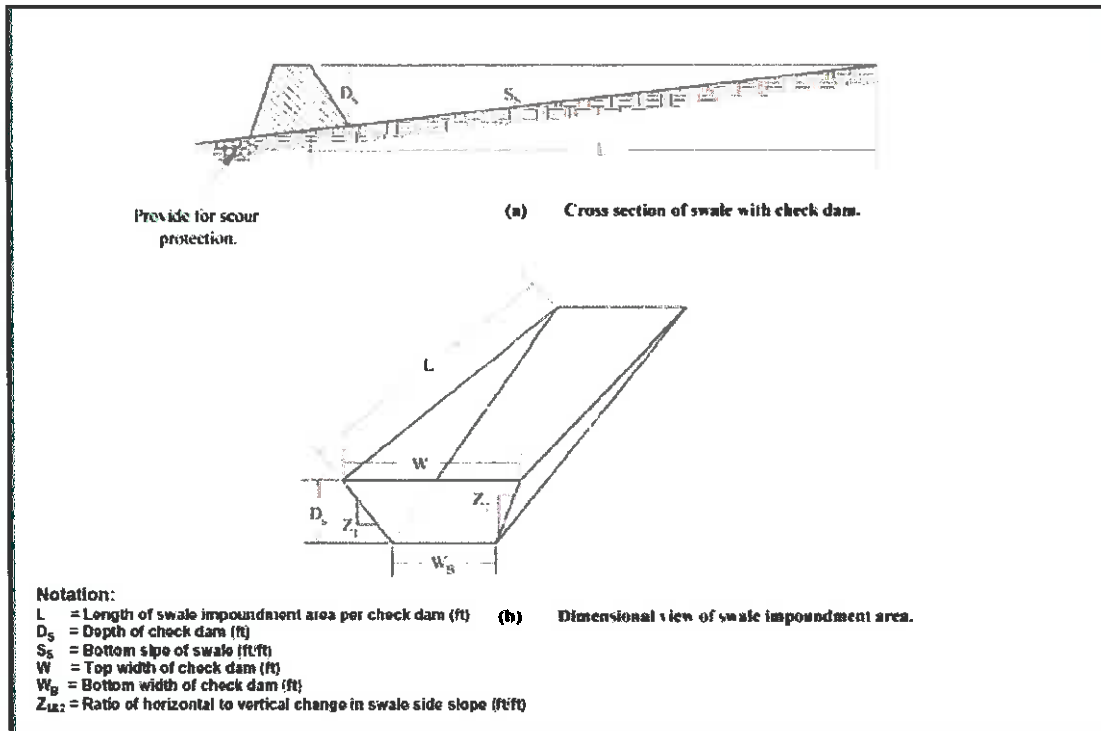
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# FLOGARD® TRENCH DRAIN FILTER

*A Modular Filter Designed for Narrow and Constricted Areas*

The FloGard Trench Drain Filter is a modular filter designed to collect sediment, debris and petroleum hydrocarbons from stormwater runoff into trench drain systems. It includes a UV-resistant woven geo-textile wrapped around a perforated core encapsulating a sorbent material which is easily replaced, providing for flexibility, ease of maintenance and economy.

For narrow and constricted areas often found in trench drains, the FloGard Trench Drain Filter provides an effective solution to comply with stormwater runoff issues. The units perform as an effective filtering device at low flows ("first flush"), and because of the built-in high-flow bypass, they will not impede the drainage system's maximum design flow.

FloGard Trench Drain Filters are available in sizes to fit most common trench drains. Contact Oldcastle Stormwater for additional sizes and project specific details.



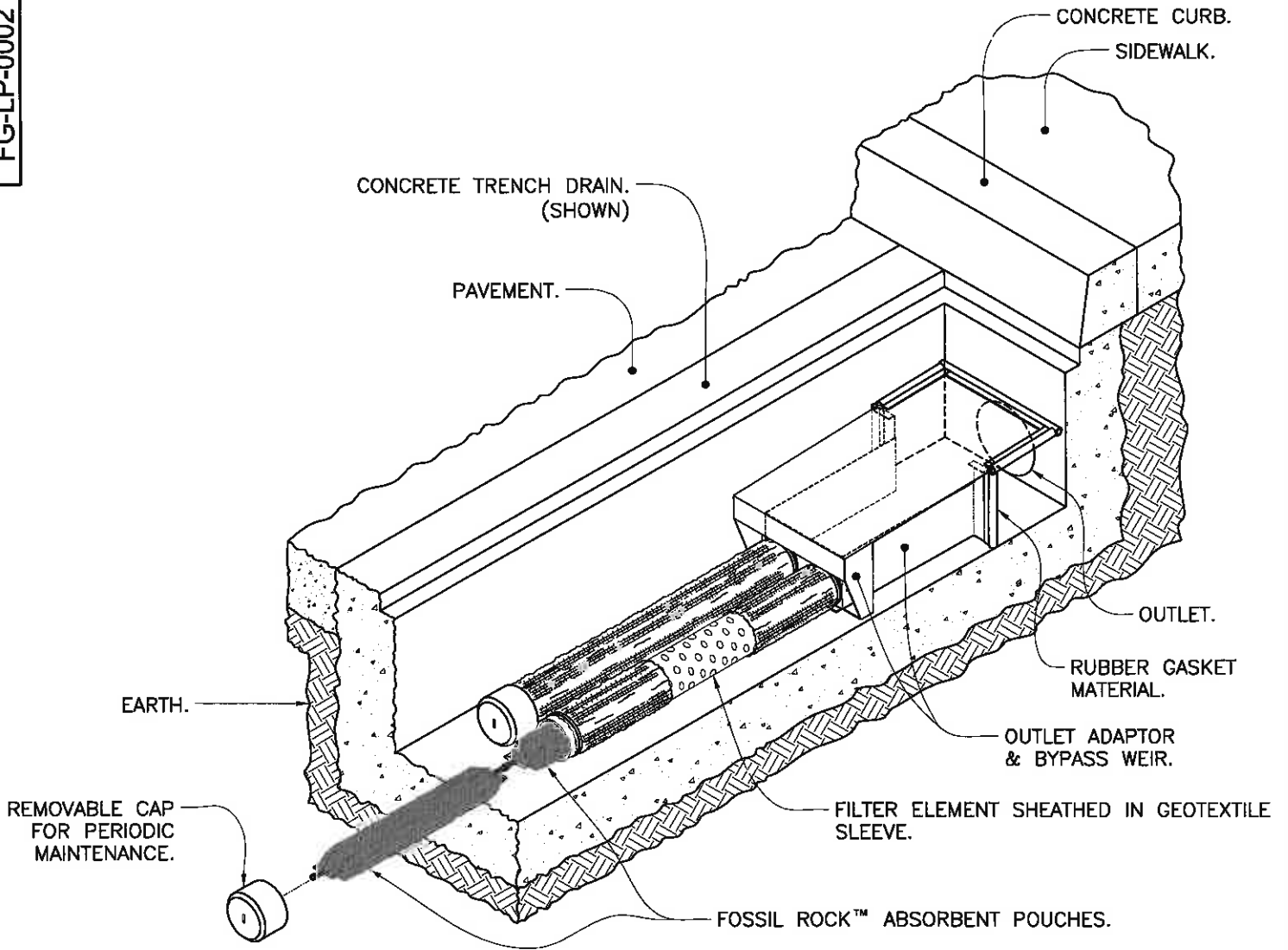
## SPECIFICATIONS

MODEL	FILTER TYPE	TRENCH WIDTH "ID" (CLEAR OPENING) (in)	MINIMUM TRENCH DEPTH (FROM BOTTOM OF GRATE) (in)	SOLIDS STORAGE CAPACITY (cu ft)**	FILTERED FLOW (cfs)**	TOTAL BYPASS CAPACITY (cfs)
FG-TDOF3	PIPE*	3.0	6.5	0.1	0.5	0.1
FG-TDOF4	PIPE*	4.0	6.5	0.2	0.5	0.1
FG-TDOF6	PIPE	6.0	6.5	0.4	0.5	0.2
FG-TDOF8	PIPE	8.0	6.5	0.7	0.5	0.3
FG-TDOF10	PIPE	10.0	6.5	0.9	0.5	0.5
FG-TDOF12	PIPE	12.0	6.5	0.9	1.0	0.6
FG-TDOF18	PIPE	18.0	6.5	1.3	1.5	1.1
FG-TDOF24	PIPE	24.0	6.5	1.8	2.0	1.5
FG-TDOA6	PANEL	6.0	4.5	0.4	0.2	0.2
FG-TDOA8	PANEL	8.0	4.5	0.7	0.2	0.3
FG-TDOA10	PANEL	10.0	4.5	0.8	0.3	0.5
FG-TDOA12	PANEL	12.0	4.5	1.0	0.4	0.6
FG-TDOA18	PANEL	18.0	4.5	1.4	0.8	1.1

\*ALTERNATIVE ADAPTER CONFIGURATION

\*\*CAPACITY PER 5-FT SEGMENT USED

Call us today (800) 579-8819 or visit our website for detailed product information, drawings and design tools at [www.oldcastlestormwater.com](http://www.oldcastlestormwater.com)



**NOTES:**

1. Filter insert shall have a high flow bypass feature.
2. Filter outlet adapter shall be constructed from stainless steel Type 304. Alternate outlet adaptor for shallow installations shall be PVC SCH-40. See detail B, sheet 2 of 2.
3. Filter medium shall be *Fossil Rock™*, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.
5. For alternate outlet adapter configurations used for extremely shallow trench drains contact Oldcastle Stormwater Solutions for engineering assistance.
6. Filter element should be a minimum of one half the length of trench. Confirm flow rate upon order.



Inlet  
Filtration

**FloGard®**  
**Catch Basin Insert Filter**  
**Trench Drain Style**



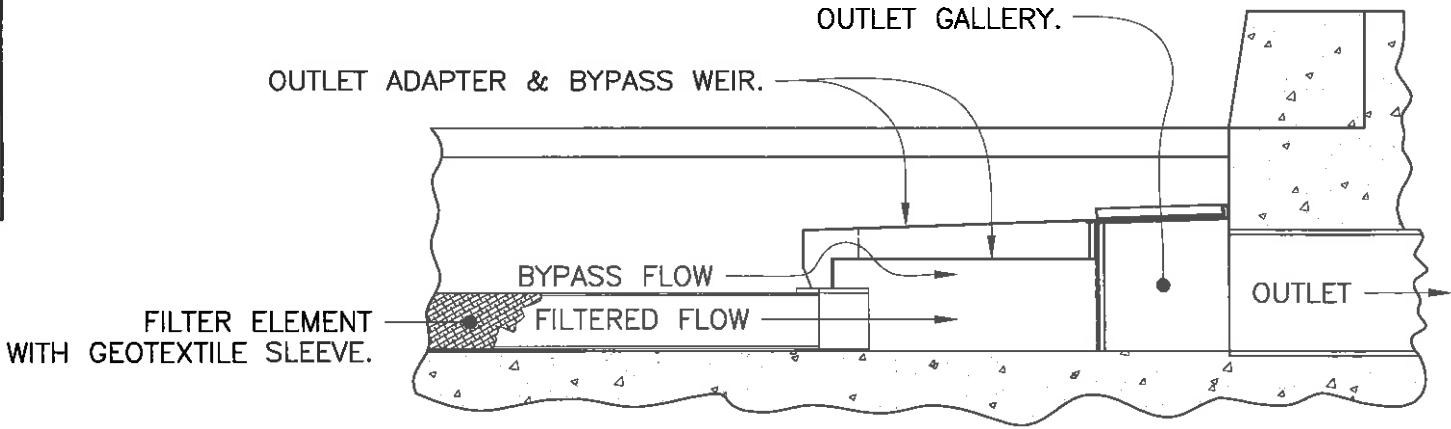
**Oldcastle®**  
**Stormwater Solutions**

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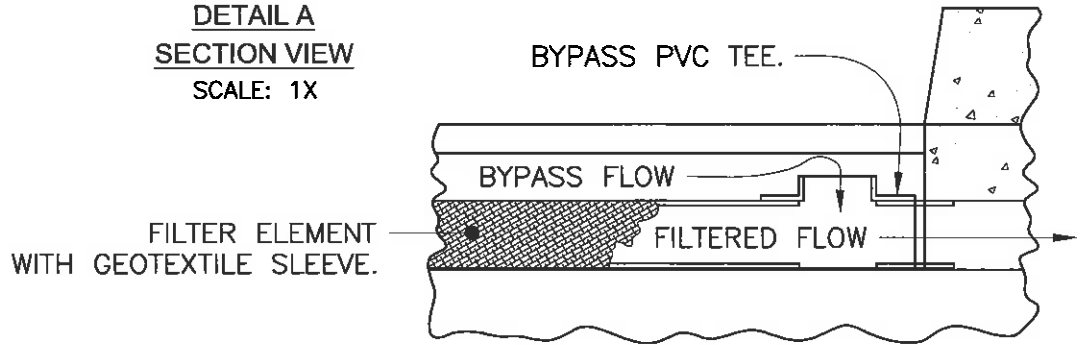
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DRAWING NO. FG-LP-0002	REV H	ECO ECO-0142 JPR 7/13/16	DATE JPR 2/21/07	SHEET 1 OF 2
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**DETAIL A**  
SECTION VIEW  
SCALE: 1X



**DETAIL B**  
SECTION VIEW  
ALTERNATE ADAPTER CONFIGURATION  
SCALE: 1X

SPECIFIER CHART						
MODEL	FILTER TYPE	TRENCH WIDTH "ID" (CLEAR OPENING)	MINIMUM TRENCH DEPTH (FROM BOTTOM OF GRATE)	SOLIDS STORAGE CAPACITY CUBIC FEET **	FILTERED FLOW CUBIC FEET / SECOND **	TOTAL BYPASS CAPACITY CUBIC FEET / SECOND
FG-TDOF3	PIPE *	3.0	6.5	0.1	0.5	0.1
FG-TDOF4	PIPE *	4.0	6.5	0.2	0.5	0.1
FG-TDOF6	PIPE	6.0	6.5	0.4	0.5	0.2
FG-TDOF8	PIPE	8.0	6.5	0.7	0.5	0.3
FG-TDOF10	PIPE	10.0	6.5	0.9	0.5	0.5
FG-TDOF12	PIPE	12.0	6.5	0.9	1.0	0.6
FG-TDOF18	PIPE	18.0	6.5	1.3	1.5	1.1
FG-TDOF24	PIPE	24.0	6.5	1.8	2.0	1.5
FG-TDOA6	PANEL	6.0	4.5	0.4	0.2	0.2
FG-TDOA8	PANEL	8.0	4.5	0.7	0.2	0.3
FG-TDOA10	PANEL	10.0	4.5	0.8	0.3	0.5
FG-TDOA12	PANEL	12.0	4.5	1.0	0.4	0.6
FG-TDOA18	PANEL	18.0	4.5	1.4	0.8	1.1
FG-TDOA24	PANEL	24.0	4.5	1.8	1.1	1.5

\* ALTERNATE ADAPTER CONFIGURATION. SEE DETAIL B.  
\*\*CAPACITY PER 5-FT. SEGMENT USED.



Inlet Filtration

**FloGard®**  
Catch Basin Insert Filter  
Trench Drain Style



**Oldcastle®**  
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DRAWING NO. FG-LP-0002	REV H	ECO ECO-0142	DATE JPR 7/13/16	DATE JPR 2/21/07	SHEET 2 OF 2
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# FLOGARD® DOWNSPOUT FILTER

*Reduces Pollution from Rooftop Runoff*

**Removes non-soluble solids**  
such as sediment, debris, metals  
and hydrocarbons.

**Corrosion-resistant**  
stainless steel accepts  
standard diameter  
downspout pipes.

**Variable design**  
can be flush mounted  
or recessed.

**Installation and**  
maintenance is easy  
and economical.

**Custom downspout**  
adapter shapes or  
sizes are available.  
Features standard round  
downspout connectors.

**Filter medium**  
can be customized depending  
on the pollutants of concern.

## Fully Scalable

Downspout Filter can be installed as a stand-alone treatment device or used in conjunction with other Oldcastle products as part of a total stormwater management solution.



*Ideal solution for ultra-urban sites with little to no property area outside of the building perimeter.*

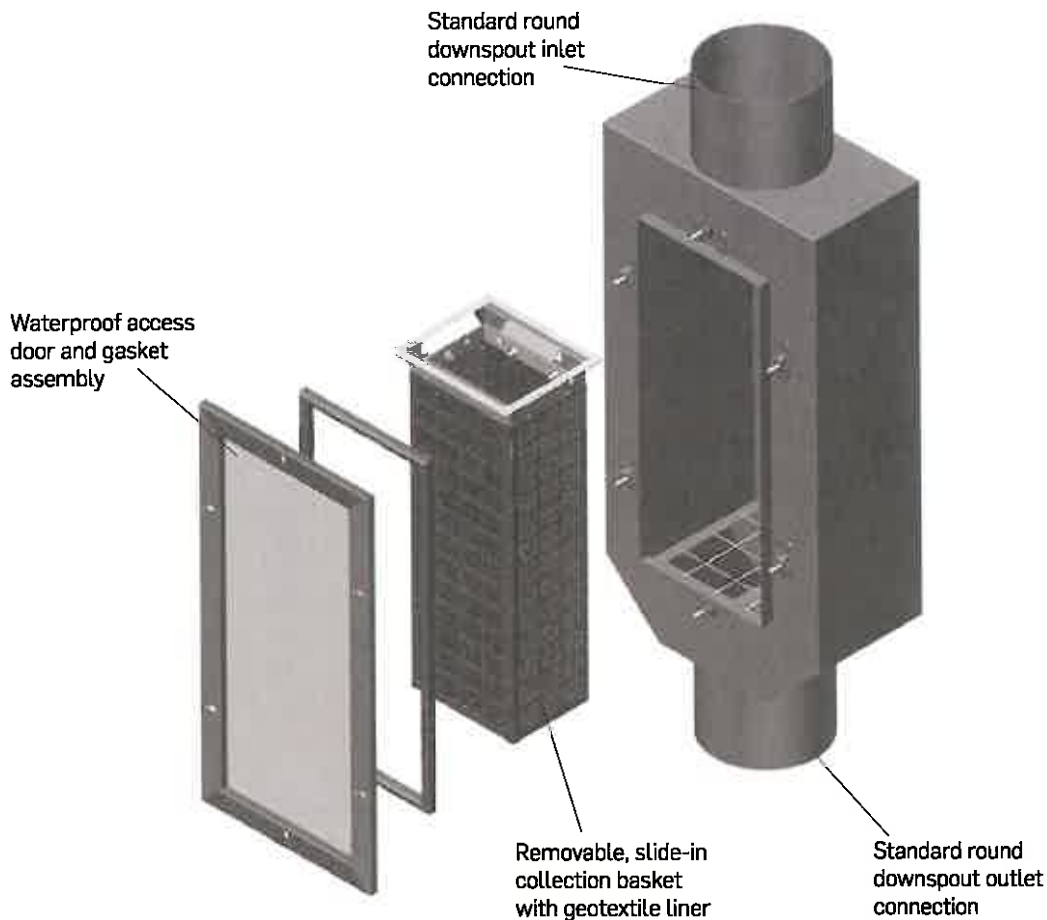
*Examples of such areas include downtown buildings and parking decks.*



*Features a pollutant collection basket for ease of maintenance*

## Collects Non-Soluble Pollutants from Rooftop Runoff

Downspout Filter is typically installed on commercial building downspout pipes for the removal of non-soluble pollutants normally found on building roofs and parking decks. The filter is an effective filtering device at low flows and incorporates a high-flow bypass to ensure the downspout conveyance capacity is not impeded.



### Specifications

Model No.	Inlet ID (dia, in)	Box OD (In x in x in)	Solid Storage (cu ft)	Filtered Flow (gpm)	Bypass Capacity (gpm)
FG-DS4	4	14 x 29 x 7.5	0.35	30	145
FG-DS6	6	14 x 29 x 7.5	0.35	85	425
FG-DS8	8	22 x 33 x 17.5	1.70	185	915
FG-DS10	10	22 x 33 x 17.5	1.70	325	1,650

Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

Filtered flow rate includes a safety factor of 2 to 1.

Available with standard Fossil Rock or other custom absorbents.

Should be used in conjunction with a regular maintenance program.

Refer to manufacturer's recommended guidelines.

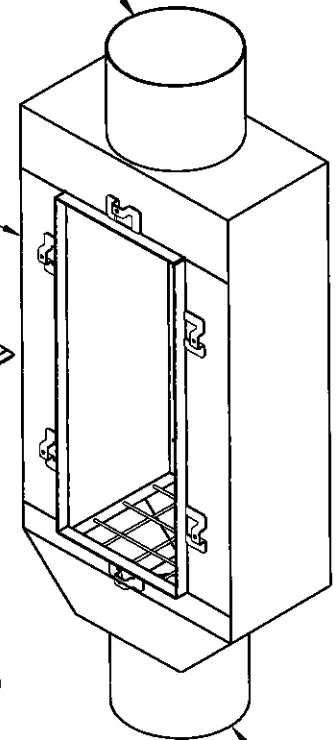
#### City of Los Angeles

- Research report #5584
- Filter is approved for use in the city of Los Angeles

DSF-0001

MODEL	INLET ID (Ø Inches)	BODY OD (Inches)	Solids Storage Capacity (Cu. Ft.)	Filtered Flow (GPM)	Bypass Capacity (GPM)
FG-DS4A	4	14 x 29 x 7.5	0.35	30	145
FG-DS6A	6	14 x 29 x 7.5	0.35	85	425

Ø4.00" OR Ø6.00" INLET.



DOWNSPOUT FILTER BODY.

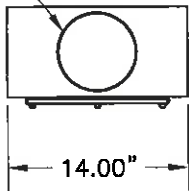
FILTER BASKET WITH BYPASS COLLAR.

ACCESS COVER GASKET.

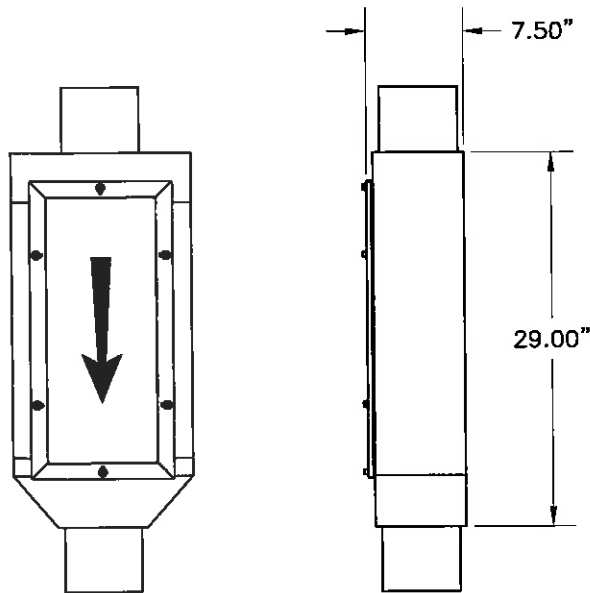
ACCESS COVER.

ACCESS COVER MOUNTING SCREWS.

Ø4.00" OR Ø6.00" SPOUT.



Ø4.00" OR Ø6.00" OUTLET.



**NOTES:**

1. FloGard® Downspout Filter is available to fit most industry standard downspouts (See Tabulation).
2. Filter Inserts shall have adequate bypass capacity to allow downspout to flow unimpeded at all times.
3. Filter assembly shall be constructed from stainless steel (type 304).
4. Filter medium shall be installed & maintained in accordance with manufacturer recommendations.



Inlet Filtration

**FloGard®**  
Downspout Filter  
Ø4.00" & Ø6.00" Sizes



**Oldcastle®**  
Stormwater Solutions

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DRAWING NO. DSF-0001	REV B	ECO ECO-0142 NEW 7/13/16	DATE JPR 2/11/09	SHEET 1 OF 1
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**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Mr. Kenneth Phung at (951) 955-5003.

The proposed project application may be viewed by prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org), and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 4:30 p.m., and by prescheduled appointment on Fridays, from 8:00 a.m. to 3:30 p.m. Office is closed on Friday, July 3. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:** July 9, 2020

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

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

**CASE DESCRIPTION:**

ZAP1390MA19 – PR Partners, LLC (Representative: Mike Naggar & Associates) – City of Perris Case Nos. PLN19-00012 (Specific Plan Amendment), PLN19-05287 (Zone Change), DPR19-00012 (Development Plan Review). A proposal to construct a 347,919 square foot industrial e-commerce and warehouse building on 16.1 acres located on the southwest corner of Perris Boulevard and Ramona Expressway. Also proposed is an amendment to the Perris Valley Commerce Center Specific Plan, and a proposal to change the site's zoning from Commercial to Light Industrial (Airport Compatibility Zones B1-APZ-II and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

March  
B1-APZII  
+C1

ALUC CASE NUMBER: ZAP1390 MA19 DATE SUBMITTED: November 8, 2019

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

**Applicant** PR Partners, LLC Phone Number 310-393-4141  
**Mailing Address** 11601 Wilshire Blvd. Suite 2110 Email mtb@pdpilc.net  
Los Angeles, CA 90025

**Representative** Mike Naggar & Associates, Inc Phone Number 951-437-4329  
**Mailing Address** 445 South D Street Email carissa@naggarinc.com  
Perris, CA 92570

**Property Owner** PR Partners, LLC Phone Number 310-393-4141  
**Mailing Address** 11601 Wilshire Blvd. Suite 2110 Email mtb@pdpilc.net  
Los Angeles, CA 90025

### LOCAL JURISDICTION AGENCY

**Local Agency Name** City of Perris Phone Number 951-943-5003  
**Staff Contact** Kenneth Phung Email kphung@cityofperris.org  
**Mailing Address** 135 N. D Street Case Type  
Perris, CA 92570

**Local Agency Project No** SPA Zone 4 PLN19-00012 and PLN19-05287  
 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** SWC or Perris and Ramona EXPY, Perris, CA  
**Assessor's Parcel No.** 303-060-020 **Gross Parcel Size** 16  
**Subdivision Name** **Nearest Airport and distance from Airport** Approx. 6 miles from March ARB  
**Lot Number**

### PROJECT DESCRIPTION

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

**Existing Land Use (describe)** This vacant land is zoned commercial. It was our desire to bring a commercial project to the commission. However, since this property straddles airport zones B1 APZII and C1, we are having a next to impossible time getting potential users for a commercial project. First and foremost, due to the two airport zones, we are not able to procure insurance for any construction loan or insurance for any building constructed, especially after the recent military air-craft crash. After the necessary disclosures, no commercial entity will show any (continued onto exhibit A - see attached)...

Proposed Land Use (describe)	Specific Plan Amendment for PVCC and Zone change from Commercial to Light Industrial.	
	Proposed 347,919 square foot tilt up building.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____	
For Other Land Uses (See Appendix C)	Hours of Operation	To be determined
	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)	36 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	_____ _____ _____

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

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** July 9, 2020

**CASE NUMBER:** ZAP1425MA20 – Rockefeller Group (Representative: EPD Solutions)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** BNR2000056 (Building Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL from aircraft

**MAJOR ISSUES:** At the time this staff report was written, the Air Force has not completed its review of the project.

**RECOMMENDATION:** Staff recommends that the Commission CONTINUE the matter to the August 13, 2020 meeting, pending completion of the Air Force review of the project.

**PROJECT DESCRIPTION:** The applicant proposes to establish rooftop solar panels totaling 210,000 square feet on a 345,006 square foot industrial manufacturing building on 16.86 acres.

The original proposal (ZAP1363MA19) to establish a 345,006 square foot industrial manufacturing building on 16.86 acres was found consistent by the Commission on May 9, 2019.

**PROJECT LOCATION:** The site is 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, approximately 18,220 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**



Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which limits average intensity to 200 people per acre and 500 people per single acre. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, no comments have been received from the Air Force regarding this project.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 210,000 square foot square foot photovoltaic (PV) panel structures would be located on the rooftop of the 345,006 square foot industrial manufacturing building within Compatibility Zone C2.

#### *Glint and Glare/Reflectivity*

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

The project proposes 210,000 square feet of solar panels on the building rooftop with a fixed tilt of 15 degrees with no rotation, and an orientation of 180 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 5.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image ("green" level glare) in the downwind portion of the Runway 14/32 C-17/KC-135 traffic pattern, totaling 265 minutes of "green" level glare, lasting up to 10 minutes a day, between November and March from 6:00 a.m. to 7:00 a.m. (daylight standard time).

The total of 265 minutes of "green" level glare represents less than 1 percent of total day light time.

*Electrical and Communication Interference*

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Prohibited and Discouraged Uses: Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would result in a low potential for temporary after-image (“green” level) which has been determined by the Federal Aviation Administration (FAA) to be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. Staff has included conditions to remedy unanticipated situations.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building. As a non-noise sensitive use, no mitigation measures are necessary.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 18,220 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,670 feet AMSL. The site’s finished floor elevation is 1,498 feet AMSL and the proposed building height is 51 feet, for a top point elevation of 1,549 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

The proposed rooftop solar panel project would not increase the approved height of the building.

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

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children’s schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:  
  
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic

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

8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 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. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 15 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 210,000 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
11. 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.
12. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent

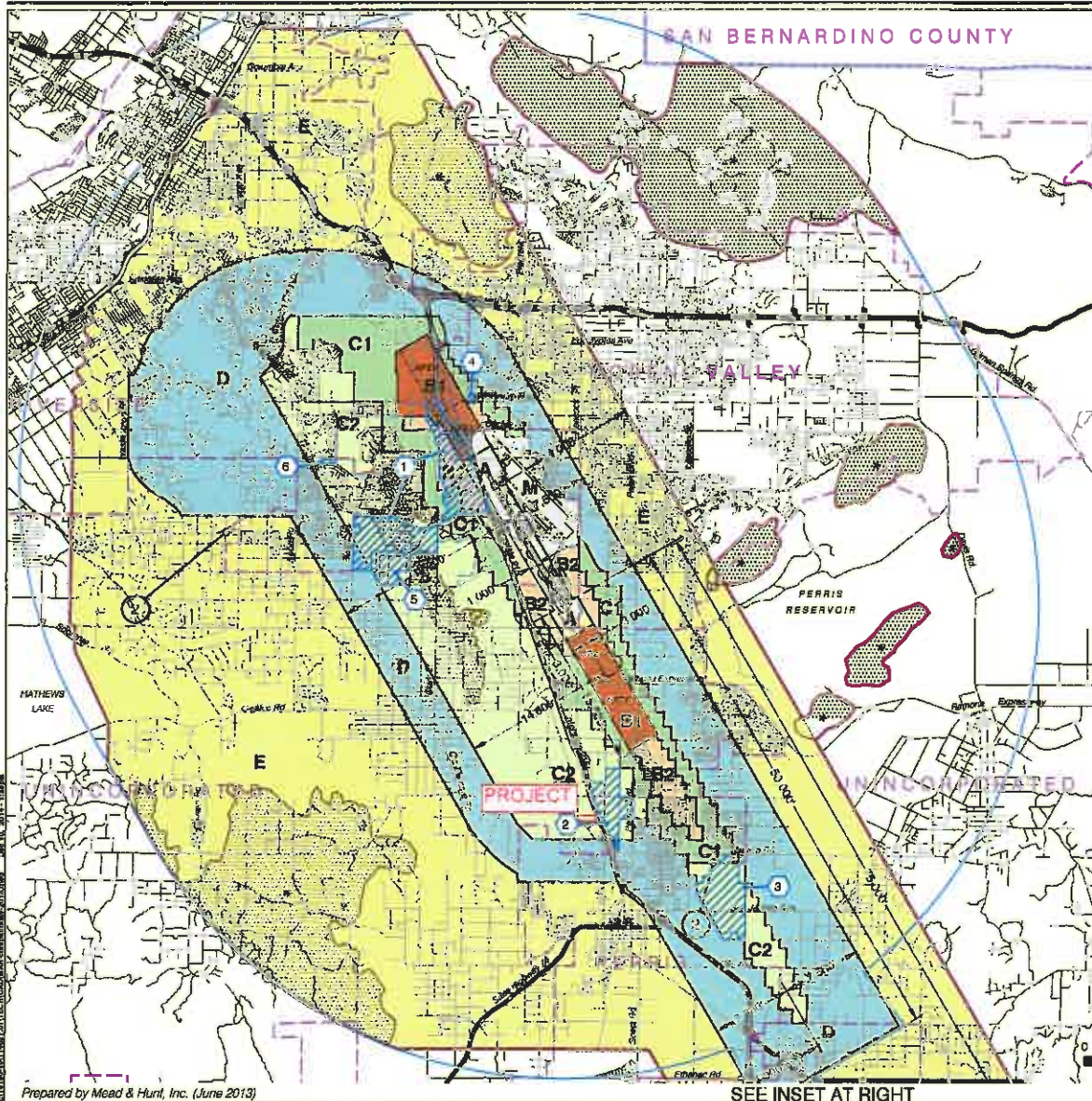


recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence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

Y:\AIRPORT CASE FILES\March\ZAP1425MA20\ZAP1425MA20sr.doc

# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

**Compatibility Zones**

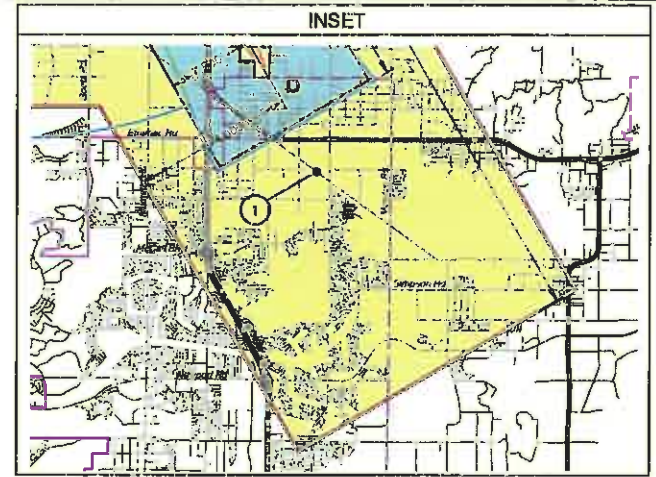
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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



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



Base map source: County of Riverside 2013

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

Map MA-1

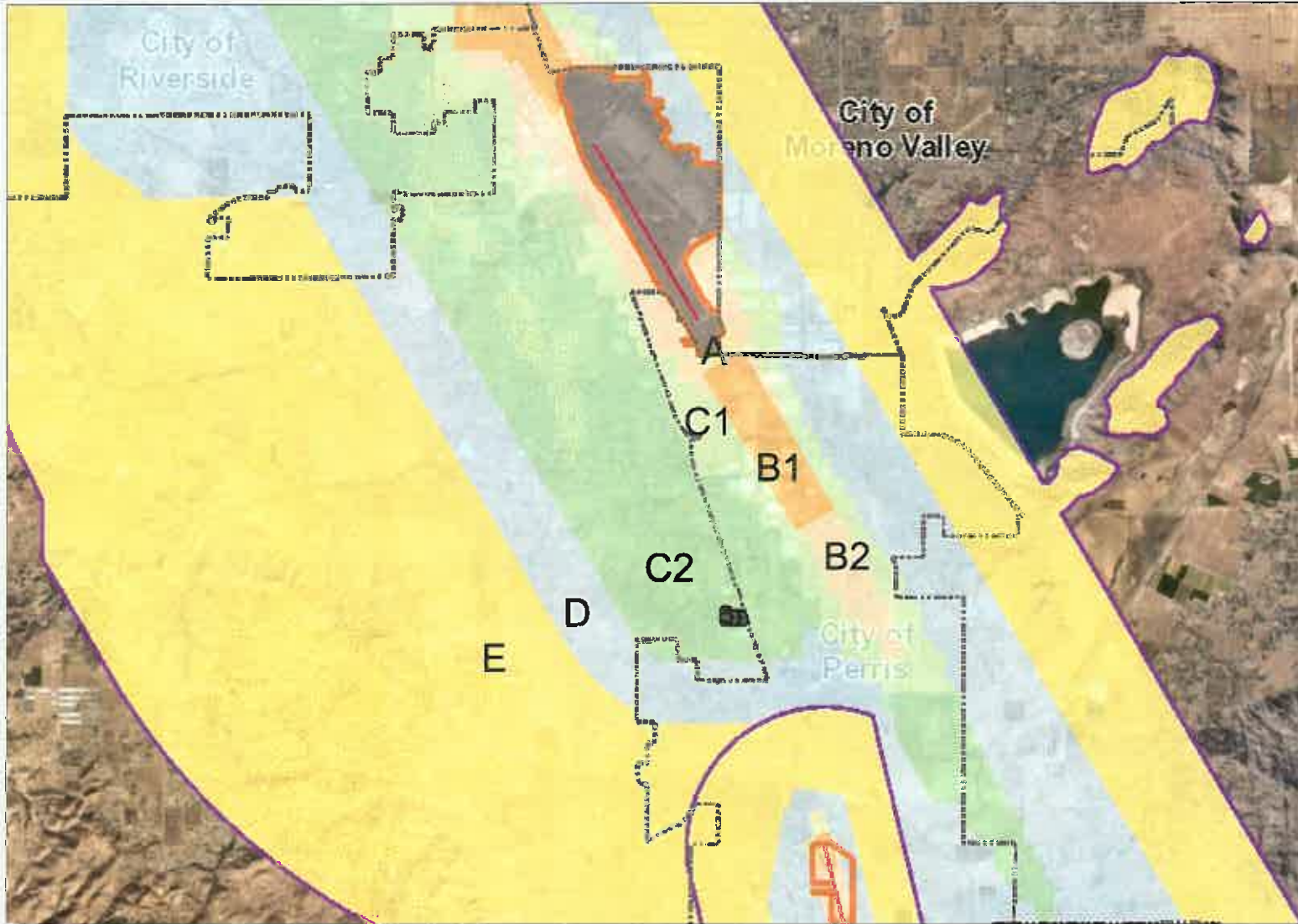
**Compatibility Map  
March Air Reserve Base / Inland Port Airport**

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

SEE INSET AT RIGHT



# Map My County Map



## Legend

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



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## Notes

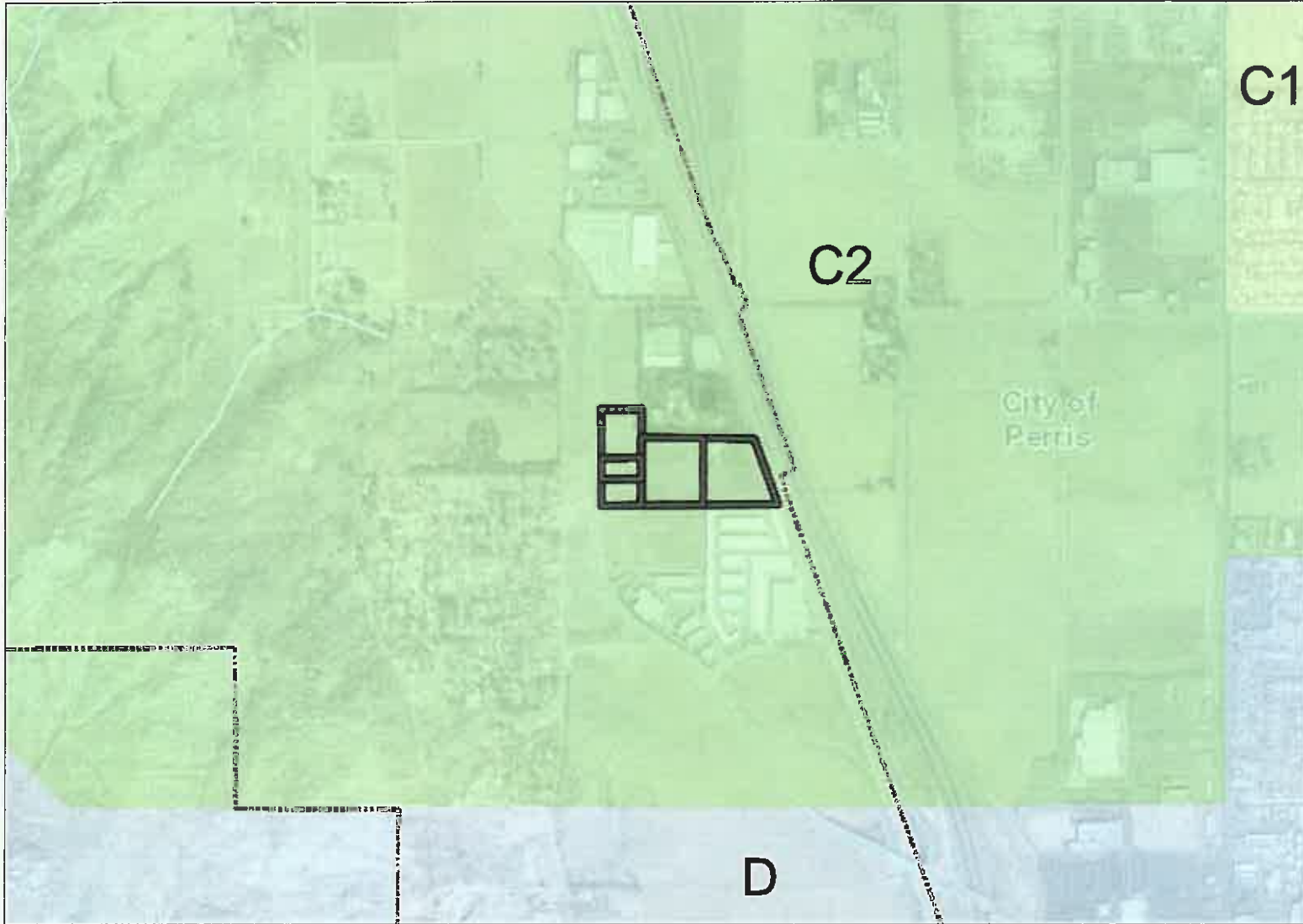


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# Map My County Map



**Legend**

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



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**Notes**



# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map

### Notes



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0 1 3,032 Feet  
516

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# Map My County Map



## Legend

-  City Areas
-  World Street Map



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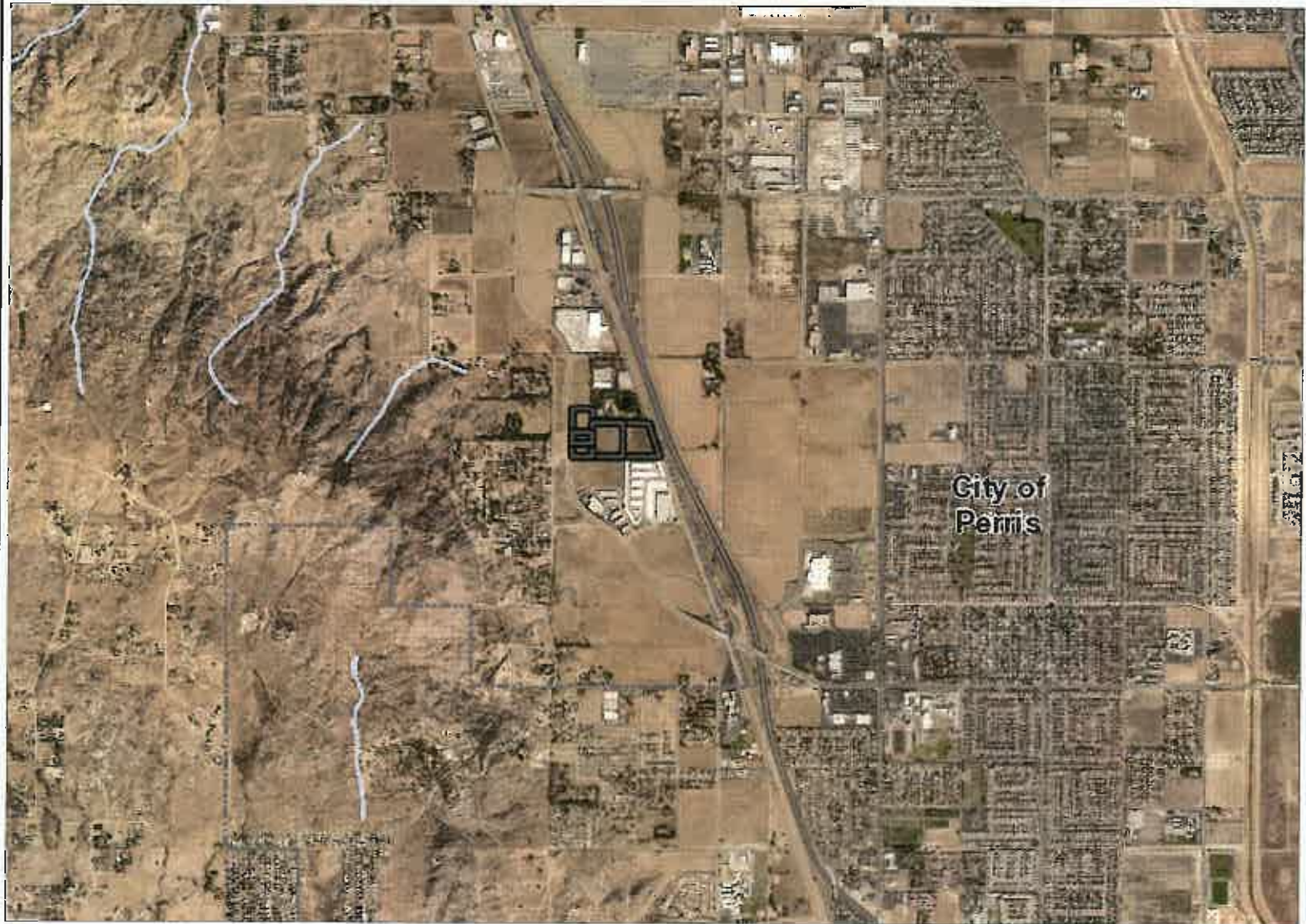
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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

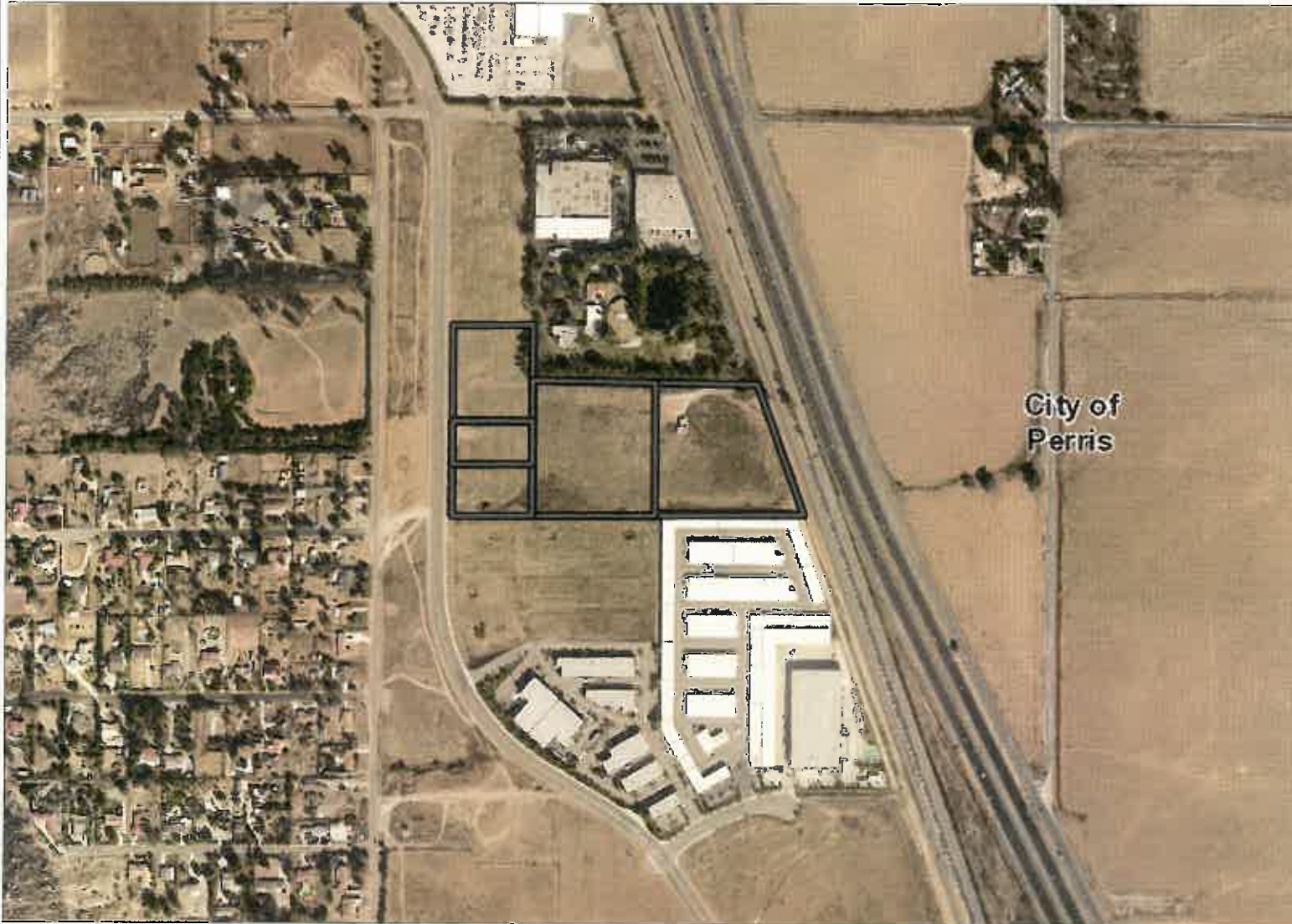
0 3 6,064 Feet  
032

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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







# FORGESOLAR GLARE ANALYSIS

Project: **Newcastle Harvill Logistics, LLC**

Newcastle Harvill Logistics Rooftop fixed-tilt PV array

Site configuration: **Newcastle Harvill PV**

Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 19:06 on 23 Dec, 2019.

## U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
Time interval: 1 min  
Ocular transmission coefficient: 0.5  
Pupil diameter: 0.002 m  
Eye focal length: 0.017 m  
Sun subtended angle: 9.3 mrad  
Site Config ID: 34572.6349



## PV Array(s)

**Name:** Newcastle Harvil PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 15.0°  
**Orientation:** 180.0°  
**Rated power:** 3000.0 kW  
**Panel material:** Smooth glass without AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.812595	-117.242087	1510.07	20.00	1530.07
2	33.812609	-117.239078	1510.07	20.00	1530.07
3	33.811920	-117.239078	1510.07	20.00	1530.07
4	33.811926	-117.242094	1510.07	20.00	1530.07

## Flight Path Receptor(s)

**Name:** C/KC, Rwy 14 Base

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

**Name:** C/KC, Rwy 14 Crosswind

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

**Name:** C/KC, Rwy 14 Downwind

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

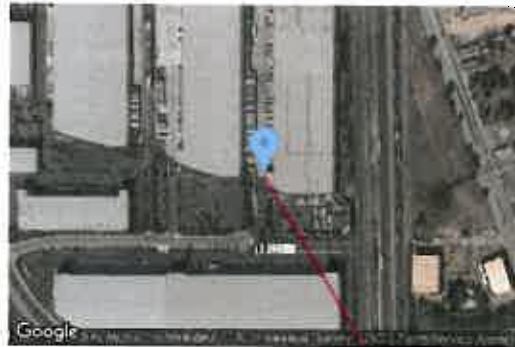
**Azimuthal view:** 50.0°



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



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



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

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



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

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



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



**Name:** C/KC, Rwy 32 Crosswind

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

**Name:** C/KC, Rwy 32 Downwind

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

**Name:** C/KC, Rwy 32 Final

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

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



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

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



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

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



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

**Name:** GA, Rwy 12 Downwind

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

**Name:** GA, Rwy 12 Final

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

**Name:** GA, Rwy 14 Base

**Description:** None

**Threshold height:** 0 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



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

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



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

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



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

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



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

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



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

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



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

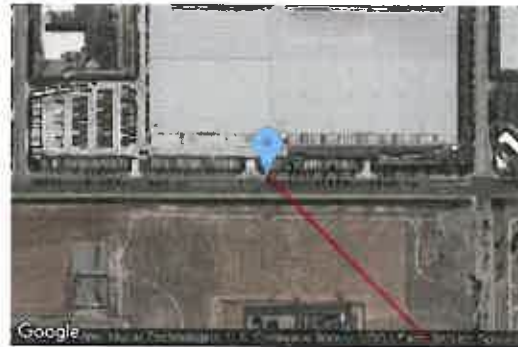
**Name:** GA, Rwy 30 Crosswind  
**Description:** None  
**Threshold height:** 0 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



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



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



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

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



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

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



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

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



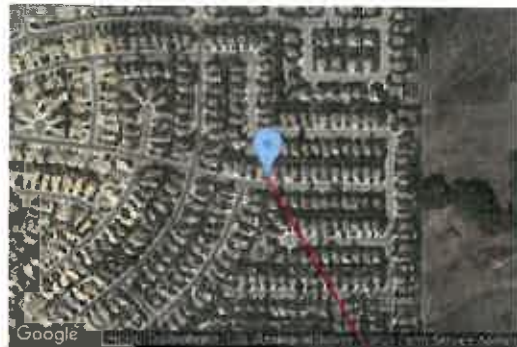
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844669	-117.250119	1500.07	1500.07	3000.15
Two-mile	33.848078	-117.243236	1500.07	1500.07	3000.15

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



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

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



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

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



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

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



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

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



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

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



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

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



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

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



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



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



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

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



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

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



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

## Discrete Observation Receptors

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

Map image of 1-ATCT



## GLARE ANALYSIS RESULTS

### Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
Newcastle Harvill PV	15.0	180.0	265	0	6,912,000.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	265	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0
GA, Rwy 12 Base	0	0

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

## **Results for: Newcastle Harvill PV**

<b>Receptor</b>	<b>Green Glare (min)</b>	<b>Yellow Glare (min)</b>
C/KC, Rwy 14 Base	0	0
C/KC, Rwy 14 Crosswind	0	0
C/KC, Rwy 14 Downwind	265	0
C/KC, Rwy 14 Final	0	0
C/KC, Rwy 14 Upwind	0	0
C/KC, Rwy 32 Base	0	0
C/KC, Rwy 32 Crosswind	0	0
C/KC, Rwy 32 Downwind	0	0
C/KC, Rwy 32 Final	0	0
C/KC, Rwy 32 Upwind	0	0

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

**Flight Path: C/KC, Rwy 14 Base**

0 minutes of yellow glare  
0 minutes of green glare

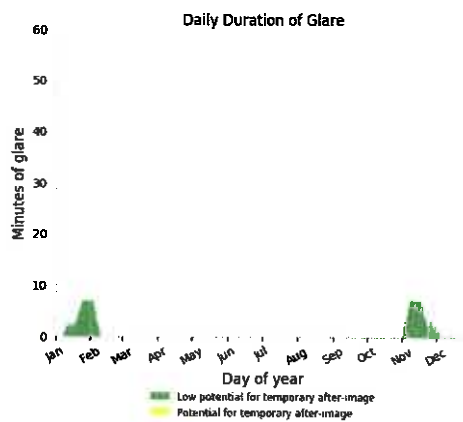
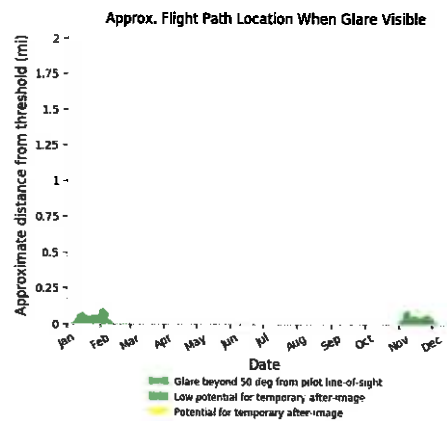
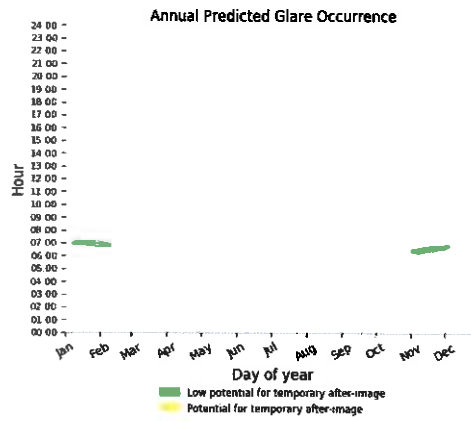
**Flight Path: C/KC, Rwy 14 Crosswind**

0 minutes of yellow glare  
0 minutes of green glare

**Flight Path: C/KC, Rwy 14 Downwind**

0 minutes of yellow glare  
265 minutes of green glare





## Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

## Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare

0 minutes of green glare

## Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

## Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: C/KC, Rwy 32 Downwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: C/KC, Rwy 32 Final**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: C/KC, Rwy 32 Upwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 12 Base**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 12 Crosswind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 12 Downwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 12 Final**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 14 Base**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 14 Crosswind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 14 Downwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 14 Final**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 14 Upwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 30 Base**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 30 Crosswind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 30 Downwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 30 Final**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 30 Upwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 32 Base**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA, Rwy 32 Crosswind**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: GA, Rwy 32 Downwind**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: GA, Rwy 32 Final**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: GA, Rwy 32 Upwind**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: OHead, Rwy 14 Downwind**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: OHead, Rwy 14 Final**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: OHead, Rwy 14 Initial**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: OHead, Rwy 32 Downwind**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: OHead, Rwy 32 Final**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: OHead, Rwy 32 Initial**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: Rwy 12-Upwind**

0 minutes of yellow glare



0 minutes of green glare

## **Point Receptor: 1-ATCT**

0 minutes of yellow glare

0 minutes of green glare

## **Assumptions**

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

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

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

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

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

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

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

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

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

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

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



**ENERT/S**

Report prepared for:  
**EPD Solutions, Inc & Newcastle Harvill  
Logistics, LLC**

**Owner's Engineering Report for  
Solar Glare Hazard Analysis,  
Newcastle Harvill Logistics,  
Perris, California**

December 28<sup>th</sup>, 2019





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## 1. EXECUTIVE SUMMARY

EPD Solutions, Inc (hereinafter, EPD or the Client) is supporting development a property for Newcastle Harvill Logistics, LLC, on Harvill Ave near Orange Ave. in Perris, California (hereinafter, the Project). The project is planning to have roof-mounted photovoltaic modules and arrays mounted on the building roof, and as the project is within range of nearby March Air Reserve Base (March AFB) the Authorities Having Jurisdiction (AHJs) request a Solar Glare Hazard Analyses be completed in order to prove no excessive glint or glare will be created by the Project to interfere with pilots or the control tower operating at this facility.

Enertis Solar, LLC (hereinafter, Enertis, Owner’s Engineer or OE) has completed the required analysis using acceptable solar glare hazard (SGH) analysis software on a possible roof-mounted PV array, and found the project to **PASS** analysis compliant with Airport Land Use Commission, FAA and USAF regulations. Inputs, model parameters and results from this analysis program are documented and included in the Appendices.

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



Figure 1-1 Site location, March AFB and surrounding areas



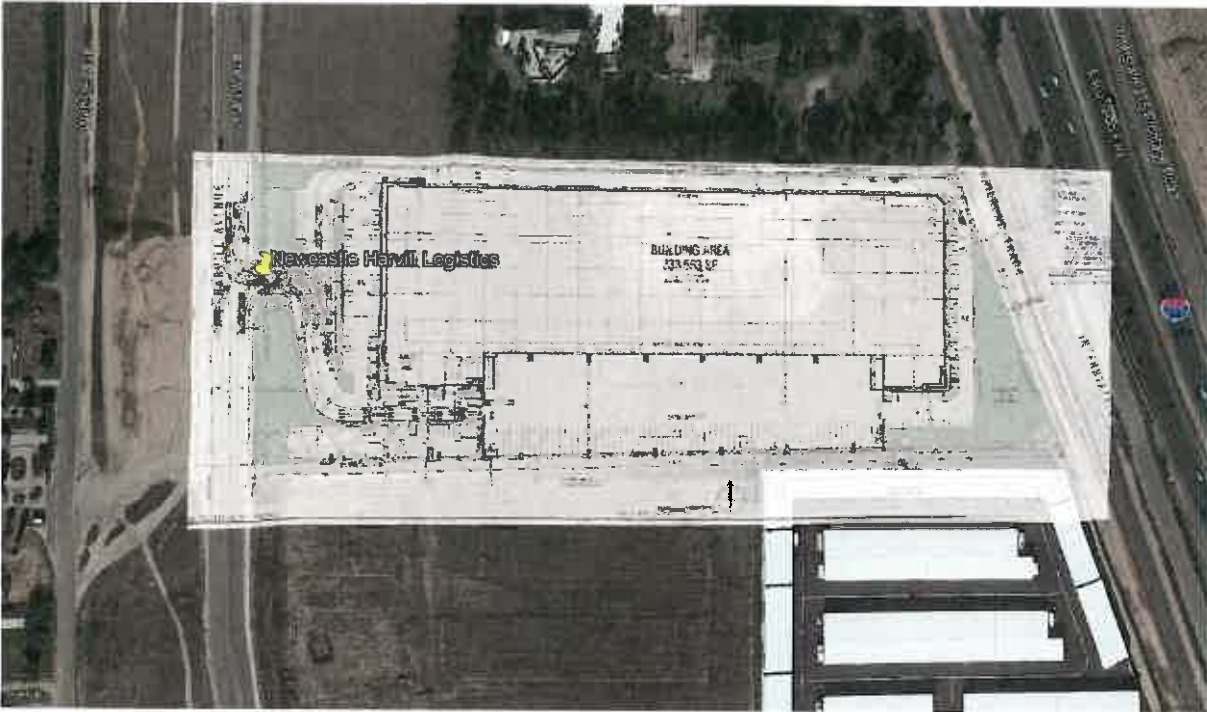


Figure 1-2 Detailed aerial view of project area, with Planning overlay

## 2. SOLAR GLARE HAZARD ANALYSIS, METHOD and RESULTS

### 2.1. Solar Glare Analysis Tools and Standards

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

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

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

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

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

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

### 2.2. Customer-provided Information

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

Customer-Supplied Information	
Item	Description
18143-00-0-A1-1PN.pdf	Site Plan of proposed development, Newcastle Harvill Logistics, LLC  By RGA Office of Architectural Design, Inc

**Table 2-1** Summary of reference information provided

### 2.3. Preliminary Photovoltaic Array Design

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

Conference discussions with the Client confirmed the site will likely be a fixed-tilt, roof-mounted modern photovoltaic project. Enertis applied best practices and selected likely product components, based on best practices and common project selections in our extensive portfolio.

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

The PV system summary is included below:

Photovoltaic Design Parameters and Information	
Parameter	Selection, Description or Information
PV Modules	Canadian Solar, M#CS3U-375 (up to -395) or equal. High efficiency monosilicone PERC PV modules; 1000V / 1500V DC No Anti-Glare coating or treatment is assumed as coating and benefits may degrade with age
PV Racking Systems	<ol style="list-style-type: none"> <li>1. Unirac, RM10 series;</li> <li>2. Panel Claw, clawFR series;</li> <li>3. or equal</li> </ol> 15 Degree fixed tilt ballasted roof-top PV racking system
Inverters, Balance of System	Likely 1000-volt DC-rated PV system (rated peak voltage); connected to string-level inverters, 60-120kW AC each; These sub-systems have no significant reflective surfaces or impact to the glare analysis. Electrical enclosures, less than 2 square feet roof area per unit, housed in finished, exterior-rated gray metal or fiberglass enclosures.

<p>Assumed buildable PV array roof area, and resulting approximate PV system size</p>	<p>Gross rectangular is approximation of potential PV array area, based on Customer-supplied information.</p> <p>Area estimates do not include any significant space offsets for HVAC systems, vertical structures creating shading offset areas, etc.</p> <p>PV Module power density is approximately 19 watts DCp per square foot of active PV area, based on the PV module class listed.</p> <p>Rooftop Arrangement: Approx 210,000 square feet gross roof area                  Allow for service and mechanical aisles, each 100-150', in each direction                  75% maximum roof coverage ratio, for active PV area to total roof area                  Maximum 160,000 square feet active array area                  180 deg (south facing) azimuth and front building façade; 15 degree fixed tilt PV system                  19 watts DCp per square foot, in modern standard PV modules  <u>Maximum</u> PV system size approximately 3,000 kW DCp, without set-aside area for HVAC or other obstructions;                  A value of <b>3,000kW</b> was used in GlareGauge modeling</p>
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Table 2-2 Summary of Preliminary Photovoltaic Design

### 2.4. Air Force / Base Requirements

Enertis had previously received flight path coordinate information and USAF requirements from the prevailing Airport Land Use Commission (ALUC), as applies to Solar Glare Analysis and PV approvals near March AFB.

- The FAA Interim Policy for Solar Glare identifies only the 2-mile approach as the flight path that needs to be analyzed for glare impacts.
- March Air Reserve Base and the USAF have supplemental requirements to review all active as well as alternate and special-use flight paths be reviewed for glare impacts.

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

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



	Threshold			2-mile point		
	Lat	Lon	Elev	Lat	Lon	Elev
<b>Rwy 12/30 GA Rectangular Analysis</b>						
GA, Rwy 12 Upwind	N 33° 53' 03.55"	W 117° 15' 12.73"	1,500	N 33° 52' 33.85"	W 117° 14' 37.00"	2,800
GA, Rwy 30 Final	N 33° 52' 33.85"	W 117° 14' 37.00"	2,800	N 33° 53' 03.55"	W 117° 15' 12.73"	1,500
GA, Rwy 30 Base	N 33° 52' 50.93"	W 117° 13' 46.08"	2,800	N 33° 52' 33.85"	W 117° 14' 06.43"	2,800
GA, Rwy 12 Crosswind	N 33° 52' 33.89"	W 117° 14' 06.43"	2,800	N 33° 52' 50.93"	W 117° 13' 45.08"	2,800
GA, Rwy 12 Downwind	N 33° 53' 16.43"	W 117° 13' 46.14"	2,800	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800
GA, Rwy 30 Downwind	N 33° 54' 37.20"	W 117° 15' 23.29"	2,800	N 33° 53' 16.43"	W 117° 13' 46.14"	2,800
GA, Rwy 12 Base	N 33° 54' 37.16"	W 117° 15' 53.88"	2,800	N 33° 54' 20.13"	W 117° 16' 14.24"	2,800
GA, Rwy 30 Crosswind	N 33° 54' 20.13"	W 117° 16' 14.24"	2,800	N 33° 54' 37.16"	W 117° 15' 53.88"	2,800
GA, Rwy 12 Final	N 33° 53' 54.63"	W 117° 16' 14.19"	2,800	N 33° 53' 24.93"	W 117° 15' 35.45"	1,500
GA, Rwy 30 Upwind	N 33° 53' 24.93"	W 117° 15' 35.45"	1,500	N 33° 53' 54.63"	W 117° 16' 14.19"	2,800

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

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



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

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



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

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

### 2.5. Results

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

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

## FORGESOLAR GLARE ANALYSIS

**Project: Newcastle Harvill Logistics, LLC**  
Newcastle Harvill Logistics Rooftop fixed-tilt PV array

**Site configuration: Newcastle Harvill PV**  
Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 19:08 on 23 Dec, 2019.

### U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

**Figure 2-3** Report and system summary, GlareGauge

### 3. APPENDICES

#### 3.1. Appendix 1 – Technical Reference Sheets

##### Canadian Solar, Monocrystalline, High efficiency PV modules

**NEW**

**CanadianSolar**

**KuMax**  
HIGH EFFICIENCY MONO PERC MODULE  
CS3U-375 | 380 | 385 | 390 | 395MS  
(1000 V / 1500 V)

**MORE POWER**

- Low power loss in cell connections
- Low INMOT: 4L ± 3 °C  
Low temperature coefficient (Pmax): -0.31 % / °C
- Better shading tolerance
- High PTC rating of up to 85.15 %

**MORE RELIABLE**

- Lower hot spot temperature
- Minimize micro-cracks
- Heavy snow load up to 5488 Pa, wind load up to 2000 Pa\*

**25 YEARS** linear power output warranty\*

**10 YEARS** product warranty on materials and craftsmanship\*

\*According to the applicable Canadian Solar United Warranty Statement.

**MANAGEMENT SYSTEMS CERTIFICATES**

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

**PRODUCT CERTIFICATES\***

- IEC 61215 / IEC 61730: VDE / CE / CQC / MCS / IS / INMETEC
- UL 1703 / IEC 61215 performance; CEC Midat (US)
- UL 1703: CSA / IEC 61701 BDI: VDE / IEC 62716: VDE / IEC 60088 2-GB; SGS Take-away

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

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

\* For details of information, please refer to the Installation Manual

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

Unirac, Roof Mount RM10 series PV racking solution

# ROOFMOUNT



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



**SIMPLE DESIGN • FAST INSTALLATION**

SIMPLE DESIGN • AVAILABILITY • DESIGN TOOLS • QUALITY PROVIDER

### 3.2. Appendix 2 – USAF Flight Path Coordinate Requirements

As received from Riverside County Airport Land Use Commission representatives.

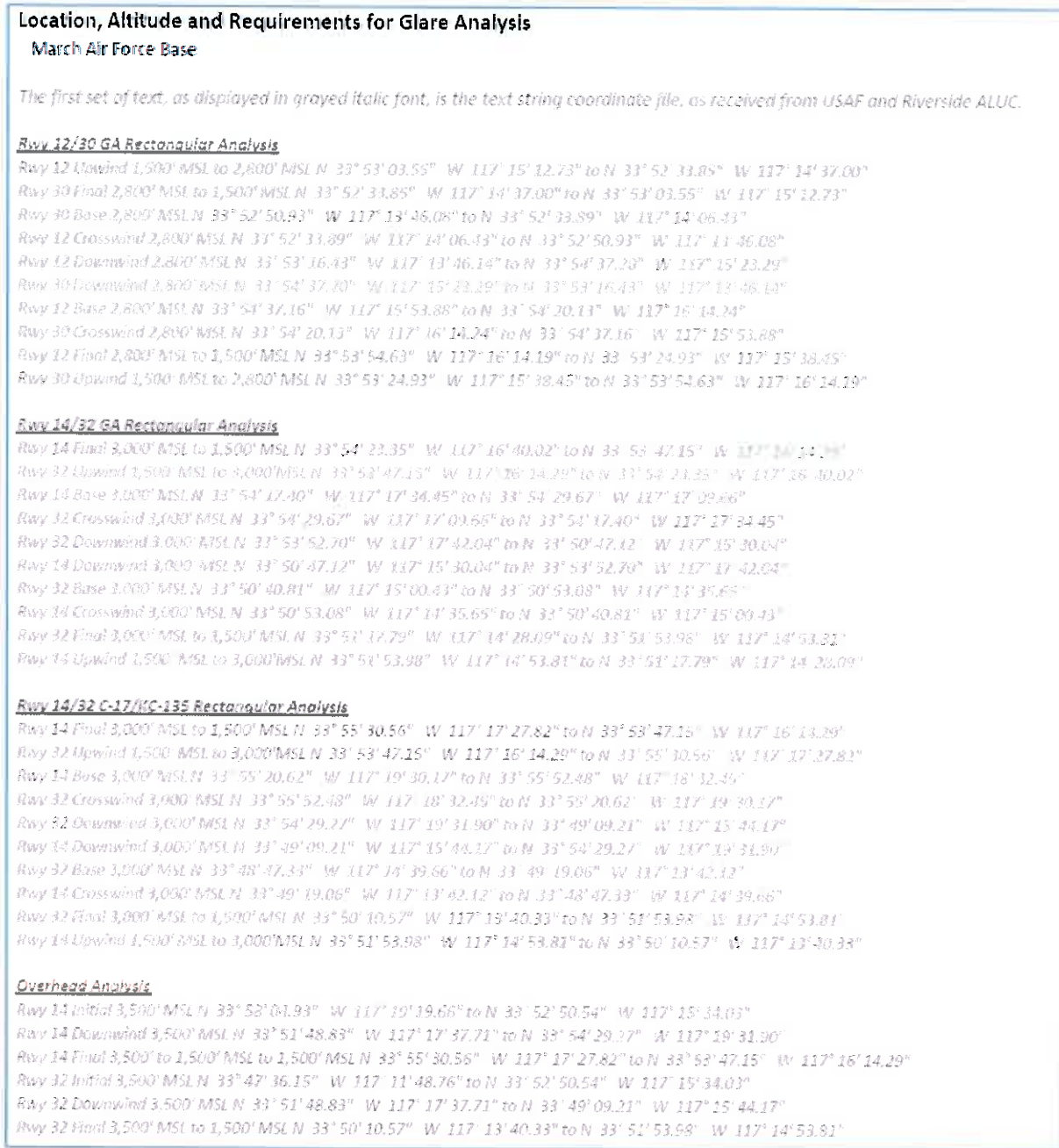


Figure 3-1 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB





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

	Threshold			2-mile point		
	Lat	Lon	Elev	Lat	Lon	Elev
<b>Row 12/30 GA Rectangular Analysis</b>						
GA, Row 12 Upwind	N 33° 53' 09.55"	W 107° 15' 12.73"	2,800	N 33° 52' 39.65"	W 107° 14' 57.00"	2,800
GA, Row 30 Final	N 33° 52' 59.25"	W 107° 14' 57.00"	2,000	N 33° 53' 09.55"	W 107° 15' 12.73"	1,500
GA, Row 30 Base	N 33° 52' 59.99"	W 107° 13' 46.00"	2,000	N 33° 52' 39.65"	W 107° 14' 06.43"	2,800
GA, Row 12 Crosswind	N 33° 52' 39.29"	W 107° 14' 36.43"	2,600	N 33° 52' 59.53"	W 107° 13' 46.00"	2,800
GA, Row 12 Downwind	N 33° 53' 16.43"	W 107° 13' 46.00"	2,000	N 33° 53' 37.20"	W 107° 13' 28.29"	2,800
GA, Row 30 Downwind	N 33° 54' 30.20"	W 107° 13' 28.29"	2,000	N 33° 53' 16.43"	W 107° 13' 46.00"	2,800
GA, Row 12 Base	N 33° 54' 37.00"	W 107° 12' 18.00"	2,000	N 33° 54' 20.13"	W 107° 16' 14.24"	2,800
GA, Row 30 Crosswind	N 33° 54' 20.13"	W 107° 16' 14.24"	2,800	N 33° 54' 37.19"	W 107° 15' 59.89"	2,800
GA, Row 12 Final	N 33° 53' 54.19"	W 107° 15' 14.19"	2,000	N 33° 53' 34.59"	W 107° 15' 38.45"	1,500
GA, Row 30 Upwind	N 33° 53' 24.93"	W 107° 13' 28.45"	2,800	N 33° 53' 54.63"	W 107° 13' 14.19"	2,800
<b>Row 14/32 GA Rectangular Analysis</b>						
GA, Row 14 Final	N 33° 54' 28.95"	W 107° 14' 40.02"	3,000	N 33° 53' 47.25"	W 107° 14' 34.25"	1,500
GA, Row 32 Upwind	N 33° 53' 47.25"	W 107° 14' 14.25"	3,000	N 33° 54' 28.95"	W 107° 14' 40.02"	3,000
GA, Row 14 Base	N 33° 54' 17.40"	W 107° 17' 34.45"	3,000	N 33° 54' 29.67"	W 107° 17' 09.54"	3,000
GA, Row 32 Crosswind	N 33° 54' 29.67"	W 107° 17' 09.54"	3,000	N 33° 54' 17.40"	W 107° 17' 34.45"	3,000
GA, Row 32 Downwind	N 33° 53' 53.70"	W 107° 17' 42.04"	3,000	N 33° 53' 47.12"	W 107° 16' 52.04"	3,000
GA, Row 14 Downwind	N 33° 53' 47.12"	W 107° 16' 52.04"	3,000	N 33° 53' 53.70"	W 107° 17' 42.04"	3,000
GA, Row 32 Base	N 33° 53' 40.51"	W 107° 16' 00.43"	3,000	N 33° 53' 59.00"	W 107° 15' 35.25"	3,000
GA, Row 14 Crosswind	N 33° 53' 59.00"	W 107° 14' 35.00"	3,000	N 33° 53' 40.51"	W 107° 16' 00.43"	3,000
GA, Row 32 Final	N 33° 51' 27.70"	W 107° 14' 38.00"	3,000	N 33° 51' 19.50"	W 107° 14' 55.81"	1,500
GA, Row 14 Upwind	N 33° 51' 32.30"	W 107° 14' 53.81"	3,000	N 33° 51' 17.79"	W 107° 14' 28.09"	3,000
<b>Row 14/32 C-17/KC-135 Rectangular Analysis</b>						
C/KC, Row 14 Final	N 33° 53' 30.25"	W 107° 17' 27.00"	3,000	N 33° 53' 47.15"	W 107° 16' 14.25"	1,500
C/KC, Row 32 Upwind	N 33° 53' 47.15"	W 107° 17' 14.25"	3,000	N 33° 53' 30.25"	W 107° 17' 27.00"	3,000
C/KC, Row 14 Base	N 33° 53' 20.62"	W 107° 17' 50.17"	3,000	N 33° 53' 52.45"	W 107° 16' 32.45"	3,000
C/KC, Row 32 Crosswind	N 33° 53' 52.45"	W 107° 16' 32.45"	3,000	N 33° 53' 20.62"	W 107° 17' 50.17"	3,000
C/KC, Row 32 Downwind	N 33° 54' 28.27"	W 107° 13' 51.50"	3,000	N 33° 49' 02.21"	W 107° 15' 44.17"	3,000
C/KC, Row 14 Downwind	N 33° 49' 02.21"	W 107° 15' 44.17"	3,000	N 33° 54' 28.27"	W 107° 13' 51.50"	3,000
C/KC, Row 32 Base	N 33° 48' 47.88"	W 107° 14' 39.06"	3,000	N 33° 48' 19.05"	W 107° 13' 42.12"	3,000
C/KC, Row 14 Crosswind	N 33° 48' 19.05"	W 107° 13' 42.12"	3,000	N 33° 48' 47.88"	W 107° 14' 39.06"	3,000
C/KC, Row 32 Final	N 33° 50' 35.57"	W 107° 13' 40.53"	3,000	N 33° 51' 59.56"	W 107° 14' 58.61"	1,500
C/KC, Row 14 Upwind	N 33° 51' 59.56"	W 107° 14' 58.61"	3,000	N 33° 50' 35.57"	W 107° 13' 40.53"	3,000
<b>Overhead Analysis</b>						
Overhead, Row 14 Final	N 33° 53' 14.89"	W 107° 18' 39.09"	3,500	N 33° 52' 50.04"	W 107° 18' 34.03"	3,500
Overhead, Row 14 Downwind	N 33° 53' 49.03"	W 107° 17' 37.00"	3,500	N 33° 54' 29.27"	W 107° 19' 31.90"	3,500
Overhead, Row 14 Final	N 33° 53' 39.56"	W 107° 17' 27.62"	3,500	N 33° 53' 47.15"	W 107° 16' 14.25"	1,500
Overhead, Row 32 Initial	N 33° 47' 31.25"	W 107° 13' 42.79"	3,500	N 33° 52' 50.54"	W 107° 13' 54.03"	3,500
Overhead, Row 32 Downwind	N 33° 51' 46.63"	W 107° 17' 37.20"	3,500	N 33° 49' 09.21"	W 107° 15' 44.17"	3,500
Overhead, Row 32 Final	N 33° 50' 58.57"	W 107° 18' 40.93"	3,500	N 33° 51' 53.96"	W 107° 14' 53.81"	1,500

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

**3.3. Appendix 3 – GlareGauge Report Document**

(See Report, submitted under separate cover)



**ENERTIS**

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3205.

The proposed project application may be viewed by prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org), and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 4:30 p.m., and by prescheduled appointment on Fridays, from 8:00 a.m. to 3:30 p.m. Office is closed on Friday, July 3. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:**                **July 9, 2020**

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

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

**CASE DESCRIPTION:**

ZAP1425MA20 – Rockefeller Group (Representative: EPD Solutions) – County of Riverside Case No. BNR2000056 (Building Permit). A proposal to construct 210,000 square feet of rooftop solar panels on 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 (The previous proposal to construct the 345,006 square foot industrial manufacturing building at this site had been found consistent by the ALUC) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1425MA20 DATE SUBMITTED: 5-27-20

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: Rockefeller Group Phone Number: 9494681812  
Mailing Address: 4 Park Plaza Suite 840 Email: MSAJJADI@rockefellergroup.com  
Irvine CA 92614

Representative: EPD Solutions Phone Number: 949-226-1854  
Mailing Address: 2 Park Plaza Suite 1120 Email: norah@epdsolutions.com  
Irvine CA 92614

Property Owner: \_\_\_\_\_ Phone Number: \_\_\_\_\_  
Mailing Address: 141911 5th Street Suite 300 Email: \_\_\_\_\_  
Temecula CA 92590

Mmch  
C2

### LOCAL JURISDICTION AGENCY

Local Agency Name: County of Riverside Phone Number: \_\_\_\_\_  
Staff Contact: Russell Brady Email: \_\_\_\_\_  
Mailing Address: 4080 Lemon Street 12th Floor Case Type: Building Permit  
Riverside CA 92502  
 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: E of Harvill Ave, West of I-215, S of Orange Ave and North of Daytona Cove  
Assessor's Parcel No.: 305-100-064, 061, 049, 048 Gross Parcel Size: 16.86  
Subdivision Name: \_\_\_\_\_ Nearest Airport: \_\_\_\_\_  
Lot Number: \_\_\_\_\_ and distance from 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): vacant site



Proposed Land Use (describe)	333,553 SF speculative industrial building		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	TBD	
	Number of People on Site	Maximum Number	TBD
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)		ft.
	Height of buildings or structures (from the ground)		ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input checked="" type="checkbox"/> Yes
			<input type="checkbox"/> No
	If yes, describe	Solar panels	

- 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:** 3.3

**HEARING DATE:** July 9, 2020

**CASE NUMBER:** ZAP1419MA20 – MS Van Buren II, LLC (Representative: SDH & Associates, Rob Van Zanten)

**APPROVING JURISDICTION:** March Joint Powers Authority

**JURISDICTION CASE NO:** TPM20-03 (Tentative Parcel Map No. 37091)

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

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zone C1

**Noise Levels:** 60-65 CNEL from aircraft

**MAJOR ISSUES:** A previous proposal to construct 11 shell buildings accommodating office, industrial and commercial uses on this site had been found consistent by the Commission. Since then, the site plan was revised through a substantial conformance by the applicant and approved by the March Joint Powers Authority without ALUC review. This substantial conformance site plan is different to the site plan that the Commission found consistent. (The substantial conformance site plan parcel lines and parcel acreages corresponds to the parcel lines and acreages in the proposed tentative parcel map.) The substantial conformance site plan, which does not include restaurant and retail areas in Buildings 1, 7, and 8 (which was proposed in ZAP1320MA18) would result in three out of four parcels being consistent with Compatibility Zone C average acre intensity criterion, with the Retail Parcel 2 resulting in an inconsistent average acre intensity. The applicant has accepted a condition to reduce the restaurant-retail area of the Retail building in Parcel 2 to 1,110 square feet of restaurant area and 7,954 square feet of retail area, which would result in an average intensity of 99 people per acre, consistent with the Zone C1 average intensity criterion of 100 people per acre.

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

**PROJECT DESCRIPTION:** The applicant proposes to divide 13.60 acres into four commercial parcels.

A previous proposal to construct 11 shell buildings ranging from 7,180 to 32,628 square feet accommodating office, industrial, and commercial uses, for a cumulative building area total of 160,608 square feet (as well as a Specific Plan Amendment) on this site had been found consistent by the Commission (ZAP1320MA18 and ZAP1286MA17).

**PROJECT LOCATION:** The site is located on the northwest corner of Van Buren Boulevard and Meridian Parkway, within the jurisdiction of the March Joint Powers Authority, approximately 3,500 feet westerly of the northerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

Exception Area: The project is located within the March JPA: March Business Center/Meridian” site specific exception area. Policy #2.7 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan identifies this area as being exempted from the compatibility criteria as long as there are no changes to the underlying specific plan. Additionally, policy #2.7 states that if the underlying development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria of the March Airport Land Use Compatibility Plan (ALUCP). In this case, the development agreement has expired for portions of the Specific Plan, including this site, according to the March Joint Powers Authority, which means that the exception status for the Specific Plan does not apply to this site; therefore, the project is subject to the March ALUCP criteria.

ALUC Cases ZAP1286MA17 and ZAP1320MA18: The Commission previously found consistent on this site a proposal to construct 11 shell buildings totaling 160,608 square feet on 13.60 acres accommodating office, industrial and commercial uses, including 32,628 square feet of standalone office area, 92,206 square feet of industrial manufacturing area with 12,620 square feet of associated office area, 6,435 square feet of restaurant dining area with 2,500 square feet of associated commercial kitchen area, and 14,219 square feet of retail area.

ALUC Case ZAP1320MA18 Building Table

<u>SITE AREA</u>	<u>RETAIL</u>	<u>OFFICE</u>	<u>BLDG. 1</u>	<u>BLDG. 2</u>	<u>BLDG. 3</u>	<u>BLDG. 4</u>	<u>BLDG. 5</u>	<u>TOTAL</u>	<u>BLDG. 6</u>	<u>BLDG. 7</u>	<u>BLDG. 8</u>	<u>BLDG. 9</u>	<u>TOTAL</u>	<u>GRAND TOTAL</u>
In s.f.	67,879	110,248						190,102					224,217	592,546 s.f.
In acres	1.56	2.53						4.36					5.15	13.60 ac
<u>BUILDING AREA</u>														
Office - 1st floor		16,314		1,155	1,155	1,155	1,155	4,620	3,000			5,000	8,000	28,934 s.f.
Office - 2nd floor		16,314												16,314 s.f.
Warehouse			19,845	8,285	12,985	7,825	6,025	54,945	6,600	8,000	8,000	14,861	37,261	92,206 s.f.
Restaurant (Dine in)	1,235		1,400							1,900	1,900			6,435 s.f.
Rest Kitchen			700							900	900			
Retail	7,819		4,000							1,200	1,200			14,219 s.f.
<b>TOTAL</b>	<b>9,054</b>	<b>32,628</b>	<b>25,945</b>	<b>9,420</b>	<b>14,140</b>	<b>8,980</b>	<b>7,180</b>	<b>65,665</b>	<b>9,600</b>	<b>12,000</b>	<b>12,000</b>	<b>19,661</b>	<b>53,261</b>	<b>160,608 s.f.</b>

Each of these buildings were located on a separate parcel of a particular size, and its average intensity on a lot-by-lot basis resulted in the following:

- the Retail Building lot (1.56 acres) would accommodate 150 people, resulting in an average intensity of 96 people per acre,
- the Office Building lot (2.53 acres) would accommodate 163, resulting in an average intensity of 64 people per acre,
- the Industrial Manufacturing Buildings 1 through 5 lot (4.36 acres) would accommodate an occupancy of 430, resulting in an average intensity of 99 people per acre (Building 1 included 19,845 square feet of industrial manufacturing, 4,000 square feet of retail, 1,400 square feet of restaurant dining area, 700 square feet of kitchen area), and
- the Industrial Manufacturing Buildings 6 through 9 lot (5.15 acres) would accommodate an occupancy of 510 people, resulting in an average intensity of 99 people per acre (Building 7 and 8 [identical floor plan] included each 8,000 square feet of industrial manufacturing area, 1,200 square feet of retail area, 1,900 square feet of dining area, 900 square feet of kitchen area.

As you can see from the above analysis, all lots were consistent with the Compatibility Zone C1 average criterion of 100 people per acre, however, most lots were very close to exceeding the maximum average criterion (the project was also consistent with the maximum single acre intensity criteria of 250 people.)

Conditions were applied to limit usage so as not to exceed set amounts in order to be consistent with the compatibility criteria, and any changes to the building square footages, use type, (and lot size) would require a new ALUC review.

March Joint Powers Authority Substantial Conformance: In 2019 (and subsequently 2020) the MJPA approved a substantial conformance application (without ALUC review) modifying the site plan that ALUC reviewed and found consistent in ZAP1320MA18. This substantial conformance site plan was provided to ALUC staff to assist with the average acre intensity calculations for the proposed parcel map.

MJPA Substantial Conformance Building Table

SCHEDULE	PHASE I											PHASE II				GRAND TOTAL		
	RETAIL	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	BLDG. 5	Subtotal	BLDG. 10	BLDG. 11	BLDG. 12	Subtotal	TOTAL	BLDG. 6	BLDG. 7	BLDG. 8		BLDG. 9	TOTAL
Acres	0.2421						179.343				128.165	308.329					224.217	692,546 s.f.
Building Area	1.44						4.12				2.90	8.46					5.16	13.60 ac
Office		3,188	1,200	1,200	1,200	1,200	7,988	8,400	10,708	12,820	32,628	40,824	3,138	3,200	3,200	4,788	14,332	54,956 s.f.
Warehouse		22,734	8,220	12,940	7,780	5,880	57,854				0	57,854	2,454	8,800	8,800	14,885	38,929	93,583 s.f.
Restaurant	3,827											3,827						3,827 s.f.
Retail	5,427											5,427						5,427 s.f.
TOTAL	9,054	25,920	9,420	14,140	8,980	7,180	69,660	8,400	10,708	12,820	32,628	107,332	8,800	12,000	12,000	19,881	53,281	160,555 s.f.

The major differences between the MJPA substantial conformance site plan and the ALUC approved site plan are:

1. The two-story 32,268 square foot office building (Parcel 1) was divided into three separate one-story buildings still totaling 32,268 square feet,

2. A decrease in the retail parcel size (Parcel 2) from 1.56 acres to 1.44 acres, and an increase in the retail-restaurant combination area proposed in the building from 1,235 square feet of restaurant area and 7,819 square feet of retail area to 3,627 square feet of restaurant area and 5,427 square feet of retail area.
3. A decrease in parcel size for Buildings 1 through 5 (Parcel 3) from 4.36 acres to 4.18 acres, while keeping the same uses.
4. No restaurant or retail areas proposed in Buildings 1, 7 and 8.

As mentioned previously, the ALUC approved project was already close to exceeding the maximum average acre intensity criteria. The changes that occurred in the substantial conformance of decreasing parcel sizes and increasing restaurant area had pushed the projects average acre intensity over the maximum limit and into inconsistency territory.

In calculating the MIPA substantial conformance average acre intensity by lot as shown in the site plan tabulation (which is the same parcel lines and configuration as shown on the proposed parcel map) which does not include restaurant and retail area combination area proposed in Buildings 1, 7 and 8 proposed in ZAP1320MA18 (removed at the request of the applicant in order to find this parcel map consistent), the results are as follows:

- the Retail Building lot on 1.44 acres (Parcel 2) proposes 3,627 square feet of restaurant area and 5,427 square feet of retail area, accommodating 289 people, resulting in an average intensity of 201 people per acre, which is inconsistent with the Zone C1 average intensity criterion of 100 people per acre.
- Buildings 1 through 5 on 4.12 acres (Parcel 3) proposes 7,996 square feet of office area and 57,654 square feet of manufacturing area, accommodating 328 people, resulting in an average intensity of 80 people per acre, which is consistent with the Zone C1 average intensity criterion of 100 people per acre.
- Buildings 6 through 9 on 5.15 acres (Parcel 4) proposes 14,332 square feet of office area and 38,929 square feet of manufacturing area, accommodating 266 people, resulting in an average intensity of 52 people per acre, which is consistent with the Zone C1 average intensity criterion of 100 people per acre.
- Buildings 10 through 12 on 2.90 acres (Parcel 1) proposes 32,628 square feet of office area, accommodating 163 people, resulting in an average intensity of 56 people per acre, which is consistent with the Zone C1 average intensity criterion of 100 people per acre.

All lots are consistent with the average acre intensity except for the Retail Building on Parcel 2. However, the applicant has accepted a condition to be tied to that building, restricting the restaurant



area to a maximum of 1,110 square feet and retail area to 7,954 square feet. This would accommodate 143 people, resulting in an average intensity of 99 people per acre, which is consistent with the Zone C1 average intensity criterion of 100 people per acre.

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

See above discussion. With the inclusion of a condition limiting restaurant and retail areas in the Retail Building on Parcel 2 to 1,110 square feet restaurant area and 7,954 square feet of retail area, the proposed parcel map lot sizes would be consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre (using the intensities identified in the MJPA substantial conformance site plan).

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (592 spaces), the total occupancy would be estimated at 888 people for an average intensity of 65 people per acre, which is consistent with the Compatibility Zone C1 average criterion of 100.

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

Although the proposed parcel map will not have any direct impact on the single acre intensity calculation, the applicant's acceptance of a condition limiting the Retail Building to 1,110 square feet of restaurant area and 7,954 square feet of retail area, will result in a single acre intensity of 143 people, which is consistent the Compatibility Zone C1 single acre criterion of 250.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 60-65 CNEL range from aircraft noise. As a primarily industrial and commercial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the industrial and commercial areas would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the buildings.

The proposed tentative parcel map will not have an impact on noise.

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 3,500 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 1,570 feet AMSL. The finished floor elevation for the site ranges from 1,570 feet to 1,583 feet AMSL. With a maximum building height of 36 feet, the top point elevation would be 1,606 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service was required. The applicant had submitted Form 7460-1 for FAA OES review. Determinations of no hazard to air navigation were issued (Aeronautical Study Nos. 2017-AWP-8057 through 8067-OE), as the FAA OES determined that the project would not result in an impact to air navigation. In addition, determination of no hazard letters was issued for the Buildings 10, 11, 12 (which were newly created under the MIPA substantial conformance) (Aeronautical Study No. 2019-AWP-1147-OE through 2019-AWP-1149), as the FAA OES determined that these buildings would not result in an impact to air navigation.

The proposed tentative parcel map will not have an impact on Part 77 height.

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

**CONDITIONS:**

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

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice.
  4. 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.
  5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
  6. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
  7. The Federal Aviation Administration has conducted an aeronautical study of the proposed buildings (Aeronautical Study Nos. 2017-AWP-8057 through 8067-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
  8. The proposed buildings shall not exceed a height of 36 feet above ground level and a maximum elevation at top point of 1,607 feet above mean sea level.
  9. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

10. Temporary construction equipment used during actual construction of the building shall not exceed 36 feet in height and a maximum elevation of 1,607 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable building.
13. 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.
14. The maximum square footage of restaurant dining area permitted within the Retail Building is 1,110 square feet of restaurant area on a 1.44 acres (Parcel 2). No other Type A occupancies shall be permitted within the retail building or changes to the parcel size without subsequent evaluation as to consistency with the applicable ALUCP.
15. Buildings 1 through 5 on 4.12 acres (Parcel 3) proposes 7,996 square feet of office area and 57,654 square feet of manufacturing area. No other Type A occupancies shall be permitted within these buildings or changes to the parcel size without subsequent evaluation as to consistency with the applicable ALUCP.
16. Buildings 6 through 9 on 5.15 acres (Parcel 4) proposes 14,332 square feet of office area and 38,929 square feet of manufacturing area. No other Type A occupancies shall be permitted within these buildings or changes to the parcel size without subsequent evaluation as to consistency with the applicable ALUCP.
17. Buildings 10 through 12 on 2.90 acres (Parcel 1) proposes 32,628 square feet of office area. No other Type A occupancies shall be permitted within these buildings or changes to the parcel size without subsequent evaluation as to consistency with the applicable ALUCP.

For Buildings 10, 11, 12 only:

18. The Federal Aviation Administration has conducted an aeronautical study of the proposed buildings (Aeronautical Study Nos. 2019-AWP-1147 through 1149-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular

70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

19. The proposed buildings shall not exceed a height of 20 feet above ground level and a maximum elevation at top point of 1,592 feet above mean sea level.
20. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
21. Temporary construction equipment used during actual construction of the building shall not exceed 20 feet in height and a maximum elevation of 1,592 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
22. 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://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable building.
23. Any roof-top equipment or change in height that exceeds a total height of 36 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.



# **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-1147-OE

Issued Date: 03/14/2019

Moshe Silagi  
 MS Van Buren II, LLC  
 101 Hodencamp Road  
 Suite 200  
 Thousand Oaks, CA 91360

**\*\* 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 Site B Bldg. 10  
 Location: Riverside, CA  
 Latitude: 33-53-21.98N NAD 83  
 Longitude: 117-16-50.84W  
 Heights: 1571 feet site elevation (SE)  
 20 feet above ground level (AGL)  
 1591 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/14/2020 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.

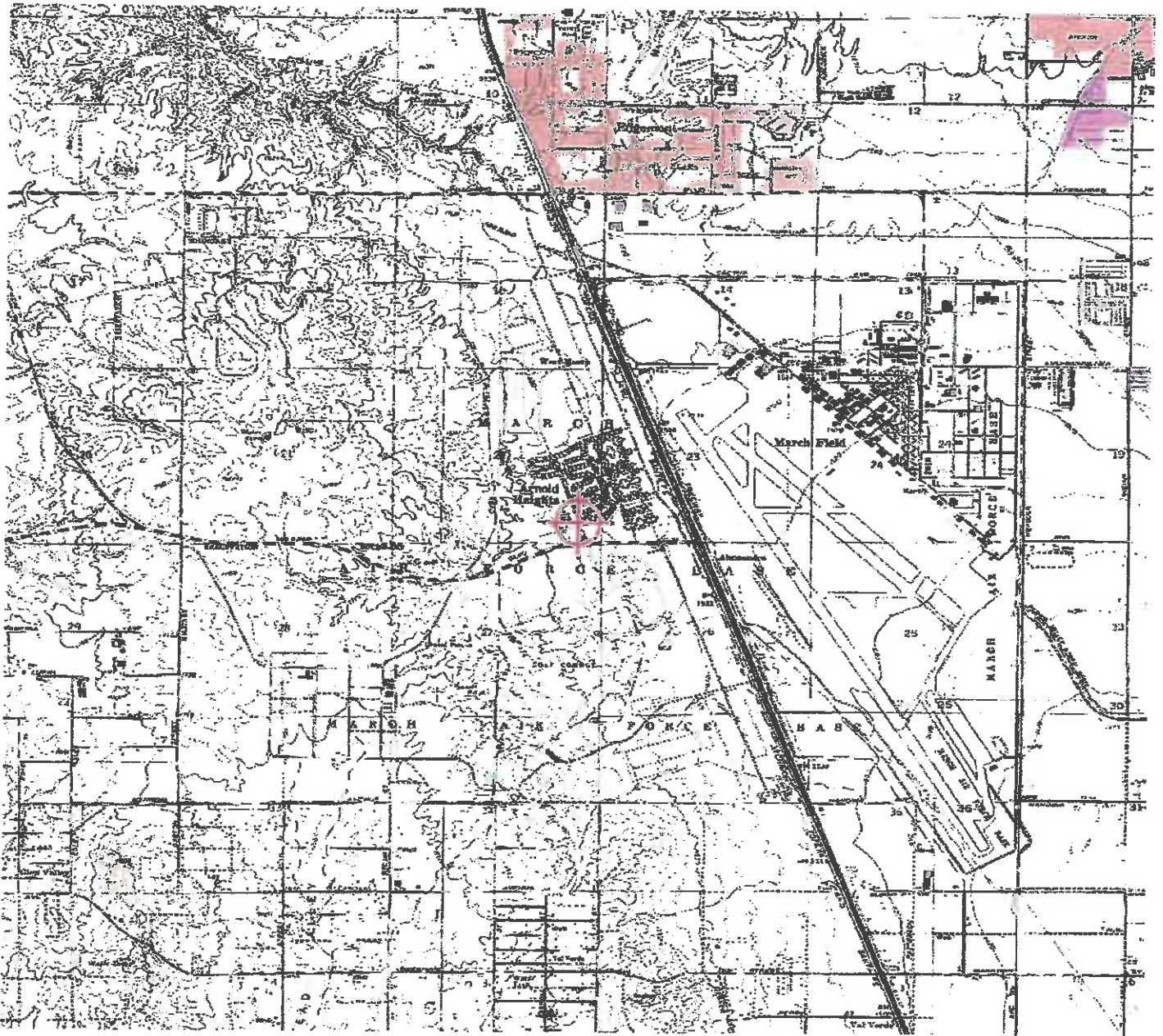
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-1147-OE.

**Signature Control No: 396738059-399774725**  
Karen McDonald  
Specialist

( DNE )

Attachment(s)  
Map(s)

**TOPO Map for ASN 2019-AWP-1147-OE**





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

Aeronautical Study No.  
2019-AWP-1148-OE

Issued Date: 03/14/2019

Moshe Silagi  
MS Van Buren II, LLC  
101 Hodencamp Road  
Suite 200  
Thousand Oaks, CA 91360

**\*\* 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 Site B Bldg. 11  
Location: Riverside, CA  
Latitude: 33-53-21.58N NAD 83  
Longitude: 117-16-49.64W  
Heights: 1569 feet site elevation (SE)  
20 feet above ground level (AGL)  
1589 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/14/2020 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.

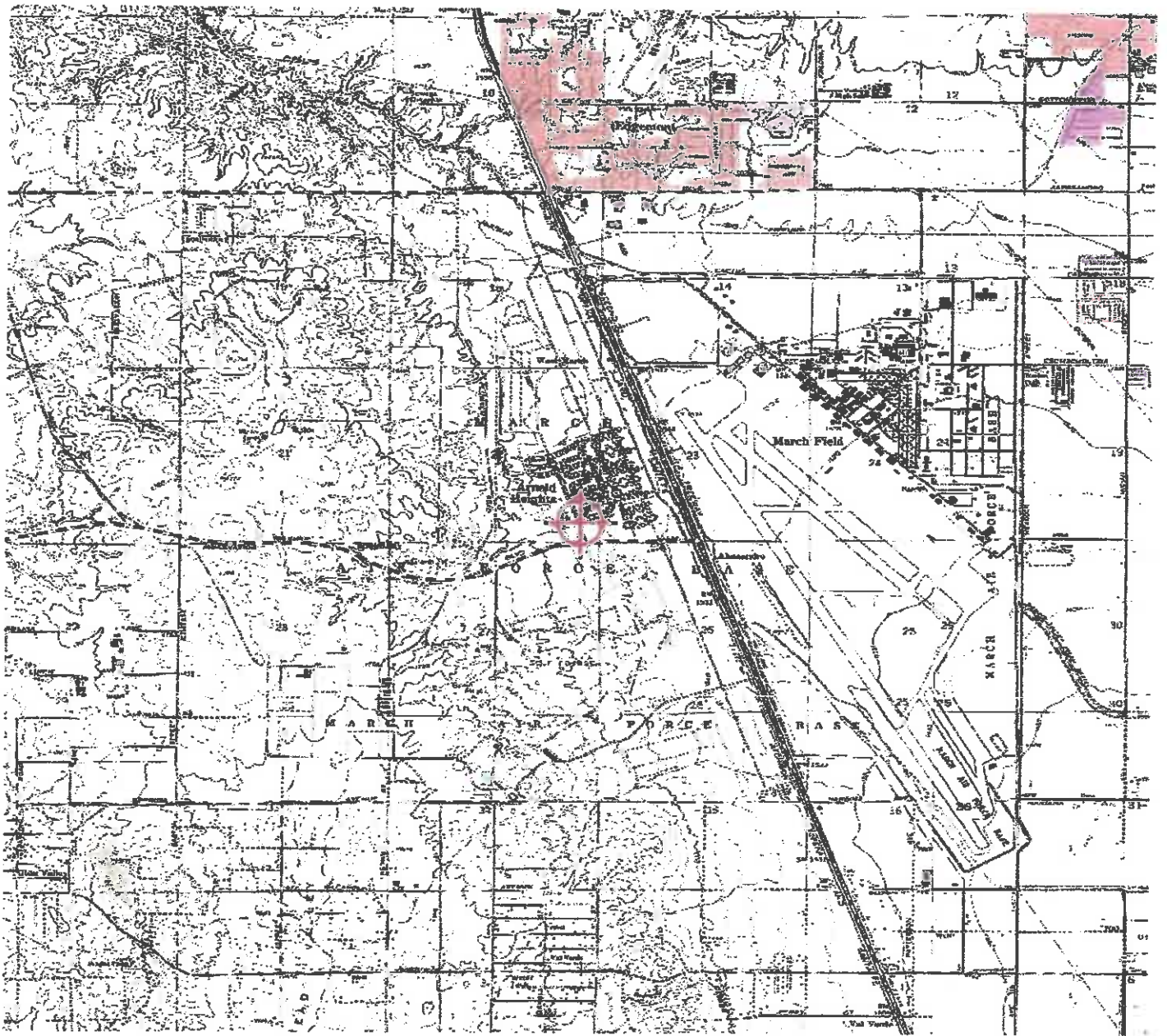
If we can be of further assistance, please contact our office at (424) 405-7643, or [karen.mcdonald@faa.gov](mailto:karen.mcdonald@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-1148-OE.

**Signature Control No: 396739903-399774727**  
Karen McDonald  
Specialist

( DNE )

Attachment(s)  
Map(s)

TOPO Map for ASN 2019-AWP-1148-OE





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

Aeronautical Study No.  
 2019-AWP-1149-OE

Issued Date: 03/14/2019

Moshe Silagi  
 MS Van Buren II, LLC  
 101 Hodencamp Road  
 Suite 200  
 Thousand Oaks, CA 91360

**\*\* 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 Site B Bldg. 12  
 Location: Riverside, CA  
 Latitude: 33-53-21.01N NAD 83  
 Longitude: 117-16-49.36W  
 Heights: 1572 feet site elevation (SE)  
 20 feet above ground level (AGL)  
 1592 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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/14/2020 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.
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- (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 2019-AWP-1149-OE.

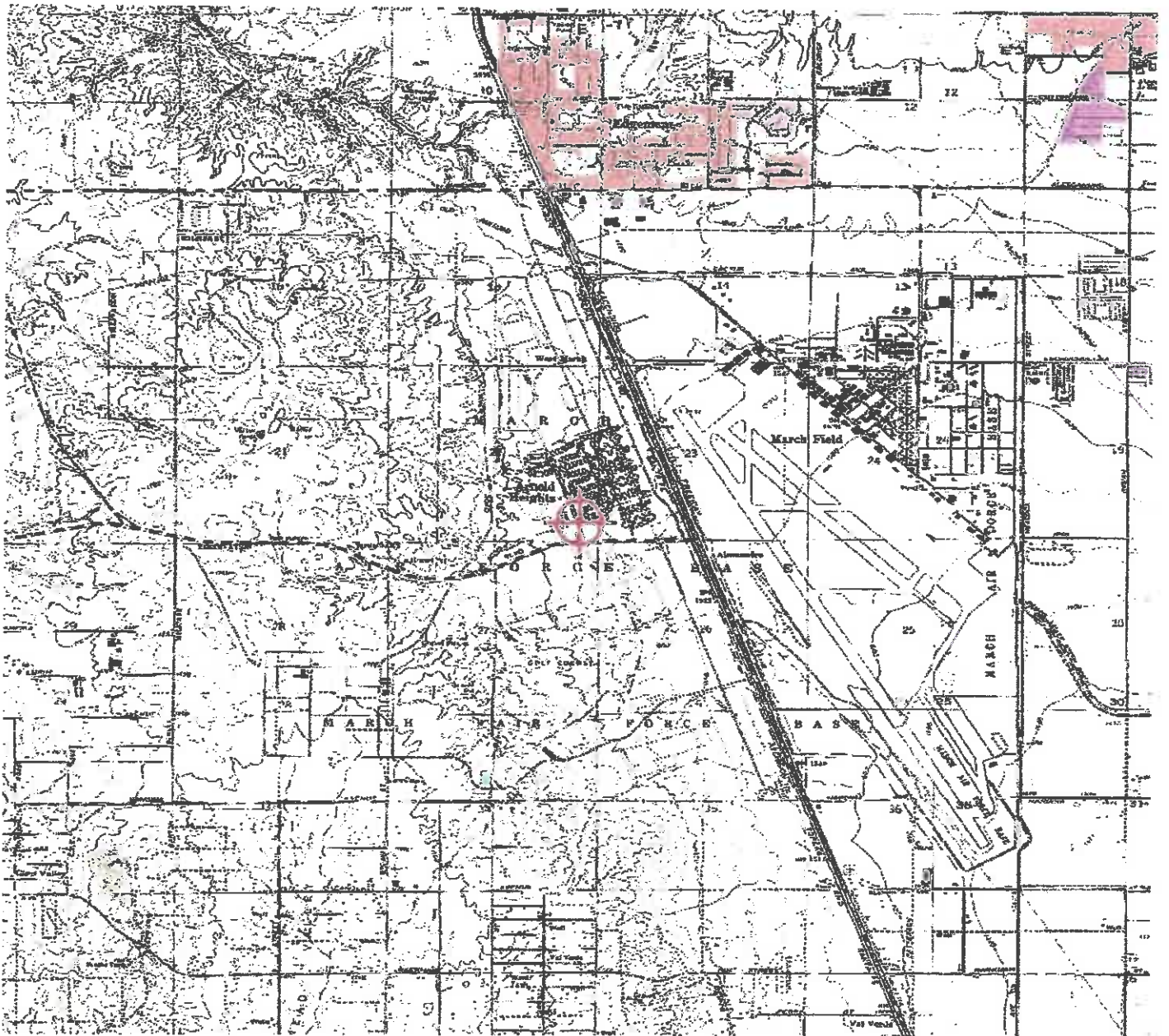
**Signature Control No: 396741076-399774726**  
Karen McDonald  
Specialist

( DNE )

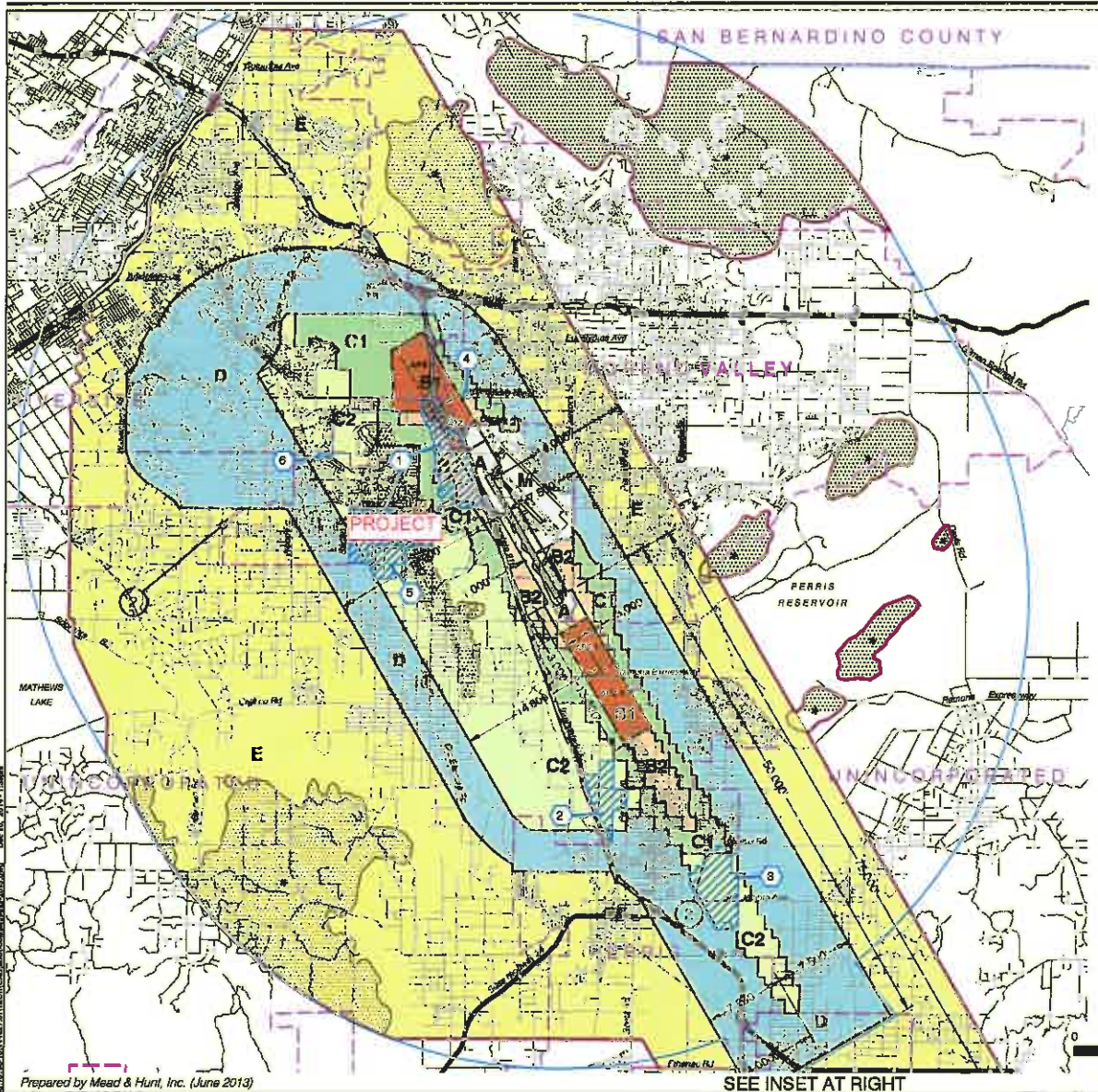
Attachment(s)  
Map(s)



**TOPO Map for ASN 2019-AWP-1149-OE**







**LEGEND**

**Compatibility Zones**

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

**Boundary Lines**

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

- ① Point at which aircraft on Runway 22 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Ferris: Harvest Landing
- ③ Ferris: 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.

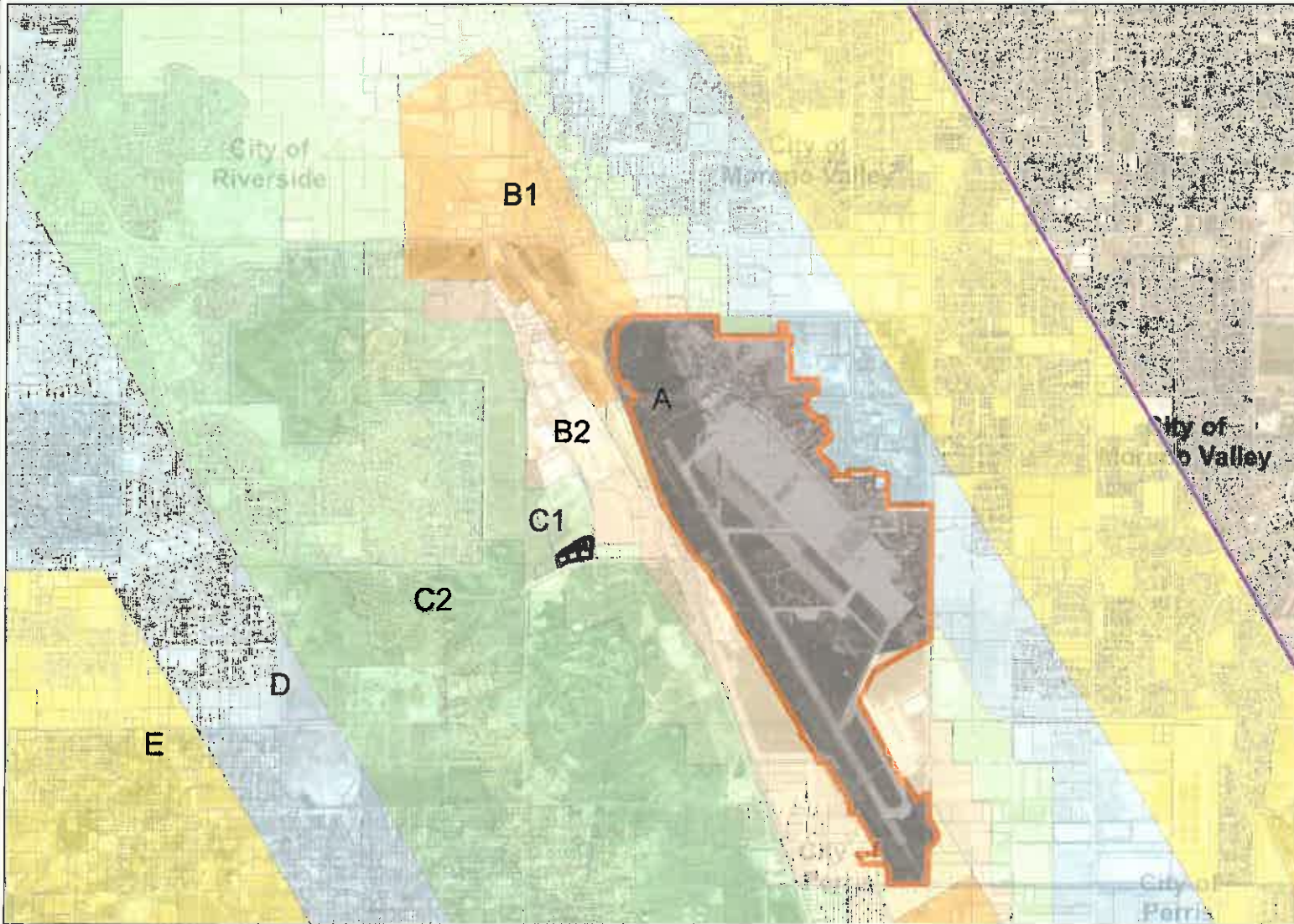
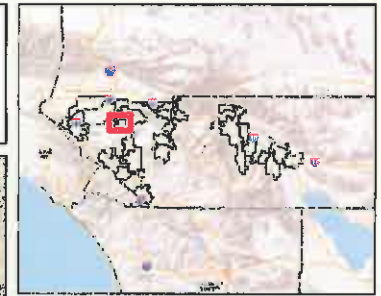
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Base map source: County of Riverside 2013



# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 6,105 12,211 Feet



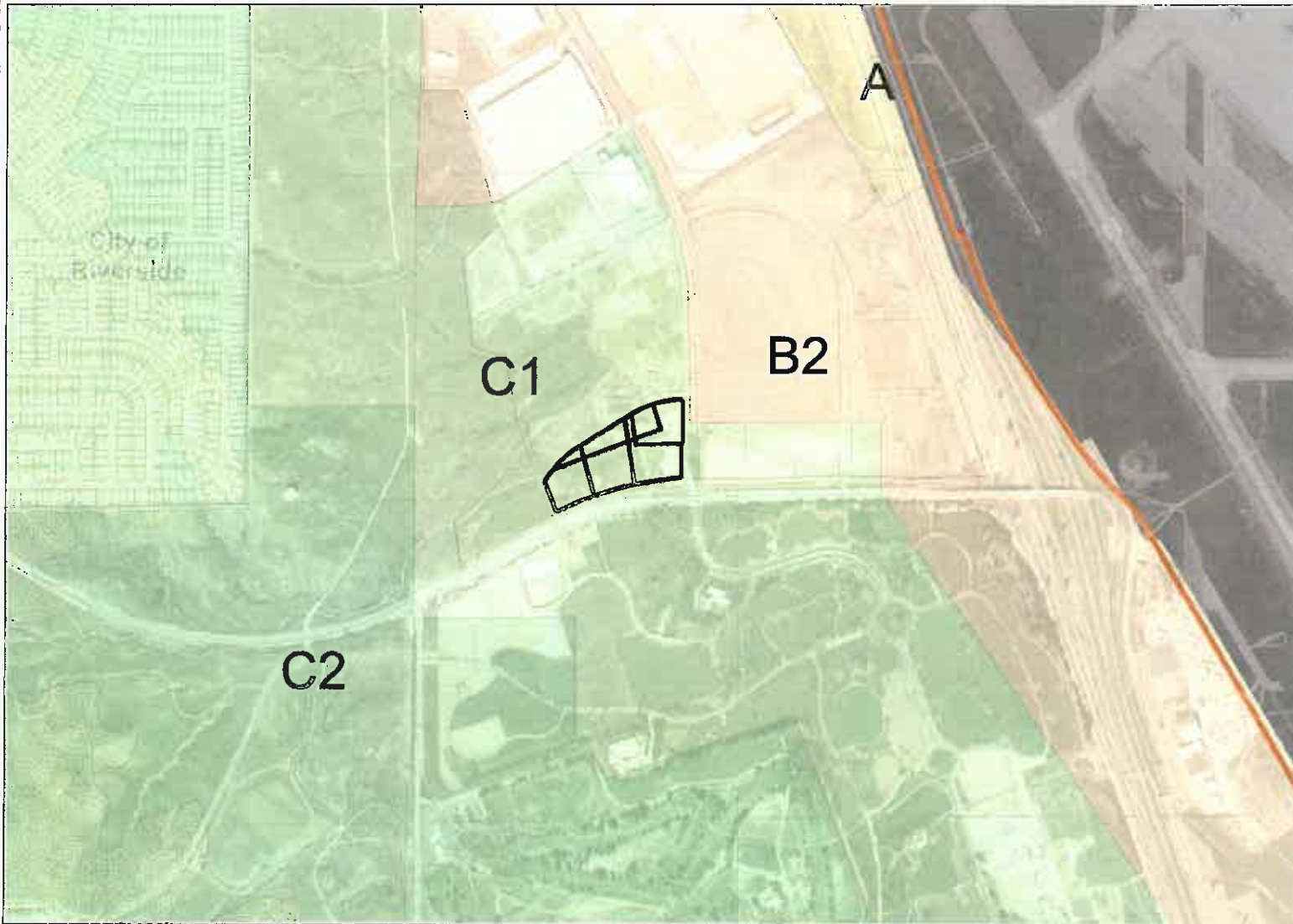
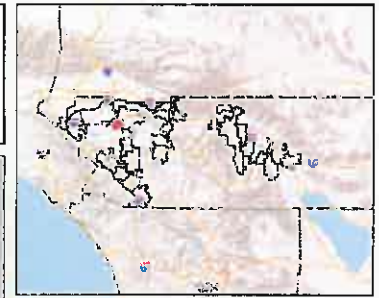
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## Notes

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 1,526 3,053 Feet



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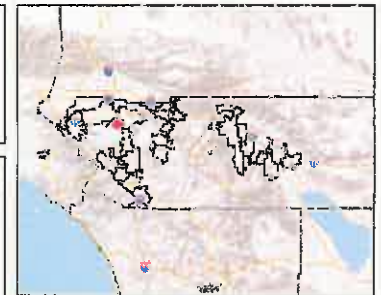
REPORT PRINTED ON... 10/5/2017 8:56:38 AM

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## Notes



# My Map



## Legend

- City Boundaries
- Cities
- roads
- anno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



0 1,526 3,053 Feet



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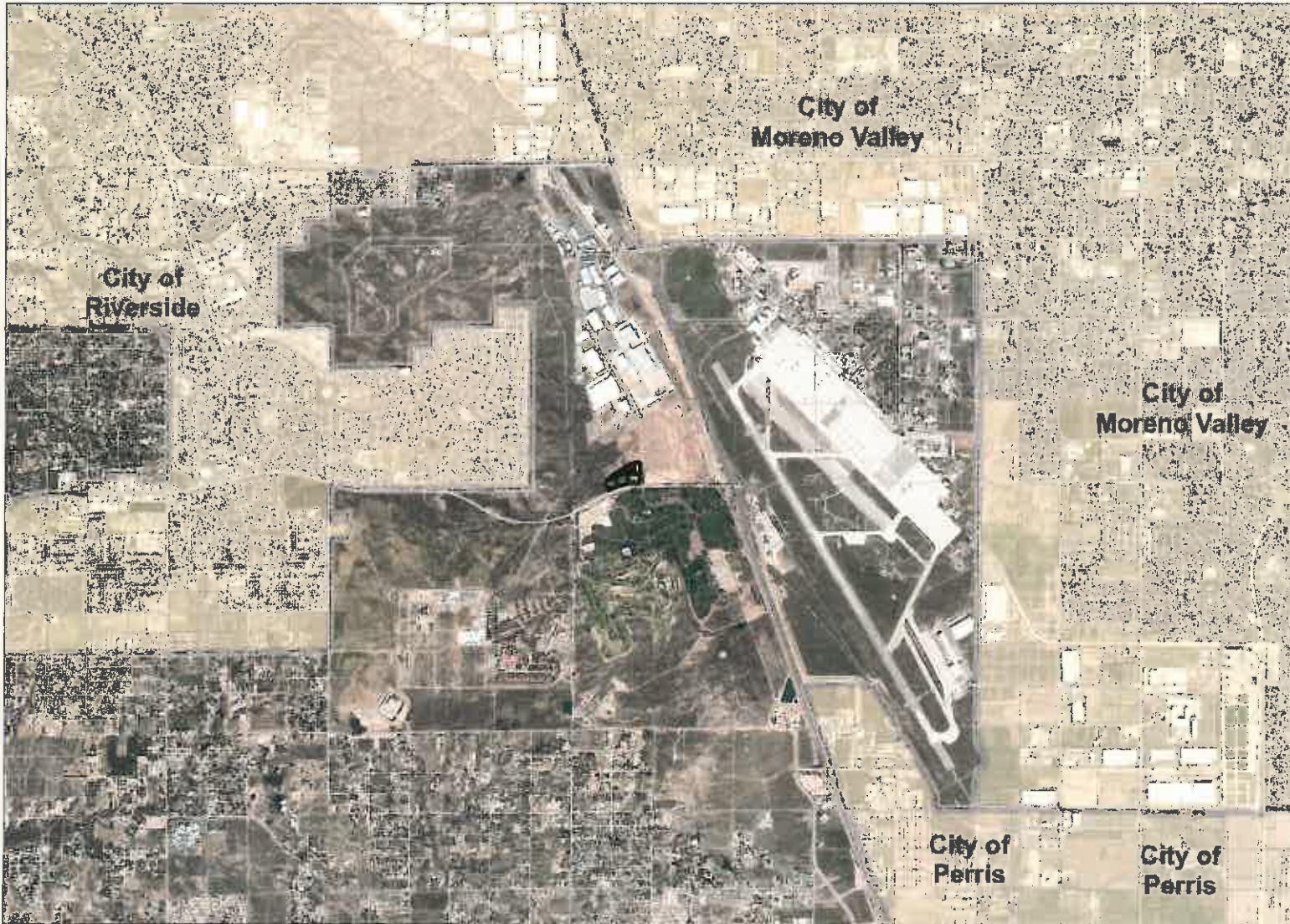
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## Notes



# My Map



## Legend

- City Boundaries
- Cities
- highways\_large**
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- majorroads
- counties
- cities
- hydrographylines**
- waterbodies**
  - Lakes
  - Rivers



0 6,105 12,211 Feet



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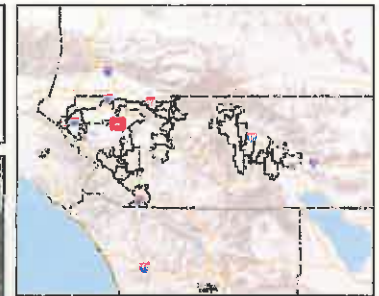
REPORT PRINTED ON... 10/5/2017 9:01:21 AM

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## Notes



# My Map



## Legend

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



0 3,053 6,105 Feet



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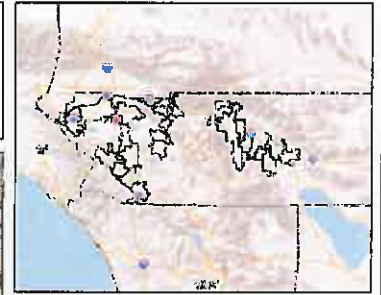
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## Notes



# My Map



## Legend

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



0 763 1,526 Feet



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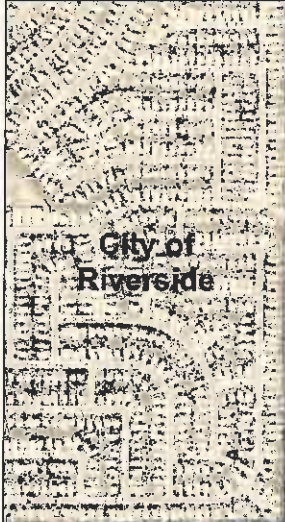
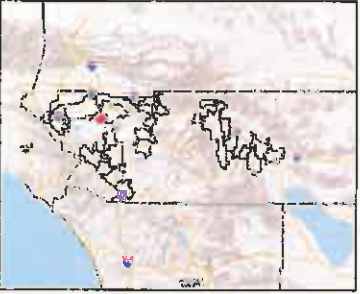
REPORT PRINTED ON... 10/5/2017 9:03:06 AM

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## Notes



# My Map



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



0 1,526 3,053 Feet



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**Notes**



MJPA SUB. CONF.

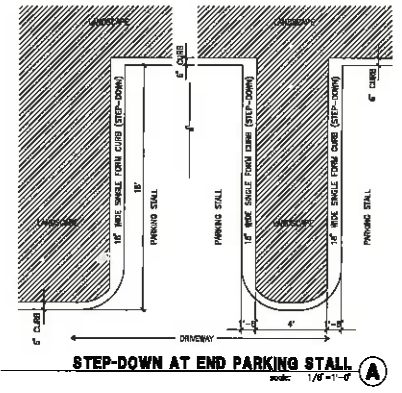
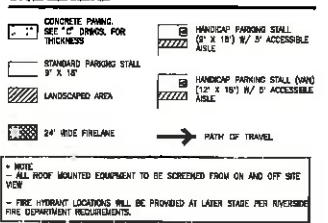


**OVERALL SITE PLAN C**  
SCALE: 1" = 60'-0"  
NORTH

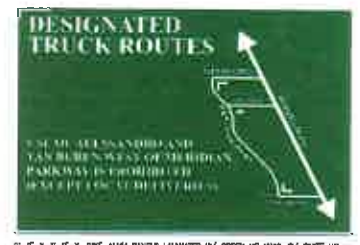
**SITE PLAN KEYNOTES**

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 ASPHALT CONCRETE (AC) PAVING.
- 3 CONCRETE WALKWAY, MEDIUM BROOM FINISH.
- 4 CONCRETE DRIVEWAY APRONS TO BE CONSTRUCTED.
- 5 3"-8" x 3"-8" x 4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQUIRED BY CITY ASPIRATOR.
- 6 APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
- 7 NOT USED.
- 8 CONCRETE RAMP 1/2" 42" HIGH CONCRETE WALL.
- 9 EXTERIOR BIKE RACK TYPICAL.
- 10 EMPLOYEE SHARED BREAK AREA.
- 11 EXTERIOR CONCRETE STAIR.
- 12 NOT USED.
- 13 LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
- 14 TRUCK ROUTE SIGN, SEE DETAIL "B".
- 15 PRE-CAST CONCRETE WHEEL STOP.
- 16 CONCRETE FILLED GUARD POST 7.5 DIA. UNDO. 42" H.
- 17 TRASH ENCLOSURE 1/2" 4" HIGH WALLS PER CITY STANDARD.
- 18 ACCESSIBLE ENTRY SIGN.
- 19 ACCESSIBLE PARKING STALL SIGN.
- 20 TRUNCATED DOME.
- 21 APPROXIMATE LOCATION OF FIRE HYDRANT.
- 22 WALL MOUNTED LIGHTING FIXTURE TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE.

**SITE LEGEND**



**STEP-DOWN AT END PARKING STALL A**  
SCALE: 1/8" = 1'-0"



**TRUCK ROUTE SIGN B**  
SCALE: NOT TO SCALE

**TABULATION**

ITEM	TOTAL												TOTAL			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14		
CONCRETE PAVING	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
ASPHALT CONCRETE	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
CONCRETE WALKWAY	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
CONCRETE DRIVEWAY APRONS	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
CONCRETE EXTERIOR LANDING PADS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
TRASH ENCLOSURES	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
ACCESSIBLE ENTRY SIGNS	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
ACCESSIBLE PARKING STALL SIGNS	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
TRUNCATED DOME	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
LANDSCAPING	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
CONCRETE RAMP	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
BIKE RACKS	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
TRANSFORMER	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
STAIRS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
WHEEL STOPS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
GUARD POSTS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
TRUCK ROUTE SIGNS	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
TOTAL	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000

**HPA**  
INCORPORATED

hpa, inc.  
18831 barclay avenue, ste. #100  
irving, ca 92612  
tel: 949-853-1770  
fax: 949-853-0851  
email: hpa@hparchitect.com

Owner:  
**SDM**

101 HODGENAMP ROAD, STE 200  
THOUSAND OAKS, CA 91320  
TEL: (805) 494-1228

Project:  
Riverside  
Meridan  
Site B  
Riverside, CA

Consultants:  
Civil: SDH INC.  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape: HUNTERLANDSCAPE  
Fire Protection:  
Soils Engineer:

Title: Overall site plan

Project Number: 16488  
Drawn by: ML  
Date: 07/25/17  
Revisions:

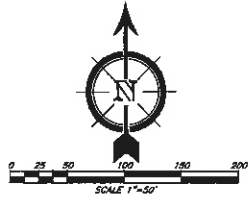
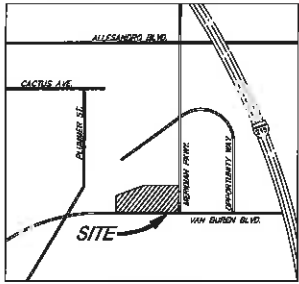
Sheet: **A1.1**

CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

# TENTATIVE PARCEL MAP NO. 37901

FOR CONDOMINIUM PURPOSES

BEING A DIVISION OF NOTICE OF LOT LINE ADJUSTMENT NO. 18-01 RECORDED 9/19/19 AS DOC. NO. 2019-0369666, O.R. RIV. CO., CA., IN A PORTION OF SECTION 22, TOWNSHIP 3 SOUTH, RANGE 4 WEST, S.B.M. SDH AND ASSOCIATES, INC. MAY 2020



- LEGEND**
- EX. PROPERTY BOUNDARY
  - CENTRELINE
  - 1280' EXISTING CONTOUR LINE
  - - - PROPOSED PARCEL LINE

**OWNER/APPLICANT**

MS VAN BUREN II, LLC  
101 HODDACK RD, SUITE 200  
THOUSAND OAKS, CA 91320  
TEL: (805) 491-7704

**ENGINEER**

SDH & ASSOCIATES, INC.  
14600 METROW PARKWAY  
RIVERSIDE, CA 92518  
VOICE: (951) 523-3091  
FAX: (951) 788-2314

**LEGAL DESCRIPTION**

PARCELS 2A THROUGH 2D OF NOTICE OF LOT LINE ADJUSTMENT NO. 18-01, REC. 08/19/19, AS DOC. NO. 2019-0369666 O.R. RIV. CO., CA.

**APN:**

294-050-083 THROUGH -086  
294-050-085 THROUGH -089

**SOURCE OF TOPO**

AERIAL PHOTOGRAPHY  
OR AIRBORNE MAPPING  
DATED: 11-25-18

**EASEMENTS AND COVENANTS**

- ▲ 20' WIDE LANDSCAPE AND MAINTENANCE EASEMENT IN FAVOR OF MARCH JOINT POWERS AUTHORITY PER TRACT NO. 30857-4 M.B. 435/6-14.
- ▲ LANDSCAPE AND MAINTENANCE EASEMENT IN FAVOR OF MARCH JOINT POWERS AUTHORITY PER TRACT NO. 30857-4 M.B. 435/6-14.
- ▲ INDICATES RESTRICTED ACCESS RIGHTS IN FAVOR OF MARCH JOINT POWERS AUTHORITY PER TRACT NO. 30857-4 M.B. 435/6-14 AND BY EASEMENT RECORDED DECEMBER 20, 2010, AS DOCUMENT NO. 2010-0609540, O.R. RIV. CO., CA.
- D INDICATES AN EASEMENT FOR POTABLE WATER FACILITIES, NON-POTABLE WATER FACILITIES, WASTEWATER FACILITIES AND OCCIDENTAL PURPOSES IN FAVOR OF WESTERN MUNICIPAL WATER DISTRICT OF RIVERSIDE COUNTY, RECORDED SEPTEMBER 30, 2002 AS DOCUMENT NO. 2002-56343, O.R. RIV. CO., CA. SAID EASEMENT BEING BLANKET IN NATURE.
- E COVENANT AND AGREEMENT FOR DRILLING PURPOSES IN FAVOR OF UNITED STATES OF AMERICA, RECORDED MAY 25, 2001 AS DOCUMENT NO. 2001-23433 AND MARCH 21, 2002 AS DOCUMENT NO. 2002-119427, BOTH O.R. RIV. CO., CA. SAID EASEMENTS BEING BLANKET IN NATURE.
- ▲ INDICATES AN AVIATION EASEMENT IN FAVOR OF MARCH JOINT POWERS AUTHORITY RECORDED JUNE 6, 2008 AS DOCUMENT NO. 2008-041002, DOCUMENT NO. 2008-0410248 AND RECORDED NOVEMBER 18, 2007 AS DOCUMENT NO. 2007-704184, ALL O.R. RIV. CO., CA. SAID EASEMENT BEING BLANKET IN NATURE.
- ▲ INDICATES AN EASEMENT FOR PUBLIC UTILITY (INTERNET SYSTEM FACILITIES) IN FAVOR OF VERIZON CALIFORNIA INC., RECORDED MARCH 27, 2012 AS DOCUMENT NO. 2012-0140815, O.R. RIV. CO., CA.
- ▲ INDICATES AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, RECORDED FEBRUARY 18, 2015 AS DOCUMENT NO. 2015-0085034, O.R. RIV. CO., CA.
- ▲ INDICATES AN EASEMENT FOR TRANSPORTATION AND DISTRIBUTION OF NATURAL GAS AND COMMUNICATIONS IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY, RECORDED MAY 27, 2015 AS DOCUMENT NO. 2015-0212172, O.R. RIV. CO., CA.

**SURROUNDING ZONING**

NORTH.....IND/BP - INDUSTRIAL/BUSINESS PARK  
EAST.....IND/MP - INDUSTRIAL/MIXED USE  
SOUTH.....RIVERSIDE NATIONAL CEMETERY  
WEST.....BUSINESS PARK AND UNZONED - JPA

**ZONING AND LAND USE**

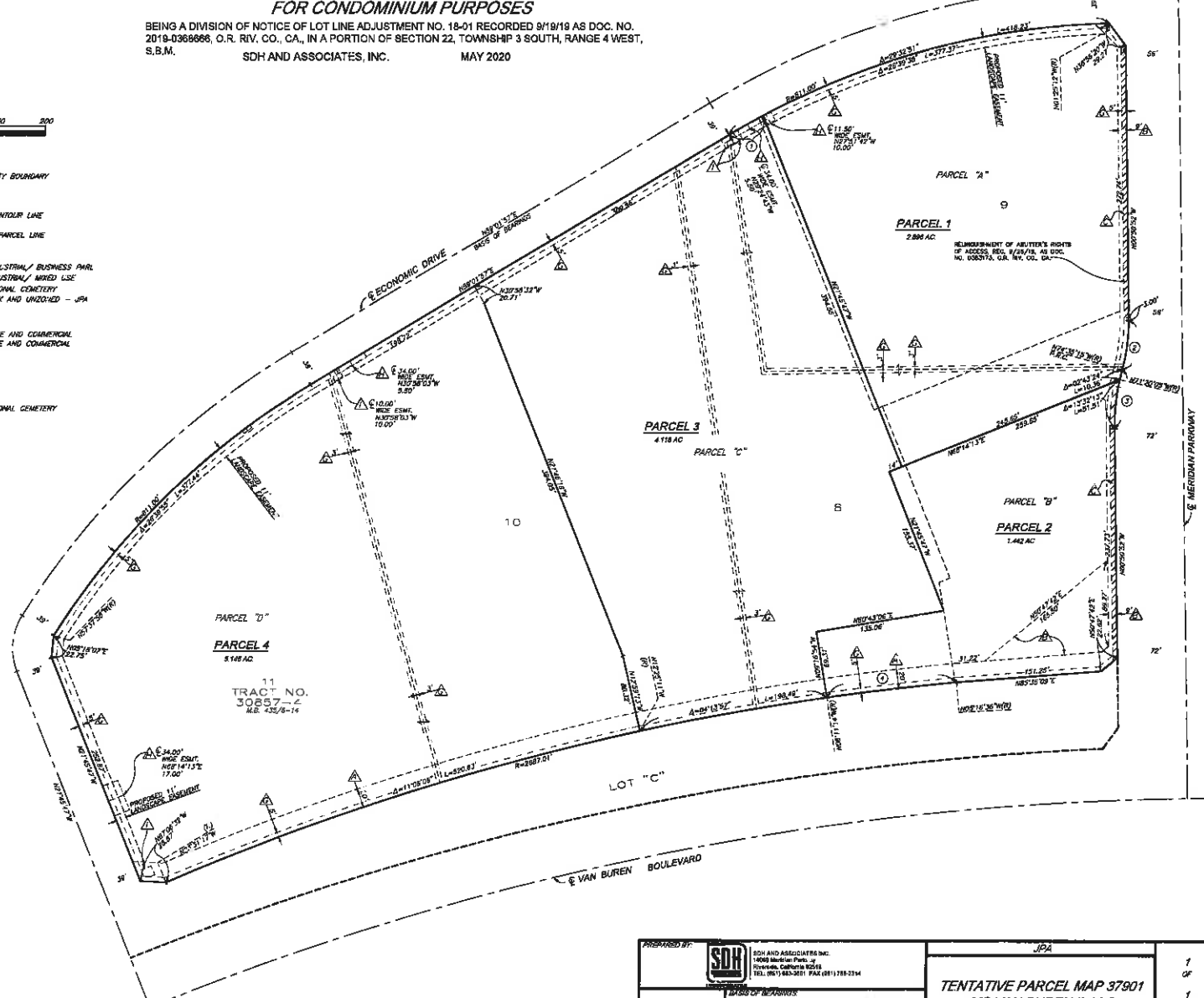
EXISTING ZONING.....MULTI-USE AND COMMERCIAL  
PROPOSED ZONING.....MULTI-USE AND COMMERCIAL  
EXISTING LAND USE.....VACANT

**SURROUNDING LAND USE**

NORTH.....INDUSTRIAL  
EAST.....INDUSTRIAL  
SOUTH.....RIVERSIDE NATIONAL CEMETERY  
WEST.....VACANT

**UTILITY PURVEYORS**

WATER.....MWD  
GAS.....SOGAL GAS  
ELECTRICAL.....SCE  
TELEPHONE.....PACIFIC BELL  
SEWER.....MWD  
CABLE.....COMCAST



PREPARED BY:	<b>SDH</b> SDH AND ASSOCIATES, INC. 14600 METROW PARKWAY RIVERSIDE, CALIFORNIA 92518 TEL: (951) 523-3091 FAX: (951) 788-2314	JPA	1 OF 1 SHEETS
SCALE:	1"=50'	<b>TENTATIVE PARCEL MAP 37901</b> MS VAN BUREN II, LLC	
DATE:	6/17/2020	BASIS OF BEARINGS: THE CONTINENTAL MERIDIAN ZONE 18N 181137E, AS E CORN OF TRACT NO. 30857-4 PER M.B. 435/6-14.	



# MS VAN BUREN II

RIVERSIDE, CALIFORNIA

## MERIDIAN SP-5 FSEIR

- C-2**  
AIR QUALITY  
PRIOR TO PLAT PLAN APPROVAL, PLEASE DETAIL IN SITE PLAN NOTES THAT EMPLOYERS SHALL IMPLEMENT A COMPREHENSIVE WORKSHOP SCHEDULE WITH FEASIBLE.
- M-7**  
UTILITIES AND SERVICES SYSTEMS  
PLEASE DETAIL ON LANDSCAPE PLANS THAT THE PROJECT WILL PROVIDE A NON-POURABLE WATER SYSTEM THAT WILL MEET "PURPLE" PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS.
- M-8**  
UTILITIES AND SERVICES SYSTEMS  
PLEASE DETAIL ON CONCEPTUAL DESIGN PLANS COMPLIANCE WITH MITIGATION MEASURE M-8 IN THAT "A PRELIMINARY STANDARD OF 3.000 GALLONS PER MINUTE SHOULD BE USED FOR THE WATER DISTRIBUTION NETWORK."
- M-9**  
CLIMATE CHANGE AND GHG'S  
PLEASE PROVIDE A SITE PLAN NOTE THAT ON-SITE TRASH ENCLOSURE SHALL PROVIDE THE FOLLOWING: GREEN WASTE ENCLOSURE, TRASH AND RECYCLABLE.
- N. L-1-14**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE INCLUDING THE FOLLOWING: INSTALL ENERGY STAR LABELED ROOFING MATERIALS.
- N. L-1-15**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE ENSURING THAT THE "PROJECT WILL ENHANCE THE USE OF MATERIALS THAT ARE RESOURCE SUFFICIENT, RECYCLED, WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY WAY."
- N. L-1-16**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENTS WILL BE ENCOURAGED, HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED."
- N. L-1-19**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS WILL BE ENCOURAGED, HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED."
- N. L-1-20**  
CLIMATE CHANGE AND GHG'S  
PLEASE ENSURE THAT THE LANDSCAPE PLANS INCORPORATE THE FOLLOWING REQUIREMENT FOR ALL ON-SITE LANDSCAPE: "LANDSCAPE LOT AREAS WILL INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE PER EVERY FOURTEEN STALLS) FOR OFFICE USES AND 18% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS) FOR INDUSTRIAL AND BUSINESS PARK USES WITHIN 10 TO 15 FEET OF CONSTRUCTION. PROJECT WILL USE TREES THAT MAINTAIN OVER A LONG TIME FRAME WITH LOWER WATER DEMAND. SHADE REQUIREMENTS WILL EXCLUDE TRUCK GARAGES AND DRIVE ASLETS."
- N. L-1-24**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, PROVIDE DETAILS THAT ELECTRICAL OUTLETS WILL BE INSTALLED AT ALL BUILDING EXTERIOR AREAS AS PER MITIGATION MEASURE N. L-1-24.
- N. L-1-25**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, PLEASE PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL PROVIDE ENERGY EFFICIENT APPLIANCES (E.G. ENERGY STAR) AND ENERGY-SAVING PROGRAMMABLE THERMOSTATS THAT AUTOMATICALLY ADJUST TEMPERATURE SETTINGS.
- N. L-1-26**  
CLIMATE CHANGE AND GHG'S  
PRIOR TO PLAT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT WILL PROVIDE A SITE PLAN NOTE THAT LOW FLOW AND WATERLESS FIXTURES WILL BE INSTALLED IN ALL PRESSURED RESTROOM FACILITIES AS PER MITIGATION MEASURE N. L-1-26.

## MARCH JPA STANDARD SITE PLAN NOTES

- ALL NEW OR EXISTING UTILITY LINES LESS THAN 66 IN ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.
- ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
- 3.6.5 PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE 3.6.5 PANELS. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY WALLS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY WALLS.
- ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM, BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING TO THE EXTENT PERMITTED BY LAW. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DEVICE LANDSCAPING.
- ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A 6" RVC VERT. BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
- SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 750-800T, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 5.0 CANDLE/FOOT<sup>2</sup> AT THE PROPERTY LINE.
- ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATTS AND SHALL BE FULL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-TO-POINT LIGHTING ANALYSIS AND CANDLE CUES WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDELS AT THE PROPERTY LINE.
- CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
- PAINT SCREENING OF ALL PARKING IS REQUIRED BY MONITORING AND CONTINUING OF LANDSCAPED AREAS, BY LANDSCAPE SHAUB, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
- BUILDING CORNERPOSTS SHALL BE INTEGRALIZED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED CORNERPOSTS.
- ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPERABLE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVEABLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 60% OPENING.
- WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL FINISH TREATMENT SUCH AS INTERIOR COLORED STAINED CONCRETE, BROWNE, OR SIMILAR ALTERNATIVE. LOGGERS AND MATERIAL SHALL BE REMOVED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAINED AND/OR COLORED ASPHALT IS NOT PERMITTED.
- ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLOR.
- ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH PLAZA PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
  - A. ANY USE WHICH WOULD DIRECT A STRONG LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN AIRCRAFT TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN AIRCRAFT-PROTECTED IMMEDIATELY VISUAL OBSTRUCTION LIGHT OR VISUAL APPROACH SLIGHT INDICATOR.
  - B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED 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.
  - C. ANY USE WHICH WOULD GENERATE SMOG OR SMOKE VAPOR OR 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.
  - E. BUILDINGS WITHIN THE ESOBA NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
- PRIOR TO THE ISSUANCE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30% OF 45' WIDE AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRAVEL SCHEDULES AND CARPOOLING INFORMATION.
- PRIOR TO ISSUANCE OF A BUILDING PERMIT, THE PROJECT SHALL PROVIDE A 6-30" SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
- ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE REQUIREMENT OF SITE IMPROVEMENTS IN COMPLIANCE WITH PART 27 OF ORDINANCE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FIA FORM 7480-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE PAID WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
- PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TULF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
- IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.



hpa, inc.  
16631 bardonia avenue, ste. #100  
troy, ca 92612  
tel: 949-863-1770  
fax: 949-863-0551  
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Owner:



101 HOEDENRAMP ROAD, STE 220  
THOUSAND OAKS, CA 91320  
TEL: (805) 494-1228

Project:

Riverside  
Meridian  
Site B  
Riverside, CA

Consultants:

City:	SDH INC.
Structure:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscaping:	HUNTER LANDSCAPE
Fire Protection:	-
Site Eng. Serv:	-

Title: COVER SHEET

Project Number: 18488  
Drawn by: ML  
Date: 07/25/17  
Revision:

Sheet:

A0.1

CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

### PROPERTY INFORMATION

**Owner / Applicant**  
SLAC DEVELOPMENT  
101 HOEDENRAMP ROAD  
THOUSAND OAKS, CA 91320  
TEL: 805-494-1228  
CONTACT: MOHRE SLAC

**Project Address**  
101 VAN BUREN BLVD & MERIDIAN PKWY  
RIVERSIDE, CA 92506

**Zoning**  
SP-9 (MARCH BUSINESS CENTER SPECIFIC PLAN)  
OF: OFFICE

**Applicant Representative**  
HPA, INC.  
15831 BARKLEY AVE. - SUITE 100  
IRVINE, CA 92612  
PHONE: (949) 862-2133  
FAX: (949) 863-0381  
CONTACT: MATTHEW LEE

**Construction Type**  
COMPLETE TILT-UP BUILDING OFFICE & WAREHOUSE  
BUILDING OCCUPANCY: S-1/B  
CONSTRUCTION TYPE: M-B

**Code Analysis**  
2018 CALIFORNIA BUILDING CODE  
2018 CALIFORNIA PLUMBING CODE  
2016 CALIFORNIA MECHANICAL CODE  
2018 CALIFORNIA ELECTRICAL CODE  
2018 CALIFORNIA TREE CODE  
2016 CALIFORNIA ENERGY CODE  
2016 CALIFORNIA GREEN BUILDING STANDARDS

### CONSULTANTS

**CIVIL**  
SDM ASSOCIATES  
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CONTACT: STEVE SOMMERS

**LANDSCAPE**  
WALTER LANDSCAPE  
771 S. FEE AVE. ST.  
PLACENTA, CA 92670  
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### UTILITY INFO

**WATER**  
WESTERN MUNICIPAL WATER DISTRICT  
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RIVERSIDE, CA 92506  
PHONE: (951) 571-7100

**SEWER**  
WESTERN MUNICIPAL WATER DISTRICT  
1425 MERIDIAN PKWY  
RIVERSIDE, CA 92506  
PHONE: (951) 571-7100

**FIRE PROTECTION**  
RIVERSIDE COUNTY FIRE DEPARTMENT  
210 W. SAN JACINTO AVE.  
PERIS, CA 92573  
PHONE: (951) 940-6600

**TELEPHONE SERVICE**  
VERIZON COMMUNICATIONS  
1425 MERIDIAN PKWY  
RIVERSIDE, CA 92506  
PHONE: (951) 571-7100

**ELECTRIC**  
SOUTHERN CALIFORNIA Edison  
1301 E. FRANCES AVENUE  
REDLANDS, CA 92373-0335  
PHONE: (909) 428-8401

VICINITY MAP



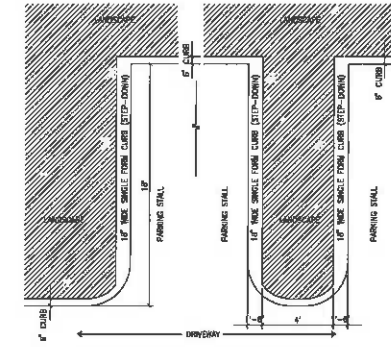
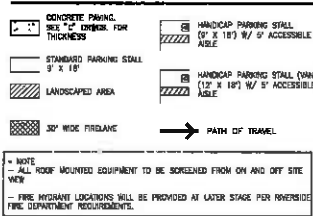
OVERALL SITE PLAN C



SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 ASPHALT CONCRETE (AC) PAVING.
- 3 CONCRETE BALKONY, MEDIUM BROOM FINISH.
- 4 CONCRETE BIKESHARE APRONS TO BE CONSTRUCTED.
- 5 8"-12"x6"-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TOP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQUIRED BY CITY INSPECTOR.
- 6 APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
- 7 NOT USED.
- 8 CONCRETE RAMP 6" / 42" HIGH CONCRETE WALL.
- 9 EXTERIOR BIKE RACK TYPICAL.
- 10 EMPLOYEE SHARED BREAK AREA.
- 11 EXTERIOR CONCRETE STAIR.
- 12 NOT USED.
- 13 LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
- 14 TRUCK ROUTE SIGN. SEE DETAIL "D".
- 15 PRE-CAST CONCRETE WHEEL STOP.
- 16 CONCRETE FILLED GUARD POST 1/2 DIA. U.M.G. 42" H.
- 17 TRAIN ENCLOSURE 1/2" HIGH WALLS PER CITY STANDARD.
- 18 ACCESSIBLE ENTRY SIGN.
- 19 ACCESSIBLE PARKING STALL SIGN.
- 20 TRUNCATED DOME.
- 21 APPROXIMATE LOCATION OF FIRE HYDRANT. WALL INDICATED LEADING FIREWALL TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE.
- 22

SITE LEGEND



STEP-DOWN AT END PARKING STALL A



DESIGNATED TRUCK ROUTES B

Tabulation Table with columns: RETAIL, OFFICE, BLDG.1, BLDG.2, BLDG.3, BLDG.4, BLDG.5, BLDG.6, BLDG.7, BLDG.8, BLDG.9, TOTAL, and GRAND TOTAL. Rows include various construction items like concrete paving, asphalt paving, and landscaping.

**HPA**  
ARCHITECTURE

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18851 barden avenue, - sta. #100  
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fax: 949-853-0851  
email: hpa@hpaarch.com

Owner:

**SDM**

101 HONOLULU ROAD, STE 200  
THOUSAND OAKS, CA 91320  
TEL: (805) 494-1225

Project:

Riverside  
Meridan  
Site B

Riverside, CA

Consultants:

Civil: SDH INC.  
Structural: -  
Mechanical: -  
Plumbing: -  
Electrical: -  
Landscape: HUNTER LANDSCAPE  
Fire Protection: -  
Soils Engineer: -

Title: Overall site plan

Project Number: 16489  
Drawn by: ML  
Date: 07/25/17  
Revisions:

Sheet: **A1.1**

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT



**ELEVATION KEYNOTES**

1. CONCRETE 1/2" UP PANEL.
2. FINISH JOINT.
3. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
4. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
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**ELEVATION GENERAL NOTES**

1. ALL FINISH COLOR CHANGES TO OCCUR AT FINISH ELEMENT SPACES NOTED ON DRAWING.
2. ALL FINISH FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. L.A.S. E.L. - TOP OF FINISHED ELEVATION.
4. F.F. - FINISH FLOOR ELEVATION.
5. FOUNDATION CONSTRUCTION SHALL BE WITH ATTACHMENTS AND LATHES SHALL BE APPROVED TO MEET ALL LOCAL CODES AND ALL APPLICABLE CONTRACT DOCUMENTS. VERIFY SHOP DRAWINGS FIRST TO REFLECT.
6. CONTRACTOR SHALL VERIFY THAT THE CONCRETE PANEL IS SELECTED COLOR, WEIGHT AND OTHER SHALL APPROVE PRIOR TO POURING CONCRETE OF PANELS.
7. BACK SIDE OF PANELS TO HAVE SMOOTH FINISH AND BE PROTECTED WITH BARRIER PAINT.
8. FOR BRANDED GLAZING, ALLOW SPACE BEHIND SPANGLER TO BEHIND.
9. USE ADHESIVE MADE FROM URETHAN FOR ALL REVEALS.
10. THE FIRST COAT OF PAINT TO BE APPLIED ON AND THE SECOND COAT TO BE APPLIED ON.

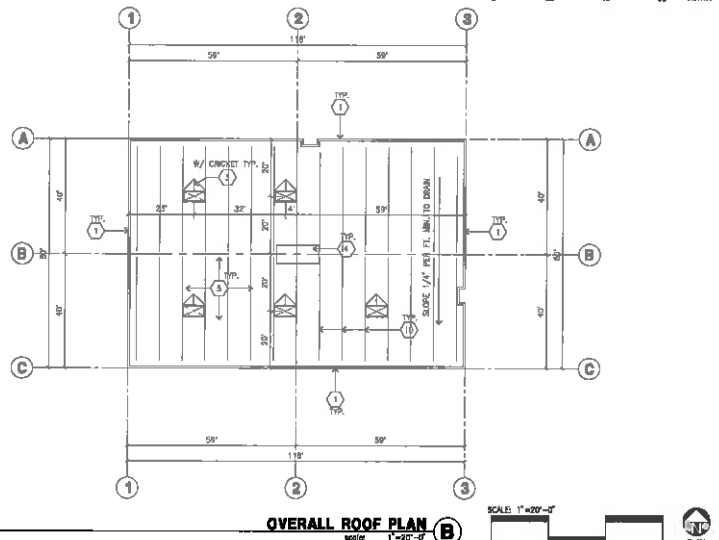
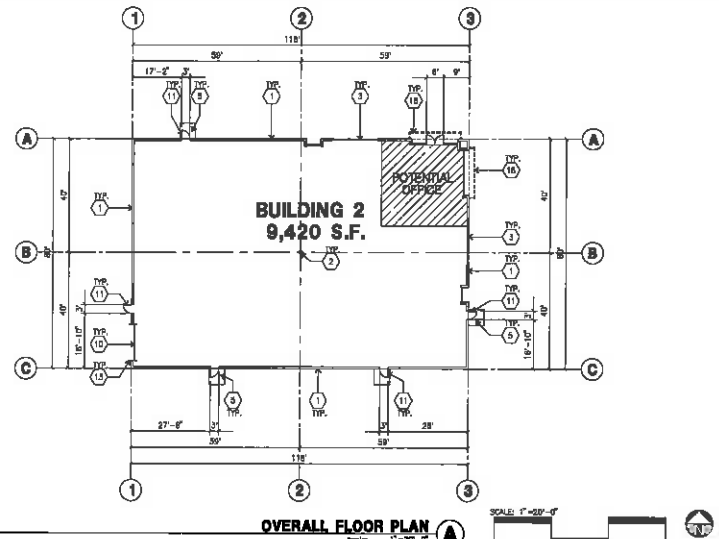
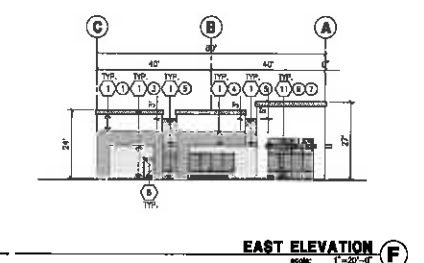
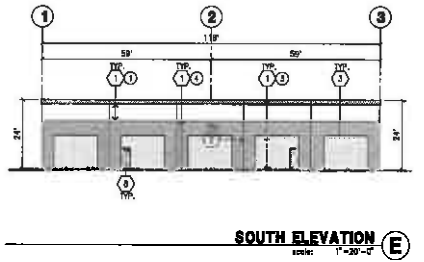
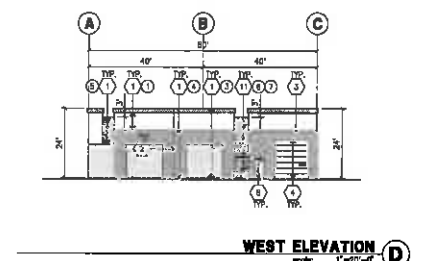
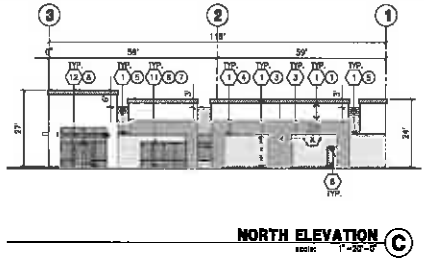
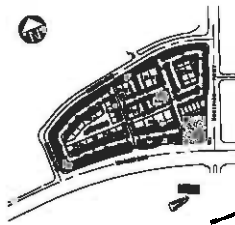
**ELEVATION COLOR LEGEND/SCHED.**

1. FINISH, COLOR : OFFICE BUILDING EXTERIOR
2. FINISH, COLOR : NOT USED
3. FINISH, COLOR : NOT USED
4. FINISH, COLOR : NOT USED
5. FINISH, COLOR : NOT USED
6. FINISH, COLOR : NOT USED
7. FINISH, COLOR : NOT USED
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17. FINISH, COLOR : NOT USED
18. FINISH, COLOR : NOT USED
19. FINISH, COLOR : NOT USED
20. FINISH, COLOR : NOT USED

**GLAZING LEGEND**

- NEED ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TYPED.
- ALL GLAZING TO BE TYPED
- GLAZING : TYPE 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20
- GLAZING : TYPE 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20
- GLAZING : TYPE 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20

**KEY MAP**



**ROOF PLAN GENERAL NOTES**

1. ALL CONDITIONS ARE TO FACE OF CONCRETE WALL, CORNER, OR FACE OF FINISH (GLAZING).
2. VERIFY THAT ALL ROOF AREA HAVE PROPER DRAINAGE (1/2" FROM TO ROOF INSULATION INSTALLATION).
3. VERIFY THAT ALL ROOF AREA HAVE PROPER DRAINAGE (1/2" FROM TO ROOF INSULATION INSTALLATION).
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.
6. CONTRACTOR TO VERIFY ALL ROOF AREA PENETRATIONS (1/2" FROM).
7. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
8. ALL ROOFINGS TO BE DESIGNED PER SLOPE SPECTRUM CENTER 1/2" OVERHANG PANEL SUPPORTS AND CORNER. MANUFACTURER TO CONFIRM IN WRITING.
9. ROOF OVERHANG AND OVERHANG DRAINS TO BE 1/2" MIN. DIA. SEE TYP. DRAWING FOR EXACT SIZE.
10. PROVIDE DRAINED DROPPERS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT DRAIN.
11. BUILD UP ROOFING TO BE DESIGNED FOR 40 PSF AND TO BE 1/2" DIA. CLASS A ROOF. FINISHES NOT TYP. THAT WOULD BE APPLIED, ALL TYP. AS SHOWN.
12. ALL ROOFING MATERIALS SHALL MEET ALL CODES AND MANUFACTURER REQUIREMENTS. FINISHES REQUIREMENTS ARE TO BE PROVIDED AS REQUIRED AND ALL FINISHES SHALL BE 1/2" DIA. CLASS A ROOF. FINISHES NOT TYP. THAT WOULD BE APPLIED, ALL TYP. AS SHOWN.
13. ALL ROOFINGS TO BE PLACED A MIN. OF 1/2" FROM BASE FACE OF FINISHES.
14. USE SHEET BURN FOR INSULATION IN THE OVERHANG AREA.
15. ROOF OVERHANG SHALL BE DESIGNED TO BEHIND FROM "POTENTIAL OFFICE" WILL BE USED FOR HIGH PILE CONSTRUCTION STORAGE.
16. ROOF OVERHANG OVERHANG DRAINS AND OVERHANG FINISH WITHIN THE OVERHANG OF THE BUILDING SHALL BE DESIGNED AS ACCORDING WITH THE OVERHANG OF THE BUILDING CODE FOR TYPING DRAMA, SATE AND VENT SYSTEMS.
17. ROOF OVERHANG OVERHANG FINISH WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE SYSTEMS.
18. MANUFACTURER ROOF DRAIN AND OVERHANG/EXTENSION SHALL BE APPRO. CAUTION : IF THIS SHEET IS NOT 24" X 36" IT IS A REDUCED PRINT COPY.

**FLOOR PLAN KEYNOTES**

1. CONCRETE 1/2" UP PANEL.
2. FINISH JOINT.
3. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
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**FLOOR PLAN GENERAL NOTES**

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIVE (5) FEET MIN. HEIGHT APPROX. 120" MAXIMUM. A SEPARATE PARTIAL SHALL BE REQUIRED FOR ANY CONSTRUCTION SYSTEMS.
2. FINISH JOINTS SHALL BE APPROVED FOR THE FINISHES.
3. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
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19. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
20. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.

**FLOOR SLAB & POUR STRIPS REQ.**

1. FLOOR CONSTRUCTION - SEE 1.
2. FINISH CONSTRUCTION - SEE 2.
3. FINISH CONSTRUCTION - SEE 3.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
6. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
7. ALL EQUIPMENT & STORAGE VEHICLES SHALL BE SUPPORTED.
8. ALL EQUIPMENT & STORAGE VEHICLES SHALL BE SUPPORTED.
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19. ALL EQUIPMENT & STORAGE VEHICLES SHALL BE SUPPORTED.
20. ALL EQUIPMENT & STORAGE VEHICLES SHALL BE SUPPORTED.

**ROOF PLAN KEYNOTES**

1. CONCRETE 1/2" UP PANEL.
2. FINISH JOINT.
3. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
4. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
5. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
6. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
7. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
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19. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.
20. FINISH, REPAIR. ALL FINISH TO HAVE A MAX. OF 1/8" CHAIRS.

**ROOF LEGEND**

- 1. FINISH, COLOR : OFFICE BUILDING EXTERIOR
- 2. FINISH, COLOR : NOT USED
- 3. FINISH, COLOR : NOT USED
- 4. FINISH, COLOR : NOT USED
- 5. FINISH, COLOR : NOT USED
- 6. FINISH, COLOR : NOT USED
- 7. FINISH, COLOR : NOT USED
- 8. FINISH, COLOR : NOT USED
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- 13. FINISH, COLOR : NOT USED
- 14. FINISH, COLOR : NOT USED
- 15. FINISH, COLOR : NOT USED
- 16. FINISH, COLOR : NOT USED
- 17. FINISH, COLOR : NOT USED
- 18. FINISH, COLOR : NOT USED
- 19. FINISH, COLOR : NOT USED
- 20. FINISH, COLOR : NOT USED

**HIPAC**  
INCORPORATED

18851 bardonia avenue, sta. #100  
Irving, CA  
92612  
tel: 949-663-1770  
fax: 949-663-0851  
email: hipac@hipac.com

Owner:

**SDM**

101 HODGENS CAMP ROAD, SITE 200  
THOUSAND OAKS, CA 91320  
TEL: (805) 494-1228

Project:

**Riverside  
Meridian  
Site B**

Riverside, CA

Consultants:

CH2M  
Electrical: SDH INC.  
Mechanical: -  
Plumbing: -  
Vertical: -  
Landscape: HUNTER LANDSCAPE  
Fire Protection: -  
Site Engineer: -

Title: Overall Floor Plan

Project Number: 15458  
Drawn by: ML  
Date: 07/25/17  
Revision: -

Sheet: **A2.2**







**ELEVATION KEYNOTES**

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL FINISH: ALL FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
4. PANEL FINISH: ALL FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
5. 1/2" OF CONCRETE SOAK IN FROM FULL PROVIDE COMPLETE BARRIER-CHAMBER PROTECTION ALL AROUND.
6. CONCRETE SHALL JAMB AND CORNER BY 1/2" MIN. PARALLEL FINISHES FOR 1/2" MIN. TO MEET AND IMPROVED FINISHES OF CONCRETE PANELS AT FINE FINISHING POINTS. ALL JOINTS TO CONCRETE TO BE 1/2" MIN. LARGER OPENING FOR VENTILATION. PART TO MATCH EXTERIOR FINISHES.
7. HOLDING METAL BOLDS PROVIDE COMPLETE WEATHER STOPPING ALL AROUND.
8. EXTERIOR ROOF DRAIN BY 2 OVERLAP SCAPERS.
9. ROCK DOOR DAMPER TYPICAL.
10. DAMPER WEATHERSTOP FINISHES WITH TYPICAL GLAZING AT ALL CORNERS. DAMPERS ADJUSTED TO CLOSE AND GLAZING WITH BORTHAY LOSS THAT 1/4" MIN. FROM FLOOR ELEVATION.
11. METAL CRACKS.
12. CRACK OUT PANEL.
13. INTERIOR ROOF DRAIN BY 2 OVERLAP SCAPERS.
14. CONC. FILLED GROUND POOR. 1/2" DIA. MAX. 4" DIA.

**ELEVATION GENERAL NOTES**

1. ALL FINISHES TO BE TO CORNER AT FLOOR CORNERS UNLESS NOTED OTHERWISE.
2. ALL FINISHES TO BE TO CORNER AT FLOOR CORNERS UNLESS NOTED OTHERWISE.
3. TYP. FIN. = TOP OF FINISH ELEVATION.
4. F.T. = FINISH FLOOR ELEVATION.
5. STRUCTURE CONSTRUCTION: SLAB, METAL, APPROXIMATIONS AND DETAILS SHALL BE CORRECTED TO MEET - 1/4" SANDPAPER. FINISHES CONSTRUCTION SHALL SHOW DIMENSIONS FROM TO INSTALLATION.
6. CONTRACTOR SHALL PLACE FINE OVER CONCRETE PANELS BY SELECTED COLOR, MOISTURE AND OTHER SHALL APPROVE FROM TO MATCHING FINISHES OF SLABING.
7. FINISH SIDE OF FINISHES TO HAVE SMOOTH FINISH AND BE FINISHED WITH SANDPAPER FINISH.
8. TYP. FINISHES: GLAZING, ALUMINUM BRASS BEHIND FINISHES TO FINISHES.
9. USE ANTI-STATIC BRASS BEHIND FINISHES FOR ALL FINISHES.
10. FIN. PART OF FINISH TO BE ROLLED-OFF AND THE SECOND COAT TO BE APPLIED.

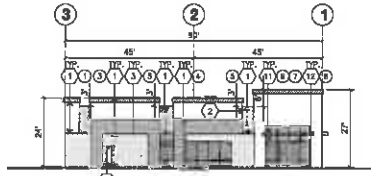
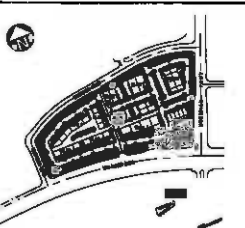
**ELEVATION COLOR LEGEND/SCHED.**

1. FINISH: COLOR 1: WHITE BRASS BRASS
2. FINISH: COLOR 2: WHITE BRASS BRASS
3. FINISH: COLOR 3: WHITE BRASS BRASS
4. FINISH: COLOR 4: WHITE BRASS BRASS
5. FINISH: COLOR 5: WHITE BRASS BRASS
6. FINISH: COLOR 6: WHITE BRASS BRASS
7. FINISH: COLOR 7: WHITE BRASS BRASS
8. FINISH: COLOR 8: WHITE BRASS BRASS
9. FINISH: COLOR 9: WHITE BRASS BRASS
10. FINISH: COLOR 10: WHITE BRASS BRASS
11. FINISH: COLOR 11: WHITE BRASS BRASS
12. FINISH: COLOR 12: WHITE BRASS BRASS
13. FINISH: COLOR 13: WHITE BRASS BRASS
14. FINISH: COLOR 14: WHITE BRASS BRASS
15. FINISH: COLOR 15: WHITE BRASS BRASS
16. FINISH: COLOR 16: WHITE BRASS BRASS
17. FINISH: COLOR 17: WHITE BRASS BRASS
18. FINISH: COLOR 18: WHITE BRASS BRASS
19. FINISH: COLOR 19: WHITE BRASS BRASS
20. FINISH: COLOR 20: WHITE BRASS BRASS

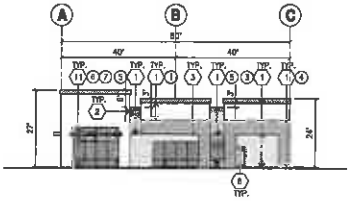
**GLAZING LEGEND**

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TYPICAL.
- 1. SPANGLER GLAZING
  - 2. SPANGLER GLAZING
  - 3. SPANGLER GLAZING
  - 4. SPANGLER GLAZING
  - 5. SPANGLER GLAZING
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  - 18. SPANGLER GLAZING
  - 19. SPANGLER GLAZING
  - 20. SPANGLER GLAZING

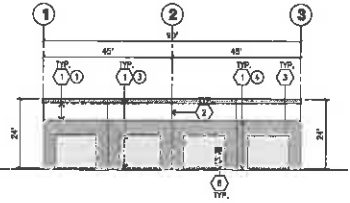
**KEY MAP**



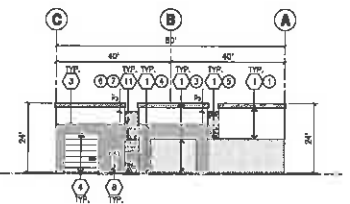
**NORTH ELEVATION C**  
SCALE: 1"=20'-0"



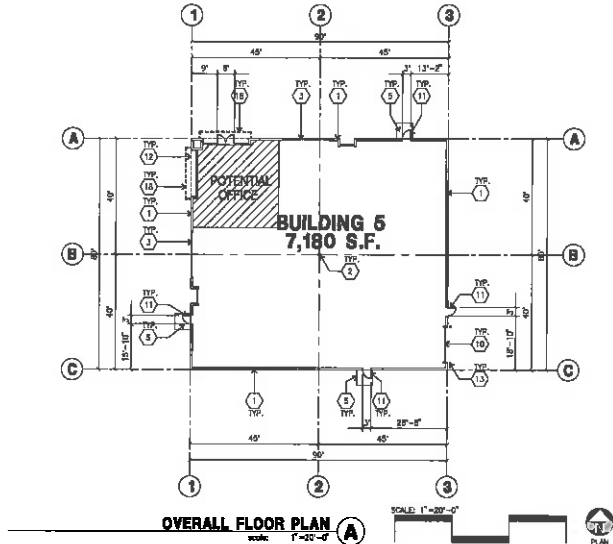
**WEST ELEVATION D**  
SCALE: 1"=20'-0"



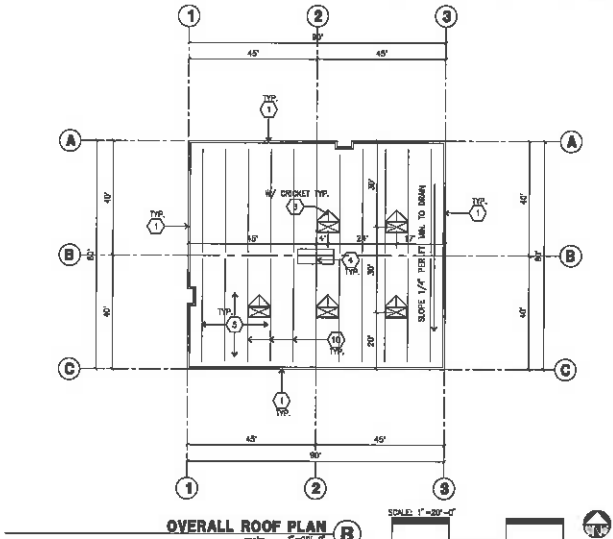
**SOUTH ELEVATION E**  
SCALE: 1"=20'-0"



**EAST ELEVATION F**  
SCALE: 1"=20'-0"



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



**OVERALL ROOF PLAN B**  
SCALE: 1"=20'-0"

**FLOOR PLAN KEYNOTES**

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLLAG.
3. TYPICAL STRUCTURE BEHIND WITH FINISHES SEE OTHER DRAWING FOR FINISHES FOR ROOF DRAIN AND GLAZING FOR ROOF DRAIN AND GLAZING.
4. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
5. 1/2" OF CONCRETE SOAK IN FROM FULL PROVIDE COMPLETE BARRIER-CHAMBER PROTECTION ALL AROUND.
6. CONCRETE SHALL JAMB AND CORNER BY 1/2" MIN. PARALLEL FINISHES FOR 1/2" MIN. TO MEET AND IMPROVED FINISHES OF CONCRETE PANELS AT FINE FINISHING POINTS. ALL JOINTS TO CONCRETE TO BE 1/2" MIN. LARGER OPENING FOR VENTILATION. PART TO MATCH EXTERIOR FINISHES.
7. HOLDING METAL BOLDS PROVIDE COMPLETE WEATHER STOPPING ALL AROUND.
8. EXTERIOR ROOF DRAIN BY 2 OVERLAP SCAPERS.
9. ROCK DOOR DAMPER TYPICAL.
10. DAMPER WEATHERSTOP FINISHES WITH TYPICAL GLAZING AT ALL CORNERS. DAMPERS ADJUSTED TO CLOSE AND GLAZING WITH BORTHAY LOSS THAT 1/4" MIN. FROM FLOOR ELEVATION.
11. METAL CRACKS.
12. CRACK OUT PANEL.
13. INTERIOR ROOF DRAIN BY 2 OVERLAP SCAPERS.
14. CONC. FILLED GROUND POOR. 1/2" DIA. MAX. 4" DIA.
15. FIN. PART OF FINISH TO BE ROLLED-OFF AND THE SECOND COAT TO BE APPLIED.
16. FIN. PART OF FINISH TO BE ROLLED-OFF AND THE SECOND COAT TO BE APPLIED.
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM.
18. METAL CRACKS BRASS.

**FLOOR PLAN GENERAL NOTES**

1. THIS BUILDING IS DESIGNED FOR HIGH FLOOR FINISHES WITH THE ACCESS MAIN DOOR APPROX. 10' MINIMUM A SEPARATE PART SHALL BE PROVIDED FOR THE MAIN DOOR APPROX. 10' MINIMUM.
2. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
3. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
4. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
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20. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.

**FLOOR SLAB & POUR STRIPS REQ.**

1. FLOOR CONSTRUCTION - SEE STRUCTURAL DRAWING.
2. FLOOR CONSTRUCTION - SEE STRUCTURAL DRAWING.
3. FLOOR CONSTRUCTION - SEE STRUCTURAL DRAWING.
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19. FLOOR CONSTRUCTION - SEE STRUCTURAL DRAWING.
20. FLOOR CONSTRUCTION - SEE STRUCTURAL DRAWING.

**ROOF PLAN KEYNOTES**

1. CONCRETE PANELS, SEE "C" DRAWINGS FOR FINISHES.
2. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
3. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
4. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
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20. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.

**ROOF LEGEND**

- 1. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
- 2. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
- 3. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
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- 19. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
- 20. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.

**ROOF PLAN GENERAL NOTES**

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, CRACKS, OR FACE OF STEEL BRACKS.
2. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
3. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
4. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.
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20. FINISHES TO USE A GRADE OF 1/4" SANDPAPER.

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**HPA**  
JULY 1978

HPA, Inc.  
1881 Bardonia Avenue, Ste. #100  
Irvine, CA 92614  
Tel: 949-853-1770  
Fax: 949-863-0851  
Email: hpa@hparchs.com

Owner:  
**SDM**

101 HIDDEN CAMP ROAD, STE 200  
THOUSAND OAKS, CA 91320  
TEL: (805) 494-1226

Project:  
**Riverside Meridan Site B**  
Riverside, CA

Consultants:  
**SDM INC.**

Arch: -  
Structural: -  
Mechanical: -  
Plumbing: -  
Electrical: -  
Landscape: HUNTER LANDSCAPE  
Fire Protection: -  
Soils Engineer: -

Title: **Overall Floor Plan**

Project Number: 18488  
Drawn by: ML  
Date: 07/25/17

Revision: \_\_\_\_\_

Sheet: \_\_\_\_\_

**A2.5**









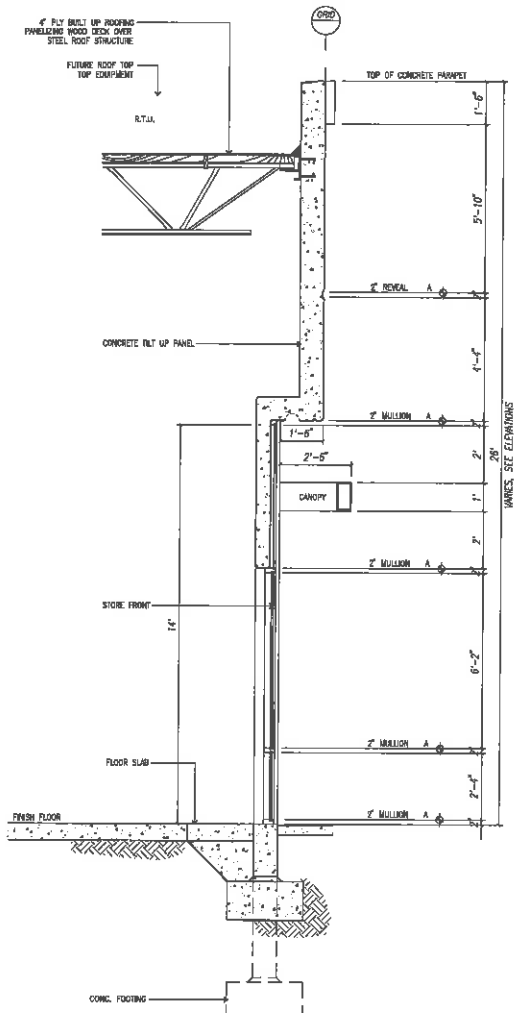




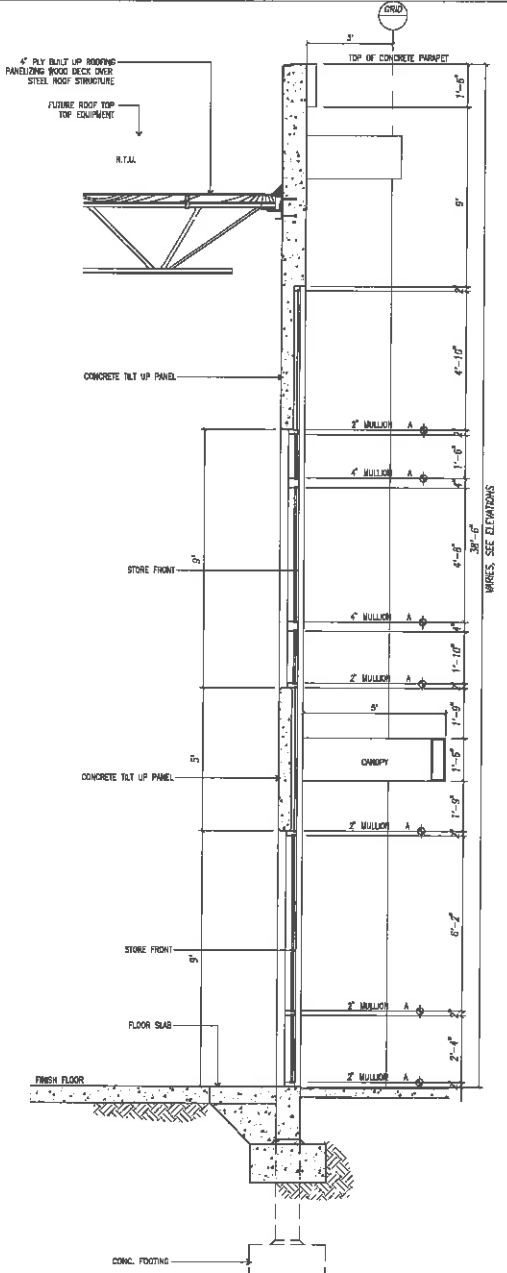




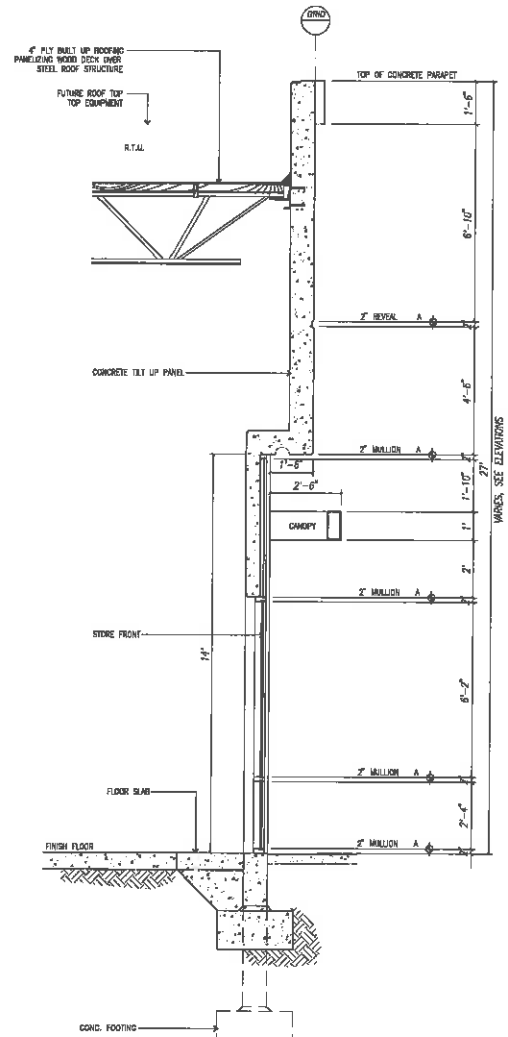




TYP. STOREFRONT ELEVATION AT BLDG. 12 **C**  
SCALE: 1/2" = 1'-0"



TYP. STOREFRONT ELEVATION AT BLDG. 11 **B**  
SCALE: 1/2" = 1'-0"



TYP. STOREFRONT ELEVATION AT BLDG. 1-B **A**  
SCALE: 1/2" = 1'-0"

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**HPA**  
ARCHITECTS, INC.  
hpa, inc.  
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irvine, ca  
92612  
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fax: 949-963-0951  
email: hpa@hparch.com

Owner:  
**SDM**  
101 HODDENCAMP ROAD, STE 200  
THOUSAND OAKS, CA 90703  
TEL: (805) 494-1229

Project:  
Riverside  
Meridan  
Site B  
Riverside, CA

Consultants:  
Civil: SDH INC.  
Mechanical:  
Plumbing:  
Electrical:  
Landscape: HUNTER LANDSCAPE  
Fire Protection:  
Structural Engineer:

Title: Section  
Project Number: 18488  
Drawn by: ML  
Date: 07/25/17  
Reviewed:

Sheet:  
**A4.1**

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

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

The proposed project application may be viewed by prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org), and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 4:30 p.m., and by prescheduled appointment on Fridays, from 8:00 a.m. to 3:30 p.m. Office is closed on Friday, July 3. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:**                **July 9, 2020**

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

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

**CASE DESCRIPTION:**

ZAP1419MA20 – MS Van Buren II, LLC (Representative: SDH & Associates, Rob Van Zanten) – March Joint Powers Authority Case No. TPM20-03 (Tentative Parcel Map No. 37091). A proposal to divide 13.60 acres located on the northwest corner of Van Buren Boulevard and Meridian Parkway into four commercial parcels. (The previous proposal to construct 11 shell buildings totaling 160,608 square feet (as well as a Specific Plan Amendment) on this site had been found consistent by the ALUC (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

March  
C1

ALUC CASE NUMBER: ZAP 1419 MA 20 DATE SUBMITTED: April 24, 2020

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Rob Van Zanten	Phone Number (951) 683-3691
Mailing Address	SDH & Associates, Inc 14060 Meridian Parkway, Ste. 102 Riverside, CA 92518	Email rob@sdhinc.net
Representative	Mario Calvillo	Phone Number (951) 276-3657
Mailing Address	Lee & Associates 3240 Mission Inn Avenue Riverside, CA 92507	Email mcalvillo@leeriverside.com
Property Owner	Moshe Silagi	Phone Number *805) 494-7704
Mailing Address	MS Van Buren II, LLC 101 Hodencamp Road Thousand Oaks, CA 91360	Email moshe@silagidevelopment.com

### LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number (951) 656-7000
Staff Contact	Lauren Sotelo, Associate Planner	Email sotelo@marchjpa.com
Mailing Address		Case Type
	14205 Meridian Parkway, Ste. 140 Riverside, CA 92518	<input type="checkbox"/> General Plan / Specific Plan Amendment
Local Agency Project No	TPM 20-03	<input type="checkbox"/> Zoning Ordinance Amendment
		<input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Site Plan Review/Plot Plan
		<input type="checkbox"/> Other

### PROJECT LOCATION

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

Street Address	N/A	
Assessor's Parcel No.	<del>294-050-050, 051, 055, 056, 058, 059, 067, 068</del> <u>083410041-086</u>	Gross Parcel Size <u>48.01 AC 13.60</u>
Subdivision Name	LLA No. 18-01 per Doc. # 2019-0368666	Nearest Airport and distance from Airport
Lot Number	Parcels A-D	MARB- 3,755 FT

### 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)	Approved development of 13 industrial/flex/showroom/retail/office buildings on 13.6 acres.



Proposed Land Use (describe)	Proposal to process a Parcel Map for condominium purposes.		
	No changes proposed to the site plan, buildings or parcel configurations.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hrs/day	
	Number of People on Site	Maximum Number 527	
	Method of Calculation	Total Parking Spaces Provided	
Height Data	Site Elevation (above mean sea level)	1570	ft.
	Height of buildings or structures (from the ground)	36' max	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, landscaping plans, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (only required if the project is scheduled for a public hearing Commission meeting). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. \*

\* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

**RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**ADMINISTRATIVE ITEMS**

**4.1 Director's Approvals.**

- A. During the period of May 16 through June 15, 2020, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed three non-legislative cases/case sets within Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area and issued determinations of consistency.

ZAP1420MA20 (March Air Reserve Base/Inland Port Airport Influence Area, Zone D) pertains to City of Moreno Valley Case No. PEN20-0041 (Plot Plan), a proposal to construct a 95,474 square foot warehouse building on 4.8 acres located on the southerly side of Nandina Avenue, westerly of Perris Boulevard, northerly of Grove View Road, and easterly of Indian Street. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA"), where non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,488 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 4,843 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,536 feet AMSL. The site's finished floor elevation is 1,468 feet AMSL, and the proposed maximum building height is 44 feet, resulting in a top point elevation of 1,512 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

Due to location within 10,000 feet of the airport runway, bird attractant is a concern. The applicant agreed to abide by Condition No. 4, which requires that: (1) new basins be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls; (2) any landscaping proposed in the detention basin be in accordance with ALUC's "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures; and (3) a notice sign be fixed to the stormwater basin identifying that an airport is in the vicinity and that the basin is designed to hold stormwater for only 48 hours.

ALUC Director Simon Housman issued a determination of consistency for this project on May 21, 2020.

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ZAP1422MA20 (March Air Reserve Base/Inland Port Airport Influence Area, Zone E) pertains to County of Riverside Case Nos. TPM37787 (Tentative Parcel Map No. 37787), a proposal to divide 20.06 acres (Assessor's Parcel Number 457-350-027) located on the northeast corner of Sultanas Road and El Tecolote Road (and southerly of unimproved Varela Lane) in the unincorporated community of Homeland into two parcels, and PPT190035 (Plot Plan), a proposal to establish a Recreational Vehicle (RV) storage yard (including 225 RV stalls) on 8.99 acres (proposed Parcel 2 of TPM37787). The site is located within

Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA), where non-residential intensity is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest public use runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 27,300 feet from the project site. As the site is more than 20,000 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on June 4, 2020.

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ZAP1423MA20 (March Air Reserve Base/Inland Port Airport Influence Area, Zone E) pertains to County of Riverside Case No. PPW200001 (Plot Plan), a proposal to establish a 60 foot tall faux water tower wireless communications facility with a 120 square foot equipment shelter area located on the northerly side of Lopez Street, easterly of Marshall Street, and southerly of San Jacinto Avenue in the unincorporated community of Good Hope. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (“March AIA”), where non-residential intensity is not restricted.

Although the project is located within the March AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at its northwesterly terminus is 1,413 feet above mean sea level (1,413 feet AMSL). At a distance of approximately 17,200 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,585 feet AMSL. The site elevation is 1,651 feet AMSL and the maximum structure height is 60 feet, resulting in a top point elevation of 1,711 feet AMSL. Therefore, FAA OES review was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study No. 2020-AWP-2446-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 March 24, 2020. The FAA OES conditions have been incorporated into ALUC’s conditions.

ALUC Director Simon Housman issued a determination of consistency for this project on June 4, 2020.

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- B. Additionally, ALUC Director Simon Housman reviewed two Countywide and one Citywide non-impact legislative cases (ordinance amendments) pursuant to ALUC Resolution No. 2011-02 and issued determinations of consistency.

ZAP1051RG20 (City of Riverside – Citywide) pertains to City of Riverside Case No. P20-0241, an amendment to the City’s Zoning Code revising Chapter 19.580 (Parking and Loading) to establish a Citywide exemption from parking requirements for designated Cultural Resources. Specifically, the amendment provides that “new uses within the confines of an existing structure in a non-residential zone, designated as a historic resource or a contributor to an historic district, as defined in Title 20 of the Riverside Municipal Code, are exempt from providing any additional parking.” There are no additions to the permitted

land use tables and no development standards that would increase residential density or non-residential intensity.

ALUC Director Simon Housman issued a determination of consistency for this project on May 28, 2020

ZAP1049RG20 (County of Riverside – unincorporated areas Countywide) pertains to County of Riverside Case No. CZ1900015, an amendment to Land Use Ordinance No. 348 addressing the cultivation and manufacturing of industrial hemp, specifying the zoning classifications in which indoor cultivation, outdoor cultivation, non-volatile manufacturing, and volatile manufacturing would be permitted, acreage requirements, procedures for project approval and permitting, and development standards. Industrial hemp is not considered to be a bird attractant, and the amendment does not increase residential density or non-residential intensity.

ALUC Director Simon Housman issued a determination of consistency for this project on June 4, 2020.

ZAP1050RG20 (County of Riverside – unincorporated areas Countywide) pertains to County of Riverside Case No. CZ1900011, an amendment to Article XIXa of Land Use Ordinance No. 348 relating to temporary events. The proposed amendment establishes a tiering structure based on the number of attendees, clarifies permitting and operating requirements, and provides enforcement regulations for temporary events. The proposed amendment limits attendance at temporary events occurring on lots less than 20 acres in gross area (other than events held at legally existing established facilities) to a maximum of 2,000 attendees on lots five acres or greater, 1,000 attendees on lots at least one gross acre but less than five gross acres in size, and 400 attendees on lots at least 10,000 square feet but less than one gross acre in size.

ALUC Director Simon Housman issued a determination of consistency for this project on June 11, 2020.

- C. Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution Nos. 2016-02 and 2018-02, ALUC Director Simon Housman reviewed one legislative case set with associated non-legislative cases within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and issued a determination of consistency.

ZAP1424MA20 pertains to City of Moreno Valley Case Nos. PEN20-0066 (General Plan Amendment), a proposal to amend the City of Moreno Valley General Plan land use designation of a 10.82-acre parcel located southerly of Iris Avenue, easterly of Perris Boulevard, and northerly of Red Maple Lane from R5 to R10, PEN20-0067 (Change of Zone), a proposal to change the zoning of the same area from R5 to RS10, and PEN 20-0063 (Tentative Tract Map No. 37909) and PEN20-0065 (Conditional Use Permit), which together propose a Planned Unit Development subdivision of the site into an 82-lot single-family detached residential home development with common area. The site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where residential density is not limited. Both the existing and proposed General Plan and zoning designations and boundaries are consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 10,400 feet from the project site to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any new structures with an elevation at top of roof exceeding 1,592 feet AMSL. The site elevation is 1,500 feet AMSL, and the building height is 35 feet, resulting in a top point elevation of 1,535 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.



ALUC Director Simon Housman issued a determination of consistency for this project on June 11, 2020.

**4.2** Detention Basins and Wildlife Hazards

Presentation by ALUC Director Simon Housman or his designee.

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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



May 21, 2020

Ms. Julia Descoteaux, Project Planner  
City of Moreno Valley Planning Department  
14177 Frederick Street  
Moreno Valley CA 92552

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

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John Lyon  
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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](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1420MA20  
Related File No.: PEN20-0041 (Plot Plan)  
APN: 316-211-003

Dear Ms. Descoteaux:

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. PEN20-0041 (Plot Plan), a proposal to construct a 95,474 square foot industrial warehouse building on 4.8 acres located southerly of Nandina Avenue, westerly of Perris Boulevard, northerly of Grove View Road, and easterly of Indian Street.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,488 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 4,843 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,536 feet AMSL. The site’s finished floor elevation is 1,468 feet AMSL, and the proposed maximum building height is 44 feet, resulting in a top point elevation of 1,512 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 4,800 feet from the runway, and therefore would be subject to the above requirement.

## AIRPORT LAND USE COMMISSION

Detention basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.” The applicant has agreed to the following conditions, in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC “Landscaping Near Airports” and “Airports, Wildlife and Stormwater Management” brochures, and 3) a notice sign shall be fixed to the stormwater basin identifying that an airport is in the vicinity and that the basin is designed to hold stormwater for only 48 hours.

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.

## AIRPORT LAND USE COMMISSION

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

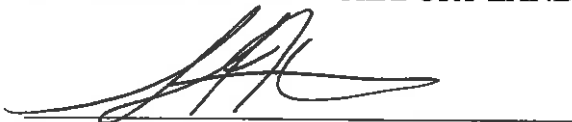
Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside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

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

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: LDC Industrial Realty, LLC, Larry Cochrun (applicant)

HPA, LLC, Celio Cosio (representative)

24771 Nandina LLC c/o Molto Properties, Michael Powers (property owner/fee-payer)

Gary Gosliga, Airport Manager, March Inland Port Airport Authority

Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base

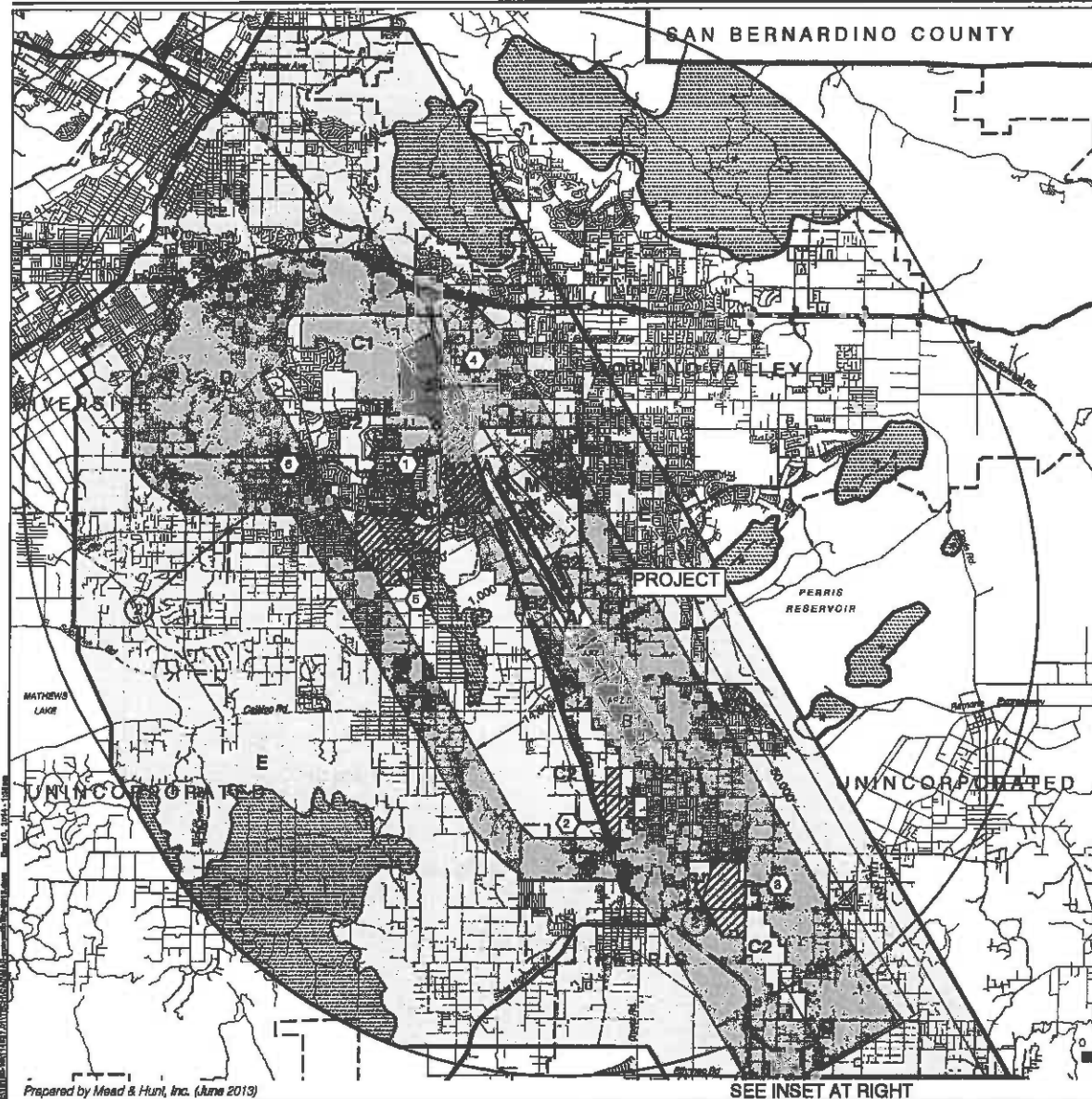
ALUC Case File

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# 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

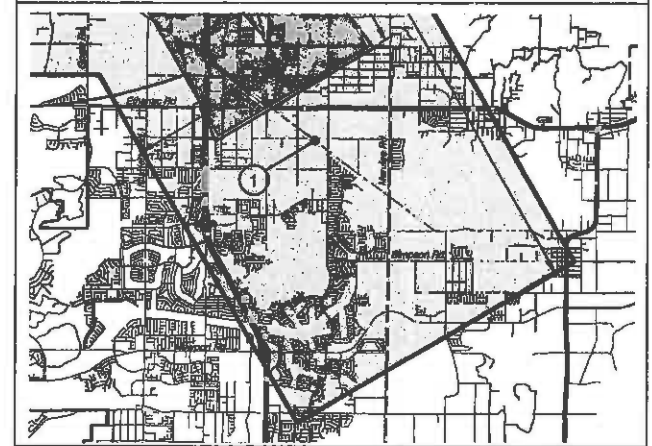
**Boundary Lines**

- 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: Ban Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

**INSET**



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

Map MA-1

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

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



Base map source: County of Riverside 2013

  
**March Air  
Reserve Base**

**RIVERSIDE  
COUNTY**

IRIS AVE

COSMOS ST

EMMA LN

**MORENO  
VALLEY**

SADDLEROCK LN

LASSALLE ST

CARDINAL AVE

EDWIN RD

SAN MICHELE RD

MODULAR WY

KITCHING ST

INOX ST

NANDINA AVE

**PROJECT SITE**

INDIAN ST

PERRIS BLVD

GLOBE ST

**RIVERSIDE  
COUNTY**

PATERSON AVE

OLEANDER AVE

CALIFORNIA ST

HARLEY KNOX BLVD

NANCE ST

NANCE ST

PATERSON AVE

MARKHAM ST

LA VINA BLVD

**PERRIS**

REDLANDS AVE

PERRY ST

WEBSTER AVE

BRENNAN AVE

BARRETT AVE

PERRY ST

EVANS RD

NEVADA AVE

BRENNAN AVE

INDIAN ST

RAMONA EXPY

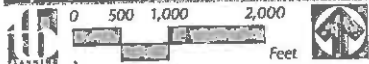
KITCHING ST

Source(s): RCTMLA (2019)

# Nandina Business Park

**Vicinity Map**

Date: April 20...



# Map My County Map



**Legend**

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



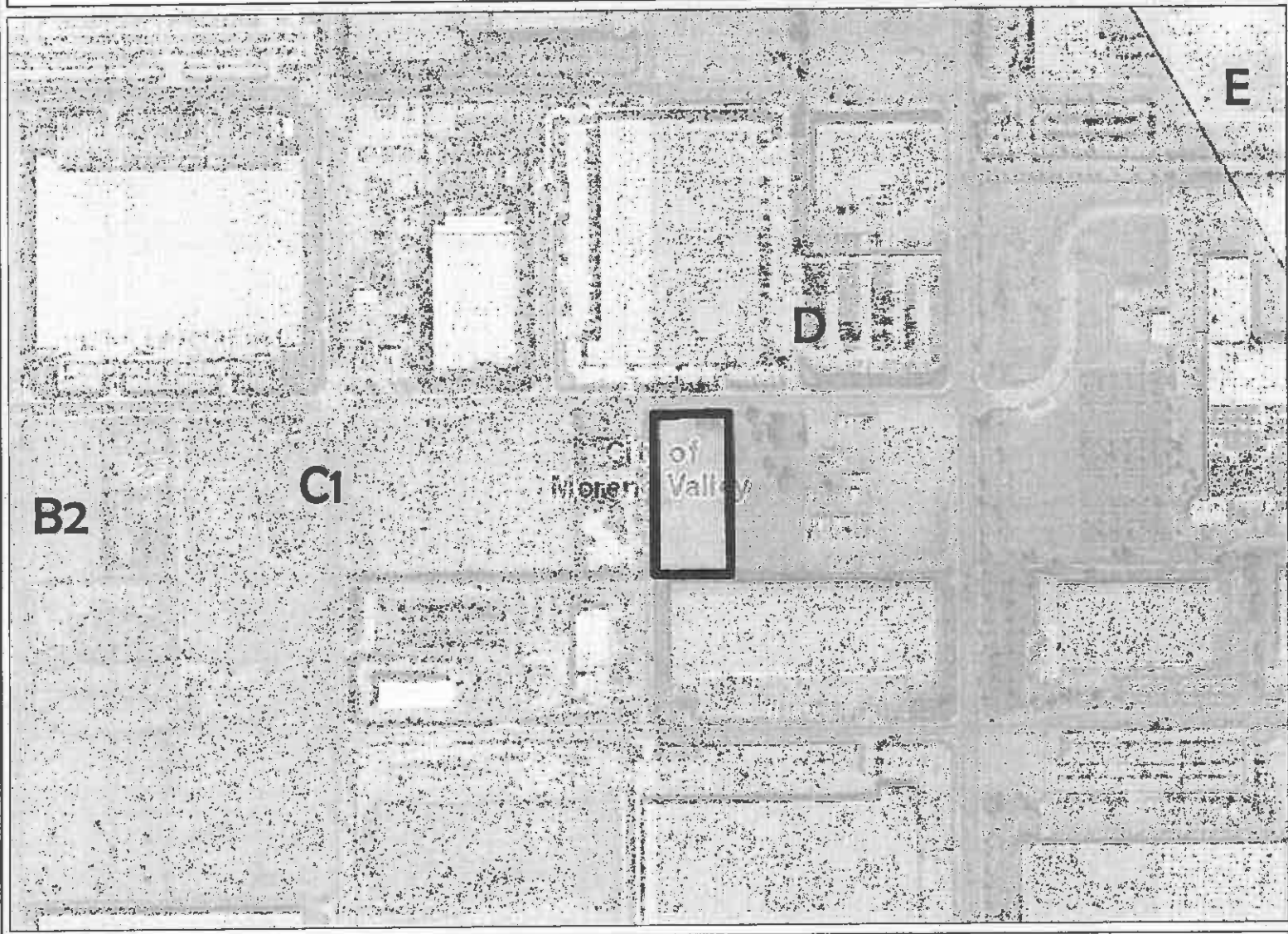
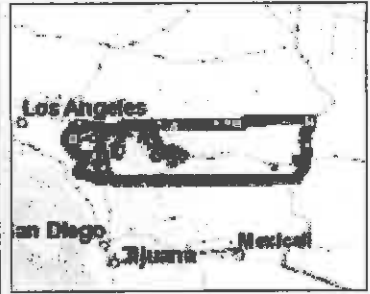
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

**Notes**





# Map My County Map



### Legend

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



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

**Notes**



# Map My County Map



- Legend**
-  City Areas
  -  World Street Map



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**Notes**

# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map



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### Notes



# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

0 770 1,539 Feet

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# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

REPORT PRINTED ON... 5/4/2020 11:12:25 AM

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### Notes

# **ALUC Review Application – Nandina Business Park**

**City of Moreno Valley – Planning Case No. PEN20-0041**

## **PROJECT DESCRIPTION**

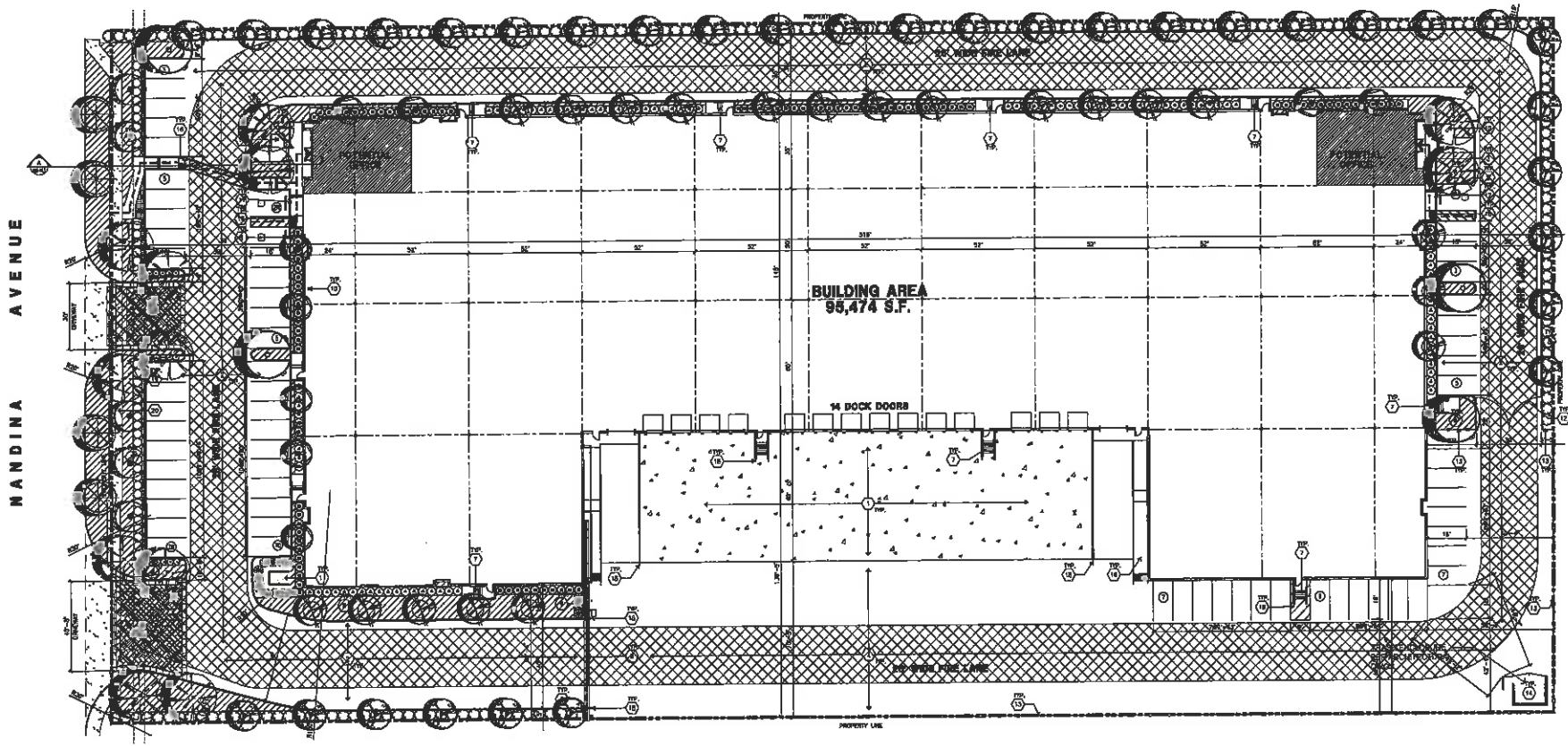
The Nandina Business Park project pertains to the proposed development of an approximately 4.8-acre property located at 24771 Nandina Avenue in the City of Moreno Valley. The project site encompasses Assessor's Parcel Number (APN) 316-210-035. Under existing conditions, the majority of the site is undeveloped/disturbed except for one non-conforming, single-family residence located on the northern portion of the project site. The properties north, south, and east of the site are all occupied by warehouse/logistics facilities, either operational or under active construction. The property west of the site is utilized for overflow storage by the Waste Management facility located southwest of the project site.

The project applicant (LDC Industrial Realty, LLC) proposes to re-develop the 4.8-acre site with an approximately 95,474 square foot (s.f.) warehouse facility containing approximately 14 dock doors (positioned on the west side of the facility). Additionally, the project would provide 6,000 s.f. of office space (inclusive of the warehouse facility square footage, above), ornamental landscaping, parking stalls, and other associated improvements necessary for the project. The project would require the approval of a Plot Plan (PP).

Vehicular access to the project site would be provided by two proposed driveways to Nandina Avenue. The easternmost driveway onto Nandina Avenue would be used for passenger vehicle traffic access only and would have no restrictions for vehicle turning movements. The westernmost driveway onto Nandina Avenue would be used for passenger vehicle and truck traffic access and would have no restrictions for vehicle turning movements.

The proposed warehouse building would be constructed to a height of approximately 44 feet above finished grade (measuring to the top of the parapets). The proposed zoning designation does not impose a maximum height restriction development standard. The building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, and mullions, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue.

Proposed landscaping would be ornamental in nature. Landscaping would feature drought-tolerant trees, shrubs, and groundcovers. The landscape plan indicates that trees and groundcover are proposed along the Project site's frontages with Nandina Avenue and along the eastern site boundary. At building entries and driveways a variety of trees and groundcover would be used to partially shade the structure and parking areas. The project does not propose above-ground water detention basins.



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

**HPA**  
 Inc. Inc.  
 1801 LARDEN AVENUE - SU. #100  
 MARIETTA, GA 30067  
 TEL: 404-862-1770  
 FAX: 404-862-0881  
 EMAIL: hpa@hpausa.com

**STATE OF CALIFORNIA**  
 REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT  
 No. 12514  
 EXPIRES 12/31/14

Owner:  
**LDC INDUSTRIAL REALTY, LLC**

655 N. EL CAMINO REAL PARKS  
 SAN CLEMENTE, CA 92672

Project:  
**24771 Nandina Avenue**

24771 Nandina Avenue  
 MARIETTA, GA 30067

Consultants:

Title: Overall Site Plan

Project Number: 15876  
 Drawn by: C.C.  
 Date: 10/24/13  
 Revision:

Sheet:  
**DAB-A1.1**

OFFICIAL USE ONLY

**Property owner / Applicant**  
 LDC INDUSTRIAL REALTY, LLC  
 585 N. EL CAMINO REAL PARK  
 SAN CLEMENTE, CA 92672  
 949-481-1000  
 EMAIL: LDC@LDCINDUSTRIAL.COM  
 WWW.LDCINDUSTRIAL.COM

**Address of the property**  
 24771 Nandina Avenue, Marietta, GA 30067

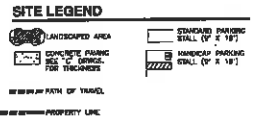
**Assessor's Parcel Number**  
 25-10-025-9

**Legal description**  
 ALL THAT LOTS 1-100-1-1011  
 24771 Nandina Avenue, Marietta, GA 30067  
 25-10-025-9  
 PARCEL 1 OF PARCEL MAP 100, AS SHOWN BY PARCEL MAP 100 FILED  
 BOOK 44 OF PARCEL MAPS, PAGE 24, RECORD OF MARIETTA COUNTY,  
 GEORGIA.

**Zoning**  
 INDUSTRIAL (I)

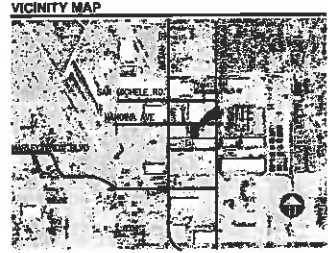
**Applicant's representative**  
 HPA, Inc.  
 1801 LARDEN AVENUE SUITE 100  
 MARIETTA, GA 30067  
 TEL: 404-862-1770  
 ATTN: CELSO DOSO

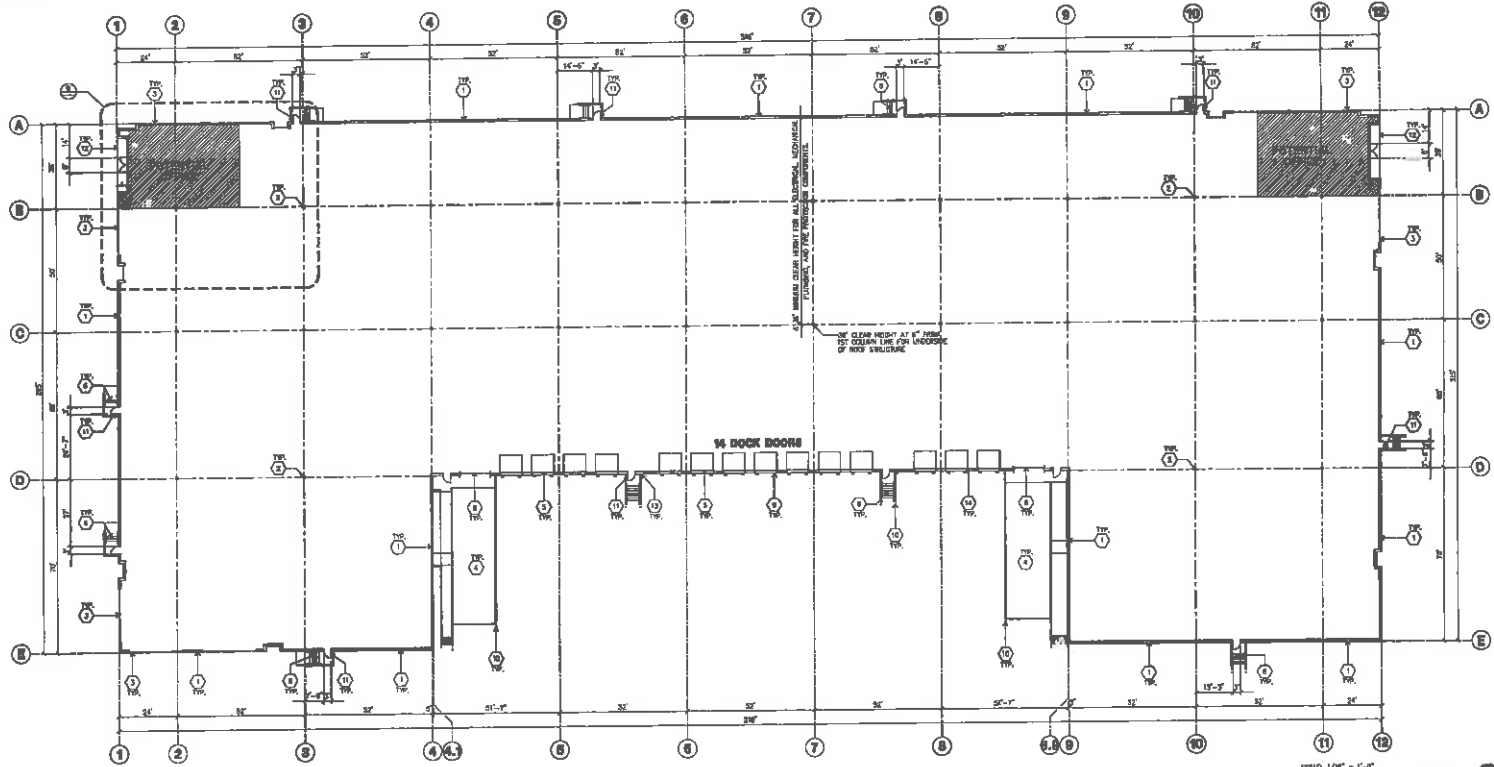
- SITE PLAN KEYNOTES**
- HEAVY BROOK FRESH CONCR. FINISHT.
  - ASPHALT CONCRETE (AC) PAVING.
  - CONCRETE WALKWAY
  - DRIVEWAY APRONS TO BE CONSTRUCTED PER "I" DRAWINGS.
  - PRE-CAST CONC. WALK-STEP
  - 8" H. FRANGE METAL, MANUAL OPERATED GATES W/ WIND-UP LOCK FOR FIRE DEPARTMENT STANDARDS PER DIVISION.
  - EXTENSION CONC. STAIR.
  - LANDSCAPE, SEE "C" DRWG.
  - 14" CONCRETE TIE-UP SCREED WALL
  - BRICK RACK.
  - APPROPRIATE LOCATION OF TRANSFORMER.
  - METAL SLING GATE.
  - 8" H. STEEL FENCE.
  - TROUGH ENCLOSURE PER CITY STANDARD.
  - WRT 1500
  - TRIANGLED SIGN
  - HANDICAPPED PARKING STALL SIGN
  - CONC. FILLED GUARD POST 6" DIA. W/4.0. 42" H.
  - HANDICAPPED ENTRY SIGN
  - BIOWALK ENDSMENT, SEE "C" DRWG.



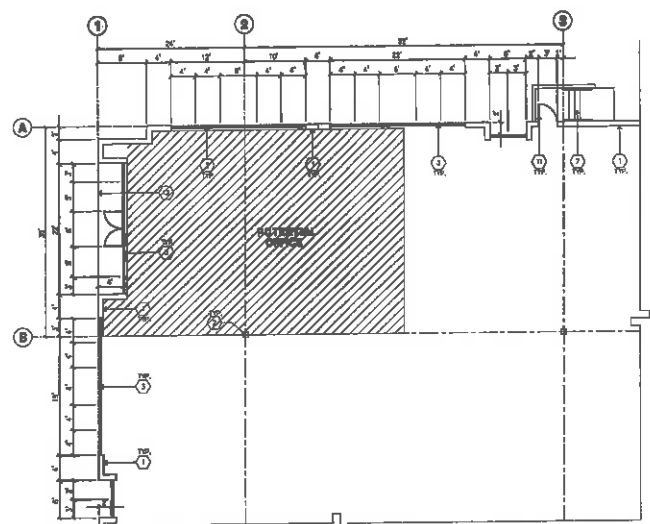
**PROJECT DATA**

<b>SITE AREA</b>	228,592 s.f.
In acres	4.9 ac.
<b>BUILDING AREA</b>	
Office 1st Floor	3,000 s.f.
Office 2nd Floor	3,000 s.f.
Warehouse	95,474 s.f.
<b>TOTAL</b>	101,474 s.f.
<b>COVERAGE</b>	44.3%
<b>AUTO PARKING REQUIRED</b>	
Office 1250 s.f.	24 stalls
Warehouse 148,204 s.f. @ 1/1,000 s.f.	20 stalls
2nd 204 s.f. @ 1/2,000 s.f.	10 stalls
8000-4500 @ 1/4,000 s.f.	12 stalls
<b>TOTAL</b>	66 stalls
<b>ALSO PARKING PROVIDED</b>	
Handicap (8' x 18')	07 stalls
<b>CITY OF MARIETTA, GEORGIA</b>	
Zoning Designation - Industrial (I)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 7'0"	
* Additional 1' of structure H. above 7'0" reflects what is shown by 1' and may be used for parking	
<b>MAXIMUM FLOOR AREA RATIO</b>	
FAR info	
<b>RETARDER</b>	
Front Street	10' W
Side	0' info
Rear	0' 12'





**OVERALL FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"  
 0 12 24 36 48  
 NORTH



**ENLARGED FLOOR PLAN**  
 SCALE: 1/4" = 1'-0"  
 0 12 24 36 48  
 NORTH

**KETNOTES - FLOOR PLAN**

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STORMWATER SYSTEM WITH GLASS. SEE DRIVE BUMP-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE BUMP UP / 42" HIGH CONG. TILT-UP CLAMP WALL OR BUILDING WALL ON BOTH SIDES OF BUMP.
- 5 9'-0" x 10' TROCKER DOOR, SECTION, STL, STANDARD GRADE.
- 6 EXTERIOR CONCRETE SLAB.
- 7 18'-0" WIDE x 10'-0" THICK CONCRETE EXTERIOR LAMINA PAD TYPICAL AT ALL EXTERIOR WALL DOORS TO LANDSCAPED AREA FINISH TO SEE OTHER FLOOR FROM. SLOPE TO BE 1/4" x 1" TYP. ASIDE PARALLEL WALL TO HARD SURFACE FOR CITY RETAINMENT.
- 8 18" x 14" DRIVE W/IN. SECTION, SH. STANDARD GRADE.
- 9 DOCK DOOR BUMPER.
- 10 CONC. FILLED GUARD POST, 6" DIA. UNL. 42".
- 11 3/4" HOLLOW METAL EXTERIOR HALL DOOR.
- 12 6" DEPTH SLOTT.
- 13 EXTERIOR DOWNSPUT WITH OVERFLOW SCUPPER.
- 14 Z GUARD.

**GENERAL NOTES - FLOOR PLAN**

- A THIS BUILDING IS DESIGNED FOR HIGH PALE STORAGE WITH FIRE ACCESS MAIN ROOFS AT 100' MAXIMUM E.G. A SEPARATE POWER WILL BE REQUIRED FOR ANY RADIUM/CONVERTER SYSTEMS.
- B FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- C THE FINISH FLOOR SLAB IS SHOWN, SEE '0' GRADING FOR FINISH SURFACE ELEVATIONS.
- D NOT USED.
- E WORKHOUSE WINDOW CONCRETE WALLS ARE FINISHED WHITE. COLLARS ARE TO RECEIVE PLUMB ONLY. ALL OVP. ED. WALLS IN WORKHOUSE TO RECEIVE 1 INCH OF WHITE TO COVER.
- F SLOPE FLOOR FINISH 1/2" TO EXTERIOR AT ALL WINDOW CASES SEE '0' FINISHES FOR FLOOR FINISH LOCATIONS.
- G ALL WINDOWS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIND, OR FINISH OF 3/16" UNLS.
- H SEE SHED DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. COORDINATOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- I FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET ABA. NOTE ALL DOORS FOR DOOR SCHEDULES AND FINISH GRADING.
- J CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE DAMAGED INCLUDING GASES AND TRUCKS.
- K ALL EXT. HALL DOORS IN WORKHOUSE TO HAVE ELLIPSEWAY EXIT SIGN, HANDRAIL, AND.
- L HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- M EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH B.R. WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- N NON-ACCESSIBLE DOORS PROVIDE WARNING SIGN LOCATED IN THE INTERIOR ONE FOR EACH UNLESS.
- O ALL ROOF MOUNTED MATERIALS SHALL BE FULLY REMOVED FROM PUBLIC VIEW. SEE A/AA1 OFFICE SECTION.



hpa, Inc.  
 18031 bardens avenue, - ste. #100  
 Irvine, ca  
 92612  
 tel: 949-463-1770  
 fax: 949-463-0851  
 email: hpa@hpaonline.com

Owner:  
**LDC INDUSTRIAL REALTY, LLC**

655 N. EL CAMINO REAL, #8485  
 SAN CLEMENTE, CA 92672

Project:  
**24771**  
**Nandina Avenue**

24771 Nandina Avenue  
 Moreno Valley, CA 92551

Consultants:

Title: Overall Floor Plan

Project Number: 16876  
 Drawn by: G.C.  
 Date: 10/24/18  
 Finish:

Sheet:  
**DAB-A2.1**

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL/PAINTED. FINISH GRAY WOODS. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE CHANGE IN HEIGHT AND EXPOSED TO THE WEATHER. ONE SIDE WATERPROOFING TO BE PROVIDED WITH PROTECTION STRIPS AND A MIN. OF 1" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DRAINAGE TO CURB OR FACE TO STORM DRAIN. NOT REQUIRED AT DOOR HEAD CONDITION OR AT RAMP WALLS.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FLOOR COLOR. UNID.
- 4 OVERHEAD DOOR IN CURB WALL. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 OVERHEAD DOOR IN DOOR HOUS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 CONCRETE STAIR LANDING AND CEILING/FRAMING BY METAL. WITH HORIZONTAL FINISHES. FINISH SHALL BE TO MATCH ADA REQUIREMENTS. PROVIDE CONTRASTING COLOR TO METAL FINISHES. TO COORDINATE AT TOP LANDING AND BOTTOM TREAD FOR ADA REQUIREMENTS.
- 7 METAL LANDING. PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. PROVIDE CONCRETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
- 9 DOOR RAMP.
- 10 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLASS AT ALL DOORS. INCLUDES GLAZING TO BEING AND GLAZING WITH BUTTRES LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- 11 NOT USED.

**COLOR SCHEDULE - ELEVATIONS**

1	CONCRETE TILT-UP PANEL	PAINT BRAND, COLOR: SW 7006 SMOKEY BLUE
2	CONCRETE TILT-UP PANEL	PAINT BRAND, COLOR: SW 7006 SMOKEY BLUE
3	CONCRETE TILT-UP PANEL	PAINT BRAND, COLOR: SW 7006 SMOKEY BLUE
4	MULLIONS	COLOR: CLEAR ANODIZED MULLIONS
5	GLAZING	COLOR: BLUE REFLECTIVE GLAZING

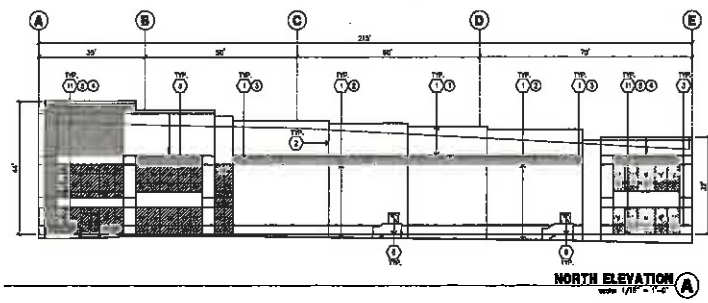
**GLAZING LEGEND**



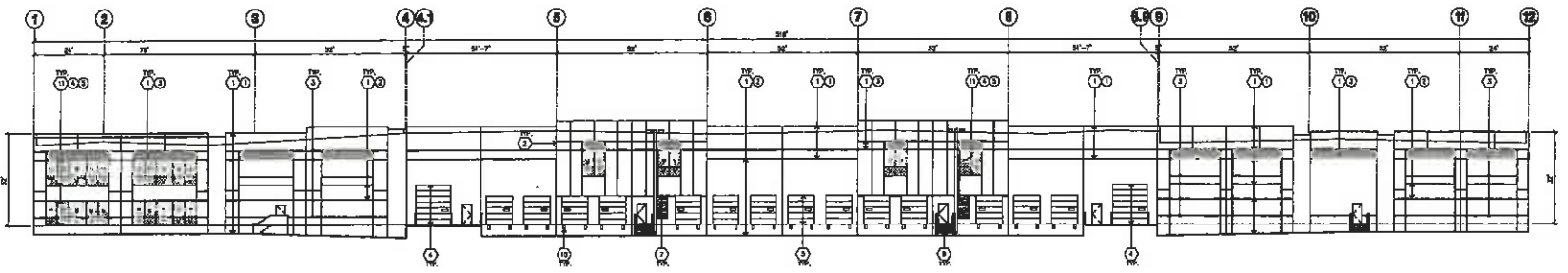
11 INSULATED WITH GLASS  
 1/4" METACOR, PACIFICA + 1/4" SOLARSHIELD CLEAR  
 1/4" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES  
 U: 0.27 SPAC: 0.31 ULE: 28°C  
 MINIMUM VT TO BE 64% PER 2010 CGC TABLE 1403.3-B

**GENERAL NOTES - ELEVATIONS**

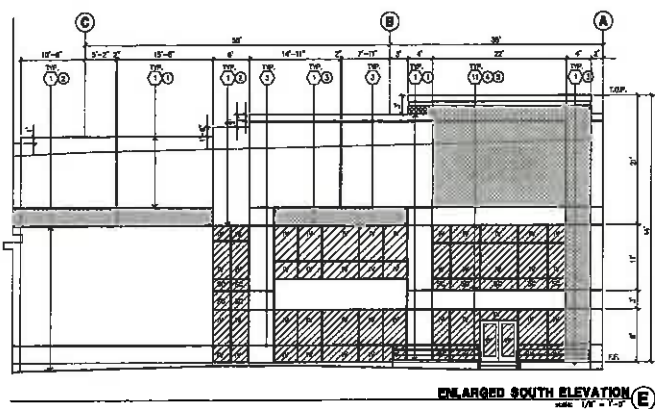
- A. ALL PAINT COLOR CHANGES TO OCCUR AT JOINT CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. TYP. IS - TOP OF FINISH FLOOR ELEVATION.
- D. C.C. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LITES SHALL BE DESIGNED TO RESIST TO WIND LOADS TO BE APPLIED.
- F. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION. CONTRACTOR SHALL VERIFY AND OBTAIN APPROVAL PRIOR TO PAINTING OR GLAZING OF BUILDING.
- G. BACK SIDE OF PARTIALLY TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- H. FOR SPANDREL GLAZING ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- I. USE ADHESIVE BACK WOOD STRIPS FOR ALL GLAZING.
- J. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.



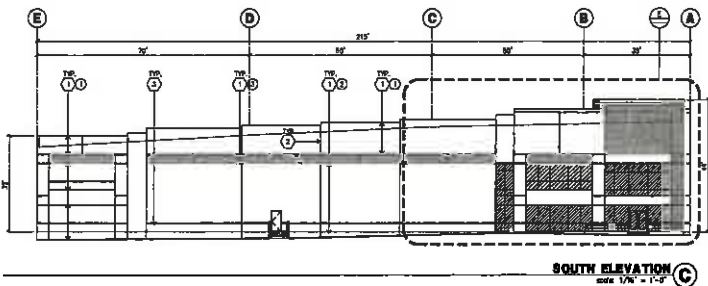
**NORTH ELEVATION**  
 scale 1/8" = 1'-0"



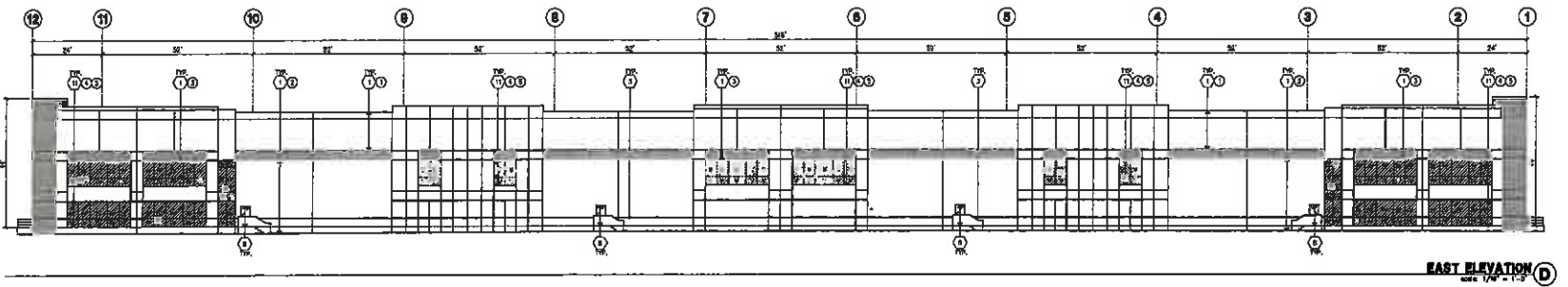
**WEST ELEVATION**  
 scale 1/8" = 1'-0"



**ENLARGED SOUTH ELEVATION**  
 scale 1/4" = 1'-0"



**SOUTH ELEVATION**  
 scale 1/8" = 1'-0"



**EAST ELEVATION**  
 scale 1/8" = 1'-0"

**HFA**  
 11801 Eastern Avenue, Suite 400  
 Dallas, TX 75240  
 Tel: 972-412-1775  
 Fax: 972-412-1881  
 Email: hfa@hfa.com

SEAL OF ARCHITECT  
 STATE OF TEXAS  
 3-21-01  
 2009

Owner:  
**LDC INDUSTRIAL REALTY, LLC**

1815 N. CAMPBELL ROAD  
 SAN CLEMENTE, CA 92673

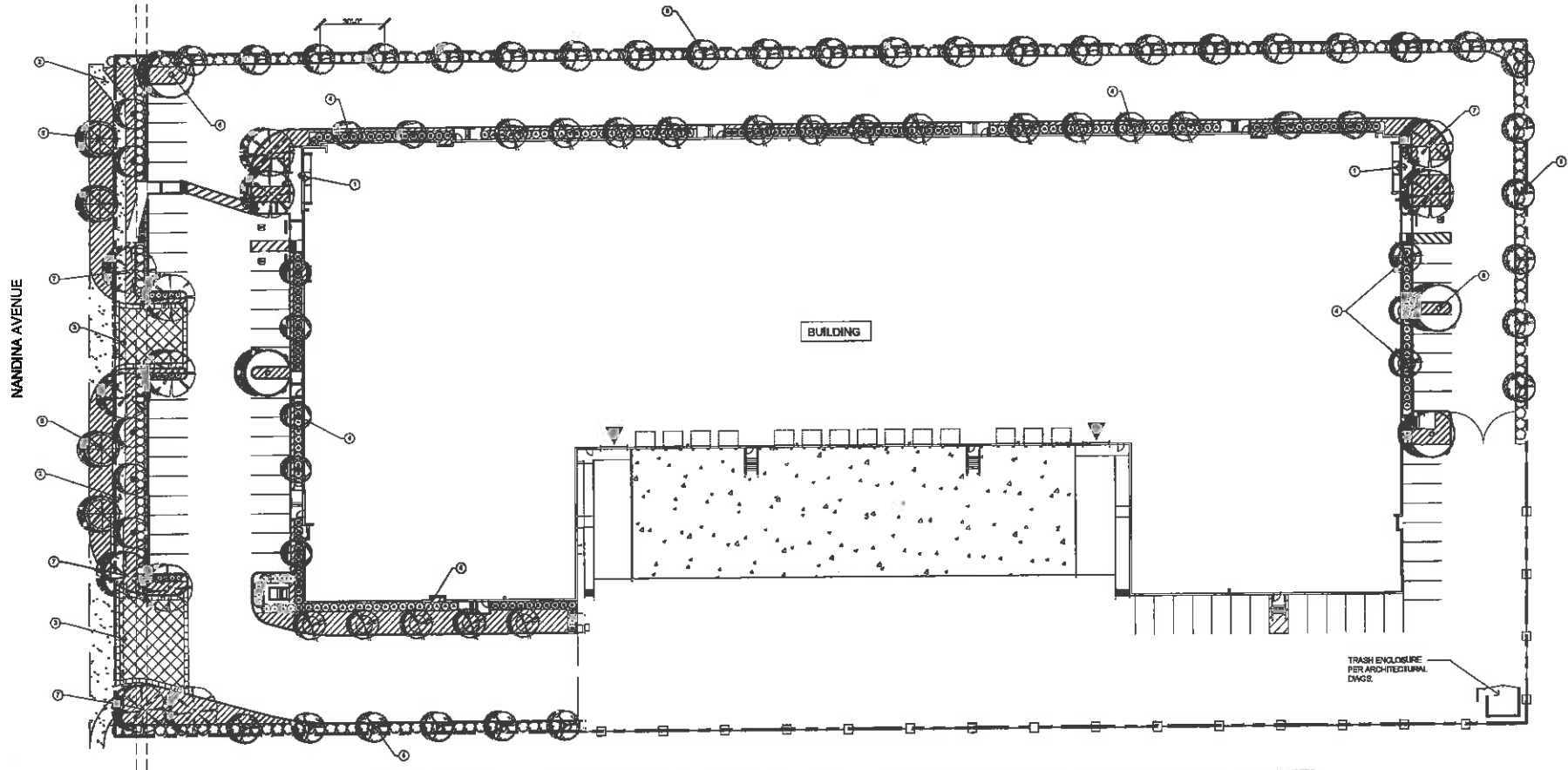
Project:  
 24771  
 Nandina Avenue

20715 Nandina Avenue  
 North Valley, TX 75061

Consultant:  
**DAB-A3.1**

Sheet:  
**DAB-A3.1**





**PLANTING LEGEND**

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG NANDINA AVENUE PLATANUS ACERIFOLIA 'BOODGWOOD', LONDON PLANE TREE 24" BOX SIZE, DOUBLE STAKE.	5	L
	PARKING LOT TREE FRAXILIS, AFRICAN BULBAC 24" BOX SIZE, DOUBLE STAKE. PLANT WITH DEEP ROOT BARRIER PANELS AS REQUIRED.	5	L
	FLOWERING ACCENT TREE LAGERTROESIA WICKI 'BAUSKOGGE', CRAFT MYRTLE 36" BOX SIZE, DOUBLE STAKE.	13	M
	BACKDROP TREE GELBERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE.	7	M

	VERTICAL TREE AGAINST BUILDING PODOCARPUS GRACILOX, FERN PINE 24" BOX SIZE. PLANT WITH DEEP ROOT BARRIER PANELS AS REQUIRED.	21	L
	VERTICAL TREE AT BUILDING CUPRESSUS SEMPERVIRENS, ITALIAN CYPRESS 24" BOX SIZE, DOUBLE STAKE. PLANT WITH DEEP ROOT BARRIER PANELS AS REQUIRED.	10	L
	PROPERTY LINE TREE TROPAEUM CONFERTA, BRISBANE BOX 18 GAL. SIZE, DOUBLE STAKE. PLANT WITH DEEP ROOT PANELS.	34	M

**SHRUBS**

SYMBOL	NAME	WUCOLS
	DODONAEA VISCOZA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	LEUCOPHAEA FRUTESCENS 'COMPACTA', TEXAS RANGER 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	CALLITRICHE LITTORALIS, DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L

**GROUND COVERS**

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. PROSTRATUS, CREEPING ROSEMARY 1 GAL. SIZE @ 24" O.C.	L
	LANTANA CHARRIF YELLOW, YELLOW LANTANUM 1 GAL. SIZE @ 24" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS.

**DESIGN KEY NOTES:**

1. TYP. CONCRETE PAVING WITH MEDIUM BROOM FINISH.
2. TYP. CONCRETE SIDEWALK.
3. BRANCHED PAVING AT VERTICAL ENTRY.
4. VERTICAL TREE AGAINST BLDG. ONE PER LEVEL.
5. NEW STREET TREE PER LEVEL.
6. PREPARED NEW PARKING LOT SPACE TREE PER LEVEL.
7. FLOWERING ACCENT TREE AT POISAL AREAS PER LEVEL.
8. PROPERTY LINE TREE PER LEVEL.

**GENERAL NOTES:**

- SLOPES GREATER THAN 3:1 (H:V) TO BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 3" UNDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS TRANSFORMERS, BACKFLOW VALVES, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL, ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

**CONCEPTUAL PLAN NOTE:**

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

**IRRIGATION NOTE:**

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF 87 WEATHER-BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND ORDNIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENTLY STATE MANDATED AS-191 WATER ORDINANCE.

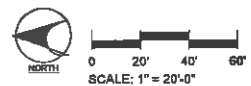
**WUCOLS PLANT FACTOR**

THIS PROJECT IS LOCATED IN WUCOLS REGION 4-SOUTH INLAND VALLEY.

H = HIGH WATER NEEDS  
M = MODERATE WATER NEEDS  
L = LOW WATER NEEDS  
ML = VERY LOW WATER NEEDS

**CONCEPTUAL LANDSCAPE PLAN  
24771 NANDINA AVE.**

MORENO VALLEY, CA



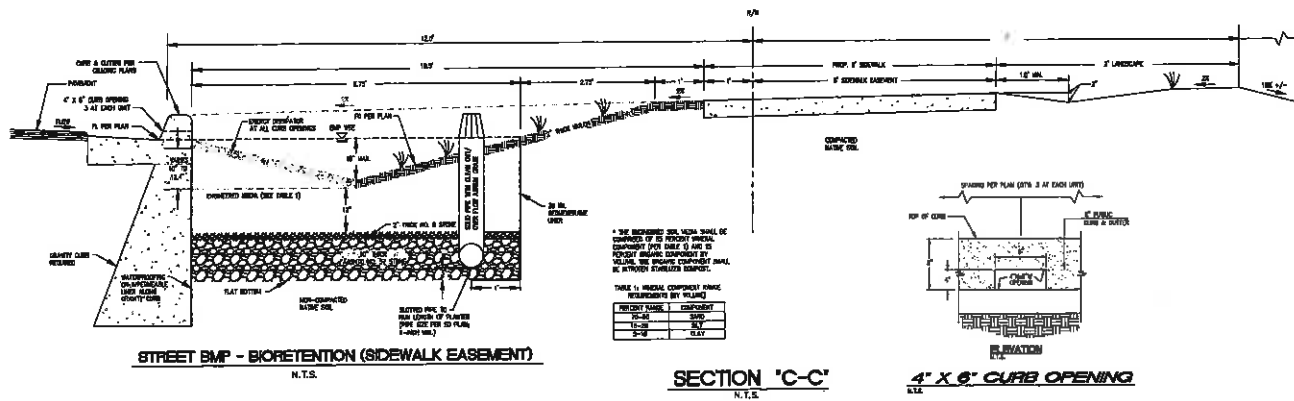
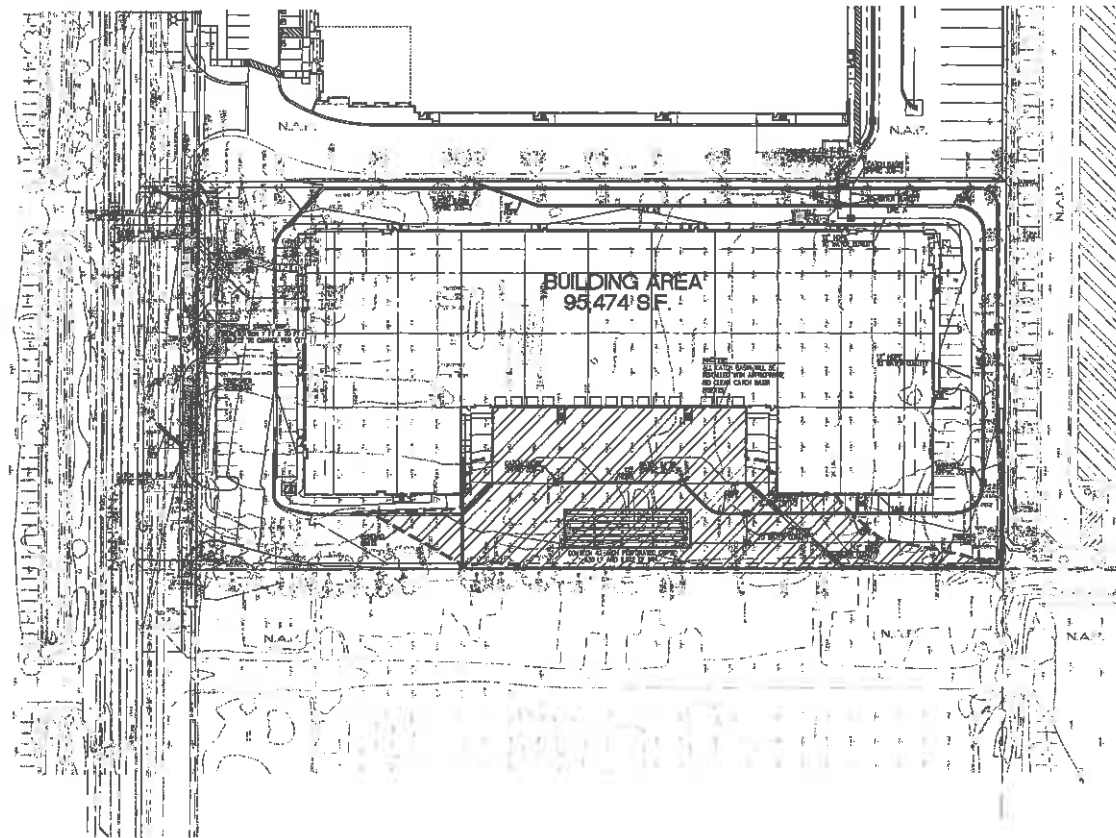
DATE: 03-04-20



**SPLA**  
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.  
2353 VIA RANCHO VERDE WAY  
FALLBROOK, CA 92028  
PH: 760-643-8923







PREPARED FOR:  
LDC INDUSTRIAL REALTY, LLC  
300 W. B. Cooper Pkwy., #408  
San Ramon, CA 94582  
PHONE: (925) 221-4601

CITY OF MORENO VALLEY  
PUBLIC WORKS DEPARTMENT

PRELIMINARY  
STORM DRAIN PLAN

LDC INDUSTRIAL REALTY, LLC  
24771 NANDINA AVENUE

PREPARED BY:  
Thames Engineering, Inc.  
11500 Thompson Road, Suite 100  
San Ramon, CA 94583  
PHONE: (925) 221-4601

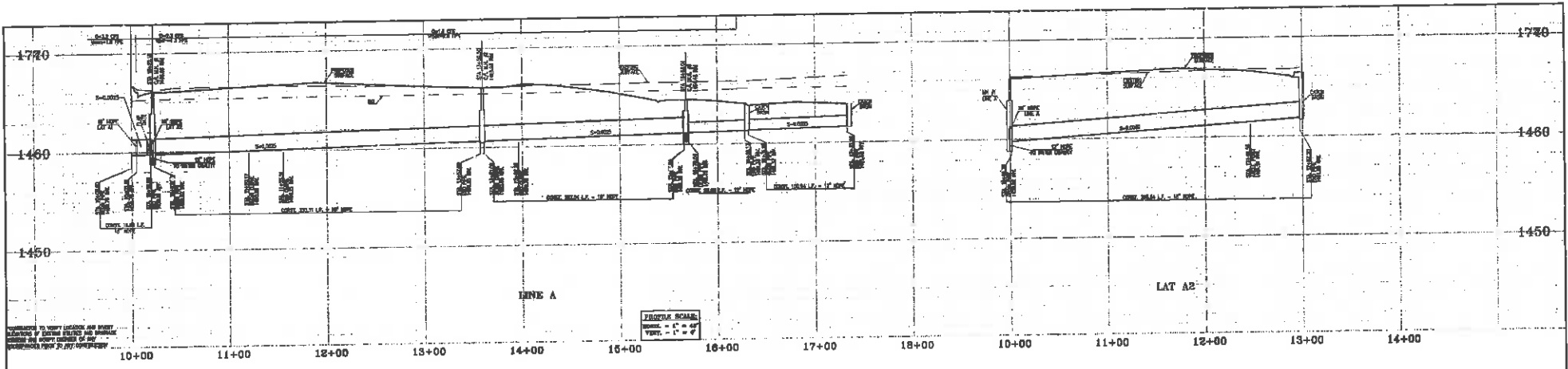
Checked by: \_\_\_\_\_  
Date: \_\_\_\_\_

Approved by: \_\_\_\_\_  
Date: \_\_\_\_\_

Public Works Director: \_\_\_\_\_  
Date: \_\_\_\_\_

Sheet 3 of 4

3804 / 3 OF 4 SHEET

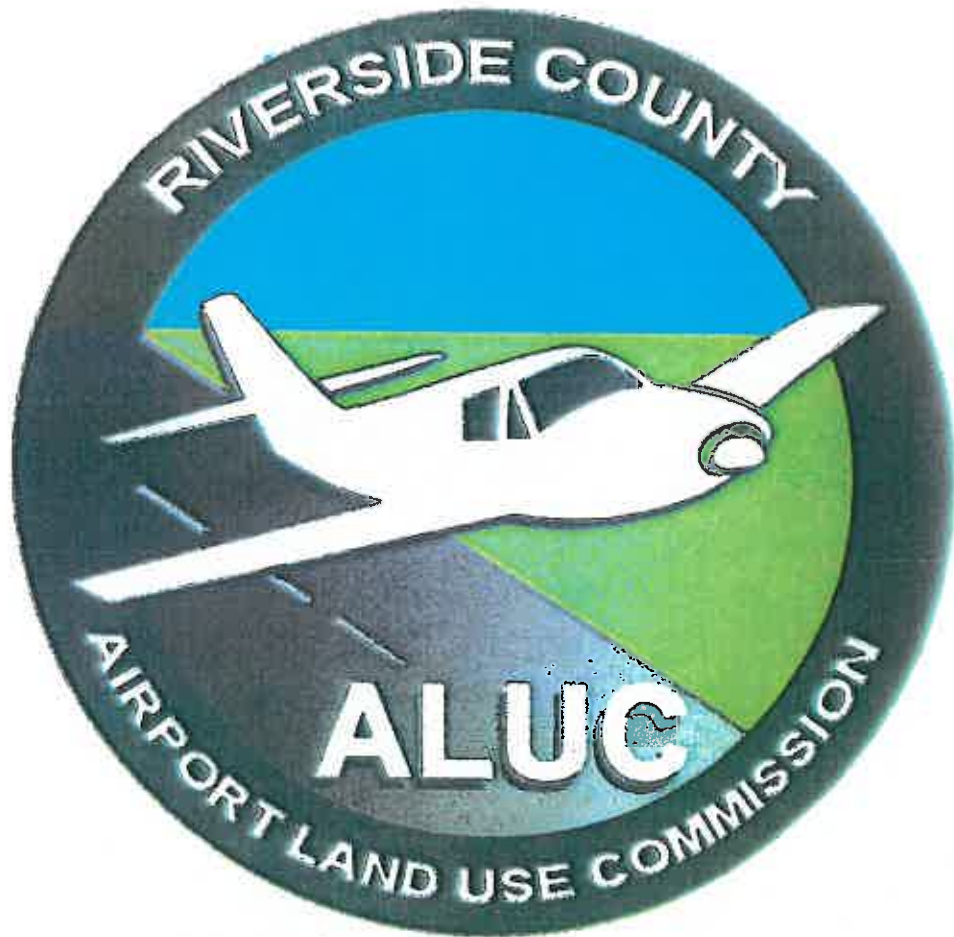


<p>PREPARED FOR  <b>LDC INDUSTRIAL REALTY, LLC</b>          200 N B Center Ave, #404          San Dimas, CA 91773          PHONE (914) 234-0000</p>		<p><b>CITY OF MORENO VALLEY</b>          PUBLIC WORKS DEPARTMENT</p> <p><b>PRELIMINARY          STORM DRAIN PROFILES</b></p> <p><b>LDC INDUSTRIAL REALTY, LLC</b>  <b>24771 NANDINA AVENUE</b></p>	
<p>PREPARED BY  <b>Thames Engineering, Inc.</b>          11800 E. Exposition Ave. #200          Suite 100, Brea, CA 92623          PHONE (949) 234-0000</p>	<p>Designed by _____          Drawn by _____          Checked by _____          Date _____          Scale _____</p>	<p>Approved by _____          Date _____          City's Storm Water          Engineer</p>	<p>Scale: 1/2" = 10'</p> <p>Sheet: <b>4</b> of <b>4</b></p>

3804 / 3 OF 4 SHEET



**PAGE BREAK**



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 4, 2020

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Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

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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](http://www.rcaluc.org)

Ms. Deborah Bradford, Project Planner  
Riverside County Planning Division  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1422MA20  
Related File Nos.: PPT190035 (Plot Plan), TPM37787 (Tentative Parcel Map)  
APN: 457-350-027

Dear Ms. Bradford:

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 Riverside County Case Nos. TPM37787 (Tentative Parcel Map No. 37787), a proposal to divide 20.06 acres (Assessor's Parcel Number 457-350-027) located on the northeast corner of Sultanas Road and El Tecolote Road (and southerly of unimproved Varela Lane) in the unincorporated community of Homeland into two parcels, and PPT190035 (Plot Plan), a proposal to establish a Recreational Vehicle (RV) storage yard (including 225 RV stalls) on 8.99 acres (proposed Parcel 2 of TPM37787).

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 27,300 feet from the project site. As the site is more than 20,000 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**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.

## AIRPORT LAND USE COMMISSION

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 1 on Table 5 of the Harvest Valley/Winchester Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers and tenants of the property.
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/water quality 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 following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.

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

## **AIRPORT LAND USE COMMISSION**

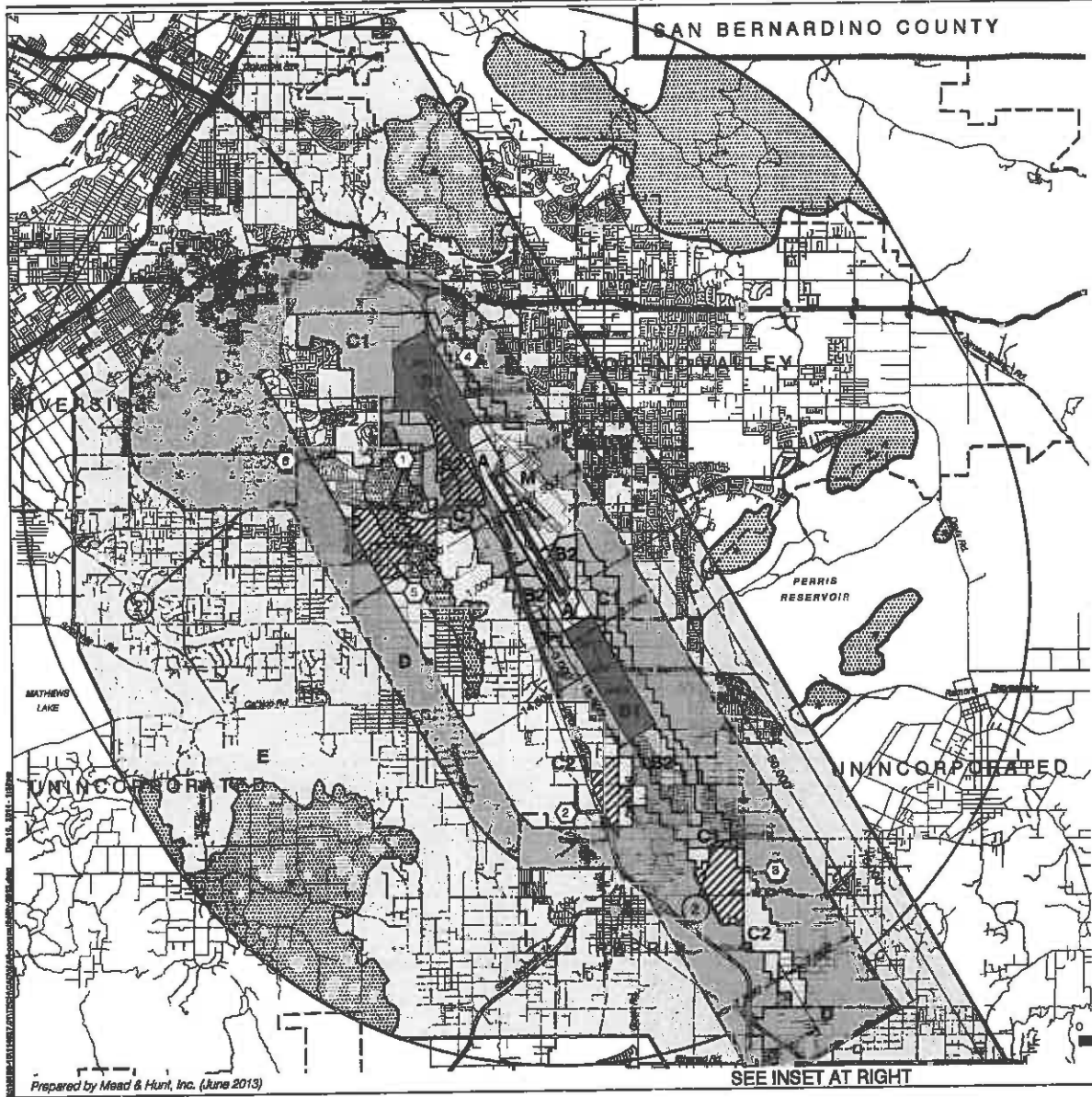
**cc: Strat Property Management Inc., Donald Clauson (applicant)  
Stevenson, Porto & Pierce, Henry Lozano (representative)  
Barry Aronoff (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File**

**Y:\AIRPORT CASE FILES\March\ZAP1422MA20\ZAP1422MA20.LTR.doc**

# NOTICE OF AIRPORT IN VICINITY

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





**LEGEND**

**Compatibility Zones**

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

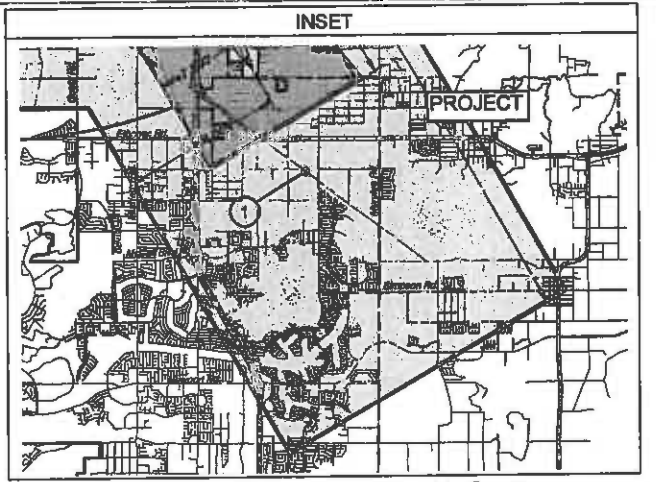
**Boundary Lines**

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

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

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

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



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



Base map source: County of Riverside 2013

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

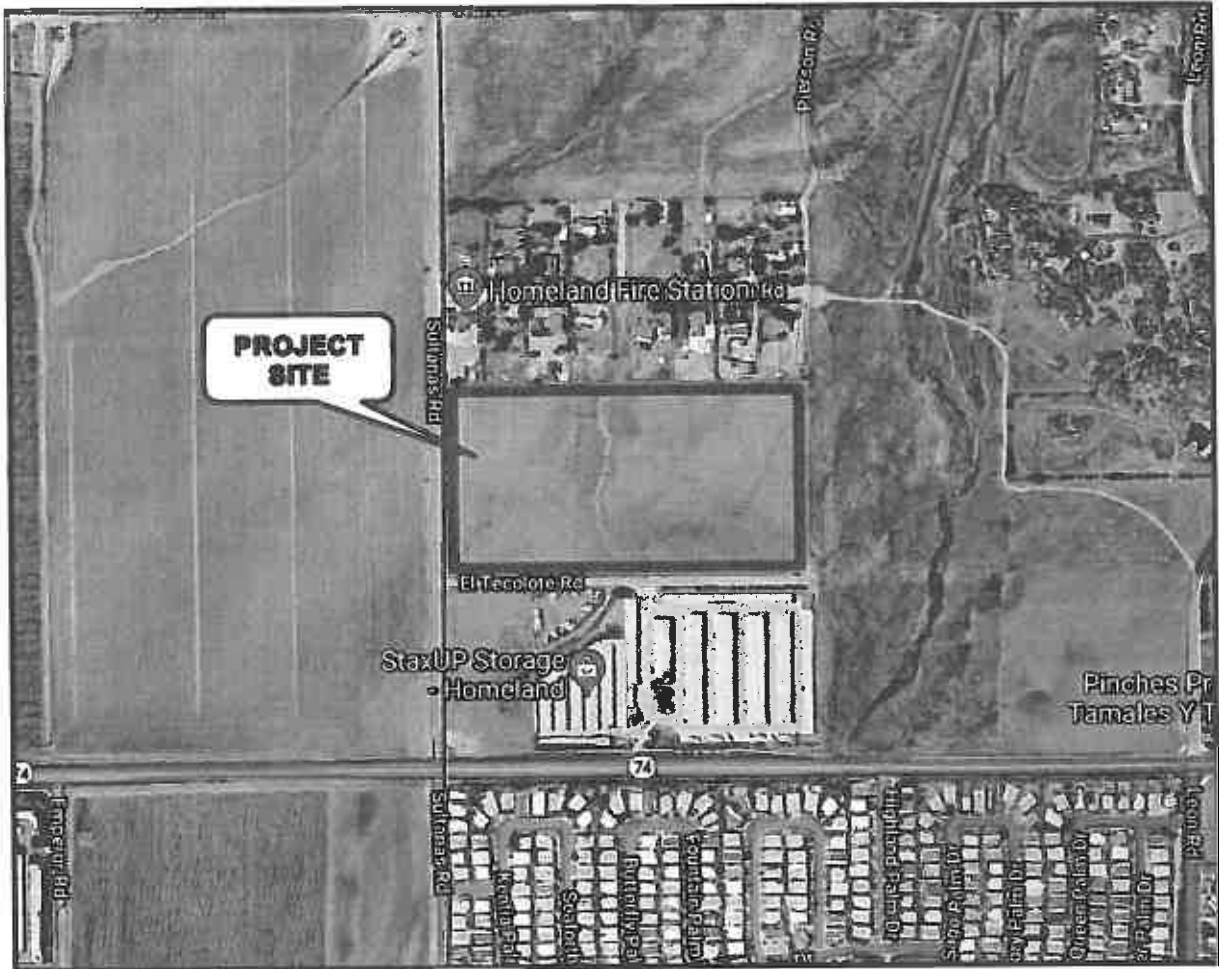
Map MA-1

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

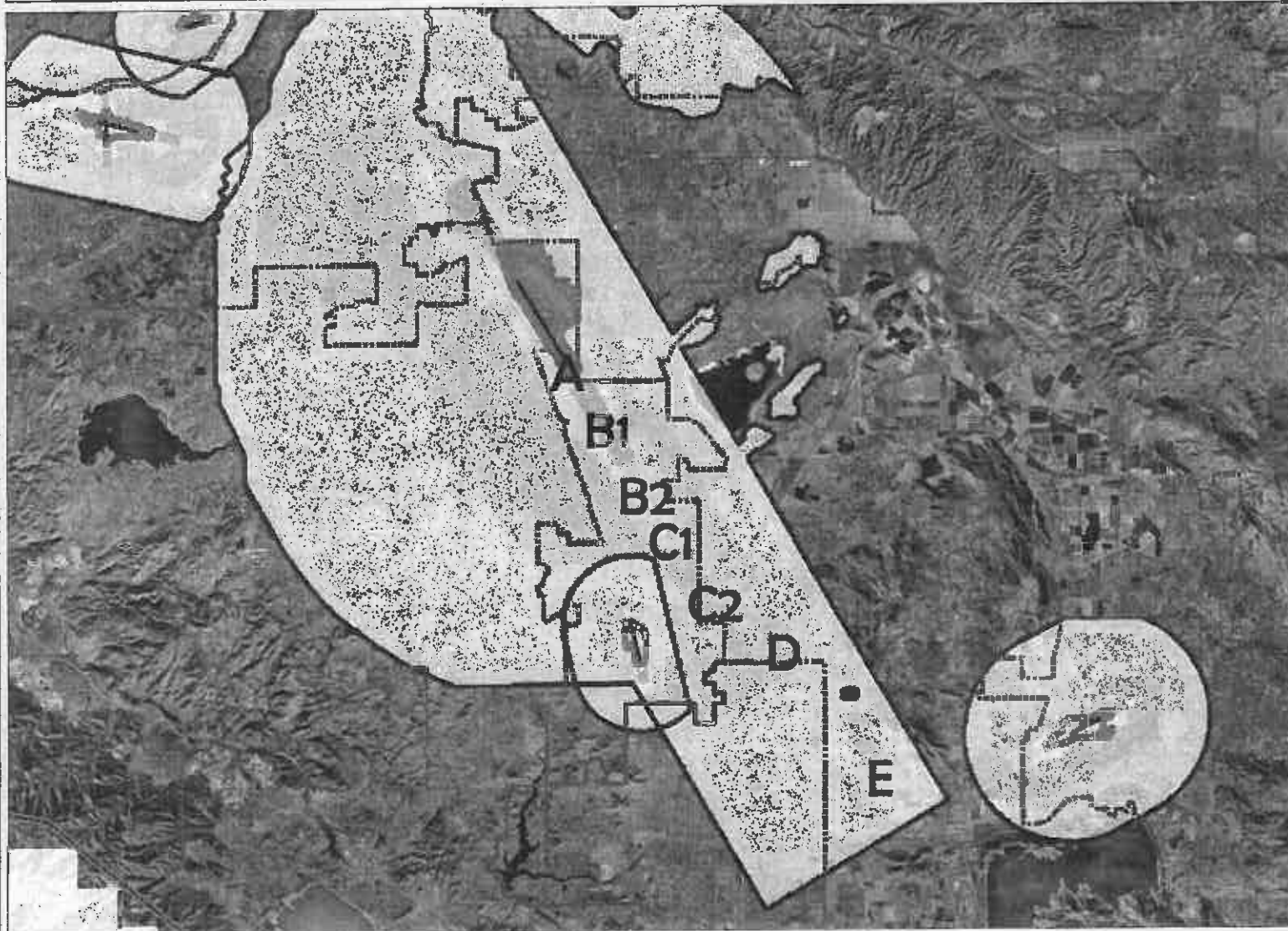
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

**LOCATIONAL MAP**  
APN 457-350-027



# 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

0 24 49,257 Feet  
829

REPORT PRINTED ON... 5/27/2020 8:34:25 AM

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# Map My County Map



## Legend

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



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## Notes

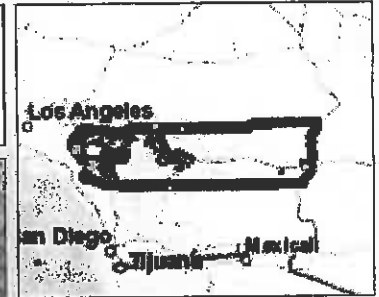
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# Map My County Map



## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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## Notes

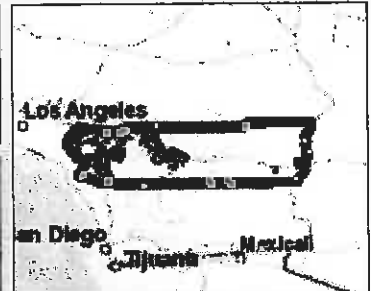


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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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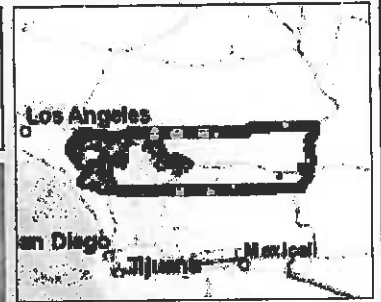
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539

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## Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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**Notes**

0 770 1,539 Feet

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## **Project Description**

The project applicant proposes to subdivide a 20.06-gross acre site (APN: 457-350-027) into two parcels with the approval of Tentative Parcel Map 37787. Parcel 1 would be 11.07-gross acres and remain vacant. A Plot Plan (PPT 190035) is proposed for Parcel 2 that totals 8.99-gross acres and proposed to be developed as a R.V. storage facility with 225 R.V. spaces. The project is located north of El Tecolote Road, south of Varela Lane, east of Sultanas Road and west of Pierson Road. The project site is designated "Business Park" land use by the Riverside County General Plan and zoned Menifee North SP 260 (PA 43).

The project entrance is from El Tecolote Road and secured with an electronic gate. The project would have 24-hour access provided by an electronic key. The site would be secured with an 8-foot fence and include nighttime safety and security lighting throughout the site. A 30-foot wide public utility easement extends along the entire length of the east project boundary from El Tecolote Road to Varela Lane for public utilities and a road. Free-standing canopies with solar panels are proposed over most of the parking spaces. TPM 37787 also includes County required road right-of-way dedications for Sultanas Road, El Tecolote Road and Varela Lane. Sewer facilities may also be extended to the south east corner of Parcel 2 to serve a future on-site RV waste disposal station.

### **Landscaping**

The project proposes to install approximately 53,700 square feet of landscaping along the perimeter of the site. The perimeter landscaping would consist of trees and a variety of shrubs and ground cover.

### **Drainage Facilities**

Naturally the project site slopes from the northeast to the southwest at approximately 4%. The project proposes to construct a water quality and detention basin at the southwest corner of Parcel 2, that would filter, retain, and allow detained high storm water flows to percolate and/or evaporate. Any excess stormwater would be discharged by a storm drain outlet from the detention basin to an existing 36-inch storm drain that extends under El Tecolote Road adjacent to and west of the detention basin. The construction of the on-site detention basin would control project stormwater and minimize soil erosion and siltation on the site. A 3-foot wide "v" ditch is proposed along the east project boundary that would collect surface water east of the project and discharge runoff into the water quality basins proposed along the southern project boundary. High storm water flow in the eastern most water quality basin would be discharged into an existing 24-inch storm drain located in El Tecolote Road at the east project boundary and high storm water flow from the other four water quality basins would drain to the proposed water quality and detention basin at the southwest corner of the site.

### **Grading**

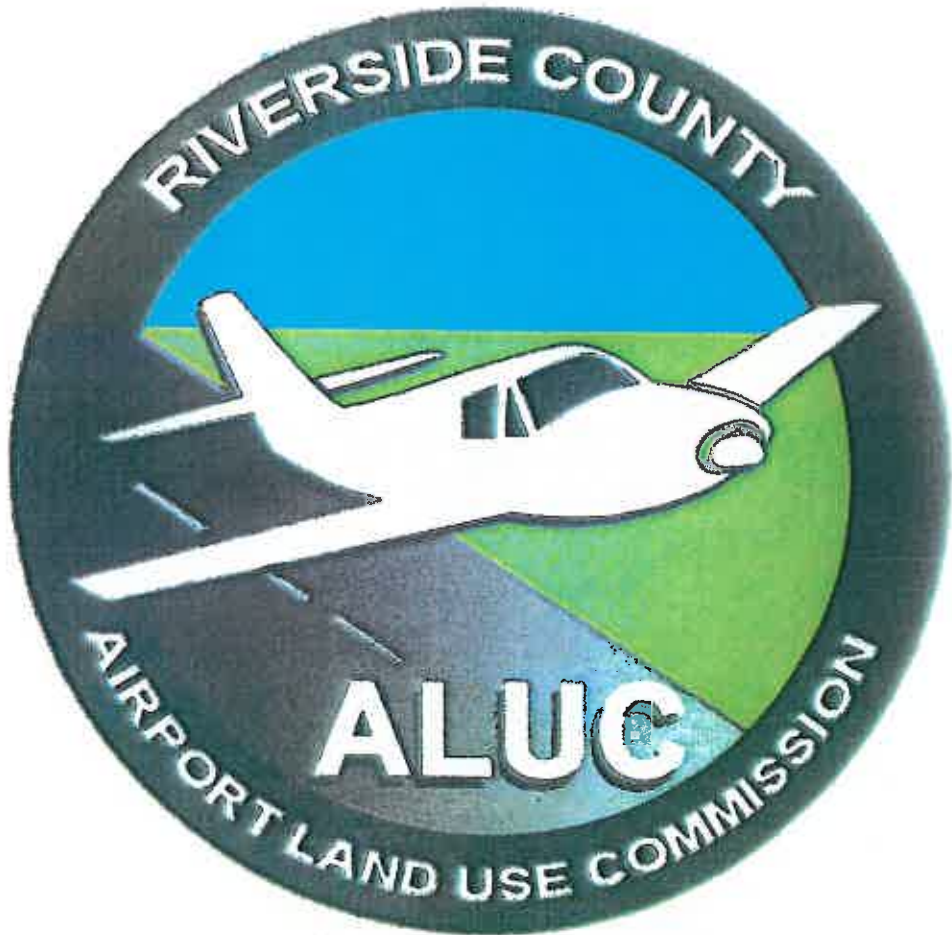
The project would require approximately 37,000 cubic yards of cut and approximately 37,000 cubic yards of fill and balanced on-site. All hours of construction would comply with Riverside County Ordinance No. 847. The project is scheduled to be completed in approximately 9 months.







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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 4, 2020

Ms. Dionne Harris, Project Planner  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92502  
(VIA HAND DELIVERY)

**CHAIR**  
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Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

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Riverside

John Lyon  
Riverside

Steve Manos  
Lake Elsinore

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](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1423MA20  
Related File No.: PPW200001 (Plot Plan)  
APN: 325-130-011

Dear Ms. Harris:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Case No. PPW200001 (Plot Plan), a proposal to establish a 60 foot tall faux water tower wireless communications facility with a 120 square foot equipment shelter area located on the northerly side of Lopez Street, easterly of Marshall Street, and southerly of San Jacinto Avenue in the unincorporated community of Good Hope.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, non-residential intensity is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at its northwesterly terminus is 1,413 feet above mean sea level (1,413 feet AMSL). At a distance of approximately 17,200 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,585 feet AMSL. The site elevation is 1,651 feet AMSL and the maximum structure height is 60 feet, resulting in a top point elevation of 1,711 feet AMSL. Therefore, FAA Obstruction Evaluation Service (FAA OES) review was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number 2020-AWP-2446-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 March 24, 2020. 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 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that

## **AIRPORT LAND USE COMMISSION**

Riverside County 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, in accordance with Note 1 on Table 4 of the Mead Valley Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property.
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. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; aquaculture; incinerators.
6. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2020-AWP-2446-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory

## AIRPORT LAND USE COMMISSION

Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

7. The proposed structure shall not exceed a height of 60 feet above ground level and a maximum elevation at top point of 1,711 feet above mean sea level.
8. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration
9. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 60 feet in height and a maximum elevation of 1,711 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
10. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity  
Aeronautical Study Number 2020-AWP-2446-OE

cc: AT&T (applicant)  
Alisha Strasheim, Smartlink (representative) (Newport Beach address)  
Smartlink, LLC (fee-payer) (Annapolis, MD address)  
Gary and John Moore (property owners)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
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)





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

Aeronautical Study No.  
2020-AWP-2446-OE

Issued Date: 03/24/2020

Jeanette Oliver  
AT&T (JO)  
208 S Akard St.  
Dallas, TX 75202

**\*\* 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: Monopole URMANTA (297153)  
Location: Perris, CA  
Latitude: 33-47-04.28N NAD 83  
Longitude: 117-16-36.23W  
Heights: 1651 feet site elevation (SE)  
60 feet above ground level (AGL)  
1711 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 09/24/2021 unless:

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

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

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

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

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

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

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 (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2446-OE.

**Signature Control No: 432053799-434465635**  
Paul Holmquist  
Specialist

( DNE )

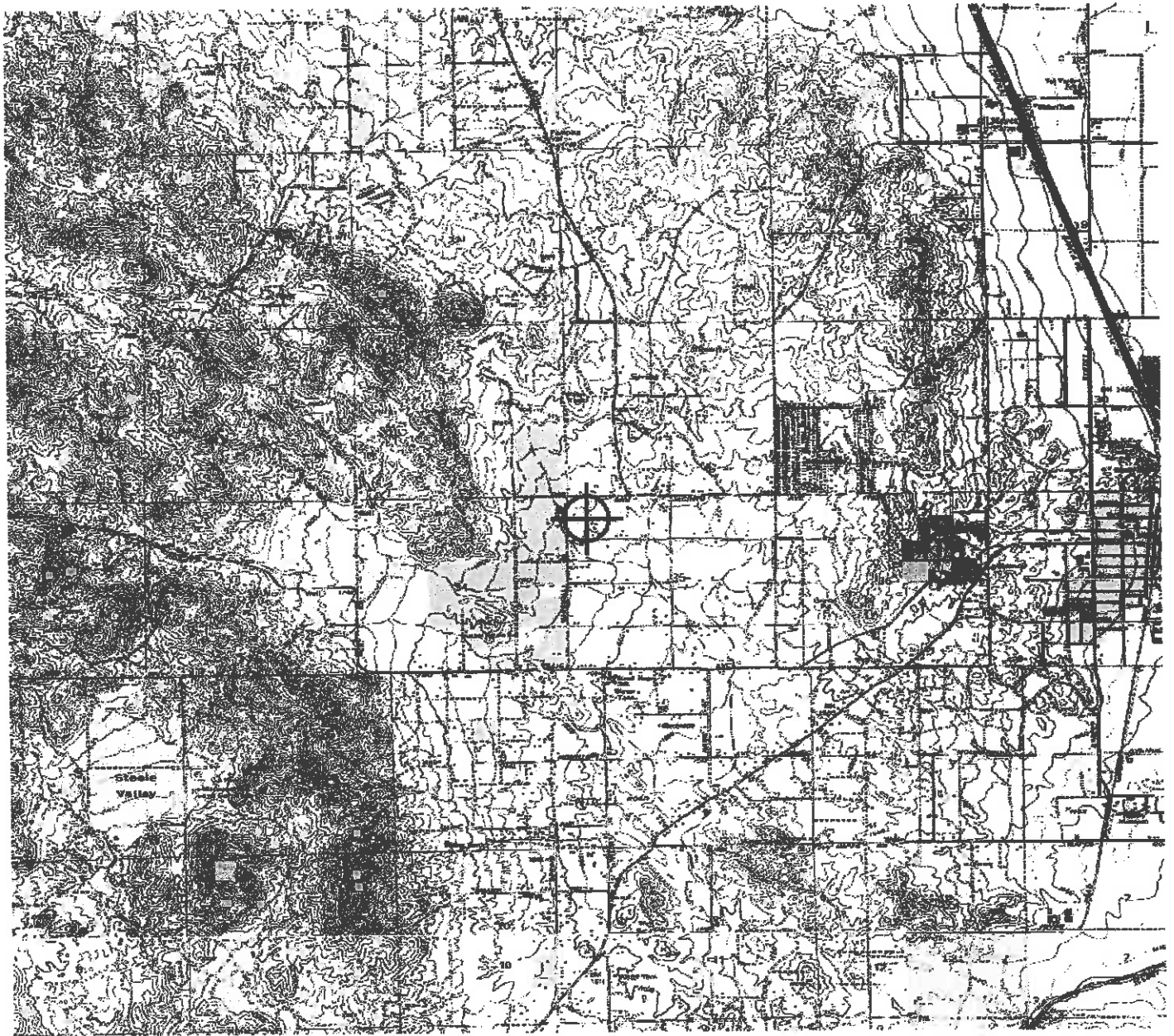
Attachment(s)  
Frequency Data  
Map(s)

cc: FCC

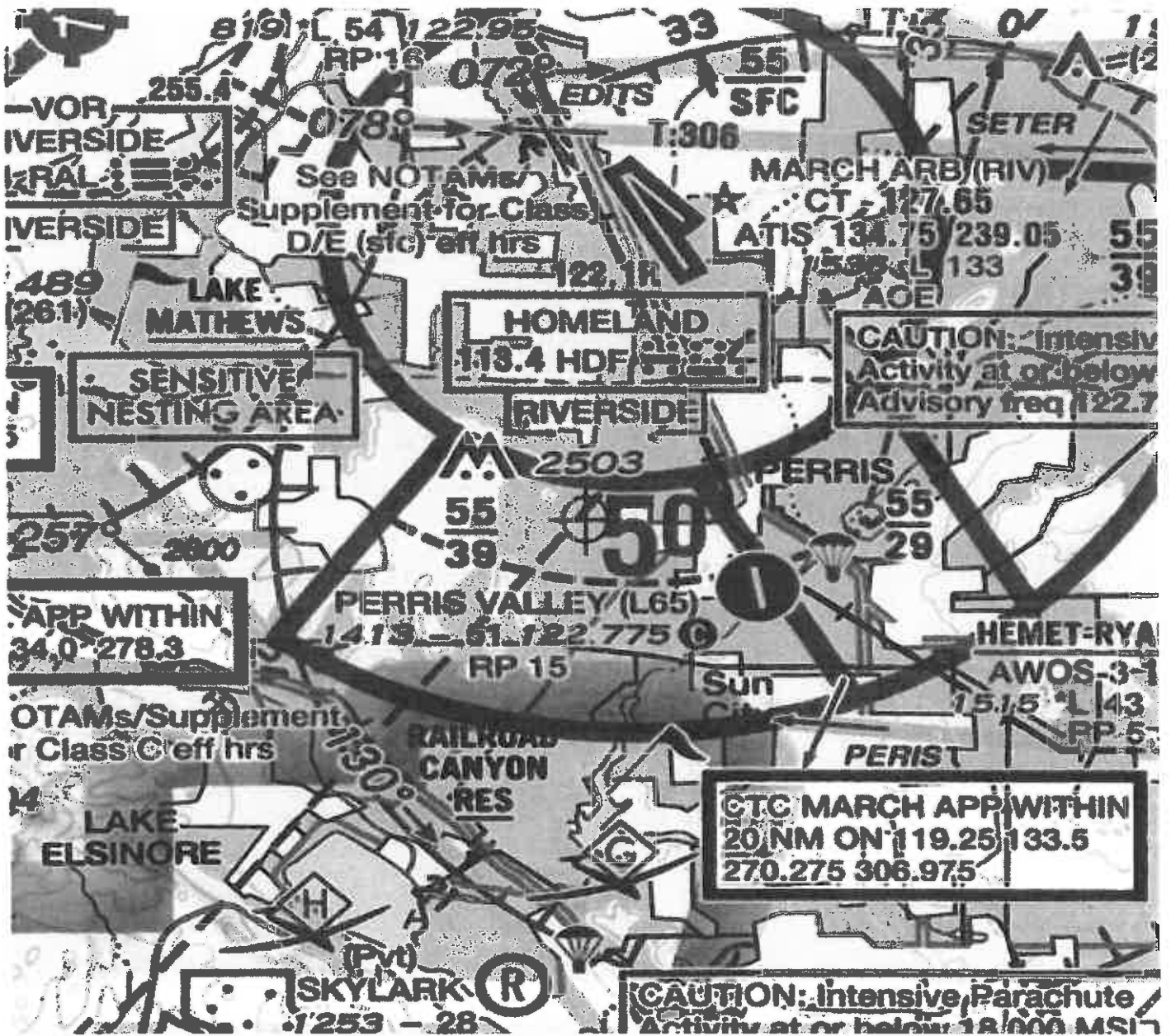
**Frequency Data for ASN 2020-AWP-2446-OE**

<b>LOW FREQUENCY</b>	<b>HIGH FREQUENCY</b>	<b>FREQUENCY UNIT</b>	<b>ERP</b>	<b>ERP UNIT</b>
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W

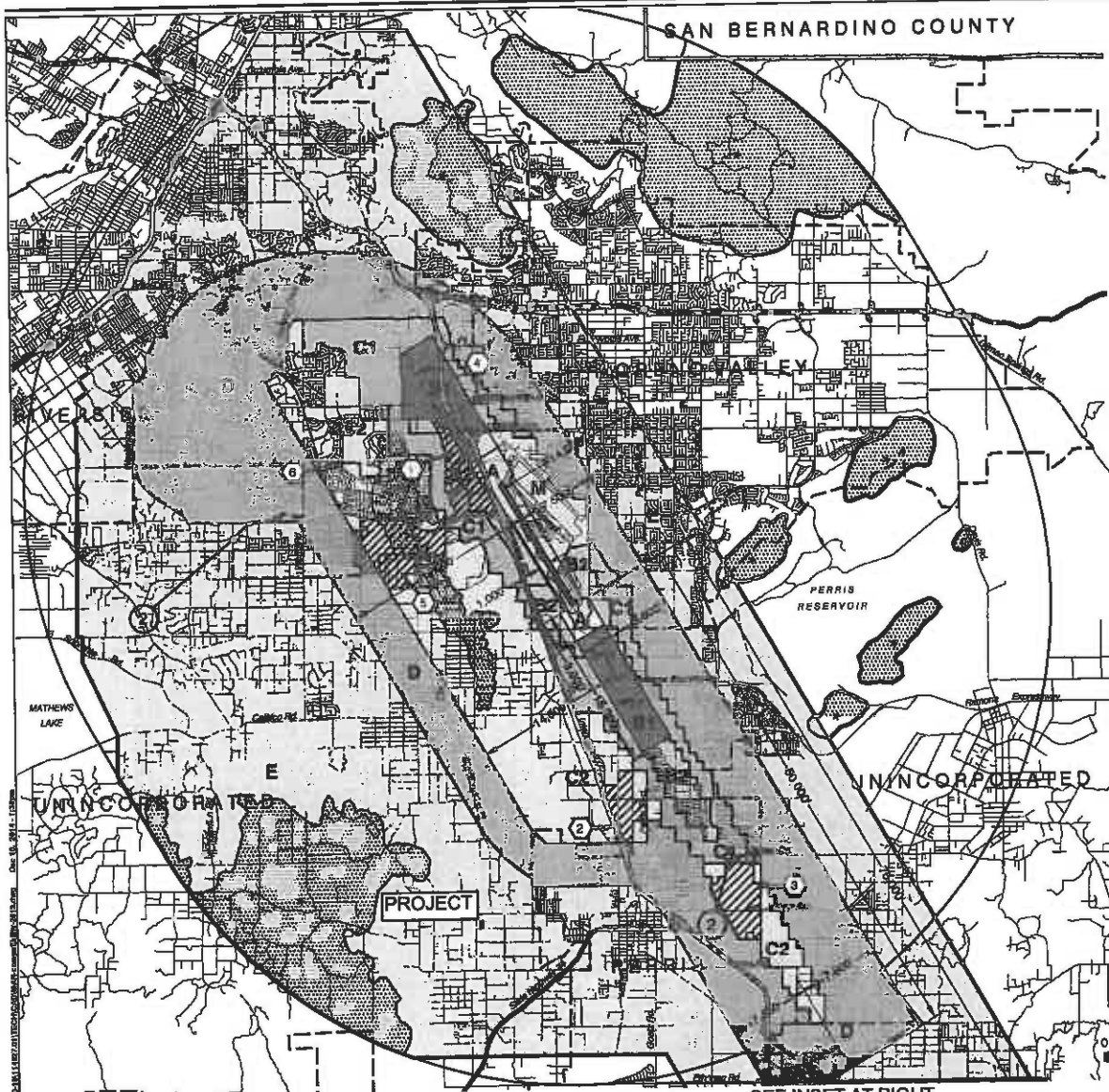
TOPO Map for ASN 2020-AWP-2446-OE



Sectional Map for ASN 2020-AWP-2446-OE







**LEGEND**

**Compatibility Zones**

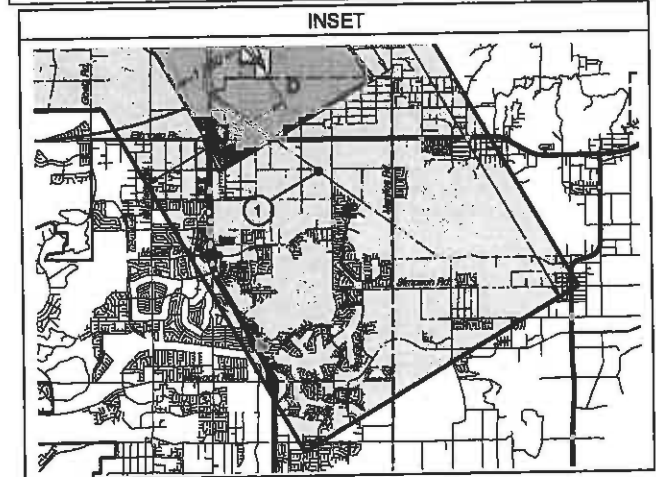
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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

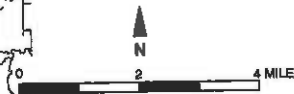


Riverside County  
 Airport Land Use Commission  
 March Air Reserve Base / Inland Port Airport  
 Land Use Compatibility Plan  
 (Adopted November 13, 2014)

Map MA-1

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

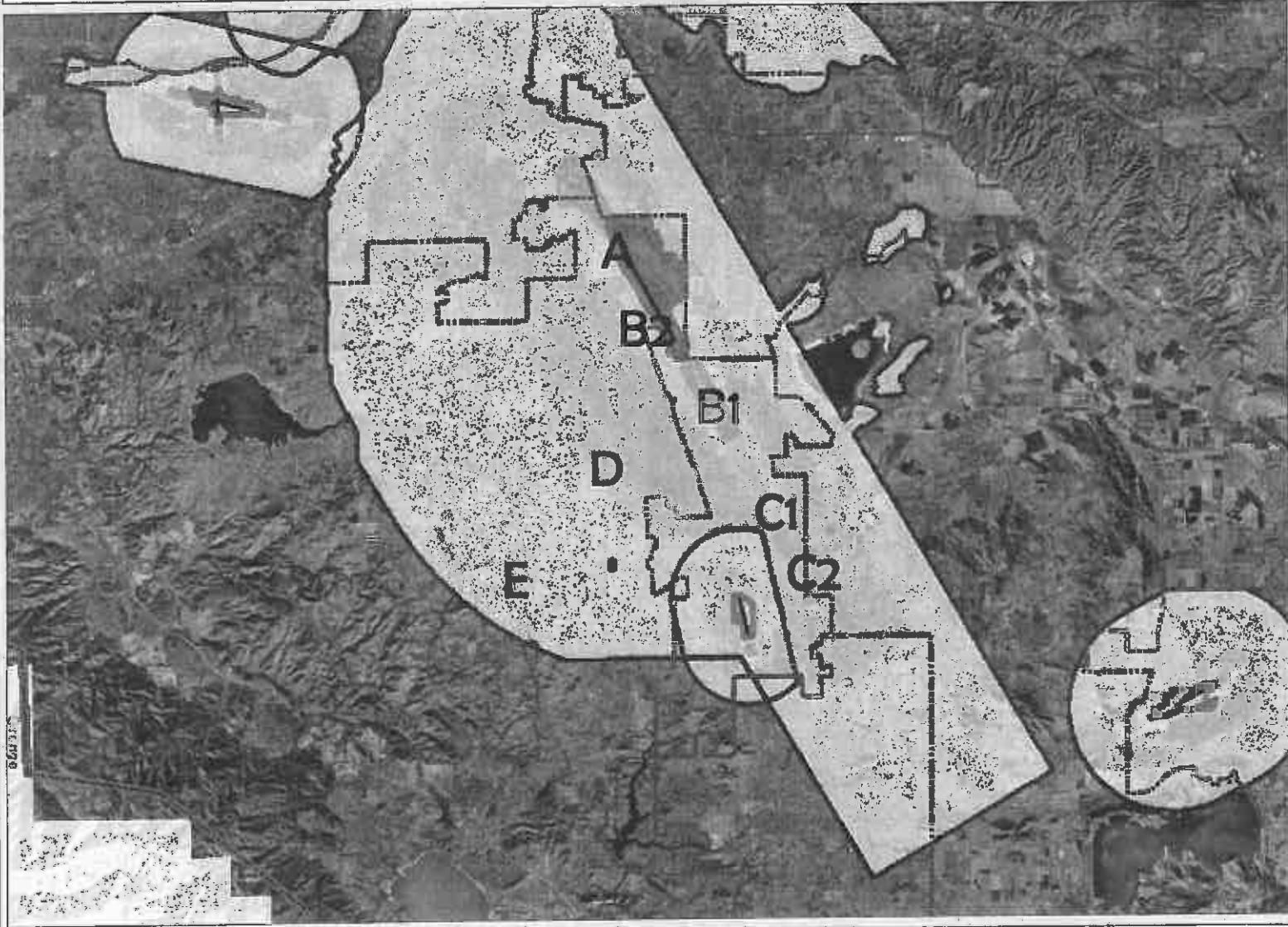
Note:  
 All dimensions are measured from  
 runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

# Map My County Map



**Legend**

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

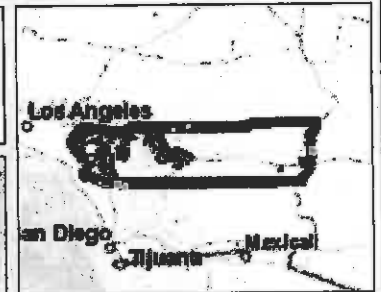


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**Notes**



# 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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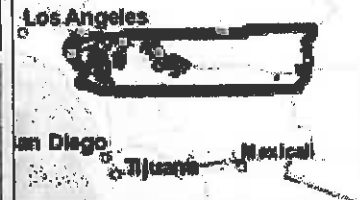
## Notes

0 770 1,539 Feet

REPORT PRINTED ON... 5/27/2020 11:47:55 AM

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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes





# Map My County Map



## Legend

- Blueline Streams
- ▣ City Areas
- World Street Map



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## Notes





# Map My County Map



## Legend

- Blueline Streams
- ▣ City Areas
- World Street Map



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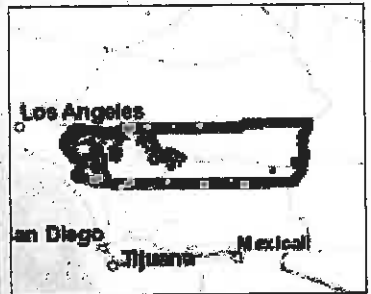
## Notes

0 770 1,539 Feet

REPORT PRINTED ON... 5/27/2020 11:48:21 AM

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# Map My County Map



## Legend

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



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REPORT PRINTED ON... 5/27/2020 11:51:19 AM

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## Notes

**CODE COMPLIANCE**

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNMENT AUTHORITY. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES:

- 1. 2016 CALIFORNIA BUILDING CODE
- 2. 2016 CALIFORNIA ELECTRICAL CODE
- 3. 2016 CALIFORNIA FIRE CODE
- 4. 2016 CALIFORNIA MECHANICAL CODE
- 5. 2016 CALIFORNIA PLUMBING CODE
- 6. 2016 CALIFORNIA ENERGY CODE
- 7. COUNTY COASTAL ZONING LAND USE ORDINANCE-TITLE 23
- 8. COUNTY FIRE CODE ORDINANCE - TITLE 59
- 9. COUNTY LAND USE ORDINANCE - TITLE 22
- 10. COUNTY BUILDING AND CONSTRUCTION ORDINANCE - TITLE 19

**PROJECT TEAM**

**CLIENT REPRESENTATIVE**

COMPANY: SMARTLINK LLC  
 ADDRESS: 3300 RIVINE AVENUE, SUITE 300  
 CITY/STATE/ZIP: NEWPORT BEACH, CA 92660  
 CONTACT: ALBERTO LALAP  
 PHONE: (949) 777-3444  
 EMAIL: alberto.lalap@smartlink.com

**CONSTRUCTION MANAGER**

COMPANY: BE-TELE COMMUNICATIONS INC.  
 ADDRESS: 18554 WASHINGTON PARKWAY SUITE 200  
 CITY/STATE/ZIP: RIVERSIDE, CA 92508  
 CONTACT: RON WAGNER  
 PHONE: (714) 343-0201  
 EMAIL: ronw@be-tele.com

**SITE ACQUISITION**

COMPANY: SMARTLINK LLC  
 ADDRESS: 3300 RIVINE AVENUE, SUITE 300  
 CITY/STATE/ZIP: NEWPORT BEACH, CA 92660  
 CONTACT: TYLER HENT  
 PHONE: (949) 777-3444  
 EMAIL: tyler.hent@smartlink.com

**ATT PROJECT MANAGER**

COMPANY: AT&T  
 ADDRESS: 3075 ADAMS  
 CITY/STATE/ZIP: RIVERSIDE, CA 92504  
 CONTACT: BOB STURTEWANT  
 PHONE: (714) 473-7265  
 EMAIL: bobst@att.com

**ZONING**

COMPANY: SMARTLINK LLC  
 ADDRESS: 3300 RIVINE AVENUE, SUITE 300  
 CITY/STATE/ZIP: NEWPORT BEACH, CA 92660  
 CONTACT: ALBERTO LALAP  
 PHONE: (949) 777-3444  
 EMAIL: alberto.lalap@smartlink.com

**APPLICANT**

COMPANY: AT&T  
 ADDRESS: 3075 ADAMS  
 CITY/STATE/ZIP: RIVERSIDE, CA 92504  
 CONTACT: BOB STURTEWANT  
 PHONE: (714) 473-7265  
 EMAIL: bobst@att.com

**ENGINEER**

COMPANY: CABA INDUSTRIES, INC.  
 ADDRESS: 4402 E. MIRALOMA AVE, SUITE D  
 CITY/STATE/ZIP: ANAHEIM, CA 92807  
 CONTACT: JULIUS SANTERRO  
 PHONE: (714) 553-6288  
 EMAIL: jsant@cabaind.com

**RF ENGINEER**

COMPANY: AT&T  
 ADDRESS: 1482 EDINGER AVE.  
 CITY/STATE/ZIP: TUSTIN, CA 92780  
 CONTACT: DANIEL HOLLER  
 PHONE: (714) 888-7311  
 EMAIL: danhol@att.com

**SITE INFORMATION**

**AFFILIANT / LESSEE**

**AT&T**  
 Your World. Delivered  
 1482 EDINGER AVE. 3RD FLOOR  
 TUSTIN, CALIFORNIA 92780

**PROPERTY OWNER**

OWNER: GARY MOORE  
 OWNER CONTACT: COLAS JONES  
 ADDRESS: 3885 TRACEMOUNT, SUITE 1000  
 CITY/STATE/ZIP: PALM SPRINGS, CA 92262  
 PHONE: (760) 228-4870

LATITUDE: 33° 47' 04.37" N (33.787327)  
 LONGITUDE: -117° 40' 36.25" W (-117.676737)  
 LAT/LONG TYPE: NAD 83  
 GROUND ELEVATION: 1885.0 FT. ASL  
 ABOVE GROUND LEVEL: 87 FT. ASL  
 APN #: 325-180-011  
 AREA OF CONSTRUCTION: 800 SQ. FT.  
 ZONING / JURISDICTION: RIVERSIDE COUNTY  
 CURRENT ZONING: RA (RURAL RESIDENTIAL)  
 TYPE OF OCCUPANCY: U  
 TYPE OF CONSTRUCTION: V18  
 PROPOSED USE: UNIMPAVED TELECOMMUNICATIONS FACILITY  
 FACILITY IS UNIMPAVED AND NOT FOR HUMAN HABITATION.  
 HARDSHIP APPLICABLE NOT REQUIRED

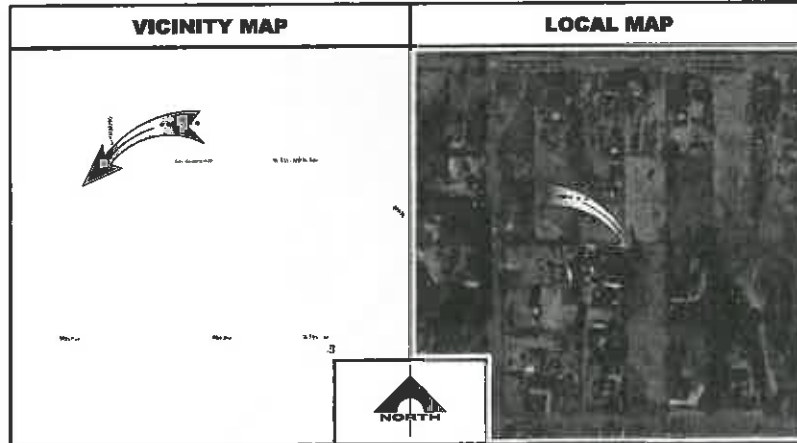


**AT&T**

Your world. Delivered

PLOT PLAN NO. 200001

**SITE NUMBER: CSL05913 - NSB**  
**SITE NAME: LOPEZ**  
**FA NUMBER: 12844454**  
**USID: 282997**  
**TBD LOPEZ STREET**  
**PERRIS, CA 92570**  
**RIVERSIDE COUNTY**



**DRIVING DIRECTIONS**

DIRECTIONS FROM AT&T OFFICE  
 TURN LEFT ONTO EDINGER AVE, USE THE LEFT 3 LANES TO TURN LEFT ONTO DEL AND AVE, USE THE RIGHT 2 LANES TO TAKE THE RAMP ONTO CA-91 N/STATE RTE 95 N, MERGE ONTO CA-91 N/STATE RTE 95 N, MERGE ONTO CA-91 E, USE THE RIGHT 3 LANES TO TAKE EXIT 91 TO MERGE ONTO I-15 S TOWARD SAN DIEGO, TAKE EXIT 77 FOR CA-78/CENTRAL AVE, USE THE LEFT 2 LANES TO TURN LEFT ONTO CA-74 E/CENTRAL AVE, TURN LEFT ONTO THEIA ST, TURN LEFT ONTO ELLIS AVE, TURN RIGHT ONTO MARSHALL ST, TURN RIGHT ONTO LOPEZ ST, DESTINATION WILL BE ON THE LEFT.

**LEGAL DESCRIPTION**

SEE SURVEY SHEETS FOR LEGAL DESCRIPTION



**APPROVALS**

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

DISCIPLINE	SIGNATURE	DATE
AT&T RF ENGINEER		
AT&T OPERATIONS		
SITE ACQUISITION		
CONSTRUCTION MANAGER		
PROPERTY OWNER		
ZONING VENDOR		
PROJECT MANAGER		

**GENERAL CONTRACTOR NOTES**

DO NOT SCALE DRAWINGS  
 SUBCONTRACTOR SHALL VERIFY ALL PLUMB & EXISTING DIMENSIONS & CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

**GENERAL NOTES**

THE FACILITY IS UNIMPAVED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE. NO DRAINAGE DESIGN SERVICE, POTABLE WATER, OR TRASH DISPOSAL, IS REQUIRED AND NO COMMERCIAL SCHEDULE IS PROPOSED.

**PROJECT DESCRIPTION**

"JOB" PROPOSES TO CONSTRUCT, OPERATE AND MAINTAIN AN UNIMPAVED WIRELESS COMMUNICATIONS FACILITY. THIS FACILITY WILL CONSIST OF THE FOLLOWING:

- INSTALL 1 (1) 80'-0" HIGH PALM WATER TANK.
- INSTALL 1 (1) 8'-0" X 8'-0" W.C. MEDICAL PERS.
- INSTALL 1 (1) 8" HIGH CHAIN LINK ENCLOSURE WITH SHADE.
- INSTALL 1 (1) 200W 120 VAC. REMOTE BATTERY GENERATOR ON CONCRETE PAD.
- INSTALL 1 (1) DC POWER PLANT INSIDE W.C.
- INSTALL 2 (2) 15" INCHES BATTERY W.C.
- INSTALL 1 (1) 600 AMP BATTERY.
- INSTALL 3 (3) DC-12 OUTDOOR UNITS.
- INSTALL 12 (12) 8' PANEL ANTENNAS (4 PER SECTOR).
- INSTALL 36 (36) LTE TRIS AS ANTENNA LEADS (12 PER SECTOR).
- INSTALL 4 (4) DC-3 SURGE SUPPRESSORS (GROUND).
- INSTALL 1 (1) 4' x 8' ANTENNA.

**DRAWING INDEX**

SHEET NO.	TITLE SHEET	SHEET TITLE
T-1	TITLE SHEET	
FD-1	FIRE DEPARTMENT NOTES	
GN-1	GENERAL NOTES	
GS-1	GENERAL SIGNAGE	
LS-1	SITE SURVEY	
A-1	OVERALL SITE PLAN AND DETAILED SITE PLAN	
A-2	LEASE AREA/ANTENNA PLAN AND ANTENNA/RFSS SCHEDULE	
A-3	ELEVATIONS	
A-4	ELEVATIONS	
A-5	EQUIPMENT SPECIFICATIONS	
A-6	EQUIPMENT SPECIFICATIONS	
A-7	DETAILS	
A-8	DETAILS	
A-9	DETAILS	
E-1	ELECTRICAL SITE PLAN, SINGLE LINE DIAGRAM AND PANEL SCHEDULE	
E-1.1	SITE PANEL DESIGN	
E-1.2	SITE PANEL DESIGN	
E-2	GROUNDING PLAN AND NOTES	
E-3	GROUNDING DETAILS	
LI-1.7	LANDSCAPE PLAN	
TI -SD	WATER TANK DRAWINGS (BY OTHERS)	



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REV	DATE	DESCRIPTION
0	02/26/20	100% CONSTRUCTION DRAWING
A	02/17/20	80% CONSTRUCTION DRAWING



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.

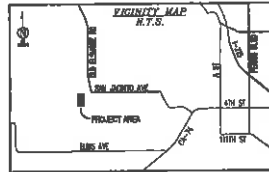
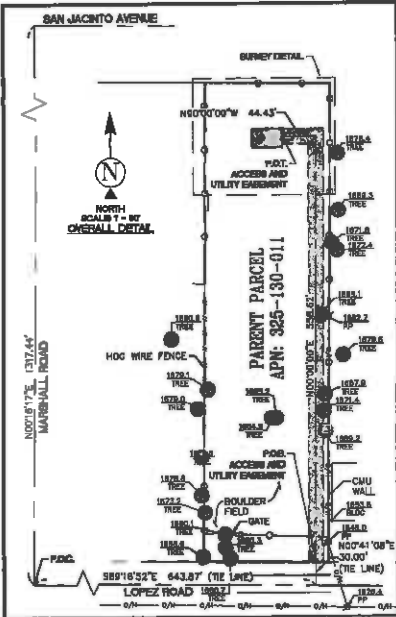
**CSL05913**  
**LOPEZ**  
**TBD LOPEZ STREET**  
**PERRIS, CA 92570**

DRAWN BY: JEM | CHECKED BY: JS

SHEET TITLE: TITLE SHEET

SHEET NUMBER: T-1





**LEASE AREA LEGAL DESCRIPTION**

A PORTION OF THE EAST ONE-HALF OF PARCEL 31, WAGON WHEEL FARMS, AS SHOWN BY RECORD OF SURVEY IN BOOK 16, PAGE 42 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 4 SOUTH, RANGE 4 WEST OF THE SAN BERNARDINO BASE AND MERIDIAN AT THE APPARENT INTERSECTION OF LOPEZ ROAD AND MARSHALL ROAD, FROM WHICH POINT THE NORTHWEST CORNER OF SAID SECTION, BEARS NORTH 00° 16' 17" EAST, 1317.44 FEET;

THENCE ALONG THE CENTERLINE OF SAID LOPEZ ROAD, SOUTH 89° 18' 52" EAST, 843.87 FEET; THENCE DEPARTING SAID CENTERLINE, NORTH 00° 41' 06" EAST, 30.00 FEET TO THE NORTH LINE OF SAID LOPEZ ROAD;

THENCE NORTH 00°00'00" EAST, 55.82 FEET;

THENCE SOUTH 00°00'00" EAST, 44.43 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 00°00'00" EAST, 14.00 FEET;

THENCE NORTH 00°00'00" WEST, 40.00 FEET;

THENCE NORTH 00°00'00" EAST, 24.00 FEET;

THENCE NORTH 00°00'00" EAST, 40.00 FEET;

THENCE SOUTH 00°00'00" EAST, 10.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 960 SQUARE FEET (0.022 ACRES) OF LAND, MORE OR LESS.

**ACCESS AND UTILITY EASEMENT LEGAL DESCRIPTION**

A PORTION OF THE EAST ONE-HALF OF PARCEL 31, WAGON WHEEL FARMS, AS SHOWN BY RECORD OF SURVEY IN BOOK 16, PAGE 42 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEING A 20.00 FOOT WIDE STRIP, LYING 10.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT A POINT ON THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 4 SOUTH, RANGE 4 WEST OF THE SAN BERNARDINO BASE AND MERIDIAN AT THE APPARENT INTERSECTION OF LOPEZ ROAD AND MARSHALL ROAD, FROM WHICH POINT THE NORTHWEST CORNER OF SAID SECTION, BEARS NORTH 00° 16' 17" EAST, 1317.44 FEET;

THENCE ALONG THE CENTERLINE OF SAID LOPEZ ROAD, SOUTH 89° 18' 52" EAST, 843.87 FEET; THENCE DEPARTING SAID CENTERLINE, NORTH 00° 41' 06" EAST, 30.00 FEET TO THE NORTH LINE OF SAID LOPEZ ROAD AND THE POINT OF BEGINNING;

THENCE NORTH 00°00'00" EAST, 308.82 FEET;

THENCE NORTH 90°00'00" WEST, 44.43 FEET TO THE POINT OF TERMINUS.

CONTAINING 12,061 SQUARE FEET (0.277 ACRES) OF LAND, MORE OR LESS.

**SURVEY DATE**  
11/25/2018

**BASIS OF BEARING**  
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE 5X, DETERMINED BY GPS OBSERVATIONS.

**BENCHMARK**  
PROJECT ELEVATIONS ESTABLISHED FROM GPS DERIVED ORTHOMETRIC HEIGHTS BY APPLICATION OF NGS "GEN2 128" MODELED SEPARATIONS TO ELIPSSED HEIGHTS DETERMINED BY OBSERVATIONS OF THE "SMARTNET" REAL TIME NETWORK. ALL ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD83.

**GRID-TO-GROUND SCALE FACTOR NOTE**  
ALL BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA SIX STATE PLANE COORDINATE ZONE GRID, TO DERIVE GROUND DISTANCES DIMED BY 0.99999503

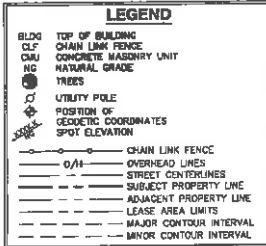
**FLOOD ZONE**  
THIS PROJECT APPEARS TO BE LOCATED WITHIN FLOOD ZONE "D", ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP(S), MAP ID J08065C14206, DATED 06/28/2008

**UTILITY NOTES**  
SURVEYOR DOES NOT GUARANTEE THAT ALL UTILITIES ARE SHOWN OR THEIR LOCATIONS ARE DEFINITE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND DEVELOPER TO CONTACT B11 AND ANY OTHER INVOLVED AGENCIES TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION. REMOVAL, RELOCATION AND/OR REPLACEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.

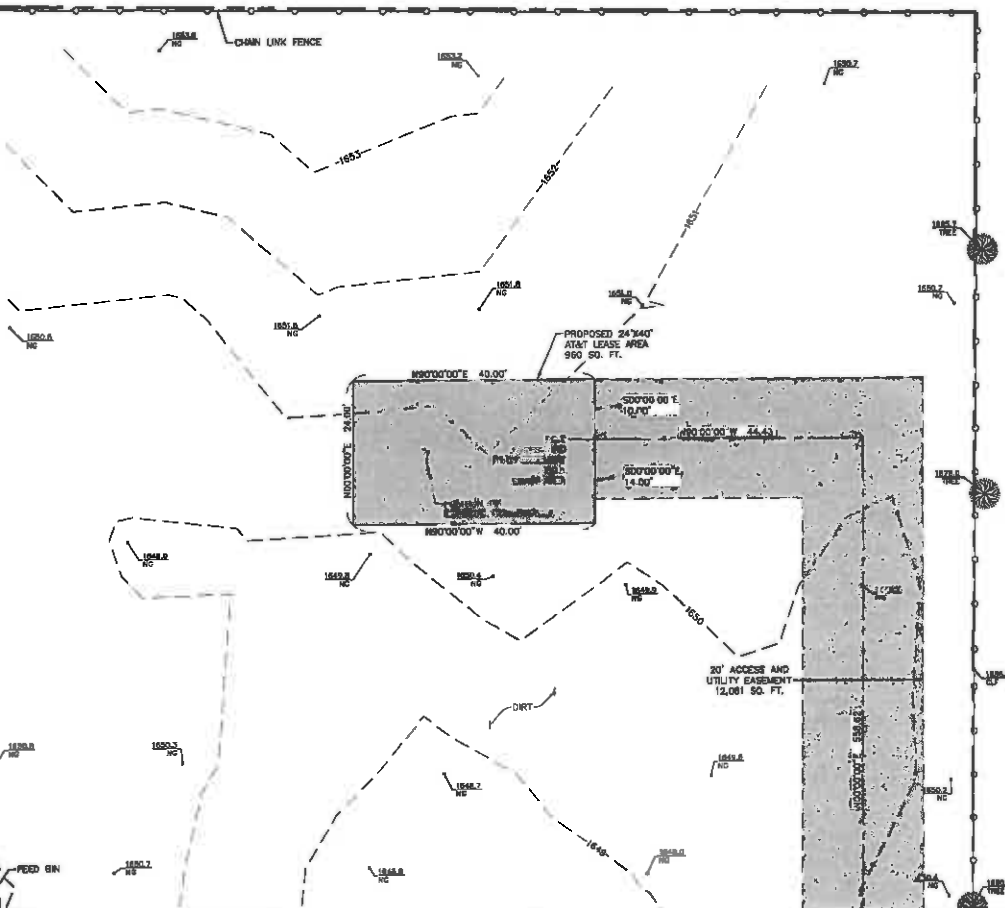
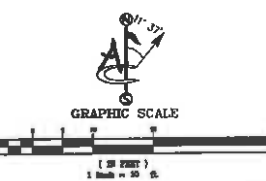
**SCHEDULE "B" NOTE**  
REFERENCE IS MADE TO THE CONDITION OF TITLE GUARANTEE REPORT ORDER #2011479-825-CM-CM-CM, ISSUED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, DATED DECEMBER 10, 2019.

THERE ARE NO EASEMENTS CONTAINED WITHIN SAID TITLE REPORT.

**LESSOR'S LEGAL DESCRIPTION**  
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: THE EAST ONE-HALF OF PARCEL 31, WAGON WHEEL FARMS, AS SHOWN BY RECORD OF SURVEY IN BOOK 16, PAGE 42 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.



**POSITION OF GEODETIC COORDINATES**  
LATITUDE 33° 47' 04.20" (S3,784,522) NORTH (NAD83)  
LONGITUDE 117° 16' 38.82" (117,278,730) WEST (NAD83)  
GROUND ELEVATION @ 1850.0' (NAVD83)



1452 EDINGER AVENUE  
3RD FLOOR  
TUSTIN, CA 92780

ambit consulting  
410 E. SOUTHERN AVE. SUITE 4Z 85282  
PH. (480) 858-4072

1206 N. MARSHALL AVE. SUITE D  
ANAHIM, CALIFORNIA 92537

NO.	DATE	BY	DESCRIPTION
B	01/02/20	WJL/DESIGN	
A	11/28/19	RATL/REUSE	
001	04/02		DESCRIPTION

DATE OF SIGNATURE: 01/06/2020

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

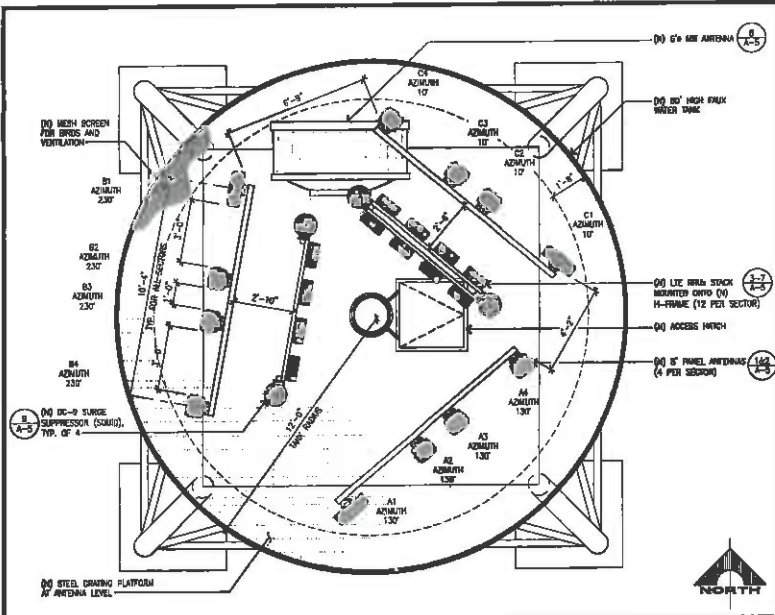
CSL05913  
W/O 22020 LOPEZ STREET  
PERRIS, CA 92570

SHEET TITLE  
SITE SURVEY

SHEET NUMBER  
LS-1







ANTENNA PLAN

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

PROPOSED ANTENNA AND TRANSMISSION CABLE REQUIREMENTS

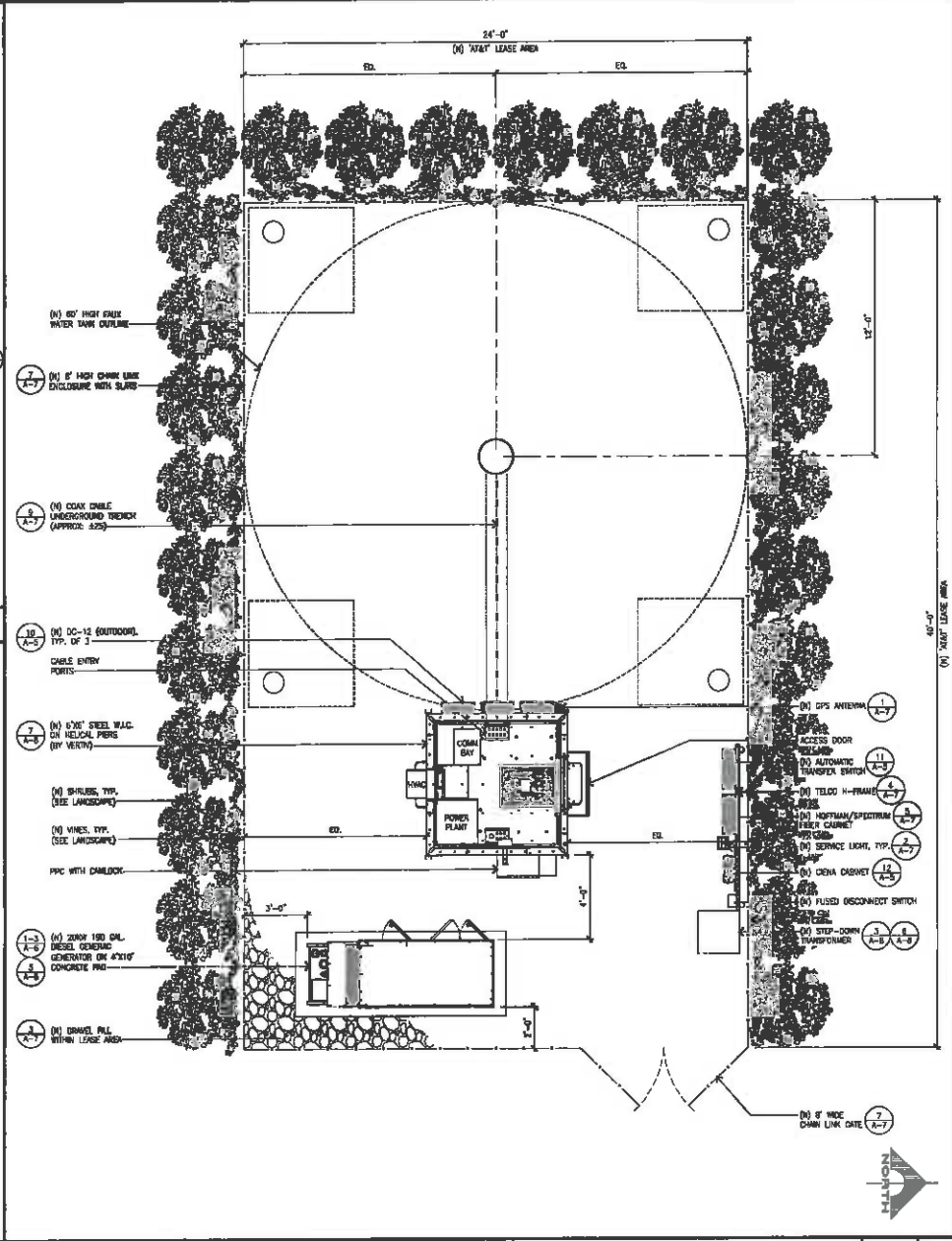
SECTOR	PROPOSED TECHNOLOGY	ANTENNA	TRANSMISSION LINES (LENGTH FT +/-)				
		SIZE (H, W, D)	ANTENNA JOINTS	WIRE CONNECTORS	ADAPTERS	RG CABLE (WHD / FT)	
ARRAY SECTOR	A1	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	A2	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	A3	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	A4	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
DUAL SECTOR	B1	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	B2	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	B3	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	B4	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
DUAL SECTOR	C1	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	C2	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	C3	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'
	C4	LTE	2-PORT PANEL ANTENNA	120"	35"-0"	<12"	+/- 75'

MINUTE RADIO UNITS (MRU)

SECTOR	RUN UP OR DOWN	RUN COUNT	RUN LENGTH (DISTANCE FROM ANTENNA)	MINIMUM CLEARANCES		
				ABOVE	BELOW	SIDE
ARRAY SECTOR	A1	UP	3	<12"	12"	8"
	A2	UP	3	<12"	12"	8"
	A3	UP	3	<12"	12"	8"
	A4	UP	3	<12"	12"	8"
DUAL SECTOR	B1	UP	3	<12"	12"	8"
	B2	UP	3	<12"	12"	8"
	B3	UP	3	<12"	12"	8"
	B4	UP	3	<12"	12"	8"
DUAL SECTOR	C1	UP	3	<12"	12"	8"
	C2	UP	3	<12"	12"	8"
	C3	UP	3	<12"	12"	8"
	C4	UP	3	<12"	12"	8"

ANTENNA AND RRU SCHEDULE

3



LEASE AREA PLAN

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

1452 EDINGER AVE.  
TUSTIN, CALIFORNIA 92780

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL. TO BEAT WIRELESS. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATED TO BEAT WIRELESS IS STRICTLY PROHIBITED.

3300 VINE AVENUE, SUITE 500  
NEWPORT BEACH, CA 92660  
TEL: (949) 587-1295  
FAX: (949) 587-1275

446 E. MERRILL AVENUE, SUITE D  
ANAHEIM, CALIFORNIA 92801

REV	DATE	DESCRIPTION

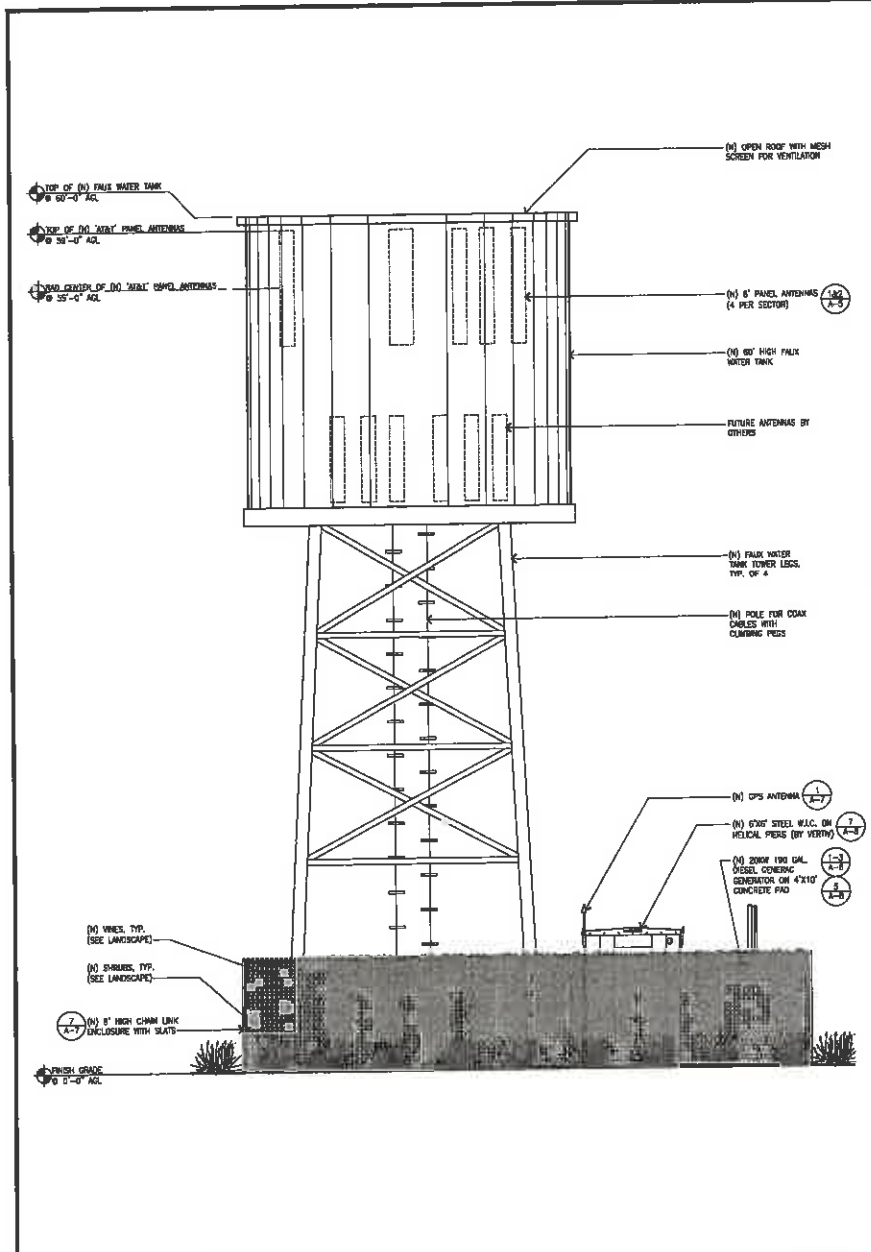
CSLOS813  
LOPEZ  
TBD LOPEZ STREET  
PERRIS, CA 92570

CSLOS813  
LOPEZ  
TBD LOPEZ STREET  
PERRIS, CA 92570

DRAWN BY: JEM  
CHECKED BY: JS

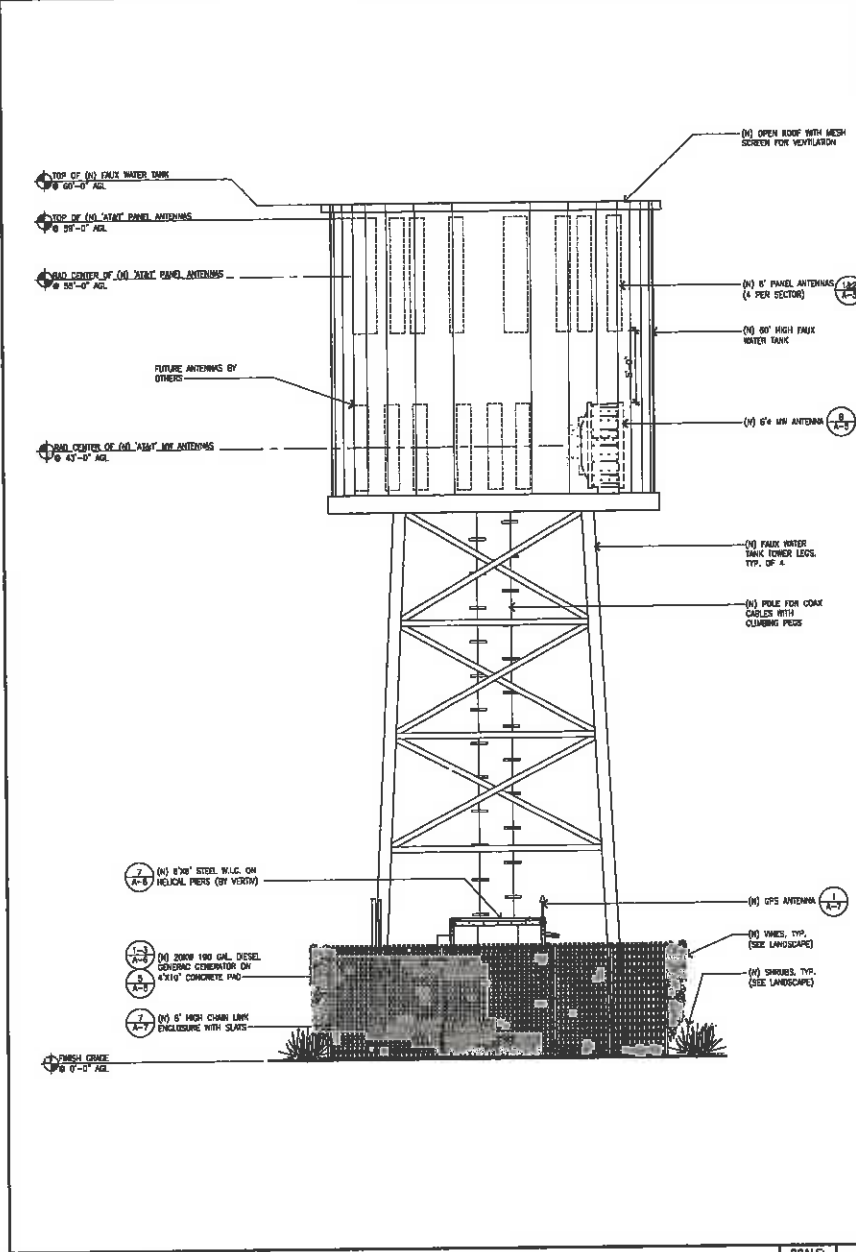
SHEET TITLE:  
LEASE AREA/ANTENNA PLAN  
AND ANTENNA/RRU SCHEDULE

SHEET NUMBER:  
A-2



SOUTH ELEVATION

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



EAST ELEVATION

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



THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO FIRST WIRELESS AND MAY BE UNLAWFUL TO DISCLOSE TO ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF FIRST WIRELESS. ANY REPRODUCTION OR TRANSMISSION OF THIS DOCUMENT IS STRICTLY PROHIBITED.



0	03/25/08	ISSUE FOR CONSTRUCTION DRAWING
1	02/12/08	REV CONSTRUCTION DRAWING
REV	DATE	DESCRIPTION



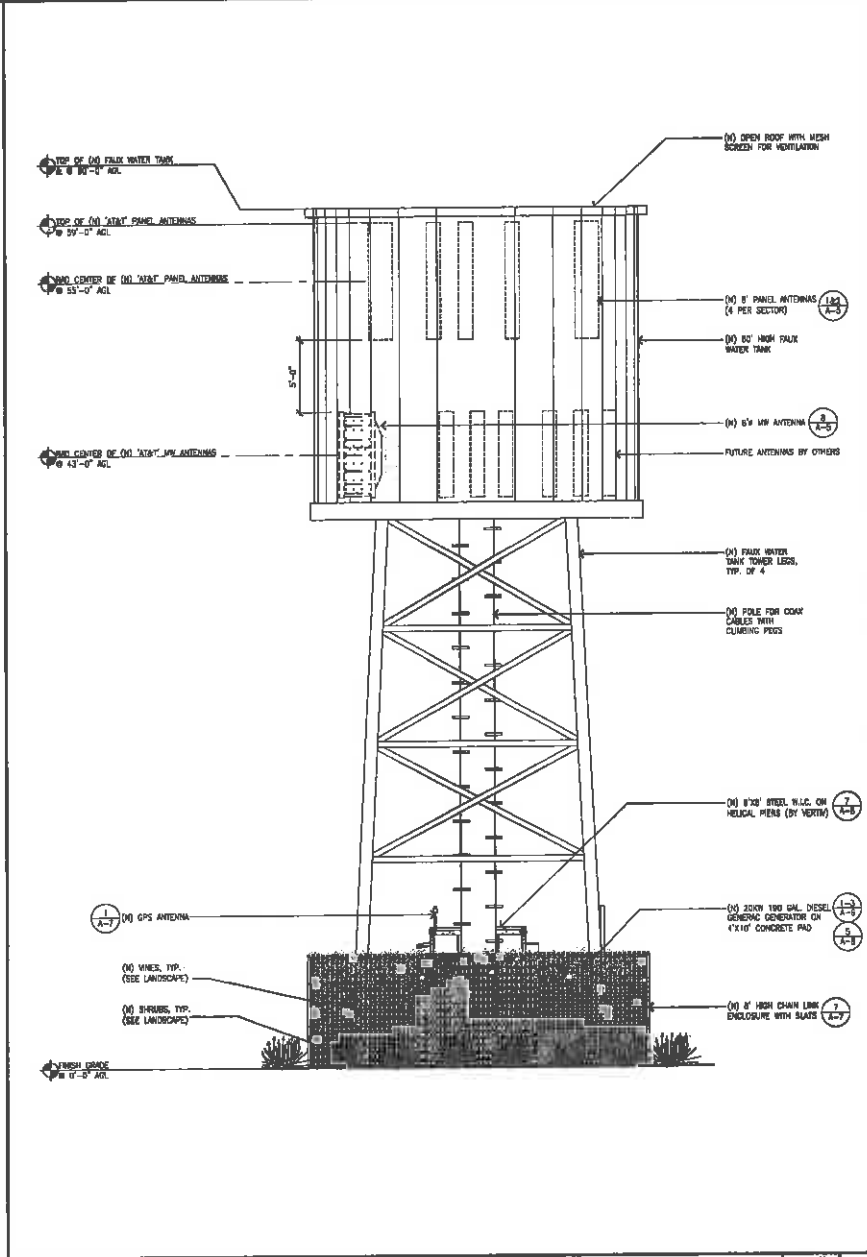
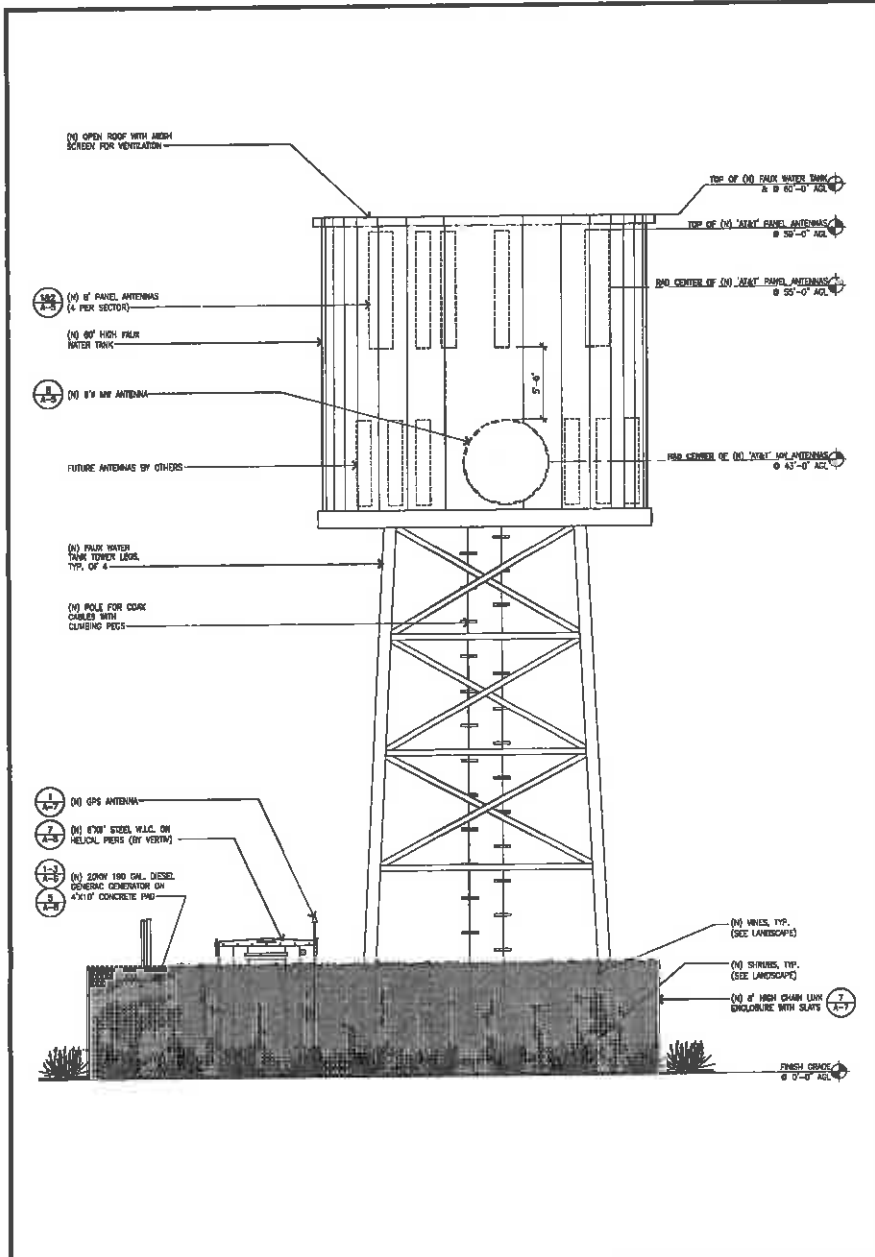
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CSL05913  
LOPEZ  
TBD LOPEZ STREET  
PERRIS, CA 92570

DRAWN BY: JEM  
CHECKED BY: JS

SHEET TITLE:  
ELEVATIONS

SHEET NUMBER:  
A-3



NORTH ELEVATION

WEST ELEVATION

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

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



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



REV	DATE	DESCRIPTION
0	03/25/70	ISSUE CONSTRUCTION DRAWINGS
1	04/17/70	ISSUE CONSTRUCTION CORRECTIVE



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CSL05913  
 LOPEZ  
 TBD LOPEZ STREET  
 PERRIS, CA 92570

DRAWN BY: JEM CHECKED BY: JS

SHEET TITLE:  
 ELEVATIONS

SHEET NUMBER:  
 A-4



**PAGE BREAK**







# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 28, 2020

Mr. Scott Watson, Historic Preservation Officer  
Ms. Patricia Brenes, Principal Planner  
City of Riverside Community Development Department Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside CA 92522

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

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Temecula

**STAFF**

Director  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

## RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1051RG20  
Related File No.: P20-0241 (Zoning Ordinance Amendment)  
APN: Citywide

Dear Mr. Watson and Ms. Brenes:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Case No. P20-0241 (Zoning Ordinance Amendment), a proposal to amend the City’s Zoning Code (Title 19), revising Chapter 19.580 (Parking and Loading) to establish a Citywide parking exemption for designated Cultural Resources. Specifically, the amendment provides that “new uses within the confines of an existing structure in a non-residential zone, designated as a historic resource or a contributor to an historic district, as defined in Title 20 of the Riverside Municipal Code, are exempt from providing any additional parking.” (If an existing structure is expanded, additional parking will be required to accommodate the expansion.)

Also, the amendment provides that, where the required number of off-street parking spaces for any use results in a fraction of a space that is less than one-half space, the total number of required parking spaces would be rounded down to the nearest whole number. Presently, the ordinance requires that all fractional space requirements be rounded up, so that, for example, if the calculation requires 10.2 spaces, the requirement is rounded up to 11 spaces.

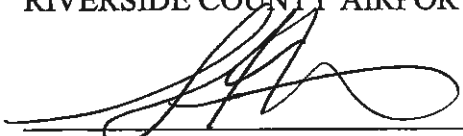
There are no additions to the permitted land use tables and no development standard changes that would increase residential density or non-residential intensity proposed through this amendment. Therefore, this amendment has no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port, 2005 Riverside Municipal, and 2004 Flabob Airport Land Use Compatibility Plans.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

**AIRPORT LAND USE COMMISSION**

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Simon A. Housman, ALUC Director

Attachments for Airport Managers: Proposed Zoning Ordinance Amendment

cc: Kim Ellis, Manager, Riverside Municipal Airport  
Gary Gosliga, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
Beth LaRock, Flabob Airport

Y:\AIRPORT CASE FILES\Regional\ZAP1051RG20\ZAP1051RG20.LTR.doc

**ARTICLE VIII - SITE PLANNING AND GENERAL DEVELOPMENT PROVISIONS**  
**Chapter 19.580 - PARKING AND LOADING**

**19.580.060 - Parking requirements.**

- A. *Minimum parking requirements.* The number of off-street parking spaces required by Table 19.580.060 (Required Spaces) shall be considered the minimum necessary for each use, unless off-street parking reductions are permitted pursuant to provisions herein. In conjunction with a conditional use, site plan review or planned residential development permit, the designated Approving or Appeal Authority may increase these parking requirements if it is determined that they are inadequate for a specific project.
- B. *Uses not listed.* The number of parking spaces required for uses not specifically listed in Table 19.580.060 (Required Spaces) shall be determined by the Community & Economic Development Director or his/her designee based on common functional, product or compatibility characteristics and activities. Such determination is considered a formal interpretation of this title and shall be decided and recorded as such pursuant to Chapter 19.060 (Interpretation of Code).
- C. *Mixed use complexes and parking credits.* In the case of shared parking facilities within a complex, the development shall provide the sum of parking spaces required for each separate use. However, if there are multiple uses in a complex with different operating characteristics, such as daytime office and nighttime commercial entertainment-oriented uses, the Community & Economic Development Director or his/her designee may grant a mixed use parking credit to reduce the total number of required spaces by up to a maximum of 15 percent of the total required spaces. Another factor in favor of granting a credit is proximity to a transit stop. The following requirements apply to granting of a mixed-use parking credit:
1. The applicant shall provide a parking analysis specifying the proposed mix of uses and the operating characteristics of each type use; including hours of operation and individual parking requirements. The analysis shall provide adequate justification for granting the credit.
  2. A covenant shall be recorded on the property limiting the mix of uses to those identified in the original parking analysis, including a mix with similar operating characteristics.
- D. *Required spaces.* Table 19.580.060 (Required Spaces) below sets forth minimum off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to this table.
1. "Square feet" (sq. ft.) means "gross square feet" and refers to total building gross floor area unless otherwise specified, not including areas used for off-street parking or loading spaces.
  2. Where parking spaces are required based on a per-employee ratio, this shall mean the total number of employees on the largest working shift.
  3. Where the number of seats is listed to determine required parking, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, each 24 linear inches of the bench or bleacher shall be considered a seat.

4. When the calculation of the required number of off-street parking spaces results in a fraction of a space, the total number of spaces shall be rounded up to the nearest whole number.
5. In addition to the requirements in Table 19.580.060 (Required Spaces), spaces shall be provided for trucks and other vehicles used in the business, of a number and size adequate to accommodate the maximum number of types of trucks and/or vehicles to be parked on the site at any one time.
6. Where maximum distance is specified from the lot, the distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building or area that such facility is required to serve.
7. Unless otherwise stated, the required parking shall be located on the same lot or within the same complex as the use.

E. Cultural Resources Parking Exemption. Any new uses within the confines of an existing structure in a non-residential zone, designated as a historic resource or a contributor to an historic district, as defined in Title 20 of the Riverside Municipal Code, are exempt from providing any additional parking. If an existing structure is expanded, additional parking will be required to accommodate the expansion, as set forth in Table 19.580.060

**Table 19.580.060**

**Required Spaces**

Use	Number of Spaces Required
:	:
:	:
:	:
C	:
:	:
:	:
<u>Cultural Resources</u>	(18)
:	:
:	:
:	:

**Table 19.580.060 Notes:**

1. See Section 19.580.070 B (Multiple Family Dwellings) for additional requirements. For the purpose of calculating parking requirements for multiple family dwellings, dens, studios, Studio Unit(s), or other similar rooms that may be used as bedrooms shall be considered bedrooms.
2. For senior housing projects, 50 percent of the required spaces shall be covered either in a garage or carport.
3. For the purposes of parking requirements, this category includes corporation yards, machine shops, tin shops, welding shops, manufacturing, processing, packaging, treatment, fabrication, woodworking shops, cabinet shops, and carpenter shops and uses with similar circulation and parking characteristics.
4. Required parking spaces may be in tandem, and the driveway may be used for the required drop-off and pick-up space.
5. Parking ratio to be determined by the designated Approving or Appeal Authority in conjunction with required land use or development permits, based on the impacts of the particular proposal and similar uses in this table.
6. Excluding lath and green houses.
7. Includes barber shops, beauty salons/spas, massage, tanning, tailors, dry cleaning, self-service laundry, travel agencies, electrolysis, acupuncture/acupressure, and tattoo parlors.
8. For the purposes of parking requirements, this category includes antique shops, gun shops, pawn shops, pet stores, and second-hand stores.
9. Additional parking for assembly rooms or stadiums is not required.
10. Parking may be provided on the same or adjoining lot.

11. Parking may be provided on the same lot or within 100 feet of the subject site.
12. Parking may be provided on the same lot or within 150 feet of the subject site.
13. Parking may be provided on the same lot or within 300 feet of the subject site.
14. The pump islands are not counted as parking stalls.
15. A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16. Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
17. Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.
18. Refer to Section 19.580.060.E for new uses within a designated Cultural Resource as defined in Chapter 20 of the Riverside Municipal Code.

(Ord. 7487 § 15(Exh. E), 11-5-2019; Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018; Ord. 7331 §94, 2016; Ord. 7235 §11, 2013; Ord. 7109 §11, 2010; Ord. 6966 §1, 2007)



**ARTICLE VIII - SITE PLANNING AND GENERAL DEVELOPMENT PROVISIONS**  
**Chapter 19.580 - PARKING AND LOADING**

**19.580.060 - Parking requirements.**

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- B. *Uses not listed.* The number of parking spaces required for uses not specifically listed in Table 19.580.060 (Required Spaces) shall be determined by the Community & Economic Development Director or his/her designee based on common functional, product or compatibility characteristics and activities. Such determination is considered a formal interpretation of this title and shall be decided and recorded as such pursuant to Chapter 19.060 (Interpretation of Code).
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  2. Where parking spaces are required based on a per-employee ratio, this shall mean the total number of employees on the largest working shift.
  3. Where the number of seats is listed to determine required parking, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, each 24 linear inches of the bench or bleacher shall be considered a seat.

4. When the calculation of the required number of off-street parking spaces results in a fraction of a space, the total number of spaces shall be rounded to the nearest whole number.
  5. In addition to the requirements in Table 19.580.060 (Required Spaces), spaces shall be provided for trucks and other vehicles used in the business, of a number and size adequate to accommodate the maximum number of types of trucks and/or vehicles to be parked on the site at any one time.
  6. Where maximum distance is specified from the lot, the distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building or area that such facility is required to serve.
  7. Unless otherwise stated, the required parking shall be located on the same lot or within the same complex as the use.
- E. *Cultural Resources Parking Exemption.* Any new uses within the confines of an existing structure in a non-residential zone, designated as a historic resource or a contributor to an historic district, as defined in Title 20 of the Riverside Municipal Code, are exempt from providing any additional parking. If an existing structure is expanded, additional parking will be required to accommodate the expansion, as set forth in Table 19.580.060

**Table 19.580.060  
Required Spaces**

Use	Number of Spaces Required
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	.
	.
<b>C</b>	
	.
	.
	.
<i>Cultural Resources</i>	(18)
	.
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	.

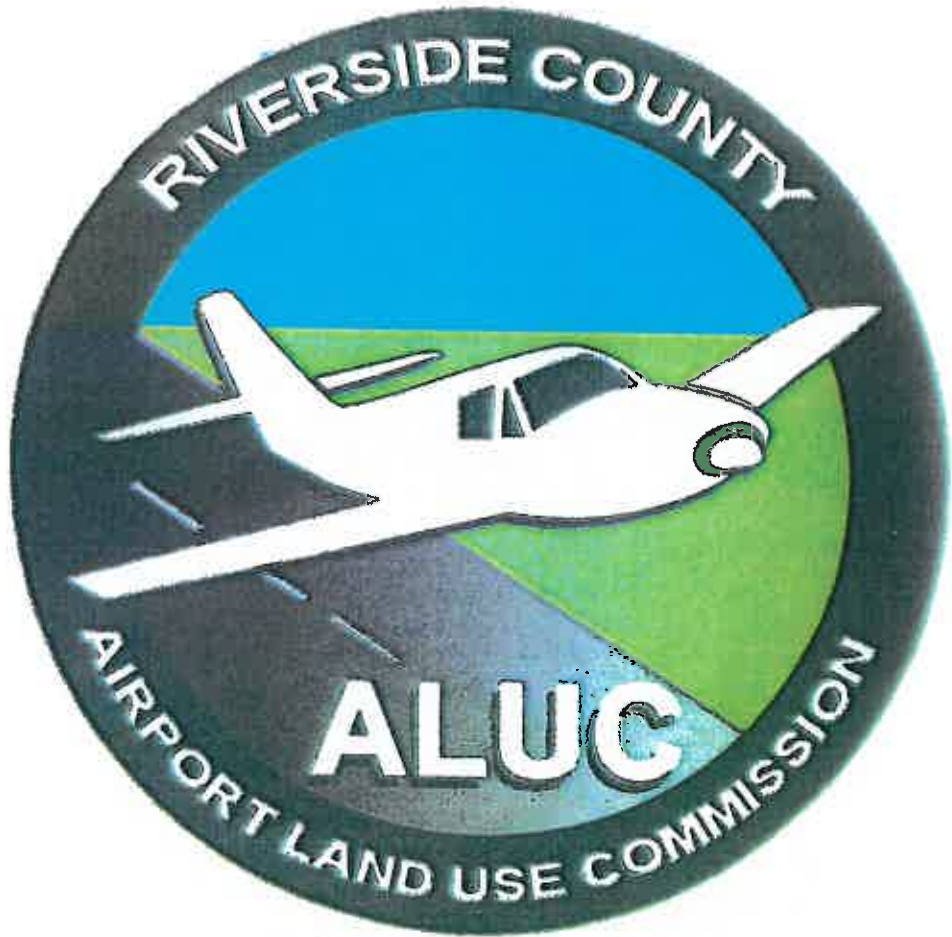
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9. Additional parking for assembly rooms or stadiums is not required.
10. Parking may be provided on the same or adjoining lot.

11. Parking may be provided on the same lot or within 100 feet of the subject site.
12. Parking may be provided on the same lot or within 150 feet of the subject site.
13. Parking may be provided on the same lot or within 300 feet of the subject site.
14. The pump islands are not counted as parking stalls.
15. A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16. Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
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(Ord. 7487 § 15(Exh. E), 11-5-2019; Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018; Ord. 7331 §94, 2016; Ord. 7235 §11, 2013; Ord. 7109 §11, 2010; Ord. 6966 §1, 2007)

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**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



May 28, 2020

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
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**STAFF**

**Director**  
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County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

Mr. John Hildebrand, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1049RG20  
Related File No.: CZ1900015 (Ordinance No. 348 Amendment)  
APN: Countywide

Dear Mr. Hildebrand:

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 amendment to Land Use Ordinance No. 348, a proposal to add a new Article addressing Industrial Hemp Activities and amending Article XXI providing for additional definitions.

All industrial hemp cultivation requires registration with the County Agricultural Commissioner. Indoor industrial hemp cultivation would be allowed with approval of a plot plan in the C-1/C-P, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-2, A-P, and A-D zones.

Outdoor industrial hemp cultivation would be allowed as a use by right in the A-1, A-2, A-P, and A-D zones on lots at least 20 gross acres but less than 160 acres in size, with approval of a plot plan on lots at least 10 gross acres but less than 20 gross acres in size, and with a conditional use permit on lots at least one-half acre but less than 10 gross acres in size, and on lots at least 160 gross acres in size. Outdoor industrial hemp cultivation in the W-2 zone would require a minimum lot size of 10 gross acres and would require an approved conditional use permit on lots at least 10 gross acres but less than 40 gross acres in size, and on lots at least 160 gross acres in size. Outdoor industrial hemp cultivation would be allowed as a use by right in the W-2 zone on lots at least 40 gross acres in size, but less than 160 gross acres in size.

Outdoor industrial hemp cultivation activities that are legally operating in these and other zones with a valid registration issued by the County Agricultural Commissioner may continue to operate for the period of time provided in the valid registration, but, upon expiration of said valid registration, would be required to comply with the requirements set forth in the proposed ordinance amendment, except for those in the A-1, A-2, A-P, A-D, and W-2 zones operated by an Established Agricultural Research Institution as defined in Section 81000 of the California Food



# AIRPORT LAND USE COMMISSION

and Agriculture Code.

Non-volatile industrial hemp manufacturing facilities would be allowed with an approved plot plan in the A-1, A-2, A-P, A-D, I-P, M-SC, M-M, and M-H zones, while volatile industrial hemp manufacturing facilities would be allowed with an approved conditional use permit in those same zones. The minimum lot size for either type of industrial hemp manufacturing facility in the A-1, A-2, A-P, and A-D zones would be 20 gross acres.

The proposed Article also establishes locational, setback, lot width, screening, fencing, energy and water conservation, operations, and signage requirements, requirements for approval, and permit processes. Applications for industrial hemp activities on lots smaller than 20 acres in gross area will require discretionary actions by the Planning Department, which will then prompt ALUC review if within an Airport Influence Area.

Industrial hemp is not considered to be a bird attractant, and the proposed amendment does not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. 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

cc: ALUC Case File

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**ORDINANCE NO. 348.xxxx**  
**AN ORDINANCE OF THE COUNTY OF RIVERSIDE PROVIDING FOR LAND USE**  
**PLANNING AND ZONING REGULATIONS AND RELATED FUNCTIONS.**  
**ARTICLE xxxx INDUSTRIAL HEMP ACTIVITIES**

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**ARTICLE xxxx INDUSTRIAL HEMP ACTIVITIES**

**SECTION 19.XXX. PURPOSE AND INTENT.**

The purpose of this Article is to protect the public health, safety, and welfare, enact effective regulatory and enforcement controls in compliance with State law, protect neighborhood character, and minimize potential for negative impacts on people, communities, and the environment in the unincorporated areas of Riverside County by establishing land use regulations for industrial hemp activities. Industrial hemp activities includes industrial hemp cultivation, industrial hemp manufacturing and processing. Industrial hemp activities require land use regulations due to the potential environmental and social impacts associated with industrial hemp activities.

**SECTION 19.XXX. PROHIBITED ACTIVITIES.**

- A. Any Industrial Hemp Activity that is not expressly exempted from this Article or provided for in an approved conditional use permit or plot plan and a registration with the County Agricultural Commissioner is prohibited in all zones and is hereby declared a public nuisance that may be abated by the County and is subject to all available legal remedies, including but not limited to civil injunctions.
- B. All Industrial Hemp Activities are prohibited within any dwelling unit, accessory dwelling unit, guest quarters, or any other residential accessory building permitted for residential occupancy.
- C. The cultivation of Industrial Hemp, either outdoors or indoors, is prohibited on acreage less than one-half of an acre.
- D. Outdoor Industrial Hemp Cultivation is prohibited in the W-2 Zone on lots less than 10 gross acres.

**SECTION 19.XXX APPLICABILITY.**

- A. Industrial Hemp Activities shall not be allowed in the unincorporated areas of Riverside County without first obtaining all required land use permits, licenses, registrations or other entitlements required by local or State laws and regulations.
- B. For the purposes of this Article, Industrial Hemp does not include Cannabis as defined in this ordinance.
- C. This Article does not apply to legally existing Outdoor Industrial Hemp Cultivation in the A-1, A-P, A-2, A-D and W-2 zone classifications that is operated by an Established Agricultural Research Institution as defined in Section 81000 of the California Food and Agricultural Code.
- D. Outdoor Industrial Hemp Cultivation legally operating in the A-1, A-P, A-2, A-D, R-R, R-R-O, R-1, R-1A, R-A, R-2, R2-A, R-3, R-3A, R-T, R-T-R, R-4, R-5, R-6, R-7, CV, C-CV, WC-

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R, WC-W, WC-WE, WC-E, R-D, N-A, W-2, W-2-M, W-1, W-E, M-R, M-R-A and MU zone classifications with a valid registration issued by the County Agricultural Commissioner prior to the effective date of Ordinance No. 348.XXX may continue operating for the period of time provided in the valid registration. Upon expiration of the valid registration, the Outdoor Industrial Hemp Cultivation shall comply with the requirements of this Article and all other applicable laws and regulations.

**SECTION 19.XXX. PROHIBITED LOCATIONS.**

Industrial Hemp Activities are prohibited in the following zones: R-R, R-R-O, R-1, R-1A, R-A, R-2, R2-A, R-3, R-3A, R-T, R-T-R, R-4, R-5, R-6, R-7, C/V, C-C/V, WC-R, WC-W, WC-WE, WC-E, R-D, N-A, W-2-M, W-1, W-E, M-R, M-R-A, SP and MU.

**SECTION 19.XXX OUTDOOR INDUSTRIAL HEMP CULTIVATION**

A. **REGISTRATION.** In addition to the requirements set forth in this Article, a registration shall be obtained from the County Agricultural Commissioner for the approved outdoor industrial hemp cultivation.

B. **ZONING.**

Notwithstanding any other provision of this ordinance, Outdoor Industrial Hemp Cultivation is allowed as follows:

1. In the A-1, A-P, A-2 and A-D zones, Outdoor Industrial Hemp Cultivation is allowed in accordance with the following:
  - a. On lots less than 10 gross acres with an approved conditional use permit in accordance with Section 18.28 of this ordinance.
  - b. On lots 10 gross acres or greater but less than 20 gross acres with an approved Plot Plan in accordance with Section 18.30 of this ordinance.
  - c. On lots 20 gross acres or greater but less than 160 acres as a use by right.
  - d. On lots 160 gross acres or greater with an approved conditional use permit in accordance with Section 18.28 of this ordinance.
  
2. In W-2 Zone, Outdoor Industrial Hemp Cultivation is allowed in accordance with the following:
  - a. On lots less than 10 gross acres, Outdoor Industrial Hemp Cultivation is prohibited.
  - b. On lots 10 gross acres or greater but less than 40 gross acres with an approved conditional use permit in accordance with Section 18.28 of this ordinance.
  - c. On lots 40 gross acres or greater but less than 160 gross as a use by right.
  - d. On lots 160 gross acres or greater with an approved conditional use permit in accordance with Section 18.28 of this ordinance.

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**SECTION 19.XXX INDOOR INDUSTRIAL HEMP CULTIVATION.**

- A. **REGISTRATION.** In addition to the requirements set forth in this Article, a registration shall be obtained from the County Agricultural Commissioner for the approved Indoor Industrial Hemp Cultivation.
- B. **ZONING.**

Notwithstanding any other provision of this ordinance, Indoor Industrial Hemp Cultivation is allowed as follows:

Indoor Industrial Hemp Cultivation is allowed in the following zone classifications with an approved plot plan in accordance with section 18.30 of this ordinance: C-1/C-P, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2 and A-D.

**SECTION 19.XXX INDUSTRIAL HEMP CULTIVATION STANDARDS.**

In addition to the applicable permit and approval requirements provided in this Article and the development standards in the applicable zoning classification, Industrial Hemp Cultivation operations shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

A. **LOCATION REQUIREMENTS.**

1. Indoor and Outdoor Industrial Hemp Cultivation shall not be located within 1,000 feet of any Child Day Care Center, K-12 school, public park, or Youth Center. The distance shall be measured from the nearest points of the respective lot lines using a direct straight-line measurement. This location requirement may be modified with the approval of a variance pursuant to Section 18.27 of this ordinance.
2. Industrial Hemp shall not be cultivated on a premises legally allowed to cultivate or process Cannabis.

B. **MINIMUM LOT DIMENSIONS.**

The minimum average lot width for Indoor Industrial Hemp Cultivation lots shall be 150 feet.

C. **SETBACKS.**

1. Indoor Industrial Hemp Cultivation:

Indoor Industrial Hemp Cultivation shall be within a fully enclosed building or buildings and setback from the lot lines and public right-of way in accordance with the development standards for the zone classification in which it is located. When an Indoor Industrial Hemp Cultivation facility is located adjacent to a residentially zoned lot the minimum setback shall be 25 feet.

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**2. Outdoor Industrial Hemp Cultivation:**

- a. The Industrial Hemp Cultivation Area shall be setback a minimum of 100 feet from all lot lines and public right-of-ways.
- b. The Industrial Hemp Cultivation Area shall be located a minimum of 50 feet from the drip line of any riparian vegetation of any watercourse.
- c. When adjacent to a residentially zoned lot, the Industrial Hemp Cultivation Area shall be setback a minimum of 300 feet from the adjacent residentially zoned lot lines.

**D. SCREENING AND FENCING.**

Outdoor Industrial Hemp Cultivation on lots 20 gross acres or less shall occur within a secure fence at least 6 feet in height that fully encloses the Industrial Hemp Cultivation Area and prevents easy access to the Industrial Hemp Cultivation Area. The fence must be solid, durable and include a lockable gate(s) that is locked at all times, except for during times of active ingress and egress. Fences shall be separated by a minimum of six feet from all cultivation structures, providing a clear six foot path. The fence shall comply with all other applicable County ordinances, policies, and design standards related to height, location, materials, or other fencing restrictions. Industrial Hemp Cultivation Area shall not be secured by fences with barbed wire or screened with plastic sheeting on chain link. Chain link with slats is allowed. Fencing directly facing any Child Day Care Center, K-12 school, public park, or Youth Center shall be opaque.

**E. ENERGY CONSERVATION MEASURES.**

All Indoor Industrial Hemp Cultivation operations shall include adequate measures to address the projected energy demand for Industrial Hemp Cultivation at the lot. On-site renewable energy generation shall be required for all Indoor Industrial Hemp Cultivation operations. Renewable energy systems shall be designed to have a generation potential equal to or greater than 20-percent of the anticipated energy demand.

**F. WATER CONSERVATION MEASURES.**

All Industrial Hemp Cultivation operations shall include adequate measures that minimize use of water for cultivation on the lot. Water conservation measures, water capture systems, or grey water systems shall be incorporated into the operations in order to minimize use of water where feasible.

**G. OPERATIONS.**



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1. All Industrial Hemp Cultivation lighting shall be fully shielded, downward casting and not spill over onto structures, other properties or the night sky. Light shall not escape at a level that is visible from neighboring properties between sunset and sunrise.
2. All Industrial Hemp Cultivation operations shall accumulate or store garbage and refuse in a nonabsorbent, water-tight, vector resistant, durable, easily cleanable, galvanized metal or heavy plastic containers with tight fitting lids. No refuse container shall be filled beyond the capacity to completely close the lid. All garbage and refuse on the site shall not be accumulated or stored for more than seven calendar days, and shall be properly disposed of before the end of the seventh day. All ~~waste~~, including but not limited to refuse, garbage, green waste and recyclables, **must** be disposed of in accordance with County and State laws and regulations. All ~~waste~~ generated from Industrial Hemp Cultivation operations must be properly stored **and secured** to prevent access from the public.
3. Onsite generators are prohibited, ~~except~~ as a source of energy in an emergencies. Onsite generators for emergency use shall be included in the Plot Plan.
4. Supplemental lighting for Outdoor Hemp Cultivation shall not ~~exceed~~ 25 watts per square foot to be used up to ~~one~~ hour before sunrise or after sunset, unless the building or structure is equipped with light-blocking measures to ensure no light escapes from it.
5. Industrial Hemp Cultivation shall not include the retail sales of Industrial Hemp or Industrial Hemp Products.

**H. SIGNAGE – OUTDOOR INDUSTRIAL HEMP CULTIVATION**

In accordance with Section 81006 of the Food and Agricultural Code, Outdoor Industrial Hemp Cultivation shall have a sign placed at primary entrance of the lot indicating it is Industrial Hemp Cultivation. The sign shall be a minimum of 3 foot by 3 foot and provide a valid phone number of the operators for the Outdoor Industrial Hemp Cultivation.

**SECTION 19.XXX. INDUSTRIAL HEMP MANUFACTURING FACILITIES.**

**ZONES.** Notwithstanding any other provision of this ordinance, Industrial Hemp Manufacturing Facilities are allowed as follows.

1. **Non-Volatile Industrial Hemp Manufacturing Facility.**

Non-volatile Industrial Hemp Manufacturing Facilities are allowed in the following zones with an approved Plot Plan in accordance with Section 18.30 of this ordinance: A-1, A-P, A-2, A-D, I-P, M-SC, M-M and the M-H zones.

2. **Volatile Industrial Hemp Manufacturing Facility.**

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acres. Industrial Hemp Manufacturing Facilities located in the I-P, M-SC, M-M or M-H zones shall comply with the lot size standards for the zone classification in which they are located.

**D. OPERATIONS.**

1. Any compressed gases used in the manufacturing process shall not be stored on any lot within in containers that exceeds the amount which is approved by the Riverside County Fire Department and authorized by the conditional use permit.
2. Closed loop systems for compressed gas extraction systems must be commercially manufactured, bear a permanently affixed and ~~visible~~ serial number and certified by an engineer licensed by the State of California ~~that the system was commercially manufactured, is safe for its intended use, and was built to codes of recognized and generally accepted good engineering practices.~~
3. Industrial Hemp Manufacturing Facilities shall have a training program for persons using solvents or gases in a closed looped system to ~~create~~ hemp extracts on how to use the system, to ~~access applicable material safety data sheets and to handle and store the solvents and gases safely.~~

**SECTION 19.xxx. PERMIT REQUIREMENTS FOR INDUSTRIAL HEMP ACTIVITIES.**

Industrial Hemp Activities shall comply with the following requirements:

**A. APPLICATION REQUIREMENTS.**

At the time of filing the application for an Industrial Hemp Activity on a form provided by the Planning Department, the applicant shall also provide the applicable fee for processing the land use permit application.

**B. SUSPENSION, REVOCATION, OR TERMINATION OF STATE LICENSE.**

Suspension of any required license issued by the State of California, or by any State licensing authority, or registration issued by the County Agricultural Commissioner shall immediately suspend the ability of an Indoor or Outdoor Industrial Hemp Cultivation to operate within the County until the State or County reinstates or reissues the State license or County registration, as applicable. Revocation or termination of State license or County registration will also be grounds to revoke or terminate any conditional use permit or plot plan granted to an Indoor or Outdoor Industrial Hemp Cultivation land use pursuant to this Article.

**C. HEALTH AND SAFETY.**

Industrial Hemp Activities shall at all times be operated in such a way as to ensure the health, safety, and welfare of the public. Industrial Hemp Activities shall not create a public nuisance or adversely affect the health or safety of the nearby residents, businesses or

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employees working at the Industrial Hemp Activity by creating dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, unsafe conditions or other impacts, or be hazardous due to the use or storage of materials, processes, products, and runoff of water, pesticides or wastes.

**D. NUISANCE ODORS INDOOR INDUSTRIAL HEMP.**

Indoor Industrial Hemp Activities shall be sited and operated in a manner that prevents Hemp nuisance odors from being detected offsite. All Indoor Industrial Hemp Activities shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the Industrial Hemp Activity that is distinctive to its operation is not detected outside of the operation's facility, anywhere on adjacent lots or public rights-of-way, on or about the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other areas available for use by common tenants or the visiting public, or within any other unit located inside the same building as the Industrial Hemp Activity. In order to control nuisances such as odors, humidity and mold, Industrial Hemp Activities shall install and maintain at the minimum, the following equipment, or any other equipment that can be proven to be an equally or more effective method or technology to control these nuisances:

1. An exhaust air filtration system with odor control that prevents internal odors from being emitted externally;
2. An air system that creates negative air pressure between the Industrial Hemp Activities' interior and exterior, so that the odors generated by the Industrial Hemp Activity are not detectable on the outside of the Industrial Hemp Activity.

**E. RELOCATION OF A PERMITTED INDUSTRIAL HEMP ACTIVITY.**

In the event the permittee or successor in interest vacates and relocates the Industrial Hemp Activity to a new location, a new conditional use permit or plot plan will need to be granted by the County in accordance with this ordinance prior to commencing operations at the new location.

**F. PERMIT AND LICENSE POSTING.**

The permittee shall post or cause to be posted at the Industrial Hemp Activity all required County and State permit and licenses to operate.

**G. INSPECTIONS.**

Industrial Hemp Activities shall be subject to inspections by appropriate local and State agencies, including, but not limited to, the Riverside County Departments of Code Enforcement, Planning, Fire, Public Health, Environmental Health, the Agricultural Commissioner's Office and the Sheriff's Department.

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**H. SIGNAGE.**

Signage for an Industrial Hemp Activity shall comply with the following:

1. Business identification signage for an Industrial Hemp Activity shall comply with Section 19.4 of this ordinance.
2. No Industrial Hemp Activity shall advertise by having a person or device holding a sign or an air dancer sign advertising the activity to passersby, whether such person, device or air dancer is on the lot of the Industrial Hemp Activity or elsewhere including, but not limited to, the public right-of-way.
3. No signs placed on the lot of an Industrial Hemp Activity shall obstruct any entrance or exit to the building or any window.
4. Signage shall not be directly illuminated, internally or externally.
5. No banners, flags, billboards, or other prohibited signs may be used at any time.

**I. PARKING.**

Parking shall be provided in accordance with Section 18.12 of this ordinance.

**J. HAZARDOUS MATERIALS.**

All Industrial Hemp Activities that utilize hazardous materials shall comply with applicable hazardous waste generator, Riverside County Ordinance No. 615, and hazardous materials handling, Riverside County Ordinance No. 651, requirements and maintain any applicable permits for these programs from the Riverside County Fire Department, the Riverside County Department of Environmental Health, the Riverside County Department of Waste Resources and the Agricultural Commissioner.

**K. COMPLIANCE WITH LOCAL AND STATE LAWS AND REGULATIONS.**

1. All Industrial Hemp Activities shall comply with all applicable local and State laws, ordinances and regulations related to, but not limited to, the following: the California Environmental Quality Act, California Building Code, California Fire Code, Riverside County Ordinance No. 787, Riverside County Ordinance No. 457, Riverside County Ordinance No. 657, Riverside County Ordinance No. 745, Airport Land Use Compatibility Plans, weights and measures regulations, pesticide use, water quality, storm water discharge and the grading of land.
2. All buildings and structures, including greenhouse, hoop structures, or other similar structures shall comply with all applicable Building, Fire, and Safety laws and regulations. All buildings and structures shall be reviewed by the Riverside County Building and Safety Department in accordance with the California Building Code and

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Riverside County Ordinance No. 457 and by the Riverside County Fire Department in accordance with Riverside County Ordinance No. 787 and the California Fire Code.

**L. MULTIPLE INDUSTRIAL HEMP ACTIVITIES.**

Multiple Industrial Hemp Activities may be allowed on the same lot provided the proposed activities are allowed in the zone classification and meet all requirements in this Article and State Law.

**SECTION 19.XXX APPROVAL REQUIREMENTS FOR INDUSTRIAL HEMP ACTIVITIES**

- A. No conditional use permit or plot plan for an Industrial Hemp Activity shall be approved unless the following findings are made:**
1. The permit is consistent with the General Plan and any applicable specific plan.
  2. The permit complies with the permit requirements of this Article and Section 18.28 or Section 18.30 of this ordinance, as applicable.
  3. The permit complies with the development standards for the zoning classification in which the Industrial Hemp Activity is located.
  4. The permit will not be detrimental to the public health, safety or general welfare.
- B. In addition to the findings required in subsection A. of Section 19.XXX, above, no conditional use permit or plot plan for Indoor or Outdoor Industrial Hemp Cultivation shall be approved unless the following findings are made:**
1. The Industrial Hemp Cultivation complies with all the requirements of the State and County for Hemp Cultivation.
  2. The Industrial Hemp Cultivation is not located within 1,000 feet from any Child Day Care Center, K-12 school, public park, or Youth Center or a variance has been approved allowing a shorter distance but not less than allowed by State law.
  3. The Industrial Hemp Cultivation includes adequate measures that minimize use of water for cultivation on the lot.
  4. The Industrial Hemp Cultivation includes adequate quality control measures to ensure cultivation meets State and County regulatory standards.
  5. The Industrial Hemp Cultivation includes adequate measures that address enforcement priorities for cultivation including restricting access to minors, and ensuring that Hemp is not supplied to unlicensed or unpermitted persons.
  6. The Indoor Industrial Hemp Cultivation will operate in a manner that prevents Hemp nuisance odors from being detected offsite.



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- C. In addition to the findings required in subsection A. of Section 19.XXX, above, no conditional use permit or plot plan for an Industrial Hemp Manufacturing Facility shall be approved unless the following findings are made:
1. The complies with all the requirements of the State and County for the manufacturing of Industrial Hemp.
  2. The Industrial Hemp Manufacturing Facility does not pose a significant threat to the public or to neighboring uses from explosion or from release of harmful gases, liquids, or substances.
  3. The Industrial Hemp Manufacturing Facility includes adequate quality control measures to ensure Hemp manufactured at the facility meets industry standards and includes a documented employee safety training program, a Materials Data Safety Sheet, and meets all requirements in Health and Safety Code Section 11362.775, as it may be amended from time to time.
  4. The Industrial Hemp Manufacturing Facility includes adequate measures that address enforcement priorities for Hemp activities including restricting access to minors, and ensuring that Hemp and Hemp Products are obtained from and supplied only to other permitted licensed sources within the State and not distributed out of State.
  5. The Industrial Hemp Manufacturing Facility is not located within 600 feet from any Child Day Care Center, K-12 school, public park, or Youth Center
- D. Conditional use permits and plot plan shall be subject to all conditions necessary or convenient to assure that the Industrial Hemp Activity will satisfy the requirements of this Article

**SECTION 19.XXX PUBLIC HEARING REQUIREMENTS FOR INDUSTRIAL HEMP ACTIVITIES**

A public hearing shall be held on the application for a conditional use permit or plot plan in accordance with the Section 18.28 or Section 18.30 of this ordinance, as applicable, and all of the procedural requirements and rights of appeal set forth therein shall govern the public hearing.

**SECTION 19.xxx. REVOCATION OF PERMIT FOR INDUSTRIAL HEMP ACTIVITIES.**

Any conditional use permit or plot plan granted under this Article may be revoked upon the findings and procedures contained in Section 18.31 of this ordinance except that the Planning Commission shall be the hearing body to make a determination that grounds for revocation exist and provide notice of the revocation. All other procedural requirements and rights of appeal set forth in Section 18.31 of this ordinance shall govern the hearing.

**ORDINANCE NO. 348.4896**  
**AN ORDINANCE OF THE COUNTY OF RIVERSIDE PROVIDING FOR LAND USE**  
**PLANNING AND ZONING REGULATIONS AND RELATED FUNCTIONS.**  
**ARTICLE XX AMENDMENTS AND CHANGE OF ZONE**

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**1**  
**SECTION 21.XX INDUSTRIAL HEMP.**

An agricultural product, whether growing or not, that is limited to types of the plant *Cannabis sativa* L. and any part of the plant, including the seed of the plant and all derivatives, extracts, the resin extracted from any part of the plant, cannabinoids, isomers, acids, salts and salts of isomers, with a delta-9 tetrahydrocannabinol concentration of no more than 0.3 percent on a dry weight basis. For purposes of this ordinance, Industrial Hemp is not considered a field crop.

**SECTION 21.XXX INDUSTRIAL HEMP ACTIVITY.**

The cultivation, growing, seed breeding, possession, manufacture, distribution, processing, storing, laboratory testing, packaging, labeling, transportation, delivery or sale of Industrial Hemp and Industrial Hemp Products.

**SECTION 21.XXX INDUSTRIAL HEMP CULTIVATION.**

Any activity involving the planting, growing, harvesting, drying, curing, grading or trimming of industrial hemp for commercial purposes and industrial hemp seed breeders.

**SECTION 21.xxx INDUSTRIAL HEMP CULTIVATION AREA.**

The area on a lot or in a building where Industrial Hemp is planted, grown, harvested, dried, cured, graded, or trimmed or that does all or any combination of these activities.

**ORDINANCE NO. 348.4896**  
**AN ORDINANCE OF THE COUNTY OF RIVERSIDE PROVIDING FOR LAND USE**  
**PLANNING AND ZONING REGULATIONS AND RELATED FUNCTIONS.**  
**ARTICLE XXI DEFINITIONS**

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**SECTION 21.xxx INDUSTRIAL HEMP MANUFACTURING.**

The compounding, blending, extracting, infusing, or otherwise making or preparing a hemp product.

**SECTION 21.xxx INDUSTRIAL HEMP MANUFACTURING FACILITY (NON-VOLATILE).**

A facility that processes, produces, prepares, propagates, holds, stores, packages, labels or compounds hemp or hemp products either directly or indirectly or by extraction and/or infusion methods, or independently by means of chemical synthesis or by a combination of extraction and/or infusion and chemical synthesis, using non-volatile organic compounds, at a fixed location, that packages or repackages hemp or hemp products, or labels or relabels its containers. Hemp manufacturing also includes any processing, preparing, holding, or storing of components and ingredients.

**SECTION 21.XXX INDUSTRIAL HEMP MANUFACTURING FACILITY (VOLATILE).**

A facility that processes, produces, prepares, propagates, holds, stores, packages, labels, or compounds hemp or hemp products either directly or indirectly or by extraction and/or infusion methods, or independently by means of chemical synthesis or by a combination of extraction and/or infusion and chemical synthesis, using volatile organic compounds, at a fixed location, that packages or repackages hemp or hemp products, or labels or relabels its containers. Hemp manufacturing also includes any processing, preparing, holding, or storing of components and ingredients.

**SECTION 21.XXX INDUSTRIAL HEMP PRODUCTS.**

Hemp that has undergone a process whereby the plant material has been transformed into a concentrate, including, but not limited to, concentrated hemp, or an edible or topical product containing hemp or concentrated hemp and other ingredient.

**SECTION 21.XXX INDOOR INDUSTRIAL HEMP CULTIVATION.**

The cultivation of Industrial Hemp within a permanent structure using exclusively artificial light or within any type of structure using artificial light at a rate of twenty-five (25) watts per square foot.

**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 11, 2020

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

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**STAFF**

**Director**  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor,  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

Mr. John Hildebrand, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1050RG20  
Related File No.: CZ1900011 (Ordinance No. 348 Amendment)  
APN: Countywide

Dear Mr. Hildebrand:

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 amendment to Land Use Ordinance No. 348, a proposal to amend Article XIXa (Temporary Events) of the Riverside County Land Use Ordinance No. 348 establishing a tiering structure based upon the number of attendees, clarifying permitting and operating requirements, and providing enforcement regulations for temporary events in the unincorporated areas of Riverside County (“the County”). Applications for temporary events will require a Planning application which will prompt subsequent ALUC courtesy review for compliance with the Compatibility Plan. This application will include a checklist identifying if a project is located within Compatibility Zones A, B, C, or D (not including “March” Zone D). If a project is located within these zones, then the application is transmitted to ALUC staff for review and comment.

The proposed amendment limits attendance at temporary events occurring on lots less than 20 acres in gross area (other than at legally existing established facilities) to a maximum of 2,000 attendees on lots five acres or greater, 1,000 attendees on lots at least one gross acre but less than five gross acres in size, and 400 attendees on lots at least 10,000 square feet but less than one gross acre in size.

These amendments will apply to the unincorporated areas of the County, occurring within multiple airport compatibility zones and multiple airport influence areas.

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.

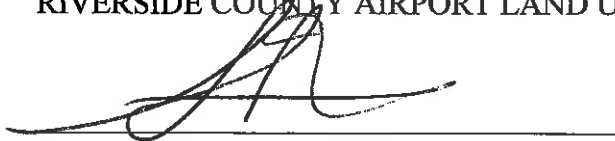


## AIRPORT LAND USE COMMISSION

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A handwritten signature in black ink, appearing to read 'S. Housman', is written over a horizontal line.

Simon A. Housman, ALUC Director

cc: ALUC Case File

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- 1 D. Class III Major Event. A temporary event on a lot at least 5 gross acres  
2 attended by 1001 to 2000 people per day.
- 3 E. Class IV Major Event. A temporary event on a lot greater than 20 gross  
4 acres attended by more than 2000 people per day.
- 5 F. Class I Minor Event. A temporary event on a lot less than 1 gross acre  
6 attended by 75 to 150 people per day.
- 7 G. Class II Minor Event. A temporary event on a lot greater than 1 gross acre  
8 but less than 10 gross acres attended by 151 to 399 people per day.
- 9 H. Class III Minor Event. A temporary event on a lot no less than 5 gross  
10 acres attended by 400 to 1000 people per day.
- 11 I. Established Facility. An existing legally permitted facility that is designed  
12 and constructed to accommodate events where the public is invited with or  
13 without charge.
- 14 J. Seasonal Temporary Event. A temporary event occurring on a private lot  
15 during a specific season for a specific duration on consecutive or non-  
16 consecutive days such as, but not limited to, Christmas tree sales, pumpkin  
17 sales, and Halloween events.
- 18 K. Temporary Event. An indoor or outdoor event held on privately owned  
19 property that is not an established facility, to which the public is invited  
20 with or without charge. Temporary events include, but are not limited to,  
21 festivals, concerts, dances, rallies, stage or theatrical shows, sports events,  
22 equine events, fairs, carnivals, rodeos, automobile sales, wedding  
23 ceremonies and wedding receptions, off-road vehicle sales, animal sales or  
24 events, art shows, shows or races, heavy equipment auctions, charity events  
25 and tent revival meetings.

26 SECTION 19.53. PROHIBITED TEMPORARY EVENTS

27 The following temporary events are prohibited:  
28

- 1 A. Any temporary event with more than 150 attendees on lots less than 10,000
- 2 square feet.
- 3 B. Any temporary event with more than 400 attendees on lots less than 1 gross
- 4 acres.
- 5 C. Any temporary event with more than 1,000 attendees on lots less than 1 gross
- 6 acre.
- 7 D. Any temporary event with more than 2,000 attendees on lots less than 20
- 8 gross acres.

9 SECTION 19.54. APPLICATION AND LIMITATIONS

10 A. This Article does not apply to the following:

- 11 1. Temporary events held at a legally existing established facility and
- 12 operating consistent with any approved land use entitlement for
- 13 the established facility.
- 14 2. Temporary events attended by less than 75 people.
- 15 3. Temporary events on a lot 1 gross acre or greater attended by less
- 16 than 150 people.
- 17 4. Temporary events on a lot greater than 10 gross acres attended by
- 18 less than 400 people.
- 19 5. Temporary events taking place entirely on public property or
- 20 property owned by or leased by a public school district for use as a
- 21 public school site.

22 B. Temporary Events shall comply with the following:

- 23 1. Except for seasonal temporary events, temporary events shall occur
- 24 for no more than four consecutive days with a separation of at least
- 25 four days between a temporary event and other events held on the
- 26 same lot.





- 1 1. A total of four temporary events, including seasonal temporary events, have  
2 already occurred at the subject location in the same calendar year.
- 3 2. The County has received five separate verified complaints for the subject  
4 location within the last twelve months from application submittal date related  
5 to noise, odors, outdoor illumination, traffic, parking or rubbish.
- 6 3. Within the last twelve months from application submittal date, the applicant  
7 violated the terms of an approved temporary event permit resulting in  
8 revocation of the approved temporary event permit.
- 9 4. The application does not comply with the approval requirements set forth in  
10 this Article.

11 SECTION 19.57. APPROVAL REQUIREMENTS.

12 The Planning Director shall approve an application for a temporary event permit if:

- 13 1. The number of temporary events occurring at the subject location set forth in  
14 in Section 19.56 of this Article has not been exceeded.
- 15 2. There is no pending code enforcement action on the lot underlying the  
16 proposed temporary event location and the County has not received five  
17 separate verified complaints for the subject location within the last twelve  
18 months from application submittal date related to noise, odors, outdoor  
19 illumination, traffic, parking or rubbish.
- 20 3. An access and parking plan has been approved by the County Transportation  
21 Director and the County Fire Chief or their respective designees. Off-site  
22 parking on unpaved sites is only allowed if the following has been approved  
23 with the parking plan:
  - 24 a. A dust mitigation plan;
  - 25 b. A site restoration plan.

- 1 4. The temporary event complies with all applicable requirements of Ordinance  
2 No. 787 and a fire protection plan has been approved by the County Fire  
3 Chief or his designee.
- 4 5. If the temporary event includes a display of fireworks, all required permits for  
5 the fireworks display has been obtained in accordance with Ordinance No.  
6 858.
- 7 6. A security operations plan has been approved by the County Sheriff or his  
8 designee.
- 9 7. An emergency medical services plan has been approved by the County Fire  
10 Department.
- 11 8. A sewage disposal, potable water and food service operation plan and all  
12 required environmental health permits have been approved by the County  
13 Director of Environmental Health or his designee.
- 14 9. A noise, dust and lighting mitigation plan has been approved by the County  
15 Planning Department.
- 16 10. Temporary permits for structures, canopies, and electrical use have been  
17 approved by the County Building and Safety Department.
- 18 11. For annual temporary events, all required permits to operate within the public  
19 right of way has been obtained by the applicant.

20 SECTION 19.58. HOURS OF OPERATION

21 Temporary events shall not operate between the hours of 2:00 a.m. and 6:00 a.m.

22 SECTION 19.59. OVERNIGHT STAYS

23 As part of an approved temporary event permit, the Planning Director shall allow  
24 tents, recreational vehicles or motorhomes to be used during the duration of the  
25 temporary event, including overnight stays, if all of the following is met:  
26  
27  
28

- 1 1. The approved parking plan demonstrates on-site overnight areas located on  
2 paved, turfed or graded lots, emergency access and emergency water  
3 supplies.
- 4 2. The approved sewer disposal plan includes provisions requiring the use of  
5 individually contained sewer waste removal systems.
- 6 3. Except for contained propane to be used with barbeque grills and  
7 contained gasoline for generators, the approved fire protection plan  
8 includes prohibiting hazardous materials from being kept or maintained in  
9 the overnight areas.
- 10 4. The approved fire protection plan includes allowing only contained  
11 propane gas campfires and prohibiting open wood campfires, unless  
12 otherwise approved by the County Fire Chief or his designee.
- 13 5. Quiet hours for the overnight areas are observed from 10:00 p.m. to 7:00  
14 a.m.
- 15 6. The approved noise, dust and lighting plans prohibits amplified sound and  
16 requires the overnight areas to be restored to their original condition at the  
17 conclusion of the minor event.

18 SECTION 19.60. ADVERTISING AND TICKET SALES.

19 No person shall advertise, sell or furnish tickets for a temporary event until a permit  
20 has been obtained in accordance with this Article.

21 SECTION 19.61. BOND AND INSURANCE.

22 The Planning Director may require an applicant for a temporary event permit to post  
23 a bond or to otherwise financially secure that the event location is restored to its  
24 original condition and that the County is fully reimbursed for any unanticipated law  
25 enforcement or emergency services expenses. The Planning Director shall determine  
26 the amount of the bond or other security and the applicant shall post it with the  
27 County Building and Safety Director or deposit it with the Transportation and Land  
28

1 Management Agency. The Planning Director may also require an applicant for a  
2 temporary event permit to obtain indemnity or liability insurance naming the County  
3 as the insured.

4 SECTION 19.62. NOTICE OF DECISION AND POSTING OF PERMIT.

5 A. The Planning Director shall mail the notice of decision for the temporary  
6 event permit to the applicant, the Riverside County Sheriff's, County Fire  
7 Department, and Code Enforcement Departments and any person who has  
8 made a written request for a copy of the determination.

9 B. No less than 10 days before the temporary event, the applicant shall mail a  
10 notice of the approved temporary event permit to all properties located within  
11 600 feet of the exterior boundaries of the subject location and any associated  
12 gathering locations included in the temporary event permit. Such notice shall  
13 include the date and time of the temporary event, and contact information for  
14 the permittee, the Riverside County Sheriff's Department, the Riverside  
15 County Code Enforcement Department and the County Planning Department.

16 C. Every temporary event permit required by this Article shall be conspicuously  
17 posted upon the lot or premises of the temporary event no less than 10 days  
18 before the temporary event in a manner specified by the Planning  
19 Department.

20 SECTION 19.63. FINAL DECISION.

21 The Planning Director's decision is final.

22 SECTION 19.64. PERMITS NONTRANSFERABLE.

23 Any temporary event permit issued pursuant to this Article shall not be transferable  
24 to any other date, organization, person, place, or time.

25 SECTION 19.65. PERMIT LIFE.

26 A. The temporary event permit shall remain in effect for the duration of the  
27 temporary event that is the subject of the temporary event permit. The  
28

1 temporary event permit shall become null and void at the conclusion of the  
2 temporary event.

3 B. Except for annual temporary events, a new temporary event permit shall be  
4 required for any subsequent temporary event held at the location.

5 C. Approved annual temporary event permits shall be effective for three years  
6 so long as the annual temporary event remains as originally approved and  
7 complies with the provisions of the temporary event permit, the provisions  
8 of this Article and all applicable laws, regulations and ordinances.

9 SECTION 19.66. SUSPENSION AND REVOCATION

10 A. A temporary event permit may be immediately suspended upon the following  
11 conditions:

12 1. If the Riverside County Sheriff's Department, Fire Department, Code  
13 Enforcement Department, Building Official, Planning Director or other  
14 County official, or their designated representatives, find that any of the  
15 provisions of this ordinance, another County ordinance, the approved  
16 temporary event permit or other applicable law is being violated.

17 2. When, in the judgment of any of the above named County officials, the use  
18 is detrimental to the public health, safety or general welfare, or is a public  
19 nuisance.

20 3. The Applicant made or allowed to be made a false or misleading statement  
21 or omission of material fact on a temporary event application that was not  
22 discovered until after the temporary event permit was approved.

23 4. The permit holder or property owner refuses to allow representatives from  
24 the Riverside County Department of Code Enforcement, Planning  
25 Department, Fire Department, Sheriff's Department, Environmental Health  
26 Department, Public Health and Agricultural Commissioner's Office to enter  
27  
28



1 the Property to ensure compliance with the approved temporary event  
2 permit and all applicable Federal, State and local laws and regulations.

3 B. Upon suspension of a temporary event permit, the Planning Director or  
4 designee shall do the following:

- 5 1. Within 24 hours of being notified of the suspension, mail a notice of  
6 revocation and findings by certified mail to the property owner and  
7 temporary event permittee.
- 8 2. The revocation by the Planning Director shall be final unless the  
9 property owner or temporary event permittee submits a written appeal  
10 of the revocation to the Transportation and Land Management Director  
11 within 24 hours of receiving the notice of revocation. Such appeal shall  
12 include findings as to why the temporary event permit shall not be  
13 revoked.
- 14 3. The Transportation and Land Management Director shall promptly  
15 make a determination on the appeal and provide written notice to the  
16 Planning Director and appellant. The Transportation and Land  
17 Management Director's determination is final."

18 Section 2. Subsection C. of Section 19.1002 of Ordinance No. 348 is amended to read  
19 as follows:

20 "C. RENEWAL. An approved permit for a Mobile Food Truck shall be renewed  
21 on an annual basis based on the anniversary date of the original approved permit.  
22 An application for renewal shall be submitted to the Planning Director or  
23 designee no later than thirty (30) days prior to the expiration of the approved  
24 permit on the form provided by the Riverside County Planning Department and  
25 accompanied by the applicable filing fee set forth in Ordinance No. 671."  
26  
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Section 3. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

By: \_\_\_\_\_  
Chairman

ATTEST: Kecia Harper  
CLERK OF THE BOARD

By: \_\_\_\_\_  
Deputy

(SEAL)

APPROVED AS TO FORM  
\_\_\_\_\_, 2020

By: \_\_\_\_\_  
Michelle Clack  
Chief Deputy County Counsel

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**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



June 11, 2020

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
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Gary Youmans  
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**STAFF**

**Director**  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

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

[www.realuc.org](http://www.realuc.org)

Ms. Julia Descoteaux, Project Planner  
City of Moreno Valley Planning Department  
14177 Frederick Street  
Moreno Valley CA 92552

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1424MA20 (letter 1 of 2)  
Related File Nos.: PEN20-0066 (General Plan Amendment), PEN20-0067 (Change  
of Zone)  
APN: 312-020-025

Dear Ms. Descoteaux:


Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Moreno Valley Case Nos. PEN20-0066 (General Plan Amendment), a proposal to amend the General Plan land use designation on 10.82 acres located southerly of Iris Avenue, easterly of Perris Boulevard, and northerly of Red Maple Lane from R5 to R10, and PEN20-0067 (Change of Zone), a proposal to change the zoning of the same area from R5 to RS10.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where residential density is not restricted.

As ALUC Director, I hereby find the above-referenced projects **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP").

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: Passco Pacifica LLC (applicant)  
EPD Solutions, Inc. (representative)  
Maple Lane Group, LLC (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File

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**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



June 11, 2020

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

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Ms. Julia Descoteaux, Project Planner  
City of Moreno Valley Planning Department  
14177 Frederick Street  
Moreno Valley CA 92552

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1424MA20 (letter 2 of 2)  
Related File Nos.: PEN20-0063 (Tentative Tract Map No. 37909), PEN20-0065  
(Conditional Use Permit)  
APN: 312-020-025

Dear Ms. Descoteaux:

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 Nos. PEN20-0063 (Tentative Tract Map No. 37909) and PEN20-0065 (Conditional Use Permit), which together propose a Planned Unit Development subdivision of 10.82 acres located southerly of Iris Avenue, easterly of Perris Boulevard, and northerly of Red Maple Lane into an 82-lot single-family detached residential home development with common area.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA), where residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,488 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 10,400 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 1,592 feet AMSL. The proposed site elevation is 1,500 feet AMSL with a maximum proposed building height of 35 feet, for a top point elevation of 1,535 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Moreno Valley applies the following recommended conditions:

## AIRPORT LAND USE COMMISSION

### CONDITIONS:

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

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

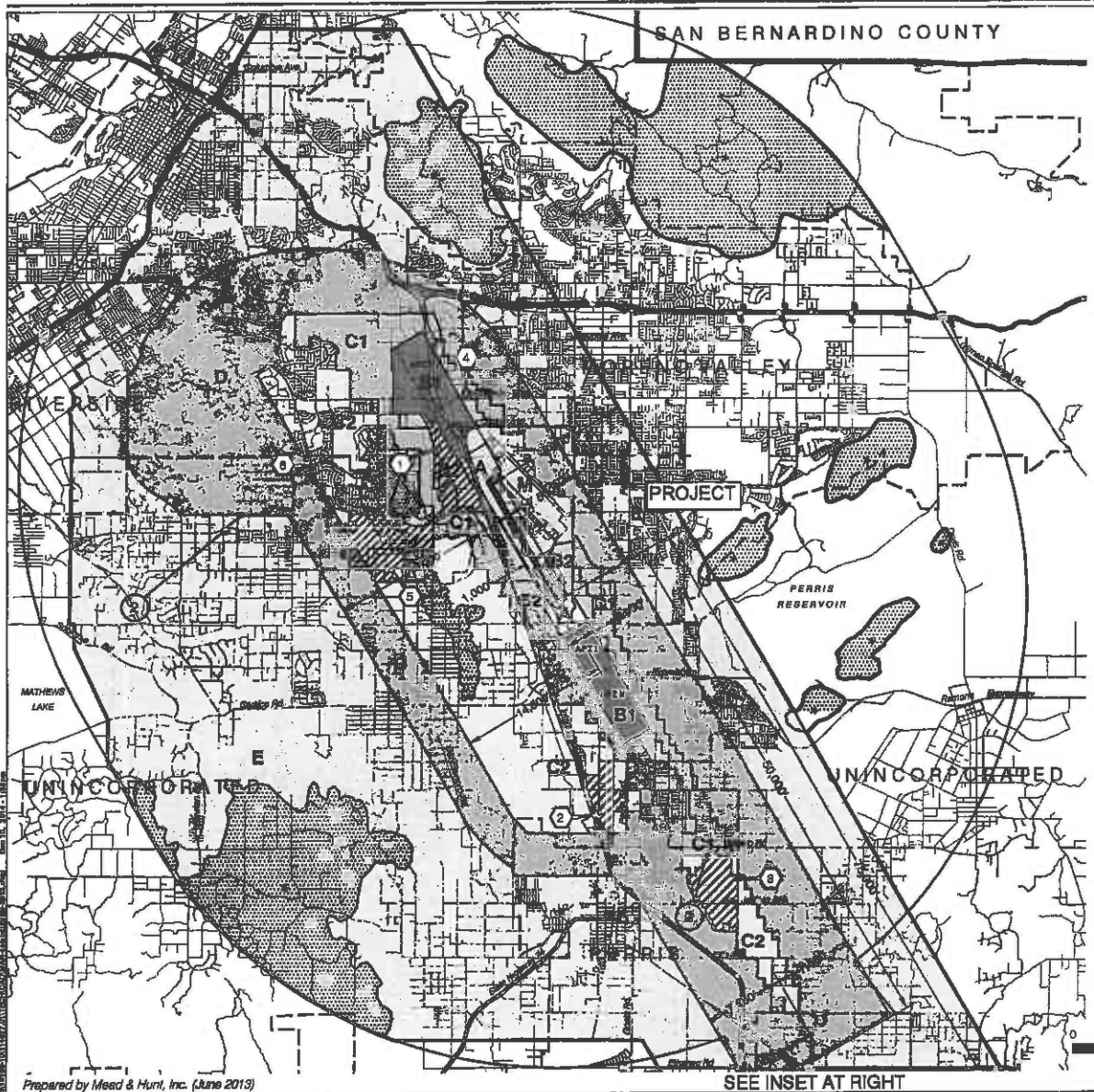
## **AIRPORT LAND USE COMMISSION**

**cc: Passco Pacifica LLC (applicant)  
EPD Solutions, Inc. (representative)  
Maple Lane Group, LLC (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File**

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# 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**

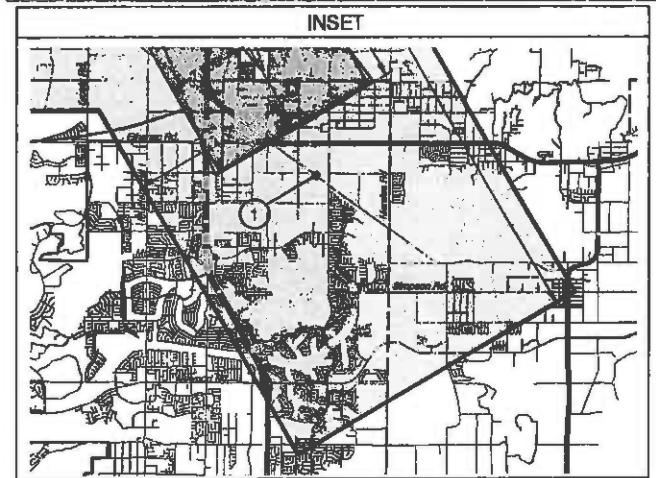
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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



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



Base map source: County of Riverside 2013

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

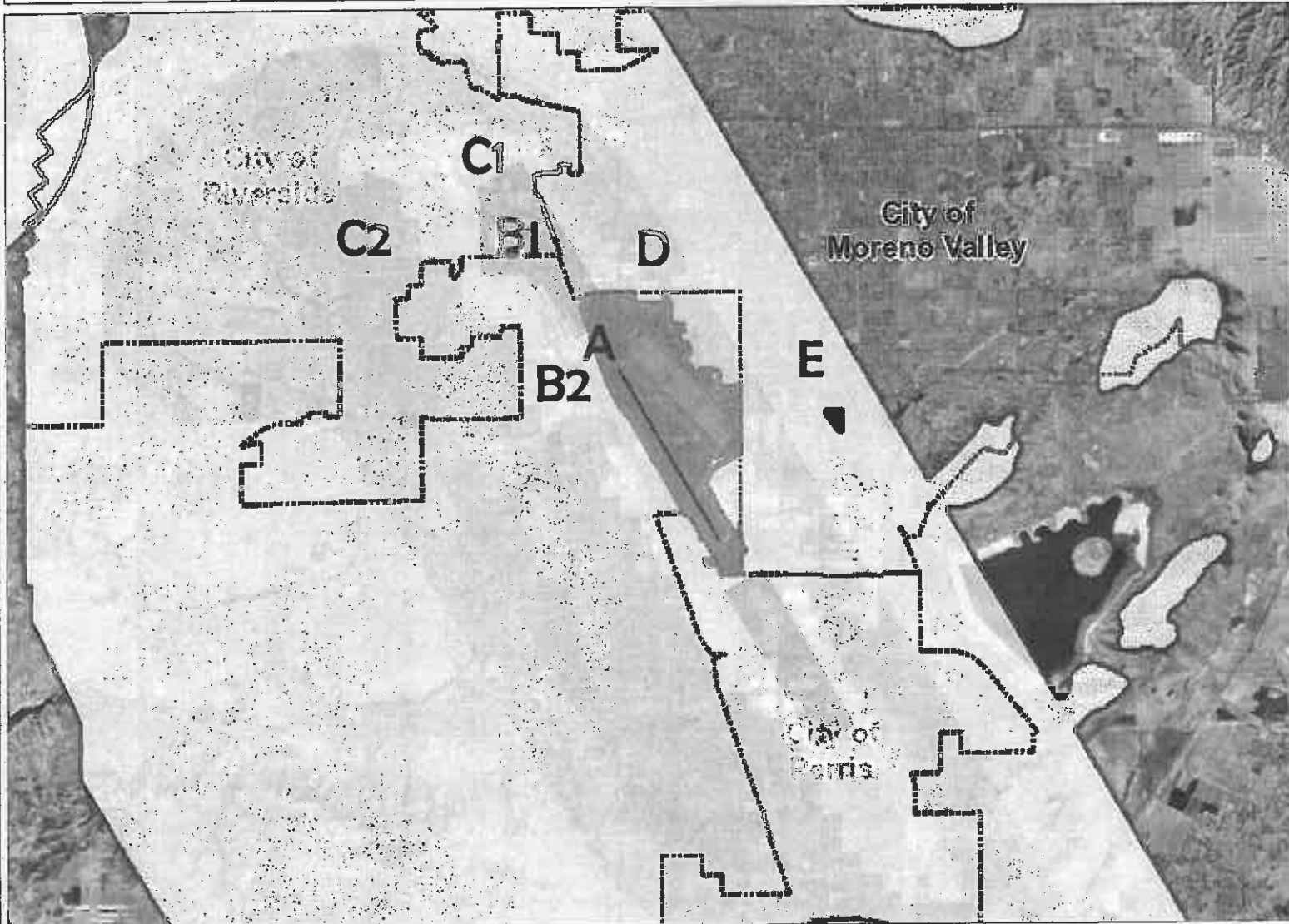
Map MA-1

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

SEE INSET AT RIGHT



# Map My County Map



**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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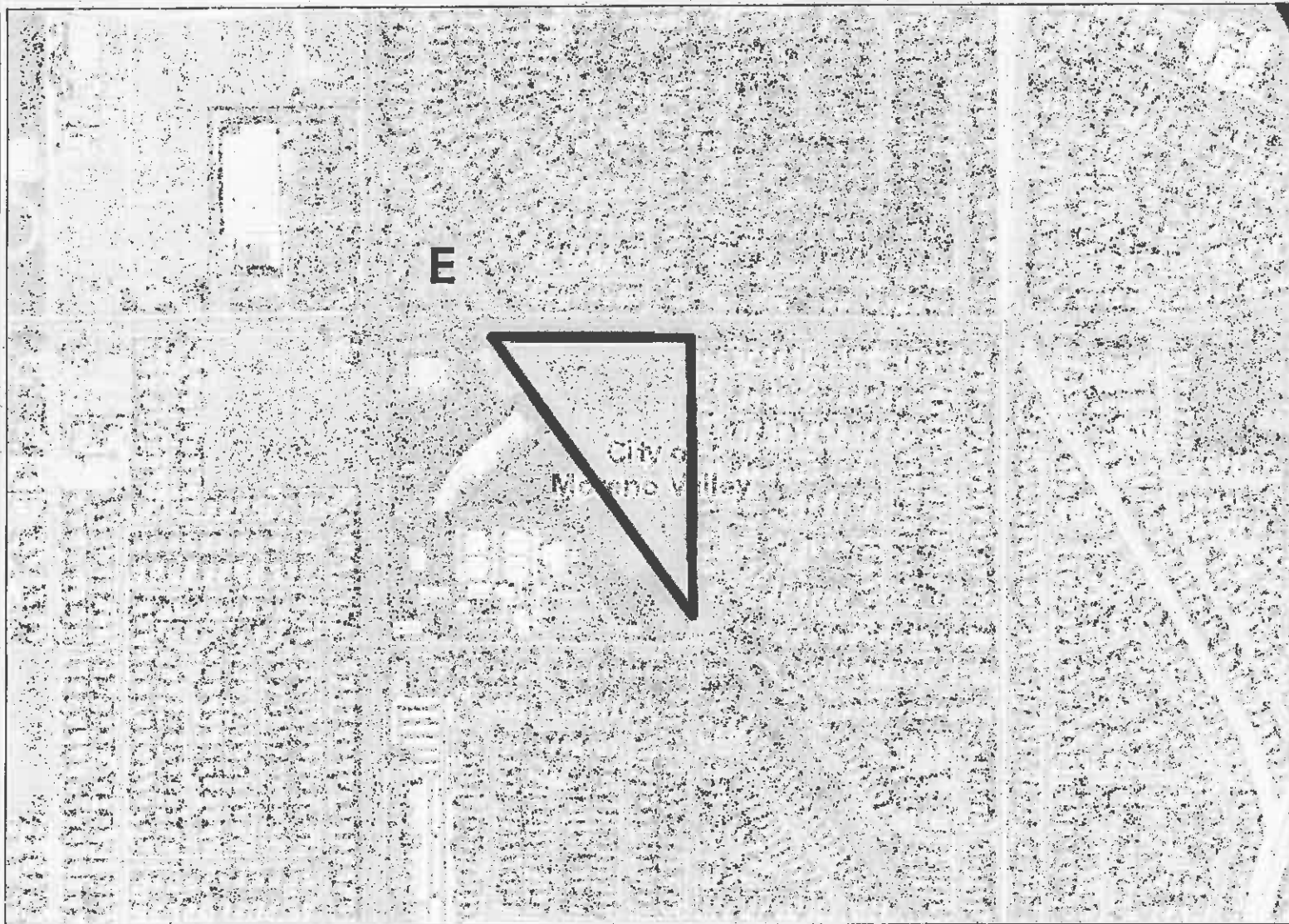


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**Notes**

# 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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0 770 1,539 Feet

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**Notes**

# Map My County Map

Los Angeles





San Diego

Tijuana

Mexico



## Legend

-  City Areas
-  World Street Map



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0 12 24,629 Feet  
314

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## Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map

## Notes



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# Map My County Map

Los Angeles



San Diego

Tijuana

Mexico

## Legend

Blueline Streams

City Areas

World Street Map



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0 770 1,539 Feet

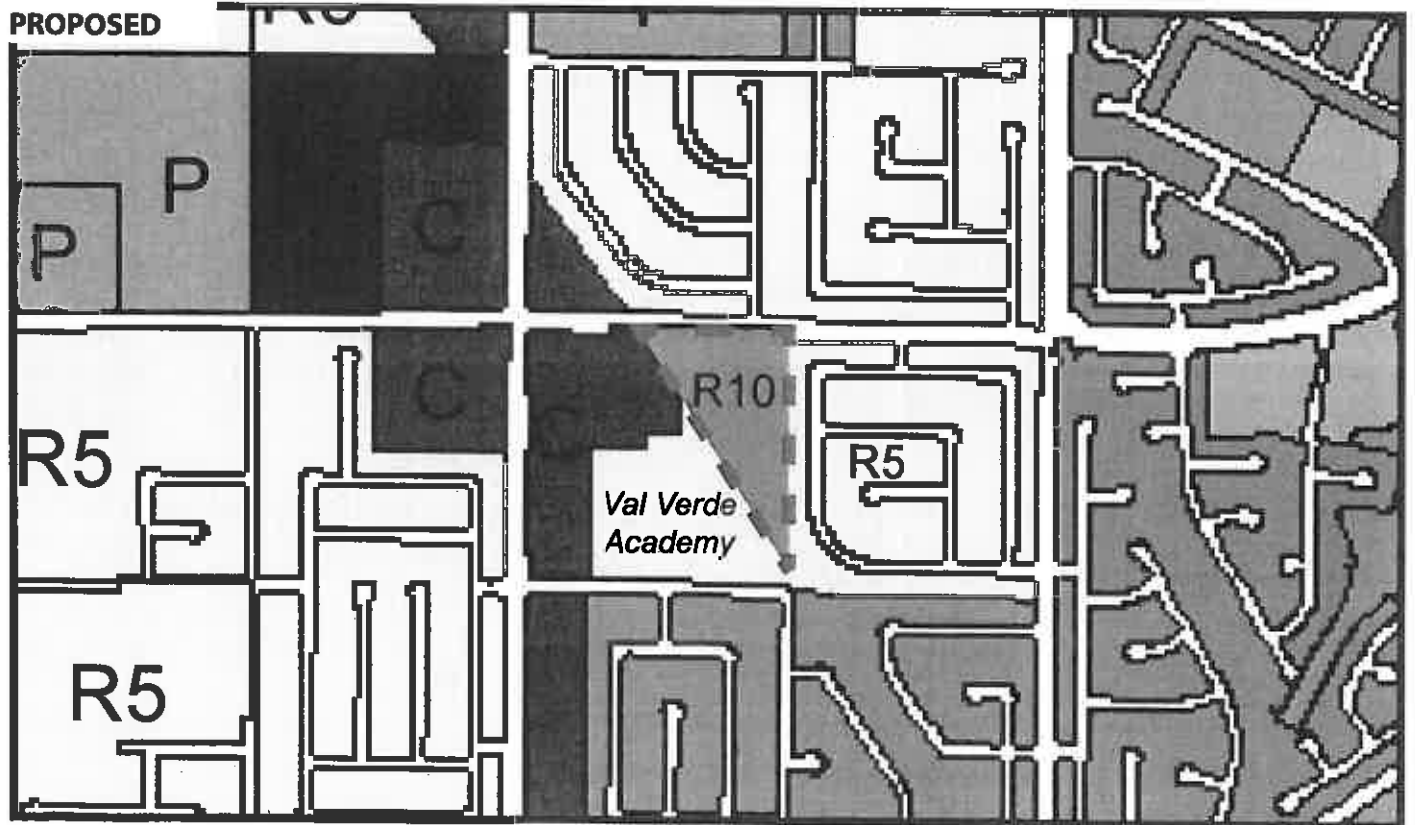
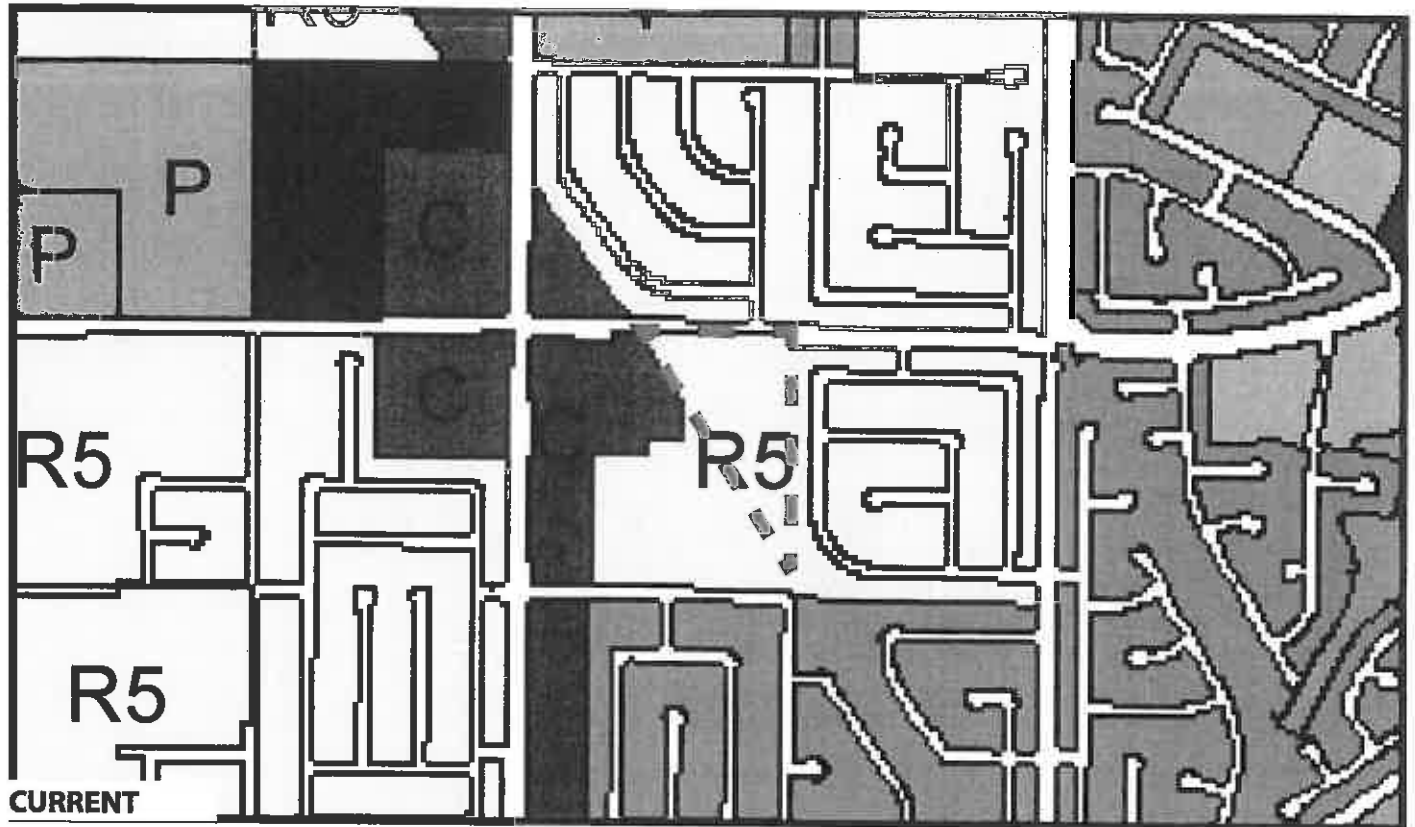
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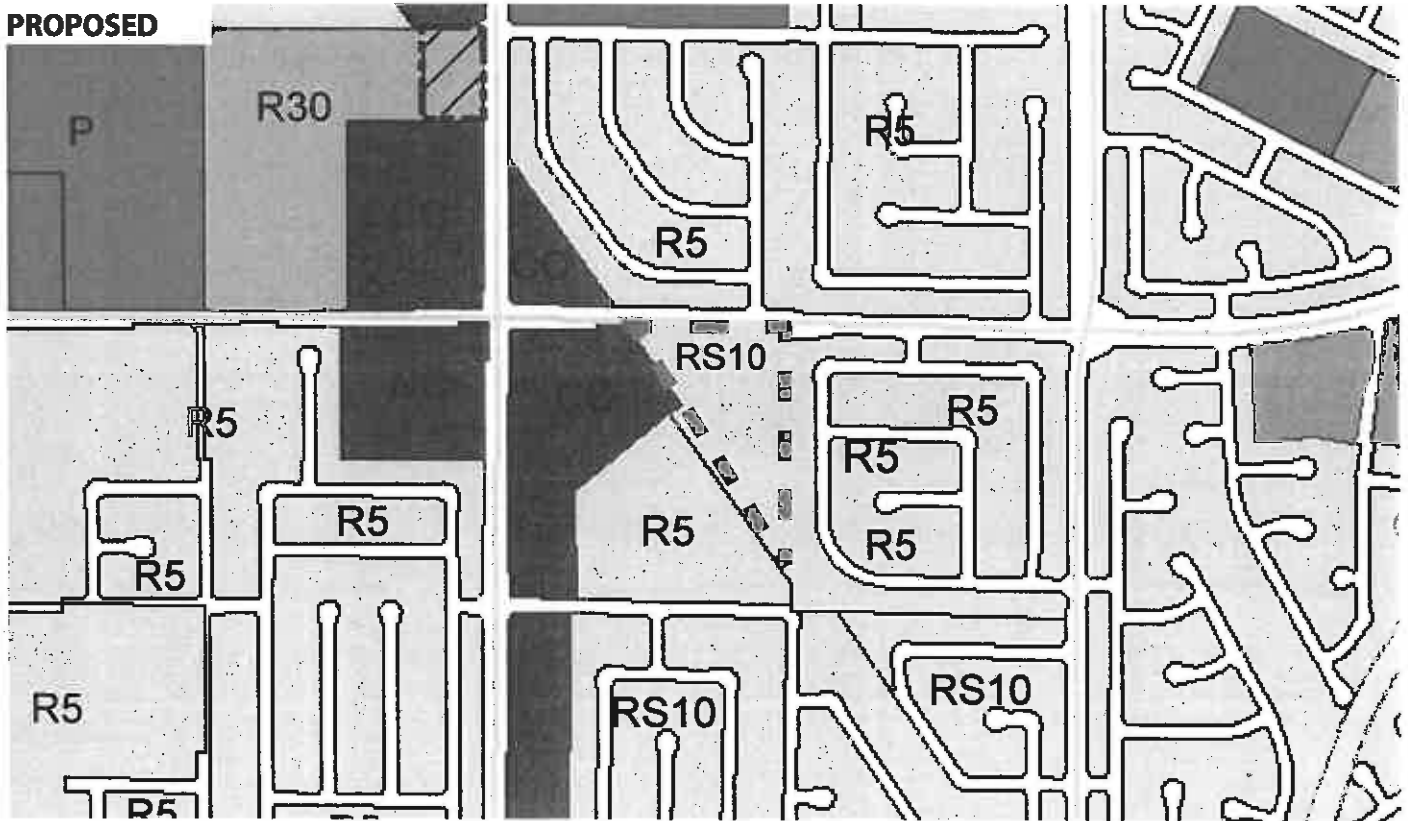
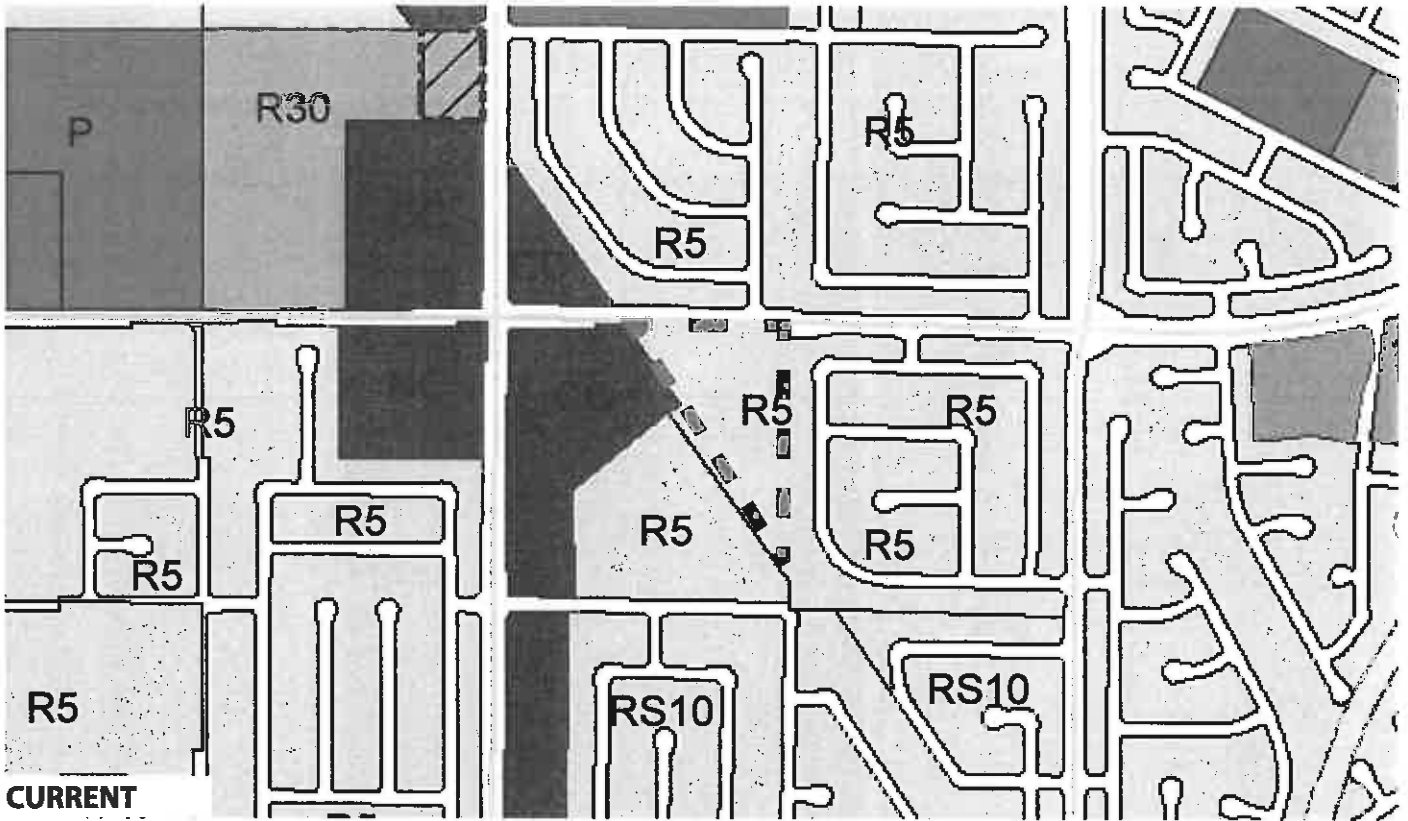
## Notes



### General Plan Designations



# Zoning



# Tentative Tract Map No. 37909

## LEGAL DESCRIPTION

THE LAND IS SITUATED IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 3 SOUTH, RANGE 2 WEST, 14TH MERIDIAN BEARING TO THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO TRACT MAP NO. 17,107.

EXCEPTING THEREFROM THAT PORTION THAT CONVEYS TO THE CITY OF MORENO VALLEY BY DEED RECORDED AUGUST 20, 1989 AS INSTRUMENT NO. 89-000000, OFFICIAL RECORD.

ALSO EXCEPTING THEREFROM ALL OIL, WATER, GAS, HYDROCARBON, GEOTHERMAL, GEOPHYSICAL AND OTHER RIGHTS OF ANY KIND WHETHER RESERVED OR NOT, WHICH ARE A PART OF 300 FEET WIDE STRIP BOUND BY DEED RECORDED AS INSTRUMENT NO. 77-777777 OFFICIAL RECORD.

ALSO EXCEPTING THEREFROM THAT PORTION BOUND LINES CONVEYED TO THE CITY OF MORENO VALLEY BY DEED RECORDED OCTOBER 19, 1989 AS INSTRUMENT NO. 89-000000 OFFICIAL RECORD.

ALSO EXCEPTING THEREFROM LOT 1, LETTERED AS A THROUGH G OF TRACT MAP NO. 37909, AS SHOWN ON P.L.C. AS SHOWN ON PAGE 20 AND 21 OF MAPS RECORDED IN RIVERSIDE COUNTY, CALIFORNIA.

APN 312-029-025

## GENERAL PLAN/ZONING/LANDUSE

EXISTING GENERAL PLAN DESIGNATION:

PROPOSED GENERAL PLAN DESIGNATION:

EXISTING ZONING: R10 - SINGLE-FAMILY RESIDENTIAL

PROPOSED ZONING: R10

EXISTING LANDUSE: Residential

PROPOSED LANDUSE: Residential R10

## PROJECT NOTES

TOTAL GROSS PROJECT AREA: 473,838 SF (10.87 AC.)

NET GROSS AREA: 473,838 SF (10.87 AC.)

NUMBER OF RESIDENTIAL LOTS: 84

MINIMUM LOT AREA: 5,700 SF

MINIMUM LOT DEPTH: 35'

MINIMUM LOT WIDTH: 35'

LOT SIZE: AS SHOWN ON MAP

DRY TYPING AND SPACING PER UNIT REQUIRED - 20

DRY TYPING AND SPACING PER UNIT PROVIDED - 20

ALL DRIVE SPECIES ARE PRIVATE

TOPOGRAPHY SOURCE: Aerial Topographic Mapping

## DEVELOPER

Pasco Pacific LLC

333 City Boulevard West, 17th Floor

Orange, CA 92668

408 One Orange

714-608-7257

## OWNER

Maple 1000 Group, LLC

A Southern United Realty Company

## UTILITY PURVEYORS

WATER: EASTERN ANAHEIM WATER DISTRICT

SEWER: EASTERN ANAHEIM WATER DISTRICT

ELECTRICITY: SOUTHERN CALIFORNIA GAS COMPANY

TELEPHONE: AT&T

CABLE: MORENO VALLEY UNITED SERVICE DISTRICT

CABLE: SPECTRUM

## SOILS ENGINEER

1000 WESTBROOK DRIVE, SUITE 200

1001 West Valley Blvd

Westminster, CA 92690

(951) 533-1700

Project No. 37909

Dated: November 24, 2010

1/2" = 100' H.P.

1/4" = 50' H.P.

## LEGEND

TOP OF CURB

FINISHED SURFACE

PAVED SURFACE

PAVED DRIVEWAY

PAVED DRIVEWAY

PAVED DRIVEWAY

PAVED DRIVEWAY

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Lot 1

Lot 2

Lot 3

Lot 4

Lot 5

Lot 6

Lot 7

Lot 8

Lot 9

Lot 10

Lot 11

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Lot 79

Lot 80

## SOILS ENGINEER

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Lot 49

Lot 50

Lot 51

Lot 52

Lot 53



# IRIS PARK

## SINGLE FAMILY HOME COMMUNITY



### DEVELOPMENT TEAM:

PACIFICA INVESTMENTS AND DEVELOPMENT  
333 CITY BLVD WEST, SUITE 1700, ORANGE, CA  
CONTACT: OSCAR GRAHAM  
714.609.7257

PASSCO COMPANIES DEVELOPMENT  
2030 MAIN STREET, SUITE 690, IRVINE, CA  
CONTACT: SCOTT ALLEN  
949.263.7908

### PROJECT TEAM:

IDEArc ARCHITECTURE AND PLANNING  
17848 SKY PARK CIRCLE, SUITE D, IRVINE, CA  
CONTACT: VANCE GRAHAM  
949.336.6056

MJS LANDSCAPE ARCHITECTURE  
507 30TH STREET, NEWPORT BEACH, CA  
CONTACT: PAUL MAKSY  
949.675.9964

RMB ENGINEERING  
5172 QUEEN STREET, RIVERSIDE, CA  
CONTACT: BOB BEERS  
951.317.2041

EPD SOLUTIONS  
2030 MAIN STREET, SUITE 200, IRVINE, CA  
CONTACT: BARK ALBERT  
949.794.1180

### SHEET INDEX:

#### LANDSCAPE

L1	CONCEPTUAL LANDSCAPE PLAN	A11
L2	COMMUNITY PARK & FITNESS PARK ENLARGEMENT	A12
L3	WALL AND FENCE PLAN	A13
L4	HYDROZONE PLAN AND WATER-USE CALCULATIONS	A14
L5	LANDSCAPE LIGHTING PLAN	A15
L6	SITE FURNISHINGS & CUT SHEETS	A16

#### ARCHITECTURE

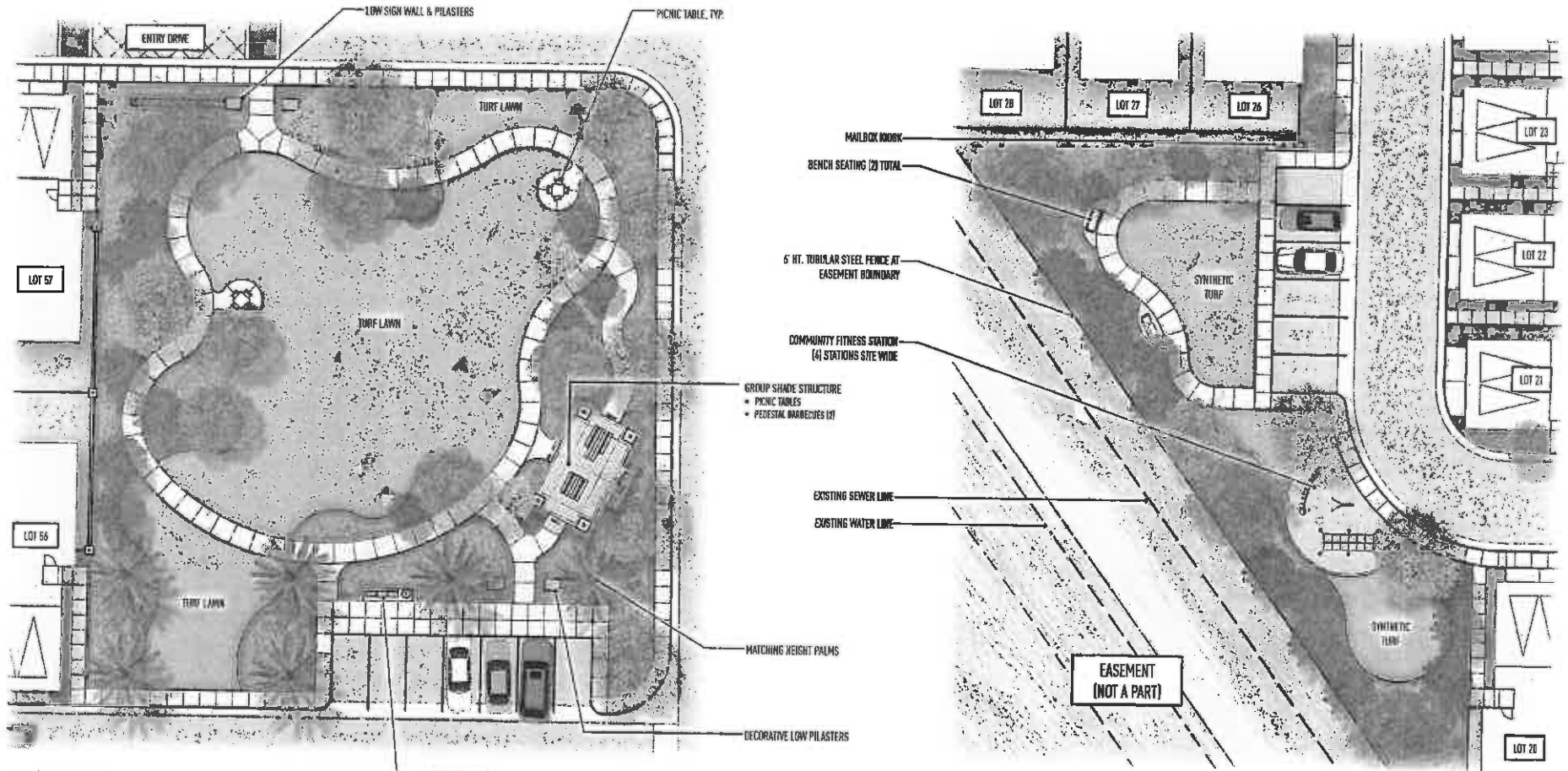
A00	COVER SHEET	A17
A01	ARCHITECTURAL SITE PLAN	A18
A02	TYPICAL LOT MODULE	A19
A03	STREET SCENE	A20
A04	PLAN 1 - LOWER AND UPPER LEVEL FLOOR PLAN	A21
A05	PLAN 1 - FRONT ELEVATIONS	A22
A06	PLAN 1 - SPANISH ELEVATIONS 'A'	A23
A07	PLAN 1 - SPANISH ELEVATIONS 'A' ENHANCED	A24
A08	PLAN 1 - FARMHOUSE ELEVATIONS 'B'	
A09	PLAN 1 - FRENCH ELEVATIONS 'C'	
A10	PLAN 1 - ROOF PLANS	

A11	PLAN 2 - LOWER AND UPPER LEVEL FLOOR PLAN
A12	PLAN 2 - FRONT ELEVATIONS
A13	PLAN 2 - SPANISH ELEVATIONS 'A'
A14	PLAN 2 - FARMHOUSE ELEVATIONS 'B'
A15	PLAN 2 - FARMHOUSE ELEVATIONS 'B' ENHANCED
A16	PLAN 2 - FRENCH ELEVATIONS 'C'
A17	PLAN 2 - ROOF PLANS
A18	PLAN 3 - LOWER AND UPPER LEVEL FLOOR PLAN
A19	PLAN 3 - FRONT ELEVATIONS
A20	PLAN 3 - SPANISH ELEVATIONS 'A'
A21	PLAN 3 - FARMHOUSE ELEVATIONS 'B'
A22	PLAN 3 - FARMHOUSE ELEVATIONS 'B' ENHANCED
A23	PLAN 3 - FRENCH ELEVATIONS 'C'
A24	PLAN 3 - FRENCH ELEVATIONS 'C' ENHANCED
	PLAN 3 - ROOF PLANS

CIVIL	
C-1	TENTATIVE TRACT MAP
C-2	PRELIMINARY GRADING PLAN

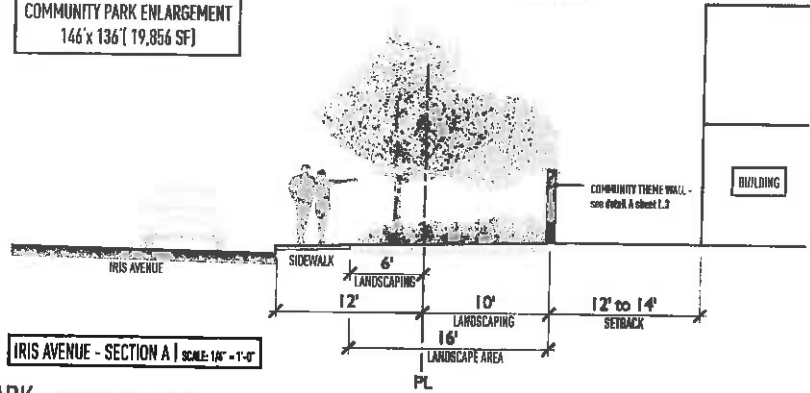




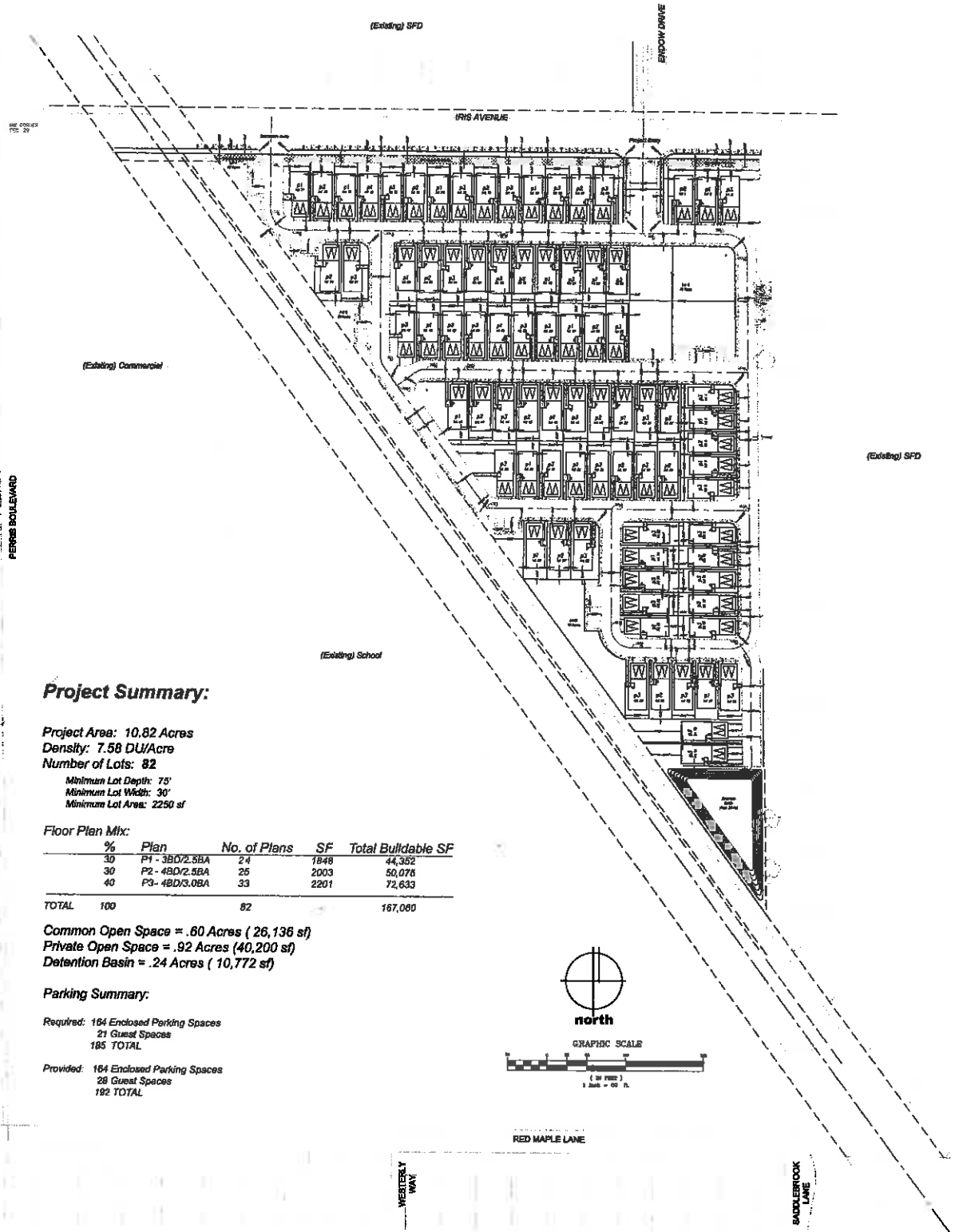


**COMMUNITY PARK ENLARGEMENT**  
 146' x 136' (19,856 SF)

**FITNESS PARK ENLARGEMENT**  
 ±220' x ±37' (±8,140SF)



**IRIS AVENUE - SECTION A | SCALE: 1/4" = 1'-0"**



**Project Summary:**

Project Area: 10.82 Acres  
 Density: 7.58 DU/Acre  
 Number of Lots: 82

Minimum Lot Depth: 75'  
 Minimum Lot Width: 30'  
 Minimum Lot Area: 2250 sf

**Floor Plan Mix:**

%	Plan	No. of Plans	SF	Total Buildable SF
30	P1 - 38D/2.5BA	24	1848	44,352
30	P2 - 48D/2.5BA	25	2003	50,075
40	P3 - 48D/3.0BA	33	2201	72,633
<b>TOTAL</b>	<b>100</b>	<b>82</b>		<b>167,060</b>

Common Open Space = .60 Acres ( 26,136 sf)

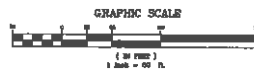
Private Open Space = .92 Acres (40,200 sf)

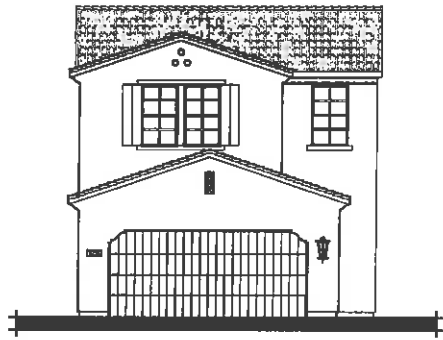
Detention Basin = .24 Acres ( 10,772 sf)

**Parking Summary:**

Required: 164 Enclosed Parking Spaces  
 21 Guest Spaces  
 185 TOTAL

Provided: 164 Enclosed Parking Spaces  
 28 Guest Spaces  
 192 TOTAL





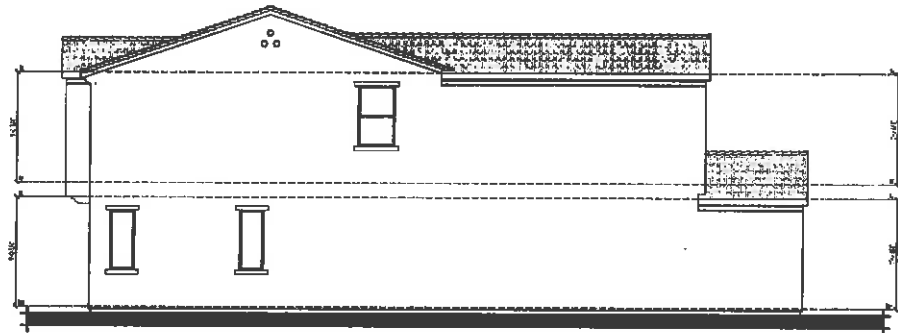
1A - FRONT (SPANISH)



1A - RIGHT (SPANISH)



1A - REAR (SPANISH)

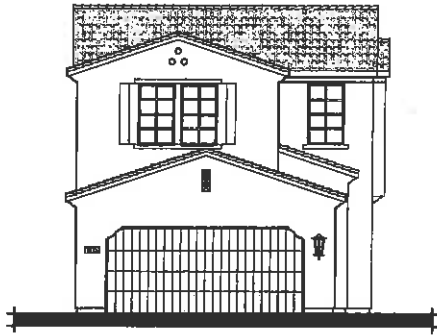


1A - LEFT (SPANISH)

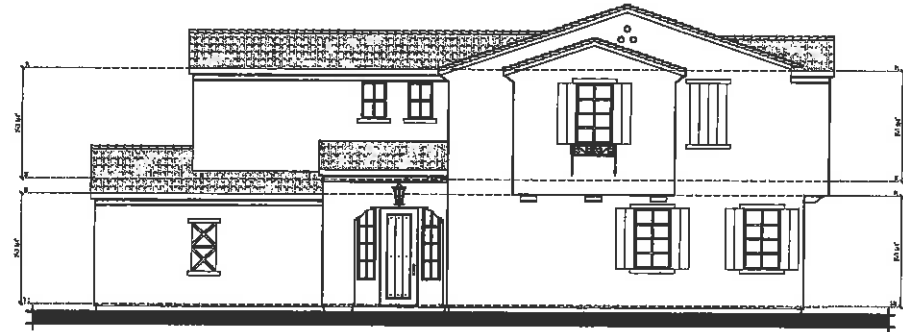
PLAN 1  
SCALE: 1/4"=1'-0"

IRIS PARK

DESIGN DEVELOPMENT ELEVATIONS



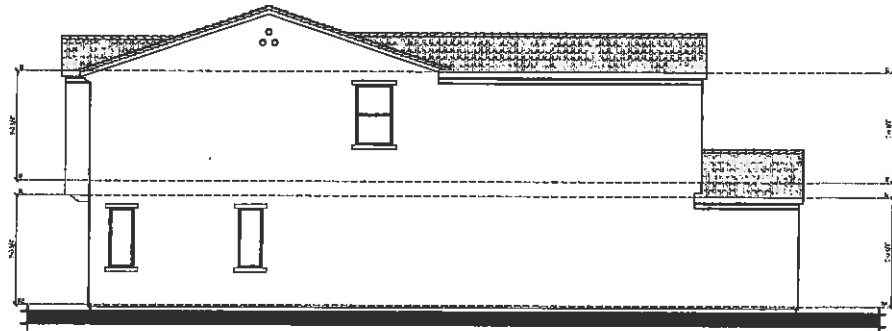
1A - FRONT (SPANISH)



1A - RIGHT ENHANCED (SPANISH)  
AT END CONDITIONS ONLY



1A - REAR (SPANISH)



1A - LEFT (SPANISH)

PLAN 1

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

IRIS PARK

DESIGN DEVELOPMENT ELEVATIONS

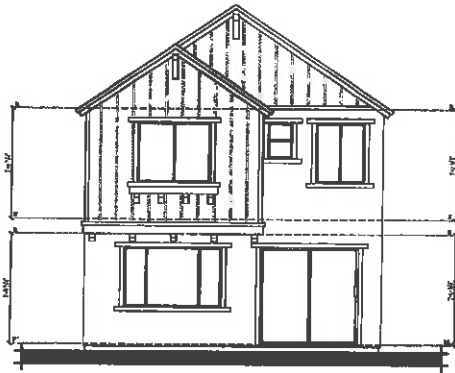




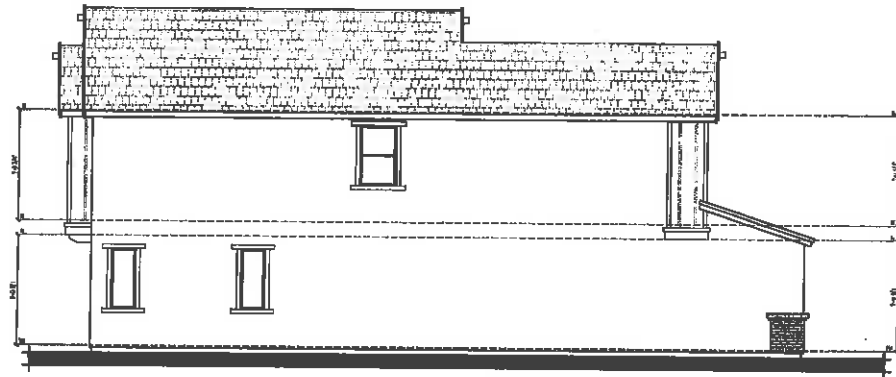
1B - FRONT (FARMHOUSE)



1B - RIGHT (FARMHOUSE)



1B - REAR (FARMHOUSE)



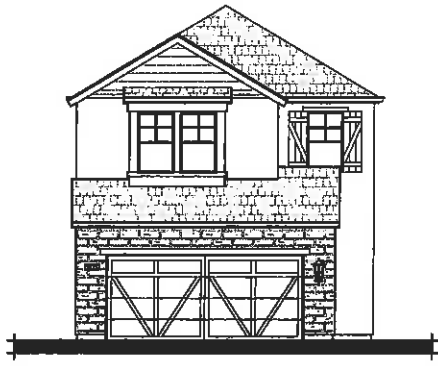
1B - LEFT (FARMHOUSE)

PLAN 1

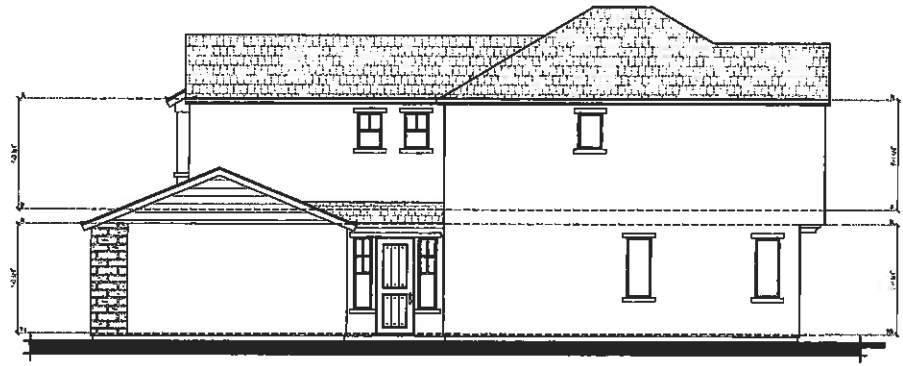
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IRIS PARK

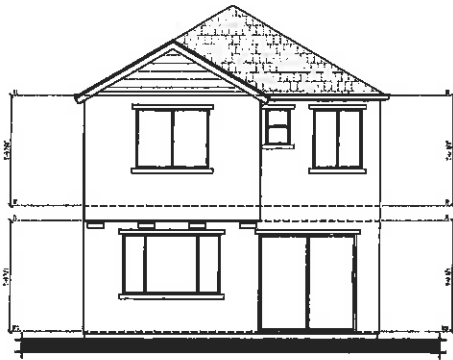
DESIGN DEVELOPMENT ELEVATIONS



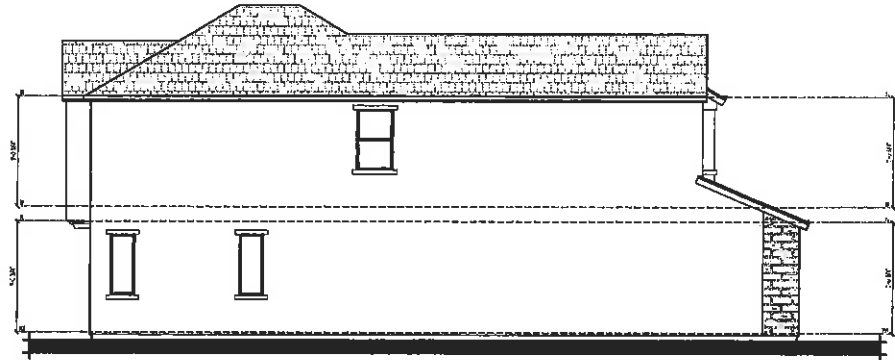
1C - FRONT (FRENCH)



1C - RIGHT (FRENCH)



1C - REAR (FRENCH)



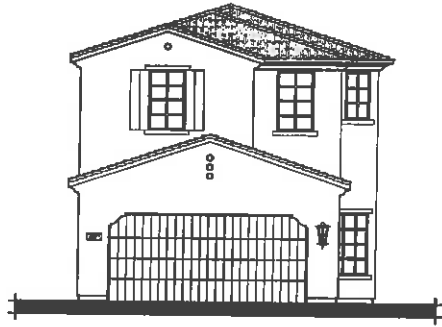
1C - LEFT (FRENCH)

PLAN 1

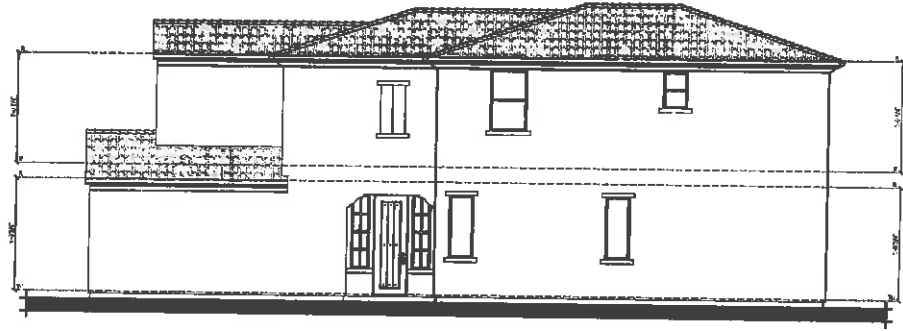
SCALE: 1/4"=1'-0"

IRIS PARK

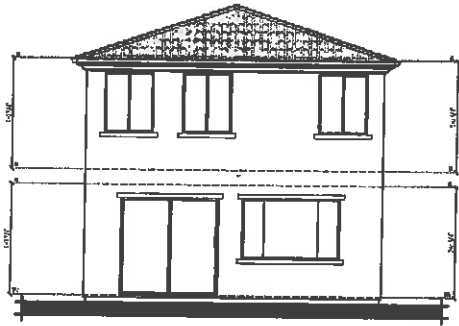
DESIGN DEVELOPMENT ELEVATIONS



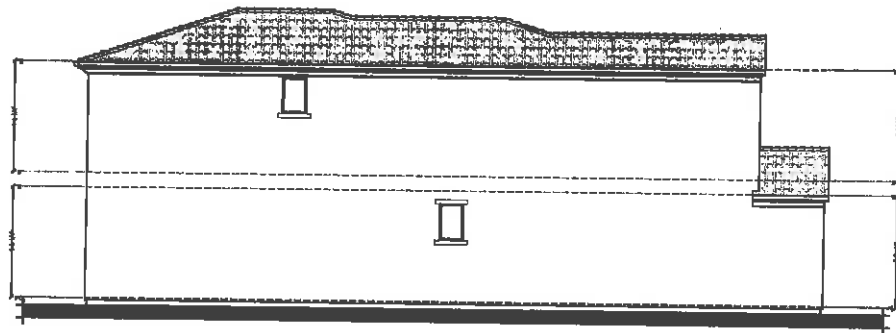
2A - FRONT (SPANISH)



2A - RIGHT (SPANISH)



2A - REAR (SPANISH)



2A - LEFT (SPANISH)

PLAN 2

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

IRIS PARK

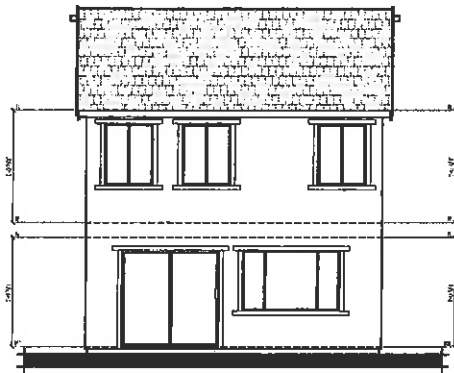
DESIGN DEVELOPMENT ELEVATIONS



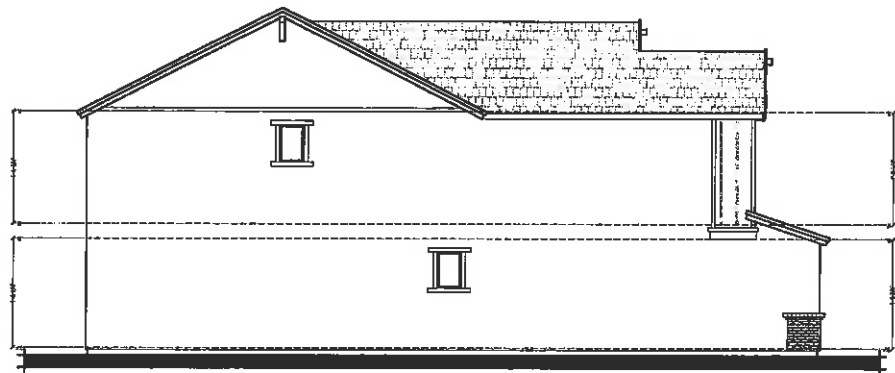
2B - FRONT (FARMHOUSE)



2B - RIGHT (FARMHOUSE)



2B - REAR (FARMHOUSE)



2B - LEFT (FARMHOUSE)

PLAN 2

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

IRIS PARK

DESIGN DEVELOPMENT ELEVATIONS



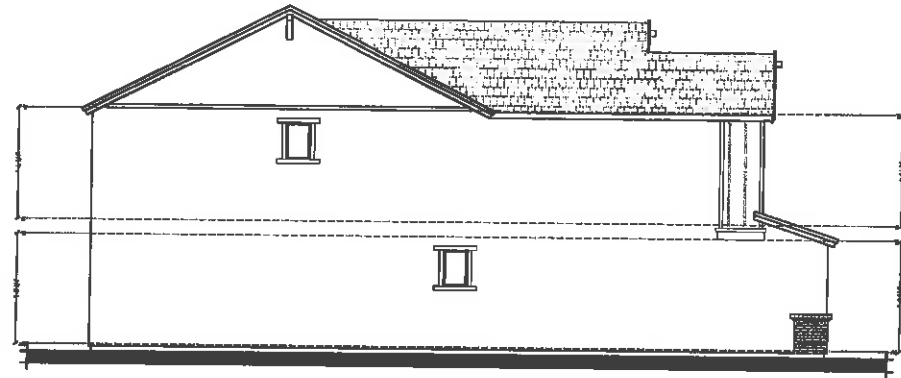
2B - FRONT (FARMHOUSE)



2B - RIGHT ENHANCED (FARMHOUSE)  
AT END CONDITIONS ONLY



2B - REAR (FARMHOUSE)



2B - LEFT (FARMHOUSE)

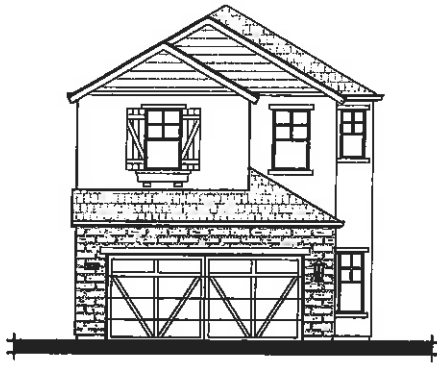
PLAN 2

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

IRIS PARK

DESIGN DEVELOPMENT ELEVATIONS

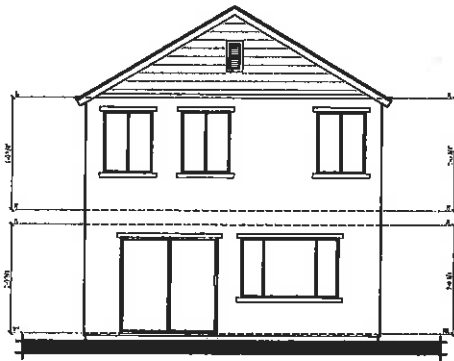




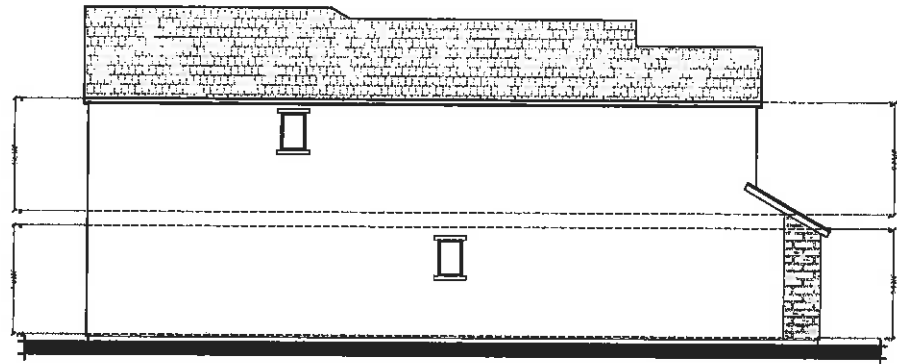
2C - FRONT (FRENCH)



2C - RIGHT (FRENCH)



2C - REAR (FRENCH)



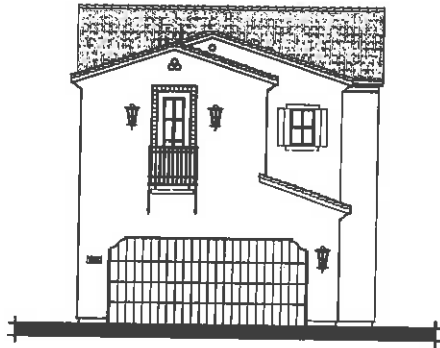
2C - LEFT (FRENCH)

PLAN 2

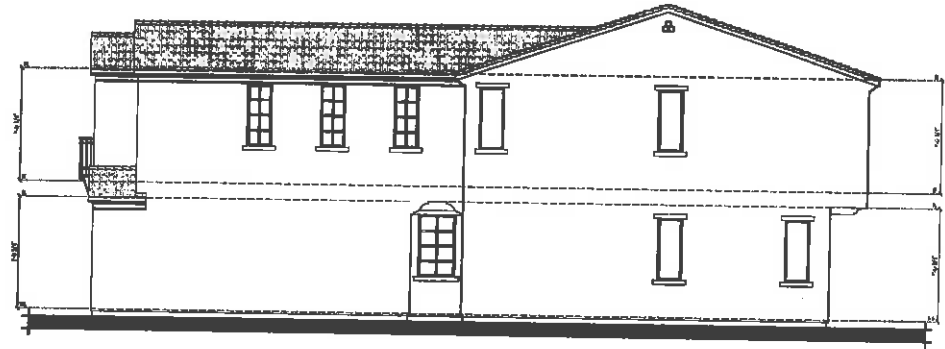
SCALE: 1/4"=1'-0"

IRIS PARK

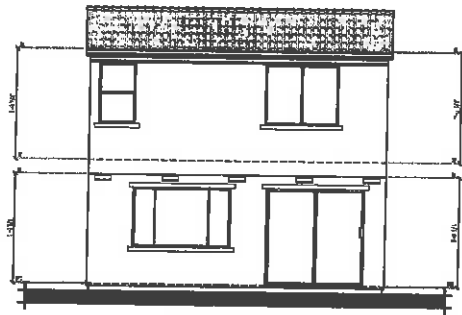
DESIGN DEVELOPMENT ELEVATIONS



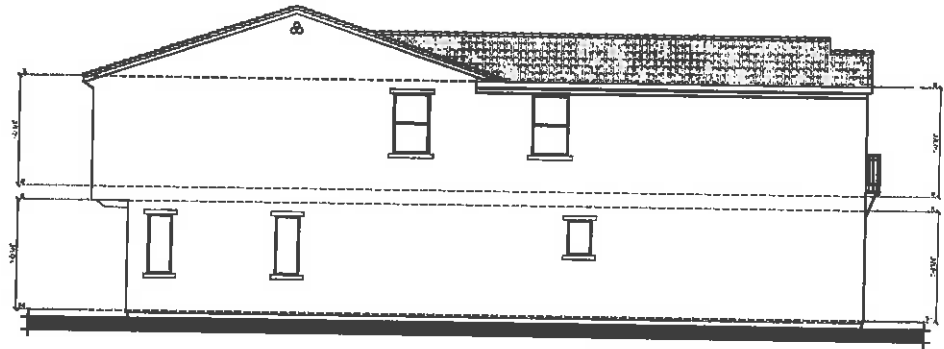
3A - FRONT (SPANISH)



3A - RIGHT (SPANISH)



3A - REAR (SPANISH)



3A - LEFT (SPANISH)

PLAN 3

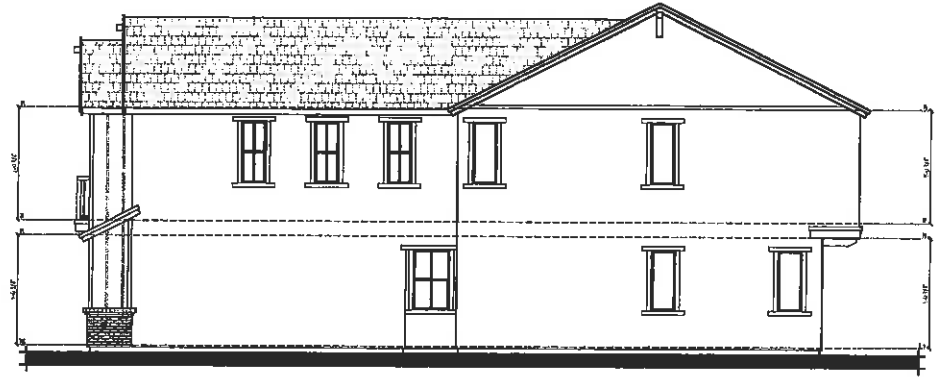
SCALE: 1/4" = 1'-0"

IRIS PARK

DESIGN DEVELOPMENT ELEVATIONS



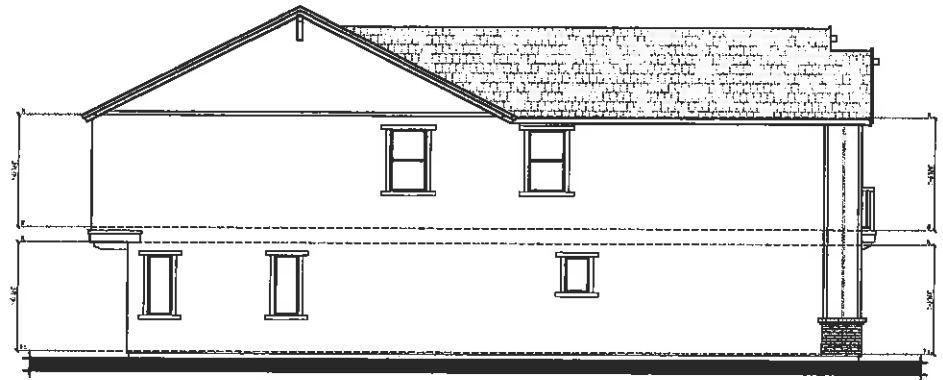
3B - FRONT (FARMHOUSE)



3B - RIGHT (FARMHOUSE)



3B - REAR (FARMHOUSE)



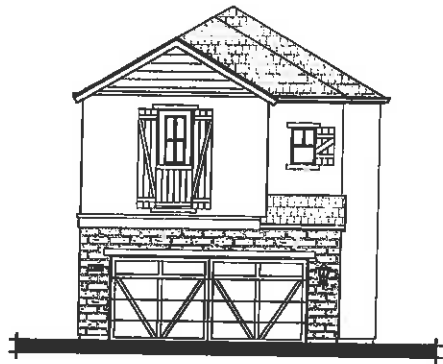
3B - LEFT (FARMHOUSE)

PLAN 3

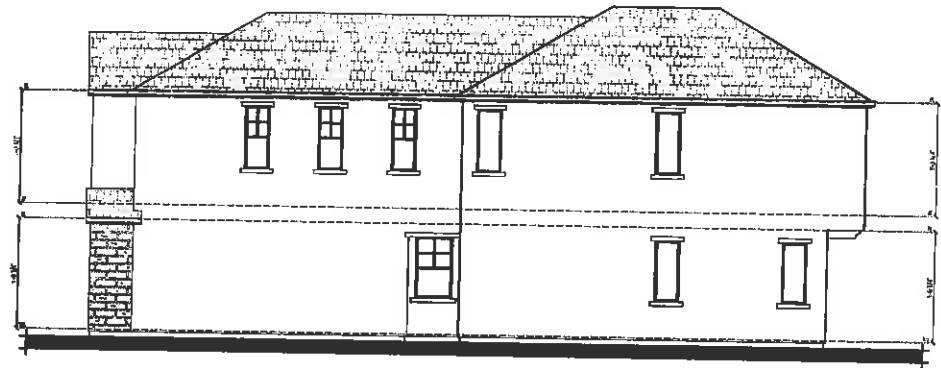
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IRIS PARK

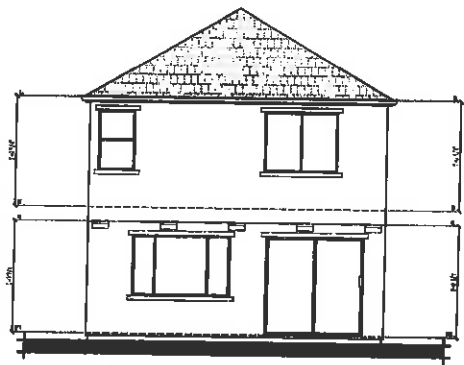
DESIGN DEVELOPMENT ELEVATIONS



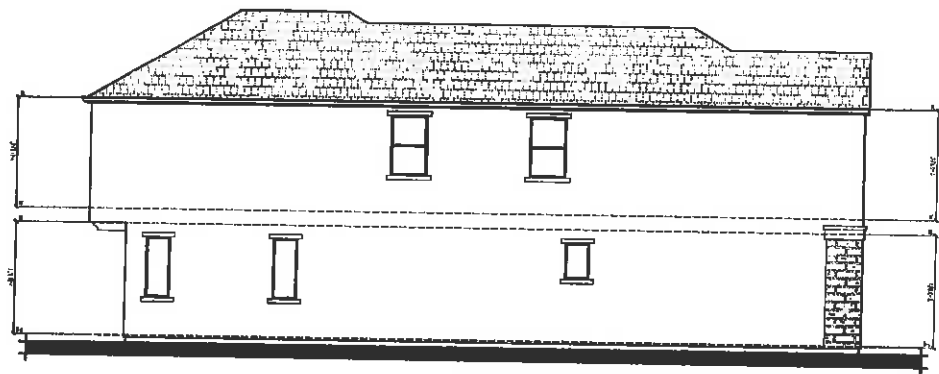
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3C - RIGHT (FRENCH)



3C - REAR (FRENCH)



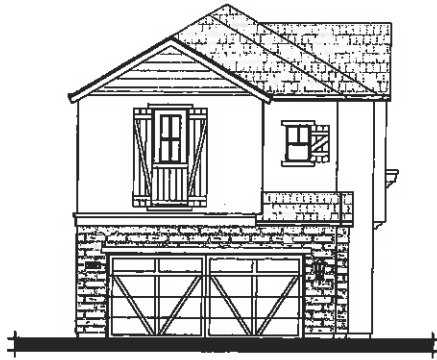
3C - LEFT (FRENCH)

PLAN 3

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

IRIS PARK

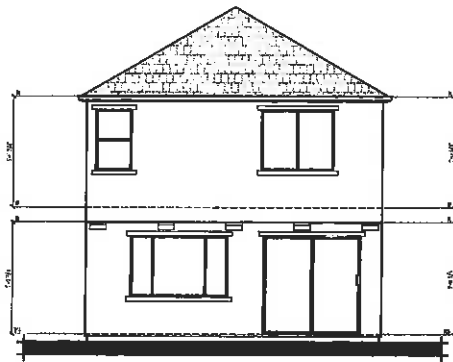
DESIGN DEVELOPMENT ELEVATIONS



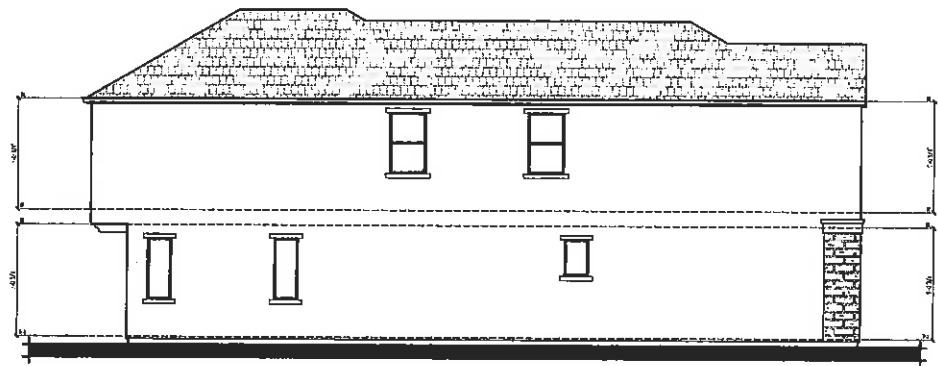
**3C - FRONT (FRENCH)**



**3C - RIGHT ENHANCED (FRENCH)**  
AT END CONDITIONS ONLY



**3C - REAR (FRENCH)**



**3C - LEFT (FRENCH)**

**PLAN 3**

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

**IRIS PARK**

DESIGN DEVELOPMENT ELEVATIONS





**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
JUNE 11, 2020**

**DRAFT**

6-29-20

COMMISSIONERS PRESENT: Steve Manos, Russell Betts, John Lyon, Gary Youmans  
Steven Stewart and Richard Stewart

COMMISSIONERS ABSENT: Arthur Butler

**2.0 PUBLIC HEARING: CONTINUED ITEMS**

2.1 Staff report recommended: **CONTINUE to 7-9-20**  
Staff recommended at hearing: **CONTINUE to 7-9-20**  
ALUC Commission Action: **CONTINUED to 7-9-20 (Vote 6-0; Absent: Butler)**

**ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering)** – County of Riverside Case No. PPT190029 (Plot Plan). A proposal to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres, located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from May 14, 2020. Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**Motion: Steven Stewart  
Second: Richard Stewart**

2.2 Staff report recommended: **CONTINUE OFF-CALENDAR**  
Staff recommended at hearing: **CONTINUE to 7-9-20**  
ALUC Commission Action: **CONTINUED to 7-9-20 (Vote 6-0; Absent: Butler)**

**ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer)** – March Joint Powers Authority Case Nos. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from May 14, 2020. Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**Motion: Richard Stewart  
Second: Steven Stewart**

**VIDEO:**

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**AIRPORT LAND USE COMMISSION MEETING  
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JUNE 11, 2020**

2.3 Staff report recommended:  
**CONTINUE to 7-9-20**

Staff recommended at hearing:  
**CONSISTENT**

ALUC Commission Action:  
**CONSISTENT (Vote 6-0;  
Absent: Butler)**

**Motion: Steve Manos  
Second: Richard Stewart**

**ZAP1412MA20 – Senior Living Riverside, LLC (Representative: Davie Cowan, Kimley-Horn)** – March Joint Powers Authority Case No. TTM20-01 (Tentative Tract Map No. 37855). The applicant proposes to divide 153 acres of the existing continuing care retirement community formerly known as Air Force Village West and Alta-Vita Village (health care institution which combined a skilled nursing facility with different size assisted living facilities and residential care facility for the elderly) located westerly of Village West Drive, southerly of Van Buren Boulevard, easterly of Ryan Street, and northerly of 5th Street into four lots. Lot 1 would include the apartments, skilled nursing, memory care, and assisted living units. Lot 2 would include 98 existing detached residences and two duplexes. Lot 3 would include the chapel. Lot 4 would include 172 existing detached residences and 33 duplexes (66 duplex units). (Airport Compatibility Zone C2/High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from May 14, 2020. Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)

2.4 Staff report recommended:  
**CONTINUE to 7-9-20**

Staff recommended at hearing:  
**CONSISTENT** subject to the conditions included in the staff report, as amended in accordance with the amended Condition No. 6 provided at the meeting.

ALUC Commission Action:  
**CONSISTENT** subject to the conditions included in the staff report, as amended in accordance with the amended Condition No. 6 provided at the meeting. (Vote 6-0; Absent: Butler)

**Motion: Richard Stewart  
Second: Gary Youmans**

**ZAP1099FV20 – The KWC Companies, Inc. (Representatives: Jo Howard and Mike Taing)** – County of Riverside Case No. CUP190019 (Conditional Use Permit). A proposal to develop a one-story office and retail building with 2,890 square feet of leasable space on a 0.71-acre site located at the southeasterly corner of Auld Road and Sky Canyon Drive, westerly of French Valley Airport in the unincorporated community of French Valley. The applicant envisions a 1,181 square foot bail bond office and a 1,709 square foot storefront retail cannabis business. (Airport Compatibility Zone B2 of the French Valley Airport Influence Area). Continued from May 14, 2020. Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)

**VIDEO:**

2

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**AIRPORT LAND USE COMMISSION MEETING  
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- 2.5 Staff report recommended: **ZAP1049TH20 – Thermal Operating Company, LLC**  
**CONSISTENT** **(Representative: Fayres Hall, Albert A. Webb and Associates)**  
– County of Riverside Case No. PP24690R3 (Revised Plot Plan).  
Staff recommended at hearing: The applicant is proposing to develop a new 16,800 square foot  
**CONSISTENT** two-story “middle paddock” garage with lounge (tables and chairs)  
for track viewing and dining and offices on the second floor, within  
ALUC Commission Action: the existing Thermal Club facility located southerly of Avenue 60,  
**CONSISTENT (Vote 6-0;** westerly of Polk Street, northerly of Avenue 62, and easterly of  
**Absent: Butler)** Tyler Street. (The overall Plot Plan includes land within  
Compatibility Zones B1, C, and D of the Jacqueline Cochran  
Regional Airport Influence Area; the proposed additional building is  
located in Compatibility Zone C.). Continued from May 14, 2020.  
Staff Planner: John Guerin at (951) 955-0982, or e-mail at  
[jguerin@rivco.org](mailto:jguerin@rivco.org)
- Motion: John Lyon  
Second: Richard Stewart
- 2.6 Staff report recommended: **ZAP1047RG20 – City of Riverside (Representatives: David**  
**CONSISTENT** **Murray and Matthew Taylor)** – City of Riverside Case No. P20-  
0068 (Ordinance Amendment). A proposal to amend Title 19  
Staff recommended at hearing: (Zoning) of the Riverside Municipal Code to achieve consistency  
**CONSISTENT** with recently enacted State laws relating to Family Day Care  
Homes, Accessory Dwelling Units (formerly known as Second  
Units), Junior Accessory Dwelling Units, Tiny Homes, and Tiny  
ALUC Commission Action: Home Communities, in response to State policy directives regarding  
**CONSISTENT (Vote 6-0;** the production and facilitation of affordable housing. (Citywide).  
**Absent: Butler)** Continued from May 14, 2020. Staff Planner: John Guerin at (951)  
955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)
- Motion: Gary Youmans  
Second: Steven Stewart

**3.0 PUBLIC HEARING: NEW CASES**

- 3.1 Staff report recommended: **ZAP1029CH20 – Gossett Development, Inc. (Representative:**  
**CONSISTENT** **Garrett Gossett)** – City of Eastvale Case No. PLN19-20047  
(General Plan Amendment, Change of Zone, Conditional Use  
Staff recommended at hearing: Permit, Major Development Review), a proposal to construct a  
**CONSISTENT** 159,054 square foot self-storage facility on 4.13 gross acres located  
northerly of Chandler Street, westerly of Selby Avenue, and easterly  
of Hall Avenue. The applicant also proposes to amend the storage  
ALUC Commission Action: site's General Plan land use designation from Low Density  
**CONSISTENT (Vote 6-0;** Residential to Commercial Retail, and change its zoning from Light  
**Absent: Butler)** Agriculture to General Commercial. The applicant also proposes to  
amend the General Plan land use designation of four nearby parcels  
(144-120-005, 144-120-006, 144-120-010, 144-121-003) from Low  
Density Residential to Commercial Retail. The General Plan  
Amendment includes one parcel located easterly of Selby Avenue.  
(Airport Compatibility Zone D of the Chino Airport Influence Area).  
Staff Planner: Paul Rull at (951) 955-6893, or e-mail at  
[prull@rivco.org](mailto:prull@rivco.org)
- Motion: Steven Stewart  
Second: Russell Betts

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**AIRPORT LAND USE COMMISSION MEETING  
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- 3.2 Staff report recommended: **ZAP1415MA20 – AT&T Mobility (Representative: Coastal Business Group)** – March Joint Powers Authority Case No. CUP20-03 (Conditional Use Permit). The applicant proposes to establish a 59 foot tall wireless communications facility and associated equipment on a 67.76 acre parcel located at the March Air Museum, easterly of the 215 Freeway, southerly of Van Buren Boulevard, and westerly of March Air Reserve Base (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
- Motion: Richard Stewart  
Second: John Lyon**
- 3.3 Staff report recommended: **ZAP1418MA20 – Apollo IV Development Group (Representative: Joe Holasek)** – City of Moreno Valley Case No. PEN20-0057 (Plot Plan). The applicant proposes to construct a 48 unit apartment complex with a managers unit, gym, community room, and swimming pool on 3.41 acres located northerly of Dracaea Avenue, westerly of Edgemont Street, southerly of Eucalyptus Avenue, and easterly of Old 215 Frontage Road (Airport Compatibility Zones C1 and D 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](mailto:prull@rivco.org)
- CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
- Motion: Steve Manos  
Second: Richard Stewart**
- 3.4 Staff report recommended: **ZAP1421MA20 – Rockefeller Group (Representative: EPD Solutions)** – County of Riverside Case No. BNR2000041 (Building Permit). A proposal to construct 195,000 square feet of rooftop solar panels on a 290,242 square foot industrial manufacturing building on 12.96 gross acres, located on the northwest corner of Harvill Avenue and (Old) Cajalco Road (The previous proposal to construct the 290,242 square foot industrial manufacturing building at this site had been found consistent by the ALUC) (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](mailto:prull@rivco.org)
- CONTINUE to 7-9-20**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
- Motion: John Lyon  
Second: Steve Manos**
- 3.5 Staff report recommended: **ZAP1408MA20 – Meridian Park South, LLC (Representative: Jeff Gordon)** – March Joint Powers Authority Case Nos. GP20-01 (General Plan Amendment), SP20-01 (Specific Plan Amendment), PP20-03 (Plot Plan), PP20-04 (Plot Plan), PP20-05 (Plot Plan), CUP20-02 (Conditional Use Permit), TPM20-02 (Tentative Parcel Map). SP20-01 (SP-1, Amendment No. 8) is a proposal to amend the March Business Center Specific Plan by amending land use designations in the South Campus area located southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive, modifying the transportation section to reflect changes in street layout, modifying infrastructure exhibits, and
- CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
- VIDEO:**

**AIRPORT LAND USE COMMISSION MEETING  
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**Absent:** Butler)  
**Motion:** Steven Stewart  
**Second:** Richard Stewart

revising the design guidelines. The land use designation changes are as follows: increase Industrial by 68.5 acres to a total of 200.3 acres; increase Commercial by 17.1 acres to a total of 23.5 acres; increase Parks/Open Space by 15.3 acres to a total of 140.3 acres; increase Mixed Use by 4.5 acres to a total of 27.8 acres; add 0.9 acres of Public Facilities; reduce Business Park by 61.3 acres to a total of 170.8 acres; and reduce Office by 27.4 acres to a total of 4.6 acres. GP20-01 is a proposal to amend the March Joint Powers Authority General Plan as follows: (1) amend the Land Use Map in accordance with the above land use designation changes in the Specific Plan Amendment and to reflect the rezoning of land and consolidation of proposed parcels and revisions to parcel boundaries; and (2) amend the Circulation Element by: (a) extending Village West Drive southerly to Nandina Avenue; (b) reconfiguring Street Y and renaming it as "Caroline Way"; (c) reconfiguring Street P, renaming it as "Bandit Boulevard," and prohibiting trucks thereon; and (d) deleting Streets K, Q, T, and U. PP20-03 proposes a 61,336 square foot commercial development consisting of a 44,200 square foot grocery store and two retail buildings (9,198 square feet and 7,938 square feet) on 9.45 acres located near the southeast corner of Van Buren Boulevard and Orange Terrace Parkway. (CUP20-02 is a proposal to allow alcohol sales at that grocery store.) PP20-04 is a proposal to develop an 800,000 square foot industrial building on 36.5 acres located northerly of Krameria Avenue and westerly of Coyote Bush Road. PP20-05 is a proposal to construct a 6.2-acre dog park saluting military canines and paseo on the easterly side of Barton Street across from the intersection of Barton Street with Santa Inez Way. TPM 20-02 is a proposal to consolidate and reorder parcels further revising unrecorded Tentative Tract Map (TTM) No. 30857 including: (a) consolidating existing TTM lot numbers 18 through 27 into new lot #10; (b) establish three parcels 74, 92, and 93 where parcel 74 is now planned; and (3) reconfiguring the area of TTM lot numbers 30-48, 51-66 and 79 by deleting Lots 33, 48, and 51 through 66 (Airport Compatibility Zone C2 HTZ 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](mailto:prull@rivco.org)

3.6 Staff report recommended:  
**CONSISTENT**

Staff recommended at hearing:  
**CONSISTENT**

ALUC Commission Action:  
**CONSISTENT (Vote 6-0;**  
**Absent: Butler)**

**Motion:** Richard Stewart  
**Second:** John Lyon

**ZAP1101FV20 – Hamman Construction (Representative: EPD Solutions)** – County of Riverside Case No. BNR2000002 (Building Permit). A proposal to construct 24,905 square feet of rooftop solar panels on a 360,022 square foot furniture warehouse building on 20.42 gross acres, located northerly of Murrieta Hot Springs Road, southerly of Commerce Court, easterly of Townview Avenue, and westerly of Calistoga Drive. (The previous proposal to construct the 360,022 square foot furniture warehouse building at this site had been found consistent by the ALUC) (Airport Compatibility Zone C of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**VIDEO:**

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**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
JUNE 11, 2020**

- 3.7 Staff report recommended: **CONSISTENT**
- Staff recommended at hearing: **CONTINUE** to 7-9-20 to re-advertise in newspaper
- ALUC Commission Action: **CONTINUED to 7-9-20** to re-advertise in newspaper (Vote 6-0; Absent: Butler)
- Motion: Richard Stewart**  
**Second: John Lyon**
- ZAP1084PS20 – Terra-Gen Development/Coachella Wind Holdings, LLC (Representative: Armand Anselmo)** – Related Case: City of Palm Springs Plan Check Case No. 2020-1140.e. The applicant proposes to construct one permanent meteorological tower 311 feet in height within an 860-acre wind turbine development approved through Conditional Use Permit No. 5.1429 located southerly of Interstate 10, easterly of Indian Canyon Drive, and northerly of Highway 111. The applicant previously received approval to decommission and remove approximately 363 commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet on this site. That project was reviewed by the Airport Land Use Commission as ZAP1070PS18. However, the specific location of the meteorological tower was not yet determined at that time. This application is submitted pursuant to Condition No. 5 of ZAP1070PS18 requiring any proposal for new structures taller than 200 feet ground level to be submitted to ALUC for review. (Not located within an Airport Compatibility Zone) Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)
- 3.8 Staff report recommended: **CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
- Motion: Steven Stewart**  
**Second: Gary Youmans**
- ZAP1085PS20 – Terra-Gen Development/Painted Hills Wind Holdings, LLC (Representative: Armand Anselmo)** – Related Cases: Riverside County Building and Safety Case Nos. BWE2000001 (Commercial WECS) and BGR2000118 (Grading). The applicant proposes to construct one permanent and three temporary meteorological towers up to 311 feet in height on 600 acres located northerly of Avenue 16, easterly of Whitewater Canyon Road, and westerly of Windhaven Road, and the southwesterly terminus of Painted Hills Road in conjunction with approved Commercial WECS Permit No. 180001. The applicant previously received approval to decommission and remove approximately 291 commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet on this site and approval of a variance proposing reductions in safety, wind access, and scenic setbacks. The project was reviewed by the Airport Land Use Commission as ZAP1068PS18. However, the specific location of towers were not yet determined at that time. This application is submitted pursuant to Condition No. 5 of ZAP1068PS18 requiring any proposal for new structures taller than 200 feet from ground level to be submitted to ALUC for review (Not located within an Airport Compatibility Zone). Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)

**VIDEO:**

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**AIRPORT LAND USE COMMISSION MEETING  
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- 3.9 Staff report recommended: **ZAP1048RG20 – County of Riverside (Representative: Robert Flores)** – County of Riverside Case No. CZ 2000002 (Change of Zone/Ordinance Amendment); Ordinance No. 348.4926. A proposal to amend Riverside County Ordinance No. 348 (Zoning) to provide for Accessory Dwelling Units and Junior Accessory Dwelling Units in accordance with recently enacted State laws and in response to State policy directives regarding the production and facilitation of affordable housing. Additionally, the proposed amendment introduces a new class of additional residential accommodation, the ranchet, which may be installed on lots of least two gross acres in area within the Eastern Coachella Valley. All of these additional residential accommodations (including second units) would be permitted by-right, but any required approvals from the Department of Environmental Health, the Fire Department, and ALUC would have to be obtained prior to submittal. The amendment also addresses Multiple Owner Group (MOG) units; however, this category is limited to units installed on or before May 14, 2013. (Countywide except as indicated). Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**
- Motion: Richard Stewart  
Second: John Lyon**

4.0 **ADMINISTRATIVE ITEMS**

4.1 **Director's Approvals** – Information Only

4.2 **Detention Basins and Wildlife Hazards**

Simon Housman, ALUC Director presented a Power Point Presentation for the Commissioners review and input regarding the applicability of FAA Wildlife Hazard Policy in the outer Zones D and E. Commissioner Lyon agreed with staff recommendation to amend the storm water basin signs. Russell Betts, Chair commented that the appropriate agency should be notified to take the proper steps to amend the signs. A written comment was received, read into the record and the suggestion will be included in future signs.

4.3 **Update on March Compatibility Use Study (formerly Joint Land Use Study [JLUS])**

Simon Housman, ALUC Director informed the Commission that the grant application has been submitted.

5.0 **APPROVAL OF MINUTES**

Commissioner Steven Stewart motioned to approve the May 14, 2020 minutes. Seconded by Commissioner Lyon. Abstain: Commissioner Youmans; Absent: Commissioner Butler (Vote 5-0)

6.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Simon Housman, ALUC Director announced the retirement of John Guerin, ALUC Principal Planner after 36 years with the County of Riverside, and serving 14 years with the Airport Land Use Commission. The commissioners gave Mr. Guerin a Distinguished Service Award and thanked him for his career of outstanding public service.

7.0 **COMMISSIONER'S COMMENTS**

None

8.0 **ADJOURNMENT**

Russell Betts, Chair adjourned the meeting at 11:53 am.

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**VIDEO:**

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A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)