



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:30 A.M., October 10, 2019

CHAIR

Steve Manos
Lake Elsinore

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

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

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

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

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW ITEMS

MARCH AIR RESERVE BASE

- 3.1 ZAP1382MA19 – SDH & Associates, Inc. (Representative: Lee & Associates)** – March Joint Powers Authority (MJPA) Case Nos. GPA19-01 (General Plan Amendment), SPA19-01 (Specific Plan Amendment), PP17-04 A1 (Plot Plan Amended), CUP19-01 through CUP19-05 (Conditional Use Permit), TPM19-01 (Tentative Parcel Map). PP17-04A1 (an amendment to previous MJPA case DP17-04) is a proposal to establish five industrial/manufacturing buildings totaling 91,987 square feet on 7.12 acres located on the northwest corner of Van Buren Boulevard and Economic Drive. Also proposed is a General Plan Amendment to change the designation on 10.10 acres (including a separate 2.98-acre area at the southwest corner of Meridian Parkway and Economic Drive) from Office to Mixed Use. The project is located within the Meridian North Campus Specific Plan, so an amendment to the Specific Plan is needed to modify the text and figures to reflect this change (specifically, to amend land use exhibits and revise acreages

in the land use designation tables and correct erroneous maps). The applicant also proposes to divide the plot plan site into 5 separate parcels. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

PALM SPRINGS INTERNATIONAL AIRPORT

- 3.2 ZAP1079PS19 – Wildcat I Energy Storage, LLC (Representative: Philip Reeves) – City of Palm Springs Case No. 5.1462CUP (Conditional Use Permit). A proposal to establish a 3 megawatt (MW) / 12 megawatt hour (MWh) lithium ion battery energy storage facility on 3.23-acres located southerly Dinah Shore Drive, easterly of Gene Autry Trail, and westerly of San Luis Rey Drive (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

JACQUELINE COCHRAN REGIONAL AIRPORT

- 3.3 ZAP1048TH19 – Kohl Ranch Company, LLC (Representative: Fayres Hall, Albert A. Webb Associates) – County of Riverside Planning Case Nos. SP00303S03 (Substantial Conformance No. 3 to Specific Plan No. 303) and CZ1900027 (Change of Zone). The applicant proposes to modify the text, tables, and exhibits of Specific Plan No. 303 (Kohl Ranch) to incorporate the Thermal Beach Club project (reviewed by this Commission in July). CZ1900027 is a proposal to modify the boundaries of the SP Zone Planning Areas in accordance with the Specific Plan modifications. Various exhibits in the Specific Plan would be amended to reflect the revised configuration of the water body in the eastern portion of the area southerly of 64th Avenue. The Thermal Beach Club project results in a 14.26-acre increase in areas allocated to High Density Residential use and an increase of 4.2 acres of Open Space, while the areas allocated to Medium Density Residential use were reduced by 10.82 acres and right-of-way requirements were reduced by 7.64 acres. The total allocation of dwelling units is not increased. The portions of the Specific Plan being affected are located southerly of 64th Avenue, northerly of 66th Avenue, easterly of Tyler Street, and westerly of Polk Street (Compatibility Zones D and E of the Jacqueline Cochran Regional Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

FRENCH VALLEY AIRPORT

- 3.4 ZAP1092FV19 – French Valley Airport Center, LLC (Representative: Temecula Engineering Consultants, Inc.) – County of Riverside Case No. PPT190020 (Plot Plan). A proposal to construct fifty-five (55) industrial manufacturing buildings totaling 404,325 square feet on 37.07 gross acres located southerly of Auld Road, westerly of Leon Road, northerly of Allen Street, and easterly of French Valley Airport. (Airport Compatibility Zones A, B1, B2 and D of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: INCONSISTENT

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director's Approvals

5.0 **APPROVAL OF MINUTES**

September 12, 2019

6.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

7.0 **COMMISSIONER'S COMMENTS**

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: October 10, 2019

CASE NUMBER: ZAP1382MA19 – SDH & Associates, Inc. (Representative: Lee & Associates)

APPROVING JURISDICTION: March Joint Powers Authority (MJPA)

JURISDICTION CASE NO: GPA19-01 (General Plan Amendment), SPA19-01 (Specific Plan Amendment), PP17-04A1 (Plot Plan Amended), CUP19-01 through CUP19-05 (Conditional Use Permit), TPM19-01 (Tentative Parcel Map)

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

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Zone C1

c. Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Plot Plan Amended, Conditional Use Permits and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: PP17-04A1 (an amendment to previous MJPA case DP17-04) is a proposal to establish five industrial/manufacturing buildings totaling 91,987 square feet on 7.12 acres. Also proposed is a General Plan Amendment to change the designation on 10.10 acres (including a separate 2.98-acre parcel) from Office to Mixed Use. The project is located within the Meridian North Campus Specific Plan, so an amendment to the Specific Plan is needed to modify the text and figures to reflect this change (specifically, to amend land use exhibits and revise acreages in the land use designation tables and correct erroneous maps). The applicant also proposes to divide the plot plan site into 5 separate parcels.

PROJECT LOCATION: The plot plan/parcel map site is located on the northwest corner of Van Buren Boulevard and Economic Drive, within the jurisdiction of the March Joint Powers Authority, approximately 4,900 feet westerly of the northerly end of Runway 14-32 at March Air Reserve Base. The General Plan Amendment and Specific Plan Amendment also apply to a separate 2.98-acre area at the southwest corner of Meridian Parkway and Economic Drive.

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 C1, which limits average intensity to 100 people per acre.

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

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

The project proposes a total of 91,987 square feet of building area, including 85,487 square feet of industrial manufacturing area and 6,500 square feet of office area, accommodating a total occupancy of 460 people, resulting in an average intensity of 65 people per acre, which would be consistent with the Compatibility Zone C1 average criterion of 100. There are no tenants specified at this time.

Considering average intensity on a lot-by-lot basis (based on the applicant's proposed lot lines as indicated on the site plan):

- Building 1 on 1.67 acres would accommodate 76 people, resulting in an average intensity of 46 people per acre,
- Building 2 on 1.18 acres would accommodate 93 people, resulting in an average intensity of 79 people per acre,
- Building 3 on 1.34 acres would accommodate 100 people, resulting in an average intensity of 75 people per acre,
- Building 4 on 1.51 acres would accommodate 110 people, resulting in an average intensity of 73 people per acre, and
- Building 5 on 1.42 acres would accommodate 82 people, resulting in an average intensity of 58 people per acre.

All lots are consistent with the Compatibility Zone C1 average criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (131 spaces), the total occupancy would be estimated at 198 people for an average intensity of 28

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.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 22,036 square feet of manufacturing/office area, resulting in a single acre occupancy of 110 people, which is consistent with the Compatibility Zone C1 single acre criterion of 250.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C1 westerly of the 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.

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 outside the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 4,900 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 1,584 feet AMSL. The finished floor elevation for the site ranges from 1,590 feet to 1,594 feet AMSL. With a maximum building height of 33 feet, the top point elevation would be 1,624 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 letters were issued (Aeronautical Study Nos. 2019-AWP-8325 through 8329-OE), as the FAA OES determined that the project would not result in an impact to air navigation.

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

General Plan Amendment/Specific Plan Amendment/Tentative Parcel Map: A General Plan Amendment is proposed to change the designation from Office to Mixed Use on "Unit 4, Lot 12" (the 7.12-acre Plot Plan and Parcel Map site consisting of Assessor's Parcel Numbers 294-050-057 and 294-050-062) and "Unit 4, Lot 9" (2.98 acres [Assessor's Parcel Numbers 294-050-054 and 294-050-066] located on the southwest corner of Meridian Parkway and Economic Drive). The applicant

also proposes a Specific Plan Amendment to the Meridian North Campus Specific Plan in order to modify text and figures to reflect this change (specifically, to amend land use exhibits and revise acreages in the land use designation tables and correct erroneous maps). A Tentative Parcel Map is also proposed to divide the 7.12-acre Plot Plan site into 5 separate parcels.

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

otherwise required.

4. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The 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.
7. This project has been evaluated for 91,987 square feet of manufacturing/office area. Any increase in building area or change to uses other than offices, manufacturing, storage, and/or warehousing will require review by the Airport Land Use Commission.
8. The Federal Aviation Administration has conducted aeronautical studies of the proposed buildings (Aeronautical Study Nos. 2019-AWP-8325 through 2019-AWP-8329-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
9. The proposed buildings shall not exceed a height of 33 feet above ground level and a maximum elevation at top point of 1,624 feet above mean sea level.
10. 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.

11. Temporary construction equipment used during actual construction of the building shall not exceed 33 feet in height and a maximum elevation of 1,624 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. 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.

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-8325-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, 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 Bldg 1
Location: Riverside, CA
Latitude: 33-53-12.52N NAD 83
Longitude: 117-17-07.84W
Heights: 1594 feet site elevation (SE)
30 feet above ground level (AGL)
1624 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 01/29/2021 unless:

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

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8325-OE.

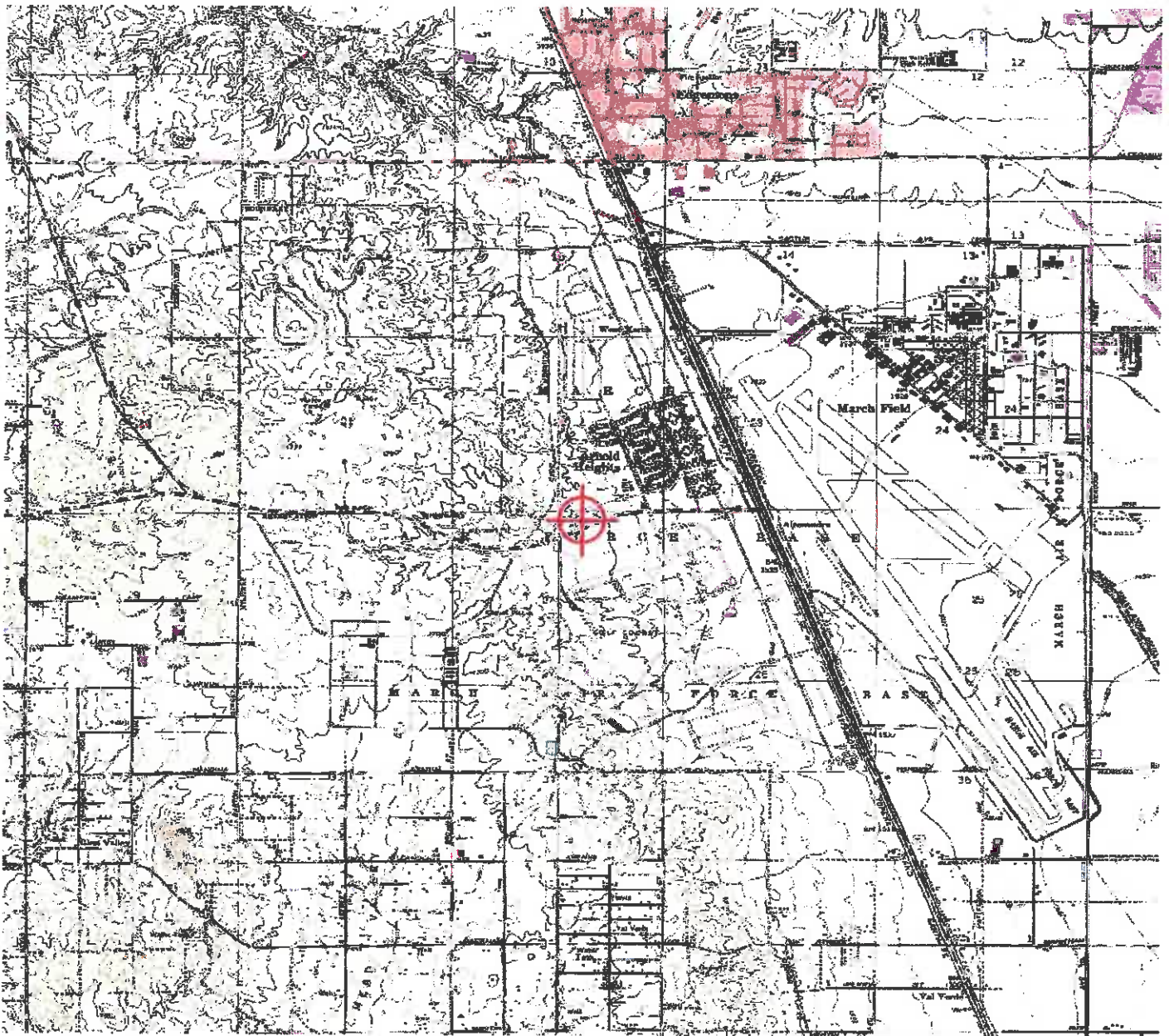
Signature Control No: 410821960-412808915

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-8325-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-8326-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, 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 Bldg 2
Location:	Riverside, CA
Latitude:	33-53-13.56N NAD 83
Longitude:	117-17-05.35W
Heights:	1593 feet site elevation (SE) 31 feet above ground level (AGL) 1624 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 01/29/2021 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 (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8326-OE.

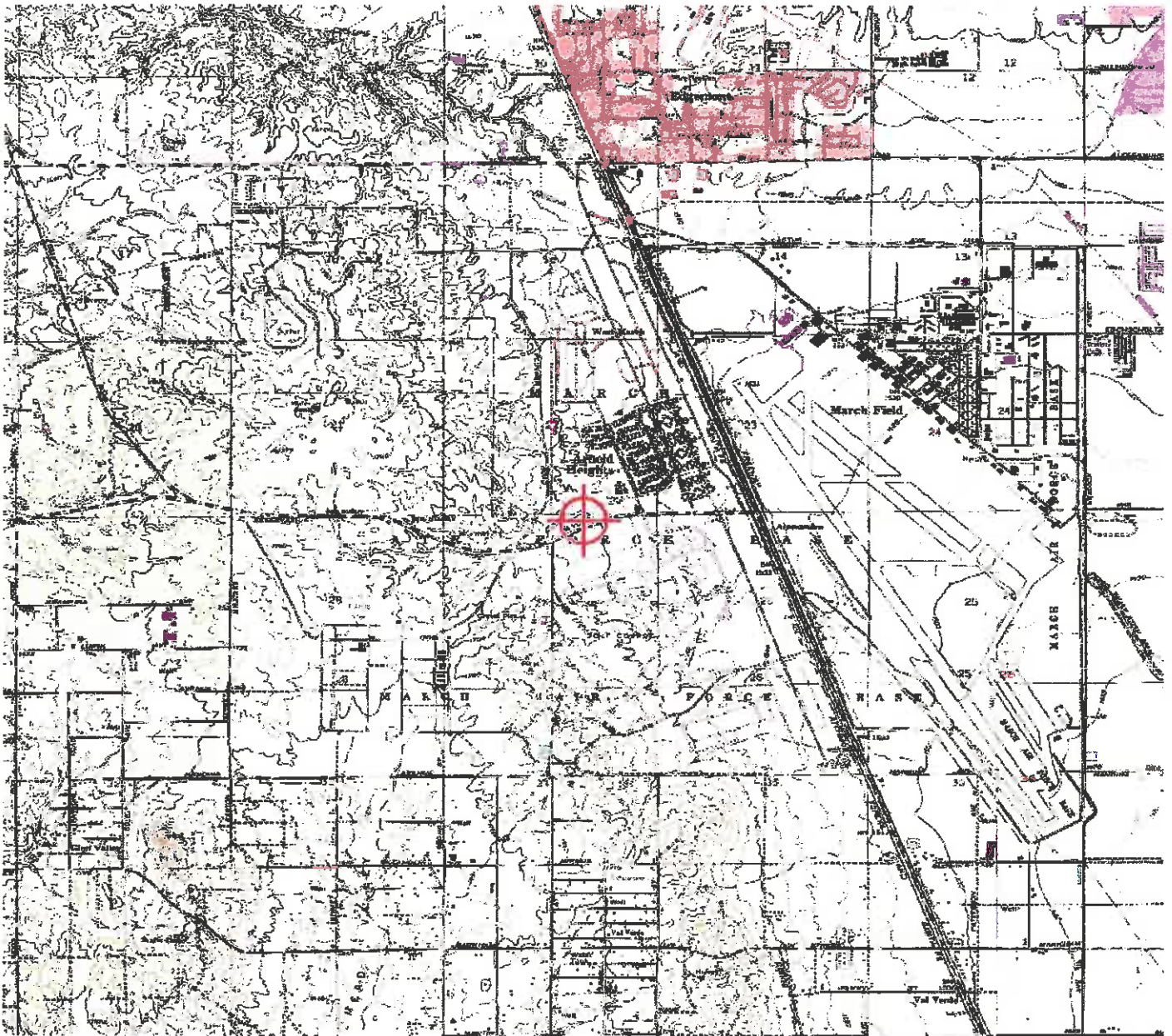
Signature Control No: 410821961-412808913

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-8326-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-8327-OE

Issued Date: 07/29/2019

Moshe Silagi
 MS Prime Six, 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 Bldg 3
 Location: Riverside, CA
 Latitude: 33-53-14.85N NAD 83
 Longitude: 117-17-02.26W
 Heights: 1591 feet site elevation (SE)
 33 feet above ground level (AGL)
 1624 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 01/29/2021 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.
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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-8327-OE.

Signature Control No: 410821962-412808912

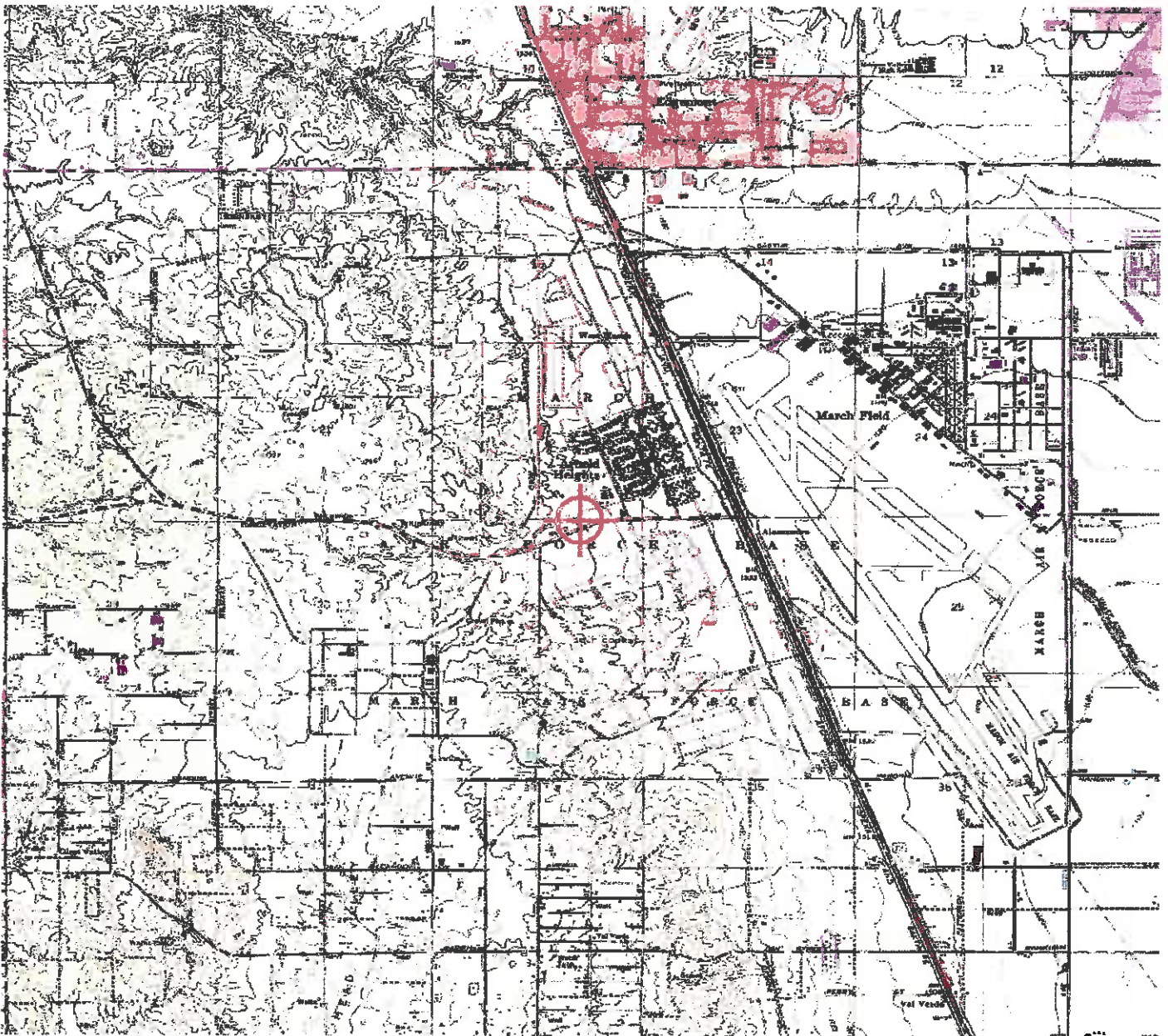
(DNE)

Karen McDonald
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2019-AWP-8327-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-8328-OE

Issued Date: 07/29/2019

Moshe Silagi
 MS Prime Six, 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 Bldg 4
 Location: Riverside, CA
 Latitude: 33-53-16.94N NAD 83
 Longitude: 117-17-03.26W
 Heights: 1590 feet site elevation (SE)
 33 feet above ground level (AGL)
 1623 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 01/29/2021 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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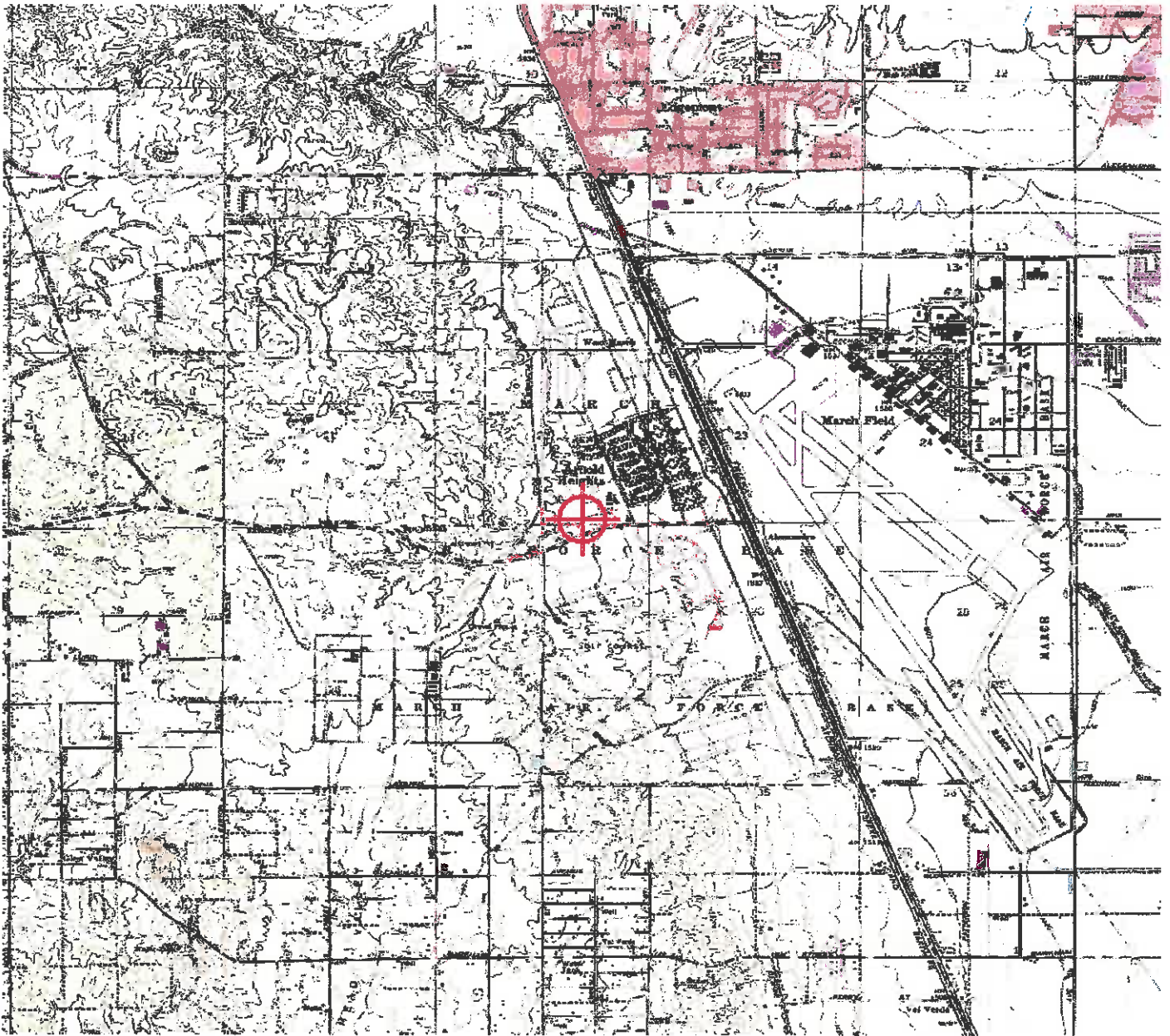
Signature Control No: 410821963-412808914

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-8328-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-8329-OE

Issued Date: 07/29/2019

Moshe Silagi
 MS Prime Six, 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 Bldg 5
 Location: Riverside, CA
 Latitude: 33-53-15.99N NAD 83
 Longitude: 117-17-06.09W
 Heights: 1591 feet site elevation (SE)
 31 feet above ground level (AGL)
 1622 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.

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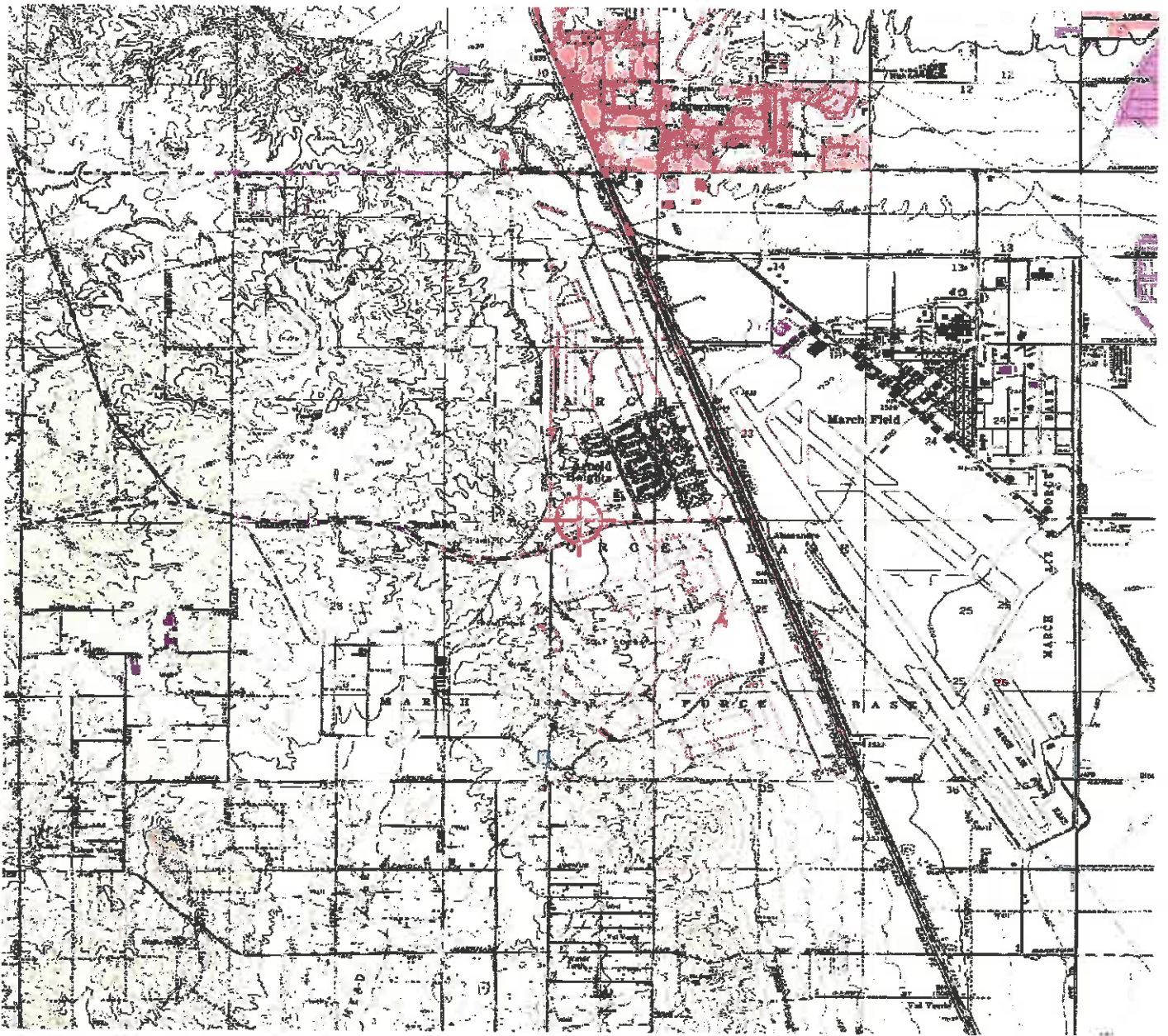
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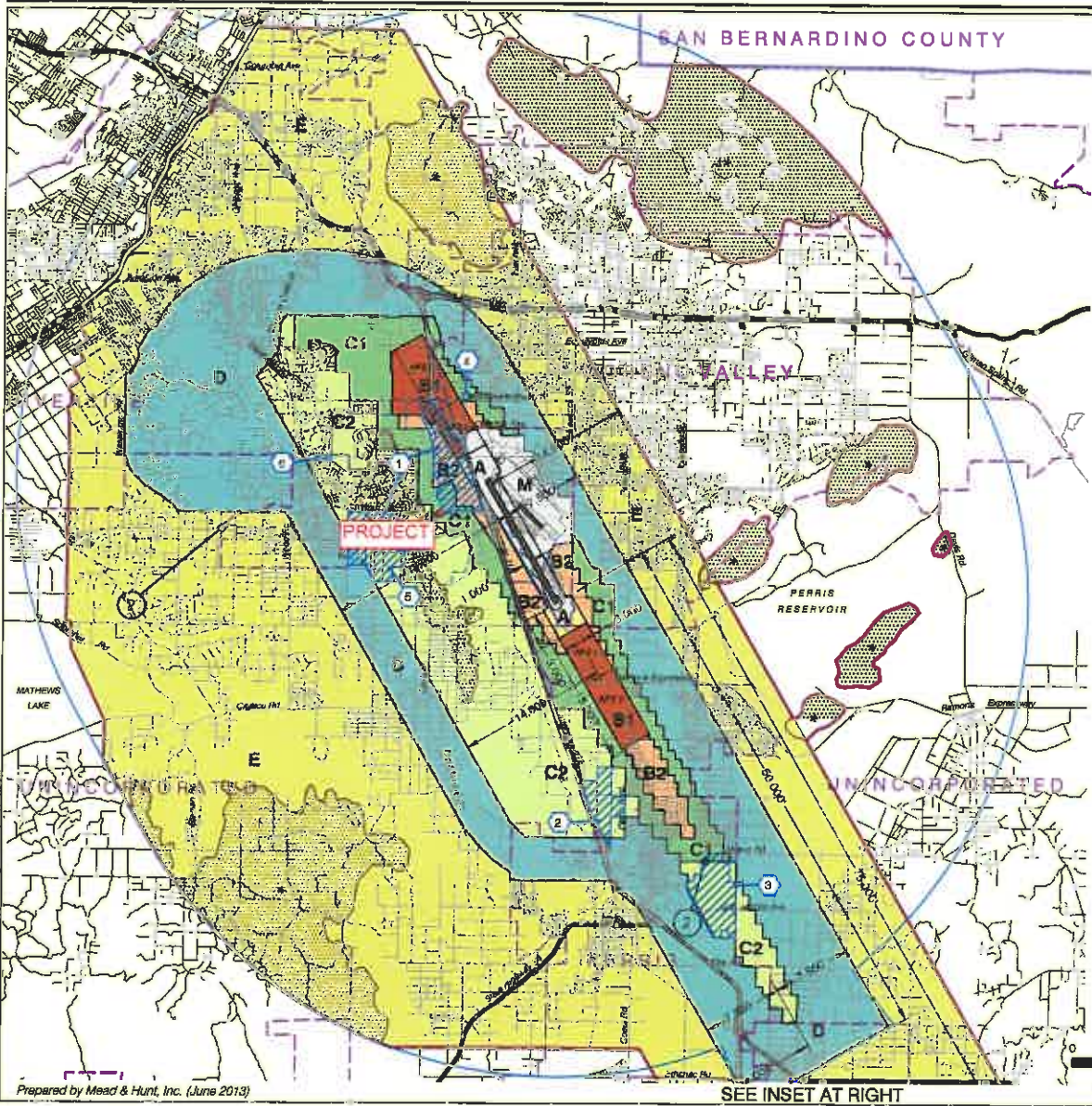
(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-8329-OE





LEGEND

Compatibility Zones

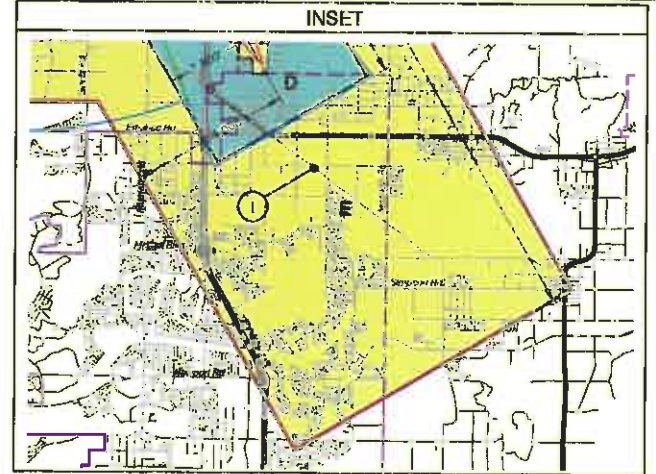
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 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.



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



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

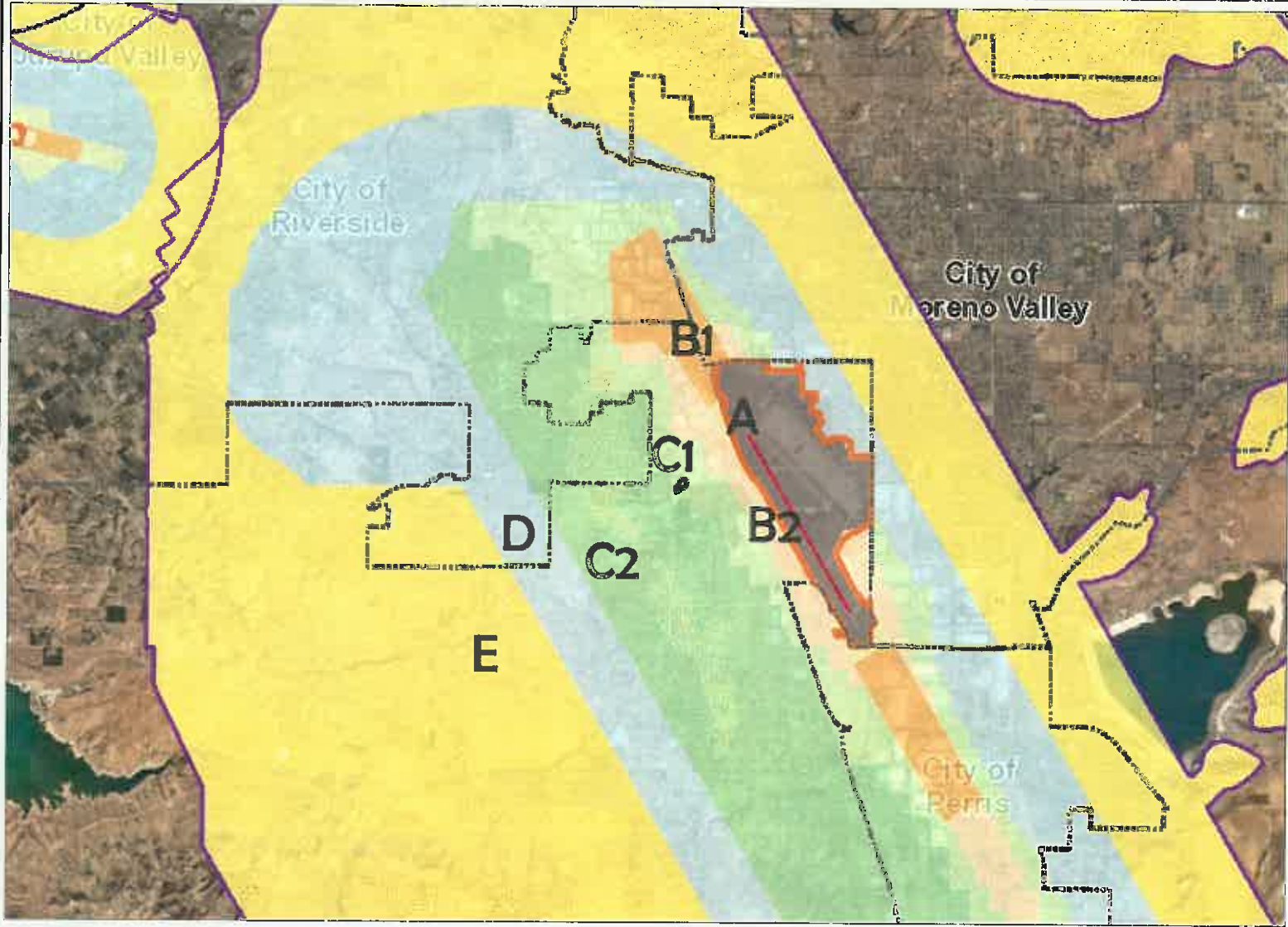
Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

Map My County Map



Legend

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

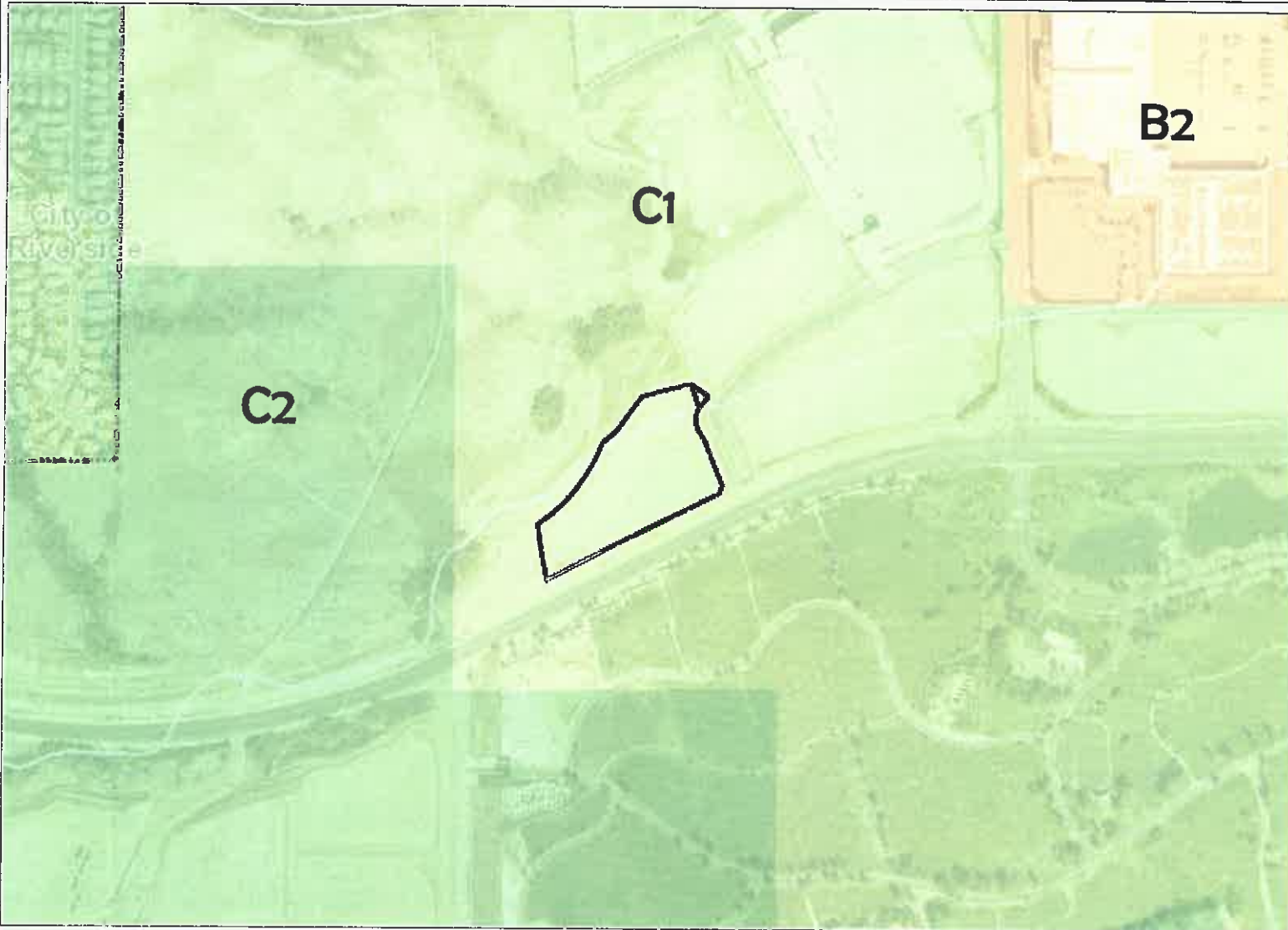



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IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the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

Notes

Map My County Map



Legend

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



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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

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

MS PRIME SIX

RIVERSIDE, CALIFORNIA

MERIDIAN SP-5 FSEIR

- C-9
AIR QUALITY
PRIOR TO PLAT PLAN APPROVAL, PLEASE DETAIL IN SITE PLAN NOTES THAT EMPLOYERS SHALL IMPLEMENT COMPRESSED WORKER SCHEDULE WHEN FEASIBLE.
- H-7
UTILITIES AND SERVICES SYSTEMS
PLEASE DETAIL ON LANDSCAPE PLANS THAT THE PROJECT WILL PROVIDE A HIGH-PRESSURE WATER SYSTEM THAT WILL MEET TYPICAL PIPE STANDARDS FOR IRRIGATION WATER SYSTEMS.
- H-8
UTILITIES AND SERVICE SYSTEMS
PLEASE DETAIL ON CONCEPTUAL DESIGN PLANS COMPLIANCE WITH MITIGATION MEASURE H-8 IN THAT A FLOODPLAIN STANDARD OF 5.00 GAL/INCH PER MINUTE SHOULD BE USED FOR THE WATER DISTRIBUTION NETWORK.
- H-9
CLIMATE CHANGE AND GHGS
PLEASE PROVIDE A SITE PLAN NOTE THAT ON-SITE TRASH ENCLOSURE SHALL PROVIDE THE FOLLOWING GREEN WASTE ENCLOSURE DESIGN AND RECYCLABLE.
- IV. L-1-14
CLIMATE CHANGE AND GHGS
PRIOR TO PLAT PLAN APPROVAL, THE PROJECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT SHALL INSTALL ENERGY STAR LABELED ROOFING MATERIALS.
- IV. L-1-15
CLIMATE CHANGE AND GHGS
PRIOR TO PLAT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL ENCOURAGE THE USE OF MATERIALS THAT ARE RESOURCE EFFICIENT, RECYCLED, WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY WAY.
- IV. L-1-18
CLIMATE CHANGE AND GHGS
PRIOR TO PLAT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT THE INCREASE OF EXTERIOR WALL INSULATION WHEN TITLE 24 REQUIREMENT WILL BE ENCOURAGED, HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.
- IV. L-1-19
CLIMATE CHANGE AND GHGS
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.
- IV. L-1-20
CLIMATE CHANGE AND GHGS
PLEASE ENSURE THAT THE LANDSCAPE PLANS INCORPORATE THE FOLLOWING REQUIREMENT FOR ALL ON-SITE LANDSCAPE: "PARKING LOT AREAS WILL INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE PER EVERY FOURTEEN STALLS) FOR OFFICE USES AND 30% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS) FOR INDUSTRIAL AND BUSINESS PARK USES WITHIN 10 TO 15 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MATURE OVER A LONG TIME FRAME WITH LOWER WATER DEMAND. SHADE REQUIREMENTS WILL EXCLUDE TRUCK COURTS AND DRIVE ASLEYS."
- IV. L-1-24
CLIMATE CHANGE AND GHGS
PRIOR TO PLAT PLAN APPROVAL, PROMISE DETAILS THAT ELECTRICAL OUTLETS WILL BE INSTALLED AT ALL BUILDING EXTERIOR AREAS AS PER MITIGATION MEASURE IV. L-1-24.
- IV. L-1-25
CLIMATE CHANGE AND GHGS
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-REDUCING PROGRAMMABLE THERMOSTATS THAT AUTOMATICALLY ADJUST TEMPERATURE SETTINGS.
- IV. L-1-28
CLIMATE CHANGE AND GHGS
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 PROPOSED RESTROOM FACILITIES AS PER MITIGATION MEASURE IV. L-1-28.

MARCH JPA STANDARD SITE PLAN NOTES

- ALL NEW OR EXISTING UTILITY LINES LESS THAN 48 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.
- S.E.S. 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 S.E.S. PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VALVES. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VALVES.
- ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINOR BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" ABOVE ALL PORTIONS OF THE BUILDING. TO THE EXTENT PERMITTED BY LAW, BALLISTIC DENSE SHALL BE FULLY SCREENED BY A PARAPET WALL. OUTDOOR MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
- ALL BALLROOM PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE UNDERLAYER PREVENTER. ALL BALLROOM PREVENTERS LESS THAN 2" SHALL BE PLACED IN A TREE NEAR BYSET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
- SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 750-BATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF .3 DANGLE/FOOT AT THE PROPERTY LINE.
- ALL PREEXISTING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25' FOR PREEXISTING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATT AND SHALL BE FULLY CUT-OFF TYPE. HIGH PRESSURE SODIUM, FUTURE CONSTRUCTION PLANS SHALL INCLUDE A FORTH-BY-PORT LIGHTING ANALYSIS AND CATALOG CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.3 FOOT-CANDELA 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.
- FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SCREENS, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
- BUILDING DOWNSPUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED-USE DEVELOPMENTS, INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC ROAD-OR-WAY MAY INCORPORATE EXPOSED DOWNSPUTS.
- ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPERABLE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE ASLEYS. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 50% OPACITY.
- WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS POINTS SHALL INCLUDE SPECIAL FINISH TREATMENT SUCH AS INTERNAL COLORED STAINLESS STEEL, ROSSMARE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED AND/OR COLORED ASPHALT IS NOT PERMITTED.
- ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
- ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/ARMCB INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
 - ANY USE WHICH WOULD DIRECT A STRONG LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLOR ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENDED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED INVADATIONAL SCENE LIGHT OR VISUAL APPROACH SCENE INDICATOR.
 - ANY USE WHICH WOULD CAUSE SMOG/TO BE REFLECTED TOWARD AN AIRCRAFT ENDED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENDED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
 - ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.
 - ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.
- BUILDINGS WITHIN THE 5000' NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
- PRIOR TO THE ISSUANCE OF A CERTIFICATE 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 ALL VEHICLES FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRAVEL SCHEDULES AND CARPOOLING INFORMATION.
- PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 6'-SQ/FT 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 RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 APPROVAL. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7480-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FIED 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 TRAFFIC, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
- IF ARCHAEOLOGICAL OR PALAEONTOLOGICAL RESOURCES ARE IDENTIFIED 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 PALAEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.



HPA, Inc.
18651 Bardonia Street - Ste. #100
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92612
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101 HODENKAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL: (805) 494-1228



MS PRIME SIX

Riverside, CA



Client: SDH INC.
 Structural: -
 Mechanical: -
 Plumbing: -
 Electrical: -
 Landscape: HUNTER LANDSCAPE
 Fire Protection: -
 Civil Engineer: -



Title: COVER SHEET
 Project Number: 18489
 Drawn by: ML
 Date: 04/05/17
 Revisions:

 Sheet:

A0.1

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PROPERTY INFORMATION

Owner / Applicant
SL&A DEVELOPMENT
101 HODENKAMP ROAD
THOUSAND OAKS, CA 91320
TEL: 805-492-4912
CONTACT: MORGAN SL&A

Applicant Representative
HPA, INC.
18651 BARDONIA AVE. - SUITE 100
IRVINE, CA 92618
PHONE: (949) 863-2138
FAX: (949) 863-0801
CONTACT: MATHIEU LIT

Project Address
W/ OF VAN BUREN BLVD & ECONOMIC DR,
RIVERSIDE, CA 92505

Zoning
SP-5 (MARCH BUSINESS CENTER SPECIFIC PLAN)
OF - OFFICE

Assessors Parcel Number
294-050-197
294-050-282
294-050-289

Construction Type
CONCRETE TILT-UP BUILDING WAREHOUSE/OFFICE
BUILDING OCCUPANCY: S-1/B
CONSTRUCTION TYPE: U-B

Code Analysis
2018 CALIFORNIA BUILDING CODE
2018 CALIFORNIA PLUMBING CODE
2018 CALIFORNIA MECHANICAL CODE
2018 CALIFORNIA ELECTRICAL CODE
2018 CALIFORNIA FIRE CODE
2018 CALIFORNIA ENERGY CODE
2018 CALIFORNIA GREEN BUILDING STANDARDS

LEGAL DESCRIPTION

THAT CERTAIN REAL PROPERTY SITUATED IN AN UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 12 OF TRACT 30857-4, AS SHOWN BY MAP ON FILE IN BOOK 435, PAGES 9 THROUGH 14 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

CONSULTANTS

CIVIL
SDH ASSOCIATES
5325 CANYON CREST DR.
RIVERSIDE, CA 92507
PHONE: (951) 883-3881
CONTACT: STEVE SOMMERS

LANDSCAPE
HUNTER LANDSCAPE
711 E. FEE AVE. ST.
PLACENA, CA 92673
PHONE: (714) 966-7400
CONTACT: TOM HAYES

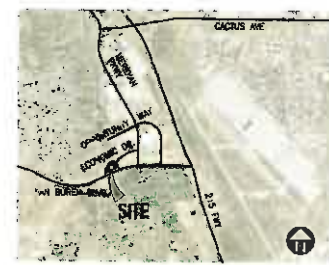
UTILITY INFO

WATER
WESTERN MUNICIPAL WATER DISTRICT
14025 MERIDIAN PKWY
RIVERSIDE, CA 92508
PHONE: (951) 671-7100
GAS
SOUTHERN CALIFORNIA GAS COMPANY
1801 E. FRANKLIN AVENUE
RIVERSIDE, CA 92573
PHONE: (951) 428-8401

TELEPHONE SERVICE
VERIZON COMMUNICATIONS
140 WEST ST.
NEW YORK 10007
PHONE: (800) 982-0004
ELECTRIC
SOUTHERN CALIFORNIA Edison
1801 E. FRANKLIN AVENUE
RIVERSIDE, CA 92570
PHONE: (951) 397-8233

SEWER
WESTERN MUNICIPAL WATER DISTRICT
14025 MERIDIAN PKWY
RIVERSIDE, CA 92508
PHONE: (951) 671-7100
FIRE PROTECTION
RIVERSIDE COUNTY FIRE DEPARTMENT
212 W. SAN JUANITO AVE.
PERRIS, CA 92570
PHONE: (951) 284-8900

VICINITY MAP

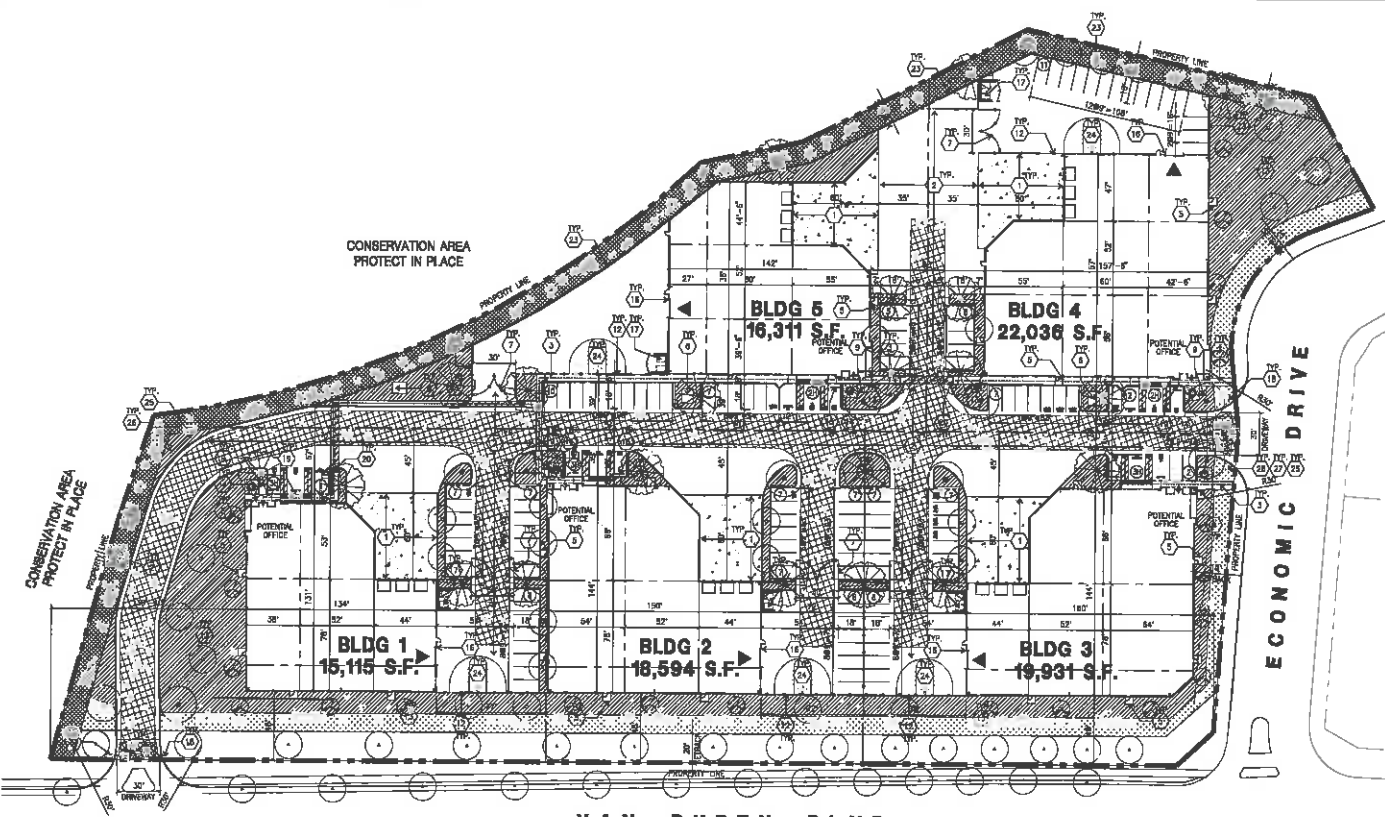


PROJECT DATA

ITEM	NO.	AREA	AREA	TOTAL	TOTAL						
MTL AREA	1	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	2	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	3	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	4	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	5	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	6	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	7	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	8	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	9	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	10	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	11	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	12	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	13	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	14	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	15	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	16	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	17	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	18	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	19	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	20	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	21	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	22	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	23	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	24	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	25	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	26	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	27	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	28	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	29	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	30	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	31	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	32	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	33	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	34	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	35	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	36	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	37	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	38	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Warehouse	39	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300
Office	40	12,700	11,951	94,014	117,200	1,300	1,300	1,300	1,300	1,300	1,300

SITE PLAN GENERAL NOTES

- THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE UNLESS NOTED.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SLOPES.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTORS TO REFER TO "C" DIMENSIONS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GENERAL AND STARTING LOCATIONS ONLY.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TYPICAL JOINTS AT 8' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' O.A. MIN. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" FINISH TO BE A MINIMUM BROOK FINISH UNLESS NOTED.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LINES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO COMMENCEMENT OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGN SHALL MEET CURRENT CITY STANDARDS AS LISTED IN ORDINANCES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
- LANDSCAPED AREAS SHALL BE DEMARCATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.



VAN BUREN BLVD.



SITE PLAN KEYNOTES

- HEAVY BROOM FINISH CONCRETE PAVEMENT.
- ASPHALT CONCRETE (AC) PAVING.
- CONCRETE SEALING, MITERED BROOM FINISH
- DRIVEWAY APPROXS TO BE CONSTRUCTED
- 8'-0"X8'-0"X4" THICK CONCRETE EXTERIOR LANDING PAD TOP AT ALL EXTERIOR WALKWAYS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY ENGINEER.
- APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH CITY ENGINEER.
- PROVIDE 8" HIGH METAL DATUMS W/ MOUNT-BON FOR FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- CONCRETE WAMP 1/4" X 1/2" HIGH CONCRETE WALL.
- EXTERIOR SINK W/ MOUNT TYPICAL.
- 12" HIGH 1X4-UP SCREEN WALL TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE.
- INTERIOR CONCRETE STAIR.
- 8" H METAL FENCE
- LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
- EMPLOYEE BREAK AREA.
- PRE-CAST CONCRETE WHEEL STOP.
- CONCRETE FILLED GUARD POST 6" DIA. UNL.D. 42" H.
- TRASH ENCLOSURE 1/2" 8" HIGH WALLS PER CITY STANDARD.
- ACCESSIBLE ENTRY SIGN.
- ACCESSIBLE PARKING STALL SIGN.
- TRUNCATED CURB.
- APPROXIMATE LOCATION OF FIRE HYDRANT.
- PEDESTRIAN-SCALE LIGHTING WILL BE PROVIDED WITHIN THE PUBLIC WAY SEPARATELY FROM VAN BUREN.
- 12' H SCREEN WALL.
- AMENITY BASKETBALL COURT.
- TRUCK ROUTE SIGN. SEE DETAIL B.
- NO TRUCK ACCESS SIGN.
- STOP SIGN.
- TRUCKS NO RIGHT TURN SIGN.

SITE LEGEND

- CONCRETE PAVING (SEE "C" DRAWING FOR THICKNESS)
- STANDARD PARKING STALL (9' X 18')
- LANDSCAPED AREA
- 24" HIGH FIRELINE
- METAL FENCE
- METAL SCREEN FENCE
- HANDICAP PARKING STALL (12' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL
- GRADE LEVEL DOOR
- NOTE: ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER REVERSE SIDE SUBMITTAL REQUIREMENTS.
- FOR MASTER DEVELOPER CHAINLINK FENCE WILL BE PROVIDED PRIOR TO THE ROUGH GRADING STAGE PER COMPENSATORY MITIGATION AND MONITORING PLAN.
- PEDESTRIAN CIRCULATION LIGHTING WILL BE PROVIDED FROM PARKING AREAS / PEDESTRIAN PATHS TO BUILDING ENTRANCES PER SECTION 7.5.1 OF MBCDC.
- ALL ENTRY AREAS ARE TO BE LIT PROVIDING AN INVITING CLER FROM INTERIOR PER SECTION 7.6.2 OF MBCDC
- PROJECT TO PROVIDE CONSISTENT THEMATIC LIGHTING, SUBJECT TO REVIEW AND APPROVAL BY MARCH JPA SHALL BE PROVIDED WITHIN LOTS FRONTING VAN BUREN BULEVARD AS PER PAGE 11-19



DESIGNATED TRUCK ROUTES

ONE OF ALTERNATED AND VAN BUREN WEST AND BUREN PARKWAYS IS PROHIBITED (BACKUP/ALTERNATE)

2'-0" X 3'-0" X 3'-0" ALUM. PANELS LAMINATED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC. PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING. PANELS TO COME W/ A 2-3/8" GALVANIZED POST & MOUNTING HARDWARE

TRUCK ROUTE SIGN
SCALE: NOT TO SCALE



HPA, Inc.
18831 barden avenue, ste. #100
Trinity, ca 92512
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hpaarch.com



101 HODENKAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL: (805) 494-1228



Riverside, CA



- City: SDH INC.
Structural: -
Mechanical: -
Plumbing: -
Electrical: -
Landscape: HUNTER LANDSCAPE
Fire Protection: -
S+H Engineer: -

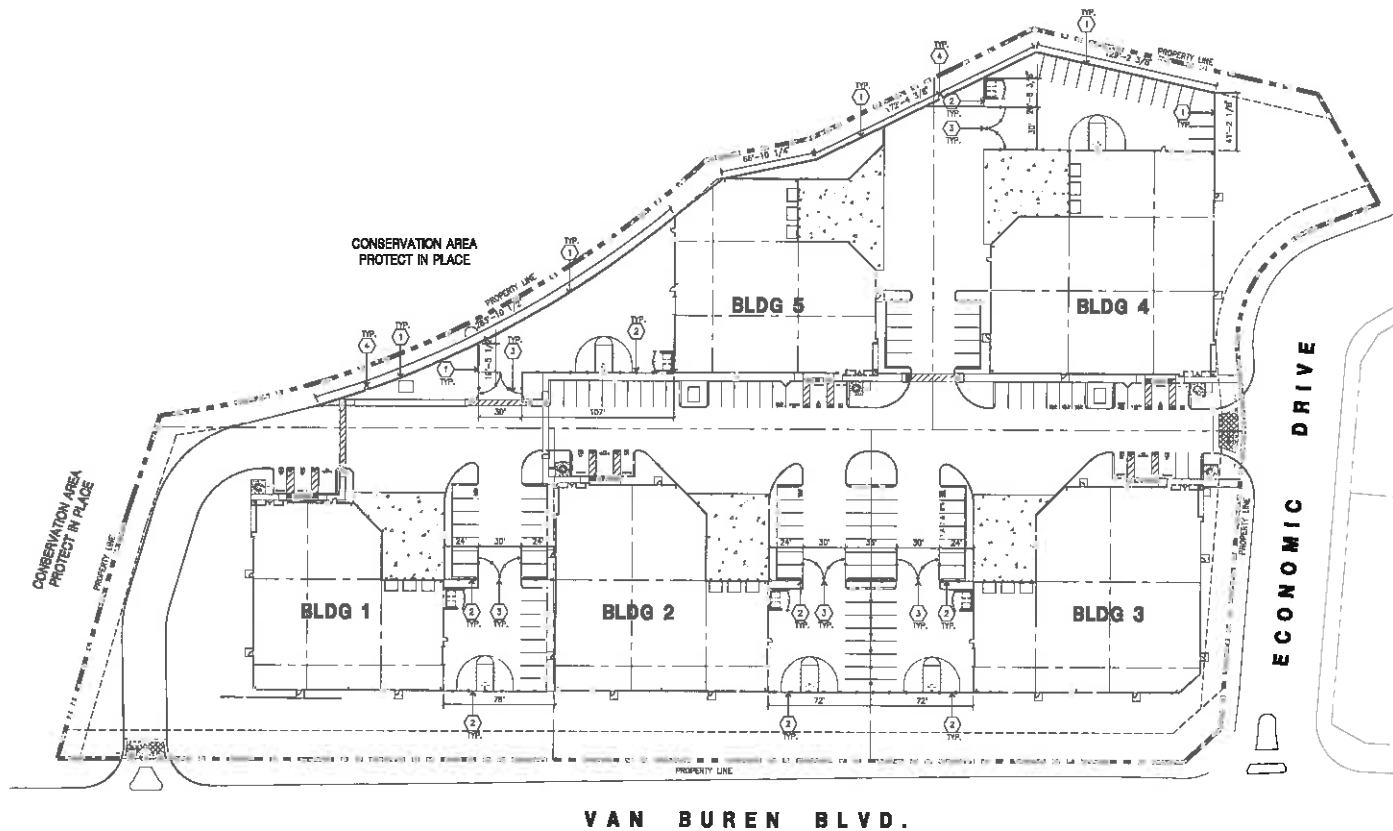
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Project Number: 16489
Drawn by: ML
Date: 04/08/17

Revisions:

Sheet: **A1.1**

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VAN BUREN BLVD.

MASTER SITE PLAN
 SCALE: 1" = 40'-0"
 0 40' 80' 120' THIS WIDTH

KEYNOTES

- ① 12" HIGH SCREEN WALL
- ② 4" HIGH METAL FENCE
- ③ 8" HIGH METAL SPRING GATE
- ④ ACCESS GATE FOR LMD



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 18831 barden avenue - ste. #100
 Irvine, ca
 92612
 tel: 949-863-1170
 fax: 949-863-0851
 email: hpa@hpaarch.com

Owner:



101 HOODCAMP ROAD, STE 200
 THOUSAND OAKS, CA 91320
 TEL: (805) 484-1228

Project:

MS PRIME SIX

Riverside, CA

Consultants:

Cost:	SCH INC.
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscaper:	HUNTER LANDSCAPE
Fire Protection:	-
Soils Engineer:	-

Title: Master Site Plan

Project Number: 16488

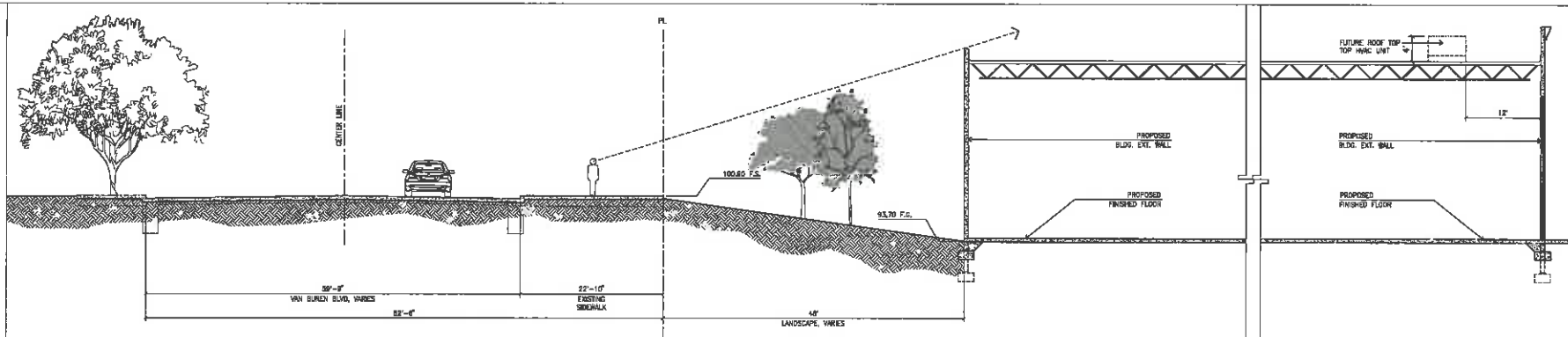
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Date: 04/05/17

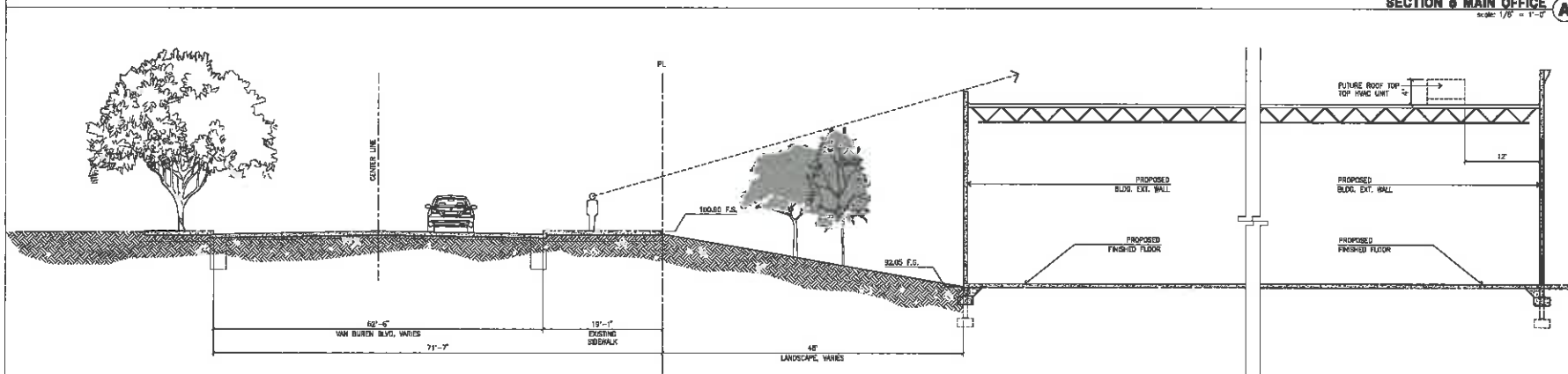
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Sheet:

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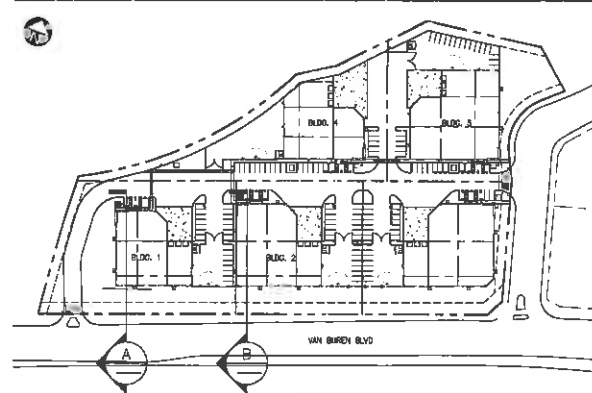


SECTION A MAIN OFFICE
scale: 1/8" = 1'-0"



SECTION B MAIN OFFICE
scale: 1/8" = 1'-0"

KEYMAP



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hpa, inc.
18831 bardern avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0551
email: hpa@hpa.com

Owner:



101 HOEDENCAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL: (805) 494-1228

Project:

MS PRIME SIX

Riverside, CA

Consultants:

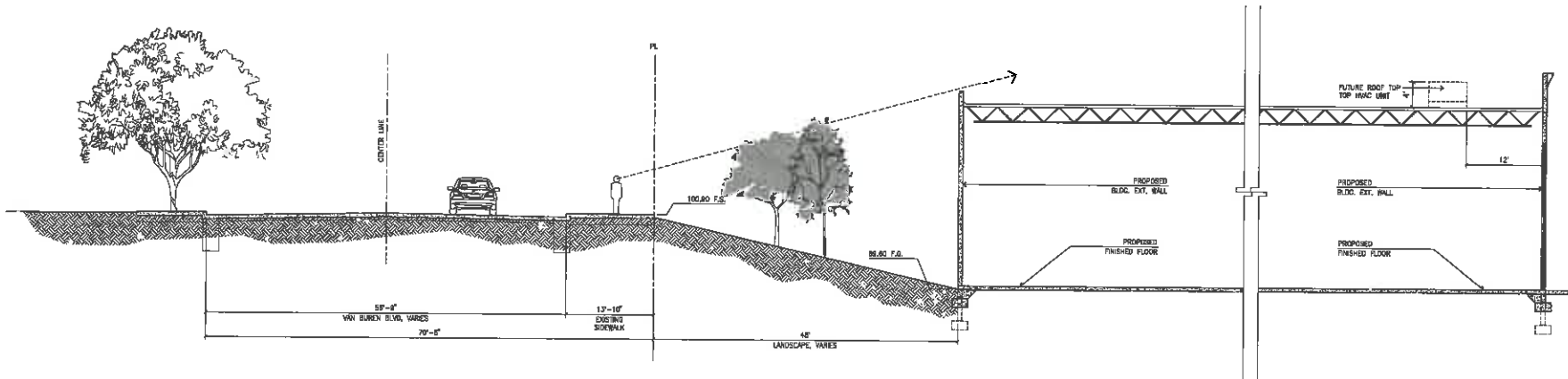
CIVIL:	SDH INC.
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Fire Protection:	-
Site Engineer:	-

Title: Site Section

Project Number: 18489
Drawn by: ML
Date: 04/05/17
Revision:

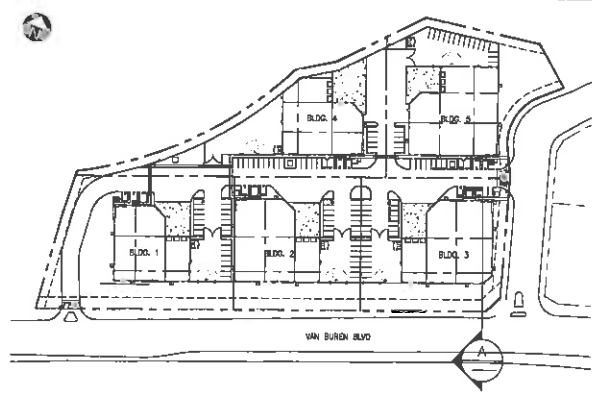
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SECTION @ MAIN OFFICE
SCALE: 1/8" = 1'-0"

KEYMAP



hpa, inc.
 18851 berkley avenue, ste. #100
 irvine, ca
 92612
 tel: 949-863-1770
 fax: 949-863-0861
 email: hpa@hpaarch.com

Owner:



101 HODENSCAMP ROAD, STE 200
 THOUSAND OAKS, CA 91320
 TEL: (805) 484-1226

Project:

MS PRIME SIX

Riverside, CA

Consultants:

Client:	SDH INC.
Architect:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
File Protection:	-
Soils Engineer:	-

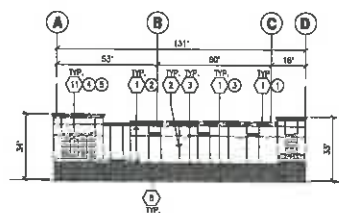
Title: Site Section

Project Number: 18488
 Drawn by: ML
 Date: 04/05/17
 Revision:

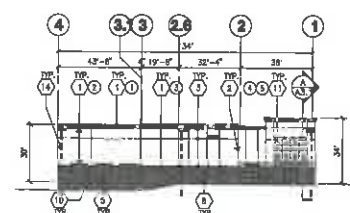
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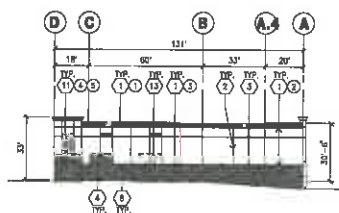
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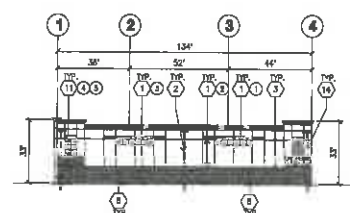
WEST ELEVATION
SCALE: 1"=3'-0"



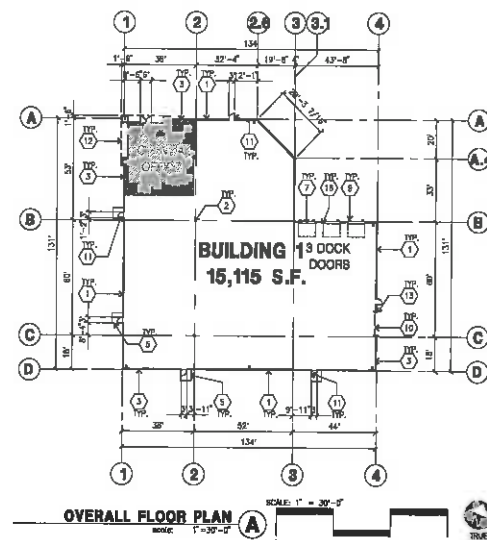
NORTH ELEVATION
SCALE: 1"=3'-0"



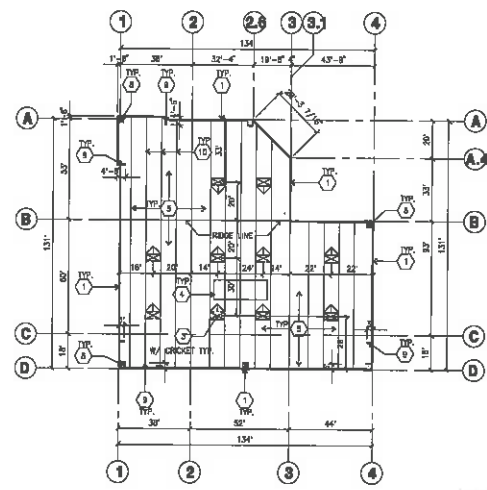
EAST ELEVATION
SCALE: 1"=3'-0"



SOUTH ELEVATION
SCALE: 1"=3'-0"



OVERALL FLOOR PLAN
SCALE: 1"=30'-0"



OVERALL ROOF PLAN
SCALE: 1"=30'-0"

FLOOR PLAN KEYNOTES

- CONCRETE TILT-UP PANEL.
- STRUCTURAL STEEL COLUMN.
- TYPICAL STAIRWELL SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- CONCRETE BUMP UP WITH CONCRETE TILT-UP BOARD WALL OR BUILDING WALL ON BOTH SIDE OF BUMP.
- 7'-0" X 4'-0" CONCRETE EXTERIOR LANDING PAD TOP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
- EXTERIOR CONCRETE STAIR 1/4" HIGH CONC TILT-UP GUARD RAIL OR BUILDING WALL ON BOTH SIDE OF STAIR.
- 7' X 10' TRUCK DOOR, SECTIONAL O.V.L. STANDARD GRADE.
- 4' X 8' LOUVERED OPENING FOR VENTILATION.
- DOOR DOOR BUMPER TYPICAL.
- 12' X 14' DRIVE WHEEL, SECTIONAL O.V.L. STANDARD GRADE.
- 7' X 7' HOLLOW METAL EXTERIOR MAIN DOOR.
- SOFFIT LINE ABOVE.
- CONC. FILLED GUARD POST. 6" DIA. U.L.C.O. 424.
- METAL CANOPY ABOVE.
- PRE-CAST CONCRETE WHEEL STOP.
- 2 CURB.
- APPROXIMATE LOCATION OF ELECTRICAL ROOM.

FLOOR PLAN GENERAL NOTES

- A.TYP. BUILDING IS DESIGNED FOR HIGH FILE STORAGE WITH FIRE ACCESS MAIN DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- THE BUILDING FLOOR SLAB IS SUPPOSED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF EDGES.
- WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE PAINTED WHITE. ALL CONCRETE WALLS IN MANUFACTURE TO RECEIVE 1 COAT OF WHITE TO COVER.
- SLOPE FOUR INCHES PER FOOT TO EXTERIOR AT ALL EXTERIOR ENDS.
- D.I.M. DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL. WALL-GROUND OR FACE OF STUD U.L.C.O.
- SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- FOR DOOR TYPES AND SIZES SEE DETAIL SHEET 404. NOTES ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAPPERED INCLUDING CARS AND TRUCKS.
- ALL EXIT MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE (S).
- HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- FOR EACH EXTERIOR DOOR SHALL BE IDENTIFIED BY A TACTILE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 80" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- NON-ACCESSIBLE DOOR. PROVIDE READING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 113328.1.1.1.
- ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM SLAB & POUR STRIPS REQ.

FLOOR SLAB & POUR STRIPS REQ.

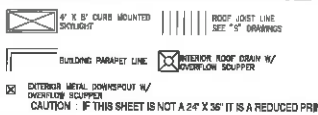
THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "F" DWGS FOR ADDITIONAL REQUIREMENTS

- FLOOR COMPACTION - SITE
- TRENCH COMPACTION - SITE
- BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
- CONTRACTOR TO BUILD FOR CLASS 1 FLOOR PER A.C.I. 302-R-98
- CONCRETE SLAB TO HANG STEEL ROD THROUGH BUSHINGS FINISH
- CONTRACTOR TO CURE SLAB TO BE WET CURING USING SURFACE FOR 7 DAYS MIN.
- ALL EQUIPMENT & MOVING VEHICLES SHALL BE DAPPERED.
- NO BROWN, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
- SLAB TO BE FRESH PLAS MEASURED WITHIN 24 HOURS.
- NO TILT UP IN THE CONCRETE.
- WHERE INDICATED, PROVIDE VAPOR BARRIER (15ML STEED OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAFO PER S.A.S. ENGINEER OR MANUFACTURERS RECOMMENDATION.
- CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND OVER VOLUME ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLINE, CURING COMPOUND, OR RELEASE AGENTS.
- CONTRACTOR/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH M-80 JOINT FILLER IN FUTURE OFFICE AREAS.
- SEAL CONCRETE SLAB W/ UROTHOLIN SEALER

ROOF PLAN KEYNOTES

- CONCRETE PARAPET. SEE "F" DRAWINGS FOR THICKNESS.
- A/C UNIT. PROVIDE SUPPORT & ROOF AS REQUIRED.
- 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE WATCH.
- ROOF ADDRESS PAINTED BLACK 4" HIGH 1/4" 1" WIDE STROKE PER LETTER.
- PROVIDE 4'-0" TILT UP DOORS OVER ROOF OVERHANG OVER ROOF FRAMING. M.I.D. ROOFING TO BE NO-24 CAP ROOFING BY JOBS-MANVILLE OR EQUAL (CLASS A PREFERRED). 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LEASE GUARANTEE.
- APPROXIMATE LOCATION OF EXHAUST FAN.
- APPROXIMATE LOCATION OF ROOF HATCH.
- INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
- PARAPET RETURN.
- STRUCTURE JOINT.
- EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
- INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.

ROOF LEGEND



ELEVATION KEYNOTES

- CONCRETE TILT-UP PANEL.
- PANEL JOINT.
- PANEL REveal. ALL REVEALS TO USE A MAX. OF 3/16" CHAMFER.
- REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR.
- 1/2" OVERHANG DOOR TO DRIVE TRAIL. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 1/2" X 10" OVERHANG DOOR TO DRIVE TRAIL. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- CONCRETE STAIR LANDING AND OVERHANG BY METAL PIPE HANDRAIL. PROVIDE FINISH HANDRAILING TO MEET ADA REQUIREMENTS. PROVIDE CONTINUOUS COLLECTOR 2" SIDE HANDRAILING STRIPS INTERNAL TO CONCRETE AT TOP LANDING AND BOTTOM RISE AND RECOMMENDATIONS.
- 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
- HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
- EXTERIOR DOWN SPOUTS 1/2" OVERFLOW SCUPPERS.
- DOOR DOOR BUMPER TYPICAL.
- ALUMINUM STRENGTHEN FRAMING WITH TEMPERED GLAZING AT ALL DOORS. SUBMITLER ADJACENT TO DOORS AND GLAZING WITH BOTTONS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- KNOCK OUT PANEL.
- INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
- CONC. FILLED GUARD POST. 6" DIA. U.L.C.O. 424.

ELEVATION GENERAL NOTES

- ALL PAINT COLOR CHANGES TO OCCUR AT BASIC CORNERS UNLESS NOTED OTHERWISE.
- ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- T.O.P. - FIN. - TOP OF PARAPET ELEVATION.
- F.F. - FINISH FLOOR ELEVATION.
- STRENGTHEN CONSTRUCTION CLASS. METAL ATTACHMENTS AND LATHES SHALL BE DESIGNED TO RESIST - MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- CONTRACTOR SHALL FULLY PAINT ONLY CONCRETE PANEL. SELECT COLORED, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL Joints.
- THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

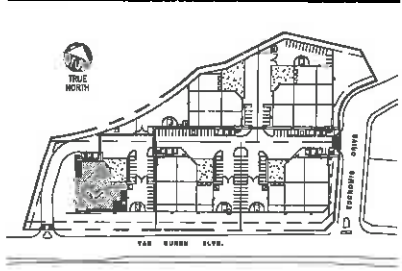
ELEVATION COLOR LEGEND/SCHED.

- PAINT, COLOR: SHERWIN PURPLE WHITE
- PAINT, COLOR: SHERWIN GRAY GREEN
- PAINT, COLOR: SHERWIN NETWORK GRAY
- MALLIONS COLOR: CLEAN ANODIZED
- GLAZING COLOR: BLUE REFLECTIVE

GLAZING LEGEND

- INSULATED VISION GLASS
- SPANDREL GLASS
- DOUBLE LIFE
- DOUBLE GLASS
- INSULATED VISION GLASS
- 1/2" VETROGLASS PATTERN + 1/4" SOLARSHIELD GLASS
- 1/2" VETROGLASS PATTERN + 1/4" SOLARSHIELD GLASS + 1/4" LITE
- 1/2" VETROGLASS PATTERN + 1/4" SOLARSHIELD GLASS + 1/4" LITE
- 1/2" VETROGLASS PATTERN WITH VARIOUS BLUE TINTS ON INSULATED INSTALLATION ON CONCRETE.
- VISION GLASS
- 1/2" VETROGLASS PATTERN
- MALLIONS: ANODIZED CLEAR
- MAXIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 30%

KEYMAP



ROOF PLAN GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GROUND, OR FACE OF STEEL BEAM(S).
- VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FL) PRIOR TO ROOF INSULATION INSTALLATION.
- REFER TO "F" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
- CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
- FOR TYP. ROOF PENETRATIONS, SEE DETAIL & 9, 10/23. CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
- CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "F" DRAWINGS.
- CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
- ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRUCTURE FRAMES, SUPPORTS AND DOMES. MANUFACTURE TO COMPLY W/ WINDTIGHT.
- ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 8" DIA. SEE "F" DRAWINGS FOR EXACT SIZE.
- PROVIDE SLOPED CONCRETE AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN).
- BUILT UP ROOFING TO BE INCREASED FOR 100 AND TO BE A FULL CLASS A ROOF. FLASHING: 90° TYPE SHS MAPPED AP SHEET, U.L. TYPE 63 SLAB.
- ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PRODUCTS LITERATURE AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
- ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-0" FROM INSIDE FACE OF PARAPET.
- USE WHITE SERVIC FOL INSULATION IN THE WAREHOUSE AREA.
- SMOKE VENTS SHALL BE REQUIRED IN AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH FILE OVER-STOCK STORAGE.
- ROOF DRAINS, OVERFLOW DRAINS AND DOWNSPOUTS FINISH WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
- ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
- MANUFACTURED ROOF DRAINS AND OVERFLOW(FEATURES) SHALL BE WIND UPLIFT LISTED.

HIPAC
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Project:

MS PRIME SIX

Riverdale, CA

Consultants:

SDH INC.

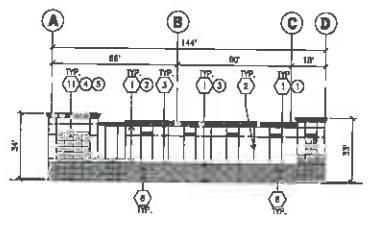
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Mechanical: -
Plumbing: -
Electrical: -
Landscape: HUNTER LANDSCAPE
Fire Protection: -
Soil Engineer: -

Title: Floor Plan & Elevation

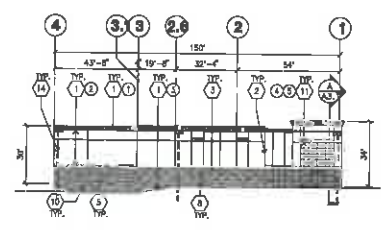
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Drawn by: ML
Date: 04/05/17
Revision:

Sheet: **A2.1**

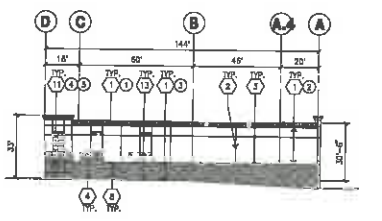
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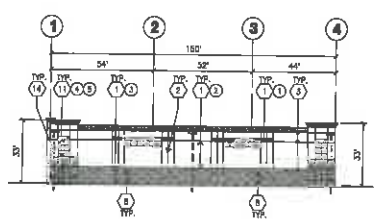
WEST ELEVATION
SCALE: 1/32"=1'-0"



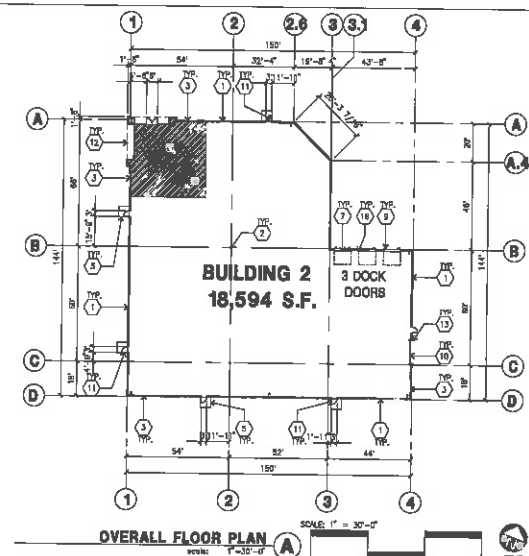
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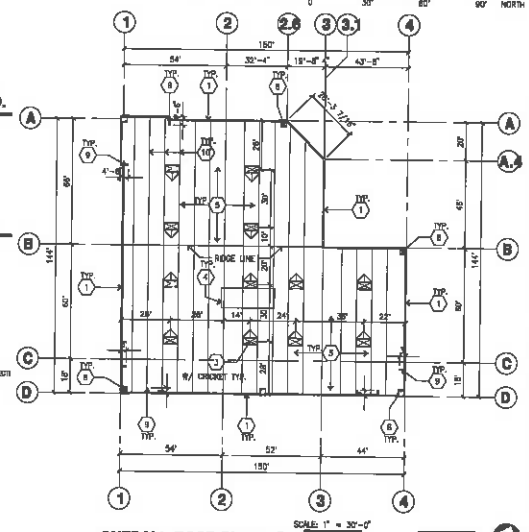
EAST ELEVATION
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SOUTH ELEVATION
SCALE: 1/32"=1'-0"



OVERALL FLOOR PLAN
SCALE: 1/32"=1'-0"



OVERALL ROOF PLAN
SCALE: 1/32"=1'-0"

FLOOR PLAN KEYNOTES

- CONCRETE TILT-UP PANEL.
- STRUCTURAL STEEL COLUMN.
- TYPICAL STRENGTHENING SYSTEM WITH BRACING, SEE OFFICE BLOW-UP AND BRACING FOR SIZE CODES AND LOCATIONS.
- CONCRETE RAMP 1/2" AFTERS CONCR TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES TO PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 8" x 10" OVERHEAD DOOR w/ DRIVE WIND, PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- CONCRETE STAIR LANDING AND QUARTER w/ METAL PIPE HANDRAIL, PROVIDE NON-SLIP HOODING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE MARKING STRIPS INTERNAL TO CONCRETE AT TOP LANDING AND METAL TREAD FOR ADA REQUIREMENTS.
- 4" x 8" METAL LAMINATE OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
- INTERIOR DOWN SPOUTS w/ 2 OVERFLOW SCUPPERS.
- DOCK DOOR BUMPER TYPICAL.
- ALUMINUM STRENGTHENING SYSTEM WITH TENUERED GLAZING AT ALL DOORS. SIZES ADJACENT TO DOORS AND GLAZING WITH BUTTIGAS LESS THAN 10" ADDING FINISH FLOOR ELEVATION.
- METAL CANOPY.
- KNOCK OUT PANEL.
- INTERIOR ROOF DRAIN w/ 2 OVERFLOW SCUPPERS.
- CONC. FILLED GUARD POST. 8" DIA. U.L.C.O. 4274.

FLOOR PLAN GENERAL NOTES

- THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE RATED SEAM DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY TRACKING/ELEVATOR SYSTEMS.
- FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR FIRE DRUMS.
- WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CYP. BD. WALLS IN WAREHOUSE TO BE PAINTED OR WHITE TO COLOR.
- FLOOR POUR STOP 1/2" TO EXTERIOR AT ALL MANHOOD DOTS. CALL DIMENSIONS AND TO THE FACE OF CONCRETE PANEL WALL. OUTLINE ON FACE OF STND U.L.C.O.
- SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- FOR CURB FINISH AND SIZES SEE DETAIL SHEET A2.4. NOTES ALL DOORS PER DOOR SCHEDULE AND FINISH OPENINGS.
- CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE CARRIED INCLUDING CHAINS AND TRUCKS. K.O. ALL EXIT MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HANDBY 101.
- HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- MAIN ENTRANCE SIGNAGE SHALL BE IDENTIFIED BY A TACTILE SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SIGN SIGNAGE SHALL BE 80" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- NON-ACCESSIBLE DOOR. PROVIDE MARKING SIGN LOCATED IN THE INTERIOR SEE PER CODE 11.3.3.3.1.1.1.
- ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED.

FLOOR SLAB & POUR STRIPS REQ.

1. FLOOR COMPACTION - SEE
2. TRENCH COMPACTION - SEE
3. BUILDING FLOOR SLAB - SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO BRUSH FLOOR CLASS 1/2 FLOOR PER A.C.I. 302-R-95
5. CONCRETE SLAB TO HAVE STEEL PLANT HANG THROUGH BURNISHED FINISH.
6. CONTRACTOR TO CURB SLAB TO BE SET USING BUILDING FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE BANNED.
8. NO CHAINS, CONCRETE TRUCKS, OR ANYTHING HEAVY WILL BE PLACED ON SLAB TO BE SET FOR 24 HOURS.
9. SLAB TO BE SET TO FINISH FLOOR MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE.
11. INDICATED PROMOT VAPOR BARRIER (E.M.I. STEED OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND FOR SAND DRAINER ON MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND OVER MOVEN ARE COMPARED, OR RELEASE AGENTS.

CONTRACTOR TO VERIFY ALL ROOF PENETRATIONS ARE IN PRODUCTION. CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH UN-AD JOINT FILLER IN FUTURE OFFICE AREAS.

100% CONCRETE SEAL w/ "PRODUCTY SEALER"

ROOF PLAN KEYNOTES

- CONCRETE PARAPET. SEE "C" DRAWINGS FOR THICKNESS.
- A/C UNIT. PROVIDE SUPPORT w/ ROOF AS REQUIRED.
- 4" x 8" CURB MOUNTED SKYLIGHT/SMOKE HATCH.
- ROOF ADDRESS PAINTED BLACK 4" HIGH w/ 1" WIDE STROKE PER LETTER.
- PREPARE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FINISH. U.L.C.O. ROOFING TO BE 10'-24" CAP ROOFING BY JOHNS-MANVILLE OR EQUAL (CLASS A RATED). TO HAVE NO DOLLAR LIFT WARRANTY AND 2 YEAR LABOR GUARANTEE.
- APPROXIMATE LOCATION OF EXHAUST FAN.
- APPROXIMATE LOCATION OF ROOF HANG.
- INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
- PARAPET RETURN.
- STRUCTURAL JOINT.
- EXTERIOR DOWNPOUT WITH OVERFLOW SCUPPERS.
- INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.

ROOF LEGEND



ELEVATION KEYNOTES

- CONCRETE TILT-UP PANEL.
- PANEL JOINT.
- PAINT: REVEAL ALL REVEALS TO HAVE A MAX. OF 3/16" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.L.C.O. 12" x 14" OVERHEAD DOOR w/ DRIVE WIND. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 8" x 10" OVERHEAD DOOR w/ DRIVE WIND. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- CONCRETE STAIR LANDING AND QUARTER w/ METAL PIPE HANDRAIL. PROVIDE NON-SLIP HOODING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE MARKING STRIPS INTERNAL TO CONCRETE AT TOP LANDING AND METAL TREAD FOR ADA REQUIREMENTS.
- 4" x 8" METAL LAMINATE OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
- EXTERIOR DOWN SPOUTS w/ 2 OVERFLOW SCUPPERS.
- DOCK DOOR BUMPER TYPICAL.
- ALUMINUM STRENGTHENING SYSTEM WITH TENUERED GLAZING AT ALL DOORS. SIZES ADJACENT TO DOORS AND GLAZING WITH BUTTIGAS LESS THAN 10" ADDING FINISH FLOOR ELEVATION.
- METAL CANOPY.
- KNOCK OUT PANEL.
- INTERIOR ROOF DRAIN w/ 2 OVERFLOW SCUPPERS.
- CONC. FILLED GUARD POST. 8" DIA. U.L.C.O. 4274.

ELEVATION GENERAL NOTES

- ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- T.O.P. FL. - TOP OF PARAPET ELEVATION.
- F.F. = FINISH FLOOR ELEVATION.
- STRENGTHENING CONSTRUCTION: CLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST - MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL w/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO STARTUP OF BUILDING.
- BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- FOR SPANGLER GLAZING, ALLOW SPACE BEHIND SPANGLER TO DRY.
- USE ADHESIVE BACK HOOD STRIPS FOR ALL REVEAL FORMS.
- THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

ELEVATION COLOR LEGEND/SCHED.

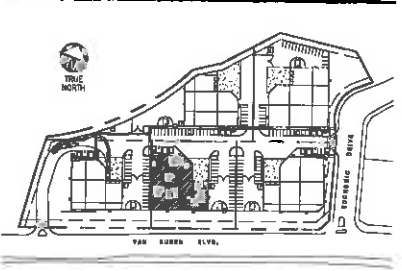
- PAINTE COLOR: S97005 PURE WHITE
- PAINTE COLOR: S97071 GRAY SCREEN
- PAINTE COLOR: S97075 NETWORK GRAY
- MULLIONS COLOR: CLEAR ANODIZED
- GLAZING COLOR: BLUE REFLECTIVE

GLAZING LEGEND

- INSULATED VISION GLASS
- SPANGLER GLASS WITH CONCRETE BONDING
- SHOULD LITE
- SHOULD LITE FROM GLAZING
- INSULATED VISION GLASS
- 1/2" WINDSTOP WINDOW + 1/2" SOLIDUM 80 CLEAR
- 1" INSULATED GLASS UNIT, 1/2" AIRSPACE AND 1/4" LITE
- MINIMUM VLT TO BE 64% PER 2015 IBC TABLE 14A3-3
- 60: SPANGLER WITH CONCRETE BONDING
- 1/2" WINDSTOP WINDOW WITH WINDOW BLUE SPECTRUM PAINTED ON REFLECTS
- V: VISION GLASS
- 1/2" WINDSTOP WINDOW
- MULLIONS: ANODIZED CLEAR
- MINIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 30%

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TRENCHED.

KEYMAP



ROOF PLAN GENERAL NOTES

- ALL OVERLAPS ARE TO FACE OF CONCRETE WALL, OR DRAIN, OR FACE OF SLAB (A.S.C.)
- VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION.
- REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
- CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF DRAINAGES.
- FOR R/F, ROOF PENETRATIONS, SEE DETAIL A, & 10.20.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
- CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION w/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
- ROOF DRAINAGE: PROVIDE SHARPENED CHUCKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN).
- BUILT UP ROOFING TO BE DESIGNED FOR 1 30 AND TO BE A U.L. CLASS A ROOF. FLASHINGS GAF TYPE SABS MAPPED AP SHEET, U.L. TYPE 83 BUR.
- ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROVIDE REQUIREMENTS ARE IN JUDICIAL JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
- ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA w/ STRONGER FRAMES, SUPPORTS AND DOMES, MANUFACTURED TO COMPLY IN WINDS.
- ROOF DRAINAGE: PROVIDE SHARPENED CHUCKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN).
- BUILT UP ROOFING TO BE DESIGNED FOR 1 30 AND TO BE A U.L. CLASS A ROOF. FLASHINGS GAF TYPE SABS MAPPED AP SHEET, U.L. TYPE 83 BUR.
- ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROVIDE REQUIREMENTS ARE IN JUDICIAL JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
- ALL SKYLIGHTS TO BE PLACED A MIN. OF 18" FROM INSIDE FACE OF PARAPET.
- USE WHITE SCUM FOL INSULATION IN THE WAREHOUSE AREA.
- SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
- ROOF DRAIN OVERFLOW DRAINAGE AND PARAPETS FINISH WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
- ROOF DRAIN OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
- MANUFACTURED ROOF DRAINAGE AND OVERFLOW (STRUCTURES) SHALL BE WAPD LISTED

Now, Inc.
18831 Bardonia Avenue - Est. 19100
Irvine, CA
92612
Tel: 949-858-1770
Fax: 949-858-0851
Email: hpa@hpaarch.com

Owner:

101 HOEDEN CAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL: (805) 494-1222

Project:
MS PRIME SIX

Riverdale, CA

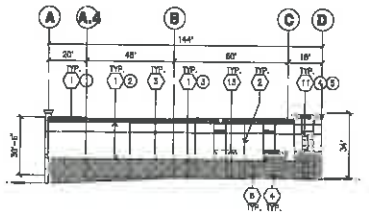
Consultants:
SDH INC.
Civil:
Structural:
Mechanical:
Plumbing:
Electrical:
Landscape: HUNTER LANDSCAPE
Fire Protection:
Soils Engineer:

Title: Floor Plan & Elevation

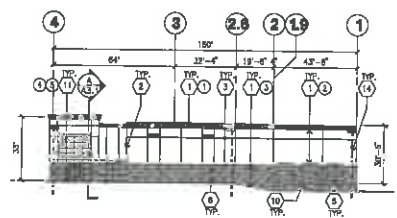
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Drawn by: ML
Date: 04/05/17
Revised:

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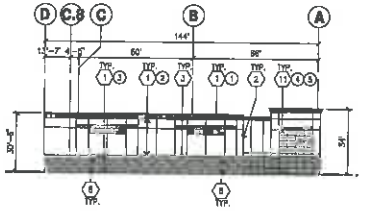
CAUTION - IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT



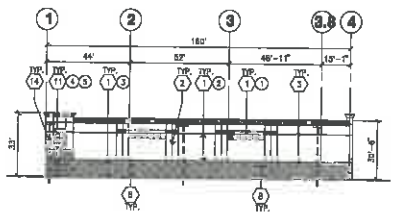
WEST ELEVATION
SCALE: 1/8" = 1'-0"



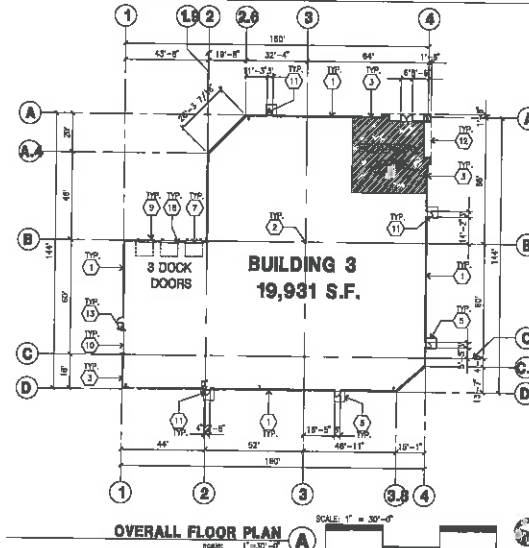
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



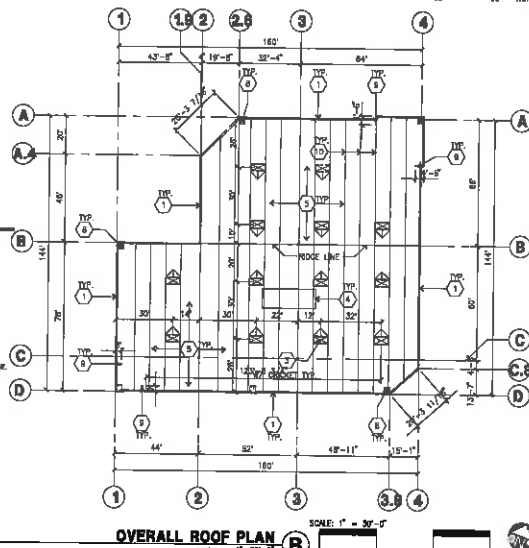
EAST ELEVATION
SCALE: 1/8" = 1'-0"



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



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



OVERALL ROOF PLAN
SCALE: 1/8" = 1'-0"

FLOOR PLAN KEYNOTES

- CONCRETE TILT-UP PANEL.
- STRUCTURAL STEEL COLUMN.
- TYPICAL STORAGE SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE AND LOCATION.
- CONCRETE RAMP 8" 45° HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 5"-8" 24" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO UNCOVERED AREAS. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE SLOPE TO PRELUB WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
- EXTERIOR CONCRETE STAIR BY 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 9' X 10' TRUCK DOOR. SECTIONAL O.H. STANDARD GRADE.
- 4' X 8' LOUVERED OPENING FOR VENTILATION.
- DOOR DOOR BRAMPER TYPICAL.
- 12' X 14' DOME TRUSS SECTIONAL O.H. STANDARD GRADE.
- 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- SOFFIT LINE ABOVE.
- CONC. FILLED GUARD POST. 6" DIA. UNCL. 45°H.
- METAL CANNOPY ABOVE.
- PRE-CAST CONCRETE WEDGE STOP.
- Z GUARD.
- APPROXIMATE LOCATION OF ELECTRIC ROOM.

FLOOR PLAN GENERAL NOTES

- THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY WALKING/DRAWER SYSTEMS.
- FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
- WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN IMMEDIATE TO RECEIVE 1 COAT OF WHITE TO COVER.
- SLOPE FOUR STEP 1/2" TO EXTERIOR AT ALL WANDOUR EXITS. GULL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL BRULING OR FACE OF STUD WALL.
- USE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- FROM DOOR TOPS AND SIZES. SEE DETAIL SHEET AD.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE SANDED INCLUDING CARS AND TRUCKS.
- K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE. (G)
- HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- ALL EXTERIOR WALLS SHALL BE IDENTIFIED BY A TACTILE IDENTIFY SIGN WITH THE WORDS "FIRE". RE IDENTIFIED BY A TACTILE IDENTIFY SIGN WITH THE WORDS "EXIT".
- CONTRACTOR TO BUILD FOR CLEAR 9' FLOOR PER A.C.I. 308.3P-08
- CONCRETE SLAB TO HAVE STEEL FLOOR HARD THROUGH BUILDING FINISH. A CONTRACTOR TO CURE SLAB TO BE WET DURING CURING PER 7 DAYS MIN.
- ALL EQUIPMENT & MOVING VEHICLES SHALL BE DAMAGED.
- NO CHAINS, CHUCKS, OR ANYTHING HEAVY WILL BE PLACED ON THIS SLAB TO BE PROTECT MEASURES WITHIN 24 HOURS.
- NO FLY ASH IN THE CONCRETE.
- WHERE INDICATED, PROVIDE VAPOR BARRIER (5MIL STEEL OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND FILL SOILS ENGINEER OR MANUFACTURERS RECOMMENDATION.
- CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND OR SOILS ARE REQUIRED, SHALL BE VAPOR BARRIER WITHOUT USE OF BURELING CURING COMPOUND, OR RELEASE AGENT.
- CONTROL CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH M-S-80 JOINT FILLER IN FUTURE OFFICE AREAS.
- SLAB CONCRETE SLAB BY "L" BRONZE SEALER

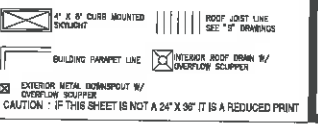
FLOOR SLAB & POUR STRIPS REQ.

- FLOOR CONSTRUCTION - SEE
- FRESH CONSTRUCTION
- BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
- CONTRACTOR TO BUILD FOR CLEAR 9' FLOOR PER A.C.I. 308.3P-08
- CONCRETE SLAB TO HAVE STEEL FLOOR HARD THROUGH BUILDING FINISH. A CONTRACTOR TO CURE SLAB TO BE WET DURING CURING PER 7 DAYS MIN.
- ALL EQUIPMENT & MOVING VEHICLES SHALL BE DAMAGED.
- NO CHAINS, CHUCKS, OR ANYTHING HEAVY WILL BE PLACED ON THIS SLAB TO BE PROTECT MEASURES WITHIN 24 HOURS.
- NO FLY ASH IN THE CONCRETE.
- WHERE INDICATED, PROVIDE VAPOR BARRIER (5MIL STEEL OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND FILL SOILS ENGINEER OR MANUFACTURERS RECOMMENDATION.
- CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND OR SOILS ARE REQUIRED, SHALL BE VAPOR BARRIER WITHOUT USE OF BURELING CURING COMPOUND, OR RELEASE AGENT.
- CONTROL CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH M-S-80 JOINT FILLER IN FUTURE OFFICE AREAS.
- SLAB CONCRETE SLAB BY "L" BRONZE SEALER

ROOF PLAN KEYNOTES

- CONCRETE PARAPET. SEE "C" DRAWINGS FOR THICKNESS.
- A/C UNIT. PROVIDE SUPPORT @ ROOF AS REQUIRED.
- 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE PATCH.
- ROOF ADDRESS PAINTED BLACK 4" HIGH W/ 1" WIDE STROKE PER LETTER.
- PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING. UNCL. ROOFING TO BE 30-34" CP ROOFING BY JOIST-HANDELS OR EQUAL. CLAS A. RATED. 10 YEAR NO DELAM. LAMT WARRANTY AND 2 YEAR LABOR GUARANTEED.
- APPROXIMATE LOCATION OF EXHAUST FAN.
- APPROXIMATE LOCATION OF ROOF HATCH.
- INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
- PARAPET RETURN.
- STRUCTURAL JOIST.
- EXTERIOR DOWNPOUT WITH OVERFLOW SCUPPERS.
- INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.

ROOF LEGEND



ELEVATION KEYNOTES

- CONCRETE TILT-UP PANEL.
- PANEL JOINT.
- PANEL FINISH - ALL SHOULD TO HAVE A MAX. OF 1/8" CHAMFER.
- PANEL COLORS TO MATCH ADJACENT BUILDING COLOR. UNCL. 45°H.
- OVERHEAD DOOR 8' 45° HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 5"-8" 24" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO UNCOVERED AREAS. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE SLOPE TO PRELUB WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
- EXTERIOR CONCRETE STAIR BY 42" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 9' X 10' TRUCK DOOR. SECTIONAL O.H. STANDARD GRADE.
- 4' X 8' LOUVERED OPENING FOR VENTILATION.
- DOOR DOOR BRAMPER TYPICAL.
- 12' X 14' DOME TRUSS SECTIONAL O.H. STANDARD GRADE.
- 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- SOFFIT LINE ABOVE.
- CONC. FILLED GUARD POST. 6" DIA. UNCL. 45°H.
- METAL CANNOPY ABOVE.
- PRE-CAST CONCRETE WEDGE STOP.
- Z GUARD.
- APPROXIMATE LOCATION OF ELECTRIC ROOM.

ELEVATION GENERAL NOTES

- ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- T.O.P. E.L. - TOP OF PARAPET ELEVATION.
- F.F. - FINISH FLOOR ELEVATION.
- STORAGE/STORAGE: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST - 5 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH EXTERIOR GRADE PAINT.
- FOR SPANREL CLAZING, ALLOW SPACE BEHIND SPANREL TO BREATHE.
- USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- SEALERS ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 12" ABOVE FINISH FLOOR ELEVATION.
- METAL CANNOPY.
- KNOCK OUT PANEL.
- INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
- CONC. FILLED GUARD POST. 6" DIA. UNCL. 45°H.

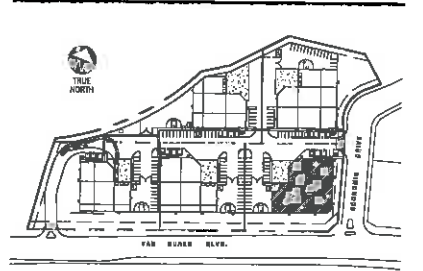
ELEVATION COLOR LEGEND/SCHED.

- PAINT, COLOR: SW7005 PURE WHITE
- PAINT, COLOR: SW9071 DRAY SMOKE
- PAINT, COLOR: SW9073 NETWORK GRAY
- MULLIONS COLOR: CLEAR ANODIZED
- GLAZING COLOR: BLUE REFLECTIVE

GLAZING LEGEND

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TOLERATED.
- REGULATED VISION GLASS
 - SPANNREL GLASS WITH CONCRETE BONDING
 - SINGLE LITE
 - INSULATED VISION GLASS
 - 1/2" VISIONGLASS (MAGNESA + 1/4" SPANREL) OR EQUAL
 - 1/2" VISIONGLASS CLEAR W/ 1/2" SPANREL AND 1/4" LITE
 - MINIMUM WT. TO BE 5.0 LB PER SQ. FT. (DIA. 144.3-LB)
 - SPANREL WITH CONCRETE BONDING
 - 1/4" VISIONGLASS (MAGNESA + 1/4" SPANREL) OR EQUAL
 - VISION GLASS
 - 1/4" VISIONGLASS (MAGNESA + 1/4" SPANREL) OR EQUAL
 - MULLIONS + ANODIZED CLEAR
- MINIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 25%

KEYMAP



ROOF PLAN GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GULLINE, OR FACE OF STUD. (UNCL.)
- VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT) PRIOR TO ROOF INSULATION INSTALLATION.
- REFER TO "C" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
- CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF DRAINAGE.
- FOR TYP. ROOF FASTENERS, SEE DETAIL. G. 9. 18/AD.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
- CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "C" DRAWINGS.
- CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPANREL AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
- ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRONGER FRAMER, SUPPORTS AND DOMES. MANUFACTURER TO CONFORM IN WRITING.
- ROOF DRAINAGE AND OVERFLOW DRAINS TO BE A MIN. 6" DIA. SEE "F"
- PROVIDE SHAPED CONCRETE AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN).
- BUILT UP ROOFING TO BE DESIGNED FOR 100 AND TO BE A ALL CLASS A ROOF. FLASHING: 6# TYPE SBR MAPPED AP SHEET, U.L. TYPE G2 SBR.
- ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PRODUCTS JURISDICTION AND ALSO, FACTORY INITIAL. (P) WIND UPLIFT PRESSURE REQUIREMENTS.
- ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-2" FROM INSIDE FACE OF PARAPET.
- USE WHITE SOFT SOIL INSULATION IN THE WAREHOUSE AREA.
- SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL DEFECTS" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
- ROOF DRAINS, OVERFLOW DRAINS AND DRAINATOR PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE LISTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
- ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
- MANUFACTURED ROOF DRAINS AND OVERFLOWS (FEATURES) SHALL BE WAPD LISTED

HIP

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TEL: (805) 484-1225

Project:

MS PRIME SIX

Riverside, CA

- Consultants:
- Struct.: BOH INC.
 - Mechanical:
 - Plumbing:
 - Electrical:
 - Landscap.: HUNTER LANDSCAPE
 - Fire Protection:
 - Soils Engineer:

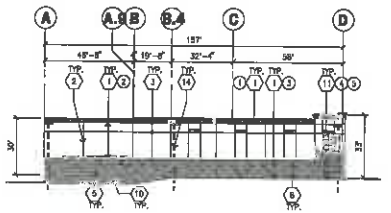
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Drawn by: ML
Date: 04/05/17

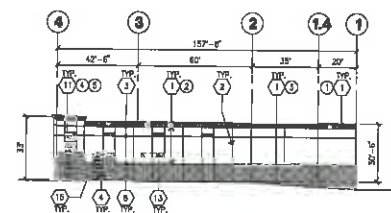
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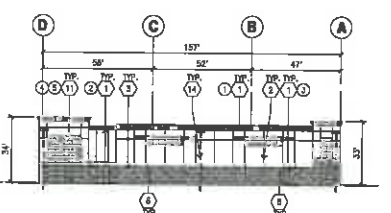
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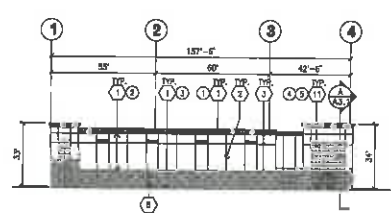
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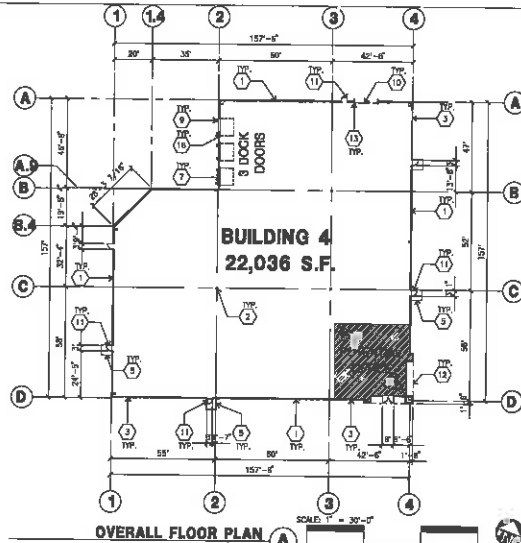
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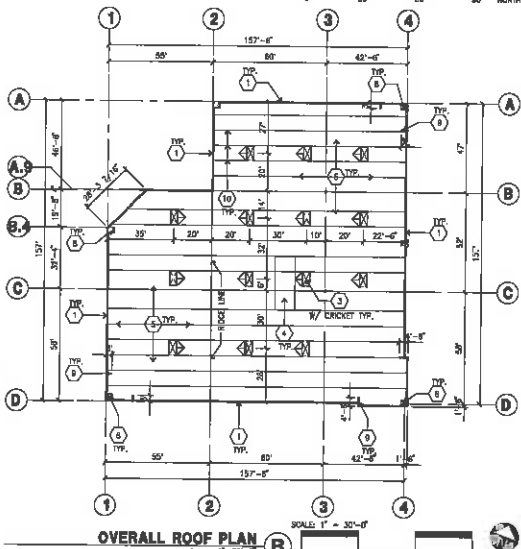
EAST ELEVATION
SCALE: 1"=30'-0"



SOUTH ELEVATION
SCALE: 1"=30'-0"



OVERALL FLOOR PLAN
SCALE: 1"=30'-0"



OVERALL ROOF PLAN
SCALE: 1"=30'-0"

FLOOR PLAN KEYNOTES

- CONCRETE TILT-UP PANEL.
- STRUCTURAL STEEL COLUMN.
- TYPICAL INTERIOR FINISH WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- CONCRETE TYPICAL 1/2" OF HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES.
- 4" x 8" x 1/2" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO MATCH BROWN FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY SPECIFICATIONS.
- EXTENDED CONCRETE STAIR 1/2" HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
- 8" x 10" TRUCK DOOR. REDUCED O.H. STANDARD GRADE.
- 4" x 8" 1/2" LAMINATED OPENING FOR VENTILATION.
- DOOR DOOR BUMPER TYPICAL.
- 1/2" x 1/4" BORE THRU SECTIONAL O.H. STANDARD GRADE.
- 2" x 7" HOLLOW METAL EXTERIOR MAIN DOOR.
- SCOFFIT LINE ABOVE.
- CONC. FILLED GUARD POST. 6" DIA. U.L.D.O. 42"H.
- METAL CANOPY ABOVE.
- FIRE-CAST CONCRETE WHEEL STOP.
- Z BRAND.
- APPROXIMATE LOCATION OF ELECTRICAL ROOM.

FLOOR PLAN GENERAL NOTES

- THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE PROTECT MAIN DOOR APPROX. 100" MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- FIRE ROSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- THE BUILDING FLOOR SLAB IS SLOPPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF EDGES.
- WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL O.P. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- SLOPE FOUR SIDES 1/2" TO EXTERIOR AT ALL WINDOW EDGES. G.A.L. DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL.
- ALL DIMENSIONS ARE TO THE FACE OF STUD U.L.S.
- SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- IF DOOR TRIP AND SIZES SEE DETAIL SHEET A-D. NOTE ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENING.
- CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DUMPED INCLUDING CARS AND TRUCKS. ALL DIRT MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
- HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THE BUILDING.
- EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE MOUNTING HEIGHT FOR SIGN SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 113381.1.1.
- ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM FLOOR SLAB & POUR STRIPS REQ.

FLOOR SLAB & POUR STRIPS REQ.

- THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWS FOR ADDITIONAL REQUIREMENTS.
- FLOOR COMPACTION - 808
 - TRUCK COMPACTION - 808
 - SECOND FLOOR SLAB SEE STRUCTURAL DRAWINGS
 - CONTRACTOR TO BUILD FOR CLAS V FLOOR PER A.C.I. 302-R-98
 - CONCRETE SLAB TO HAVE STEEL TIE-INS THROUGH BURNISHED FRISK.
 - CONTRACTOR TO CARE SLAB TO BE SET CURING USING BURNING FOR 7 DAYS
 - ALL EQUIPMENT & MOVING VEHICLES SHALL BE DUMPED.
 - NO CRACKS, CONCRETE TRUCKS, OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
 - SLAB TO BE 1500 PSI MEASURED WITHIN 24 HOURS.
 - NO 1/2" ASH IN THE CONCRETE
 - WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEEL OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOLE CONTRACTOR OR MANUFACTURERS RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND OVER WOODEN ARE REMOVED SHALL BE NATURALLY HYDRATED WITHOUT USE OF BLENDED CURING COMPOUND, OR RELEASE AGENTS. CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH M-80 JOINT FILLER IN FUTURE OFFICE AREA.

12. SEAL CONCRETE SLAB BY "GRODLOCK" SEALER

ROOF PLAN KEYNOTES

- CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS.
- A/C UNIT. PROVIDE SUPPORT IF ROOF AS REQUIRED.
- 4" x 8" CURB MOUNTED SKYLIGHT/SNOW HATCH.
- ROOF ADDRESS PAINTED BLACK 4" HIGH 1/2" WIDE STROKE PER LETTER.
- PROVIDE 4" TYP. BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FINISH. L.L.C. ROOFING TO BE 100-24 C/P RECEIVED BY JONES-HAMMILL OR EQUAL (CLASS A RATED), TO YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE.
- APPROXIMATE LOCATION OF EXHAUST FAN.
- APPROXIMATE LOCATION OF ROOF HATCH.
- INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
- PARAPET RETURN.
- STRUCTURAL JOIST.
- EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
- INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.

ROOF LEGEND

- 4" x 8" CURB MOUNTED SKYLIGHT
 - ROOF JOIST LINE SEE "S" DRAWINGS
 - BUILDING PARAPET LINE
 - INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
 - EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER
- CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

ELEVATION KEYNOTES

- CONCRETE TILT-UP PANEL.
- PANEL JOINT.
- PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/4" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.L.D.O. 12" x 1/4" BURNISHED SOON 6" BORE TYP. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- WEATHER-STRIPPING PROTECTION ALL AROUND.
- WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5" x 10" OVERLAP DOOR & DOOR CURB. PROVIDE COMPLETE WEATHER-STRIPPING AND GLAZING. 1/4" METAL PIPE MINORIAL CONCRETE SINGE LANDING AND GLAZING. 1/4" METAL PIPE MINORIAL CONCRETE NON SKID FINISH TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 5" WIDE WARNING STRIPES INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
- IF 1/4" METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
- HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR.
- EXTENDING DOWN SLOPS 1/2" OVERFLOW SCUPPERS.
- DOOR DOOR BUMPER TYPICAL.
- ALUMINUM STRENGTHEN FINISH WITH TEMPERED GLAZING AT ALL DOORS.
- SCOFFIT ADVANTAGE TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- METAL CANOPY.
- KNOCK OUT PANEL.
- INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
- CONC. FILLED GUARD POST. 6" DIA. U.L.D.O. 42"H.

ELEVATION GENERAL NOTES

- ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- T.O.P. CL. = TOP OF PARAPET ELEVATION.
- F.F. = FINISH FLOOR ELEVATION.
- STOREFRONT CONSTRUCTION: CLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPIL EXPOSURE "C" BOND. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- CONTRACTOR SHALL FULLY PAINT THE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REVISION OF BUILDING.
- BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

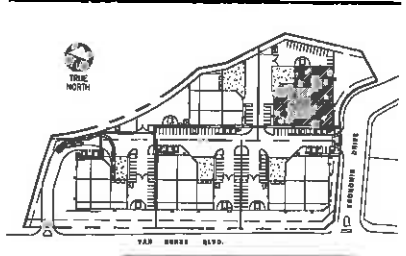
ELEVATION COLOR LEGEND/SCHED.

- PAINT COLOR: SFW005 PURE WHITE
- PAINT COLOR: SFW071 GRAY SCREEN
- PAINT COLOR: SFW073 NETWORK GRAY
- MULLIONS COLOR: CLEAR ANODIZED
- GLAZING COLOR: BLUE REFLECTIVE

GLAZING LEGEND

- INSULATED MESH GLAZING
 - SPANDREL GLAZING STRIP WITH CONCRETE REINFORC
 - SHED-LINE TRIM GLAZING
 - 1/4" ISOLATED MESH GLAZING 3/8" MINORIAL FINISH 1/4" SOLIDUM 83 CLING 1/2" INSULATED GLAZING UNIT WITH 1/2" SPACER AND 1/4" LITES 1/2" SPACER V1 TO BE GLAZ FOR 2010 CDD TABLE 1403-B
 - SPACER WITH CONCRETE BONDING 1/4" VENTRICAL FINISH WITH IMPERVUS BLUE GRANULAT PAINTED ON REVEAL IN INSTALLED ON CONCRETE
 - MESH GLAZING 1/4" VENTRICAL FINISH
 - MULLIONS: ANODIZED CLEAR
- MAXIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 20%

KEYMAP



ROOF PLAN GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, TRUSSING, OR FACE OF STUD (U.L.D.O.)
- VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION.
- REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
- CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
- FOR TYP. ROOF PENETRATIONS, SEE DETAIL E. S. 12/ALSO CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
- CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
- CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FINISHING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.

- ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ DRAINAGE TO CURB SIZE.
- ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 1/4" DIA. SEE "S" DRAWINGS FOR CURB SIZE.
- PROVIDE SHARDED CRACKERS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.).
- BUILT UP ROOFING TO BE DESIGNED FOR 1.80 ASD TO BE A U.L. CLASS A ROOF. FLASHING: BAF TYPE 368 MAPPED AP SHEET. U.L. TYPE B3 BUR.
- ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER SECUREMENTS ARE BY PRODUCT JURISDICTION AND ALSO, FACTORY MANUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
- MANUFACTURED ROOF DRAINS AND OVERFLOW(S)TURES SHALL BE 16MIL LISTED
- ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-0" FROM INSIDE FACE OF PARAPET.
- USE WHITE SCUM FOL INSULATION IN THE WAREHOUSE AREA.
- SHOCK VENTILE SHALL BE RECEIVED IF AREAS FOR "MORNING OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
- ROOF DRAINS, OVERFLOW DRAINS AND DRAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE FLASHING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
- ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.

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SDH INC.

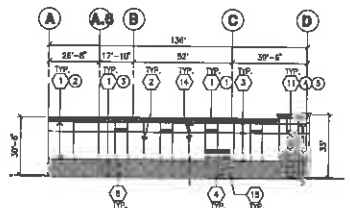
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- Structural
- Mechanical
- Plumbing
- Landscape: HUNTER LANDSCAPE
- Fire Protection
- Sole Engineer

Title: **Floor Plan & Elevation**

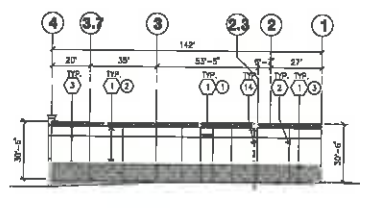
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Drawn by: ML
Date: 04/05/17

Revision:

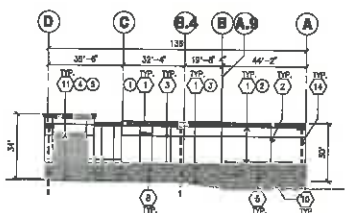
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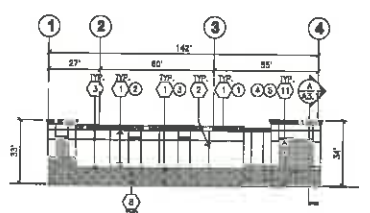
WEST ELEVATION
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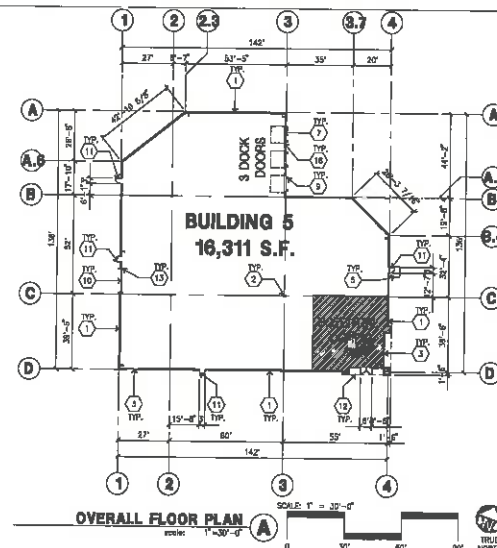
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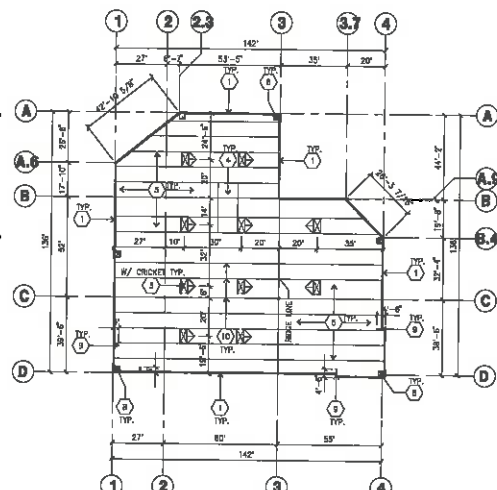
EAST ELEVATION
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SOUTH ELEVATION
scale: 1"=30'-0"



OVERALL FLOOR PLAN
scale: 1"=30'-0"



OVERALL ROOF PLAN
scale: 1"=30'-0"

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL REINFORCING: ALL REINFORCING TO HAVE A MAX. OF 3/8" CHAMFER.
4. REINFORCING: COLOR TO MATCH ADJACENT BUILDING FLOOR COLOR.
5. 12" x 4" OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. 8" x 10" OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
7. CONCRETE STRIP, LANDING AND OVERHEAD 8" x 10" METAL PIPE HANDRAIL. PROVIDE NON-SLIP TREAD TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE WEARING STRIPS. INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD FOR ADA REQUIREMENTS.
8. 6" x 8" METAL LOWER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
9. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
10. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
11. DOOR BUMPER TYPICAL.
12. ALUMINUM STOREFRONT FRAMING WITH TINTED GLAZING AT ALL DOORS. SIZES/SPACES ADJACENT TO DOORS AND GLAZING NOT NOTICABLE LESS THAN 10' ASIDE. FINISH FLOOR ELEVATION.
13. BRICK OUT PANEL.
14. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
15. CONC. FILLED GUARD POST. 6" DIA. UNLD. 42".

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. T.O.P. EL. = TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 1 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH RESTAURANT PAINT.
8. FOR SPANGLER GLAZING, ALLOW SPACE BEHIND SPANGLER TO BREATHE.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

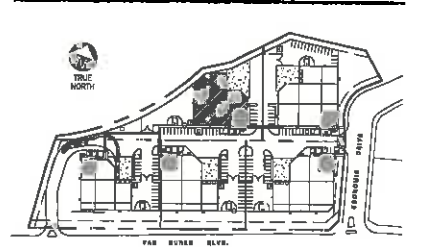
ELEVATION COLOR LEGEND/SCHED.

- 1. PAINT, COLOR: SW7006 PURE WHITE
- 2. PAINT, COLOR: SW7011 GRAY SCREEN
- 3. PAINT, COLOR: SW7033 NEUTRAL GRAY
- 4. WALLS COLOR: CLEAR ANODIZED
- 5. GLAZING COLOR: BLUE REFLECTIVE

GLAZING LEGEND

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TINTED.
- 1. INSULATED VISION GLASS
 - 2. SPANGLER GLASS WITH CONCRETE BEHIND
 - 3. SINGLE GLASS
 - 4. SINGLE GLASS WITH POLYURETHANE
 - 5. INSULATED VISION GLASS
 - 6. 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 7. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 8. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 9. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 10. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 11. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 12. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 13. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 14. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 15. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 16. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 17. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 18. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 19. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE
 - 20. 1/4" VISION GLASS WITH 1/4" POLYURETHANE AND 1/4" VISION GLASS WITH 1/4" POLYURETHANE

KEYPLAN



ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, OUTLINE, OR FACE OF STUD. (UNLESS NOTED OTHERWISE).
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" F.L.) PRIOR TO ROOF INSULATION INSTALLATION.
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6.8.19/04.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSING W/ 1/2" S.D. DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
8. ALL SKYLIGHTS TO BE DESIGNED FOR WIND SPEED DESIGN CRITERIA W/ STRONG FRAMES, SUPPORTS AND COINGS. MANUFACTURER TO CONFIRM W/ WRITING.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 5" DIA. SEE "T" DRAWINGS FOR EXACT SIZE.
10. PROVIDE SHALLOW CHICKENS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN).
11. BUILD UP ROOFING TO BE DESIGNED FOR 1 BG AND TO BE A MIN. CLASS A ROOF. FLASHING: 6W TYPE SUB MAPPED 4" SHEET, UL TYPE #3 SUB.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO, FACTORY MUTUAL (FM) 9840 ULTIF PRESSURE REQUIREMENTS.
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 16'-0" FROM INSIDE FACE OF PARAPET.
14. USE WHITE SOLEM FOIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND MANHOLETS PERMITTED WITHIN THE PERIMETER OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW, PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOW/FITTINGS SHALL BE WAPD LISTED.

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND DRAWINGS FOR SIZE, COLLAR AND LOGGING.
4. CONCRETE RAMP W/ 42" HIGH CONC. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
5. 2'-0" x 8'-0" x 4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO THE MEDIAN BROOM FINISH. PROVIDE 1/2" CURB TO PARAPET, W/ OR DRIVE W/ AS REQ. BY CITY ADOPTOR.
6. EXTERIOR CONCRETE STAIR W/ 42" HIGH CONC. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
7. 4' x 10' TRUCK DOOR, SECTIONAL O.H. STANDARD GRADE.
8. 4' x 8' LOADED OPENING FOR VENTILATION.
9. DOOR BUMPER TYPICAL.
10. 12' x 14' DRIVE THRU, SECTIONAL O.H. STANDARD GRADE.
11. 7' x 7' HOLLOW METAL EXTERIOR MAIN DOOR.
12. SOFFIT LINE ABOVE.
13. CONC. FILLED GUARD POST. 6" DIA. UNLD. 42".
14. METAL CANOPY ABOVE.
15. PRE-CAST CONCRETE WHEEL STOP.
16. 2' CHAIR.
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM.

FLOOR PLAN GENERAL NOTES

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAIN EXITS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SLAB/ELEVATIONS.
- D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAINS.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. SOLIDERS ARE TO RECEIVE PRIMER ONLY. ALL OVP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COYER.
- F. SLOPE FOUR STRIP 1/2" TO EXTERIOR AT ALL MAINDOOR EXITS.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL. OUTLINE, OR FACE OF STUD UNLD.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- I. FOR DOOR TYPES AND SIZES, SEE METAL SHEET 40.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE CAPPED INCLUDING CARS AND TRUCKS.
- K. ALL EXIT MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. VISIONARY.
- L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- M. EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT".
- N. THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 80" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- O. NON-ACCESSIBLE DOOR: PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CFC 110.30.1.1.1
- P. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY BORED FROM BELOW.

FLOOR SLAB & POUR STRIPS REQ.

- THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS.
1. FLOOR COMPACTION - 80%
 2. TRENCH COMPACTION - 95%
 3. BUILDING FLOOR SLAB: SEE STRUCTURAL DRAWINGS
 4. CONTRACTOR TO BURN FLOOR JOBS PER A.C.I. 308-R-98
 5. CONCRETE SLAB TO HAVE STEEL PLANT HARD PROTEL. BURNISHED FINISH.
 6. CONTRACTOR TO CURE SLAB TO 95% REL. CURING USING BUILDING FOR 7 DAYS MIN.
 7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DUMPED.
 8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVY WILL BE PLACED ON SLAB TO BE FFWD FLAS MEASURED WITHIN 24 HOURS.
 9. NO FLY ASH IN THE CONCRETE.
 10. WIRE REINFORCING: PROVIDE VAPOR BARRIER (5/8" STEEL OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SEALS ENGINEER OR MANUFACTURER'S RECOMMENDATIONS.

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS.
2. A/C UNIT. PROVIDE SUPPORT @ ROOF AS REQUIRED.
3. 4' x 8' CURB MOUNTED SKYLIGHT/SKAWE HATCH.
4. ROOF ADDRESS PAINTED BLACK 4" HIGH W/ 1/2" WIDE STROKE PER LETTER.
5. PROVIDE 4-PLY REIN-UP ROOFING OVER ROOF SHEETING OVER ROOF FRAMING. UNLD. ROOFING TO BE 10-24 CUP ROOFING BY JONAS-HANVILLE OR EQUAL (CLASS A BETTER). 10 YEAR NO DOLLAR LIMIT WARRANTY AND 5 YEAR CORN GUARANTEE.
6. APPROXIMATE LOCATION OF EXISTENT FRM.
7. APPROXIMATE LOCATION OF ROOF HATCH.
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
9. PARAPET RETURN.
10. STRUCTURAL JOIST.
11. EXTERIOR DOWNPOUT WITH OVERFLOW SCUPPERS.
12. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN.

ROOF LEGEND

- 1. 4' x 8' CURB MOUNTED SKYLIGHT
- 2. ROOF JOIST LINE SEE "S" DRAWINGS
- 3. BUILDING PARAPET LINE
- 4. EXTERIOR METAL DOWNPOUT W/ OVERFLOW SCUPPER
- 5. INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER

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Project:

MS PRIME SIX

Riverside, CA

Consultants:

SOH INC.

Structural
Mechanical
Plumbing
Electrical
Landscaping
Fire Protection
Soils Engineering

Title: Floor Plan & Elevation

Project Number: 16489
Drawn by: ML
Date: 04/05/17
Reviewed:

Sheet:

A2.5

CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT



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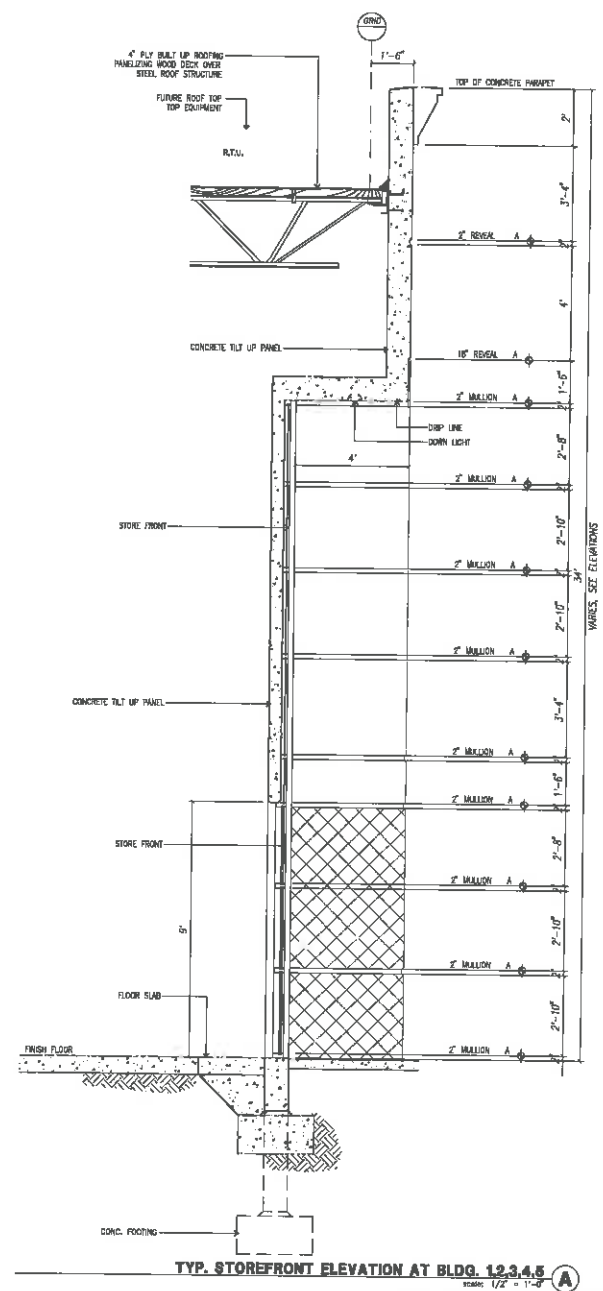
Consultants:

C.S. SDH INC.
Structural: -
Mechanical: -
Plumbing: -
Electrical: -
Landscape: HUNTER LANDSCAPE
Fire Protection: -
Site Engineer: -

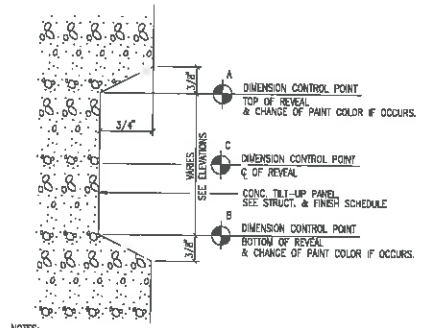
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Revision:

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A3.1

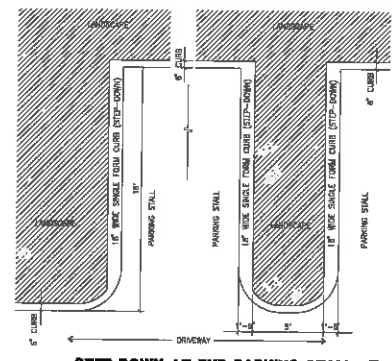


TYP. STOREFRONT ELEVATION AT BLDG. 1,2,3,4,5
scale: 1/2" = 1'-0"

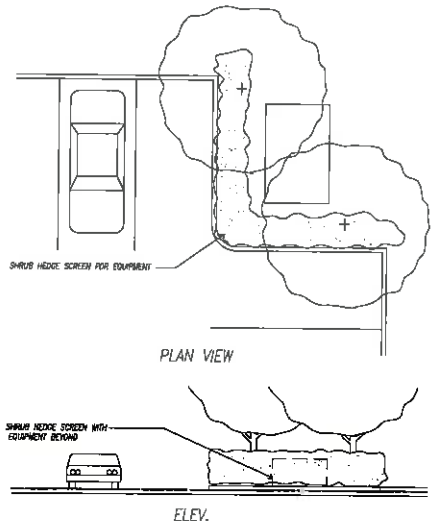


NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYP. CONCRETE REVEAL
scale: N.T.S.

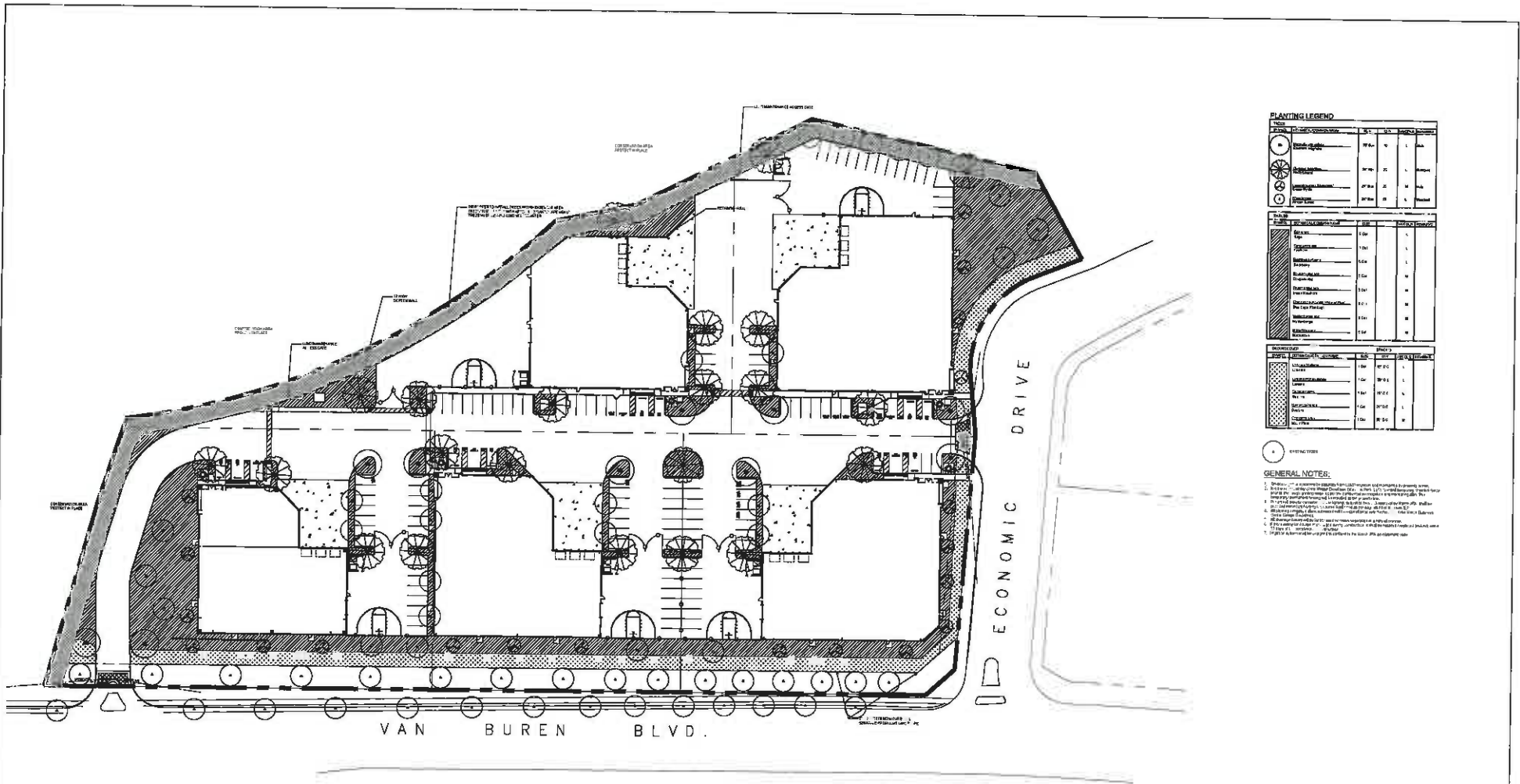


STEP-DOWN AT END PARKING STALL
scale: 1/8" = 1'-0"



GROUND MOUNTED EQUIPMENT SCREENING, TYP. D
scale: N.T.S.

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT



PLANTING LEGEND

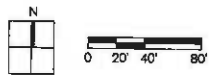
SYMBOL	PLANT TYPE	SIZE	QTY	LOCATION
(Circle with crosshairs)	Tree	12"	1	...
(Circle with dots)	Shrub	12"	1	...
(Circle with horizontal lines)	Shrub	12"	1	...
(Circle with vertical lines)	Shrub	12"	1	...
(Circle with diagonal lines)	Shrub	12"	1	...

SYMBOL	PLANT TYPE	SIZE	QTY	LOCATION
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...

SYMBOL	PLANT TYPE	SIZE	QTY	LOCATION
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...
(Hatched pattern)	Shrub	12"	1	...

GENERAL NOTES:

1. All plants are to be installed within 14 days of construction completion.
2. All plants are to be installed within 14 days of construction completion.
3. All plants are to be installed within 14 days of construction completion.
4. All plants are to be installed within 14 days of construction completion.
5. All plants are to be installed within 14 days of construction completion.
6. All plants are to be installed within 14 days of construction completion.
7. All plants are to be installed within 14 days of construction completion.
8. All plants are to be installed within 14 days of construction completion.
9. All plants are to be installed within 14 days of construction completion.
10. All plants are to be installed within 14 days of construction completion.



Meridian Development C

17-024
 06.12.17 06.21.17
 03.22.18 07.12.19
 05.30.19 07.15.19

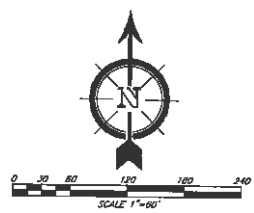
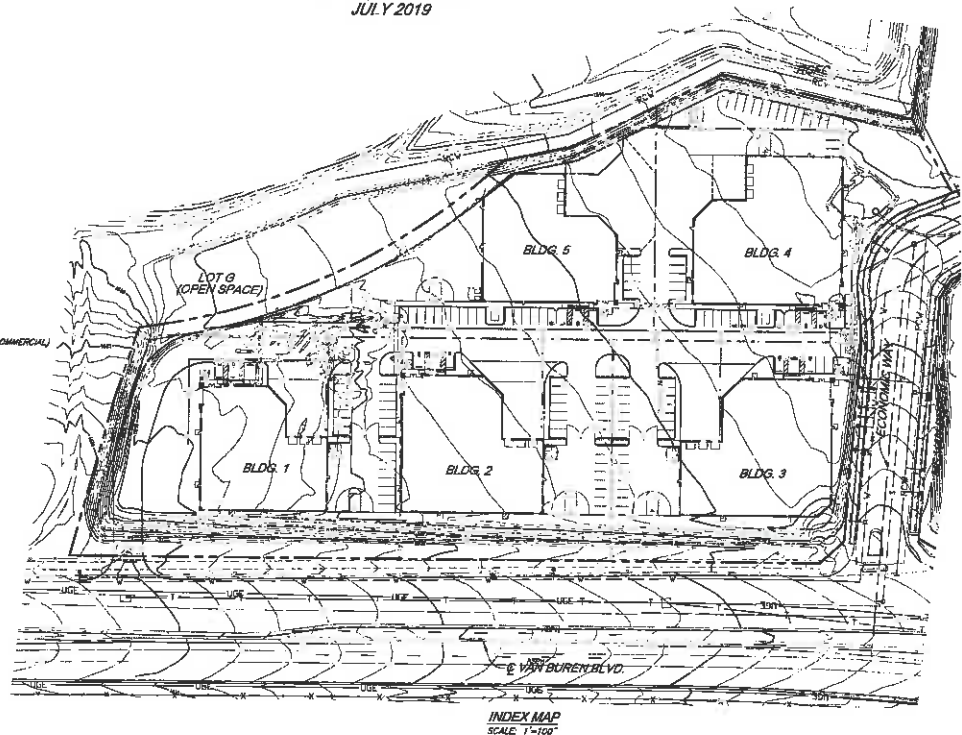
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Riverside March JPA, California

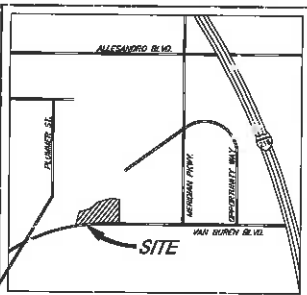


HUNTER LANDSCAPE
 711 FEE ANA STREET PLACENTIA, CA 92870
 714.986.2400 FAX 714.986.2408

COUNTY OF RIVERSIDE, CA
PRELIMINARY GRADING PLAN - SITE C
 LOT 12, TR 30857-4
 JULY 2019



INDEX MAP
 SCALE: 1"=100'



VICINITY MAP
 780' TO SCALE
 THOMAS GUIDE PG. 716, POINT GRID H-5 & H-6

OWNER/APPLICANT

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ENGINEER

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ARCHITECT

HFA ARCHITECTURE
 18831 BARDEEN AVE. STE. #100
 IRVINE, CA 92612
 VOICE: (949) 863-1700

LEGAL DESCRIPTION

PARCEL 12 OF TRACT 30857-4
 MB 433/12

PROJECT INFO

AREA OF SITE = 7.12 AC

SHEET INDEX

SHEET 1: TITLE SHEET
 SHEET 2: GRADING PLAN
 SHEET 3: CROSS SECTIONS

SURROUNDING ZONING

NORTH.....OPEN SPACE
 EAST.....OFFICE (PROPOSED MIXED USE, OFFICE, COMMERCIAL)
 SOUTH.....EX. VETERANS CEMETERY
 WEST.....OPEN SPACE

ZONING AND LAND USE

EXISTING ZONING.....OFFICE
 PROPOSED ZONING.....MIXED USE/ BUSINESS ENTERPRISE
 EXISTING LAND USE.....VACANT

SURROUNDING LAND USE

NORTH.....OPEN SPACE
 EAST.....WICAMA
 SOUTH.....EX. VETERANS CEMETERY
 WEST.....OPEN SPACE

EARTHWORK

RAW CUT= 15,000 C.Y.
 RAW FILL= 15,000 C.Y.

SCHOOL DISTRICT

RIVERSIDE UNIFIED
 SCHOOL DISTRICT

UTILITY PURVEYORS

WATER.....MUSD
 GAS.....SOGAL GAS
 ELECTRICAL.....SD CAL EDISON
 TELEPHONE.....FRONTIER
 CABLE.....FRONTIER

LEGEND

T.C.B. - TOP CATCH BASIN
 F.C.B. - FINISHED GRADE
 F.L. - FLOW LINE
 H.P. - 1/2" POINT
 EXIST. - EXISTING
 P.E. - PAD ELEVATION
 G.B. - GRADE BREAK

--- TRACT BOUNDARY
 --- CENTERLINE
 --- CURB AND GUTTER
 --- EXISTING CONTOUR LINE
 --- LOT LINE
 --- SLOPE

CONSTRUCTION NOTES

- 1) CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
- 2) CONSTRUCT 6" CURB ONLY
- 3) CONSTRUCT 6" CURB AND GUTTER
- 4) CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONCERNANCE
- 5) CONSTRUCT 3" WIDE RIBBON GUTTER
- 6) CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
- 7) CONSTRUCT P.V.C. STORM DRAIN
- 8) CONSTRUCT 24" X 24" CATCH BASIN
- 9) CONSTRUCT RISER OVERFLOW BALET
- 10) CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED) 6" DIA.
- 11) CONSTRUCT 12" STEP OUT STRIP
- 12) CONSTRUCT RETAINING WALL
- 13) CONSTRUCT HANDICAP ACCESS RAMP
- 14) CONSTRUCT COMMERCIAL DRIVEWAY APPROACH

NO.	REVISIONS	DATE

DATE:	
PREPARED BY:	ROBERT VAN ZANTEN
DATE:	
R.C.E. NO.:	62325
EXP. DATE:	9-30-19

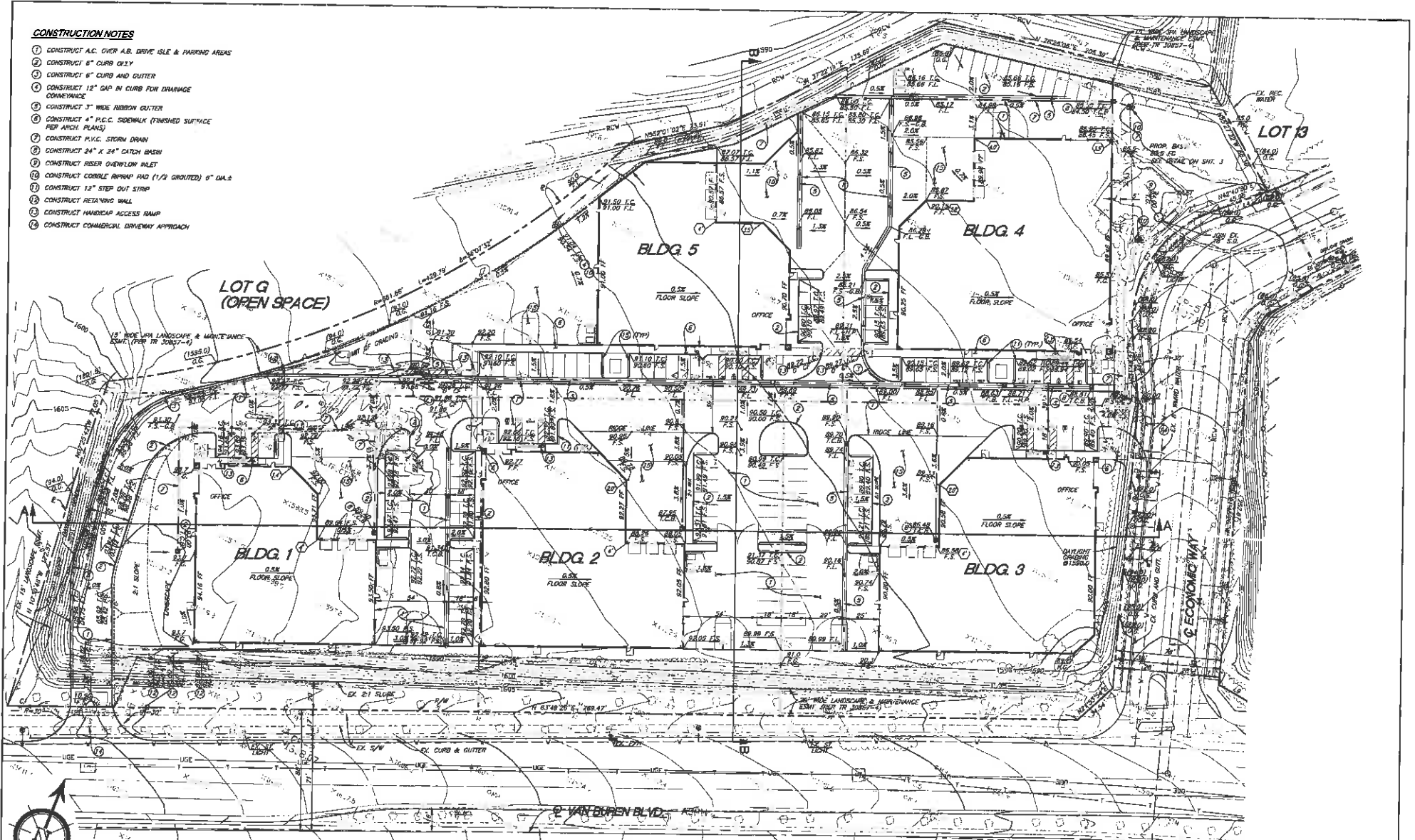


PREPARED BY:	SDH & ASSOCIATES INC. 1400 MENDHAM PARKWAY RIVERSIDE, CALIFORNIA 92516 TEL: (951) 681-3091 FAX: (951) 798-2314
SCALE:	1"=60'
DATE:	JULY 2019
BENCHMARK:	404 422 / 4-11, BENCH M 3747115 IN BENCH M 40223 17 BRASS DISK SHOWN TOP 104 1044" FLUSH ON TOP OF THE ADJACENT WALL 3.5' DIST OF THE WEST CORNER 3' ADJACENT ROAD OUTSIDE NEAR THE INTERSECTION OF CENTER AVE AND THE AIRS BRIDGE 1990 1008 G.C.P. 12/17

MARCH - JPA	
SILAGI DEVELOPMENT AND MANAGEMENT	
PRELIMINARY GRADING PLAN	
PLANNING AREA "C"	
LOT 12 TRACT 30857-4	
1	OF
3	SHEETS

CONSTRUCTION NOTES

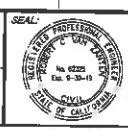
- ① CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
- ② CONSTRUCT 6" CURB ON ELY
- ③ CONSTRUCT 6" CURB AND OUTER
- ④ CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE
- ⑤ CONSTRUCT 3" WIDE FIBERON OUTER
- ⑥ CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
- ⑦ CONSTRUCT P.V.C. STORM DRAIN
- ⑧ CONSTRUCT 24" X 24" CATCH BASIN
- ⑨ CONSTRUCT RISER OVERFLOW INLET
- ⑩ CONSTRUCT CONCRETE RAMP PAD (1/2 GROUDED) 6" DIA.S
- ⑪ CONSTRUCT 12" STEP OUT STRIP
- ⑫ CONSTRUCT RETAINING WALL
- ⑬ CONSTRUCT HANDICAP ACCESS RAMP
- ⑭ CONSTRUCT COMMERCIAL DRIVEWAY APPROACH



REVISIONS	
NO.	DESCRIPTION

DATE: _____

PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO.: 60325
EXP. 8-30-19



SEAL: _____

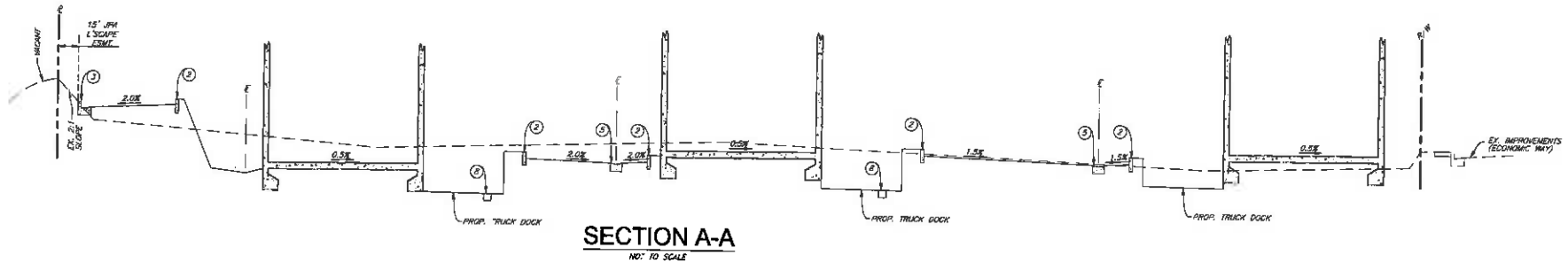
PREPARED BY: SDH
SDH AND ASSOCIATES INC.
14025 Michigan Parkway #103
Livonia, Michigan 48150
TEL: (981) 888-2091 FAX: (981) 788-0514

SCALE: 1" = 30'

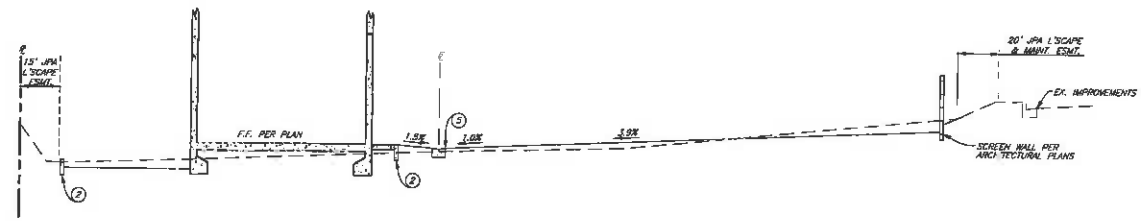
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MARCH - JPA

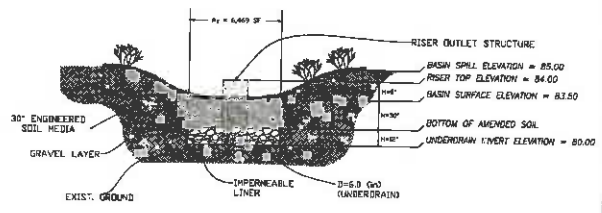
SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "C"
LOT 12, TR. 30857-4



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



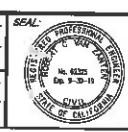
BIOFILTRATION BASIN CROSS SECTION
NOT TO SCALE

CONSTRUCTION NOTES

- 1 CONSTRUCT A.C. OVER A.D. DRIVE ISLE & PARKING AREAS
- 2 CONSTRUCT 6" CURB ONLY
- 3 CONSTRUCT 8" CURB AND GUTTER
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- 10 CONSTRUCT COBBLE INFRAP PAD (1/2 GROUTED) 6" DIA.
- 11 CONSTRUCT 12" STEP OUT STRIP
- 12 CONSTRUCT RETAINING WALL
- 13 CONSTRUCT HANDICAP ACCESS RAMP
- 14 CONSTRUCT COMMERCIAL DRIVEWAY APPROACH

REVISIONS			
NO.	DATE	DESCRIPTION	BY

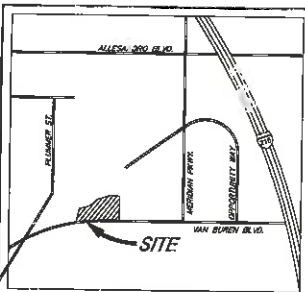
DATE: _____
 PREPARED BY: ROBERT VAN ZANTEN
 R.C.E. NO.: 82325
 EXP. 9-30-19



DATE: JULY 2019
 SCALE: AS SHOWN
 BEING MARKED AND SET / A-11, BOUNDARY STRIP 10' WIDE AND 10' DEEP TO BE SET 30' FROM 100' FLUSH ON TOP OF THE ADJUTANT WALL, 33' EAST OF THE WEST END AND 17' FROM ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ASDY BRIDGE. AND FROM CLK-154.17

MARCH - JPA
 SILAGI DEVELOPMENT AND MANAGEMENT
 SECTIONS
 PLANNING AREA "C"
 3 OF 3 SHEETS

COUNTY OF RIVERSIDE, CA
TENTATIVE PARCEL MAP 37744
LOT 12, TR 30857-4
APRIL 2019



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE PG. 716, PORT. C AND H-5 & H-6

OWNER/APPLICANT

PRIME 6, LLC
101 HIDDEN CREEK RD
TRONDEN, CA, CA 91380
TEL: (951) 884-7704
ATTN: WISNE STRAD

ENGINEER

SDH & ASSOCIATES, INC.
14000 MERRIMAN PARKWAY
RIVERSIDE, CA 92516
VOICE: (951) 583-3891
FAX: (951) 788-2314

LEGAL DESCRIPTION

PARCEL 12 OF TRACT 30857-4
MB 433/72

SURROUNDING ZONING

NORTH.....OPEN SPACE
EAST.....OFFICE (PROPOSED MIXED USE, OFFICE, COMMERCIAL)
SOUTH.....EX. VETERANS CEMETERY
WEST.....OPEN SPACE

ZONING AND LAND USE

EXISTING ZONING.....OFFICE
PROPOSED ZONING.....MIXED USE
EXISTING LAND USE.....VACANT

SURROUNDING LAND USE

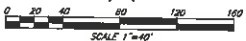
NORTH.....OPEN SPACE
EAST.....VACANT
SOUTH.....EX. VETERANS CEMETERY
WEST.....OPEN SPACE

UTILITY PURVEYORS

WATER.....MWD
GAS.....SOGAL GAS
ELECTRICAL.....SO CAL EDISON
TELEPHONE.....FRONTIER
SEWER.....MWD
CABLE.....FRONTIER

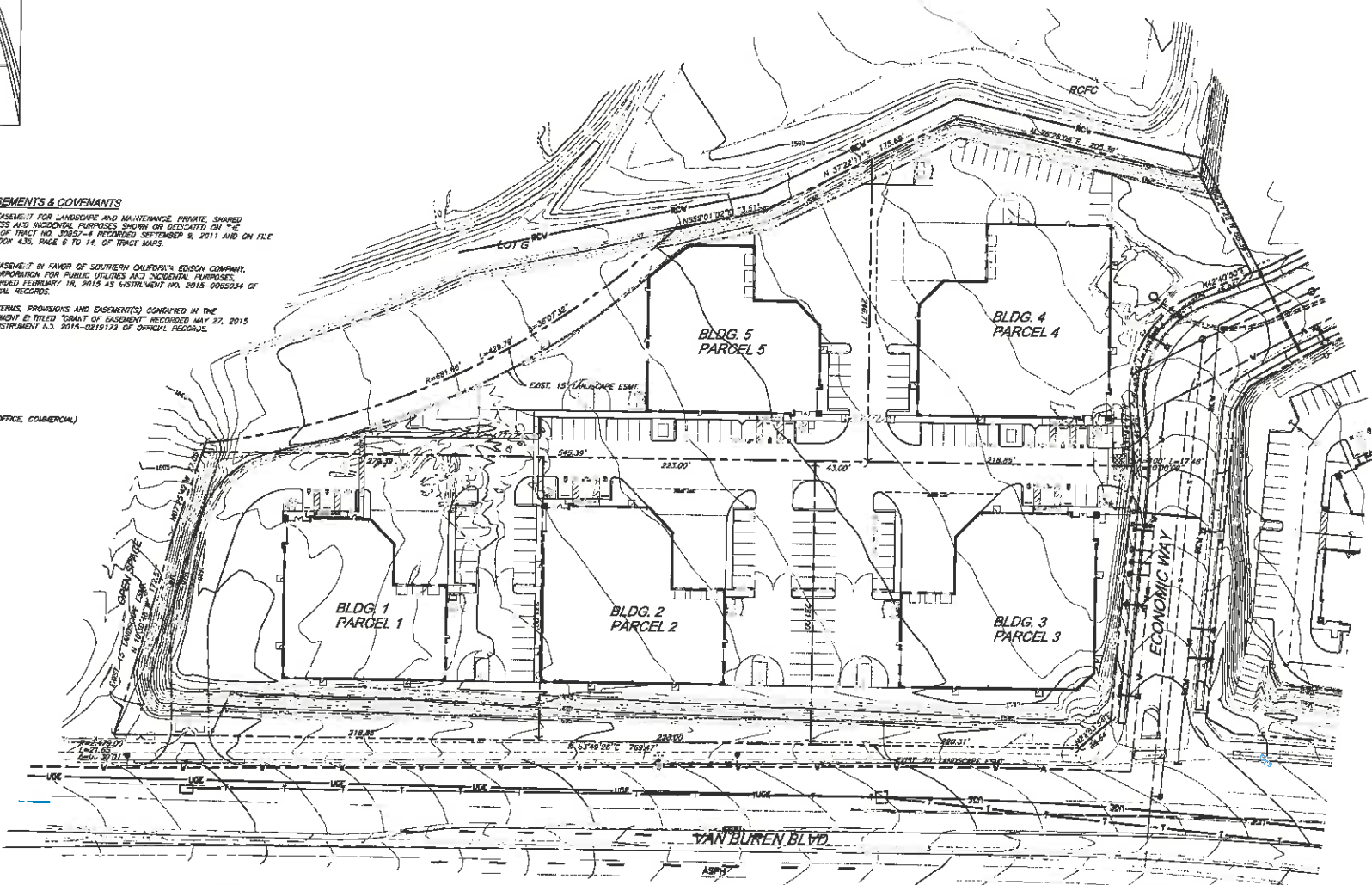
LEGEND

- TRACT BOUNDARY
- CENTERLINE
- CURB AND GUTTER
- 1280' EXISTING CONTOUR LINE
- LOT LINE



EASEMENTS & COVENANTS

- AN EASEMENT FOR LANDSHARE AND MAINTENANCE PRIVATE, SHARED ACCESS AND INCIDENTAL PURPOSES SHOWN OR DESIGNATED ON "C" MAP OF TRACT NO. 30857-4 RECORDED SEPTEMBER 8, 2011 AND ON FILE "A" BOOK 433, PAGE 9 TO 14, OF TRACT MAPS.
- AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 16, 2015 AS INSTRUMENT No. 2015-0060234 OF OFFICIAL RECORDS.
- THE TERMS, PROVISIONS AND COVENANTS CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT" RECORDED MAY 27, 2015 AS INSTRUMENT No. 2015-0219172 OF OFFICIAL RECORDS.



PREPARED BY:	DATE:
ROBERT VAN ZANTEN	APR 11, 2019

DESIGNED BY:	CHECKED BY:	DATE:
R.V.Z.	R.V.Z.	APR 11, 2019



PREPARED BY: SDH & ASSOCIATES, INC.
3275 CANYON CREEK DRIVE #1450
TRONDEN, CALIFORNIA 91380
TEL: (951) 883-2881 FAX: (951) 788-2314

MARCH - JPA

TENTATIVE PARCEL MAP 37744
PRIME 6, LLC
LOT 12 TRACT 30857-4
PLANNING AREA "C"

1 OF 1 SHEETS

SP-5 A5
AN AMENDMENT TO
THE NORTH CAMPUS OF THE
MERIDIAN SPECIFIC PLAN
(ALSO KNOWN AS MARCH BUSINESS CENTER SPECIFIC PLAN)



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I. PROJECT SUMMARY

A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-5, A4A5

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. In 2010, Meridian SP-5 was adopted which reconfigured a portion of North Campus' developable lots. The lots that were not included in SP-5 are still governed under the 2003 Specific Plan and subsequent amendments. This Specific Plan Amendment (SP-5, A4A5) consists of a zone change to Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ of Planning Area 6 of Planning Region C in the Meridian SP-5 Planning Area. Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ are located west and south of Economic Drive and Meridian Parkway, east of the Orancrest residential community, Meridian Parkway and north of Van Buren Boulevard. Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ are zoned Office (OF) in the Meridian SP-5 and would be rezoned to Mixed Use (MU) under this Specific Plan Amendment.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. This Specific Plan Amendment, which is designated SP-5 A4A5 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, changes the zone from office to mixed use for Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ within the North Campus. This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR and the 2010 Meridian SP-5 Subsequent EIR.

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the "March Business Center" project. However, the project has been marketed and branded under the name "Meridian" and has come to be known by that name over the past years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

- *"the previously adopted Specific Plan"*: the 2003 March Business Center Specific Plan.
- *"this Specific Plan Amendment"*: the land use, development regulation and other amendments to the previously adopted Specific Plan contained in this document.

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan and the Meridian SP-5 Amendment. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway and Street F is now called Economic Way). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

The following land use types specified in the March JPA General Plan are included in this Specific Plan Amendment:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.
- Public Facility (PF): public, quasi-public and private uses, including a sewer system pump station and a fire station.

Regional access to and from the Specific Plan area is provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment completes the internal street network of collector and arterial streets to facilitate access to and from the areas to be developed. A major component of this network involves the extension of Meridian Parkway to the south to provide a continuous linkage between Alessandro Boulevard and Van Buren Boulevard. This Specific Plan Amendment's internal streets are public roadways to be maintained by the March JPA.

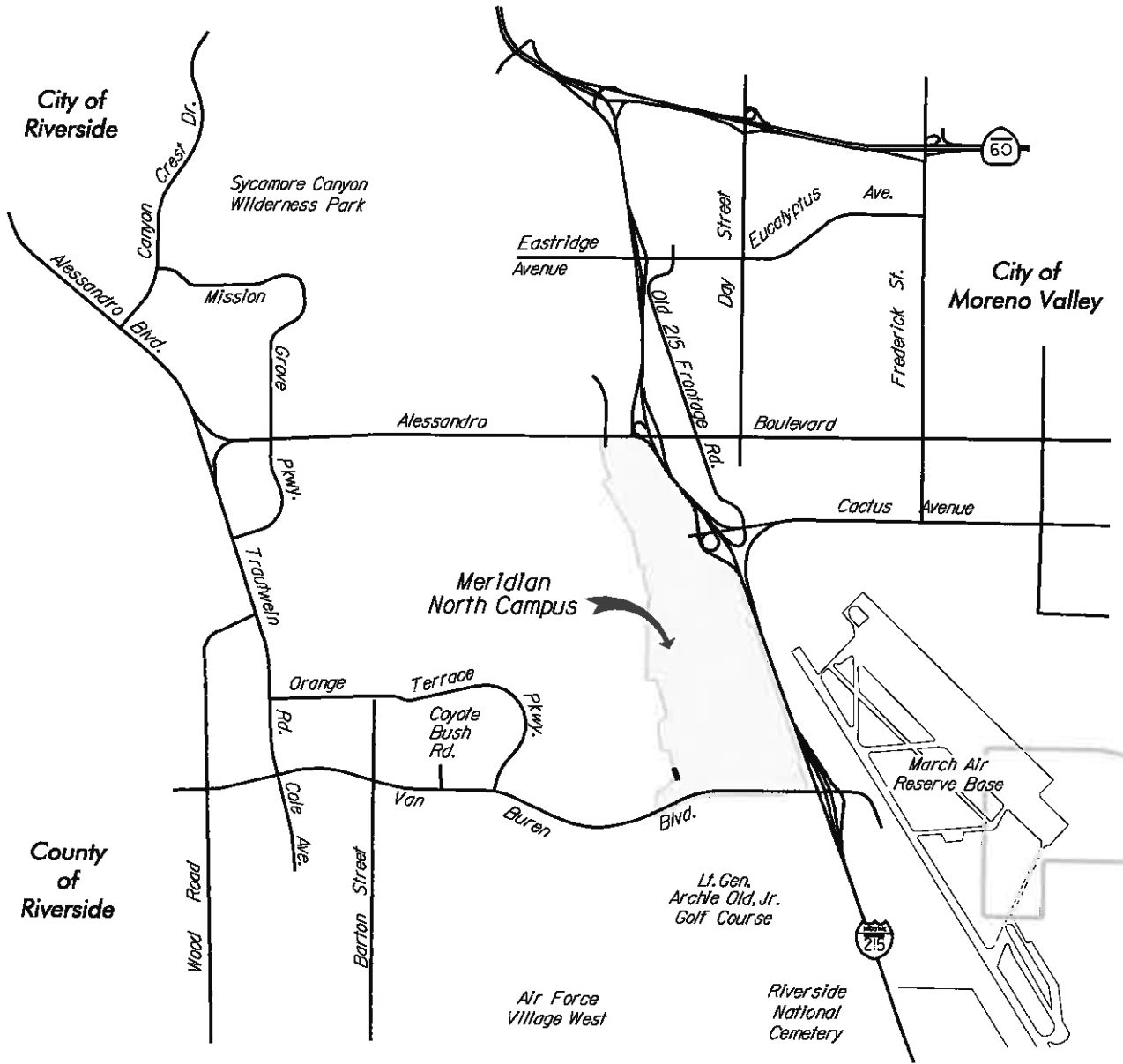


Figure I-2

Local Vicinity Map

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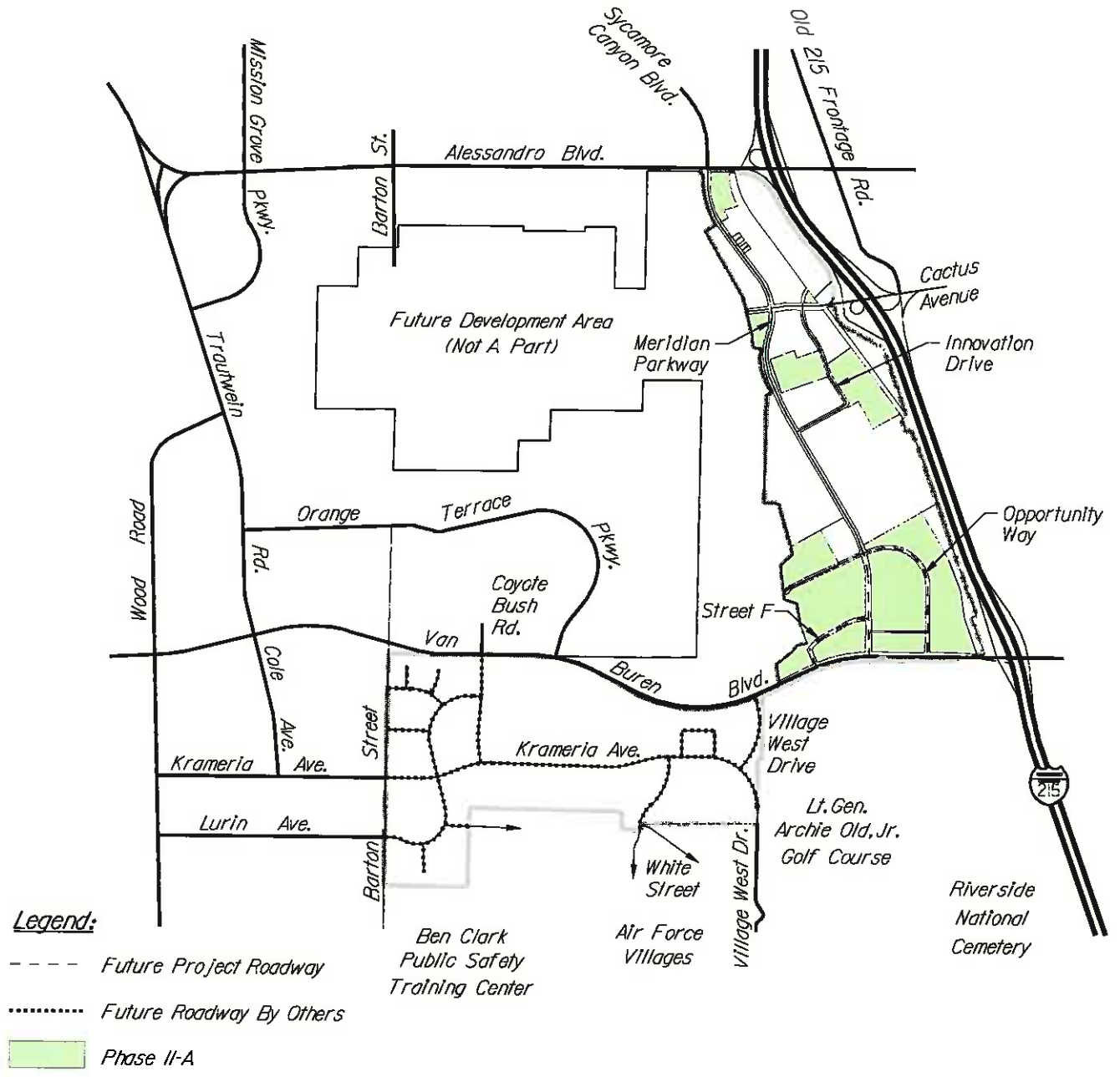


Figure I-3

Project Development Phasing

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II. INTRODUCTION

A. LAND USE OVERVIEW

This Specific Plan Amendment establishes guidelines for development accommodating Business Park, Industrial, Office, Mixed Use, Public Facility, and Commercial land uses. The objective of this Specific Plan Amendment is to guide and regulate the development of Meridian in accordance with the March JPA General Plan. This Specific Plan Amendment fulfills both planning and regulatory functions. As such, this document contains the regulations, procedures, and development standards necessary to accomplish both objectives.

This Specific Plan Amendment is prepared under the authority granted to the March JPA by California Government Code Title 7, Division 1, Article 8, Section 65450 et seq. The Notice of Preparation (NOP) for the Subsequent Environmental Impact Report (SEIR) was issued by the March JPA as the lead agency. The State of California encourages agencies to adopt Specific Plans whether by resolution (to establish a policy document) or by ordinance (to establish a regulatory document). This Specific Plan Amendment document is a regulatory document and is therefore subject to adoption by ordinance.

All future development plans, tentative parcel and/or tract map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan Amendment shall be consistent with the regulations set forth in this document and with all other applicable March JPA policies and regulations. All regulations, conditions, and programs contained in this document shall be deemed separate, distinct and independent provisions of this Specific Plan Amendment. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan Amendment shall not be affected.

A Subsequent EIR (SEIR) was prepared for the 2010 Meridian SP-5 Amendment, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. Meridian SP-5 implements the policies of the General Plan.

The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the previously adopted Specific Plan and this Specific Plan Amendment are substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent.

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-5 A4 A5 are limited to the Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ in North Campus. **Figure II-1A** illustrates the location of the North Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

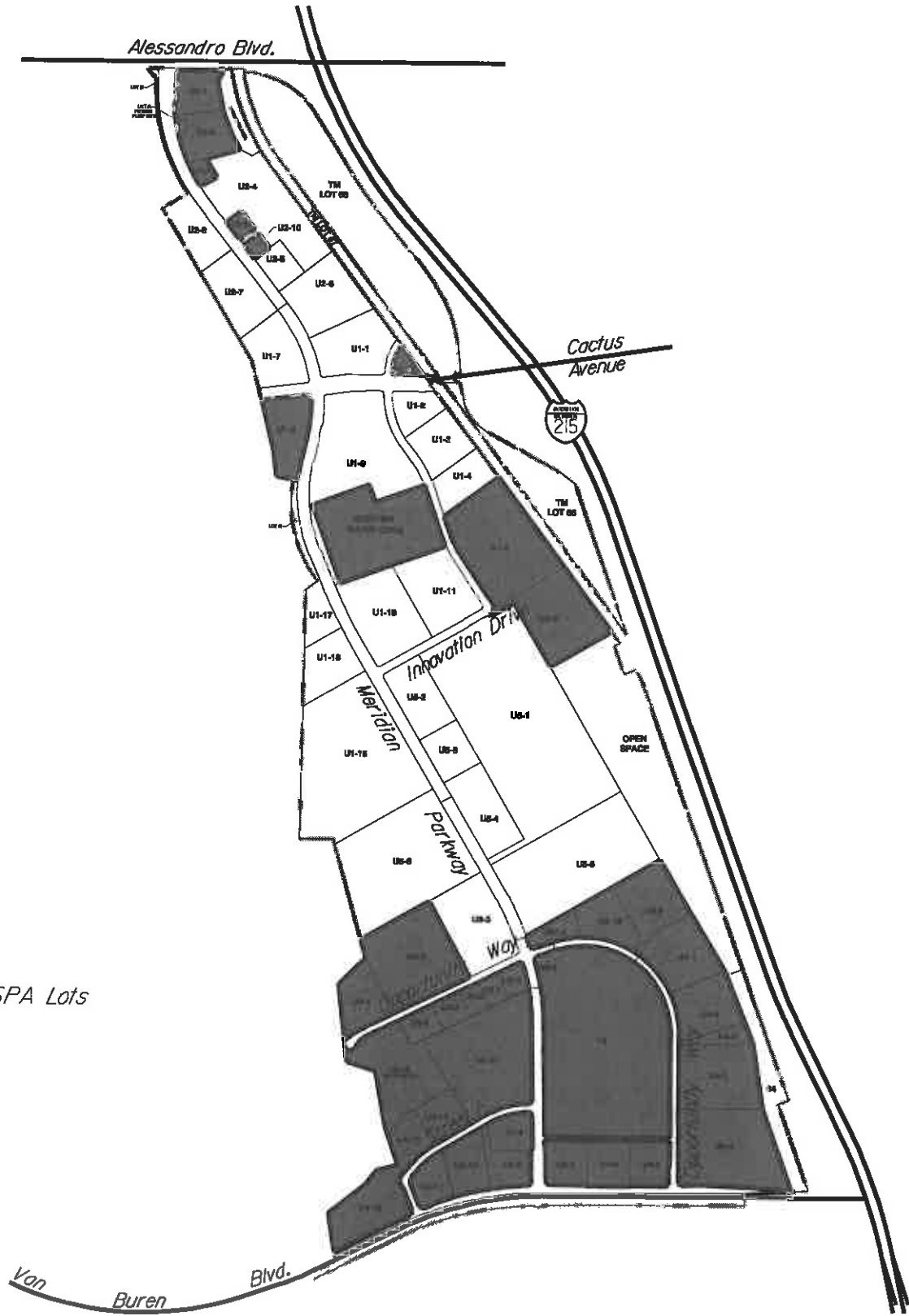
Meridian Parkway provides a north/south connection between Alessandro Boulevard and Van Buren Boulevard. Cactus Avenue has been extended to the west to form a “T” intersection at Meridian Parkway. Meridian Parkway, Opportunity Way, and Economic Way provide access to/from the majority of parcels in the North Campus that would use Van Buren Boulevard. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.

C. BACKGROUND AND HISTORY

Since 1988, the federal government closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. Joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993 the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The JPA prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
- General Plan of the March Joint Powers Authority (September, 1999)
- March Joint Powers Authority Development Code (July, 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
- Addenda to the certified 2003 FEIR, including:
 - Resolution #JPA 05-17: Determination regarding the buildable area within the March Business Center Accident Potential Zone Overlay Zoning Districts, located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (April 2006)
 - Tentative Tract Map 30857 Amendment (April 2007)
 - March Business Center Unit 2, Lots 5 and 6, Addendum to the FEIR (April 2007)
 - March Business Center Unit 1, Lot 5 (356,000 square feet of manufacturing and warehousing uses), Addendum to the FEIR (April 2007)
 - Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)

Meridian - Specific Plan Amendment



Legend:

 SPA Lots

Figure II-1A

Specific Plan Amendment : North Campus



© 2010 City of Meridian, ID. All rights reserved. Aerial photo courtesy of Google Earth.

Figure II-2
Aerial Photo

- Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
- March Business Center Unit 1, Lot 5 (272,418 square foot steel plate processing facility), Addendum to the FEIR (December 2008)
- March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)
- Addenda to the certified 2010 Meridian Specific Plan Amendment (SP-5) Final SEIR including:
 - Meridian North Campus Specific Plan (SP-5) Amendment #1 addendum to the Final SEIR to clarify the make-up of the March Business Center Design Implementation Committee (March 2011)
 - Meridian North Campus Specific Plan (SP-5) Amendment #2 addendum to the Final SEIR to rezone Unit 4, Lot F from Public Facility to Industrial (December 2014)
 - Meridian North Campus Specific Plan (SP-5) Amendment #3 addendum to the Final SEIR to make the Meridian North Campus Specific Plan (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014 (April 2017)
 - Meridian North Campus Specific Plan (SP-5) Amendment #4 Addendum to the Final SEIR to the Meridian North Campus Specific Plan (SP-5) to allow for the zone change on Unit 4, Lots 8, 10, and 11 from Office (OF) to Mixed Use (MU) (September 2018).

A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan.

D. PLANNING CONTEXT

Figure II-3 depicts the previously adopted Specific Plan land use designations as shown in the 2003 General Plan Amendment. **Figure II-4** depicts zoning for the North Campus, including both the previously adopted Specific Plan and this Specific Plan Amendment.

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of the proposed Meridian Specific Plan Amendment:

1. Specific Plan Amendment

The Specific Plan No. 5, Amendment No. 5 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 9 and 12, from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the Specific Plan to reflect revised acreages within the OF and MU land uses.

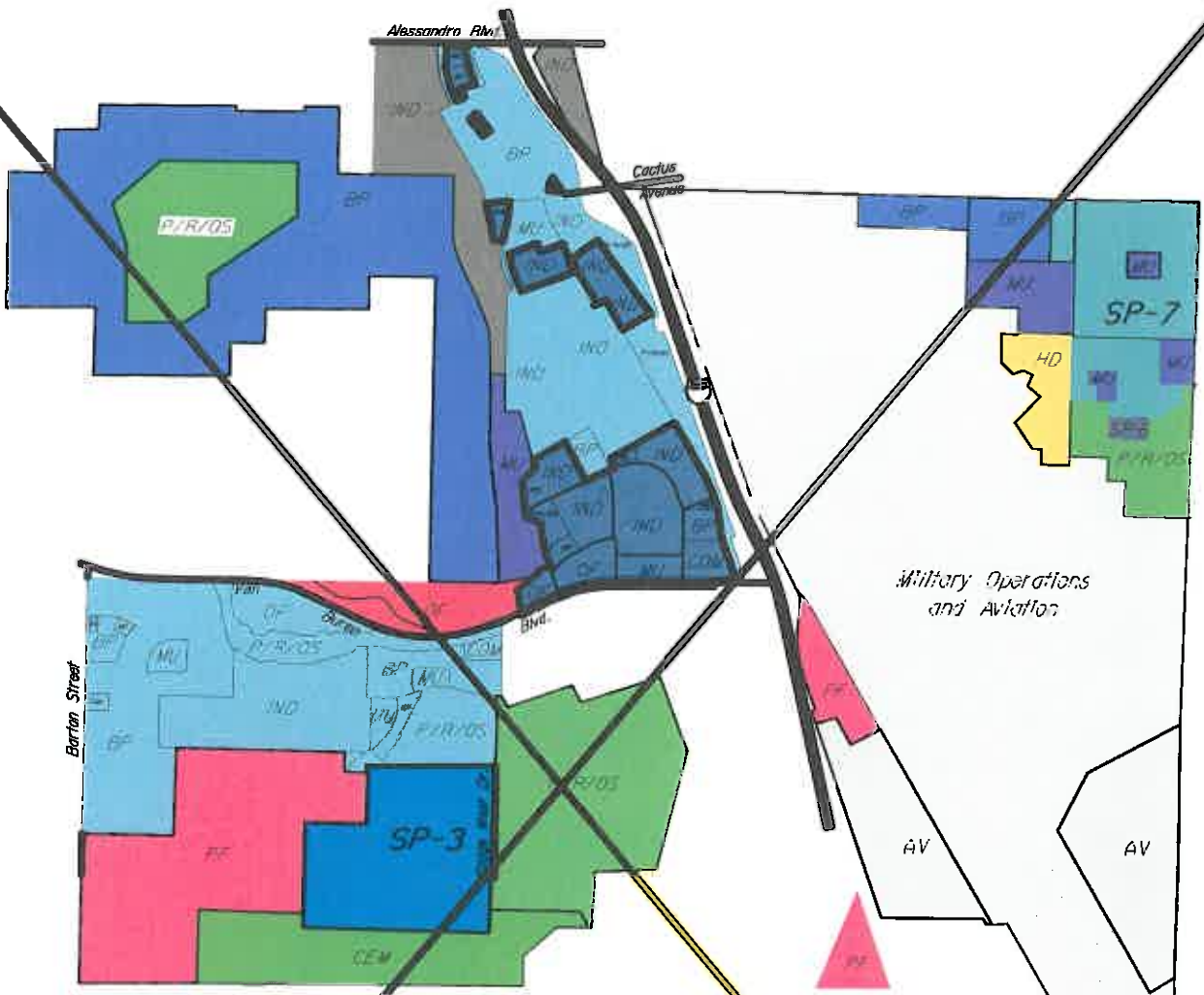
~~The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU), b) amend Specific Plan exhibits for land use, e) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses, d) update land use designation tables within the SP to include the Microbrewery category, update parking ratios table to reflect revisions and the inclusion of the Microbrewery category, e) update to Figure V-6 Truck Routes, and f) Microbrewery to the land use definitions.~~

2. General Plan Amendment

A General Plan Amendment is proposed concurrently with this Specific Plan Amendment to modify the zoning of Unit 4, Lots 9 and 12 ~~Lot 8, 10 and 11~~ within the SP-5 area from Office to Mixed Use zoning designations. The General Plan Amendment would be adopted by resolution.

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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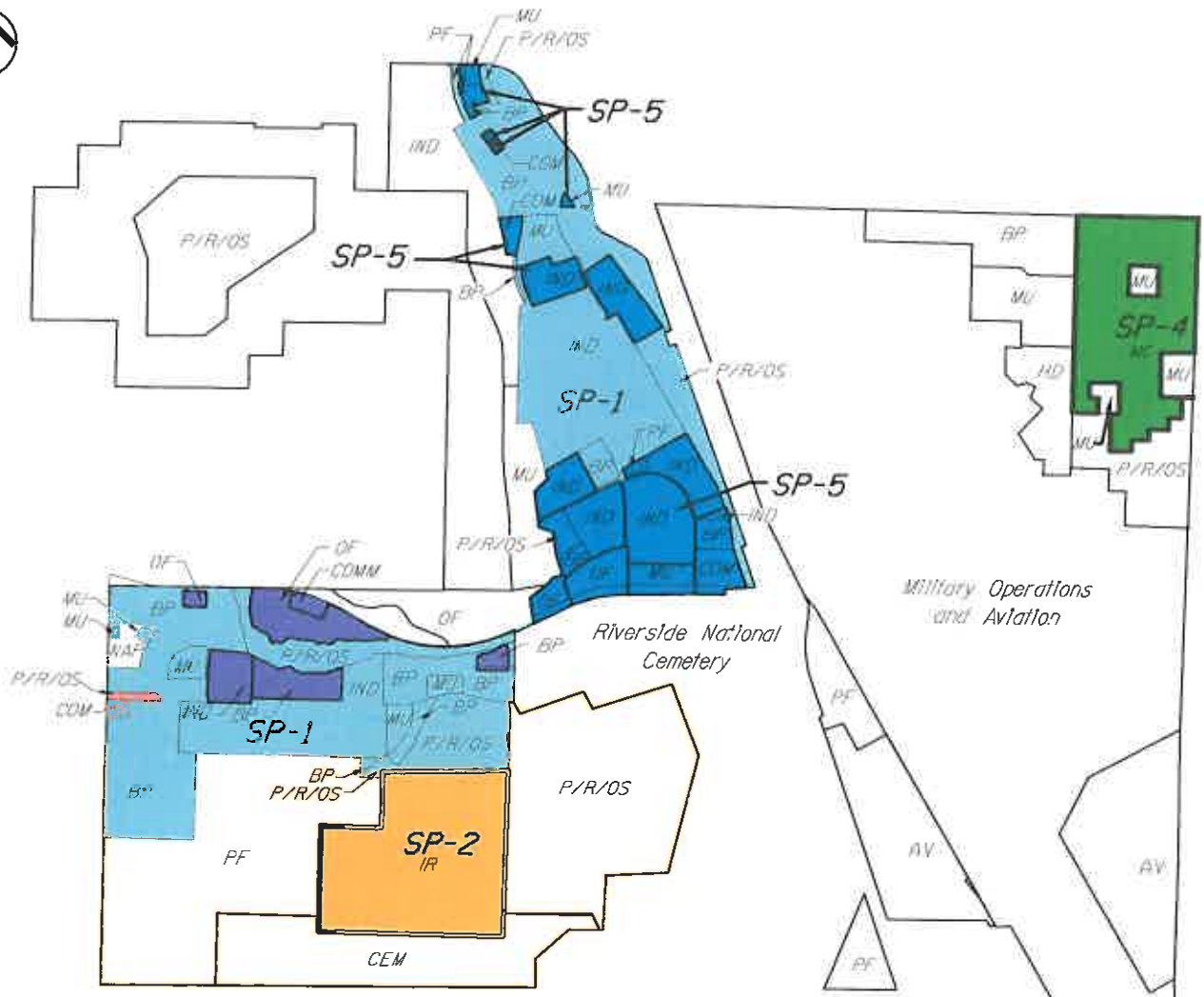
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- | | | | |
|---|--|---|--|
| Aviation | | Historic District | |
| March Business Center Specific Plan SP-1 | | industrial | |
| Meridian Specific Plan Amendment SP-5 | | March Air Reserve Base | |
| Air Force Village West Specific Plan SP-3 | | Mixed Use | |
| US Vets Specific Plan SP-6 | | Office | |
| March LifeCare Campus Specific Plan SP-7 | | Park/Recreation/Open Space | |
| Business Park | | Public Facility | |
| Cemetery | | Meridian Specific Plan Amendment, SP-5 Ord 10-2 | |
| | | *NAP=Not a Part | |

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Legend

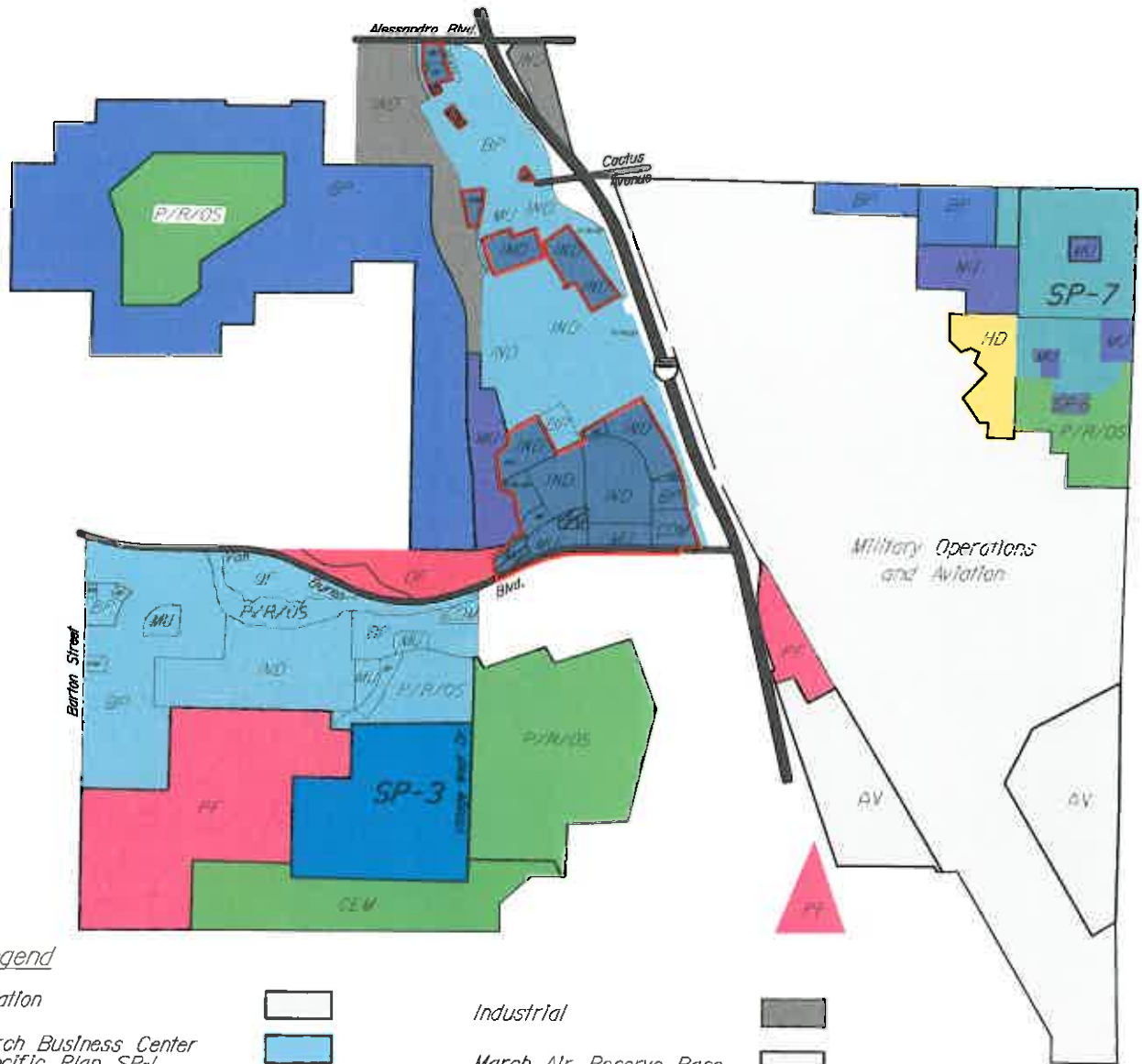
Previously Adopted Specific Plan (SP-1)		Office	
Specific Plan Amendment (SP-2)		Public Facility	
Specific Plan Amendment (SP-4)		Park/Recreation Open Space	
Specific Plan Amendment (SP-5)		AFVW Expansion	
Specific Plan Amendment (SP-6)		Cemetery	
Specific Plan Amendment (SP-7)		Aviation MIP	
Business Park		Historic District	
Commercial		Medical Campus	
Industrial		Institutional-Residential	
Mixed Use		Not a Part	

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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Legend

Aviation		Industrial	
March Business Center Specific Plan SP-1		March Air Reserve Base	
Meridian Specific Plan Amendment SP-5		Mixed Use	
Air Force Village West Specific Plan SP-3		Office	
US Vets Specific Plan SP-6		Park/Recreation/Open Space	
March LifeCare Campus Specific Plan SP-7		Public Facility	
Business Park		SP-5, A5	
Cemetery		Meridian Specific Plan Amendment, SP-5 Ord 10-2	
Historic District			

FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

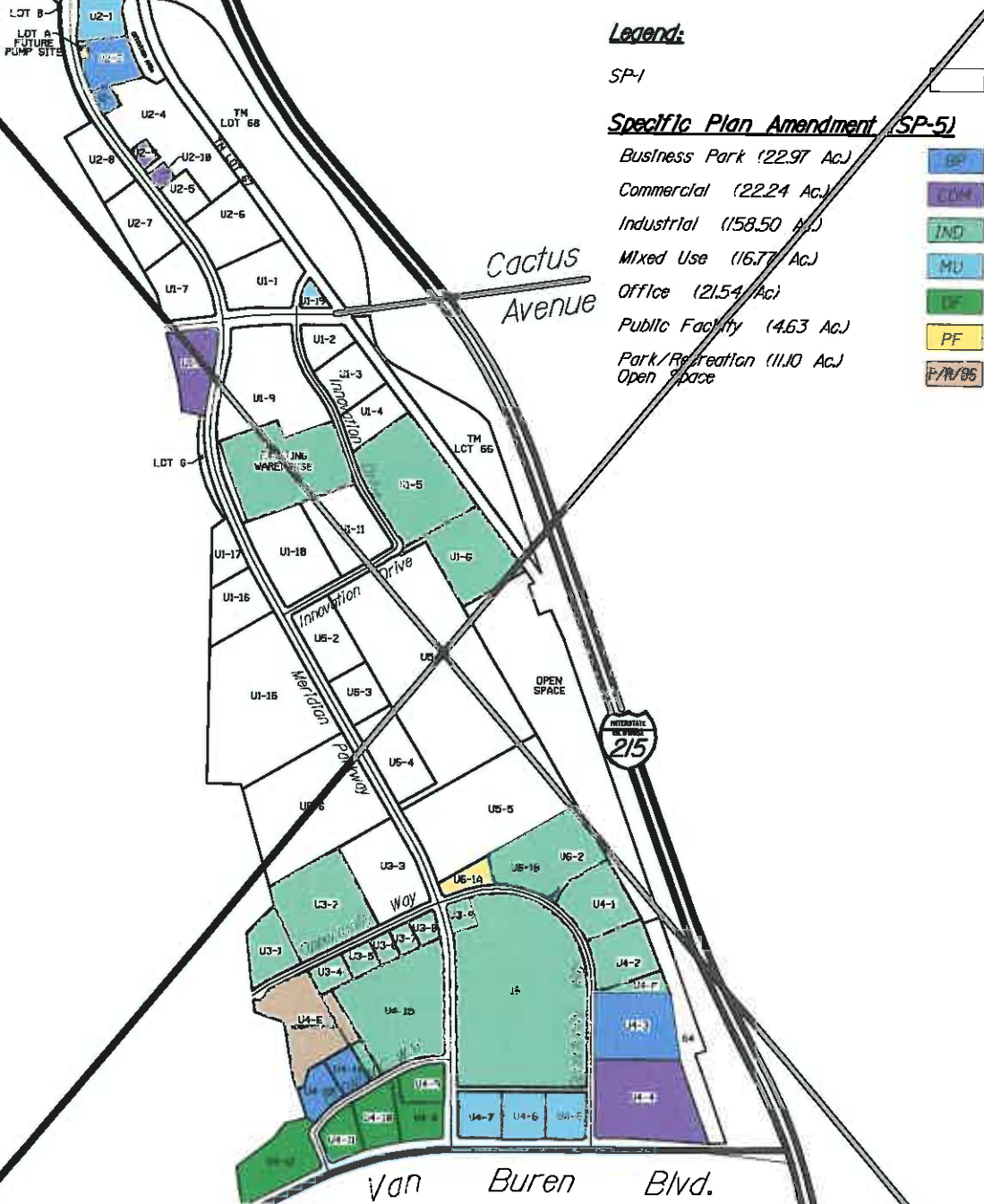
MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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Alessandro Blvd.

LOT B
LOT A
FUTURE
PUMP SITE



Cactus Avenue



Van Buren Blvd.

FIGURE II-4

EXISTING ZONING MAP FOR NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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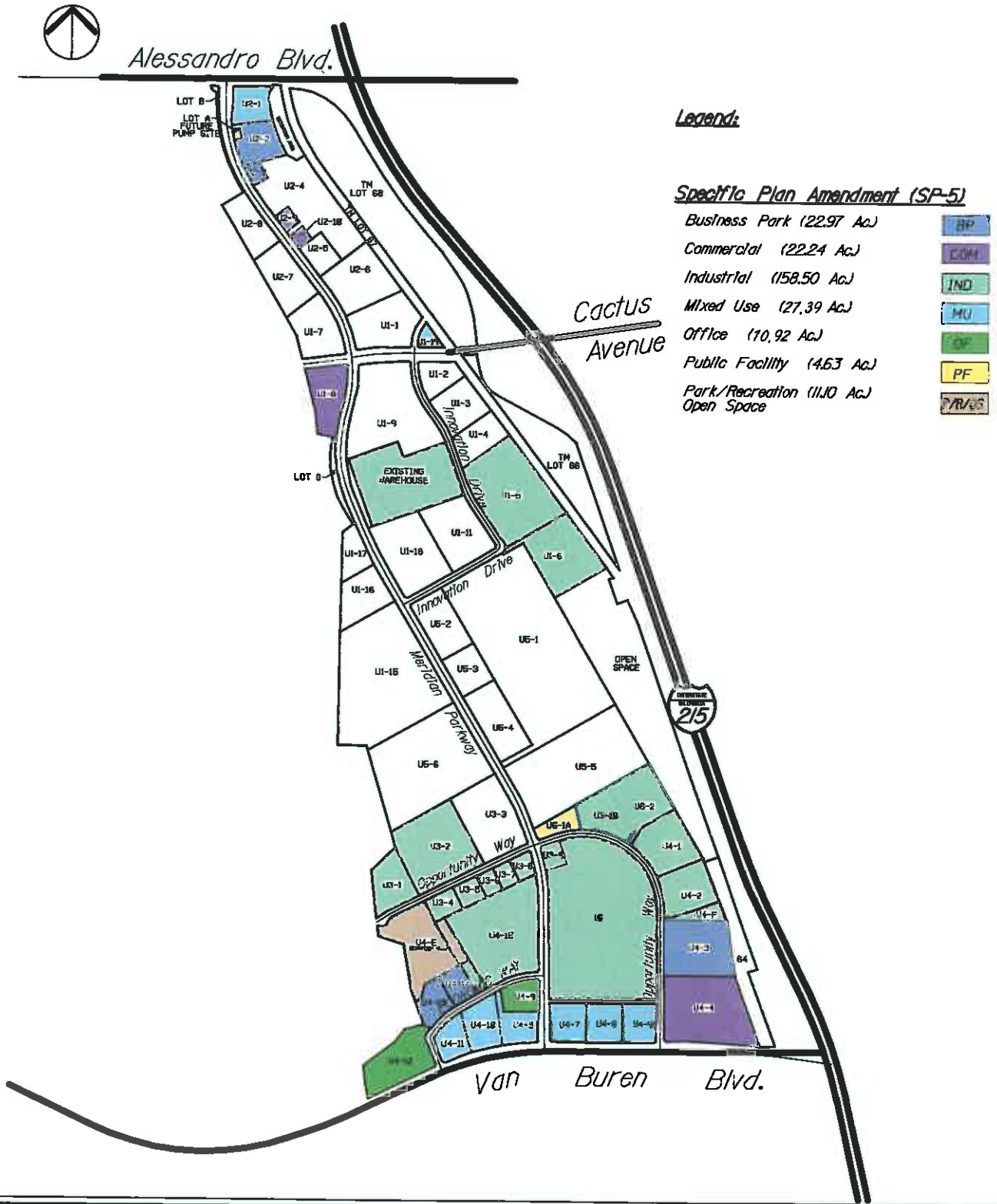


FIGURE II-4

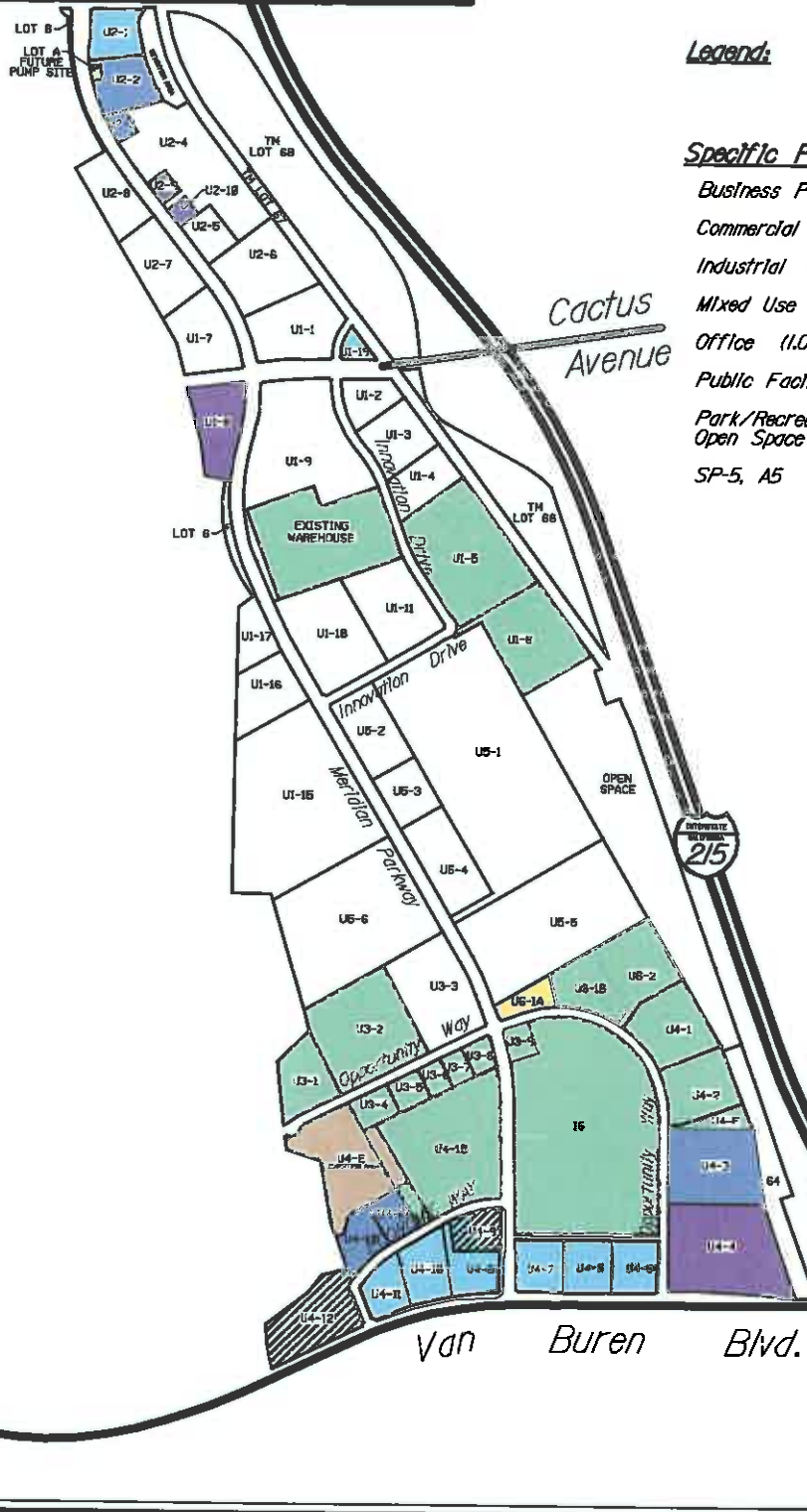
EXISTING ZONING MAP FOR NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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Alessandro Blvd.



Legend:

Specific Plan Amendment (SP-5)

- Business Park (22.97 Ac.)
- Commercial (22.24 Ac.)
- Industrial (158.50 Ac.)
- Mixed Use (37.26 Ac.)
- Office (1.05 Ac.)
- Public Facility (4.63 Ac.)
- Park/Recreation (11.10 Ac.)
- Open Space
- SP-5, A5



FIGURE II-4A

PROPOSED ZONING MAP FOR NORTH CAMPUS

III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area provides an opportunity for residents to work locally rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit reducing the concentration of work trips in the peak hour/peak direction of travel.

A. Land Use Overview

This section identifies the types of land uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, this Specific Plan Amendment accommodates land uses supporting future growth and development in the area. This Specific Plan Amendment's Land Use section references the following policies, regulations, and guidelines:

- March JPA General Plan
- March JPA Development Code
- March Business Center Design Guidelines

This section specifies broad land use categories that will guide the development of this Specific Plan Amendment. Within each broad category, specific land uses are identified together with an indication of whether such uses are permitted, subject to a conditional use permit, or not allowed. In addition, development regulations that govern the development of the individual projects comprising this Specific Plan Amendment are described.

B. Purpose and Applicability

The following items describe the relationship of this Specific Plan Amendment's land use regulations in the context of other land use documents developed by the JPA.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code ("Development Code") and the General Plan of the March JPA ("General Plan") unless otherwise defined in this Specific Plan Amendment.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.

This Specific Plan Amendment's Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

C. Land Use Compatibility

This Specific Plan establishes development patterns to limit the potential for land use conflicts, both within this Specific Plan Amendment and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan

established land use restrictions within Airport Influenced Areas, which are imaginary surfaces extending outward from an airport's runway. In 2005, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area in the context of ongoing military operations at MARB. In January 2008, a Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study (described in subsequent paragraphs as the "Joint Land Use Study") was prepared by the March JPA and Riverside County Airport Land Use Commission. The Joint Land Use Study was updated in 2014 and adopted by the Riverside County Airport Land Use Commission on November 13, 2014. A copy of Chapter 3 of this document (Airport Land Use Compatibility) is included in Appendix B of this Specific Plan Amendment.

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school.¹

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

Additionally, on December 27, 2016, an existing Disposition and Development Agreement and Statutory Development Agreement expired on Meridian North Campus (SP-5) with the exception of Unit 1, Lot 8. Accordingly, all other developments in the Meridian North Campus (SP-5) is subject to airport compatibility review by the Riverside County Airport Land Use Commission.

D. Objectives of Development Districts

This section of the Specific Plan identifies the following seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, Public Facility, and Park/Recreation/Open Space.

The land use designations are summarized below:²

1. Business Park

Business Park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. A 14.5-acre transportation center to accommodate commuter rail service is a permitted use in this district. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is restricted.

¹ Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.

² The land use descriptions are taken directly from the General Plan amended to apply to this Specific Plan.

2. Industrial

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

3. Office

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and transit service.

4. Mixed-Use

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, services, and light and custom manufacturing. Industrial, warehousing, and outdoor storage is prohibited.

5. Commercial

Commercial/Service uses within the designation include retail and service oriented business serving the Planning Area. Commercial uses include retail establishments (shopping centers), administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. Commercial land uses within the Specific Plan are intended to serve the Specific Plan area only; they will not serve a regional demand.

6. Public Facility

This designation includes a wide range of public, quasi-public, and private uses, such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. The Specific Plan Amendment area includes 4.6 acres of public facility. This land has been allocated to accommodate a planned fire station and a pump station.

7. Park/Recreation/Open Space

This land use designation includes detention basins, park land, and open space.

E. Overlay Districts

1. Joint Land Use Study

This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (contained in Appendix B of this Specific Plan Amendment). The Joint Land Use Study 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). Note that 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 characteristics of the compatibility zones are summarized below:

- **Zone M** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside County Airport Land Use Commission (ALUC) have jurisdiction over federal lands.
- **Zone A** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the *AICUZ*, the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway pavement end. Zone A at the north end of the runway encompasses a detention basin located within the North Campus. Zone A at the south end of the runway includes privately owned land. The Air Force has acquired restrictive use easements preventing the development of this property.
- **Zone B1** encompasses areas of high noise and high risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone also is exposed to projected noise levels in excess of 65 (dB) decibels calculated using Community Noise Equivalent Level (CNEL) criteria.
- **Zone B2** is similar to Zone B1 in terms of noise impact, 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. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1
- **Zone C1** encompasses most of the projected 60 dB noise contour plus immediately adjoining areas. The zone boundary follows geographic features. Risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately 5 miles from the runway end—is excluded from the zone. Even though exposed to projected noise above 60 dB CNEL, the risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. On instrument approaches to Runway 14, aircraft are typically at about 2,000 feet above the runway on descent and departing aircraft are generally 3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.
- **Zone C2** contains the remainder of the lands within the 60 dB CNEL noise contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noises levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at

about the same or somewhat lower altitudes as in the south portion of Zone C2, but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area are high enough to be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours; thus, reducing the significance of the noise impact on residential land uses. Risk levels in both portions of Zone C2 are judged to be moderate to low with the low altitudes and flight training aspect of the aircraft activity being the primary concerns.

- **Zone D** is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are low.
- **Zone E** contains the remainder of the airport influence area. Airspace protection is the major concern in that aircraft sometimes pass over these areas while flying to, from, or around the airport.

Figure III-1 overlays the boundaries of the land use compatibility zones on the North Campus. **Appendix B** contains Chapter 3 of the Joint Land Use Study (JLUS). Proposed developments within this Specific Plan Amendment shall be consistent with the applicable land use compatibility criteria contained in this Appendix, with the following exceptions:

- The applicable airport land use compatibility provisions from the JLUS are found in JLUS Exhibit 3-4.
- In cases where this is a conflict between Table III-1 of this Specific Plan Amendment and Exhibit 3-7 of the JLUS, Table III-1 shall govern.
- Legislative projects, including general plan amendments, changes of zone, ordinance amendments, and subsequent Specific Plan Amendments shall be submitted to ALUC for review. Non-legislative development applications located outside the boundary of the B1 zone are not subject to mandatory ALUC review pursuant to the consistency determination for this Specific Plan Amendment.
- Although above-ground fuel storage in excess of 6,000 gallons is discouraged by the JLUS in compatibility zone B2, Lot 16 will provide two 10,000-gallon above-ground diesel fuel storage tanks in the northern portion of the lot. Above-ground bulk storage of fuel and hazardous materials in excess of 6,000 gallons shall continue to be discouraged in all other lots in compatibility zone B2, in accordance with the JLUS.

Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (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 aboveground 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

F. Land Use Table

Table III-1 is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a “P” indicates that it is permitted and a “C” indicates that a conditional use permit is required. All conditional use permits are subject to the findings found in Development Code Section 9.02.060 C. *A blank space indicates that the use is not allowed. Any use not allowed by federal, state or local law is prohibited. In addition, any use not specifically listed in this Specific Plan Amendment is also prohibited.*

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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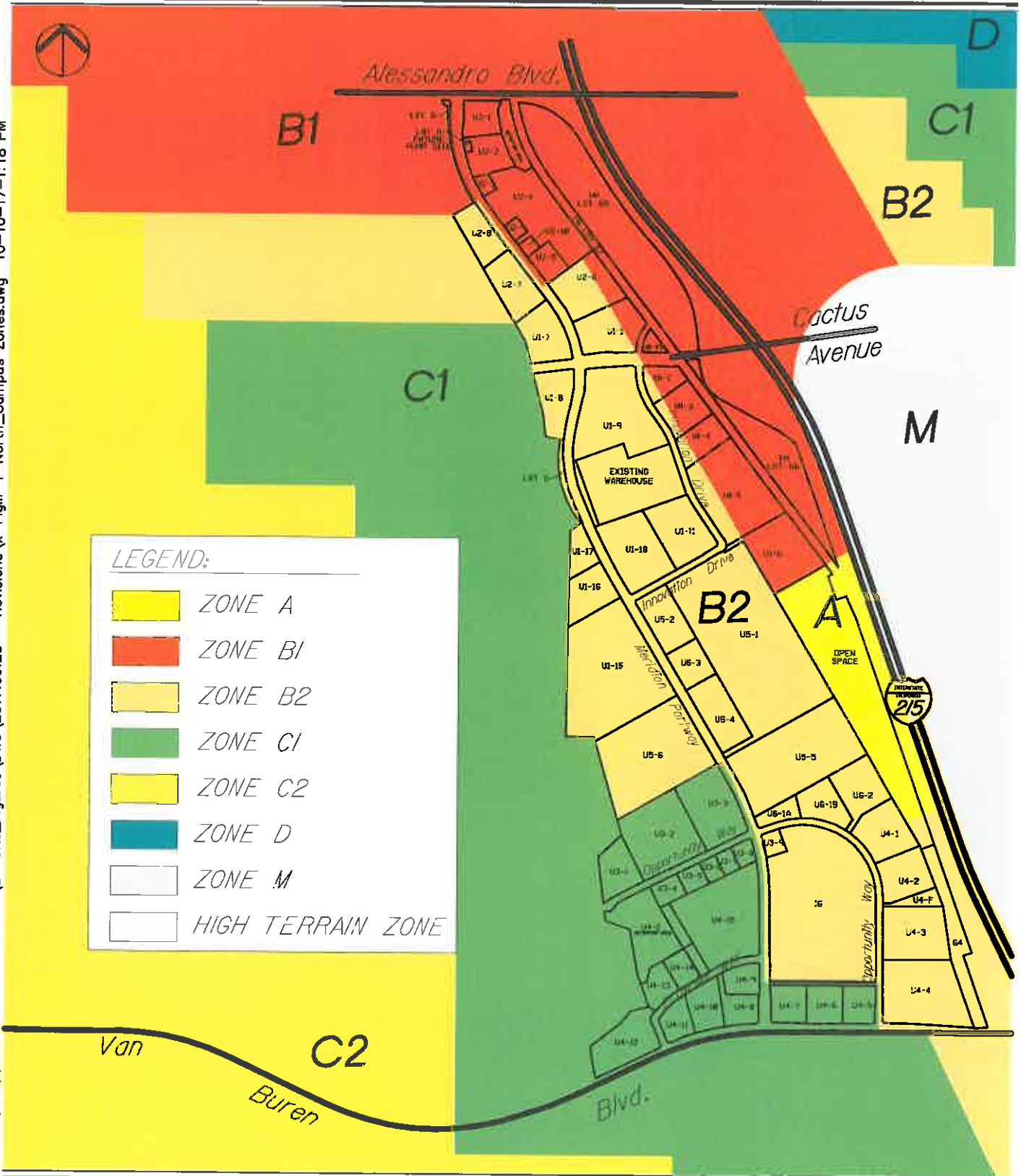


FIGURE III-1

LAND USE COMPATIBILITY ZONES: NORTH CAMPUS

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy ⁷		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		C	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,5}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Automotive/Truck Repair-minor	C	P			
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet) ⁸	P				P
Business Supply/Equip Sales/Rentals	C	C		P	P
Business Support Services ²	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C			
Horticulture Nurseries & Greenhouses	C	P			
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	C	C	C	C	
Interpretive Centers	P	P	P	P	

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Laundry Services	P	P		C	
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Microbreweries	C			C	C
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture- related Products & Flowers	C			C	C
Outdoor Commercial		C			
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a <i>Primary Use</i>	CP	C			P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		C			
Repair Services	P	P		P	
Restaurant (fast food) ⁹				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,5}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

¹ Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

² Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area.

³ The Mixed Use designation shall have a maximum of 25 percent retail uses.

⁴ Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

⁵ Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied.

⁶ Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

⁷ Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses.

⁸ All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C.

⁹ A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot.

Note: Development shall be subject to a cumulative traffic generation budget, as described in Section V.B.2.

G. Development Regulations

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 regulations and standards described below in **Table III-2**. Development regulations and standards for the Business Park land use are applicable to the Public Facility land use designation.

(a) Lot Development

- (1) Two adjoining lots which have a common interior side lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.
- (2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).
- (3) Construction of objects taller than 35 feet in the High Terrain Zone (see Appendix B of this Specific Plan Amendment), will require review by the Airport Land Use Commission

DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft. ¹	100 ft. ¹	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40 ^R ft.	40 ft.
Building Height ⁵	35'2 stories ²	35'2 stories ²	60'3stories ³	50'3 stories	50'3 stories
Floor Area Ratio	0.45	0.50 (0.55 is allowed for lots larger than 20 acres)	0.40	0.35 (0.40 is allowed for lots larger than five acres)	0.35
Site Landscaping	10%	10% ⁴	20% ⁴	20% ⁴	20% ⁴

¹ Any lot which fronts on a turnaround or curving street having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

² Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

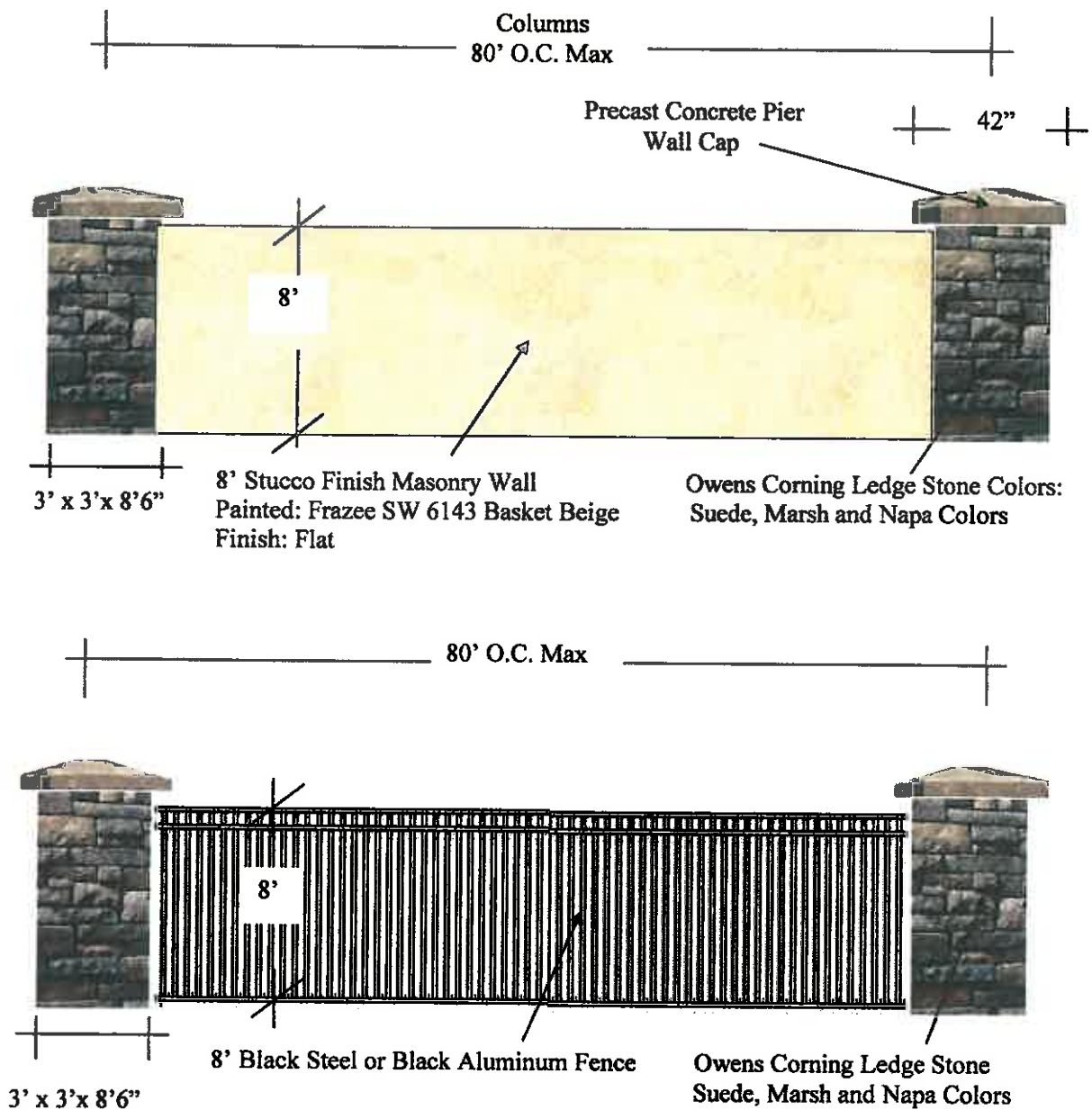
³ Subject to FAA Part 77 clearance and consistency with the Joint Land Use Study.

⁴ May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) below.

⁵ Incorporation of a basement to allow exceedance of the two-story limitation in Business Park and Industrial land uses, and the three-story limitation in Office, Mixed Use, and Commercial land uses shall not be allowed.

(b) Landscaping

Landscaping design for development in this Specific Plan Amendment shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:



Accessory Structures: The design of accessory structures shall be in accordance with Development Code section 9.08.030B, with the following modifications:

- (1) Item 4: this regulation is applicable to *exterior* stairs.
- (2) Item 7: screening requirement is modified as follows: "...screened from adjacent street frontage views and immediately adjacent residential developments"
- (3) Item 8: screening requirement is modified as follows: "...screened from adjacent street frontage views"

(f) Off-street Parking Regulations

Transportation Element Policy 2.7 of the March JPA General Plan indicates that on-street parking should be de-emphasized in order to both increase vehicle capacity and to accommodate bicycle access. **Table III-3** summarizes Specific Plan parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March Joint Powers Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide one bike rack space per 20 vehicle/employee parking spaces.

TABLE III-3 PARKING RATIOS BY LAND USE	
Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution	1.0 per 1,000 sq. ft.
0 – 50,000 sq. ft.	50 spaces + (0.33 per ksf > 50,000 sq. ft.)
50,000 – 200,000 sq. ft.	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
200,000 sq. ft. or greater	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Microbreweries	Customer area 8 per 1000 sq. ft., Manufacturing area 2 per 1000 sq. ft. Storage area 1 per 1000 sq. ft.
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Comparison to General Plan Zoning District Designations

In accordance with Section 9.13.050 of the March JPA Development Code, this Specific Plan Amendment includes a table indicating how this Specific Plan Amendment differs from the zoning district designation most closely resembling the type and intensity of the proposal (i.e., the March JPA General Plan). **Table III-4** provides a comparison of Floor Area Ratios for this Specific Plan Amendment and the March JPA General Plan for each land use designation included in this Specific Plan Amendment. As shown in this table, this Specific Plan Amendment provides generally lower FARs than the March JPA General Plan. This characteristic improves the quality of this Specific Plan Amendment in the following ways:

- Reduced FAR would result in lower building square feet, which would result in reduced traffic generation, as compared to the March JPA General Plan
- A lower amount of building square feet would also facilitate additional on-site landscaping and the accommodation of parking demand within the site, rather than on adjacent public streets
- Lower building square footages would also reduce the concentration of workers within land use compatibility zones identified in the AICUZ and the JLUS.

LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35

(a) 0.55 on lots larger than 20 acres
(b) 0.40 on lots larger than five acres

(h) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to “logistics”³ warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

Riparian areas found within this Specific Plan Amendment and the previously adopted Specific Plan are considered prime habitat for the endangered least Bell’s vireo (LBV). The riparian vegetation community is located along several of the intermittent drainages. These areas are concentrated in the south portion of the North Campus. A 15-foot setback is provided along the western boundary of the North Campus. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

³ Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

As part of the Section 7 consultation with the USFWS on impacts to LBV associated with this Specific Plan one conservation easement was recorded to protect biological resources in perpetuity. Fencing is to be installed for all lots in the Specific Plan that are adjacent to the conservation easement areas. In addition, all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated April 2010 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

2. Adjacent to SKR Management Area

As part of the on-going management within the Stephens' kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

3. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

Landscaping easements are provided along this Specific Plan Amendment's frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. **Figure III-2** presents the landscape easements adjacent to the Van Buren Boulevard/Meridian Parkway intersection. Landscaping easements are 20 feet wide and the landscaping is to be maintained by a Landscaping and Lighting Assessment District. In addition, a nine-foot landscaping easement is provided along the entire length of Meridian Parkway. The March Business Center Design Guidelines establish the landscaping criteria. Building setbacks shall comply with these landscaping setbacks.

The following requirements are applicable to the *Van Buren Boulevard Scenic Corridor*:

- In addition to the 20-foot landscaping easement, six feet of landscaping is planned within the public right-of-way, together with an eight-foot-wide multi-use trail.
- A unified landscaping theme will be implemented along Van Buren Boulevard, both adjacent to the roadway and in the median, adjacent to this Specific Plan Amendment. Double-row street trees and detached sidewalks are recommended within these areas. Drought-tolerant species are preferred over turf within these areas.
- Consistent theme lighting, subject to review and approval by the March JPA, shall be provided within lots fronting Van Buren Boulevard.
- A recognizable design theme, subject to review and approval by the March JPA, shall be provided along Van Buren Boulevard.

The following requirements are applicable to the *Alessandro Boulevard Scenic Corridor*:

- A recognizable design theme, subject to review and approval by the March JPA, shall be provided within lots along Alessandro Boulevard.

4. Historic Landmark

The Specific Plan construct a landmark on the northeastern corner of Meridian Parkway and Opportunity Way. The design and location of this landmark was reviewed and approved by the March JPA, in consultation with the Air Force Village West community, March Field Air Museum, and March ARB.



Figure III-2

Van Buren Blvd. & Meridian Parkway Landscape Easements

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IV. OPEN SPACE

A. Conservation Easements

The previously adopted Specific Plan and this Specific Plan Amendment include jurisdictional waters of the U.S. and State waters, which consist of unnamed ephemeral, intermittent and perennial channels, in-channel wetlands and wetlands. The previously adopted Specific Plan and this Specific Plan Amendment impact 4.06 acres that are waters of the U.S. and State waters under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and California Department of Fish and Game (CDFG). The total impact to waters of the U.S. is 2.36 acres, and the total impact to State waters is 1.70 acres.

The previously adopted Specific Plan and this Specific Plan Amendment will mitigate on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The purpose of the mitigation is to replace lost functional values of avian habitat, water quality and aesthetics. The mitigation will include the following:

- Create 4.2 acres of habitat (Riparian Woodland, Southern Willow Scrub and Mulefat Scrub) suitable for occupation by LBV in realigned and restored drainages.
- Create 1.9 acres and restore 1.4 acres of wetland waters of the U.S. and State waters.

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a “buffer” zone. This “buffer” will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus. Additionally, preparation of a second Conservation Easement is underway for approximately 504 acres for the protection of Stephen’s Kangaroo Rat to be referred to as the West March Conservation Area.

B. Drainage Basins

Drainage detention facilities are provided in the east and west portions of North Campus. The largest of these basins (i.e., the East Basin) is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. The East Basin is located within the Clear Zone (CZ) as designated by the AICUZ to accommodate aircraft operations at March ARB. A second detention basin was constructed on Unit 4 Lot E (U4-E) and over detains to offset the impacts of Unit 4 which is downstream. The third basin is located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility drains the northern portion of Unit 1. All detention basins have a draw down within 24 hours with the exception of the East Basin. The East Basin has a draw down period of 24 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 12 to 24 hours. Other local basins are to be maintained by the Landscape Lighting and Maintenance District (LLMD).

V. TRANSPORTATION

A. Existing Transportation Issues

Local and regional access to the project area is provided by I-215, Alessandro Boulevard, Cactus Avenue, Barton Street, and Van Buren Boulevard. A Burlington Northern and Santa Fe (BNSF) Railway line runs parallel to I-215, along the west side of the freeway. Existing transportation network issues are summarized below:

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, is being constructed to provide access to and from the lots comprising the March Business Center. The internal street network consists primarily of public roadways to be maintained by the March JPA, with the exception of an east/west private roadway located along the southern boundary of lot 16. This private street was built to March JPA standards in compliance with Development Code Section 9.14.020C.2, and maintained by adjacent property owners, through a recorded maintenance agreement approved by the March JPA. Off-site transportation improvements are provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase are to be constructed or assured to the satisfaction of the March JPA Executive Director prior to the occupancy of that phase.

1. Project Development Phasing

Meridian SP-5 is to be constructed in a single development phase, referred to as Phase II-A. Figure I-3 on page I-5 of this Specific Plan illustrates the boundaries of Phase II-A. The previously adopted Specific Plan was divided into smaller phases that deliver transportation facilities based on when these improvements are needed. **Figure V-1** illustrates the transportation improvements associated with Phase I, the initial phase of the previously adopted Specific Plan. Phase II includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase II-A includes Meridian SP-5 (257.7 acres) in the North Campus; this phase is also shown in **Figure V-2A**.

2. Planning Areas and Planning Regions

Development within Meridian SP-5 is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation “budget” based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within the Meridian SP-5, its traffic generation⁴ shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

3. Street Sizing and Landscaping

The internal street network will accommodate traffic from the previously adopted Specific Plan, traffic from Meridian SP-5, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4A** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project’s circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical because existing improvements are provided adjacent to Riverside National Cemetery.

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

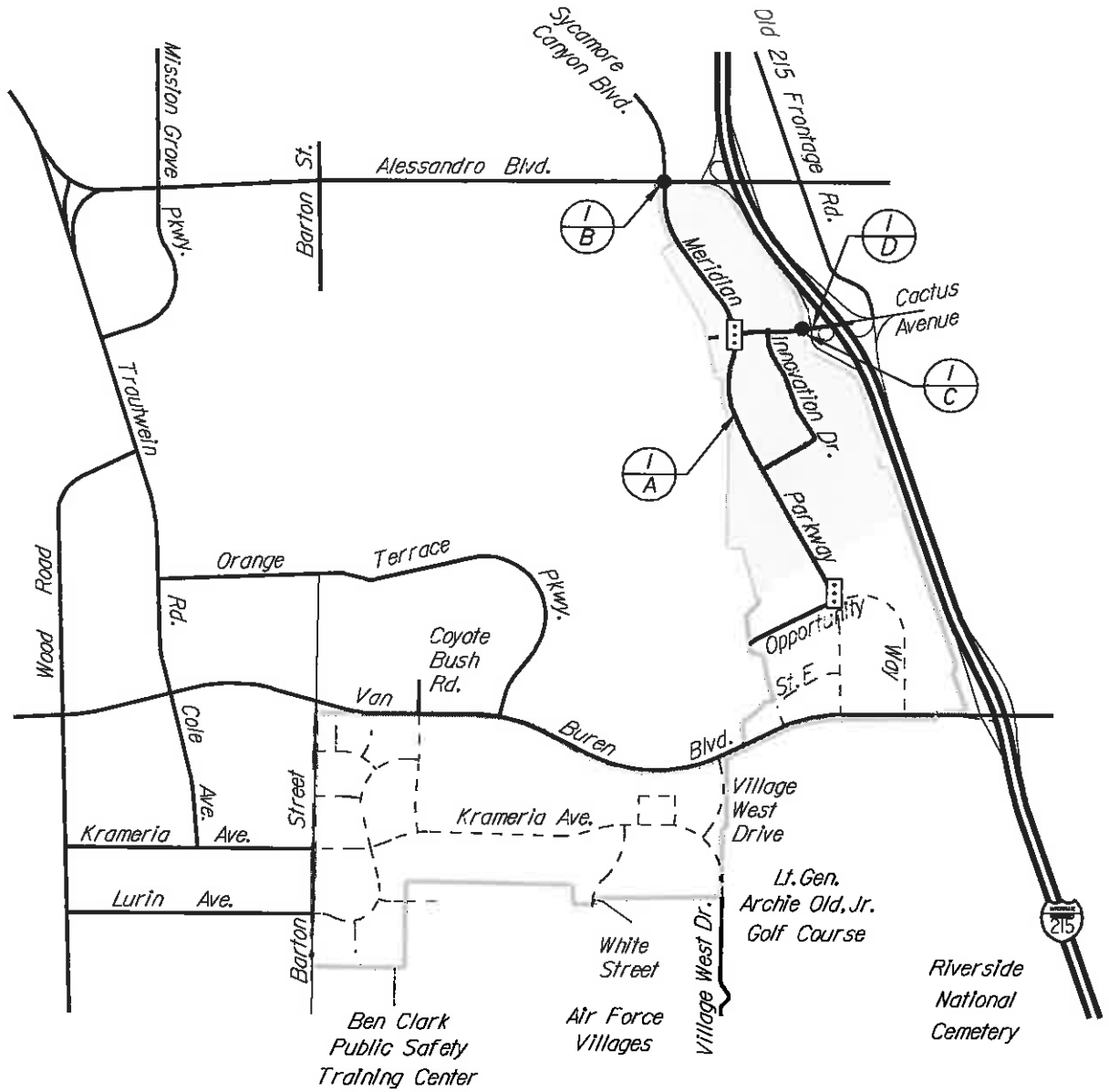
County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This configuration is desirable to accommodate both bicyclists and trucks or other heavy vehicles.

4. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation “budget” in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.

⁴ Traffic generation shall be calculated using the trip generation rates included in the Traffic Impact Analysis, Meridian Specific Plan Amendment (2010), which is based on Institute of Transportation Engineers’ Trip Generation (8th Edition) rates, and the City of Fontana Truck Trip Generation Study (2003). The March JPA will also consider trip generation studies and/or data that are different from the above-listed rates for the purposes of trip generation calculations.

Meridian - Specific Plan Amendment



Legend:

- Complete Project Roadway
- - - Future Project Roadway
- (I / B) - Improvement Phase / Identifier
- ▭ - Traffic Signal

NOTE:
SPA Improvements Included In Phase II-A

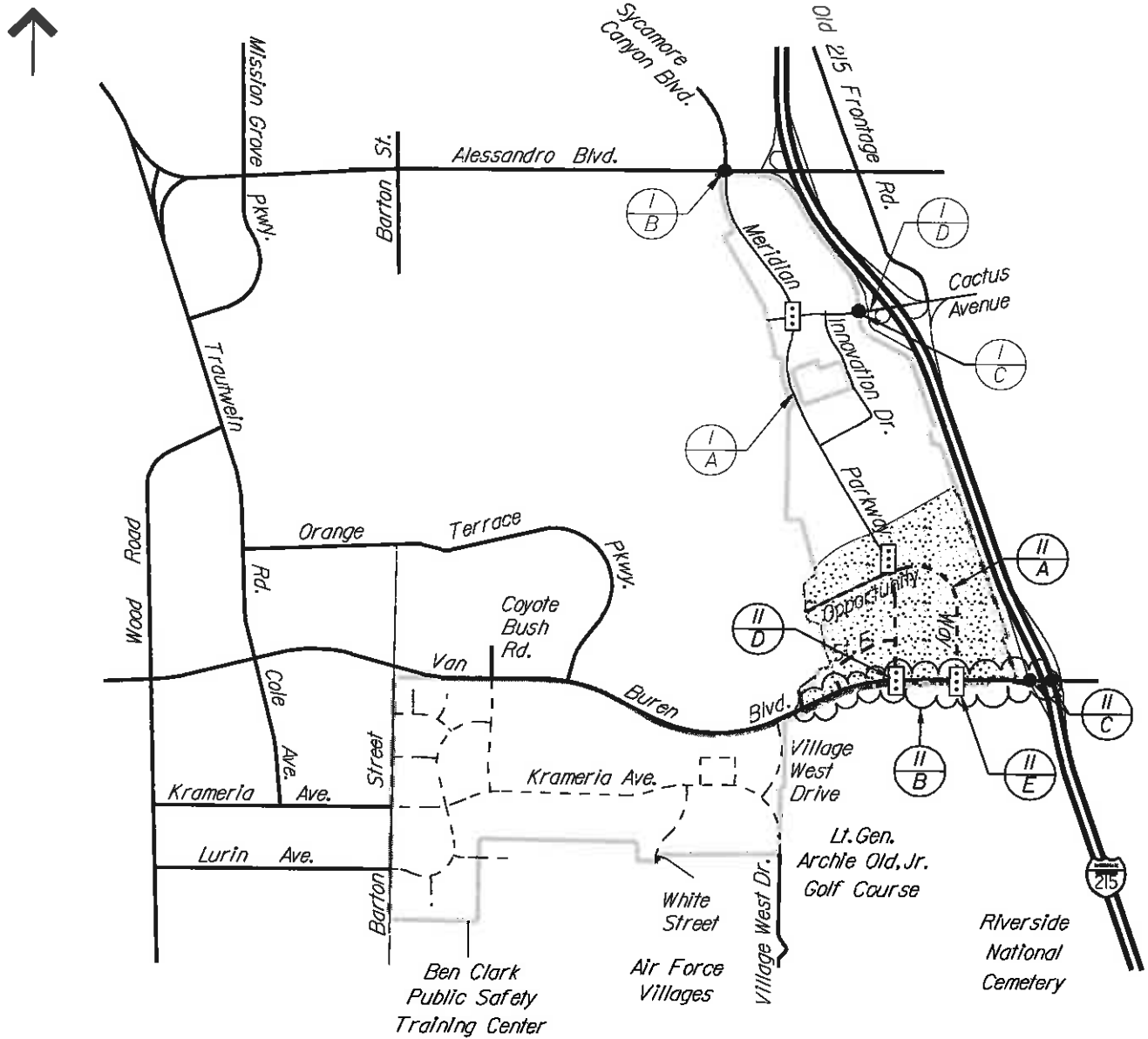
Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct Internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/ I-215 southbound ramps	Construction Expected To Be Complete By Mid-2010

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PLOTED : 3/2/2010

Figure V-1
Transportation Improvements,
Development Phase I

Meridian - Specific Plan Amendment



Legend:

- Future Project Roadway
- (I / B) - Improvement Phase / Identifier
- [] - Traffic Signal
- [Stippled Area] - Phase II

Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct Internal streets	Partially Complete
II-B	Widen Van Buren Boulevard	To Be Completed
II-C	Improve Van Buren Blvd / I-215 Interchange	In Plans, Specifications & Estimates (PS&E) Phase
II-D	Provide signal control	In Design
II-E	Provide signal control	In Design

NOTE:

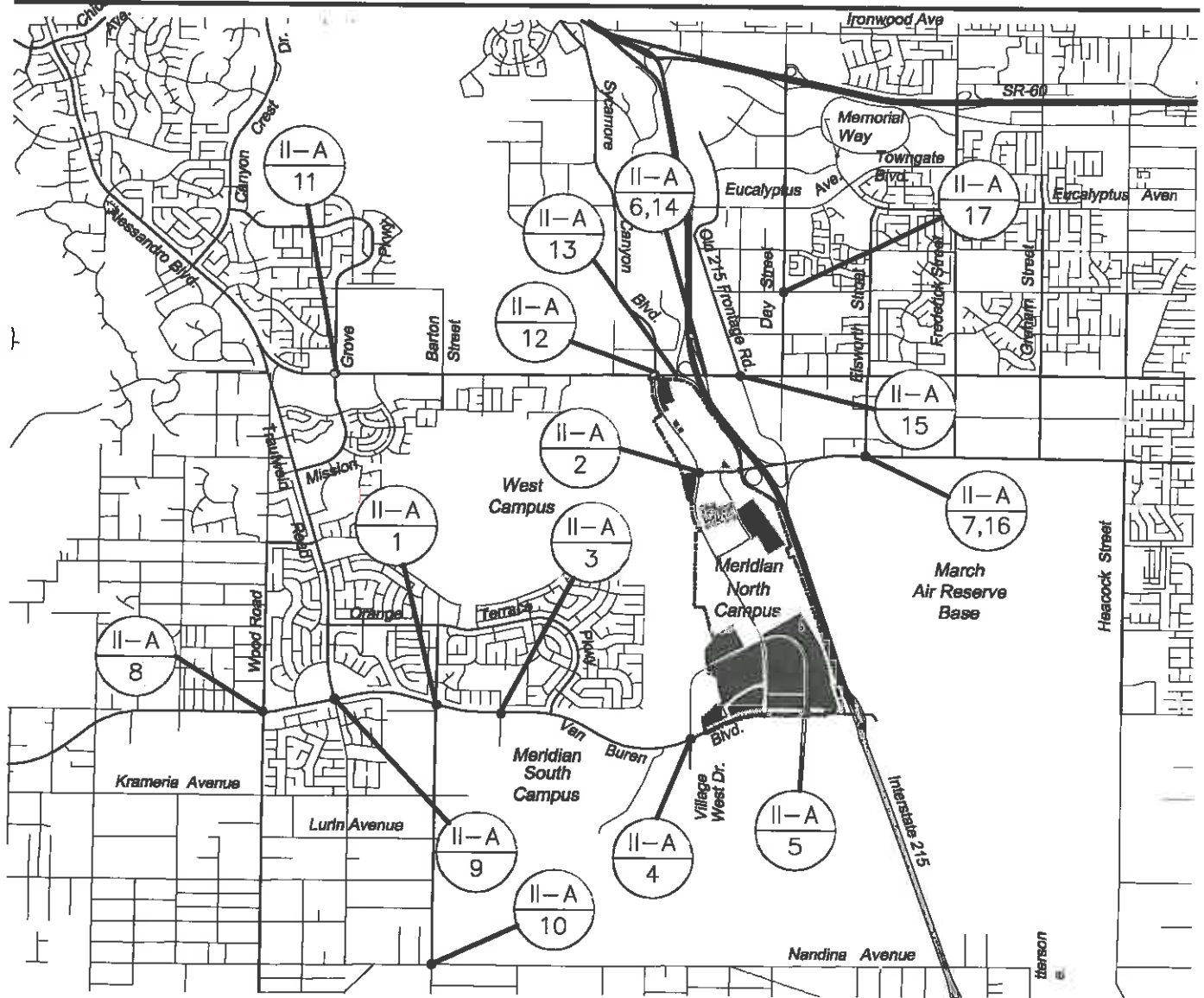
SPA Improvements Included In Phase II-A

* Improvements to be Constructed or Assured upon Issuance of occupancy permit for any use within Phase 1, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

Figure V-2

Transportation Improvements, Development Phase II

Meridian - Specific Plan Amendment



Phase ID	Proposed Phase II-A Improvements	Status of Improvements
II-A-1	Van Buren/Barton Improvements	To Be Completed
II-A-2	Meridian/Cactus Improvements	To Be Completed
II-A-3	Van Buren/Coyote Bush	To Be Completed
II-A-4	Van Buren/Village West	To Be Completed
II-A-5	Van Buren/Opportunity Way	To Be Completed
II-A-6 II-A-17	Fair share contributions to mitigate cumulative impacts	To Be Collected and Distributed by JPA

Legend:

 Improvement Phase/Identification

 Phase II-A

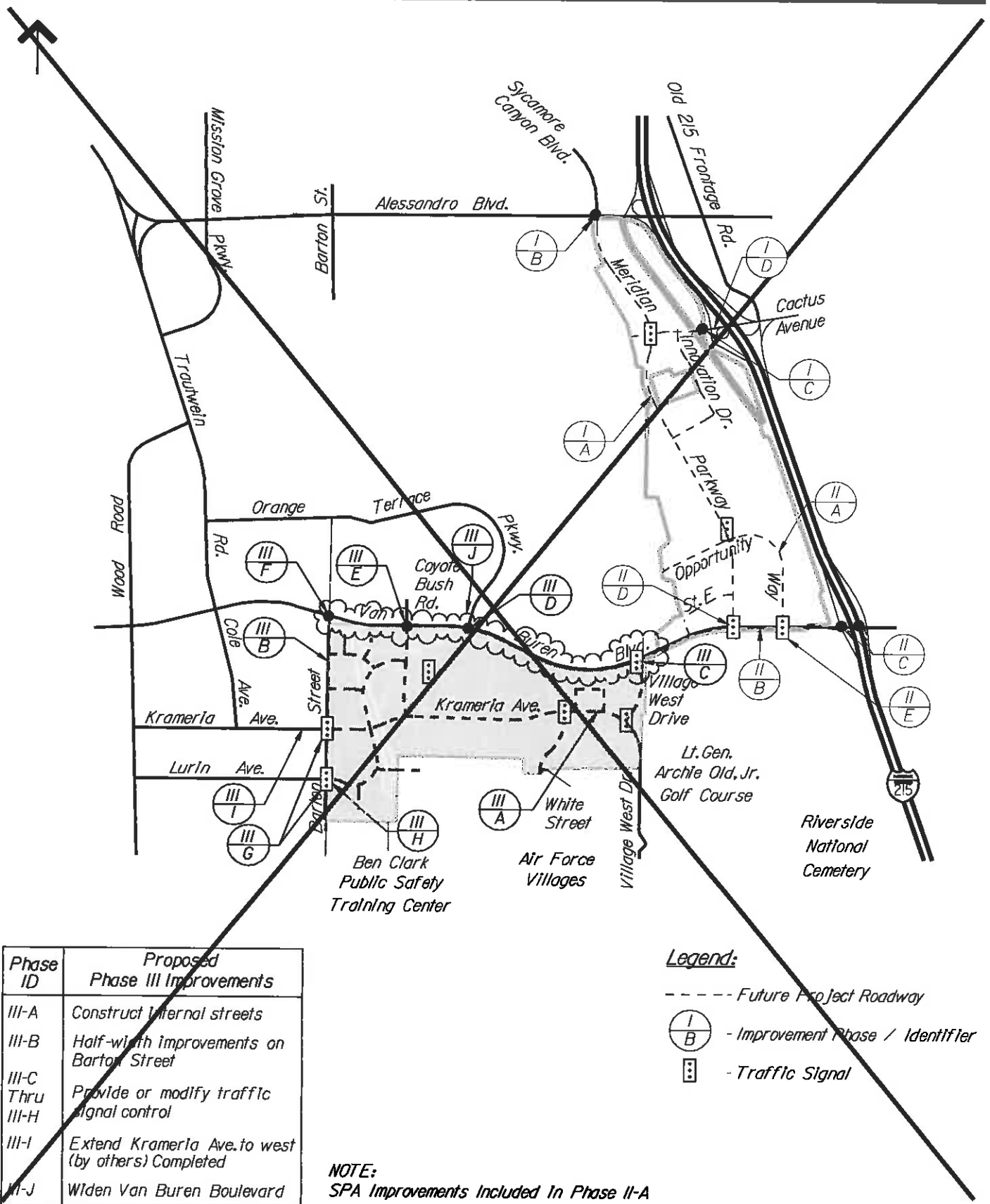
Note: Two Identification numbers at one intersection indicate fair share contribution toward near term and 2030 improvement.



N.T.S.

Figure V-2A
Additional Transportation Improvements,
Development Phase II-A

Meridian - Specific Plan Amendment



Phase ID	Proposed Phase III Improvements
III-A	Construct Internal streets
III-B	Half-width improvements on Barton Street
III-C	Provide or modify traffic thru signal control
III-H	Extend Krameria Ave. to west (by others) Completed
III-I	Widen Van Buren Boulevard

Legend:

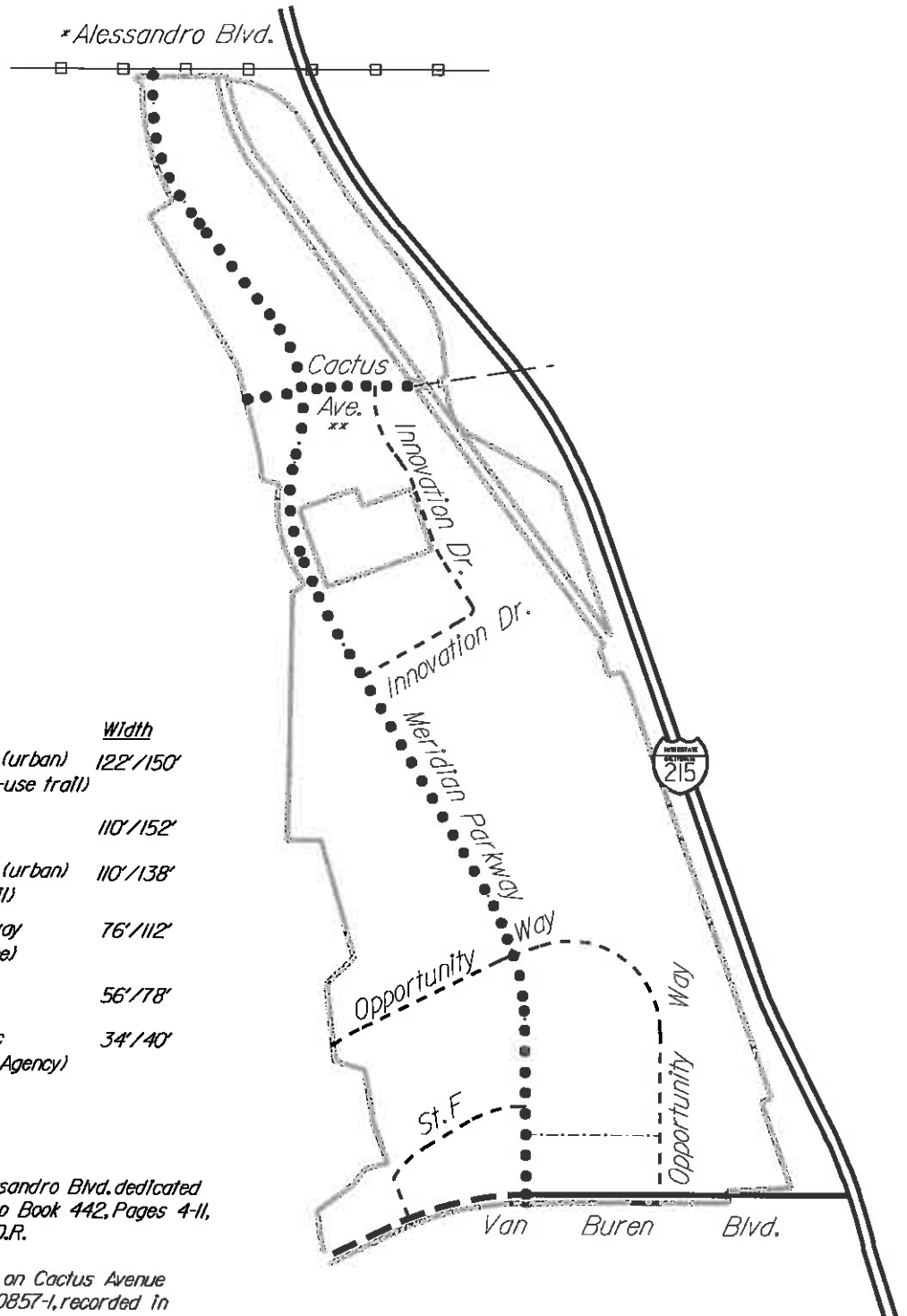
- Future Project Roadway
- ⊙ - Improvement Phase / Identifier
- ⊠ - Traffic Signal

NOTE:
SPA Improvements Included In Phase II-A

PLOT 1001 : 3/5/2008

Figure V-3
Transportation Improvements,
Development Phase III

Meridian - Specific Plan Amendment



Legend

	<i>Width</i>
	Modified Arterial Highway (urban) 122' / 150' (7 lane) (with Class 1 multi-use trail)
	Urban Highway (Urban) 110' / 152'
	Modified Arterial Highway (urban) 110' / 138' (with Class 1 multi-use trail)
	Modified Secondary Highway 76' / 112' (with two-way left turn lane)
	Industrial Collector Street 56' / 78'
	Private Roadway or Public Roadway (If Approved By Agency) 34' / 40'
	Existing Roadway

* Half width dedication along Alessandro Blvd. dedicated on Map 30857-2, recorded in Map Book 442, Pages 4-11, recorded as Doc. 2007-0334147, O.R.

** Additional Right-of-Way dedication on Cactus Avenue to 110' / 152' dedicated on Map 30857-1, recorded in Map Book 371, Pages 28-38, recorded as Doc. 2004-1024402, O.R.

Figure V-4A

Roadway Classifications

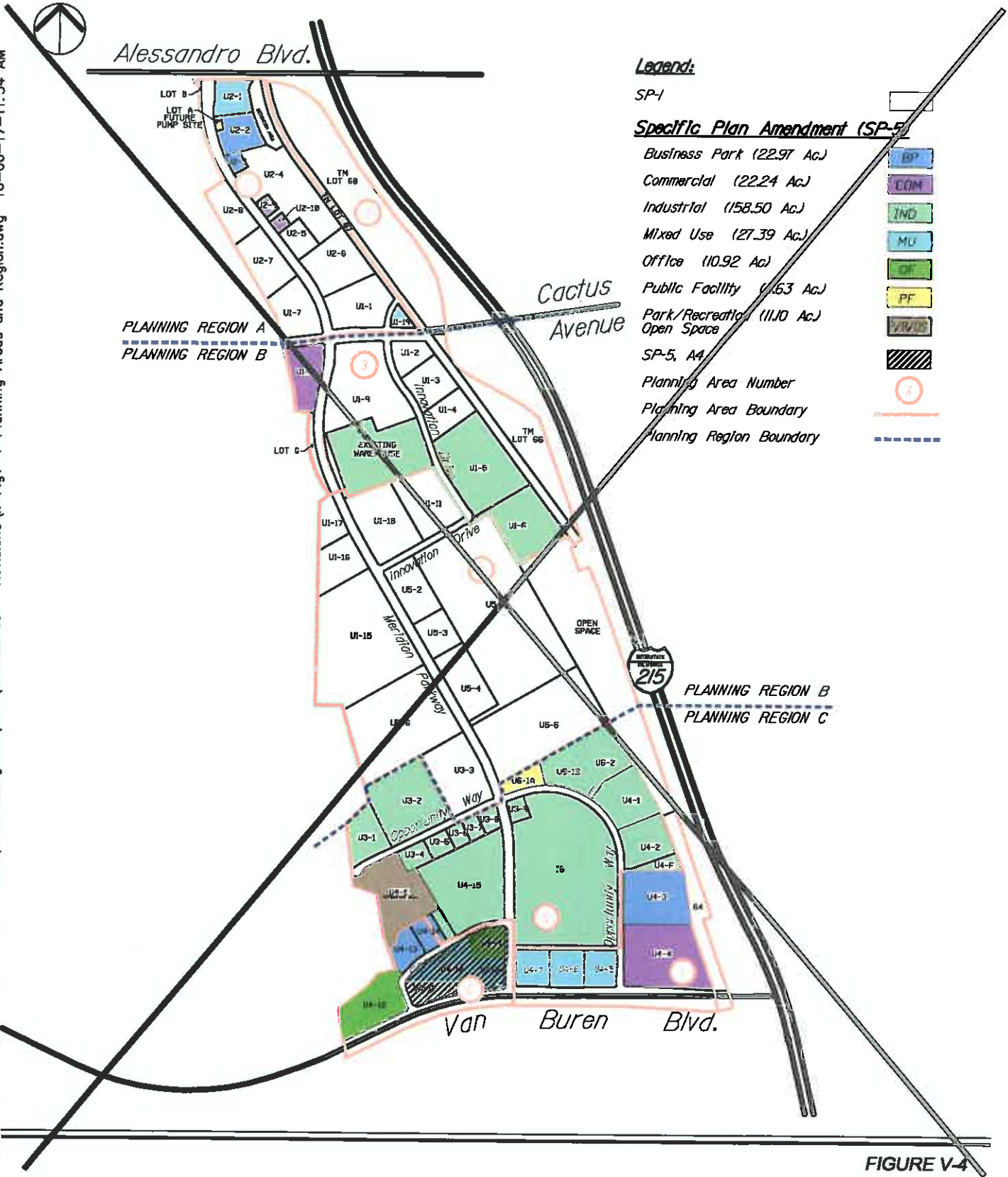
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**TABLE V-1
 MERIDIAN SPA TRIP GENERATION SUMMARY BY PLANNING AREA
 NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)**

Planning Area Number	Total ADT	Truck ADT	Passenger Car ADT	Captured Trips	External Trips
Planning Region A¹					
1	8,429	0	8,429	1,096	7,333
2	0	0	0	0	0
Subtotal	8,429	0	8,429	1,096	7,333
Planning Region B					
3	9,269	1,836	7,433	966	8,303
4	0	0	0	0	0
Subtotal	9,269	1,836	7,433	966	8,303
Planning Region C					
5	6,726	1,760	4,966	646	6,080
6	8,622	294	8,328	1,083	7,539
7	18,579	0	18,579	2,415	16,164
Subtotal	33,927	2,054	31,873	4,144	29,783
NET TRIP GENERATION =	51,625	3,890	47,735	6,206	45,419
Note: 1. Because SPA land uses within Planning Region A include Mixed Use, Commercial, and Business Park land uses, there is no truck traffic, as defined in the Fontana Truck Trip Generation Study (2003) will be generated. Internal Capture is 13% for proposed uses.					

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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PROPOSED PLANNING AREAS AND REGIONS

FIGURE V-4

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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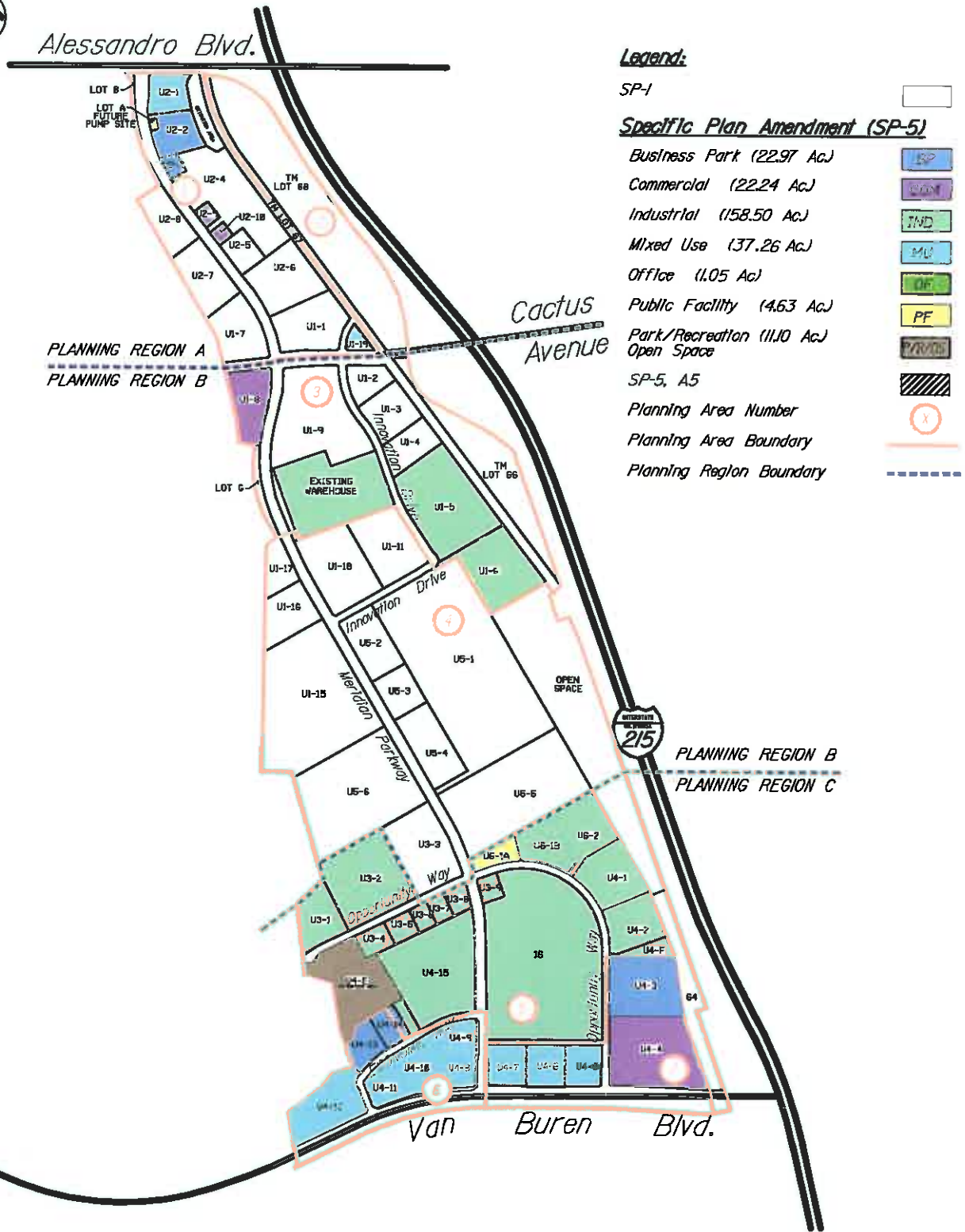
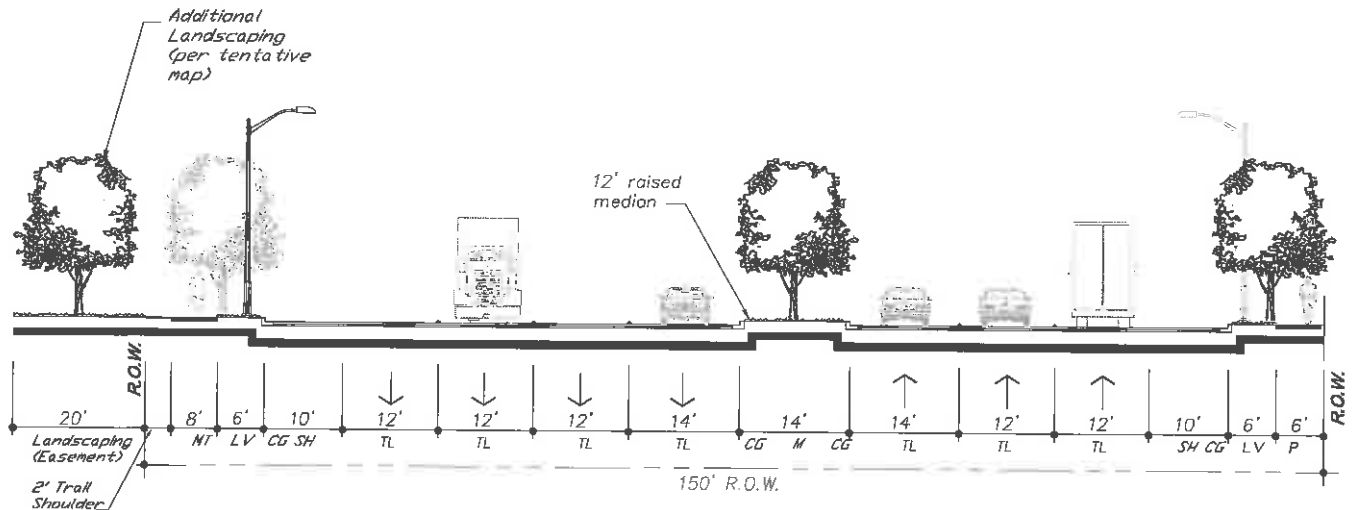


FIGURE V-4

PROPOSED PLANNING AREAS AND REGIONS



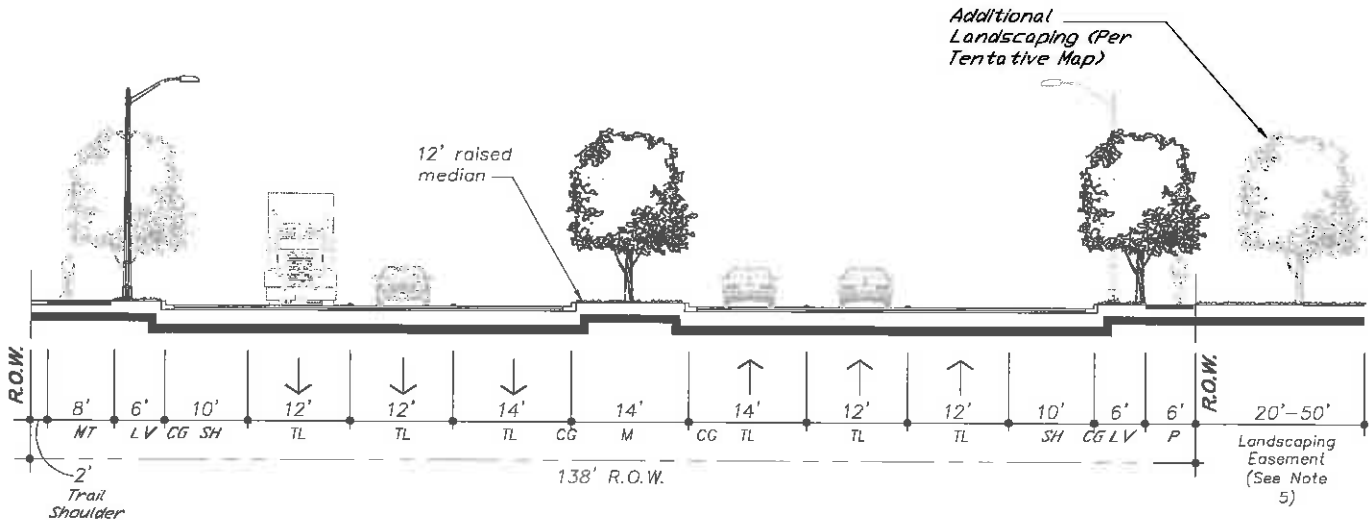
Legend

- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder
- MT = Multi-use Trail

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. Design will match existing improvements where possible adjacent to Riverside National Cemetery.
5. In order to conform to the I-215/Van Buren interchange, two additional eastbound through lanes are added east improvements of Meridian Parkway.

Figure V-5A
Van Buren Boulevard (Meridian Parkway to I-215, facing East)
Modified Arterial (Urban) Highway, 7 Lanes (With Class I Multi-Use Trail)



Legend

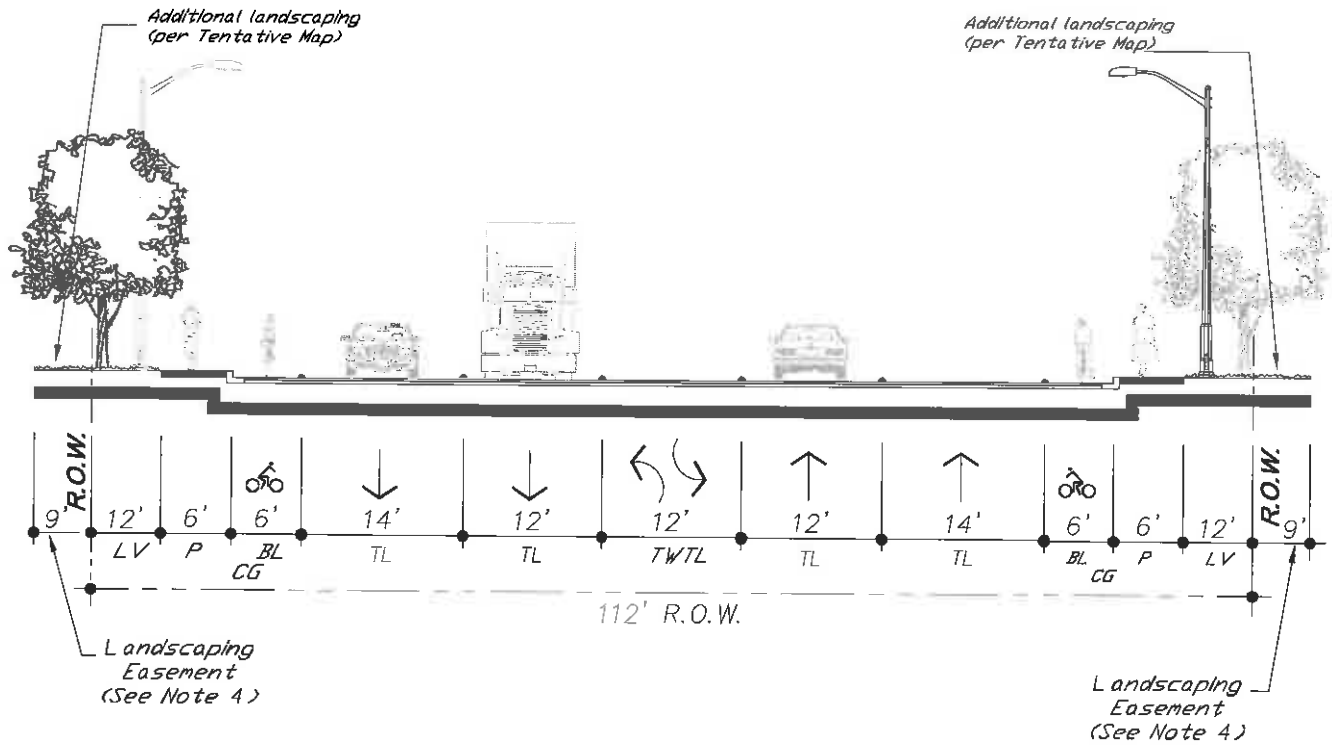
- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder
- MT = Class I Multi-Use Trail

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Terrace Parkway and Meridian Parkway only.
5. -50' landscape easement on Van Buren Boulevard from South edge of Lot 39 to the east edge of South Campus Lot 22.
 -20' landscape easement, in addition to landscape in the public ROW, will be provided on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
 Unit 4, Lot 12 Unit 4, Lot 4
6. Design will match existing improvements where possible adjacent to Orangecrest.
7. Landscaping will not be provided adjacent to wildlife habitat.
8. Multi-use trail will transition from north side of Van Buren Blvd. to the south side at Orange Terrace Parkway.

Figure V-5B

**Van Buren Boulevard (West of Meridian Parkway, facing East)
 Modified Arterial (Urban) Highway (With Class I Multi-Use Trail)**



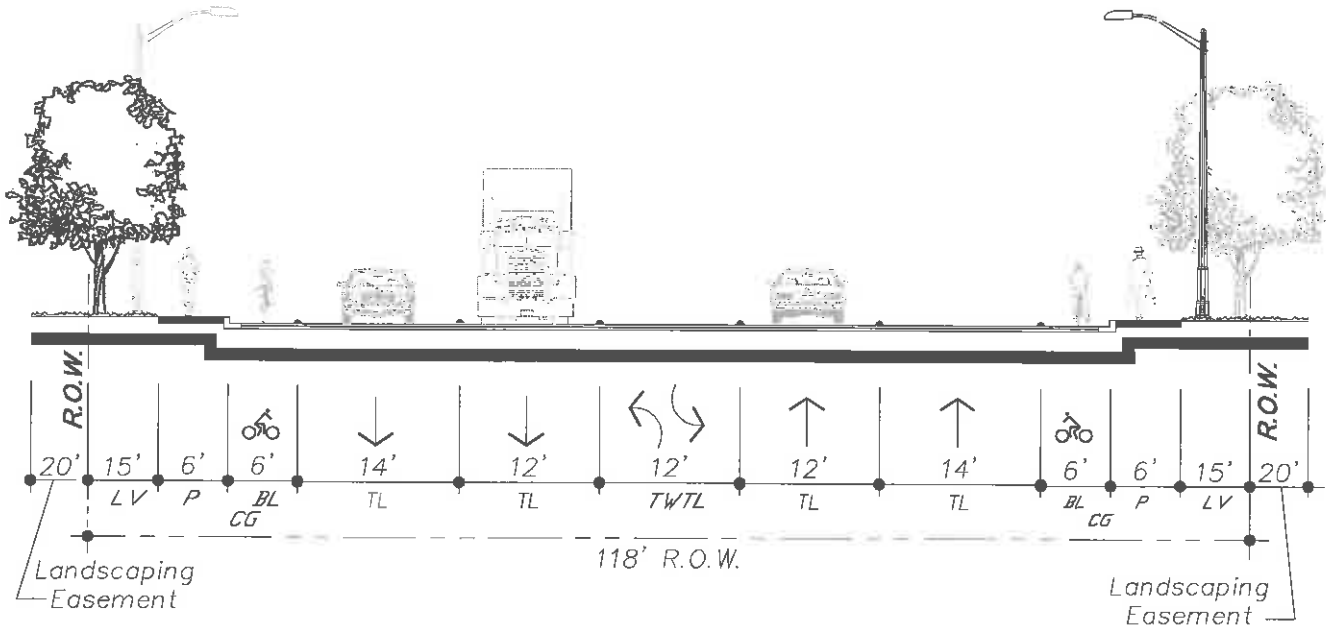
Legend

- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Provide 9' landscaping easement on Krameria Avenue and Meridian Parkway.
5. For Krameria Avenue and Meridian Parkway, the parkway slope from the back of sidewalk will be 6:1.
6. N/A
7. Assessment district will maintain all landscaping in public right-of-way.

Figure V-5C



Legend

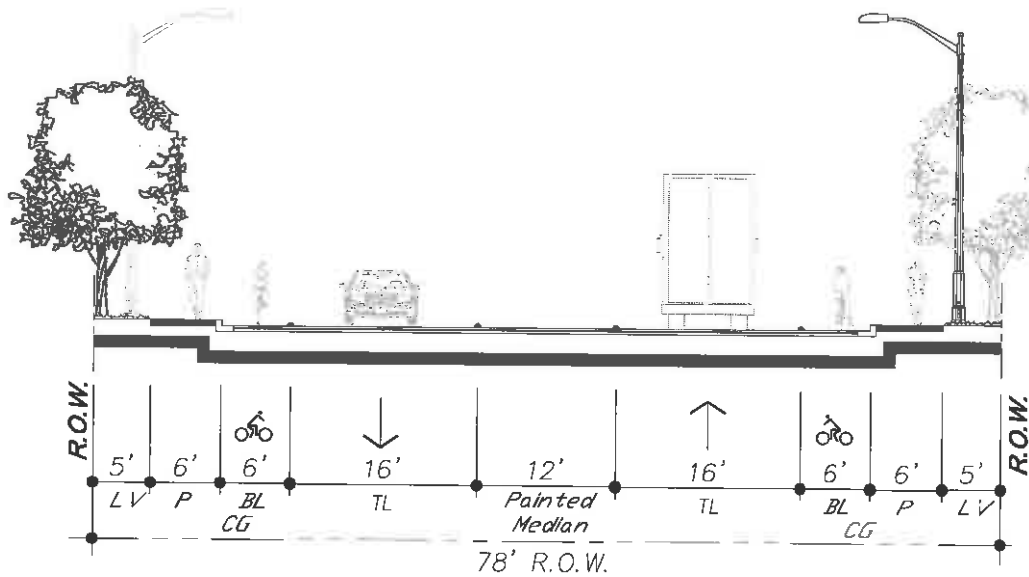
- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Assessment district will maintain all landscaping in public right-of-way.
5. Build Out of Future Development Area will necessitate widening of Cactus Avenue to Arterial (Urban) Highway Standards (110' pavement/152' right-of-way).

Figure V-5C1

Cactus Avenue (Meridian Parkway to eastern edge of Specific Plan)
Modified Secondary Highway (With Two Way Left Turn Lane and Class II Bike Lanes)



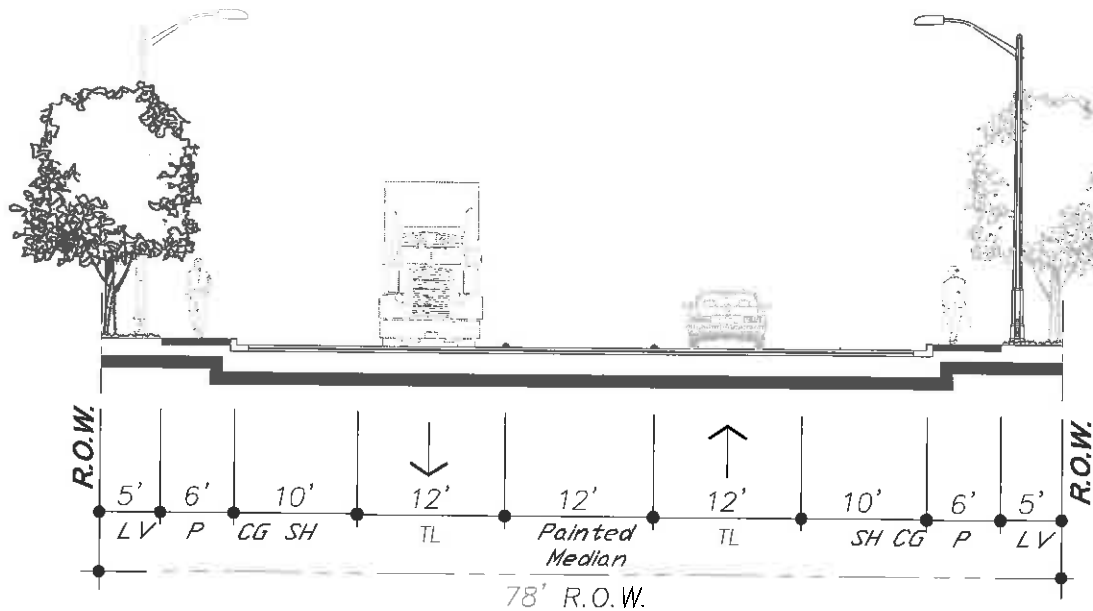
Legend

- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

Figure V-5E
 Opportunity Way (East of Meridian Parkway), Street K,
 Village West Drive (South of Krameria Ave.) and Street Y
 Industrial Collector Street (With Class II Bike Lane)



Legend

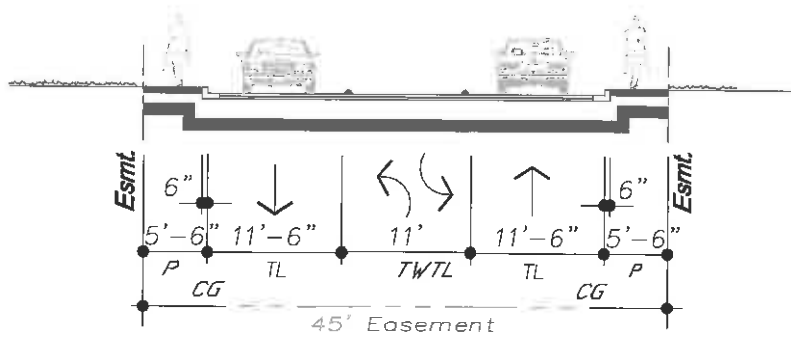
- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

Figure V-5F

Innovation Drive, Street F,
Industrial Collector Street (No Class II Bike Lane)



Legend

- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" per Riverside County standards.

Figure V-5H

5. Employment Center Trip Capture

As discussed in Section III, the Specific Plan is a major employment center in a portion of the County that is characterized by primarily residential land uses. Development of new uses consistent with the Specific Plan Amendment is intended to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs and housing can be illustrated in the context of typical peak hour commuting patterns. For example, people living in Perris or other locations to the south of the project area may work in Orange County. In the morning peak some of these motorists may choose to exit I-215 at Van Buren Boulevard and proceed westbound on route SR-91. The Specific Plan would “capture” some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,⁵ providing fuel consumption and air quality benefits

The congestion, air quality, and fuel consumption benefits associated with the “capture” of trips along the route described above would also apply to other commuting patterns, both in the immediate project vicinity and the surrounding region.

6. Transportation Demand Management

While the Specific Plan will provide a regional transportation benefit, much of the traffic accessing the site will be concentrated in peak commuting hours. This can cause regional and local problems, such as peak hour traffic congestion, increased air pollution, and extended periods of time spent commuting. 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. The following TDM measures are recommended:

The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:

- Provide information on employee matching for carpools and van pools
- Identify park and ride lot locations
- Provide information on and encourage transit use

Each employer shall submit a TDM plan to the JPA. The TDM plan shall address the following:

- Designate a TDM coordinator
- Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
- Provide preferential parking for carpools
- Identify bus routes and bicycle facilities in the vicinity
- Provide flexible working hours and/or a telecommuting program (to the extent feasible)
- Bicycle storage facilities
- Showers and locker rooms⁶

⁵ Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

C. Non-Automobile Circulation

1. Local Transit Service

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, the Specific Plan requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. The Specific Plan also requires dedication of appropriate transit routes, stations, and stops as part of new development. Bus stops shall provide shelters, route information, benches, and lighting. The master developer shall reimburse the March JPA for the construction and installation of three bus shelters at the time the certificate of occupancy is issued for Lot 16.

2. Truck Traffic

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles. In order to reduce the impacts of trucks on roadway and intersection capacity, trucks will be routed through the Specific Plan's roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, master developer will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All through streets within the Specific Plan are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

3. Bicycle/Pedestrian Access

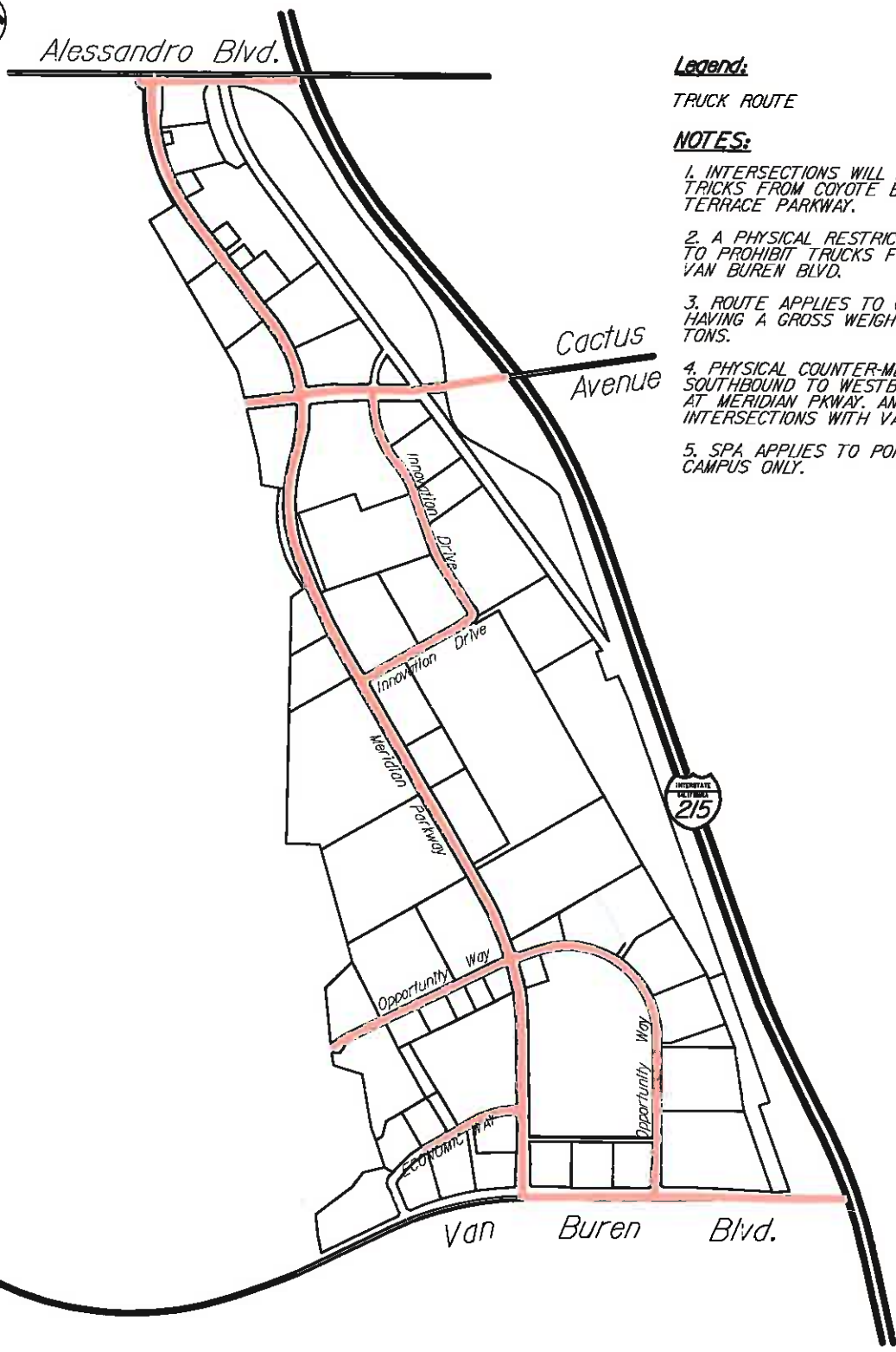
Bicycle and pedestrian linkages support implementation of the trip reduction strategies outlined in the Transportation Demand Management section. The proposed network will consist of Multi-Use Bicycle paths (i.e., Class I facilities physically separated from vehicular traffic), Bike Lanes (Class II facilities), which are striped lanes on the shoulders of roadways, and Bike Routes (Class III facilities), which are designated by signs and traverse the shoulder of the roadway. Class III routes are not striped. The linkages were identified based on the following criteria:

1. The network was defined based on likely routes between the previously adopted Specific Plan, the Meridian SP-5, and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue will accommodate a Class II facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.
3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transportation Center.

Figure V-7 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

⁶ In accordance with Mitigation Measure T-2 in Appendix B of the California Air Pollution Control Officers Association (CAPCOA) white paper, "CEQA and Climate Change," January 2008.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Legend:

TRUCK ROUTE —

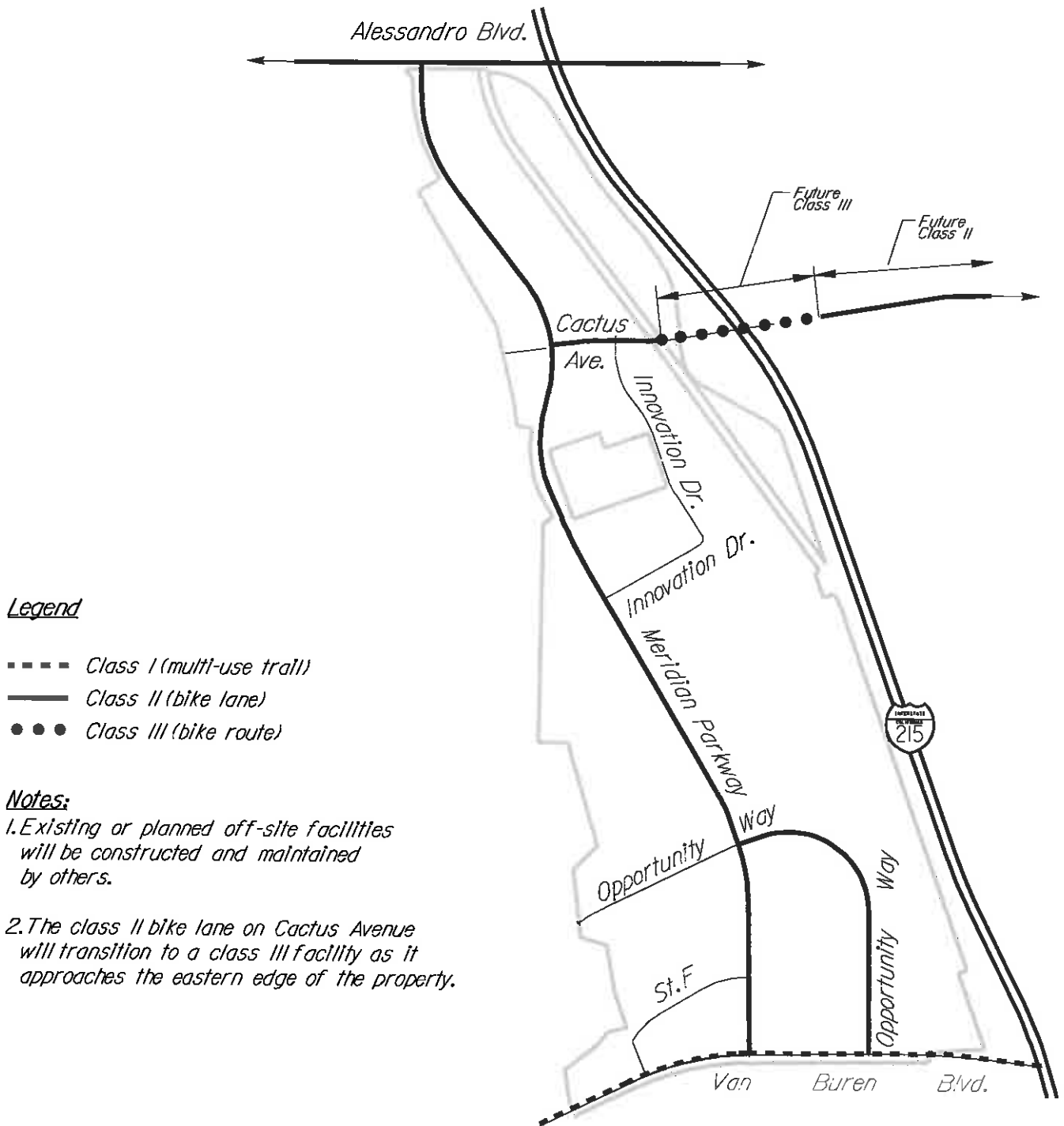
NOTES:

1. INTERSECTIONS WILL BE SIGNED TO PROHIBIT TRUCKS FROM COYOTE BUSH ROAD AND ORANGE TERRACE PARKWAY.
2. A PHYSICAL RESTRICTION WILL BE INSTALLED TO PROHIBIT TRUCKS FROM TRAVELING EAST ON VAN BUREN BLVD.
3. ROUTE APPLIES TO COMMERCIAL VEHICLES HAVING A GROSS WEIGHT IN EXCESS OF FIVE TONS.
4. PHYSICAL COUNTER-MEASURES TO PREVENT SOUTHBOUND TO WESTBOUND TRUCK MOVEMENTS AT MERIDIAN PKWAY AND OPPORTUNITY WAY INTERSECTIONS WITH VAN BUREN BLVD.
5. SPA APPLIES TO PORTIONS OF THE NORTH CAMPUS ONLY.

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\DWG\2018.05.08 - NC Revision\X-FigV-6 Truck Routes.dwg 5-14-18-8:33 AM

FIGURE V-6

TRUCK ROUTES



Legend

- Class I (multi-use trail)
- Class II (bike lane)
- Class III (bike route)

Notes:

- 1. Existing or planned off-site facilities will be constructed and maintained by others.
- 2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure V-7
Bicycle and Pedestrian Facilities

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VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line was constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and the Meridian SP-5 within the North Campus area.

B. Sewer Service and Facilities

Figure VI-1 shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has been expanded to provide a treatment capacity of 3.0 million gallons per day (mgd). The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in the Specific Plan and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

When March Air Force Base was an active duty military installation, it consumed 2.14 million gallons of water a day for both domestic and irrigation uses. Potable water delivered to the General Plan area is supplied by the WMWD via a 54-inch distribution main operated by Eastern Municipal Water District. (Note: WMWD has taken over the share of this pipe's capacity that was formerly controlled by MAFB.) A 20-inch pipeline transports water from Lake Mathews to the Lt. Gen. Archie Old Golf Course and to Riverside National Cemetery.

The Specific Plan will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system is to be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

D. Reclaimed Water

The Specific Plan will use reclaimed water for landscape irrigation throughout the project area. The non-potable, reclaimed water system infrastructure has been installed north of Opportunity Way to serve the North Campus. The reclaimed water system is operational in the North Campus, although it currently contains potable water. Non-potable water will flow through the reclaimed water infrastructure following the expansion of the Wastewater Treatment Facility (WWTF). Once the WWTP is complete, reclaimed water will be supplied to Meridian and will meet the irrigation demands of the Specific Plan. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water

for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMMD.

E. Storm Water Management

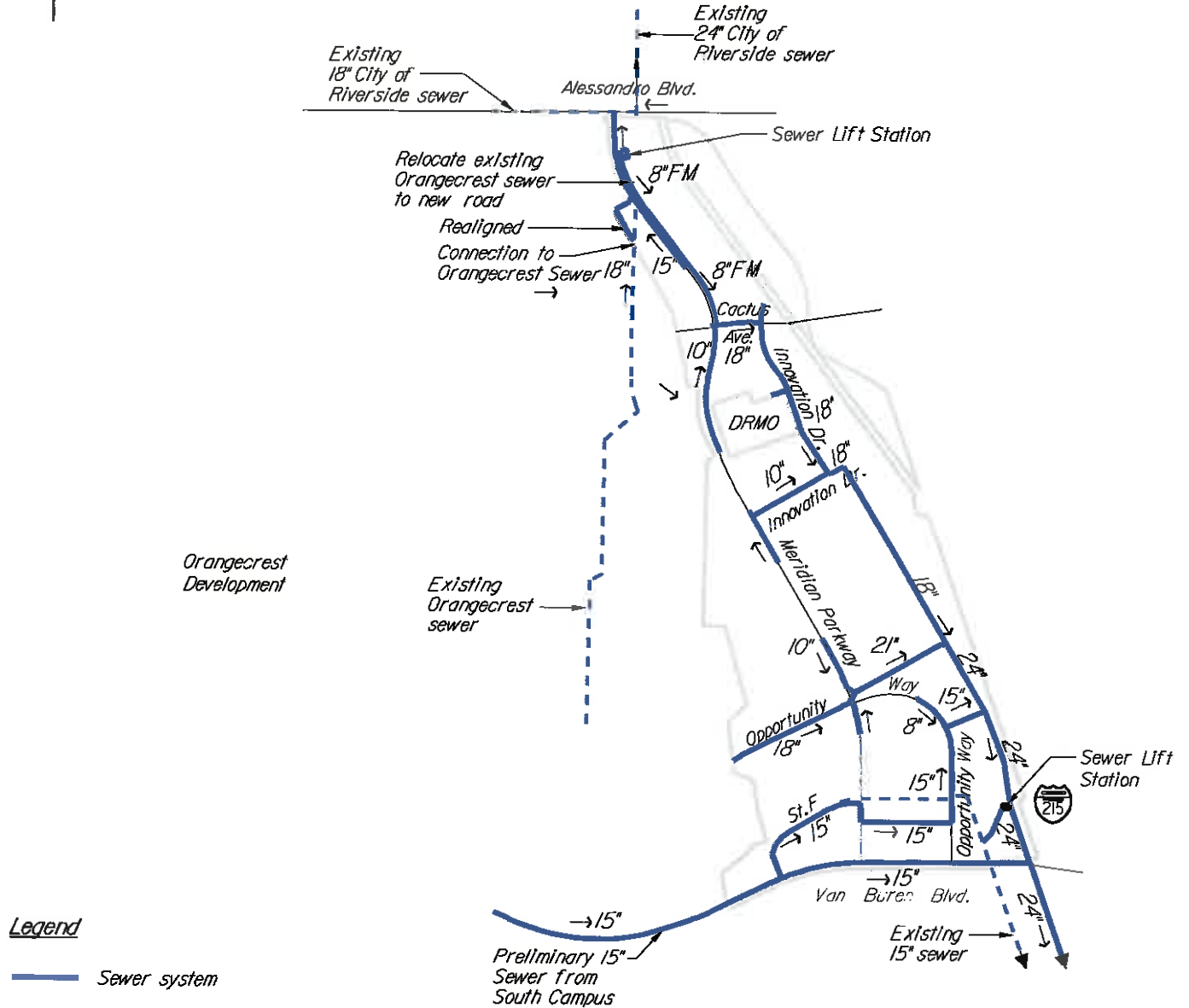
The existing watersheds that drain the Specific Plan flow into either the Santa Ana River Basin or the San Jacinto River Basin. The northern portion of Phase I (which flows to the north) drains into the Santa Ana River Basin. Phases II and II-A, plus the southern portion of Phase I, flow to the south into the San Jacinto River Basin. Soil types within the Specific Plan consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by the Specific Plan. This Plan is a supplement to the *March Air Force Base Reuse Drainage Plan* prepared for the Riverside County Flood Control and Water Conservation District (RCFCWCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, three detention basins are provided onsite. The largest of these basins is in the eastern portion of the North Campus, north of Van Buren Boulevard and is currently serving the project. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. A second detention basin was constructed on Lot 49 and over detains to offset the impacts of Unit 4 which is downstream. The third basin is located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility drains the northern portion of Unit 1. The drainage system employs Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Water treatment, as required by the National Pollutant Discharge Elimination System (NPDES) will occur on individual lots, and the common detention basins are primarily for flood control purposes, and provide relatively minor water quality benefits. March JPA storm water quality requirements are addressed in “NPDES Guidelines for New Development & Redevelopment for Projects under the March Joint Powers Authority.” Storm drain facilities shall be designed to the standards of the RCFCWCD. Public storm drains 36” and larger will be maintained by the RCFCWCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFCWCD or an assessment district.

F. Gas and Electrical Services

Southern California Edison (SCE) provides electrical power to the North Campus. SCE currently has a 12 kilovolt (kV) system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus and will continue to be the source for future buildings within the Specific Plan. Southern California Gas Company (SCG) supplies natural gas service to the North Campus. SCG has a four-inch low pressure system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus. There are plans to install a Gas Regulation Station on the south side of Van Buren Boulevard near Meridian Parkway to continue to serve the North Campus including the proposed Amendment area.

Meridian - Specific Plan Amendment



Legend

- Sewer system
- XX" Proposed buildout size
- - - Existing sewer

Note:

1. Location and capacity of facilities are preliminary and subject to change based on additional studies and project development phasing.
2. Sizes assume no Orangecrest flow into system and Manning's n=0.013.

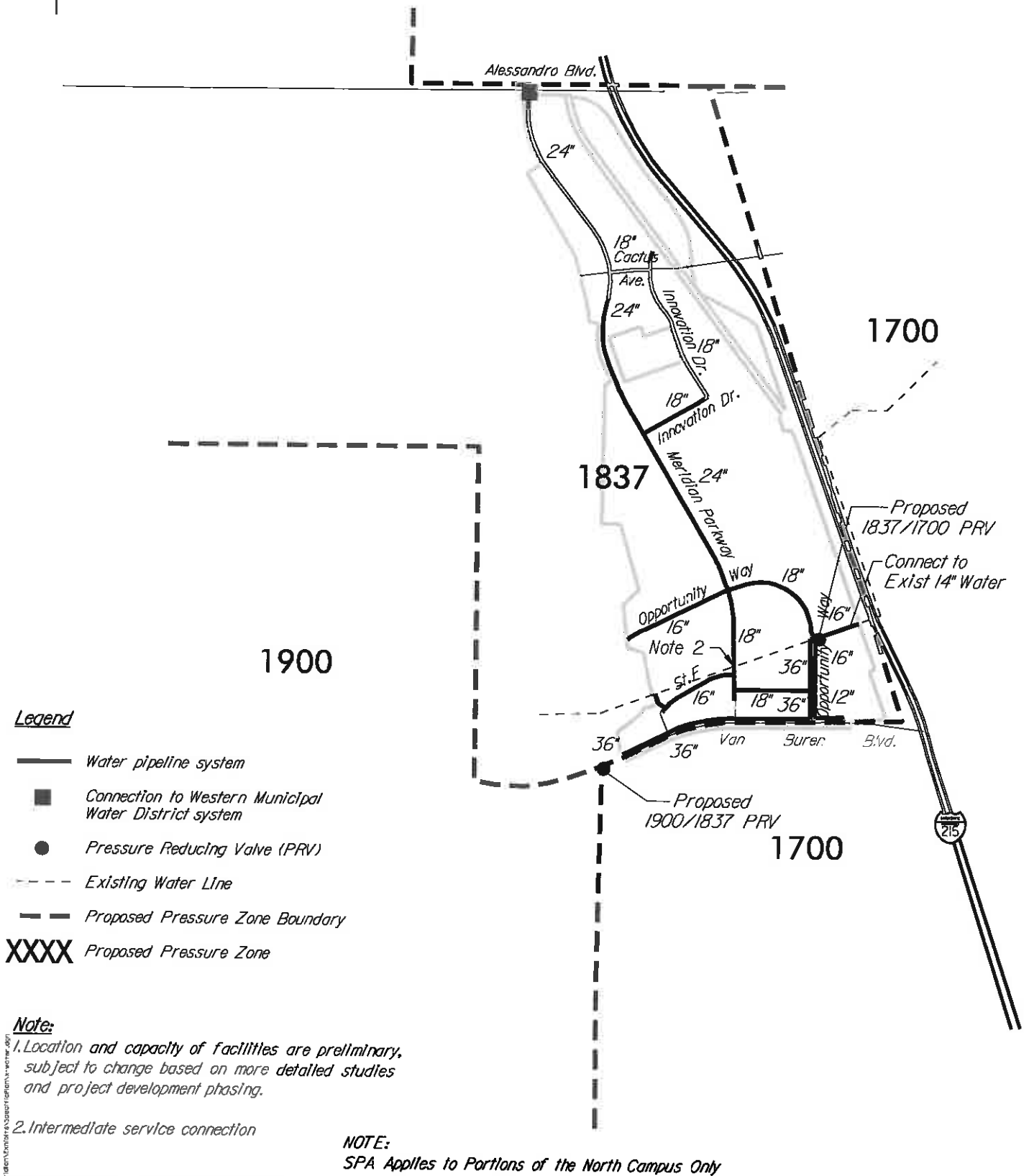
NOTE:

SPA Applies to Portions of the North Campus Only

Figure VI-1

Sewer System

Meridian - Specific Plan Amendment



Legend

- Water pipeline system
- Connection to Western Municipal Water District system
- Pressure Reducing Valve (PRV)
- Existing Water Line
- Proposed Pressure Zone Boundary
- XXXX** Proposed Pressure Zone

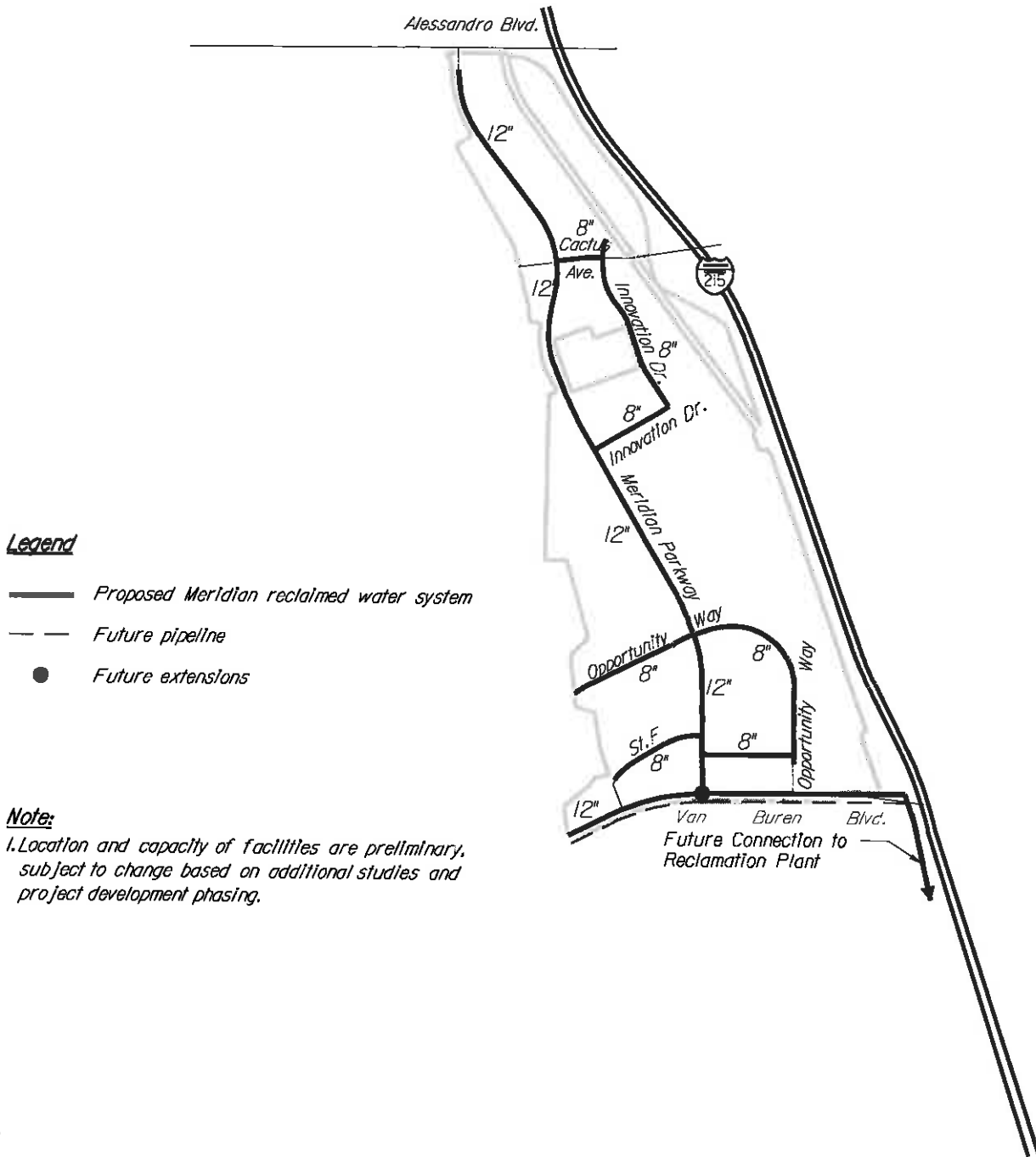
Note:

1. Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.
2. Intermediate service connection

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-2

Potable Water System



Legend

- Proposed Meridian reclaimed water system
- - - Future pipeline
- Future extensions

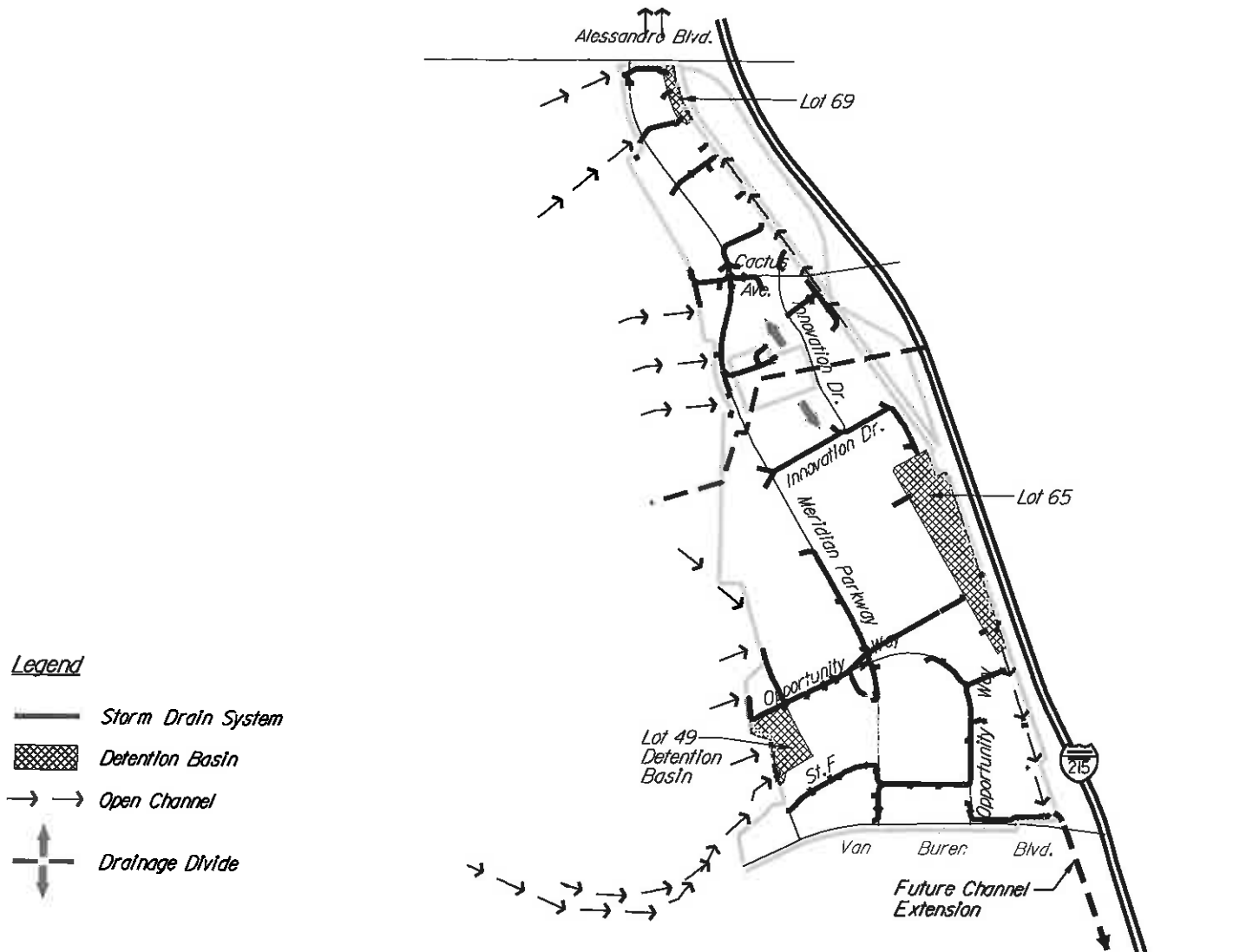
Note:

1. Location and capacity of facilities are preliminary, subject to change based on additional studies and project development phasing.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-3

Reclaimed Water System



Legend

- Storm Drain System
- ▨ Detention Basin
- - -> Open Channel
- ⊕ Drainage Divide

Note:

1. Lot 65 will be maintained by the Riverside County Flood District. All others will be maintained by the Landscape and Lighting District or owners of individual lots.

NOTE:

SPA Applies to Portions of the North Campus Only

Figure VI-4

Storm Drain System

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G. Solid Waste

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the Specific Plan, will generate about 87 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by planned future development, the Specific Plan will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

H. Grading

A conceptual grading design will be required for each Tentative Map Amendment consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

1. Grading Plan Development Standards

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying SEIR for Meridian SP-5.
- Prior to any development within any area of the Specific Plan, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.
- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.

Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.

- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a LLMD. The LLMD will maintain slopes only within separate lots, or within easements conveyed to the JPA. The easement must be consistent with the LLMD engineer's report identifying slope maintenance areas. Irrigation systems maintained by the LLMD will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

VII. IMPLEMENTATION

The procedures for filing applications for permits, variances, appeals, amendments, and approvals shall be in accordance with the Development Code unless otherwise defined in the Specific Plan.

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller “sub-phases,” with one or more Final Maps.

B. Financing Strategies

(a) Financing of Public Facilities

(1) Purpose and Intent

The public health, safety, and welfare require that employees in newly developing areas be adequately served with access, parks, open space, fire and police protection, and other public facilities concurrent with the need.

(2) Financial Responsibility

All necessary public facilities shall be assured by the project developer, either directly or by other means such as a charge against the area within the Specific Plan that benefits from the public facility.

(3) Financial Programs for Municipal Facilities

The Municipal Facilities required for the March Business Center may be financed through any of these programs, either individually or in combination:

(A) Facilities Benefit Assessment or Development Impact Fee.

- (i) For facilities that already exist outside of the March Business Center Specific Plan, but which require additions or expansions to existing facilities to meet the requirements of the Specific Plan: i.e., police and public works facilities.
- (ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.
- (iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.

- (iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; transit improvements, both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each individual development plan area within the March Business Center as the JPA shall determine.

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivided under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the persons who constructed the improvements and the March JPA. Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

(E) Any other programs approved by the March JPA Board.

(F) Implementation

No final subdivision map for the development of the property shall be approved by the March JPA Civil Engineer unless and until the following have been accomplished or are in formation:

- (i) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas,

power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

In January, 1996, the March JPA established the March Joint Powers Redevelopment Agency. In June, 1996, the March Joint Powers Redevelopment Agency prepared a Redevelopment Plan, which established a process and framework for implementation of the redevelopment of the former MAFB. With the adoption of the Redevelopment Plan, the Redevelopment Agency was authorized to finance Redevelopment using various sources. The most important source from a redevelopment perspective is tax increment financing.

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach is a valuable tool for financing public facilities, and has partially funded the I-215/Van Buren Boulevard interchange project (see improvement II-C in Figure V-2). Because the properties comprising the Specific Plan had not as yet been subjected to taxation at the time of adoption, the tax capacity has been frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

C. Project Review and Processing

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.
2. All proposals for new development shall proceed toward approval through the following process:
 - A. **Pre-application:** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.

- B. ***March Business Center Implementation Committee:*** Development review shall proceed along either of the two tracks described below:
- B.1 Design Plans consistent with Meridian SP-5 and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.
 - B.2 Plot Plans subject to discretionary review (i.e., rezoning, conditional use permit, variance or ALUC review) or subject to subsequent environmental review shall go through Plot Plan public hearing process in compliance with Section 9.02.070 of the Development Code, with the exception that the sole public hearing shall be before the March Joint Powers Commission (i.e., no Planning Commission hearing is required).
- C. ***Construction Plan Submittal:*** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans, plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

D. Roles of the JPA Staff and March Business Center Implementation Committee

(a) General Provisions

- (1) The March JPA Planning Manager shall administer the Meridian Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The Meridian Specific Plan as presently adopted or as amended from time to time, shall be used in reviewing any development permit applied for under these regulations. Building permits shall be required as identified in the Uniform Building Code.
- (2) Where not otherwise specified in this Specific Plan, the provisions of the March JPA Development Code apply.

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.

- (3) The following projects may be approved or denied by the March JPA Planning Manager:
 - (A) Tenant improvements and minor building additions that qualify as exempt from CEQA.
 - (B) Other minor approvals adopted through a determination of substantial conformance.
 - (C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.
- (4) All other projects shall be approved or denied by the March Joint Powers Commission in accordance with the Specific Plan or Development Code:

(b) March Business Center Implementation Committee

- (1) March Business Center Implementation Committee

- (A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members who shall serve without compensation. The members shall be three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.
- (B) The at large members shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.
- (C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.
- (D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.
- (E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.
- (F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve design applications of the site plan, landscape plan and building elevations which are determined to be fully compliant with the Specific Plan, the March Business Center Design Guidelines, and Subsequent EIR. Applications not consistent with these requirements shall be denied. Appeals of committee denials shall be placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect the Specific Plan and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA has created a landscape lighting maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within the Specific. The district has been formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The district is used exclusively for the ongoing maintenance of the improvements described below. The district is *not* used to fund capital expenditures and/or construction of the improvements. The improvements are to be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval require that all projects within the Specific Plan be subject to the district, as well as all subsequent subdivisions/phases of the Specific.

The district's maintenance responsibilities and budgeted items include, but are not be limited to, the following:

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCD or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

The district's engineer prepares the annual budget for the district and determines the budget amounts for new properties entering the district. All other terms of the district follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.

The maintenance of major regional infrastructure components will be as follows:

- Water, sewer, reclaimed water: Western Municipal Water District
- Drainage facilities: Riverside County Flood Control & Water Conservation District
- Public Streets: March JPA

Other facilities will be maintained as described in the table below.

Table VII-1 summarizes the funding source for the initial capital expenditure and the responsibility for ongoing operations and maintenance for services and infrastructure to be provided for Meridian.

TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY		
SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: 36" or below – March JPA 36" or greater- Riverside County Flood Control Private line: Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

Specific Plan amendments will be subject to the Major Project Development Review Process, as identified in the March JPA Development Code.

VIII. Consistency with the General Plan

A. Overview

Meridian SP-5 is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of Meridian SP-5 to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *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.*

Consistency: Development of the Specific Plan will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will 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.

Goal: *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.*

Consistency: The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in this Specific Plan Amendment area. Incompatible or competing land uses will not be allowed in the Specific Plan.

Goal: *Manage growth and development to avoid adverse environmental and fiscal effects.*

Consistency: Development of the project will be phased to the assurance of required infrastructure and services. The Specific Plan accommodates a number of financing strategies to fund public improvements.

Goal: *Develop an identity and foster quality development within the Planning Area.*

Consistency: The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that will achieve the goals of both project identity and quality development.

Goal: *Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.*

Consistency: The Specific Plan will be a major employment center. As such, it will provide a substantial enhancement to the tax base.

Goal: *Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 2005, and is consistent with the Joint Land Use Study.

Goal: *Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.*

Consistency: The Specific Plan provides mitigation on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The mitigation includes the creation of 2.3 acres of and the restoration of 1.9 acres of wetlands and related habitat. All newly created and existing adjacent habitat and wetlands are overlaid with a conservation easement for management and monitoring in perpetuity, with a buffer area extending past the limits of the habitat.

Goal: *Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.*

Consistency: The project area does not impact significant historic or cultural resources.

Goal: *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.*

Consistency: The Specific Plan identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.*

Consistency: Development of the project will be phased to the assurance of required infrastructure and services. The Specific Plan identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.*

Consistency: As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.

Goal: *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.*

Consistency: As described in Section VI, the Specific Plan will provide the necessary conveyance and treatment facilities to achieve this goal.

Goal: *In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.*

Consistency: This Specific Plan will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

Goal: *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.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *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.*

Consistency: As discussed in Section VI, the Specific Plan will provide drainage facilities to achieve this goal.

2. Transportation

Goal: *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.*

Consistency: Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into the Specific Plan transportation network. Unit 1, lots 5 and 6 would have connections to the BNSF main line.

Goal: *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.*

Consistency: The Specific Plan will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.*

Consistency: The Specific Plan will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on planned development and projected background traffic growth.

Goal: *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.*

Consistency: Project internal streets are sized to accommodate projected future traffic in an efficient manner.

Goal: *Plan and encourage land use patterns and designs, which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.*

Consistency: Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.

Goal: *Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.*

Consistency: 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 limit intersection intervals on arterial roadways.

Goal: *Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*

Consistency: 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.

Goal: *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.*

Consistency: The project will be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA).

Goal: *Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.*

Consistency: The Specific Plan improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Regulate the travel of trucks on March JPA Planning Area streets.*

Consistency: The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse the Specific Plan’s internal streets.

Goal: *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.*

Consistency: The Specific Plan provides parking ratios that will limit the potential for parking spillover.

Goal: *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.*

Consistency: The project will include bicycle and pedestrian linkages as defined in Section V of the Specific Plan. The network will consist of Multi-Use Bicycle paths and Bike Lanes.

Goal: *Goods movement through the San Jacinto Rail Branchline shall be capitalized.*

Consistency: The project includes the existing BNSF railway line is incorporated into the project design. Freight service to and from existing trains will be provided to Unit 1, lots 5 and 6.

Goal: *In accordance with state and federal law, promote and provide mobility for the disabled.*

Consistency: Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).

3. Noise/Air Quality

Goal: *Ensure that land uses are protected from excessive and unwanted noise.*

Consistency: Project development shall be consistent with the land use limitations established in the AICUZ study and the Joint Land Use Study.

Goal: *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.*

Consistency: (see above)

Goal: *Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.*

Consistency: The project shall implement the noise related mitigation established in SEIR.

Goal: *Promote alternative modes of travel.*

Consistency: The Specific Plan will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.*

Consistency: The Specific Plan improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange

Counties. Jobs/housing balance will help reduce vehicle miles of travel, resulting in reduced emissions.

Goal: *Reduce air pollution through proper land use, transportation and energy use planning.*

Consistency: The Specific Plan will provide access using a variety of transportation modes, including highways, local bus service, bicycles, and pedestrians. The project's Transportation Demand Management (TDM) strategy will accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.

Goal: *Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.*

Consistency: Where feasible and appropriate, development of the Specific Plan shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

Goal: *Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*

Consistency: Development in the Specific Plan will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

Goal: *Reduce emissions associated with vehicle/engine use.*

Consistency: The Specific Plan improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in the Specific Plan will comply with the policies outlined in Air Quality Goal 7.

Goal: *Reduce air pollution emissions and impacts through siting and building design.*

Consistency: Development in the Specific Plan will comply with the policies outlined in Air Quality Goal 8.

Goal: *Reduce fugitive dust and particulate matter emissions.*

Consistency: Development in the Specific Plan will comply with the policies outlined in Air Quality Goal 9.

4. Housing

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The Specific Plan

maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

5. Resource Management

Goal: *Conserve and protect surface water, groundwater, and imported water resources.*

Consistency: The project will be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation will be moisture sensitive to limit irrigation during times of heavy rains.

Goal: *Control flooding to reduce major losses of life and property.*

Consistency: The Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.*

Consistency: The SEIR has been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

Goal: *Conserve energy resources through use of available energy technology and conservation practices.*

Consistency: As appropriate, the Specific Plan shall comply with applicable regulations relating to energy conservation.

Goal: *Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.*

Consistency: The project will protect and preserve areas of riparian habitat. This preservation area will include associated drainage channels and wetlands.

Goal: *Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.*

Consistency: The Specific Plan shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

Goal: *Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*

Consistency: The project area does not impact significant historic, archaeological or paleontological resources.

Goal: *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.*

Consistency: The project accommodate a 185.9-acre conservation easement within the West Campus, near Van Buren Boulevard.

Goal: *Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.*

Consistency: The Specific Plan will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between the western North Campus boundary and I-215.

6. Safety/Risk Management

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within the Specific Plan area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

Consistency: The Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, the Specific Plan shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, the Specific Plan shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, the Specific Plan shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of the Specific Plan).

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. Other uses may include the fabrication and assembly of cabinets, windows, wrought iron, tile, flooring, plumbing products, HVAC products and other home building materials. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms.

Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor’s Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, rototillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries. Dry cleaning activities proposed in the Mixed Use zone will require a conditional use permit. No drive-through dry cleaning facilities are permitted.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Microbreweries: Microbreweries may include on-site brewing, on-site retail sales or on-site tasting. Microbreweries may or may not include an on-site dining area. For the purposes of calculating parking, the brewery areas shall be considered manufacturing, the tasting/dining and kitchen area shall be considered Restaurant (sit-down) and the cold and warm storage shall be considered warehousing. Additional standards are defined below. No outdoor storage is permitted.

- a. Microbreweries with off-sale retail sales or tasting/dining/kitchen area establishments must meet standards i through x, as specified below:
 - i. Retail sales of alcoholic beverages shall be limited to alcoholic beverages manufactured on site.
 - ii. The business shall have lighting in accordance with the lighting standards identified in the March Business Center Design Guidelines.
 - iii. All signage must conform to the signage standards identified in the March Business Center Design Guidelines and March JPA Development Code.
 - iv. The retail and tasting hours of operation shall be evaluated on a case-by-case basis.
 - v. Microbrewery shall comply with all applicable federal, state, and local rules including but not limited to Division 9 of the California Business and Professions Code.
 - vi. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises.

- vii. The management of each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law, and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals and brochures at the point of purchase and providing adequate training for employees.
- viii. No entertainment shall be permitted.
- ix. Additional conditions may be applied based on feedback from the Riverside County Airport Land Use Commission, March Air Reserve Base and the Riverside County Sheriff's Department during the entitlement process.
- x. Where the Department of Alcoholic Beverages Control (ABC) determines that an area has an over concentration of alcoholic beverage licenses and/or a higher than average crime rate ABC may deny an application for alcohol sales unless the March JPA Executive Director and/or March JPA Planning Director or March Joint Powers Commission makes a determination that public convenience or necessity will be served by the proposed project.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Joint Land Use Study, Chapter 3

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Adopted by

Riverside County Airport Land Use Commission

November 13, 2014

Prepared by

**Mead
& Hunt**

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.

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Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)*] (Department of the Air Force, August 2005); the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IPA. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
 - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M <i>(Military)</i>	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
A <i>Clear Zone (if not on base)</i>	<i>Noise Impact: Very High</i> ▶ High CNEL and single-event noise levels	<i>Risk Level: Very High</i> ▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ▶ Generally on air base property or controlled by easements
B1 <i>Inner Approach/Departure Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: High</i> ▶ Within Accident Potential Zone I or II ▶ Additionally, zone boundary to north reflects turning flight tracks
B2 <i>High Noise Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ▶ Not within Accident Potential Zones
C1 <i>Primary Approach/Departure Zone</i>	<i>Noise Impact: Moderate to High</i> ▶ Within or near 60-CNEL contour ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to low altitude overflight corridors
C2 <i>Flight Corridor Zone</i>	<i>Noise Impact: Moderate</i> ▶ Within 60 CNEL contour, but more than 5 miles from runway end; or ▶ Outside 60-CNEL contour, but regularly overflown in mostly daytime flight training ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	<i>Risk Level: Moderate to Low</i> ▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or ▶ Closed-circuit flight training activity corridors
D <i>Flight Corridor Buffer</i>	<i>Noise Impact: Moderate to Low</i> ▶ Mostly within 55-CNEL contour ▶ More concern with respect to individual loud events than with cumulative noise contours	<i>Risk Level: Low</i> ▶ On periphery of flight corridors ▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
E <i>Other Airport Environs</i>	<i>Noise Impact: Low</i> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities	<i>Risk Level: Low</i> ▶ Within outer or occasionally used portions of flight corridors
* <i>High Terrain Zone</i>	<i>Noise Impact: Low</i> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights	<i>Risk Level: Moderate</i> ▶ Moderate risk because high terrain constitutes air-space obstruction ▶ Concern is tall single objects (e.g., antennas)

Table MA-1

Compatibility Zone Factors

March Air Reserve Base / Inland Port Airport

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
 - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
 - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an aviation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, aviation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
 - (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
 - (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
 - (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
 - (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.
- (b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*
- (1) Situated in Compatibility Zone C2.
 - (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
 - (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.
- (c) *(Exception Site 3) Park West Specific Plan, City of Perris*
- (1) Situated in Compatibility Zones C1 and C2.
 - (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
 - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
 - Future development of the property shall be consistent with the deed restrictions.
 - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
 - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
 - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
 - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
 - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
 - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
 - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards			Req'd Open Land	Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Prohibited Uses ³	Other Development Conditions ⁴
		Average ⁵	Single Acre ⁶				
M	Military						<ul style="list-style-type: none"> › No ALUC authority
A	Clear Zone ⁷	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> › All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight⁸ 	<ul style="list-style-type: none"> › Electromagnetic radiation notification⁹ › Avigation easement dedication and disclosure^{4,7}
B1	Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I)	100	Max. 50% lot coverage within APZs ¹²	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly › Bldgs with > 1 aboveground habitable floor in APZ I or > 2 floors in APZ II and outside of APZs¹³ › Hazardous materials manufacture/storage¹⁴ › Noise sensitive outdoor nonresidential uses¹⁵ › Critical community infrastructure facilities¹⁶ › Hazards to flight⁸ › Uses listed in A/CUZ as not compatible in APZ I or APZ II¹⁷ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Sound attenuation as necessary to meet interior noise level criteria¹⁸ › Zoned fire sprinkler systems required › Airspace review req'd for objects > 35 ft. tall¹⁹ › Electromagnetic radiation notification⁹ › Avigation easement dedication and disclosure⁴
B2	High Noise Zone	No new dwellings allowed ¹⁰	100	250	No Req't	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, places of assembly › Bldgs with > 3 aboveground habitable floors › Noise-sensitive outdoor nonresidential uses¹⁵ › Critical community infrastructure facilities¹⁶ › Hazards to flight⁸ 	<ul style="list-style-type: none"> › Locate structures max. distance from runway › Sound attenuation as necessary to meet interior noise level criteria¹⁸ › Aboveground bulk storage of hazardous materials discouraged^{14,20} › Airspace review req'd for objects > 35 ft. tall¹⁹ › Electromagnetic radiation notification⁹ › Avigation easement dedication and disclosure⁴
C1	Primary Approach/Departure Zone	≤ 3.0	100	250	No Req't	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses¹⁵ › Hazards to flight⁸ 	<ul style="list-style-type: none"> › Critical community infrastructure facilities discouraged^{16,20} › Aboveground bulk storage of hazardous materials discouraged^{14,20} › Sound attenuation as necessary to meet interior noise level criteria¹⁸ › Airspace review req'd for objects > 70 ft. tall¹⁹ › Electromagnetic radiation notification⁹ › Deed notice and disclosure⁴
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses¹⁵ › Hazards to flight⁸ 	<ul style="list-style-type: none"> › Children's schools discouraged²⁰ › Airspace review req'd for objects > 70 ft. tall¹⁹ › Electromagnetic radiation notification⁹ › Deed notice and disclosure⁴
D	Flight Corridor Buffer	No Limit	No restriction ²¹		No Req't	<ul style="list-style-type: none"> › Hazards to flight⁸ 	<ul style="list-style-type: none"> › Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged²¹ › Electromagnetic radiation notification⁹ › Deed notice and disclosure⁴
E	Other Airport Environs	No Limit	No Restriction ²¹		No Req't	<ul style="list-style-type: none"> › Hazards to flight⁸ 	<ul style="list-style-type: none"> › Disclosure only⁴
*	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> › Hazards to flight⁸ › Other uses restricted in accordance with criteria for underlying zone 	<ul style="list-style-type: none"> › Airspace review req'd for objects > 35 ft. tall¹⁹ › Avigation easement dedication and disclosure⁴

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- ⁴ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchipa.com/docs_forms/aviationeasement.pdf. Any aviation easements required within Zone A shall be dedicated to the United States of America.
- ⁵ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁶ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- ⁷ Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- ⁸ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- ⁹ March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- ¹⁰ Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- ¹¹ Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- ¹² In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

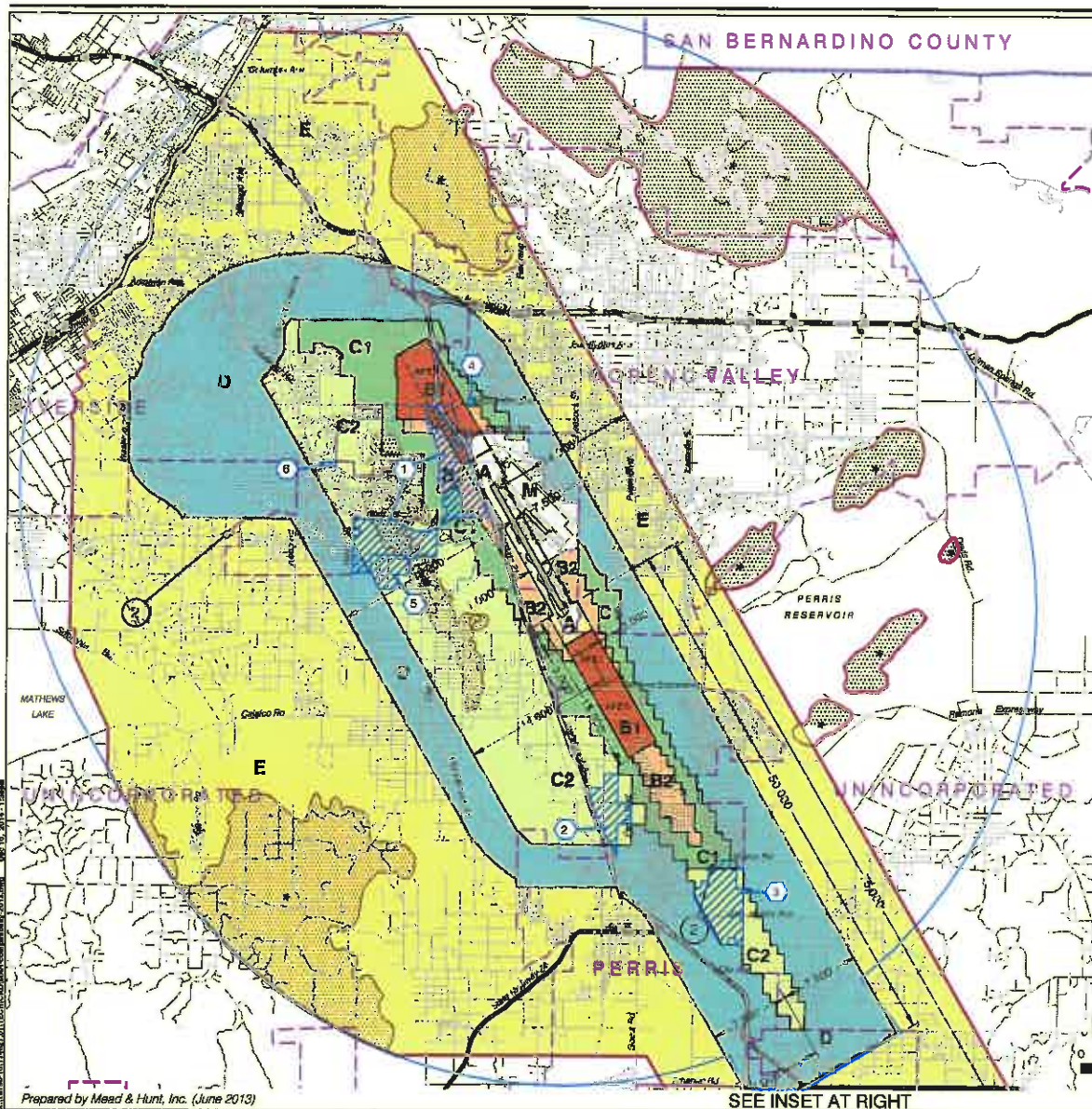
Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- ¹³ Within APZ II and outside APZs, two-story buildings are allowed.
- ¹⁴ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- ¹⁵ Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹⁶ Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- ¹⁷ For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- ¹⁸ All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- ¹⁹ This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- ²⁰ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ²¹ Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

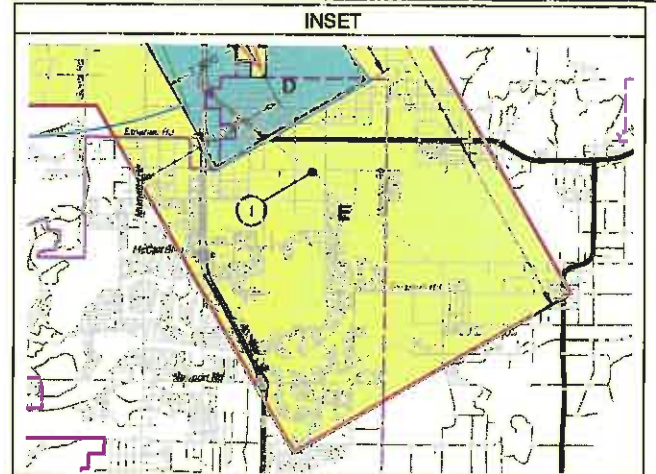
Table MA-2, continued

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LEGEND

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Zone E
 - Zone M
 - High Terrain Zone
 - FAR Part 77 Military Outer Horizontal Surface Limits
 - FAR Part 77 Notification Area
- Boundary Lines**
- March Air Reserve Base / Air Force Property
 - March Joint Powers Authority Property Line
 - County Boundary
 - City Limits
 - Site-Specific Exceptions (existing local agency commitments to development projects)
- March JPA: March Business Center/Meridian
 - Perris: Harvest Landing
 - Perris: Park West
 - Moreno Valley: Affordable Housing
 - March JPA: Ben Clark Training Center
 - Riverside: Ridge Crest Subdivision
- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
 - 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

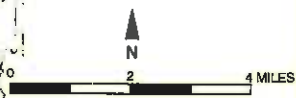


**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

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

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

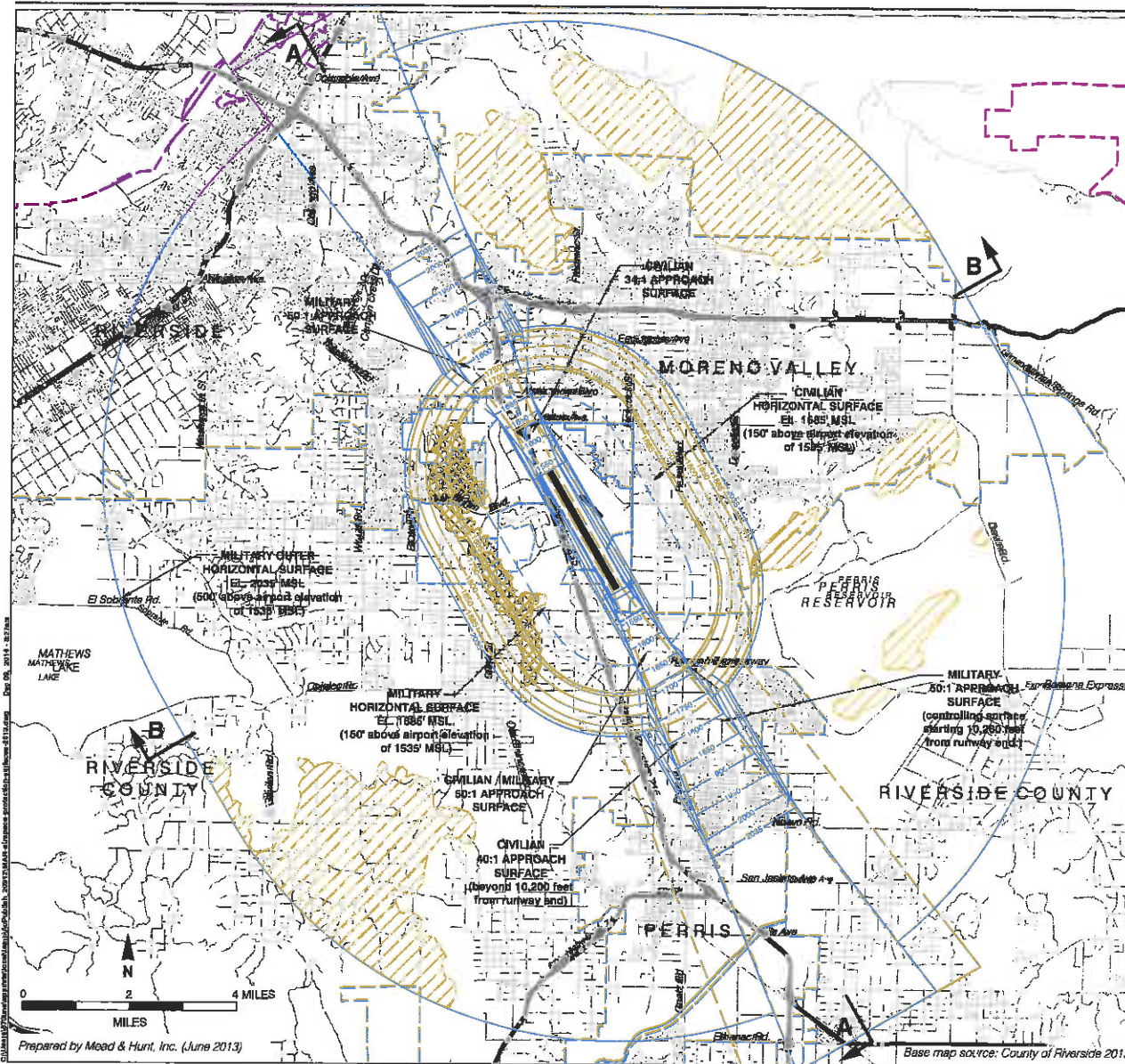


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT



LEGEND

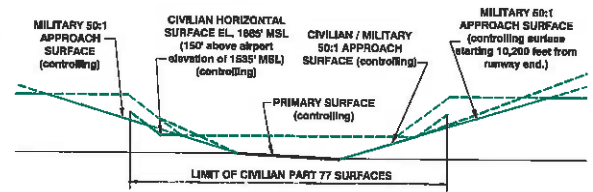
FAR Part 77

- Military Surfaces
 - Civilian Surfaces
- } Dashed line indicates other set of surfaces is controlling

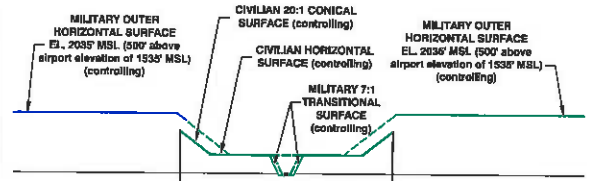
- Terrain Penetration of FAR Part 77 Surfaces**
- Military
 - Civilian

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

Background Data: March Air Reserve Base / Inland Port Airport and Environs

INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study [Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)]* (Department of the Air Force, August 2005). The AICUZ projects a total of up to 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]; 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)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

GENERAL INFORMATION

- ▶ *Airport Ownership:* United States Air Force
 - › Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- ▶ *Year Opened:* 1918
- ▶ *Airport Property Size*
 - › Air Force property: 2,300 acres
 - › JPA property: 360 acres
- ▶ *Airport Classification:* Joint Use
- ▶ *Airport Elevation:* 1,538 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Joint Use Agreement*
 - › Between March JPA and U.S. Air Force
 - › Amended June 2008
- ▶ *Air Installation Compatible Use Zone (AICUZ) Study*
 - › Prepared by U.S. Air Force, 2005
 - › Prior versions: 1985, 1992, 1998
- ▶ *March Inland Port Air Cargo Development Plan*
 - › Prepared for March JPA, April 1997

RUNWAY/TAXIWAY DESIGN**Runway 14-32**

- ▶ *Critical Aircraft:* Military transport
- ▶ *Airport Reference Code:* D-VI
- ▶ *Dimensions:* 13,300 ft. long, 200 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
 - › 65,000 lbs (single wheel)
 - › 260,000 lbs (dual wheel)
 - › 530,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 0.35%
- ▶ *Runway Lighting*
 - › High-intensity runway edge lights (HIRL)
 - › Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

Runway 12-30

- ▶ *Critical Aircraft:* Small single- and twin-engine piston
- ▶ *Airport Reference Code:* B-I (small)
- ▶ *Dimensions:* 3,010 ft. long, 100 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
 - › 12,500 lbs (single wheel)
- ▶ *Average Gradient:* 0.44%
- ▶ *Runway Lighting:* None

APPROACH PROTECTION

- ▶ *Runway Clear Zones*
 - › Runways 14 and 32: 3,000-ft. long; mostly on-airport
 - › Runway 12 and 30: 1,000-ft. long; all on-airport
- ▶ *Approach Obstacles:* None

BUILDING AREA

- ▶ *Aircraft Parking Locations*
 - › Military: Northeast side of airport
 - › Civilian: Northeast of Runway 32 threshold
- ▶ *Other Major Facilities*
 - › Air Traffic Control Tower
 - › Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/hangars; munitions storage
 - › General aviation terminal (5,000 sq. ft.)
 - › Former DHL air cargo facility
- ▶ *Services*
 - › Civilian fuel farm at civilian airport

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - › All runways: Left traffic
 - › Pattern altitude:
 - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
 - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- ▶ *Instrument Approach Procedures (best minimums)*
 - › Runway 32 ILS (CAT II):
 - Straight-in (1,600 ft. visibility; 100 ft. descent height)
 - › Runway 32 ILS:
 - Straight-in (½ mi. visibility; 200 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 32 TACAN:
 - Straight-in (½ mi. visibility; 400 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 32 VOR:
 - Straight-in (½ mi. visibility; 400 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 14 TACAN (offset 29° west of straight in):
 - Straight-in (1 mi. visibility; 700 ft. descent height)
 - Circling (1 mi. visibility; 700 ft. descent height)
 - › No circling northeast of runway on any procedure
- ▶ *Standard Instrument Departure Procedures (SKYES-TWO)*
 - › Rwy 14: straight out to 20 NM, then right turn
 - › Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- ▶ *Visual Approach Aids*
 - › Airport: Rotating beacon
 - › Runways 14 and 32: PAPI
- ▶ *Operational Restrictions / Noise Abatement Procedures*
 - › Prior permission required for all transient civilian aircraft

PLANNED FACILITY IMPROVEMENTS

- ▶ *Airfield*
 - › Construct full-length west parallel taxiway for civilian use
- ▶ *Building Area*
 - › Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- ▶ *Property*
 - › No fee acquisition planned

Exhibit MA-1

Airport Features Summary

March Air Reserve Base / Inland Port Airport

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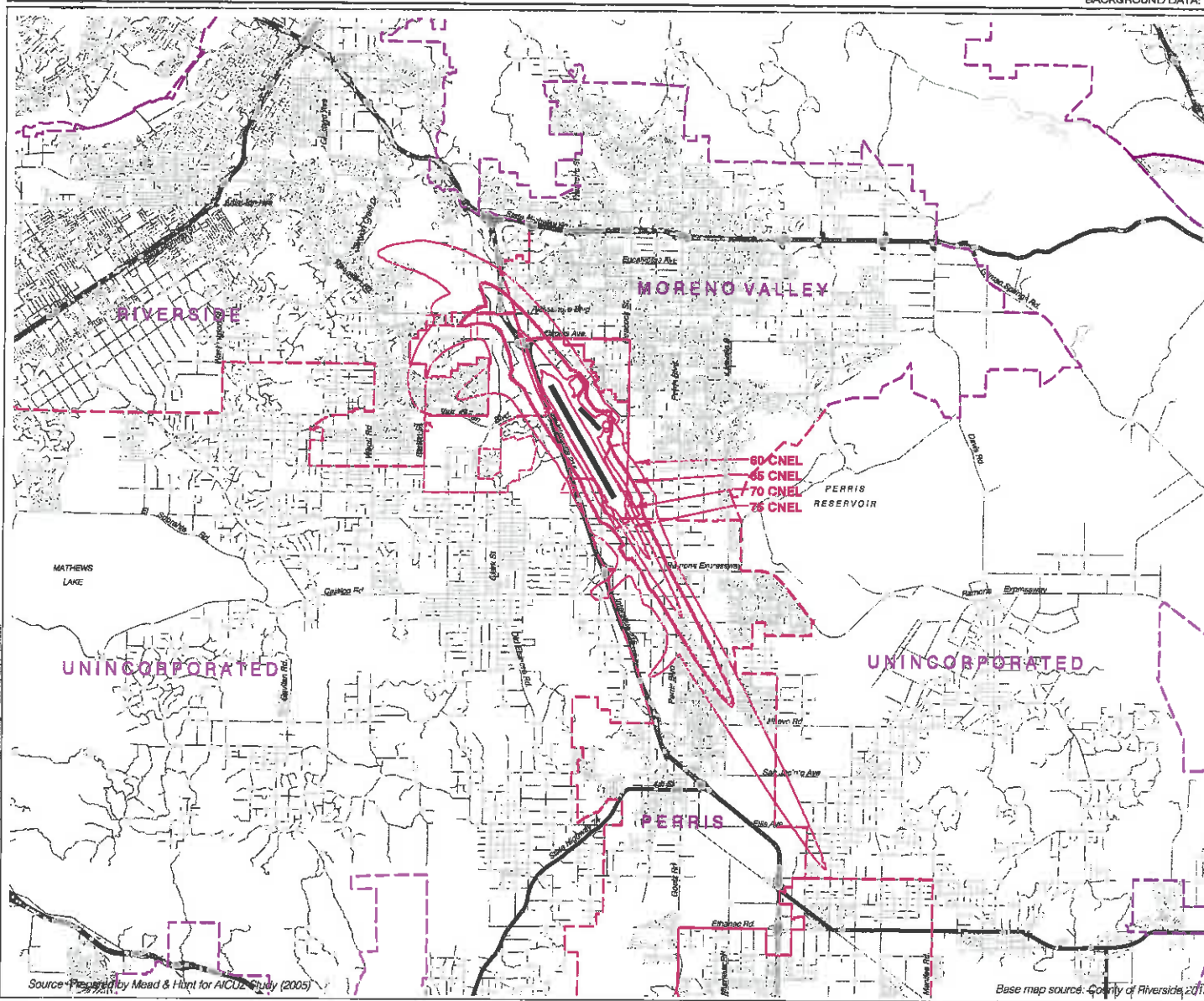
BASED AIRCRAFT				TIME OF DAY DISTRIBUTION			
<i>Data Not Available</i>	Current	Future	Future		Current	Future ^b	Future
ANNUAL AIRCRAFT OPERATIONS				Fighter/Attack Aircraft			
	Current	Future ^b	Future ^c	Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% ^d
Military	*	44,860	54,104 ^d	Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
CalFire	0	3,740	0	Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
Civilian	66 ^a	21,000	21,000 ^c	Other Military Aircraft – Arrivals			
Total Annual Operations	*	69,600	75,104	Day	*	85%	66% ^c
Average Per Day	*	191	206	Evening	*	12%	17%
				Night	*	3%	17%
OPERATIONS BY AIRCRAFT TYPE				Other Military Aircraft – Departures			
	Current	Future ^b	Future ^c	Day	*	88%	71% ^c
Military		(69.4%)	(72.0%)	Evening	*	11%	4%
Transport	*	45.5%	37.7%	Night	*	1%	25%
Fighter/Attack	*	5.0%	2.4%	Other Military Aircraft – Closed Pattern			
Helicopter	*	4.7%	8.0%	Day	*	61%	86% ^c
Tanker	*	42.4%	46.2%	Evening	*	18%	9%
Contract Air Carrier	*	2.4%	1.1%	Night	*	21%	5%
Small Prop (Aero Club)	*	*	4.6%	Civilian Aircraft			
Civilian		(30.2%)	(28.0%)	Day	*	37%	90% ^c
Commercial Jet	3% ^a	60.0%	60%	Evening	*	35%	5%
Business Jet	33%	9.2%	6%	Night	*	28%	5%
Prop(single & twin)	61%	30.8%	33%	FLIGHT TRACK USAGE			
Helicopter	3%	0.0%	1%	<i>Data Not Available</i>			
CalFire		(5.4%)	(0%)	NOTES			
TYPE OF OPERATION				<ul style="list-style-type: none"> > Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates * Data not available ^a Source: March Inland Port Airport Authority CY 2012 data ^b Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005) ^c Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012) ^d Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013) ^e Air Force Aero Club operations on the secondary runway are not included in the AICUZ data ^f Activity on Runway 12-30 not included; use limited to military Aero Club 			
	Current	Future ^b	Future ^c				
Military							
Local	*	43%	21%				
Intinerant	*	57%	79%				
Civilian							
Local	0%	0%	0%				
Intinerant	100%	100%	100%				
RUNWAY USE DISTRIBUTION^f							
	Current	Future ^b	Future ^c				
Military Aircraft – Day/Evening/Night Arrivals							
Runway 14	*	10%	2%				
Runway 32	*	90%	98%				
Departures							
Runway 14	*	10%	48%				
Runway 32	*	90%	52%				
Closed Pattern							
Runway 14	*	10%	0%				
Runway 32	*	90%	100%				
Civilian Aircraft – Day/Evening/Night Arrivals & Departures							
Runway 14	*	10%	6%				
Runway 32	*	90%	94%				

Exhibit MA-3

Airport Activity Data Summary

March Air Reserve Base / Inland Port Airport

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LEGEND

Noise Contours

- 80 dB CNEL
 - 65 dB CNEL
 - 70 dB CNEL
 - 75 dB CNEL
- } Projected Activity Level
(75,104 operations)

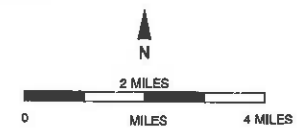
Boundary Lines

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- - - City Limits

Projected Activity Level	
Annual Operations	75,104
Average Annual Day	206

Note:
Contours represent composite of noise contours from four sources:

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).



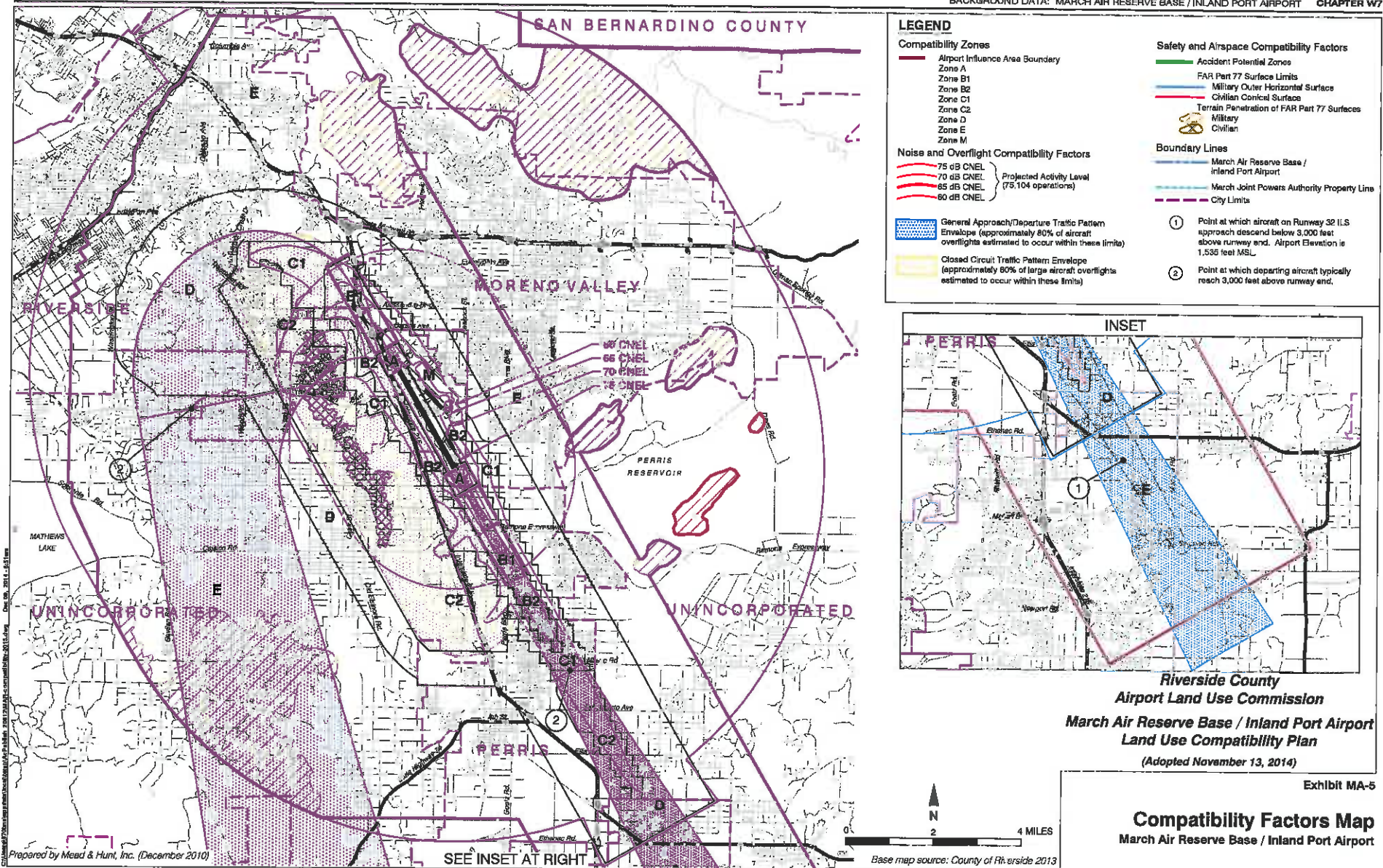
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Exhibit MA-4

**Noise Impact Area
March Air Reserve Base / Inland Port Airport**

Source: Planning, Design & Construction for AICUZ Study (2005)

Base map source: County of Riverside, 2013



AIRPORT SITE

- ▶ *Location*
 - › Northwestern section of Riverside County
 - › 10 miles southeast of central Riverside
 - › Situated on high valley floor of Perris Valley
- ▶ *Nearby Terrain*
 - › Relatively flat in immediate vicinity
 - › Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
 - › Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *Riverside County*
 - › Airport lies entirely within unincorporated area
- ▶ *March Joint Powers Authority*
 - › Has land use authority over March JPA property
- ▶ *City of Menifee*
 - › City limits 8¼ miles from south end of runway
- ▶ *City of Moreno Valley*
 - › Borders airport to the east
- ▶ *City of Perris*
 - › Borders airport to the south and lies beneath primary airport approach routes
- ▶ *City of Riverside*
 - › Borders airport to the west-northwest and lies beneath primary airport departure routes

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Immediate area lies within the March JPA boundary and is primarily developed to the northeast with development beginning west of Highway 215
 - › Areas west and northwest (City of Riverside), north and east (city of Moreno Valley) mostly suburban residential and commercial uses
 - › Southwest area (unincorporated) mostly low-density and semi-rural residential
 - › South and southeast (City of Perris) suburban residential with interspersed vacant land
- ▶ *Runway Approaches*
 - › Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
 - › Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - › General Plan adopted by Board of Supervisors October 2003
 - › Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- ▶ *March Joint Powers Authority*
 - › General Plan adopted by March JPA 1999
 - › General Plan Land Use Map updated January 2012
 - › March Business Center Specific Plan adopted February 2003
 - › Meridian Specific Plan SP-5 adopted August 2010
 - › March LifeCare Campus Specific Plan SP-7 adopted June 2011
 - › Development Code updated April 2012
 - › Zoning Map adopted April 2012
- ▶ *City of Menifee*
 - › General Plan adopted by City Council December 2013
- ▶ *City of Moreno Valley*
 - › General Plan adopted by City Council July 2006
- ▶ *City of Perris*
 - › General Plan 2030 elements adopted by City Council on various dates 2005-2010
 - › Park West Specific Plan adopted February 2007
 - › Harvest Landing Specific Plan adopted May 2010
- ▶ *City of Riverside*
 - › General Plan 2025 adopted by City Council November 2007

PLANNED AIRPORT AREA LAND USES

- ▶ *Riverside County*
 - › Southwest: Very low density residential, Business Park and Light Industrial
- ▶ *March Joint Powers Authority*
 - › Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
 - › West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
 - › South: Aviation-related uses
- ▶ *City of Moreno Valley*
 - › Northeast: Office, Commercial, Specific Plan areas and Residential uses
 - › East: Low density residential uses with scattered commercial uses and public facilities
- ▶ *City of Perris*
 - › South: Industrial and commercial uses
- ▶ *City of Riverside*
 - › Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
 - › West: Medium residential uses with scattered commercial uses and parks

Exhibit MA-6

Airport Environs Information

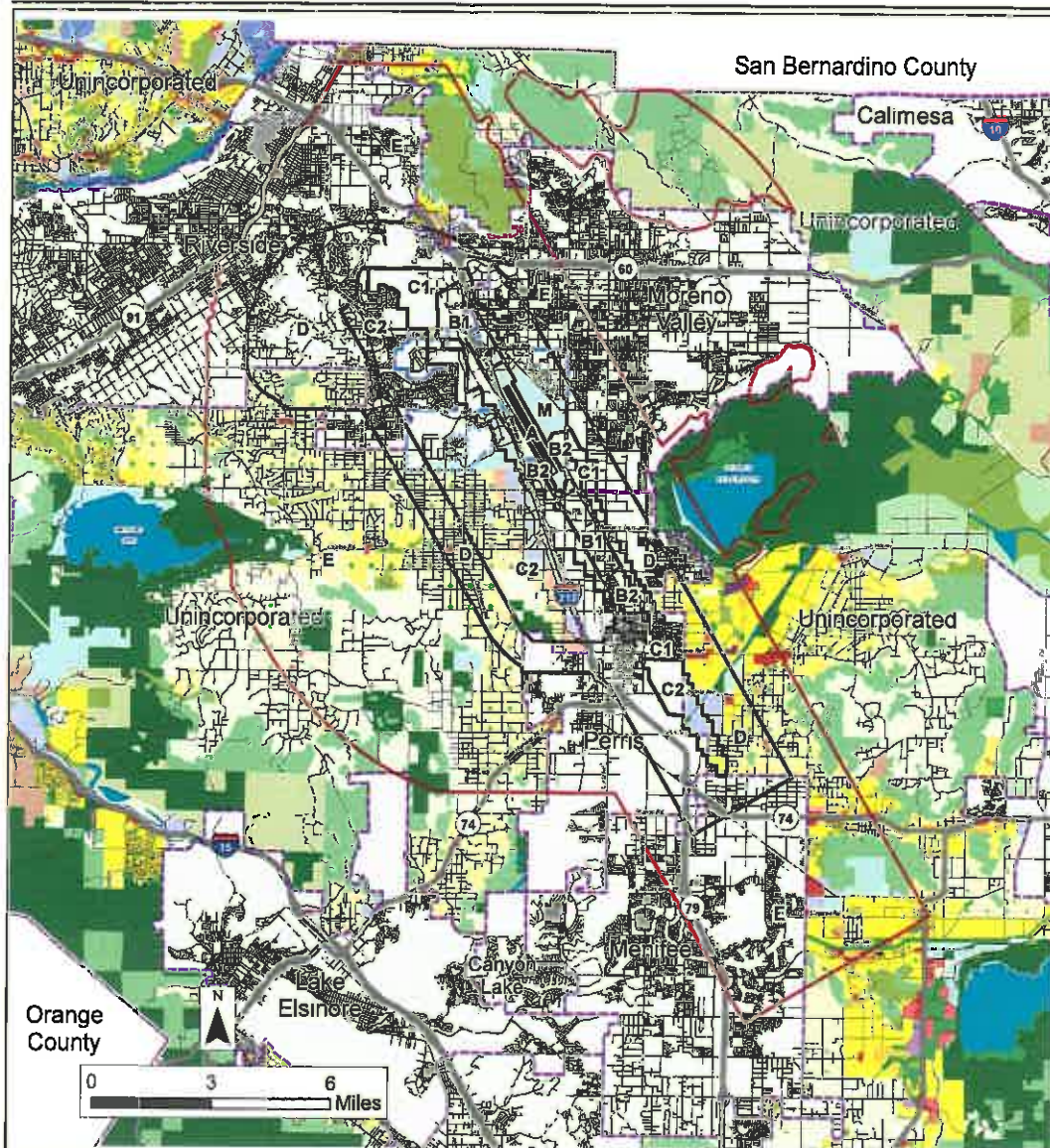
March Air Reserve Base / Inland Port Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

Policy wording not shown in quotes is condensed from original

- ▶ *Riverside County General Plan (October 2003)*
 - ▶ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Noise Policy 7.3)
 - ▶ Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- ▶ *March Joint Powers Authority General Plan (1999)*
 - ▶ "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
 - ▶ "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
 - ▶ "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
 - ▶ "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
 - ▶ "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- ▶ *City of Moreno Valley General Plan (2006)*
 - ▶ "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
 - ▶ Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
 - ▶ Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- ▶ *City of Moreno Valley Zoning*
 - ▶ Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II
- ▶ *City of Perris General Plan (2005)*
 - ▶ "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
 - ▶ Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- ▶ *City of Perris Municipal Code*
 - ▶ Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- ▶ *City of Riverside General Plan (2007)*
 - ▶ "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
 - ▶ "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
 - ▶ Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
 - ▶ Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
 - ▶ "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
 - ▶ "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JIUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
 - ▶ "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
 - ▶ "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- ▶ *City of Riverside Zoning Codes*
 - ▶ Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
 - ▶ No FAR Part 77 height limit zoning

Exhibit MA-6, continued



Planned Land Use Designations

- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

Legend

- ▭ County Boundary
- ▭ City Boundary
- ▭ March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

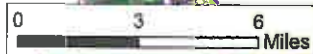
1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

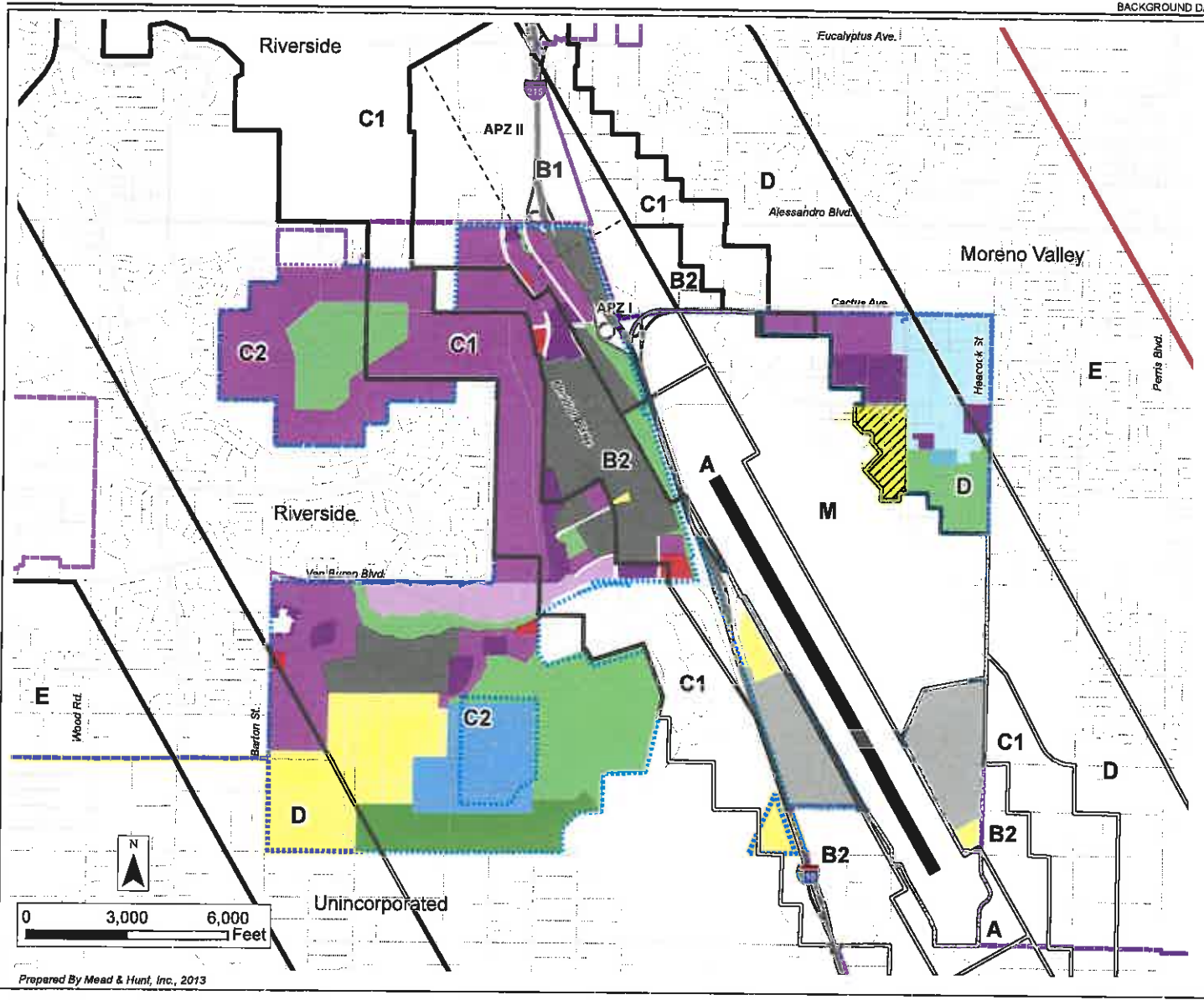
**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(Adopted November 13, 2014)

Exhibit MA-7A

**Planned Land Uses:
County of Riverside**

Orange
County





Legend

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

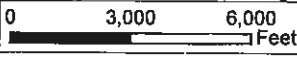
Notes

1. Land Use Source: March Joint Powers Authority, Zoning Map, April 18, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

**Riverside County
Airport Land Use Commission**

**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**

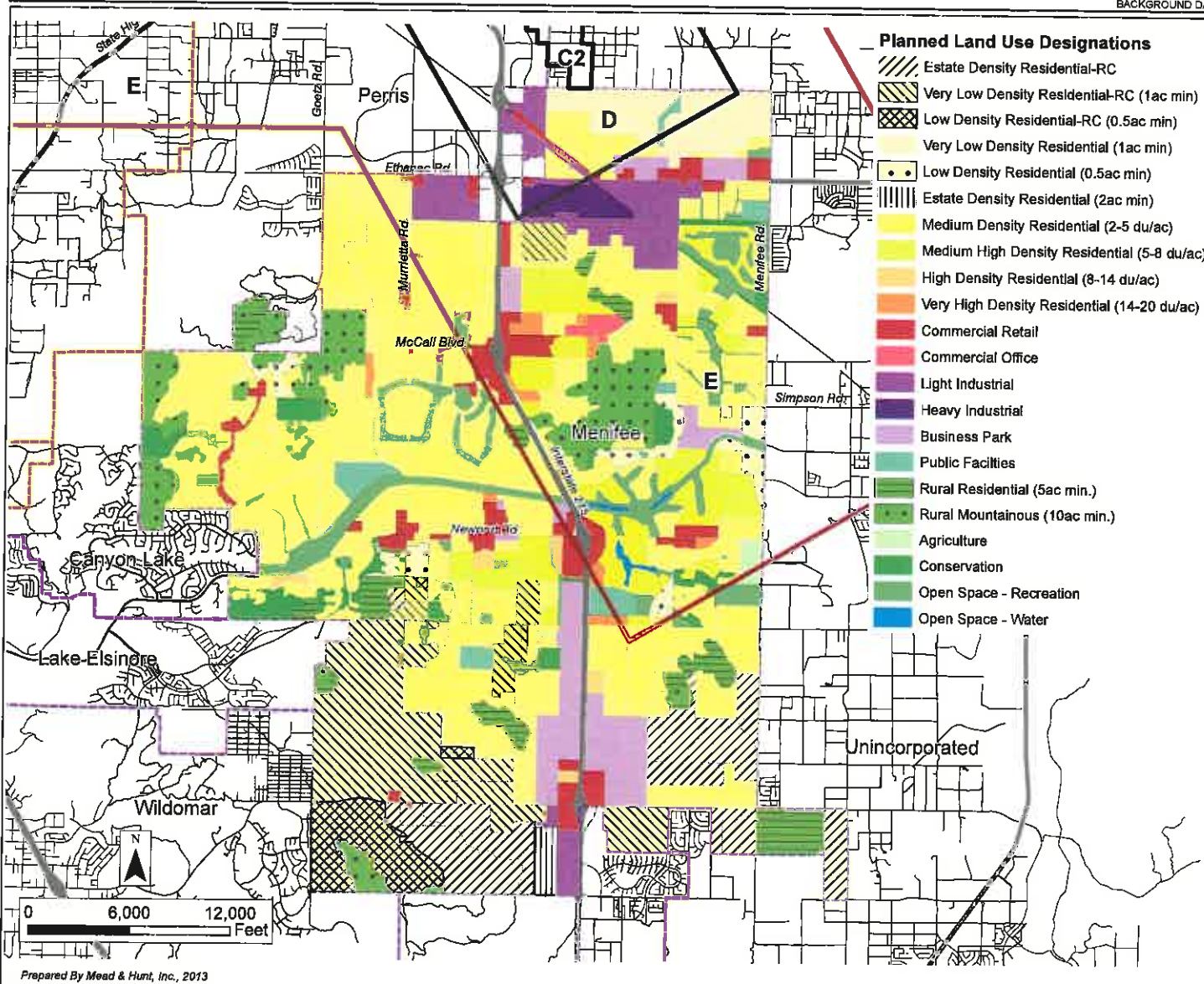
Adopted November 13, 2014)



Prepared By Mead & Hunt, Inc., 2013

Exhibit MA-7B

**Planned Land Uses:
March Joint Powers Authority**



- Planned Land Use Designations**
- ▨ Estate Density Residential-RC
 - ▨ Very Low Density Residential-RC (1ac min)
 - ▨ Low Density Residential-RC (0.5ac min)
 - ▨ Very Low Density Residential (1ac min)
 - ▨ Low Density Residential (0.5ac min)
 - ▨ Estate Density Residential (2ac min)
 - ▨ Medium Density Residential (2-5 du/ac)
 - ▨ Medium High Density Residential (5-8 du/ac)
 - ▨ High Density Residential (8-14 du/ac)
 - ▨ Very High Density Residential (14-20 du/ac)
 - ▨ Commercial Retail
 - ▨ Commercial Office
 - ▨ Light Industrial
 - ▨ Heavy Industrial
 - ▨ Business Park
 - ▨ Public Facilities
 - ▨ Rural Residential (5ac min.)
 - ▨ Rural Mountainous (10ac min.)
 - ▨ Agriculture
 - ▨ Conservation
 - ▨ Open Space - Recreation
 - ▨ Open Space - Water

- Legend**
- ▭ County Boundary
 - ▭ City Boundary
 - ▬ Runway
 - ▬ Airport Influence Area Boundary
 - ▬ Compatibility Zones

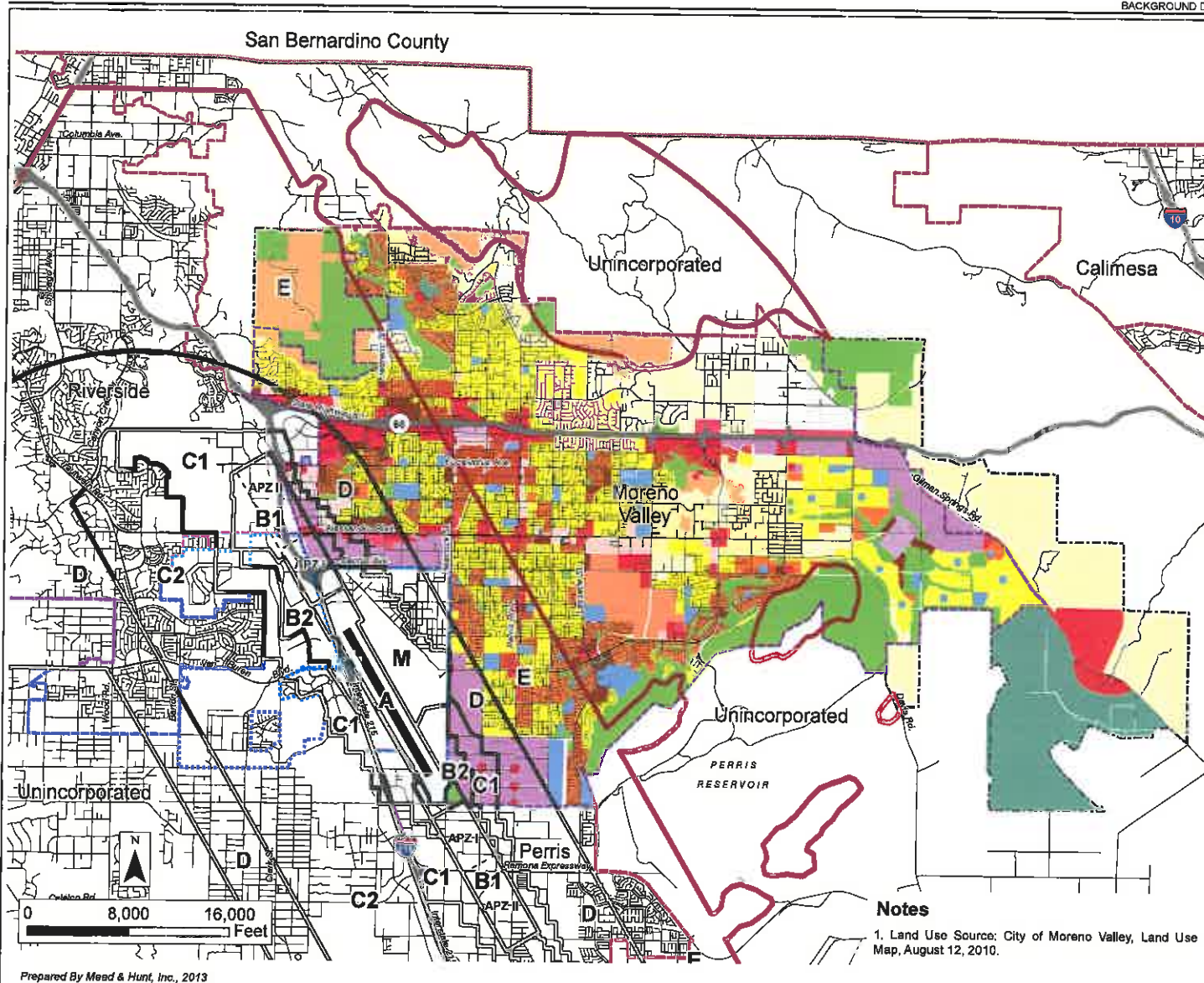
Notes
 1. Land Use Source: City of Menifee General Plan Map

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

Exhibit MA-7C

**Planned Land Uses:
 City of Menifee**

Prepared By Mead & Hunt, Inc., 2013



Legend

- County Boundary
- City Boundary
- Moreno Valley Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max. 15 du/ac
- Residential: Max. 20 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

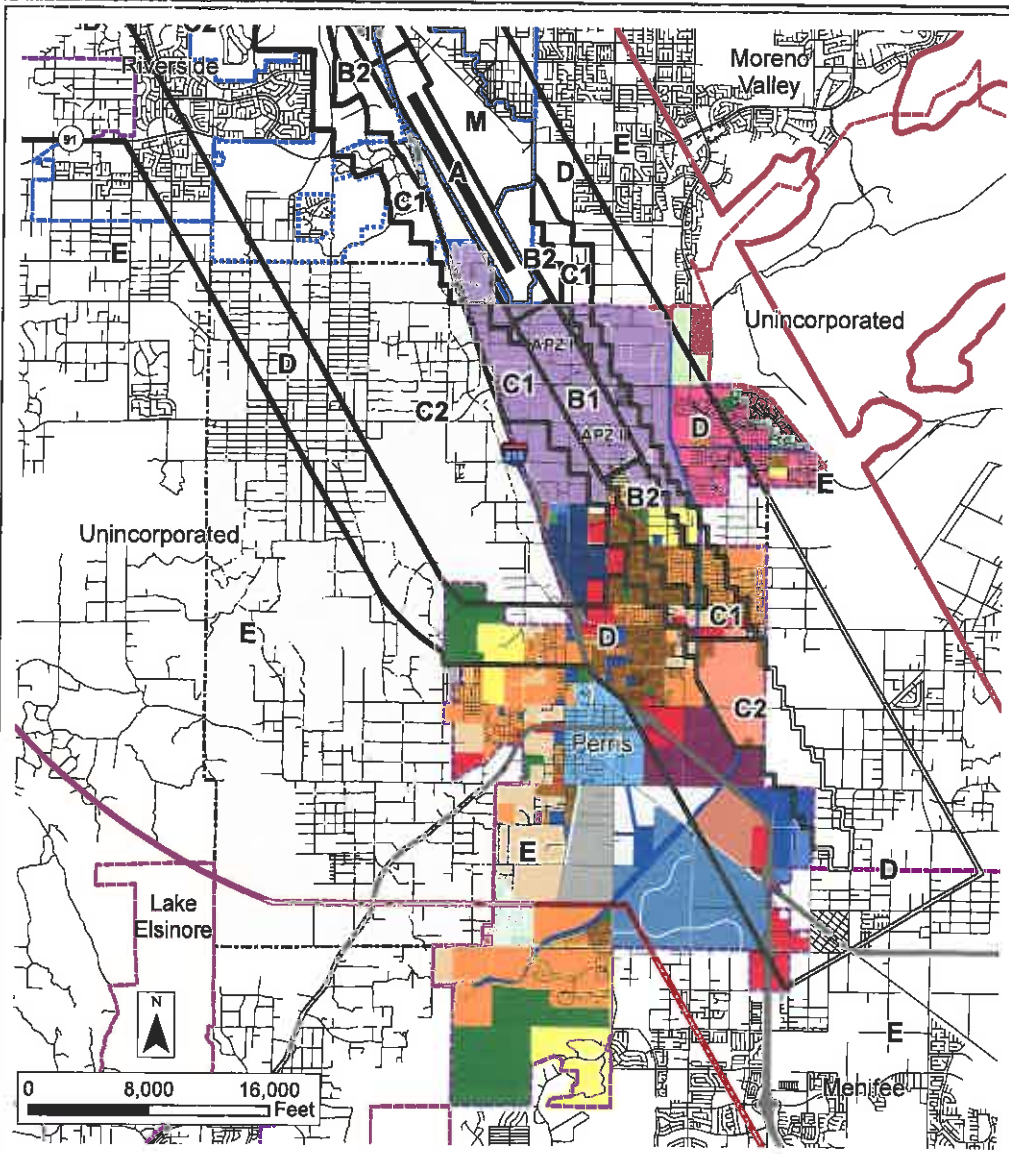
**Riverside County
Airport Land Use Commission**

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

Notes
1. Land Use Source: City of Moreno Valley, Land Use Map, August 12, 2010.

Prepared By Mead & Hunt, Inc., 2013

**Planned Land Uses:
City of Moreno Valley**



- Planned Land Use Designations**
- INDUSTRIAL
 - GI - General Industrial
 - LI - Light Industrial
 - BP - Business Park
 - COMMERCIAL
 - CC - Community Commercial
 - NC - Neighborhood Commercial
 - PO - Professional Office
 - RESIDENTIAL
 - R-20,000 - Residential 20,000
 - R-10,000 - Residential 10,000
 - R-6,000 - Residential 6,000
 - MFR-14 - Multi-Family Residential 14
 - MFR-22 - Multi-Family Residential 22
 - SPECIFIC PLAN
 - DTSP - Downtown Specific Plan
 - GV SP - Green Valley Specific Plan
 - HL SP - Harvest Landing Specific Plan
 - MR SP - May Ranch Specific Plan
 - NP SP - New Perris Specific Plan
 - PVCC SP - Perris Valley Commerce Center Specific Plan
 - PW-SP - Parkwest Specific Plan
 - RG-SP - River Glen Specific Plan
 - RW-SP - Rivewoods Specific
 - SP - Specific Plan
 - VA-SP - Villages of Avalon
 - OTHER
 - A1 - Light Agricultural
 - OS - Open Space
 - P - Public Facility

- Legend**
- City Boundary
 - City of Perris Sphere of Influence
 - March ARB/Air Force Property
 - March Joint Powers Authority Property
 - Runway
 - Airport Influence Area Boundary
 - Compatibility Zones

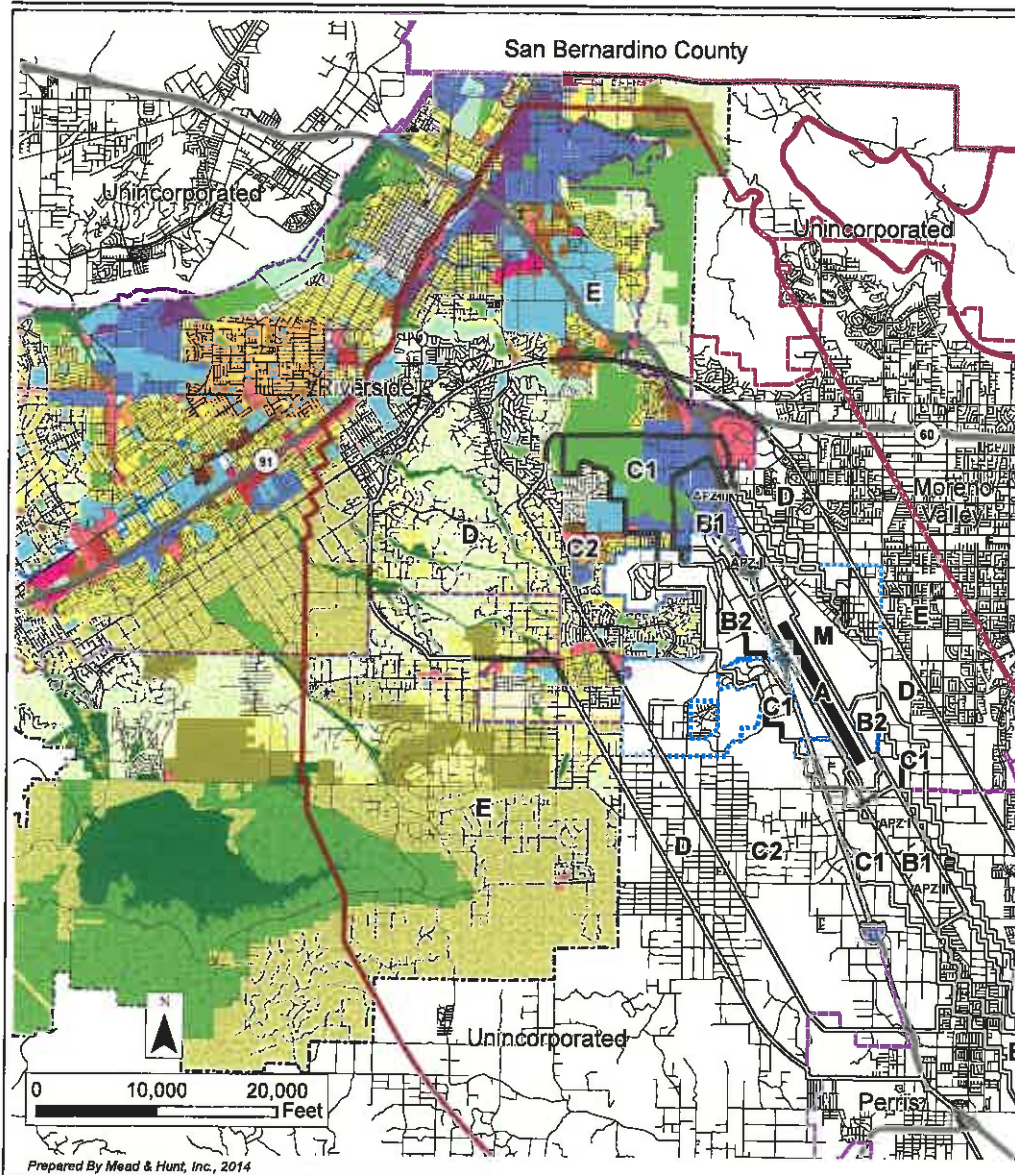
Notes
 1. Land Use Source: City of Perris, General Plan Map, January 3, 2013.

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

Exhibit MA-7E

**Planned Land Uses:
 City of Perris**

Prepared By Mead & Hunt, Inc., 2013



- General Plan Land Use Designations**
- A - AGRICULTURAL
 - ARR - AGRICULTURAL/RURAL RESIDENTIAL
 - HR - HILLSIDE RESIDENTIAL
 - SRR - SEMI RURAL RESIDENTIAL
 - VLDR - VERY LOW DENSITY RESIDENTIAL
 - LDR - LOW DENSITY RESIDENTIAL
 - MDR - MEDIUM DENSITY RESIDENTIAL
 - MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
 - HDR - HIGH DENSITY RESIDENTIAL
 - VHDR - VERY HIGH DENSITY RESIDENTIAL
 - C - COMMERCIAL
 - CRC - COMMERCIAL REGIONAL CENTER
 - DSP - DOWNTOWN SPECIFIC PLAN
 - OSP - ORANGECREST SPECIFIC PLAN
 - O - OFFICE
 - B/OP - BUSINESS/OFFICE PARK
 - I - INDUSTRIAL
 - MU-N - MIXED USE-NEIGHBORHOOD
 - MU-V - MIXED USE-VILLAGE
 - MU-U - MIXED USE-URBAN
 - PF - PUBLIC FACILITIES/INSTITUTIONAL
 - PR - PRIVATE RECREATION
 - P - PUBLIC PARK
 - OS - OPEN SPACE/NATURAL RESOURCES
 - RAT - KANGAROO RAT HABITAT

- Legend**
- County Boundary
 - City Boundary
 - Riverside Sphere of Influence
 - March ARB/Air Force Property
 - March Joint Powers Authority Property
 - Runway
 - Airport Influence Area Boundary
 - Compatibility Zones

Notes
 1. Land Use Source: City of Riverside, Land Use Policy Map, January 10, 2012.

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

Exhibit MA-7F

**Planned Land Uses:
 City of Riverside**

Prepared By Mead & Hunt, Inc., 2014

Appendix C Sample Traffic Monitoring Table

**Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 12**

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
Planning Region A						
1	U1-19	MU				
	U2-1	MU		382	153*	*converted truck trips to PCEs
	U2-2	BP				
	U2-3	BP				
	U2-9	COM		4041	0	60,980 sf general light industrial, 90,840 sf business park & 14,140 sf general office building
	U2-10	COM				
				Calculated Trip Generation:	4,423	-
				Planning Area Allowance:	7,333	-
				Remaining Trips:	2,910	-
Planning Region B						
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
				Calculated Trip Generation:	2,618	836
				Planning Area Allowance:	8,303	1,836
				Remaining Trips:	5,685	1,000
Planning Region C						
5	U3-1	IND				
	U3-2	IND				
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
Lot 16	IND	Sysco	1644	371	515,223 sf warehouse	
				Calculated Trip Generation:	4,822	1,088
				Planning Area Allowance:	6,080	1,760
				Remaining Trips:	1,258	672
6	U4-8	OF		5713		32,628 sf office; 6,584 sf retail; 5,937 sf restaurant/café; & 116,892 sf business park
	U4-9	OF				
	U4-10	OF				
	U4-11	OF		60	30*	
	U4-12	OF		9047	23*	92,000 SF Business Park
	U4-13	BP		581	109	124,523 sf light manufacturing
	U4-14	BP		--	--	Combined with U4-13
				Calculated Trip Generation:	7,401	109
				Planning Area Allowance:	7,539	294
				Remaining Trips:	138	185
7	U4-3	BP		542		192,468 sf business park
	U4-4	COM		1043	401*	*converted truck trips to PCEs
	U4-5			9468	0	Retail Site - variety of uses
	U4-6	MU		723		162,660 sf warehouse & 8,000 sf retail
	U4-7			308	121*	*converted truck trips to PCEs
				Calculated Trip Generation:	12,084	-
				Planning Area Allowance:	16,164	-
				Remaining Trips:	4,080	-
GRAND TOTAL, ALL PLANNING AREAS						
				Calculated Trip Generation:	29,615	2,761
				Planning Area Allowance:	45,419	3,890
				Remaining Trips:	15,804	1,129
						*Truck trips for these parcels are included in Grand Total for Truck Trips, not as PCEs

Appendix D Standard Development Conditions of Approval

Standard Conditions of Approval
Conditions for
Plot Plan and Design Plans

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan XX-XX on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot plan. (MJPA 9.14.020)
2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.
3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)
4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)
5. Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).
6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV. A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been

developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5' loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)
8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)
9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)
10. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)
11. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)
12. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
13. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)
14. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP)
16. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)
17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Building Permits:

19. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)
20. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)
21. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069).
22. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)
23. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).
24. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV. B-1-3. (MMRP)

25. Prior to issuance of building permits, the developer shall provide to the Planning Manager written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.
26. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)
27. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot² illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.
28. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.
29. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:

30. Prior to the issuance of a Certificate of Occupancy and once a tenant is known, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site and off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts. (MMRP)
31. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.)

32. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)
33. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)
34. Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft sign identifying the approved truck route plan at all service driveway locations. (MMRP)
35. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

Landscape Provisions (Timing Varies)

36. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)
37. Each lot developer is to remove the temporary plastic border separating on site landscape from the LLMD area and install a 6" concrete mow curb.
38. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (MJPA 9.08.250).
39. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (MJPA 9.08.250).
40. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)
41. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines)
42. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

43. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.
44. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.
45. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.
46. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss.
47. All damaged LLMD plant material shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.
48. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or LLMD landscape easement areas.

NPDES Provisions (Timing Varies)

49. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.
50. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.
51. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.
52. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to the State Water Resources Control Board as required by applicable law.

53. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.
54. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).
55. Site specific design BMPs and Low Impact Development (LID) design strategies shall be implemented by the incorporation of dual-functioning site features that in addition to their primary purposes, also serve to reduce pollutant discharges and improve the quality of storm water discharges. Examples of such features include porous driveway material, porous landscape detention, and/or inverted medians also functioning as filtration, trenches or bioswales. Sites shall be designed to maximize pervious area to promote low flow filtration/infiltration. To minimize runoff, landscape buffers shall be incorporated into site plan designs. Perimeter landscape treatments, as well as landscape areas between buildings and the property lines shall be incorporated to address water quality. Curbs separating parking areas from landscaped areas shall have breaks to allow direct entrance and infiltration of storm waters. Native or drought-tolerant trees and shrubs should be used throughout the landscape design. A minimum twenty percent (20%) of surfaces within any development site shall be utilized for natural BMPs, and the use of impervious services and hardscape and/or watershedding features. Open-jointed paving materials and permeable surfaces may be employed in areas not subject to heavy loads. In order to minimize DCIAs, the majority of the landscaping within the SP area shall drain to bordering landscape areas, acting to capture and treat parking lot storm water runoff. Similarly, runoff from sidewalks and other paved surface areas shall be directed to, and allowed to enter, neighboring landscape features. All BMPs to be incorporated in the Project shall be consistent with the provisions of the SP as well as an approved WQMP.
56. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales*. The Engineering Department shall review and approve the final WQMP text, plans and details.

Clean Air Provisions (Timing Varies)

57. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans, including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)
58. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)
59. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug-in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use

prior to the issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

60. The operator shall cooperate with March JPA in pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.
61. Projects shall provide short- and long-term bicycle facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)
62. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)
63. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)
64. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between the project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)
65. Project shall install Energy Star labeled roof materials. (MMRP)
66. Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)
67. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)
68. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

MJPA PUBLIC WORKS DEPARTMENT, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be

resubmitted for further consideration. The following conditions are essential parts and requirements occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

70. Drainage and flood control facilities and improvements shall be provided in accordance with the specific plan, MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this development:

- a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.
- b. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.
- c. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.
- d. The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by the Building Department.
- e. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and Riverside County Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.
- f. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.
- g. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.
- h. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

71. Additional streetlights or relocation of streetlights may be required per Riverside County and Southern California Edison standards and JPA.

72. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Riverside County Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.
73. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.
74. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.
75. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

MJPA BUILDING AND SAFETY DEPARTMENT, WILLDAN

76. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.
77. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

- (4) Architectural Plans
- (4) Structural Plans
- (2) Structural Calculations
- (4) Plot/Site Plans
- (4) Electrical Plans
- (4) Electrical Load Calculations
- (4) Plumbing Plans/Isometrics, Water, Sewer and Gas
- (4) Mechanical Plans
- (4) Mechanical Duct Layout Plans
- (4) Disabled Access Improvement Plan for the Site.
- (2) Roof Truss Plans
- (2) Title 24 Energy Calculations
- (4) Copy of Approved Precise Grading Plans
- (1) Copy of Approved Fire Department Plans for the project.
- (2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
- (2) Copies of the Soils Reports

Building & Safety General Information:

78. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.
79. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.
80. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.
81. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.
82. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.
83. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.
84. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.
85. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

86. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

87. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.
88. Prior to issuance of Building Permits, on-site water service shall be installed and approved by the responsible agency. On-site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.
89. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.
90. Prior to issuance of building permits, provide Building & Safety with a will service letter from Western Municipal Water District.
91. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).
92. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.
93. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.
94. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.
95. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts. .
96. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the

building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

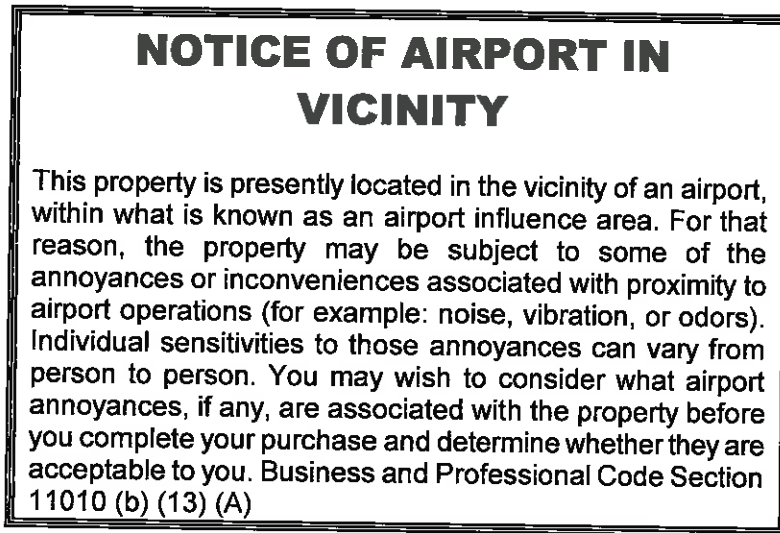
RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

97. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

98. Prior to the issuance of building permits, the landowner shall convey an aviation easement to the MARB/MIP Airport.
99. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
100. The following uses shall be prohibited:
- a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b) Any use which would cause sunlight to be reflected 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 smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e) The following notice shall be provided to all potential purchasers and tenants of the buildings. While it is not required, the applicant and its successors-in-interest are

encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:



- f) Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- g) Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

WESTERN MUNICIPAL WATER DISTRICT

101. Western Municipal Water District Conditions of Approval will be provided on an individual project basis.

UNITED STATES POSTAL SERVICE

102. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.
2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.
3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.
4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.
5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.
6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The March Joint Powers Authority will hold hearings on this item and 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 and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 10, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1382MA19 – SDH & Associates, Inc. (Representative: Lee & Associates) – March Joint Powers Authority (MJPA) Case Nos. GPA19-01 (General Plan Amendment), SPA19-01 (Specific Plan Amendment), PP17-04 A1 (Plot Plan Amended), CUP19-01 through CUP19-05 (Conditional Use Permit), TPM19-01 (Tentative Parcel Map). PP17-04A1 (an amendment to previous MJPA case DP17-04) is a proposal to establish five industrial/manufacturing buildings totaling 91,987 square feet on 7.12 acres located on the northwest corner of Van Buren Boulevard and Economic Drive. Also proposed is a General Plan Amendment to change the designation on 10.10 acres (including a separate 2.98-acre area at the southwest corner of Meridian Parkway and Economic Drive) from Office to Mixed Use. The project is located within the Meridian North Campus Specific Plan, so an amendment to the Specific Plan is needed to modify the text and figures to reflect this change (specifically, to amend land use exhibits and revise acreages in the land use designation tables and correct erroneous maps). The applicant also proposes to divide the plot plan site into 5 separate parcels. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

P.M.
RCALUC
2016 CI

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ~~ZAP MA19~~ ZAP 1382 MAR19 DATE SUBMITTED: 8/26/19

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 Prime Six, 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	14205 Meridian Parkway, Ste. 140 Riverside, CA 92518	Case Type
Local Agency Project No	SPA 19-01, GPA 19-01, PP 17-04 A1, TMP 19-01, CZ 19-01, CZ 19-02 CUP's 19-01, 19-02, 19-03, 19-04, 19-05	<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	N/A	
Assessor's Parcel No.	294-050-057, 294-050-062	Gross Parcel Size 7.12 AC
Subdivision Name	TM 30857-4 MB 435/6-14	Nearest Airport and distance from Airport
Lot Number	Lot 12	MARB- 4,855 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)	mass-graded, vacant land with minimal vegetation

Proposed Land Use (describe)	Proposed development includes 5 industrial/flex/showroom buildings ranging in size from 15,115 to 22,036 SF, together with related parking lots and landscaping.		
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	131
	Method of Calculation	Total Parking Spaces Provided	
Height Data	Site Elevation (above mean sea level)	1594	ft.
	Height of buildings or structures (from the ground)	33' 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.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

- AGENDA ITEM:** 3.2
- HEARING DATE:** October 10, 2019
- CASE NUMBER:** ZAP1079PS19 – Wildcat I Energy Storage (Representative: Philip Reeves)
- APPROVING JURISDICTION:** City of Palm Springs
- JURISDICTION CASE NO:** 5.1462CUP (Conditional Use Permit)
- LAND USE PLAN:** 2005 Palm Springs International Airport Land Use Compatibility Plan
- a. Airport Influence Area: Palm Springs International Airport
 - b. Land Use Policy: Compatibility Zone B1
 - c. Noise Levels: Between 60-65 CNEL from aircraft noise

MAJOR ISSUES: The proposed project is located within Compatibility Zone B1, which prohibits “critical community infrastructure facilities” and “hazardous materials” uses. The proposed lithium ion battery storage facility is not considered a critical community infrastructure facility as no power will be generated by the project (instead, it charges batteries, absorbing energy from the electric grid, and then discharging and releasing the energy back into the grid). The main purpose is to store energy generated during off-peak periods, and then release it at the times needed. The proposed lithium ion batteries could be considered hazardous materials. “Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials” is prohibited in Compatibility Zone B1, with specified exceptions. ALUC staff contacted subject matter experts at the City Fire Department, County Fire and Building & Safety Departments. These experts advised that these batteries are not a “hazardous material”, prohibiting this type of use at this particular location, if the project meets all applicable Building and Fire codes and regulations. Staff is recommending a condition requiring the project to satisfy all Fire and Building and Safety requirements.

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

PROJECT DESCRIPTION: A proposal to establish a 3 megawatt (MW) / 12 megawatt hour (MWh) lithium ion battery energy storage facility on 3.23 acres.

PROJECT LOCATION: The site is located southerly of Dinah Shore Drive, easterly of Gene Autry Trail, and westerly of San Luis Rey Drive, within the City of Palm Springs, approximately 4,175 feet southeasterly of the southerly end of Runway 13L-31R at Palm Springs International Airport.

BACKGROUND:

Non-Residential Intensity: The site is located within Compatibility Zone B1 of Palm Springs International Airport Influence Area, which limits average intensity to 25 people and single acre intensity to 50 people. The proposed battery storage facility (similar to a wireless communications facility) does not propose any buildings thus not creating any potential habitable occupancy. The project includes a shade structure over six pad-mounted, approximately 40 foot long 'Conex' style metal storage containers housing the lithium ion batteries, racking cabinets, collection boxes, and energy storage system controller.

A method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of provided parking spaces (4 spaces), the total occupancy would be estimated at 6 people. This total occupancy results in an average intensity of 2 people per gross acre, which is consistent with the Compatibility Zone B1 average acre criterion of 25 people and single acre criterion of 50 people.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone B1 of the Palm Springs International Airport Influence Area. It is noted in the Countywide policies that "critical community infrastructure facilities" are prohibited uses within Compatibility Zone B1, and are defined as the construction of "power plants, electrical sub-stations, public communications facilities, and other critical community infrastructure". As explained below, the proposed battery storage facility does not fit any of these descriptions. This facility is not "critical".

Aboveground bulk storage of hazardous materials is also prohibited in Compatibility Zone B1, with specified exceptions. The proposed lithium ion batteries could be considered hazardous materials. The project could be considered as a proposal for the "construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials". ALUC staff contacted subject matter experts at the City Fire Department, County Fire and Building & Safety Departments. These experts advised that these batteries are not a "hazardous material" prohibiting this type of use at this particular location, if the project meets all applicable Building and Fire codes and regulations, including but not limited to the projects ability to contain a fire. Staff is recommending a conditions requiring the project to satisfy all Fire and Building and Safety requirements.

Dudek consulting firm has prepared a memo (included in this package) outlining how the project addresses Compatibility Zone B1 "critical community infrastructure" and "hazardous materials"

policies.

- **Critical Community Infrastructure.** The memo indicates that the project does not generate any power onsite, and that when the energy storage system is being charged, it absorbs energy from the electric grid, and then releases back into the grid what was stored. While a small “step-up” substation will be installed as part of the project, the small substation will serve only the project (unlike larger Southern California Edison substations that serve regions, which would be defined as a critical community infrastructure). Should the project’s substation go offline, it will not significantly impact the local or regional electrical grid.
- **Hazardous Materials.** The memo indicates that the project does not involve the manufacture or storage of fuel or explosives, and provides reasons as to why the proposed lithium ion batteries are not considered hazardous. The chemical composition of the proposed lithium ion battery is “lithium iron phosphate”, which is considered one of the safest energy storage methods on the market and exhibits superior safety and stability characteristics. All chemicals would be contained within the individual sealed dry battery cells. The batteries are not considered hazardous as the electrolyte is a non-toxic (no cobalt or other toxic elements). The battery system is designed with a number of normally-open relays (require power to close) and automatic software safeties. What these do is a combination of monitor the system and either take stacks offline or power the whole system down, depending on the input. In the example of smoke or fire detection, loss of grid power, or other similar high-level threats, the system will power down. In the case of equipment failure, the system has been designed to “fail-open” so that the batteries are isolated from each other, the power conversion system, and the grid. No hazardous materials, liquids, or chemicals are required to construct or operate the energy storage facility. Similar to other existing transformers and substations, the transformers at the project site will use mineral transformer oil (insulating oil) which is an oil that is stable at high temperatures and has excellent electrical insulating properties. (In lieu of transformer oil, the applicant is considering using Envirotempo FR3 Fluid, which is a biodegradable and non-toxic transformer cooling fluid.)

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area between 60-65 CNEL from aircraft. The project does not propose any uses that would be sensitive to noise, and, therefore, would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 13L-31R at its southerly terminus is 395.5 feet above mean sea level (AMSL). At a distance of approximately 4,175 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 437.2 feet AMSL. The project’s finished floor elevation is 378 feet AMSL and the proposed maximum structure height is 15 feet (light standard), for a top point elevation of 393 feet AMSL (lower than the runway elevation). Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Compatibility Zone B1 requires 30% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is 3.23 acres in area, so open area is not required.

CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers, lessees, and/or tenants of the property.
4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
5. Any new detention basin(s) on the site shall be designed and maintained for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project

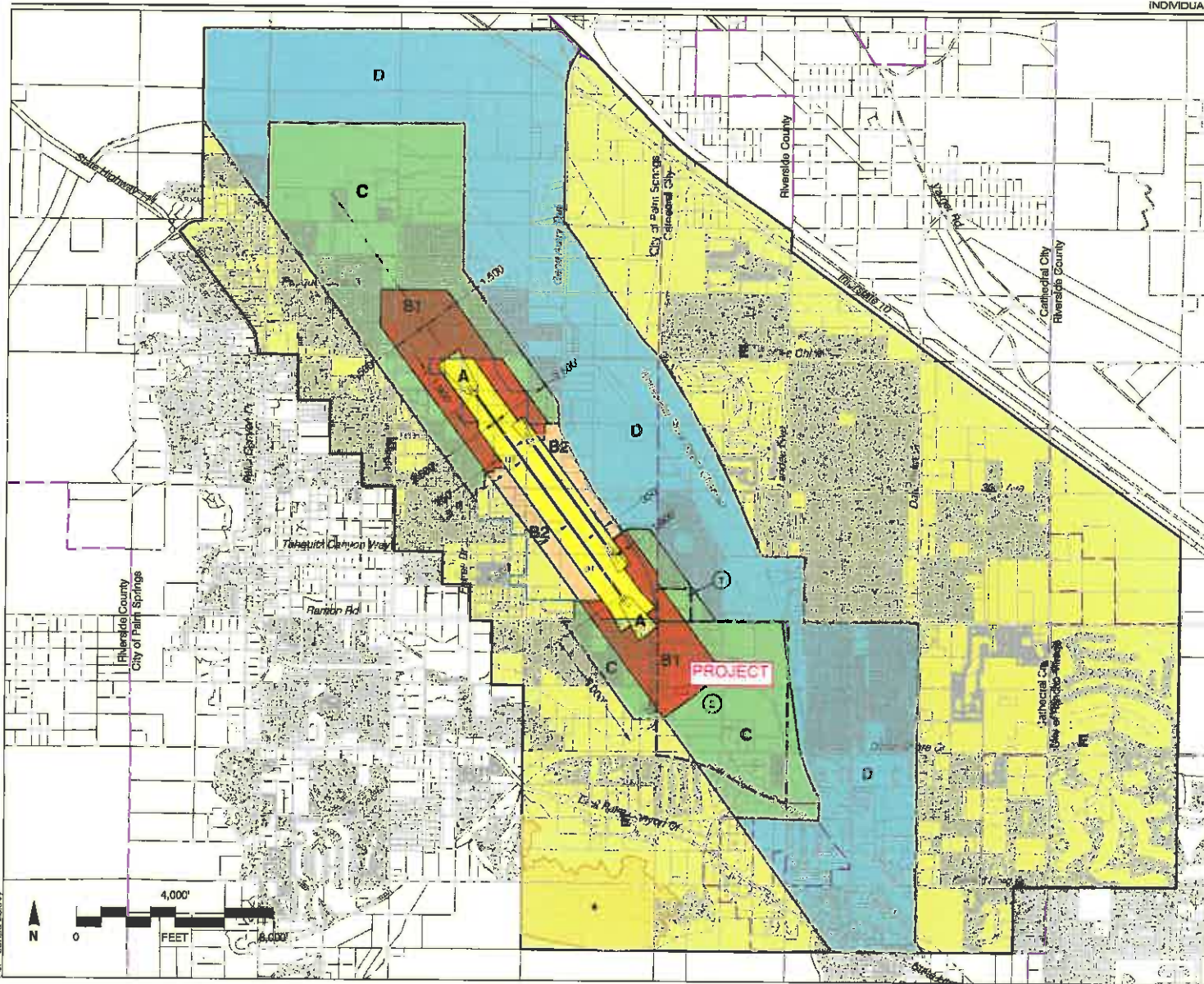
landscaping.

Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around any detention basin shall not include vegetation that produces seeds, fruits, or berries.

6. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the proposed project shall require ALUC review.
7. The project shall satisfy all applicable Fire and Building & Safety codes, regulations and standards. This finding of consistency is not valid if the project fails to meet these requirements.

NOTICE OF AIRPORT IN VICINITY

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



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - ★ Height Review Overlay Zone

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

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

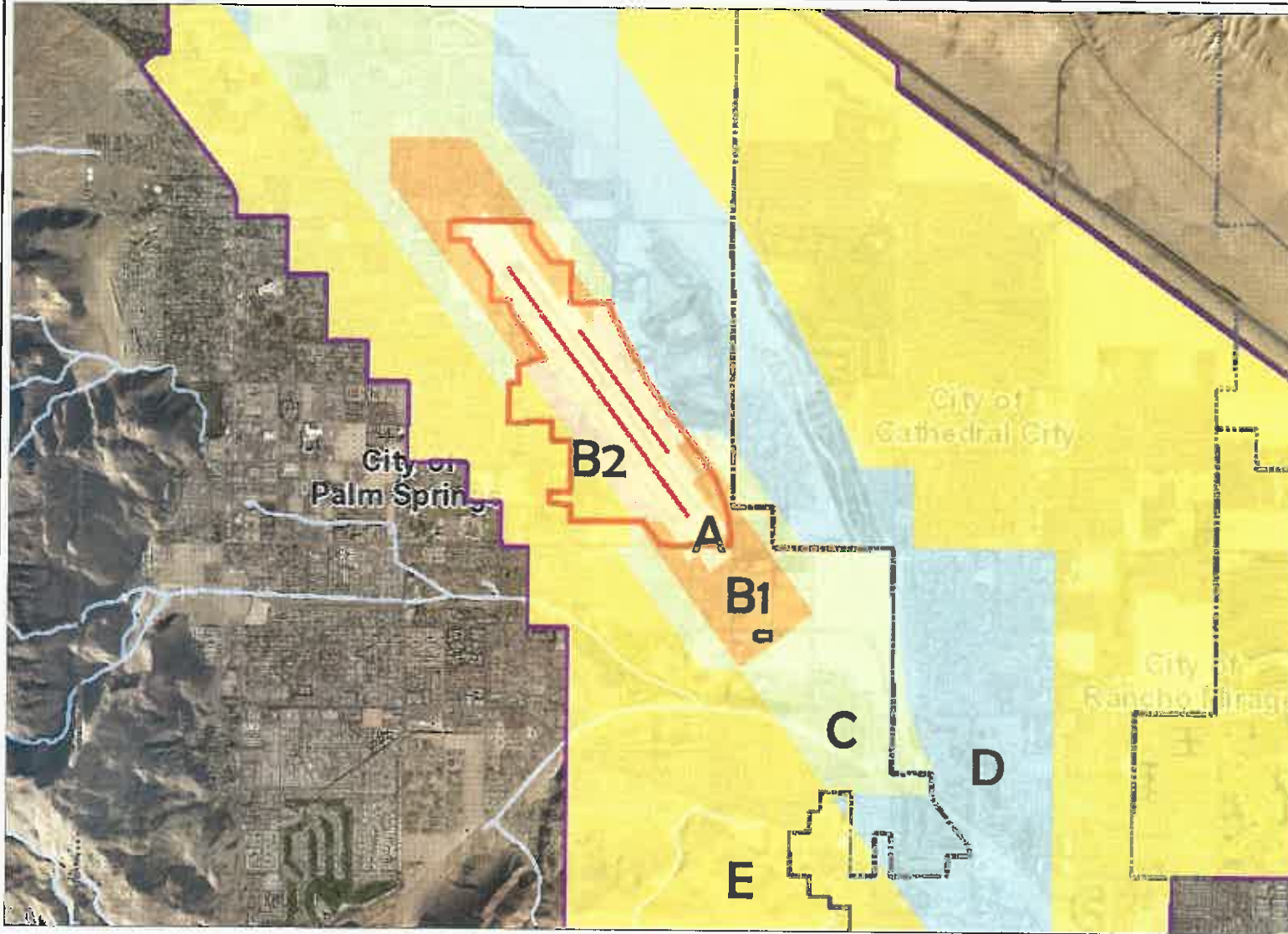
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted March 2005)

Map PS-1

Compatibility Map
 Palm Springs International Airport

RSP-compatibility

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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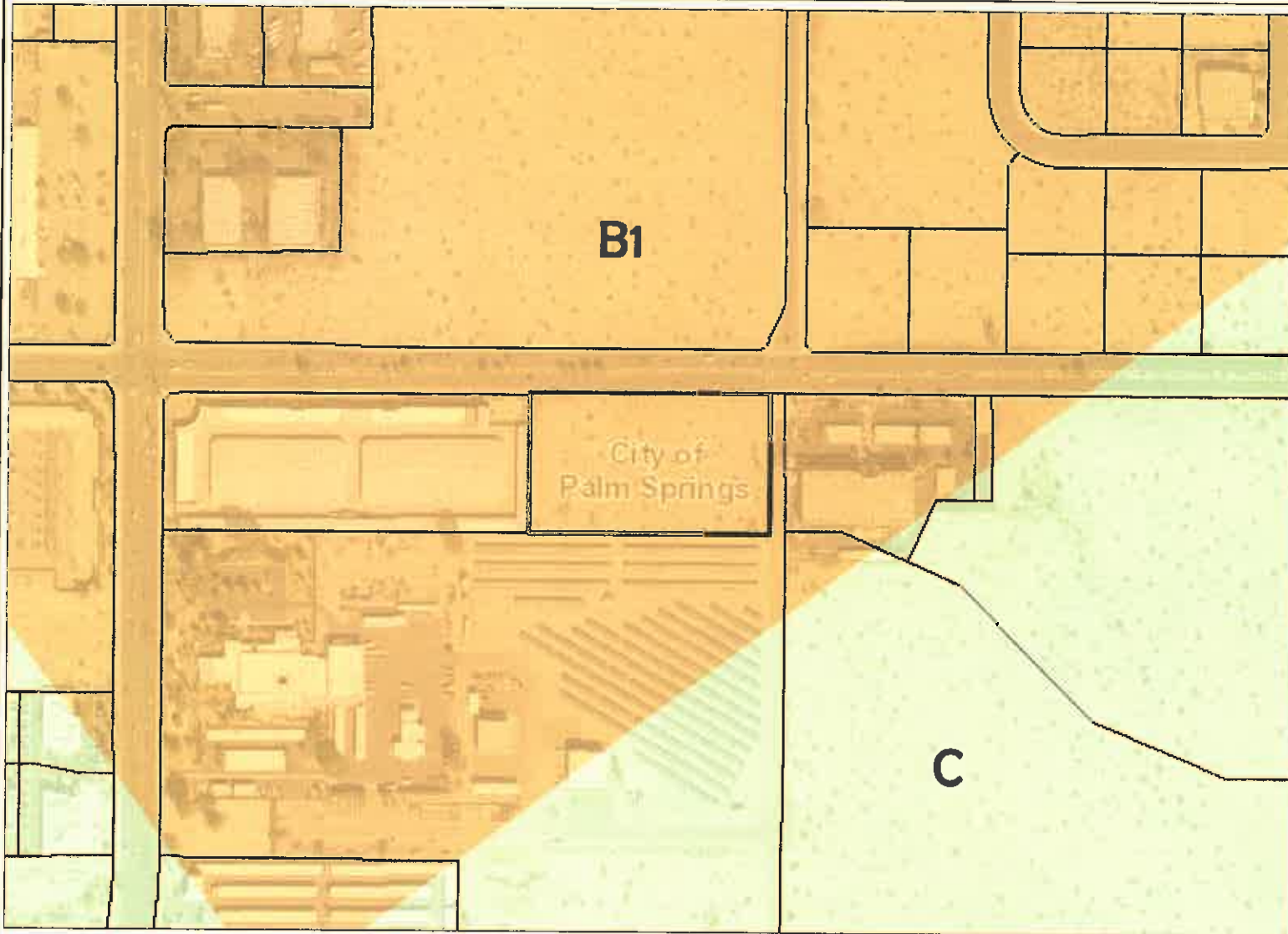


REPORT PRINTED ON... 8/15/2019 3:22:36 PM

© Riverside County GIS

Notes

Map My County Map



Legend

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



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0 379 758 Feet

REPORT PRINTED ON... 8/15/2019 3:15:27 PM

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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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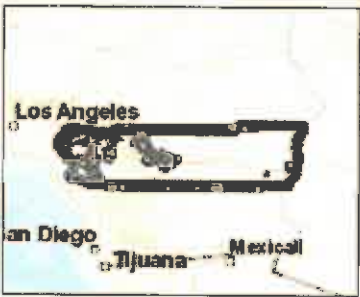


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Notes

Map My County Map



Legend

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

Notes



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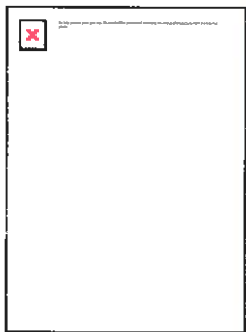
© Riverside County GIS

Rull, Paul

From: Stephen Otero <Stephen.Otero@palmspringsca.gov>
Sent: Thursday, September 12, 2019 4:03 PM
To: Flinn Fagg; Rull, Paul
Subject: Re: 5.1462 CUP Wildcat Energy Storage, LLC

Hello Paul:

It is possible that this project may come to be, but they have to provide much more information. There are many items missing from the initial submittal which help me determine whether it meets code compliance. The proposed size and capacity of the energy storage system (ESS) is much higher than what the fire code allows. The applicant will have to design to the 2016 California Fire Code Sections 608.1.2 through 608.6.6. They are proposing to use a 3 MW or 12 MWh system. The fire code has a maximum allowable battery quantity for Lithium-ion batteries at 600 kWh (1000kWh = 1MW). As it stands currently, it would not be approved without submitting the required documentation showing the ESS complies with all applicable codes and standards.



Stephen Otero
Fire Plans Examiner II at Palm Springs Fire Department
A 300 N. El Cielo Road
P 760-323-8184 M 760-219-1516
E stephen.otero@palmspringsca.gov
W www.palmspringsca.gov/government/departments/fire-department
icc Certified Fire Plans Examiner



From: Flinn Fagg <Flinn.Fagg@palmspringsca.gov>
Sent: Thursday, September 12, 2019 3:22 PM
To: Stephen Otero <Stephen.Otero@palmspringsca.gov>
Subject: FW: 5.1462 CUP Wildcat Energy Storage, LLC

Stephen—

ALUC is asking for an email from you (see below), relative to your conditions of approval.

From: Rull, Paul [mailto:PRull@RIVCO.ORG]
Sent: Thursday, September 12, 2019 3:09 PM
To: Philip Reeves <philip.reeves@esvolta.com>; Flinn Fagg <Flinn.Fagg@palmspringsca.gov>
Cc: Collin Ramsey <cramsey@dudek.com>; James Tervo <james.tervo@esvolta.com>
Subject: RE: 5.1462 CUP Wildcat Energy Storage, LLC

Thank you. Is there any way that ALUC can get written confirmation (email okay) that the City Fire is okay with the project and that it is not considered a hazard (with conditions of approval).

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

Memorandum

Date: September 12, 2019
To: Edward Robertson, Principal Planner
From: Stephen Otero, Fire Department
Subject: Case No 5.1462 – CUP – Wildcat Energy Storage, LLC

FIRE DEPARTMENT CONDITIONS

1. These Fire Department conditions may not provide all requirements. Owner/developer is responsible for all applicable state and locally adopted fire codes. Detailed plans are still required for review. Conditions are subject to final plan check and review.
2. Fire Department Conditions were based on the 2016 California Fire Code as adopted by City of Palm Springs, Palm Springs Municipal Code, PSFD Appendix "O" Development Requirements and latest adopted NFPA Standards.
3. **Conditions of Approval** – "Conditions of Approval" received from the Palm Springs Planning Department must be submitted with each plan set. Failure to submit will result in a delay of plan approval.
4. **Plans and Permits (CFC 105.1):**

Permits and scaled drawings are required for this project. Plan reviews can take up to 20 working days. Submit a minimum of three (3) sets of drawings for review. Upon approval, the Fire Prevention Bureau will retain one set.

Plans shall be submitted to:

City of Palm Springs
Building and Safety Department

3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Counter Hours: 8:00 AM – 6:00 PM, Monday – Thursday

A deposit for Plan Check and Inspection Fees is required at the time of Plan Submittal. These fees are established by Resolution of the Palm Springs City Council.

Complete listings and manufacturer's technical data sheets for all system materials shall be included with plan submittals. All system materials shall be UL listed or FM approved for fire protection service and approved by the Fire Prevention Bureau prior to installation.

Plans shall include all necessary engineering features, including all hydraulic reference nodes, pipe lengths and pipe diameters as required by the appropriate codes and standards. Plans and supporting data, (calculations and manufacturers technical data sheets) including fire flow data, shall be submitted with each plan submittal. Complete and accurate legends for all symbols and abbreviations shall be provided on the plans.

5. **Access During Construction (CFC 503):** Access for firefighting equipment shall be provided to the immediate job site at the start of construction and maintained until all construction is complete. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet and an unobstructed vertical clearance of not less than 13'-6". Fire Department access roads shall have an all-weather driving surface and support a minimum weight of 73,000 lbs.
6. **Required access (CFC 504.1):** Exterior doors and openings required by this code or the California Building Code shall be maintained readily accessible for emergency access by the fire department. An approved access walkway leading from fire apparatus access roads to exterior openings shall be provided when required by the fire code official.
7. **Key Box Required to be Installed (CFC 506.1):** Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an approved

location. The key box shall be flush mount type and shall contain keys to gain necessary access as required by the fire code official.

Secured emergency access gates serving apartment, town home or condominium complex courtyards must provide a key box in addition to association or facility locks. The nominal height of Knox lock box installations shall be 5 feet above grade. Location and installation of Knox key boxes must be approved by the fire code official.

8. **Key Box Contents (CFC 506.1):** The Knox key box shall contain keys to all areas of ingress/egress, alarm rooms, fire sprinkler riser/equipment rooms, mechanical rooms, elevator rooms, elevator controls, plus a card containing the emergency contact people and phone numbers for the building/complex.
9. **Missing Information:** These plans are missing a lot of information to complete a review. Shall design to the 2016 California Fire Code Sections 608.1.2 through 608.6.6, as applicable.

END OF CONDITIONS

Rull, Paul

From: King, Kenneth@CALFIRE <Kenneth.King@fire.ca.gov>
Sent: Tuesday, September 10, 2019 7:00 PM
To: Rull, Paul
Subject: RE: Lithium Ion Battery energy storage facility - considered hazardous?

Good Afternoon,

It appears that you have identified some great research material reference lithium ion batteries.

I am familiar with the NFPA article and attended a seminar at the last NFPA Conference on this topic.

I did not get your original site plan or scope of work forward to me for review if you would like to send that to me for me to review.

Some good reading in addition to what you have provided is Section 608 of the California Fire Code. California adopted some additional regulations for these types of facilities. Which addresses some of the gaps identified in the NFPA report.

Although there are additional features and a hazard mitigation analysis required by the California Fire Code there may not be anything that would prohibit them from being close to an airport (according to the Fire Code). Given the quantities of the lithium ion batteries the building may have to be classified as an "H-2" with all the additional fire protect and fire rating required for any high hazard occupancy.

We can also include the City of Palm Springs for their input since they will be the responding fire department to any incidents at this proposed location.

Feel free to forward me the original site plan or give me a call to discuss.

Thanks,

Ken



Ken King

Deputy Fire Marshal/Office of the Fire Marshal
CAL FIRE/Riverside County Fire Department
Cell: 951-213-7968 | Desk: 760-863-3386 | Main: 760-863-8886
77933 Las Montañas Road, Suite 201, Palm Desert, CA 92211
Kenneth.King@fire.ca.gov | www.rvcfire.org

■ Leadership ■ Competence ■ Integrity ■ Safety ■ Customer Service ■

The Office of the County Fire Marshal is committed to facilitating fire and life safety solutions by empowering its employees to serve our community through innovation and partnership.

Rull, Paul

From: Guirguis, Selvana
Sent: Wednesday, September 4, 2019 8:27 AM
To: de Chambeau, Charles; Rull, Paul
Cc: Klaarenbeek, Rendell
Subject: RE: Lithium Ion Battery energy storage facility - considered hazardous?

Good morning Paul,

The building code requires 1-hr rated enclosure for lithium-ion storage battery per CBC table 509 (Please see below). You can also contact the fire department as the fire code has specific provisions for the stationary storages.

Stationary storage battery systems having a liquid electrolyte capacity of more than 50 gallons for flooded lead-acid, nickel cadmium or VRLA, or more than 1,000 pounds for lithium-ion and lithium metal polymer used for facility standby power, emergency power or uninterruptable power supplies	1 hour in Group B, F, M, S and U occupancies; 2 hours in Group A, E, I and R occupancies*
---	--

Best regards,

Selvana Guirguis.

Plans Examiner III

County of Riverside

TLMA – Building & Safety

4080 Lemon Street – 9th Floor

Riverside, CA 92501

Office: (951) 955-1871 Email: sguirgui@rivco.org

You can avoid long waits in our lobby to pick up plans by utilizing our express plan correction service.

You can access this service by visiting the following link: <http://rctlma.org/building/Express-Plan-Correction-Pick-Up>

From: de Chambeau, Charles

Sent: Wednesday, September 4, 2019 7:59 AM

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

Cc: Guirguis, Selvana <SGuirgui@RIVCO.ORG>; Klaarenbeek, Rendell <RKLAAREN@RIVCO.ORG>

Subject: RE: Lithium Ion Battery energy storage facility - considered hazardous?

Paul,

As far as I know they are not considered hazardous (no more so than say a transformer or other equipment) but I do know that they can be difficult to extinguish in the event of a fire. You may do well to contact Fire Dept. since they are also involved with fire and hazmat issues.

Charles de Chambeau, P.E.

Subdivision Engineer

Riverside County

MEMORANDUM

To: Paul Rull, Riverside County Airport Land Use Commission
From: Collin Ramsey, Dudek
Subject: Wildcat I Energy Storage Project – Consistency Analysis for Policy 4.2.3 of the Riverside County Airport Land Use Compatibility Plan Policy Document
Date: August 27, 2019
cc: Edward Robertson, City of Palm Springs; Philip Reeves, Wildcat I Energy Storage LLC

Pursuant to the request by the Riverside County Airport Land Use Commission (ALUC), Wildcat I Energy Storage LLC (Project applicant) has provided the following responses regarding the consistency of the Wildcat I Energy Storage Project (Project) with Policy 4.2.3, Land Uses of Special Concern, as outlined in the Riverside County Airport Land Use Compatibility Plan Policy Document. Specifically, the Project will be consistent with Policy 4.2.3(c) and Policy 4.2.3(d), as follows:

POLICY 4.2 SAFETY

4.2.3. Land Uses of Special Concern: Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:

(c) Hazardous Materials Storage: Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:

(2) Within Compatibility Zones B1 and B2, only the following is permitted:

- Fuel or hazardous substances stored in underground tanks.
- On-airport storage of aviation fuel and other aviation-related flammable materials.
- Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).

Memorandum

*Subject: Wildcat I Energy Storage Project – Consistency Analysis for Policy 4.2.3 of the
Riverside County Airport Land Use Compatibility Plan Policy Document*

Response: The Project does not involve the construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs, and specifically does not include any of the activities described in Section 4.2.3(c)(2), as listed above.

The Project will use lithium iron phosphate (LiFePO₄ or LFP), a lithium ion battery chemistry that a common battery storage medium and is considered one of the safest, most easily understood, and efficient methods of energy storage on the market. This lithium ion technology has a long lifespan and exhibits superior safety and stability characteristics. This battery cell chemistry was selected based on its ability to represent a favorable balance between energy density, degradation, and cycle life.

In general, all chemicals would be contained within the individual sealed battery cells, and the battery cells are a dry cell that does not utilize a liquid battery acid (as typical of lead-acid automotive batteries). Risk of exposure occurs only if the battery is mechanically or electrically abused or altered, leading to rupture of the cells. Overall, the batteries are not considered hazardous as the electrolyte is non-toxic (no cobalt or other toxic elements). The battery system is designed with a number of normally-open relays (require power to close) and automatic software safeties. What these do is a combination of monitor the system and either take stacks offline or power the whole system down, depending on the input. In the case of smoke or fire detection, loss of grid power, or other similar high-level threats, the system will power down. In the case of equipment failure, the system has been designed to “fail-open” so that the batteries are isolated from each other, the power conversion system, and the grid.

No hazardous materials, liquids, chemicals, etc. are required to construct or operate the energy storage facility. Similar to the numerous other existing transformers and substations found throughout the City, the transformers located within the Project site will use mineral transformer oil (sometimes referred to as insulating oil), which is an oil that is stable at high temperatures and has excellent electrical insulating properties. It is used in oil-filled transformers, some types of high-voltage capacitors, fluorescent lamp ballasts, and some types of high-voltage switches and circuit breakers. In lieu of the transformer oil, the Project applicant is also exploring the use of Envirotempo FR3 Fluid, a biodegradable and non-toxic transformer cooling fluid derived from renewable vegetable oils. Envirotempo FR3 Fluid has successfully been used by the applicant on smaller applications, such as the Project.

Memorandum

*Subject: Wildcat I Energy Storage Project – Consistency Analysis for Policy 4.2.3 of the
Riverside County Airport Land Use Compatibility Plan Policy Document*

(d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:

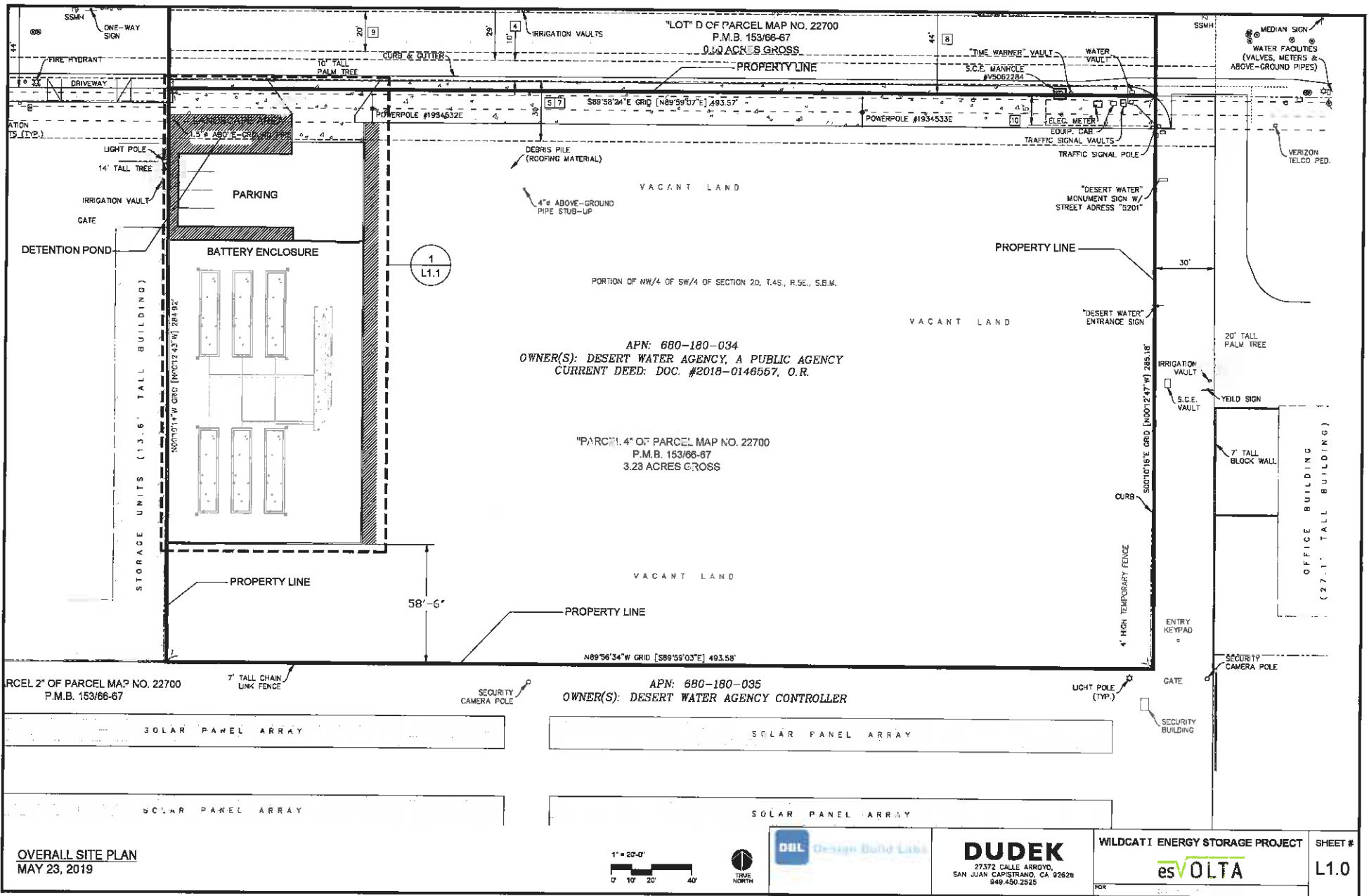
- (1) Within Compatibility Zone A, all such uses are prohibited.
- (2) Within Compatibility Zones B1 and B2, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

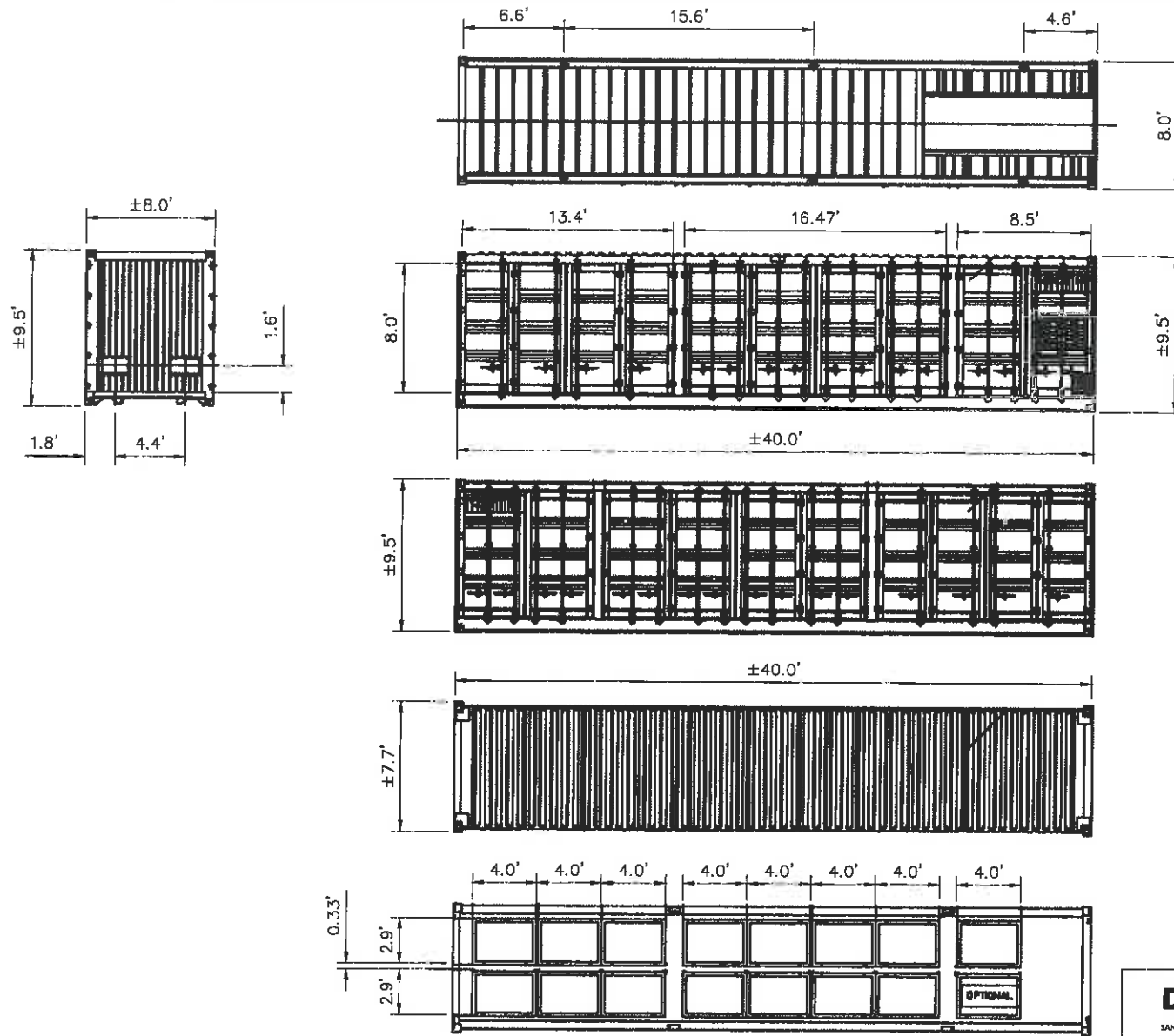
Response: The Project does not propose construction of critical community infrastructure such as a power plant, a transmission- or distribution-level electrical substation, or public communications facility.

No power will be generated on-site. When the energy storage system is being charged (absorbing energy from the electric grid), it is considered an electric ‘load’ (similar to an electric car). When the energy storage system is discharging (releasing energy back to the grid), it is considered a generator. However, it is not ‘generating’ any power; instead, it is simply releasing (returning) what was stored.

In addition, while a small Project “step-up” substation will be installed as part of the Project, this substation will serve only the Project. Unlike larger Southern California Edison (SCE) transmission- and distribution-level electrical substations in the Project region, which are critical to both the local and regional electrical grid’s reliability, should the Project’s small on-site substation go offline, no impact (e.g., blackouts, etc.) to the local or regional grid would occur.

The Project will increase local electricity production, support the stability of the local electrical grid, improve system reliability and renewable energy integration in the surrounding area, and will allow SCE to avoid expensive upgrades to the Eisenhower substation (at the southwest corner of Mesquite Ave and Dinah Shore Drive) and other related infrastructure like new distribution and transmission lines. However, should the Project go offline for any reason (e.g., maintenance, unplanned emergency, etc.), local and regional electrical service would not be significantly impacted in the same manner as if a SCE substation or transmission line was unexpectedly taken offline. At worst, should the Project go offline, temporary isolated/localized impacts may be experienced, similar to a SCE distribution-level power line being taken offline during maintenance activities.

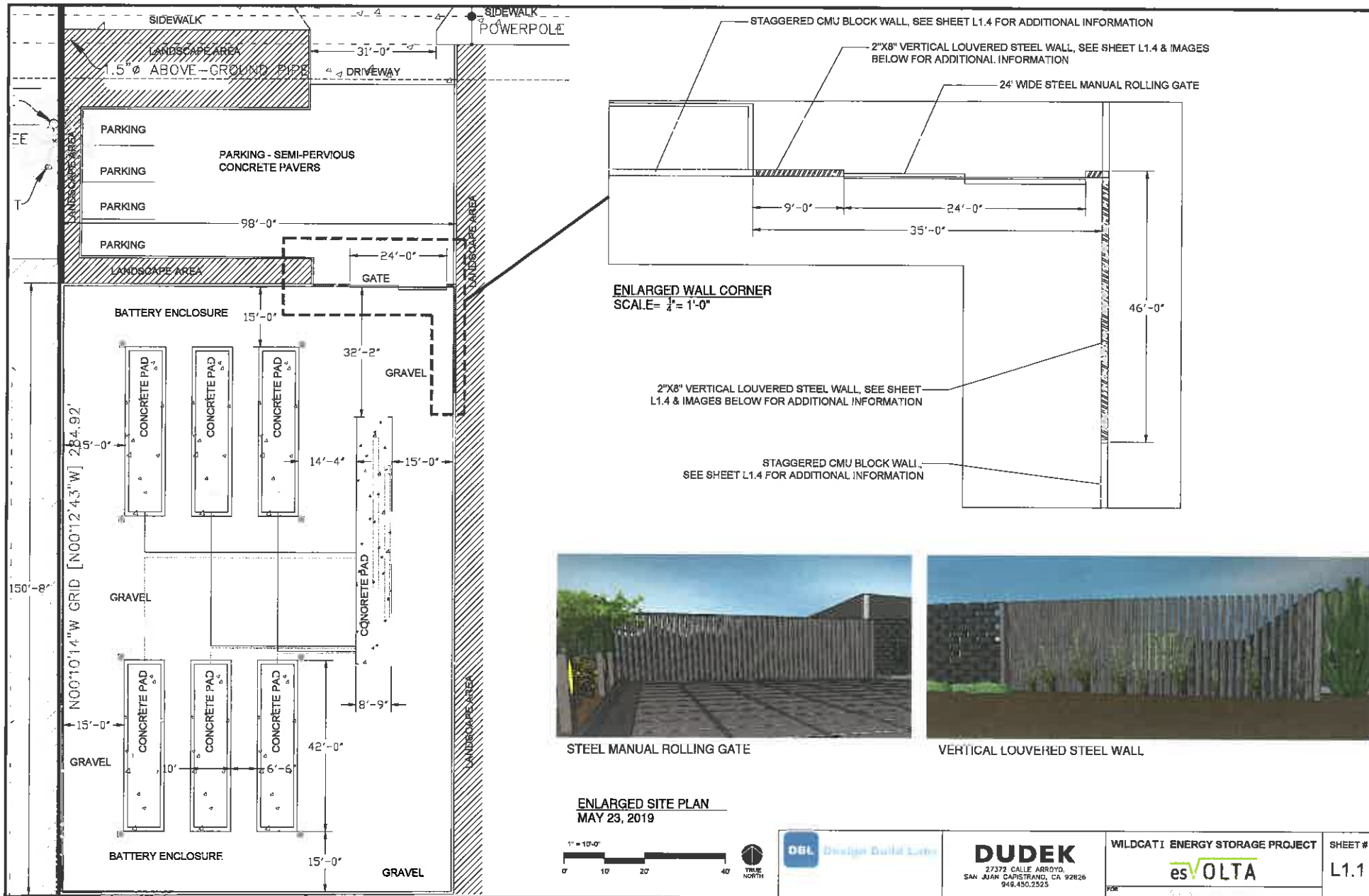




NOTES:

1. THE CABINET IS MADE ACCORDING TO THE CONTAINER STANDARDS.
2. BOTH ENDS ARE FRONT-END STRUCTURES.
3. BOTH SIDES ARE CONTAINER DOUBLE DOOR TYPES.
 - WELD 2 RECT. TUBES OF 200mm X 100mm X 4mm
 - THERE ARE ONE 100mm X 100mm X 4mm MOVABLE RECT. TUBES BETWEEN THE 5020mm (16.5') AND 4085mm (13.40') DOOR FRAMES.
4. FLOOR IS 6mm (0.25in) FLAT STEELS.
5. PAINT: ZINC-RICH PRIMER, EPOXY INTERMEDIATE PAINT, POLYURETHANE TOPCOAT (TOAL DRY FILM THICKNESS OF 120mm (4.72in).
6. THE CABINET HAS A WEIGHT OF 8T AND IS FULLY LOADED WITH 15T.
7. INSULATION MATERIAL: 50mm (2in) ROCK WOOL + 1mm (0.04in) GAVANIZED SHEET.

DUDEK 27373 CALLE ARROYO, SAN JUAN CAPISTRANO, CA 92525 949.462.2232	WILCAT I ENERGY STORAGE PROJECT ENERGY STORAGE CONTAINER	FIGURE 2
	FOR CITY OF PALM SPRINGS	10900



STEEL MANUAL ROLLING GATE



VERTICAL LOUVERED STEEL WALL

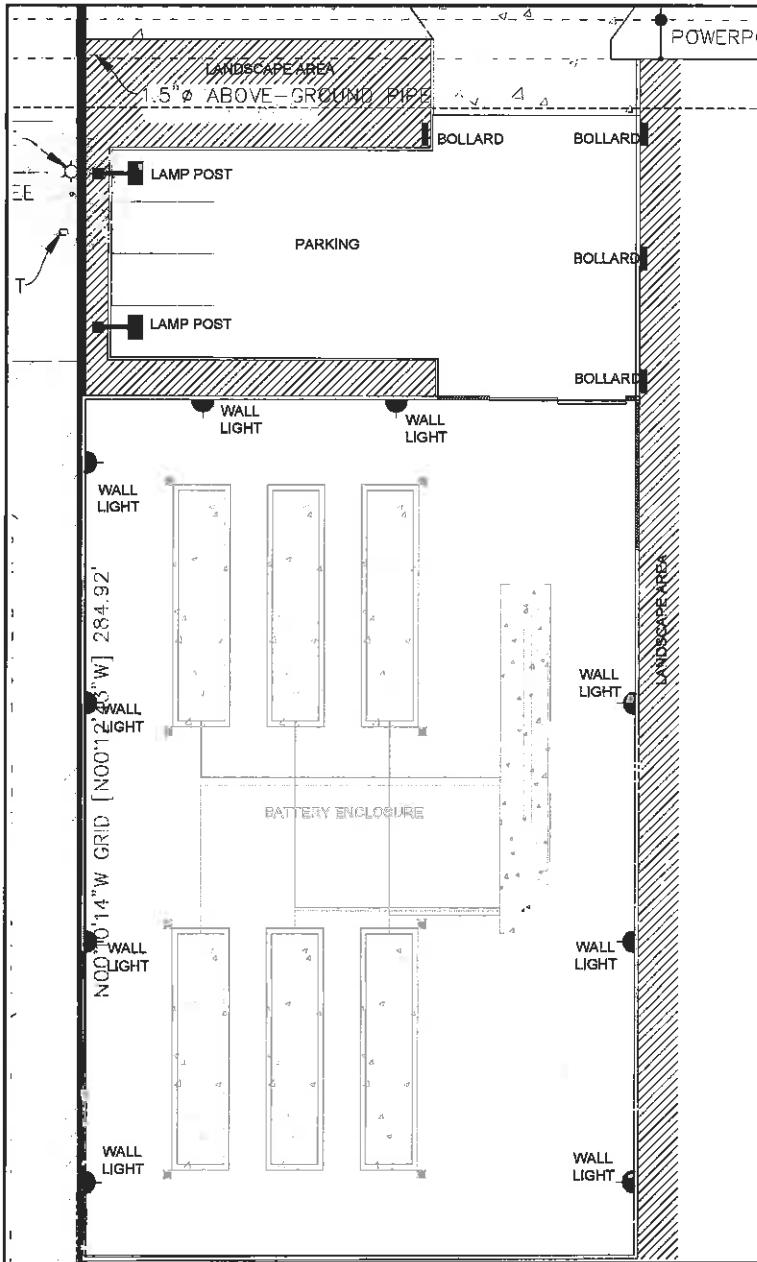
ENLARGED SITE PLAN
MAY 23, 2019



DUDEK
27372 CALLE ARROYO,
SAN JUAN CAPISTRANO, CA 92626
949.450.2525

WILDCAT I ENERGY STORAGE PROJECT
esVOLTA

SHEET #
L1.1



SOLAR LIGHTS & SYSTEMS | SOLAR LIGHTS - PHOTO GALLERY

SL29 SOLAR 5W/15W/20W/30W/40W LED AREA LIGHT (WITH POLE)

Solar Parking Lot Lights SL29 Solar 5W/15W/20W/30W/40W LED Area Light (With Pole)



LAMP POST

SL42 SOLAR 10W AREA LIGHT WITH MOTION SENSOR



WALL LIGHT



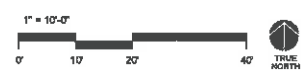
BOLLARD LIGHT

ZANEEN

Moon 1100 - LED

Model	1100
Height	1100
Light Output	1100
Color Temperature	3000K
Material	Aluminum
IP Rating	IP65
Power Source	Solar
Light Type	LED
Beam Spread	120°
Mounting	Wall Mount
Dimensions	1100 x 1100 x 1100
Weight	1100g
Warranty	5 Years
Notes	See technical drawing for details.

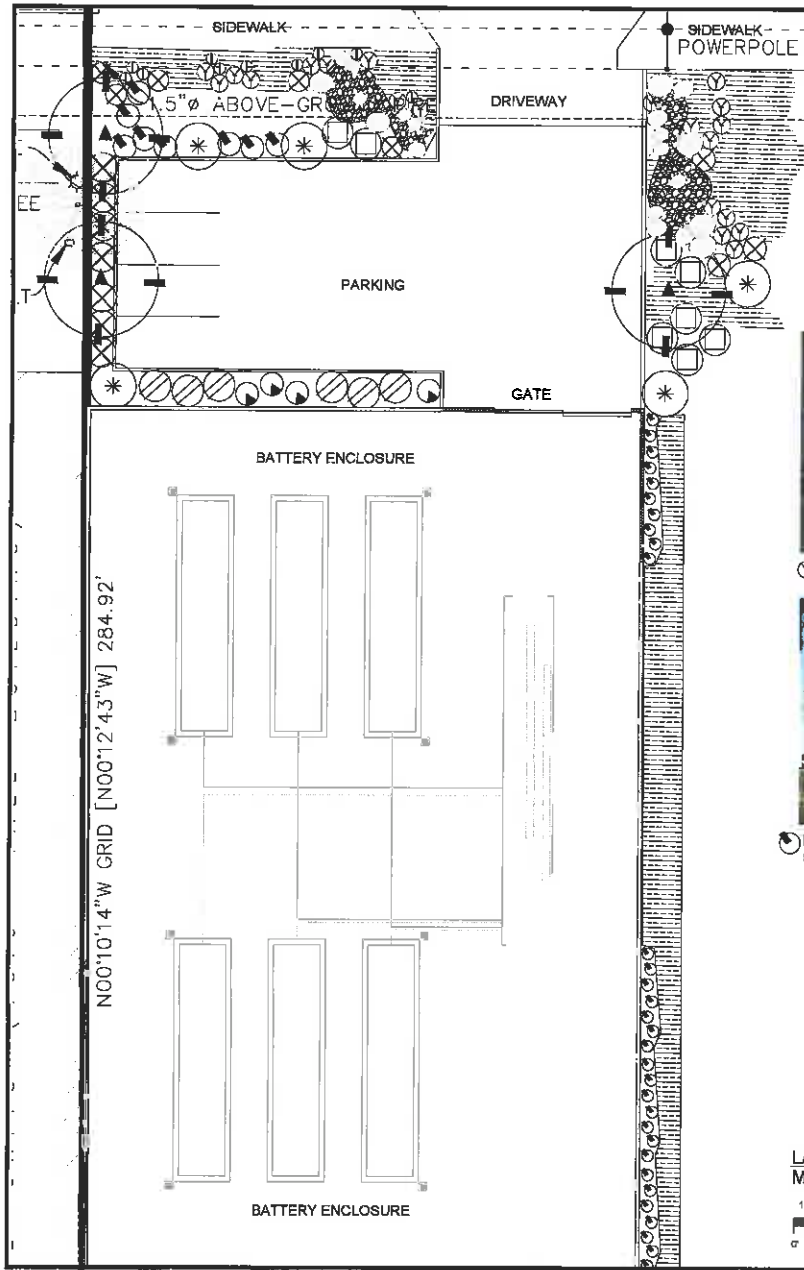
SITE LIGHTING PLAN
MAY 23, 2019



DUDEK
27372 CALLE ARROYO,
SAN JUAN CAPISTRANO, CA 92626
949.450.2525

WILDCATI ENERGY STORAGE PROJECT
esVOLTA

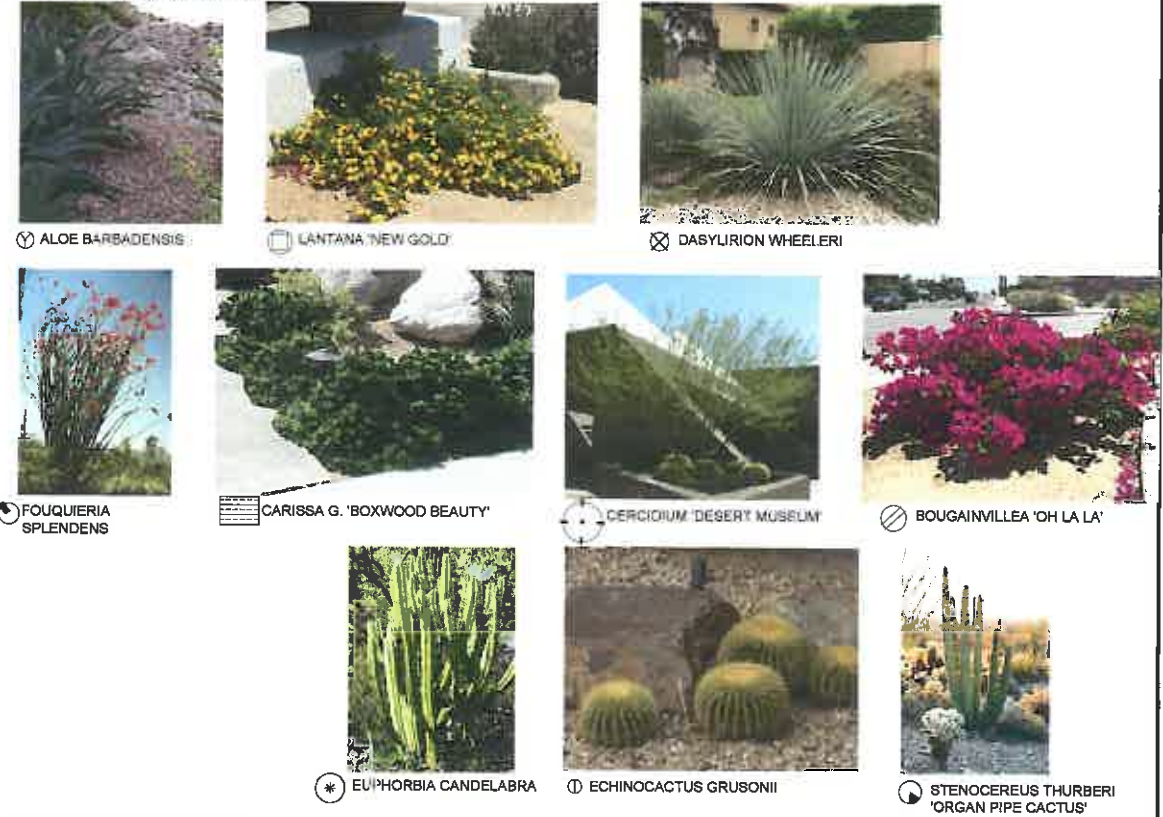
SHEET #
L1.2



CITY OF PALM SPRINGS - SAMPLES OF PREFERRED PLANTING APPROACH



SPECIFIED PLANT PALETTE



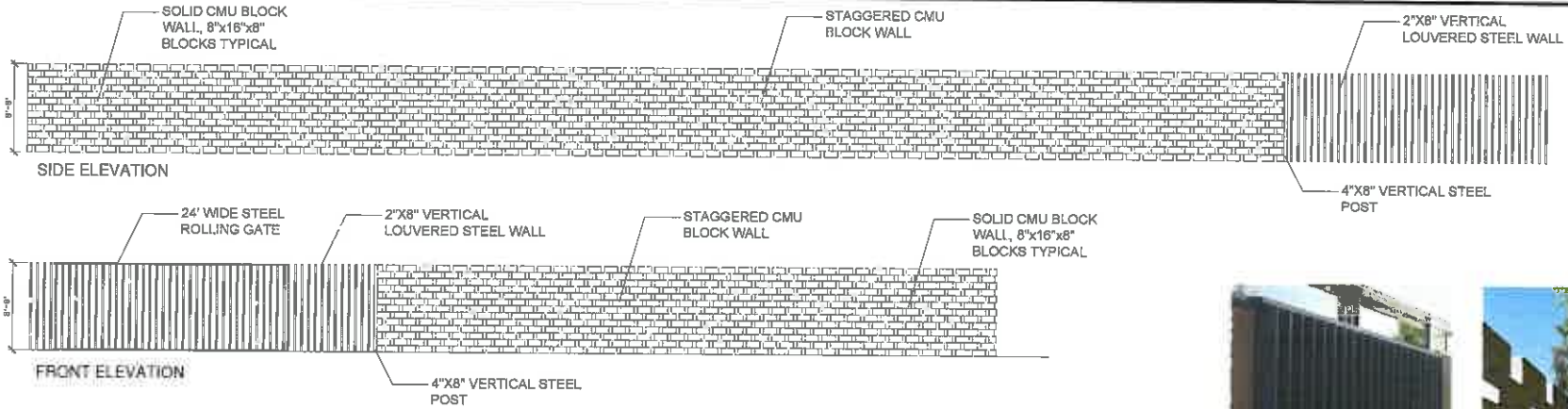
LANDSCAPE PLANTING PLAN
MAY 23, 2019



DUDEK
22372 CALLE ARROYO,
SAN JUAN CAPISTRANO, CA 92676
949.450.2525

WILDCAT I ENERGY STORAGE PROJECT
es OLTA

SHEET #
L1.3



STEEL LOUVERED WALL & CMU WALL - EAST SIDE



STEEL GATE



CMU WALL



FRONT STREET-LOOKING WEST



STEEL LOUVERED WALL & CMU WALL - FRONT

RENDERINGS & ELEVATIONS
MAY 23, 2019

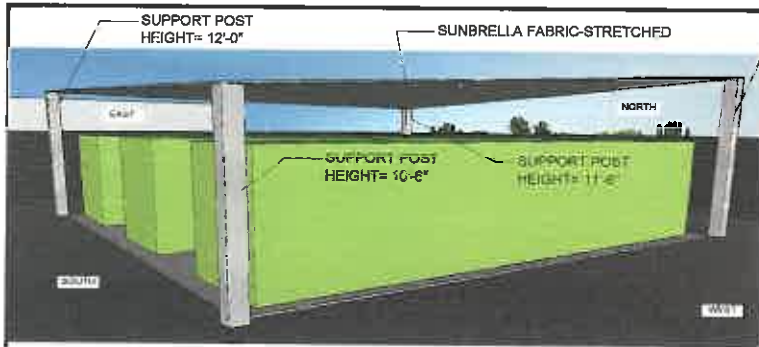


DBL Design Build Lab

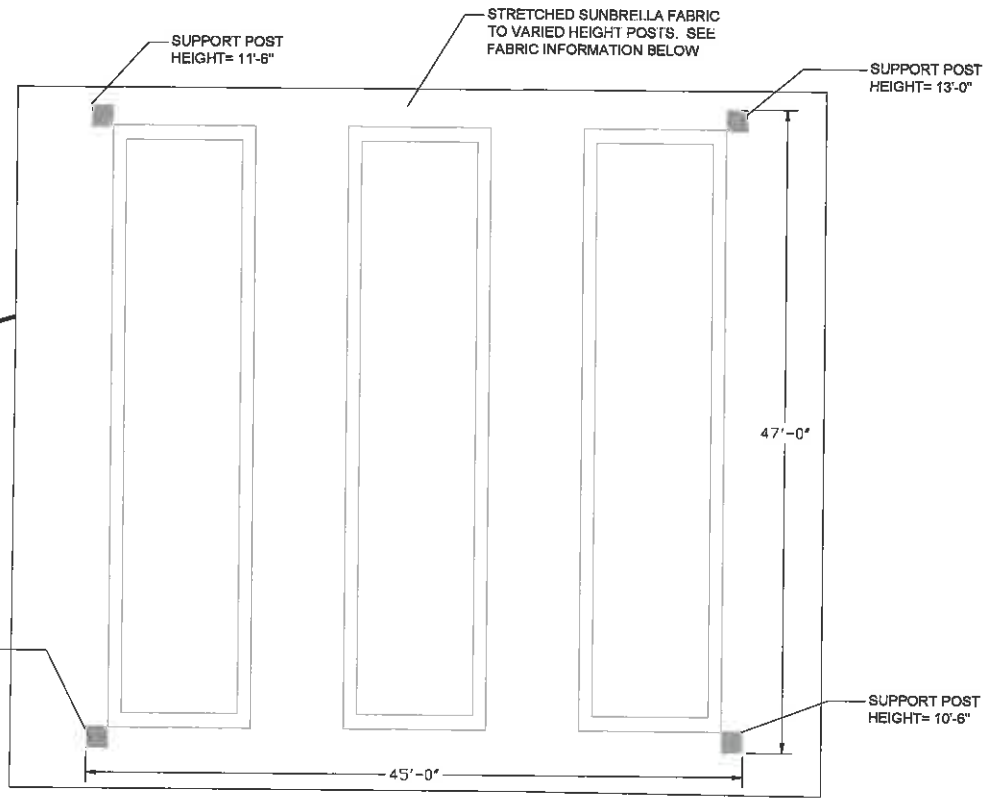
DUDEK
37375 CALLE AMBITO,
DINO ALLEN CARPENTERS, CA 90048
844.450.2329

WILDCAT I ENERGY STORAGE PROJECT
esVOLTA

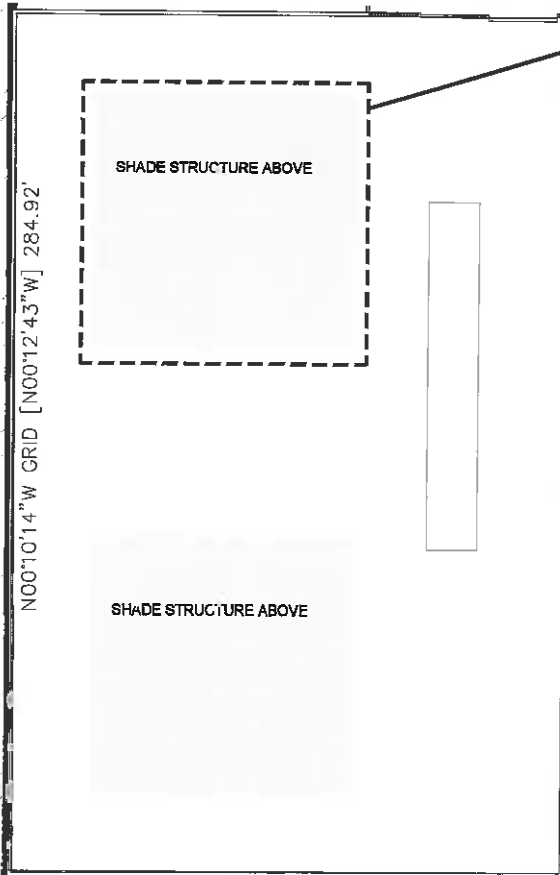
SHEET #
L1.4



SHADE STRUCTURE IMAGE



ENLARGED SHADE STRUCTURE
SCALE= 1/4" = 1'-0"



1009 Sunbrella Rally Stone
55 7187 00 00 00
00 00 00 00 00 00 00 00

SUNBRELLA CONTRACT OPEN LINE
RALLY STONE



This fabric can be recycled and purchased through:
Designer
Fabric Contract

ENLARGED SHADE STRUCTURE
MAY 23, 2019



DUDEK
27372 CALLE ARROYO,
SAN JUAN CAPISTRANO, CA 92676
949.450.2825

WILDCAT ENERGY STORAGE PROJECT
esVOLTA

SHEET #
L1.5

MEMORANDUM

To: Paul Rull, Riverside County Airport Land Use Commission
From: Collin Ramsey, Dudek
Subject: Wildcat I Energy Storage Project -- Project Description
Date: August 5, 2019
cc: Edward Robertson, City of Palm Springs; Philip Reeves, Wildcat I Energy Storage LLC

Wildcat I Energy Storage LLC (Project applicant) formally requests review by the Riverside County Airport Land Use Commission (ALUC) for the proposed Wildcat I Energy Storage Project (Project), a 3 megawatt (MW)/12 megawatt hour (MWh) battery energy storage systems (BESS) facility.

1 PROJECT SUMMARY

1.1 Project Location

The approximately 3.23-acre, rectangular-shaped Project site is generally bounded by Dinah Shore Drive to the north, San Luis Rey Drive and an office use to the east, the Desert Water Agency (DWA) photovoltaic solar facility and headquarters to the south, and a self-storage facility and Gene Autry Trail (State Route 111) to the west. The Project site consists of a single parcel (Assessor Parcel Number 680-180-034). The Project's footprint will encompass a roughly 0.55-acre portion of the western half of the larger 3.23-acre Project site.

1.2 Project Description

BESS Overview

BESS can be used for a variety of applications in the local and regional power system. The current energy market and technical capabilities of BESS are constantly evolving as the technology develops and the industry matures. BESS are capable of providing multiple applications simultaneously or at different times in order to improve the systems' operational flexibility.

Memorandum

Subject: Wildcat I Energy Storage Project -- Project Description

The following applications have been identified for consideration in BESS projects:

- Local Power Supply Capacity
- Electrical Energy Time-Shift
- Voltage Support
- Load Following / Ramp Support
- Over Generation Mitigation

BESS are one of many distributed energy resources (DER) tied to the distribution grid. Other major DER includes distributed solar generation and electric vehicle charging. Energy storage is a unique resource because it can not only operate as a stand-alone unit, but can be paired with other DER assets and programs.

Energy storage is commonly regarded as an enabling technology to facilitate the integration and proliferation of renewable energy. Storage can capture over-generation of solar during the day for self-consumption when needed, reducing export to the grid. Energy storage can also reduce peak loads and serve as a demand response asset for grid operators. Load growth has been relatively flat in recent years due to adoption of solar, improved energy efficiency, and building improvements. However, the potential curtailment of fuel supply to natural gas peaker plants and other generating facilities jeopardize operating and balancing responsibilities. In addition, the Electric Vehicle (EV) market is on the verge of mainstream majority adoption rates, which will have a significant impact on circuit loads.

Proposed On-site Improvements

The Project involves the installation and operation of a 3 MW/12 MWh BESS facility within a series of BESS containers. At full buildout¹, six pad-mounted, approximately 40-foot long Conex-style containers will house the lithium ion batteries, racking/cabinets, collection boxes, and energy storage system controller. These BESS containers will be installed in three parallel rows in a north-south direction. Pad-mounted switchgear, transformers, power conversion system, and any other

¹ The Project Applicant intends to install three of six BESS containers upon approval of the CUP and issuance of building permits. This initial "phase" of the Project will have an energy storage capacity equaling 3 MW/6 MWh. The remaining three containers will be installed one-by-one over the course of several years (tentatively in 2022, 2024, and 2026), dependent on SCE demand and other market factors. Upon installation of all six containers, the size of the Project will be 3 MW/12MWh. Any Project expansion will occur within the fenced area that is currently presented in the accompanying site plan.

Memorandum

Subject: Wildcat I Energy Storage Project -- Project Description

additional electrical equipment required by Southern California Edison will also be installed adjacent to the BESS containers.

Project Design

This proposal features a fenced enclosure that contains the BESS containers. Pursuant to Federal Energy Regulatory Commission (FERC) requirements, the BESS containers and ancillary equipment will be fenced by an approximately eight-foot-tall concrete masonry units (CMU) block wall. Nighttime security lighting will be provided but will be shielded, downward-facing, and directed at the BESS contains and ancillary electrical equipment to light the equipment while also maintaining the desired level of environmental darkness in the nighttime hours. This nighttime lighting scheme will have a tertiary security benefit in that the soft lighting will blanket the BESS containers and ancillary electrical equipment within the fenced enclosure, all of which will be visible by law enforcement from the public right-of-way.

A manual rolling gate will be provide on the north side of the facility to provide vehicular and pedestrian access into the fenced area. Within the fenced enclosure area, stretched weatherproof-type fabric canopies will be installed on vertical posts (up to approximately 15-feet tall) to protect the BESS containers from direct sunlight exposure and to reduce the internal temperatures within the containers during the warmer summer months. These canopies will be designed to float elegantly above the top of the enclosure wall, honoring the proportions of the City's mid-century modern architectural heritage.

Interconnection

Underground wires and cabling will run from the battery cable collection box located inside the BESS containers) the pad-mounted electrical equipment discussed above. All outside electrical equipment will be housed in the appropriate National Electrical Manufacturers Association rated enclosures. All outside electrical cabling will run underground.

An existing Southern California Edison (SCE) circuit that connects into the SCE Eisenhower substation (southwest corner of East Mesquite Avenue and South Gene Autry Trail) is located directly adjacent to the Project along Dinah Shore Drive. In coordination with SCE, the Project will connect to this circuit via an underground connection. To achieve this, the Project Applicant will need to install three approximately four-inch diameter conduits within Dinah Shore Drive. These bundled conduits will run north out of the Project site to the eastbound lane of the street, turn 90-degrees to the west, and then run approximately 500 feet west to an existing vault located within Dinah Shore Drive in front of the Public Storage self-storage facility. The Project will connect to the SCE circuit within this underground vault.

Memorandum

Subject: Wildcat I Energy Storage Project -- Project Description

Associated Improvements

Parking, stormwater treatment, and frontage landscaping will also be provided along Dinah Shore Drive. An approximately 31-foot-wide driveway will provide vehicular access to a four-stall parking area fronting the facility. Tall, drought-tolerant shrubs/hedges and other vegetation will be planted around the fenced area and along the Project site's front and side setback areas to soften the views of the Project. Lower-lying, drought-tolerant shrubs, succulents/agaves, and groundcover will also be installed around the Project consistent with the City's approved plant palette in order to improve the visual quality and character of the site compared with the existing vacant aesthetic of the project site.

Stormwater flows will be conveyed towards the Project site's frontage where stormwater swale will be created within the landscape area nearest the public right-of-way in order to both contain and treat stormwater. In addition to the swale, on-site stormwater will also be addressed by the installation of semi-porous concrete pavers in the parking area and porous ground cover within the fenced enclosure area.

Safety and Security

Lithium-ion technology is a common battery storage medium and is considered one of the safest, easily understood, and efficient methods of energy storage on the market. The Project will utilize a lithium-ion technology that has a long lifespan and boasts superior safety and stability characteristics. The Project applicant has selected an integrated energy storage system to be provided by Powin Energy, in part because of the system's strong safety design features, including:

- **Fire Resistant Chemistry:** The Powin lithium-ion battery array will consist of lithium iron phosphate (LiFePO₄) battery cells. This cell chemistry represents a favorable balance between cost, energy density, degradation and cycle life, making this an optimal choice for stationary grid-tied energy storage solutions. Even more important, lithium iron phosphate is safer than commonly used lithium ion alternatives such as cobalt-based chemistries, ensuring safe and worry-free operations. Phosphate-based chemistry virtually eliminates risk of battery fire or explosion because of its very high thermal runaway point, and eliminates environmental risk of cobalt entering the environment through improper disposal.
- **24x7 Controls:** The Project will be controlled by Powin's patented bp-OS battery management system, created specifically for utility-scale energy storage applications. Among other things, the system continuously monitors the batteries down to a cell level on a 24x7 basis down, checking state of health factors such as battery charge, voltage and temperature. In case faults are detected, the system diagnoses the issue and automatically

Memorandum

Subject: Wildcat I Energy Storage Project -- Project Description

sends alerts to the Project applicant. Depending on the fault's severity, the Project can be automatically shut down in whole or in part to protect safety and equipment.

- **Applicable Regulations:** Numerous safety-related codes, standards and regulations may be applicable to design, installation and operation of stationary battery energy storage facilities. Construction and operation of the Project will be conducted in accordance with good industry practices, applicable laws, and applicable safety standards as related to energy storage projects.
- **Lessons Learned:** To ensure safety lessons are memorialized and captured for continuous improvement, the Project applicant keeps detailed logs of every aspect of their projects, from system design to ongoing operations and maintenance events. The logs capture the following data:
 - System design changes and reasons for their evolution
 - Potential safety issues and best practices
 - Idiosyncrasies of particular authorities having jurisdiction
 - Equipment supplier fabrication quality and customer service levels
 - Engineering, procurement, and construction company tailboards and lessons learned
 - Operational procedures and how to improve upon them
 - Maintenance issues, forwarded back to equipment suppliers to improve their design and fabrication quality
 - Product design improvements, forwarded back to the design team
 - Using this information, every project has at a minimum one team meeting per week to discuss ongoing issues and improvements, provide feedback to management and the design team, discuss upcoming project scheduled events, and work on continuous improvement processes.
- **No power will be generated on the Project site:** When the energy storage facility is being charged (absorbing energy from the electric grid), it is considered an electric 'load' (similar to an electric car). When the energy storage system is discharging (releasing energy back to the grid), it is considered a generator by the utility company. However, it is not 'generating' any power, it is simply releasing (returning) what was stored.

1.3 Purpose and Need

California has been at the forefront for transitioning to sustainable, renewable energy sources. The state has seen significant growth in renewable energy in the past several years, particularly with

Memorandum

Subject: Wildcat I Energy Storage Project -- Project Description

solar installations more than doubling in recent years. The next step in this shift towards a more sustainable grid is energy storage technology. Incorporating intermittent resources such as wind and solar requires an accompanying portfolio of resources and contract provisions that provide operational flexibility to quickly change electricity production and consumption and maintain needed output levels for the time required. Energy storage resources are by their nature flexible resources, and therefore, beneficial to reliable, low-carbon grid operations.

The state has taken action to advance energy storage, including the passage of Assembly Bill 2514 (AB 2514) and the resulting California Public Utilities Commission (CPUC) decision for energy storage procurement mandates for each of the Investor Owned Utilities (IOUs) totaling 1,325 MW to be completed by the end of 2020 and implemented by 2024. At the federal level, the Federal Energy Regulatory Commission (FERC) Order No. 792 provides clarity through its direction to transmission providers to define electric storage devices as generating facilities enabling these resources to take advantage of generator interconnection procedures.

Battery storage technology is a rapidly growing technology that has experienced significant growth in the last decade. The initial driver for this technology has been for use in electric vehicles. However, now larger stationary battery storage facilities are becoming much more common. The need to store energy for use at peak times, improving reliability, and enhancing the dispatching of electricity all contribute to the need for more battery storage. Currently there are several large battery storage facilities located all over California, with many more slated for construction.

Energy storage is used to reduce greenhouse gas emissions associated with gas-fired power generation facilities by storing energy during off-peak hours (lower energy usage/demand times), and dispatching this energy on an as-needed basis during peak demand hours. This technology reduces the amount of fossil fuels consumed during peak hours and maximizes usage of energy from renewable sources such as wind and solar facilities that may not be able to produce energy during times of peak demand.

The project will increase local electricity production, thereby supporting the stability of the local electrical grid. The project's location is near the western terminus of SCE's service territory, enabling connection to the existing grid.

The project is a transmission and distribution deferral project that will allow SCE to avoid expensive upgrades to the Eisenhower substation (at the southwest corner of Mesquite Ave and Dinah Shore Drive) and other related infrastructure like new distribution and transmission lines, while also improving system reliability and renewable energy integration in the surrounding area.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The City of Cathedral City Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Palm Springs City Planner Mr. Edward Robertson at (760) 323-8245.

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

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

DATE OF HEARING: October 10, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1079PS19 – Wildcat I Energy Storage, LLC (Representative: Philip Reeves) – City of Palm Springs Case No. 5.1462CUP (Conditional Use Permit). A proposal to establish a 3 megawatt (MW) / 12 megawatt hour (MWh) lithium ion battery energy storage facility on 3.23-acres located southerly Dinah Shore Drive, easterly of Gene Autry Trail, and westerly of San Luis Rey Drive (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

10/10/19
 P.H.
 PALM SPRINGS
 ZONE B2

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1079PS19 DATE SUBMITTED: 8-8-19

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Wildcat I Energy Storage LLC	Phone Number	(949) 330-6300
Mailing Address	65 Enterprise, 3rd Floor Aliso Viejo, CA 92656	Email	info@esvolta.com
Representative	Philip Reeves	Phone Number	(949) 812-8277
Mailing Address	65 Enterprise, 3rd Floor Aliso Viejo, CA 92656	Email	philip.reeves@esvolta.com
Property Owner	Desert Water Agency	Phone Number	(760) 323-4971
Mailing Address	1200 S. Gene Autry Trail Palm Springs, CA 92264	Email	mkrause@dwa.org

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@palmsspringsca.gov
Mailing Address	3200 E. Tahquitz Canyon Way Palm Springs, CA 92262	Case Type	Conditional Use Permit
Local Agency Project No	5.1462-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	No address assigned yet. The site is bound by Dinah Shore Drive to the north, San Luis Rey Drive to the east, the Desert Water Agency headquarters facility (1200 S. Gene Autry Trail) to the south, and the Public Storage facility (1000 S. Gene Autry Trail) to the west.		
Assessor's Parcel No.	680-180-034	Gross Parcel Size	Approximately +/-0.55 acres
Subdivision Name	N/A	Nearest Airport and distance from Airport	Palm Springs; +/-3,000 ft
Lot Number	N/A		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Vacant land

Proposed Land Use (describe)	Please see attached project description.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours per day, 7 days a week
	Number of People on Site	0
	Maximum Number	2 to 4 O&M personnel may be required during irregular maintenance activities.
	Method of Calculation	Real-world data gathered from developing and operating identical unmanned energy storage projects.
Height Data	Site Elevation (above mean sea level)	+/-370 to 375 ft.
	Height of buildings or structures (from the ground)	+/-8 ft over majority of site; shade canopy and light stanchion up to +/-15 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

- 1. Completed ALUC Application Form
- 1. ALUC fee payment
- 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
- 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- 1. CD with digital files of the plans (pdf)
- 1. Vicinity Map (8.5x11)
- 1. Detailed project description
- 1. Local jurisdiction project transmittal
- 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: October 10, 2019

CASE NUMBER: ZAP1048TH19 – Kohl Ranch Company, LLC “Thermal Beach Club” (Representative: Fayres Hall, Albert A. Webb Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: SP00303S03 (Substantial Conformance No. 3 to Specific Plan No. 303, Kohl Ranch); CZ1900027 (Change of Zone)

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

a. Airport Influence Area: Jacqueline Cochran Regional Airport

b. Land Use Policy: Airport Compatibility Zone D (affected portion)

c. Noise Levels: Outside the 55 CNEL contour

MAJOR ISSUES: This project is a Specific Plan Substantial Conformance and Change of Zone supporting the prior related project. Site-specific concerns were already addressed through review of ZAP1046TH19 (Tentative Tract Map and Plot Plan).

RECOMMENDATION: Staff recommends that the Commission find the proposed project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006.

PROJECT DESCRIPTION: Subsequent to ALUC’s consistency determination for the Thermal Beach Club Tentative Tract Map and Plot Plan in July, the applicant realized that two associated cases were inadvertently omitted from the original submittal: a Specific Plan Substantial Conformance request (SP00303S03) proposing to amend the text, tables, and exhibits of Specific Plan No. 303 (Kohl Ranch) to incorporate the Thermal Beach Club Tentative Tract Map and Plot Plan and a Change of Zone (CZ1900027) proposing to modify the boundaries of the SP Zone Planning Areas in the affected area to conform with the Specific Plan modifications and the proposed project design. Various exhibits in the Specific Plan would be amended to reflect the revised configuration of the water body in the eastern portion of the area southerly of 64th Avenue. The Thermal Beach Club project results in a 14.26-acre increase in areas allocated to High Density Residential use and an increase of 4.2 acres of Open Space, while the areas allocated to Medium Density Residential use were reduced by 10.82 acres and right-of-way requirements were reduced by 7.64 acres. The total allocation of dwelling units is not increased.

PROJECT LOCATION: The portions of the Specific Plan affected are located southerly of 64th Avenue, northerly of 66th Avenue, easterly of Tyler Street, and westerly of Polk Street in the unincorporated community of Thermal, approximately two miles southerly of the current southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

BACKGROUND:

All airport land use compatibility issues associated with the development of the proposed Thermal Beach Club project within the affected areas of the Kohl Ranch Specific Plan have been addressed through the Commission's review of ZAP1046TH19 (Tentative Tract Map and Plot Plan).

The Executive Summary of the Specific Plan would be amended as follows: The Introduction section would be amended to reference Tentative Tract Map No. 37269 and Plot Plan No. 180037, which together constitute the entitlements for the Thermal Beach Club project. The Project Summary section would be amended to reflect the most recent revisions to the Kohl Ranch, which result in: (1) a reduction of total acreage from 2,163.78 to 2,162.65; (2) addition of mixed uses and deletion of business (from Amendment No. 4); (3) a reduction of number of dwelling units from 7,162 to 7,160; (4) an increase in residential acreage from 1,140.29 to 1,143.73; (5) an increase in residential density from 4.03 to 4.46 dwelling units per acre, based on a change in calculation; (6) a decrease in Medium Density Residential acreage from 501.33 to 490.51, with resultant decreases in percent of total acreage from 23.2% to 22.7% and in percent of developable area from 32.8% to 32.1%; (7) a decrease in dwelling units in the Medium Density Residential category from 1,652 to 1,650; (8) an increase in High Density Residential acreage from 140.35 to 154.61, with resultant increases in percent of total acreage from 6.5% to 7.1% and in percent of developable area from 9.2% to 10.1%; (9) an increase in total residential percent of total acreage from 52.7% to 52.9%; (10) a reduction in total number of residential dwelling units from 7,003 to 7,001; (11) multiple changes to the number of dwelling units and acreages in Neighborhoods J and L, which together comprise the Thermal Beach Club project area.

The amended pages of the Executive Summary and Sections 3.1, 3.2, and 3.5 of the Specific Plan are attached hereto. There are no amendments to the text of Sections 3.3 and 3.4.

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
74967 Sheryl Avenue
Palm Desert, CA 92260
951.686.1070

Murrieta Office
41870 Kalmia Street #160
Murrieta, CA 92562
T: 951.686.1070

August 26, 2019

Riverside County Airport Land Use Commission
John Guerin
4080 Lemon Street, 14th Floor
Riverside, CA 92501

**Project Description – Thermal Beach Club Specific Plan Substantial
Conformance & Change of Zone**

There are no changes to the proposed “Thermal Beach Club” project found consistent by the Riverside County Airport Land Use Commission on July 11, 2019 consisting of the County case numbers PP180037 and TTM37269. This filing is because of an inadvertent omission of case types, including the Substantial Conformance to the Specific Plan (case no. SP00303S03) and the Type 1 Change of Zone to legally define the boundaries of the Specific Plan Planning Areas (case no. CZ1900027).

Sincerely,

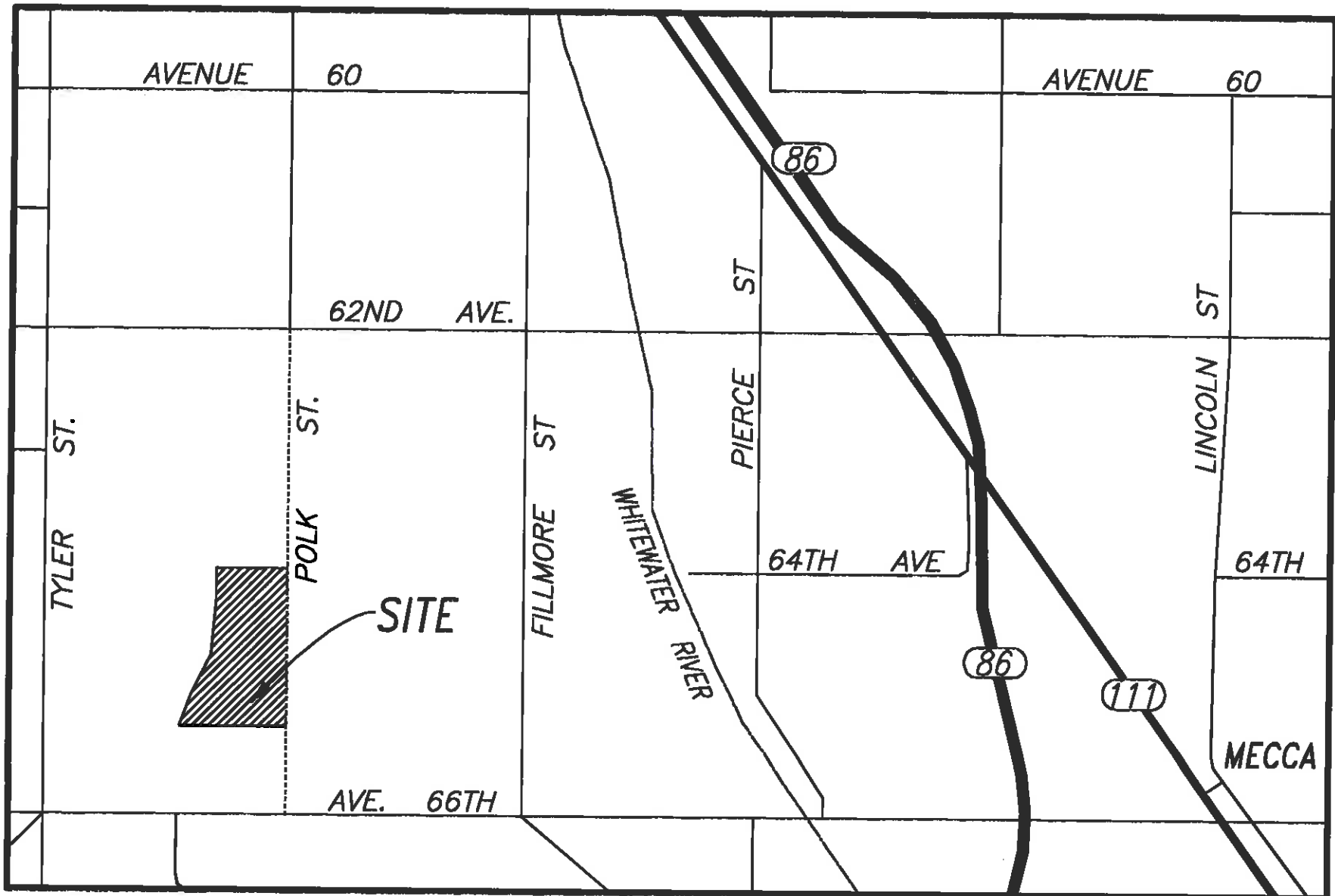
ALBERT A. WEBB ASSOCIATES



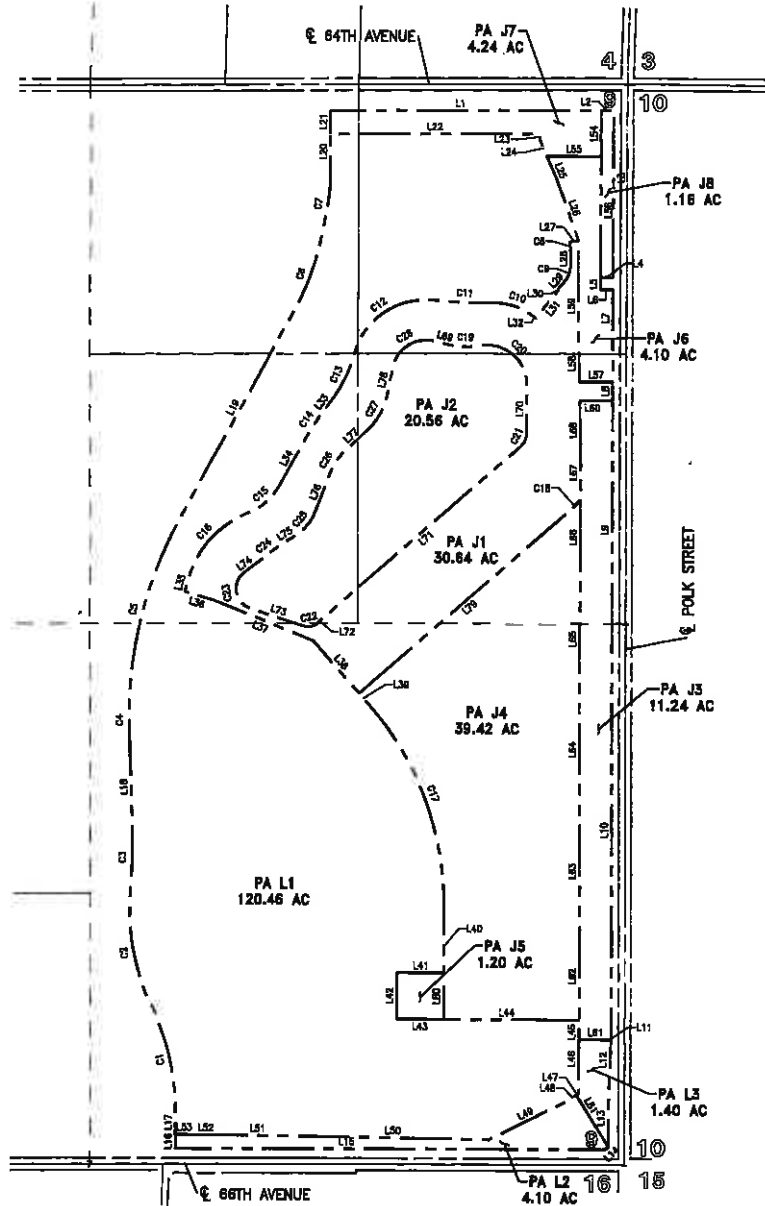
Haley Franco
Land Development Administrative Assistant

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)



VICINITY MAP
NOT TO SCALE



LEGEND

SP. ZONE

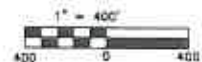
SPECIFIC PLAN 303 PLANNING AREA

MAP NO. _____

CHANGE OF OFFICIAL ZONING PLAN
LOWER COACHELLA DISTRICT

CHANGE OF ZONE CASE NO. _____
AMENDING ORDINANCE NO. 348
ADOPTED BY ORDINANCE NO. 348. _____

_____, 2019
RIVERSIDE COUNTY BOARD OF SUPERVISORS



ASSESSORS PARCEL NOS.:
751-070-034
751-070-033

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	25°28'15"	1161.00	516.12
C2	29°57'48"	1139.00	595.65
C3	6°12'29"	3061.00	331.66
C4	2°05'04"	2039.00	74.18
C5	28°12'44"	2039.00	1004.00
C6	18°34'10"	1361.00	441.10
C7	10°15'10"	1366.22	244.48
C8	10°03'54"	282.00	46.03
C9	38°43'18"	112.00	75.69
C10	40°12'33"	300.00	210.53
C11	7°40'24"	2154.50	288.54
C12	81°23'48"	365.50	519.24
C13	22°14'42"	654.50	254.11
C14	8°31'10"	1000.00	148.69
C15	39°33'07"	300.00	207.09
C16	51°20'17"	500.00	448.01
C17	41°22'26"	1500.00	1083.18
C18	8°13'33"	497.00	71.35
C19	24°04'44"	334.44	140.55
C20	101°14'47"	195.86	348.26
C21	46°50'28"	102.40	83.71
C22	59°14'47"	70.01	72.39
C23	128°53'18"	101.74	225.33
C24	4°51'15"	1000.00	84.72
C25	35°51'36"	250.00	156.47
C26	24°56'45"	318.30	137.71
C27	31°05'52"	322.26	174.91
C28	90°18'31"	166.34	262.16

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N89° 28' 23"E	1327.77
L2	N89° 28' 23"E	61.00
L3	S00° 18' 09"E	825.97
L4	N89° 41' 51"E	61.00
L5	S00° 18' 09"E	60.00
L6	N89° 41' 51"E	61.00
L7	S00° 18' 09"E	456.68
L8	S00° 18' 09"E	92.00
L9	S00° 18' 09"E	1100.07
L10	N00° 18' 06"W	2035.12
L11	S01° 53' 17"W	14.51
L12	S01° 53' 17"W	325.74
L13	S00° 18' 06"E	200.00
L14	S44° 39' 45"W	19.79
L15	N89° 37' 52"E	2107.51
L16	S00° 22' 08"E	188.86
L17	S00° 22' 08"E	188.86
L18	S02° 05' 04"E	366.33
L19	S28° 12' 44"W	1146.98
L20	S00° 33' 39"E	231.13
L21	N00° 33' 39"W	115.00
L22	S89° 28' 23"W	1027.33
L23	N00° 33' 37"W	31.35
L24	N23° 17' 06"W	86.73
L25	N23° 17' 06"W	129.82
L26	N20° 02' 52"W	314.71
L27	S79° 37' 57"W	43.34
L28	S00° 18' 09"E	72.68
L29	S36° 25' 09"W	59.57
L30	S51° 34' 51"E	4.00
L31	S36° 25' 09"W	179.50
L32	N51° 34' 51"W	15.06
L33	S36° 43' 55"W	71.36
L34	S28° 12' 44"W	269.42
L35	S16° 25' 34"W	72.64
L36	S73° 34' 26"E	149.50
L37	S68° 05' 14"E	524.90
L38	S41° 40' 33"E	346.50
L39	S41° 40' 33"E	62.94
L40	S00° 18' 06"E	336.72
L41	N90° 00' 00"W	227.43
L42	S00° 00' 00"E	228.63
L43	N90° 00' 00"W	228.63
L44	N89° 41' 54"E	664.80
L45	N00° 04' 48"W	96.41
L46	N00° 04' 48"W	283.12
L47	N54° 03' 14"E	15.23
L48	N54° 03' 14"E	45.85
L49	N63° 11' 40"E	437.73
L50	S89° 25' 36"E	836.33

LINE TABLE		
LINE #	DIRECTION	LENGTH
L51	S89° 41' 04"E	399.89
L52	S89° 08' 39"E	140.03
L53	N89° 37' 33"E	80.32
L54	S00° 18' 09"E	226.35
L55	S89° 26' 23"W	265.91
L56	S00° 18' 09"E	599.34
L57	N89° 41' 51"E	161.87
L58	N01° 33' 46"W	167.80
L59	N00° 44' 55"W	511.55
L60	N89° 41' 51"E	158.84
L61	S89° 55' 12"W	155.40
L62	N00° 04' 48"W	432.81
L63	N00° 28' 00"W	599.90
L64	N00° 26' 08"W	600.01
L65	S00° 00' 21"E	600.12
L66	N00° 23' 17"W	330.96
L67	N00° 23' 17"W	268.94
L68	N01° 33' 46"W	219.99
L69	S77° 06' 35"E	80.45
L70	S00° 18' 09"E	233.16
L71	S48° 19' 27"W	1286.18
L72	S48° 19' 27"W	32.59
L73	N71° 57' 26"W	275.94
L74	N51° 53' 06"E	148.54
L75	N56° 44' 20"E	73.20
L76	N20° 52' 44"E	179.83
L77	N48° 10' 19"E	184.44
L78	N11° 10' 40"E	162.51
L79	N48° 18' 27"E	1375.10
L80	S00° 18' 06"E	226.63
L81	S31° 54' 13"E	298.35

SPECIFIC PLAN: PAGES WITH CHANGES

(Other than Reference to Substantial Conformance No. 3 in Page Title)

- General Plan Land Use Determination
- Land Use Element Consistency
- Existing Land Use and Zoning
- Landform and Topography/Slopes and Erosion
- Soils and Agriculture
- Biology
- Geology and Seismicity
- Hydrology, Flooding, and Drainage
- Air Quality
- Water Quality
- Noise
- Energy Resources
- Open Space and Conservation
- Toxic Substances
- Cultural Resources
- Aesthetics, Visual Analysis, Light and Glare
- Circulation and Traffic
- Water and Sewer
- Fire Services
- Sheriff Services
- Schools
- Parks and Recreation
- Utilities
- Solid Waste
- Health Services
- Disaster Preparedness
- Libraries
- Airports
- Housing Element
- Regional Element
- Administrative Element

Intended Uses of the EIR

On October 14, 1994, the County of Riverside, in its role as Lead Agency for this project, issued a Notice of Preparation (NOP) to the State Clearinghouse, responsible agencies, and other interested parties. The NOP and comments resulting from the distribution of the NOP are contained in Technical Appendix A.

Applications covered by the EIR Addendum, are as follows:

- Specific Plan 303 Amendment No. 4 Tentative Tract Map No. 37269 (SP00303A4TTM37269): proposes a total of 326 residential dwelling lots, one (1) lot for water quality basin, and one (1) lot for a private lagoon with wave making capabilities and future village area for use by the residents. TTM37269 will allow for development of the Thermal Beach Club to include a total of 326 lots consisting of 131 medium density dwelling units and 195 high density dwelling units.
- Change of Zone Plot Plan No. 07952-180037 (CZ007852PP180037): proposes development and use of an approximately 20 acre lagoon and approximately 34,400 square foot future village area for use by Thermal Beach Club residents and their guests, modifies the Specific

~~Plan Zoning Ordinance to accommodate changes to planning areas and designations, and changes to zoning and design standards in the existing planning areas.~~

A lead agency is the agency with primary responsibility for approval of the project. Other agencies having discretionary approval over a project are "Responsible Agencies" under CEQA. This document will provide environmental information for several other agencies affected by the project, or which are likely to have an interest in the project. Various state and federal agencies exercise control over certain aspects of the project area. The various public, private, and political agencies and jurisdictions with a particular interest in the proposed project include the following:

Federal Agencies

- *Fish and Wildlife Service (FWS)* – Responsible for conserving and protecting wild birds, endangered species, and their habitat.
- *Federal Highway Administration (FHWA)* – Responsible for approving changes to the interstate freeway system.
- *Environmental Protection Agency (EPA)* – Responsible for administration of the Superfund program.

State Agencies

- *California Department of Fish and Wildlife (CDFW)* – Responsible for the protection, conservation, propagation, and enhancement of California's wildlife resources. This department enforces laws and regulations, and issues licenses relative to and cooperates with local agencies in developing projects. This agency will act as a Trustee.
- *California Regional Water Quality Control Board (CRWQCB)* – Responsible for evaluating appropriate uses of water and for issuing National Pollution Discharge Elimination System (NPDES) permits and waste discharge requirements.
- *California Reclamation Board (CRB)* – Responsible for delineation of flooding and regulation of encroachments into designated floodways.
- *California Department of Transportation (Caltrans)* – Responsible for approval of roadway improvements along state highways, including State Routes 86 and 195.
- *California Environmental Protection Agency (CALEPA)* – This agency is the primary state agency concerned with degradation of the environment and how it affects human health. It is responsible for the examination and prevention of pollution of sources of public water supplies; establishment of ambient standards of air quality; monitoring of environmental pollution, regulation of the quality of water supplies and sewage disposal systems; regulation of hazardous waste; regulation of pesticides; regulation and control of radioactive materials; and providing certain laboratory support to other state agencies.
- *California Department of Toxic Substances Control (DTSC)* – This CALEPA agency is the primary state agency that regulates matters related to hazardous waste. It is responsible for the cleanup of hazardous waste sites and permitting, surveillance and enforcement of hazardous waste facilities.
- *State Air Resources Board (CARB)* – This CALEPA agency is responsible for ensuring implementation of the California Clean Air Act, responding to the Federal Clean Air Act and for regulating emissions from consumer products and motor vehicles.
- *California Department of Conservation* – This agency reviews projects for their impacts on agricultural resources.

Local Agencies

1.2 PROJECT SUMMARY

1.2.1 Project Location

The 2,163.782,162.65-acre Kohl Ranch Specific Plan is located in the Coachella Valley portion of Riverside County as depicted by **Figure 1-1, Regional Location**. The site is just south of Jacqueline Cochran Regional Airport, and is roughly east of Harrison Street/Highway 86, west of Highway 111, and north of Highway 195¹. The project is bounded by Avenue 60 on the north, Polk Street on the east, Avenue 66 on the South, and by a line approximately 3,900 feet west of Tyler Street on the west as depicted in **Figure 1-2, Project Vicinity**.

1.2.2 Site Description

The Kohl Ranch site is characterized by flat terrain, with a very gentle slope from northwest to southeast. Elevations range between approximately 125 and 164 feet below sea level. The majority of the site is currently in agricultural use, although a significant portion in the southern section is vacant, disturbed land with sparse, non-native vegetation as depicted in **Figure 1-3, Aerial Photograph**. Existing man-made features include the Avenue 64 Evacuation Channel which flows west to east through the project site, and structures associated with current and past farming activities, including the Kohl Ranch headquarters and an abandoned feed lot. Some limited residential uses occur along the project periphery and Avenue 61. Adjacent, off-site land uses include vacant land, farms and related uses, a former sludge processing operation², residences, and the Jacqueline Cochran Regional Airport. The Torres Martinez Indian Reservation abuts Section 9 on the west, south, and east. These Native American lands are held in individual and tribal ownership.

¹Please note that for clarification purposes, this Specific Plan refers to the "old" Highway 86 as Harrison Street, its local street name. The designation SR-86S refers to the new freeway constructed east of the Whitewater River.

²On November 28, 1994, a U.S. District Court judge issued a preliminary injunction preventing more sludge from being brought to the site. The two companies composting sewage sludge announced the closing of operations at the site.

1.2.3 Proposed Changes to Specific Plan No. 303

The Kohl Ranch Specific Plan No. 303, Amendment 4 (SPA4) is a result of a change in land use allowances located in the northeasterly area of the project site (specifically Planning Area (E-2). SPA4 creates two new Planning Areas (E-2A and E-2B) which include the same allowable uses and development standards as PA E-2 but includes the addition of racetrack recreational units and associated development standards. Racetrack Recreational units are considered a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays. An adjustment is being made concurrently with this Specific Plan Amendment to the zoning ordinance through a change of zone (CZ07952), and is reflected in this Specific Plan document.

1.2.4 Project Overview

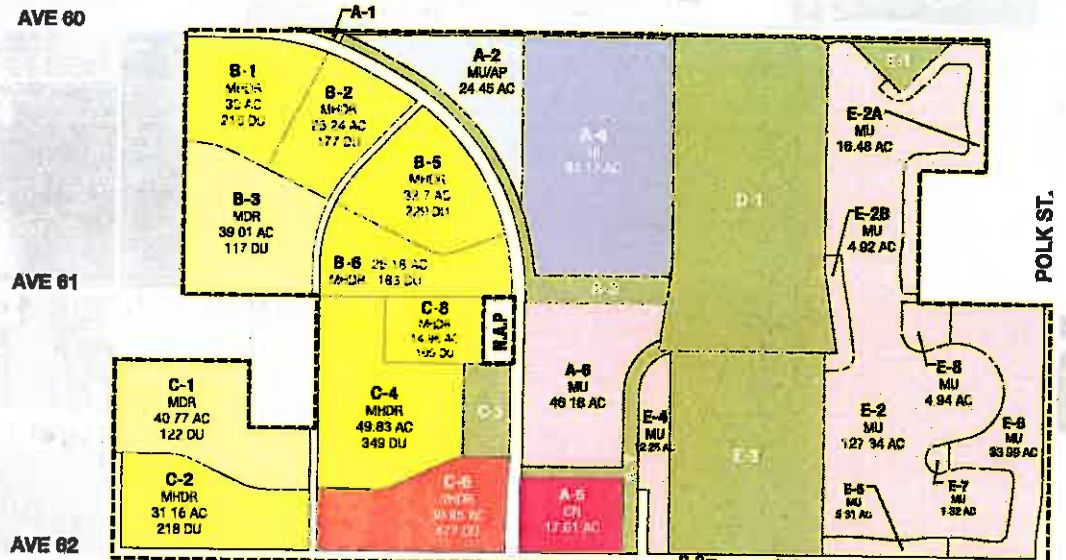
The Kohl Ranch Specific Plan ~~Amendment 4~~ consists of a balanced array of land uses including residential, business mixed use, commercial, industrial, open space/recreation, and public facilities as depicted in **Figure 1-4, Land Use Plan**. Both living and working opportunities will be available within the project. The residential portion includes target of ~~7,1627,160~~ dwelling units but with a maximum not exceed 7,171 dwelling units distributed among mixed use and four different density classifications on ~~1,140.291,143.73~~ acres, with a gross residential density of ~~4.034.46~~ dwelling units per acre³. Although the maximum density and the total number of dwelling units within the high density and very high density residential designations can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Approximately 37 ~~5.949.28~~ acres of open space provide for passive and active recreation, including trails and parks. The plan also allows for the development of large-scale recreational uses such as a golf course and a motor sports race track, which are identified as allowable land uses.

³ The overall gross density for residential areas was determined by dividing the total number of dwelling units by the acreage devoted to residential land uses, open space, public facilities, and local residential streets. The gross density—if determined by dividing the total number of dwelling units by the residential acreage—is ~~6.286.27~~. This density is reduced to ~~3.343.32~~, if the total site acreage is used.

Table 1-A, Land Use Diagram Statistical Summary

Land Use	Acreage	Percent of Total	Percent of Developable Area ¹	Target Dwelling Units
RESIDENTIAL				
Medium Density Residential (MDR)	507.33 <u>490.51</u>	23.22 <u>22.7</u>	32.83 <u>32.1</u>	1,652 <u>1,650</u>
Medium High Density Residential (MHDR)	467.76	21.6	30.6	3,245
High Density Residential (HDR)	140.35 <u>154.61</u>	6.57 <u>7.1</u>	9.21 <u>10.1</u>	1,629
Very High Density Residential (VHDR)	30.85	1.4	2.0	477
Total Residential	1,140.29 <u>143.73</u>	52.75 <u>2.9</u>	74.7	7,003 <u>7,001</u>
INDUSTRIAL				
Heavy Industrial (HI)	81.17	3.8	5.3	
Total Industrial	81.17	3.8	5.3	
BUSINESS				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 ³
Total Business	277.18	12.8	18.2	159³
COMMERCIAL				
Commercial-Retail (CR)	28.27	1.3	1.9	
Total Commercial	28.27	1.3	1.9	
OTHER				
Open Space (OS)	375.94 <u>380.14</u>	17.41 <u>17.6</u>		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.50 <u>167.86</u>	8.17 <u>7.8</u>		
Total Other	641.44 <u>632.30</u>	29.62 <u>29.7</u>		
TOTAL	2,162.65	100%	100%	7,162<u>7,160</u>

1. Assumes total of ~~1,526.91~~1,530.35 acres of developable land. This does not include land uses in "other" category.
2. The ROW acreage includes local streets, which are not depicted on the Land Use Plan.
3. This number represents a maximum rather than a target.



LEGEND

OPEN SPACE PLANNING AREAS

Planning Area	Land Use Code	Area (Acres)
A-1	OS	0.55
A-3	OS	10.77
A-7	OP	9.97
C-5	OS	5.97
I-1	OS	110.66
I-1	OS	5.81
I-3	OS	88.25
I-2	OS	1.44
G-9	OS	1.18
G-4	OS	5.4
G-6	OS	13.05
F-9	OS	6.17
G-12	OS	5.35
H-1	OS	5.32
H-3	OS	3.79
H-6	OS	11.43
H-10	OS	3.98
I-1	OS	9.8
I-2	OS	3.9
I-3	OS	0.5
J-2	OS LAKE	20.88
J-3	OS	11.22
J-5	OS	1.20
J-6	OS	4.1
J-7	OS	4.24
J-8	OS	1.16
K-1	OS LAKE	23.4
K-2	OS	8.8
K-3	OS	3.2
I-2	OS	4.1
I-3	OS	1.40
M-2	OS	1.9
M-3	OS	1.2
M-8	OS	2.9
M-9	OS	2.7
TOTAL		380.14

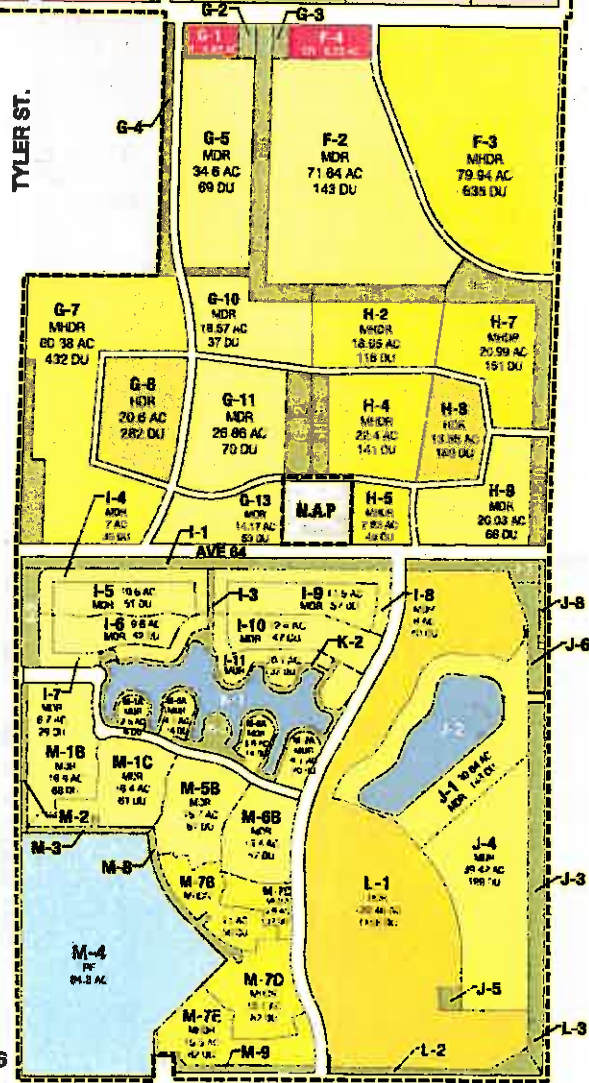
- PROJECT AREA BOUNDARY
- MEDIUM DENSITY RESIDENTIAL (MDR)
- MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- VERY HIGH DENSITY RESIDENTIAL (VHDR)
- COMMERCIAL RETAIL (CR)
- MIXED USE (MU)
- MIXED USE/PARK (MU/P)
- HEAVY INDUSTRIAL (HI)
- PUBLIC FACILITY/SCHOOL (PF)
- OPEN SPACE (OS)
- OPEN SPACE-LAKE (OS-LAKE)
- RIGHT OF WAY

LAND USE

- MEDIUM DENSITY RESIDENTIAL (MDR)
- MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- VERY HIGH DENSITY RESIDENTIAL (VHDR)

DENSITY RANGES

- 2.0-5.0 du/ac
- 5.0-8.0 du/ac
- 8.0-14.0 du/ac
- 14.0-20.0 du/ac



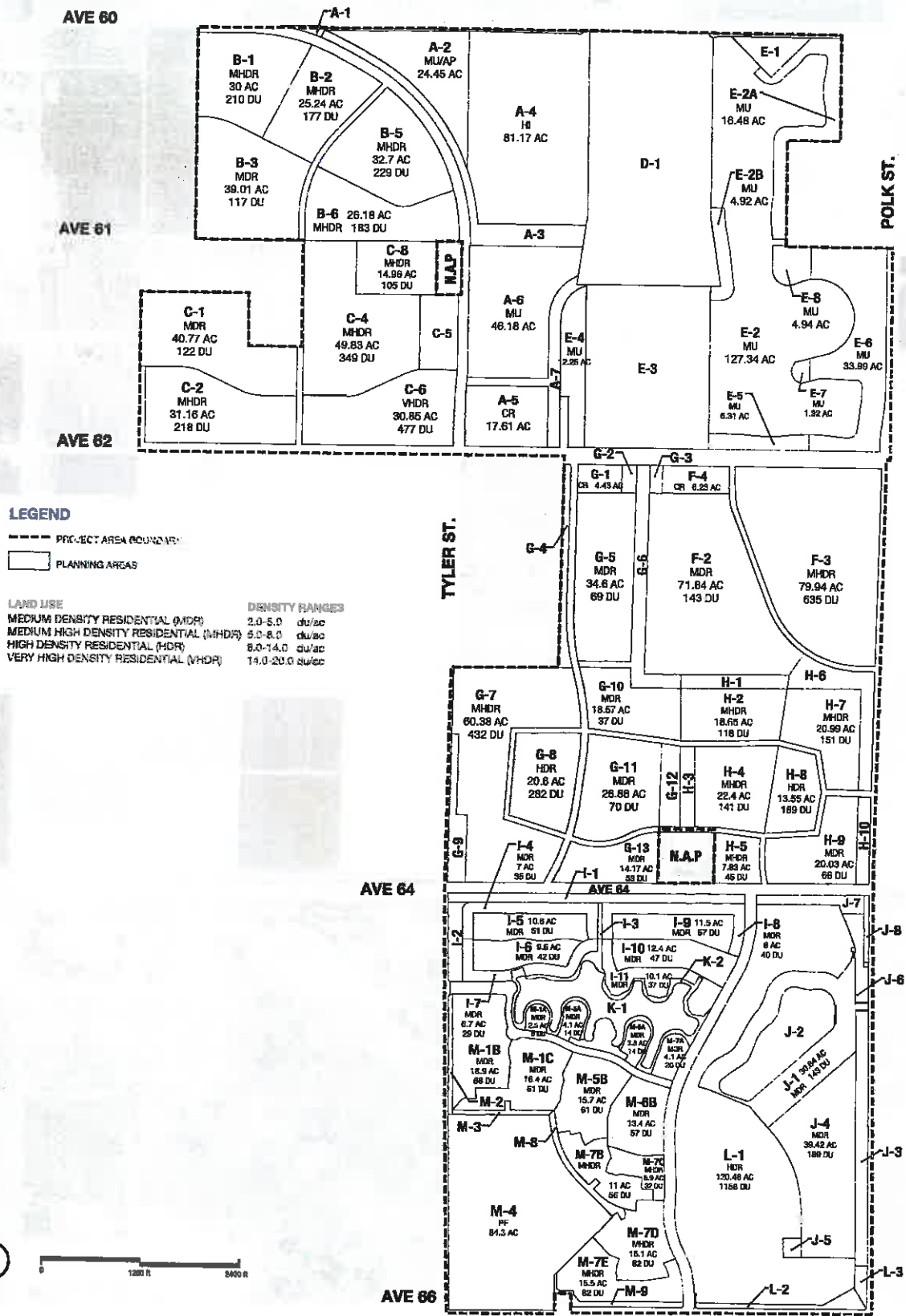


Table 1-B, Land Use Summary by Planning Area

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
A-1	Open Space (OS)		0.63	
A-2	Mixed Use/Air Park (MU/AP)		24.45	
A-3	Open Space (OS)		10.77	
A-4	Heavy Industrial (HI)		81.17	
A-5	Commercial Retail (CR)		17.61	
A-6	Mixed Use (MU)		46.18	
A-7	Open Space (OS)		9.97	
A-8	Heavy Industrial (HI)		6.55	
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.0-5.0
B-5	Medium High Density Residential (MHDR)	229	32.70	5.0-8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0
C-1	Medium Density Residential (MDR)	122	40.77	5.0-8.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0
C-5	Open Space (OS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0
C-8	Medium High Density Residential (RMMH DR)	105	14.96	5.0-8.0
D-1	Open Space (OS)		110.66	
E-1	Open Space (OS)		5.61	
E-2	Mixed Use (MU)		127.34	
E-2A ²	Mixed Use (MU)		16.48	
E-2B ²	Mixed Use (MU)		4.92	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 ¹	5.31	
E-6	Mixed Use (MU)	120 ¹	33.99	
E-7	Mixed Use (MU)	5 ¹	1.32	

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
J-1	Medium Density Residential (MDR)	130 143	37.52 30.64	2.0-5.0
J-2	Open Space/ Lake (OS_LAKE)		22 20.56	
J-3	Open Space/Lake (OS_LAKE)		8.8 11.24	
J-4	Medium Density Residential (MDR)	189	43.36 39.42	2.0-5.0
J-5	Open Space (OS)		1.2	
J-6	Open Space (OS)		2.24 .1	
J-7	Open Space (OS)		3.34 .24	
J-8	Open Space (OS)		1.3 16	
K-1	Open Space/Lake (OS_LAKE)		22.4	
K-2	Open Space/Lake (OS_LAKE)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	106.21 20.46	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.14 0	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			175.50 167.8 6	
TOTAL		7,161,160	2,162.65	

Note: Planning Areas B-4, B-7, C-3, ~~and C-7~~, and F-1 have been intentionally left out.

1. This number represents a maximum, rather than a target.
2. Planning Area E-2A allows for 58 racetrack recreational units and Planning Area E-2B allows for 16 racetrack recreational units which are not considered dwelling units as they are a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.

The businessmixed use, commercial, and industrial land use categories will comprise 277, 28, and 81 acres, respectively. Commercial areas will serve the Kohl Ranch project as well as neighboring communities. Business-Mixed Use and industrial uses will be oriented toward the Jacqueline Cochran Regional Airport as well as larger regional markets, and are intended to provide employment opportunities to project area residents. The land uses proposed for the Kohl Ranch Specific Plan are described in **Figure 1-4, Land Use Plan** and are briefly summarized in **Table 1-A**, above.

3.1 PROJECT-WIDE PLANNING STANDARDS

The following section of the Specific Plan details the land uses and development standards for the Kohl Ranch community as a whole. Illustrations are provided to portray the various planning areas, infrastructure plans, and design treatments such as buffers, landscaping and streetscapes. The visual images and themes addressed in this section set the overall tone for the project.

Planning objectives for the Kohl Ranch Specific Plan include:

- Increased market potential and attractiveness of the Jacqueline Cochran Regional Airport and vicinity;
- Support for planning, economic development and development efforts, in accordance with the goals of the Master Plan for the expansion of Jacqueline Cochran Regional Airport;
- Flexibility to respond to changing market conditions, through designation of golf course as an alternate land use;
- A balanced, living and working environment that provides a mix of land uses including a variety of housing products and employment opportunities; and
- Cohesive, balanced neighborhoods, relating to overall project phasing, which can be developed separately, or together.

To the extent there is any inconsistency between the Specific Plan and the Zoning Ordinance as to any uses or development standards, the Zoning Ordinance controls.

3.1.1 Comprehensive Land Use Plan

The Kohl Ranch Specific Plan consists of a balanced array of land uses including residential, businessmixed use, commercial, industrial, open space/recreation, and public facilities. Both living and working opportunities will be available within the thirteen project neighborhoods, with the specific mix of uses dependent upon the neighborhood location, relationship to adjacent uses such as Jacqueline Cochran Regional Airport, and access to the regional transportation network. In general, the neighborhoods in the northern portion of the site have the highest concentration of employment uses, which can best maximize the advantages of proximity to the airport, and which are least likely to be affected by airport-related impacts such as noise. The land uses within these neighborhoods are designed to locate employment opportunities in close proximity to residential areas, thereby reducing the number of vehicle trips required, and to create centers of local activity that prosper from the mix of commercial, industrial, recreation, and business uses. These northernmost neighborhoods provide jobs and services to areas both on and off site.

The residential portion of the land use plan includes a target of 7,162,160 dwelling units but with a maximum not to exceed 7,171 dwelling units. These units are to be distributed among mixed use and four different density classifications on approximately 1,393,397 acres with an additional 376-380.14 acres of open space. The businessmixed Use, commercial, and industrial land use categories will comprise approximately 277, 28, and 81 acres, respectively. Commercial areas will

Table 3.1-A, Land Use Plan Statistical Summary

Land Use	Acreeage	Percent of Total	Percent of Developable Area ¹	Target Dwelling Units
RESIDENTIAL				
Medium Density Residential (MDR)	490.51 501.33	23.222.7	32.832.1	1,652 1,650
Medium High Density Residential (MHDR)	467.76	21.6	30.6	3,245
High Density Residential (HDR)	154.61 140.35	6.57.1	9.2 10.1	1,629
Very High Density Residential (VHDR)	30.85	1.4	2.0	477
Total Residential	1,143.73 140.29	52.752.9	74.7	7,003 7,001
INDUSTRIAL				
Heavy Industrial (HI)	81.17	3.8	5.3	
Total Industrial	81.17	3.8	5.3	
BUSINESS				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 ³
Total Business	277.18	12.8	18.2	159³
COMMERCIAL				
Commercial Retail (CR)	28.27	1.3	1.9	
Total Commercial	28.27	1.3	1.9	
OTHER				
Open Space (OS)	375.94 380.14	17.4 17.6		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.5 167.86	8.1 8.8		
Total Other	641.44 632.30	29.429.7		
TOTAL	2,162.65	100%	100%	7,162 7,160

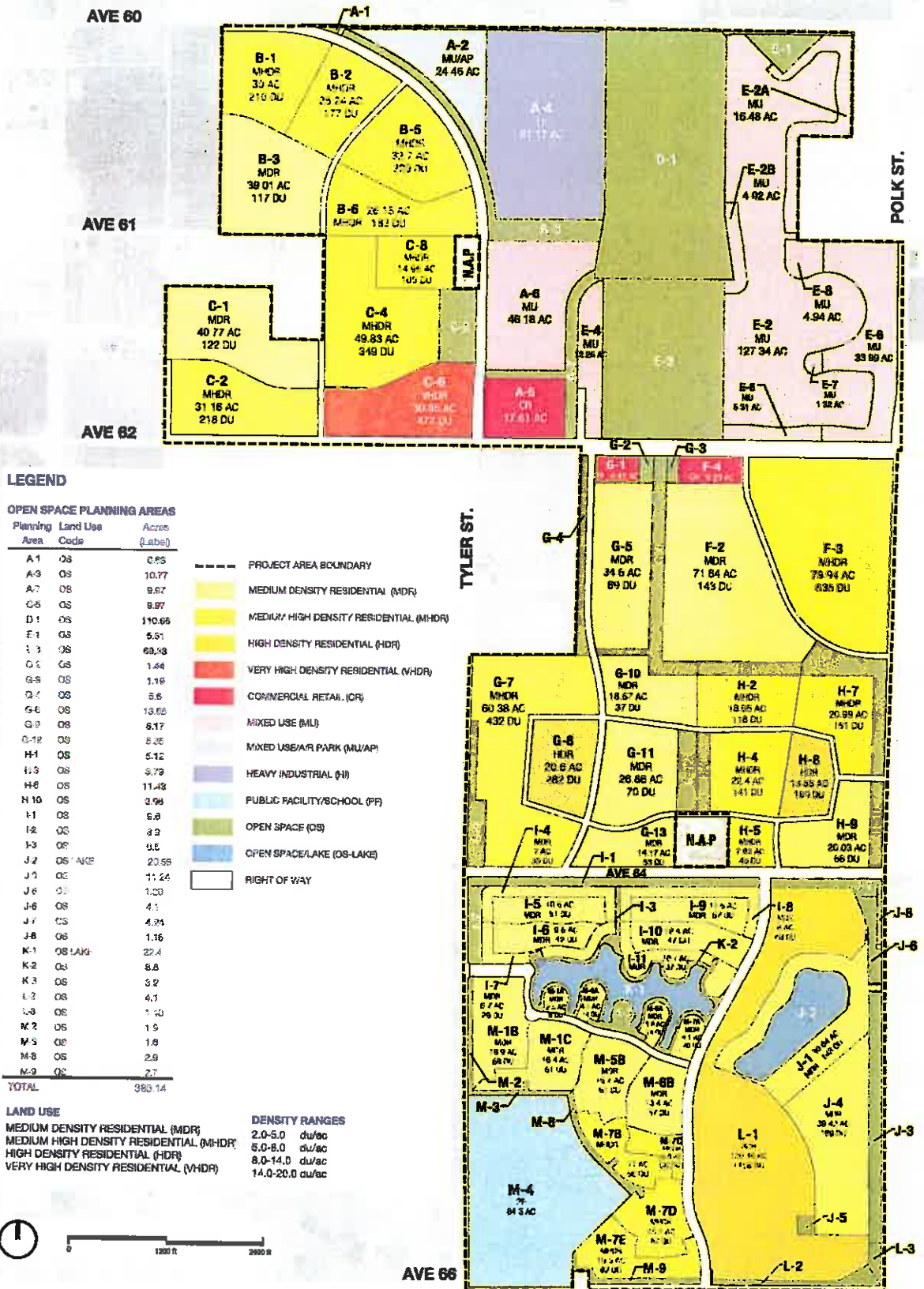
1. Assumes total of ~~1,526.91~~
1,530.35 acres of developable land. This does not include land uses in "other" category.

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
J-1	Medium Density Residential (MDR)	130 143	30.64 37.52	2.0-5.0
J-2	Open Space/Lake (OS-LAKE)		20.56 22	
J-3	Open Space/ Lake (OS)		11.24 8.8	
J-4	Medium Density Residential (MDR)	189	39.42 43.36	2.0-5.0
J-5	Open Space (OS)		1.20	
J-6	Open Space (OS)		2.24 .1	
J-7	Open Space (OS)		4.24 3.3	
J-8	Open Space (OS)		1.16 1.3	
K-1	Open Space/Lake (OS-LAKE)		22.4	
K-2	Open Space/ Lake (OS)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	120.46 106.2	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.40 1.1	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			167.86175 5	
TOTALS		7,1607,162	2,162.65	

Note: Planning Area's B-4, B-7, C-3, ~~and C-7, and F-1~~ have been intentionally left out.

1. This number represents a maximum rather than a target.
2. Planning Area E-2A allows for 58 racetrack recreational units and Planning Area E-2B allows for 16 racetrack recreational units which are not considered dwelling units as they are a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.



Residential

Residential areas within the project will provide a target of 6,9887,160 dwelling units but with a maximum not to exceed 7,171 dwelling units, with an overall gross density of 4.034.46 dwelling units per gross residential acre¹. The residential element of the plan comprises 1,140.291,143.73 acres or 52.752.9 percent of the total project site. Four residential land uses are proposed, Medium Density Residential, Medium High Density Residential, High Density Residential and Very High Density Residential, establishing appropriate transitions to adjacent non-residential land uses, both on and off site. It should be noted that residential planning areas can be developed to a lower density than that specified by the planning area land use designation, without requiring an amendment to the Specific Plan. Additionally, the maximum density and the total number of dwelling units within the high and very density residential designations can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Residential uses north of Avenue 62 and west of Tyler Street are intended to house employees of the nearby commercial, business and industrial uses.

Each of the residential land use designations (i.e., Medium Density Residential, Medium High Density Residential, High Density Residential and Very High Density Residential) can be developed with several product types, including those which permit clustering of residential density within planning areas. Residential product types include: Detached Dwelling Units, Cluster Detached Dwelling Units, and Cluster Attached Dwelling Units.

The residential designations each have a unique set of development standards designed to accommodate a variety of housing product types. These different residential designations are intended to provide flexibility to develop in areas that are affected by the open space requirements and noise impacts of the Jacqueline Cochran Regional Airport safety zones and the limitations imposed by the utility easement beltway in the central portion of the site. By allowing for clustering of development within planning areas, it is possible to retain residential densities while providing adequate open space for drainage ways, recreational and other lakes and golf courses, the power line easement, and the airport zones.

Under the Specific Plan, it is possible to develop one or more of the product types within an individual planning area or neighborhood, provided that the development is consistent with the project's Design Guidelines.

¹ The overall gross density for residential areas was determined by dividing the total number of dwelling units by the acreage devoted to residential land uses, open space, public facilities, and local residential streets. The gross density—if determined by dividing the total dwelling units by the residential acreage—is 6.286.27. This density is reduced to 3.313.32 if the entire site acreage is used.

Medium Density Residential (2.0–5.0 du/acre)

Medium Density Residential units are proposed throughout the project site. A target of ~~1,652~~ 1,650 dwelling units on ~~501.33~~ 490.51 acres is planned. This is based on a density range of 2.0–5.0 du/ac. The purpose of this designation is to provide a medium density residential alternative in the plan. The intent is to: 1) locate lower density land uses at the project periphery adjacent to off-site lands currently in low intensity uses such as agriculture; 2) provide a transition between open space/recreational areas and medium density land uses; 3) provide for limited residential uses where permitted within the Extended Runway Centerline (ERC) airport safety zone; and 4) create a housing opportunity offering greater private open space amenity than is available in the higher density residential zones.

In addition to One-Family Dwellings development, additional uses within the Medium Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; day care centers; libraries; religious institutions; community centers; and schools. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Medium High Density Residential (5.0–8.0 du/acre)

Medium High Density Residential units are proposed throughout the project site. A target of 3,245 dwelling units on 467.76 acres is planned. This is based on a density of range of 5.0–8.0 du/acre. The purpose of this designation is to provide a lower density creative residential alternative in the plan. The intent is to: 1) create the potential for single-family, first home buyers; 2) offer a desirable housing product for retirees and second home buyers; and 3) accommodate residents seeking more private open space amenities than are available in the High and Very High Density Residential areas.

In addition to Multiple Family Dwellings development, additional uses within the Medium High Density Residential land use designation may include such uses as dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; day care centers; libraries; religious institutions; community centers; and schools. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

High Density Residential (8.0–14.0 du/acre)

High Density Residential land uses are located in close proximity to community amenities and trails systems for the project. A target of approximately 1,629 dwelling units on ~~140.35~~154.61 acres is planned, assuming a density range of 8.0–14.0 du/acre. The purpose of this designation is to enhance the range of housing types provided within the project area. The intent is to: 1) achieve an affordable living environment for those working in the project vicinity; 2) provide a more compact housing product within close proximity to commercial services and employment opportunities; 3) create pedestrian-oriented communities with common open space and recreation facilities; and 4) orient residential areas around community focal points such as churches and community centers. The maximum density and the target number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

In addition to Multiple Family Dwellings development, additional uses within the High Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; and water wells and appurtenant facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Very High Density Residential (14.0–20.0 du/acre)

Very High Density Residential land uses are located in close proximity to community commercial cores established for the project. A target of approximately 477 dwelling units on 30.85 acres is planned, assuming a density range of 14.0–20.0 du/acre. The purpose of this designation is to enhance the range of housing types provided within the project area. The intent is to: 1) achieve an affordable living environment for those working in the project vicinity; 2) provide a more compact housing product within close proximity to commercial services and employment opportunities; 3) create pedestrian-oriented communities with common open space and recreation facilities; and 4) orient residential areas around community focal points such as churches and community centers. The maximum density and the target number of dwelling units within the very high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

In addition to Multiple Family Dwellings development, additional uses within the Very High Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; and water wells and appurtenant facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

will also allow for duplex units, or structures with two dwelling units placed beside one another sharing a common wall.

A maximum of 159 dwelling units on 46 acres is planned as part of these mixed-use development areas.

Commercial-Retail

A Commercial Retail land use designation, comprising a total of 28.27 acres, is proposed for the project. The purpose of this designation is to provide a range of commercial uses in support of broader employment and residential uses within the Plan. The intent is to: 1) provide limited neighborhood commercial uses to serve residential communities; 2) incorporate commercial uses within walking distance of residential neighborhoods and employment uses; 3) locate highway-oriented commercial uses at the project periphery or along major through roadways, with easy access to and visibility from the arterial highway system; 4) accommodate "big box" commercial uses on larger sites, to serve regional markets; and 5) provide appropriate circulation, parking and loading areas to handle traffic generated by commercial land uses.

In addition to general commercial development, additional uses within the Commercial Retail land use designation may include such uses as public parks and public playgrounds; golf courses; country clubs; animal hospitals with all kennels entirely indoors; health clubs; computer sales and repair stores; parcel delivery services; libraries; religious institutions; community centers; schools; and water wells and appurtenant facilities; and electric vehicle charging stations. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. The Specific Plan Zoning Ordinance provides the allowable uses and Development Standards.

Public Facilities/Schools

This land use designation totals 84.30 acres and consists of property owned by the Coachella Valley Unified School District as a site for multiple schools. SPA4 recognizes that these schools have been constructed and are operational.

In addition to One-Family Dwelling development, additional uses within the Public Facilities/Schools land use designation may include such uses as government offices, courthouses, police stations, fire stations, libraries, museums, public schools, water wells and appurtenant facilities; day care centers; religious institutions; community centers; private schools and communication facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Open Space

The purpose of this designation is to provide open space and recreational amenities to serve populations in the project neighborhoods. Approximately 375.94380.14 acres of open space is provided. The intent is to: 1) allow for a variety of passive and active recreational experiences for neighborhood residents and visitors, ranging in scale from community parks to more intimate neighborhood parks; 2) incorporate walking and bicycle trails and linkages between residential neighborhoods and commercial/employment centers, where appropriate; 3) comply with land use restrictions for Jacqueline Cochran Regional Airport safety zones which require the maintenance of open space clear of obstructions; 4) accommodate stormwater runoff originating both on and off site which must be controlled and conveyed through the property;

and 5) provide a variety of landscape settings ranging from highly landscaped to native communities for visual interest as well as buffering between adjoining land uses.

The Specific Plan allows for large-scale recreational uses such as a motor sports race track in the northern portion of the site as a permitted land use. Any such large-scale recreation use, if developed, would be sited around the drainage corridors. The Specific Plan also allows clubhouses and their associated shopping and dining facilities. Additionally, uses such as lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water will be a permitted use in the southern portion of the site. The intent is to: 1) diversify the recreational opportunities available to area residents and visitors; 2) create an attractive amenity around the clubhouses that is enhanced through landscaping and design treatments; 3) develop a central meeting place (clubhouse) that offers uses that are incidental to the primary recreation use; and 4) stimulate job growth and creation of new employment opportunities.

Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Roads

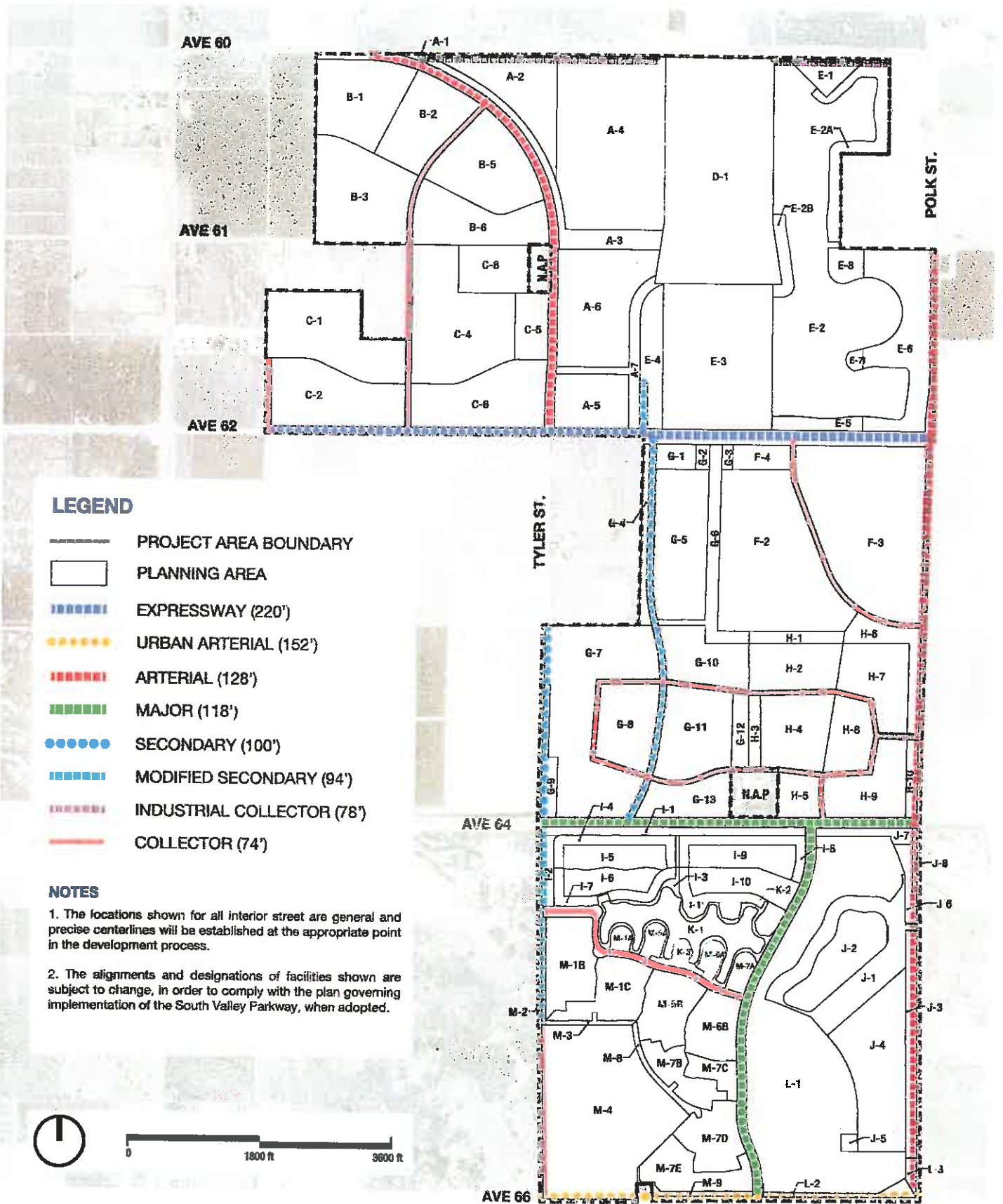
Major road rights-of-way totaling approximately ~~176~~167.86 acres within the project site will be implemented in conjunction with the project.

3.1.2 Project-Wide Development Standards

To ensure a logical, orderly, and sensitive development of land uses proposed for the Kohl Ranch, special development criteria, standards, and mitigation measures have been created for each Planning Area. These area-specific standards, discussed in detail in Section 3.2 – Land Use, Planning, and Development Standards by Neighborhood, provide for appropriate transitions to neighboring land uses.

In addition to these specific techniques, project-wide development standards also have been developed as part of the Comprehensive Land Use Plan and are designed to complement the individual conditions within each Planning Area. These general standards are:

- 1) The total Specific Plan shall be developed with a target of ~~7,162~~7,162,160 dwelling units but with a maximum not to exceed 7,171 dwelling units on ~~1,140~~291,143.73 acres of residential uses and approximately 48 acres of mixed use, as illustrated on the Specific Land Use Plan. However, the maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. General uses permitted will include residential, industrial, commercial, business, open space/golf course, recreational and other lakes, country club, and public facilities.
- 2) Uses and development standards shall be in accordance with the County of Riverside Zoning Ordinance No. 348 for this Specific Plan in Section 2 – Specific Plan Zoning Ordinance, and shall be defined by Specific Plan objectives, future detailed plot plans and potential conditional use permits as appropriate.



LEGEND

- PROJECT AREA BOUNDARY
- PLANNING AREA
- EXPRESSWAY (220')
- URBAN ARTERIAL (152')
- ARTERIAL (128')
- MAJOR (118')
- SECONDARY (100')
- MODIFIED SECONDARY (94')
- INDUSTRIAL COLLECTOR (78')
- COLLECTOR (74')

NOTES

1. The locations shown for all interior street are general and precise centerlines will be established at the appropriate point in the development process.
2. The alignments and designations of facilities shown are subject to change, in order to comply with the plan governing implementation of the South Valley Parkway, when adopted.



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3.1.4 Drainage Plan

Drainage flows enter the property from both the northwest and southwest corners of the site and along the southern, western and northern boundary. Flows drain through the property and outlet along the southeast boundary between Avenues 66 and "D" Street as depicted in **Figure 3.1-4, Conceptual Drainage Plan**. Development of the project will require the collection and conveyance of flood flows through the project in a manner which will ensure the protection of the developed properties from a 100-year flood. In addition, storm flows will be redispersed along the eastern boundary to approximate existing flow conditions, to avoid adversely impacting downstream properties. The proposed flood control system is designed to collect the storm flows as they enter the site in collection basins, transport the flows through the site in graded swales and drainage pipes and discharge the flows over weirs, on the east side of the project.

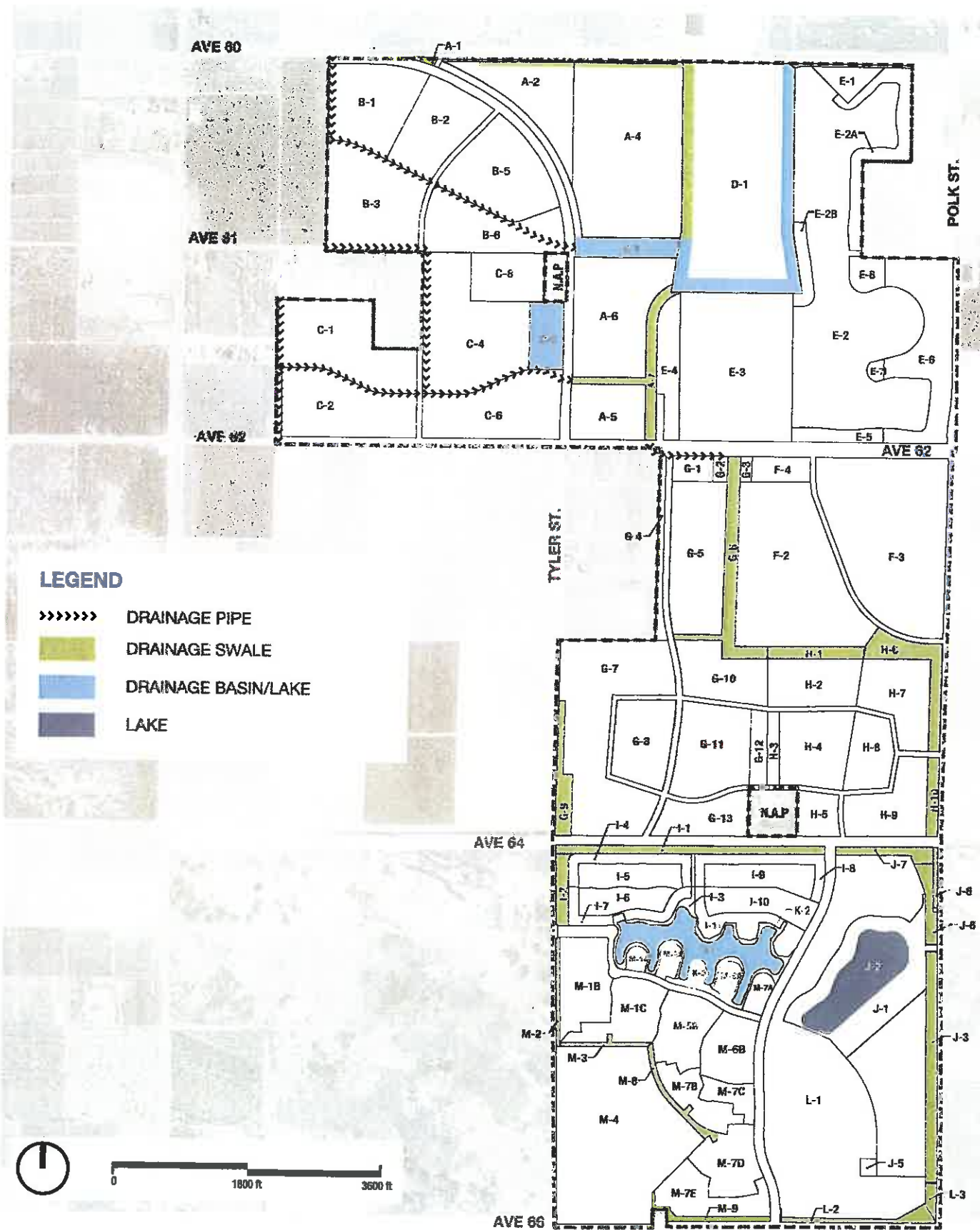
In order to provide the required level of on-site flood protection, the storm flows will be intercepted on the east side of Tyler Street and on the south side of Avenue 60. The storm flows will then be conveyed through the project area through utilization of drainage pipe. In order to approximate existing historical runoff conditions, the difference between the on-site developed and undeveloped runoff flows will be controlled by use of on-site retention basins. The size and depth of these basins will be determined when a final development plan is prepared. Since each collection basin will be designed to handle predicted flood flows the width of the collection basins will vary. Generally, these collection basins will be trapezoidal in shape with 3:1 side slopes and a top width between 100 and 200 feet. Once the storm flows have passed through the graded swales and drainage pipes they will enter the dispersal basins along the eastern boundary of the project. These basins will vary in top width from 200 to 300 feet and will have a mild gradient toward the south. As peak flows progress in a southerly direction, they will spill over a side weir designed to outlet storm flows toward the east in a manner consistent with existing conditions. Retained water will be pumped in a sheet flow dispersal at rates less than presently occur.

On-site runoff will be intercepted and conveyed through the development by means of a conventional catch basin, swales and storm drain system, in accordance with Coachella Valley Water District (CVWD) standards, so that the increase in on-site runoff resulting from the development will be detained on-site and allowed to percolate into the ground or be captured and reused. The collector storm drain system will be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb.

A high degree of protection from the 100-year flood will be provided to all building pads on the project site as the recommended Flood Control Plan is implemented. Moreover, downstream properties will no longer have to contend with the uncertainty of the existing uncontrolled storm flows, and will have the benefit of controlled flows from the project area. Ultimately, the Eastern Coachella Valley Stormwater Management Plan will implement facilities that will eliminate offsite flows from impacting the Kohl Ranch. Future implementing Projects that develop prior to construction of these facilities shall account for 100-year flood condition in the interim.

Drainage Development Standards

- 1) All drainage facilities will be designed and constructed in accordance with the Riverside County ~~Flood Control and Conservation District (RCFGD)~~ and Coachella Valley Water District (CVWD) standards and specifications, and the Standard Specifications for Public Works Construction, (GREEN BOOK).
- 2) Drainage facilities will be subject to the review and approval of the Riverside County Transportation Department.
- 3) Design of drainage facilities will be reviewed by CVWD in conjunction with their review of the sewer and water facilities.
- 4) Drainage plans shall be submitted to CVWD for review and approval. This is to ensure that all proposed facilities are compatible with existing CVWD and U.S. Bureau of Reclamation (USBR) facilities.
- 5) The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to Riverside County and a homeowners or County Service Area for maintenance and operations.
- 6) All areas within the Specific Plan area will be required to prepare a site specific Water Quality Management Plan Storm Water Pollutant Prevention Plan (SWPPP/QMP) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards. Industrial developments will require an additional SWPPP to operate.
- 7) All projects proposing construction activities including: cleaning, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.
- 8) The drainage plan for Kohl Ranch shall take into account the existing agricultural drainage facilities in this area. Possible conflicts with these facilities shall be evaluated by the developer's engineer and CVWD.



LEGEND

- >>>>>> DRAINAGE PIPE
- DRAINAGE SWALE
- DRAINAGE BASIN/LAKE
- LAKE



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3.1.5 Conceptual Community Structure Plan

The Community Structure Plan identifies the major project open space and recreation areas which define the project neighborhoods, and the landscape treatments for project roadways and entries.

Open Space and Recreation

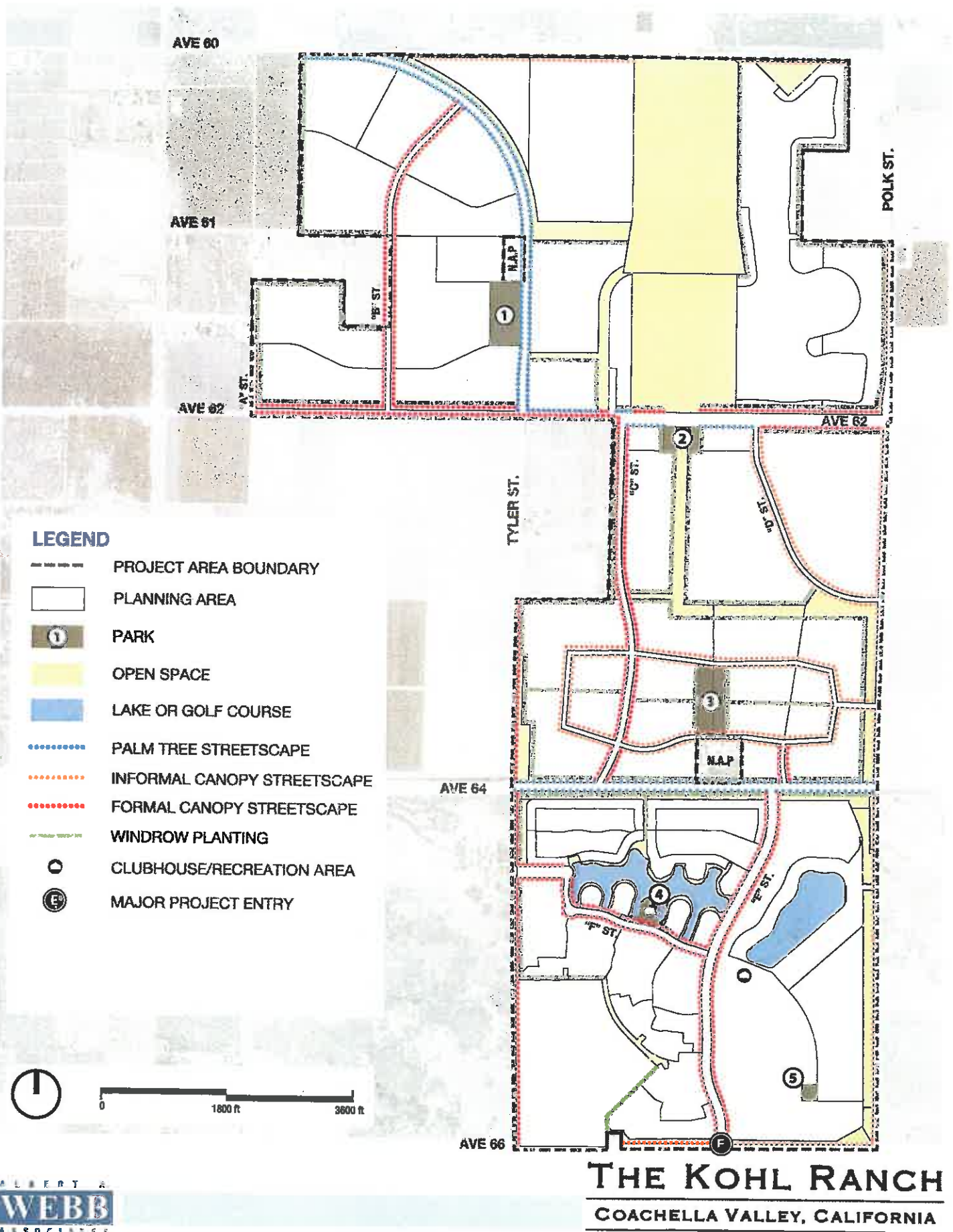
The open space areas are an integral part of the Kohl Ranch Specific Plan. They provide recreational amenities to residents and workers, and are used to screen development edges from potential noise and visual impacts associated with surrounding arterials. The open space system also provides aesthetically pleasing views both from within the project and from surrounding roadways and adjacent properties.

The open space and recreation system for the Kohl Ranch Specific Plan includes neighborhood and community parks, large-scale recreational uses, passive open space and a project-wide trail system. The open space system is organized around, and if necessary, will be adjusted to accommodate any changes in the project drainage network and the Jacqueline Cochran Regional Airport safety zones which limit the land uses and densities which can be located on certain portions of the site. Approximately ~~376~~ 380.14 acres are devoted to the Open Space land use category, including Open Space-Lake. Under a golf course scenario, this would increase by approximately 150 acres.

Large-Scale Recreational Uses

Allowable land uses could accommodate a golf course that would parallel the drainage system, and serve as a central view focus and buffer between land uses for the majority of residential unit in the southern portion of the project site. The major recreational use in this area could be a golf course, which could alternatively be developed for recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, and non-potable irrigation water). The golf course would be equipped with a driving range and clubhouse facility. The golf course is a permitted use allowable under the provisions of the Section 2 - Specific Plan Zoning. If developed, it would be sited to maximize the golf course frontage and views for residential units. While the golf course would be privately owned, it is envisioned that the golf course (or in the alternative, recreational lakes) would serve neighborhood residents.

In the northern portion of the project site, a private motor sports race track, and uses incidental thereto, would be allowed uses within the open space designation in Neighborhood E. The facilities allowed within the open space planning areas in Neighborhood E would include a race track, private garages and uses incidental thereto such as a tuning shop and observation tower.



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Table 3.1-C, Potential Park Uses¹

Park	Description	Size	Potential Park Uses
1	<ul style="list-style-type: none"> ▪ Neighborhood park in northwest portion of site in Neighborhood C ▪ Serves residential uses to the north of Avenue 62 ▪ Connected to large area of natural open space via Trail along Tyler Street 	9.97 acres	Ball fields Picnic area Tot lot Play equipment
2	<ul style="list-style-type: none"> ▪ Community park south of Avenue 62 in Neighborhood G ▪ Within airport safety zone ▪ Portion of park within drainage area ▪ Linked to other local parks by trails 	4.0 acres	Ball field Picnic area Tot lot Play equipment Tennis courts Recreation center
3	<ul style="list-style-type: none"> ▪ Neighborhood park in the center of the site in Neighborhoods G and H ▪ Trail system connects park with public facility sites to the north and south 	9.1 acres	Ball fields Picnic area Shuffle board Horse shoes
4 - 65	<ul style="list-style-type: none"> ▪ Small Neighborhood parks serving multiple neighborhoods in southern portion of the site (Neighborhoods J and K) ▪ Within drainage area ▪ Connected to public facilities and other parks through trail system 	64.4 acres	Picnic area Lawn bowling Shuffle board Horse shoes Senior center

1. Potential park uses identified in the table are provided as examples of the types of uses that would be appropriate in each park under the three scenarios. Actual park uses and facilities may differ from those listed.

Table 3.1-D, Potential Park Uses (Golf Course Scenario)

Park	Description	Size	Potential Park Uses
1	Same as Table 3.1-C	9.97 acres	Same as Table 3.1-C
2	Same as Table 3.1-C	4.0 acres	Same as Table 3.1-C
3	Same as Table 3.1-C	9.1 acres	Same as Table 3.1-C
4 - 65	Parks could be converted to golf course use	0.0 acres	Not applicable

Table 3.1-E, Potential Park Uses (Race Track Scenario)

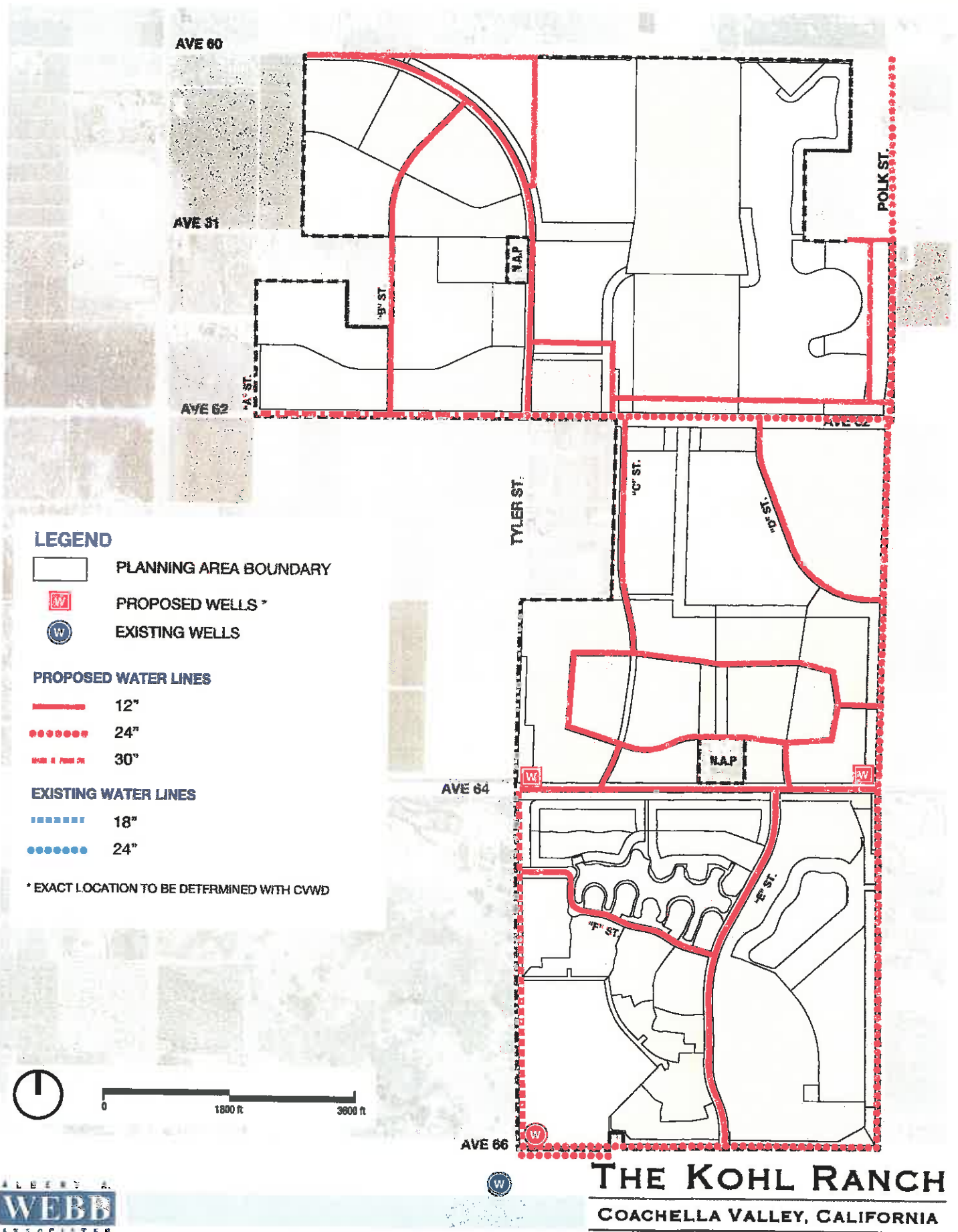
Park	Description	Size	Potential Park Uses
1	Same as Table 3.1-C	9.97 acres	Same as Table 3.1-C
2	Same as Table 3.1-C	4.0 acres	Same as Table 3.1-C
3	Same as Table 3.1-C	9.1 acres	Same as Table 3.1-C
4 - 56	Same as Table 3.1-C	46.4 acres	Same as Table 3.1-C

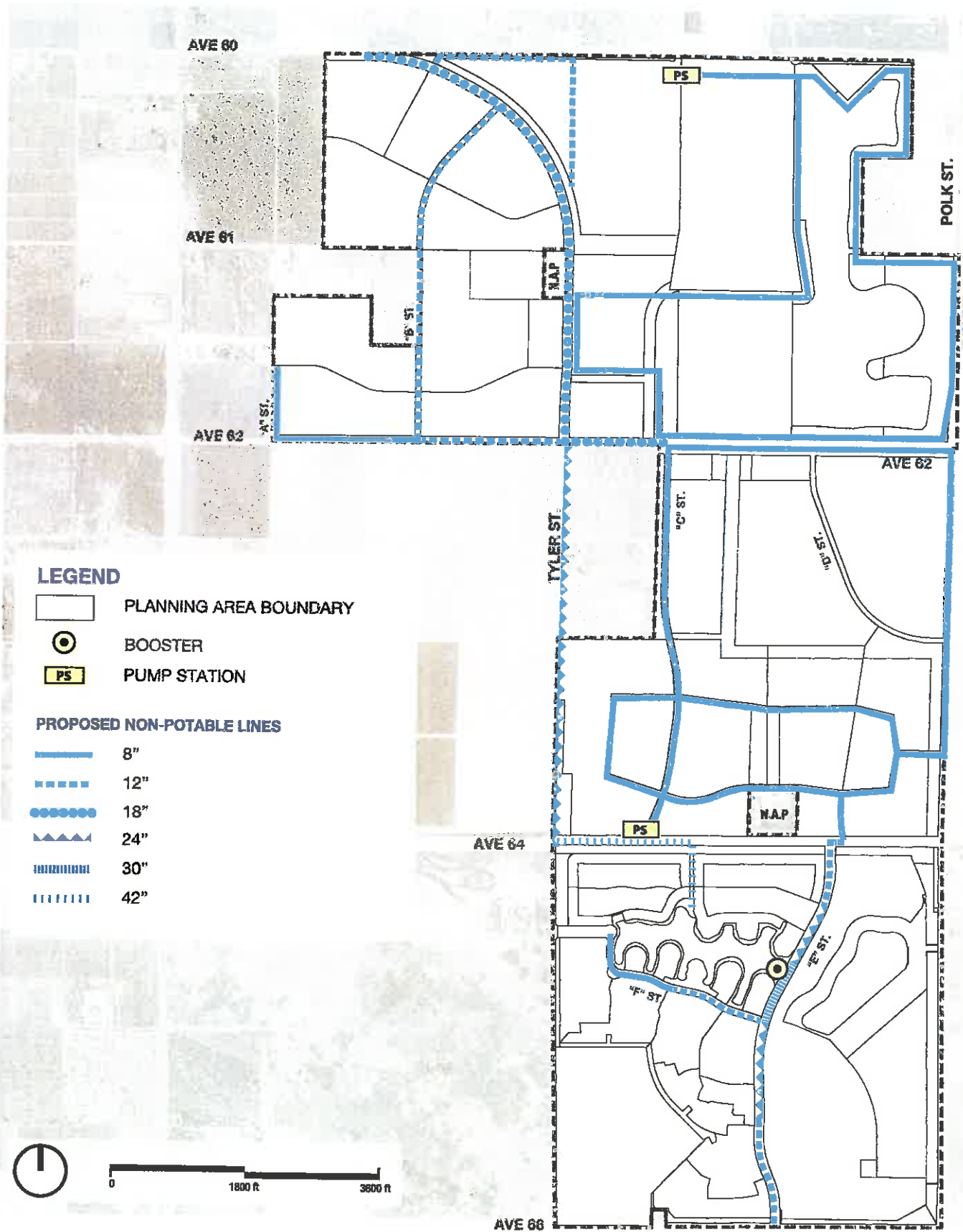
Trail System

The proposed development is planned with an off-street (pavement) trail system that parallels streets and drainage ways throughout the site. **Figure 3.1-10, Public Facilities Sites** shows proposed trail locations, however, the final location of the off-street trail system may be adjusted to accommodate final engineering of the drainage system and development plans. A conceptual design for drainage swales and pipeline is shown in **Figure 3.1-4, Conceptual Drainage Plan**. Street-parallel trails will be constructed per the designations identified on **Figure 3.1-10, Public Facilities Sites** and illustrated in the cross sections found in **Figure 3.4-18, Tyler Street Trail** and **Figure 3.4-19, Avenue 62 Trail** found in Section 3.4 - Landscape Design Guidelines. The off-street system is supplemented by sidewalks and bike lanes within the paved roadway. In addition to providing access to the local parks, the trail system also provides a pedestrian linkage to the schools and to key commercial sites. The proposed trail system provides connections through the site to implement its portion of the County-planned trail system for the area.




Naturalized Open Space

The system of drainage channels throughout the project site will offer a scenic amenity to residents of the Kohl Ranch Specific Plan. The channels will be graded and will contain native desert vegetation that will also provide a buffer between land uses. The acreage of this natural open space will vary depending upon whether the golf courses or other recreational uses are built. Planning Area D-1 (110.66 acres) will remain in open space due to airport-related restrictions.











LEGEND

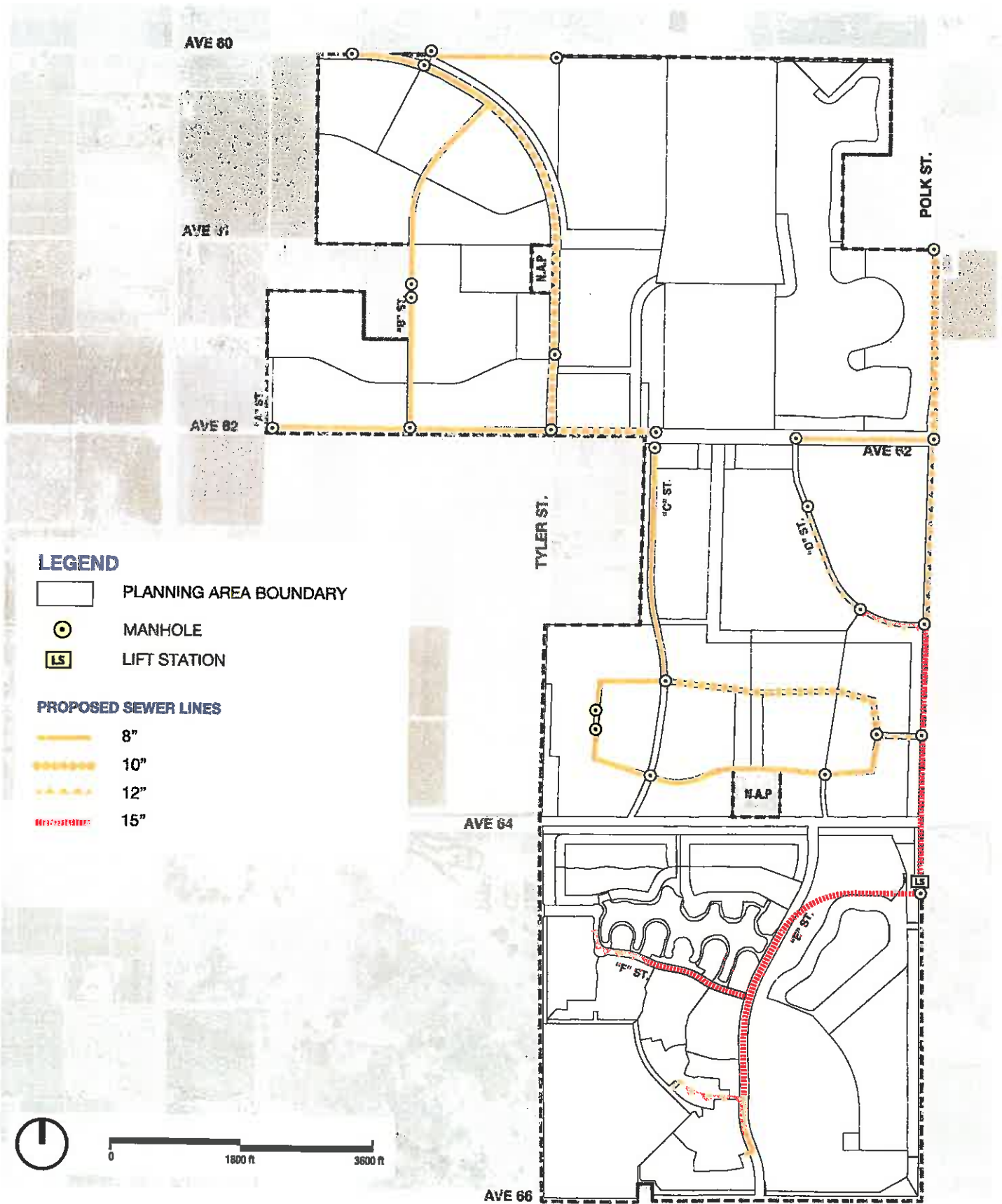
-  PLANNING AREA BOUNDARY
-  BOOSTER
-  PUMP STATION

PROPOSED NON-POTABLE LINES

-  8"
-  12"
-  18"
-  24"
-  30"
-  42"



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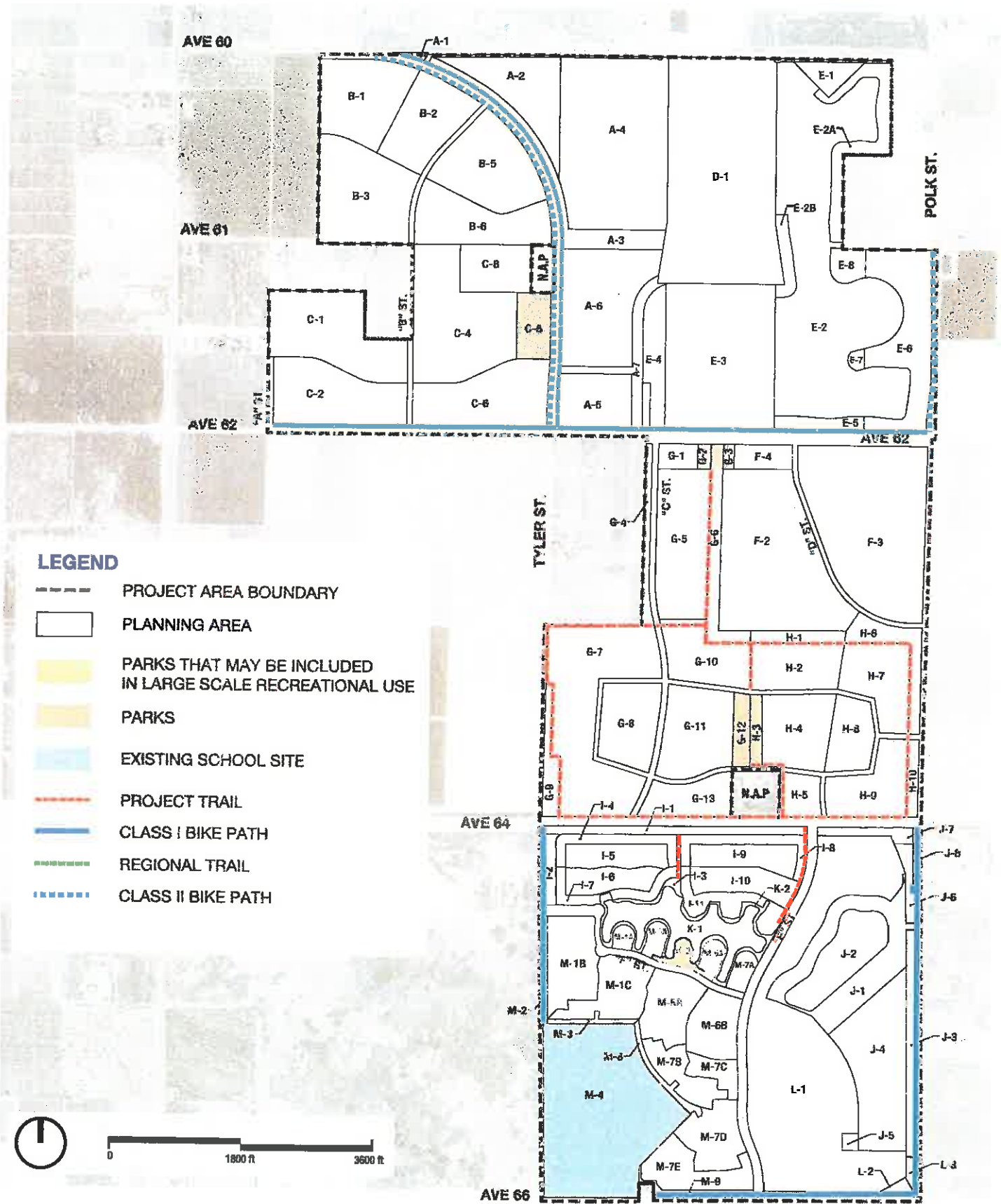


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Table 3.1-F, Public Facilities Phasing Schedule

Planning Area	Public Facility	Size of Site (acres)	Milestones and Requirements (to be determined)
PHASING SCENARIO 1			
K-1/J-2	Lake	44.442.96	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood K or J.
K-3	Park	3.2	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood K or J.
J-5	Park	1.02	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood K or J.
PHASING SCENARIO 2			
-	-	-	Payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or industrial subdivision map is filed for Neighborhood E.
PHASING SCENARIO 3			
C-5	Park	9.97	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood C.
PHASING SCENARIO 4			
G-3	Park	1.19	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood G.
G-2/G-6	Park	15.09	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood G.
G-12/H-3	Park	9.14	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood G or H.

Note: The park acreages assume that the golf course or race track would not be built. Planning Area M-4 is an existing school.

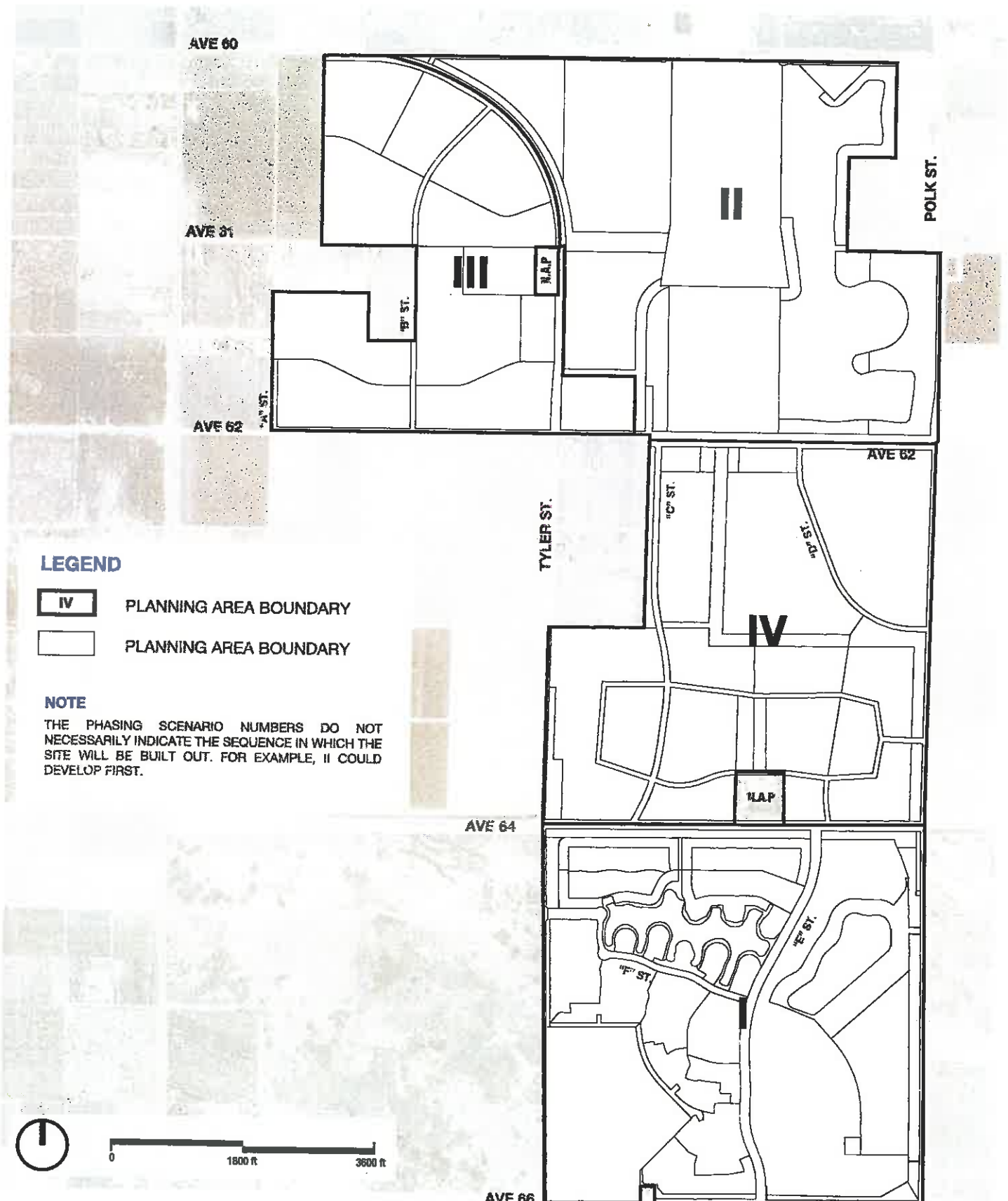


LEGEND



- PROJECT AREA BOUNDARY
- PLANNING AREA
- PARKS THAT MAY BE INCLUDED IN LARGE SCALE RECREATIONAL USE
- PARKS
- EXISTING SCHOOL SITE
- PROJECT TRAIL
- CLASS I BIKE PATH
- REGIONAL TRAIL
- CLASS II BIKE PATH



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COACHELLA VALLEY, CALIFORNIA



LEGEND

-  **IV** PLANNING AREA BOUNDARY
-  PLANNING AREA BOUNDARY

NOTE

THE PHASING SCENARIO NUMBERS DO NOT NECESSARILY INDICATE THE SEQUENCE IN WHICH THE SITE WILL BE BUILT OUT. FOR EXAMPLE, II COULD DEVELOP FIRST.



Phasing Scenario 1

Phasing Scenario 1 encompasses the southern segment of the project area. The infrastructure improvements described in this section assume that Scenario 1 would be the first area of the site to develop. Transportation improvements would involve both major and secondary roadways, including partial width of Polk Street from Avenue 66 to Avenue 64; Avenue 64 from Polk Street to Tyler Street; "F" Street between "E" Street and Tyler Street; and "E" Street between Avenue 64 and Avenue 66. Grading activities for this Scenario would be accomplished by stockpiling export on the Scenario 4 site to the north. Drainage for this scenario would require that off-site flows be picked up along the westerly boundary in master planned facilities, conveyed through the site and then released at a controlled rate along the eastern boundary of Polk. Sewer facilities would gravity flow to the easterly portion of the scenario site to the existing sewage pump station. From that location, an existing sewer force main will convey the flows to the existing waste water lines along Avenue 62. Water facilities to support the development of this scenario begin with the extension by others, of the existing 24-inch diameter waterline in Avenue 66 to the east at the intersection of Avenue 66 and Polk Street. A 24-inch diameter waterline will be constructed by others, in Polk Street between Avenue 66 and Avenue 64. A 12-inch diameter waterline will be constructed in Avenue 64 between Tyler Street and Polk Street in "E" Street and "F" Street. Two wells exist to provide adequate water supply and backup (one on the school site and one on Middleton Street just to the southwest of the project area). Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-G, Phasing Scenario 1 Details

Land Use	Planning Areas	Acreage	Units
Medium Density Residential	I-4	7.0	35
	I-5	10.6	51
	I-6	9.6	42
	I-7	6.7	29
	I-8	8.0	40
	I-9	11.5	57
	I-10	12.4	47
	I-11	10.1	37
	J-1	37.5 230.64	130 143
	J-4	43.3639.42	189
	M-1A	2.5	8
	M-1B	18.9	68
	M-1C	16.4	61
	M-5A	4.1	14
	M-5B	15.7	61
	M-6A	3.8	14
	M-6B	13.4	57
M-7A	4.1	20	

Land Use	Planning Areas	Acreage	Units
<i>Subtotal</i>		<u>224.86</u>	<u>973</u>
Medium High Density Residential	M-7B	11	56
	M-7C	5.9	32
	M-7D	15.1	82
	M-7E	15.5	82
<i>Subtotal</i>		<u>47.5</u>	<u>252</u>
High Density Residential	L-1	106.2 <u>120.46</u>	1,158
<i>Subtotal</i>		<u>120.46</u>	<u>1,158</u>
Open Space	I-1	9.6	
	I-2	3.9	
	I-3	0.5	
	J-2	22.0 <u>20.56</u>	
	J-3	8.8 <u>11.24</u>	
	J-5	1.0 <u>2</u>	
	J-6	2.2 <u>4.1</u>	
	J-7	3.3 <u>4.24</u>	
	J-8	1.3 <u>1.16</u>	
	K-1	22.4	
	K-2	8.8	
	K-3	3.2	
	L-2	4.1	
	L-3	1.1 <u>1.4</u>	
	M-2	1.9	
	M-3	1.6	
M-8	2.9		
M-9	2.7		
<i>Subtotal</i>		<u>105.5</u>	
Subtotal Scenario 1 Total		<u>490.69</u> <u>498.32</u>	<u>2,370</u> <u>2,383</u>

Note: Planning Area M-4 (84.3 acres) is an existing school site.

Phasing Scenario 2

Phasing Scenario 2 is situated in the northeast corner of the project area. The infrastructure improvements described in this section assume that Scenario 2 would be the first area of the site to develop. Transportation improvements would involve expressway, arterial and secondary roadways, including partial width of Polk Street north of Avenue 62 to project boundary; and Avenue 62 between "C" Street and Polk Street. Grading activities for this scenario would be limited to the Scenario 2 site. There would be limited (if any) import/export required off-site. Drainage for Scenario 2 would require that off-site flows be picked up along the western and northern Scenario 2 boundary and in an interim swale along the westerly boundary of Tyler Street and conveyed to the proposed on-site open space channel areas (Planning Areas A-3 and A-7). Off-site flows from these open space areas would be conveyed along a drainage channel running along the west edge of Scenario 2 daylighting south of site through Scenario 4 that returns to a sheet flow condition, with no additional drainage facilities required. Sewer facilities would gravity flow to the southeast corner of the drainage areas to a gravity sewer presently being constructed by CVWD. Water facilities to support the development of this scenario begin with the extension of the existing 24-inch diameter waterline in Avenue 66 east to Polk Street and north in Polk Street to Avenue 60. A proposed 24-inch waterline in Avenue 62 between Tyler Street and Polk Street is also needed. Connecting to these 24-inch lines will be 12-inch lines in Tyler Street, Avenue 60 and internal to the Scenario 2 area to serve the area. Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-H, Phasing Scenario 2 Details

Land Use	Planning Areas	Acreage	Units
Mixed Use/Air Park	A-2	24.45	
	<i>Subtotal</i>	<i>24.45</i>	
Mixed Use	A-6	46.18	
	E-2	127.34	
	E-2A	16.48	
	E-2B	4.92	
	E-4	12.25	19
	E-5	5.31	120
	E-6	33.99	5
	E-7	1.32	15
	E-8	4.94	
	<i>Subtotal</i>	<i>252.73</i>	<i>159</i>
Heavy Industrial	A-4	81.17	
	<i>Subtotal</i>	<i>81.17</i>	
Open Space	A-1	0.63	
	A-3	10.77	
	A-7	9.97	

Land Use	Planning Areas	Acreage	Units
	D-1	110.66	
	E-1	5.61	
	E-3	69.33	
	<i>Subtotal</i>	<i>206.97</i>	
Subtotal Scenario 2 Total		565.32	159

Phasing Scenario 3

Phasing Scenario 3 is located at the northwestern corner of the project area. The infrastructure improvements described in this section assume that Scenario 3 would be the first area of the site to develop. Transportation improvements would involve expressway, arterial and secondary roadways, including "A" Street north of Avenue 62; "B" Street between Avenue 62 and Tyler Street; Tyler Street north of Avenue 62; and partial width of Avenue 62. Grading activities would be limited to the Scenario 3 site. Drainage for Scenario 3 would require that off-site flows be picked up along the western project boundary, conveyed through the site and then released to the adjacent Scenario 2 area. Two small off-site retention facilities may be required east of Scenario 3. The retention facilities would have overflow weirs on the downstream side to return the storm flow to its original sheet flow condition. Sewer facilities would gravity flow to the southeast corner of the site to a gravity sewer in Avenue 62 presently being constructed by CVWD. Water facilities to support the development of this scenario begin with either the extension of the existing 18-inch diameter waterline at Tyler Street and "F" Street to the intersection of Avenue 62 and Tyler Street, or a 24-inch line will be extended westerly from Polk Street in Avenue 62 to its intersection with Tyler Street. From the intersection of Avenue 62 and Tyler Street, a 12-inch diameter waterline will be constructed north on Tyler Street to Avenue 60. From the intersection of Avenue 62 and Tyler Street, a 30-inch waterline will be constructed west to the project boundary. Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-1, Phasing Scenario 3 Details

Land Use	Planning Areas	Acreage	Units
Medium Density Residential	B-3	39.01	117
	C-1	40.77	122
	<i>Subtotal</i>	<i>79.78</i>	<i>239</i>
Medium High Density Residential	B-1	30	210
	B-2	25.24	177
	B-5	32.70	229
	B-6	26.18	183
	C-2	31.16	218
	C-4	49.83	349
	C-8	14.96	105
	<i>Subtotal</i>	<i>210.07</i>	<i>1,471</i>

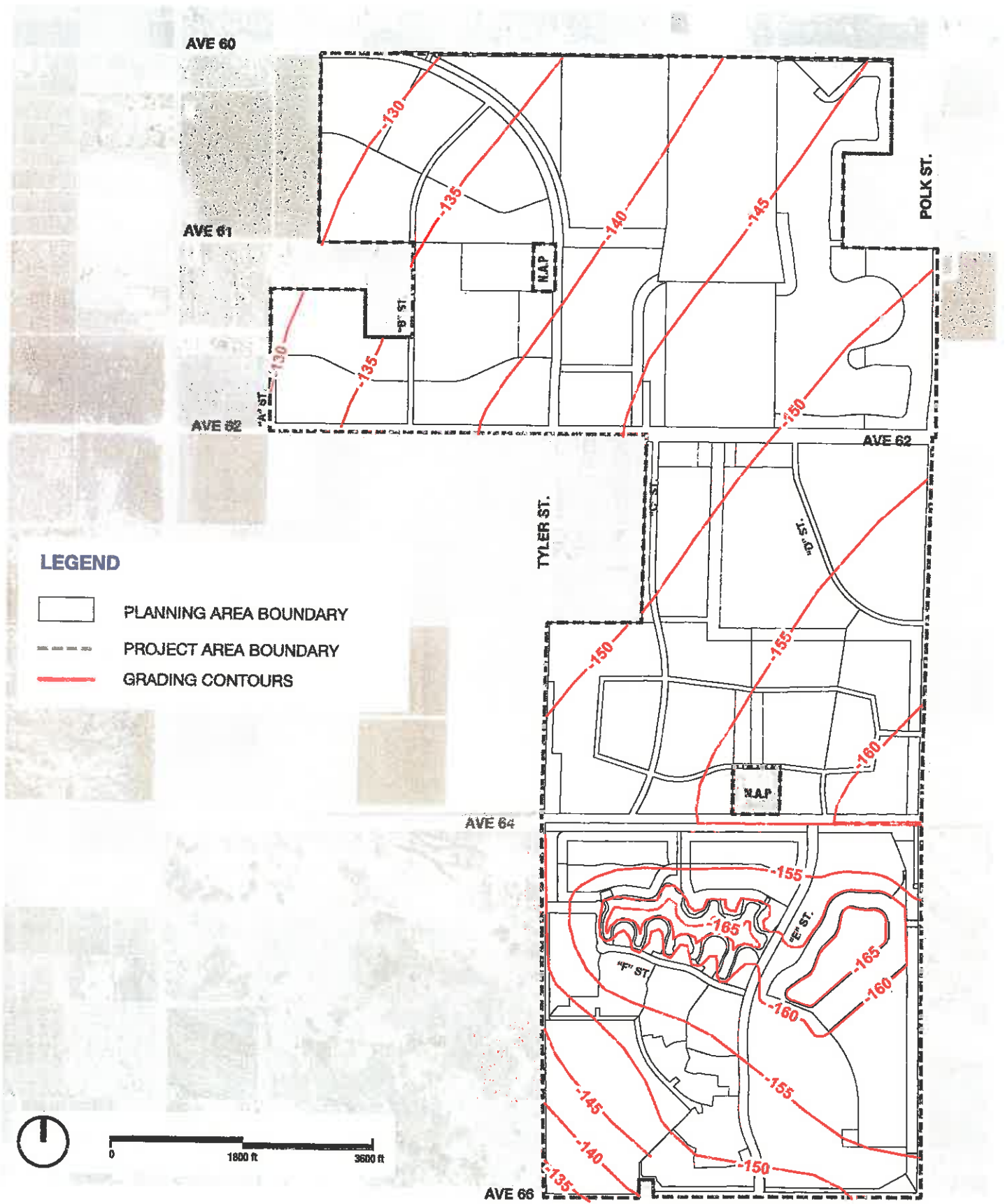
Land Use	Planning Areas	Acreage	Units
.Very High Density Residential	C-6	30.85	477
<i>Subtotal</i>		<i>30.85</i>	<i>477</i>
Commercial Retail	A-5	17.61	
<i>Subtotal</i>		<i>17.61</i>	
Open Space	C-5	9.97	
<i>Subtotal</i>		<i>9.97</i>	
Subtotal Scenario 3 Total		348.28	2,187

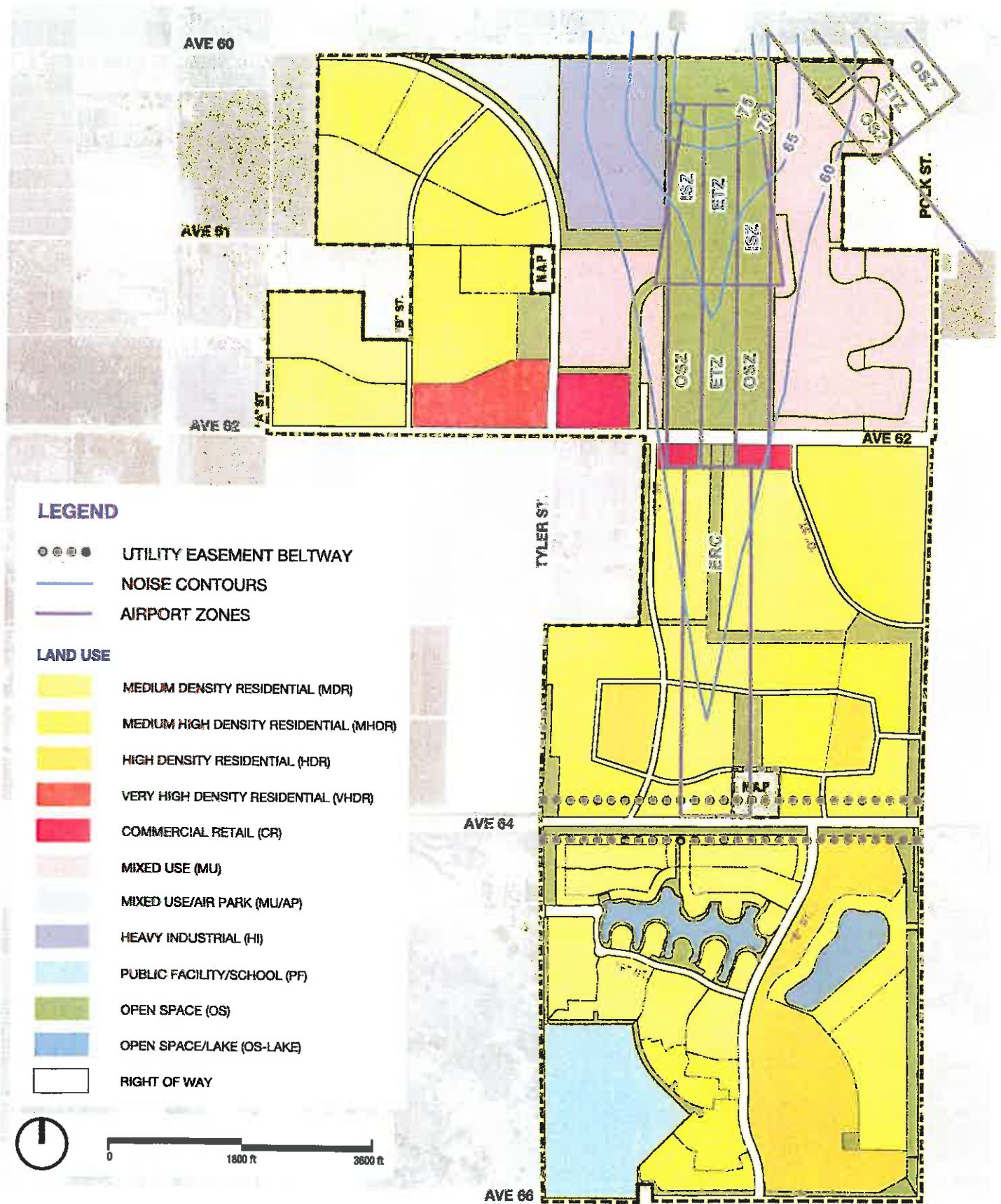
Phasing Scenario 4

Phasing Scenario 4 site is located in the central portion of the project area and abuts the southern boundary of the Phasing Scenario 2 and the northern boundary of Phasing Scenario 2. The infrastructure improvements described in this section assume that Scenario 4 would be the first area of the site to develop. Transportation improvements would involve expressway, major and secondary roadways, including partial width of Polk Street between Avenue 62 and Avenue 64; Avenue 64 between Tyler Street and Polk Street; "C" Street from Avenue 64 to Avenue 62; "D" Street from Polk to Avenue 62; Avenue 62 between "C" Street; and Tyler Street between Avenue 64 and the northwest corner of Phase 4. Grading activities for this scenario would be limited to the Scenario 4 site, with the exception of a portion of open space area D-1 in the Scenario 2 site and a portion of open space areas K-1 and J-2 in the Scenario 1 site, which would be used for a borrow/stockpile area or detention/retention areas. Drainage for this scenario would require that off-site flows be picked up in interim swales along the northerly and westerly boundaries, conveyed through the site and then released to the Scenario 1 site immediately to the south. In addition, master planned off-site retention facilities would be required immediately to the south. The retention facilities would have overflow weirs on the downstream side to return the storm flow to its original sheet flow condition. Sewer facilities would either gravity flow to the north to a CVWD gravity line in Avenue 62 or flow through the site to the southeast corner of the scenario to an existing sewer pump station at Polk and Avenue 64. From there, an existing force main will convey the flows to the existing wastewater treatment facility. Water facilities to support the development of this scenario begin with the extension of an existing 24-inch diameter waterline at the intersection of Avenue 66 and Tyler Street to Polk Street and north in Polk Street to Avenue 62. A 24-inch diameter waterline will be constructed in Avenue 62 between Polk Street and "C" Street. A 12-inch diameter waterline will be constructed in Avenue 64 between Tyler Street and Polk Street and within the phase. Two wells will be constructed along the waterline alignment to provide adequate water supply and backup. Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

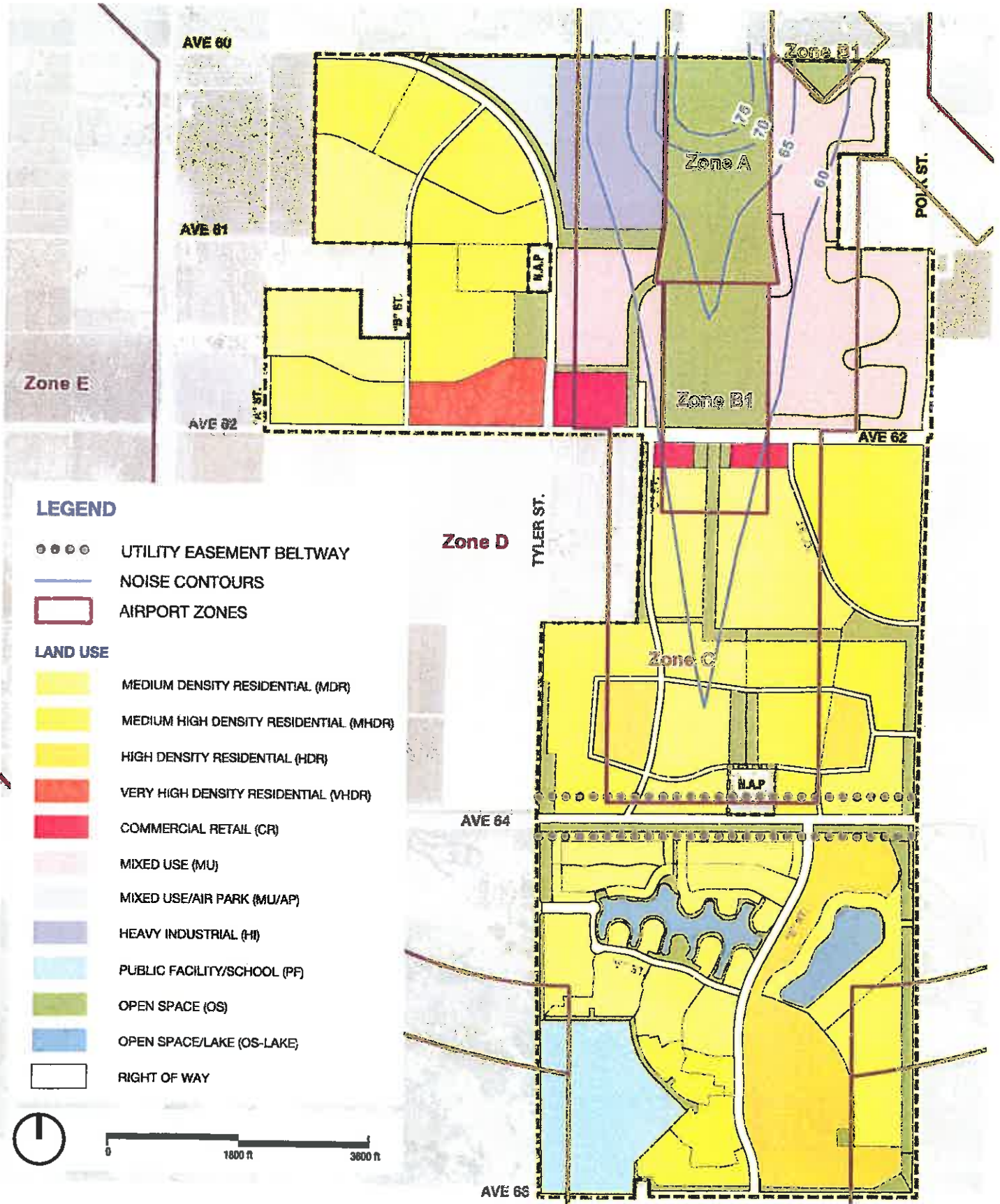
Table 3.1-J, Phasing Scenario 4 Details

Land Use	Planning Areas	Acreage	Units
Medium Density Residential	F-2	71.64	143
	G-5	34.6	69
	G-10	18.57	37
	G-11	26.86	70
	G-13	14.17	53
	H-9	20.03	66
<i>Subtotal</i>		<i>185.87</i>	<i>438</i>
Medium High Density Residential	F-3	79.94	635
	G-7	60.38	432
	H-2	18.65	118
	H-4	22.4	141
	H-5	7.83	45
	H-7	20.99	151
<i>Subtotal</i>		<i>210.19</i>	<i>1,522</i>
High Density Residential	G-8	20.6	282
	H-8	13.55	189
<i>Subtotal</i>		<i>34.15</i>	<i>471</i>
Commercial Retail	F-4	6.23	
	G-1	4.43	
<i>Subtotal</i>		<i>10.66</i>	
Open Space	G-2	1.44	
	G-3	1.19	
	G-4	5.6	
	G-6	13.65	
	G-9	6.17	
	G-12	5.35	
	H-1	5.12	
	H-3	3.79	
	H-6	11.43	
	H-10	3.96	
<i>Subtotal</i>		<i>57.7</i>	
Subtotal Scenario 4 Total		498.57	2,446,431





THE KOHL RANCH
 COACHELLA VALLEY, CALIFORNIA



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA

I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0	1.8-5.5
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0	1.8-5.5
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0	1.8-5.5
J-1	Medium Density Residential (MDR)	139 143	37.52 30.6 4	2.0-5.0	1.8-5.5
J-4	Medium Density Residential (MDR)	189	43.36 39.4 2	2.0-5.0	1.8-5.5
L-1	High Density Residential (HDR)	1,158	106.21 20. 46	8.0-14.0	7.2-15.4
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0	1.8-5.5
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0	1.8-5.5
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0	1.8-5.5
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0	1.8-5.5
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0	1.8-5.5
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0	1.8-5.5
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0	1.8-5.5
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0	1.8-5.5
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0	4.5-8.8
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0	4.5-8.8
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0	4.5-8.8
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0	4.5-8.8
TOTAL		7,003 7,001	1,140.293 1,140.273		

Development within the Dwelling Unit Range

The Density Range is established at the time of the adoption of the Specific Plan. Any proposed development within the Density Range is in conformance with the Specific Plan. When completing the Reporting Mechanism, and if the proposed development is within the Density Range, a justification statement is not required, and a Specific Plan Amendment or Specific Plan Substantial Conformance Report is not required, as well.

Development Below or Above Density Range but Within the Flexibility Range

The Flexibility Range is defined as the range within 10 percent of the allowable Density Range for each Planning Area. The Flexibility Range gives more flexibility to the Density Range for each Planning Area to account for minor modifications, and is permitted under certain circumstances, without requiring a Specific Plan Amendment, but a Specific Plan Substantial Conformance Report is required.

The Developer, in requesting use of the Flexibility Range, shall state those special circumstances in **Table 3.1-N**, which would justify the use of the Flexibility Range. Examples that would justify use of the Flexibility Range include, but are not limited to: a decrease or increase in Planning Area size at the final engineering level; or the decrease of residential development acreage as a result of the development of parks, trails, or public facilities. The Planning staff shall determine if the request for the Flexibility Range is justified, and in granting approval of the Flexibility Range, staff shall find as follows:

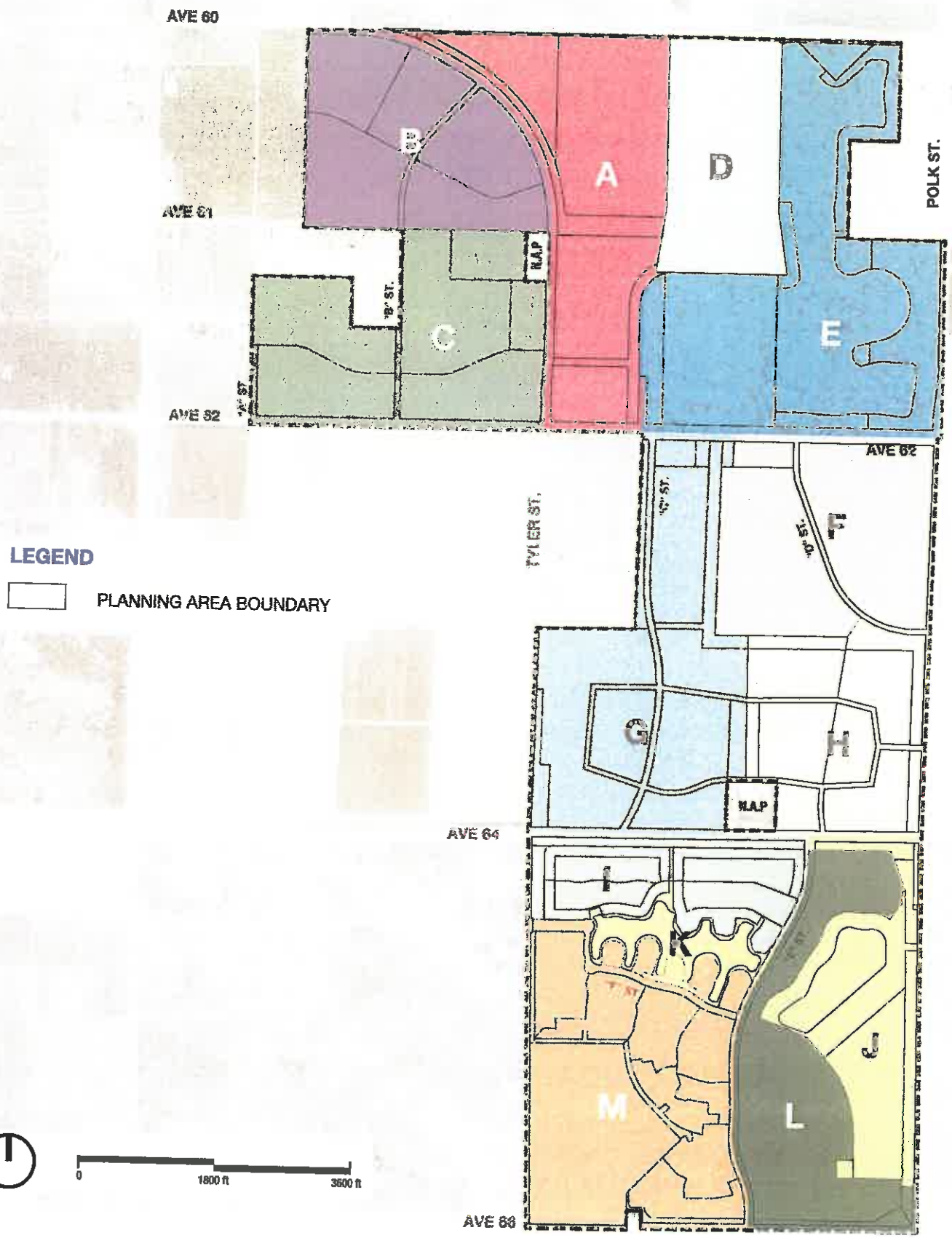
- 1) That the Planning Area for the desired Flexibility Range is adequate in size and shape to accommodate proposed development; and
- 2) That the site for the proposed development contains streets and public facilities properly designed to carry the type and quantity of traffic generated by the subject development; and
- 3) That the proposed development will not impair the integrity and character of the Planning Area in which it is located or otherwise have an adverse effect on adjacent property or the permitted use thereof; and
- 4) That the proposed use is not contrary to this Specific Plan.

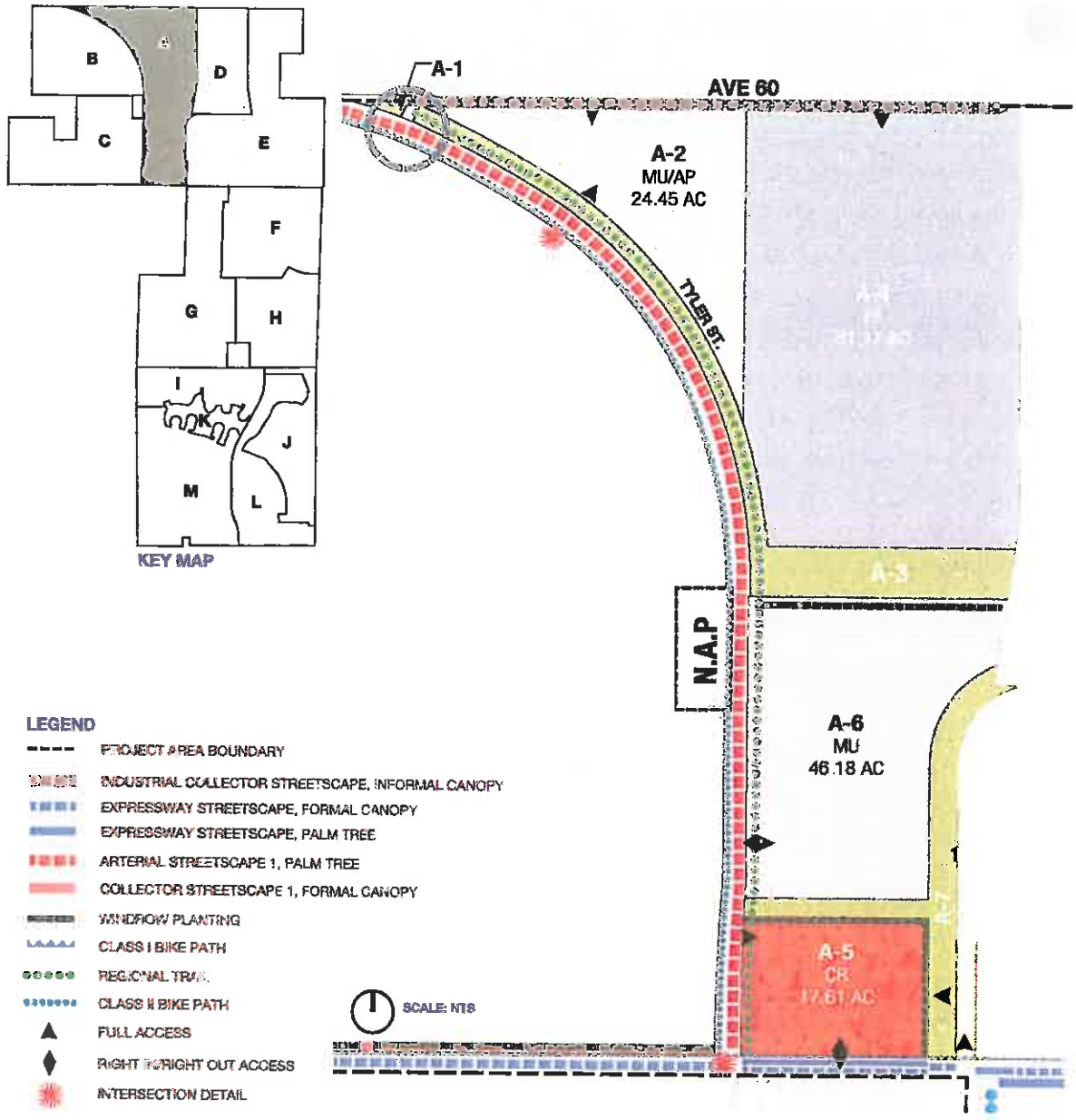
Development Outside of Flexibility Range

If the proposed development is below or above the existing allowable Density Range and the Flexibility Range, a Specific Plan Amendment will be required.

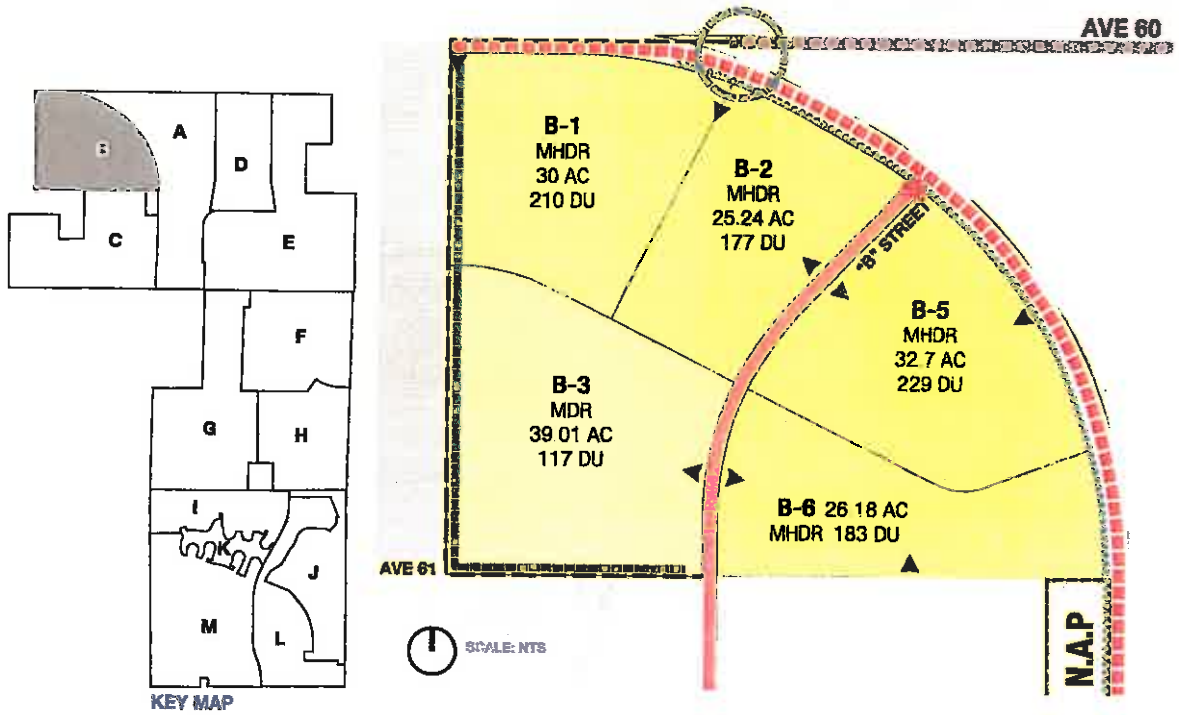
The Difference of Dwelling Units Developed Compared to the Target

Each residential Planning Area has a designated Dwelling Unit Target, which in total comprises ~~7,167~~7,160 dwelling units. When a Planning Area is developed, a Residential Development Report, **Table 3.1-N, Reporting Mechanism**, is submitted to the Planning Department to record the number of dwelling units. Any units over or under the Dwelling Unit Target number of dwelling units will be added or taken away from the remaining balance of units to ensure the 7,171 maximum dwelling unit total for the Specific Plan is not exceeded and added or subtracted from the Unit Pool. When the Unit Pool reaches 50 ± units, a redistribution to/from other planning areas shall be completed by the Master





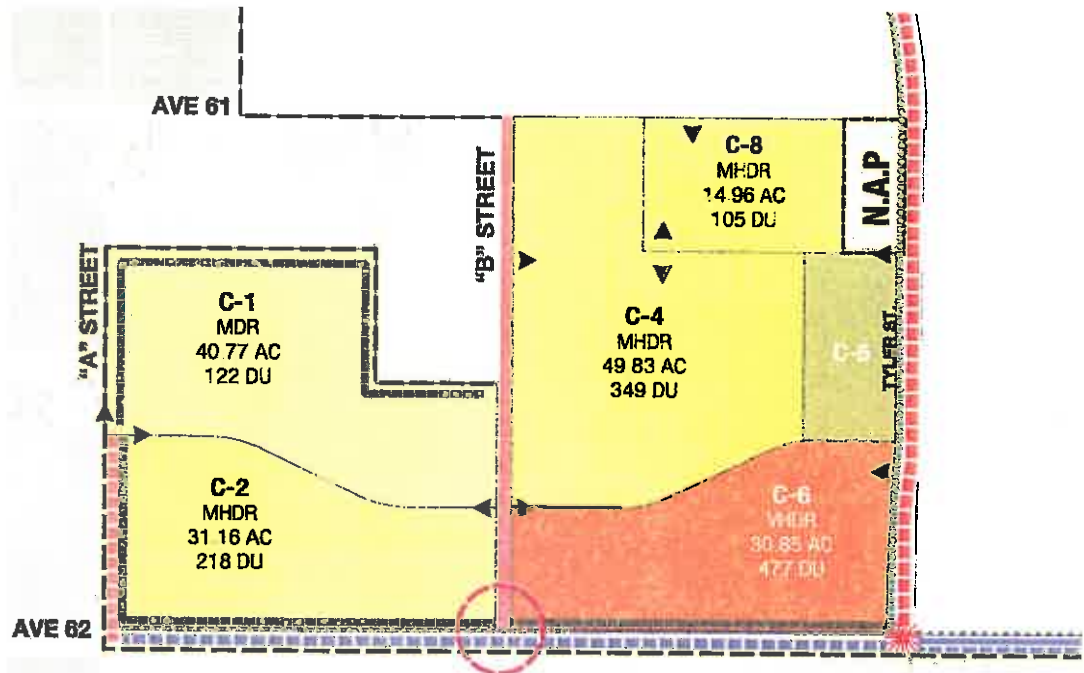
Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
A-1	Open Space (OS)		0.89	
A-2	Mixed Use/At Park (MU/AP)		24.45	
A-3	Open Space (OS)		10.77	
A-4	Heavy Industrial (HI)		81.17	
A-5	Commercial Retail (CR)		17.61	
A-6	Heavy Industrial (HI)		46.18	
A-7	Open Space (OS)		9.97	
TOTAL			190.78	



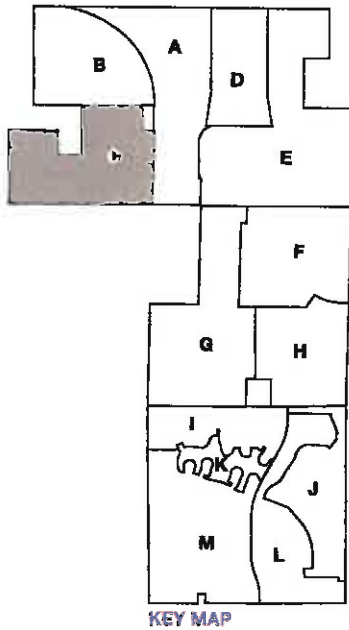
LEGEND

- PROJECT AREA BOUNDARY
- INDUSTRIAL COLLECTOR STREETScape, INFORMAL CANOPY
- ARTERIAL STREETScape 1, PALM TREE
- COLLECTOR STREETScape 1, FORMAL CANOPY
- WINDROW PLANTING
- CLASS II BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.0-5.0
B-5	Medium High Density Residential (MHDR)	229	32.7	5.0-8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0
TOTAL		916	153.13	



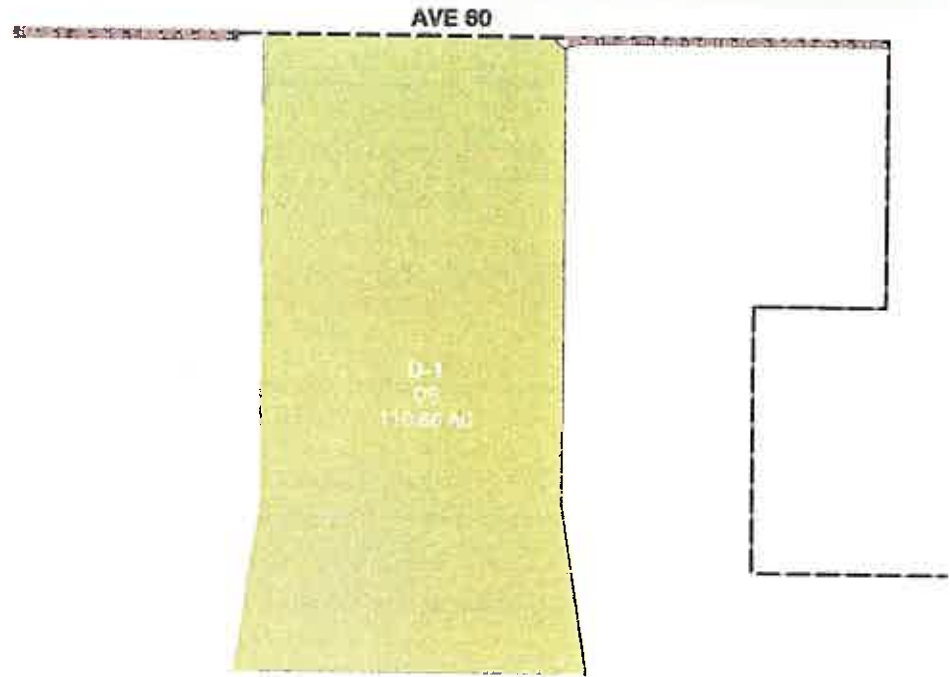
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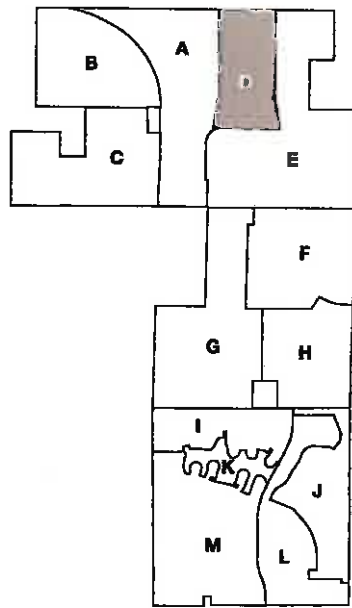
LEGEND

- PROJECT AREA BOUNDARY
- Industrial Collector Streetscape, Informal Canopy
- Expressway Streetscape, Formal Canopy
- Expressway Streetscape, Palm Tree
- Arterial Streetscape 1, Palm Tree
- Collector Streetscape 1, Formal Canopy
- Collector Streetscape 2, Informal Canopy
- Secondary Streetscape
- Windrow Planting
- Class I Bike Path
- Regional Trail
- Class II Bike Path
- ▲ FULL ACCESS
- ☀ INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
C-1	Medium Density Residential (MDR)	122	40.77	5.0-8.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0
C-5	Clean Space (CS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0
C-8	Medium High Density Residential (RM)	105	14.96	5.0-8.0
TOTAL		1271	177.54	



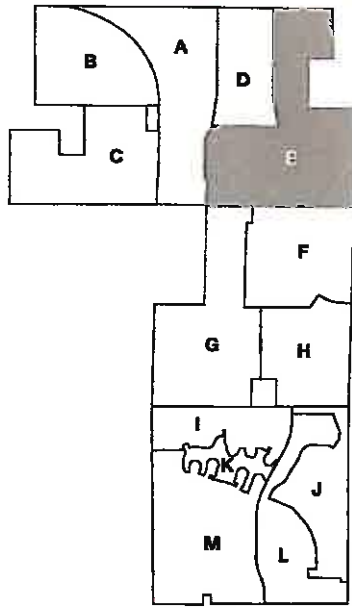
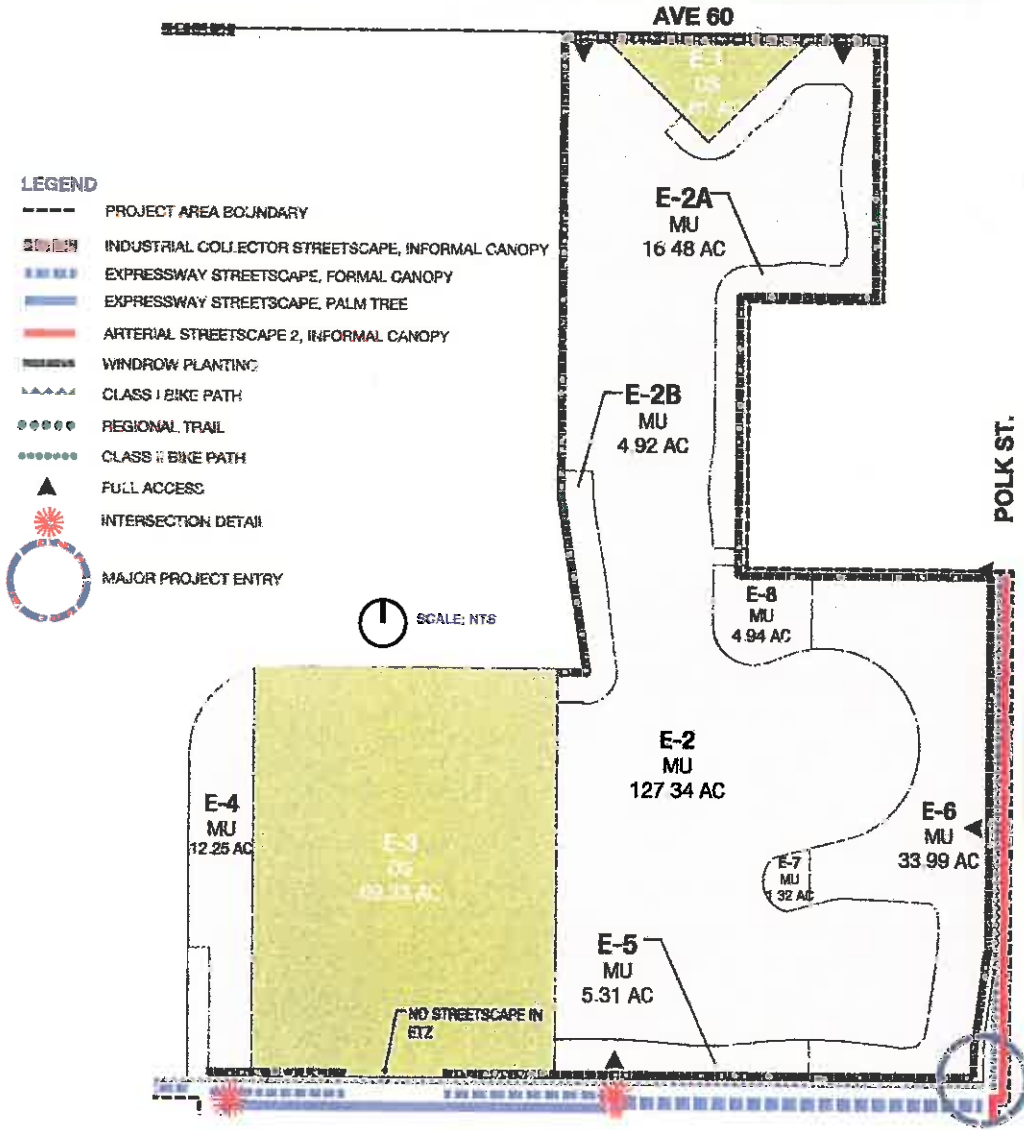
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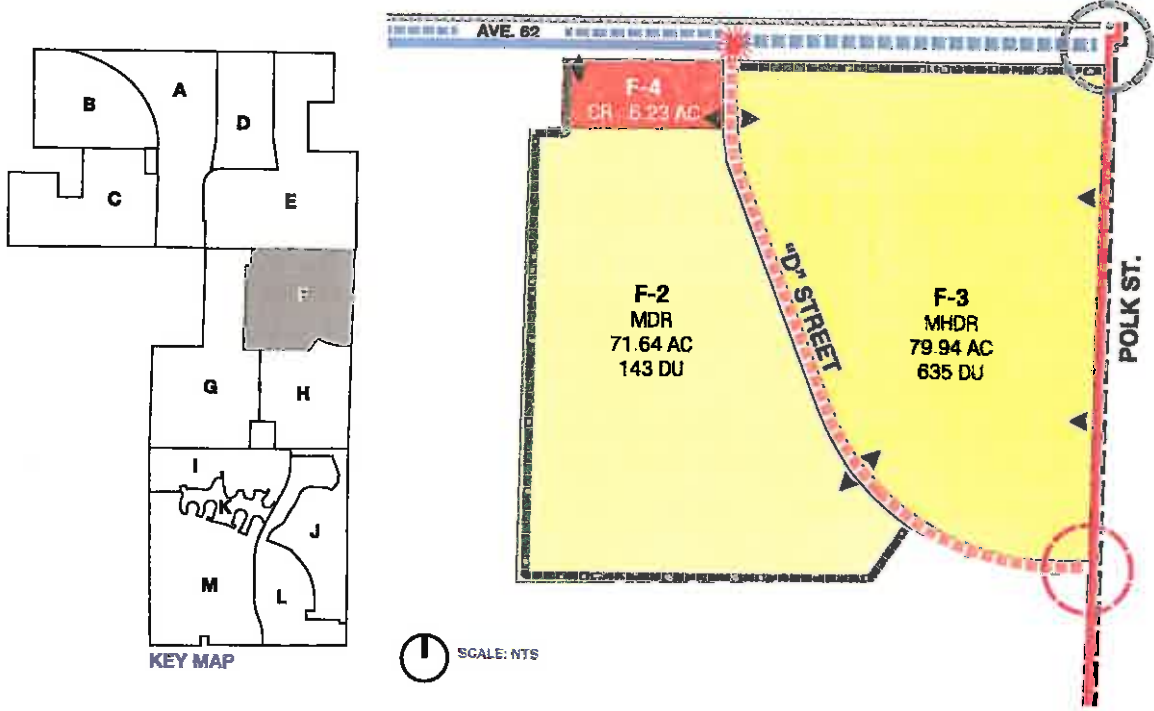
KEY MAP

LEGEND

- PROJECT AREA BOUNDARY
- INDUSTRIAL COLLECTOR STREETSCAPE, INFORMAL CANOPY



Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
E-1	Open Space (OS)		60.33	
E-2	Mix Use (MU)		127.34	
E-2A	Mix Use (MU)		16.48	
E-2B	Mix Use (MU)		4.92	
E-3	Open Space (OS)		1.32	
E-4	Commercial Retail (CR)		12.25	
E-5	Mix Use (MU)		5.31	
E-6	Mix Use (MU)		33.99	
E-7	Mix Use (MU)		1.32	
E-8	Mix Use (MU)		4.94	
TOTAL			281.49	

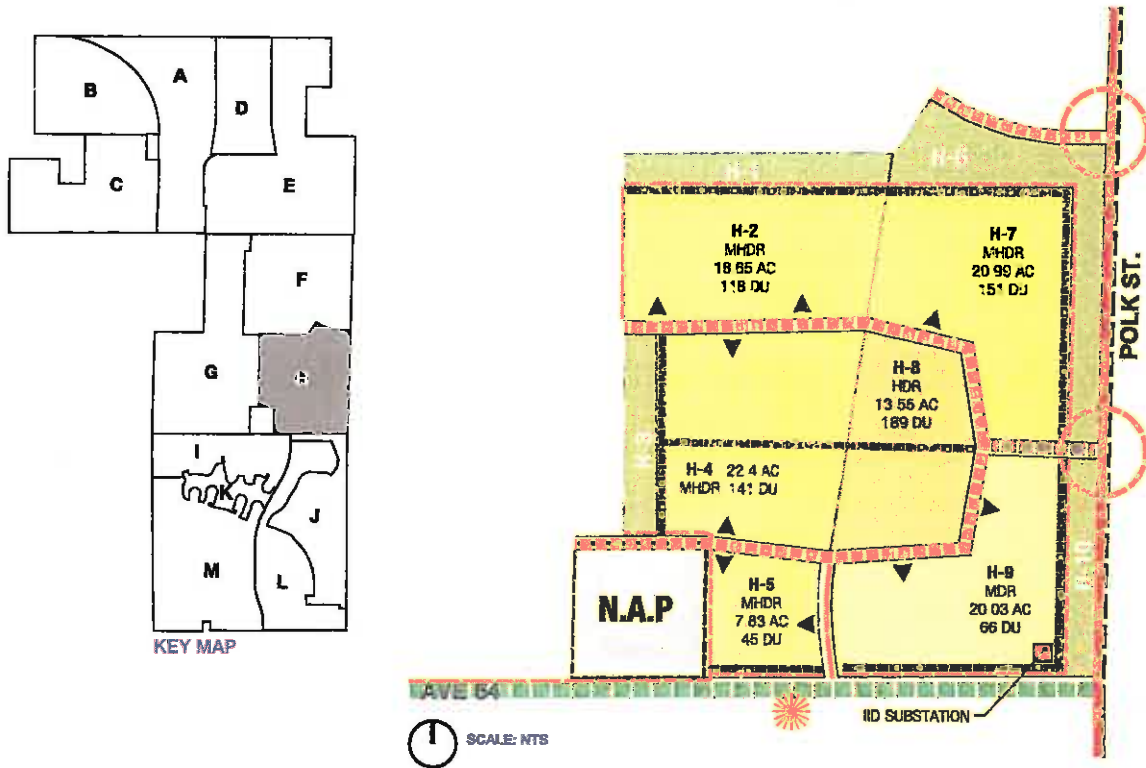


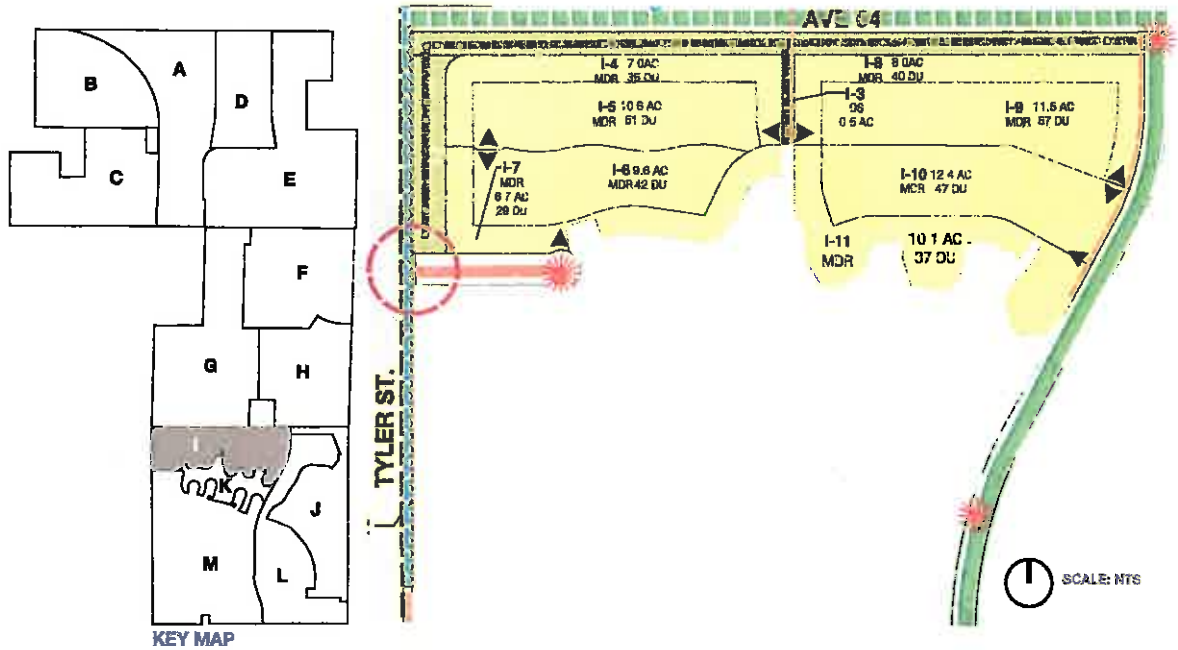
- LEGEND**
- PROJECT AREA BOUNDARY
 - EXPRESSWAY STREETScape, FORMAL CANOPY
 - ARTERIAL STREETScape 2, INFORMAL CANOPY
 - COLLECTOR STREETScape 2, INFORMAL CANOPY
 - WINDROW PLANTING
 - CLASS I BIKE PATH
 - RIGHT IN/RIGHT OUT ACCESS
 - FULL ACCESS
 - INTERSECTION DETAIL
 - MAJOR PROJECT ENTRY
 - MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
F-2	Medium Density Residential (MDR)	143	71.64	2.0-5.0
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0
F-4	Commercial Retail (CR)		6.23	
TOTAL		778	157.81	









LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 1, PALM TREE
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- MODIFIED SECONDARY STREETSCAPE, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDROW PLANTING
- CLASS 1 BIKE PATH
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
I-1	Open Space (OS)		3.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	28	6.7	2.0-5.0
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
TOTAL		338	89.90	

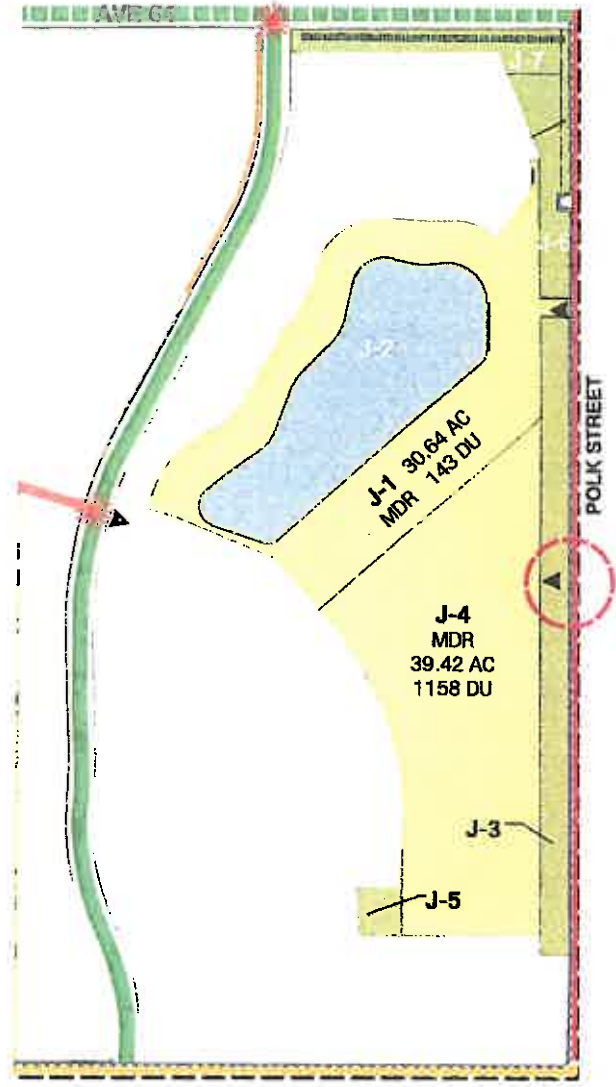
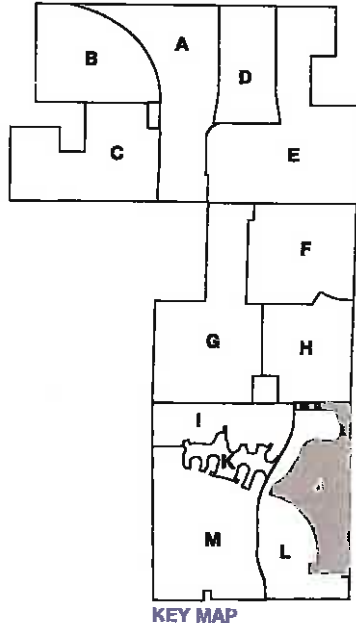


3.2.11 Neighborhood J

Neighborhood J is located in the southern section of the project site as depicted in **Figure 3.2-11, Neighborhood J**. The ~~119,491.10.66~~ acre neighborhood is located between "E" Street and Polk Street, just south of Avenue 64. It contains eight planning areas consisting of the following land uses: Medium Density Residential (~~80,8870.06~~ acres) and Open Space (~~38,6140.6~~ acres). A target of ~~319-332~~ units is planned for Neighborhood J. Access to the neighborhood is provided from "E" Street and Polk Street. The significant amount of open space within and adjacent to the neighborhood functions as part of the drainage system and provides a scenic amenity and buffer along Polk Street, as well as a local park. If developed with a golf course, a permitted use under provisions of Section 2 - Specific Plan Zoning, Neighborhood J would be equipped with a clubhouse which would provide meeting, dining and recreational opportunities to neighborhood residents.

NEIGHBORHOOD J PLANNING STANDARDS

- (1) A golf course use is permitted in all of the planning areas. A clubhouse is permitted in one of the planning areas. Additionally, recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted in all of the planning areas.
- (2) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (3) Primary access to Neighborhood J is from "E" Street, Avenue 64, Polk Street, and the interior loop roads.
- (4) "E" Street provides access to Planning Areas ~~J-1, J-6 and J-7~~.
- (5) Polk Street provides access to Planning Areas J-1 through J-8.
- (6) An Intersection Detail is located at the Intersection of Avenue 64 and "E" Street to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (7) A Minor Entry is located at the intersection of Polk Street and the interior east-west loop road to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (8) "E" Street will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (9) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 - Polk Street Streetscape 2A**.
- (10) Avenue 64 will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (11) The west side of Polk Street will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.



SCALE: NTS

LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 1, PALM TREE
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- ARTERIAL STREETSCAPE 2, INFORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
J-1	Medium Density Residential (MDR)	143	30.64	2.0-5.0
J-2	Open Space/Lake (OS-LAKE)		20.56	
J-3	Open Space		11.24	
J-4	Medium Density Residential (MDR)	189	39.42	2.0-5.0
J-5	Open Space (OS)		1.20	
J-6	Open Space (OS)		4.1	
J-7	Open Space (OS)		4.24	
J-8	Open Space (OS)		1.16	
TOTAL		332	112.56	

NEIGHBORHOOD J PLANNING AREAS

J-1: MEDIUM DENSITY RESIDENTIAL

Planning Area J-1 provides for ~~37-520.64~~ acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 - Specific Plan Zoning. A target of ~~130-143~~ dwelling units is planned for this planning area within a density range of 2.0-5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 - Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 - Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-1 is accessed from "E" Street ~~and~~ Polk Street, and interior loop roads.
- (4) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway.**
- (5) Planning Area J-1 will be developed in accordance with **Figure 3.4-32, Product Type Buffer** between the medium density residential uses within the planning area and the high density residential uses in the adjacent planning area.
- (6) The edge treatment for the interface between the residential uses and adjacent drainage facilities is shown in **Figure 3.4-28, Airpark Drainage Buffer.**
- (7) A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities.**
- (8) Please refer to Section 3.3 - Design Guidelines and Section 3.4 - Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 - Project Wide Development Standards.



J-2: OPEN SPACE

Planning Area J-2 provides for the development of 22.956 acres of open space to be developed as a lake and as part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-2 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) If the golf course or recreational lakes are not developed, this planning area will be developed with the edge treatment shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (4) Planning area J-2 is accessed from Polk Street, "E" Street, and interior loop roads.
- (5) The edge treatment for the Interface between the drainage facilities and adjacent residential uses is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



J-3: OPEN SPACE

Planning Area J-3 provides for the development of ~~8.811,24~~ acres of open space to be a landscaped perimeter to the lake, containing a walking trail for the use and enjoyment of project residents.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-3 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-3 is accessed from Polk Street, "E" Street, and the Interior loop roads. All planning areas abutting the lake will have access to the lake perimeter trail.
- (4) The edge treatment for the interface with the adjacent drainage facilities is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



J-4: MEDIUM DENSITY RESIDENTIAL

Planning Area J-4 provides for the development of ~~43.3639~~⁴² acres of medium density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 189 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-4 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course, including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-4 is accessed from Polk Street.
- (4) This planning area will be developed with the project edge treatment as depicted in **Figure 3.4-24, Golf Course (Race-track) Edge Condition**.
- (5) A pedestrian trail is located along the eastern boundary of this planning area to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**.
- (6) A minor project entry is located in the southeast corner of this planning area to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (7) If the golf course or recreational lakes are not developed, this planning area will be developed with the edge treatment shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.



J-5: OPEN SPACE

Planning Area J-5 provides for the development of 1.02 acres of open space to be developed as a local park or open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 - Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-5 is within Zone **E-D** of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 - Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-5 is accessed from Polk Street and through interior loop roads.
- (4) The edge treatment for the interface between the park and adjacent residential uses is shown in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 - Design Guidelines and Section 3.4 - Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 - Project Wide Development Standards.



J-6: OPEN SPACE

Planning Area J-6 provides for the development of 2,24.1 acres of open space to be developed as a park or open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-6 is accessed from “E” Street ~~and~~ Polk Street, and through interior loop roads.
- (4) The edge treatment for the interface between the park and adjacent residential land uses is illustrated in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



J-7: OPEN SPACE

Planning Area J-7 provides for the development of [3.34,24](#) acres of open space that includes the Avenue 64 Evacuation Channel and land adjacent to the channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 - Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning area J-7 is accessed from Avenue 64.
- (3) An Intersection Detail is located in the northwest corner of the planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) A pedestrian trail will be developed along the eastern boundary of the planning area to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (5) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 - Design Guidelines and Section 3.4 - Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 - Project Wide Development Standards.

J-8: OPEN SPACE

Planning Area J-8 provides for the development of 1.31-16 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

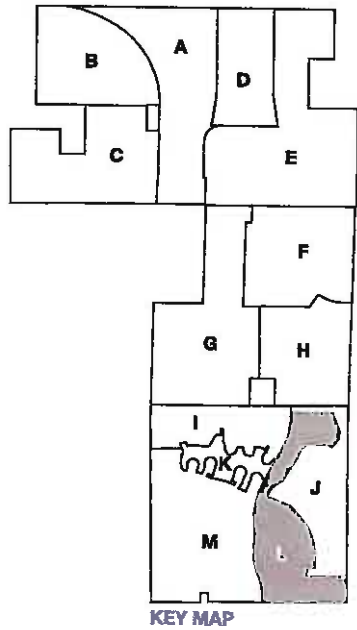
- (1) Planning Area J-8 is within Zones D ~~and E~~ of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area J-8 is accessed from Polk Street.
- (3) The drainage way in Planning Area J-8 will be designed to provide a pedestrian trail that connects with the project-wide trail system as depicted in **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figures 3.1-10, Public Facilities**.
- (4) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land uses is depicted in **Figure, 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.13 Neighborhood L

Neighborhood L is located in the southern portion of the project site as depicted in **Figure 3.2-13, Neighborhood L**. The ~~11.41~~^{11.41}~~25.96~~^{25.96}-acre neighborhood is located in the southeast corner of the project site, and is bounded by and accessed from Polk Street on the east, Avenue 66 on the south and "E" Street on the west. Land uses consist of High Density Residential (~~106.2120~~^{106.2120}~~46~~⁴⁶ acres) and open space (5.52 acres). A target of 1,158 dwelling units is planned for Neighborhood L. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Higher density residential uses are located at the project periphery, with lower density uses more interior to the site. If developed with a golf course, a permitted use under the provisions of Section 2 - Specific Plan Zoning, Neighborhood L would be equipped with a significant recreational and visual amenity.

NEIGHBORHOOD L PLANNING STANDARDS

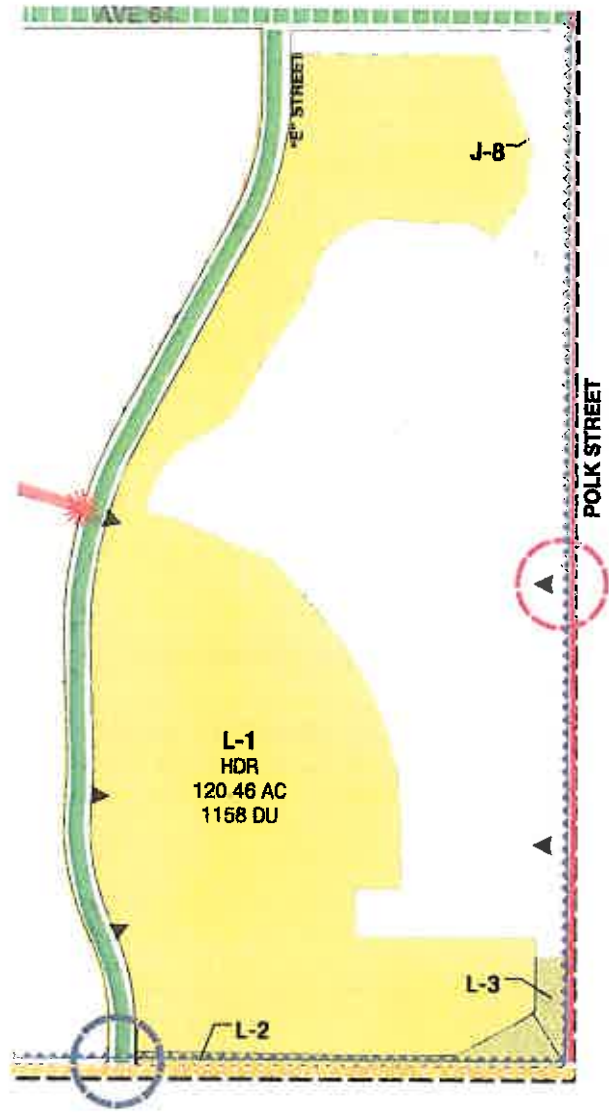
- (1) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use and/or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) is a permitted use in all of the planning areas.
- (3) Primary access is taken from "E" Street, Avenue 66 and Polk Street.
- (4) "E" Street provides access to Planning Area L-1
- (5) Avenue 66 provides access to Planning Areas L-2.
- (6) Polk Street provides access to Planning Area L-3.
- (7) A Major Project Entry is located at the intersection of "E" Street and Avenue 66 to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (8) A Minor Entry is located at the intersection of Polk Street with the interior loop road to be developed in accordance with **Figure 3.4-4, Minor Project Entry**.
- (9) Avenue 66 will be developed in accordance with **Figure 3.4-7, Urban Arterial Streetscape**.
- (10) "E" Street will be developed in accordance with **Figure 3.4-12, Major Streetscape 2**.
- (11) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 - Polk Street Streetscape 2A**.
- (12) The west side of Polk Street and the north side of Avenue 62 will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.



SCALE: NTS

LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- ARTERIAL STREETSCAPE 2, INFORMAL CANOPY
- URBAN ARTERIAL STREETSCAPE, INFORMAL CANOPY
- WINDROW PLANTING
- CLASS 1 BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY



Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
L-1	High Density Residential (HDR)	1,158	120.46	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.40	
TOTAL		1158	125.96	

NEIGHBORHOOD L PLANNING AREAS

L-1: HIGH DENSITY RESIDENTIAL

Planning Area L-1 provides for the development of ~~406,2120.46~~ acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional development and 2,000 square feet under cluster development as defined in Section 2 - Specific Plan Zoning. A target of 1,158 dwelling units is planned within a density range of 8.0-14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 - Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-1 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course, including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 - Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-1 is accessed from Avenue 66 and "E" Street.
- (4) The edge treatment for the interface between the residential land use and adjacent park use is shown in **Figure 3.4-25, Park Buffers**.
- (5) The edge treatment for the interface between the residential land uses and adjacent drainage facilities is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (6) Please refer to Section 3.3 - Design Guidelines and Section 3.4 - Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 - Project Wide Development Standards.



L-2: OPEN SPACE

Planning Area L-2 provides for the development of 4.1 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-2 is accessed from Avenue 66.
- (4) A major project entry is located in the southwest corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land use is depicted in **Figure 3.4-28, Airpark Drainage Buffer**.
- (6) The drainage way in Planning Area L-2 will be designed to provide a pedestrian trail that connects with the project-wide trail system in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the north side of Avenue 66 as illustrated in **Figure 3.1-10, Public Facilities**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.



L-3: OPEN SPACE

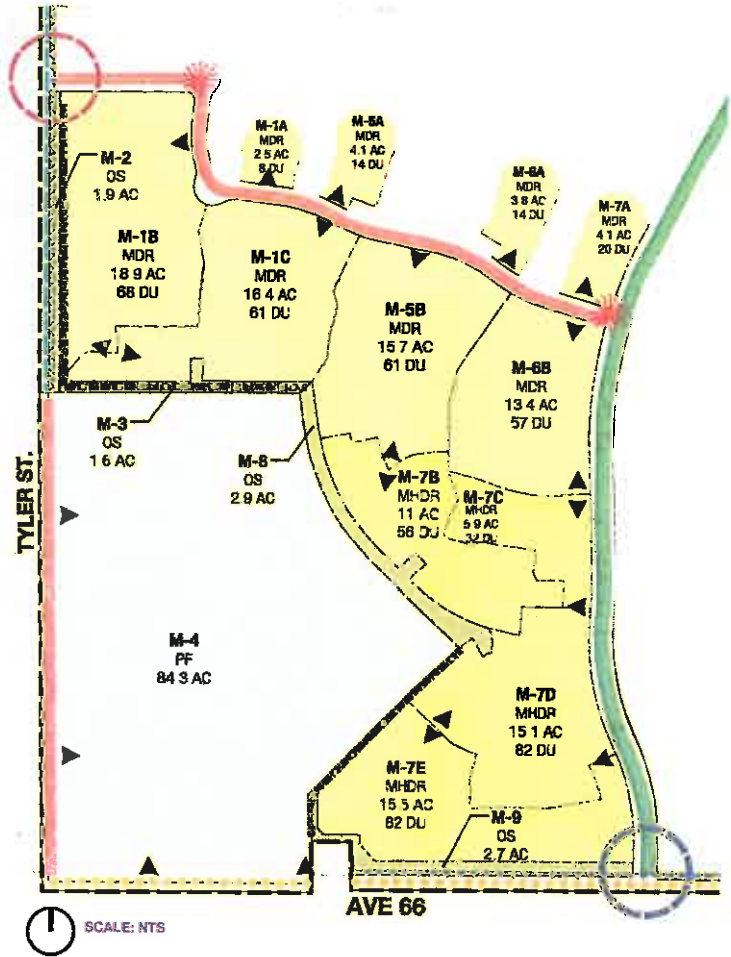
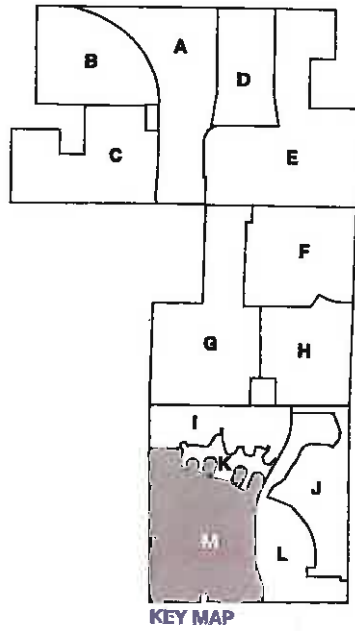
Planning Area L-3 provides for the development of 1.14 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-3 is within Zone E of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-3 is accessed from Polk Street.
- (4) A major project entry is located in the southwest corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The drainage way in Planning Area L-3 will be designed to provide a pedestrian trail that connects with the project-wide trail system to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (6) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land uses is depicted in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.



SCALE: NTS

LEGEND

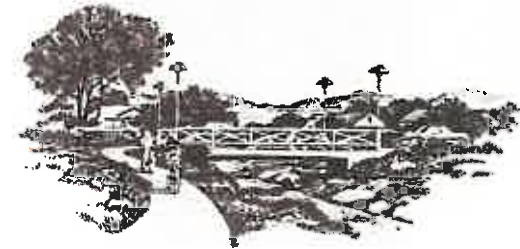
- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- URBAN ARTERIAL STREETSCAPE, INFORMAL COPY
- MODIFIED SECONDARY STREETSCAPE, FORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	58	11	5.0-8.0
M-7C	Medium High Density Residential (MDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
TOTAL		555	219.00	





TRAIL ALONG EDGE



TRAIL



GOLF COURSE EDGE



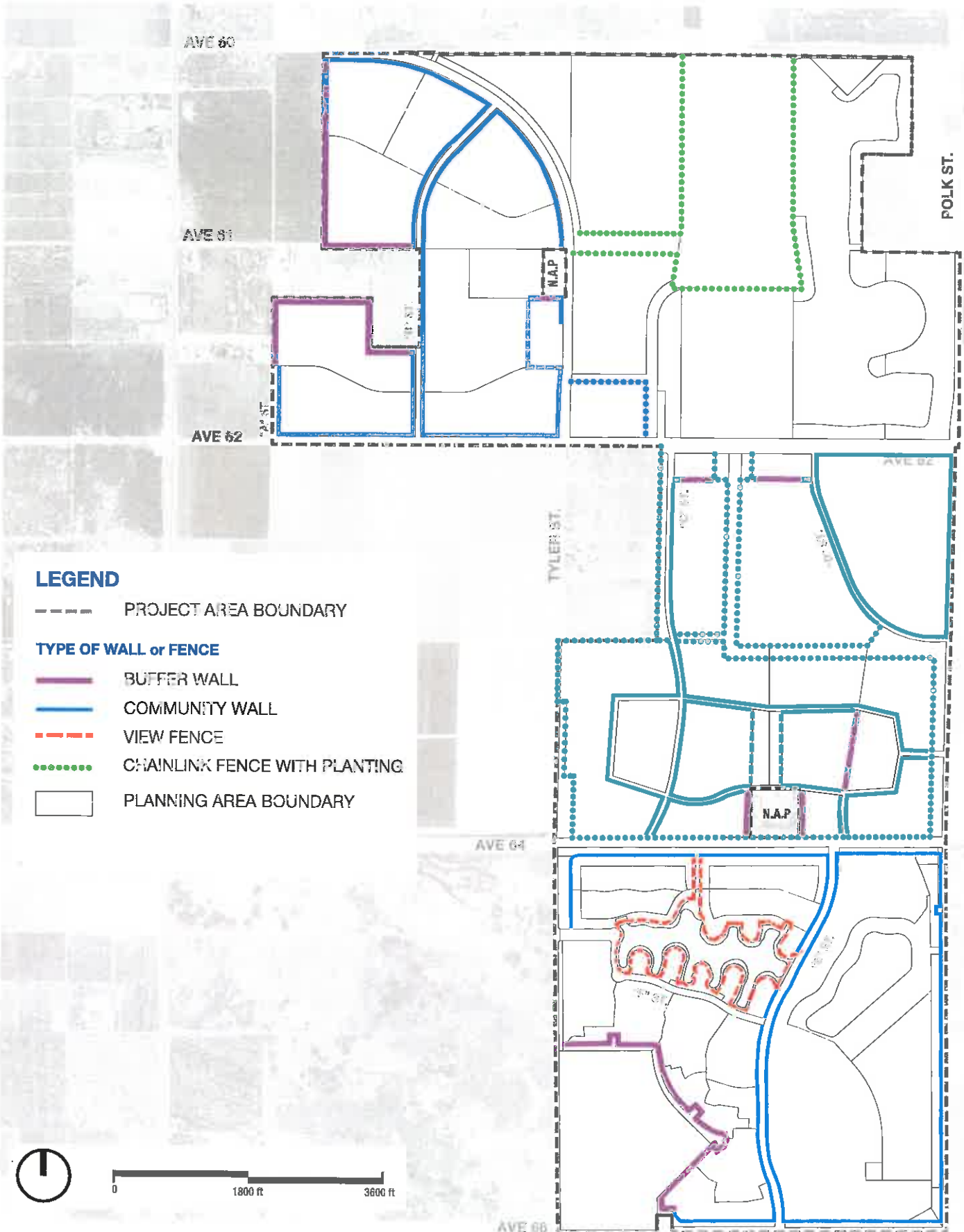
PARK



COMMERCIAL



STREETSCAPE



LEGEND

--- PROJECT AREA BOUNDARY

TYPE OF WALL or FENCE

— BUFFER WALL

— COMMUNITY WALL

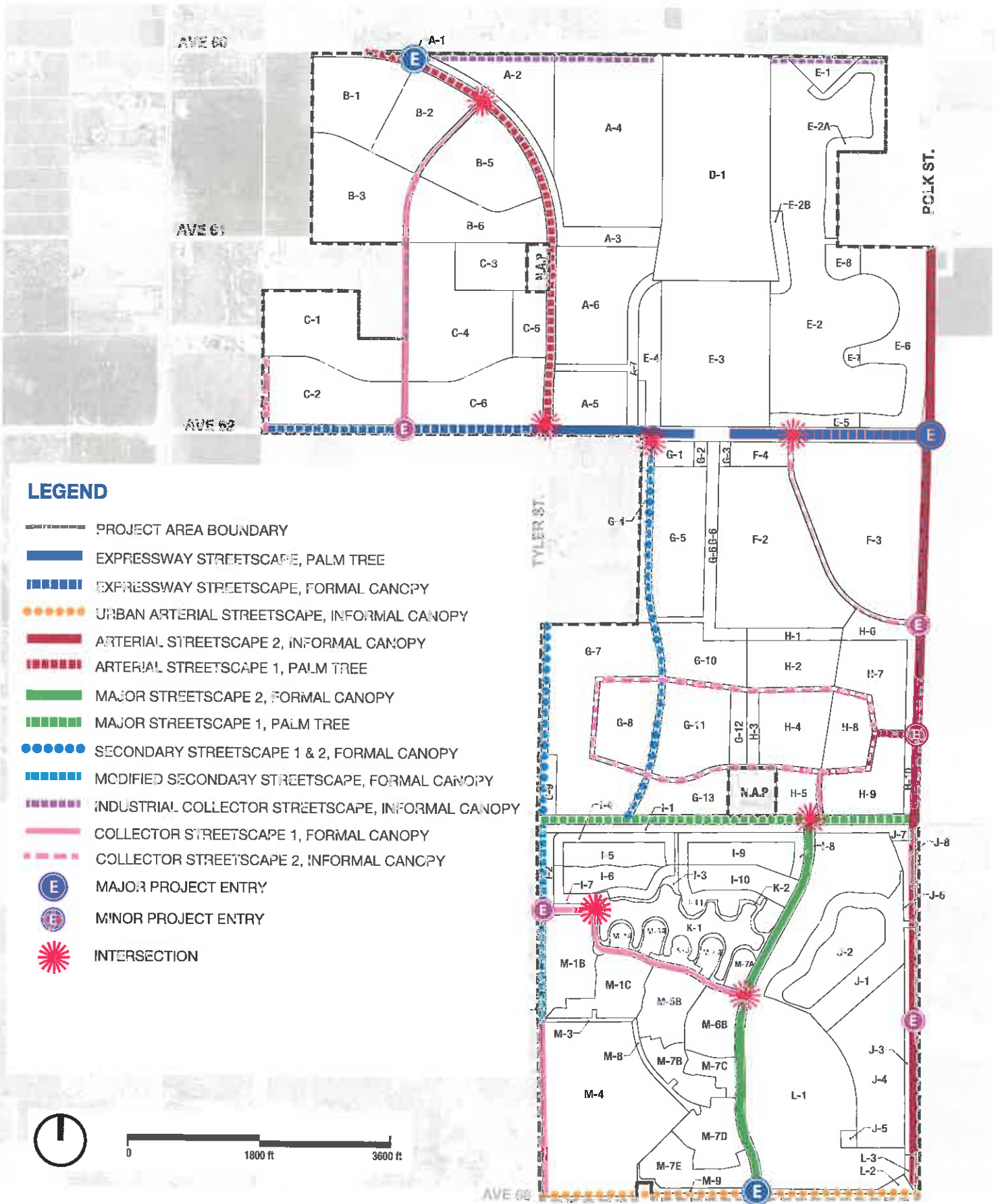
- - - VIEW FENCE

••••• CHAINLINK FENCE WITH PLANTING

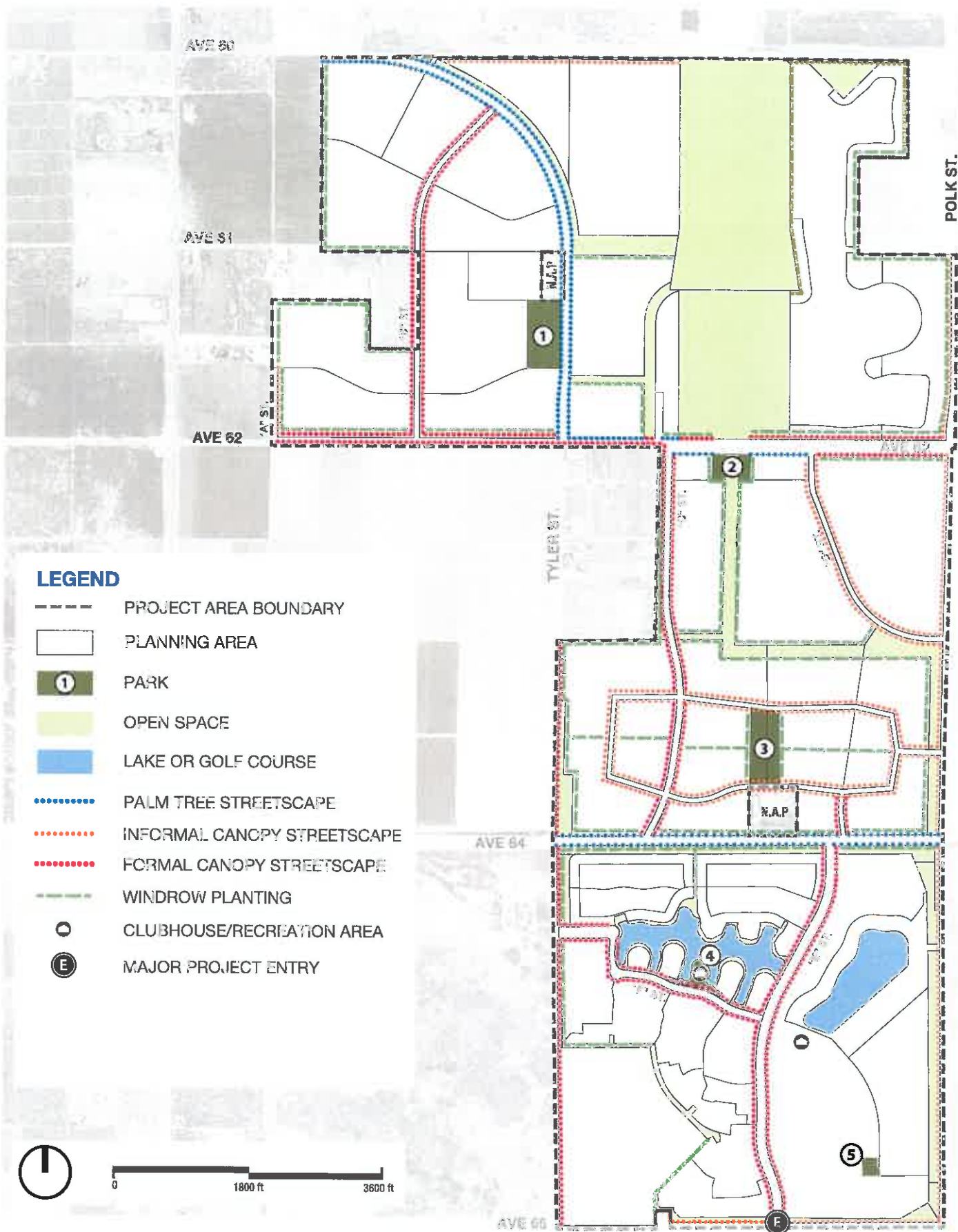
□ PLANNING AREA BOUNDARY



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA



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LEGEND

- PROJECT AREA BOUNDARY
- PLANNING AREA
- ① PARK
- OPEN SPACE
- LAKE OR GOLF COURSE
- PALM TREE STREETSCAPE
- INFORMAL CANOPY STREETSCAPE
- FORMAL CANOPY STREETSCAPE
- WINDROW PLANTING
- CLUBHOUSE/RECREATION AREA
- ⊙ MAJOR PROJECT ENTRY





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3.5 RCIP GENERAL PLAN POLICY CONSISTENCY ANALYSIS

3.5.1 RCIP General Plan and Eastern Coachella Valley Area Plan Policy Consistency Analysis

Table 3.5-A, RCIP General Plan and ECVAP Policies Consistency Analysis, below, relates the proposed The Kohl Ranch Specific Plan No 303, Amendment 4 to relevant policies in the General Plan ("General Plan" or "RCIP"), as well as any relevant policies from the Eastern Coachella Valley Area Plan. Policies deemed not relevant to the project, based on proposed land uses, are not included in this table. Based on the brief analysis here and the overall information provided in The Kohl Ranch Specific Plan No. 303 Amendment 4, EIR 396 and Addendum (EA43068), a notation of "C" meaning generally consistent, or "I" meaning generally inconsistent, or "N/A" meaning not applicable, is given each policy to reflect the project's response to the intent of the General Plan or Area Plan policy.

Table 3.5-A, RCIP General Plan and ECVAP Policy Consistency Analysis

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Aesthetics	LU 14.1	Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.	The project area is relatively flat and because of the limited development on the site, views of the nearby mountains framing the valley floor are generally unobstructed. The Santa Rosa and San Jacinto Mountains are important visual resources in the Coachella Valley. Views of these resources have been preserved in the Kohl Ranch Specific Plan Design Guidelines. C
Aesthetics	LU 14.2	Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.	Approximately 876 379.28 acres of open space is included in The Kohl Ranch Specific Plan. Additionally, the Project includes a trail system consisting of local and regional connections to link parks, open space and community facilities. C
Aesthetics	LU 14.3	Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.4	Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways.	The proposed Project is not located within a scenic highway or corridor. The closest State-eligible scenic highway is State Route 111, from Bombay Beach on the Salton Sea to State Route 195 near Mecca located approximately 4.4 miles to the southeast. N/A
Aesthetics	LU 14.5	Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.6	Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.7	Require that the size, height, and type of on-premise signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.8	Avoid the blocking of public views by solid walls.	The Design Guidelines of the proposed project requires the use of view fencing along open space, golf courses, parks and schools to avoid blocking of public views. C
Aesthetics	ECVAP 4.1	Require the inclusion of outdoor lighting features that would minimize the effects on the nighttime sky and wildlife habitat areas.	The Design Guidelines of the proposed project require lighting to be designed to minimize sky glow and the nighttime desert sky. The aesthetics section of this EIR and the Aesthetics section of the

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
			commercial development avoids the strip commercial concept and meets the intent of Policy LU 8.3. C
Land Use & Planning	LU 8.12	Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.	The Kohl Ranch Specific Plan will include approximately 379,000 square feet of commercial development, which would provide the area with new businesses and increase employment opportunities for residents within the project area. C
Land Use & Planning	LU 9.1	Provide for permanent preservation of open space lands that contain important natural resources cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values. (AI 10)	The Kohl Ranch Specific Plan includes no important natural resources. N/A
Land Use & Planning	LU 9.2	Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.	The project is in compliance with all applicable federal, state and local regulations that protect environmental resources, including the Western Riverside MSHCP, the General Plan's Open Space Element, Clean Air Act and the Clean Water Act. The proposed Specific Plan and all future implementing development proposals will comply with applicable provisions of the California Environmental Quality Act (CEQA). C
Land Use & Planning	LU 9.3	Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life.	The Kohl Ranch Specific Plan proposes to establish 374-379.28 acres of Open Space with trails. Additionally, the Specific Plan includes parks which could include play equipment, pool, picnic tables, and passive play areas. These amenities will enhance recreational opportunities and community aesthetics and improve the quality of life compliant with Policy LU 9.3. A potential lake is proposed in Neighborhoods K and J which will be used as part of the dual water system and part of the project's drainage network but will provide a scenic amenity and enhance recreational opportunities by providing the use of a project trails surrounding the lakes. C
Land Use & Planning	LU 9.4	Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blue-line streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. (AI 1, 9)	The project proposes to cluster development into medium-high, high density, and very-high residential housing in part to address airport master plan requirements. The increase in residential density and clustering will allow for preservation of 374-379.28 acres of open space, however no natural resources needing preservation exist on-site. C
Land Use & Planning	LU 10.1	Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.	The Kohl Ranch will be required to pay its fair share of public safety and infrastructure-related mitigation fees as per Riverside County Ordinance No. 659.6. Additionally, the proposed project will allow for the development of public facilities within the project area. C
Land Use & Planning	LU 10.2	Require a fiscal impact analysis for specific plans and major development proposals so as not to have a negative fiscal impact on the County.	The Fiscal Impact Report shows a net fiscal surplus for the County as a result of implementation of the proposed project. C
Land Use & Planning	LU 11.4	Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	The Kohl Ranch Specific Plan proposes sidewalks along all streets and an extensive network of trails along most major roadways as a way to offer pedestrian and bicycle "friendly" means of travel with the intent of providing options to the use of the automobile for internal project area travel as a way to help improve air quality. C
Land Use & Planning	LU 20.4	Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.	The Eastern Coachella Valley Area Plan contains 41,403 acres of AG designated land which is 9.1 percent of all the land comprising this Area Plan. Within Riverside County, only the San Jacinto Valley Area Plan designates a greater percentage of land to AG with 9.4 percent. The majority of the Eastern Coachella Valley AG designated land is concentrated along the northern boundary of Lakewood area and separated from other communities by dedicated conservation lands or park lands. The Kohl Ranch Specific Plan would not retain the Agriculture (AG) designated lands within its project area. Section V.C.2 of the FIR and the Land Use & Planning section of the Addendum.



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
			analyzed impacts and determined these to be significant and unavoidable as it eliminated 1,468 acres of Prime Farmland, 171 acres of Farmland of Statewide Importance and 480 acres of Farmland of Local Importance. A statement of overriding considerations was adopted with certification of the EIR November 16, 1999. A General Plan Amendment was approved to change land use to that of an adopted specific plan and a zone change changed the zoning to Specific Plan (SP). This policy is therefore, not applicable to the Kohl Ranch Specific Plan Amendment No. 2 with the exception of minimizing impacts to agriculturally designated lands from incompatible uses. EIR section V.C.2 incorporates mitigation requiring adherence to Ordinance 625 to protect agricultural uses. To avoid potential impact, a 300-foot setback between development and offensive agricultural uses is required as mitigation. <i>N/A, C</i>
Land Use & Planning	LU 20.5	Continue to participate in the California Land Conservation Act (the Williamson Act) of 1965.	There are currently no Williamson Act contracts on any properties within The Kohl Ranch Specific Plan. <i>N/A</i>
Land Use & Planning	LU 20.6	Require consideration of State agricultural land classification specifications when a 2½-year Agriculture Foundation amendment to the General Plan is reviewed that would result in a shift from an agricultural to a non-agricultural use.	The Kohl Ranch Specific Plan would not retain the Agriculture (AG) designated lands within its project area. Section V.C.2 of the EIR and the Agricultural Resources section of the Addendum analyzed impacts and determined these to be significant and unavoidable. A statement of overriding considerations was adopted with certification of the EIR November 16, 1999. Subsequently, the zoning was changed to Specific Plan (SP). This policy is therefore, not applicable to the Kohl Ranch Specific Plan Amendment No. 4. <i>N/A</i>
Land Use & Planning	LU 20.7	Adhere to Riverside County's Right-to-Farm Ordinance.	Riverside County Ordinance No. 625 (Right-to-Farm Ordinance) pertains to residential subdivisions that are to be located within 300 feet of properties zoned for agricultural uses (A-1 (Light Agriculture), A-2 (Heavy Agriculture), A-P (Agriculture-Poultry), A-D (Agriculture-Dairy), or C/V (Citrus/Vineyard). The EIR section V.C.2 and the Agricultural Resource section of the Addendum analyzed impacts to such lands and incorporates mitigation measures to ensure adherence to Ordinance 625. <i>C</i>
Land Use & Planning	LU 22.1	Require that grading be designed to blend with undeveloped natural contours of the site and avoid an unvalued, unnatural, or manufactured appearance.	The project area is relatively flat and will not encroach upon hillsides. <i>N/A</i>
Land Use & Planning	LU 22.3	Ensure that development does not adversely impact the open space and rural character of the surrounding area.	The project area is relatively flat and because of the limited development on the site, views of the nearby mountains framing the valley floor are generally unobstructed. Buffers between land uses will allow for appropriate transitions to surrounding uses and compatibility issues can be addressed to retain rural character adjacent to existing rural areas. The intensity of the development will also place a greater number of people within easy reach of open space. Over 374 ^{372.25} acres of open space will be preserved as part of this project. As part of the management of the open space, limited recreational uses will be allowed within this area (trails, horseback riding, etc.). <i>C</i>
Land Use & Planning	LU 22.4	Encourage clustered development where appropriate on lots smaller than the underlying land use designation would allow. The density yield of the underlying land use designation may be clustered on 0.5-acre lots; however, for sites located adjacent to the Community Development Foundation Component, 10,000 square foot minimum lots may be considered.	The Kohl Ranch Specific Plan Amendment No. 2 was a reallocation of land uses allowing for higher density residential designations however, the overall density will not exceed the previously approved maximum allotted dwelling units approved under the original Specific Plan November 16, 1999. <i>C</i>
Land Use & Planning	LU 22.5	Encourage parcel consolidation.	The master developer for The Kohl Ranch has assembled approximately 2,163 acres to form the project site. This consolidation of parcels under one control offers the ability to preserve 374 ^{372.25} acres of open space as envisioned by the CVMSHCP. <i>C</i>
Land Use & Planning	LU 23.2	Require that structures be designed to maintain the environmental character in which they are located.	Developments within the Project site will adhere to the Kohl Ranch Specific Plan Design Guidelines which address and respect the desert environment. <i>C</i>

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Jason Killebrew at (951) 955-0314.

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

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

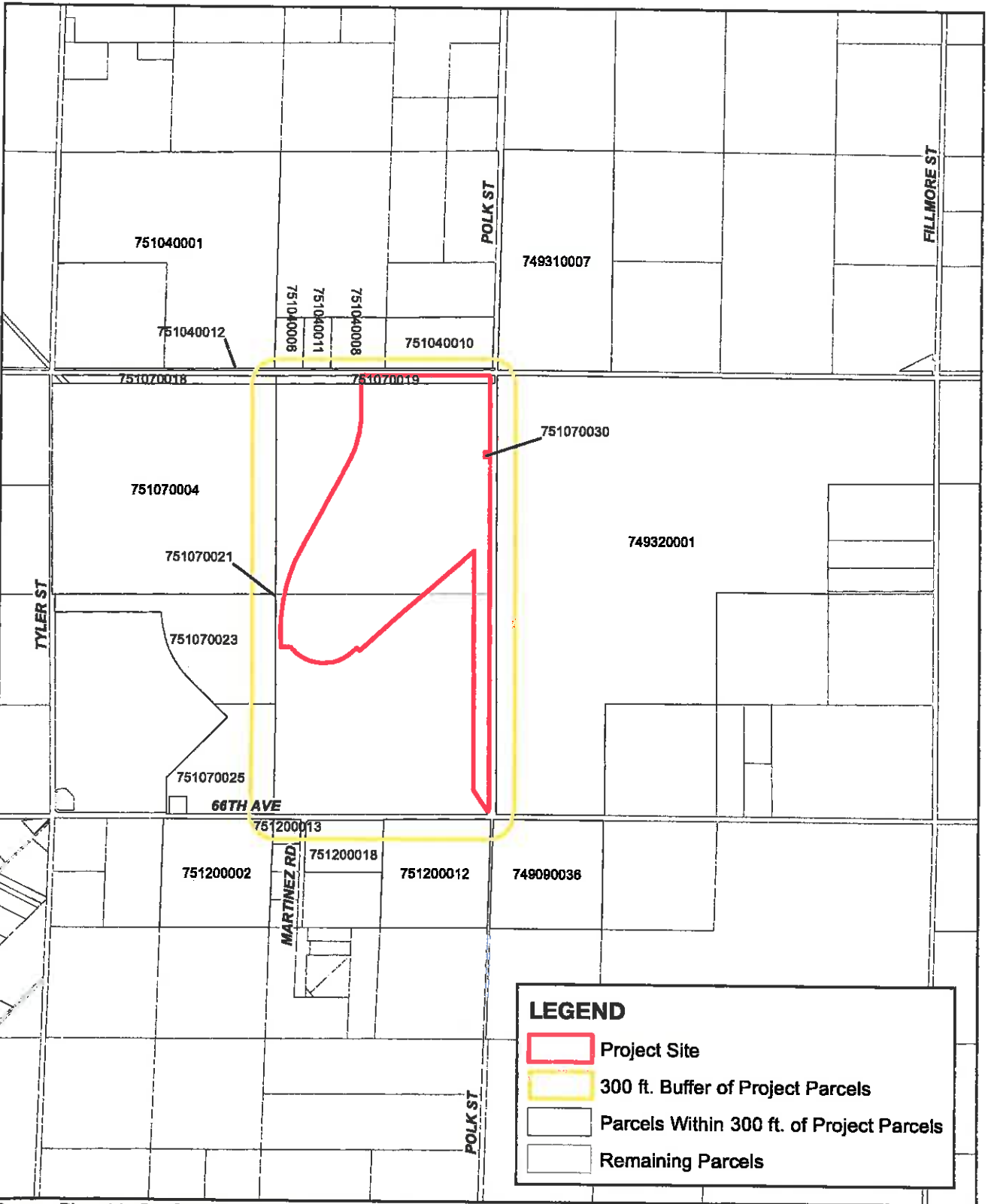
DATE OF HEARING: October 10, 2019

TIME OF HEARING: 9:30 A.M.





CASE DESCRIPTION:

ZAP1048TH19 – Kohl Ranch Company, LLC (Representative: Fayres Hall, Albert A. Webb Associates) – County of Riverside Planning Case Nos. SP00303S03 (Substantial Conformance No. 3 to Specific Plan No. 303) and CZ1900027 (Change of Zone). The applicant proposes to modify the text, tables, and exhibits of Specific Plan No. 303 (Kohl Ranch) to incorporate the Thermal Beach Club project (reviewed by this Commission in July). CZ1900027 is a proposal to modify the boundaries of the SP Zone Planning Areas in accordance with the Specific Plan modifications. Various exhibits in the Specific Plan would be amended to reflect the revised configuration of the water body in the eastern portion of the area southerly of 64th Avenue. The Thermal Beach Club project results in a 14.26-acre increase in areas allocated to High Density Residential use and an increase of 4.2 acres of Open Space, while the areas allocated to Medium Density Residential use were reduced by 10.82 acres and right-of-way requirements were reduced by 7.64 acres. The total allocation of dwelling units is not increased. The portions of the Specific Plan being affected are located southerly of 64th Avenue, northerly of 66th Avenue, easterly of Tyler Street, and westerly of Polk Street (Compatibility Zones D and E of the Jacqueline Cochran Regional Airport Influence Area).

G:\2017\17-0409\GIS\Parcels_300.mxd; Map created 19 Apr. 2019

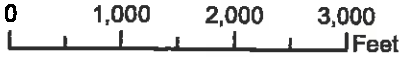


LEGEND

-  Project Site
-  300 ft. Buffer of Project Parcels
-  Parcels Within 300 ft. of Project Parcels
-  Remaining Parcels

Source: Riverside Co. GIS, Jan. 2019.

Parcels Within 300 ft. of Project Thermal Beach Club





RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1048TH19 DATE SUBMITTED: August 27, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Kohl Ranch, LLC	Phone Number	310-276-7300
Mailing Address	11812 San Vicente Blvd., Suite 150	Email	kohl.david@gmail.com
	Los Angeles, CA 90049		
Representative	Albert A WEBB Associates	Phone Number	951-686-1070
Mailing Address	3788 McCray Street	Email	fayres.hall@webbassociates.com
	Riverside, CA 92506		
Property Owner	Kohl Ranch, LLC	Phone Number	310-276-7300
Mailing Address	11812 San Vicente Blvd., Suite 150	Email	kohl.david@gmail.com
	Los Angeles, CA 90049		

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	951-955-0314
Staff Contact	Jason Killebrew	Email	jkillebr@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor	Case Type	Substantial Conformance
	Riverside, CA 92501	<input checked="" type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
Local Agency Project No	SP00303S03	<input type="checkbox"/>	Use Permit
	CZ1900027	<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input checked="" type="checkbox"/>	Other Change of Zone

PROJECT LOCATION

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

Street Address	86310 66TH AVE	Gross Parcel Size	239 acres
Assessor's Parcel No.	751-070-033 & 751-070-034	Nearest Airport and distance from Airport	Jacqueline Cochran Regional Airport 6.2 miles
Subdivision Name	Thermal Beach Club TTM 37269		
Lot Number	326 residential lots		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	Vacant, SP

Proposed Land Use (describe)	Single family residential, SP	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	326
For Other Land Uses (See Appendix C)	Hours of Operation	N/A
	Number of People on Site	Maximum Number N/A
	Method of Calculation	N/A
Height Data	Site Elevation (above mean sea level)	290 +/- ft.
	Height of buildings or structures (from the ground)	42 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

C. **SUBMISSION PACKAGE:**

- 1. Completed ALUC Application Form ✓
- 1. ALUC fee payment ✓
- 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, N/A 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) ✓

**FULL TEXT OF EXECUTIVE SUMMARY AND SECTIONS 3.1, 3.2, AND
3.5 OF SPECIFIC PLAN NO. 303 WITH PROPOSED CHANGES MARKED
(NO CHANGES TO TEXT OF SECTIONS 3.3 OR 3.4 ARE PROPOSED.)**

1 EXECUTIVE SUMMARY

1.1 Introduction

1.1.1 Purpose and Authority of the Specific Plan

The purpose of the Kohl Ranch Specific Plan is to guide development and to stimulate responsible design through customized regulations and guidelines. The original Kohl Ranch Specific Plan was adopted November 16, 1999, Amendment No. 1 was adopted January 28, 2003, and Amendment No. 2 was adopted June 7, 2011. The third amendment to the Specific Plan (SPA3) was prepared pursuant to the authority granted to the County of Riverside by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457.

1.1.2 Purpose and Authority of the EIR

The Environmental Impact Report (EIR) addresses potential environmental impacts of the Specific Plan for the Kohl Ranch project in the County of Riverside. The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority. When the original Kohl Ranch Specific Plan was adopted, an EIR was prepared and certified to satisfy CEQA, as set forth in Public Resources Code Section 21000, et seq., the State *CEQA Guidelines*, 14 California Administrative Code Section 15000, et seq., and the County of Riverside's *CEQA Guidelines*. The original EIR was certified on November 16, 1999. A draft Addendum is being prepared to review the impacts of changes being made to the original EIR as the result of proposed SPA4. The EIR is the public document designed to provide local and state governmental agency decision makers with an analysis of environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage through mitigation measures and alternatives. The EIR also must disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

1.1.3 Scope of the EIR

As noted above, the EIR is an informational document used in local and state agency decision-making processes. It is not the purpose of the EIR to either recommend approval or denial of a project or to present political, social, or economic reasons to project approval or denial. Pursuant to CEQA, the County of Riverside served as the Lead Agency for the original EIR and prepared an Initial Study (see Technical Appendix A). For SPA4, an Initial Study was conducted to analyze the potential environmental impacts of SPA4 as compared to the impacts studied in the EIR for the original Specific Plan (see Technical Appendix A). The County determined through the Initial Study for the original project that the adoption of a Specific Plan for the Kohl Ranch project may have significant adverse environmental impacts and that an EIR is required. The Initial Study for the original Specific Plan identified those environmental issues that may be significantly impacted by this project and are addressed in this EIR. The Initial Study for SPA4 did not identify any environmental issues associated with SPA4 that were not previously identified in the original EIR. These issues include:

- General Plan Land Use Determination
- Land Use Element Consistency
- Existing Land Use and Zoning
- Landform and Topography/Slopes and Erosion
- Soils and Agriculture
- Biology
- Geology and Seismicity
- Hydrology, Flooding, and Drainage
- Air Quality
- Water Quality
- Noise
- Energy Resources
- Open Space and Conservation
- Toxic Substances
- Cultural Resources
- Aesthetics, Visual Analysis, Light and Glare
- Circulation and Traffic
- Water and Sewer
- Fire Services
- Sheriff Services
- Schools
- Parks and Recreation
- Utilities
- Solid Waste
- Health Services
- Disaster Preparedness
- Libraries
- Airports
- Housing Element
- Regional Element
- Administrative Element

Intended Uses of the EIR

On October 14, 1994, the County of Riverside, in its role as Lead Agency for this project, issued a Notice of Preparation (NOP) to the State Clearinghouse, responsible agencies, and other interested parties. The NOP and comments resulting from the distribution of the NOP are contained in Technical Appendix A.

Applications covered by the EIR Addendum, are as follows:

- Specific Plan 303 Amendment No. 4 Tentative Tract Map No. 37269 (SP00303A4TTM37269): proposes a total of 326 residential dwelling lots, one (1) lot for water quality basin, and one (1) lot for a private lagoon with wave making capabilities and future village area for use by the residents. TTM37269 will allow for development of the Thermal Beach Club to include a total of 326 lots consisting of 131 medium density dwelling units and 195 high density dwelling units.
- Change of Zone Plot Plan No. 07952-180037 (CZ007852PP180037): proposes development and use of an approximately 20 acre lagoon and approximately 34,400 square foot future village area for use by Thermal Beach Club residents and their guests, modifies the Specific

~~Plan Zoning Ordinance to accommodate changes to planning areas and designations, and changes to zoning and design standards in the existing planning areas.~~

A lead agency is the agency with primary responsibility for approval of the project. Other agencies having discretionary approval over a project are "Responsible Agencies" under CEQA. This document will provide environmental information for several other agencies affected by the project, or which are likely to have an interest in the project. Various state and federal agencies exercise control over certain aspects of the project area. The various public, private, and political agencies and jurisdictions with a particular interest in the proposed project include the following:

Federal Agencies

- *Fish and Wildlife Service (FWS)* – Responsible for conserving and protecting wild birds, endangered species, and their habitat.
- *Federal Highway Administration (FHWA)* – Responsible for approving changes to the interstate freeway system.
- *Environmental Protection Agency (EPA)* – Responsible for administration of the Superfund program.

State Agencies

- *California Department of Fish and Wildlife (CDFW)* – Responsible for the protection, conservation, propagation, and enhancement of California's wildlife resources. This department enforces laws and regulations, and issues licenses relative to and cooperates with local agencies in developing projects. This agency will act as a Trustee.
- *California Regional Water Quality Control Board (CRWQCB)* – Responsible for evaluating appropriate uses of water and for issuing National Pollution Discharge Elimination System (NPDES) permits and waste discharge requirements.
- *California Reclamation Board (CRB)* – Responsible for delineation of flooding and regulation of encroachments into designated floodways.
- *California Department of Transportation (Caltrans)* – Responsible for approval of roadway improvements along state highways, including State Routes 86 and 195.
- *California Environmental Protection Agency (CALEPA)* – This agency is the primary state agency concerned with degradation of the environment and how it affects human health. It is responsible for the examination and prevention of pollution of sources of public water supplies; establishment of ambient standards of air quality; monitoring of environmental pollution, regulation of the quality of water supplies and sewage disposal systems; regulation of hazardous waste; regulation of pesticides; regulation and control of radioactive materials; and providing certain laboratory support to other state agencies.
- *California Department of Toxic Substances Control (DTSC)* – This CALEPA agency is the primary state agency that regulates matters related to hazardous waste. It is responsible for the cleanup of hazardous waste sites and permitting, surveillance and enforcement of hazardous waste facilities.
- *State Air Resources Board (CARB)* – This CALEPA agency is responsible for ensuring implementation of the California Clean Air Act, responding to the Federal Clean Air Act and for regulating emissions from consumer products and motor vehicles.
- *California Department of Conservation* – This agency reviews projects for their impacts on agricultural resources.

Local Agencies

- *County of Riverside* – Responsible for land use control, and the provision of urban services on and to the project site. The County will act as the Lead Agency for the proposed project.
- *South Coast Air Quality Management District (SCAQMD)* – Has responsibility for the implementation of the California Clean Air Act. This agency's authority includes Los Angeles and Orange Counties and the western portion of Riverside County.
- *Southern California Association of Governments (SCAG)* – Stimulates intergovernmental cooperation in planning and development activities, and assures better coordination of federally assisted projects. Reviews applications of local and regional agencies for federal grants related to more than 100 programs. Responsible for preparing components of the California Regional Transportation Plan. Programs range from open space planning, waste control and water basin studies to aviation, housing and research in economics and demography.
- *Adjacent Cities* – The cities of Indio, Coachella, and La Quinta are located adjacent to the unincorporated portion of Riverside County where the project is located and will be affected by the proposed project.
- *Coachella Valley Water District (CVWD)* – Responsible for providing domestic water, sanitation, and regional stormwater protection for the site. This area is within District No. 1 of the Coachella Valley Water District for irrigation service. Water from the Coachella Canal is available and shall be used to irrigate golf courses and greenbelts. CVWD can also provide agricultural drainage to this area.
- *Coachella Valley Association of Governments (CVAG)* – Responsible for programming transportation improvements in the project area, preparing demographic forecasts, and solid waste and air quality planning.
- *Riverside County Airport Land Use Commission (ALUC)* – Responsible for reviewing land use proposals for consistency with the Comprehensive Land Use Plan for the Jacqueline Cochran Regional Airport.

Public agencies and interested parties, who did not respond to a request for comment during the preparation of the EIR, will have an opportunity to comment during the public review period for the Draft EIR.

1.2 PROJECT SUMMARY

1.2.1 Project Location

The ~~2,163,782,162.65~~-acre Kohl Ranch Specific Plan is located in the Coachella Valley portion of Riverside County as depicted by **Figure 1-1, Regional Location**. The site is just south of Jacqueline Cochran Regional Airport, and is roughly east of Harrison Street/Highway 86, west of Highway 111, and north of Highway 195¹. The project is bounded by Avenue 60 on the north, Polk Street on the east, Avenue 66 on the South, and by a line approximately 3,900 feet west of Tyler Street on the west as depicted in **Figure 1-2, Project Vicinity**.

1.2.2 Site Description

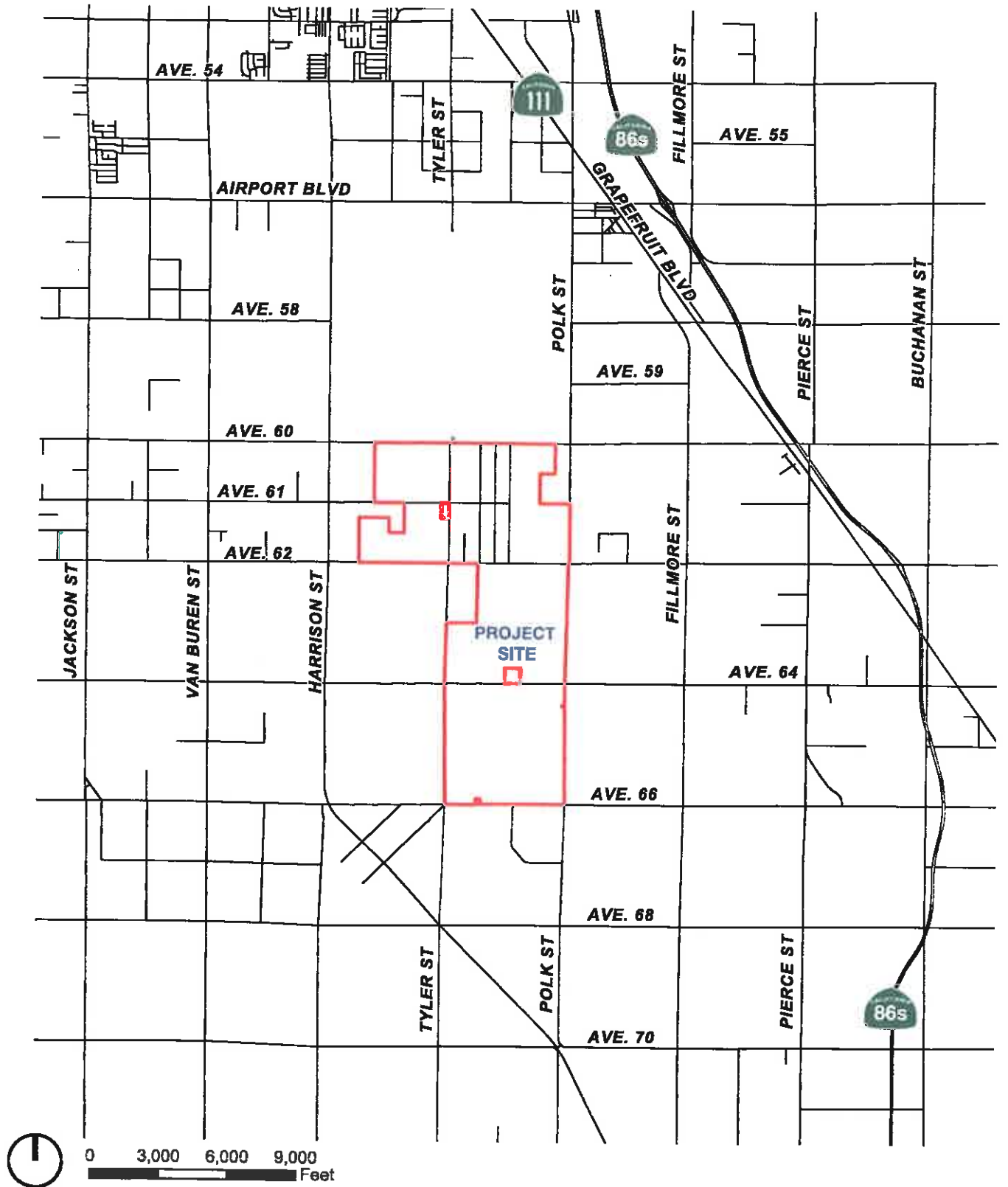
The Kohl Ranch site is characterized by flat terrain, with a very gentle slope from northwest to southeast. Elevations range between approximately 125 and 164 feet below sea level. The majority of the site is currently in agricultural use, although a significant portion in the southern section is vacant, disturbed land with sparse, non-native vegetation as depicted in **Figure 1-3, Aerial Photograph**. Existing man-made features include the Avenue 64 Evacuation Channel which flows west to east through the project site, and structures associated with current and past farming activities, including the Kohl Ranch headquarters and an abandoned feed lot. Some limited residential uses occur along the project periphery and Avenue 61. Adjacent, off-site land uses include vacant land, farms and related uses, a former sludge processing operation², residences, and the Jacqueline Cochran Regional Airport. The Torres Martinez Indian Reservation abuts Section 9 on the west, south, and east. These Native American lands are held in individual and tribal ownership.

¹Please note that for clarification purposes, this Specific Plan refers to the "old" Highway 86 as Harrison Street, its local street name. The designation SR-86S refers to the new freeway constructed east of the Whitewater River.

²On November 28, 1994, a U.S. District Court judge issued a preliminary injunction preventing more sludge from being brought to the site. The two companies composting sewage sludge announced the closing of operations at the site.

Figure 1-1, Regional Location

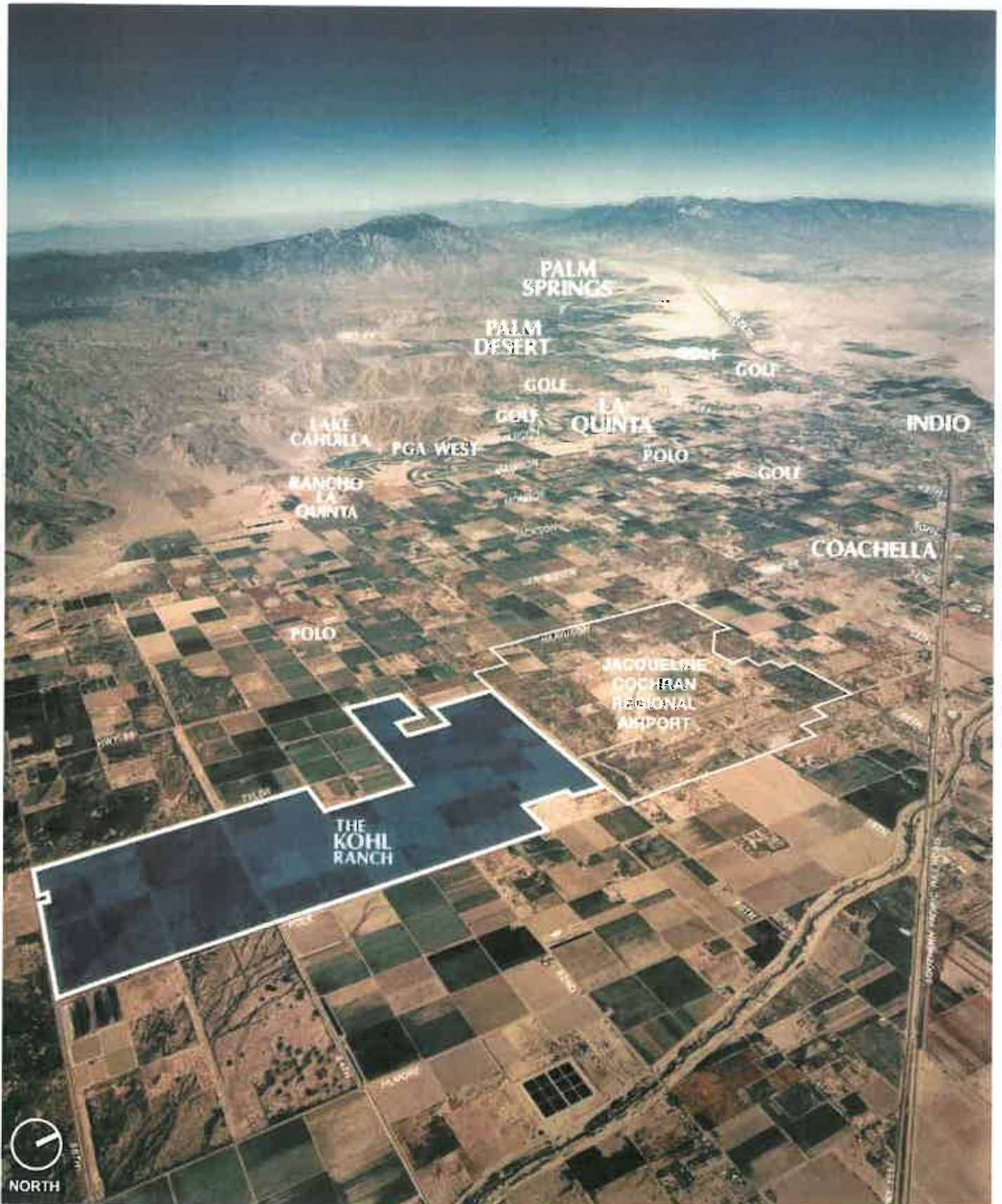
Figure 1-2, Project Vicinity



THE KOHL RANCH

COACHELLA VALLEY, CALIFORNIA

Figure 1-3, Aerial Photo



1.2.3 Proposed Changes to Specific Plan No. 303

The Kohl Ranch Specific Plan No. 303, Amendment 4 (SPA4) is a result of a change in land use allowances located in the northeasterly area of the project site (specifically Planning Area (E-2)). SPA4 creates two new Planning Areas (E-2A and E-2B) which include the same allowable uses and development standards as PA E-2 but includes the addition of racetrack recreational units and associated development standards. Racetrack Recreational units are considered a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays. An adjustment is being made concurrently with this Specific Plan Amendment to the zoning ordinance through a change of zone (CZ07952), and is reflected in this Specific Plan document.

1.2.4 Project Overview

The Kohl Ranch Specific Plan ~~Amendment 4~~ consists of a balanced array of land uses including residential, business mixed use, commercial, industrial, open space/recreation, and public facilities as depicted in **Figure 1-4, Land Use Plan**. Both living and working opportunities will be available within the project. The residential portion includes target of 7,1627,160 dwelling units but with a maximum not exceed 7,171 dwelling units distributed among mixed use and four different density classifications on 1,140,291,143.73 acres, with a gross residential density of 4,034.46 dwelling units per acre³. Although the maximum density and the total number of dwelling units within the high density and very high density residential designations can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Approximately 375,949.28 acres of open space provide for passive and active recreation, including trails and parks. The plan also allows for the development of large-scale recreational uses such as a golf course and a motor sports race track, which are identified as allowable land uses.

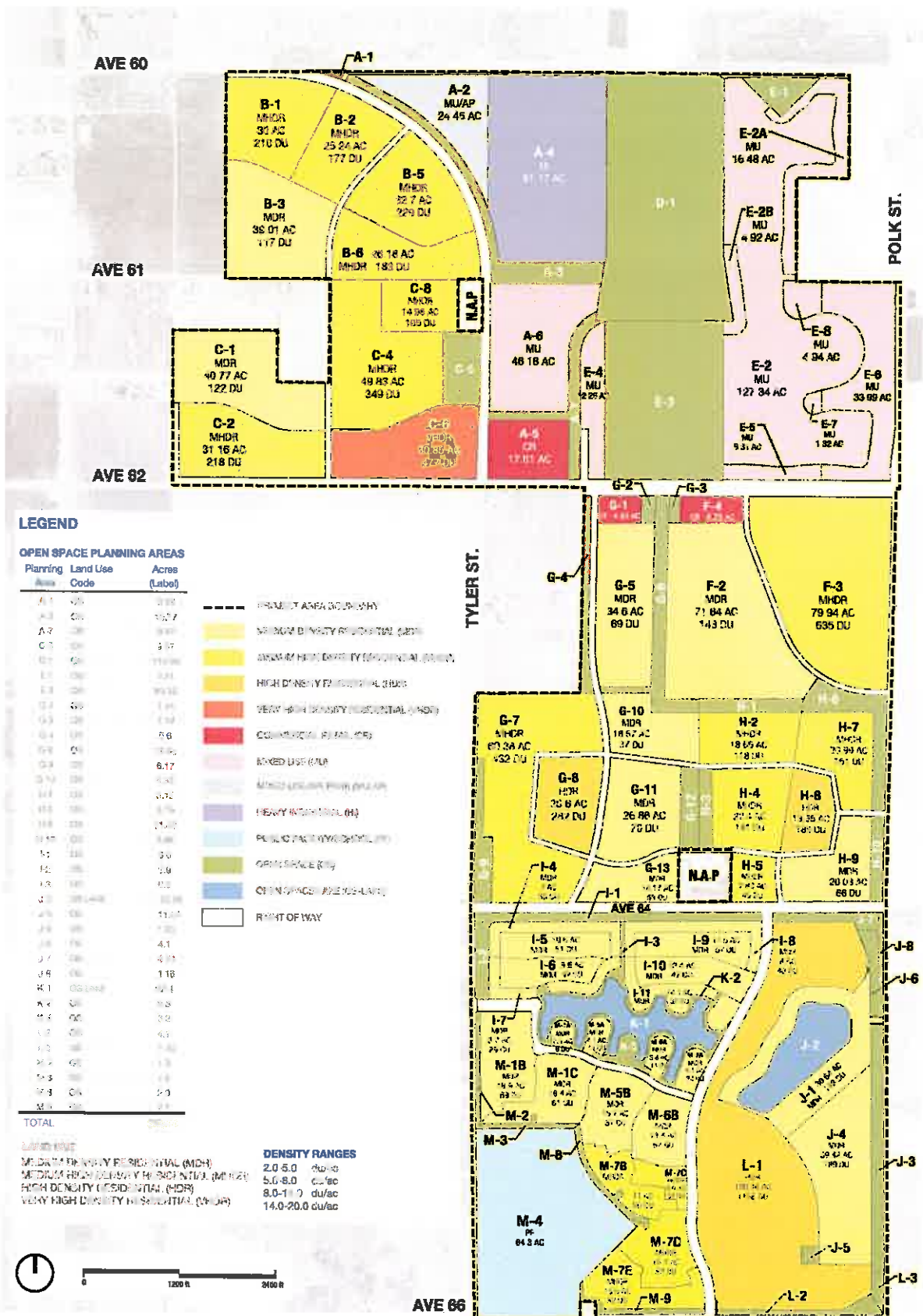
³ The overall gross density for residential areas was determined by dividing the total number of dwelling units by the acreage devoted to residential land uses, open space, public facilities, and local residential streets. The gross density—if determined by dividing the total number of dwelling units by the residential acreage—is 6,286.27. This density is reduced to 3,313.32 if the total site acreage is used.

Table 1-A, Land Use Diagram Statistical Summary

Land Use	Acreage	Percent of Total	Percent of Developable Area ¹	Target Dwelling Units
RESIDENTIAL				
Medium Density Residential (MDR)	501.33 <u>490.51</u>	23.222.7	32.832.1	1,652 <u>1,650</u>
Medium High Density Residential (MHDR)	467.76	21.6	30.6	3,245
High Density Residential (HDR)	140.35 <u>154.61</u>	6.57.1	9.210.1	1,629
Very High Density Residential (VHDR)	30.85	1.4	2.0	477
Total Residential	1,140.291 <u>143.73</u>	52.752.9	74.7	7,003<u>7,001</u>
INDUSTRIAL				
Heavy Industrial (HI)	81.17	3.8	5.3	
Total Industrial	81.17	3.8	5.3	
BUSINESS				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 ³
Total Business	277.18	12.8	18.2	159³
COMMERCIAL				
Commercial-Retail (CR)	28.27	1.3	1.9	
Total Commercial	28.27	1.3	1.9	
OTHER				
Open Space (OS)	375.94 <u>380.14</u>	17.417.6		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.50 <u>167.86</u>	8.17.8		
Total Other	641.44 <u>632.30</u>	29.629.7		
TOTAL	2,162.65	100%	100%	7,162<u>7,160</u>

1. Assumes total of ~~1,526.91~~1,530.35 acres of developable land. This does not include land uses in "other" category.
2. The ROW acreage includes local streets, which are not depicted on the Land Use Plan.
3. This number represents a maximum rather than a target.

Figure 1-4, Land Use Plan (Color)



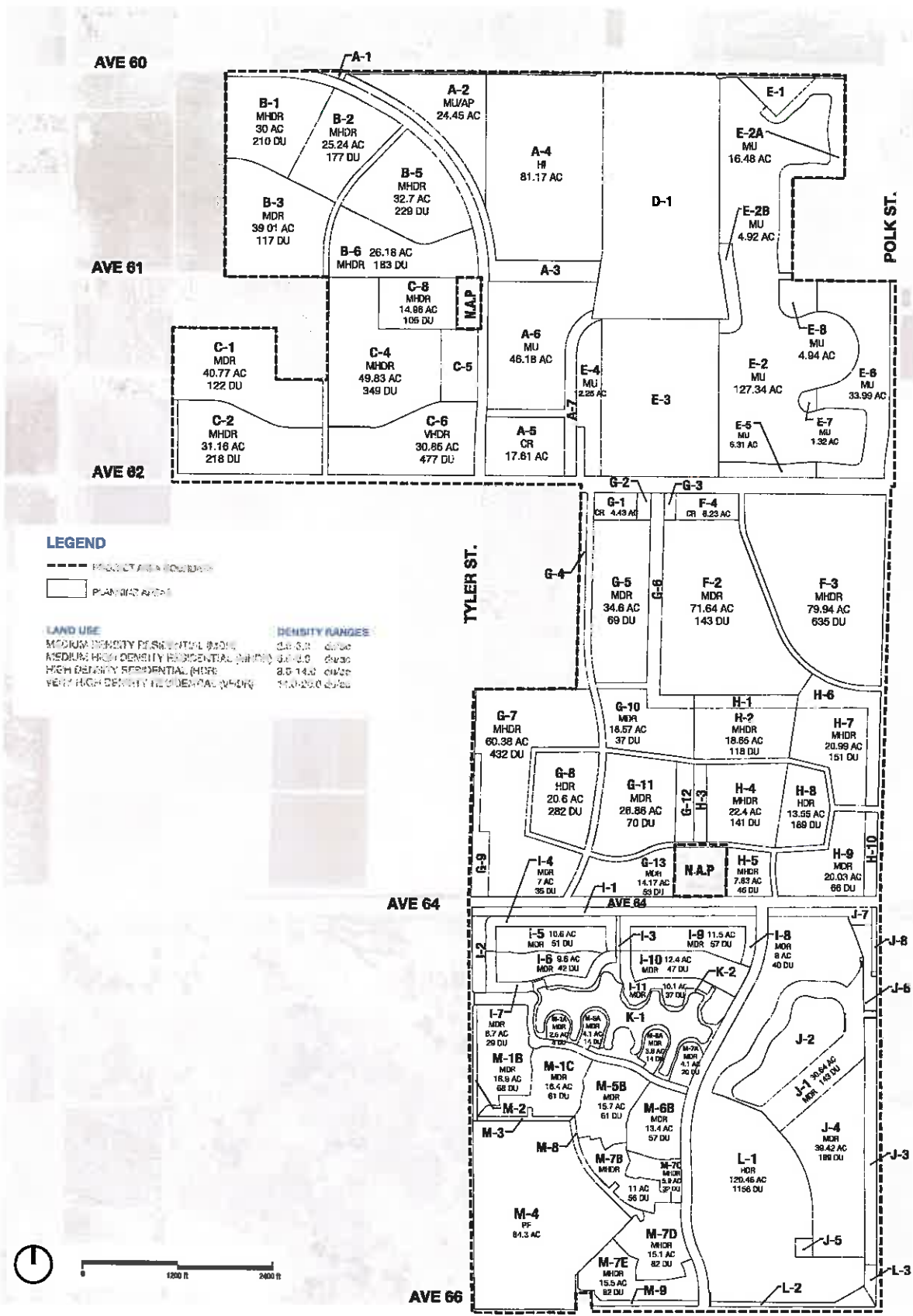


Table 1-B, Land Use Summary by Planning Area

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
A-1	Open Space (OS)		0.63	
A-2	Mixed Use/Air Park (MU/AP)		24.45	
A-3	Open Space (OS)		10.77	
A-4	Heavy Industrial (HI)		81.17	
A-5	Commercial Retail (CR)		17.61	
A-6	Mixed Use (MU)		46.18	
A-7	Open Space (OS)		9.97	
A-8	Heavy Industrial (HI)		6.55	
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.0-5.0
B-5	Medium High Density Residential (MHDR)	229	32.70	5.0-8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0
C-1	Medium Density Residential (MDR)	122	40.77	5.0-8.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0
C-5	Open Space (OS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0
C-8	Medium High Density Residential (RMMHDR)	105	14.96	5.0-8.0
D-1	Open Space (OS)		110.66	
E-1	Open Space (OS)		5.61	
E-2	Mixed Use (MU)		127.34	
E-2A ²	Mixed Use (MU)		16.48	
E-2B ²	Mixed Use (MU)		4.92	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 ¹	5.31	
E-6	Mixed Use (MU)	120 ¹	33.99	
E-7	Mixed Use (MU)	5 ¹	1.32	

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
E-8	Mixed Use (MU)	15'	4.94	
F-2	Medium Density Residential (MDR)	143	71.64	2.0-5.0
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0
F-4	Commercial Retail (CR)		6.23	
G-1	Commercial Retail (CR)		4.43	
G-2	Open Space (OS)		1.44	
G-3	Open Space (OS)		1.19	
G-4	Open Space (OS)		5.6	
G-5	Medium Density Residential (MDR)	69	34.6	2.0-5.0
G-6	Open Space (OS)		13.65	
G-7	Medium High Density Residential (MHDR)	432	60.38	5.0-8.0
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0
G-9	Open Space (OS)		6.17	
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0
G-12	Open Space (OS)		5.35	
G-13	Medium Density Residential (MDR)	53	14.17	2.0-5.0
H-1	Open Space (OS)		5.12	
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0-8.0
H-3	Open Space (OS)		3.79	
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0-8.0
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0-8.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0-8.0
H-8	High Density Residential (HDR)	189	13.55	8.0-14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0-5.0
H-10	Open Space (OS)		3.96	
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
J-1	Medium Density Residential (MDR)	130 143	37.5 30.64	2.0-5.0
J-2	Open Space/ Lake (OS- LAKE)		22 20.56	
J-3	Open Space/ Lake (OS- LAKE)		8.8 11.24	
J-4	Medium Density Residential (MDR)	189	43.3 39.42	2.0-5.0
J-5	Open Space (OS)		1.2	
J-6	Open Space (OS)		2.2 4.1	
J-7	Open Space (OS)		3.3 4.24	
J-8	Open Space (OS)		1.3 1.6	
K-1	Open Space/Lake (OS- LAKE)		22.4	
K-2	Open Space/ Lake (OS- LAKE)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	106.2 120.46	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.7 4.0	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			175.50 167.8	
TOTAL			7,161.160	2,162.65

Note: Planning Areas B-4, B-7, C-3, ~~and C-7, and F-1~~ have been intentionally left out.

1. This number represents a maximum, rather than a target.
2. Planning Area E-2A allows for 58 racetrack recreational units and Planning Area E-2B allows for 16 racetrack recreational units which are not considered dwelling units as they are a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.

The businessmixed use, commercial, and industrial land use categories will comprise 277, 28, and 81 acres, respectively. Commercial areas will serve the Kohl Ranch project as well as neighboring communities. Business-Mixed Use and industrial uses will be oriented toward the Jacqueline Cochran Regional Airport as well as larger regional markets, and are intended to provide employment opportunities to project area residents. The land uses proposed for the Kohl Ranch Specific Plan are described in **Figure 1-4, Land Use Plan** and are briefly summarized in **Table 1-A**, above.

3.1 PROJECT-WIDE PLANNING STANDARDS

The following section of the Specific Plan details the land uses and development standards for the Kohl Ranch community as a whole. Illustrations are provided to portray the various planning areas, infrastructure plans, and design treatments such as buffers, landscaping and streetscapes. The visual images and themes addressed in this section set the overall tone for the project.

Planning objectives for the Kohl Ranch Specific Plan include:

- Increased market potential and attractiveness of the Jacqueline Cochran Regional Airport and vicinity;
- Support for planning, economic development and development efforts, in accordance with the goals of the Master Plan for the expansion of Jacqueline Cochran Regional Airport;
- Flexibility to respond to changing market conditions, through designation of golf course as an alternate land use;
- A balanced, living and working environment that provides a mix of land uses including a variety of housing products and employment opportunities; and
- Cohesive, balanced neighborhoods, relating to overall project phasing, which can be developed separately, or together.

To the extent there is any inconsistency between the Specific Plan and the Zoning Ordinance as to any uses or development standards, the Zoning Ordinance controls.

3.1.1 Comprehensive Land Use Plan

The Kohl Ranch Specific Plan consists of a balanced array of land uses including residential, businessmixed use, commercial, industrial, open space/recreation, and public facilities. Both living and working opportunities will be available within the thirteen project neighborhoods, with the specific mix of uses dependent upon the neighborhood location, relationship to adjacent uses such as Jacqueline Cochran Regional Airport, and access to the regional transportation network. In general, the neighborhoods in the northern portion of the site have the highest concentration of employment uses, which can best maximize the advantages of proximity to the airport, and which are least likely to be affected by airport-related impacts such as noise. The land uses within these neighborhoods are designed to locate employment opportunities in close proximity to residential areas, thereby reducing the number of vehicle trips required, and to create centers of local activity that prosper from the mix of commercial, industrial, recreation, and business uses. These northernmost neighborhoods provide jobs and services to areas both on and off site.

The residential portion of the land use plan includes a target of 7,162,160 dwelling units but with a maximum not to exceed 7,171 dwelling units. These units are to be distributed among mixed use and four different density classifications on approximately 1,393,397 acres with an additional 376-380.14 acres of open space. The businessmixed Use, commercial, and industrial land use categories will comprise approximately 277, 28, and 81 acres, respectively. Commercial areas will

serve the Kohl Ranch project as well as neighboring communities. Mixed Use and industrial uses will be oriented toward the Jacqueline Cochran Regional Airport as well as larger regional markets, and are intended to provide employment opportunities to project area residents.

A target maximum number of dwelling units is specified for each planning area where permissible. The target is based on the applicable density range and may or may not represent the maximum number of units allowed within the density range for any single planning area. Therefore, any given implementing subdivision may increase the number of units beyond the target density up to the maximum allowed for its planning area without a specific plan amendment, provided that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. Further, the number of dwelling units contained in an implementing subdivision application may exceed the maximum number of allowable units specified in the Specific Plan for any single planning area, by not more than ten percent (10%) without an amendment to this plan, provided that the maximum number of dwelling units in other planning areas are reduced by an equivalent number of units such that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. See Section 3.1.11, Specific Plan Administration, for the approach to tracking units during the build out of the project. Density transfers will be required to receive administrative approval. The land uses proposed for the Kohl Ranch Specific Plan are identified in **Table 3.1-A, Land Use Plan Statistical Summary**, **Table 3.1-B, Land Use Summary by Planning Area**, and depicted in **3.1-1, Land Use Plan**.

Table 3.1-A, Land Use Plan Statistical Summary

Land Use	Acreage	Percent of Total	Percent of Developable Area ¹	Target Dwelling Units
RESIDENTIAL				
Medium Density Residential (MDR)	490.51504 .33	23.222.7	32.832.1	1,6521,650
Medium High Density Residential (MHDR)	467.76	21.6	30.6	3,245
High Density Residential (HDR)	154.61140 .35	6.57.1	9.210.1	1,629
Very High Density Residential (VHDR)	30.85	1.4	2.0	477
Total Residential	1,143.731 140.29	52.752.9	74.7	7,0037,001
INDUSTRIAL				
Heavy Industrial (HI)	81.17	3.8	5.3	
Total Industrial	81.17	3.8	5.3	
BUSINESS				
Mixed Use/Air Park (MU/AP)	24.45	1.1	1.6	
Mixed Use	252.73	11.7	16.6	159 ³
Total Business	277.18	12.8	18.2	159³
COMMERCIAL				
Commercial Retail (CR)	28.27	1.3	1.9	
Total Commercial	28.27	1.3	1.9	
OTHER				
Open Space (OS)	375.94380 .14	17.417.6		
Public Facilities/Schools (PF)	84.30	3.9		
Right-of-Way (ROW)	175.5167 .86	8.17.8		
Total Other	641.44632 .30	29.429.7		
TOTAL	2,162.65	100%	100%	7,1627,160

1. Assumes total of ~~1,526.911,530.35~~ acres of developable land. This does not include land uses in "other" category.

2. The ROW acreage includes local streets, which are not depicted on the Land Use Plan. See **Figure 3.1-2, Circulation Plan**.
3. This number represents a maximum, rather than a target.

Table 3.1-B, Land Use Summary By Planning Area

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
A-1	Open Space (OS)		0.63	
A-2	Mixed Use/Air Park (MU/AP)		24.45	
A-3	Open Space (OS)		10.77	
A-4	Heavy Industrial (HI)		81.17	
A-5	Commercial Retail (CR)		17.61	
A-6	Mixed Use (MU)		46.18	
A-7	Open Space (OS)		9.97	
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.0-5.0
B-5	Medium High Density Residential (MHDR)	229	32.7	5.0-8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0
C-1	Medium Density Residential (MDR)	122	40.77	2.0-5.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0
C-5	Open Space (OS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0
C-8	Medium High Density Residential (MHDR)	105	14.96	5.0-8.0
D-1	Open Space (OS)		110.66	
E-1	Open Space (OS)		5.61	

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
E-2	Mixed Use (MU)		127.34	
E-2A ²	Mixed Use (MU)		16.48	
E-2B ²	Mixed Use (MU)		4.92	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)		12.25	
E-5	Mixed Use (MU)	19 ¹	5.31	
E-6	Mixed Use (MU)	120 ¹	33.99	
E-7	Mixed Use (MU)	5 ¹	1.32	
E-8	Mixed Use (MU)	15 ¹	4.94	
F-2	Medium Density Residential (MDR)	143	71.64	2.0-5.0
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0
F-4	Commercial Retail (CR)		6.23	
G-1	Commercial Retail (CR)		4.43	
G-2	Open Space (OS)		1.44	
G-3	Open Space (OS)		1.19	
G-4	Open Space (OS)		5.6	
G-5	Medium Density Residential (MDR)	69	34.6	2.0-5.0
G-6	Open Space (OS)		13.65	
G-7	Medium High Density Residential (MHDR)	432	60.38	5.0-8.0
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0
G-9	Open Space (OS)		6.17	

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0
G-12	Open Space (OS)		5.35	
G-13	Medium Density Residential (MDR)	53	14.17	2.0-5.0
H-1	Open Space (OS)		5.12	
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0-8.0
H-3	Open Space (OS)		3.79	
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0-8.0
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0-8.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0-8.0
H-8	High Density Residential (HDR)	189	13.55	8.0-14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0-5.0
H-10	Open Space (OS)		3.96	
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
J-1	Medium Density Residential (MDR)	130 143	30.64 37.52	2.0-5.0
J-2	Open Space/Lake (OS-LAKE)		20.56 22	
J-3	Open Space/ Lake (OS)		11.24 8.8	
J-4	Medium Density Residential (MDR)	189	39.42 43.36	2.0-5.0
J-5	Open Space (OS)		1.20	
J-6	Open Space (OS)		2.24 1	
J-7	Open Space (OS)		4.24 3.3	
J-8	Open Space (OS)		1.16 1.3	
K-1	Open Space/Lake (OS-LAKE)		22.4	
K-2	Open Space/ Lake (OS)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	120.46 106.2	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.40 1.1	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			167.86 175.5	
TOTALS		<u>7,160</u>7,162	<u>2,162.65</u>	

Note: Planning Area's B-4, B-7, C-3, ~~and C-7,~~ and F-1 have been intentionally left out.

1. This number represents a maximum rather than a target.
2. Planning Area E-2A allows for 58 racetrack recreational units and Planning Area E-2B allows for 16 racetrack recreational units which are not considered dwelling units as they are a non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.

Figure 3.1-1, Land Use Plan

Residential

Residential areas within the project will provide a target of 6,9887,160 dwelling units but with a maximum not to exceed 7,171 dwelling units, with an overall gross density of 4,034.46 dwelling units per gross residential acre¹. The residential element of the plan comprises 1,140.291,143.73 acres or 52.752.9 percent of the total project site. Four residential land uses are proposed, Medium Density Residential, Medium High Density Residential, High Density Residential and Very High Density Residential, establishing appropriate transitions to adjacent non-residential land uses, both on and off site. It should be noted that residential planning areas can be developed to a lower density than that specified by the planning area land use designation, without requiring an amendment to the Specific Plan. Additionally, the maximum density and the total number of dwelling units within the high and very density residential designations can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Residential uses north of Avenue 62 and west of Tyler Street are intended to house employees of the nearby commercial, business and industrial uses.

Each of the residential land use designations (i.e., Medium Density Residential, Medium High Density Residential, High Density Residential and Very High Density Residential) can be developed with several product types, including those which permit clustering of residential density within planning areas. Residential product types include: Detached Dwelling Units, Cluster Detached Dwelling Units, and Cluster Attached Dwelling Units.

The residential designations each have a unique set of development standards designed to accommodate a variety of housing product types. These different residential designations are intended to provide flexibility to develop in areas that are affected by the open space requirements and noise impacts of the Jacqueline Cochran Regional Airport safety zones and the limitations imposed by the utility easement beltway in the central portion of the site. By allowing for clustering of development within planning areas, it is possible to retain residential densities while providing adequate open space for drainage ways, recreational and other lakes and golf courses, the power line easement, and the airport zones.

Under the Specific Plan, it is possible to develop one or more of the product types within an individual planning area or neighborhood, provided that the development is consistent with the project's Design Guidelines.

¹ The overall gross density for residential areas was determined by dividing the total number of dwelling units by the acreage devoted to residential land uses, open space, public facilities, and local residential streets. The gross density—if determined by dividing the total dwelling units by the residential acreage—is 6,286.27. This density is reduced to 3,313.32 if the entire site acreage is used.

Medium Density Residential (2.0–5.0 du/acre)

Medium Density Residential units are proposed throughout the project site. A target of ~~1,652~~ 1,650 dwelling units on ~~501.33~~ 490.51 acres is planned. This is based on a density range of 2.0–5.0 du/ac. The purpose of this designation is to provide a medium density residential alternative in the plan. The intent is to: 1) locate lower density land uses at the project periphery adjacent to off-site lands currently in low intensity uses such as agriculture; 2) provide a transition between open space/recreational areas and medium density land uses; 3) provide for limited residential uses where permitted within the Extended Runway Centerline (ERC) airport safety zone; and 4) create a housing opportunity offering greater private open space amenity than is available in the higher density residential zones.

In addition to One-Family Dwellings development, additional uses within the Medium Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; day care centers; libraries; religious institutions; community centers; and schools. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Medium High Density Residential (5.0–8.0 du/acre)

Medium High Density Residential units are proposed throughout the project site. A target of 3,245 dwelling units on 467.76 acres is planned. This is based on a density of range of 5.0–8.0 du/acre. The purpose of this designation is to provide a lower density creative residential alternative in the plan. The intent is to: 1) create the potential for single-family, first home buyers; 2) offer a desirable housing product for retirees and second home buyers; and 3) accommodate residents seeking more private open space amenities than are available in the High and Very High Density Residential areas.

In addition to Multiple Family Dwellings development, additional uses within the Medium High Density Residential land use designation may include such uses as dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; water wells and appurtenant facilities; day care centers; libraries; religious institutions; community centers; and schools. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

High Density Residential (8.0-14.0 du/acre)

High Density Residential land uses are located in close proximity to community amenities and trails systems for the project. A target of approximately 1,629 dwelling units on ~~140.35~~154.61 acres is planned, assuming a density range of 8.0-14.0 du/acre. The purpose of this designation is to enhance the range of housing types provided within the project area. The intent is to: 1) achieve an affordable living environment for those working in the project vicinity; 2) provide a more compact housing product within close proximity to commercial services and employment opportunities; 3) create pedestrian-oriented communities with common open space and recreation facilities; and 4) orient residential areas around community focal points such as churches and community centers. The maximum density and the target number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

In addition to Multiple Family Dwellings development, additional uses within the High Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; and water wells and appurtenant facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Very High Density Residential (14.0-20.0 du/acre)

Very High Density Residential land uses are located in close proximity to community commercial cores established for the project. A target of approximately 477 dwelling units on 30.85 acres is planned, assuming a density range of 14.0-20.0 du/acre. The purpose of this designation is to enhance the range of housing types provided within the project area. The intent is to: 1) achieve an affordable living environment for those working in the project vicinity; 2) provide a more compact housing product within close proximity to commercial services and employment opportunities; 3) create pedestrian-oriented communities with common open space and recreation facilities; and 4) orient residential areas around community focal points such as churches and community centers. The maximum density and the target number of dwelling units within the very high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

In addition to Multiple Family Dwellings development, additional uses within the Very High Density Residential land use designation may include such uses as two-family dwellings developed as cluster development; lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water; and water wells and appurtenant facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Industrial

One industrial land use category is proposed offering a range of employment opportunities that respond to market conditions and the skills base of the local labor force. A total of approximately 81.17 acres of heavy industrial uses are concentrated in the northern portion of the site, and in close proximity to the Jacqueline Cochran Regional Airport and Polk Street, a designated arterial highway providing access to the airport and points east.

The purpose of this designation is to allow for more intense, industrial/manufacturing uses or other uses compatible with the regional airport. The intent is to: 1) encourage land uses which provide relatively greater levels of employment than is typically associated with industrial uses such as warehousing and distribution; 2) allow for uses that require outdoor storage; and 3) maximize use of the regional transportation system, including air, rail and the road network.

In addition to Manufacturing-Heavy development, additional uses within the Heavy Industrial land use designation may include such uses as water wells and appurtenant facilities; aerial services including advertising, photography and tours; aerospace/aeronautical or automotive museums; aircraft taxiways; catering services/flight kitchens; conference facilities; golf courses and appurtenant facilities; convenience stores; dry cleaners; flight schools; hospitals; hotels and motels; intermodal cargo transfer terminals; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; paper recycling facilities; parcel delivery services; and rental car agencies including the storage of rental cars; motor sports race track and facilities necessary and incidental thereto including, a race track, private garages, fuel storage, buildings for vehicle display, tuning shop, and observation tower; cogeneration plants; structures and facilities necessary and incidental to the development, generation and transmission of electric power and gas such as power plants, booster or conversion plants, transmission lines, pipelines and the like; and incarceration and detention facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Business

Mixed Use/Air Park

The Mixed Use/Air Park designation is located in the northernmost portion of the project site, just south of the Jacqueline Cochran Regional Airport. Approximately 24.45 acres are devoted to this land use. The purpose of this designation is to accommodate a wide range of land uses including office, service, commercial, airport-related, incubator business, and very light industrial. The intent is to: 1) complement expansion plans for the Jacqueline Cochran Regional Airport by providing needed services and commercial uses located near the Tyler Street airport entrance; 2) create a supportive environment for start-up businesses; 3) devise standards that encourage combinations of uses such as office/sales/storage/assembly; and 4) provide support services for business and industrial uses in the project area.

In addition to General Commercial development, additional uses within the Mixed Use/Air Park land use designation may include such uses as aviation equipment assembly; communication equipment and microwave sales and installation; computer and office equipment sales, service, repair and assembly; conference facilities; country clubs, manufacture of dairy products, not including dairies; emergency and urgent care medical facilities; libraries; manufacture of grain and bakery products; health and exercise centers; hospitals; ice houses; jewelry manufacture and repair; manufacture of wearing apparel and accessories; manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture of handbags, luggage, footwear, and other personal leather goods; manufacture of cutlery, tableware, hand tools and hardware; manufacture of plumbing and heating items; vehicle storage and impoundment; manufacture of office and computing machines; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; manufacture of non-alcoholic beverages; manufacture of confectionery products; manufacture and repair of refrigeration and heating equipment; printing of periodicals, books, forms, cards, and similar items; public parks and public playgrounds; golf courses; religious institutions; facilities for research and development of precision components and products; facilities related to alternative energy development; large-scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas, and ancillary uses in support thereof; water wells and appurtenant facilities; aerial service businesses including advertising, photography and tours; aerospace/aeronautical museums; aircraft equipment sales, service and repair; contractor storage yards; flight schools; intermodal cargo transfer facilities; manufacture of furniture and fixtures, including cabinets, partitions, and similar small items; manufacture of bicycles; parcel delivery services; warehousing and distribution; community centers; schools; meat and poultry processing not including slaughtering or rendering of animals; paper shredding facilities; research and manufacture of drugs and pharmaceuticals; manufacture of soaps, cleaners and toiletries; wrought iron fabrication; machine, welding and blacksmith shops; breweries, distilleries and wineries; paper storage and recycling within a building; recycling processing facilities; paper and paperboard mills; manufacture of containers and boxes; and above ground natural gas storage. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance an approved list of allowable uses.

Mixed Use

The Mixed Use designation is located in the northernmost portion of the project site, just south of the Jacqueline Cochran Regional Airport. Approximately 252.73 acres are devoted to this land use. The purpose of this designation is to accommodate a wide range of land uses including office, service, commercial, airport-related, incubator business, mixed-use residential units, very light industrial, and large scale recreational development. The intent is to: 1) complement expansion plans for the Jacqueline Cochran Regional Airport by providing needed services and commercial uses located near the Tyler Street airport entrance; 2) devise standards that encourage combinations of uses such as office/sales/storage/assembly; 3) provide support services for business and industrial uses in the project area; and 4) provide standards unique to development of large scale recreational use.

Additional uses within the Mixed Use land use designation, depending on the Planning Area, may include such uses as above ground natural gas storage less than 6,000 gallons; aerial service businesses including advertising, photography and tours; aircraft equipment sales, service and repair; contractor storage yards; aircraft taxiways; aviation equipment assembly; breweries, distilleries and wineries; catering services/flight kitchens; community centers; computer and office equipment sales, service, repair and assembly; conference facilities; convenience stores; country clubs; dry cleaners; emergency and urgent care medical facilities; facilities for research and development of precision components and products; flight schools; hospitals; hotels and motels; ice houses; intermodal cargo transfer facilities; jewelry manufacture and repair; facilities related to large scale recreational uses such as a motor sports race track and facilities related thereto, including but not limited to race track, private garages, single-family residential including duplex units defined as a structure with two dwelling units placed beside one another sharing a common wall, racetrack recreational units, clubhouse, tuning shop, observation tower, museum, vehicle display areas, underground fuel storage and ancillary uses in support thereof; libraries; manufacture and repair of measuring devices, watches, clocks and related items; manufacture and repair of optical goods, medical instruments, supplies and equipment, engineering, survey and drafting instruments and photography equipment; manufacture and repair of refrigeration and heating equipment; manufacture of bicycles; manufacture of confectionery products; manufacture of dairy products, not including dairies; manufacture of furniture and fixtures, including cabinets, partitions, and similar small items; manufacture of grain and bakery products; manufacture of cutlery, tableware, hand tools and hardware; manufacture of non-alcoholic beverages; manufacture of office and computing machines; manufacture of plumbing and heating items; manufacture of wearing apparel and accessories; manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature; outdoor film studio; paper storage and recycling within a building; parcel delivery services; public parks and public playgrounds; religious institutions; rental car agencies including the storage of rental cars; research and development facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research and manufacture of drugs and pharmaceuticals; schools; warehousing and distribution; water wells and appurtenant facilities. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses that may be permitted with an entitlement as specified therein.

Due to the unique nature of large scale recreational development north of Avenue 62, the Mixed Use designation allows for two or more different types of uses contiguous to one another, planned as a unit. For instance, with racetrack development north of Avenue 62, certain planning areas could develop as residential product types adjacent to racetrack facilities. These planning areas

will also allow for duplex units, or structures with two dwelling units placed beside one another sharing a common wall.

A maximum of 159 dwelling units on 46 acres is planned as part of these mixed-use development areas.

Commercial-Retail

A Commercial Retail land use designation, comprising a total of 28.27 acres, is proposed for the project. The purpose of this designation is to provide a range of commercial uses in support of broader employment and residential uses within the Plan. The intent is to: 1) provide limited neighborhood commercial uses to serve residential communities; 2) incorporate commercial uses within walking distance of residential neighborhoods and employment uses; 3) locate highway-oriented commercial uses at the project periphery or along major through roadways, with easy access to and visibility from the arterial highway system; 4) accommodate "big box" commercial uses on larger sites, to serve regional markets; and 5) provide appropriate circulation, parking and loading areas to handle traffic generated by commercial land uses.

In addition to general commercial development, additional uses within the Commercial Retail land use designation may include such uses as public parks and public playgrounds; golf courses; country clubs; animal hospitals with all kennels entirely indoors; health clubs; computer sales and repair stores; parcel delivery services; libraries; religious institutions; community centers; schools; and water wells and appurtenant facilities; and electric vehicle charging stations. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. The Specific Plan Zoning Ordinance provides the allowable uses and Development Standards.

Public Facilities/Schools

This land use designation totals 84.30 acres and consists of property owned by the Coachella Valley Unified School District as a site for multiple schools. SPA4 recognizes that these schools have been constructed and are operational.

In addition to One-Family Dwelling development, additional uses within the Public Facilities/Schools land use designation may include such uses as government offices, courthouses, police stations, fire stations, libraries, museums, public schools, water wells and appurtenant facilities; day care centers; religious institutions; community centers; private schools and communication facilities. Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Open Space

The purpose of this designation is to provide open space and recreational amenities to serve populations in the project neighborhoods. Approximately 375.94380.14 acres of open space is provided. The intent is to: 1) allow for a variety of passive and active recreational experiences for neighborhood residents and visitors, ranging in scale from community parks to more intimate neighborhood parks; 2) incorporate walking and bicycle trails and linkages between residential neighborhoods and commercial/employment centers, where appropriate; 3) comply with land use restrictions for Jacqueline Cochran Regional Airport safety zones which require the maintenance of open space clear of obstructions; 4) accommodate stormwater runoff originating both on and off site which must be controlled and conveyed through the property;

and 5) provide a variety of landscape settings ranging from highly landscaped to native communities for visual interest as well as buffering between adjoining land uses.

The Specific Plan allows for large-scale recreational uses such as a motor sports race track in the northern portion of the site as a permitted land use. Any such large-scale recreation use, if developed, would be sited around the drainage corridors. The Specific Plan also allows clubhouses and their associated shopping and dining facilities. Additionally, uses such as lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water will be a permitted use in the southern portion of the site. The intent is to: 1) diversify the recreational opportunities available to area residents and visitors; 2) create an attractive amenity around the clubhouses that is enhanced through landscaping and design treatments; 3) develop a central meeting place (clubhouse) that offers uses that are incidental to the primary recreation use; and 4) stimulate job growth and creation of new employment opportunities.

Additionally, light agricultural uses may be allowed when the gross area of a lot is twenty (20) acres or greater. Section 2 – Specific Plan Zoning Ordinance provides an approved list of allowable uses.

Roads

Major road rights-of-way totaling approximately ~~176~~167.86 acres within the project site will be implemented in conjunction with the project.

3.1.2 Project-Wide Development Standards

To ensure a logical, orderly, and sensitive development of land uses proposed for the Kohl Ranch, special development criteria, standards, and mitigation measures have been created for each Planning Area. These area-specific standards, discussed in detail in Section 3.2 – Land Use, Planning, and Development Standards by Neighborhood, provide for appropriate transitions to neighboring land uses.

In addition to these specific techniques, project-wide development standards also have been developed as part of the Comprehensive Land Use Plan and are designed to complement the individual conditions within each Planning Area. These general standards are:

- 1) The total Specific Plan shall be developed with a target of ~~7,1627,160~~ dwelling units but with a maximum not to exceed 7,171 dwelling units on ~~1,140,291,143.73~~ acres of residential uses and approximately 48 acres of mixed use, as illustrated on the Specific Land Use Plan. However, the maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. General uses permitted will include residential, industrial, commercial, business, open space/golf course, recreational and other lakes, country club, and public facilities.
- 2) Uses and development standards shall be in accordance with the County of Riverside Zoning Ordinance No. 348 for this Specific Plan in Section 2 – Specific Plan Zoning Ordinance, and shall be defined by Specific Plan objectives, future detailed plot plans and potential conditional use permits as appropriate.

- 3) Standards relating to signage, landscaping, parking and other related design elements shall conform to the County of Riverside Zoning Ordinance No. 348 as amended for this Specific Plan in Section 2, and Coachella Valley Water District Ordinance 1302.1.
- 4) All project lighting shall be in accordance with County of Riverside standards.
- 5) The development of property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance No. 348 as amended for this Specific Plan in Section 2, Ordinance No. 460, and state laws; and shall conform substantially with the adopted Specific Plan as filed in the office of the Riverside County Planning Department, unless otherwise amended.
- 6) All development on the site will be consistent with this Specific Plan No. 303 and subsequent amendments, as on file with the Riverside County Planning Department, and with all applicable laws of the State of California.
- 7) Prior to issuance of a building permit for construction of any use contemplated by this approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of the Specific Plan approval have been satisfied for the phase of development in question.
- 8) Lots created pursuant to this Specific Plan and any subsequent tentative maps, shall be in conformance with the development standards of the Specific Plan herein applied to the property.
- 9) Agriculture shall continue to be an allowable use in in accordance with Specific Plan Zoning Ordinance.
- 10) Utility service to this Specific Plan shall be provided by individual authorized service providers or through the creation of a Public Utilities District (PUD).
- 11) A target maximum number of dwelling units is specified for each residential planning area. The target is based on the applicable density range and may or may not represent the maximum number of units allowed within the density range for any single planning area. Therefore, any given implementing subdivision may increase the number of units beyond the target density up to the maximum allowed for its planning area without a specific plan amendment, provided that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. Further the number of dwelling units contained in an implementing subdivision application may exceed the maximum number of allowable units specified in the Specific Plan for any single planning area by not more than ten percent (10%) without an amendment to this plan, provided that the maximum number of dwelling units in other planning areas are reduced by an equivalent number of units such that the total number of dwelling units within the Kohl Ranch Specific Plan does not exceed 7,171 dwelling units. See Section 3.1.11, Specific Plan Administration, for the approach to tracking units during the build out of the project. Density transfers will be required to receive administrative approval.
- 12) A total of 5 acres of parkland shall be provided for each one-thousand (1,000) in population within the Kohl Ranch Specific Plan boundary or payment of a fee in-lieu thereof, or a combination of both for neighborhood or community park and recreational facilities. Fees shall be paid in accordance with Riverside County Ordinance 460.

3.1.3 Circulation Plan

The Kohl Ranch Specific Plan circulation system is designed to provide direct and convenient access to all portions of the project site, and to provide efficient connections to major transportation corridors in the project vicinity such as the new SR-86S Freeway (east of the Whitewater River)². In addition, the proposed circulation system has been coordinated with other planning efforts in the area, such as the planned development at Jacqueline Cochran Regional Airport and the South Valley Implementation Plan. Based on a thorough traffic impact analysis (Appendix J of EIR No. 396), with recommended improvements, the study area intersections at buildout will operate at acceptable levels of service consistent with Riverside County policies. Precise access locations and the phasing of roadway improvements shall be determined at the plot plan or tentative tract map level, subject to approval by the Riverside County Transportation Department.

The project traffic analysis estimates that 88,464 trip-ends per day will be generated by the project at buildout (Appendix J of EIR No. 396). With an internal trip discount of ten percent (the percentage of trips assumed not to leave the Kohl Ranch), it is reduced to 79,618 external trip-ends.

The roadway designations are depicted in **Figure 3.1-2, Circulation Plan**. Roadway cross-sections are depicted in **Figure 3.1-3, Roadway Cross Sections**.

On-site, Avenue 62 is currently identified in the Coachella Valley Association of Governments (CVAG) Transportation Project Prioritization Study (TPPS), between Harrison Street and Polk Street. This is a priority list for transportation projects in the Coachella Valley. Transportation Uniform Mitigation Fees (TUMF), Measure A and other funding sources are administered through CVAG to assist local jurisdictions with roadway improvements. Prioritization on the list is based on the following factors: roadway surface condition, system continuity, level of service, and accident rate. The TPPS is typically updated every five (5) years. Avenue 62 is the only roadway on site that appears on the TPPS list.

Public Transit

The SunLine Transit Agency (STA) is the regional public transportation operator in the Coachella Valley and will service the project area. According to the SunLine Transit Facilities Design Manual dated December 2006 and the Bus Route Map for Line 91, effective January 2, 2011, one bus route (Line 91) currently operates along Avenue 66 providing both eastbound and westbound service seven days a week. The nearest bus stop is located at Avenue 66 and Middleton Street located at the southwest corner of the project boundary. EIR 396 includes mitigation measures that require coordination with SunLine Transit, bus stops and bus turn-outs.

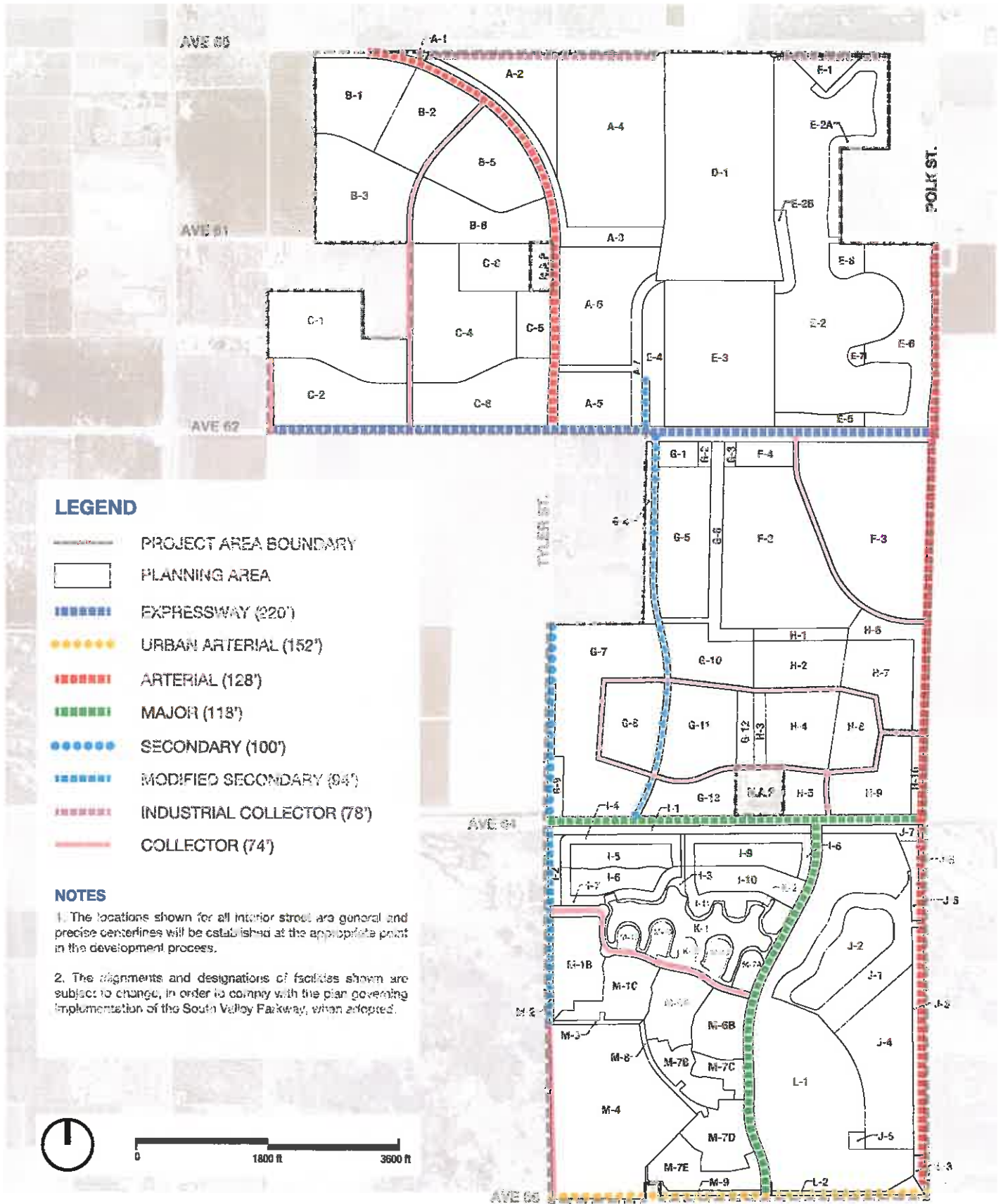
² For clarification, please note that the designation SR-86S refers to the new freeway constructed east of the Whitewater River. The "old" Highway 86 is located west of the project site and is referred to in this Specific Plan as Harrison Street, its local street name.

Circulation Development Standards

- 1) Any application for any subdivision within the specific plan boundary shall comply with the standards of Ordinance 460.
- 2) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project.
- 3) All roadways intersecting four lane facilities or greater shall be a minimum of 74 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four-lane facility to the nearest intersection.
- 4) All typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- 5) All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
- 6) No textured pavement accents will be allowed within County rights-of-way.
- 7) Mid-block cross-walks are not allowed.
- 8) Driveways and access points. No driveways or access points as shown in this specific plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
- 9) Drainage. The drainage facilities necessary for this project will generally be outside of the road rights-of-way and maintained by an owners association, county service area, or by the Coachella Valley Water District. Drainage facilities required for road purposes will be maintained by the transportation department or CVWD.
- 10) Commercial. Per the General Plan, "Neighborhood Commercial Uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways."
- 11) Schools/Parks. The Transportation Department's policy regarding streets adjacent to school sites and park sites requires a minimum of 66' right-of-way (Standard 104).
- 12) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.
- 13) All trails developed as part of this specific plan shall be designated as shown on **Figure 3.1-10, Public Facility Sites** or as agreed to by Riverside County Regional Parks and Recreation District; and shall be located within or adjacent to the right-of-way pursuant to **Figure 3.4-18, Tyler Street Trail** and **Figure 3.4-19 Avenue 62 Trail**. Class I bikeways shall be developed in accordance with the standards contained within Chapter 1000 of the California Department of Transportation – Highway Design Manual (Fourth Edition).
- 14) All roadway widths will be at the discretion of the Transportation Department, once the ultimate land uses for the individual planning areas are determined.
- 15) All projects, including subdivisions within the specific plan boundary, shall be subject to a Mitigation Monitoring Program, included as part of EIR No. 396 and any updated environmental assessments associated therewith.

- 16) Prior to the issuance of building permits, the landowner shall convey an aviation easement to Jacqueline Cochran Regional Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded..

Figure 3.1-2, Circulation Plan



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA

Figure 3.1-3, Roadway Cross-Sections

3.1.4 Drainage Plan

Drainage flows enter the property from both the northwest and southwest corners of the site and along the southern, western and northern boundary. Flows drain through the property and outlet along the southeast boundary between Avenues 66 and "D" Street as depicted in **Figure 3.1-4, Conceptual Drainage Plan**. Development of the project will require the collection and conveyance of flood flows through the project in a manner which will ensure the protection of the developed properties from a 100-year flood. In addition, storm flows will be redispersed along the eastern boundary to approximate existing flow conditions, to avoid adversely impacting downstream properties. The proposed flood control system is designed to collect the storm flows as they enter the site in collection basins, transport the flows through the site in graded swales and drainage pipes and discharge the flows over weirs, on the east side of the project.

In order to provide the required level of on-site flood protection, the storm flows will be intercepted on the east side of Tyler Street and on the south side of Avenue 60. The storm flows will then be conveyed through the project area through utilization of drainage pipe. In order to approximate existing historical runoff conditions, the difference between the on-site developed and undeveloped runoff flows will be controlled by use of on-site retention basins. The size and depth of these basins will be determined when a final development plan is prepared. Since each collection basin will be designed to handle predicted flood flows the width of the collection basins will vary. Generally, these collection basins will be trapezoidal in shape with 3:1 side slopes and a top width between 100 and 200 feet. Once the storm flows have passed through the graded swales and drainage pipes they will enter the dispersal basins along the eastern boundary of the project. These basins will vary in top width from 200 to 300 feet and will have a mild gradient toward the south. As peak flows progress in a southerly direction, they will spill over a side weir designed to outlet storm flows toward the east in a manner consistent with existing conditions. Retained water will be pumped in a sheet flow dispersal at rates less than presently occur.

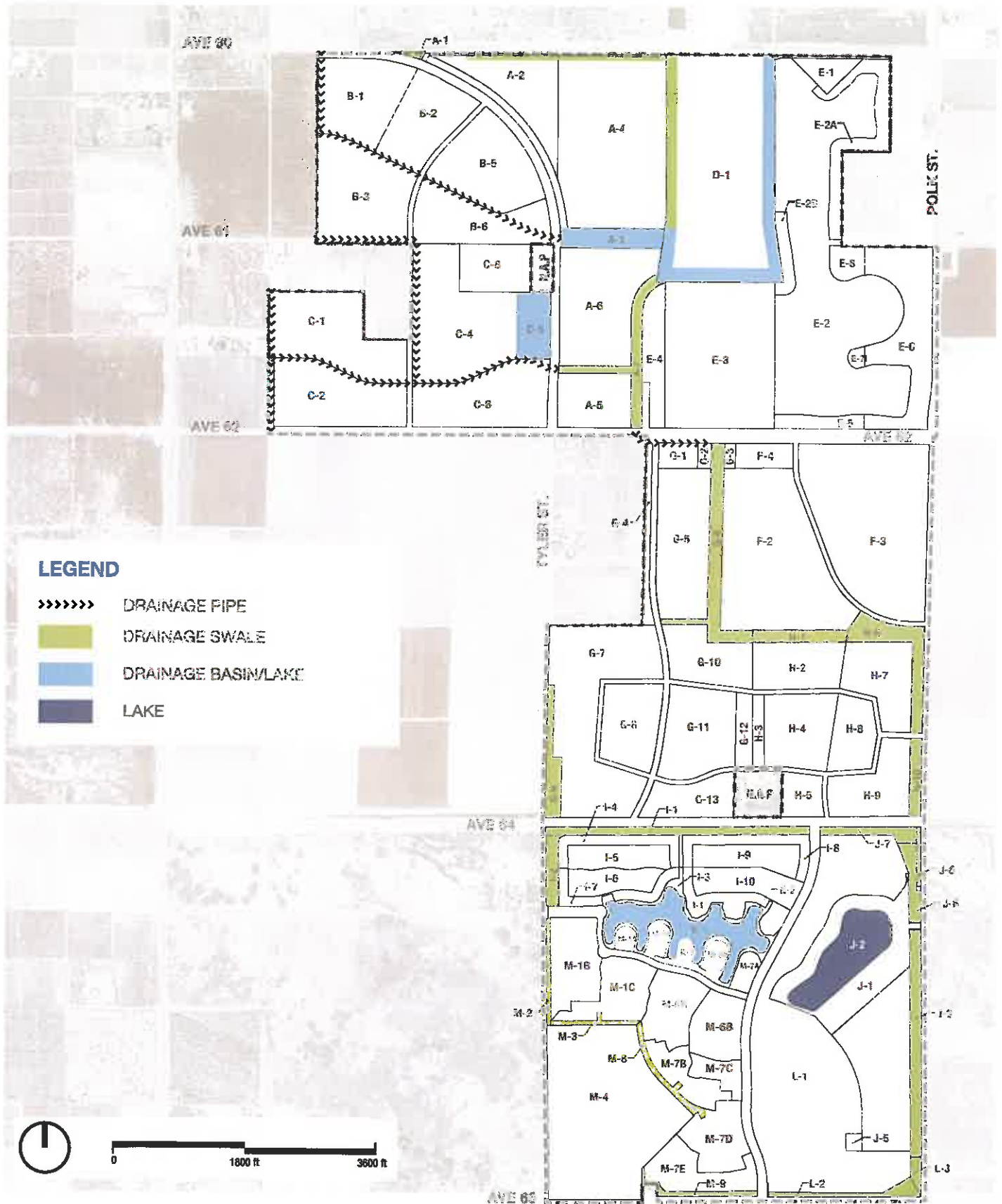
On-site runoff will be intercepted and conveyed through the development by means of a conventional catch basin, swales and storm drain system, in accordance with Coachella Valley Water District (CVWD) standards, so that the increase in on-site runoff resulting from the development will be detained on-site and allowed to percolate into the ground or be captured and reused. The collector storm drain system will be designed to utilize street flow carrying capacity and flows into catch basins and inlets when the quantity exceeds the top of curb.

A high degree of protection from the 100-year flood will be provided to all building pads on the project site as the recommended Flood Control Plan is implemented. Moreover, downstream properties will no longer have to contend with the uncertainty of the existing uncontrolled storm flows, and will have the benefit of controlled flows from the project area. Ultimately, the Eastern Coachella Valley Stormwater Management Plan will implement facilities that will eliminate offsite flows from impacting the Kohl Ranch. Future implementing Projects that develop prior to construction of these facilities shall account for 100-year flood condition in the interim.

Drainage Development Standards

- 1) All drainage facilities will be designed and constructed in accordance with the Riverside County ~~Flood Control and Conservation District (RCFCD)~~ and Coachella Valley Water District (CVWD) standards and specifications, and the Standard Specifications for Public Works Construction, (GREEN BOOK).
- 2) Drainage facilities will be subject to the review and approval of the Riverside County Transportation Department.
- 3) Design of drainage facilities will be reviewed by CVWD in conjunction with their review of the sewer and water facilities.
- 4) Drainage plans shall be submitted to CVWD for review and approval. This is to ensure that all proposed facilities are compatible with existing CVWD and U.S. Bureau of Reclamation (USBR) facilities.
- 5) The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to Riverside County and a homeowners or County Service Area for maintenance and operations.
- 6) All areas within the Specific Plan area will be required to prepare a site specific Water Quality Management Plan Storm-Water-Pollutant-Prevention-Plan (SWPPP/QMP) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards. Industrial developments will require an additional SWPPP to operate.
- 7) All projects proposing construction activities including: cleaning, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.
- 8) The drainage plan for Kohl Ranch shall take into account the existing agricultural drainage facilities in this area. Possible conflicts with these facilities shall be evaluated by the developer's engineer and CVWD.

Figure 3.1-4, Conceptual Drainage Plan



3.1.5 Conceptual Community Structure Plan

The Community Structure Plan identifies the major project open space and recreation areas which define the project neighborhoods, and the landscape treatments for project roadways and entries.

Open Space and Recreation

The open space areas are an integral part of the Kohl Ranch Specific Plan. They provide recreational amenities to residents and workers, and are used to screen development edges from potential noise and visual impacts associated with surrounding arterials. The open space system also provides aesthetically pleasing views both from within the project and from surrounding roadways and adjacent properties.

The open space and recreation system for the Kohl Ranch Specific Plan includes neighborhood and community parks, large-scale recreational uses, passive open space and a project-wide trail system. The open space system is organized around, and if necessary, will be adjusted to accommodate any changes in the project drainage network and the Jacqueline Cochran Regional Airport safety zones which limit the land uses and densities which can be located on certain portions of the site. Approximately ~~376~~ 380.14 acres are devoted to the Open Space land use category, including Open Space-Lake. Under a golf course scenario, this would increase by approximately 150 acres.

Large-Scale Recreational Uses

Allowable land uses could accommodate a golf course that would parallel the drainage system, and serve as a central view focus and buffer between land uses for the majority of residential unit in the southern portion of the project site. The major recreational use in this area could be a golf course, which could alternatively be developed for recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, and non-potable irrigation water). The golf course would be equipped with a driving range and clubhouse facility. The golf course is a permitted use allowable under the provisions of the Section 2 - Specific Plan Zoning. If developed, it would be sited to maximize the golf course frontage and views for residential units. While the golf course would be privately owned, it is envisioned that the golf course (or in the alternative, recreational lakes) would serve neighborhood residents.

In the northern portion of the project site, a private motor sports race track, and uses incidental thereto, would be allowed uses within the open space designation in Neighborhood E. The facilities allowed within the open space planning areas in Neighborhood E would include a race track, private garages and uses incidental thereto such as a tuning shop and observation tower.

Local Parks

Seven local parks are planned to serve residents and/or employees of the project as depicted in **Figure 3.1-5, Community Structure**. If large-scale recreational uses such as a golf course or race track are built, Parks 4, 5, and 6 may be incorporated into the adjacent large-scale recreational facility. The parks are located throughout the site, and are connected by the project-wide trail system (**Figure 3.1-10, Public Facilities Sites**). Under the golf course alternative, an enhanced amenity package is planned which would supplement the recreation opportunities provided by the local parks. **Table 3.1-C, Potential Park Uses** on the following page describes potential park uses for the project, with and without the golf course scenario, **Table 3.1-D, Potential Park Uses (Golf Course Scenario)**, and with or without the racing facility **Table 3.1-E, Potential Park Uses (Racetrack Scenario)**.

- Park 1 – The local park in the northwestern portion of the site located adjacent to Tyler Street, serves the residential uses to the north of Avenue 62. The size of the park would total approximately 10 acres. This park is located to provide easy access to the large area of contiguous natural open space just south of the airport via a project trail along the north side of Tyler Street.
- Park 2 – The community park located to the south of Avenue 62 is approximately 4.0 acres. This park is linked to the other local parks by trails, some of which follow the drainage channels/paseos.
- Park 3 – A 9.1-acre park is located in the center of the site between two residential neighborhoods. This park can be accessed from the north, south, east, and west by the trail system, which also connects the park with public facility sites to the south.
- Parks 4, 5, and 6 – The local parks in the southern portion of the site are intended to be private to serve residents and are connected to each other and the residential neighborhoods they serve via a trail system planned around the lakes. Under the golf course scenario, these parks would be constructed as parts of the golf course.

Figure 3.1-5, Community Structure

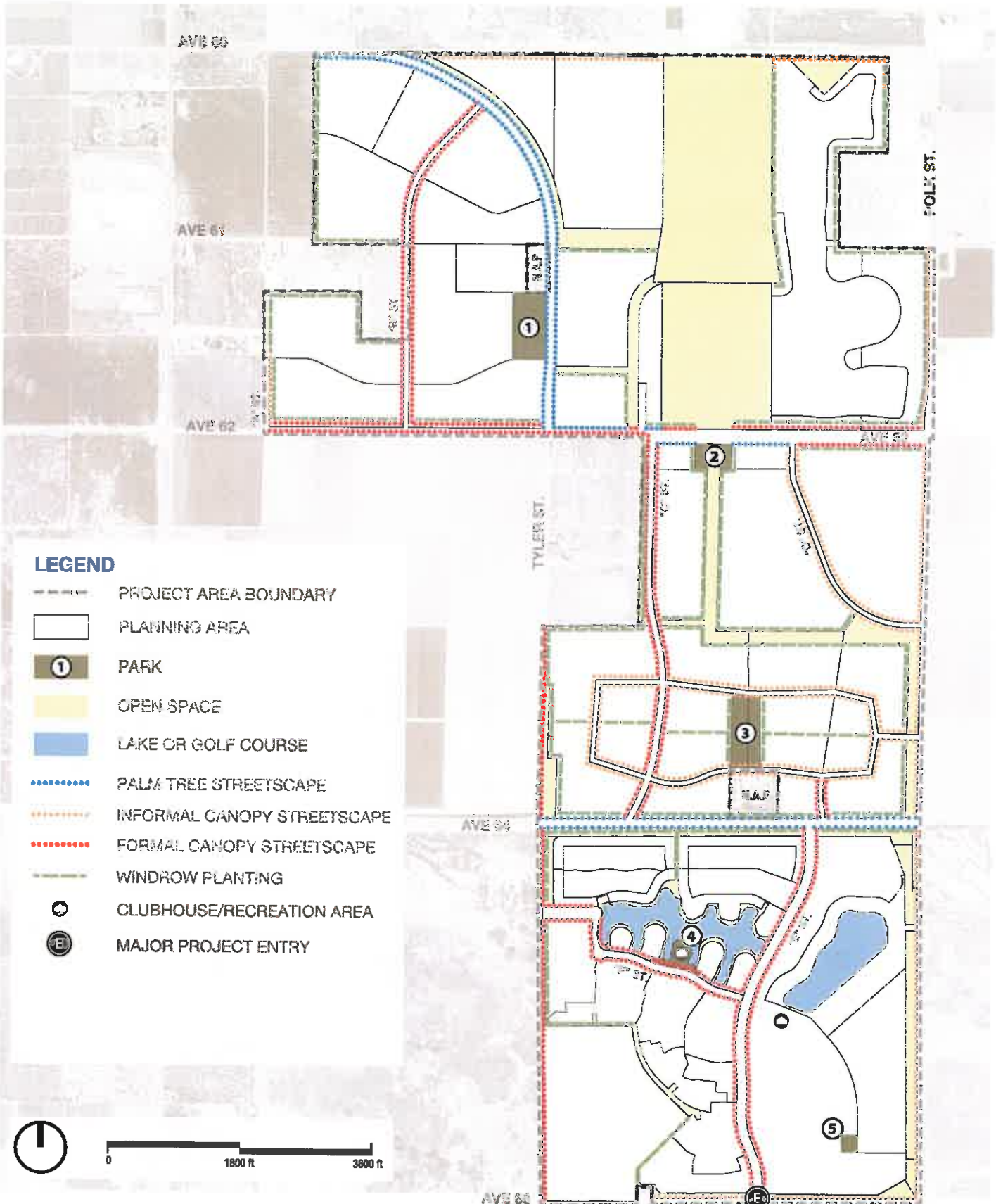


Table 3.1-C, Potential Park Uses¹

Park	Description	Size	Potential Park Uses
1	<ul style="list-style-type: none"> ▪ Neighborhood park in northwest portion of site in Neighborhood C ▪ Serves residential uses to the north of Avenue 62 ▪ Connected to large area of natural open space via Trail along Tyler Street 	9.97 acres	Ball fields Picnic area Tot lot Play equipment
2	<ul style="list-style-type: none"> ▪ Community park south of Avenue 62 in Neighborhood G ▪ Within airport safety zone ▪ Portion of park within drainage area ▪ Linked to other local parks by trails 	4.0 acres	Ball field Picnic area Tot lot Play equipment Tennis courts Recreation center
3	<ul style="list-style-type: none"> ▪ Neighborhood park in the center of the site in Neighborhoods G and H ▪ Trail system connects park with public facility sites to the north and south 	9.1 acres	Ball fields Picnic area Shuffle board Horse shoes
4 - 65	<ul style="list-style-type: none"> ▪ Small Neighborhood parks serving multiple neighborhoods in southern portion of the site (Neighborhoods J and K) ▪ Within drainage area ▪ Connected to public facilities and other parks through trail system 	64.4 acres	Picnic area Lawn bowling Shuffle board Horse shoes Senior center

¹ Potential park uses identified in the table are provided as examples of the types of uses that would be appropriate in each park under the three scenarios. Actual park uses and facilities may differ from those listed.

Table 3.1-D, Potential Park Uses (Golf Course Scenario)

Park	Description	Size	Potential Park Uses
1	Same as Table 3.1-C	9.97 acres	Same as Table 3.1-C
2	Same as Table 3.1-C	4.0 acres	Same as Table 3.1-C
3	Same as Table 3.1-C	9.1 acres	Same as Table 3.1-C
4 - 65	Parks could be converted to golf course use	0.0 acres	Not applicable

Table 3.1-E, Potential Park Uses (Race Track Scenario)

Park	Description	Size	Potential Park Uses
1	Same as Table 3.1-C	9.97 acres	Same as Table 3.1-C
2	Same as Table 3.1-C	4.0 acres	Same as Table 3.1-C
3	Same as Table 3.1-C	9.1 acres	Same as Table 3.1-C
4 - 56	Same as Table 3.1-C	46.4 acres	Same as Table 3.1-C

Trail System

The proposed development is planned with an off-street (pavement) trail system that parallels streets and drainage ways throughout the site. **Figure 3.1-10, Public Facilities Sites** shows proposed trail locations, however, the final location of the off-street trail system may be adjusted to accommodate final engineering of the drainage system and development plans. A conceptual design for drainage swales and pipeline is shown in **Figure 3.1-4, Conceptual Drainage Plan**. Street-parallel trails will be constructed per the designations identified on **Figure 3.1-10, Public Facilities Sites** and illustrated in the cross sections found in **Figure 3.4-18, Tyler Street Trail** and **Figure 3.4-19, Avenue 62 Trail** found in Section 3.4 – Landscape Design Guidelines. The off-street system is supplemented by sidewalks and bike lanes within the paved roadway. In addition to providing access to the local parks, the trail system also provides a pedestrian linkage to the schools and to key commercial sites. The proposed trail system provides connections through the site to implement its portion of the County-planned trail system for the area.

Naturalized Open Space

The system of drainage channels throughout the project site will offer a scenic amenity to residents of the Kohl Ranch Specific Plan. The channels will be graded and will contain native desert vegetation that will also provide a buffer between land uses. The acreage of this natural open space will vary depending upon whether the golf courses or other recreational uses are built. Planning Area D-1 (110.66 acres) will remain in open space due to airport-related restrictions.

Landscape Concept

The landscape concept for the Kohl Ranch Specific Plan provides criteria for the treatment of areas within roads and easements, medians, land use transitions, development edges and project entries. The landscape concept has been conceived to organize the development and to establish a unified landscape framework that provides continuity throughout the project area and supports the community themes. Proposed landscape materials are intended to direct and guide the resident or visitor to the development, screen sensitive views, and frame or create focal points and views as the motorist and pedestrian moves through and around the project.

The landscape concept consists of a hierarchy of recommended plantings that correspond to the roadway classifications and project entry statements. More detailed descriptions of these landscape features are provided in Section 3.4 – Landscape Design Guidelines. The landscape concept is based upon the use of natural desert vegetation both for its visual effect and drought tolerant characteristics. The use of water efficient irrigation practices is encouraged, with canal water used for golf courses and public open space areas.

Five basic streetscape planting schemes are proposed:

- Palm Tree Streetscape;
- Formal Canopy Streetscape;
- Informal Canopy Streetscape;
- Windrow Planting; and
- Expressway Planting.

Project Entries

Major project entries generally are identified by groves of palm trees, which create visual interest through the introduction of a vertical element and a beacon that is visible at a distance across the flat landscape. The palm tree plantings are carried into the site along major project roadways, using a less dense spacing between plantings than the concentrated plantings at project entries. Major project entries are identified at the following locations:

- Avenue 60 at northern project boundary;
- Avenue 62 and Polk Street; and
- "E" Street and Avenue 66.

Minor project entries will be treated with a scaled-down version of the palm tree concept. Entries and intersections will be precisely located as internal roadways are designed.

Streetscapes

In order to achieve a cohesive overall circulation system for the Kohl Ranch Specific Plan and provide a strong community structure, a consistent streetscape treatment is recommended for public and private rights-of-way. The general landscape concept combines the use of palms trees with citrus understory, massed in selected locations, interchanged with formal and informal canopy plantings and use of other desert plant material. The streetscapes are broken down into three major categories with special features and plant forms as indicated.

The proposed plantings along major project roadways are based upon the roadway significance and strategic location within the project site. Because of its importance as a connection and northern project entry, Tyler Street, north of Avenue 62, is proposed to employ the palm tree planting concept, with breaks in the plantings where tall trees are prohibited through the airport safety zones. If the race track scenario is developed, Windrow Plantings will be used along its frontage to screen from residential uses to the west.

Formal canopy streetscape plantings are planned along Avenue 62, "B" Street, "C" Street, "E" Street, "F" Street, Tyler Street (south of Avenue 62) and several local roadways that provide internal circulation between neighborhoods. These streets provide definition to the project neighborhoods. Informal canopy streetscape plantings are recommended for local roads that are more interior to the site.

Buffers and Land Use Transitions

Windrow plantings are recommended to serve as buffers between land use types, along drainage channels and project edges, and within residential neighborhoods to mitigate against high desert winds. Windrows also can be used to provide structure to project neighborhoods and can be integrated with the project trail system, but must be sited to take into consideration airport safety zones and screening of the race track, if developed.

Community Structure Development Standards

- 1) All detailed landscaping programs for planning areas and roadways will be prepared by a qualified landscape architect for review by the County.
- 2) Common open space areas within each planning area may be devoted to passive or active uses, and will, to the extent feasible, be coordinated with any open space in adjoining planning areas to create a continuous network. The exact design and layout of facilities will be accomplished in conjunction with detailed future tract layouts.
- 3) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped common areas shall be submitted to the Riverside County Planning Department for approval. The improvement plans shall include, but not be limited to, the following:
 - Final grading plan;
 - Irrigation plans prepared by a landscape architect;
 - A landscaping plan with specifications for mulching and staking methods; locations, type, size and quantity of plantings;
 - Fence treatment plans; and
 - Special treatment/buffer area treatment plans.
- 4) The applicant developer and/or builder shall be responsible for maintenance and upkeep of all common landscaped areas and irrigation systems within its ownership parcels until such time as these operations are the responsibility of other parties.
- 5) At the time of recordation of any final subdivision map which contains a common open space area, the subdivision shall have those common areas transferred to the master property owners association or an appropriate public maintenance agency who will take responsibility for maintenance.
- 6) Irrigation of common open space areas and golf courses will be accomplished with canal water and/or reclaimed water to the extent possible.
- 7) For further landscape development standards, please refer to Section 3.4 – Landscape Design Guidelines.

3.1.6 Water and Sewer Plan

The project study area is completely within the service boundary of the Coachella Valley Water District (CVWD) which provides water and sewer service to the project area. The water and sewer plan is based on an analysis of water and sewer infrastructure which evaluates availability of services, calculates water demands and sewer generation quantities, and proposes infrastructure facilities which allow for the advancement of development. The purpose of the water and sewer plan is to provide for the backbone improvements which will be capable of serving the ultimate project, in addition to the individual portions independent of their progression.

Existing Water and Sewer Conditions

There are some domestic water distribution facilities within the project boundary. Domestic water provided within the CVWD service boundary comes from ground water which is chlorinated, the Colorado River and the State Water Project. Previous studies conducted in the area indicate that some ground water must be treated for arsenic to meet the State Drinking Water Standards. A Domestic Water, Non-potable Water, Canal Water and Sanitation System Installation and Service Agreement (Document No. 2002-538101) is currently on file at CVWD which provides for mitigation of arsenic when required, through payment of fees for arsenic treatment facilities. CVWD is located at 85-995 Avenue 52 in Coachella, California.

There is an existing tank site southwest of the intersection of Avenue 68 and Harrison Street with a 24-inch waterline that brings water to the project. An 18-inch water line is located in Tyler Street at the intersection of Tyler and Avenue 66 which extends north along the project boundary to Neighborhood I. A 24-inch water line is also located at the intersection of Tyler Street and Avenue 66. This line runs east along the existing school site boundary (Planning Area M-4). An existing arsenic treatment plant is located on the northeast corner of Tyler Street and Avenue 66.

There are some sewer facilities located within the project boundary. An existing sewer line currently services the existing school site (Planning Area M-4) and runs through Neighborhoods J, L, and M to an existing sewage pump station located in Planning Area J-4. An existing 12-inch sewer force main runs north to Avenue 62 and intersects with an existing CVWD force main. It is then pumped to Wastewater Reclamation Plant No. 4.

CVWD operates and maintains its Wastewater Reclamation Plant No. 4 located between Avenue 62 on the north, Avenue 64 on the south, adjacent to the Whitewater River on the east, and approximately 600 feet east of Fillmore Street on the west. This plant has a design capacity of approximately 5.0 MGD, and is estimated to be currently operating at half capacity. The plant currently treats to a secondary treatment level using stabilization ponds for finishing. The ponds are used for flow stabilization by allowing the depth to increase during peak wet water events.

Proposed Water System and Water Conservation Measures

This project will utilize a “dual water system” consisting of potable and non-potable water systems. The potable system will provide water for domestic purposes and provide water for fire protection. The non-potable system will provide water for irrigation purposes.

The proposed potable water system improvements as depicted in **Figure 3.1-6, Conceptual Potable Water Plan** will operate within a single pressure zone serving ground elevations from 88 to 167 feet below sea level. Hydraulic control for the project should be set using a reservoir high water level of approximately 83 feet above sea level. An existing tank site has been constructed at CVWD’s recommended pad elevation of approximately 60 feet above sea level.

The potable water system is proposed to be fed by wells to be located within or near the project boundary. Four wells are anticipated to pump peak daily demands through an on-site system from 12-inch to 30-inch diameter transmission lines looped for maximum efficiency and fire flow delivery. Internal water lines feeding individual houses will range from 6-inch to 8-inch. Excess water during low and average flows will be conveyed to reservoirs to be located southwesterly as reflected in **Figure 3.1-7, Off-Site Water Improvements**, of the project. An existing 24-inch diameter transmission main will convey flows to the project when operating from gravity flow. Per CVWD’s Master Water Plan, transmission mains are proposed adjacent to, and through the Specific Plan. The Specific Plan water system shall connect to any existing adjacent water facilities that have available capacity.

The potable water system will be designed to deliver gravity flow during high power cost windows. Well pumps will be controlled by level sensing devices and transmitters on the reservoirs. The water system will utilize a certain volume from the tanks, prior to the well pumps cycling, to ensure that adequate circulation of water in the tanks is maintained.

In accordance with the Water Conservation Plan, water conservation measures will be incorporated into the project plan to include water saving devices and systems. Further, the use of surface water will be used for irrigation purposes. Water conservation for the Kohl Ranch project will be achieved through:

- Dual-source water system to reduce groundwater consumption;
- Recycled and/or canal water for irrigation;
- Drip and other efficient irrigation;
- Intelligent irrigation controllers;
- Native and non-native drought-tolerant planting materials;
- Tiered water rates; and
- Use of proposed lake to double as a forebay for the non-potable water treatment.

Groundwater use will be reduced through the initial use of Colorado River water for non-potable water uses as part of a dual-source water system. The design will include a potable water system designed for indoor use only, as well as a separate non-potable water system for outdoor landscaping. The potable water system will be connected to the CVWD domestic water system, which relies upon groundwater. The non-potable system will use Colorado River water delivered by the existing agricultural canal system for landscaping and outdoor use. The majority of the landscaping throughout the project site is designated (in general terms) as “desert landscaping.” And, the project’s proposed high density residential uses reduce the amount of landscaped open space per unit, limits the number of individual pools, and encourages the use of public facilities.

This non-potable system will be designed to meet recycled water standards in anticipation of the possible future availability of tertiary water when it becomes available from the nearby Water Reclamation Plant 4 (WRP-4). The project will be sewered and the majority of the demand on the Aquifer from the project will be from indoor use. In the event recycled wastewater from WRP-4 becomes available, project demand on the Aquifer will be further reduced; recycled water can be used to replace Colorado River water or groundwater for agriculture use in the area or on project landscaping. Additional Colorado River water could be freed up for agricultural use or to recharge the Aquifer.

CVWD has three WRP's that produced recycled water for a combined total of 8,289 acre-feet in 2008, which was used to reduce the demand on the groundwater basin. In addition, Desert Water Agency, a partnership with CVWD in the management of the Aquifer, operates a reclamation plant in Palm Springs and produced 3,000 acre-feet of recycled water per year, which also reduces the demand on the groundwater basin. This dual water system is being required of new, larger developments in the Lower Valley, including Kohl Ranch, as a result of SB1557, which finds that the use of potable domestic water for nonpotable uses is wasteful if suitable nonpotable water sources are available.

Additionally, CVWD is working with the cities in its service area to limit the amount of water that can be used for outdoor landscaping. As the result of the adoption of state-wide indoor water conservation measures requiring low flush toilets, shower and faucet flow restrictors, and other devices, the amount of water used inside homes has been significantly reduced. With the large number of new homes constructed, these conservation programs have reduced impacts of new development on the Aquifer.

The non-potable water system water source as reflected in **Figure 3.1-8, Conceptual Non-Potable Water System**, will be diverted canal water that would be delivered into an on-site system of lakes and pond(s). Hydropneumatic booster station(s) will pump water from the lakes and pond(s) throughout the development for irrigation purposes. The on-site water system consists of 8-inch to 42-inch diameter transmission lines looped for maximum efficiency and delivery at appropriate service pressures.

Proposed Sewer

The Specific Plan's sewer improvements as reflected in **Figure 3.1-9, Sewer Plan**, are based on an analysis of sewer infrastructure that elevates availability of services, calculates sewage generation, and proposes infrastructure facilities which allow for the advancement of the development. The purpose of the sewer plan is to provide for the backbone improvements that will be capable of serving the ultimate project, in addition to the individual portions independent of their progression.

The Specific Plan proposed sewer system conveys flows to the existing sewage pump station and ultimately to CVWD's treatment plant. The Specific Plan sewer system shall connect to any adjacent existing sewer facility that has capacity.

Water and Sewer Development Standards

- 1) All water and sewer facilities will be designed and constructed in accordance with the CVWD standards and specifications, American Water Works Association (AWWA), American National Standards Institute (ANSI) and the Standard Specifications for Public Works Construction, (GREEN BOOK).
- 2) The capital cost of on-site and off-site facilities necessary to serve the project site will be the responsibility of the applicant. Such facilities will be dedicated to CVWD, after construction, for the District to maintain and operate. Fee credits may be available for transmission, storage, and wells. As discussed above, a Domestic Water, Non-potable Water, Canal Water and Sanitation System Installation, and Service Agreement (Document No. 2002-538101) is currently on file at CVWD which provides for mitigation of arsenic through payment of fees for arsenic treatment facilities.
- 3) In accordance with the Water Conservation Plan (see Appendix F), water conservation measures will be incorporated into the project plan. The following measures will be utilized to reduce the impact on the underground basin and increase efficiency in water usage:
 - (a) A dual water system (potable/non-potable) will be installed to service landscaped areas.
 - (b) Irrigation lines will utilize canal water and/or treated effluent to irrigate landscape areas.
 - (c) Water conservation plumbing fixtures or water saving devices and systems shall be used in all construction.
 - (d) Where possible, the existing tile drains will be maintained to prevent high salt water from migrating to the groundwater basin.
 - (e) The project development shall conform with state, county, and CVWD regulations regarding water conservation and reclamation.
- 4) All development is required to landscape in accordance with **Table 3.4-A, Kohl Ranch Plant Palette** found in Section 3.4, and CVAG Ordinance 1302.1, Landscape and Irrigation System Design Criteria. This will ensure additional water conservation through the use of desert-appropriate landscape materials.

Figure 3.1-6, Conceptual Potable Water Plan



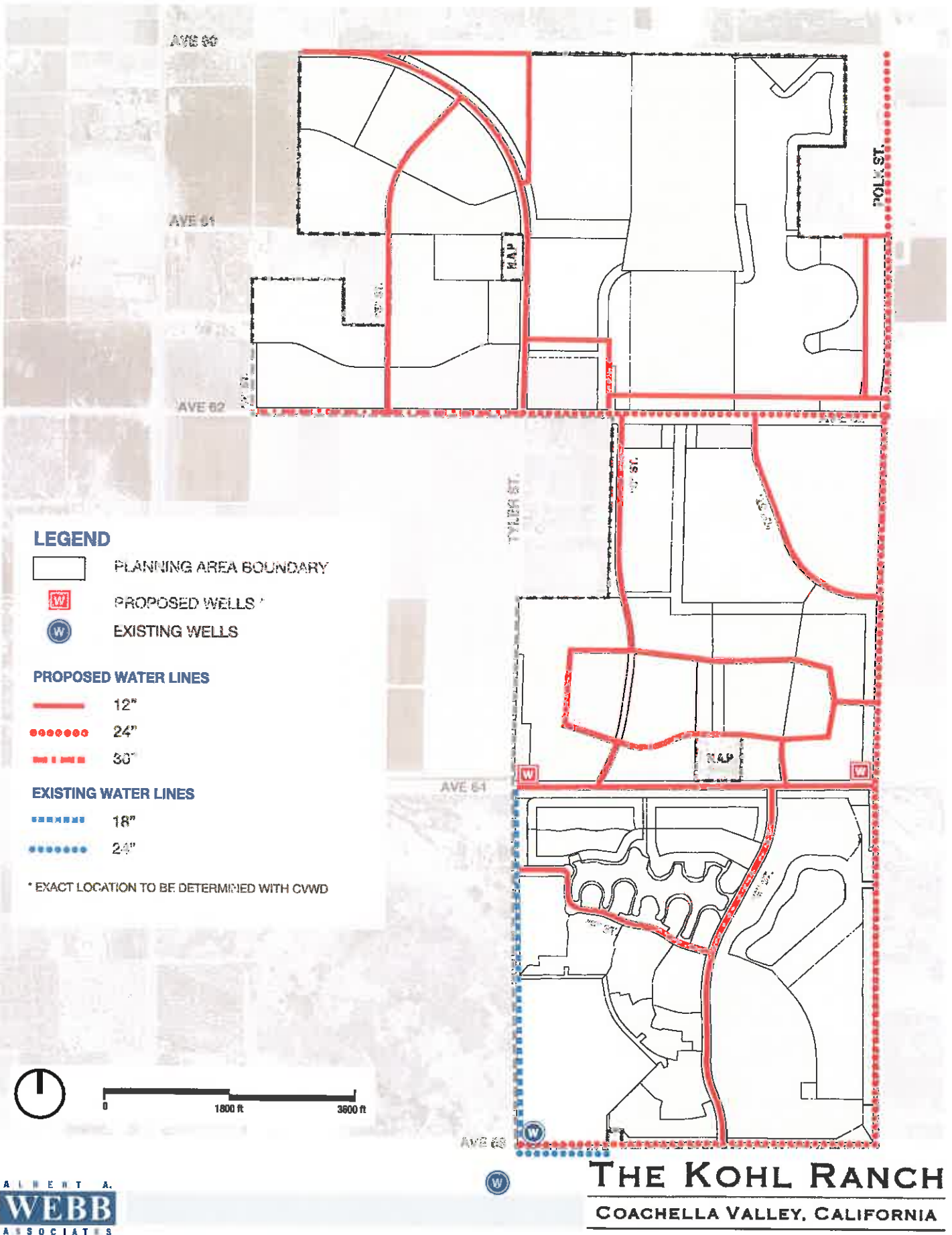
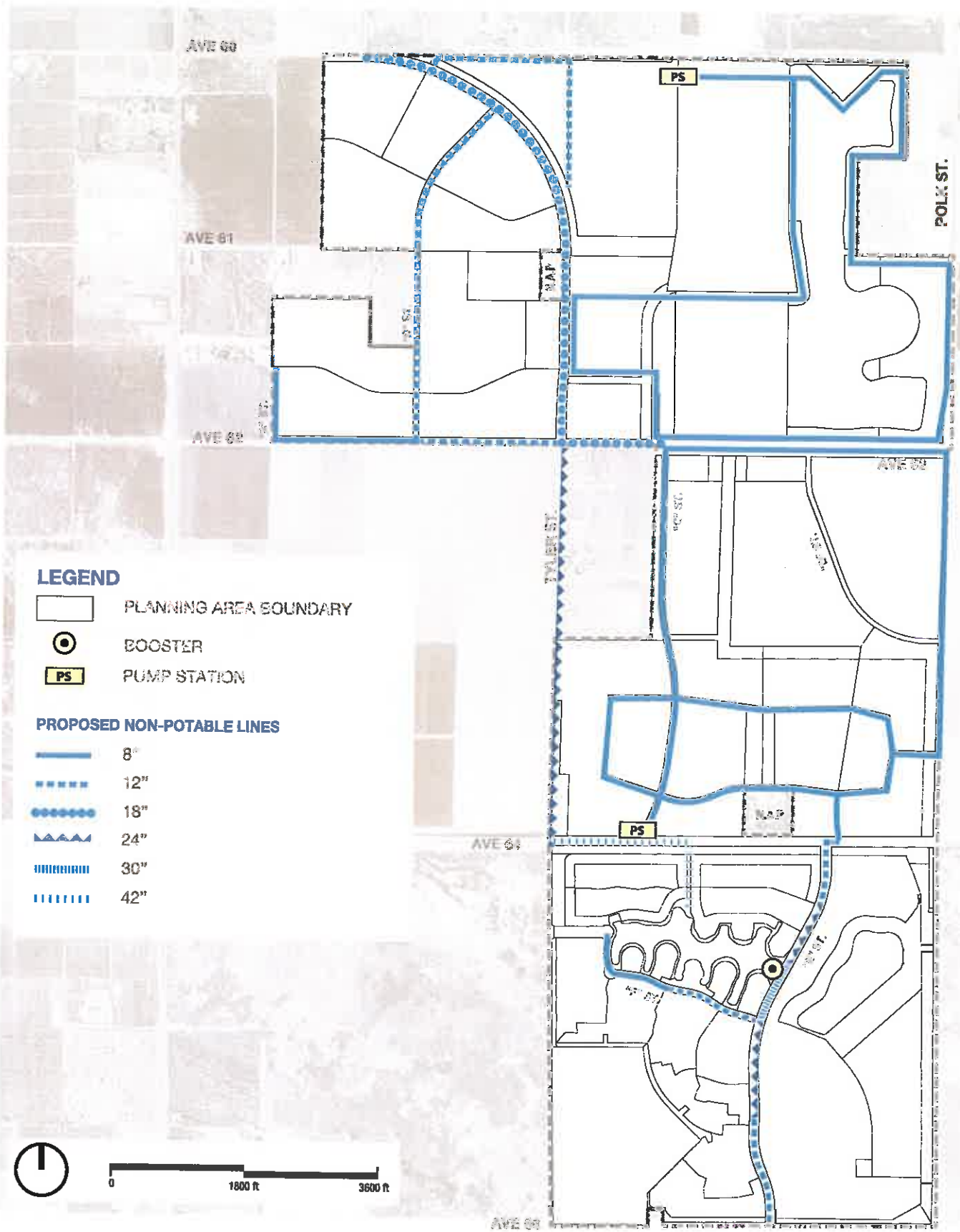


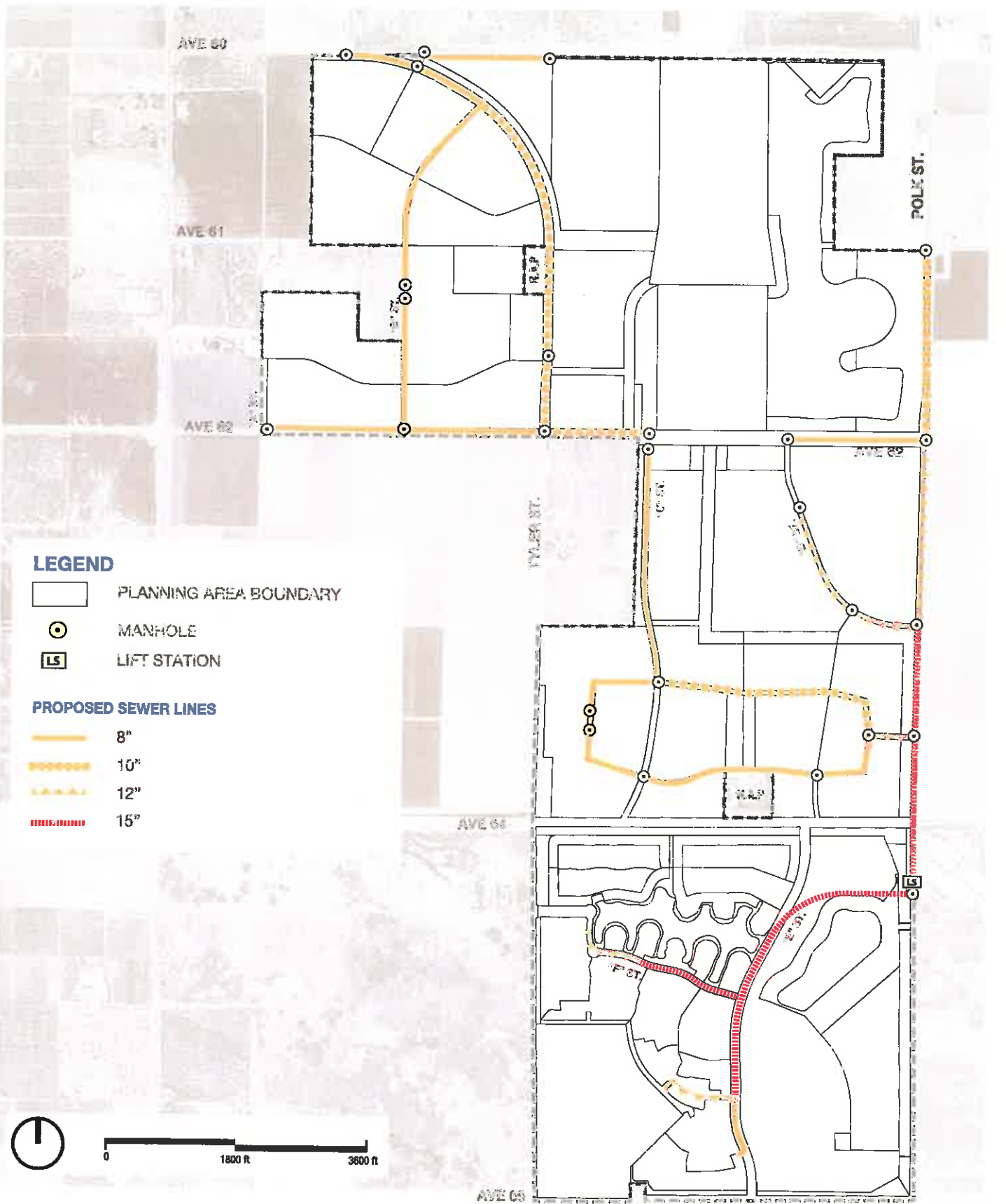
Figure 3.1-7, Off-Site Water Improvements

Figure 3.1-8, Conceptual Non-Potable Water System



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA

Figure 3.1-9, Sewer Plan



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA

3.1.7 Public Facilities Sites and Project Phasing

In order to insure timely development of public facilities, a phasing plan has been prepared for parks, schools and other public facilities as depicted in **Figure 3.1-10, Public Facilities Sites**.

Project Phasing Plan

Four phasing scenarios have been established for the proposed project as depicted in **Figure 3.1-11, Phasing Plan**. Each scenario represents an area of the site that is likely to develop as a unit. The purpose of a scenario is to establish the infrastructure required to initiate development, assuming that the scenario site is the portion of the total project site to be developed first. However, the scenario numbers do not necessarily indicate the sequence in which the site will be built out. For example, Phasing Scenario 2 and Phasing Scenario 4 could be constructed first. It is anticipated that the project will be developed over a twenty-five year period, in response to market demands, and according to a logical extension of roadways, public utilities and infrastructure. Efforts by local government to stimulate economic development in the project area, through the planned development at Jacqueline Cochran Regional Airport, can be expected to serve as an impetus to development of revenue-producing land uses in the northern portion of the project site. The project phasing scenarios are further described below.

Public Facilities Phasing Schedule

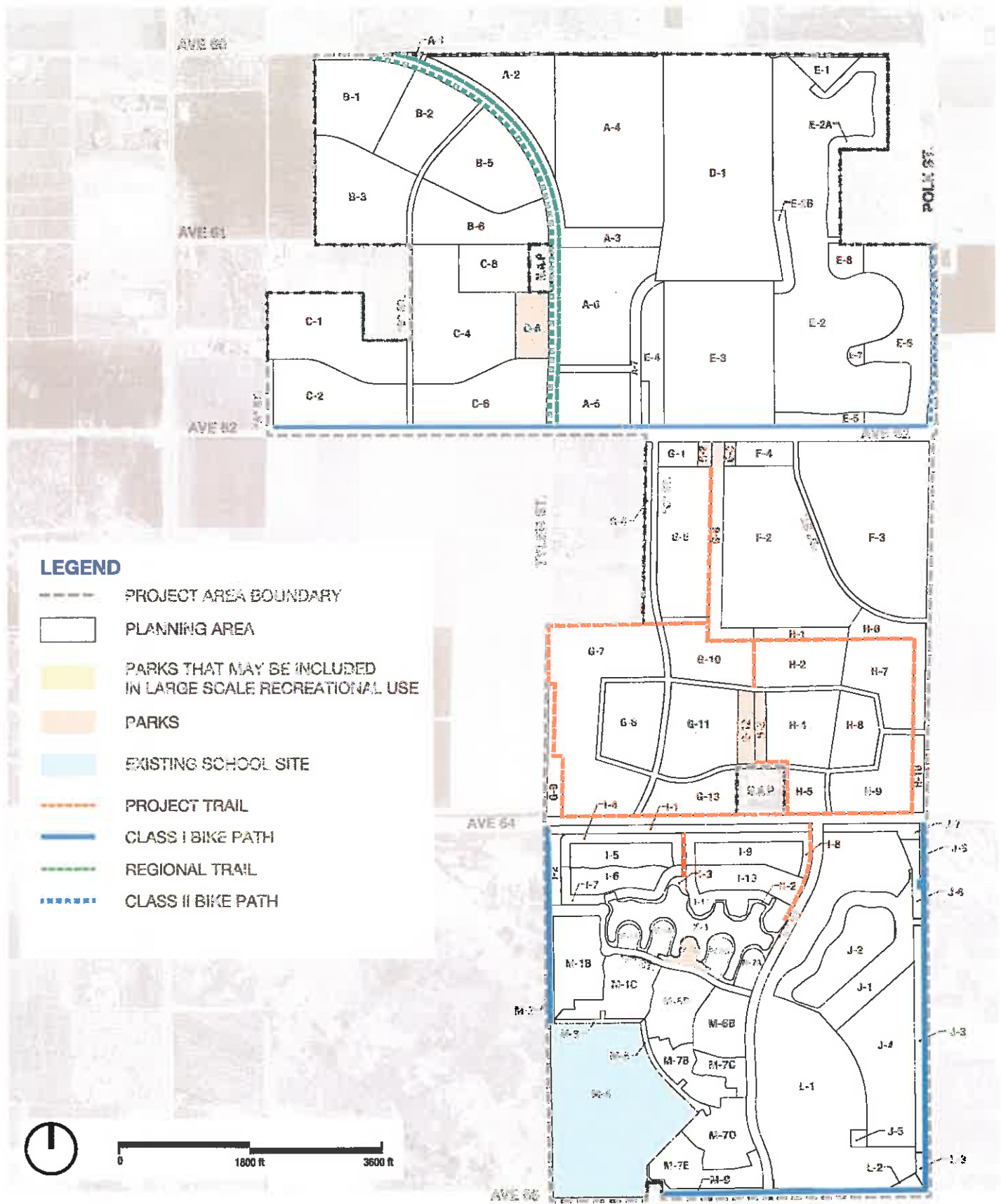
Public facilities shall be phased as indicated in **Table 3.1-F, Public Facilities Phasing Schedule**, below.

Table 3.1-F, Public Facilities Phasing Schedule

Planning Area	Public Facility	Size of Site (acres)	Milestones and Requirements (to be determined)
PHASING SCENARIO 1			
K-1/J-2	Lake	44.442.96	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood K or J.
K-3	Park	3.2	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood K or J.
J-5	Park	1.02	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood K or J.
PHASING SCENARIO 2			
-	-	-	Payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or industrial subdivision map is filed for Neighborhood E.
PHASING SCENARIO 3			
C-5	Park	9.97	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood C.
PHASING SCENARIO 4			
G-3	Park	1.19	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood G.
G-2/G-6	Park	15.09	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood G.
G-12/H-3	Park	9.14	A schedule for development of the park or payment of fees will be submitted to the County Planning Department at the time the first master tentative map and/or residential subdivision map is filed for Neighborhood G or H.

Note: The park acreages assume that the golf course or race track would not be built. Planning Area M-4 is an existing school.

Figure 3.1-10, Public Facilities Sites



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA

Figure 3.1-11, Phasing Plan

Phasing Scenario 1

Phasing Scenario 1 encompasses the southern segment of the project area. The infrastructure improvements described in this section assume that Scenario 1 would be the first area of the site to develop. Transportation improvements would involve both major and secondary roadways, including partial width of Polk Street from Avenue 66 to Avenue 64; Avenue 64 from Polk Street to Tyler Street; "F" Street between "E" Street and Tyler Street; and "E" Street between Avenue 64 and Avenue 66. Grading activities for this Scenario would be accomplished by stockpiling export on the Scenario 4 site to the north. Drainage for this scenario would require that off-site flows be picked up along the westerly boundary in master planned facilities, conveyed through the site and then released at a controlled rate along the eastern boundary of Polk. Sewer facilities would gravity flow to the easterly portion of the scenario site to the existing sewage pump station. From that location, an existing sewer force main will convey the flows to the existing waste water lines along Avenue 62. Water facilities to support the development of this scenario begin with the extension by others, of the existing 24-inch diameter waterline in Avenue 66 to the east at the intersection of Avenue 66 and Polk Street. A 24-inch diameter waterline will be constructed by others, in Polk Street between Avenue 66 and Avenue 64. A 12-inch diameter waterline will be constructed in Avenue 64 between Tyler Street and Polk Street in "E" Street and "F" Street. Two wells exist to provide adequate water supply and backup (one on the school site and one on Middleton Street just to the southwest of the project area). Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-G, Phasing Scenario 1 Details

Land Use	Planning Areas	Acreage	Units
Medium Density Residential	I-4	7.0	35
	I-5	10.6	51
	I-6	9.6	42
	I-7	6.7	29
	I-8	8.0	40
	I-9	11.5	57
	I-10	12.4	47
	I-11	10.1	37
	J-1	37.5230.64	130143
	J-4	43.3639.42	189
	M-1A	2.5	8
	M-1B	18.9	68
	M-1C	16.4	61
	M-5A	4.1	14
	M-5B	15.7	61
	M-6A	3.8	14
M-6B	13.4	57	
M-7A	4.1	20	

Land Use	Planning Areas	Acreage	Units
<i>Subtotal</i>		<u>224.86</u>	<u>973</u>
Medium High Density Residential	M-7B	11	56
	M-7C	5.9	32
	M-7D	15.1	82
	M-7E	15.5	82
<i>Subtotal</i>		<u>47.5</u>	<u>252</u>
High Density Residential	L-1	106.2 <u>120.46</u>	1,158
<i>Subtotal</i>		<u>120.46</u>	<u>1,158</u>
Open Space	I-1	9.6	
	I-2	3.9	
	I-3	0.5	
	J-2	22.0 <u>20.56</u>	
	J-3	8.8 <u>11.24</u>	
	J-5	1.02	
	J-6	<u>2.24.1</u>	
	J-7	<u>3.34.24</u>	
	J-8	<u>1.37.16</u>	
	K-1	22.4	
	K-2	8.8	
	K-3	3.2	
	L-2	4.1	
	L-3	1.4	
	M-2	1.9	
	M-3	1.6	
M-8	2.9		
M-9	2.7		
<i>Subtotal</i>		<u>105.5</u>	
Subtotal Scenario 1 Total		<u>490.69498.32</u>	<u>2,3702,383</u>

Note: Planning Area M-4 (84.3 acres) is an existing school site.

Phasing Scenario 2

Phasing Scenario 2 is situated in the northeast corner of the project area. The infrastructure improvements described in this section assume that Scenario 2 would be the first area of the site to develop. Transportation improvements would involve expressway, arterial and secondary roadways, including partial width of Polk Street north of Avenue 62 to project boundary; and Avenue 62 between "C" Street and Polk Street. Grading activities for this scenario would be limited to the Scenario 2 site. There would be limited (if any) import/export required off-site. Drainage for Scenario 2 would require that off-site flows be picked up along the western and northern Scenario 2 boundary and in an interim swale along the westerly boundary of Tyler Street and conveyed to the proposed on-site open space channel areas (Planning Areas A-3 and A-7). Off-site flows from these open space areas would be conveyed along a drainage channel running along the west edge of Scenario 2 daylighting south of site through Scenario 4 that returns to a sheet flow condition, with no additional drainage facilities required. Sewer facilities would gravity flow to the southeast corner of the drainage areas to a gravity sewer presently being constructed by CVWD. Water facilities to support the development of this scenario begin with the extension of the existing 24-inch diameter waterline in Avenue 66 east to Polk Street and north in Polk Street to Avenue 60. A proposed 24-inch waterline in Avenue 62 between Tyler Street and Polk Street is also needed. Connecting to these 24-inch lines will be 12-inch lines in Tyler Street, Avenue 60 and internal to the Scenario 2 area to serve the area. Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-H, Phasing Scenario 2 Details

Land Use	Planning Areas	Acreage	Units
Mixed Use/Air Park	A-2	24.45	
	<i>Subtotal</i>	<i>24.45</i>	
Mixed Use	A-6	46.18	
	E-2	127.34	
	E-2A	16.48	
	E-2B	4.92	19
	E-4	12.25	120
	E-5	5.31	5
	E-6	33.99	15
	E-7	1.32	
	E-8	4.94	
	<i>Subtotal</i>	<i>252.73</i>	<i>159</i>
Heavy Industrial	A-4	81.17	
	<i>Subtotal</i>	<i>81.17</i>	
Open Space	A-1	0.63	
	A-3	10.77	
	A-7	9.97	

Land Use	Planning Areas	Acreage	Units
	D-1	110.66	
	E-1	5.61	
	E-3	69.33	
	<i>Subtotal</i>	<i>206.97</i>	
Subtotal Scenario 2 Total		565.32	159

Phasing Scenario 3

Phasing Scenario 3 is located at the northwestern corner of the project area. The infrastructure improvements described in this section assume that Scenario 3 would be the first area of the site to develop. Transportation improvements would involve expressway, arterial and secondary roadways, including "A" Street north of Avenue 62; "B" Street between Avenue 62 and Tyler Street; Tyler Street north of Avenue 62; and partial width of Avenue 62. Grading activities would be limited to the Scenario 3 site. Drainage for Scenario 3 would require that off-site flows be picked up along the western project boundary, conveyed through the site and then released to the adjacent Scenario 2 area. Two small off-site retention facilities may be required east of Scenario 3. The retention facilities would have overflow weirs on the downstream side to return the storm flow to its original sheet flow condition. Sewer facilities would gravity flow to the southeast corner of the site to a gravity sewer in Avenue 62 presently being constructed by CVWD. Water facilities to support the development of this scenario begin with either the extension of the existing 18-inch diameter waterline at Tyler Street and "F" Street to the intersection of Avenue 62 and Tyler Street, or a 24-inch line will be extended westerly from Polk Street in Avenue 62 to its intersection with Tyler Street. From the intersection of Avenue 62 and Tyler Street, a 12-inch diameter waterline will be constructed north on Tyler Street to Avenue 60. From the intersection of Avenue 62 and Tyler Street, a 30-inch waterline will be constructed west to the project boundary. Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-I, Phasing Scenario 3 Details

Land Use	Planning Areas	Acreage	Units
Medium Density Residential	B-3	39.01	117
	C-1	40.77	122
	<i>Subtotal</i>	<i>79.78</i>	<i>239</i>
Medium High Density Residential	B-1	30	210
	B-2	25.24	177
	B-5	32.70	229
	B-6	26.18	183
	C-2	31.16	218
	C-4	49.83	349
	C-8	14.96	105
	<i>Subtotal</i>	<i>210.07</i>	<i>1,471</i>

Land Use	Planning Areas	Acreage	Units
Very High Density Residential	C-6	30.85	477
<i>Subtotal</i>		<i>30.85</i>	<i>477</i>
Commercial Retail	A-5	17.61	
<i>Subtotal</i>		<i>17.61</i>	
Open Space	C-5	9.97	
<i>Subtotal</i>		<i>9.97</i>	
Subtotal Scenario 3 Total		348.28	2,187

Phasing Scenario 4

Phasing Scenario 4 site is located in the central portion of the project area and abuts the southern boundary of the Phasing Scenario 2 and the northern boundary of Phasing Scenario 2. The infrastructure improvements described in this section assume that Scenario 4 would be the first area of the site to develop. Transportation improvements would involve expressway, major and secondary roadways, including partial width of Polk Street between Avenue 62 and Avenue 64; Avenue 64 between Tyler Street and Polk Street; "C" Street from Avenue 64 to Avenue 62; "D" Street from Polk to Avenue 62; Avenue 62 between "C" Street; and Tyler Street between Avenue 64 and the northwest corner of Phase 4. Grading activities for this scenario would be limited to the Scenario 4 site, with the exception of a portion of open space area D-1 in the Scenario 2 site and a portion of open space areas K-1 and J-2 in the Scenario 1 site, which would be used for a borrow/stockpile area or detention/retention areas. Drainage for this scenario would require that off-site flows be picked up in interim swales along the northerly and westerly boundaries, conveyed through the site and then released to the Scenario 1 site immediately to the south. In addition, master planned off-site retention facilities would be required immediately to the south. The retention facilities would have overflow weirs on the downstream side to return the storm flow to its original sheet flow condition. Sewer facilities would either gravity flow to the north to a CVWD gravity line in Avenue 62 or flow through the site to the southeast corner of the scenario to an existing sewer pump station at Polk and Avenue 64. From there, an existing force main will convey the flows to the existing wastewater treatment facility. Water facilities to support the development of this scenario begin with the extension of an existing 24-inch diameter waterline at the intersection of Avenue 66 and Tyler Street to Polk Street and north in Polk Street to Avenue 62. A 24-inch diameter waterline will be constructed in Avenue 62 between Polk Street and "C" Street. A 12-inch diameter waterline will be constructed in Avenue 64 between Tyler Street and Polk Street and within the phase. Two wells will be constructed along the waterline alignment to provide adequate water supply and backup. Any existing water facilities with capacity shall be used to avoid multiple facilities in the same street.

Table 3.1-J, Phasing Scenario 4 Details

Land Use	Planning Areas	Acreage	Units
Medium Density Residential	F-2	71.64	143
	G-5	34.6	69
	G-10	18.57	37
	G-11	26.86	70
	G-13	14.17	53
	H-9	20.03	66
<i>Subtotal</i>		<i>185.87</i>	<i>438</i>
Medium High Density Residential	F-3	79.94	635
	G-7	60.38	432
	H-2	18.65	118
	H-4	22.4	141
	H-5	7.83	45
	H-7	20.99	151
<i>Subtotal</i>		<i>210.19</i>	<i>1,522</i>
High Density Residential	G-8	20.6	282
	H-8	13.55	189
<i>Subtotal</i>		<i>34.15</i>	<i>471</i>
Commercial Retail	F-4	6.23	
	G-1	4.43	
<i>Subtotal</i>		<i>10.66</i>	
Open Space	G-2	1.44	
	G-3	1.19	
	G-4	5.6	
	G-6	13.65	
	G-9	6.17	
	G-12	5.35	
	H-1	5.12	
	H-3	3.79	
	H-6	11.43	
	H-10	3.96	
<i>Subtotal</i>		<i>57.7</i>	
Subtotal Scenario 4 Total		498.57	2,446,431

Project Phasing Standards

- 1) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas for that stage of development, shall be submitted to the County Planning Department for approval. The improvement plans shall include, but not be limited to the following:

- Final grading plan.
- Irrigation plans certified by a landscape architect.
- A hardscaping plan with location, type and quantity of potential recreational amenities/facilities prepared by a licensed landscape architect.
- Wall or fencing treatment details consistent with the Specific Plan.

Plans for landscaping, grading and irrigation systems shall be submitted to the Coachella Valley Water District for review. This is to ensure efficient water management.

- 2) Construction of the development permitted hereby, including recordation of final subdivision maps, may be done progressively in stages, provided adequate vehicular access is constructed for all dwelling units in each stage of development and further provided that such phase of development conforms substantially with the Specific Plan Phasing Program.

3.1.8 Illustrative Grading Plan

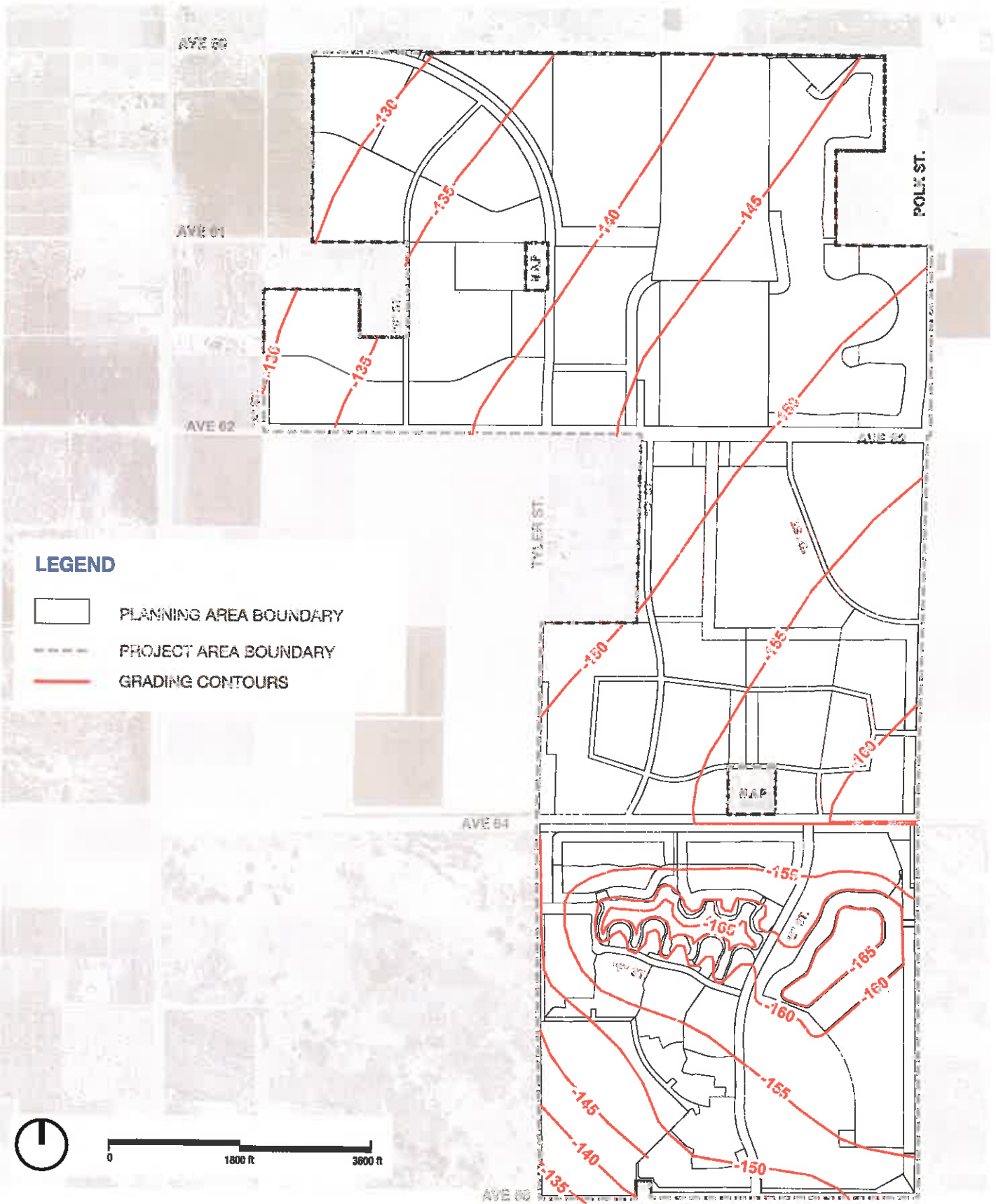
The study area is relatively flat with approximately 45 feet of topographical relief. The existing topography tends to slope from the northwest to the southeast at a nominal rate of between 0.30 percent and 0.40 percent. Earthwork characteristics and grading recommendations as presented in the Geotechnical Feasibility Report were utilized in this study (EIR396 – Appendix B).

The grading concept illustrates site development feasibility and provides a “balanced” earthwork scenario not dependent upon import or export of material. Grading is designed to conform to the drainage conveyance requirements while following existing topographical patterns as reflected in **Figure 3.1-12, Grading Plan**. All development areas are designed with positive drainage towards acceptable drainage conveyances. Prior to the issuance of a grading permit from Riverside County, the developer's engineer shall submit the grading plans to the Coachella Valley Water District for review and approval. This is to ensure that all existing facilities and easements are taken into account prior to construction.

Grading Plan Development Standards

- 1) All grading activities shall be in substantial conformance with the overall Conceptual Grading Plan, the California Building Code and Riverside County Ordinance No. 457.
- 2) Prior to any development within any area of the Specific Plan, an overall Conceptual Grading Plan for the portion in process shall be submitted for Planning Department approval. The Grading Plan for each such area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that area, and shall include preliminary pad and roadway elevations.
- 3) Unless otherwise approved by the County of Riverside, Building and Safety Department, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot.
- 4) A grading permit shall be obtained from the County of Riverside, as required by the County Grading Ordinance, prior to grading.
- 5) Soil stabilizers should be used to control dust as required by SCAQMD Rule 403.
- 6) Erosion control practices shall be implemented during grading activities.
- 7) The grading contractor shall be required to obtain an encroachment permit from CVWD prior to entering any right-of-ways which belong to CVWD or USBR.
- 8) All projects proposing construction activities including: clearing, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program.

Figure 3.1-12, Grading Plan



3.1.9 Comprehensive Maintenance Plan

Maintenance of open space, recreational facilities and roadways is important in establishing the appearance and quality of the Kohl Ranch Specific Plan area. It is anticipated that maintenance responsibilities for the project will be shared by several entities, as outlined below.

Parks and Recreation

Local parks will be dedicated to the Coachella Valley Recreation and Parks District (CVRPD), the new special district created to maintain Open Space as described in 8.b, below, or will remain private. The CVRPD, the new district, or Home Owners Association (HOA) will be responsible for park maintenance and recreation programs associated with these facilities.

Open Space

To maintain project open space (arterial and local streetscapes, trails, drainage courses, and natural open space), a new special district is required, such as a landscaping and lighting district, community services district, or county service area. This decision will be made at a future stage in project development, in concert with County agencies or HOA. The special district would contract with an existing local agency or a private firm for actual services.

Street Lighting

To operate and maintain local street lighting, a new special district is required, such as a landscaping and lighting district, community services district, or county service area. This decision will be made at a future stage in project development, in concert with County agencies. The special district would contract with an existing local agency or a private firm for actual services.

Drainage Facilities

CVWD shall not be responsible for the construction, operation or maintenance of stormwater/drainage facilities within the project area. CVWD shall review the hydrology design of the project and evaluate how drainage from the site could affect regional stormwater facilities. The drainage plan shall be subject to mitigation based upon the findings of the CVWD.

Riverside County and a property owners association or County Service Area are assumed to be responsible for maintaining any storm drains, canals or basins within the project area. Riverside County will not be responsible for drainage maintenance unless specifically indicated by the County.

Project Roadways

All public project roadways and private streets will be designed and constructed to standards acceptable to the County. All public roadways will be entered into the Riverside County System of roads for operation and maintenance as approved by the Board of Supervisors.

3.1.10 Airport Zones and Utility Easement Beltway

Jacqueline Cochran Regional Airport Land Use Compatibility

The Kohl Ranch site is located immediately south of Jacqueline Cochran Regional Airport, a general aviation transport airport. Based on proximity of the site to the airport, the Specific Plan has been designed to meet the following objectives:

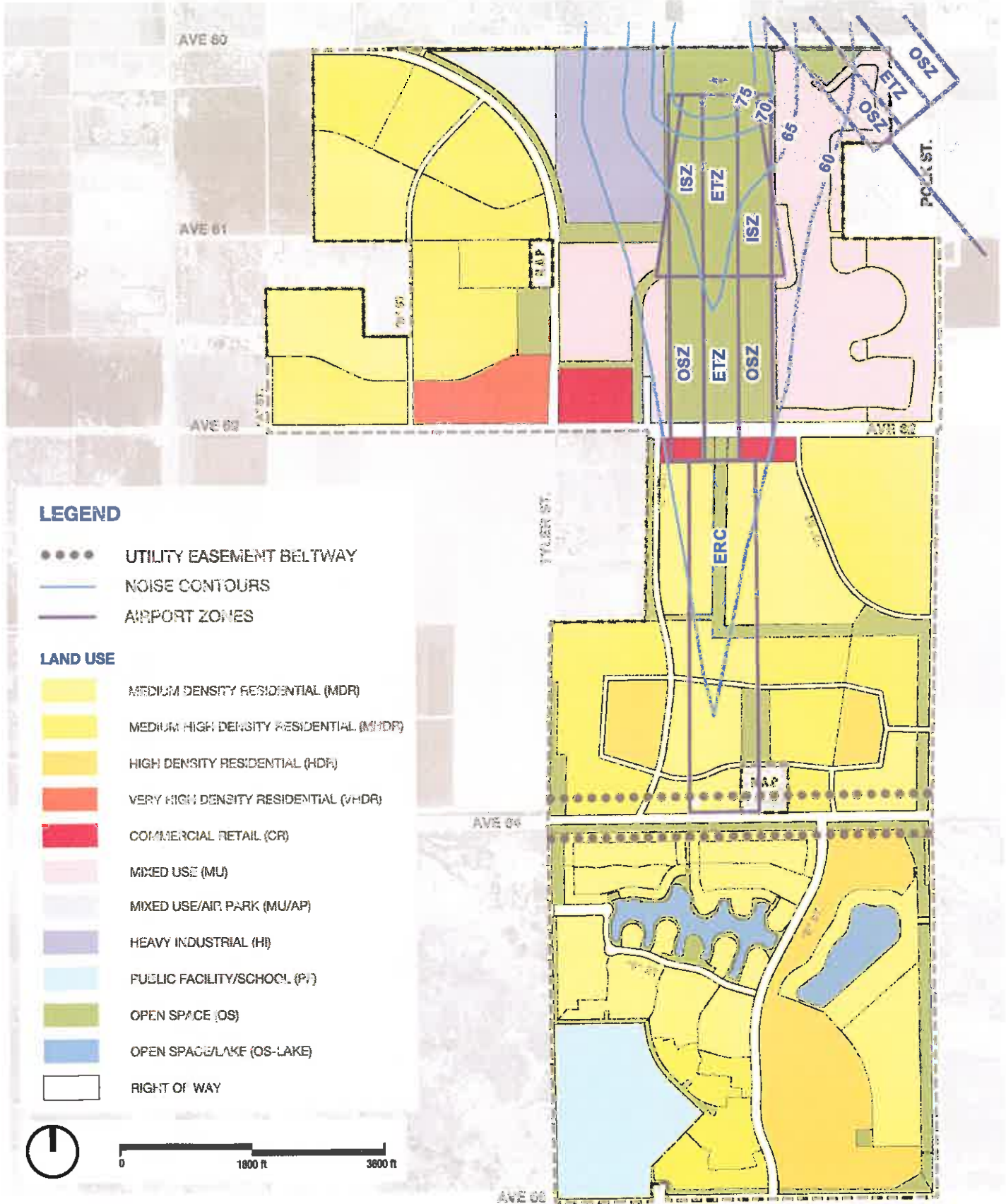
- reflect current use of and future plans for the airport;
- respond to constraints posed by the airport influence area, and ensure land use compatibility with respect to noise, safety and height; and
- maximize opportunities presented by proximity to this resource through careful design of the project circulation system and strategic location of employment-based uses.

In October 1990, the Riverside County Department of Aviation prepared the Thermal Airport Master Plan. In December 2004, the Riverside County Economic Development Agency prepared a new Airport Master Plan for the renamed Jacqueline Cochran Regional Airport. The Master Plan identifies the potential for limited commercial air carrier and air cargo service, and evaluates several alternatives for expansion of the airport to meet current and future demands through the year 2013. Plans for both airside and landside improvements are identified, including: extension of Runway 17-35 across Avenue 60 onto the Kohl Ranch property; retention of Runway 12-30 as the crosswind runway; general aviation terminal through expansion/redevelopment of existing facilities; separate air carrier and air cargo area; additional T-hangars; and heliport. The Master Plan calls out property acquisition of approximately 128 acres south of Avenue 60 for expansion of runway 17-35. The Master Plan also delineates Airport Safety Zones and noise contours related to planned airport operations as reflected in **Table 3.1-K, Airport Safety Zones** and depicted on **Figure 3.1-13, Airport Safety Zones and Utility Easement Beltway**.

In accordance with State requirements, the County Airport Land Use Commission (ALUC) prepared the Comprehensive Land Use Plan (CLUP) for Thermal Airport in August 1992 and updated it in 2005. The CLUP designates an airport influence area and includes land use compatibility guidelines that address airport noise, safety, height restrictions, and general concerns related to aircraft overflight. The "airport influence area" around Jacqueline Cochran Regional Airport is divided into six compatibility zones. Five zones affect the Kohl Ranch Specific Plan, as shown on **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**.

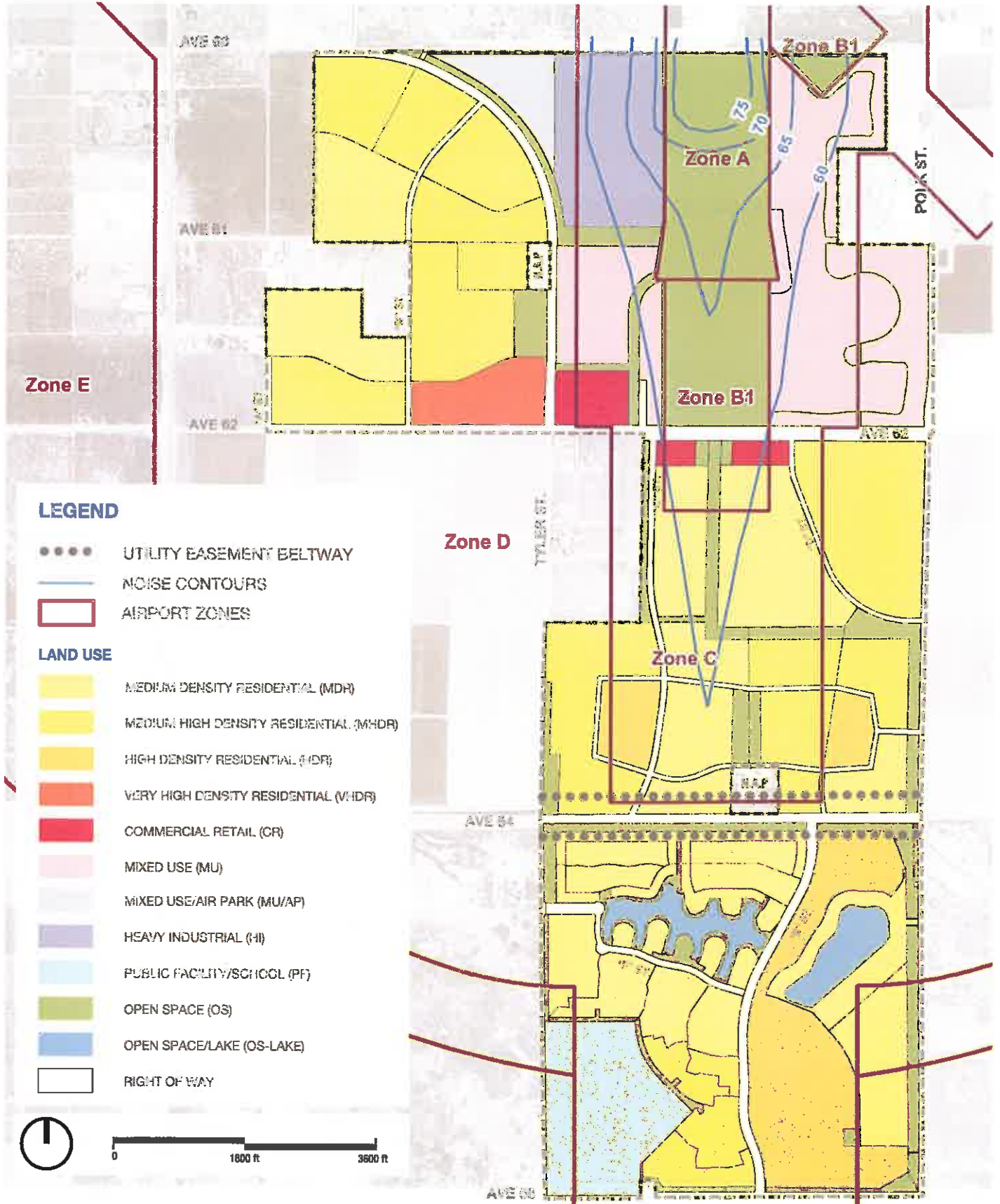
Figure 3.1-13, Airport Safety Zones and Utility Easement Beltway

Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway



THE KOHL RANCH

COACHELLA VALLEY, CALIFORNIA



LEGEND

- UTILITY EASEMENT BELTWAY
- NOISE CONTOURS
- ▭ AIRPORT ZONES

LAND USE

- ▭ MEDIUM DENSITY RESIDENTIAL (MDR)
- ▭ MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)
- ▭ HIGH DENSITY RESIDENTIAL (HDR)
- ▭ VERY HIGH DENSITY RESIDENTIAL (VHDR)
- ▭ COMMERCIAL RETAIL (CR)
- ▭ MIXED USE (MU)
- ▭ MIXED USE/AIR PARK (MU/AP)
- ▭ HEAVY INDUSTRIAL (HI)
- ▭ PUBLIC FACILITY/SCHOOL (PF)
- ▭ OPEN SPACE (OS)
- ▭ OPEN SPACE/LAKE (OS-LAKE)
- ▭ RIGHT OF WAY

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Table 3.1-K, Airport Safety Zones

Zone		Maximum Density	Maximum Lot Coverage by Structures	Land Use
Symbol	Name			
ISZ	Inner Safety Zone	0 (No structures permitted)	0 (No structures permitted)	No petroleum or explosives storage. No petroleum or natural gas pipelines. No above-ground power lines.
OSZ	Outer Safety Zone	Uses in structures: 25 persons/acre Uses not in structures: 50 persons/acre	25% of net area	No residential, hotels, places of public assembly, public utility stations/plants, and facilities that process flammable materials, or that could be damaged in an aircraft accident, among others.
ETZ	Emergency Touchdown Zone	0 (No structures permitted)	0 (No structures permitted)	No structures or other objects that would represent obstructions are allowed, such as but not limited to: large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.
ERC	Extended Runway Centerline Zone	3 du/net acre. Uses in structures: 100 persons/acre.	50% of gross area or 65% of net area, whichever is greater.	No uses involving as the primary activity, manufacture, storage or distribution of explosives or flammable materials.

Source: Jacqueline Cochran Regional Airport Master Plan, December 14, 2004.

The areas of the Kohl Ranch project amended/modified by SPA4 and CZ07952 were determined by ALUC to be inconsistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRALUCP) as amended in 2006, on the basis that the proposal would result in an exceedance of the permissible numbers of dwelling units within a portion of the property located in Compatibility Zone C, which limits residential density to one dwelling unit per five acres.. However, Section 21676.5 of the California Public Utilities Code states that the County of Riverside may overrule the ALUC’s inconsistency determination if, after a public hearing, the County makes findings that the project is consistent with the purposes set forth in Public Utilities Code Section 21670.

On November 6, 2018, the Riverside County Board of Supervisors approved Specific Plan Amendment No. 4 and found it consistent with the purposes set forth in Public Utilities Code Section 21670 and approved to overrule the ALUC inconsistency determination because, the proposed Project is entirely within Compatibility Zone C and the lots within Compatibility Zone C that would be allowed for overnight occupancy are located on the edge of the zone, adjacent to Compatibility Zone D, where all the existing lots are allowed to have overnight occupancy. The remaining lots in Zone C, on the west side of the racetrack, directly adjacent to Compatibility Zone A, would continue to be prohibited from having overnight occupancy. Therefore, the Project minimizes the potential safety impacts by not allowing overnight stays in the areas closest to the runway thereby reducing the potential for a serious hazard to the public in the event of a potential aircraft accident on the Project site. Indeed, the Racetrack Recreational Units are located along

the perimeter of Thermal Motorsport Racetrack and are consistent and complimentary with surrounding land uses to the east, south, and west that include various amenities and uses that support the racetrack. Therefore, as demonstrated, the site is consistent with Public Utility Code section 21670(a)(1) and (2). Moreover, the Project does not represent a hazard to aircraft in typical flight because the Project does not propose the construction of any new buildings that were not previously considered under the Kohl Ranch Specific Plan, and all buildings are required to comply with all applicable FAA requirements. Therefore, the Project would not result in a safety hazard to aircraft in flight, consistent with Public Utility Code section 21670(a)(1) and (2).

Airport Noise Compatibility Guidelines

The CLUP presents noise compatibility guidelines for the Jacqueline Cochran Regional Airport vicinity, as follow:

- Discourage new single-family dwellings and prohibit mobile homes within the 60 CNEL contour. Where homes are permitted within the 60 CNEL contour, the need for sound insulation should be studied and noise easements should be acquired.
- Within the 65 CNEL, new residential construction should not be undertaken. New hotels or motels are permitted if the need for sound insulation is evaluated.
- Institutional uses should be discouraged within the 65-70 CNEL range. If no alternative location is available, the need for sound insulation should be studied.
- Commercial, industrial and recreational uses are considered compatible with noise levels between the 65 and 70 CNEL.

The Kohl Ranch property is impacted by noise from Jacqueline Cochran Regional Airport. To address airport noise in the Specific Plan, primarily open space uses are located within the 65, 70, and 75 CNEL noise contours. A limited amount of airpark/mixed use and industrial uses are within the 65 CNEL contour, consistent with the guidelines. Land uses within the 60 CNEL contour include open space, industrial and commercial retail uses. Some medium density residential uses also are within the 60 CNEL contour. Cluster provisions have been incorporated into Section 2.0 - Specific Plan Zoning so that residential uses can be located outside areas impacted by airport noise. In addition, common walls within medium high, high and very high density units are anticipated to attenuate airport noise within the 60 CNEL contour.

Airport Vicinity Height Guidelines

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 CLUP uses the Part 77 criteria as the basis for height limitations in the vicinity of Jacqueline Cochran Regional Airport.

Height limitations are not anticipated to pose a development constraint for the Kohl Ranch site. Based on the Part 77 surfaces identified in the CLUP, structures above approximately 85 feet in height in the vicinity of Avenue 62, 150 feet in height in the vicinity of Avenue 64, and 315 feet in height in the vicinity of Avenue 66, could potentially create a problem. Development in these areas is not expected to exceed the relevant height limitations.

Airport Safety Compatibility Guidelines

The CLUP for Jacqueline Cochran Regional Airport establishes land use compatibility guidelines for land use compatibility zones that affect the project site. These guidelines are summarized below in **Table 3.1-L, Basic Compatibility Criteria**.

In addition to the guidelines for the five zones, the CLUP prohibits particularly hazardous land uses in all designated safety zones. These land uses include uses which would impede the ability of the pilot to see the airfield as identified in Footnote 1 to **Table 3.1-L**.

Open space is concentrated within the most restrictive safety zones, the Emergency Touchdown Zone (ETZ) and the Inner Safety Zone (ISZ). Land uses proposed in the Specific Plan within the Outer Safety Zone (OSZ) are limited to open space, commercial, and mixed use land uses. The Extended Runway Centerline (ERC) zone, while less restrictive, limits the density of uses within the zone. Consequently, open space and medium density residential uses have been sited within this area. Residential cluster provisions incorporated into Section 2.0 – Specific Plan Zoning, encourage common open space areas to be located within the ERC, with transfer of residential density to areas outside the safety zone.

Airport Compatibility Design Standards for Mixed Use

Mixed Use structures in Planning Areas E-2 through E-8 of The Kohl Ranch Specific Plan, allowing for overnight occupancy shall incorporate the following features:

- Signage depicting areas allowing overnight occupancy from areas of non-overnight occupancy.

Airport Compatibility Design Guidelines for Lakes

Recreational lakes within The Kohl Ranch Specific Plan shall be designed to incorporate the following features in order to reduce or eliminate the habitat and foraging opportunities for birds in the water areas:

- Use of linear shaped water areas.
- Formed, vertical banks that make access to land at the water's edge difficult.
- Restrict any vegetation that offers shelter and nesting opportunities.
- Do not include islands in water areas.
- Eliminate shallows and muddy areas.
- Control availability of forage – fish, frogs, algae and insects.
- Provide for human activity in or near the water.

Through the incorporation of these features into the design of the recreational lakes, the lakes will not attract the type or concentration of bird activity that would create a hazard to aircraft in flight.

Utility Easement Beltway

A utility easement beltway traverses the site in an east-west direction, roughly along the Avenue 64 right-of-way. This beltway contains easements for CVWD irrigation pipes, the Avenue 64 Evacuation Channel, and a power line easement for an existing 161 kV power line. This area is proposed to remain in street right of way and open space, and to incorporate an element of the project-wide trail system, connecting with parks and public facilities throughout the site. Residential development in the planning areas immediately to the north of the easement beltway would be clustered outside of the beltway, to maintain the residential densities in these areas and preserve open space areas.

Table 3.1-L, Basic Compatibility Criteria

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
		Aver- age ⁶	Single Acre ⁷	with Bonus ⁸				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> > All structures except ones with location set by aeronautical function > Assemblages of people > Objects exceeding FAR Part 77 height limits > Storage of hazardous materials > Hazards to flight ⁹ 	<ul style="list-style-type: none"> > Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> > Children's schools, day care centers, libraries > Hospitals, nursing homes > Places of worship > Bldgs with >2 aboveground habitable floors > Highly noise-sensitive outdoor nonresidential uses ¹⁰ > Aboveground bulk storage of hazardous materials ¹¹ > Critical community infrastructure facilities ¹² > Hazards to flight ⁹ 	<ul style="list-style-type: none"> > Locate structures maximum distance from extended runway centerline > Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ > Airspace review required for objects >35 feet tall ¹⁴ > Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> > Locate structures maximum distance from runway > Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ > Airspace review required for objects >35 feet tall ¹⁴ > Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> > Children's schools, day care centers, libraries > Hospitals, nursing homes > Bldgs with >3 aboveground habitable floors > Highly noise-sensitive outdoor nonresidential uses ¹⁰ > Hazards to flight ⁹ 	<ul style="list-style-type: none"> > Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ > Airspace review required for objects >70 feet tall ¹⁵ > Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> > Highly noise-sensitive outdoor nonresidential uses ¹⁰ > Hazards to flight ⁹ 	<ul style="list-style-type: none"> > Airspace review required for objects >70 feet tall ¹⁵ > Children's schools, hospitals, nursing homes discouraged ¹⁷ > Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸		No Req't	> Hazards to flight ⁹	<ul style="list-style-type: none"> > Airspace review required for objects >100 feet tall ¹⁵ > Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸ 	
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> > Airspace review required for objects >35 feet tall ¹⁴ > Avigation easement dedication 	

See Chapter 3 for airport-specific additions or exceptions to these policies

NOTES:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. 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. See Policy 3.1.3(d).
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- ⁴ 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.
- ⁵ 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 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.
- ⁶ 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.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- ⁸ An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- ⁹ 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. See Policy 4.3.7.
- ¹⁰ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹¹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- ¹² Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- ¹³ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- ¹⁴ Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- ¹⁵ This height criterion is for general guidance. 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. See Policies 4.3.3 and 4.3.4.
- ¹⁶ Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- ¹⁷ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ¹⁸ Although no explicit upper limit on usage intensity is defined for *Zone 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. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Source: Riverside County Airport Land Use Compatibility Plan Policy Document (adopted October 2004)

3.1.11 Specific Plan Implementation and Administrative Process

Pursuant to Government Code Section 65451 all specific plans must contain a "program of implementation measures including regulations, programs, public works projects, and financing measures" necessary to implement the specific plan. This section outlines the methods by which development in the specific plan will be processed, including infrastructure financing mechanisms and other necessary programs.

As it relates to the implementation and administrative process, Riverside County Zoning Ordinance 348 shall be adhered to at all times.

Specific Plan Time Frames

Riverside County requires the adoption of a phasing plan for each Specific Plan (SP). Each plan must be monitored for reasonable progress toward implementation. The phasing program for the Kohl Ranch Specific Plan is described above in Section 3.1.7 – Public Facility Sites and Project Phasing. The project developer will work with the County to adhere to the phasing plan and to ensure the logical and timely completion of the project.

Financing Plan

The developer shall be responsible for financing construction of the infrastructure improvements required to support the Project, such as perimeter and internal streets, water lines, sewers, and storm drains. All necessary infrastructure improvements shall be developed in conjunction with the roadway improvements. The financing of construction, operation, and maintenance of public improvement and facilities will include funding through a combination of financing mechanisms. However, the developer shall be ultimately responsible for all fair share costs associated with implementing the Project, including but not limited to the costs of providing infrastructure and complying with mitigation measures, conditions of approval, and other requirements of the Project.

Financing may involve a combination of impact fees and exacting, special assessment districts, landscaping and lighting districts, and other mechanisms agreed to by the developer and the County of Riverside as noted below. Developer funded improvements may be subject to a reimbursement agreement or credits against fees pursuant to provisions of a development agreement or conditions of approval. The County and developer will cooperate to ensure that the public facilities are built in accordance with all requirements of the Specific Plan and EIR. A development agreement and conditions of approval may be used to facilitate this process.

Developer Funding

In many cases, certain onsite facilities are tied directly to individual projects. In these cases, it is reasonable to expect the developer (or property owner) to pay the entire cost of the facility in order to secure development rights. Onsite local streets, utility connections from main trunk lines, and drainage facilities are good examples of facilities that are normally required concurrent with development of an individual parcel funded by the developer.

Special Assessment Districts

A special assessment district is a type of benefit district that requires a vote by the property owners to encompass a defined and limited geographic area. The County or other agencies may form a special assessment district under one of several different statutory acts to construct public

improvements such as streets, storm drains, sidewalks, streetlights, sewers, parks landscape, and other similar capital facilities. The special assessment district can issue bonds to finance those improvements and levy a special assessment to pay debt service on those bonds.

A special assessment district may fund improvements within the entire Specific Plan area or smaller areas in the Specific Plan where special improvements are constructed that directly benefit only certain property owners. Special assessments districts may only be used to pay for projects that are of specific and direct benefit to the property owner being assessed. The amount of the assessment must directly relate to the amount of benefit received by the property owner.

Landscaping and Lighting Districts

Landscaping and lighting districts (LLD) may be used for installation, maintenance, and servicing of landscaping and lighting through annual assessments on benefiting properties. LLDs may also provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities.

Other Funding Sources

Other sources may be available to finance improvement projects, such as government grants, private developer coalitions, or various types of bonds not listed above.

Dwelling Unit Tracking System

Each Residential Planning Area within the Kohl Ranch Specific Plan has an identified density range consistent with the County General Plan, Flexibility Range, and a Target number of dwelling units as identified in **Table 3.1-M, Residential Planning Area Flexibility Range**. The Flexibility Range is consistent with a variation of no more than 10% from the allowable density range. The Flexibility Range was determined based on several factors: (1) ultimately the Planning Area acreage may change as a result of final engineering, (2) the flexibility may be necessary to accommodate airport restrictions which continue to change over time, and (3) based on the fact that there is an overall unit cap within the SP. Flexibility can be given to the density range and target number of dwelling units within each Residential Planning Area, under certain circumstances, as described below. Flexibility can be given to the density range and target number of dwelling units within each residential Planning Area, under certain circumstances, as described below.

Additionally, all Planning Area acreages may be revised when more accurate information is available. Up to a 15 percent variation in Planning Area acreage may be allowed without a Specific Plan Amendment or determination of substantial project conformance with adopted specific plan, but will be required to receive administrative approval. A 16 to 30 percent variation in Planning Area acreage may be allowed with a 'determination of substantial project conformance with adopted specific plan,' and any acreage change in Planning Area acreage of over 30 percent will require a Specific Plan Amendment. A Planning Area acreage change would not result in a Flexibility Range change, without requiring a Specific Plan Amendment. This accommodation should cover reasonable changes in planning area size caused by roadway realignments such as the one that precipitated changes reflected in Specific Plan No. 303 Amendment 2 (SP00303A2).

Any developer proposing residential development within the Kohl Ranch Specific Plan, either through individual or multiple Planning Areas, will be required to report how many dwelling units will be developed within each Planning Area, as shown on **Table 3.1-N, Reporting Mechanism**, and if any modifications to the Land Use Table are necessary. This report will need to be submitted to the County of Riverside Planning Department to ensure the total number of dwelling units will not exceed 7,171. **Table 3.1-O, Master Log**, will be the running tabular record of all proposed and developed dwelling units, for use by the Planning Department.

Table 3.1-M, Residential Planning Area Flexibility Range

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range DU/AC	Flexibility Range DU/AC
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0	4.5-8.8
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0	4.5-8.8
B-3	Medium Density Residential (MDR)	117	39.01	2.0-5.0	1.8-5.5
B-5	Medium High Density Residential (MHDR)	229	32.7	5.0-8.0	4.5-8.8
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0	4.5-8.8
C-1	Medium Density Residential (MDR)	122	40.77	2.0-5.0	1.8-5.5
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0	4.5-8.8
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0	4.5-8.8
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0	12.6-22.0
C-8	Medium High Density Residential (MHDR)	105	14.96	5.0-8.0	4.5-8.8
F-2	Medium Density Residential (MDR)	143	71.64	2.0-5.0	1.8-5.5
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0	4.5-8.8
G-5	Medium Density Residential (MDR)	69	34.6	2.0-5.0	1.8-5.5
G-7	Medium High Density Residential (MHDR)	432	60.38	5.0-8.0	4.5-8.8
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0	7.2-15.4
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0	1.8-5.5
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0	1.8-5.5
G-13	Medium Density Residential (MDR)	53	14.17	2.0-5.0	1.8-5.5
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0-8.0	4.5-8.8
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0-8.0	4.5-8.8
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0-8.0	4.5-8.8
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0-8.0	4.5-8.8
H-8	High Density Residential (HDR)	189	13.55	8.0-14.0	7.2-15.4
H-9	Medium Density Residential (MDR)	66	20.03	2.0-5.0	1.8-5.5
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0	1.8-5.5
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0	1.8-5.5
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0	1.8-5.5
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0	1.8-5.5
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0	1.8-5.5

I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0	1.8-5.5
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0	1.8-5.5
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0	1.8-5.5
J-1	Medium Density Residential (MDR)	130 143	37.52 30.6 4	2.0-5.0	1.8-5.5
J-4	Medium Density Residential (MDR)	189	43.36 39.4 2	2.0-5.0	1.8-5.5
L-1	High Density Residential (HDR)	1,158	106.21 20. 46	8.0-14.0	7.2-15.4
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0	1.8-5.5
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0	1.8-5.5
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0	1.8-5.5
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0	1.8-5.5
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0	1.8-5.5
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0	1.8-5.5
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0	1.8-5.5
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0	1.8-5.5
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0	4.5-8.8
M-7C	Medium High Density Residential (MHDR)	32	5.9	5.0-8.0	4.5-8.8
M-7D	Medium High Density Residential (MHDR)	82	15.1	5.0-8.0	4.5-8.8
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0	4.5-8.8
TOTAL		7,003 7,001	1,140 293. 73		

Development within the Dwelling Unit Range

The Density Range is established at the time of the adoption of the Specific Plan. Any proposed development within the Density Range is in conformance with the Specific Plan. When completing the Reporting Mechanism, and if the proposed development is within the Density Range, a justification statement is not required, and a Specific Plan Amendment or Specific Plan Substantial Conformance Report is not required, as well.

Development Below or Above Density Range but Within the Flexibility Range

The Flexibility Range is defined as the range within 10 percent of the allowable Density Range for each Planning Area. The Flexibility Range gives more flexibility to the Density Range for each Planning Area to account for minor modifications, and is permitted under certain circumstances, without requiring a Specific Plan Amendment, but a Specific Plan Substantial Conformance Report is required.

The Developer, in requesting use of the Flexibility Range, shall state those special circumstances in **Table 3.1-N**, which would justify the use of the Flexibility Range. Examples that would justify use of the Flexibility Range include, but are not limited to: a decrease or increase in Planning Area size at the final engineering level; or the decrease of residential development acreage as a result of the development of parks, trails, or public facilities. The Planning staff shall determine if the request for the Flexibility Range is justified, and in granting approval of the Flexibility Range, staff shall find as follows:

- 1) That the Planning Area for the desired Flexibility Range is adequate in size and shape to accommodate proposed development; and
- 2) That the site for the proposed development contains streets and public facilities properly designed to carry the type and quantity of traffic generated by the subject development; and
- 3) That the proposed development will not impair the integrity and character of the Planning Area in which it is located or otherwise have an adverse effect on adjacent property or the permitted use thereof; and
- 4) That the proposed use is not contrary to this Specific Plan.

Development Outside of Flexibility Range

If the proposed development is below or above the existing allowable Density Range and the Flexibility Range, a Specific Plan Amendment will be required.

The Difference of Dwelling Units Developed Compared to the Target

Each residential Planning Area has a designated Dwelling Unit Target, which in total comprises ~~7,161~~7,160 dwelling units. When a Planning Area is developed, a Residential Development Report, **Table 3.1-N, Reporting Mechanism**, is submitted to the Planning Department to record the number of dwelling units. Any units over or under the Dwelling Unit Target number of dwelling units will be added or taken away from the remaining balance of units to ensure the 7,171 maximum dwelling unit total for the Specific Plan is not exceeded and added or subtracted from the Unit Pool. When the Unit Pool reaches 50 ± units, a redistribution to/from other planning areas shall be completed by the Master

Developer and submitted to the County Planning Department.



3.2 LAND USE, PLANNING & DEVELOPMENT STANDARDS

Development standards for the Kohl Ranch have been established at four levels: Section 3.1 – Project-Wide Planning Standards, Section 3.3 – Design Guidelines, Section 3.4 – Landscape Design Guidelines, and Land Use, Planning & Development Standards, which are provided in this section.

Neighborhood Concept

The development proposal for the Kohl Ranch Specific Plan is founded upon the concept of self-sufficient neighborhoods, each defined by strong edges and an internal circulation system, and identified by a similar orientation, intent, and theme. Where appropriate, design guidelines are tailored to reinforce the unique character and theme of the project neighborhoods. Linking all of the neighborhoods is an extensive open space and trail system, relating to the airport safety zones and drainage ways, which provide residents and workers with active and passive recreational opportunities and scenic amenity. This open space network also serves to buffer incompatible uses and neighborhoods from one another as reflected in **Figure 3.2-1, Neighborhoods**. As described earlier in this chapter, neighborhoods in the northern portion of the site generally have a high concentration of employment-based uses, while neighborhoods in the southern portion are predominantly residential.

The Kohl Ranch Specific Plan identifies 95 planning areas on the site grouped within 13 larger areas referred to as neighborhoods. Neighborhoods define logical development areas based on land use and the relationship to planned roadways and infrastructure. The thirteen project neighborhoods were conceived to create cohesive, well-balanced communities, upon completion of the project. The neighborhoods relate generally to the phasing plan for the project, so that infrastructure and amenities can be readily provided as each neighborhood is developed. However, the neighborhood boundaries are slightly different than the boundaries of the project phasing scenarios which are based on the logical provision of infrastructure as well as overall market forces.

Definitions of the project planning areas are based upon logical, separate units of development, adjoining land uses, available infrastructure and physical landscape features.

Flexibility of the Standards

The Land Use, Planning & Development Standards described here and in Section 2 – Specific Plan Zoning Ordinance, are designed to provide a high degree of flexibility for future development of the Kohl Ranch site. This flexibility is critical, in order to respond to changing market forces during the life of the project, and to accommodate future conditions related to development of Jacqueline Cochran Regional Airport.

This flexibility is reflected in provisions for alternate allowable land uses that are specified in the descriptions of neighborhoods and planning areas below. Such alternate land uses include golf courses and related facilities, other large recreational uses such as race track facilities and lakes. The conditions under which alternative land uses are allowed, along with the planned use of buffers and organization of land uses throughout the project will ensure that development of the project can be managed over time and that incompatibilities between adjacent land uses can be avoided.

Specific Plan Amendment No. 4
[Substantial Conformance No. 3](#)



3.2.2 Land Use, Planning & Development Standards

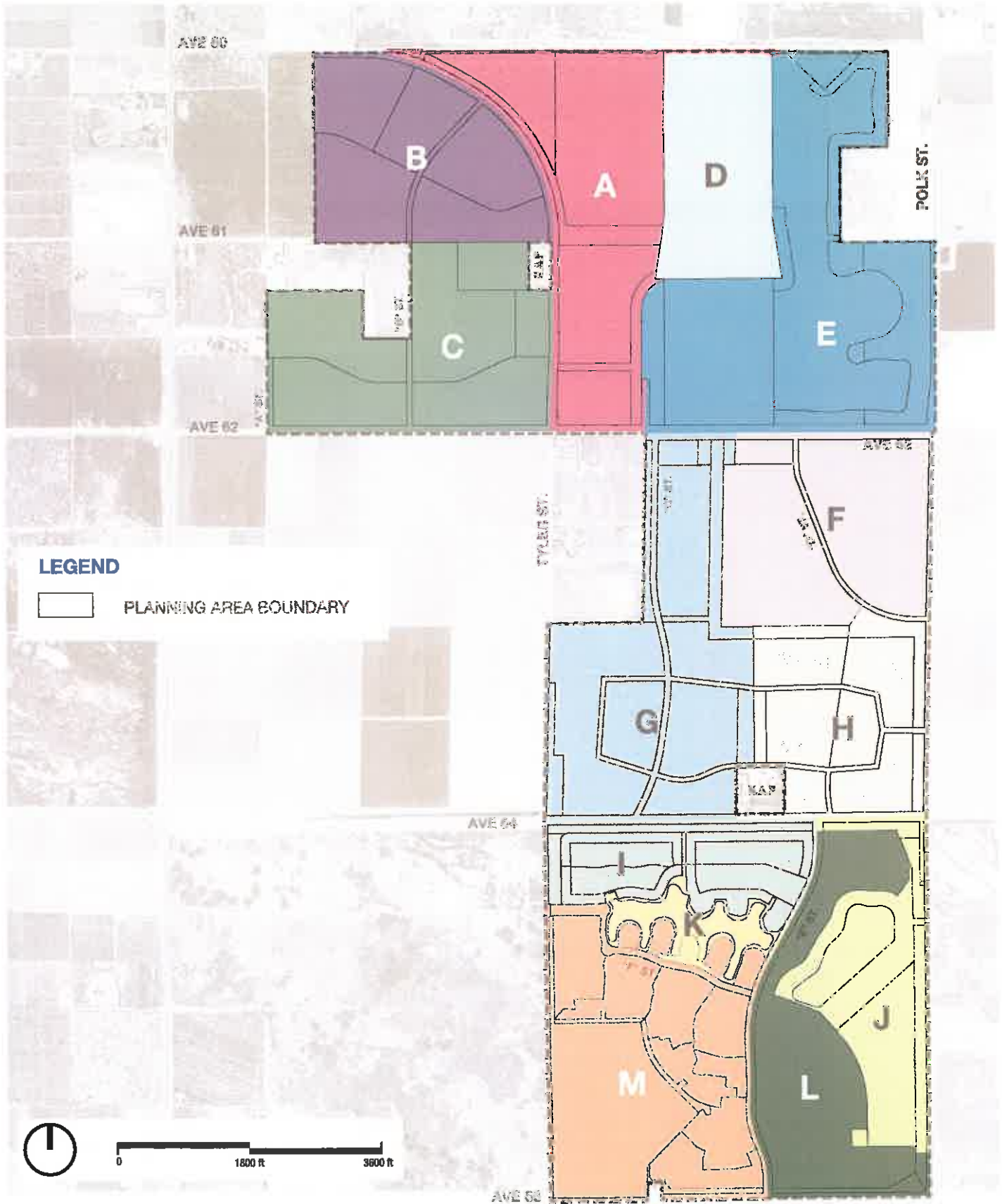
Section 3.2

Figure 3.2-1, Neighborhoods

10

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THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA



Flexibility is also evident in the plan through the incorporation of provisions which allow the clustering of residential uses, through the transfer of private open space to common open space. As a result, overall residential densities remain the same, and a shared amenity is created. The cluster option is particularly well-suited to land within airport-restricted zones, and to planning areas that are adjacent to drainage facilities which may be expanded under a golf course scenario.

Organization of this Section

Detailed descriptions of the neighborhoods are provided below, followed by neighborhood-wide planning standards which describe airport-related constraints, allowable land uses, neighborhood access, and streetscape, entry and intersection treatments. Following the neighborhood descriptions and planning standards are descriptions and standards for each individual planning area. A brief description, summary of land use and development standards specified in Section 2 – Specific Plan Zoning Ordinance, and applicable planning standards are provided for each planning area. For each planning area, these standards describe such features as alternate allowable land uses and conditions, access, and edge and buffer treatments.

A foldout, plan view graphic is provided for each of the thirteen neighborhoods. Each of these graphics is located at the beginning of the corresponding neighborhood section, and should be kept open during review of the planning area descriptions and standards which precede it. These graphics indicate the location of all planning areas, access points, and all landscape features including streetscapes, intersection details, project entries, edges, and buffers.

Appropriate references in the text are made to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines. The graphics for the Design Guidelines are derived from the Community Structure Plan and are intended to convey the project intent with respect to open space, landscaping, site planning and architecture. These elements will create the framework for development of the site. Although development may conform closely to elements of the illustrative plans provided in this section, it is anticipated that actual development will respond to market conditions.

A Specific Plan Zoning Ordinance was prepared in conjunction with this Specific Plan document. The zoning provisions within that ordinance establish allowable uses and development standards for each planning area. The zoning provisions should be used in conjunction with the planning standards for each planning area.

3.2.1 Neighborhood A

Neighborhood A, which consists of seven planning areas, is located in the north-central portion of the project site, just south of Avenue 60 and east of Tyler Street as depicted in **Figure 3.2-2, Neighborhood A**. The neighborhood totals approximately 190 acres including 21.37 acres of open space, 24.45 acres of mixed use/air park, 17.61 acres of commercial retail, 81.17 acres of heavy industrial, and 46.18 acres of mixed use. The neighborhood has a natural outward orientation and response to the regional context. Land uses targeted for Neighborhood A are intended to serve an area larger than the neighborhood itself, providing jobs and services to areas north and west of the site.

The uses provided for within Neighborhood A relate to planned uses at the Jacqueline Cochran Regional Airport located immediately to the north. A mix of commercial, industrial, mixed use, and service uses are intended to support airport development. The open space areas in the neighborhood include elements of the project-wide trail system that are generally coincident with drainage ways and major streets. Primary access to the neighborhood is provided via Avenue 60 and Tyler Street. A major project entry is provided at the intersection of Tyler Street and Avenue 60.

NEIGHBORHOOD A PLANNING STANDARDS

- 1) Portions of the commercial retail, mixed use, and industrial land uses within this neighborhood are located within Zone C of the Airport Compatibility Land Use Plan (CLUP). The mixed use/air park area and portions of the commercial-retail, mixed use and industrial uses are located within Zone D as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. Development standards associated with these zones are contained in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- 2) A large-scale recreational use such as a motor sports race track is a permitted use in two of the seven planning areas.
- 3) Tyler Street provides access to Planning Areas A-1 through A-7.
- 4) The northwest corner of Planning Area A-2 at Avenue 60/Tyler Street will be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- 5) The intersections of Tyler Street and Avenue 62 and Tyler Street and "B" Street will be developed in accordance with **Figure 3.4-5, Special Intersection Detail**.
- 6) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**.
- 7) Tyler Street, north of Avenue 62 will be developed in accordance with **Figure 3.4-8, Arterial Streetscape 1**.
- 8) Avenue 60 (along north edge of Planning Areas A-2 and A-4) will be developed in accordance with **Figure 3.4-16, Industrial Collector Streetscape**.
- 9) The east side of Tyler Street will be developed in accordance **Figure 3.4-19, Tyler Street Trail**.
- 10) The north side of Avenue 62 will be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.

Specific Plan Amendment No. 4

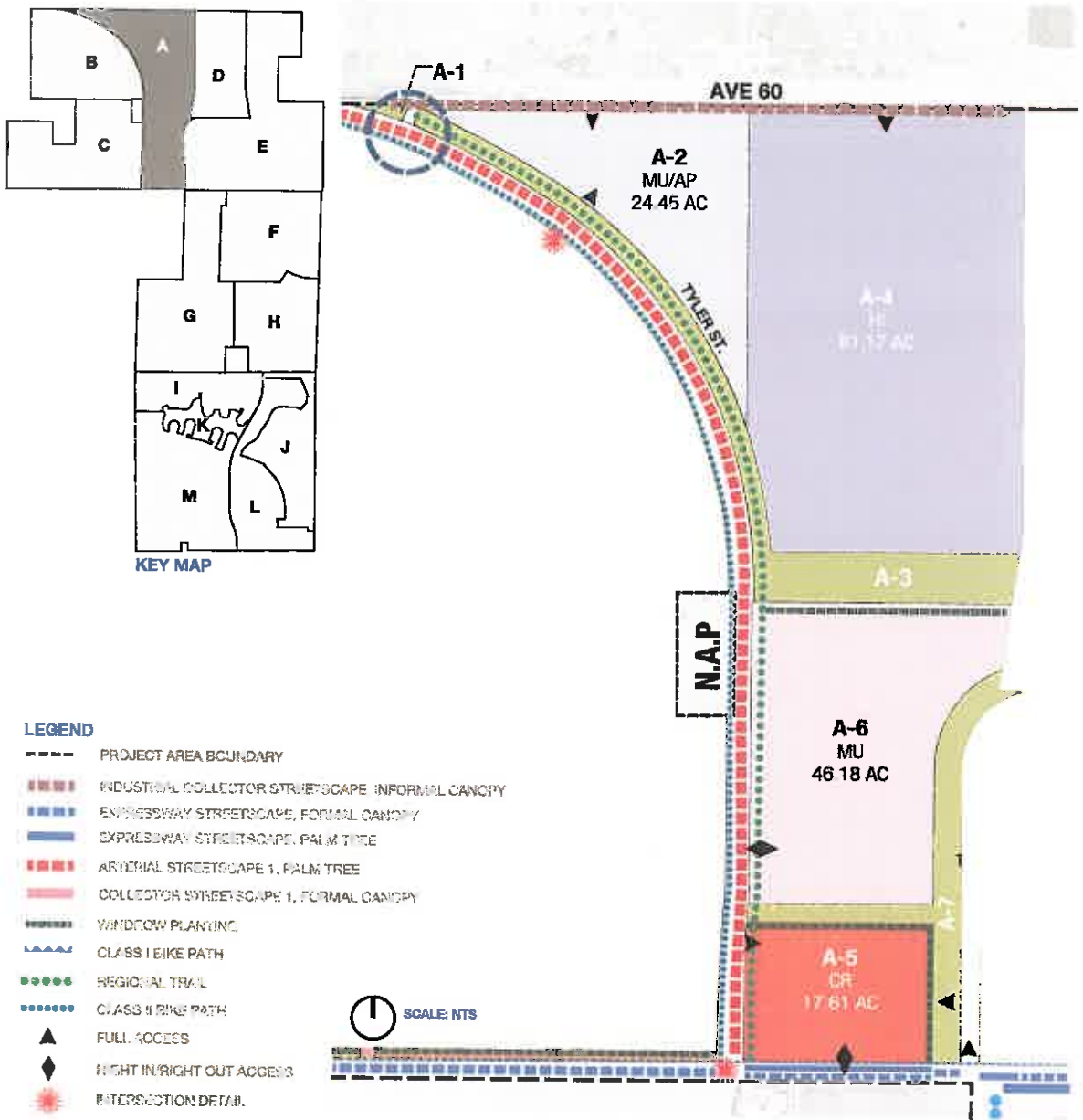
[Substantial Conformance No. 3](#)



Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-2, Neighborhood A



Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
A-1	Open Space (OS)		0.03	
A-2	Mixed Use/Ne Park (MU/NeP)		24.45	
A-3	Open Space (OS)		10.77	
A-4	Heavy Industrial (H-I)		81.17	
A-5	Community Plaza (CP)		17.61	
A-6	Heavy Industrial (H-I)		46.18	
A-7	Open Space (OS)		0.17	
TOTAL			190.78	



NEIGHBORHOOD A PLANNING AREAS

A-1: OPEN SPACE

Planning Area A-1 provides for development of 0.63 acres of open space. This area is to be used as a collection point for storm flows entering the project site.

Land Use and Development Standards

Please refer to Ordinance No. 343 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-1 is located in Zone D of the CLUP. Development in this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area A-1 is accessed from Tyler Street.
- (3) Landscaping for the Major Project Entry at Avenue 60/Tyler Street will be located in this planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (4) Large-scale recreational use such as a golf course or a motor sports race track is a permitted use in this planning area.
- (5) A Class II Bike Path and Regional Trail connection is located in this planning area along the east side of Tyler Street to be developed in accordance with **Figure 3.4-19, Tyler Street Trail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

A-2: MIXED USE/AIR PARK

Planning Area A-2 provides for 24.45 acres of mixed use/air park development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-2 is located in Zone D of the CLUP. Development in this zone will comply with all applicable restrictions and requirements.
- (2) A large-scale recreational use such as a golf course or a motor sports race track is a permitted use in this planning area.
- (3) Planning Area A-2 is accessed from Tyler Street.
- (4) The edge treatment for the interface between Planning Area A-2's mixed use/air park and the drainage canals in the adjacent planning area, is described in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.



A-3: OPEN SPACE

Planning Area A-3 provides for the development of 10.77 acres of open space which will be part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-3 is located in Zones C and D of the CLUP. Development in these zones will comply with all applicable restrictions and requirements.
- (2) A large-scale recreational use such as a motor sports race track is a permitted use in this planning area.
- (3) Planning Area A-3 is accessed from Tyler Street.
- (4) Landscaping for the Major Project Entry at Avenue 60/Tyler Street will be located in this planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The edge treatment for the interface between the drainage uses in this planning area and the heavy industrial and mixed use/air park land uses in the adjacent planning areas are described in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (6) A Class II Bike Path and Regional Trail connection is located in this planning area along the east side of Tyler Street to be developed in accordance with **Figure 3.4-18, Tyler Street Trail**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

A-4: HEAVY INDUSTRIAL

Planning Area A-4 provides for 81.17 acres of heavy industrial development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-4 is located in Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development in this zone will comply with all applicable restrictions and requirements.
- (2) A large-scale recreational use such as a golf course or a motor sports race track is a permitted use in this planning area.
- (3) Planning Area A-4 is accessed from Tyler Street.
- (4) The edge treatment for the interface between Planning Area A-4's heavy industrial use and the drainage uses in the adjacent planning area is described in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

A-5: COMMERCIAL RETAIL

Planning Area A-5 provides for 17.61 acres of commercial development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-5 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development in this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area A-5 is accessed from Tyler Street and Avenue 62.
- (3) The edge treatment for the interface between the commercial use development in this planning area and the drainage uses in the adjacent planning area is described in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) A Class II Bike Path and Regional Trail connection is located in this planning area along the east side of Tyler Street to be developed in accordance with **Figure 3.4-19, Tyler Street Trail**. A Class I Bike Path is located in this planning area along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

A-6: MIXED USE

Planning Area A-6 provides for 46.18 acres of mixed-use development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-6 is located within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development in these zones will comply with all applicable restrictions and requirements.
- (2) A large-scale recreational use such as a motor sports race track is a permitted use in this planning area.
- (3) Planning Area A-6 is accessed from Tyler Street.
- (4) The edge treatment for the interface between the drainage uses and the heavy industrial land uses in the adjacent planning area is described in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (5) A Class II Bike Path and Regional Trail connection is located in this planning area along the east side of Tyler Street to be developed in accordance with **Figure 3.4-18, Tyler Street Trail**.
- (6) An observation tower built within Planning Area A-6 and built as part of a large scale recreational use shall not exceed 70 feet.
- (7) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- (8) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (9) Please refer to Section 3.3 – Design Guidelines for Mixed Use Development and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (10) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

A-7: OPEN SPACE

Planning Area A-7 provides for 9.97 acres of open space which will be part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area A-7 is located within Zone C of the CLUP for the airport. Development in this zone will comply with all applicable restrictions and requirements.
- (2) A large-scale recreational use such as a golf course or a motor sports race track is a permitted use in this planning area.
- (3) Planning Area A-7 is accessed from Tyler Street and Avenue 62.
- (4) The edge treatment for the interface between the drainage in this planning area and the heavy industrial and commercial land uses in the adjacent planning areas is described in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (5) A Class I Bike Path is located in this planning area along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

A-8: Planning Area A-8 has been combined with adjacent planning area E-4 to provide a new Planning Area E-4 described below in Section 3.2.8.



3.2.2 Neighborhood B

Neighborhood B contains five planning areas and is comprised of 153.13 acres as reflected in **Figure 3.2-3, Neighborhood B**. It is located in the northwestern portion of the project site, just south of "B" Street and Tyler Street. Proposed land uses are focused along Tyler Street, and include Medium Density Residential (39.01 acres) and Medium High Density Residential (114.12 acres). A target of 916 residential units is planned for Neighborhood B. These units are intended to provide housing for employees of the business, commercial and industrial areas in the northern portion of the project site. Primary access to the neighborhood is provided via Tyler Street and "B" Street. A major project entry is provided at the Avenue 60/Tyler Street intersection.

NEIGHBORHOOD B PLANNING STANDARDS

- (1) The entire neighborhood is located within Zone D of the CLUP for the airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1 – Project Wide Planning Standards of this Specific Plan as depicted in **Table 3.1-G, Basic Compatibility Criteria**.
- (2) Avenue 60 provides access to Planning Areas B-1.
- (3) Tyler Street provides access to Planning Areas B-2, B-5 and B-6.
- (4) "B" Street provides access to Planning Areas B-2, B-3, B-5 and B-6.
- (5) A Major Project Entry is located in the northwest corner of the neighborhood at Avenue 60/Tyler Street to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (6) A Special Intersection Detail is provided for the intersection of "B" Street and Tyler Street to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (7) Tyler Street will be developed in accordance with **Figure 3.4-8, Arterial Streetscape 1**.
- (8) "B" Street will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.

Specific Plan Amendment No. 4

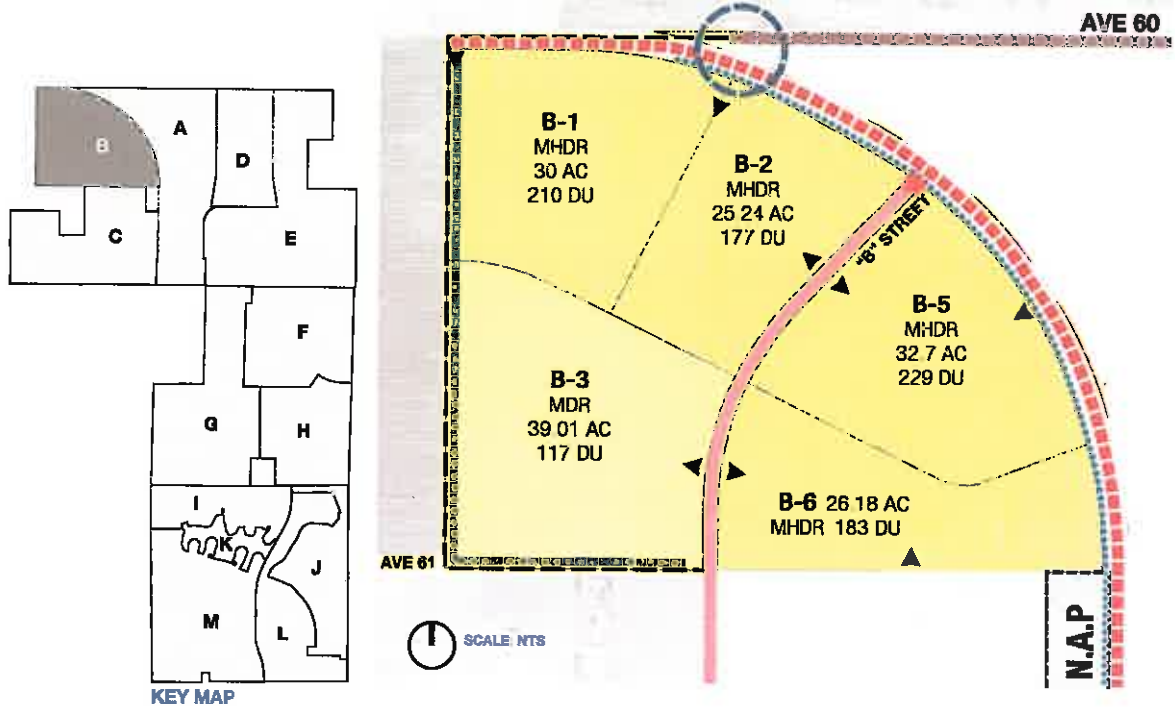
Substantial Conformance No. 3



Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-3, Neighborhood B



LEGEND

- PROJECT AREA BOUNDARY
- INDUSTRIAL COLLECTOR STREETSCAPE, INFORMAL CANOPY
- ARTERIAL STREETSCAPE 1, PALM TREE
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDROW PLANTING
- CLASS II BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
B-1	Medium High Density Residential (MHDR)	210	30	5.0-8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0-8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.5-5.5
B-5	Medium High Density Residential (MHDR)	229	32.7	5.0-8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0-8.0
TOTAL		916	153.13	

NEIGHBORHOOD B PLANNING AREAS

B-1: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area B-1 provides for the development of 30.00 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 210 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area B-1 is accessed from Tyler Street.
- (2) Landscaping for the Major Project Entry at Avenue 60/Tyler Street will be located in this planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (3) This planning area will be developed with the project edge treatment as depicted in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project-Wide Planning Standards.

B-2: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area B-2 provides for the development of 25.24 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning). A target of 177 dwelling units is planned within a density range 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area B-2 is accessed from Tyler Street and “B” Street.
- (2) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (3) Please refer to Section 3.1 – Project-Wide Planning Standards.



B-3: MEDIUM DENSITY RESIDENTIAL

Planning Area B-3 provides for the development of 39.01 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 117 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (see Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area B-3 is accessed from “B” Street.
- (2) This planning area will be developed with the project edge treatment as depicted in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (3) Please refer to Section 33.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project-Wide Planning Standards.

B-4: *Planning Area number has intentionally been skipped in the numbering sequence.*

B-5: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area B-5 provides for the development of 32.7 acres of medium **high** density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development. A target of 229 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 343 (see Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area B-5 is accessed from “B” Street and Tyler Street.
- (2) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (3) Please refer to Section 3.1 – Project-Wide Planning Standards.



B-6: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area B-6 provides for the development of 26.18 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 183 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area B-6 is accessed from “B” Street and Tyler Street.
- (2) This planning area will be developed with the project edge buffer conditions as indicated in in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project-Wide Planning Standards.

PLANNING AREA B-7: *Planning Area number has intentionally been skipped in the numbering sequence.*

3.2.3 Neighborhood C

Neighborhood C is located just north of Avenue 62 in the northwestern portion of the project site as reflected in **Figure 3.2-4, Neighborhood C**. This 177.54-acre neighborhood contains the following land uses within its six planning areas: Medium Density Residential (40.77 acres), Medium High Density Residential (95.95 acres), Very High Density Residential (30.85 acres) and Open Space (9.97 acres). A target of 1,271 dwelling units is planned for Neighborhood C. The predominantly residential uses are intended to house employees working in the employment-based neighborhoods located nearby. The maximum density and the total number of dwelling units within the very high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. The proximity of these residential areas to job opportunities is designed to reduce the number and length of home-to-work trips that would otherwise be generated by these land uses. The higher density residential uses are located in closer proximity to commercial uses, while the lower density residential uses are located at the project periphery. If developed with a golf course, a permitted use under provisions of Section 2 - Specific Plan Zoning Ordinance, residents would be provided with a high-quality recreational and scenic amenity. A number of the neighborhood planning areas would be afforded golf course frontage. In the absence of the golf course, drainage ways would function to provide more natural open space, providing structure and definition to the neighborhood. In addition, a local park would be developed to serve neighborhood residents and act as a buffer between adjacent residential uses and land uses located across Tyler Street that could allow for development of a kart track or driver training facility. Primary access to the neighborhood is from "A" Street, "B" Street, Tyler Street and Avenue 62.

NEIGHBORHOOD C PLANNING STANDARDS

- (1) Neighborhood C is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport, as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. Development standards associated with this zone are contained in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use is a permitted use in all planning areas as defined in Section 2 - Specific Plan Zoning Ordinance.
- (3) Avenue 62 provides access to Planning Areas C-2 and C-6.
- (4) "A" Street provides access to Planning Areas C-1 and C-2.
- (5) "B" Street provides access to Planning Areas C-1, C-2, C-4, C-6 and C-8.
- (6) Tyler Street provides access to Planning Areas C-5 and C-6.
- (7) A Minor Entry is located at "B" Street and Avenue 62 to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (8) "B" Street will be developed in accordance with **Figures 3.4-17, Collector Streetscape 1**.
- (9) "A" Street will be developed in accordance with **Figures 3.4-18, Collector Streetscape 2**.
- (10) Tyler Street north of Avenue 62 will be developed in accordance with **Figures 3.4-8, Aerial Streetscape 1**.
- (11) Avenue 62 will be developed in accordance with **Figures 3.4-6, Expressway Streetscape**.
- (12) A local park will be provided in Planning Area C-5, to serve neighborhood residents and provide a buffer between adjacent residential uses and land uses located across Tyler Street that could allow for development of a kart track.
- (13) The north side of Avenue 62 will be developed with **Figure 3.4-20, Avenue 62 Trail** as reflected in **Figure 3.1-10, Public Facilities**.

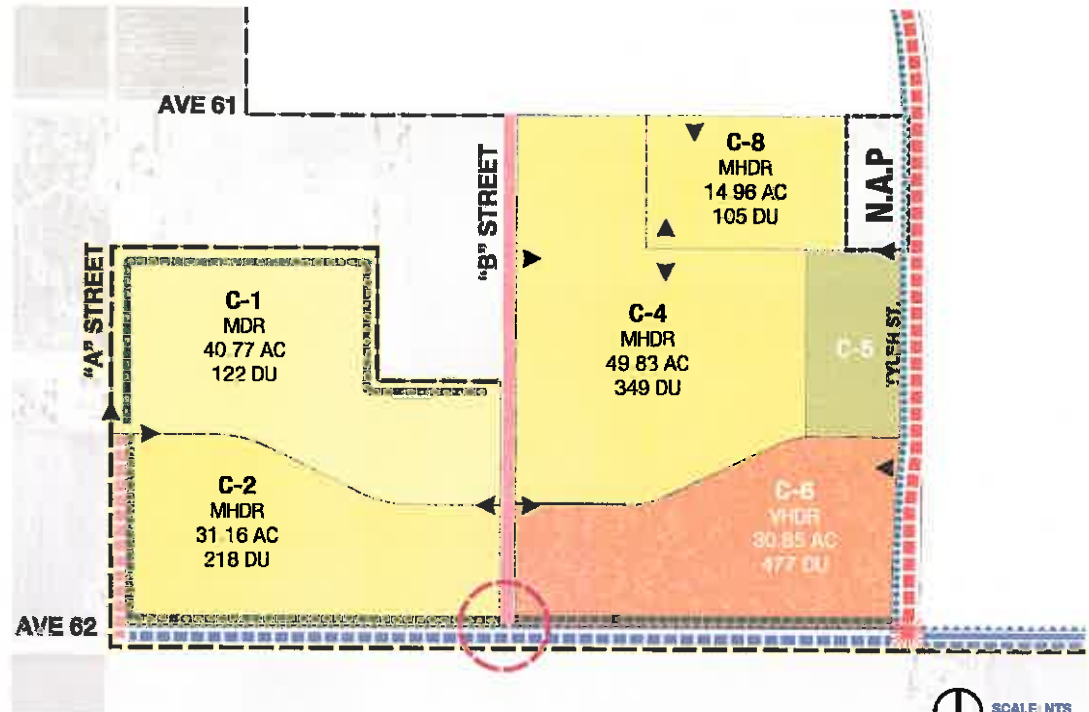
Specific Plan Amendment No. 4
[Substantial Conformance No. 3](#)



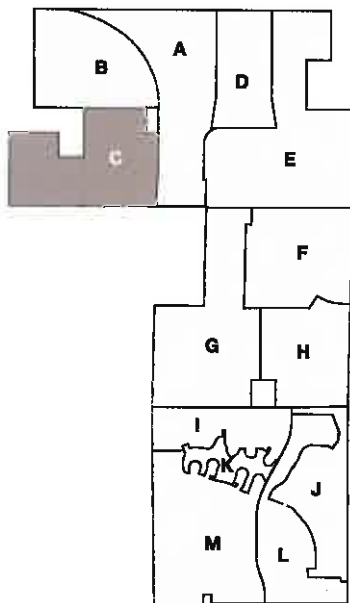
Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-4, Neighborhood C



SCALE NTS



KEY MAP

LEGEND

- PROJECT AREA BOUNDARY
- INDUSTRIAL COLLECTOR STREETSCAPE, INFORMAL CANOPY
- EXPRESSWAY STREETSCAPE, FORMAL CANOPY
- EXPRESSWAY STREETSCAPE, PALM TREE
- ARTERIAL STREETSCAPE 1, PALM TREE
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- COLLECTOR STREETSCAPE 2, INFORMAL CANOPY
- SECONDARY STREETSCAPE
- WINDROW PLANTING
- CLASS I BIKE PATH
- REGIONAL TRAIL
- CLASS II BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
C-1	Medium Density Residential (MDR)	122	40.77	3.0-5.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-3	Medium High Density Residential (MDR)	248	49.83	3.0-5.0
C-4	Open Space (OS)		6.97	
C-5	Very High Density Residential (VHDR)	477	30.85	15.0-20.0
C-6	Medium High Density Residential (MDR)	105	14.96	5.0-8.0
TOTAL		1271	177.54	

NEIGHBORHOOD C PLANNING AREAS

C-1: MEDIUM DENSITY RESIDENTIAL

Planning Area C-1 provides for the development of 40.77 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 122 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-1 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-1 is accessed from "A" Street and "B" Street.
- (4) The Project Edge Treatment for this planning area is illustrated in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

C-2: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area C-2 provides for the development of 31.16 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 218 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-2 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-2 is accessed from "A" Street, "B" Street and Avenue 62.
- (4) The Project Edge Treatment for this planning area is illustrated in **Figure 3.4-29, out Parcel/Adjacent Property Buffer**.
- (5) A Minor Entry is planned for the intersection of "B" Street and Avenue 62 as shown in **Figure 3.4-4, Minor Project Entry**.
- (6) A Class I Bike Path is located in this planning area along the north side of Avenue 62 as illustrated in **Figure 3.4-20, Avenue 62 Trail**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

C-3: *Planning Area number has intentionally been skipped in the numbering sequence.*

C-4: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area C-4 provides for the development of 49.83 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional lots and 4,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning). A target of 349 dwelling units is planned within a density range of 5.0–8.0 du/acre).

Land Use and Development Standards

Please refer to Ordinance No. 348 (see Section 2 –Specific Plan Zoning).

Planning Standards

- (1) Planning Area C-4 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-4 is accessed from "B" Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

C-5: OPEN SPACE

Planning Area C-5 provides for the development of 9.97 acres of open space that will be developed as a local park and provide a buffer between adjacent residential uses and land uses located across Tyler Street that could allow for mixed-use development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-5 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-5 is accessed from Tyler Street.
- (4) This planning area will be developed in accordance with **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



C-6: VERY HIGH DENSITY RESIDENTIAL

Planning Area C-6 provides for the development of 30.85 acres of very high density residential land uses with minimum lot sizes of 4,000 square feet for conventional lots and 2,000 square feet under cluster development. A target of 477 dwelling units is planned within a density range of 14.0-20.0 du/acre. The maximum density and the total number of dwelling units within the very high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-6 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area C-6 is accessed from "B" Street, Tyler Street and Avenue 62.
- (3) A Minor Entry is planned for the intersection of "B" Street and Avenue 62 to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) A Class I Bike Path is located in this planning area along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) The Commercial Buffer treatment for the Interface between the residential uses in this planning area and the commercial uses located across the street is illustrated in **Figure 3.4-31, Commercial Buffer Streetscape**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

C-7: Planning Area number has intentionally been skipped in the numbering sequence.



C-8: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area C-8 provides for the development of 14.96 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development. A target of 105 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-8 is located within Zone D of the CLUP for the Desert Resorts Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area C-8 is accessed from "B" Street through interior loop roads.
- (3) This planning area will be developed with the Buffer Condition along the adjacent property to the east which is depicted in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



3.2.4 Neighborhood D

Neighborhood D is located in the northern portion of the project site, between Avenue 60 and Avenue 62 as depicted in **Figure 3.2-5, Neighborhood D**. This neighborhood is intended to function as a buffer between the business, commercial, recreational uses and the airport runway to the north. The neighborhood is 110.66 acres in size and consists of open space uses. All of the open space is within airport influenced areas and is designed to handle storm drainage. Primary access to this neighborhood is provided via Avenue 60 from the west or the east, but Avenue 60 will not traverse the northern edge of the Neighborhood due to possible airport expansion.

NEIGHBORHOOD D PLANNING STANDARDS

- (1) The open space neighborhood is constrained by the OSZ, Inner Safety Zone (ISZ) and ETZ airport zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, Neighborhood D is located within Zone A of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) Avenue 60 provides access to Planning Area D-1.

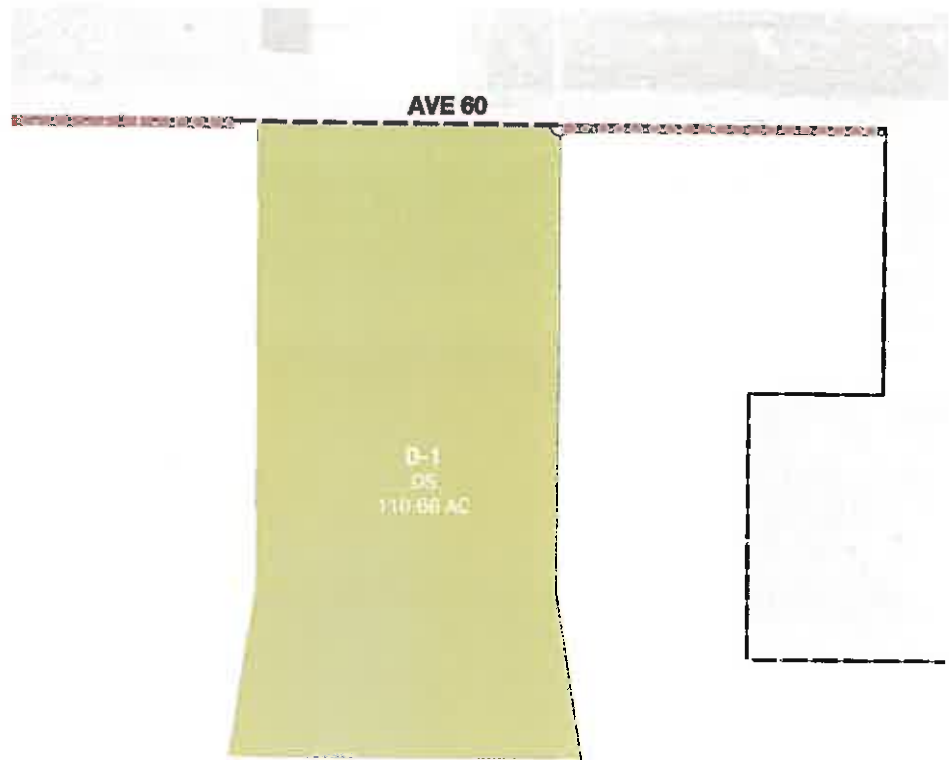
Specific Plan Amendment No. 4
[Substantial Conformance No. 3](#)



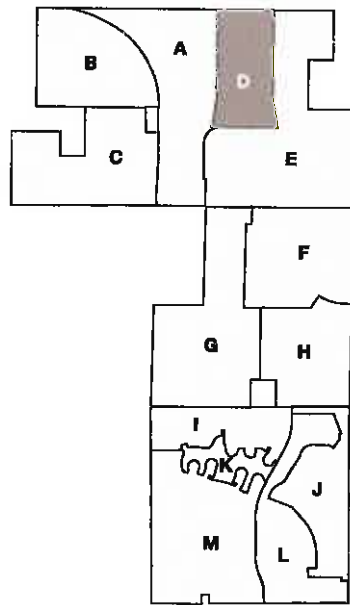
Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-5, Neighborhood D



SCALE: NTS



KEY MAP

LEGEND

- PROJECT AREA BOUNDARY
- Industrial collector streetscape, informal canopy

NEIGHBORHOOD D PLANNING AREAS

D-1: OPEN SPACE

Planning Area D-1 provides for 110.66 acres of open space. A portion of this area will be used to handle storm flows. Much of the planning area is described in the Jacqueline Cochran Regional Airport Master Plan as proposed for acquisition for the runway clear zone. This planning area shall remain in open space uses.

Land Use and Development Standards

Please refer to Ordinance No. 343 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area D-1 is located within the Jacqueline Cochran Regional Airport ETZ and ISZ airport safety zones as reflected on **Figure 3.1-13 Airport Zones** and **Table 3.1-F, Airport Safety Zones**. Development within these zones will comply with all applicable restrictions and requirements. Additionally, Neighborhood D is located within Zone A of the CLUP for the Jacqueline Cochran Regional Airport as reflected in reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. Development standards associated with this zone are contained in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) Planning Area D-1 is accessed from Avenue 60.
- (3) The Buffer Condition between Planning Area D-1 and adjacent industrial uses will be as illustrated in **Figure 3.4-6, Expressway Streetscape**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.5 Neighborhood E

Neighborhood E is situated in the northeastern corner of the project site and is bounded by Jacqueline Cochran Regional Airport and Avenue 60 on the north, Polk Street on the east, and Avenue 62 on the south as depicted in **Figure 3.2-6, Neighborhood E**. This neighborhood has a strong regional orientation as a result of its excellent access to the regional circulation system and to Jacqueline Cochran Regional Airport. The neighborhood also looks eastward by virtue of its potential connection to the proposed interchange at Avenue 62 and the new Highway 86, just a few miles to the east. Primary access is provided by Polk Street, Avenue 60 and Avenue 62. The land uses proposed in this 281.49-acre neighborhood include mixed-use (206.55 acres), and open space (74.94 acres).

A racetrack has been approved for this neighborhood with its own separate set of conditions of approval and design manual for features specific to its development. The open space in the northeastern portion of the neighborhood responds to airport-related constraints, and will become part of the larger recreational land use.

Land designated for mixed use development abutting the airport property offers the potential for airport uses to extend southward into the site. This area also has potential for rail service to be provided from the north via a rail spur from the Southern Pacific main line. In addition to the jobs that could be created by heavy industry, Neighborhood E allows for a large-scale recreational use such as a motor sports race track which will also create jobs. Agricultural operations to the east of Polk Street offer the potential for development of compatible agriculture-related uses on the property. A Major Entry is located at the intersection of Polk Street and Avenue 62.

NEIGHBORHOOD E PLANNING STANDARDS

- (1) Portions of Neighborhood E are constrained by the Q3Z and ETZ airport safety zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within Zones B1, C, and D of the CLUP as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
 - A. Neighborhood E allows for mixed-use residential uses in designated planning areas, **Figure 3.2-6A, Lots Allowing Overnight Use**, identifies which lots within those planning areas allow for such use. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive zone policy applies. For example, Lot 55 on **Figure 3.2-6A** lies within both Zone C and D. Because Zone D is the less restrictive zone, Zone D ALUC policies apply.
- (2) Tyler Street provides access to Planning Areas E-2, E-2A, E-2B, E-3, E-4, E-5, E-6, E-7, and E-8 through Planning Area A-6.
- (3) Avenue 60 provides access to Planning Area E-1 and E-2, E-2A, E-2B.
- (4) Polk Street provides access to Planning Area E-2, E-2A, E-2B, E-5, E-6, E-7, and E-8.
- (5) A Major Project Entry is located at Tyler Street and Polk Street to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (6) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (7) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**, with the exception of the ETZ in which no trees are to be planted.
- (8) A large-scale recreational use such as a motor sports race track is a permitted land use in seven of the eight planning areas as defined in Section 2 – Specific Plan Zoning Ordinance.
- (9) The north side of Avenue 62 will be developed as depicted in **Figure 3.1-10, Public Facilities** in accordance with **Figure 3.4-20, Avenue 62 Trail**.

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- (10) The west side of Polk Street will be developed with a Class II Bike Path as described in **Figure 3.1-10, Public Facilities.**

Specific Plan Amendment No. 4

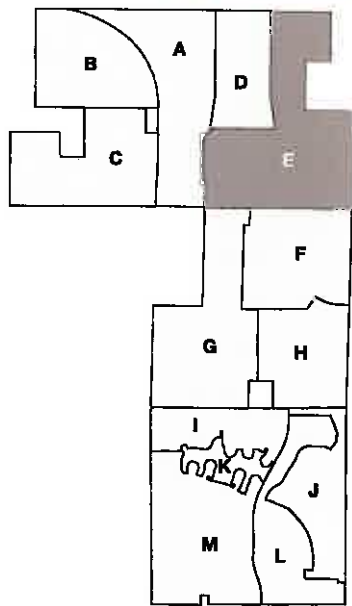
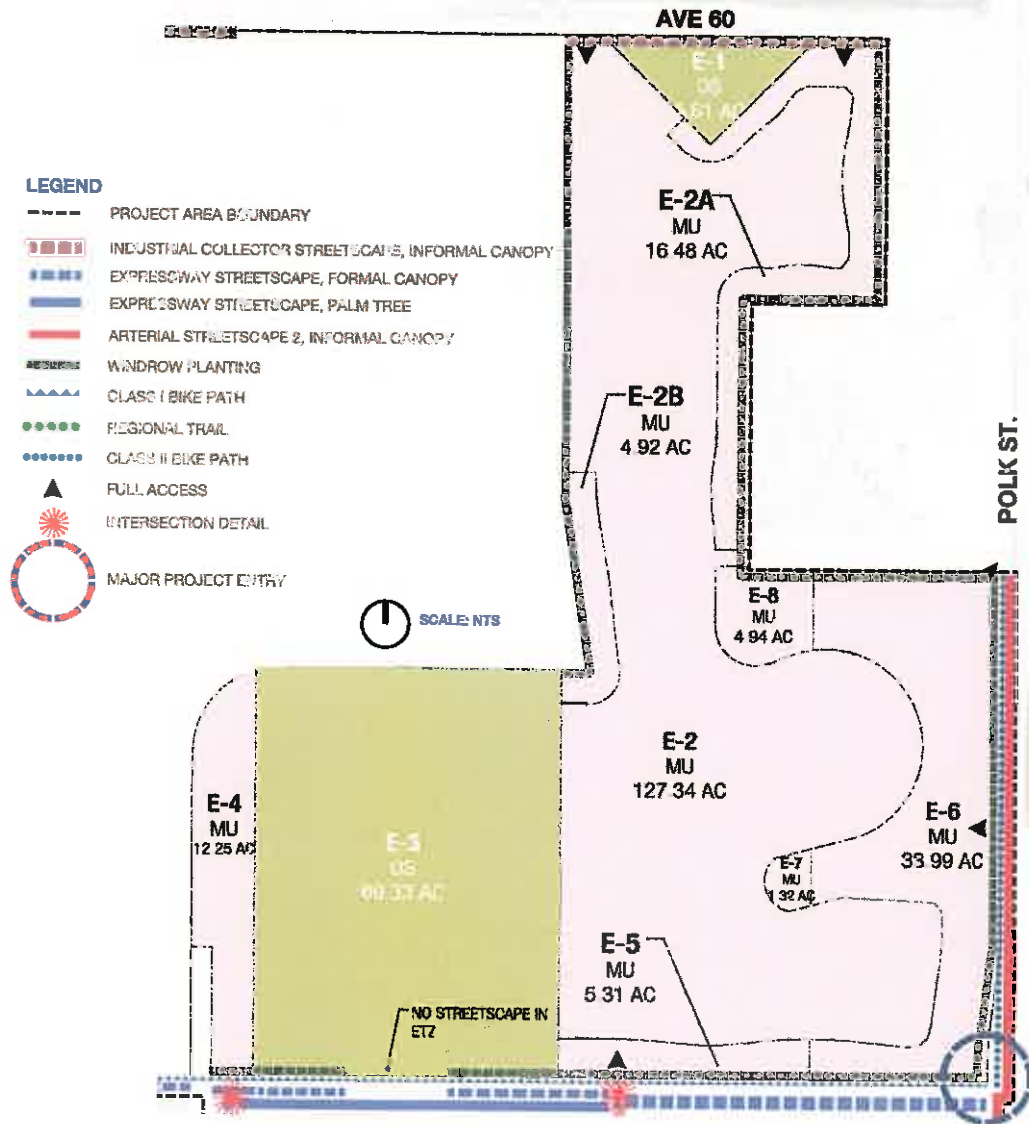
[Substantial Conformance No. 3](#)



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Figure 3.2-6, Neighborhood E



Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
E-1	Open Space (OS)		69.37	
E-2	Mix Use (MU)		127.34	
E-2A	Mix Use (MU)		16.48	
E-2B	Mix Use (MU)		4.92	
E-3	Open Space (OS)		69.37	
E-4	Commercial (C)		12.25	
E-5	Mix Use (MU)		5.31	
E-6	Mix Use (MU)		33.99	
E-7	Mix Use (MU)		1.32	
E-8	Mix Use (MU)		4.94	
TOTAL			281.49	

Specific Plan Amendment No. 4
[Substantial Conformance No. 3](#)



Land Use, Planning & Development Standards

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Figure 3.2-6A, Lots Allowing Overnight Use



NEIGHBORHOOD E PLANNING AREAS

E-1: OPEN SPACE

Planning Area E-1 provides for the development of 5.61 acres of open.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-1 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and the ETZ and OSZ airport safety zones. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area.
- (3) Planning Area E-1 is accessed from Avenue 60.
- (4) Large-scale recreational uses such as a golf course and a motor sports race track are permitted uses in this planning area.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

E-2: MIXED USE

Planning Area E-2 provides for the development of 127.34 acres of mixed-use non-residential development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-2 is located within Zone C of the Jacqueline Cochran Regional Airport CLUP. This planning area will comply with all applicable restrictions and requirements of that zone.
- (2) Access to Planning Area E-2 is from Tyler and Polk Streets.
- (3) The edge treatment for the interface between the planned mixed use and adjacent open space is illustrated in **Figure 3.4-28, Airpark Drainage Buffer**. The edge treatment will be as described in **Figure 3.4-24, Golf Course/ Racetrack Edge Condition**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area. Signage shall be posted that overnight occupancy is prohibited in non-residential structures. No minimum setback or buffer is required for Planning Area E-2 from adjacent residential uses.
- (6) An observation tower built within Planning Area E-2 and built as part of a large scale recreational use shall not exceed 70 feet.
- (7) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- (8) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.



- (9) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (10) Please refer to Section 3.1 – Project Wide Development Standards.

E-2A: MIXED USE

Planning Area E-2A provides for the development of 16.48 acres of mixed-use development to include the development of recreational units which are non-residential member villas providing a private space for a Thermal Motorsports Park Club member to store personal belongings, vehicles, and equipment utilized for racing; utilized for vehicular repairs and other racing-related recreational activities; and are located adjacent to the racetrack with an open view deck facing the track to allow viewing of racing activities. These units are accessible 24 hours a day, seven days a week, however, they are restricted from permanent residency and have limitations imposed by the Thermal Motorsports Park Club for duration of stays. A maximum of 58 racetrack recreational units is planned.

Land Use and Development Standards

Please refer to Ordinance No. 348 and Specific Plan Amendment No. 4, Specific Plan Zoning Ordinance.

Planning Standards

- (1) Planning Area E-2A is located within Zone C of the Jacqueline Cochran Regional Airport CLUP. This planning area will comply with all applicable restrictions and requirements of that zone.
- (2) Access to Planning Area E-2A is from Tyler and Polk Streets.
- (3) The edge treatment for the interface between the planned mixed use and adjacent open space is illustrated in **Figure 3.4-28, Airpark Drainage Buffer**. The edge treatment will be as described in **Figure 3.4-24, Golf Course/ Racetrack Edge Condition**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area including racetrack recreational units defined as non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.
- (6) Standards for Racetrack Recreational Unit development:
 - a. A maximum of 58 racetrack recreational units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-2A.
 - b. Structures must provide vehicle storage area on the ground floor of structure and may include the following:
 - Garage Level (1st Floor):
 - Cars
 - Lifts
 - Work areas
 - Storage
 - Mechanical
 - Main Entry
 - Half baths





- Bath with locker rooms
- Washer/dryer area
- Elevator
- Stairs
- Media Room
- Kitchenette area

Second Level (and/or mezzanine):

- Elevator
- Stairs
- Storage
- Mechanical
- Bedrooms and closets
- Bath area
- Laundry
- Family Room/Game Room
- Kitchen
- Outside Patios
- Outside Planters

Third Level (Main Living Level):

- Bedrooms and Closets
- Bath
- Elevator
- Stairs
- Laundry
- Kitchen
- Dining
- Great Room
- Outside Patios
- Mechanical
- Storage
- Game Room
- BBQ area
- Outside pools and hot tub
- Planters

- c. Access to structures shall be from common access areas or corridors
- (7) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
 - (8) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
 - (9) Please refer to Section 2.0 – Zoning Ordinance for development of other allowable uses and associated developments standards.
 - (10) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
 - (11) Please refer to Section 3.1 – Project Wide Development Standards.

E-2B: MIXED USE

Planning Area E-2B provides for the development of 4.92 acres of mixed-use development to include the development of recreational units which are non-residential member villas providing



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA



a private space for a Thermal Motorsports Park Club member to store personal belongings, vehicles, and equipment utilized for racing; utilized for vehicular repairs and other racing-related recreational activities; and are located adjacent to the racetrack with an open view deck facing the track to allow viewing of racing activities. These units are accessible 24 hours a day, seven days a week, however, they are restricted from permanent residency and have limitations imposed by the Thermal Motorsports Park Club for duration of stays. A maximum of 16 racetrack recreational units is planned.

Land Use and Development Standards

Please refer to Ordinance No. 348 and Specific Plan Amendment No. 4, Section 2 – Specific Plan Zoning Ordinance.

Planning Standards

- (1) Planning Area E-2B is located within Zone C of the Jacqueline Cochran Regional Airport CLUP. This planning area will comply with all applicable restrictions and requirements of that zone.
- (2) Access to Planning Area E-2B is from Tyler and Paik Streets.
- (3) The edge treatment for the interface between the planned mixed use and adjacent open space is illustrated in **Figure 3.4-28, Airpark Drainage Buffer**. The edge treatment will be as described in **Figure 3.4-24, Golf Course/ Racetrack Edge Condition**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area including racetrack recreational units defined as non-residential use identified as a member villa accessible 24 hours a day, seven days a week. The Racetrack Recreational Unit provides a private space for a Thermal Club members to store personal belongings, vehicles, and equipment utilized for racing. The unit can further be utilized for vehicular repairs, other racing-related recreational activities and is located directly adjacent to the racetrack with an open view deck facing the track allowing for viewing of racing activities. The unit would be restricted from permanent residency, and has limitations imposed by the club for duration of stays.
- (6) Standards for Racetrack Recreational Unit development:
 - a. A maximum of 16 racetrack recreational units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-2B.
 - b. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - c. Structures must provide vehicle storage area on the ground floor of structure and may include the following:

Garage Level (1st Floor):

 - Cars
 - Lifts
 - Work areas
 - Storage
 - Mechanical
 - Main Entry
 - Half baths
 - Bath with locker rooms
 - Washer/dryer area
 - Elevator

- Stairs
- Media Room
- Kitchenette area

Second Level (and/or mezzanine):

- Elevator
- Stairs
- Storage
- Mechanical
- Bedrooms and closets
- Bath area
- Laundry
- Family Room/Game Room
- Kitchen
- Outside Patios
- Outside Planters

Third Level (Main Living Level):

- Bedrooms and Closets
- Bath
- Elevator
- Stairs
- Laundry
- Kitchen
- Dining
- Great Room
- Outside Patios
- Mechanical
- Storage
- Game Room
- BBQ area
- Outside pools and hot tub
- Planters

- d. Access to structures shall be from common access areas or corridors.
- (7) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
 - (8) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
 - (9) Please refer to Section 2.0 – Zoning Ordinance for development of other allowable uses and associated developments standards.
 - (10) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
 - (11) Please refer to Section 3.1 – Project Wide Development Standards.



E-3: OPEN SPACE

Planning Area E-3 provides for the development of 69.33 acres of open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards – General

- (1) Planning Area E-3 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and the ETZ and OSZ airport safety zones. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area.
- (3) Planning Area E-3 is accessed from Tyler Street.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail** with the exception of the ETZ where no trees shall be planted.
- (5) A Class I Bike Path is located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) The edge treatment for the interface between the open spaces uses and industrial uses in the adjacent planning area is illustrated in **Figure 3.4-28 Airpark Drainage Buffer**. If the race track is developed, the edge treatment will be as described in **Figure 3.4-24 Golf Course/Racetrack Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

E-4: MIXED USED

Planning Area E-4 provides for 12.25 acres of nonresidential mixed-use land development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-4 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-4 accessed from Tyler Street.
- (3) The edge treatment for the interface between the mixed use development in this planning area and the drainage uses in the adjacent planning area is described in **Figure 3.4-28 Airpark Drainage Buffer**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) A Class I Bike Path is located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



E-5: MIXED USE

Planning Area E-5 provides for 5.31 acres of mixed-use land development with minimum lot sizes of 7,000 square feet as defined in Section 2 – Specific Plan Zoning.

Land Use and Development Standards

Please refer to Ordinance No. 345 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-5 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-5 accessed from Polk and Tyler Streets.
- (3) The edge treatment for the interface between the mixed use development in this planning area and the drainage uses in the adjacent planning area is described in **Figure 3.4-28 Airport Drainage Buffer**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) A Class I Bike Path is located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) Standards for Residential development:
 - a. A maximum of 19 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-5.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-5 for residential uses contiguous to Planning Area E-2.
 - d. Residential structures must provide vehicle storage area on the ground floor of structure.
 - e. Access to residential structures shall be from common access areas or corridors.
 - f. Structures on lots with a net area of 7,540 square feet or less shall not exceed the following standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - g. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (7) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- (8) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (9) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (10) Please refer to Section 3.1 – Project Wide Development Standards.

E-6: MIXED USE

Planning Area E-6 provides for 33.99 acres of residential and nonresidential mixed-use land development as defined in Section 2 – Specific Plan Zoning.



Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-6 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-6 accessed from Polk and Tyler Streets.
- (3) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) A Class II Bike Path is located in this planning area along west side of Polk Street. A Class I Bike Path is also located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (5) A Major Project Entry is located at the southeast corner of this planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (6) A total of 8 acres of nonresidential development may occur in the northeastern corner of Planning Area E-6 in addition to residential development.
- (7) Standards for Residential development:
 - a. A maximum of 120 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-6.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-6 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors.
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the follow standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (8) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- (9) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (10) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (11) Please refer to Section 3.1 – Project Wide Development Standards.

E-7: MIXED USE

Planning Area E-7 provides for 1.32 acres of mixed-use land development.



Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-7 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-7 accessed from Polk and Tyler Streets.
- (3) Standards for Residential development:
 - a. A maximum of 5 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-7.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-7 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the following standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (4) Please refer to Section 3.3 – Design and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



E-8: MIXED USE

Planning Area E-8 provides for 4.94 acres of mixed-use land development.

Land Use and Development Standards

Please refer to Ordinance No. 3-13 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-8 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-8 accessed from Polk and Tyler Streets.
- (3) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Standards for Residential development:
 - a. A maximum of 15 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-8.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-8 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the following standards without further ALLUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALLUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards



3.2.6 Neighborhood F

Neighborhood F totals 157.81 acres, and is located along Polk Street, just south of Avenue 62 as depicted in **Figure 3.2-7, Neighborhood F**. It consists of 71.64 acres of medium density residential, 79.94 acres of medium high density residential, and 6.23 acres of commercial retail land use designations. Primary access is provided by "D" Street, Avenue 62 and Polk Street. It is anticipated that the planned commercial land uses will provide employment to project area residents and will service an area larger than the site itself. A Major Entry is located at the intersection of Polk Street and Avenue 62.

NEIGHBORHOOD F PLANNING STANDARDS

- (1) Portions of the commercial land uses in Neighborhood F are constrained by the OSZ and ERC airport safety zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within zones B1, C and D of the CLUP as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) Major project entry is located at the intersection of Avenue 62 and Polk Street to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (3) An intersection detail is planned for "D" Street and Avenue 62 to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) "D" Street will provide access to Planning Areas F-4, F-2 and F-3.
- (5) Avenue 62 provides access to Planning Area F-3 and F-4.
- (6) Polk Street provides access to Planning Area F-3.
- (7) Polk Street will be developed in accordance with **Figures 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (8) "D" Street will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (9) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**.

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[Substantial Conformance No. 3](#)



Land Use, Planning & Development Standards

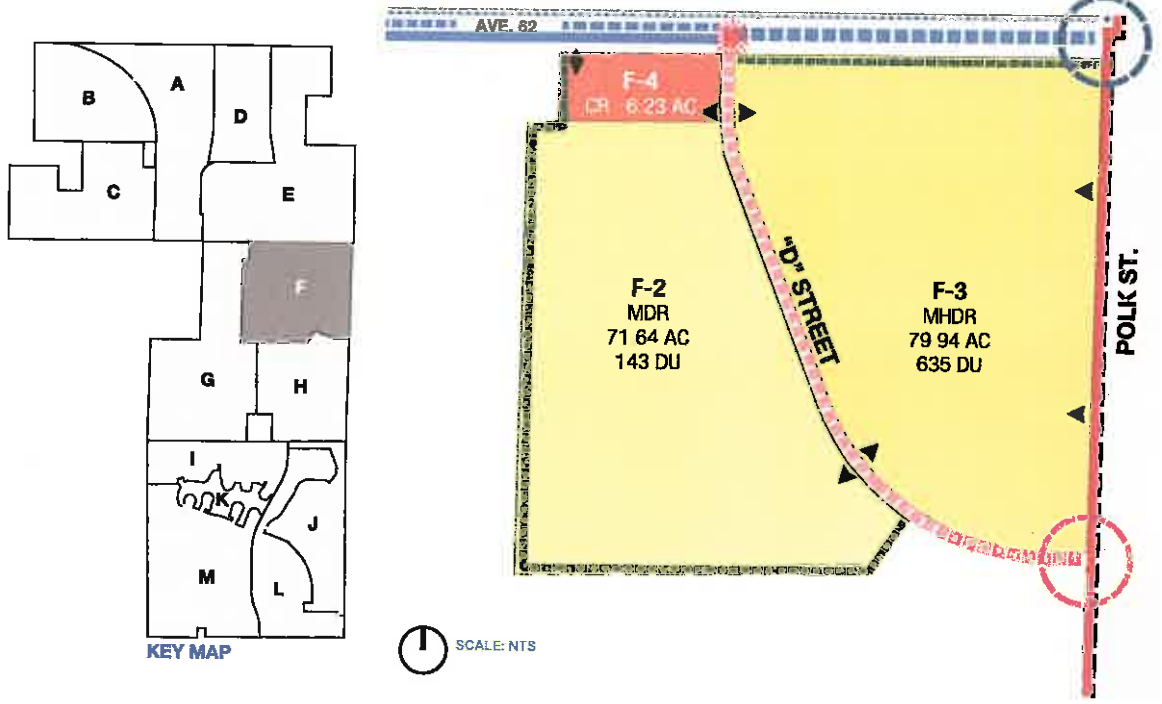
Section 3.2

Figure 3.2-7, Neighborhood F



THE KOHL RANCH
COACHELLA VALLEY, CALIFORNIA

FIGURE 3.2-7 NEIGHBORHOOD F



LEGEND

- PROJECT AREA BOUNDARY
- EXPRESSWAY STREETSCAPE, FORMAL CANOPY
- ARTERIAL STREETSCAPE 2, INFORMAL CANOPY
- COLLECTOR STREETSCAPE 2, INFORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- RIGHT IN/RIGHT OUT ACCESS
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
F-2	Medium Density Residential (MDR)	143	71.64	2.0-3.0
F-3	Medium High Density Residential (MHDR)	635	79.94	8.0-10.0
F-4	Commercial General (CR)	0	6.23	
TOTAL		778	157.81	

**NEIGHBORHOOD F PLANNING AREAS****F-2 MEDIUM DENSITY RESIDENTIAL**

Planning Area F-2 provides for the development of 71.64 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 under cluster development. A target of 143 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Commented [CD1]: Mention exclusion of PA F-1?

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area F-2 is located within Zones B1, C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area F-2 is accessed from "D" Street.
- (3) The edge treatment for the interface between the planning area and adjacent drainage channel is shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

F-3: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area F-3 provides for the development of 79.94 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 635 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area F-3 is located within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area F-3 is accessed from "D" Street, Avenue 62 and Polk Street.
- (3) A Major Project Entry is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-3, Major Entry**.
- (4) A Minor Entry is located in the southeast corner of the planning area to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (5) An intersection detail is located in the northwest corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



F-4: COMMERCIAL RETAIL

Planning Area F-4 provides for the development of 6.23 acres of commercial land uses.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area F-4 is located within Zone B1 and C of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area F-4 is accessed from Avenue 62 and "D" Street.
- (3) An intersection detail is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.7 Neighborhood G

Neighborhood G is a predominantly residential neighborhood located roughly in the center of the project site, just east of Tyler Street as depicted in **Figure 3.2-8, Neighborhood F**. Primary access to the neighborhood is provided by "C" Street and Avenue 62. This is a self-contained, inward-focused community that is physically separated from the airport and major circulation routes. A small neighborhood, commercial retail area (4.43 acres) at the northern end of the neighborhood is intended to serve residents of Neighborhood G as well as Neighborhoods C and H. Residential uses include: High Density Residential (20.60 acres), Medium High Density Residential (60.38 acres) and Medium Density Residential (94.20 acres). It is envisioned that this 213.01-acre neighborhood will be a retirement/second home community with a target of 943 dwelling units. Airport safety zones impacting the neighborhood dictate the location of medium density residential uses to the east of "C" Street and discourage the siting of public facilities within the neighborhood. Consequently, the neighborhood is served by public uses to the south in Neighborhood I, located south of Avenue 64. Open space totals 33.40 acres, functioning as part of the storm drainage system and enhanced by windrow plantings, provides a buffer from adjacent neighborhoods and off-site uses. A neighborhood park is located along the eastern edge of the neighborhood, serving Neighborhood H as well. A component of the project-wide trail system is integrated with a power line easement along the neighborhood's southern edge. This trail connects local parks to the north with public facilities to the south.

NEIGHBORHOOD G PLANNING STANDARDS

- (1) Portions of the residential and open space land uses in Neighborhood G are constrained by the OSZ, ERC and ETZ airport zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within Zones B1, C and D of the CLUP for the airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) "C" Street provides access to Planning Areas G-1, G-4, G-5, G-6, G-8, G-10, G-11 and G-13.
- (3) Avenue 62 provides access to Planning Area G-1, G-2, G-3 and G-6.
- (4) The interior east-west loop road provides access to Planning Areas G-7, G-8, G-9, G-10, G-11, G-12 and G-13.
- (5) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**, with the exception of the ETZ in which no trees shall be planted.
- (6) "C" Street will be developed in accordance with **Figure 3.4-13, Secondary Streetscape 1**.
- (7) The interior loop road will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (8) Windrow plantings will be provided as a buffer between land uses and along drainage channels, and will be integrated into the trail system.
- (9) An intersection detail is planned for "C" Street and Avenue 62 to be developed in accordance with **Figure 3.4-5, Intersection Detail**.

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Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-8, Neighborhood G



LEGEND

- PROJECT AREA BOUNDARY
- SECONDARY STREETSCAPE, 1 & 6, FORMAL COPY
- MAJOR STREETSCAPE 1, PALM TREES
- EXPRESSWAY STREETSCAPE, FORMAL CANOPY
- EXPRESSWAY STREETSCAPE, PALM TREE
- COLLECTOR STREETSCAPE 6, INFORMAL CANOPY
- WINDOW PLANTING
- PROJECT TRAIL
- RIGHT-IN/RIGHT-OUT ACCESS
- FULL ACCESS
- INTERSECTION DETAIL

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
G-1	Commercial Office (CO)		4.25	
G-2	Open Space (OS)		1.44	
G-3	Open Space (OS)		1.19	
G-4	Open Space (OS)		6.6	
G-5	Medium Density Residential (MDR)	69	34.6	2.0-3.0
G-6	Open Space (OS)		12.85	
G-7	Medium High Density Residential (MHR)	432	60.38	3.0-5.0
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0
G-9	Open Space (OS)		5.17	
G-10	Medium Density Residential (MDR)	37	18.57	2.0-3.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-3.0
G-12	Open Space (OS)		5.53	
G-13	Medium Density Residential (MDR)	53	14.17	3.0-5.0
TOTAL		843	213.01	



NEIGHBORHOOD G PLANNING AREAS

G-1: COMMERCIAL RETAIL

Planning Area G-1 provides for the development of 4.43 acres of neighborhood commercial land uses.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-1 is located within Zone B1 of the CLUP for the Jacqueline Cochran Regional Airport and the OSZ airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-1 is accessed from Avenue 62 and “C” Street.
- (3) The edge treatment between the commercial and adjacent land uses is illustrated in **Figure 3.4-31, Commercial Buffer Streetscape**.
- (4) An intersection detail is located in the northwest corner of this planning area to be developed in accordance with **Figures 3.4-5, Intersection Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-2: OPEN SPACE

Planning Area G-2 provides for 1.44 acres of open space that will be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 343 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-2 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and ETZ airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-2 will be developed as a local park.
- (3) Planning Area G-2 is accessed from Avenue 62.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

G-3: OPEN SPACE

Planning Area G-3 provides of 1.19 acres of open space that will be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-3 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and ETZ airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-3 will be developed as a local park.
- (3) Planning Area G-3 is accessed from Avenue 62.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

G-4: OPEN SPACE

Planning Area G-4 provides for the development of 5.60 acres of open space that will be part of the drainage system for the site.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-4 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area G-4 is accessed from "C" Street.
- (3) An intersection detail is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) This planning area will be developed with the cross-section shown in **Figure 3.4-22, Project Edge**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



G-5: MEDIUM DENSITY RESIDENTIAL

Planning Area G-5 provides for the development of 34.60 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 for cluster development as defined in Section 2 – Specific Plan Zoning Ordinance. A target of 69 dwelling units is planned within a density range of 2.0-5.0 du/acre:

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) The northern half of Planning Area G-5 is within Zone B1 of the CLUP for the Jacqueline Cochran Regional Airport and the ERC airport safety zone. The southern half is located within Zone C of the CLUP. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-5 is accessed from "C" Street.
- (3) The edge treatment between the residential land use and the adjacent commercial uses to the north is illustrated in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (4) The edge treatment between the residential land use and the adjacent drainage channel is shown in **Figure 3.4-27, Channel Buffer Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-6: OPEN SPACE

Planning Area G-6 provides for the development of 13.65 acres of open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-6 is within the Jacqueline Cochran Regional Airport ETZ and ERC airport safety zones and Zone C of the CLUP. Development within these zones will comply with all applicable restrictions and requirements.
- (2) The northern most portion of the planning area (1.37 acres) will be developed as a local linear park.
- (3) The remainder of this planning area (12.28 acres) will be developed as a graded drainage channel, with a trail provided to connect with local parks to the north and to the south.
- (4) Planning Area G-6 is accessed from Avenue 62 and "C" Street.
- (5) This Planning Area will be developed with the channel cross-section described in **Figure 3.4-27, Channel Buffer Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



G-7: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area G-7 provides for the development of 60.38 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning. A target of 432 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-7 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-7 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface between this planning area and the adjacent Evacuation Channel is shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (4) The Project Edge Condition for this planning area adjacent to Tyler Street is shown in **Figure 3.4-22, Project Edge**.
- (5) The Project Edge Condition for this planning area and adjacent properties is shown in **Figure 3.4-29, out Parcel/Adjacent Property Buffer**.
- (6) Planning Area G-7 will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (7) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.

**G-8: HIGH DENSITY RESIDENTIAL**

Planning Area G-8 provides for the development of 20.60 acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional lots and 2,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 282 dwelling units is planned within a density range of 3.0–14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-8 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-8 is accessed from the interior east-west loop road.
- (3) Planning Area G-8 will be developed with a windrow/trail detail, as shown in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

G-9: OPEN SPACE

Planning Area G-9 provides of 6.17 acres of open space to be developed as part of the project drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area G-9 is accessed from the interior east-west loop road.
- (3) The project edge condition for this planning area is indicated in **Figure 3.4-22, Project Edge**.
- (4) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) The edge treatment for the interface between this planning area and the adjacent Evacuation Channel is illustrated in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

G-10: MEDIUM DENSITY RESIDENTIAL

Planning Area G-10 provides for the development of 18.57 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 under cluster development. A target of 37 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-10 is within the Jacqueline Cochran Regional Airport ERC and Zone C of the CLUP for the airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-10 is accessed from “C” Street and the interior east-west loop road.
- (3) The edge treatment for the interface between the residential uses and adjacent drainage facilities is illustrated in **Figure 3.4-27, Channel Buffer Detail**.
- (4) The trail along the eastern edge of the planning area will be developed as described in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-11: MEDIUM DENSITY RESIDENTIAL

Planning Area G-11 provides for the development of 26.86 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 70 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-11 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport and the ERC airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-11 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface with the adjacent park will be as described in **Figure 3.4-25, Park Buffers**.
- (4) Planning Area G-11 will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



G-12: OPEN SPACE

Planning Area G-12 provides for 5.35 acres of open space to be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-12 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport ERC and. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-12 will be developed as a local park.
- (3) Planning Area G-12 is accessed from the interior east-west loop road.
- (4) The park buffer between adjacent residential uses is illustrated in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-13: MEDIUM DENSITY RESIDENTIAL

Planning Area G-13 provides for the development of 14.17 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 53 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-13 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport and the ERC airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-13 is accessed from "C" Street and the interior east-west loop road.
- (3) The edge treatment for the interface with the adjacent Evacuation Channel is illustrated in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (4) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



3.2.8 Neighborhood H

Neighborhood H, like Neighborhood G, is a residential neighborhood located in the central portion of the site as depicted in **Figure 3.2-9, Neighborhood H**. It is bounded by Polk Street on the east and the Avenue 64 Evacuation Channel to the south. The neighborhood is accessed from Polk Street and "C" Street. It is separated from the residential uses to the north and off-site uses to the east by a landscaped buffer. Residential uses include: High Density Residential (13.55 acres), Medium High Density Residential (69.87 acres) and Medium Density Residential (20.03 acres). A target of 710 dwelling units is planned in this 127.75-acre retirement/second home community. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Open space totals 24.3 acres, functioning as part of the storm drainage system, and enhanced by windrow plantings, and provides a buffer from adjacent neighborhoods and off-site uses. A neighborhood park is located along the western edge of Neighborhood H, serving Neighborhood G as well. A component of the project-wide trail system is integrated with a power line easement along the neighborhood's southern edge. This trail connects local parks to the north with public facilities to the south.

NEIGHBORHOOD H PLANNING STANDARDS

- (1) The neighborhood is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) The interior loop road provides access to Planning Areas H-1, H-2, H-3, H-4, H-5, H-6, H-7, H-8, H-9 and H-10.
- (3) Polk Street provides access to Planning Areas H-6 and H-10.
- (4) The interior east-west loop road will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (5) The interior north-south loop road will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (6) The project entry from Polk Street will be developed in accordance with **Figure 3.4-16, Industrial Collector**.
- (7) A minor project entry is located at the intersection of Polk Street and the entry to the north-south loop road to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (8) Polk Street will be developed in accordance with **Figure 3.4-10, Arterial Streetscape 2 – Polk Street Streetscape 2B**.
- (9) Windrow plantings will be provided as a buffer between land uses and along drainage channels, and will be integrated into the trail system.

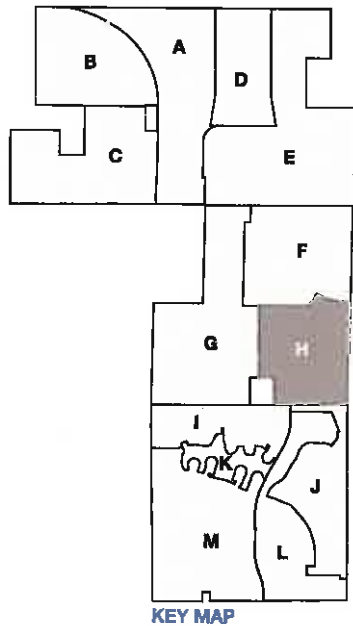
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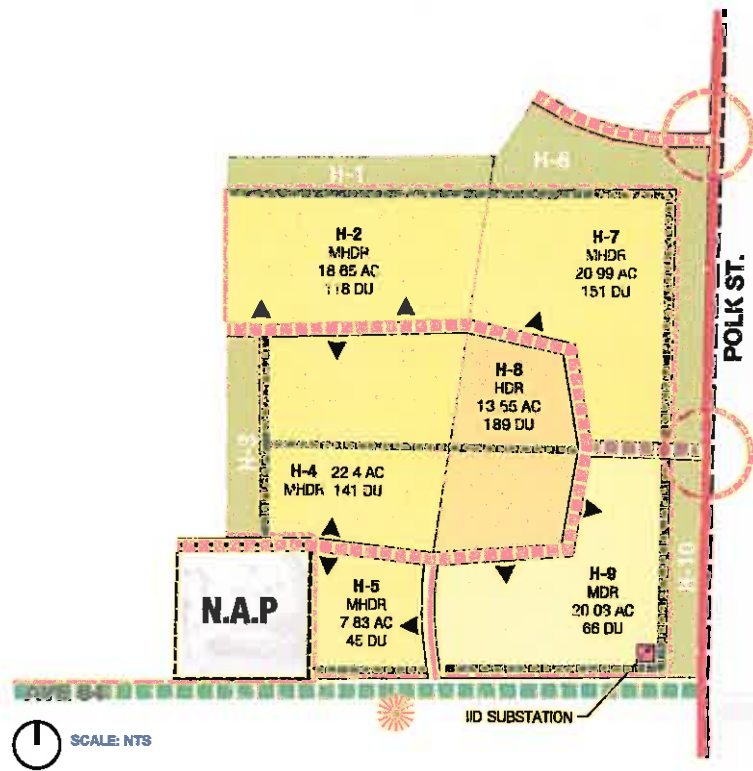
Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-9, Neighborhood H



KEY MAP



LEGEND

- PROJECT AREA BOUNDARY
- ARTERIAL STREETSCAPE 2, INFORMAL CANOPY
- MAJOR STREETSCAPE 1, PALM TREES
- COLLECTOR STREETSCAPE 2, INFORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- INDUSTRIAL COLLECTOR STREETSCAPE, INFORMAL CANOPY
- WINDROW PLANTING
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- SUBSTATION
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
H-1	Open Space (OS)		3.12	
H-2	Medium High Density Residential (MHR)	118	12.65	5.0-4.0
H-3	Open Space (OS)		3.78	
H-4	Medium High Density Residential (MHR)	141	22.4	5.0-3.0
H-5	Medium High Density Residential (MHR)	45	7.83	3.0-3.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHR)	151	20.99	3.0-2.0
H-8	High Density Residential (HDR)	189	13.55	6.0-14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0-3.0
H-10	Open Space (OS)		3.96	
TOTAL		710	127.75	

NEIGHBORHOOD H PLANNING AREAS

H-1: OPEN SPACE

Planning Area H-1 provides for the development of 5.12 acres of open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-1 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-1 is accessed from the interior east-west loop road, through Planning Areas H-2 and H-6.
- (3) This planning area will be developed with the channel cross-section illustrated in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

H-2: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-2 provides for the development of 18.65 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 118 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-2 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-2 is accessed from the interior east-west loop road.
- (3) The trail along the western edge of the planning area will be developed as described in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) The edge treatment for the interface between the planning area and adjacent drainage channel is illustrated in **Figure 3.4-27, Channel Buffer Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-3: OPEN SPACE

Planning Area H-3 provides for 3.79 acres of open space to be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-3 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-3 will be developed as a local park.
- (3) Planning Area H-3 is accessed from the interior east-west loop road.
- (4) The edge treatment for this planning area will be as described in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-4: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-4 provides for the development of 22.40 acres of medium **high** density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 141 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-4 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-4 is accessed from the interior east-west loop road.
- (3) The edge treatment for this interface between the planning area and the adjacent local park will be as illustrated in **Figure 3.4-25, Park Buffers**.
- (4) Planning Area H-4 will be developed with a buffer between the medium density residential uses in the planning area and the high density residential uses in the adjacent planning area as depicted in **Figure 3.4-32, Product Type Buffers**.
- (5) This planning area will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



H-5: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-5 provides for the development of 7.83 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 45 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-5 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-5 is accessed from the interior east-west and north-south loop roads.
- (3) The trail along the western edge of the planning area will be as shown in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) The edge treatment for the interface between the planning area residential use and the Evacuation Channel is illustrated in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

H-6: OPEN SPACE

Planning Area H-6 provides for the development of 11.43 acres of open space which will be part of the project drainage network and trail system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-6 will be developed to incorporate an element of the project-wide trail system.
- (3) Planning Area H-6 is accessed from Polk Street and the interior east-west loop road.
- (4) This planning area will be developed with the cross-section shown in **Figure 3.4-10, Arterial Streetscape 2/Polk Street Streetscape 2B**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-7: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-7 provides for the development of 20.99 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 151 dwelling units is planned within a density range of 5.0-8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-7 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface between the planning area and adjacent drainage channel is illustrated in **Figure 3.4-10, Arterial Streetscape 2/Polk Street Streetscape 2B**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

H-8: HIGH DENSITY RESIDENTIAL

Planning Area H-8 provides for the development of 13.55 acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional lots and 2,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 189 dwelling units is planned within a density range of 8.0-14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-8 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-8 is accessed from the interior east-west loop road.
- (3) Planning Area H-8 will be developed with a buffer between the high density residential uses in the planning area, and the medium density residential uses in the adjacent planning area as depicted in **Figure 3.4-32, Product Type Buffer**.
- (4) This planning area will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



H-9: MEDIUM DENSITY RESIDENTIAL

Planning Area H-9 provides for the development of 20.03 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 66 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-9 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface with the planning area and the adjacent drainage channel is illustrated in **Figure 3.4-10, Arterial Streetscape 2/Polk Streetscape 2B**.
- (4) The edge treatment for the interface with the Evacuation Channel is shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

H-10: OPEN SPACE

Planning Area H-10 provides for the development of 3.93 acres of open space as part of the project drainage network and trail system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-10 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-10 is accessed from Polk Street and the interior east-west loop road.
- (3) The edge treatment between the planning area and adjacent residential uses is depicted in **Figure 3.4-10, Arterial Streetscape 2/Polk Streetscape 2B**.
- (4) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.10 Neighborhood I

Neighborhood I is a predominantly residential neighborhood located just south of the Avenue 64 Evacuation Channel, between Tyler and Polk Streets as depicted in **Figure 3.2-10, Neighborhood I**. This neighborhood contains eleven planning areas comprised of 89.9 acres and is the northernmost neighborhood outside of the airport Zone C. Proposed land uses include Medium Density Residential (75.9 acres) and Open Space to be developed as part of the project storm drainage system (14.0 acres). A target of 338 dwelling units is planned for Neighborhood I. The open space area serves as a land use buffer and part of the drainage network. The neighborhood is accessed from Tyler Street, "E" Street, "F" Street and Avenue 64. Within the Kohl Ranch Circulation Plan, "E" Street has been realigned to circulate north and south between Avenue 64 and Avenue 66, replacing its previously proposed curvilinear location south of the evacuation channel.

NEIGHBORHOOD I PLANNING STANDARDS

- (1) The neighborhood is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A Minor entry is located at the intersection of Tyler Street and "F" Street to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (3) Primary access to the neighborhood is provided from Tyler Street, "E" Street, "F" Street, Avenue 64 and the interior loop roads.
- (4) "E" Street provides access to Planning Area I-8, I-9, I-10 and I-11 through interior loop roads.
- (5) Avenue 64 provides access to Planning Area I-1.
- (6) "F" Street provides access to Planning Areas I-2, I-3, I-4, I-5, I-6, I-7 and I-8 through interior loop roads.
- (7) Tyler Street provides access to Planning Area I-1 and I-2.
- (8) "E" Street and Avenue 64 will be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (9) Tyler Street will be developed in accordance with **Figure 3.4-14, Secondary Streetscape 2**.
- (10) The Evacuation Channel in Planning Area I-1 will be developed with the Canal Buffer depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (11) The Intersection of Avenue 64 and "E" Street will be developed with the Intersection Detail as shown in **Figures 3.4-5, Intersection Detail**.
- (12) The east side of Tyler Street will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.

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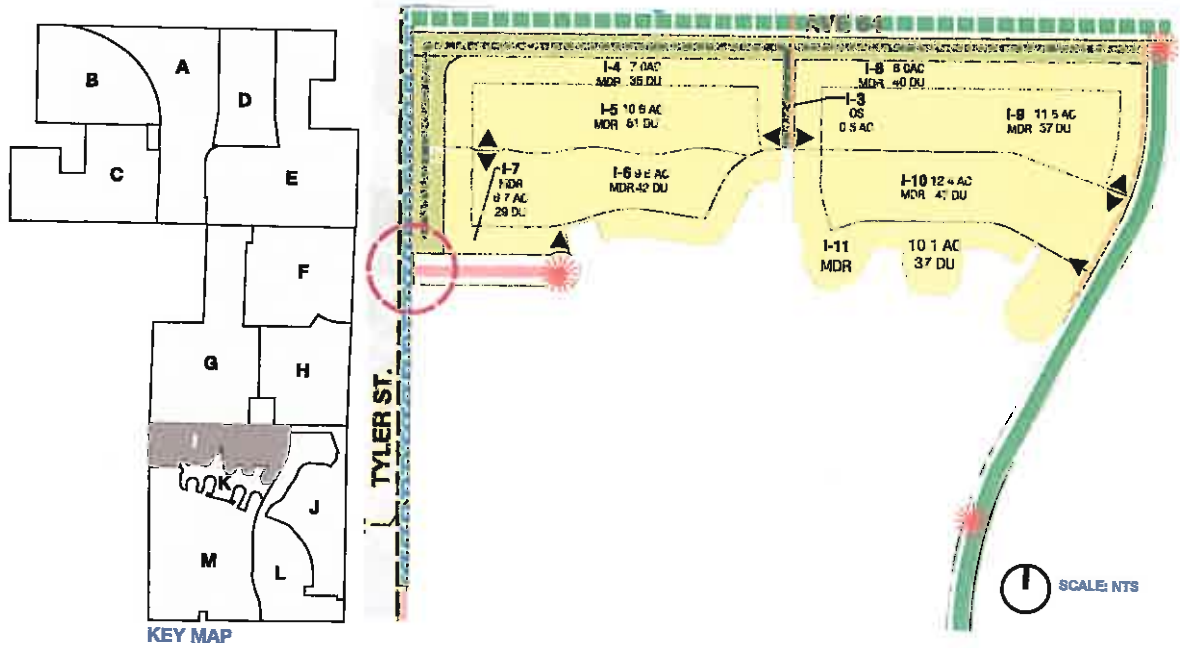


Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-10, Neighborhood I

FIGURE 3.2-10 NEIGHBORHOOD I



LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 1, PALM TREE
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- MODIFIED SECONDARY STREETSCAPE, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDOW PLANTING
- GLASS BIKE PATH
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acre (Label)	Density Range
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	43	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.1	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
TOTAL		338	89.90	



NEIGHBORHOOD I PLANNING AREAS

I-1: OPEN SPACE

Planning Area I-1 provides for the development of 9.6 acres of open space that includes the Avenue 64 Evacuation Channel and land adjacent to the channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-1 is accessed from Avenue 64.
- (3) An Intersection Detail will be located at the northeast corner of the planning area as illustrated in **Figure 3.4-5, Intersection Detail**.
- (4) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Planning Area I-1 will be developed with a windrow/trail detail as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) A Class I Bike Path is located in this planning area on the east side of Tyler Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.



I-2: OPEN SPACE

Planning Area I-2 provides for the development of 3.9 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) This planning area is accessed from Tyler Street and "F" Street.
- (3) This planning area will be developed with the project edge treatment for the interface between the drainage facilities and project boundary, as shown in **Figure 3.4-22, Project Edge**.
- (4) A Minor Project Entry is located at the southwest corner of this planning area to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (5) A Class 1 Bike Path is located in this planning area on the east side of Tyler Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

I-3: OPEN SPACE

Planning Area I-3 provides for the development of 0.5 acres of open space that abuts the Avenue 64 Evacuation Channel to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-3 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-3 is accessed from "F" Street through interior loop roads.
- (3) This planning area will be developed with the drainage channel buffer for the interface with adjacent residential uses, as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) The drainage way in Planning Area I-3 will be designed to provide a pedestrian trail that connects with the project-wide trail system as depicted in **Figure 3.4-21 Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

I-4: MEDIUM DENSITY RESIDENTIAL

Planning Area I-4 provides for the development of 7.0 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 35 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-4 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) This planning area is accessed from "F" Street through interior loop roads.
- (3) The buffer between the drainage facilities and adjacent residential uses will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

I-5: MEDIUM DENSITY RESIDENTIAL

Planning Area I-5 provides for 10.06 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development. A target of 51 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-5 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-5 is accessed from "F" Street through interior loop roads.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

I-6: MEDIUM DENSITY RESIDENTIAL

Planning Area I-6 provides for the development of 9.6 acres of medium density residential uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 42 dwelling units is planned within a density range 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-6 is accessed from "F" Street through the interior loop road.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

I-7: MEDIUM DENSITY RESIDENTIAL

Planning Area I-7 provides for the development of 6.7 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 29 dwelling units is planned within a density range 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-7 is accessed from "F" Street through interior loop roads.
- (3) The buffer between the drainage facilities and adjacent residential uses will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



I-8: MEDIUM DENSITY RESIDENTIAL

Planning Area I-8 provides for the development of 8.0 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 40 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-8 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-8 is accessed from "E" Street through interior loop roads.
- (3) The buffer between the drainage facilities and adjacent residential uses will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) A project trail will be developed in the easternmost portion of the planning area as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

I-9: MEDIUM DENSITY RESIDENTIAL

Planning Area I-9 provides for the development of 11.5 acres of medium density residential uses with minimum lot sizes of 5,000 square feet for conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 57 dwelling units is planned within a density range 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) This planning area is accessed from "F" Street through interior loop roads.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

I-10: MEDIUM DENSITY RESIDENTIAL

Planning Area I-10 provides for the development of 12.4 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development. A target of 47 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-10 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-10 is accessed from "E" Street.
- (3) A project trail will be developed in the easternmost portion of the planning area as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

I-11: MEDIUM DENSITY RESIDENTIAL

Planning Area I-11 provides for the development of 10.1 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning. A target of 37 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-11 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-11 is accessed from "E" Street.
- (3) A project trail will be developed in the easternmost portion of the planning area as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.11 Neighborhood J

Neighborhood J is located in the southern section of the project site as depicted in **Figure 3.2-11, Neighborhood J**. The 119,491.66-acre neighborhood is located between "E" Street and Polk Street, just south of Avenue 64. It contains eight planning areas consisting of the following land uses: Medium Density Residential (10,841.66 acres) and Open Space (108,650 acres). A target of 319,332 units is planned for Neighborhood J. Access to the neighborhood is provided from "E" Street and Polk Street. The significant amount of open space within and adjacent to the neighborhood functions as part of the drainage system and provides a scenic amenity and buffer along Polk Street, as well as a local park. If developed with a golf course, a permitted use under provisions of Section 2 – Specific Plan Zoning, Neighborhood J would be equipped with a clubhouse which would provide meeting, dining and recreational opportunities to neighborhood residents.

NEIGHBORHOOD J PLANNING STANDARDS

- (1) A golf course use is permitted in all of the planning areas. A clubhouse is permitted in one of the planning areas. Additionally, recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted in all of the planning areas.
- (2) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (3) Primary access to Neighborhood J is from "E" Street, Avenue 64, Polk Street, and the interior loop roads.
- (4) "E" Street provides access to Planning Areas J-1, J-6 and J-7.
- (5) Polk Street provides access to Planning Areas J-1 through J-8.
- (6) An Intersection Detail is located at the intersection of Avenue 64 and "E" Street to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (7) A Minor Entry is located at the intersection of Polk Street and the interior east-west loop road to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (8) "E" Street will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (9) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (10) Avenue 64 will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (11) The west side of Polk Street will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.

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Figure 3.2-11, Neighborhood J

FIGURE 3.2-11 NEIGHBORHOOD J



LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREET/SCAPE 1, PALM TREE
- MAJOR STREET/SCAPE 2, FORMAL CANOPY
- ARTERIAL STREET/SCAPE 2, INFORMAL CANOPY
- COLLECTOR STREET/SCAPE 1, FORMAL CANOPY
- WINDOW PLANTING
- CLASS I BIKE PATH
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
J-1	Medium Density Residential (MDR)	143	30.64	2.0-3.0
J-2	Open Space/Lake (OS-LAKE)		30.66	
J-3	Open Space		11.01	
J-4	Medium Density Residential (MDR)	1158	39.42	2.0-3.0
J-5	Open Space (OS)		1.20	
J-6	Open Space (OS)		4.1	
J-7	Open Space (OS)		4.01	
J-8	Open Space (OS)		1.16	
TOTAL		332	112.56	

NEIGHBORHOOD J PLANNING AREAS

J-1: MEDIUM DENSITY RESIDENTIAL

Planning Area J-1 provides for 3,520.64 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 3,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 300-450 dwelling units is planned for this planning area within a density range of 2.0-5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 349 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-1 is accessed from “E” Street and Polk Street, and interior loop roads.
- (4) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Planning Area J-1 will be developed in accordance with **Figure 3.4-32, Product Type Buffer** between the medium density residential uses within the planning area and the high density residential uses in the adjacent planning area.
- (6) The edge treatment for the interface between the residential uses and adjacent drainage facilities is shown in **Figure 3.4-28, Airpark Drainage Buffer**.
- (7) A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.



J-2: OPEN SPACE

Planning Area J-2 provides for the development of [22.9-56](#) acres of open space to be developed as a lake and as part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 3-18 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-2 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course [including clubhouse facilities](#), and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, [surfing](#), [swimming](#), [demonstrations](#), and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) If the golf course or recreational lakes are not developed, this planning area will be developed with the edge treatment shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (4) Planning area J-2 is accessed from [Poik Street](#), "E" Street, [and interior loop roads](#).
- (5) The edge treatment for the interface between the drainage facilities and adjacent residential uses is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

J-3: OPEN SPACE

Planning Area J-3 provides for the development of 8.81126 acres of open space to be a landscaped perimeter to the lake, containing a walking trail for the use and enjoyment of project residents.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-3 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-3 is accessed from Polk Street, “E” Street, and the interior loop roads. All planning areas abutting the lake will have access to the lake perimeter trail.
- (4) The edge treatment for the interface with the adjacent drainage facilities is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



J-4: MEDIUM DENSITY RESIDENTIAL

Planning Area J-4 provides for the development of 43.3639.42 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 169 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-4 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course, including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-4 is accessed from Polk Street.
- (4) This planning area will be developed with the project edge treatment as depicted in **Figure 3.4-24, Golf Course (Racetrack) Edge Condition.**
- (5) A pedestrian trail is located along the eastern boundary of this planning area to be developed in accordance with **Figure 3.4-21, Windrow/Tail Detail.**
- (6) A minor project entry is located in the southeast corner of this planning area to be developed in accordance with **Figure 3.4-4, Minor Entry.**
- (7) If the golf course or recreational lakes are not developed, this planning area will be developed with the edge treatment shown in **Figure 3.4-23, Drainage Canal Edge Condition.**
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.



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J-5: OPEN SPACE

Planning Area J-5 provides for the development of 1.02 acres of open space to be developed as a local park or open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-5 is within Zone E-D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water sitting, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-5 is accessed from Polk Street and through interior loop roads.
- (4) The edge treatment for the interface between the park and adjacent residential uses is shown in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



J-6: OPEN SPACE

Planning Area J-6 provides for the development of 2,24.1 acres of open space to be developed as a park or open space.

Land Use and Development Standards

Please refer to Ordinance No. 3-18 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-6 is accessed from “E” Street ~~and~~ Polk Street ~~and~~ through interior loop roads.
- (4) The edge treatment for the interface between the park and adjacent residential land uses is illustrated in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



J-7: OPEN SPACE

Planning Area J-7 provides for the development of [3-34.24](#) acres of open space that includes the Avenue 64 Evacuation Channel and land adjacent to the channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning area J-7 is accessed from Avenue 64.
- (3) An Intersection Detail is located in the northwest corner of the planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) A pedestrian trail will be developed along the eastern boundary of the planning area to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (5) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



J-8: OPEN SPACE

Planning Area J-8 provides for the development of ~~1.37~~^{1.16} acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-8 is within Zones D ~~and E~~ of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area J-8 is accessed from Polk Street.
- (3) The drainage way in Planning Area J-8 will be designed to provide a pedestrian trail that connects with the project-wide trail system as depicted in **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figures 3.1-10, Public Facilities**.
- (4) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land uses is depicted in **Figure, 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



3.2.12 Neighborhood K

Neighborhood K is located in the southern portion of the project site as depicted in **Figure 3.2-12, Neighborhood K**. The neighborhood is 34.4 acres of open space with no dwelling units planned. The lake provides a scenic amenity, includes support of open space features such as a local park and recreation center, and functions as the dual water system (irrigation storage) and as part of the project drainage network. Primary access to the neighborhood is provided from "E" Street and "F" Street.

NEIGHBORHOOD K PLANNING STANDARDS

- (1) The neighborhood is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) is a permitted use in all of the planning areas.
- (3) Primary access to the neighborhood is provided by "E" Street and "F" Street as depicted in **Figure 3.3-1, Community Character**.
- (4) "E" Street provides access to Planning Area K-1 to K-3.
- (5) "F" Street will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.
- (6) "E" Street will be developed in accordance with **Figure 3.4-12, Major Streetscape 2**.

Specific Plan: Amendment No. 4
[Substantial Conformance No. 3](#)

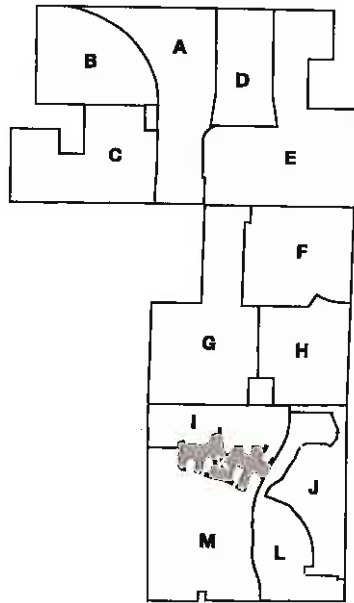


Land Use, Planning & Development Standards

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Figure 3.2-12, Neighborhood K

FIGURE 3.2-12 NEIGHBORHOOD K



KEY MAP



SCALE: NTS

LEGEND

- MAJOR STREETSCAPE 1, PALM TREE
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDOW PLANTING
- PROJECT TRAIL
- INTERSECTION DETAIL

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
K-1	Open Space (OS)		25.6	
K-2	Open Space (OS)		8.8	
K-2	Open Space (OS)		0.2	
TOTAL		0	34.40	



NEIGHBORHOOD K PLANNING AREAS

K-1: Open Space

Planning Area K-1 provides for the development of 22.4 acres of open space to be developed as a lake for the for the dual water system (irrigation storage), aesthetics and detention as part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area K-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area K-1 is accessed from "E" Street and "F" Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

K-2: Open Space

Planning Area K-2 provides for 8.8 acres of open space to be a landscaped perimeter to the lake, containing a walking trail for the use and enjoyment of project residents.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area K-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area K-2 is accessed from "E" Street and "F" Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



3.2.13 Neighborhood L

Neighborhood L is located in the southern portion of the project site as depicted in **Figure 3.2-13, Neighborhood L**. The ~~111.4~~**125.96**-acre neighborhood is located in the southeast corner of the project site, and is bounded by and accessed from Polk Street on the east, Avenue 66 on the south and "E" Street on the west. Land uses consist of High Density Residential (~~100.0~~**100.0** acres) and open space (~~5.52~~**5.52** acres). A target of 1,158 dwelling units is planned for Neighborhood L. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Higher density residential uses are located at the project periphery, with lower density uses more interior to the site. If developed with a golf course, a permitted use under the provisions of Section 2 - Specific Plan Zoning, Neighborhood L would be equipped with a significant recreational and visual amenity.

NEIGHBORHOOD L PLANNING STANDARDS

- (1) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 - Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use and/or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) is a permitted use in all of the planning areas.
- (3) Primary access is taken from "E" Street, Avenue 66 and Polk Street.
- (4) "E" Street provides access to Planning Area L-1.
- (5) Avenue 66 provides access to Planning Areas L-2.
- (6) Polk Street provides access to Planning Area L-3.
- (7) A Major Project Entry is located at the intersection of "E" Street and Avenue 66 to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (8) A Minor Entry is located at the intersection of Polk Street with the interior loop road to be developed in accordance with **Figure 3.4-4, Minor Project Entry**.
- (9) Avenue 66 will be developed in accordance with **Figure 3.4-7, Urban Arterial Streetscape**.
- (10) "E" Street will be developed in accordance with **Figure 3.4-12, Major Streetscape 2**.
- (11) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 - Polk Street Streetscape 2A**.
- (12) The west side of Polk Street and the north side of Avenue 62 will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.

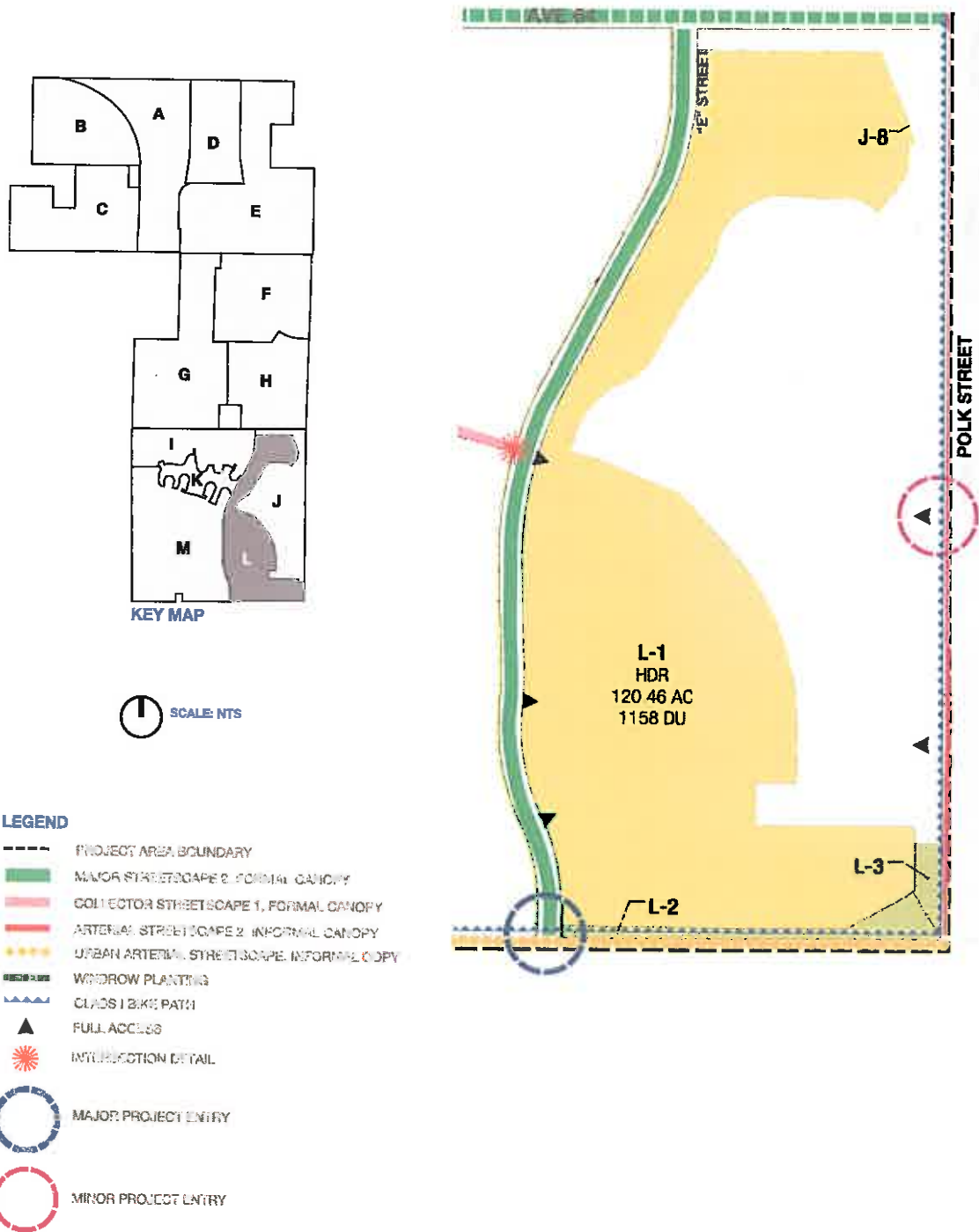
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Figure 3.2-13, Neighborhood L



Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
L-1	High Density Residential (R-1)	1,158	120.46	2.0 - 14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.36	
TOTAL		1158	125.96	

NEIGHBORHOOD L PLANNING AREAS

L-1: HIGH DENSITY RESIDENTIAL

Planning Area L-1 provides for the development of ~~106-2120-55~~ acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional development and 2,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 1,158 dwelling units is planned within a density range of 8.0–14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-1 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course, including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, sailing, swimming, demonstration, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-1 is accessed from Avenue 66 and “E” Street.
- (4) The edge treatment for the interface between the residential land use and adjacent park use is shown in **Figure 3.4-25, Park Buffers**.
- (5) The edge treatment for the interface between the residential land uses and adjacent drainage facilities is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.



L-2: OPEN SPACE

Planning Area L-2 provides for the development of 4.1 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-2 is accessed from Avenue 66.
- (4) A major project entry is located in the southwest corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land use is depicted in **Figure 3.4-28, Airpark Drainage Buffer**.
- (6) The drainage way in Planning Area L-2 will be designed to provide a pedestrian trail that connects with the project-wide trail system in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the north side of Avenue 66 as illustrated in **Figure 3.1-10, Public Facilities**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

L-3: OPEN SPACE

Planning Area L-3 provides for the development of 1.14 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-3 is within Zone E of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, surfing, swimming, demonstrations, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-3 is accessed from Polk Street.
- (4) A major project entry is located in the southwest corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The drainage way in Planning Area L-3 will be designed to provide a pedestrian trail that connects with the project-wide trail system to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (6) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land uses is depicted in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.



3.2.14 Neighborhood M

Neighborhood M is located in the southwest corner of the project site, north of Avenue 66 to "F" Street between Tyler Street and "E" Street as depicted in **Figure 3.2-14, Neighborhood M**. This 219.8-acre neighborhood contains Medium Density Residential (78.90 acres) and Medium High Density Residential (47.50 acres). A target of 555 dwelling units is planned for Neighborhood M. This neighborhood also includes 84.3 acres of Public Facilities/Schools, Open Space totaling 9.1 acres and functions as part of the drainage network, provides a buffer along Tyler Street, and provides a buffer along the residential interface with the school site. Under a golf course scenario and recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) scenario, open space would provide active recreational benefits as well. Primary access to Neighborhood M is from Tyler Street, "E" Street, Avenue 66 and "F" Street.

NEIGHBORHOOD M PLANNING STANDARDS

- (1) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course and/or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in all of the planning areas.
- (3) Primary access is provided by Tyler Street, Avenue 66, "E" Street and "F" Street.
- (4) A Major Project Entry is located at the intersection of "E" Street and Avenue 66 to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) A Minor Project Entry is located at "F" Street and Tyler Street to be developed in accordance with **Figure 3.4-4, Minor Project Entry**.
- (6) "F" Street provides access to Planning Areas M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B and M-7A.
- (7) The intersection of "F" Street and "E" Street will be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (8) "F" Street, just east of the Minor Project Entry on Tyler Street to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (9) "E" Street provides access to Planning Areas M-6B, M-7C, M-7D, M-7E and M-9.
- (10) "E" Street will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (11) "F" Street will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.
- (12) Avenue 66 will be developed in accordance with **Figure 3.4-7, Urban Arterial Streetscape**.
- (13) Tyler Street, south of "F" Street to the boundary of Planning Area M-2 will be developed in accordance with **Figure 3.4-15, Modified Secondary Streetscape 2**. Tyler Street, south of Planning Area M-2 to Avenue 66 will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.
- (14) The north side of Avenue 62 will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.

Specific Plan Amendment No. 4

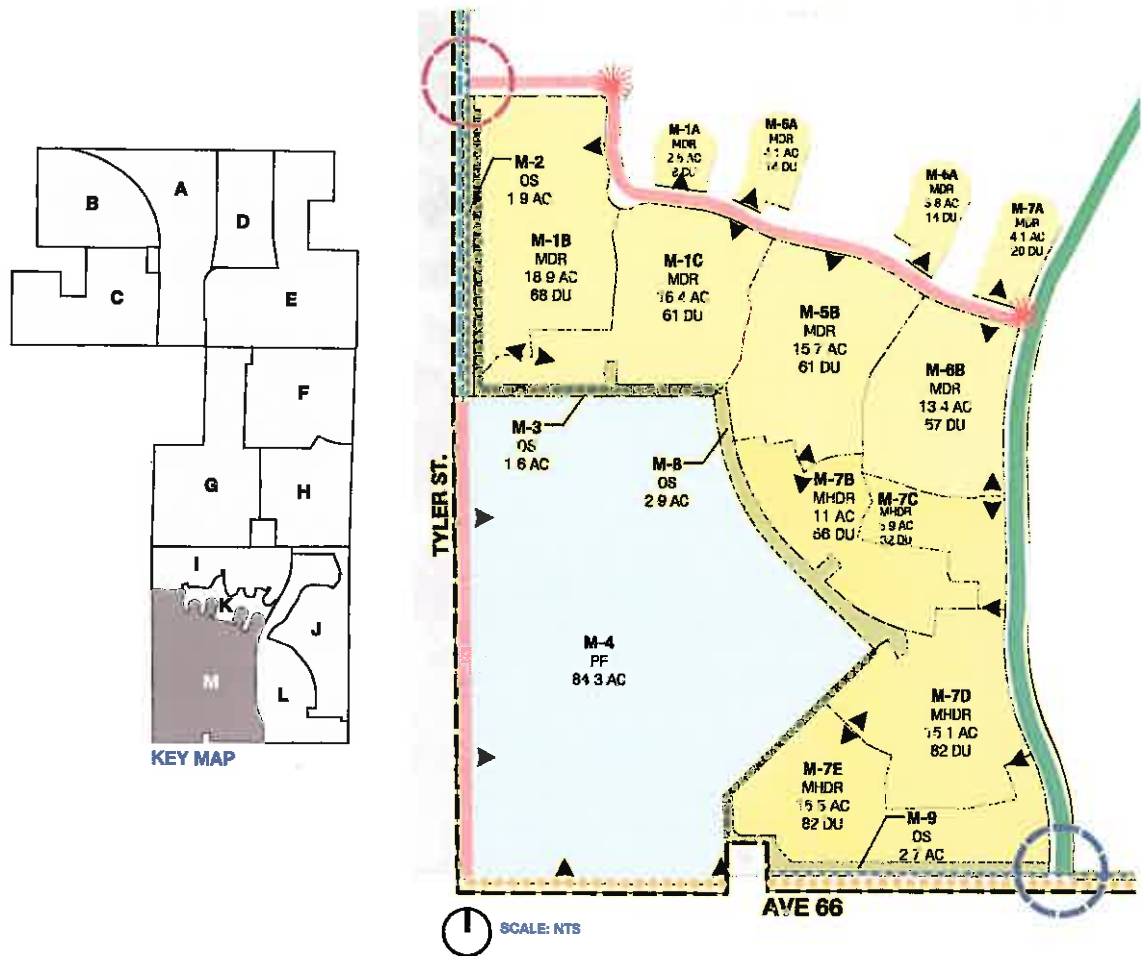
[Substantial Conformance No. 3](#)



Land Use, Planning & Development Standards

Section 3.2

Figure 3.2-14, Neighborhood M



LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- COLLECTION STREETSCAPE 1, FORMAL CANOPY
- URBAN ARTERIAL STREETSCAPE, INFORMAL CANOPY
- MODIFIED SECONDARY STREETSCAPE, FORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
M-1A	Medium Density Residential (MDR)	8	2.5	3.0-3.0
M-1B	Medium Density Residential (MDR)	68	18.9	3.0-3.0
M-1C	Medium Density Residential (MDR)	61	16.4	3.0-3.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	3.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	3.0-5.0
M-5C	Medium Density Residential (MDR)	14	3.8	3.0-5.0
M-6A	Medium Density Residential (MDR)	67	13.4	3.0-5.0
M-7A	Medium Density Residential (MDR)	20	4.1	3.0-5.0
M-7B	Medium High Density Residential (MHDR)	66	11	3.0-6.0
M-7C	Medium High Density Residential (MHDR)	37	3.9	3.0-5.0
M-7D	Medium High Density Residential (MHDR)	82	15.1	3.0-6.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	3.0-6.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
TOTAL		555	219.80	



NEIGHBORHOOD M PLANNING AREAS

M-1A: Medium Density Residential

Planning Area M-1A provides for the development of 2.5 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 8 dwelling units is planned within a density range of 2.0-5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-1A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetic, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area M-1A is accessed from “F” Street.
- (4) The edge treatment for the interface between the residential uses and the lake uses in the adjacent planning area is depicted in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.



M-1B: Medium Density Residential

Planning Area M-1B provides for the development of 18.9 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development. A target of 63 dwelling units is planned within a density range 2.0-5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-1B is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area M-1B is accessed from "F" Street.
- (3) The buffer between the Planning Area M-1B's residential uses and the adjacent lake facilities and will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) An intersection detail is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

M-1C: Medium Density Residential

Planning Area M-1C provides for the development of 16.4 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 61 dwelling units is planned within a density range 2.0-5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-1C is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area M-1C is accessed from "F" Street.
- (3) The buffer between the Planning Area M-1C's residential uses and the adjacent lake facilities and will be developed in accordance with **Figure 3.4-23, Drainage Canal Edge Condition**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-2: Open Space

Planning Area M-2 provides for the development of 1.9 acres of open space to be developed as a land use buffer and as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-2 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area M-2 is accessed from Tyler Street.
- (4) The northwest corner of this planning area will be developed in accordance with a **Figure 3.4-4, Minor Project Entry**.
- (5) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) The buffer between the Planning Area M-2's drainage facilities and the adjacent residential uses will be developed as shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

M-3: Open Space

Planning Area M-3 provides for the development of 1.60 acres of open space to contain part of the southern drainage channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-3 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area M-3 is accessed through the loop circulation system within Planning Area M-1B, from “F” Street.
- (4) This planning area will be developed with the edge conditions for the interface between drainage facilities and adjacent residential land uses, as shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (5) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

M-4: Public Facilities/Schools

Planning Area M-4 is an existing 84.30-acre public facilities/schools site owned by the Coachella Valley Unified School District housing the Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-4 is accessed from Tyler Street and Avenue 66.
- (2) Planning Area M-4 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

M-5A: Medium Density Residential

Planning Area M-5A provides for the development of 4.1 acres of medium density residential land use with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 14 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-5A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-5A is accessed from "F" Street.
- (3) This planning area will be developed in accordance with **Figure 3.4-25, Park Buffers** between planning areas residential and adjacent park uses.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-5B: Medium Density Residential

Planning Area M-5B provides for the development of 15.7 acres of medium density residential land use with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 61 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-5B is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-5B is accessed from "F" Street.
- (3) This planning area will be developed in accordance with **Figure 3.4-23, Drainage Canal Edge Condition** for the interface with adjacent drainage facilities.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



M-6A: Medium Density Residential

Planning Area M-6A provides for the development of 3.8 acres of medium density residential land use with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 14 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-6A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-6A is accessed from "F" Street.
- (3) This planning area will be developed with in accordance with **Figure 3.4-25, Park Buffers** between residential land and adjacent park uses.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-6B: Medium Density Residential

Planning Area M-6B provides for the development of 13.4 acres of medium density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning. A target of 57 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-6B is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-6B is accessed from "E" Street and "F" Street.
- (3) The northeast corner of this planning area will be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



M-7A: Medium Density Residential

Planning Area M-7A provides for the development of 4.1 acres of medium density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 20 dwelling units is planned within a density range of 2.0-5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7A is accessed from "E" Street and "F" Street.
- (3) The southeast corner of this planning area will be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-7B: Medium High Density Residential

Planning Area M-7B provides for the development of 11.0 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 56 dwelling units is planned within a density range of 5.0-8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7B is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7B is accessed from "E" Street through interior loop roads.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-7C: Medium High Density Residential

Planning Area M-7C provides for the development of 5.9 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 32 dwelling units is planned within a density range of 5.0–8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7C is within Zone E of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7C is accessed from "E" Street.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

M-7D: Medium High Density Residential

Planning Area M-7D provides for the development of 15.1 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 82 dwelling units is planned within a density range of 5.0–8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7D is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7D is accessed from "E" Street.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



M-7E: Medium High Density Residential

Planning Area M-7E provides for the development of 15.5 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 82 dwelling units is planned within a density range of 5.0-8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 343 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7E is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7E is accessed from “E” Street.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-8: Open Space

Planning Area M-8 provides for the development of 2.9 acres of open space to be developed as a land use buffer and as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-8 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-8 is accessed from the loop circulation road within Planning Area M-5B and from the loop circulation road within Planning Area M-7B via “E” Street.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.



M-9: Open Space

Planning Area M-9 provides for the development of 2.7 acres of open space to be developed as a land use buffer and as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-9 is accessed from the intersection of Avenue 66 and "E" Street.
- (3) This planning area will be developed with the edge conditions for the interface with the drainage facilities and adjacent residential land use, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) A Major Project Entry is located in the southeast corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The drainage way in Planning Area M-9 will be designed to provide a pedestrian trail that connects with the project-wide trail system to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class 1 Bike Path is located in this planning area on the north side of Avenue 66 as illustrated in **Figures 3.1-10, Public Facilities**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

3.5 RCIP GENERAL PLAN POLICY CONSISTENCY ANALYSIS

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3.5.1 RCIP General Plan and Eastern Coachella Valley Area Plan Policy Consistency Analysis

Table 3.5-A, RCIP General Plan and ECVAP Policies Consistency Analysis, below, relates the proposed The Kohl Ranch Specific Plan No 303, Amendment 4 to relevant policies in the General Plan ("General Plan" or "RCIP"), as well as any relevant policies from the Eastern Coachella Valley Area Plan. Policies deemed not relevant to the project, based on proposed land uses, are not included in this table. Based on the brief analysis here and the overall information provided in The Kohl Ranch Specific Plan No. 303 Amendment 4, EIR 396 and Addendum (EA43068), a notation of "C" meaning generally consistent, or "I" meaning generally inconsistent, or "N/A" meaning not applicable, is given each policy to reflect the project's response to the intent of the General Plan or Area Plan policy.

Table 3.5-A, RCIP General Plan and ECVAP Policy Consistency Analysis

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Aesthetics	LU 14.1	Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.	The project area is relatively flat and because of the limited development on the site, views of the nearby mountains framing the valley floor are generally unobstructed. The Santa Rosa and San Jacinto Mountains are important visual resources in the Coachella Valley. Views of these resources have been preserved in the Kohl Ranch Specific Plan Design Guidelines. C
Aesthetics	LU 14.2	Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.	Approximately 376-379.28 acres of open space is included in The Kohl Ranch Specific Plan. Additionally, the Project includes a trail system consisting of local and regional connections to link parks, open space and community facilities. C
Aesthetics	LU 14.3	Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.4	Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways.	The proposed Project is not located within a scenic highway or corridor. The closest State-eligible scenic highway is State Route 111, from Bombay Beach on the Salton Sea to State Route 195 near Mecca located approximately 4.4 miles to the southeast. N/A
Aesthetics	LU 14.5	Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.6	Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.7	Require that the size, height, and type of on-premise signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	LU 14.8	Avoid the blocking of public views by solid walls.	The Design Guidelines of the proposed project requires the use of view fencing along open space, golf courses, parks and schools to avoid blocking of public views. C
Aesthetics	ECVAP 4.1	Require the inclusion of outdoor lighting features that would minimize the effects on the nighttime sky and wildlife habitat areas.	The Design Guidelines of the proposed project require lighting to be designed to minimize sky glow and the nighttime desert sky. The aesthetics section of this EIR and the Aesthetics section of the



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			Addendum evaluated potential impacts and determined that all potential significant adverse impacts associated with the proposed project were found to be less than significant without mitigation. In addition, conditions recommended by the Airport Land Use Commission also limit lighting within the area due to its proximity to the airport so the effects of nighttime lighting will be minimized. C
Aesthetics	ECVAP 4.2	Adhere to the County's lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	The Kohl Ranch Specific Plan is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area. Mitigation measures herein reduce potential significant impacts to less than significant. Future development proposals will be required to comply with County Ordinance No. 655 and will be reviewed of such time as development application is filed with the Planning Department. C
Aesthetics	ECVAP 10.1	Adhere to the Advertising Regulations of the County Land Use Ordinance, Section 19, regarding outdoor advertising for all development within the Eastern Coachella Valley.	Section 19 does not allow outdoor advertising within land zoned Specific Plan (SP). C
Aesthetics	ECVAP 10.2	Prohibit the placement of billboards within the Eastern Coachella Valley.	The zoning ordinance prohibits outdoor advertising displays. C
Aesthetics	ECVAP 10.3a	For premises adjacent to the right-of-way of scenic corridors, single support free-standing signs for on-site advertising shall be prohibited. A sign affixed to buildings, a free-standing monument sign, or a free-standing sheathed-support sign which has minimal impact on the scenic setting shall be utilized for on-site advertising purposes along the below-referenced scenic corridors. a. For purposes of this policy, scenic corridors include: • State Route 86; and • State Route 111.	The Project is not located within a scenic highway or corridor. N/A
Aesthetics	ECVAP 10.3c	On-site advertising signs for businesses located along freeway scenic corridors shall comply with the following:(1) Businesses located within 660 feet of the terminus of a freeway exit ramp or the origination of a freeway entrance ramp may utilize either monument or sheathed-support signs in addition to signs affixed to buildings.I. A free-standing monument sign for a single business or tenant may be approved with a maximum height of 10 feet and a maximum surface area of 150 square feet. A free-standing monument sign for multiple businesses or tenants may be approved with an overall height of 12 feet or less and a maximum surface area of 200 square feet.II. A free-standing sheathed-support sign for a single business or tenant may be approved with a maximum height of 35 feet and a maximum surface area of 150 square feet. A free-standing sheathed-support sign for multiple businesses or tenants may be approved with a maximum height of 35 feet. The maximum surface area shall be the greater of either 150 square feet, or 25 percent (1/4 of 1 percent) of the total existing building floor area, except that in any event, no sign shall exceed 200 square feet in surface area.III. A sign affixed to a building, advertising the business contained therein, shall not exceed 10 percent of the surface area of the building wall facing the freeway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10 percent of the surface area of the building wall facing the freeway.(2) Businesses located within 330 feet of the nearest edge of a freeway right-of-way line, but farther than 660 feet from the terminus of a freeway exit ramp or the origination of a freeway entrance ramp, may utilize either monument or sheathed-support signs in addition to signs affixed to buildings.I. A free-standing monument sign for a single business or tenant may be approved with a maximum height of 10 feet and a maximum surface area of 150 square feet. A free-standing monument sign for multiple businesses or tenants may be approved with an overall height of 12 feet or less and a maximum surface area of 200 square feet.II. A free-standing sheathed-support sign for a single business or tenant may be approved with a maximum height of 25 feet, or the actual height of the primary building advertised, whichever is less, and a	The Project is not located within a scenic highway or corridor. N/A

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		maximum surface area of 150 square feet. A free-standing sheathed-support sign for multiple businesses or tenants may be approved with an overall height of 25 feet, or the actual height of the primary building advertised, whichever is less. The maximum surface area shall be the greater of either 150 square feet, or .25 percent (1/4 of 1 percent) of the total existing building floor area, except that in any event, no sign shall exceed 200 square feet in surface area. A sign affixed to a building, advertising a single business contained therein, shall not exceed 10 percent of the surface area of the building wall facing the freeway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10 percent of the surface area of the building wall facing the freeway.	
Aesthetics	ECVAP 10.3d	On-site advertising signs for businesses located along highway scenic corridors shall comply with the following: (1) Notwithstanding the other provisions of this policy, a single-business monument sign may be approved with a maximum height of 10 feet, and a maximum 150 square feet of sign surface area. A multiple-business monument sign may be approved with a maximum height of 12 feet or less, and a maximum 200 square feet of sign surface area. (2) Notwithstanding the other provisions of this policy, a single-business sheathed-support sign or a multiple-business sheathed-support sign shall not be erected along a highway scenic corridor. (3) A sign affixed to a building, advertising the business contained therein, shall not exceed 10 percent of the surface area of the building wall facing the highway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10 percent of the surface area of the building wall facing the highway.	The Project is not located within a scenic highway or corridor. <i>N/A</i>
Aesthetics	ECVAP 15.1	Protect the scenic highways in the Eastern Coachella Valley from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.	The Project is not located within a scenic highway or corridor. <i>N/A</i>
Aesthetics	ECVAP 17.1	Refer to the Ridgeline policies in the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources policies in the General Plan Multipurpose Open Space Element.	The ridgeline of the Santa Rosa mountains along the western edge of the Eastern Coachella Valley is an important natural resource. The project area is relatively flat and because of the limited development on the site and requirements in the Kohl Ranch Specific Plan Design Guidelines, views of the nearby mountains framing the valley floor are generally unobstructed. <i>C</i>
Aesthetics	OS 21.1	Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.	The project area is relatively flat and because of the limited development on the site, views of the nearby mountains framing the valley floor are generally unobstructed. The Santa Rosa and San Jacinto Mountains are important visual resources in the Coachella Valley. Views of these resources have been preserved in the Kohl Ranch Specific Plan Design Guidelines. <i>C</i>
Aesthetics	OS 22.1	Design developments within designated scenic highway corridors to balance objectives of maintaining scenic resources with accommodating compatible land uses.	The Project is not located within a scenic highway or corridor. <i>N/A</i>
Aesthetics	OS 22.3	Encourage joint efforts among federal, state, and County agencies, and citizen groups to ensure compatible development with scenic corridors.	The Project is not located within a scenic highway or corridor. <i>N/A</i>
Aesthetics	OS 22.4	Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features.	The Project is not located within a scenic highway or corridor. <i>N/A</i>
Aesthetics	OS 22.5	Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.	The Project is not located within a scenic highway or corridor. <i>N/A</i>



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Agriculture	ECVAP 5.1	Retain and protect agricultural lands through adherence to the policies contained in the Agriculture section of the General Plan Land Use Element.	Section V.C.2 of the EIR and the Agricultural Resources section of the Addendum incorporates mitigation requiring adherence to Ordinance 625 to protect agricultural uses. To avoid potential impact, a 300-foot setback between development and offensive agricultural uses is required as mitigation. The Kohl Ranch Specific Plan does not include any agriculturally designated land and no changes are proposed that would affect other areas of agricultural use. <i>N/A</i>
Agriculture	ECVAP 5.2	Refer to the General Plan Certainty System in the General Plan Administrative Element. An exception is provided allowing limited changes from the Agriculture designation to be processed and approved.	There are no agriculturally designated lands in the Kohl Ranch Specific Plan Amendment No. 4. <i>N/A</i>
Agriculture	ECVAP 6.1	Allow farmworker housing that meets basic safety standards in agriculturally designated areas per the land use designations section of the General Plan Land Use Element, and the Five-Year Action Plan and Special Housing Need sections of the Housing Element. Provided that adequate provisions for public services and compatibility with adjacent uses is achieved, farm worker housing projects of both 1-12 dwelling units and greater than 12 units are permitted in the Agriculture designation in the Eastern Coachella Valley Area Plan.	There are no agriculturally designated lands in the Kohl Ranch Specific Plan Amendment No. 4. <i>N/A</i>
Agriculture	LU 20.1	Encourage retaining agriculturally designated lands where agricultural activity can be sustained at an operational scale, where it accommodates lifestyle choice, and in locations where impacts to and from potentially incompatible uses, such as residential uses, are minimized, through incentives such as tax credits.	The Eastern Coachella Valley Area Plan contains 41,403 acres of AG designated land which is 9.1 percent of all the land comprising this Area Plan. Within Riverside County, only the San Jacinto Valley Area Plan designates a greater percentage of land to AG with 9.4 percent. The Kohl Ranch Specific Plan would not retain the Agriculture (AG) designated lands within its project area. Section V.C.2 of the EIR and the Agricultural Resource section of the Addendum analyzed impacts and determined these to be significant and unavoidable. A statement of overriding considerations was adopted with certification of the EIR November 16, 1999. A General Plan Amendment was approved to change land use to that of an adopted specific plan and a zone change changed the zoning to Specific Plan (SP). This policy is therefore, not applicable to the Kohl Ranch Specific Plan Amendment No. 4 with the exception of minimizing impacts to agriculturally designated lands from incompatible uses. EIR section V.C.2 incorporates mitigation requiring adherence to Ordinance 625 to protect agricultural uses. To avoid potential impact, a 300-foot setback between development and offensive agricultural uses is required as mitigation. <i>N/A, C</i>
Agriculture	LU 20.2	Protect agricultural uses, including those with industrial characteristics (dairies, poultry, hog farms, etc) by discouraging inappropriate land division in the immediate proximity and allowing only land uses and intensities that are compatible with agricultural uses.	Section V.C.2 of the EIR and the Agricultural Resources section of the Addendum incorporate mitigation requiring adherence to Ordinance 625 to protect agricultural uses. To avoid potential impact, a 300-foot setback between development and offensive agricultural uses is required as mitigation. No such offensive agricultural uses exist in proximity to the Kohl Ranch. <i>C</i>
Air Quality	LU 11.1	Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting (AI 18)	The Land Use Designations in the area north of Avenue 62 and east of Tyler Street is intended for industrial and airport-related business park development. Additional land use designations along both sides of Avenue 62 are intended for commercial development. These uses will increase the available employment opportunities and help minimize long-distance commuting. Bus stops and coordination with the transit agency for increased routes will also provide alternatives to long-distance commutes. <i>C</i>
Air Quality	LU 11.2	Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, and schools.	EIR section V.C.6 and the Air Quality section of the Addendum incorporate mitigation measures to reduce impacts to sensitive receptors. <i>C</i>
Air Quality	LU 11.3	Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.	The Kohl Ranch Specific Plan creates its own master-planned community consisting of medium density, medium high density, high density, and very high density residential types, three existing schools, commercial, industrial, parks and open space that collectively may contain the attributes that contribute to a community center. EIR section V.D.1 and the Air Quality section of the Addendum incorporates mitigation to provide for potential bus transit as well as the opportunity for Park and Ride



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			facilities. The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools thus reducing the reliance on automobiles. C
Air Quality	IU 11.4	Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	EIR section V.D.1 and the Air Quality section of the Addendum incorporates mitigation to provide for potential bus transit as well as the opportunity for Park and Ride facilities. The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. C
Air Quality	AQ 4.7	To the greatest extent possible, require every project to mitigate any of its anticipated emissions that exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency, and the California Air Resources Board.	The project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The air quality section of the ER and the Air Quality section of the Addendum requires that the project comply with the requirements set forth by the SCAQMD, the Environmental Protection Agency, and the California Air Resources Board and propose to mitigate, to the greatest extent possible, project-related emissions. C
Air Quality	AQ 8.2	Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods.	The proposed project includes a commercial and industrial uses only along Avenue 62 and east of Tyler Street which will create jobs and concentrate growth around the center which will help reduce vehicle miles traveled. C
Air Quality	AQ 8.4	Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency.	EIR section V.D.1 and the Air Quality section of the Addendum incorporates mitigation to provide for potential bus transit as well as the opportunity for Park and Ride facilities. The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. C
Biology	ECVAP 16.1	Protect visual and biological resources in the Eastern Coachella Valley Area Plan through adherence to General Plan policies found in the Preservation section of the Multipurpose Open Space Element, as well as policies contained in the Coachella Valley Multiple Species Habitat Conservation Plan.	The proposed Project site has been extensively disturbed from agricultural activities. Section V.C.3 of this ER and the Biological Resource section of the Addendum analyzed potential impacts to biological resources. The ER incorporates a mitigation measure within the Biology section, which requires a Pre-Construction Survey for burrowing owls. No other impacts were found to be significant. Additionally, the Addendum incorporates a mitigation measure to account for the Coachella Valley Multiple Species Habitat Conservation Plan requiring the payment of fees prior to grading. C
Cultural	OS 19.1	Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.	Section V.C.12 of this ER and the Cultural Resource section of the Addendum analyzed potential impacts to archeological resources. The ER incorporates mitigation measures within the cultural resources section that reduce impacts to archeological sites and resources. C
Cultural	OS 19.2	The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that, at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law. (AI 144).	Section V.C.12 of this ER and the Cultural Resource section of the Addendum analyzed potential impacts to archeological resources but the Project is not responsible for establishing a Cultural Resource program with the Tribes. N/A



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Cultural	OS 19.3	Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.	The Kohl Ranch Specific Plan Amendment No. 4 is required to comply with Senate Bill 18. C
Cultural	OS 19.4	To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state. (AI 145).	EIR section V.C.12 and the Cultural Resources section of the Addendum incorporate mitigation measures to reduce impacts to historical sites and resources including discovered resources. The proposed project has been reviewed by the Regional Park and Open Space District. C
Cultural	OS 19.5	Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.	Section V.C.12 of this EIR and the Cultural Resource section of the Addendum analyzed potential impacts to human remains. In the event that unknown human remains are uncovered during construction activities, the Project will be in compliance with Sections 7052 and 7050.5 of the California Health and Safety Code (HSC) requiring that the Riverside County Coroner's Office must be contacted within 24 hours and all work shall be halted until a clearance is given by that office and any other involved agencies and with the requirements of Public Resources Code Section 5097.98, as amended. C
Cultural	OS 19.6	Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources..	Section V.C.12 of the EIR and the Cultural Resource section of the Addendum includes mitigation measures which call for paleontological monitoring within areas identified as potentially significant and includes measures should inadvertent discoveries be made. C
Cultural	OS 19.7	Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.	Cultural and paleontological assessments have been performed for this project and are discussed in Section V.C.12 of this EIR and the Cultural Resource section of the Addendum which includes mitigation measures to lessen potential impacts. C
Cultural	OS 19.8	Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.	Section V.C.12 of the EIR and the Cultural Resource section of the Addendum includes mitigation measures which call for paleontological monitoring within areas identified as potentially significant and includes measures should inadvertent discoveries be made. C
Cultural	OS 19.9	Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.	Section V.C.12 of the EIR and the Cultural Resource section of the Addendum includes mitigation measures which call for paleontological monitoring within areas identified as potentially significant and includes measures should inadvertent discoveries be made. C
Geology & Soils	ECVAP 18.1	Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element	The proposed Project is located in an area considered to be at very low susceptibility for wildfire. N/A
Geology & Soils	ECVAP 20.1	Protect life and property from seismic-related incidents through adherence to the Seismic Hazards section of the General Plan Safety Elements.	Section V.C.4 of the EIR and the Geology and Soils section of the Addendum analyzed potential impacts from seismic-related incidents and the proposed Project site has the potential to be subject to strong seismic ground shaking events. The EIR incorporates mitigation measures within the geology and seismicity section to reduce impacts by requiring that structures be constructed per the California Building Code. C
Geology & Soils	ECVAP 21.1	Protect life and property through adherence to the Hillside Development and Slope section of the General Plan Land Use Element and the Slope and Soil Instability Hazards section of the General Plan Safety Element.	The project is not in an area of steep slope. Section V.C.1 of the EIR and the Geology and Soils section of the Addendum analyzed potential impacts from slope and instability hazards. The EIR incorporates mitigation measures within the land form and topography section to reduce impacts by

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			requiring that grading activities be in conformance with the California Building Code and Riverside County Ordinance 457, C
Geology & Soils	ECVAP 21.2	Refer to the Rural Mountainous and Open Space-Rural land use designations in the General Plan Land Use Element.	The project site does not contain these land use designations. N/A
Geology & Soils	ECVAP 22.1	Minimize damage from and exposure to wind erosion and blow sand through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element.	Implementing projects within the proposed Specific Plan will be required to comply with Riverside County Ordinance 742, C
Geology & Soils	ECVAP 22.2	Require protection of soil in areas subject to wind erosion or blow sand. Mitigation measures that may be required include, but are not limited to, windbreaks, walls, fences, vegetative groundcover, rock, other stabilizing materials, and installation of an irrigation system or provision of other means of irrigation.	Implementing projects within the proposed Specific Plan will be required to comply with Riverside County Ordinance 742. Additionally, the Specific Plan landscape guidelines incorporate windrow plantings to provide wind breaks. C
Geology & Soils	ECVAP 22.3	Control dust through the policies of the Particulate Matter section of the General Plan Air Quality Element.	EIR section V.C.6 and the Geology and Soils section of the Addendum incorporates mitigation to control fugitive dust and particulate matter. C
Geology & Soils	ECVAP 22.4	Preserve the environmentally sensitive alluvial fan areas flowing out of the canyons of the Santa Rosa Mountains.	EIR sections V.C.1 and V.C.12 and the Geology and Soils section of the Addendum incorporate mitigation measures to ensure protection of alluvial fan areas. C
Geology & Soils	S 2.5	Require that engineered slopes be designed to resist seismically induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.	This project will comply with Ordinance 457, which requires that manufactured slopes are designed to be seismically safe. Additionally, Section V.C.1 of the EIR and the Geology and Soils section of the Addendum includes mitigation measures which call for grading activities to conform with the California Building Code and Ordinance 457, C
Geology & Soils	S 3.5	During permit review, identify and encourage mitigation of on-site and off-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.	During the review of implementing applications (residential subdivisions, use permits, etc.) of The Kohl Ranch Specific Plan, these geological issues will be analyzed and addressed on an as-needed basis. C
Geology & Soils	LU 12.1c	Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures.	The project area is relatively flat and is not in an area of steep slope. Sections V.C.1 and V.C.5 of the EIR and the Geology and Soils section of the Addendum include mitigation measures for erosion control. C
Geology & Soils	S 7.7b	Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.	The proposed project is designated as having a high potential for liquefaction. A Geotechnical Report prepared for the project site found the potential to be low, however, and sections V.C.4 of the EIR and the Geology and Soils section of the Addendum includes mitigation measures for further site specific investigations once location and nature of structures are known. Additionally, conformance with California Building Code standards, enforcement of the maintenance of the tile drain system, seismic safety standards and sound grading practices will help to mitigate any potentially concerning circumstances. C
Geology & Soils	S 4.1	For new construction and proposals for substantial improvements to residential and nonresidential development with 100-year floodplains as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, the County shall apply a minimum level of acceptable risk and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency.	Implementing projects within the proposed Specific Plan will comply with the Flood and Inundation section of the General Plan Safety Element. C
Hazards	ECVAP 19.1	Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element	The Kohl Ranch is located in an area considered to be at a very low susceptibility for wildfires. C



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Hazards	S 6.1	Enforce the land use policies and siting criteria related to hazardous materials and wastes through continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following: (A) 98) a. Ensure county businesses comply with federal, state and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs; b. Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County through the County's land use and planning processes; and c. Encourage and promote the programs, practices, and recommendations contained in the Riverside County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.	The project will be in compliance with existing regulations such as South Coast Air Quality Management District Rules and Regulations pertaining to asbestos, Department of Transportation (DOT) office of Hazardous Materials Safety regulations, and Titles 8, 22, and 26 of the California Code of Regulations, would ensure that the public would not be exposed to any unusual or excessive risks related to hazardous materials. C
Hazards	S 7.1	Continually strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements with federal, state, local agencies and the private sector to assist in: a. clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or egress; b. heavy search and rescue; c. fire suppression; d. hazardous materials response; e. temporary shelter; f. geologic and engineering needs; g. traffic and crowd control; and h. building inspection.	The project site along with the unincorporated Riverside County areas are contracted with the Riverside County Fire Department for emergency response. Emergency response and emergency evacuation are regulated under one agency in the project area and surrounding areas. Therefore project development will not interfere with existing emergency response and evacuation, but will be consistent with the existing system because the same agency regulates all of the surrounding areas. C
Hydrology	ECVAP 18.1	Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.	The proposed The Kohl Ranch Specific Plan is not within the 100-year flood plain but the area is subject to ponding and flash flooding. EIR sections V.C.5 and V.D.2 incorporate mitigation measures to mitigate against impacts from flood damage, surface ponding and erosion. C
Hydrology	ECVAP 18.2	Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of the Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.	The proposed The Kohl Ranch Specific Plan is not within the 100-year flood plain but the area is subject to ponding and flash flooding. EIR sections V.C.5 and V.D.2 and the Hydrology section of the Addendum incorporate mitigation measures to mitigate against impacts from flood damage, surface ponding and erosion. Additionally, the proposed project will comply with Ordinance 458. C
Hydrology	ECVAP 18.3	Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Coachella Valley Water District for review.	The proposed The Kohl Ranch Specific Plan is not within the 100-year flood plain but the area is subject to ponding and flash flooding. EIR sections V.C.5 and V.D.2 and the Hydrology section of the Addendum incorporate mitigation measures to mitigate against impacts from flood damage, surface ponding and erosion. C
Hydrology	OS 3.3	Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.	The Hydrology section of this EIR and the Hydrology section of the Addendum evaluated potential impacts to water quality and determined that all potential significant adverse impacts associated with the proposed project were found to be less than significant. With the implementation of the Regional WQMP, as well as subsequent tract specific WQMPs that will be prepared at the time of tract map submittal, impacts to water quality are anticipated to be less than significant. C
Hydrology	OS 5.3	Based on site specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues: a. public safety; b. erosion; c. riparian or wetland buffer; d. wildlife movement corridor or linkage; e. slopes; f. type of watercourse; and g. cultural resources.	Implementing projects within the proposed Specific Plan will comply with the Flood and Inundation section of the General Plan Safety Element. Upon completion, the entirety of development of the Kohl Ranch is outside of any Flood Hazard areas. C
Hydrology	OS 5.4	Consider designating floodway setbacks for greenways, trails, and recreation opportunities on a case-by-case basis.	The project is not located within a floodway but is subject to ponding and flash flooding. EIR section V.C.5 and V.D.2 and the Hydrology section of the Addendum incorporate mitigation measures to reduce impacts. C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Hydrology	S 4.8	Allow development within the floodway fringe. If the proposed structures can be adequately flood-proofed and will not contribute to property damage or risks to public safety.	The project is not located within a floodway but is subject to ponding and flash flooding. EIR section V.C.5 and V.D.2 and the Hydrology section of the Addendum incorporate mitigation measures to reduce impacts. C
Hydrology	S 4.9	Within the floodway fringe of a floodplain as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, require development to be capable of withstanding flooding and to minimize use of fill. However, some development may be compatible within flood plains and floodways, as may some other land uses. In such cases, flood proofing would not be required. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, erosion backwater effects, or concentrations of flows.	The project is not located within a floodway but is subject to ponding and flash flooding. EIR section V.C.5 and V.D.2 and the Hydrology section of the Addendum incorporate mitigation measures to reduce impacts. C
Hydrology	S 4.18	Require that the design and upgrade of street storm drains be based on the depth of inundation, relative risk to public health and safety, the potential for hindrance of emergency access and regress from excessive flood depth, and the threat of contamination within the top of curbs and the 100-year flood flows within the street right of way.	As shown in the Drainage Plan portion of the Specific Plan, the Kohl Ranch will utilize streets, underground storm drains, swales, drainage pipes, collection basins, and catch basins to collect the on-site and off-site storm water, and convey it through the project and discharge over weirs on the east side of the project site. Facilities will be required to accommodate developed 100-year storm runoff through the project. The backbone drainage plan facilities are designed to protect habitable dwelling units from flooding. C
Land Use & Planning	ECVAP 3.1	To provide for the orderly development of Desert Resorts Regional Airport and Chiricaco Summit Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Desert Resorts Regional Airport and Chiricaco Summit Airport as fully set forth in Appendix L and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.	The Airport Land Use Commission has found the Kohl Ranch Specific Plan to be conditionally consistent with the 2005 Jacqueline Cochran Regional Airport (formerly Desert Resorts Regional Airport) Land Use Compatibility Plan (JCRALUCP). EIR Section V.D.12 analyzed and incorporates mitigation measures to ensure compliance with the JCRALUCP. The Kohl Ranch is not located within the policy area of the Chiricaco Summit Airport. C
Land Use & Planning	ECVAP 7.1	Ensure proper service provision, land use compatibility, design standards, safety, and accessibility for recreational vehicle development in the Eastern Coachella Valley area through adherence to General Plan policies found in the Land Use Element.	Resort Recreational Vehicle developments are not envisioned within the Kohl Ranch Specific Plan area, therefore such policies do not apply to the project. N/A
Land Use & Planning	ECVAP 7.2	Allow Resort Recreational Vehicle developments within the following land use designations: Low Density Residential, Medium Density Residential, Medium High Density Residential, High Density Residential, Very High Density Residential, Commercial Tourist, and Open Space-Recreation.	Resort Recreational Vehicle developments are not envisioned within the Kohl Ranch Specific Plan area, therefore such policies do not apply to the project. N/A
Land Use & Planning	ECVAP 7.3	Limit Resort Recreational Vehicle developments to a density of sixteen (16) spaces per acre.	Resort Recreational Vehicle developments are not envisioned within the Kohl Ranch Specific Plan area, therefore such policies do not apply to the project. N/A
Land Use & Planning	ECVAP 7.4	Allow Remote recreational vehicle developments within the following land use designations: Very Low Density Residential, Estate Density Residential, Rural Residential, Rural Mountainous, Rural Desert, Open Space-Recreation, and Open Space-Rural.	Resort Recreational Vehicle developments are not envisioned within the Kohl Ranch Specific Plan area, therefore such policies do not apply to the project. N/A
Land Use & Planning	ECVAP 7.5	Limit Remote recreational vehicle developments to a density of seven (7) spaces per acre.	Resort Recreational Vehicle developments are not envisioned within the Kohl Ranch Specific Plan area, therefore such policies do not apply to the project. N/A
Land Use & Planning	ECVAP 8.1	Encourage industrial uses related to agriculture to continue and expand within this area plan.	The zoning ordinance allows for light agriculture on industrial land use designations where lots are 20 acres or greater. C
Land Use & Planning	ECVAP 8.2	Discourage industrial uses that may conflict with agricultural or residential land uses either directly or indirectly within the Eastern Coachella Valley Area Plan.	Section V.C.2 of the EIR and the Land Use & Planning section of the Addendum incorporates mitigation requiring adherence to Ordinance 625 to protect agricultural uses. To avoid potential impact, a 300-foot setback between development and offensive agricultural uses is required as





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			mitigation. As a planned community, potential industrial uses are planned nearest the airport and appropriate design features, such as roads and landscaping, are proposed to buffer between proposed residential land uses and industrial uses. C
Land Use & Planning	ECVAP 8.3	Discourage industrial uses which use large quantities of water in manufacturing or cooling processes and result in subsequent effluent discharges.	EIR sections V.D.2 and the Land Use & Planning section of the Addendum incorporate mitigation measures to mitigate against impacts from usage of large quantities or subsequent effluent discharges. C
Land Use & Planning	ECVAP 8.4	Discourage industrial uses which produce significant quantities of toxic emissions into the air.	The project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The air quality section of the EIR requires that the project comply with the requirements set forth by the SCAQMD, the Environmental Protection Agency, and the California Air Resources Board and propose to mitigate, to the greatest extent possible, project-related emissions. C
Land Use & Planning	ECVAP 8.5	Encourage industrial uses that can best utilize the transportation facilities of the Jacqueline Cochran Regional Airport.	All industrial uses are located within the vicinity of the Jacqueline Cochran Regional Airport (formerly Desert Resorts Regional Airport) within the Kohl Ranch Specific Plan Land Use Plan. C
Land Use & Planning	ECVAP 8.6	Encourage industrial uses related to aviation to locate in the vicinity of the Jacqueline Cochran Regional Airport.	All industrial uses are located within the vicinity of the Jacqueline Cochran Regional Airport (formerly Desert Resorts Regional Airport) within the Kohl Ranch Specific Plan Land Use Plan. C
Land Use & Planning	LU 2.1	Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (RCIP Figure VI-1) and the Area Plan Land Use Maps, in accordance with the following:	Kohl Ranch Specific Plan proposed a reallocation of land uses previously approved in the Kohl Ranch Specific Plan. The proposed uses will be the same intensity as the uses permitted under the current Kohl Ranch Specific Plan Amendment No. 1. C
Land Use & Planning	LU 2.1a	Provide a land use mix of the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.	The population of Riverside County is expected to be approximately 3.4 million by 2030 creating an increasing need for a broader variety of job and services available to the residents of the area. More housing units will be needed to accommodate new residents. At the countywide level, the RCIP Vision Statement sets forth various topical visions aimed at proactively dealing with the aforementioned need for growth with its social and development issues. By offering a broader mix of land use as proposed in the Kohl Ranch Specific Plan, the community can be better served. The proposed project provides a mix of land uses within a master planned community setting including a range of residential types, open space, public facilities, commercial and industrial use. This comprehensive approach will assist the County in meeting its vision and accommodating project growth. The EIR evaluated in detail impacts to the environment. Infrastructure necessary to serve the project area is being constructed and is evaluated in the specific plan; and public services will be provided as identified in the specific plan and addressed the EIR. C
Land Use & Planning	LU 2.1b	Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.	The Kohl Ranch Specific Plan with its variety of land uses will accommodate a range of community types and character that will be compatible with both the County General Plan and Area Plans. C
Land Use & Planning	LU 2.1c	Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.	The Kohl Ranch Specific Plan will create a master-planned community consisting of medium high density, high density, and very high density residential types, four potential K-8 schools, mixed-use commercial/residential, open space, and public and civic facilities. C
Land Use & Planning	LU 2.1d	Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.	The Eastern Coachella Valley area is a rural area of Riverside County which has limited employment, commercial and entertainment opportunities currently available to residence in the vicinity of the Project site. The Kohl Ranch Specific Plan concentrates the commercial and industrial uses along Avenue 62 to allow for the growth of a community center. C
Land Use & Planning	LU 2.1e	Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.	The Eastern Coachella Valley area is a rural area of Riverside County. The area around Jacqueline Cochran Airport is envisioned by the County as an area where growth should be focused. The Kohl Ranch Specific Plan is consistent with this goal for the area. C



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Land Use & Planning	LU 2.1f	Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.	The Eastern Coachella Valley area is a rural area of Riverside County which has limited multi-modal transportation opportunities currently available to residence in the vicinity of the Project site. The Kohl Ranch development is expected to encourage the development of future bus routes to the area. The proposed Kohl Ranch Specific Plan offers a mix of residential/commercial services, job producing areas, schools and parks all of which are linked with a trail system so residents will be able to access either by bike or foot, reducing their reliance on automobiles. C
Land Use & Planning	LU 2.1g	Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	The Kohl Ranch Specific Plan, being part of the Eastern Coachella Valley area, is designated as a high liquefaction potential, however a Geotechnical Report prepared for the project site as part of the analysis for the EIR found the potential to be low and section V.C.4 of the EIR and the Land Use & Planning section of the Addendum includes mitigation measures for further site specific investigations once location and nature of structures are known. Additionally, conformance with California Building Code standards, enforcement of seismic safety standards and sound grading practices will help to mitigate any potentially concerning circumstances. While the Project site is not within the 100-year flood plain, the area is subject to ponding and flash flooding. EIR sections V.C.5 and V.D.2 incorporate mitigation measures to mitigate against impacts from flood damage. C
Land Use & Planning	LU 3.1	Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (RCIP Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:	See LU2.1 for setting details. C
Land Use & Planning	LU 3.1a	Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities, and housing.	See response to Policy LU2.1, above. C
Land Use & Planning	LU 3.1b	Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.	The Kohl Ranch is not located in a Community Development area. N/A
Land Use & Planning	LU 3.1d	Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.	Regional, county and project trails are incorporated throughout the Kohl Ranch project site. All levels of street hierarchy include a sidewalk and/or trail to facilitate pedestrian travel and to permit pedestrian access to areas and trails within the community. C
Land Use & Planning	LU 3.1e	Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP vision.	It is the intent of this policy to achieve the RCIP vision for higher density and compact development by re-planning existing urban cores and specific plan areas. Although the proposed project promotes higher density, compact development as appropriate to achieve the RCIP vision, this project area for The Kohl Ranch is not part of an existing urban core. The Kohl Ranch Specific Plan Amendment No. 2 is proposing to reallocate land uses within an existing specific plan but not plan for a higher density. Accordingly, this policy does not apply to The Kohl Ranch. N/A
Land Use & Planning	LU 3.1g	Provide the opportunity to link communities through access to multi-modal transportation systems.	See response to Policy LU 2.1.f, above. C
Land Use & Planning	LU 3.2	Use open space, greenways, recreational lands, and watercourses as community separators.	The Kohl Ranch will provide buffers and use of open space areas to create separation from land uses. C
Land Use & Planning	LU 4.1	Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts:	The Kohl Ranch Specific Plan has developed its own Design Guidelines. New developments will be required to comply with these guidelines to contribute to the visual order and consistency of the entire project site. C
Land Use & Planning	LU 4.1a	Compliance with the design standards of the appropriate area plan land use category.	The Kohl Ranch Specific Plan has developed its own Design Guidelines. The Thermal Design Guidelines were created and adopted a number of years after approval of the Kohl Ranch Specific



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
			Plan. The Thermal Design Guidelines would apply to the Kohl Ranch if the SP guidelines are silent. Thus, the project will adhere to the design standards approved for the area. C
Land Use & Planning	LU 4.1b	Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.	The Kohl Ranch Specific Plan has established its own set of zoning standards, and development will occur in accordance with those requirements and with all other applicable zoning regulations not in the specific plan. Building codes and other pertinent regulations will be applied to the project as it develops. C
Land Use & Planning	LU 4.1c	Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.	Prior to the issuance of building permits, the Planning Dept. must approve plans for developed common open space areas, including landscaping and irrigation plans. Plans include final grading plans, irrigation plans certified by a landscape architect, certified landscape plans, fence treatment, and special treatment/buffer area treatment plans. The Kohl Ranch Specific Plan Development Standards support this. C
Land Use & Planning	LU 4.1d	Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.	The Kohl Ranch Specific Plan's Landscape Guidelines require the implementation of water use efficiency measures such as use of drought tolerant plants, grouping plants with similar irrigation requirements, use of mulch, and water efficient irrigation systems, consistent with County Ordinance 859, Coachella Valley Water District Landscape Ordinance 1302.1 and the Thermal Design Guidelines plant palette. C
Land Use & Planning	LU 4.1e	Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.	Passive energy efficiency techniques will occur within the proposed The Kohl Ranch Specific Plan, including orientation of buildings, planting trees to take advantage of sun and adequate roof overhangs. Active energy efficiency measures will be addressed and required in Title 24 for such methods as proper wall and ceiling insulation. C
Land Use & Planning	LU 4.1f	Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.	The Kohl Ranch Specific Plan contains water conservation measures that incorporate a dual water system consisting of installation of potable water lines for domestic purposes and to provide water for fire protection. Non-potable water lines will be installed for irrigation purposes and drought tolerant landscaping will be implemented throughout the Specific Plan. C
Land Use & Planning	LU 4.1g	Encourage innovative and creative design concepts.	The Kohl Ranch Specific Plan has developed its own Design Guidelines. New developments will be required to comply with these guidelines to contribute to the visual order and consistency of the entire project site. C
Land Use & Planning	LU 4.1h	Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.	Although not specifically discussed in the Specific Plan, public art is not discouraged. As individual development proposals are reviewed by the County, public art could be included. C
Land Use & Planning	LU 4.1i	Include consistent and well-designed signage that is integrated with the building's architectural character.	At the specific plan level, no particular signs on buildings are proposed. General signage guidelines are included within the Specific Plan and are limited in scope but will conform to the project's design guidelines and Riverside County Ordinance 348. C
Land Use & Planning	LU 4.1j	Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.	The project's circulation system will be designed to provide safe and convenient vehicular access to all commercial uses that complies with Riverside County Transportation Department and Fire Department requirements. During future site plan reviews assessments can be made for the possibility of reciprocal access between adjacent uses. C
Land Use & Planning	LU 4.1k	Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.	At the time of site plan review the Riverside County Planning Department will apply all applicable design standards to minimize conflicts with adjacent residential neighborhoods. C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Land Use & Planning	LU 4.1i	Mitigate noise, odor, lighting, and other impacts on surrounding properties.	To the extent feasible at the specific plan level, the EIR and the Land Use & Planning section of the Addendum has found these types of impacts to be less than significant or reduced to less than significant through mitigation included in the EIR. C
Land Use & Planning	LU 4.1m	Provide and maintain landscaping in open spaces and parking lots.	The Design Guidelines of The Kohl Ranch Specific Plan provide guidance for designing open space landscaping in common areas. The Specific Plan requires that a special district or Home Owners Association be established to maintain all common landscape areas. Parking lots are required to be landscaped in accordance with Riverside County Ordinance No. 348 requirements. C
Land Use & Planning	LU 4.1n	Include extensive landscaping.	The Kohl Ranch Specific Plan has developed unique Design Guidelines which will encourage appropriate landscaping. The tree planting and landscaping program in The Kohl Ranch Specific Plan is proposed to be extensive with the use of drought tolerant and non-invasive plant species. The proposed The Kohl Ranch Specific Plan will adhere to standards detailed in the Specific Plan's landscaping standards and guidelines, and in Riverside County Ordinance Nos. 348 and 859 as well as the Thermal Design Guidelines and Coachella Valley Water District Landscape Ordinance 1302.1. C
Land Use & Planning	LU 4.1o	Preserve natural features, such as unique terrain, drainage ways, arroyos, canyons and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.	The Kohl Ranch Specific plan lies on relatively flat terrain with high disturbed soils due to past and present agriculture. N/A
Land Use & Planning	LU 4.1p	Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space and other pertinent elements.	Approximately 376 ^{379.28} acres of open space will be provided within the Project for use as trails and parks. An extensive trail system connects parks, open space, and community facilities. Landscaped streets include sidewalks for pedestrian access. The residential community will have access to sidewalks and on-street bike lanes and off-street bike paths within the Project site. C
Land Use & Planning	LU 4.1q	Design parking lots and structures to be functionally and visually integrated and connected.	Development within the Kohl Ranch will comply with the specific plan's design guidelines and applicable Riverside County zoning ordinance requirements regarding the design and screening of parking areas. C
Land Use & Planning	LU 4.1r	Site building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.	The Design Guidelines encourage buildings to be oriented toward and visible from the street and parking areas to provide for easy access to bicycle routes and sidewalks. Courtyards and outdoor seating areas are encouraged as well as other ancillary structures and service areas. C
Land Use & Planning	LU 4.1s	Establish safe and frequent pedestrian crossings.	Internal sidewalks will connect The Kohl Ranch Specific Plan development to internal parks and to other project areas. Pedestrian connectivity and movement is emphasized in street and parking area designs with numerous crossing points at parking and street intersections. C
Land Use & Planning	LU 4.1t	Create a human-scale ground floor environment that includes public open space areas that separate pedestrian space from auto traffic and where mixed. It does so with special regard to pedestrian safety.	Courtyards and outdoor seating areas are encouraged as well as other ancillary structures and service areas. C
Land Use & Planning	LU 4.2	Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following:	The Kohl Ranch Specific Plan Design Guidelines will complement the County-wide Design Guidelines applicable to this area. C
Land Use & Planning	LU 4.2a	Provide proactive code enforcement activities.	The Kohl Ranch Specific Plan requires that a Homeowners' Association shall be established for the specific plan area, to assume ownership and maintenance responsibility for all common recreation, open space, private circulation systems within gated communities and within multi-family complexes, and landscaped areas. The Homeowners' Association will enforce any property and landscaping maintenance requirements established by the association and as appropriate will provide homeowners with information regarding maintenance methods. C



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Land Use & Planning	LU 4.2b	Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.	The Kohl Ranch Specific Plan requires that a Homeowners' Association shall be established for the specific plan area, to assume ownership and maintenance responsibility for all common recreation, open space, private circulation systems within gated communities and within multi-family complexes, and landscaped areas. The Homeowners' Association will enforce any property and landscaping maintenance requirements established by the association and as appropriate will provide homeowners with information regarding maintenance methods. C
Land Use & Planning	LU 4.2c	Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.	Please see discussion of Policy LU 4.2.b, above. C
Land Use & Planning	LU 7.1	Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.	See discussions related to General Plan consistency under Policy LU 2.1, above. Setbacks and buffers incorporated in the specific plan and mitigation measures included in the EIR reduce all potential significant impacts to less than significant levels which ensure compatibility issues are minimized. C
Land Use & Planning	LU 7.3	Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.	The Kohl Ranch Specific Plan has developed its own Design Guidelines. New developments will be required to comply with these guidelines to contribute to the visual order and consistency of the entire project site. C
Land Use & Planning	LU 7.4	Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.	Currently, the Kohl Ranch Specific Plan project site and surrounding lands are currently used for open farmland, agricultural activities and rural residential living. However, the Eastern Coachella Valley area is rapidly developing with residential land uses in the cities of Coachella, La Quinta, Indio, Palm Desert. Design Guidelines of the Specific Plan will provide for the buffering of the surrounding community from this development. C
Land Use & Planning	LU 7.5	Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses.	The Kohl Ranch Specific Plan contains a regional trail which may be used for equestrian purposes that will continue to provide linkages to some of the rural/equestrian oriented land uses; and the Specific Plan proposes various trails along some of the perimeters of the project site adjacent to existing rural uses to preserve access to open space areas and offer a buffer between the project's urban development and those uses. In addition, The Kohl Ranch will be buffered from the existing rural and equestrian properties through the use of equestrian trails, open space areas, and site-specific designs. A 300-foot buffer between project development and active agricultural uses is required by mitigation within this DEIR. C
Land Use & Planning	LU 8.1	Accommodate the development of a balance of land uses that maintain and enhance the County's fiscal viability, economic diversity, and environmental integrity.	The Kohl Ranch is a primarily residential specific plan, with some commercial, industrial and public facilities uses also allowed. The Fiscal Impact Report for this specific plan shows that the project will have a positive impact the County's General Fund, and other public facilities funds, thus enhancing the County's fiscal viability. The project allows for the development of approximately 379,000 square feet of retail/commercial uses and 6,486,000 square feet of industrial uses. The environmental integrity of the project area and the County is being preserved through the conservation of 376 acres of open space. C
Land Use & Planning	LU 8.2	Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities.	The Kohl Ranch Specific Plan will include approximately 379,000 square feet of commercial/retail development and 6,486,000 square feet of industrial development, which would provide the area with new businesses and increase employment opportunities. C
Land Use & Planning	LU 8.3	Promote the development of focused employment centers rather than inefficient strip commercial development.	The Kohl Ranch Specific Plan proposal includes approximately 379,000 square feet of commercial development within an area comprised of 31.06 acres along Avenue 62. The Specific Plan designates four locations within the 31.06 acres for the commercial uses. The placement of the commercial development will be concentrated at the four proposed locations and the surrounding area will be developed with medium density, medium high density and very high density residential. The focused



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
			commercial development avoids the strip commercial concept and meets the intent of Policy LU 8.3. C
Land Use & Planning	LU 8.12	Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.	The Kohl Ranch Specific Plan will include approximately 379,000 square feet of commercial development, which would provide the area with new businesses and increase employment opportunities for residents within the project area. C
Land Use & Planning	LU 9.1	Provide for permanent preservation of open space lands that contain important natural resources cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values. (AI 10)	The Kohl Ranch Specific Plan includes no important natural resources. N/A
Land Use & Planning	LU 9.2	Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.	The project is in compliance with all applicable federal, state and local regulations that protect environmental resources, including the Western Riverside MSHCP, the General Plan's Open Space Element, Clean Air Act and the Clean Water Act. The proposed Specific Plan and all future implementing development proposals will comply with applicable provisions of the California Environmental Quality Act (CEQA). C
Land Use & Planning	LU 9.3	Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life.	The Kohl Ranch Specific Plan proposes to establish 376-379.28 ^{376-379.28} acres of Open Space with trails. Additionally, the Specific Plan includes parks which could include play equipment, pool, picnic tables, and passive play areas. These amenities will enhance recreational opportunities and community aesthetics and improve the quality of life compliant with Policy LU 9.3. A potential lake is proposed in Neighborhoods K and J which will be used as part of the dual water system and part of the project's drainage network but will provide a scenic amenity and enhance recreational opportunities by providing the use of a project trails surrounding the lakes. C
Land Use & Planning	LU 9.4	Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blue-line streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. (AI 1, 9)	The project proposes to cluster development into medium-high, high density, and very-high residential housing in part to address airport master plan requirements. The increase in residential density and clustering will allow for preservation of 376-379.28 acres of open space, however no natural resources needing preservation exist on-site. C
Land Use & Planning	LU 10.1	Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.	The Kohl Ranch will be required to pay its fair share of public safety and infrastructure-related mitigation fees as per Riverside County Ordinance No. 659.6. Additionally, the proposed project will allow for the development of public facilities within the project area. C
Land Use & Planning	LU 10.2	Require a fiscal impact analysis for specific plans and major development proposals so as not to have a negative fiscal impact on the County.	The Fiscal Impact Report shows a net fiscal surplus for the County as a result of implementation of the proposed project. C
Land Use & Planning	LU 11.4	Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	The Kohl Ranch Specific Plan proposes sidewalks along all streets and an extensive network of trails along most major roadways as a way to offer pedestrian and bicycle "friendly" means of travel with the intent of providing options to the use of the automobile for internal project area travel as a way to help improve air quality. C
Land Use & Planning	LU 20.4	Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.	The Eastern Coachella Valley Area Plan contains 41,403 acres of AG designated land which is 9.1 percent of all the land comprising this Area Plan. Within Riverside County, only the San Jacinto Valley Area Plan designates a greater percentage of land to AG with 9.4 percent. The majority of the Eastern Coachella Valley AG designated land is concentrated along the northern boundary of the Lakeview area and separated from other communities by dedicated conservation lands or park lands. The Kohl Ranch Specific Plan would not retain the Agriculture (AG) designated lands within its project area. Section V.C.2 of the EIR and the Land Use & Planning section of the Addendum.

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
			analyzed impacts and determined these to be significant and unavoidable as it eliminated 1,468 acres of Prime Farmland, 171 acres of Farmland of Statewide Importance and 480 acres of Farmland of Local Importance. A statement of overriding considerations was adopted with certification of the EIR November 16, 1999. A General Plan Amendment was approved to change land use to that of an adopted specific plan and a zone change changed the zoning to Specific Plan (SP). This policy is therefore, not applicable to the Kohl Ranch Specific Plan Amendment No. 2 with the exception of minimizing impacts to agriculturally designated lands from incompatible uses. EIR section V.C.2 incorporates mitigation requiring adherence to Ordinance 625 to protect agricultural uses. To avoid potential impact, a 300-foot setback between development and offensive agricultural uses is required as mitigation. N/A, C
Land Use & Planning	LU 20.5	Continue to participate in the California Land Conservation Act (the Williamson Act) of 1965.	There are currently no Williamson Act contracts on any properties within The Kohl Ranch Specific Plan. N/A
Land Use & Planning	LU 20.6	Require consideration of State agricultural land classification specifications when a 2½-year Agriculture Foundation amendment to the General Plan is reviewed that would result in a shift from an agricultural to a non-agricultural use.	The Kohl Ranch Specific Plan would not retain the Agriculture (AG) designated lands within its project area. Section V.C.2 of the EIR and the Agricultural Resources section of the Addendum analyzed impacts and determined these to be significant and unavoidable. A statement of overriding considerations was adopted with certification of the EIR November 16, 1999. Subsequently, the zoning was changed to Specific Plan (SP). This policy is therefore, not applicable to the Kohl Ranch Specific Plan Amendment No. 4. N/A
Land Use & Planning	LU 20.7	Adhere to Riverside County's Right-to-Farm Ordinance.	Riverside County Ordinance No. 625 (Right-to-Farm Ordinance) pertains to residential subdivisions that are to be located within 300 feet of properties zoned for agricultural uses (A-1 (Light Agriculture), A-2 (Heavy Agriculture), A-P (Agriculture-Poultry), A-D (Agriculture-Dairy), or C/V (Citrus/Vineyard). The EIR section V.C.2 and the Agricultural Resource section of the Addendum analyzed impacts to such lands and incorporates mitigation measures to ensure adherence to Ordinance 625. C
Land Use & Planning	LU 22.1	Require that grading be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance.	The project area is relatively flat and will not encroach upon hillsides. N/A
Land Use & Planning	LU 22.3	Ensure that development does not adversely impact the open space and rural character of the surrounding area.	The project area is relatively flat and because of the limited development on the site, views of the nearby mountains framing the valley floor are generally unobstructed. Buffers between land uses will allow for appropriate transitions to surrounding uses and compatibility issues can be addressed to retain rural character adjacent to existing rural areas. The intensity of the development will also place a greater number of people within easy reach of open space. Over 374 379 acres of open space will be preserved as part of this project. As part of the management of the open space, limited recreational uses will be allowed within this area (trails, horseback riding, etc.). C
Land Use & Planning	LU 22.4	Encourage clustered development where appropriate on lots smaller than the underlying land use designation would allow. The density yield of the underlying land use designation may be clustered on 0.5-acre lots; however, for sites located adjacent to the Community Development Foundation Component, 10,000 square foot minimum lots may be considered.	The Kohl Ranch Specific Plan Amendment No. 2 was a reallocation of land uses allowing for higher density residential designations however, the overall density will not exceed the previously approved maximum allotted dwelling units approved under the original Specific Plan November 16, 1999. C
Land Use & Planning	LU 22.5	Encourage parcel consolidation.	The master developer for The Kohl Ranch has assembled approximately 2,163 acres to form the project site. This consolidation of parcels under one control offers the ability to preserve 374 379 acres of open space as envisioned by the CVMISHCP. C
Land Use & Planning	LU 23.2	Require that structures be designed to maintain the environmental character in which they are located.	Developments within the Project site will adhere to the Kohl Ranch Specific Plan Design Guidelines which address and respect the desert environment. C

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Land Use & Planning	LU 28.1	Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.	The Kohl Ranch provides a range of densities that will allow for both single- and multi-family residences to be built within the specific plan area which is consistent with the General Plan vision and the Community Development Foundation. C
Land Use & Planning	LU 28.2	Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.	The very high density residential designation is located in close proximity to commercial and industrial land uses to locate near employment, service and transit centers. C
Land Use & Planning	LU 28.3	Require that adequate and available circulation facilities, water resources, and sewer lines exist to meet the demands of the proposed residential land use. (AI 3)	At the present time there are not adequate facilities available to meet the needs of The Kohl Ranch. However, through County regulations and mitigation measures, which include the payment of development impact fees, and the construction of utility facilities, facilities can be constructed to meet the needs of the proposed project. The Water Source Assessment prepared for this project indicates that water resources are available to serve this project. Some water and wastewater facilities have already been constructed and all necessary infrastructure is planned. C
Land Use & Planning	LU 28.4	Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.	The Kohl Ranch Specific Plan consists of medium (2 to 5 du/ac), medium-high (5 to 8 du/acre), high density (8 to 14 du/acre), and very high density (14 to 20 du/ac) residential uses. It is intended that the Specific Plan, through the various residential densities, will cater to a range of lifestyles, physical abilities, and income levels. C
Land Use & Planning	LU 28.5	Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths to provide both connections within each community and linkages with surrounding features and communities.	The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads and within roadways. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. The project design concept is that of a pedestrian-friendly lifestyle which includes trail systems located throughout the project area that connect schools, services, goods, parks, and trailheads. C
Land Use & Planning	LU 28.6	Require setbacks and other design elements that buffer residential units from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (AI 3)	The project design concepts include landscaping and setbacks to buffer residential uses from roads. Drainage facilities are also used as landscaped paseo areas to separate residential areas from roads and other uses. C
Land Use & Planning	LU 28.7	Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood. In accordance with the Riverside County Fire Department.	Internal roadways within residential tracts of the specific plan may have narrow private streets, the widths of which will be determined in coordination with County Transportation Department and the Riverside County Fire Department. C
Land Use & Planning	LU 28.8	Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.	The Kohl Ranch Specific Plan includes commercial and residential land uses. It is foreseeable that the development of this area could include services as desired in this policy. C
Land Use & Planning	LU 28.9	Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.	The project includes commercial uses that would be well-integrated into the residential area. Additionally, there are internal trails and roadway that will connect the project site to the surrounding community. C
Land Use & Planning	LU 28.10	Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.	All buildings in the proposed The Kohl Ranch Specific Plan will utilize elements of architectural styles described in the Specific Plan's Design Guidelines and will enhance the character of the area. With sufficient buffering, landscaping, and separation from the adjacent properties as described under previous policies, the project would not degrade the character of the immediate area. C
Land Use & Planning	LU 31.1	Accommodate the development of public facilities in areas appropriately designated by the General Plan and area plan land use maps.	Planning Area M-4 is designated for Public Facilities as this site houses three schools. C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Land Use & Planning	LU 31.2	Protect major public facilities, such as landfills and solid waste disposal sites and airports, from the encroachment of incompatible uses.	The project is located adjacent to the Jacqueline Cochran Regional Airport. The Airport Land Use Commission has found the Kohl Ranch Specific Plan to be conditionally consistent with the 2005 Jacqueline Cochran Regional Airport (formerly Desert Resorts Regional Airport) Land Use Compatibility Plan (JCRALUCP). EIR Section V.D.12 analyzed and incorporates mitigation measures to ensure compliance with the JCRALUCP. C
Land Use & Planning	LU 32.3	Require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.	Public facilities that would be constructed within The Kohl Ranch Specific Plan are operated by Coachella Valley Water District and Riverside County Flood Control District. Implementing projects may require public facilities in the future, such as drainage facilities. Those facilities will be designed to have minimal impact to the surrounding land uses, and thus will comply with this policy. Construction and operations of currently anticipated major facilities have been evaluated in EIR. C
Land Use & Planning	LU 33.4	Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	At the present time there are not adequate facilities available to meet the needs of The Kohl Ranch. However, through County regulations and mitigation measures, which include the payment of development impact fees, and the construction of utility facilities, facilities can be constructed to meet the needs of the proposed project. The Water Source Assessment prepared for this project indicates that water resources are available to serve this project. Some water and wastewater facilities have already been constructed and all necessary infrastructure is planned. C
Noise	N 1.1	Protect noise-sensitive land uses from high levels of noise by restricting noise producing land uses from these areas. If the noise producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.	The Eastern Coachella Valley area is a rapidly developing area. The Design Guidelines of the Specific Plan will provide for the buffering of the surrounding community from this development. Industrial and commercial uses are planned nearest the airport and clustering of residential units will allow all airport noise related issues to be addressed/avoided. C
Noise	N 1.2	Guide noise tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as transportation corridors, or within the projected noise contours of any adjacent airports.	Industrial and commercial uses are planned nearest the airport and clustering of residential units will allow all airport noise related issues to be addressed/avoided. Community walls, landscaping, setbacks and drainage facilities are used to buffer residential uses from surrounding roads. The EIR and Addendum incorporate mitigation measures to reduce these impacts to less than significant. C
Noise	N 1.5	Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise sensitive uses of Riverside County.	The project will mitigate adverse impacts of excessive noise to residents, employees, visitors, and noise sensitive uses of Riverside County. Once precise grading and architectural plans are made available, a final acoustical study will be performed to confirm the appropriate noise standard levels for sensitive receptors. To retain visibility and access, setbacks, berms, and walls may be used to achieve acceptable noise levels. C
Noise	N 4.2	Develop measures to control non-transportation noise impacts.	The exact type of retail/commercial uses that will be occupying the commercial land is unknown at this time; therefore, the types of noise generated by the on-site businesses cannot be determined. However, once precise grading and architectural plans are made available, a final acoustical study will be performed to confirm the appropriate noise standard levels for sensitive receptors. To retain visibility and access, setbacks, berms, and walls may be used to achieve acceptable noise levels. (The concurrently proposed Thermal Motorsports Park has provided such documentation and been made consistent with this policy.) C
Noise	N 4.3	Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed, and ensure that the recommended mitigation measures are implemented.	The exact type of retail/commercial uses that will be occupying the commercial land is unknown at this time; therefore, the types of noise generated by the on-site businesses cannot be determined. However, once precise grading and architectural plans are made available, a final acoustical study will be performed to confirm the appropriate noise standard levels for sensitive receptors. To retain visibility and access, setbacks, berms, and walls may be used to achieve acceptable noise levels. (The concurrently proposed Thermal Motorsports Park has provided such documentation and been made consistent with this policy.) C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Noise	N 12.1	Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction.	The Design Guidelines of the Specific Plan will provide for the buffering methods which do utilize such "natural barriers." C
Noise	N 13.1	Minimize the impacts of construction noise on adjacent uses within acceptable practices.	The project will be subject to Riverside County Ordinance No. 457, which regulates construction practices; and Riverside County Ordinance No. 847, which regulates noise. C
Noise	N 13.2	Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.	The project will be subject to Riverside County Ordinance No. 457, which regulates construction practices; and Riverside County Ordinance No. 847, which regulates noise. C
Noise	N 13.4	Require that all construction equipment utilize noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.	The mitigation measures of the noise section of the EIR and Addendum require that all construction equipment shall be required to minimize noise from construction activities. All construction will be required to comply with local noise control ordinances. C
Noise	N 15.1	Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses.	Mixed use structures are not proposed in the Kohl Ranch Specific Plan. N/A
Noise	N 15.2	Require that commercial and residential mixed use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use.	Mixed use structures are not proposed in the Kohl Ranch Specific Plan. N/A
Noise	N 15.3	Minimize the generation of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or noise sensitive uses.	The exact type of retail/commercial uses that will be occupying the commercial land uses is unknown at this time; therefore, the types of noise generated by the on-site businesses cannot be determined. However, once precise grading and architectural plans are made available, a final acoustical study will be performed to confirm the appropriate noise standard levels for sensitive receptors. To retain viability and access, setbacks, berms, and walls may be used to achieve acceptable noise levels. C
Noise	C 3.27	Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process.	The exterior noise impacts from traffic to future land uses have been calculated. The Addendum has incorporated mitigation measures regarding the necessary height of noise barriers to obtain the appropriate noise standard levels for sensitive receptors and commercial land uses. C
Population/Housing	5 Year Action Plan: Policy 1.2	Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including farm workers and other special needs populations.	The Kohl Ranch Specific Plan consists of medium (2 to 5 du/ac), medium-high (5 to 8 du/acre), high density (8 to 14 du/acre), and very high density (14 to 20 du/ac) residential uses. It is intended that the Specific Plan, through the various residential densities, will cater to a range of lifestyles, physical abilities, and income levels. C
Population/Housing	5 Year Action Plan: Policy 1.7	Encourage innovative housing, site plan design and construction techniques to promote new affordable housing by the private sector.	The Kohl Ranch Specific Plan consists of medium (2 to 5 du/ac), medium-high (5 to 8 du/acre), high density (8 to 14 du/acre), and very high density (14 to 22 du/ac) residential uses. It is intended that the Specific Plan, through the various residential densities, will cater to a range of lifestyles, physical abilities, and income levels. C
Population/Housing	5 Year Action Plan: Policy 1.7	Action 1.7a Continue to provide for greater flexibility in the design of single family development through the processing of PDs, Specific Plans, and Area Plans, and application of density bonus provisions, when requested, to allow for varying lot sizes and development standards than normally required in residential districts.	The Kohl Ranch is a Specific Plan which allows for a greater degree of flexibility in lot sizes, density bonuses, and housing product types than is the historical norm in Riverside County. C
Population/Housing	5 Year Action Plan: Policy 1.7	Action 1.7d Encourage new large scale development proposals to provide a range of housing types and densities for all income levels through the use of creative planning concepts as specific plans and mixed-use development.	The Kohl Ranch is a large-scale specific plan which introduces a wide variety of housing types, lot sizes, and densities. The Administrative Section of the specific plan allows for flexibility in product type, lot sizes, and densities. C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Population/Housing	5 Year Action Plan; Policy 5.1	Encourage the use of energy conservation features in residential construction and remodeling.	Passive energy efficiency techniques will occur within the proposed project, including orientation of buildings, planting trees to take advantage of sun and adequate roof overhangs. Active energy efficiency measures will be addressed and required in Title 24 for such methods as proper wall and ceiling insulation. C
Public Services	LU 5.1	Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers, transportation systems, and fire/police/medical services.	Through the payment of Riverside County's required development impact fees (Ordinance No. 659), the implementation of the Periodic Medical Needs Assessment, which is required by Mitigation Measure 4.15.7A of the County General Plan EIR, and the implementation of mitigation measures listed in the EIR and the Public Services section of the Addendum, the impacts of the Kohl Ranch Specific Plan to public facilities and services will be less than significant. C
Recreation	OS 20.4	Provide for the needs of all people in the system of County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.	The proposed project includes the construction of many types of trail systems, open space areas with passive and active uses available to the general public. The recreation plan is provided to the community as a whole and does not discriminate by socioeconomic status, ethnicity, physical capabilities or age. C
Recreation	OS 20.5	Require that development of recreation facilities occurs concurrent with other development in the area.	Recreational facilities will be built to satisfy the population demand of the proposed project, as referenced in the Kohl Ranch Specific Plan Development Standards. C
Recreation	OS 20.6	Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.	The project will provide active parks and passive parks by design. If it is determined that park acreages are insufficient, fees will be paid in accordance with Riverside County Ordinance 460. C
Recreation	C 16.1	Implement the Riverside County trail system as depicted in the Bikeways and Trails Plan, Figure C-6. (AI 3, 33)	The County trail system has been implemented in accordance with the Bikeways and Trails Plan and per the County Transportation Department and County Regional Parks and Recreation District. C
Recreation	C 16.2	Develop a multi-purpose trail network with support facilities which provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, equestrian trailer parking (as appropriate), bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities. (AI 35)	The project design concept is that of a pedestrian-friendly lifestyle which includes trail systems located throughout the project area that connect schools, services, goods, parks, and trailheads. C
Recreation	C 16.3	Require that trail alignments either provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other areas of concentrated public activity, where feasible.	The project design concept is that of a pedestrian-friendly lifestyle which includes trail systems located throughout the project area that connect schools, services, goods, parks, and trailheads. C
Recreation	C 17.3	Ensure that the bikeway system incorporates the following: a. interconnection throughout and between cities and unincorporated communities; b. appropriate lanes to specific destinations such as state or county parks; c. appropriate opportunities for recreational bicycle riding and bicycle touring; d. opportunities for bicycle commuting and golf cart commuting within a community, as appropriate for the terrain, traffic levels and proximity to surrounding destinations; e. bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity; and f. bicycle parking at transit stops and park-and-ride lots.	The project design concept is that of a pedestrian-friendly lifestyle which includes trail systems located throughout the project area that connect schools, services, goods, parks, and trailheads. C
Transportation	C 2.1	The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:	The project has been analyzed in the Traffic Study to meet the required LOS standards for the various roadway types located within the project's sphere of influence. Section V.D.1 of the EIR and the Transportation section of the Addendum incorporates mitigation measures to reduce impacts and ensure LOS standards meet required levels. C



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		<p>LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Bishore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Mentee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Bishore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS E may be allowed by the Board of Supervisors within designated areas where transit oriented development and walkable communities are proposed.</p> <p>Notwithstanding the foregoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)</p>	
Transportation	C 1.2	Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads and within roadways. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. C
Transportation	C 1.5	Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs.	The Traffic Study analyzed the planned circulation system with respect to the current County of Riverside General Plan Circulation Element and in coordination with future County efforts. C
Transportation	C 1.7	Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.	The project design concept is that of a pedestrian-friendly lifestyle which includes trail systems located throughout the project area that connect schools, services, goods and parks and the various land uses. C
Transportation	C 2.3	Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements. (AI 3).	Potential impacts related to inadequate parking capacity, altered waterborne, rail or air traffic were found to be less than significant in the Notice of Preparation for the Kohl Ranch Specific Plan. The subsequent Addendum for the Kohl Ranch Specific Plan Amendment found no new or substantially increased significant effects. Some design features present on the current and future project roadways, such as curves, could result in potentially significant impacts however, all design features will be designed to meet County Standards. C
Transportation	C 2.4	The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service standards.	The analysis shows that the project will contribute to the exceedance of acceptable levels of service for both intersections and roadway segments, and contribute to substantial increases in the traffic on roads. Mitigation measures in the form of signals and roadway improvements, and fair share fees, listed above, will be required to reduce these potentially significant impacts to below the level of significance. C
Transportation	C 2.5	The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.	To ensure that area-wide traffic conditions do not worsen as development occurs, the County of Riverside has established "fair share" mitigation fees, which include, but are not limited to, the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF) and a Road and Bridge Benefit District (RBD) fee, which is currently



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			<p>being established by the County, all described below. The project will participate in the cost of off-site improvements through payment of the following "fair share" mitigation fees:</p> <ul style="list-style-type: none"> • Coachella Valley Association of Governments Transportation Uniform Mitigation Fee (TUMF), current at time of construction • Riverside County Traffic Signal Systems Fee Program • RBBB (when approved and enacted) <p>These fees shall be collected and utilized as needed by Riverside County to construct the improvements necessary to maintain the required level of service. C</p>
Transportation	C 3.1	Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.	The Kohl Ranch Specific Plan includes Circulation Development Standards which are required of the project. C
Transportation	C 3.2	Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	<p>To ensure that area-wide traffic conditions do not worsen as development occurs, the County of Riverside has established "fair share" mitigation fees, which include, but are not limited to, the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF) and a Road and Bridge Benefit District (RBBB) fee, which is currently being established by the County, all described below. The project will participate in the cost of off-site improvements through payment of the following "fair share" mitigation fees:</p> <ul style="list-style-type: none"> • Coachella Valley Association of Governments Transportation Uniform Mitigation Fee (TUMF), current at time of construction • Riverside County Traffic Signal Systems Fee Program • RBBB (when approved and enacted) <p>These fees shall be collected and utilized as needed by Riverside County to construct the improvements necessary to maintain the required level of service. C</p>
Transportation	C 3.10	Require private and public land developments to provide all on-site auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	The project has been analyzed in the Traffic Study to meet the required LOS standards for the various roadway types located within the project's sphere of influence. Where the LOS standards are expected to be exceeded, mitigation has been included that would reduce it to below the required levels. C
Transportation	C 3.13	Design street intersections, where appropriate, to assure the safe, efficient passage of through traffic and the negotiation of turning movements.	The Kohl Ranch project includes a General Plan Amendment which will modify the existing Circulation Element. The modified circulation plan provides improvement standards to promote efficient and safe movement of people within the project area. C
Transportation	C 3.14	Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.	The curvilinear roads proposed within the project site (Figure IV-2, The Kohl Ranch Specific Plan Circulation Plan) have been designed to meet the County Transportation Department's standards. C
Transportation	C 3.15	Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.	Sight distance at the project entrance roadways shall be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Transportation	C 3.20	Determine location of General Plan road rights of way and levels of road improvements needed based primarily upon land uses and travel demand.	General Plan roadways and levels of road improvements are based on the Riverside County General Plan Circulation Element and coordination with the Riverside County Transportation Department and South Valley Implementation Plan. C
Transportation	C 3.24	Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.	The Kohl Ranch Specific Plan includes Circulation Development Standards which are required of the project and are designed to meet County Transportation and Fire Department requirements. C
Transportation	C 3.26	Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.	Section V.D.1 of the EIR and the Transportation section of the Addendum incorporates mitigation to encourage ridesharing and transit ridership by requiring a portion of commercial parking areas be designated to Park and Ride. Additional mitigation requires the coordination with areas bus transit service provider to incorporate bus stops and turnouts. C
Transportation	C 4.1	Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.	The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. C
Transportation	C 4.2	Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.	Sidewalks and trails will be incorporated in compliance with County standards. Special considerations for disabled persons were not addressed specifically at this level of analysis. C
Transportation	C 4.3	Assure pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools and future bus stops. C
Transportation	C 4.4	Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.	The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools and future bus stops. C
Transportation	C 6.3	Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement. (A) 3)	Sight distance at the project entrance roadways shall be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. C
Transportation	C 7.2	Work with property owners to reserve right-of-way for potential CETAP corridors through site design, dedication, and land acquisition, as appropriate.	Three corridors are being examined in western Riverside County for the preservation of rights-of-way for future multi-modal transportation facilities. These include the Beaumont/Banning to Temecula transportation corridor, the Moreno Valley to San Bernardino corridor, and the Hemet to Corona/Lake Elsinore corridor. None of these corridors pass through the project area. N/A
Transportation	C 7.9	Review development applications in cooperation with RCTC and as appropriate, to identify the precise location of CETAP corridors and act to preserve such areas from any permanent	Three corridors are being examined in western Riverside County for the preservation of rights-of-way for future multi-modal transportation facilities. These include the Beaumont/Banning to Temecula



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
		encroachments, pending dedication or acquisition. Coordinate with RCTC to evaluate and update the CEIAP corridors periodically as conditions warrant. (AI 50)	transportation corridor, the Moreno Valley to San Bernardino corridor, and the Hemet to Corona/Lake Elsinore corridor. None of these corridors pass through the project area. <i>N/A</i>
Transportation	C 11.4	Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station.	EIR section V.C.6 and the Transportation section of the Addendum incorporates mitigation to encourage mixed-use services to reduce off-site vehicle trips. Commercial and industrial uses are concentrated along Avenue 62 which is a main transit corridor and coordination efforts with SunLine Bus Transit are required to incorporate bus routes along this segment. <i>C</i>
Transportation	C 11.5	Accommodate transit through higher densities, innovative design, and right-of-way dedication.	Higher density residential land uses are proposed by the Kohl Ranch Specific Plan. These higher densities will facilitate the need for transit-oriented development. EIR section V.D.1 incorporates mitigation to coordinate with SunLine Bus Agency to incorporate bus stops and turnouts. <i>C</i>
Transportation	C 11.6	Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.	Section V.D.1 of the EIR and the Transportation section of the Addendum incorporates mitigation to encourage ridesharing and transit ridership by requiring a portion of commercial parking areas be designated to Park and Ride on weekdays between 6:00am and 6:00pm. Additional mitigation requires the coordination with area bus transit service provider to incorporate bus stops and turnouts. <i>C</i>
Transportation	ECVAP 12.1	Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the functional classifications and standards in the System Design, Construction and Maintenance section of the General Plan Circulation Element.	Roadways have been designed in accordance with the standards in the System Design, Construction and Maintenance section of the General Plan Circulation Element. <i>C</i>
Transportation	ECVAP 12.2	Maintain the County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.	The project has been analyzed in the Traffic Study to meet the required LOS standards for the various roadway types located within the project's sphere of influence. Section V.D.1 of the EIR and the Transportation section of the Addendum incorporates mitigation measures to reduce impacts and ensure LOS standards are below the required levels. <i>C</i>
Transportation	ECVAP 12.3	Separate vehicular traffic from pedestrian and equestrian traffic in order to avoid potential hazards and where traffic volumes justify the costs.	Trails are designed in accordance with Riverside County Transportation Department and County Regional Parks and Recreation District standards. <i>C</i>
Transportation	ECVAP 13.1	Coordinate with railroad companies to maintain and enhance railroad facilities south of the City of Coachella in accordance with the Rail System section of the General Plan Circulation Element.	The project does not propose the construction of new or modified existing rail line. The nearest rail line is over 7,500 feet from the project site. <i>N/A</i>
Transportation	ECVAP 13.2	Coordinate with railroad companies to encourage grade-separated crossings in and near Mecca.	The Kohl Ranch Specific Plan is not located in or near Mecca. <i>N/A</i>
Transportation	ECVAP 14.1	Implement the Trails and Bikeway System, Figure 9, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.	The County Trail and Bikeway System has been implemented in accordance with the Non-motorized Transportation section of the General Plan Circulation Element and per the County Transportation Department and County Regional Parks and Recreation District. <i>C</i>
Transportation	ECVAP 14.2	At signalized intersections, special equestrian push buttons (located at heights usable by persons riding on horseback) will be considered and installed where appropriate. Priority shall be given to those signalized intersections identified as trail crossings.	The inclusion of specialized push buttons would be determined at the time signalized intersections are proposed/built. There are no requirements or prohibitions in the specific plan for special equestrian push buttons. <i>C</i>
Transportation	ECVAP 14.3	As resources permit, consideration should be given to the placement of signs along those public rights-of-way identified as regional or community trail alignments alerting motorists to the possible presence of equestrian, bicycle and pedestrian (i.e., non-motorized) traffic.	The Kohl Ranch Specific Plan Design Guidelines incorporate requirements for placement of directional, traffic safety and public service signs. <i>C</i>

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Transportation	LU 13.1	Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	The Specific Plan proposes sidewalks along all streets and an extensive network of trails along most major roadways as a way to offer pedestrian and "bicycle-friendly" means of travel with the intent of providing alternatives the use of the automobile for Internal project area travel as a way to help improve air quality. Trails will also encourage the use of bus transit. C
Transportation	LU 13.2	Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	Specific Plan is a concentrated residential development that proposes commercial and service uses near Avenue 62, an expressway. The SunLine Transit Agency does not currently provide bus service to this area however, section V.D.1 of the EIR and the Transportation section of the Addendum incorporates mitigation to require coordination with the agency to incorporate bus stops and turnouts. Addendum Figure 15, provides potential stops and turnout locations based upon the most current circulation plan. Additionally, mitigation requires a portion of commercial parking areas be designated for Park and Ride facilities. C
Transportation	LU 13.3	Locate transit stations in community centers and at places of public, employment, entertainment, recreation, and residential concentrations.	Addendum #4 Figure 15 identifies potential bus stops and turnouts in areas designated for commercial and industrial uses where employment, public and entertainment concentrations are expected to occur as well as areas designated for residential use. Additionally, section V.D.1 of the EIR and the Transportation section of the Addendum incorporates mitigation to require coordination with the SunLine Transit Agency to incorporate bus stops and turnouts. Further, mitigation requires a portion of commercial parking areas be designated for Park and Ride facilities. C
Transportation	LU 13.4	Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.	The proposed project has been designed to incorporate sidewalks for pedestrians along all roadways. This system will provide the members of community an alternative method of travel in order to reduce residents' reliance on the automobile to reach these destinations. Vehicular access to all portions of the project site will be designed and developed in compliance with Riverside County standards. An extensive system of trails for bikes and pedestrians connects residential areas to local services and shopping, as well as to regional trails and open space. C
Transportation	LU 13.5	Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.	Traffic-calming elements such as curvilinear streets and cul-de-sacs are encouraged and proposed within The Kohl Ranch Specific Plan site development guidelines. Landscaping will also be utilized as an integral part of the Internal roadways as a traffic-calming element. C
Transportation	LU 13.6	Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.	Implementation of mitigation measures described in the Traffic Section of this EIR section V.D.1, and updated measures provided in the EIR Addendum, and conditions of approval for SP303A2 will ensure that demands of the project on circulation will be met. C
Utilities	OS 1.1	Balance consideration of water supply requirements among urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different needs.	A Water Supply Assessment has been prepared which determined that the Coachella Valley Water District will have adequate water to supply the proposed project and its various uses. C
Utilities	OS 2.2	Encourage the installation and use of water conserving systems such as dry wells and graywater systems, where feasible, in new developments. The installation of cisterns or infiltrators shall be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.	This project will utilize a "dual water system" consisting of potable and non-potable water systems. The potable system will provide water for domestic purposes and provide water for fire protection. The non-potable system will provide water for irrigation purposes. C
Utilities	OS 2.4	Support and engage in educational outreach programs with other agencies, the public, homebuilders, landscape installers, and nurseries that promote water conservation and widespread use of water-efficient technologies. (AJ 58).	The Kohl Ranch Specific Plan requires that a homeowners association shall be established for the specific plan area. The homeowners association will enforce any property and landscaping maintenance requirements established by the association and as appropriate will provide homeowners with information regarding maintenance methods. Ongoing educational programs including property maintenance methods are a part of The Kohl Ranch Community. C



Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Utilities	OS 4.6	Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through "Low Impact Development" or other Best Management Practice measures. (A1 57)	The project, as indicated on the Drainage Plan of the Specific Plan, on-site runoff will be intercepted and conveyed through the development by means of a conventional catch basin, swales and storm drain system, in accordance with Coachella Valley Water District standards, so that the increase in on-site runoff resulting from the development will be detained on-site and allowed to percolate into the ground or be captured and reused. C
	ECVAP 9.1	Conserve and protect watersheds and water supply through adherence to policies contained in the Open Space, Habitat and Natural Resource Preservation and Land Use Designation Policies sections found in the General Plan Land Use Element, and the Water Resources section of the General Plan Multipurpose Open Space Element.	This project will utilize a "dual water system" consisting of potable and non-potable water systems. The potable system will provide water for domestic purposes and provide water for fire protection. The non-potable system will provide water for irrigation purposes. Additionally, the Kohl Ranch Specific Plan Landscape Guidelines require the implementation of water use efficiency measures such as use of drought tolerant plants, grouping plants with similar irrigation requirements, use of mulch, and water efficient irrigation systems and are consistent with County Ordinance 859, Coachella Valley Water District Landscape Ordinance 1302.1 and the Thermal Design Guidelines plant palette. C
Utilities	S 4.10	Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems.	The project, as shown on the Drainage section of the Specific Plan, storm flows will be intercepted and conveyed through the project area through utilization of graded swales and drainage pipe where they are discharged over weirs. Additionally, the use of on-site retention basins will control runoff flows. Section V.C.5, V.C.7 and V.D.2 and the Utilities section of the Addendum analyze and incorporate mitigation to reduce impacts on carrying capacity of local and regional storm drains to less than significant. C
Utilities	LU 5.3	Review all Projects for consistency with individual urban water management plans.	A Water Supply Assessment has been prepared which considered the Coachella Valley Water District's Urban Water Management Plan and determined that the District has adequate water to supply to serve the proposed The Kohl Ranch Specific Plan. C
Utilities	LU 17.2	Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use.	At the present time there are not adequate facilities available to meet all the needs of The Kohl Ranch. However, through County regulations and mitigation measures, which include the payment of development impact fees, and the construction of utility facilities, facilities can be constructed to meet the needs of the proposed project. A Water Supply Assessment has been prepared for this project and indicates that water resources are available to serve this project. C
Utilities	OS 2.2	Where feasible, decrease stormwater runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention.	The project, as shown on the Drainage section of the Specific Plan, storm flows will be intercepted and conveyed through the project area through utilization of graded swales and drainage pipe where they are discharged over weirs. Additionally, the use of on-site retention basins will control runoff flows. C
Utilities	LU 5.2	Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of services.	The project proponent and utility providers will monitor growth and utility demand to ensure that the utility agency maintains adequate levels of service to the area. The payment of Riverside County's required development impact fees (Ord. No. 659) and the implementation of mitigation measures listed in the EIR shall ensure that growth is provided with appropriate infrastructures for adequate level of services. C
Utilities	LU 5.4	Ensure that development and conservation land uses do not infringe upon existing public facilities and utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of "public facilities". This policy will ensure that the public facilities designation governs over what otherwise may be inferred by the large scale general plan maps.	The Kohl Ranch designates a Public Facilities planning area and will ensure that land uses do not infringe on existing public utility corridors, such as the Avenue 64 Evacuation Channel that traverses through the project site. C

Section	General Plan Policy No.	General Plan Policies	Relationship of the Project to the Policy
Utilities	OS 11.3	Permit and encourage the use of passive solar devices and other state-of-the-art energy resources.	The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that will become mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards. C
Utilities	OS 16.1	Continue to implement Title 24 of the California Code of Regulations (the "California Building Standards Code") particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24. (A) 62)	The Greenhouse Gas section of the Addendum incorporates mitigation to continue implementation of Title 24 but with an exceedance of standards by 15%. C
Utilities	OS 16.2	Specify energy efficient materials and systems, including shade design technologies, for County buildings.	Although it not specifically planned at this point, any potential future County buildings will ensure compliance with this policy. C
Utilities	OS 16.3	Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.	EIR section V.D.1 and the Utilities section of the Addendum incorporates mitigation to provide for potential bus transit. The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. C
Utilities	OS 16.5	Utilize federal, state, and utility company programs that encourage energy conservation.	The Greenhouse Gas section of the Addendum incorporates mitigation to continue implementation of Title 24 with an exceedance of standards by 15%. Additionally, EIR section V.C.6 incorporates mitigation to promote usage of energy saving equipment. C
Utilities	OS 16.7	Promote purchasing of energy-efficient equipment based on a fair return on investment, and use energy-savings estimates as one basis for purchasing decisions for major energy-using devices.	EIR section V.C.6 and the Utilities section of the Addendum incorporates mitigation to promote usage of energy saving equipment. C
Utilities	OS 16.8	Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.	EIR section V.D.1 and the Utilities section of the Addendum incorporates mitigation to provide for potential bus transit. The project includes a trail system. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the schools. C
Utilities	OS 16.9	Encourage increased use of passive, solar design and day-lighting in existing and new structures.	The Addendum incorporates mitigation to improve Title 24 standards by 15%. While not specifically required in the Kohl Ranch Specific Plan, use of passive, solar design and day-lighting in new structures could help reach this goal. C
Utilities	AQ 5.1	Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	The project will participate in the County's recycling program. The Greenhouse Gas section of the Addendum incorporates mitigation that will require separate recycling and waste receptacles at each house and commercial site. C

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: October 10, 2019

CASE NUMBER: ZAP1092FV19 – French Valley Airport Center, LLC
(Representative: Temecula Engineering Consultants, Inc.)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: PPT190020 (Plot Plan)

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

a. Airport Influence Area: French Valley Airport

b. Land Use Policy: Zones A, B1, B2 and D

c. Noise Levels: 55-70 CNEL

MAJOR ISSUES: The project is located partially within Compatibility Zones B1 and D, which require 30 percent and 10 percent, respectively, of areas in those zones to be set aside for emergency landing open area purposes. This project would require 1.69 acres of open area. The Plot Plan does not provide ALUC qualified open area. Open area on-site is located within a Metropolitan Water District easement but the District has not consented to its land being officially restricted as permanent open space. The site is also bisected by a vegetated natural drainage course.

The project includes 55 buildings without identified tenants. It is evaluated as office/manufacturing use.

RECOMMENDATION: Staff recommends that the Commission find the Plot Plan **INCONSISTENT**, based on the project not providing the required acreage for ALUC open area. However, if the Commission is willing to consider application of Countywide Policy 3.3.6, it may find the Plot Plan **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant proposes to construct fifty-five (55) industrial manufacturing buildings totaling 404,325 square feet on 37.07 gross acres.

PROJECT LOCATION: The site is located southerly of Auld Road, westerly of Leon Road, northerly of Allen Street, and easterly of French Valley Airport, within the unincorporated community of French Valley, approximately 500 feet easterly of the northerly end of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones A (0.08 acres), B1 (0.77 acres), B2 (16.76 acres) and D (14.56 acres). Zone A prohibits all development. Zone B1 restricts average intensity to 40 people per acre (through French Valley Airport Compatibility Plan Policy 2.3), Zone B2 restricts average intensity to 100 people per acre, and Zone D restricts average intensity to 150 people per acre (through French Valley Airport Compatibility Plan Policy 2.4).

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rate was used to calculate the occupancy for the proposed buildings in Compatibility Zones B1, B2 and D:

- Office/manufacturing – 1 person per 200 square feet.

The proposed project includes fifty-five (55) industrial manufacturing buildings totaling 404,325 square feet of building area across 8 parcels on 37.07 gross acres, which would be expected to accommodate a total occupancy of 2,025 people, resulting in an average intensity of 55 people per acre for the entire site. This would be consistent with the Zone B2 criterion of 100 people and the Zone D criterion of 150 people, but would exceed the Zone B1 criterion of 40 people.

A breakdown of use by Compatibility Zone indicates that Zone B1 would accommodate 26 people, resulting in an average intensity of 34 people per acre for the portion of the site located in Zone B1, which would be consistent with the Compatibility Zone B1 average acre intensity criterion of 40. Zone B2 would accommodate 1,113 people, resulting in an average intensity of 66 people per acre for the portion of the site located in Zone B2, which would be consistent with the Compatibility Zone B2 average acre intensity criterion of 100. Zone D would accommodate 886 people, resulting in an average intensity of 61 people per acre for the portion of the site located in Zone D, which would be consistent with the Compatibility Zone D average acre intensity criterion of 150.

If we consider the average intensity on a lot-by-lot basis (based on the existing parcel lines as indicated on the site plan and parcel map):

- Parcel 1, which is located within Zones B1 and B2, includes 31,662 square feet of office/manufacturing area accommodating 158 people, resulting in an average intensity of 37 people per acre, which is consistent with the Compatibility Zone B1 criterion of 40 and Zone

B2 criterion of 100.

- Parcel 4, which is located within Zone B2, includes 93,584 square feet of office/manufacturing area accommodating 471 people, resulting in an average intensity of 61 people per acre, which is consistent with the Compatibility Zone B2 criterion of 100.
- Parcel 7, which is located within Zone D, includes 44,095 square feet of office/manufacturing area accommodating 221 people, resulting in an average intensity of 60 people per acre, which is consistent with the Compatibility Zone D criterion of 150.
- Parcel 8, which is located within Zone D, includes 62,329 square feet of office/manufacturing area accommodating 312 people, resulting in an average intensity of 69 people per acre, which is consistent with the Compatibility Zone D criterion of 150.
- Parcel 9, which is located within Zone D, includes 67,741 square feet of office/manufacturing area accommodating 338 people, resulting in an average intensity of 49 people per acre, which is consistent with the Compatibility Zone D criterion of 150.
- Parcel 10, which is located within Zone B2, includes 37,400 square feet of office/manufacturing area accommodating 188 people, resulting in an average intensity of 46 people per acre, which is consistent with the Compatibility Zone B2 criterion of 100.
- Parcel 11, which is located within Zone B2, includes 45,760 square feet of office/manufacturing area accommodating 229 people, resulting in an average intensity of 68 people per acre, which is consistent with the Compatibility Zone B2 criterion of 100.
- Parcel 12, which is located within Zones B2 and D, includes 21,754 square feet of office/manufacturing area accommodating 108 people, resulting in an average intensity of 42 people per acre, which is consistent with the Compatibility Zone B2 criterion of 100 and Zone D criterion of 150.

All lots are consistent with the Compatibility Zone B1, B2 and D average criteria.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of standard parking spaces provided of 1,000 spaces, the total occupancy would be estimated at 1,500 people, resulting in an average intensity of 40 people per acre for the entire site, which is consistent with Zone B1 average criterion of 40, Zone B2 criterion of 100, and the Zone D criterion of 150.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones A, B1, B2 and D. Zone A prohibits all development. Zone B1 restricts single acre intensity to a maximum of 80 people

(through French Valley Airport Compatibility Plan Policy 2.3), Zone B2 restricts single acre intensity to 200 people, and Zone D restricts single acre intensity to 450 people (through French Valley Airport Compatibility Plan Policy 2.4) in the most intensely utilized acre.

Based on the site plan provided and the occupancies as previously noted, the single-acre intensities of concern would include Buildings 1 through 3 in Zone B1 (portion of Building 3 is located in Zone B2), Buildings 45 through 48 in Zone B2, and Buildings 40 through 43 in Zone D.

The single acre area encompassing Buildings 1 through 3, which are primarily in Zone B1, although a portion of Building 3 is located in Zone B2, would include 5,820 square feet of office/manufacturing area, accommodating a single-acre occupancy of 29 people, which is consistent with the Compatibility Zone B1 criterion of 80.

The single acre area encompassing Buildings 45 through 48 is entirely within Compatibility Zone B2 and would include 29,249 square feet of office/manufacturing area, accommodating a single-acre occupancy of 146 people, which is consistent with the Compatibility Zone B2 criterion of 200.

The single acre area encompassing Buildings 40 through 43 is entirely within Compatibility Zone D and would include 29,170 square feet of office/manufacturing area, accommodating a single-acre occupancy of 146 people, which is consistent with the Compatibility Zone D criterion of 450.

Zone A: Pursuant to the French Valley Airport Land Use Compatibility Plan, Compatibility Zone A prohibits structures, and restricts all intensities. The site plan illustrates that no buildings, structures, or landscaping will be located within Zone A as part of this project.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones A, B1, B2 or D (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Compatibility Plan depicts the site as being located within the 55-70 CNEL contour range from aircraft noise. Office and industrial uses are identified as normally and marginally acceptable within the 55-70 CNEL contour range. The indoor sensitive uses like office areas would be impacted by aircraft generated noise, and, therefore, staff is recommending a condition to incorporate noise attenuation measures into the design of these areas to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (AMSL). At a distance of approximately 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 1,352 feet AMSL. The site's finished floor elevation is 1,340 feet AMSL. With a maximum building height of 24 feet, the top point elevation would be 1,364 feet. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is required. Submittal to the

FAAOES was made and Aeronautical Study Numbers 2019-AWP-9487-OE, 2019-AWP-9488-OE, 2019-AWP-9490-OE, and 2019-AWP-9491-OE were assigned to the project. At the time of writing of this staff report, no determination has been made, but the study is in a “Work in Progress” status.

Open Area: As noted, the project site is split between Compatibility Zones A, B1, B2 and D, with approximately 0.08 acres in Zone A, 0.77 acres in Zone B1, 16.76 acres in Zone B2, and 14.56 acres in Zone D. Compatibility Zone B1 requires 30% and Zone D requires 10% of the land area within major projects (10 acres or larger) to be set aside as open area that could potentially serve as emergency landing areas. (Compatibility Zones A and B2 do not require any amount of open area.) Based on these standards, 1.69 acres of this project should be set aside as ALUC-qualified open land area. The project does not officially provide any ALUC open area that satisfies ALUC requirements.

Although significant areas on-site (a 6.15-acre Metropolitan Water District (MWD) easement and an 8.32-acre Regional Conservation Agency (RCA) easement) will not be developed with buildings, the applicant was unable to obtain written authorization from MWD and RCA that would have allowed qualifying open areas within these easements (300 feet by 75 feet minimum shape, with no obstructions greater than 4 feet in height and at least 4 inches in diameter) to be considered as permanently set aside and credited to this project.

There is a 2.52 acre natural water course that runs through the center of the site. However, this area cannot be maintained clear of large vegetation.

The Commission may consider whether the easements and/or drainage course constitute location or topographic features meriting consideration through Policy 3.3.6.

Countywide Policy 3.3.6 Other Special Conditions: While the project does not strictly comply with Zones B1 and D ALUC open area requirements, the Commission may choose to consider whether to find the proposed project compatible pursuant to Countywide Policy 3.3.6 if the above facts are determined to represent “other extraordinary factors or circumstances” based on the following findings:

- The project dedicates 6.15 acres of open area in Lots J and K for the Metropolitan Water District easement and 8.32 acres of open area in Lots E for the Regional Conservation Authority easement. These required set-asides affect a large proportion of the site, impacting the ability to set aside additional qualifying open area. The MWD easement alone would satisfy the required ALUC open area acreage. Although the applicant was unable to secure authorization from either the MWD or the RCA to use as ALUC open area, these easements are highly likely to remain undeveloped, and could serve as an alternative landing location in the event of an aircraft emergency.
- The project also contains a 2.52 acre natural drainage course that runs through the center of the site, impacting the project’s ability to set aside additional qualifying open area. The natural drainage course is heavily vegetated and would not qualify as ALUC open area.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency – Aviation Division at (951) 955-9722 for additional information.
4. The attached notice shall be provided to all prospective purchasers of the parcels included herein and tenants or lessees of the buildings thereon.
5. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators;

children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.

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

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

7. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
8. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. Buildings, structures, objects, landscaping and assemblages of people are prohibited within the Compatibility Zone A portions of the site.
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 Riverside County Economic Development Agency as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Economic Development Agency.
11. Prior to issuance of building permits for any building on this site, the permittee shall provide copies of a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service relating to that specific building or group of buildings to the Department of Building and Safety and to the Riverside County Airport Land Use Commission. The permittee shall comply with all requirements of such letter.

Staff Report
Page 8 of 8

Y:\AIRPORT CASE FILES\French Valley\ZAP1092FV19\ZAP1092FV19sr.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)



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://rcfma.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 discussed 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 Stagnancy:** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loosings:** 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	AVOID/PREVENT CONTIGUOUS CANOPY
	<ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
SHRUBS/ACCENTS/GRASSES	LIMIT COVERAGE
	<p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
GROUNDCOVER/TURF	PREVENT THE NATURAL SUCCESSION OF LANDSCAPE!
	<p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
VINES	LIMIT COVERAGE
	<p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm Heavenly Bamboo California Fuchsia Deer Grass Society Garlic

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

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

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

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



Figure 2. Alternative groundcover and turf options.





Acceptable

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



Not acceptable

Examples of trees that are attractive to birds because of horizontal branching structure



Not acceptable

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



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

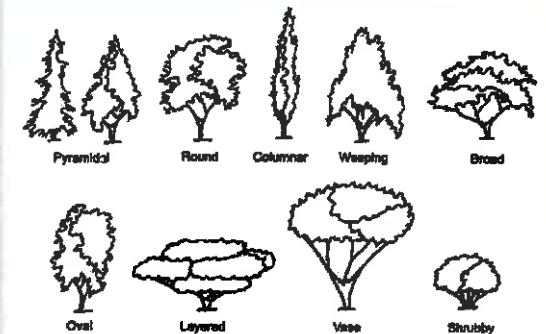
Scientific Name	Common Name	Varies by Region	Summer Zone
<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2; L: 3, 4	2-24
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
<i>Pinus spp.</i>	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
<i>Cistus spp.</i>	Rockrose	L: 1-6	6-9, 14-24
<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
<i>Gravellia Noeli</i>	Noel's Grevelia	L: 1-4; M: 6	
<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
<i>Langana camara</i>	Bush Lantana	L: 1-4; M: 6	
<i>Lavendula spp.</i>	Lavender	L: 105; M: 5-6	2-24; varies
<i>Nandina domestica species</i>	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	103, 7-14, 18-21
<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
<i>Cortaderia doloa</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
<i>Festuca spp.</i>	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETD	8-9, 12-24
<i>Agave species</i>	Agave	L: 1-4, 6	10, 12-24 (Varies)
<i>Aloe species</i>	Aloe	L: 1-4, 6	8-9, 12-24
<i>Chondropetalum itectorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
<i>Dasyliroon species</i>	Desert Spoon	VL: 1, 4-6	10-24
<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Dietes bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
<i>Fouquieria splendens</i>	Octillo	L: 1, 4-6; VL: 3	10-13, 18-20
<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2b, 3, 7-16, 18-24
<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
<i>Opuntia species</i>	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca species</i>	Yucca	L: 1-6	Varies by Species



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



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



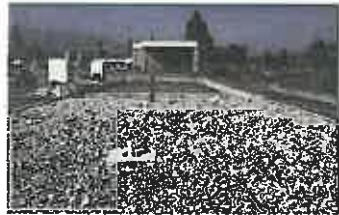
Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.



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://rcfd.org/wqmds>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?aciton=guest&record_id=22216.

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

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

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/Form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUC).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

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



Remains of an owl ingested by an aircraft engine.



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

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

ADAPTIVE MEASURES

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



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



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

Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)	
BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas
Harvest and Use (RWH) Recommended	Suitable as long as water is stored in enclosed areas
Sand Filter Basins Recommended	Desirable because standing water is treated through an under-drain system
Vegetated Filter Strips and Vegetated Swales Recommended	Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist

Infiltration Basins
Not recommended without Modification.
Suitable only if design addresses wildlife hazards

- Unsuitable in ALUCP Compatibility Zone A.
- Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist.
- Steep slopes (steeper than 3:1).

Bioretention Facilities
Not Recommended without Modification (also known as rain gardens bioretention basins, infiltration basins, landscaped filter basins)

Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.

- Unsuitable in Compatibility Zone A.
- Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
- Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.

Extended Detention Basin
Not Recommended

- Unsuitable in Zones A through C.
- Should be avoided in Zones D and E if necessary, modify detention period to provide no water view within 48 hours, provide steep slopes (3:1), provide landscape for vegetation, and do not provide vegetation within 10' adjacent to the pond.



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



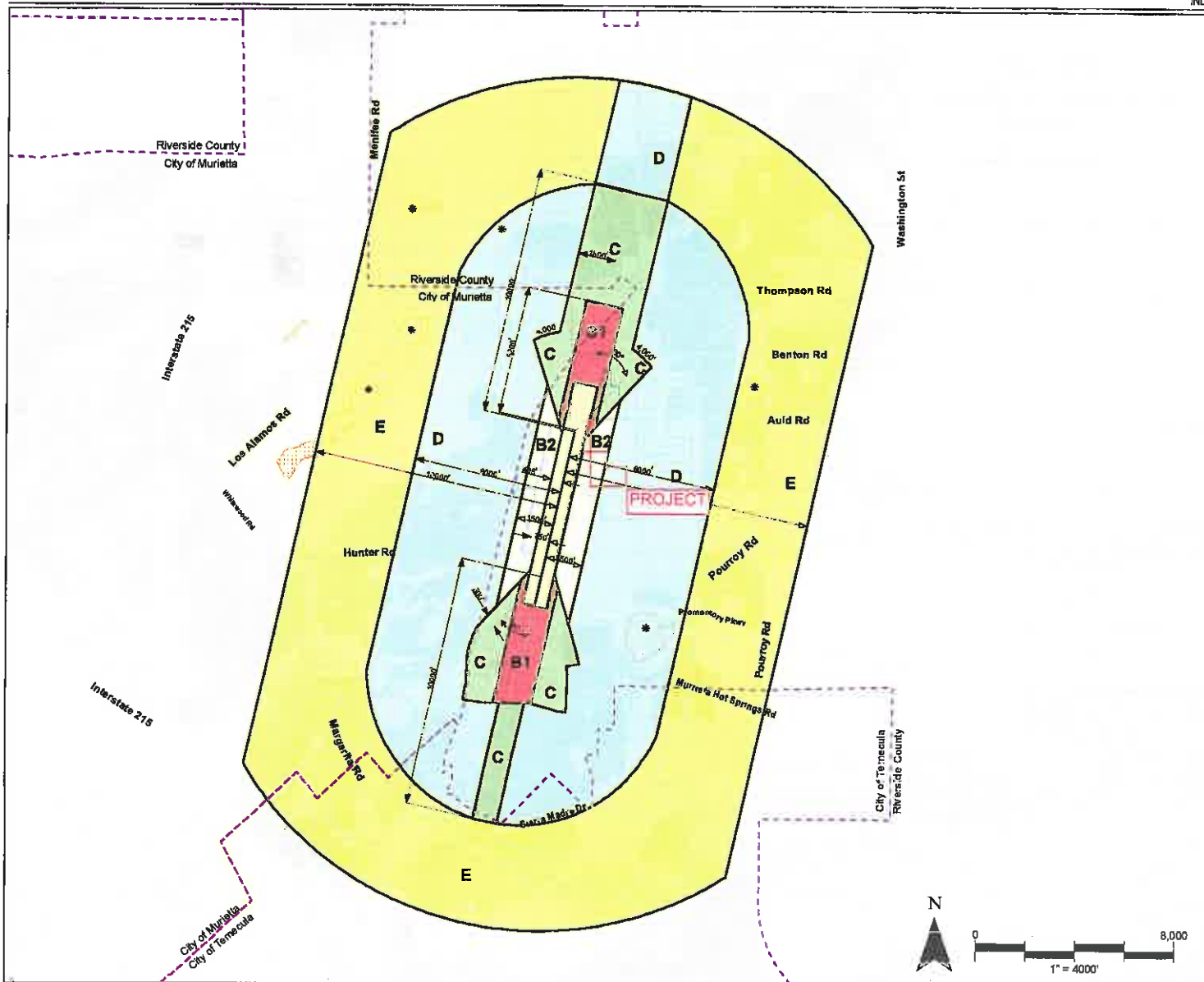
Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



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



Legend

Compatibility Zones

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

Boundary Lines

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

Note

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

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

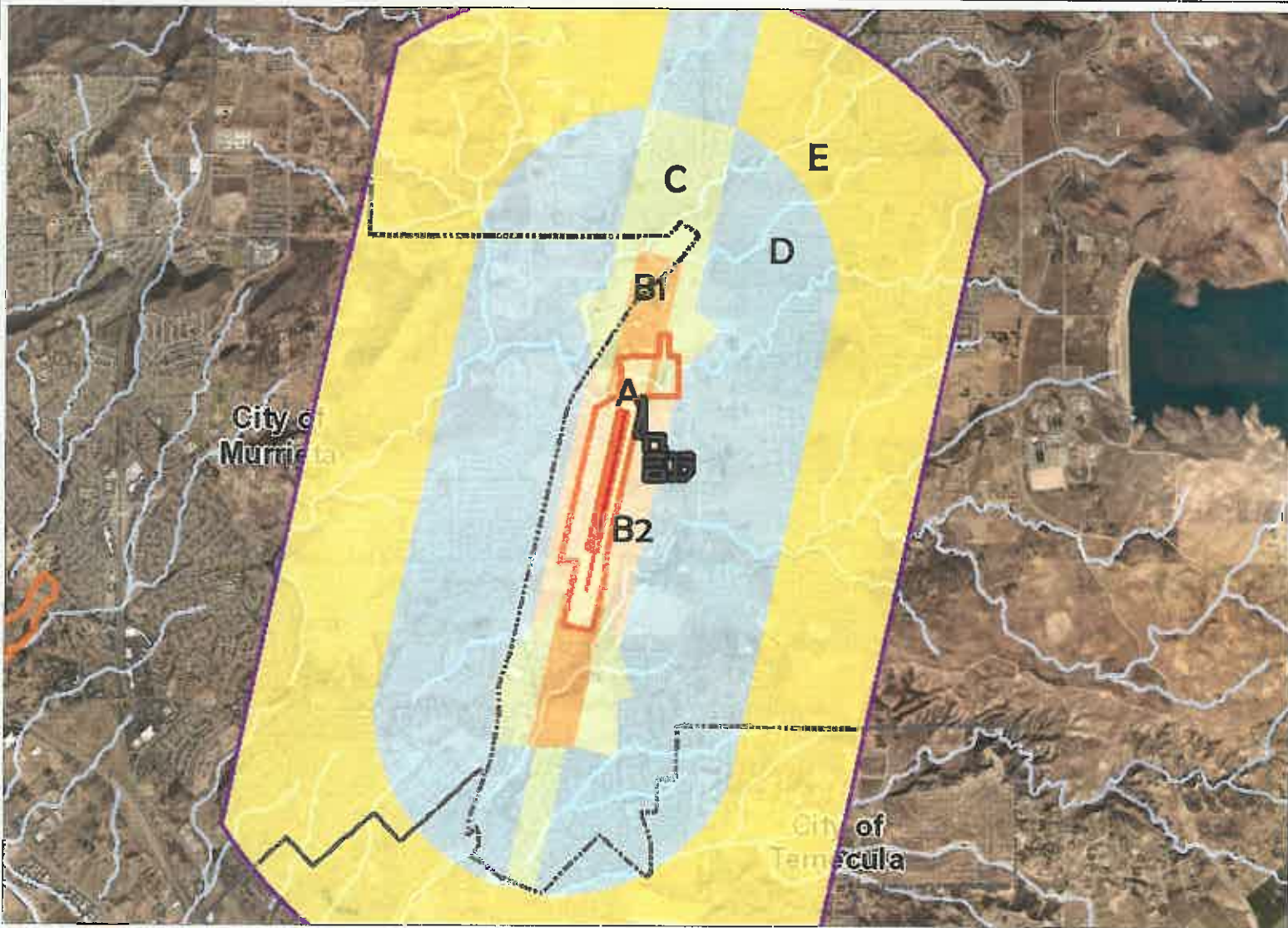
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document

(April 2010)

Map FV-1

Compatibility Map
 French Valley Airport

Map My County Map



Legend

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



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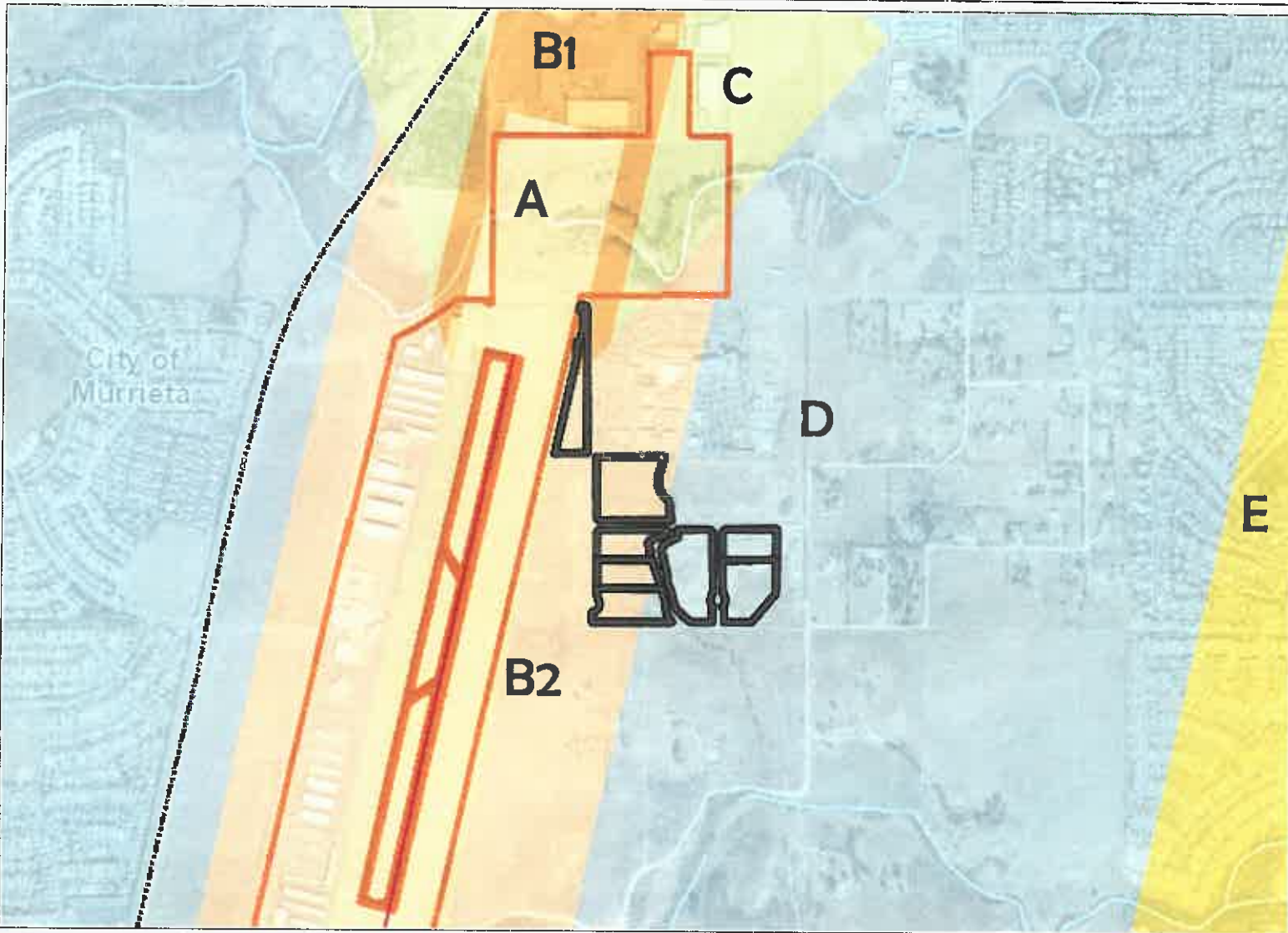


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Notes

Map My County Map



Legend

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

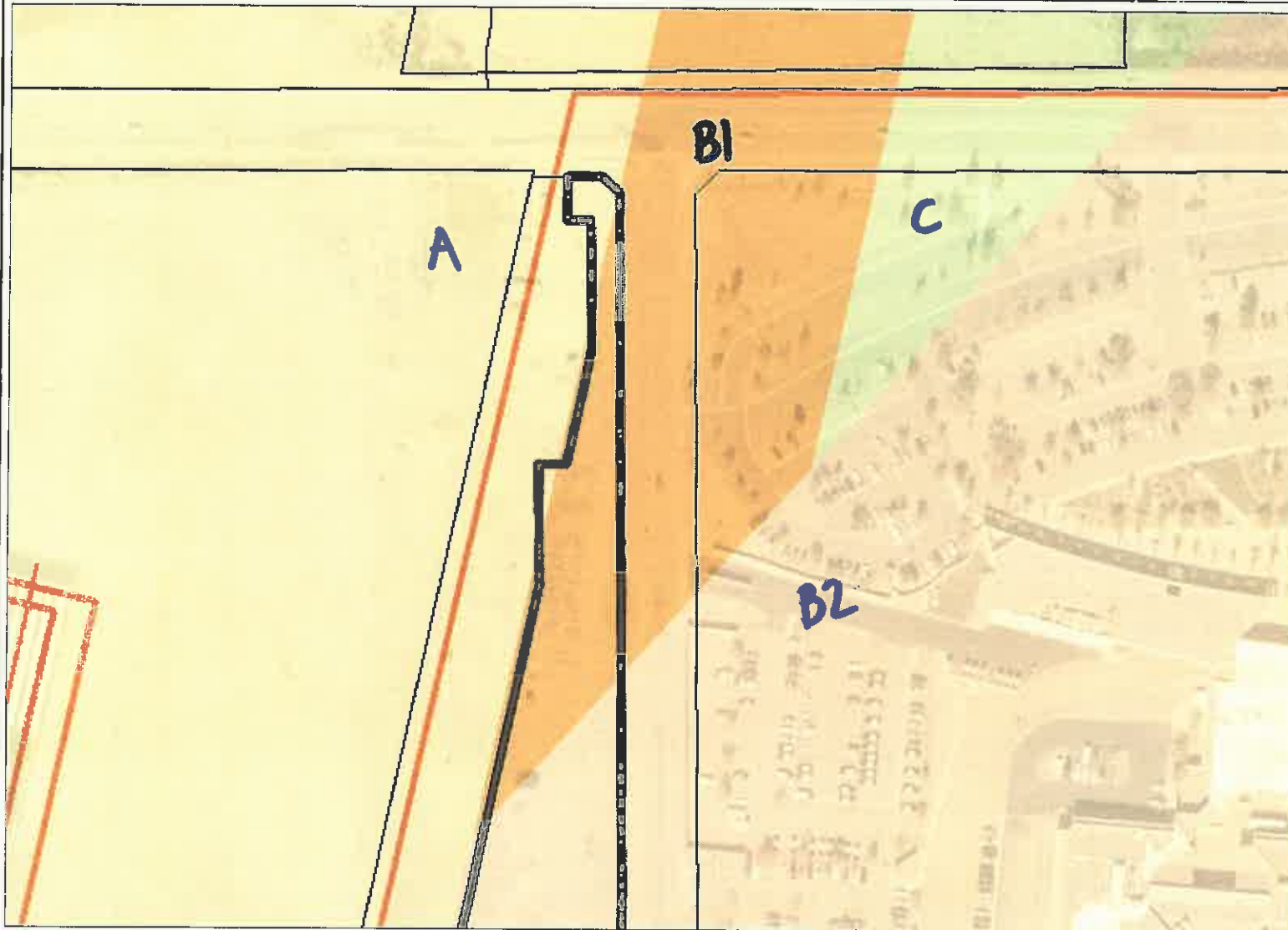



0 1 5 10 3,032 Feet

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Notes

Map My County Map



Legend

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



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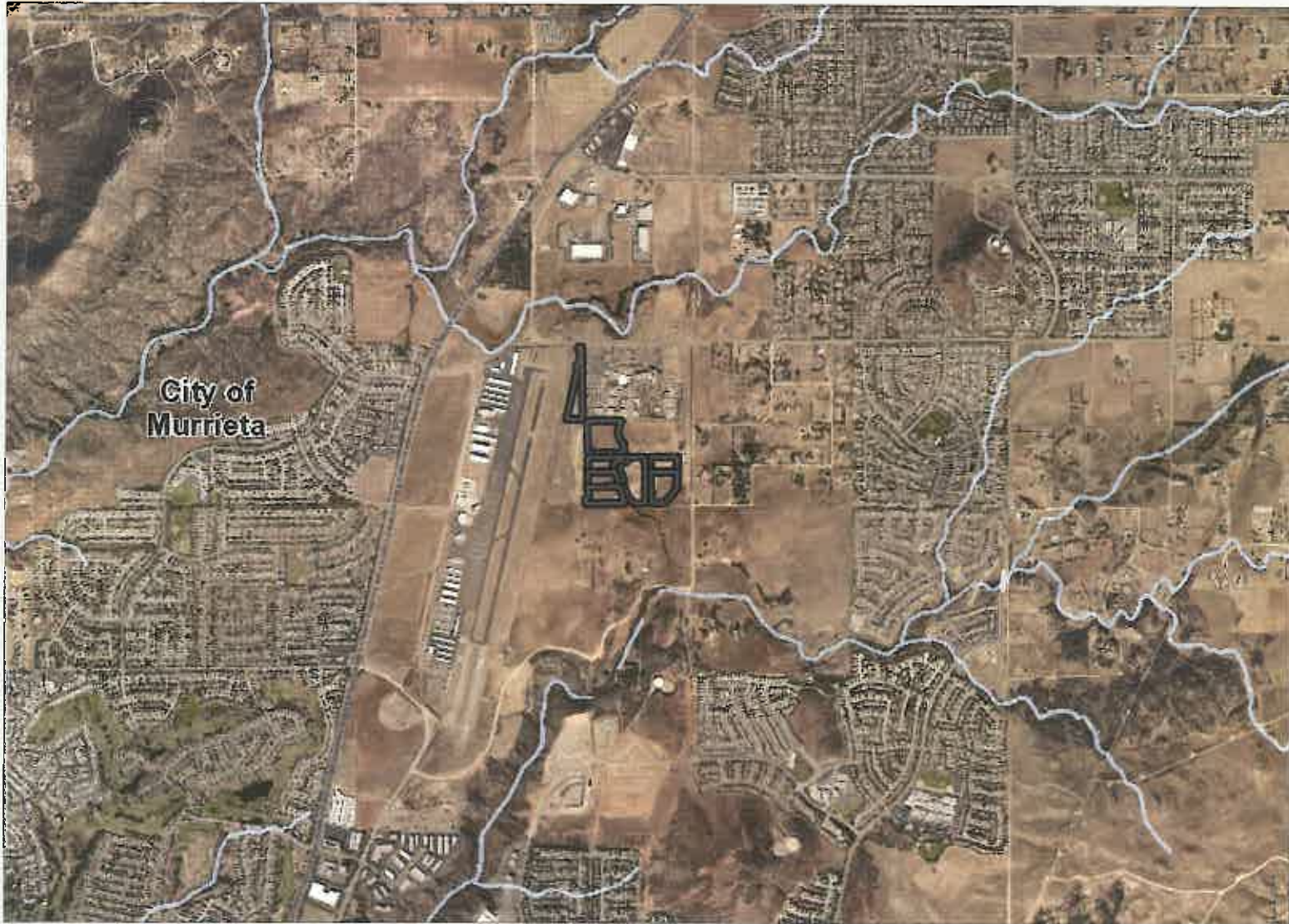
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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Notes



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Legend

- Blueline Streams
- City Areas
- World Street Map



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Map My County Map

City of
Murrieta



Legend

- Blueline Streams
- City Areas
- World Street Map



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

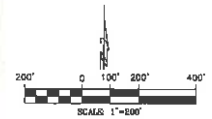
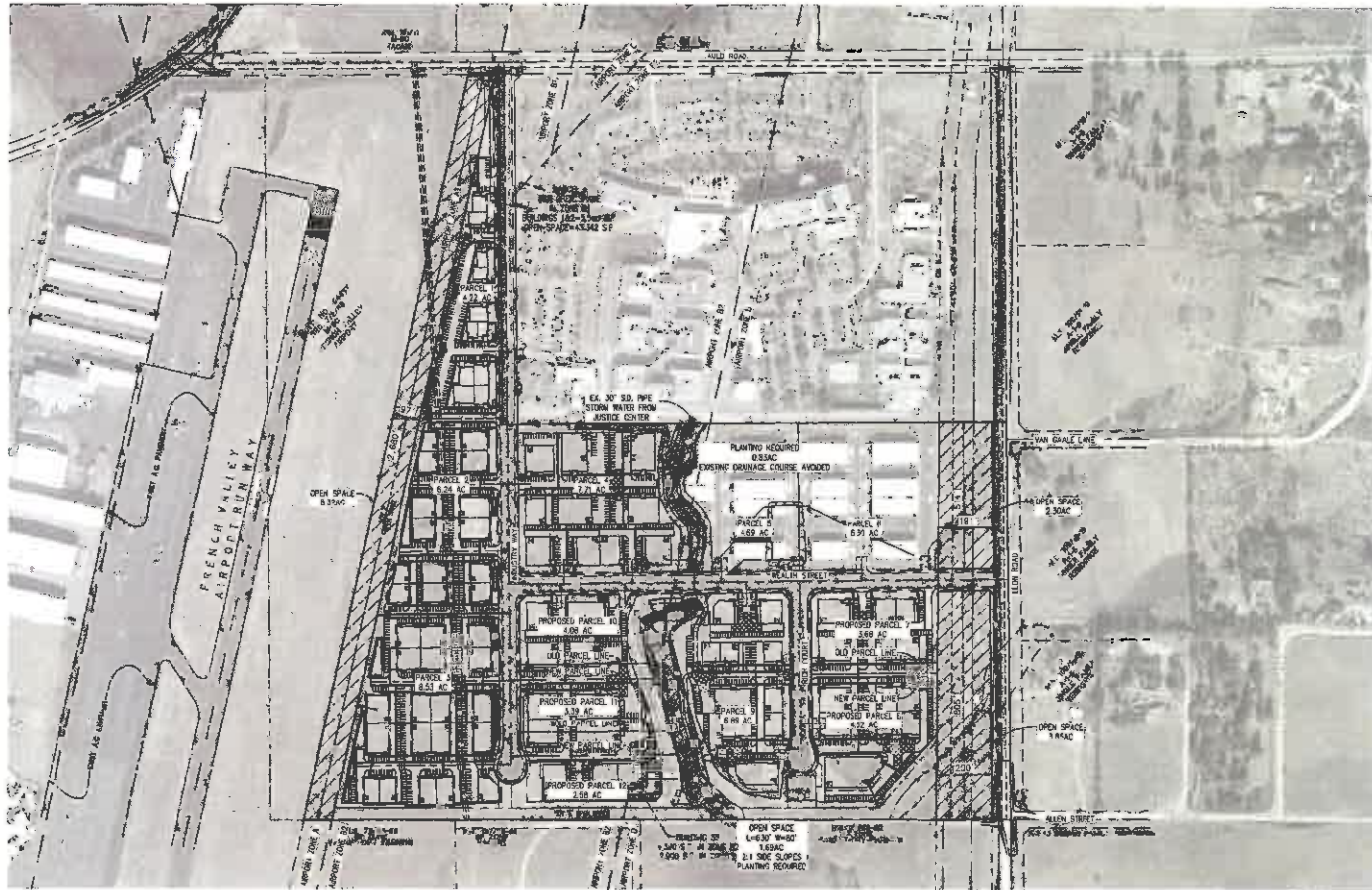
Notes

0 758 1,516 Feet

REPORT PRINTED ON... 8/14/2019 9:29:51 AM

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ALUC SITE PLAN
EXISTING OPEN SPACE
PPT190020



TEC TEMESCALA ENGINEERING CONSULTANTS, INC.
 LAND PLANNING, CIVIL AND MECHANICAL ENGINEERING CONSULTANTS
 22377 NANCY DRIVE, SUITE 202 TEMESCALA, CA 95069
 TELEPHONE: 925-676-1016 FAX: 925-676-2294
 E-MAIL: 8/17/2010 238-44-1377-8

DATE: _____	PROJECT: _____	SHEET NO.: _____
DESIGNED BY: _____	CHECKED BY: _____	DATE PLOTTED: _____
DRAWN BY: _____	APPROVED BY: _____	SCALE: _____

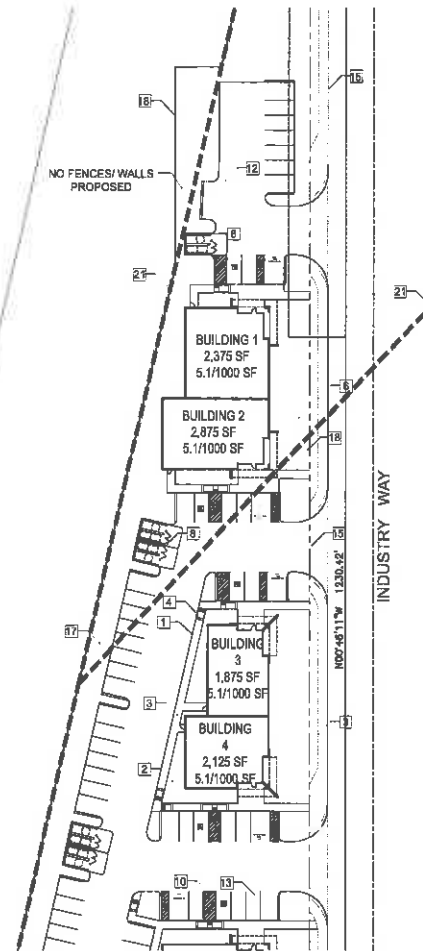
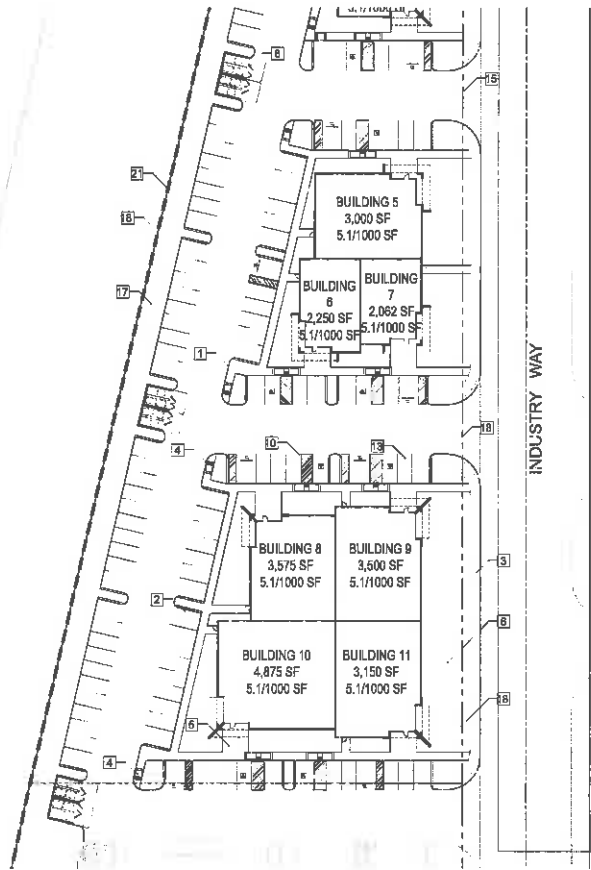
FRENCH VALLEY AIRPORT CENTER; PPT190020
 (Table updated 08-19-2019)

ALUC Zone Requirement Summary

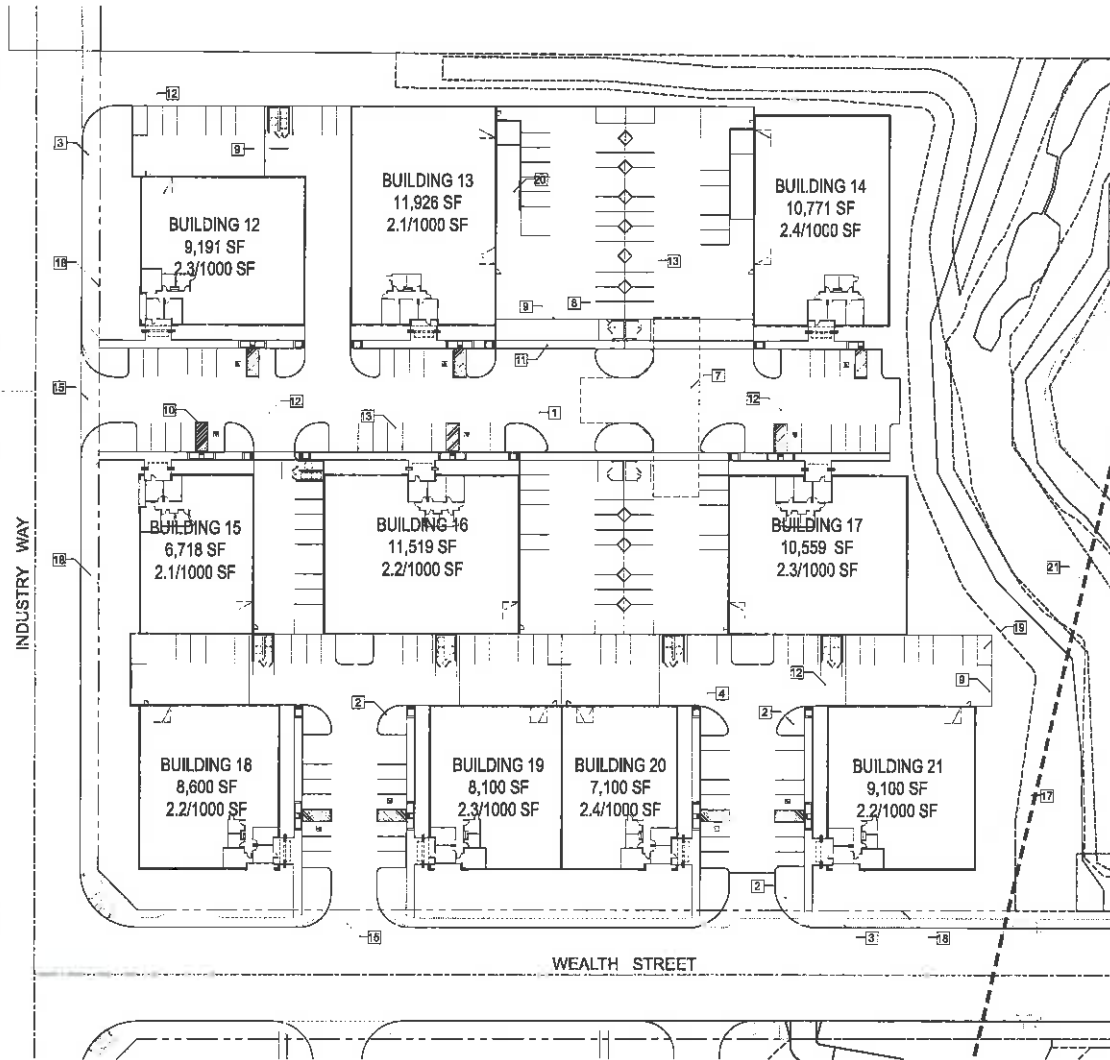
ALUC Zone	Average Acre	Single Acre	Zone Acreage (Gross)	Required Open Area
Zone A	NA	NA	0.08	NA
Zone B1	40	80	0.77	0.23
Zone B2	100	200	16.76	NA
Zone D	150	450	14.56	1.46
TOTAL			32.17	1.69

Calculation Based on California Building Code

Building #	Parcel #	Use	Bldg. Size (SF)	Parcel Size (Gross Acres)	ALUC Zone	AIA acreage	Building Code Ratio (persons/sq. ft.)	Calculated Occupancy	Total Occupancy by Parcel	Total Occupancy by Zone	Average Acre per Parcel	Average Acre per Zone
1	1	MANUFACTURING	2,375	4.22	B2	16.76	200	12	158	1,113	37	66
2	1	MANUFACTURING	2,875				200	14				
3	1	MANUFACTURING	1,875				200	9				
4	1	MANUFACTURING	2,125				200	11				
5	1	MANUFACTURING	3,000				200	15				
6	1	MANUFACTURING	2,250				200	11				
7	1	MANUFACTURING	2,062				200	10				
8	1	MANUFACTURING	3,575				200	18				
9	1	MANUFACTURING	3,500				200	18				
10	1	MANUFACTURING	4,875				200	24				
11	1	MANUFACTURING	3,150				200	16				
12	4	MANUFACTURING	9,191	7.71	B2	16.76	200	46	471	1,113	61	66
13	4	MANUFACTURING	11,926				200	60				
14	4	MANUFACTURING	10,771				200	54				
15	4	MANUFACTURING	6,718				200	34				
16	4	MANUFACTURING	11,519				200	58				
17	4	MANUFACTURING	10,559				200	53				
18	4	MANUFACTURING	8,600				200	43				
19	4	MANUFACTURING	8,100				200	41				
20	4	MANUFACTURING	7,100	200	36							
21	4	MANUFACTURING	9,100	200	46							
45	10	MANUFACTURING	7,700	4.08	B2	16.76	200	39	188	1,113	46	66
46	10	MANUFACTURING	11,256				200	56				
47	10	MANUFACTURING	9,309				200	47				
48	10	MANUFACTURING	9,135	3.39	B2	16.76	200	46	229	1,113	68	66
49	11	MANUFACTURING	9,450				200	47				
50	11	MANUFACTURING	13,950				200	70				
51	11	MANUFACTURING	9,030	1.79	B2	16.76	200	45	93	1,113	52	66
52	11	MANUFACTURING	13,330				200	67				
53	12	MANUFACTURING	6,888				200	34				
54	12	MANUFACTURING	7,433	0.79	B2	16.76	200	37	15	2,025	19	61
55	12	MANUFACTURING	4,390				200	22				
22	7	MANUFACTURING	9,656	3.68	B2	16.76	200	48	221	886	60	61
23	7	MANUFACTURING	6,176				200	31				
24	7	MANUFACTURING	5,742				200	29				
25	7	MANUFACTURING	9,518				200	48				
26	7	MANUFACTURING	6,118				200	31				
27	7	MANUFACTURING	6,885				200	34				
28	8	MANUFACTURING	7,988	4.52	B2	16.76	200	40	312	886	69	61
29	8	MANUFACTURING	6,118				200	31				
30	8	MANUFACTURING	6,885				200	34				
31	8	MANUFACTURING	7,988				200	40				
32	8	MANUFACTURING	6,118				200	31				
33	8	MANUFACTURING	6,885	200	34							
34	8	MANUFACTURING	20,347	6.89	B2	16.76	200	102	338	2,025	49	61
35	9	MANUFACTURING	6,238				200	31				
36	9	MANUFACTURING	6,612				200	33				
37	9	MANUFACTURING	4,060				200	20				
38	9	MANUFACTURING	4,060				200	20				
39	9	MANUFACTURING	4,421				200	22				
40	9	MANUFACTURING	11,134				200	56				
41	9	MANUFACTURING	5,610				200	28				
42	9	MANUFACTURING	9,095				200	45				
43	9	MANUFACTURING	5,610	200	28							
44	9	MANUFACTURING	10,901	200	55							
TOTAL			404,325	37.07				2,025	2,025	2,025		

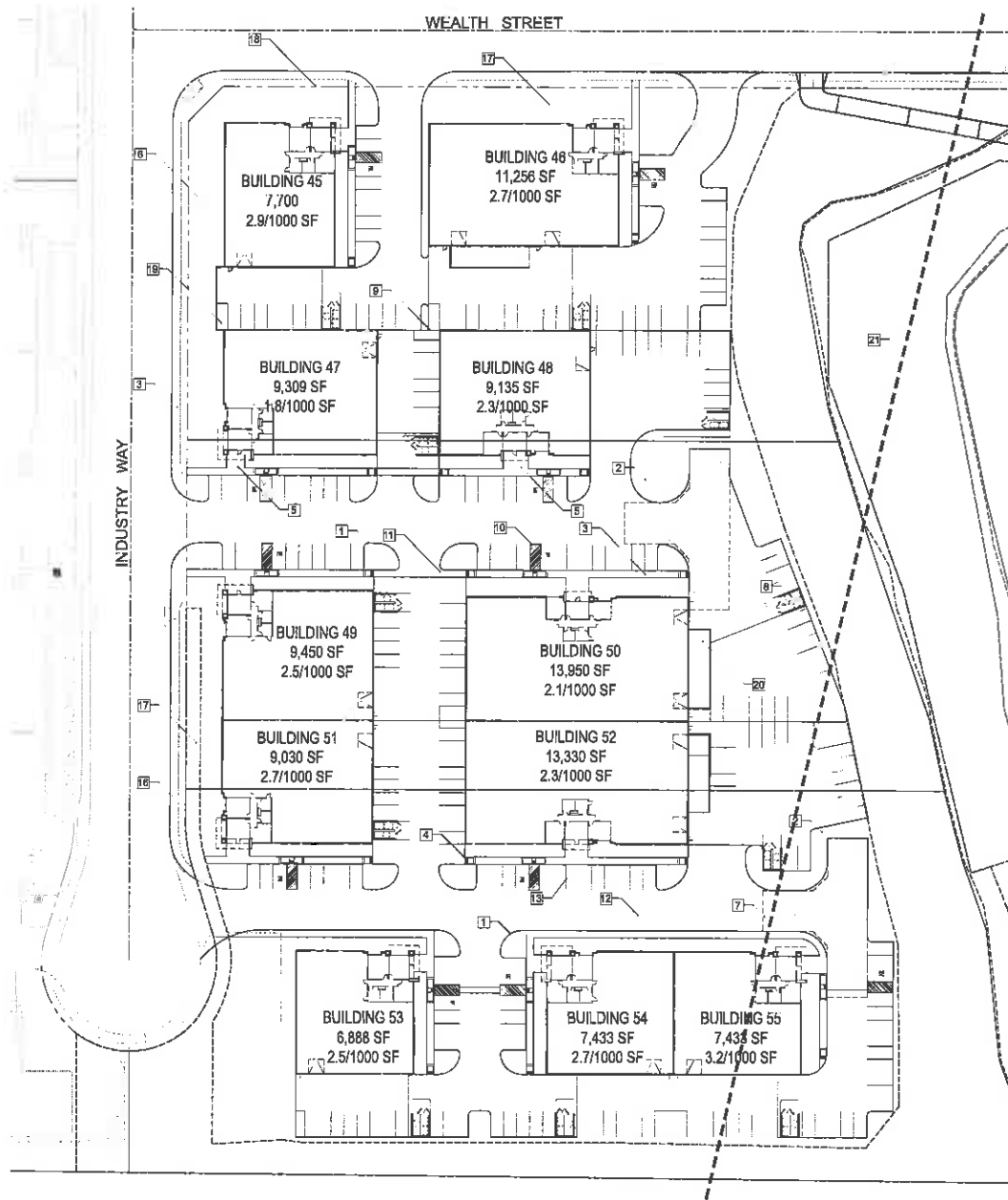


- KEYNOTES
- 1 CONCRETE CURBS - SEE CIVIL DRAWINGS
 - 2 LANDSCAPE PLANTER - SEE LANDSCAPE DRAWINGS
 - 3 CONCRETE SIDEWALK
 - 4 ACCESSIBLE RAMP
 - 5 ENHANCED PAVING AT BUILDING ENTRY
 - 6 LANDSCAPE DETENTION AREA - SEE CIVIL AND LANDSCAPE DRAWINGS
 - 7 FIRE APPARATUS TURNAROUND AREA
 - 8 PAINTED CONCRETE TRASH ENCLOSURE WITH PAINTED METAL GATES
 - 9 PAINTED METAL FENCE
 - 10 8' WIDE ACCESSIBLE UNLOADING AREA
 - 11 4' WIDE PAINTED ACCESSIBLE PATH OF TRAVEL
 - 12 ASPHALT PARKING SURFACE - SEE CIVIL DRAWINGS
 - 13 COUNTY STANDARD 9' X 18' PARKING STALL
 - 14 NOT USED
 - 15 DRIVEWAY - SEE CIVIL DRAWINGS
 - 16 STREET SIDEWALK - SEE CIVIL DRAWINGS
 - 17 SETBACK AREA - SEE CIVIL DRAWINGS
 - 18 PROPERTY LINE - SEE CIVIL DRAWINGS
 - 19 PAINTED TURNAROUND AREA
 - 20 DEPRESSED TRUCK WELL
 - 21 AIRPORT ZONE - SEE CIVIL DRAWINGS



- KEYNOTES**
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 - 11 4' WIDE PAINTED ACCESSIBLE PATH OF TRAVEL
 - 12 ASPHALT PARKING SURFACE - SEE CIVIL DRAWINGS
 - 13 COUNTY STANDARD 8' X 16' PARKING STALL
 - 14 NOT USED
 - 15 DRIVEWAY - SEE CIVIL DRAWINGS
 - 16 STREET SIDEWALK - SEE CIVIL DRAWINGS
 - 17 SETBACK AREA - SEE CIVIL DRAWINGS
 - 18 PROPERTY LINE - SEE CIVIL DRAWINGS
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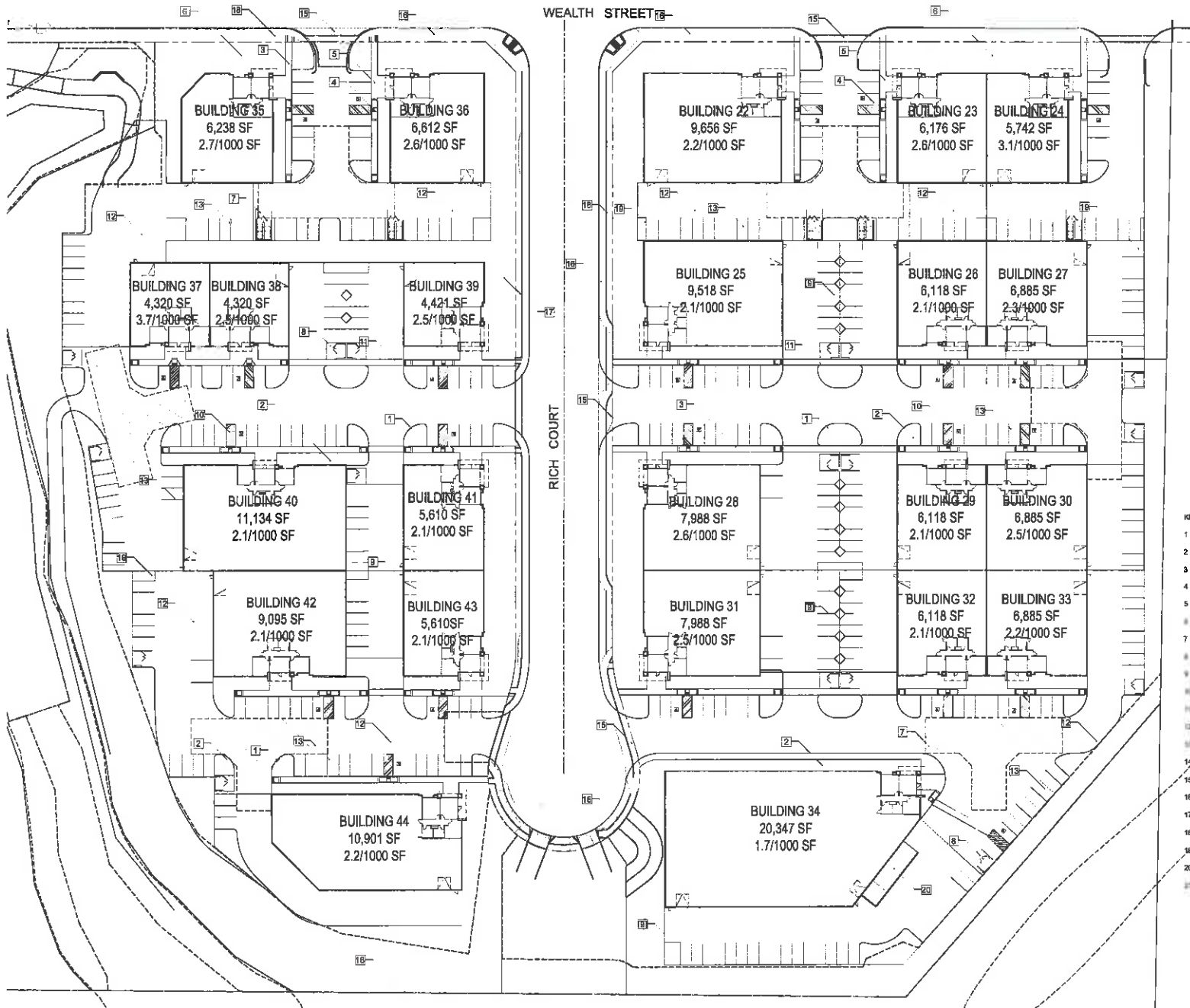




KEYNOTES

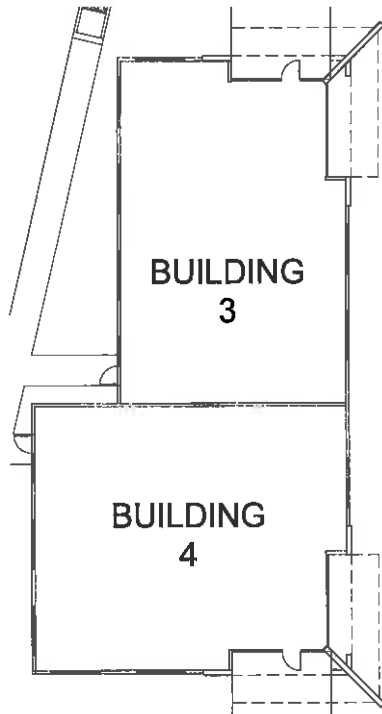
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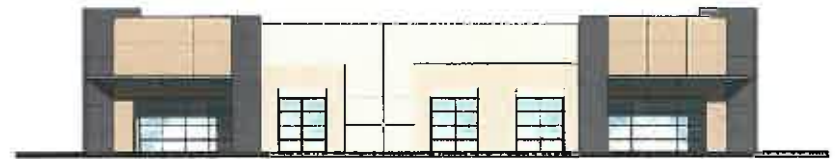


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FLOOR PLAN



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

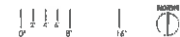


WEST ELEVATION

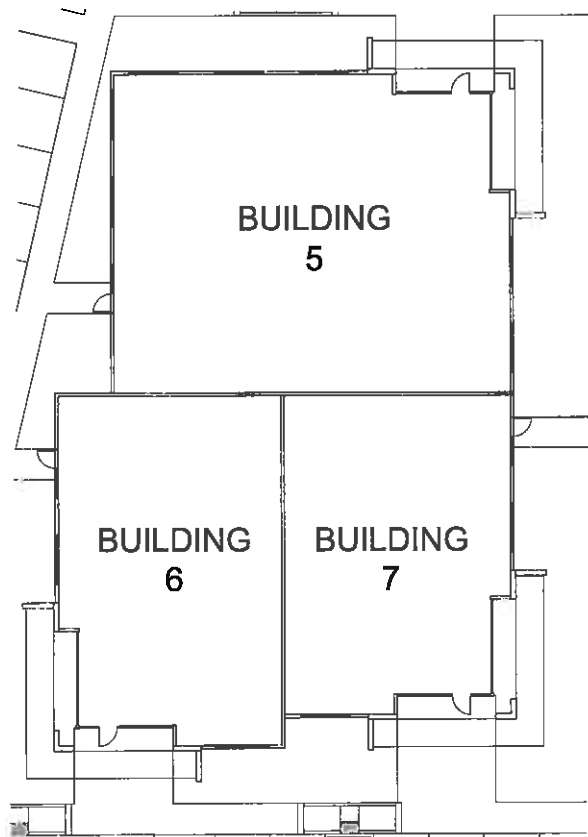


KEYNOTES

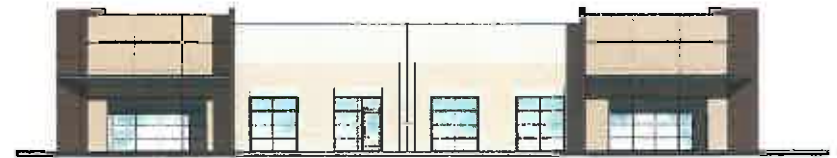
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- 4 CONCRETE TILT UP PANEL PAINTED TO MATCH
- 5 REVEAL LINE IN CONCRETE PANEL
- 6 ALUMINUM STOREFRONT AND GLAZING
- 7 METAL CANOPY



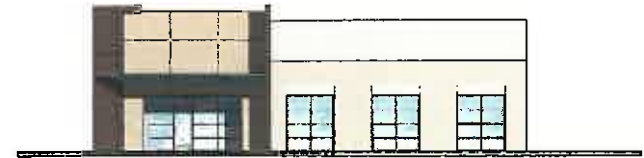
BUILDING 3, 4 FLOOR PLAN AND ELEVATIONS
SIMILAR TO BLDGS 8, 9 10



FLOOR PLAN



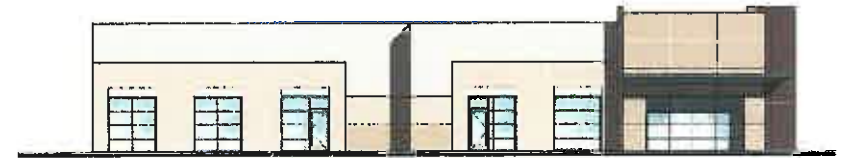
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



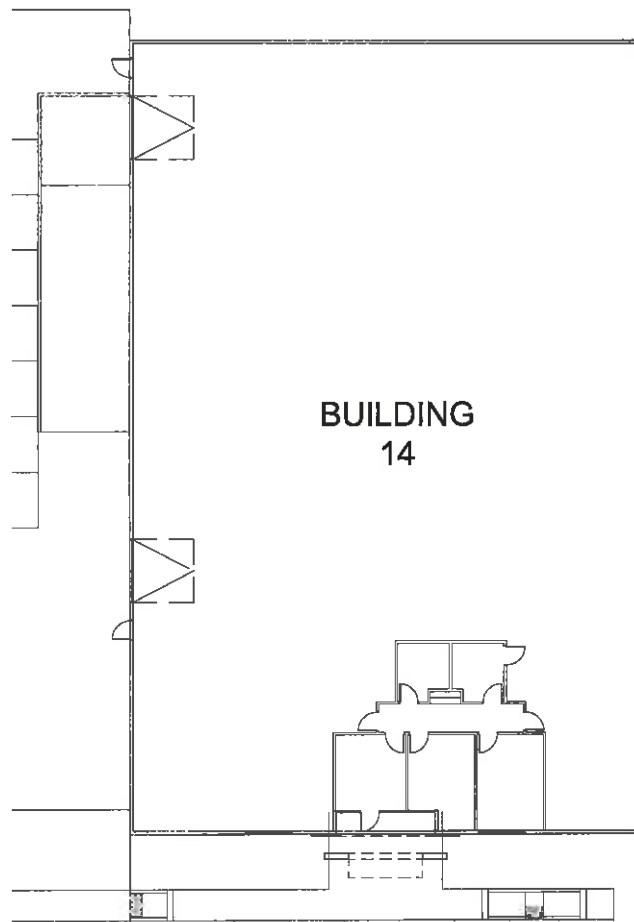
WEST ELEVATION



REVNOTES

- 1. CONCRETE TILT UP PANEL PAINTED TO MATCH
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- 4. CONCRETE TILT UP PANEL PAINTED TO MATCH
- 5. REVEAL LINE IN CONCRETE PANEL
- 6. ALUMINUM STOREFRONT AND GLAZING
- 7. METAL CANOPY





BUILDING
14

FLOOR PLAN



NORTH ELEVATION



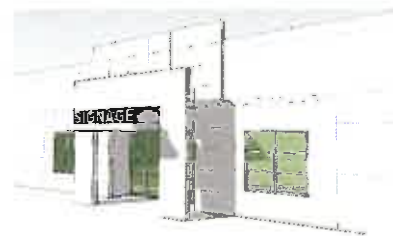
EAST ELEVATION



SOUTH ELEVATION

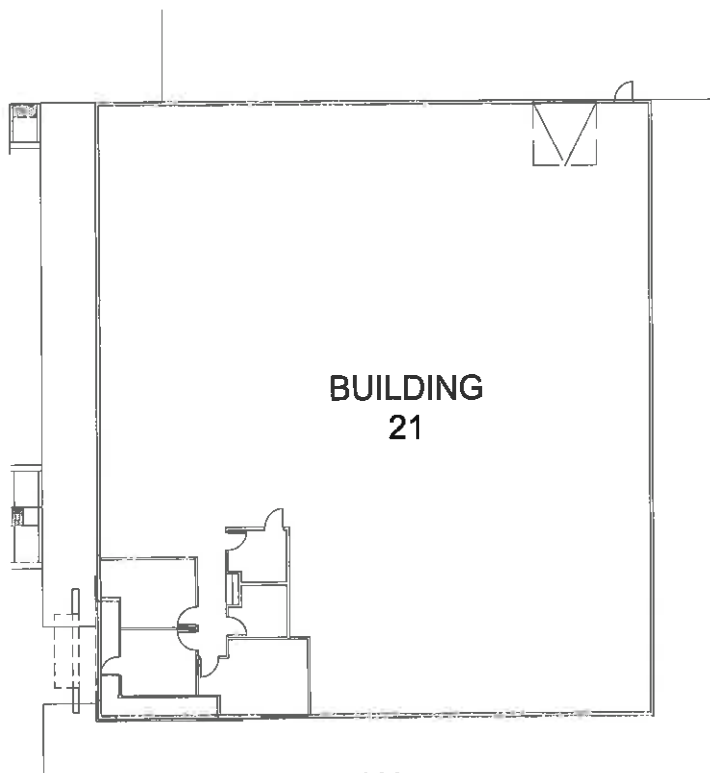


WEST ELEVATION



KEYNOTES

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FLOOR PLAN



SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION

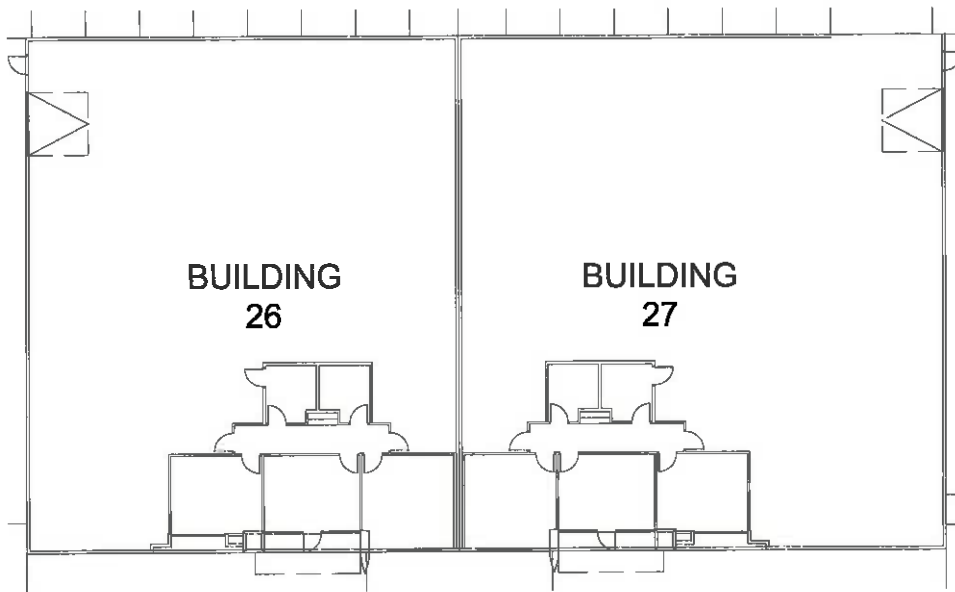


EAST ELEVATION



KEYNOTES

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- 3 CONCRETE TILT UP PANEL PAINTED TO MATCH
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FLOOR PLAN



NORTH ELEVATION



SOUTH ELEVATION



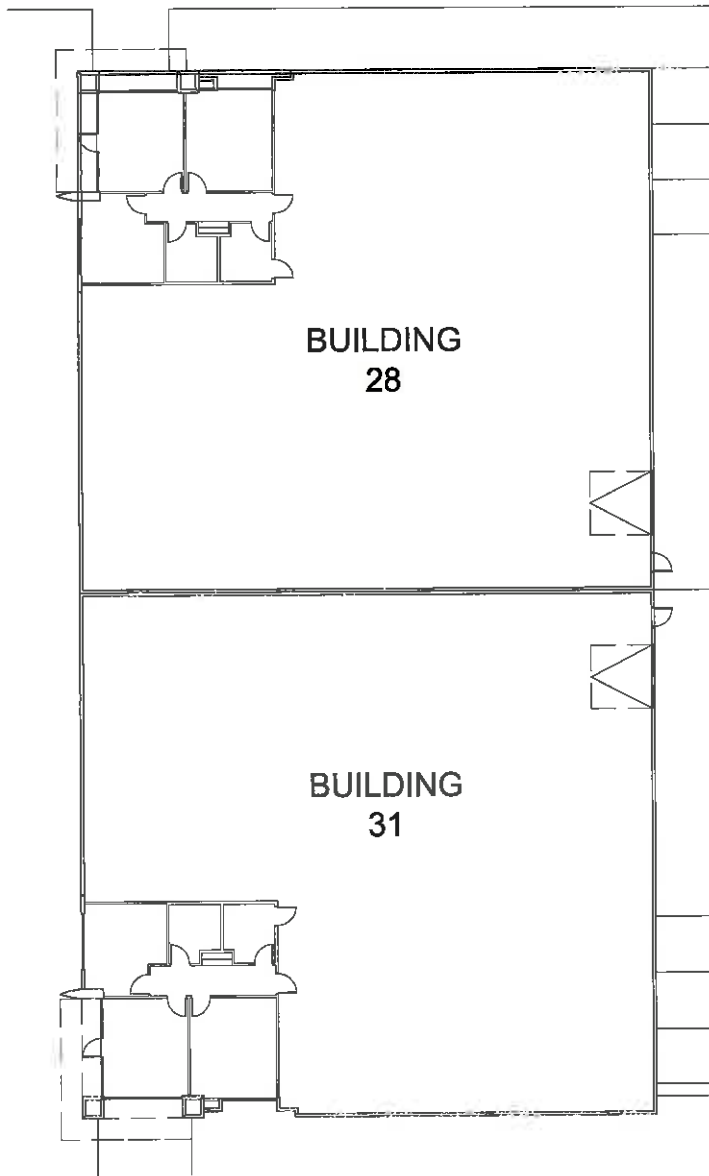
SOUTH ELEVATION



WEST ELEVATION



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FLOOR PLAN



NORTH ELEVATION



EAST ELEVATION



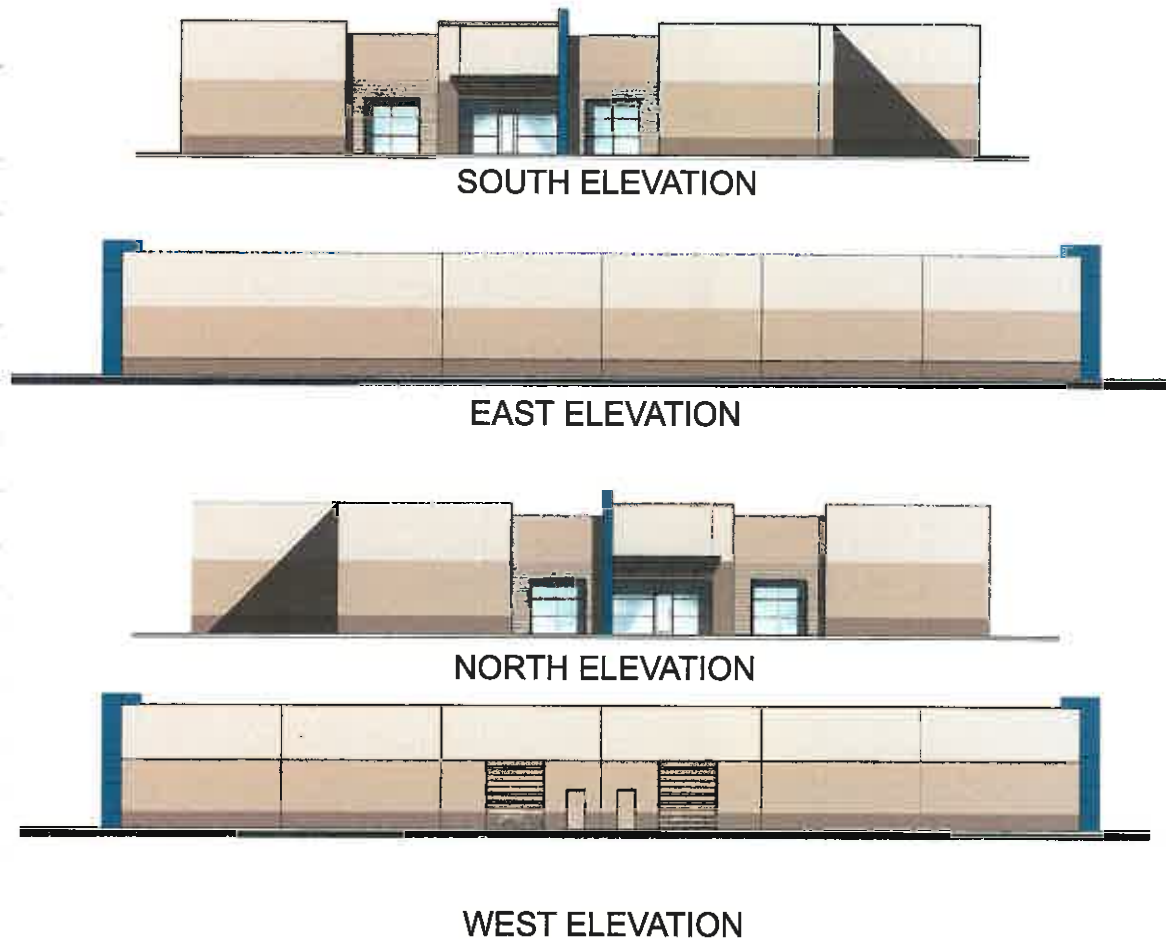
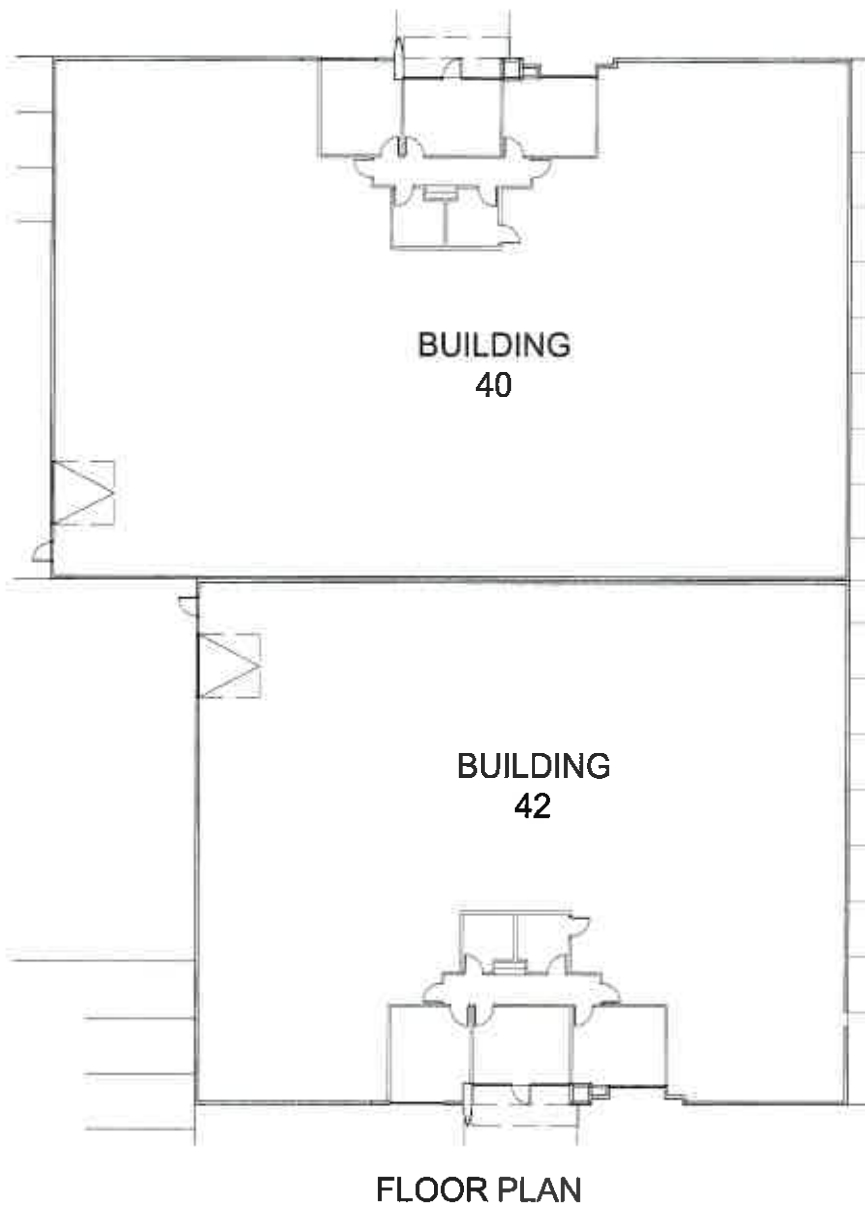
SOUTH ELEVATION



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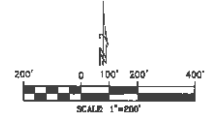
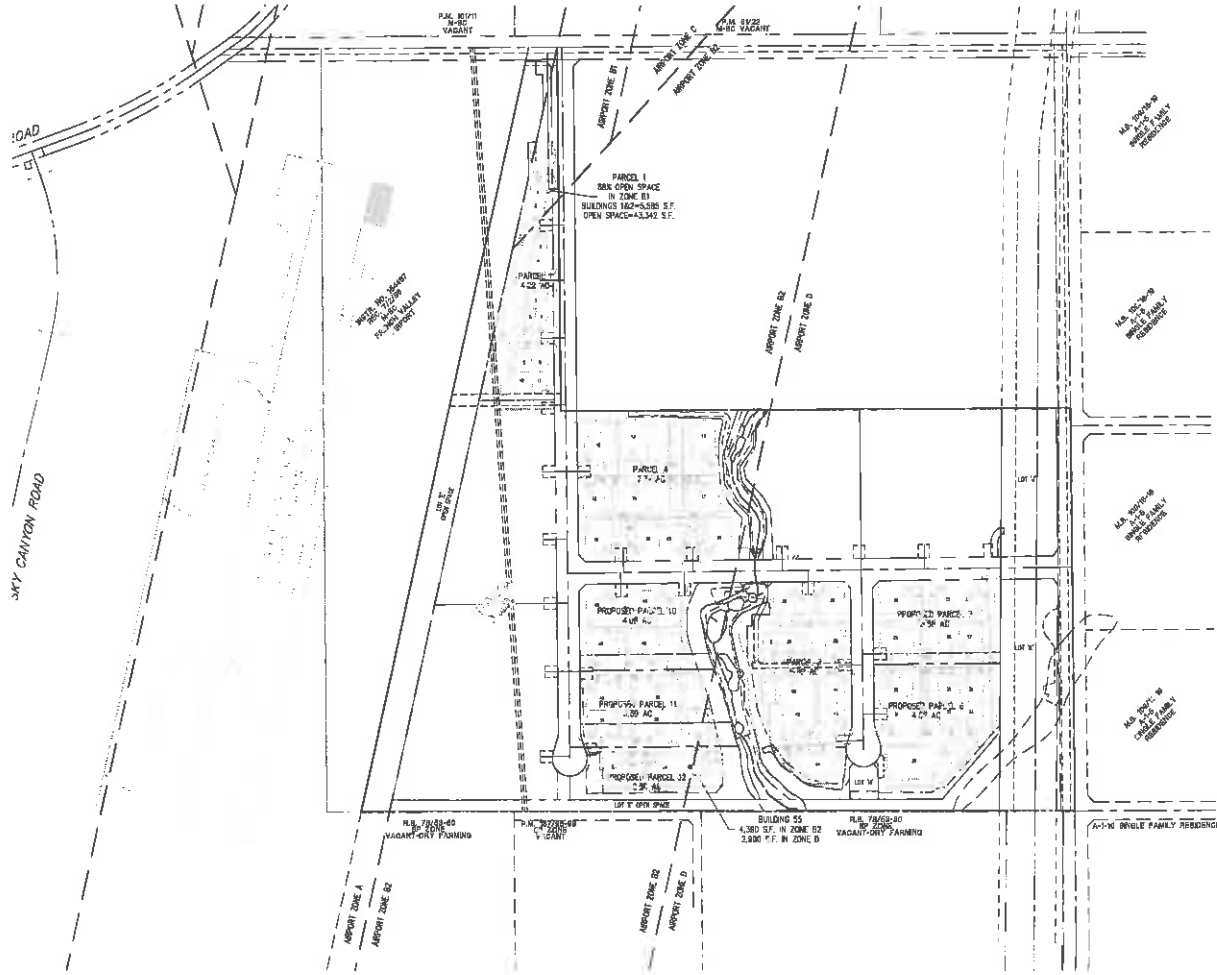


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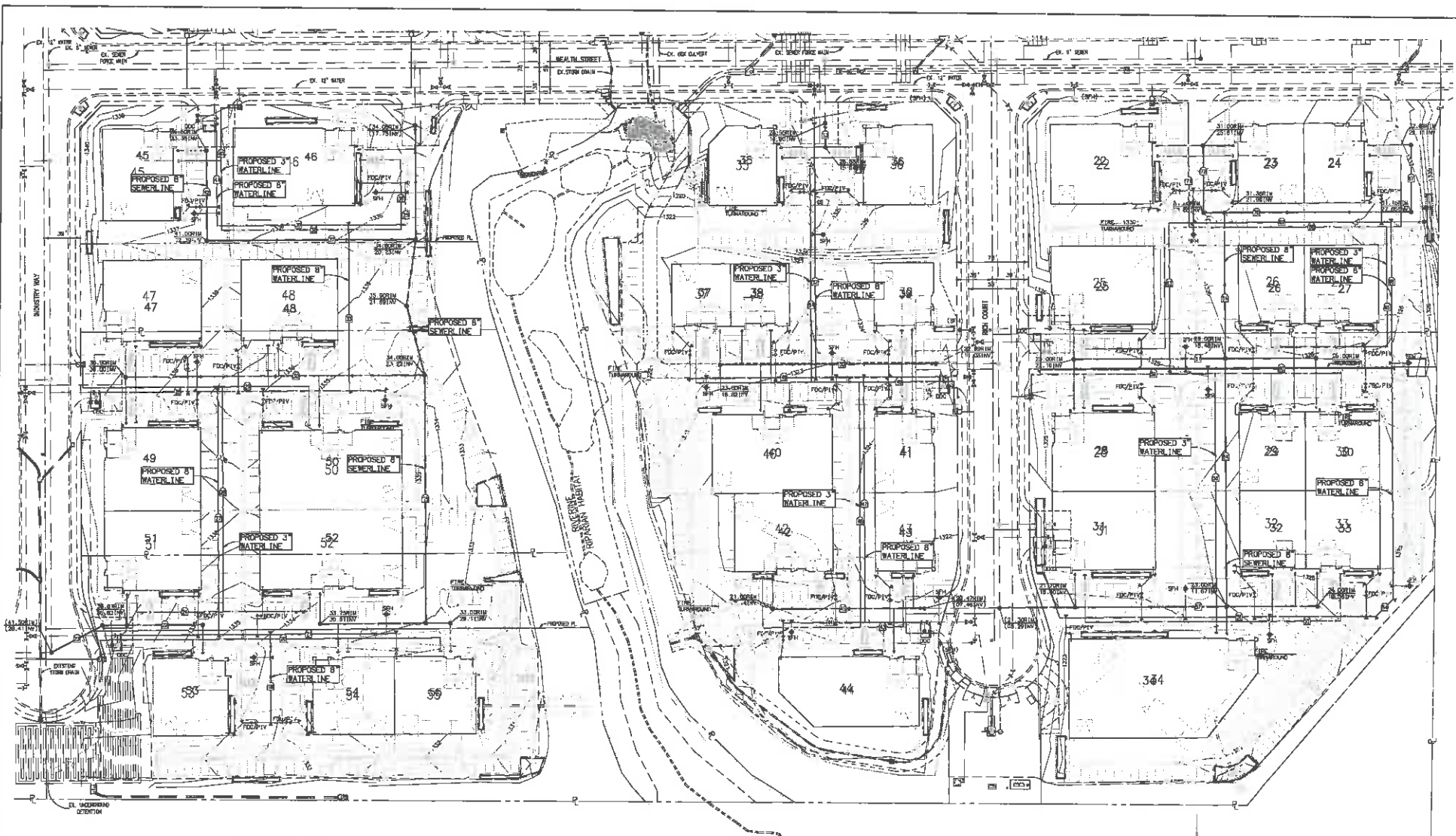
ALUC SITE PLAN PPT190020



TEC TEMECULA ENGINEERING CONSULTANTS, INC.
 LAND PLANNING, CIVIL ENGINEERING, CONSTRUCTION CONSULTANTS
 28377 RANCHO CALIF. RD., SUITE 202, TEMECULA, CA 92591
 * TELEPHONE 951-676-1018 * FACSIMILE 951-875-2294 *
 DATE: 7/8/2019 JOB No. 777-8

DATE	BY	MARK	APPRO. DATE
	ENGINEER		
	DESIGNED BY SDH	DRAWN BY TEC/INC	CHECKED BY

PAGE 1 OF 1



PARCELS 10, 11&12

NO	SEWER/DELTA	RADIUS	LENGTH
18	N80°27'11"E	25.48'	121.61'
19	N89°13'40"E	---	121.61'
20	N89°13'40"E	---	376.06'
21	N89°13'40"E	---	246.06'
22	N89°13'40"E	---	120.87'
23	N81°17'06"E	---	61.23'
24	N89°13'40"E	---	188.50'
25	N89°13'40"E	---	278.00'
26	N89°46'11"E	---	241.00'
27	N89°46'11"E	---	278.00'
28	N89°46'11"E	---	263.01'
29	N81°17'06"E	---	263.01'
30	N89°13'40"E	---	243.50'
31	N89°13'40"E	---	188.50'
32	N89°13'40"E	---	76.47'
33	N89°46'11"E	---	176.53'
34	N89°46'11"E	---	123.88'
35	N89°46'11"E	---	69.71'
36	N89°46'11"E	---	79.99'
37	N89°13'40"E	---	222.08'
38	N89°13'40"E	---	184.95'
39	N89°13'40"E	---	263.33'
40	N89°46'11"E	---	133.43'
41	N89°46'11"E	---	188.74'
42	N89°46'11"E	---	97.03'

PARCEL 9

NO	SEWER/DELTA	RADIUS	LENGTH
23	N89°13'40"E	---	183.90'
44	N89°13'40"E	---	149.31'
45	N89°13'40"E	---	165.81'
46	N89°13'40"E	---	224.94'
47	N89°46'11"E	---	141.99'
48	N89°13'40"E	---	240.52'
49	N89°13'40"E	---	271.27'
50	N89°13'40"E	---	243.01'
51	N89°46'11"E	---	143.00'
52	N89°46'11"E	---	272.47'
53	N89°46'11"E	---	26.03'

PARCELS 7&8

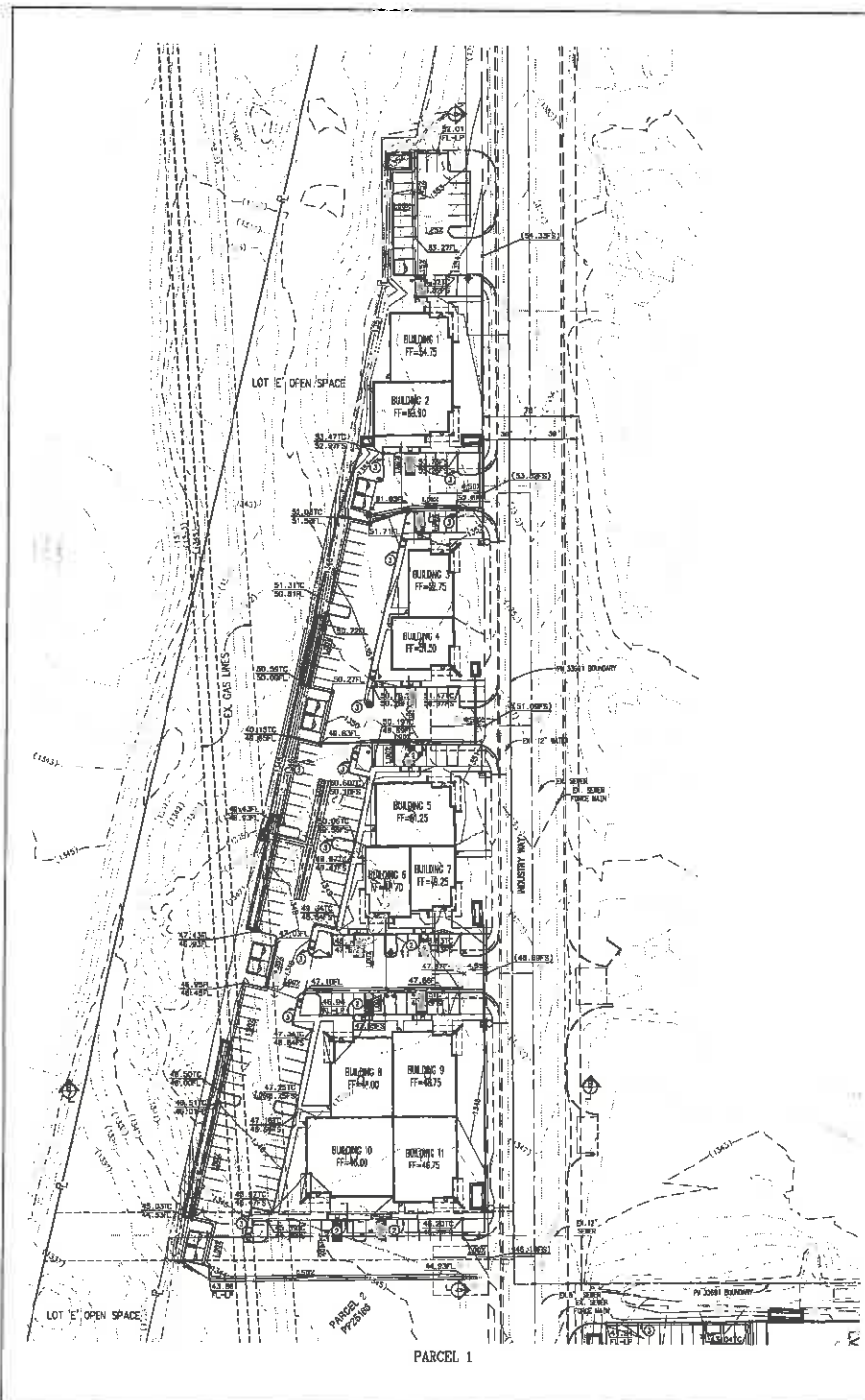
NO	SEWER/DELTA	RADIUS	LENGTH
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55	N89°13'40"E	---	156.55'
56	N89°13'40"E	---	124.81'
57	N89°13'40"E	---	246.20'
58	N89°46'11"E	---	187.25'
59	N89°13'40"E	---	339.09'
60	N89°13'40"E	---	383.07'
61	N89°13'40"E	---	263.53'
62	N89°13'40"E	---	172.11'
63	N89°46'11"E	---	107.98'
64	N89°46'11"E	---	125.55'
65	N89°46'11"E	---	139.94'
66	N89°46'11"E	---	407.51'
67	N89°46'11"E	---	73.94'
68	N89°13'40"E	---	241.25'
69	N89°13'40"E	---	264.46'
70	N89°13'40"E	---	120.50'
71	N89°46'11"E	---	139.50'
72	N89°46'11"E	---	74.01'



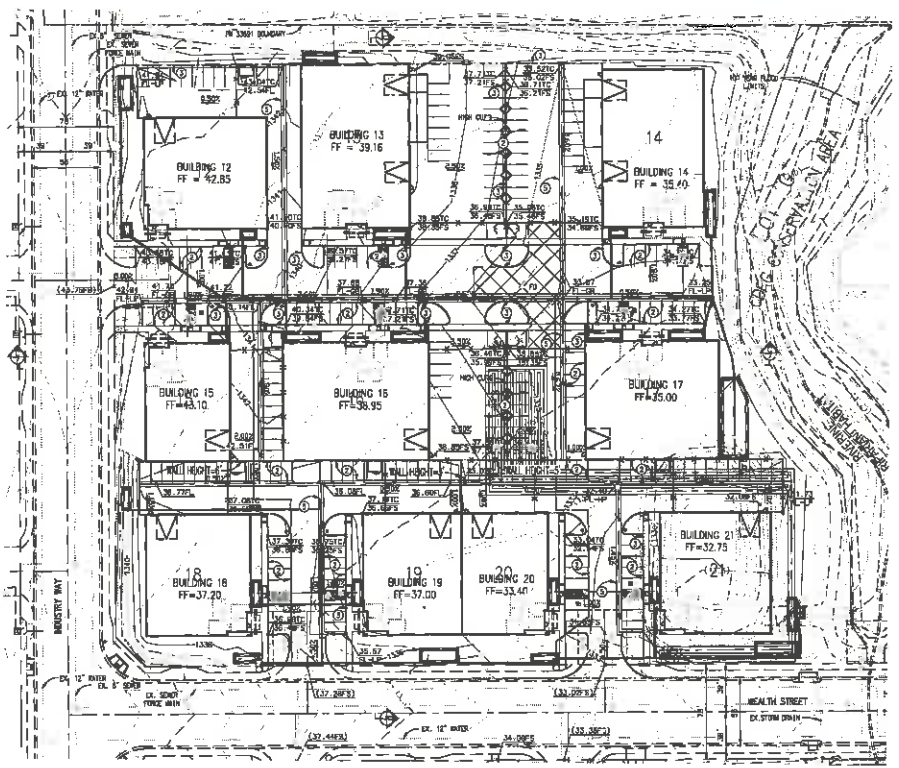
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 28377 RANCHO CALIFORNIA RD., STE. 202, TEMECULA, CA 92591
 * TELEPHONE 951-696-1018 * FACSIMILE 951-675-2284 *
 DATE 8/6/2019 PROJECT NO. 777-8 JOB NO. 777-8

DATE BY TLRK
 CHECKED BY
 DESIGNED BY
 DRAWN BY
 IN CHARGE
 COUNTY
 SHEET NO. 3 OF 6
 LOG NO.

COUNTY OF RIVERSIDE
 CONCEPTUAL SEWER WATER PLAN (PAR 7-12)
 PLOT PLAN, PAR 1, 4 7-12
 PM33891



PARCEL 1



PARCEL 4

CONSTRUCTION NOTES AND ESTIMATED QUANTITIES

- CONCEPTUAL GRADING NOTES:**
- ① PLACE 3" 40' PAVING OVER 11" CLASS 1 APPROXIMATE BASE
 - ② PLACE 1" CONCRETE PAVING
 - ③ CONSTRUCT 6" CURB PER HANDBOOK COUNTY STD. 200
 - ④ LANDSCAPE
 - ⑤ CONSTRUCT CONCRETE CURB PER DETAIL ON SHEET 3

PARCEL 1 QUANTITIES	PARCEL 4 QUANTITIES	PARCEL 1 & 4 QUANTITIES	PARCEL 5 QUANTITIES	PARCEL 10-12 QUANTITIES
11,840 SF	11,111 SF	22,951 SF	10,000 SF	40,000 SF
22,880 LF	18,420 LF	41,300 LF	17,748 LF	59,048 LF
2,248 LF	1,712 LF	3,960 LF	5,040 LF	8,972 LF
981 LF	2,305 LF	3,286 LF	1,825 LF	5,111 LF

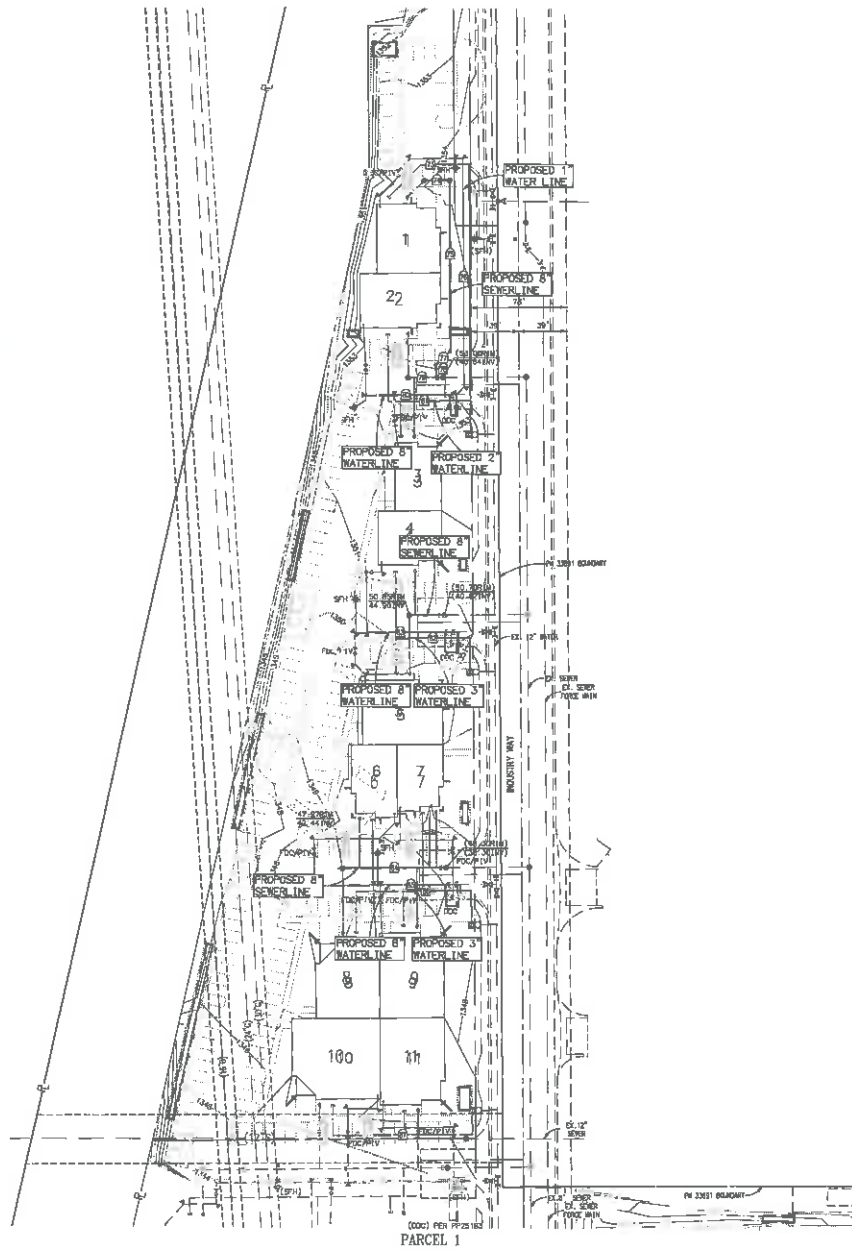
LEGEND:

- PLS PROPOSED LANDSCAPE DETAIL
- FF FINISHED FLOOR ELEVATION
- HP HIGH POINT
- LP LOW POINT
- SE GRADE, SEAM
- FLR FLOOR LINE
- PS PROPOSED SURFACE
- RF REMOVED SURFACE
- TM TOP OF MOUNTAIN
- TP TOP OF PILING
- EX EXISTING
- TOP TOP OF POLE
- RYM RIGHT OF WAY
- RE EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- CONTOUR
- PROPERTY LINE
- BOUNDARY OF DRAINAGE DISTRICT
- ALL GRADE UNLESS OTHERWISE NOTED
- EXISTING CONTOUR
- PROPOSED ELEVATION
- OVERALL LINE
- SPURDIT LINE
- BOUNDATION MARK
- EX. DUCT, TURN AROUND
- EX. HYDRANT
- EX. DUCT, TURN & RV

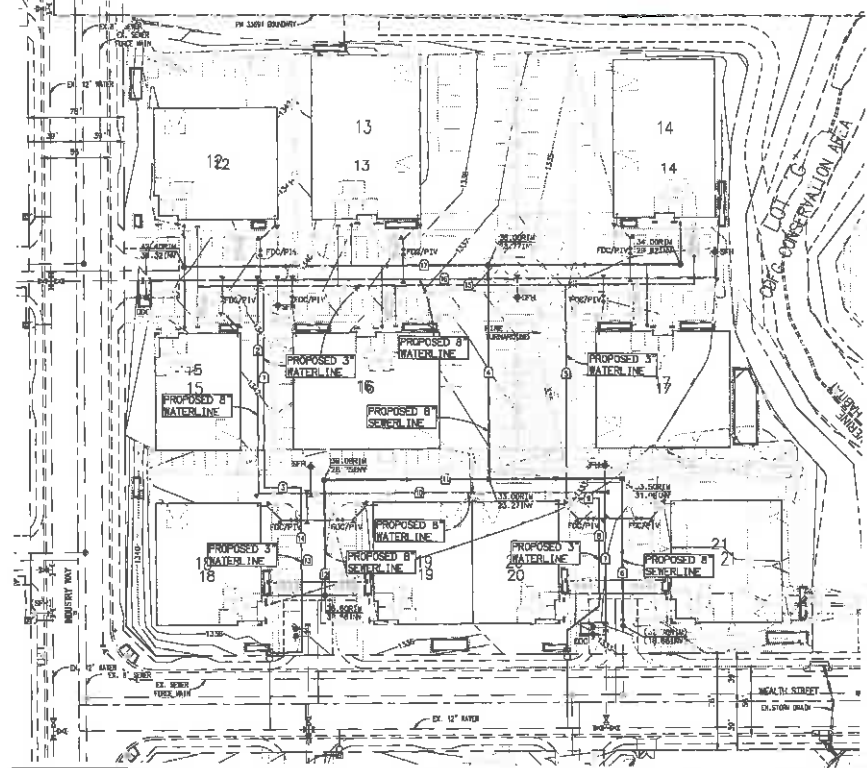


TEC ENGINEERING CONSULTANTS, INC.
 2880 PLAZA DRIVE, ENGINEERING, CONSTRUCTION CONSULTANTS
 28775 SANDHILL AVENUE, SUITE 200, TORRANCE, CA 90503
 TELEPHONE: (562) 484-1818 FAX: (562) 484-1811
 INTERNET: WWW.TEC-CA.COM

COUNTY OF RIVERSIDE
 CONCEPTUAL GRADING PLAN (PAR 1-4)
 PLOT PLAN, PAR 1, 4, 7-12
 PAR 303691



PARCEL 1



PARCEL 4

SCREEN/WATER DATA PARCEL 1

NO	BEARING/Delta	RADIUS	LENGTH
70	N89°13'48"E	---	37.89
71	S86°13'48"W	---	30.83
72	N00°46'12"E	---	178.00
73	N00°46'12"E	---	192.00
74	S86°13'48"W	---	18.87
75	N00°46'12"E	---	10.00
76	N89°13'48"E	---	22.88
77	N89°13'48"E	---	84.34
78	N89°13'48"E	---	88.87
79	N89°13'48"E	---	60.34
80	N89°13'48"E	---	74.84
81	N89°13'48"E	---	34.52
82	N89°13'48"E	---	58.74
83	N89°13'48"E	---	84.34
84	N89°13'48"E	---	174.34

SCREEN/WATER DATA PARCEL 4

NO	BEARING/Delta	RADIUS	LENGTH
1	N00°46'12"E	---	178.00
2	N89°13'48"E	---	182.00
3	N89°13'48"E	---	30.00
4	N89°13'48"E	---	178.00
5	N89°13'48"E	---	120.00
6	N89°13'48"E	---	182.00
7	N89°13'48"E	---	182.00
8	N89°13'48"E	---	68.87
9	N89°13'48"E	---	28.83
10	N89°13'48"E	---	288.00
11	N89°13'48"E	---	242.00
12	N89°13'48"E	---	34.52
13	N89°13'48"E	---	108.48
14	N89°13'48"E	---	132.00
15	N89°13'48"E	---	408.87
16	N89°13'48"E	---	452.73
17	N89°13'48"E	---	408.87



TEC
ENGINEERING
CONSULTANTS INC.
 1442 RIVERBEND DRIVE (SOUTHWEST CORNER OF HIGHWAY 101 AND 101)
 SALT LAKE CITY, UTAH 84119
 TELEPHONE 801-488-1000 FAX 801-488-1004
 WWW.TEC-UTAH.COM

COUNTY OF RIVERBEND
 CONCEPTUAL SEWER WATER PLAN (PAR 1-4)
 PLOT PLAN - PAR 1, 4 7-12
 PMS3691

5
 OF 12

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

The County of Riverside Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Deborah Bradford at (951) 955-6646.

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

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

DATE OF HEARING: October 10, 2019

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1092FV19 – French Valley Airport Center, LLC (Representative: Temecula Engineering Consultants, Inc.) – County of Riverside Case No. PPT190020 (Plot Plan). A proposal to construct fifty-five (55) industrial manufacturing buildings totaling 404,325 square feet on 37.07 gross acres located southerly of Auld Road, westerly of Leon Road, northerly of Allen Street, and easterly of French Valley Airport. (Airport Compatibility Zones A, B1, B2 and D of the French Valley Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

FV
A, 82, P, 02

ALUC CASE NUMBER: ZAP 1092 FV19 DATE SUBMITTED: August 8, 2019

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	FRENCH VALLEY AIRPORT CENTER, LLC	Phone Number	(213) 891-1928
Mailing Address	515 S. Figueroa Street, Suite 1028 Los Angeles, CA 90071	Email	joe@edwardproperties.com
Representative	Temecula Engineering Consultants, Inc. (Stanley Heaton, PE)	Phone Number	(951) 676-1018
Mailing Address	29377 Rancho California Road, Suite 202 Temecula, CA 92591	Email	stan.heaton@verizon.net
Property Owner	French Valley Airport Center, LLC	Phone Number	(213) 891-1928
Mailing Address	515 S. Figueroa Street, Suite 1028 Los Angeles, CA 90071	Email	joe@edwardproperties.com

LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	(951) 955-3200
Staff Contact	Deborah Bradford	Email	
Mailing Address	4080 Lemon Street, 12th Floor Riverside, CA 92502	Case Type	Plot Plan
Local Agency Project No	PPT190020	<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	Vacant land; 8 parcels on Industry Way, Wealth Street and Rich Court, Murrieta		
	963-080-014; 963-080-017; 963-080-020; 963-080-021;		
Assessor's Parcel No.	963-080-022; 963-080-023; 963-080-024; 963-080-025;	Gross Parcel Size	
Subdivision Name	French Valley Airport Center	Nearest Airport and distance from Airport	French Valley
Lot Number	Parcels 1, 4, 7, 8, 9, 10, 11 and 12		

PROJECT DESCRIPTION

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

Existing Land Use (describe)	vacant land

Proposed Land Use (describe)	Industrial condominium		
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)	1321 - 1355	ft.
	Height of buildings or structures (from the ground)	24	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input 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 *Partial*
- ✓ 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
- ✓ 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- ✓ 1. CD with digital files of the plans (pdf)
- ✓ 1. Vicinity Map (8.5x11)
- ✓ 1. Detailed project description
- ✓ 1. Local jurisdiction project transmittal
- ✓ 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (**Only required if the project is scheduled for a public hearing Commission meeting**)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of August 16, 2019 through September 15, 2019, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed three non-legislative cases within Zones D and E of the Riverside Municipal Airport Influence Area and Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and issued determinations of consistency.

ZAP1097RI19 (Riverside Municipal Airport Influence Area, Zones D and E) pertains to City of Jurupa Valley Case No. CUP18003 (Conditional Use Permit), also identified as MA18069 (Major Action), a proposal to operate a contractor's storage yard for a concrete construction business on 2.06 acres located at 8413 63rd Avenue (on the northerly side of 63rd Avenue, westerly of Pedley Road and easterly of Eucalyptus Avenue). Existing structures on the property include a 4,061 square foot office building, a 4,758 square foot workshop/storage building, and two storage sheds totaling 1,863 square feet. As part of this proposal, the applicant proposes to construct a 10,400 square foot steel carport for additional storage. The site is located within Compatibility Zones D and E of the Riverside Municipal Airport Influence Area. Compatibility Zone D limits nonresidential intensity to an average of 100 persons per acre, with a maximum of 300 persons in any given single-acre area. Considering the new building as a storage use at a ratio of one person per 300 square feet, the new structure would accommodate a total of 35 persons, resulting in an average intensity of 17 persons per acre and a single-acre intensity of 35 persons, both of which are consistent with Zone D intensity criteria. With all existing buildings other than a one-car garage counted, the total occupancy would not exceed 108 persons, resulting in an average intensity of 52 persons per acre and a single-acre intensity of 108 persons, both of which are consistent with Compatibility Zone D intensity criteria. The elevation of Runway 9-27 at Riverside Municipal Airport at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 8,500 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any new structures with top of roof exceeding 842.6 feet AMSL. The site elevation is 748 feet AMSL, and the height of the proposed new structure is 18 feet, resulting in a maximum top point elevation of 766 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 August 29, 2019, which was sent to the City of Jurupa Valley on September 3, 2019.

ZAP1098MA19 (Riverside Municipal Airport Influence Area, Zone E) pertains to City of Jurupa Valley Case Nos. CUP15005 (Conditional Use Permit) and SDP31562 (Site Development Permit), also identified as MA19162 (Major Action), a revised proposal to develop a 39,428 square foot commercial retail center consisting of a 20,682 square foot building for retail shops and restaurants, a 6,000 square foot AM/PM convenience store (including sale of alcoholic beverages) with 20 fueling stations and a 4,800 square foot car wash tunnel, a 4,973 square foot restaurant building, and a 2,983 square foot restaurant building with drive-through on a 5.45-acre lot located on the northwest corner of Limonite Avenue and Felspar Street. (This project supersedes previously reviewed ZAP1077RI16.) The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where nonresidential intensity is

not restricted. The elevation of Runway 9-27 at Riverside Municipal Airport at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of 12,585 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with top of roof exceeding 883.5 feet AMSL. The site's elevation is 700 feet AMSL, and the proposed maximum building height is 40 feet, resulting in a top point elevation of 740 feet AMSL (below the runway elevation). Therefore, FAA OES review was not required. ALUC Director Simon Housman issued a determination of consistency for this project on August 29, 2019, which was sent to the City of Jurupa Valley on September 3, 2019.

ZAP1383MA19 (March Air Reserve Base/Inland Port Airport Influence Area, Zone E) pertains to County of Riverside Case No. CUP190021 (Conditional Use Permit), a proposal to establish a 3,800 square foot AM/PM convenience store and gas station facility with 16 fueling stations and a 1,700 square foot car wash tunnel on 2.7 acres located at the northeasterly corner of Van Buren Boulevard and Chicago Avenue, southerly of Iris Avenue, in the unincorporated community of Woodcrest. The site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where nonresidential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of approximately 22,400 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with top of roof exceeding 1,759 feet AMSL. The project site finished floor elevation is 1,576 feet AMSL and the maximum proposed building height is 25 feet, resulting in a top point elevation of 1,601 feet MSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on September 12, 2019.

- B. Additionally, ALUC Director Simon Housman reviewed one County-initiated non-impact legislative case (an ordinance amendment) pursuant to ALUC Resolution No. 2011-02 and issued a determination of consistency.

ZAP1381MA19 (March Air Reserve Base/Inland Port Airport Influence Area, Zones D and E) pertains to County of Riverside Change of Zone Case No. 1900009 (Ordinance Amendment), a proposal to amend County Ordinance No. 348 (Ordinance No. 348.4912) by establishing (as Section 19.610) a new overlay zone (the University Heights Neighborhood Preservation Overlay Zone) providing standards pertaining to residential expansions or conversions, landscaping, lighting, parking, fencing and general maintenance within the unincorporated area of University City, generally located westerly of Interstate 215 and southerly of Central Avenue. Most of the community is built-out with single-family residences. The project area is located within Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area. Pursuant to the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density and non-residential intensity are not restricted in these zones. The proposed amendment does not change allowable land uses in the County zones that apply to these properties, nor does it change development standards in such a manner as to increase allowable densities, heights, or intensities of development. Therefore, this amendment has no possibility for having an impact on the safety of air navigation within the March Air Reserve Base/Inland Port Airport Influence Area. ALUC Director Simon Housman issued a determination of consistency for this project on August 29, 2019, which was forwarded to the County Planning Department on September 3, 2019.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 29, 2019

CHAIR
Steve Manos
Lake Elsinore
VICE CHAIR
Russell Betts
Desert Hot Springs

Ms. Tamara Campbell, Senior Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION
File No.: ZAP1097RI19
Related File No.: CUP18003 (Conditional Use Permit), a.k.a. MA18069
APN: 163-160-006

John Lyon
Riverside

Steven Stewart
Palm Springs

Dear Ms. Campbell:

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. CUP18003 (Conditional Use Permit), a.k.a. MA18069, a proposal to operate a contractor’s storage yard for a concrete construction business on 2.06 acres located at 8413 63rd Avenue (on the northerly side of 63rd Avenue, westerly of Pedley Road and easterly of Eucalyptus Avenue). Existing structures on the property include a 4,061 square foot office building, a 4,758 square foot workshop/storage building, and two storage sheds totaling 1,863 square feet. As part of this proposal, the applicant proposes to construct a 10,400 square foot steel carport for additional storage.

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

The site is located within Airport Compatibility Zones D and E of the 2005 Riverside Municipal Airport Compatibility Plan. Compatibility Zone D restricts non-residential intensity to an average of 100 persons per acre, with a maximum of 300 persons in any given single-acre area. Zone E does not restrict non-residential intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the proposed 10,400 square foot carport was evaluated on the basis of a storage use at a ratio of 1 person per 300 square feet of floor area. The new structure, if enclosed, would accommodate 35 people, resulting in an average intensity of 17 persons per acre, and a single acre intensity of 35 persons, both of which are consistent with Compatibility Zone D intensity criteria. (Even if a manufacturing ratio [1 person per 200 square feet] were applied to all existing and proposed buildings/structures other than the one-car garage, the resulting occupancy would be 108 people, with an average intensity of 52 persons per acre and a single acre intensity of 108 persons, both of which are consistent with Compatibility Zone D intensity criteria).

www.rcaluc.org

The project site is approximately 8,500 feet from the westerly terminus of Runway 9-27. The elevation of the runway at its westerly terminus is 757.6 feet above mean sea level (AMSL). At the distance cited above, structures with a top point elevation exceeding 842.6 feet AMSL would

AIRPORT LAND USE COMMISSION

require notification to the Federal Aviation Administration Obstruction Evaluation Services (FAA OES). The site's elevation is 748 feet AMSL, and the height of the proposed new structure is approximately 18 feet, for a top point elevation of 766 feet AMSL. Therefore, review of the structure by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley applies the following recommended conditions:

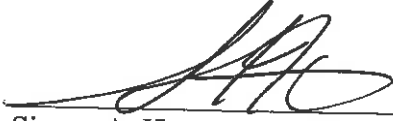
CONDITIONS:

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.
2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site, and shall be recorded as a deed notice, unless the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice.
4. No detention basins are depicted on the site plan. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

AIRPORT LAND USE COMMISSION

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

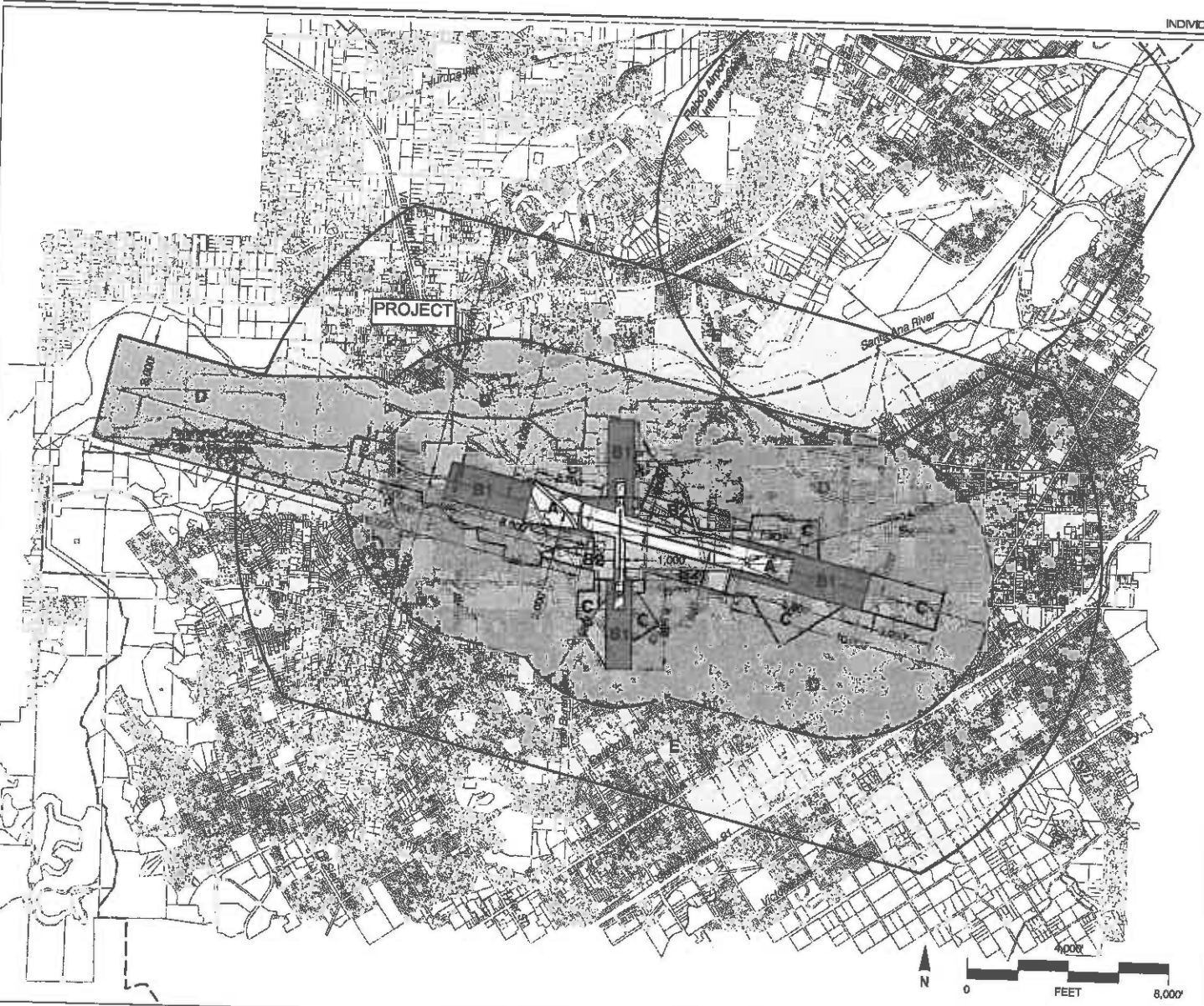
Attachments: Notice of Airport in Vicinity

cc: Jose Verdin, Verdin Concrete, Inc. (applicant/property owner)
Kim Ellis, Airport Manager, Riverside Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Riverside\ZAP1097RI19\ZAP1097RI19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

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

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

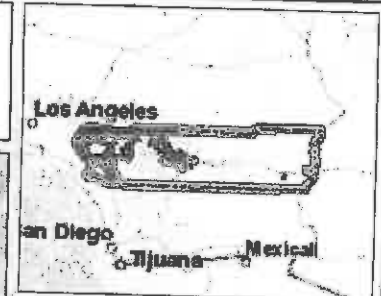
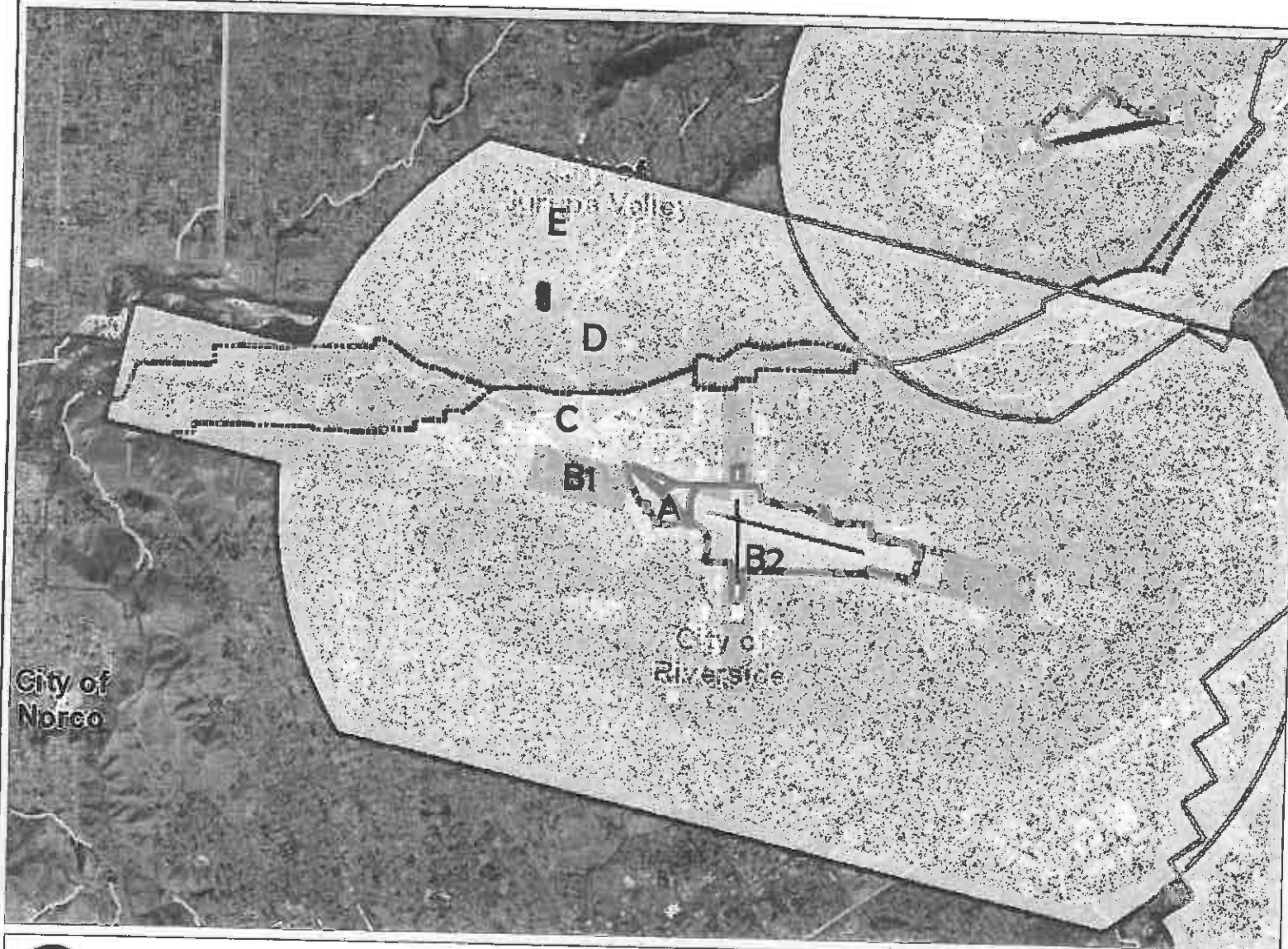
**Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted March 2005)**

Map RI-1

**Compatibility Map
 Riverside Municipal Airport**

P:\R100\Drawings\AAL-compatibility.dwg Mar 23, 2005 1:54:17pm

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.

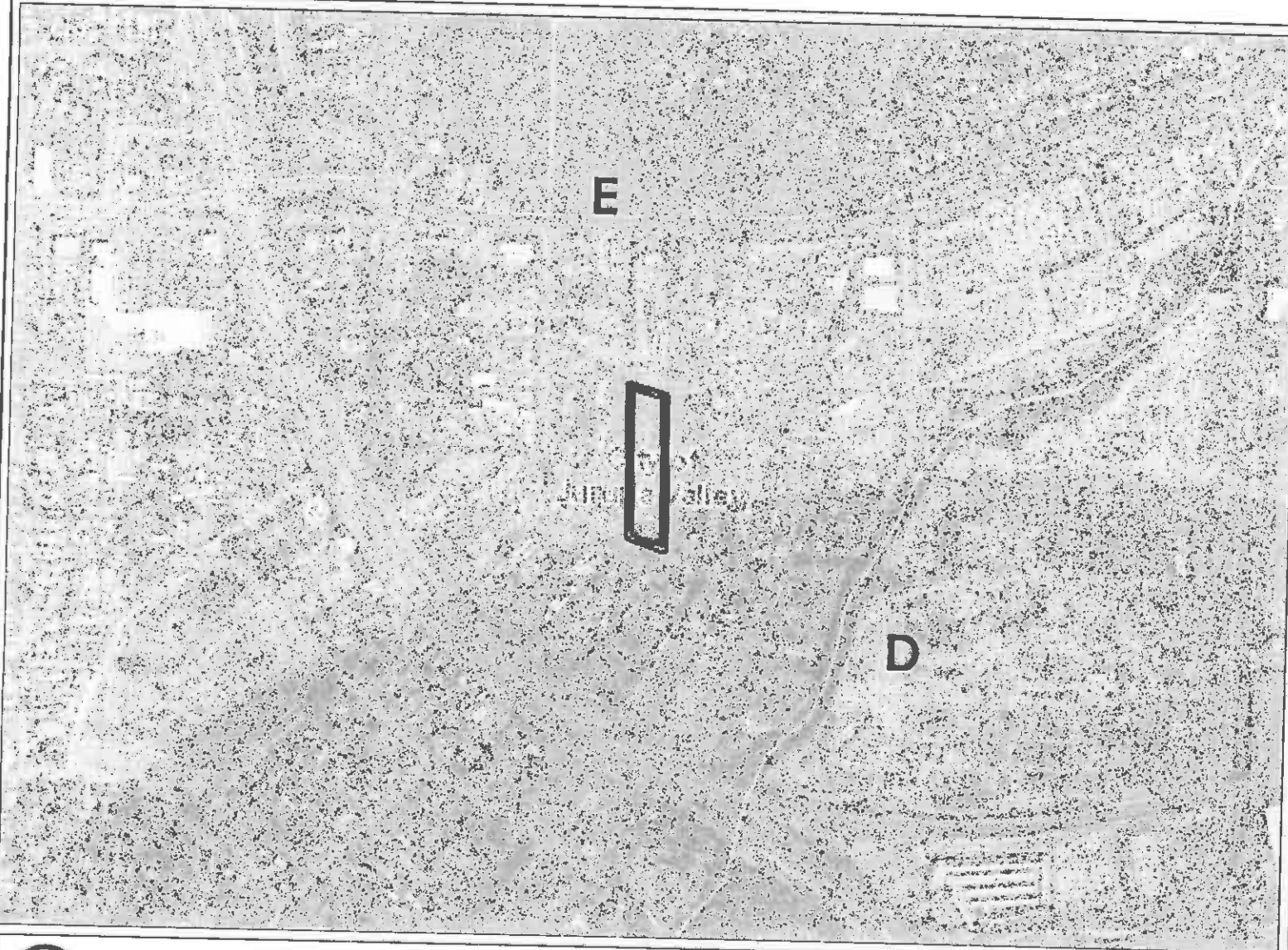


REPORT PRINTED ON... 8/15/2019 12:37:06 PM

© Riverside County GIS

Notes

Map My County Map



Legend

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



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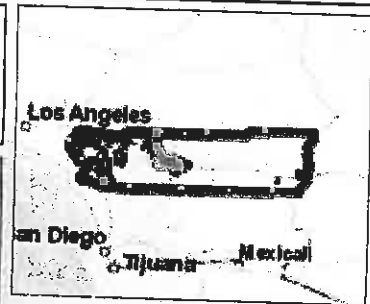
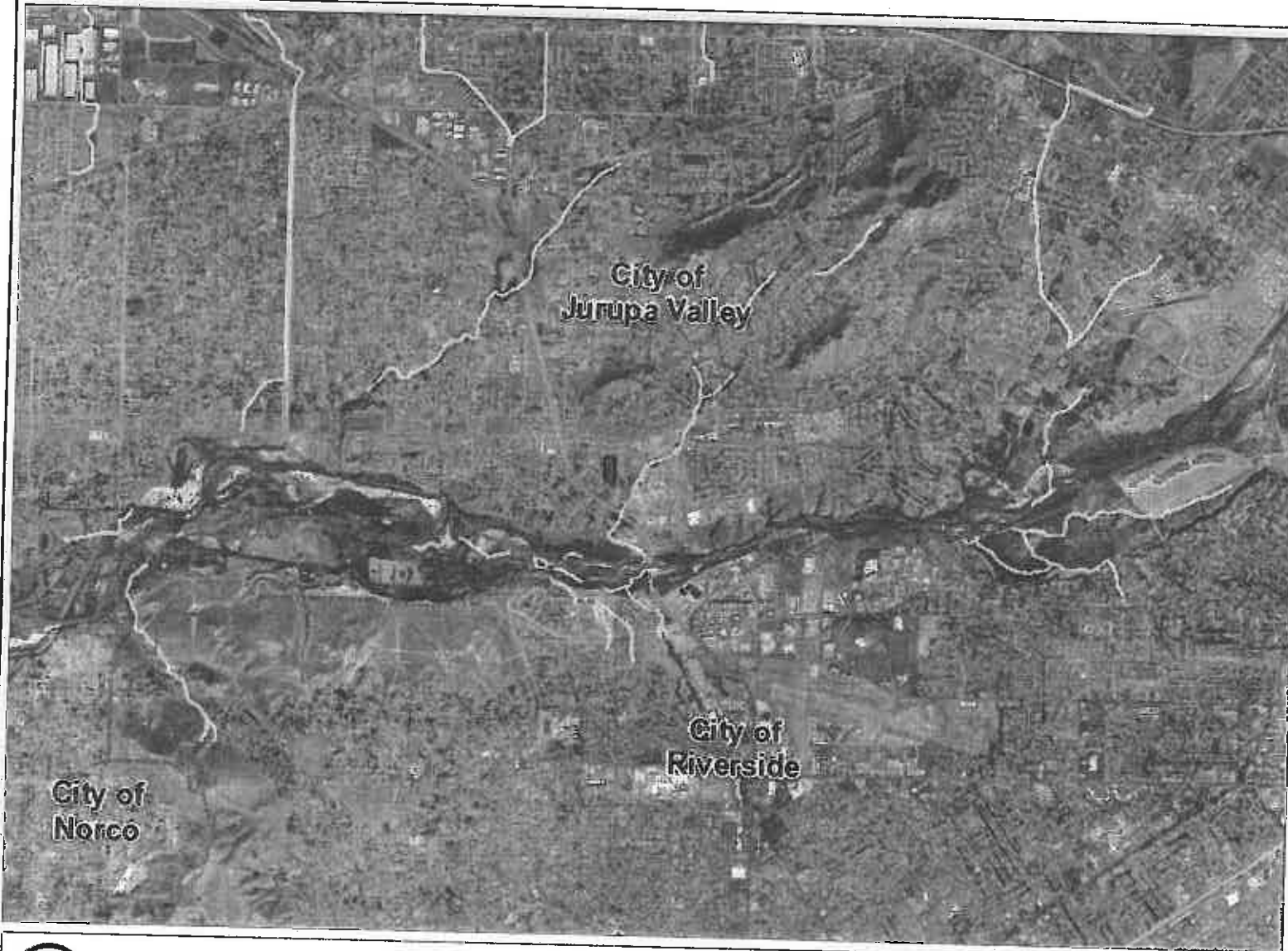


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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes



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Map My County Map



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



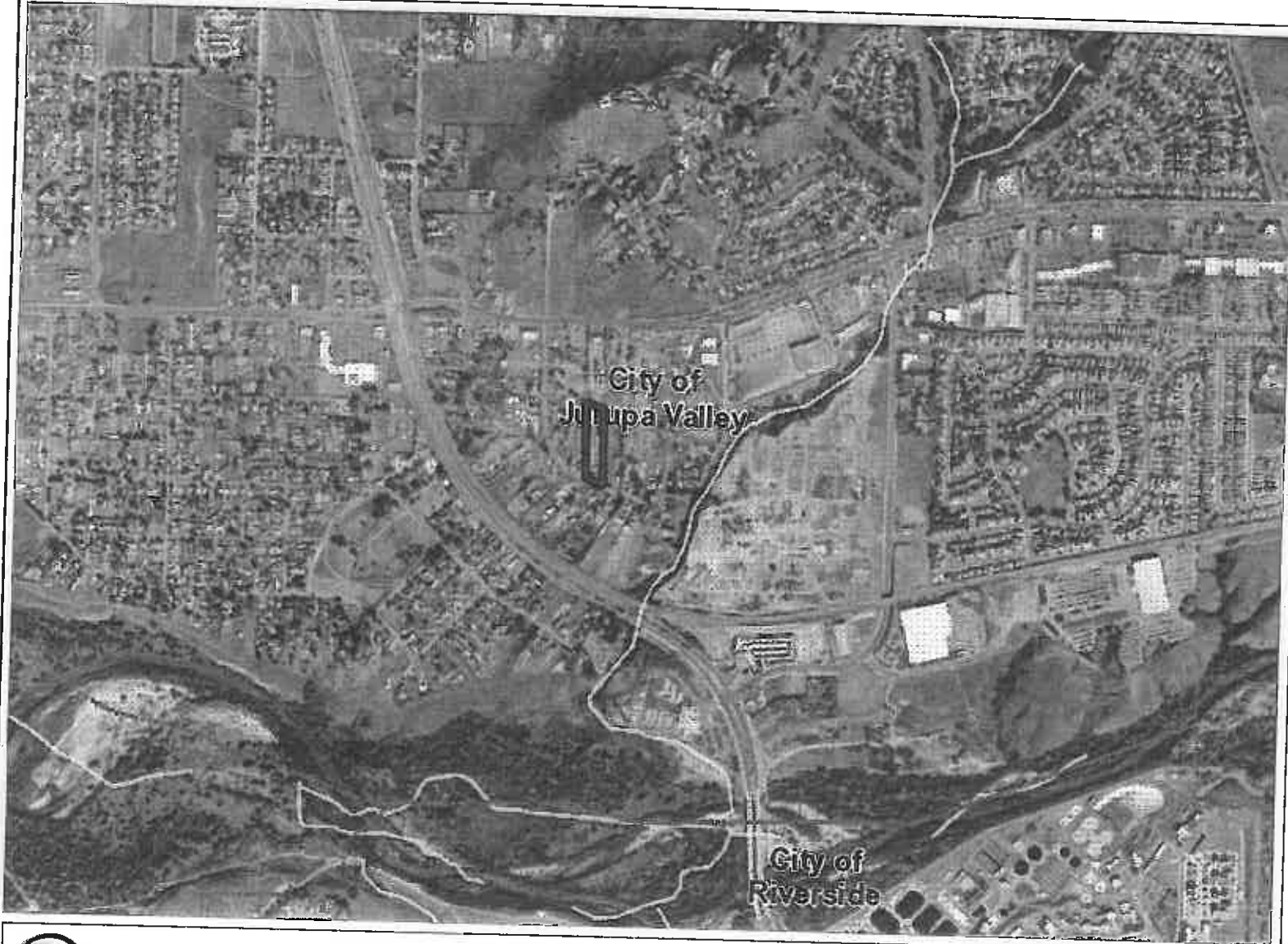
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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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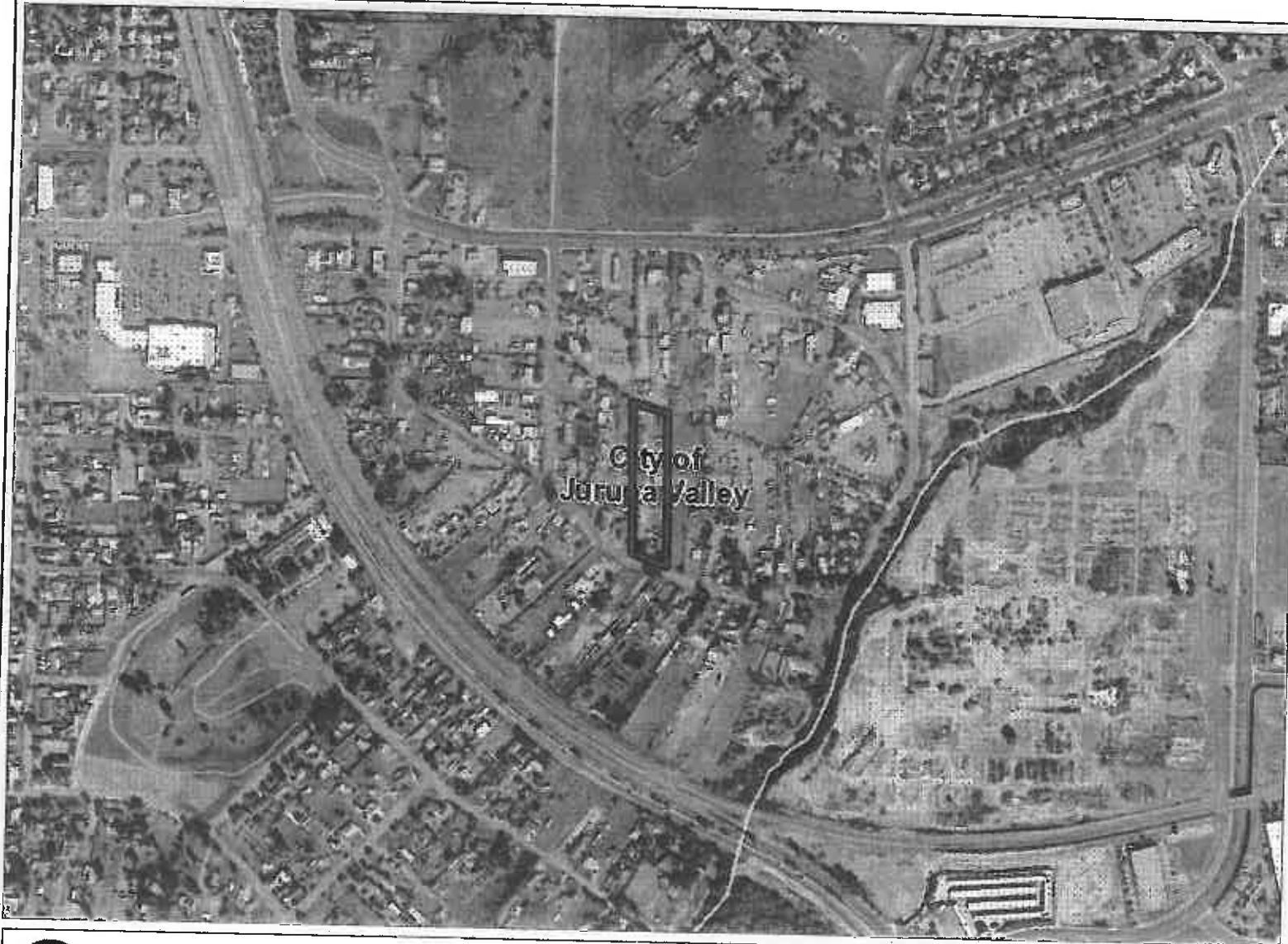


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Notes

Map My County Map



Legend

- Blueline Streams
- ▣ City Areas
- World Street Map



0 758 1,516 Feet

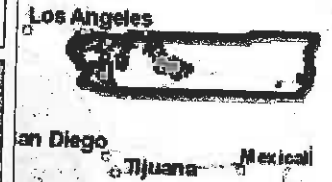
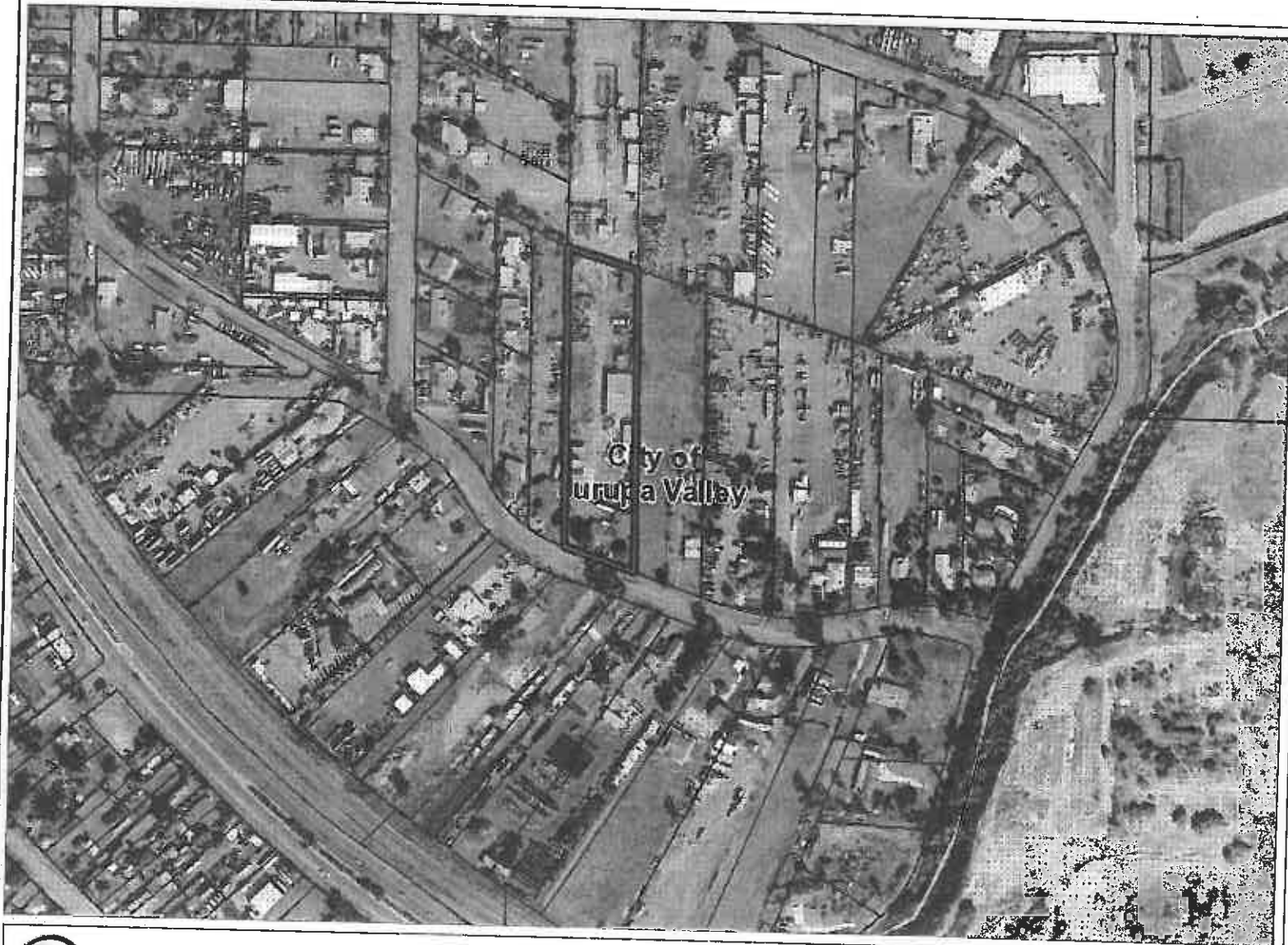
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Notes

Map My County Map



Legend

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



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0 379 758 Feet

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Notes

BUILDER:
ANALOS CONSTRUCTION

ADDRESS:
8413 63RD Street
Jurupa Valley, CA 92509

SCOPE OF WORK:
CONDITIONAL USE PERMIT
FOR NEW CONTRACTOR
STORAGE YARD.

DATE: 02.15.2018

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

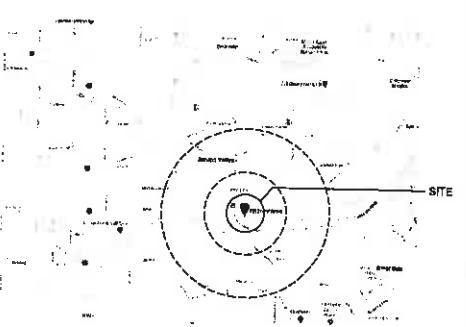
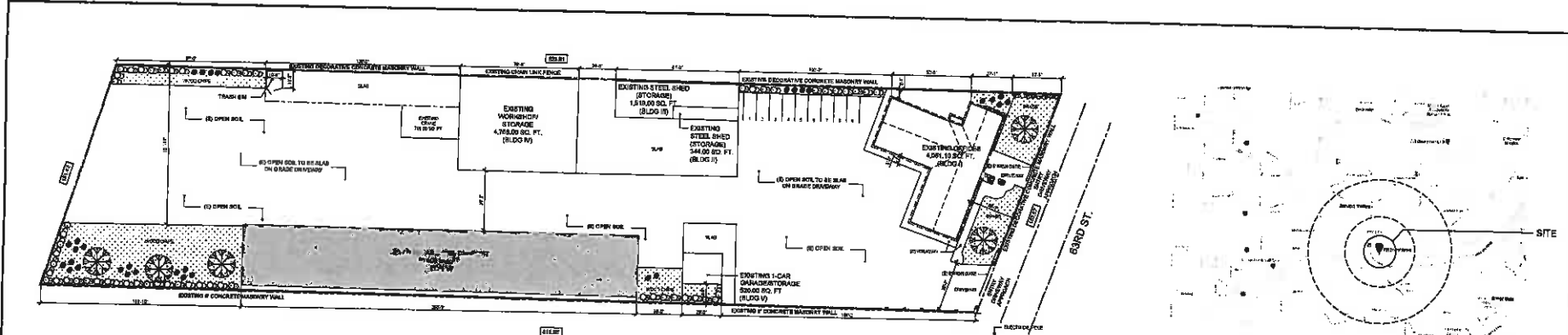
DRAWN: E. VIDAL

CHECKED:

REVISION:

PROJECT INFO
8
SITE PLAN

A1.0



PROJECT DESCRIPTION:
NEW CONDITIONAL USE PERMIT FOR NEW CONTRACTOR STORAGE YARD

BUILDING INFORMATION:

CONSTRUCTION TYPE:	TYPE V - FULLY SPRINKLED	
CURRENT USE TYPE:	RESIDENTIAL SINGLE FAMILY	
STORIES:	1	
OVERALL HEIGHT:	21'-2"	
EXISTING SQUARE FOOTAGE:		
OFFICES (BLDG I)	4,061.10 SQ. FT.	
STEEL SHED/STORAGE (BLDG 2)	1,519.00 SQ. FT.	
STEEL SHED/STORAGE (BLDG 3)	344.00 SQ. FT.	
WORKSHOP (BLDG 4)	4,758.00 SQ. FT.	
1 CAR GARAGE & STORAGE (BLDG 5)	520.00 SQ. FT.	
SQUARE FOOTAGE TO BE DEMO:	0 SQ. FT.	
NEW SQUARE FOOTAGE:		
NEW PRE-FAB STEEL CARPORT (BLDG 6)	10,400 SQ. FT.	

PARCEL SERVED UNDER DOMESTIC WATER SOURCE
PARCEL SERVED UNDER DOMESTIC SEWER DISPOSAL

PARCEL:

RECORDED BOOK/PAGE:	MB 15/64
SUBDIVISION NAME:	SPARLAND UNIT 6
SITE ADDRESS:	8413 63RD ST. JURUPA VALLEY
ZIP CODE:	92509
LOT SIZE:	2.06 ACRES
LOT SQ. FT.:	89,733
THOMAS BROTHERS GRID:	PAGE: 684 GRID: F5
MAP SHEET:	PAGE: 684 GRID: F6
ASSESSOR PARCEL NO. (APN):	163-160-006-1
PREVIOUS (APN):	072-000-116
TRACT:	
BLOCK:	35
LOT:	25
TOWNSHIP/RANGE:	T25R6W SEC 25
INDIAN TRIBAL LAND:	N
CITY BOUNDARY:	JURUPA VALLEY
SPHERE:	N / LAFCO CASE #: 2009-32-2
CONSTRUCTED:	1975
BATHS:	
BEDROOMS:	
CENTRAL COOL:	Y
CENTRAL HEAT:	Y
CONSTRUCTION TYPE:	WOOD FRAME
GARAGE TYPE:	A
PROP AREA:	
ROOF TYPE:	COMPOSITION
STORIES:	1
MARCH JOINT POWERS AUTHORITY:	NONE
COUNTY SERVICE AREA:	NONE

ENVIRONMENTAL

CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Plan Area	None
WRMSHCP (Western Riverside County Multi-Species Habitat Conservation Plan) Call Group	None
CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Conservation Plan	None
CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Conservation Area	None
CVMSHCP Fluvial Sand Transport Special Provision Areas	None
HANS / ERP (Habitat Acquisition and Negotiation Strategy / Expedited Review Process)	None
WRMSHCP (Western Riverside County Multi-Species Habitat Conservation Plan) Plan Area	None
Vegetation (2005)	Developed or Disturbed Land

FIRE

Fire Hazard Classification (Ord. 787)	Not in High Fire Area
Fire Responsibility	None
Development Fees	
CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Fee Area (Ord. 875)	None
CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Call Group	See Map
Western TUMF (Transportation Uniform Mitigation Fee Ord. 824)	See Map (North/West)
Eastern TUMF (Transportation Uniform Mitigation Fee Ord. 678)	None
RBDD (Road & Bridge Benefit District)	None
DIF (Development Impact Fee Area Ord. 659)	Not In District
SKR Fee Area (Stephen's Kangaroo Rat Ord. 663,10)	Jurupa
DA (Development Agreements)	None

Transportation

Circulation Element Ultimate Right-of-Way	Not In Circulation
Road Book Page	158
Transportation Agreements	None
CETAP (Community and Environmental Transportation Acceptability Process) Corridors	Not In a CETAP Corridor

Hydrology

Flood Plan Review	
Water District	Outdate Floodplain, review Not Required
Flood Control District	JCSD
Watershed	Riverside County Flood Control District
California Water Board	Santa Ana River
	None

Geologic

Fault Zone	Not in a Fault Zone
Faults	Not within a 1/2 mile of a Fault
Liquefaction Potential	High
Subsidence	Susceptible
Paleontological Sensitivity	High Sensitivity (High A): Based on Geologic Formations or mappable rock units that are rocks that contain fossilized body elements, and trace fossils such as tracks, nests and eggs. These fossils occur on or below the surface.

Miscellaneous

School District	Jurupa Unified
Communities	Pedley
Lighting (Ord. 655)	None
2010 Census Tract	046404
Farm/land	Urban-Built Up Land
Special Notes	Mira Loma Warehouse/Distribution Center Policy Area

PLANNING:

SPECIFIC PLANS:	NONE
LAND USE DESIGNATIONS:	CITY
GENERAL PLAN POLICY AREAS:	NONE
AREA PLAN (RCP):	JURUPA
GENERAL PLAN POLICY AREAS:	LOW RES.
ZONING CLASSIFICATIONS (ORD. 848):	
ZONING OVERLAYS:	NONE
HISTORIC PRESERVATION DISTRICTS:	NONE
AGRICULTURAL PRESERVE:	NONE
REDEVELOPMENT AREAS:	
PROJECT AREA NAME:	JVPA
SUBAREA NAME:	PEDLEY
AMENDMENT NUMBER:	0
ADOPTION DATE:	1989-07-05
ACREAGE:	561.8 ACRES
RIVERSIDE MUNICIPAL ZONE D/ZONE E	
PEDLEY, DIST	
NONE	

AIRPORT INFLUENCE AREAS:

AIRPORT COMPATIBILITY ZONES:

ZONING DISTRICTS AND ZONING AREAS:

COMMUNITY ADVISORY COUNCILS:

BUILDING INFORMATION:

OWNER:	PHONE:
ADDRESS:	818.732.5494
DESIGNER: VIEDRAFTING BLUEPRINT DEVELOPMENTS	
DESCRIPTION: APPLICATION FOR NEW CONDITIONAL USE PERMIT FOR CONTRACTOR STORAGE YARD	

- ALL WORK SHALL COMPLY WITH THE FOLLOWING CODES INCLUDING AMENDMENTS:**
- JURUPA VALLEY MUNICIPAL CODE
 - 2016 CALIFORNIA BUILDING CODE
 - 2016 CALIFORNIA PLUMBING CODE
 - 2016 CALIFORNIA MECHANICAL CODE
 - 2016 CALIFORNIA ELECTRICAL CODE
 - 2016 CALIFORNIA ENERGY CODE (TITLE 24)

CONSTRUCTION TYPE:	TYPE V - FULLY SPRINKLED	
CURRENT USE TYPE:	RESIDENTIAL SINGLE FAMILY	
STORIES:	1	
OVERALL HEIGHT:	21'-2"	
EXISTING SQUARE FOOTAGE:		
OFFICES (BLDG I)	4,061.10 SQ. FT.	
STEEL SHED/STORAGE (BLDG II)	344.00 SQ. FT.	
STEEL SHED/STORAGE (BLDG III)	1,519.00 SQ. FT.	
WORKSHOP (BLDG IV)	4,758.00 SQ. FT.	
1 CAR GARAGE & STORAGE (BLDG V)	520.00 SQ. FT.	
EXISTING TOTAL:	11,202.10 SQ. FT.	
SQUARE FOOTAGE TO BE DEMO:	0 SQ. FT.	

NEW SQUARE FOOTAGE:		
NEW PRE-FAB STEEL CARPORT (BLDG VI)	10,400 SQ. FT.	
FINAL FLOOR AREA (SQ. FT.) =	21,602.10 SQ. FT.	
LOT SIZE: 89,738.00 SQ. FT. (25% FLOOR AREA RATIO) =	26,919.90 SQ. FT.	

SHEET INDEX

ARCHITECTURAL	ALL D NOTES & VICINITY PLAN
L-01	CONCEPTUAL LANDSCAPE PLAN
A1.2 (E) & (N)	GRADING PLAN
A2.1 (BLDG I)	OFFICES FLOOR PLAN
A2.2 (BLDG II - III - IV - V)	STORAGE SHEDS - WORKSHOP/STORAGE & GARAGE/STORAGE FLOOR PLANS
A2.3 (BLDG VI)	NEW CARPORT FLOOR PLAN & ELEVATIONS
A3.1 (BLDG I)	OFFICE ELEVATIONS
A3.2 (BLDG II - III - IV & V)	STORAGE SHEDS - WORKSHOP/STORAGE & GARAGE/STORAGE



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BLUEPRINT DEVELOPMENTS
C. 818.782.5484
E.edgar@VIEDrafting.com
www.VIEDrafting.com

BUILDER:
AVALOS CONSTRUCTION
ADDRESS:
8413 63rd Street
Jurupa Valley, CA 92509

SCOPE OF WORK:
CONDITIONAL USE PERMIT
FOR NEW CONTRACTOR
STORAGE YARD.

PLANS PROVIDED:

TITLE SHEET:

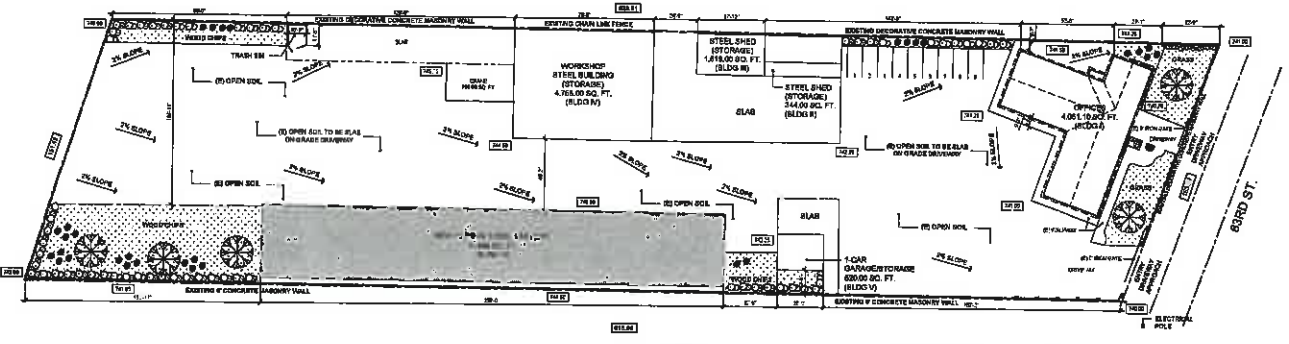
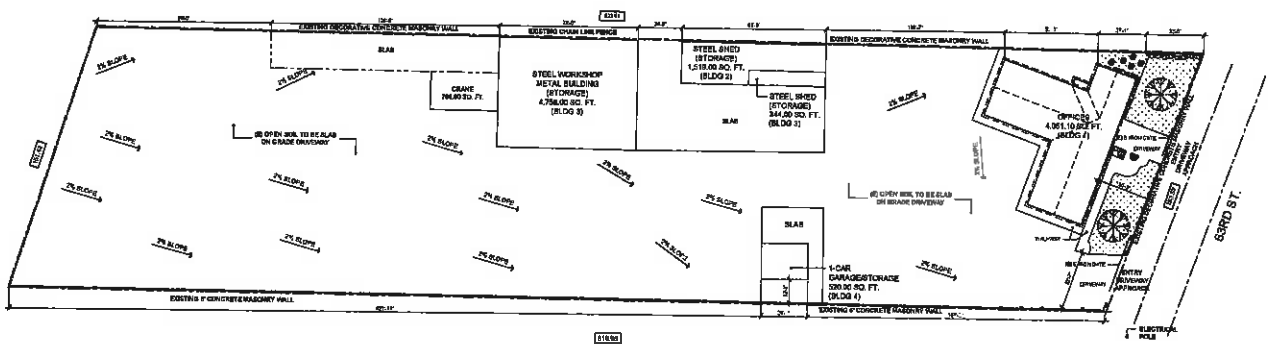
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DRAWN:	E. VIDAL
CHECKED:	
EXTENDED:	
REVISION:	

**EXISTING & PROPOSED
GRADING PLAN**

A1.2





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 8413 63rd Street
 Jurupa Valley, CA 92509

SCOPE OF WORK:
 CONDITIONAL USE PERMIT
 FOR NEW CONTRACTOR
 STORAGE YARD.

PLANS PREPARED BY:

DESIGN IDEAL

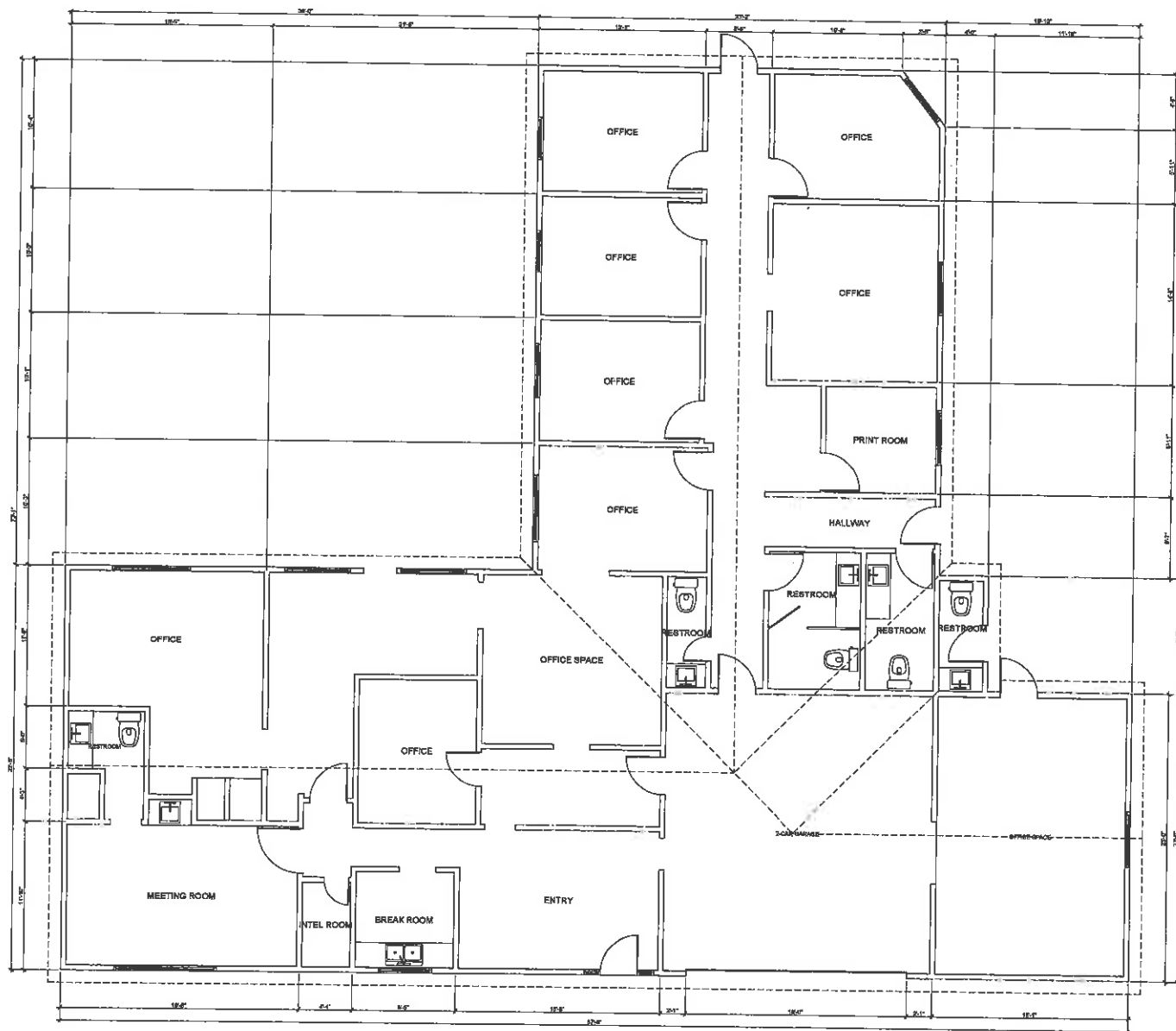
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CHECKED BY:	
APPROVED BY:	
REVISION:	

(BUILDING 1)
 OFFICE FLOOR PLAN

A2.1



SYMBOL LEGEND

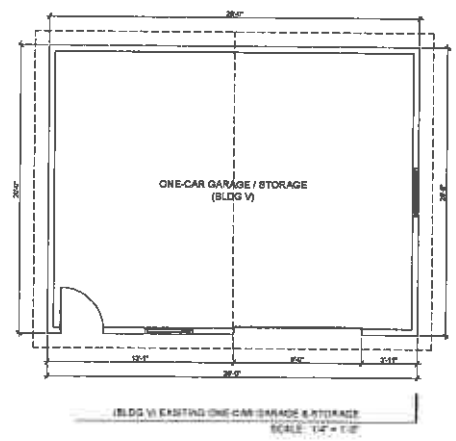
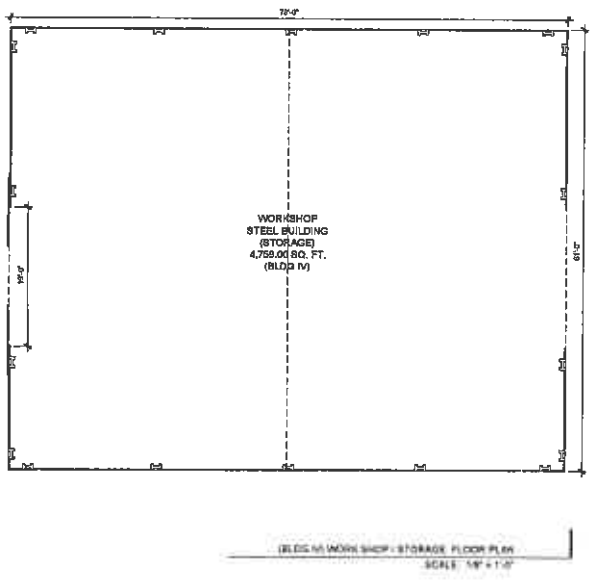
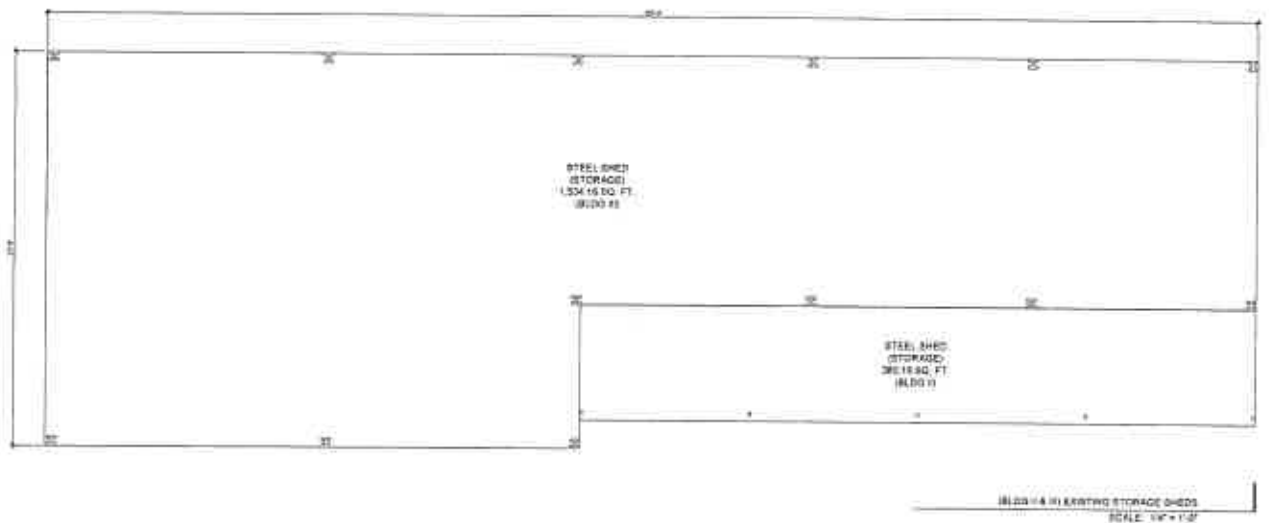
TO EXISTING: [Symbol]

EXISTING WALL: [Symbol]

NEW FRAME WALLS WITH SLICE @ 1" O.C. SF BY WALL @ INTERIOR: [Symbol]

NEW 2x4 SF STUDS @ EXTERIOR: [Symbol]

(BUILDING 1) OFFICES FLOOR PLAN
 SCALE: 1/4" = 1'-0"



OWNER:
 AVALON CONSTRUCTION
ADDRESS:
 5415 5th Street
 San Jose, CA 95128

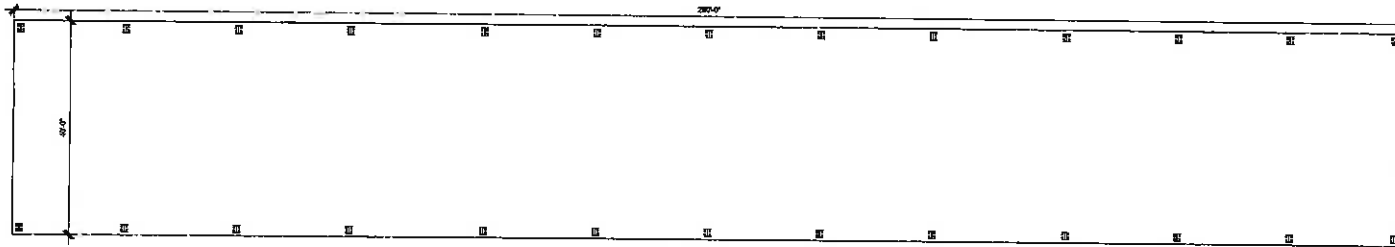
SCOPE OF WORK:
 CONDITIONAL USE PERMIT
 FOR NEW CONTRACTOR
 STORAGE YARD.

PLANS PROVIDED BY:

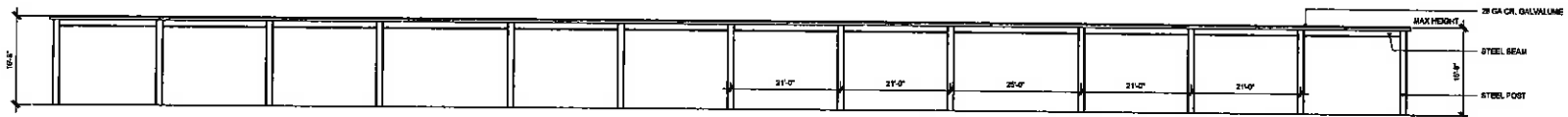
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NO.	REVISION

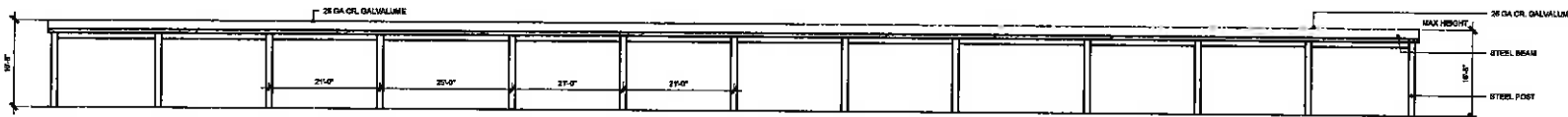
(BLDG III - IV & VI)
 STORAGE SHEDS,
 WORKSHOP + STORAGE &
 ONE-CAR GARAGE + STORAGE
 FLOOR PLAN



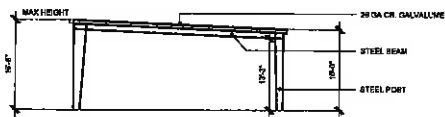
NEW CARPORT FLOOR PLAN
SCALE: 3/32" = 1'-0"



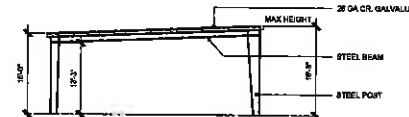
NEW WEST ELEVATION
SCALE: 3/32" = 1'-0"



NEW EAST ELEVATION
SCALE: 3/32" = 1'-0"



NEW SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



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



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BUILDER:
AVALOS CONSTRUCTION
ADDRESS:
8413 63rd Street
Jurupa Valley, CA 92509

SCOPE OF WORK:
CONDITIONAL USE PERMIT
FOR NEW CONTRACTOR
STORAGE YARD.

PLAN PROVIDED BY:

DATE:

DATE:

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DATE: 02.15.2018

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

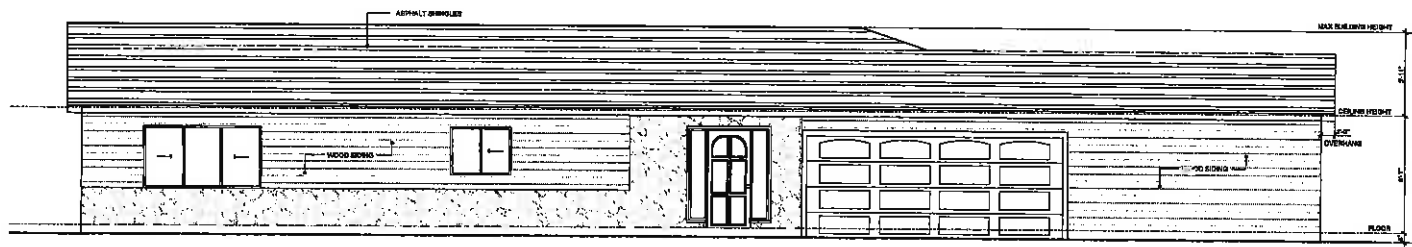
DESIGNER: E. VIDAL

CHECKED:

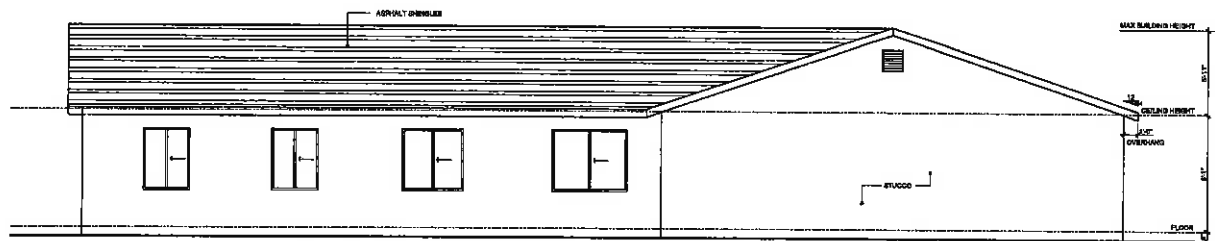
REVISION:

APPROVED:

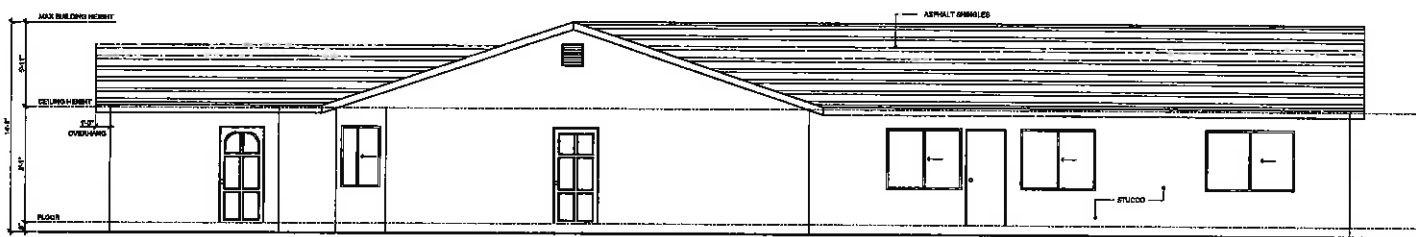
(BLDG VII)
NEW CARPORT FLOOR PLAN
& ELEVATIONS



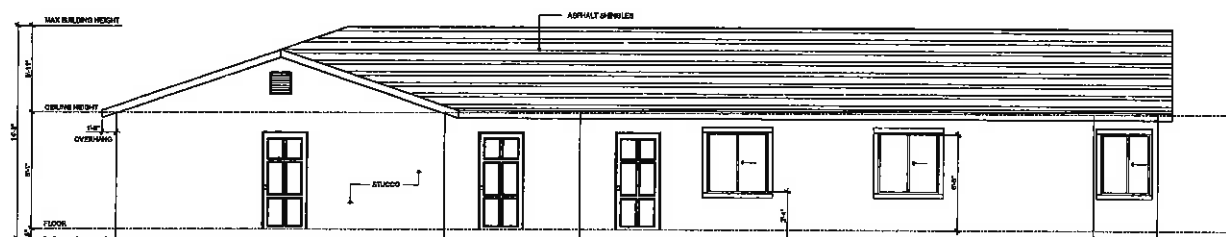
SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

BUILDER:
AVALOS CONSTRUCTION
ADDRESS:
8413 63rd Street
Jurupa Valley, CA 92509

SCOPE OF WORK:
CONDITIONAL USE PERMIT
FOR NEW CONTRACTOR
STORAGE YARD.

PLANS PREPARED BY:

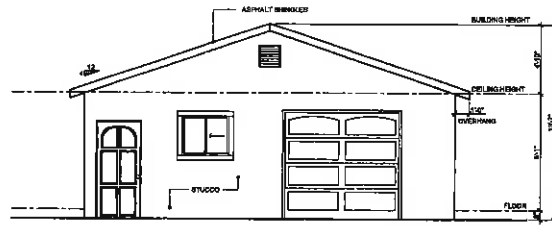
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DATE:

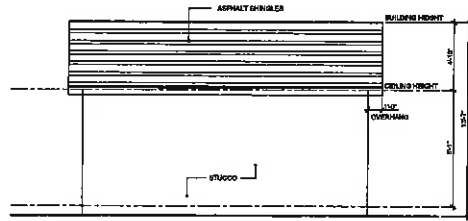
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DATE:	01.15.2018
SCALE:	1/4" = 1'-0"
DESIGNER:	E. VIDAL
CHECKED:	
ENGINEER:	
APPROVED:	

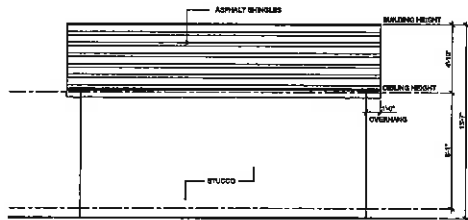
(BLDG 1)
OFFICE ELEVATIONS



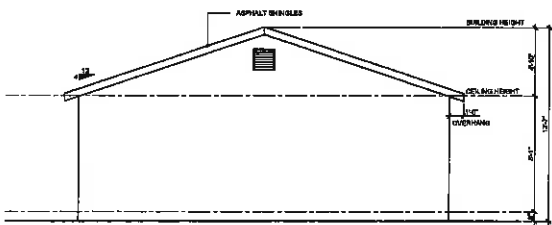
(BLDG V) GARAGE/STORAGE - EAST ELEVATION
SCALE: 1/4" = 1'-0"



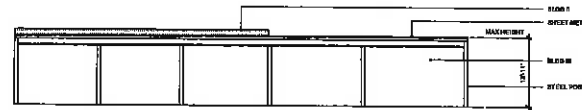
(BLDG V) GARAGE/STORAGE - SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



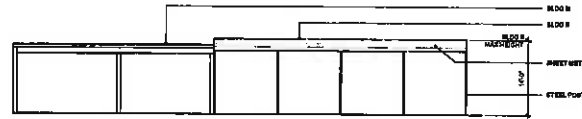
(BLDG V) GARAGE/STORAGE - NORTH ELEVATION
SCALE: 1/4" = 1'-0"



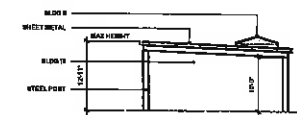
(BLDG V) GARAGE/STORAGE - WEST ELEVATION
SCALE: 1/4" = 1'-0"



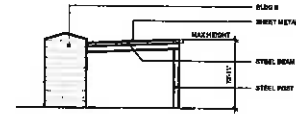
(BLDG II & III) STEEL STORAGE SHED - EAST ELEVATION
SCALE: 3/32" = 1'-0"



(BLDG II & III) STEEL STORAGE SHED - WEST ELEVATION
SCALE: 3/32" = 1'-0"



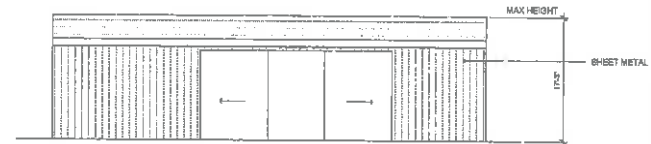
(BLDG II & III) STEEL STORAGE SHED - NORTH ELEVATION
SCALE: 3/32" = 1'-0"



(BLDG II & III) STEEL STORAGE SHED - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



(BLDG IV) WORKSHOP/STORAGE - WEST ELEVATION
SCALE: 1/8" = 1'-0"



(BLDG IV) WORKSHOP/STORAGE - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



(BLDG IV) WORKSHOP/STORAGE - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



(BLDG IV) WORKSHOP/STORAGE - EAST ELEVATION
SCALE: 1/8" = 1'-0"



VIEDrafting
BLUEPRINT DEVELOPMENT
C: 938.732.5494
E: edavid@viedrafting.com
www.VIEDrafting.com

BUILDER:
AVALOS CONSTRUCTION
ADDRESS:
8413 63rd Street
Jurupa Valley, CA 92509

SCOPE OF WORK:
CONDITIONAL USE PERMIT
FOR NEW CONTRACTOR
STORAGE YARD.

PLANS PREPARED BY:

SCALE: VARIOUS

DATE:

REVISIONS:
ALL DIMENSIONS, MATERIALS, FINISHES AND SPECIFICATIONS INDICATED BY THE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF VIEDRAFTING. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. VIEDRAFTING SHALL BE RESPONSIBLE FOR THE PREPARATION OF THE DRAWINGS AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. VIEDRAFTING SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. VIEDRAFTING SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.

DATE: 02.15.2018

SCALE: VARIOUS

DRAWN BY: E. VIDAL

CHECKED BY:

REVISIONS:

(BLDG II - III - IV & V)
STORAGE SHEDS
-WORKSHOP/STORAGE &
GARAGE/STORAGE
ELEVATIONS

A3.2

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 29, 2019

CHAIR
Steven Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Ms. Annette Tam, Project Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley, CA 92509

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION (SUPERSEDES PREVIOUS ALUC CONSISTENCY
DETERMINATION ZAP1077RI16)**

File No.: ZAP1098RI19
Related File No.: MA19162 [CUP15005] (Conditional Use Permit), [SDP31562]
(Site Development Permit)
APN: 165-240-019

Dear Ms. Tam:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case Nos. MA19162 [CUP15005] (Conditional Use Permit), [SDP 31562] (Site Development Permit), a proposal to construct a 39,428 square foot commercial retail center consisting of a 20,682 square foot retail/restaurant building, a 6,000 square foot AM/PM convenience store (including sale of alcoholic beverages) with 20 fueling stations and a 4,800 square foot carwash tunnel, a 4,973 square foot restaurant building, and a 2,983 square foot restaurant building with drive-through on a 5.45-acre site located on the northwest corner of Limonite Avenue and Felspar Street.

The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Non-residential intensity is not restricted within Compatibility Zone E.

The project site is approximately 12,585 feet from the westerly terminus of Runway 9-27 at Riverside Municipal Airport. The elevation of the runway at its westerly terminus is 757.6 feet above mean sea level (AMSL). At the distance cited above, structures with a top point elevation exceeding 883.5 feet AMSL would require notification to the Federal Aviation Administration Obstruction Evaluation Services (FAA OES). The site’s elevation is 700 feet AMSL, and the proposed building height is approximately 40 feet, for a top point elevation of 740 feet AMSL (below the runway elevation). Therefore, review of the building by the FAA OES was not required.

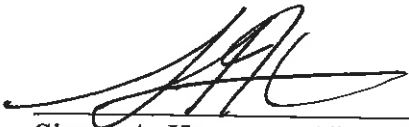
As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley applies the following recommended conditions:

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.
2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.
4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Simon A. Housman, ALUC Director

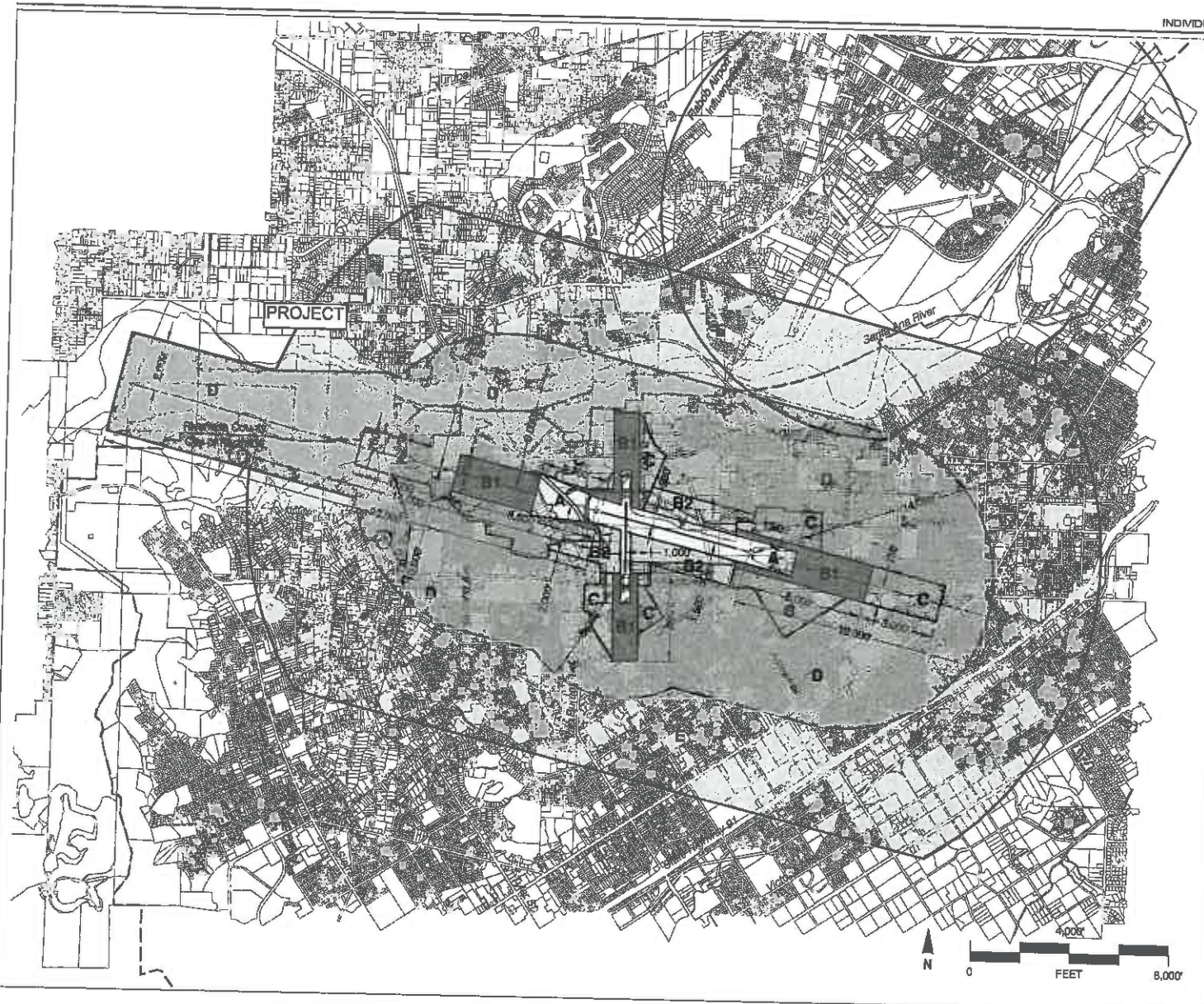
Attachments: Notice of Airport in Vicinity

cc: Limonite C&C, LLC/Chandi Group USA (applicant/property owner)
Kim Ellis, Airport Manager, Riverside Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Riverside\ZAP1098RI19\ZAP1098RI19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

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

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

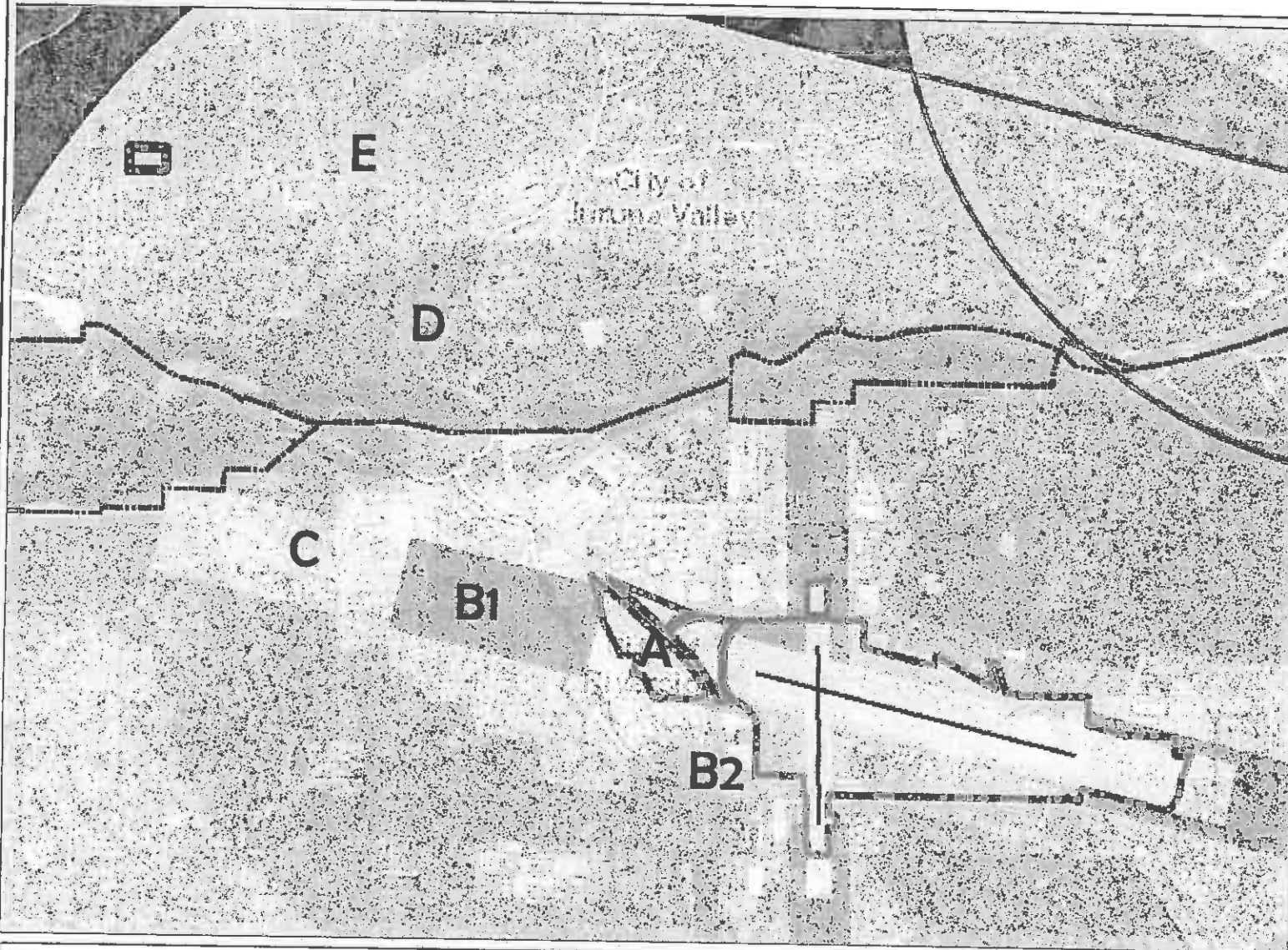
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adapted March 2005)

Map RI-1

Compatibility Map
Riverside Municipal Airport

P:\RCD\Output\RAL-compatibility.dwg Mar 22, 2005 - 12:47pm

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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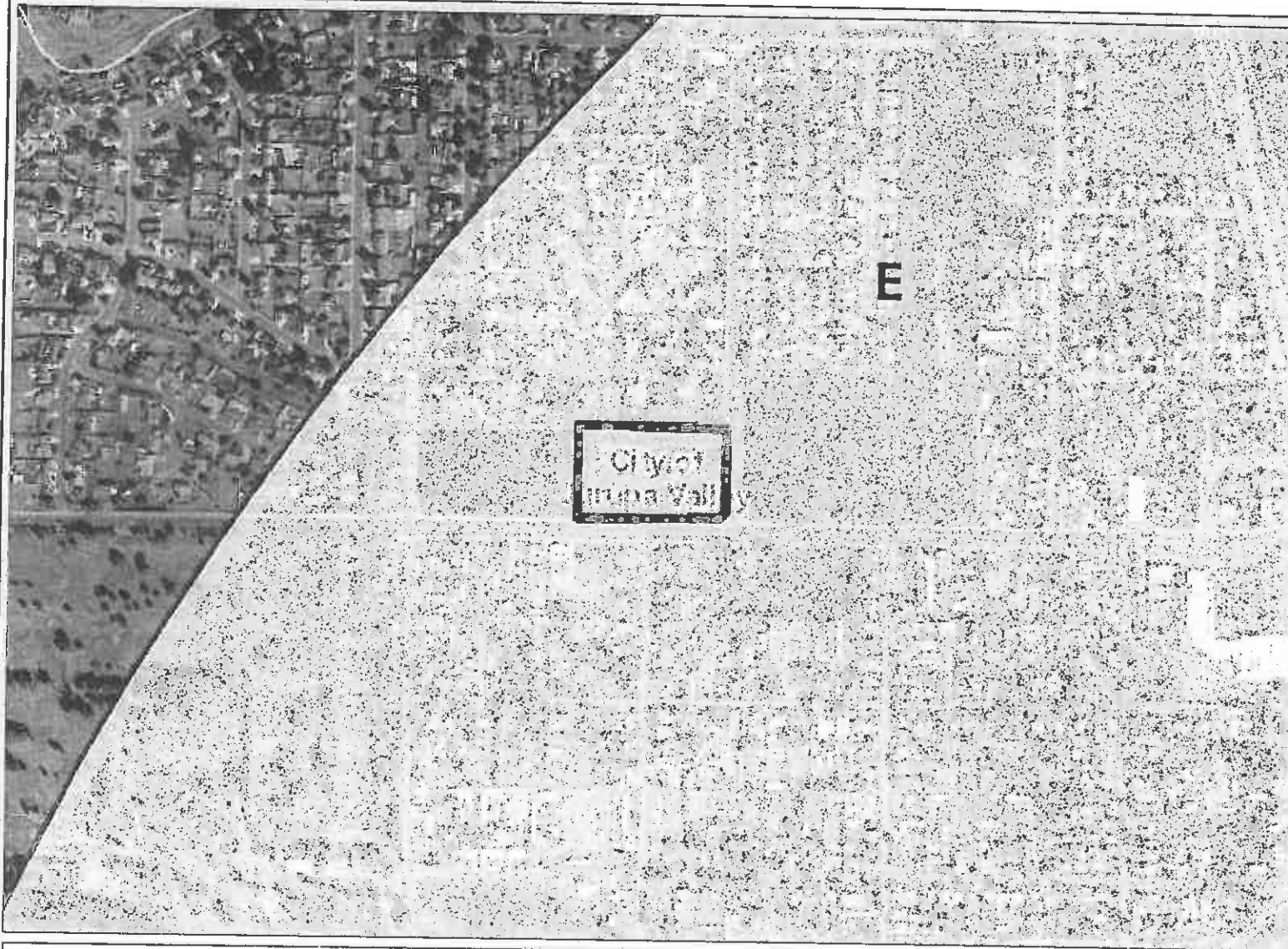


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Notes

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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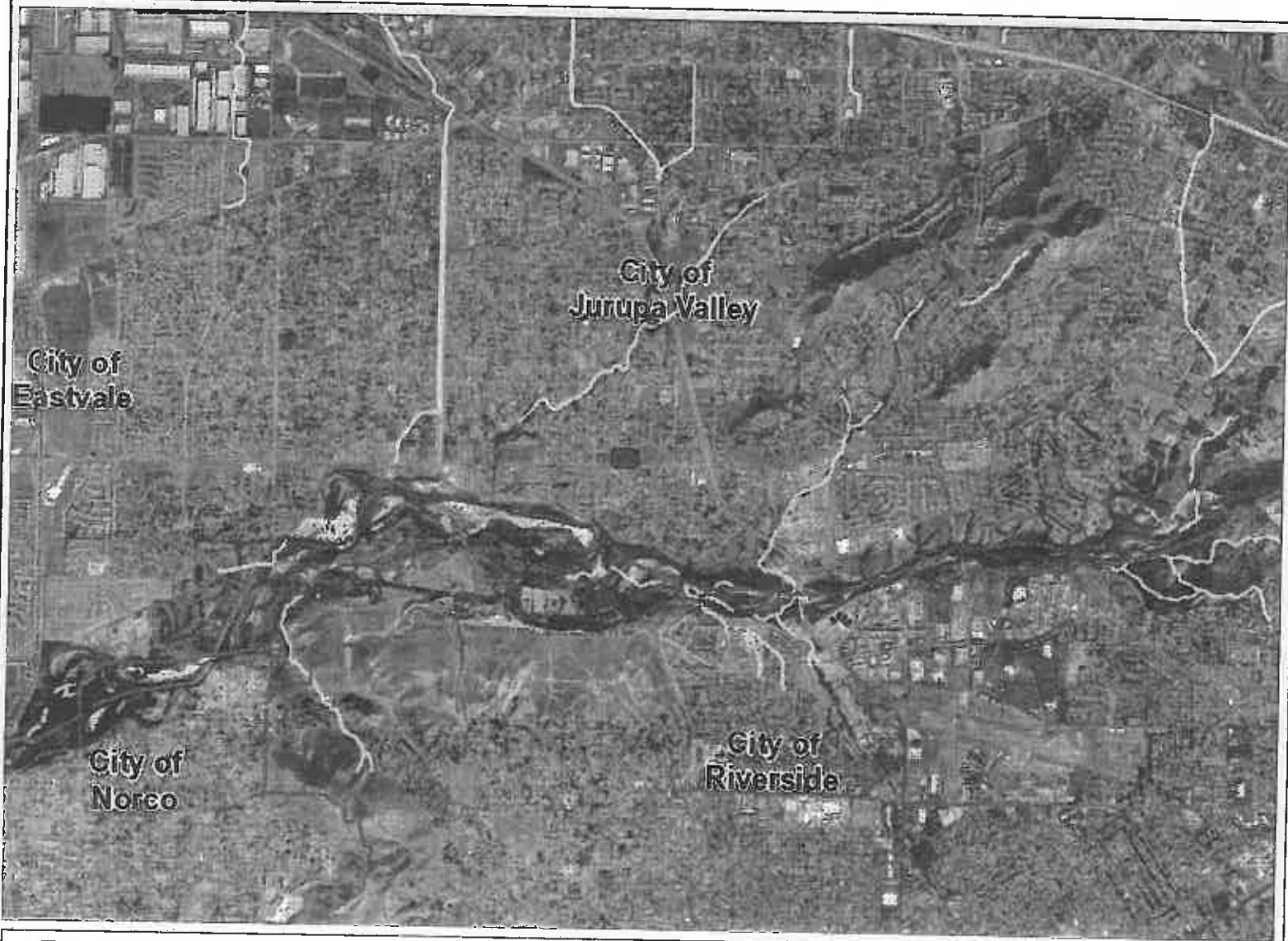


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Notes

Map My County Map



Legend

- Blueline Streams
- ▣ City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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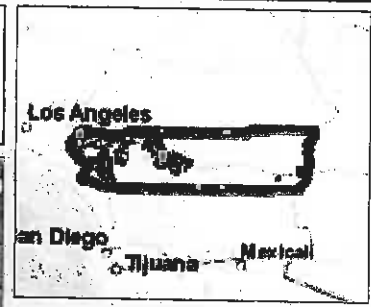
0 758 1,516 Feet

REPORT PRINTED ON... 8/19/2019 1:48:15 PM

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Notes

Map My County Map



Legend

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

Notes

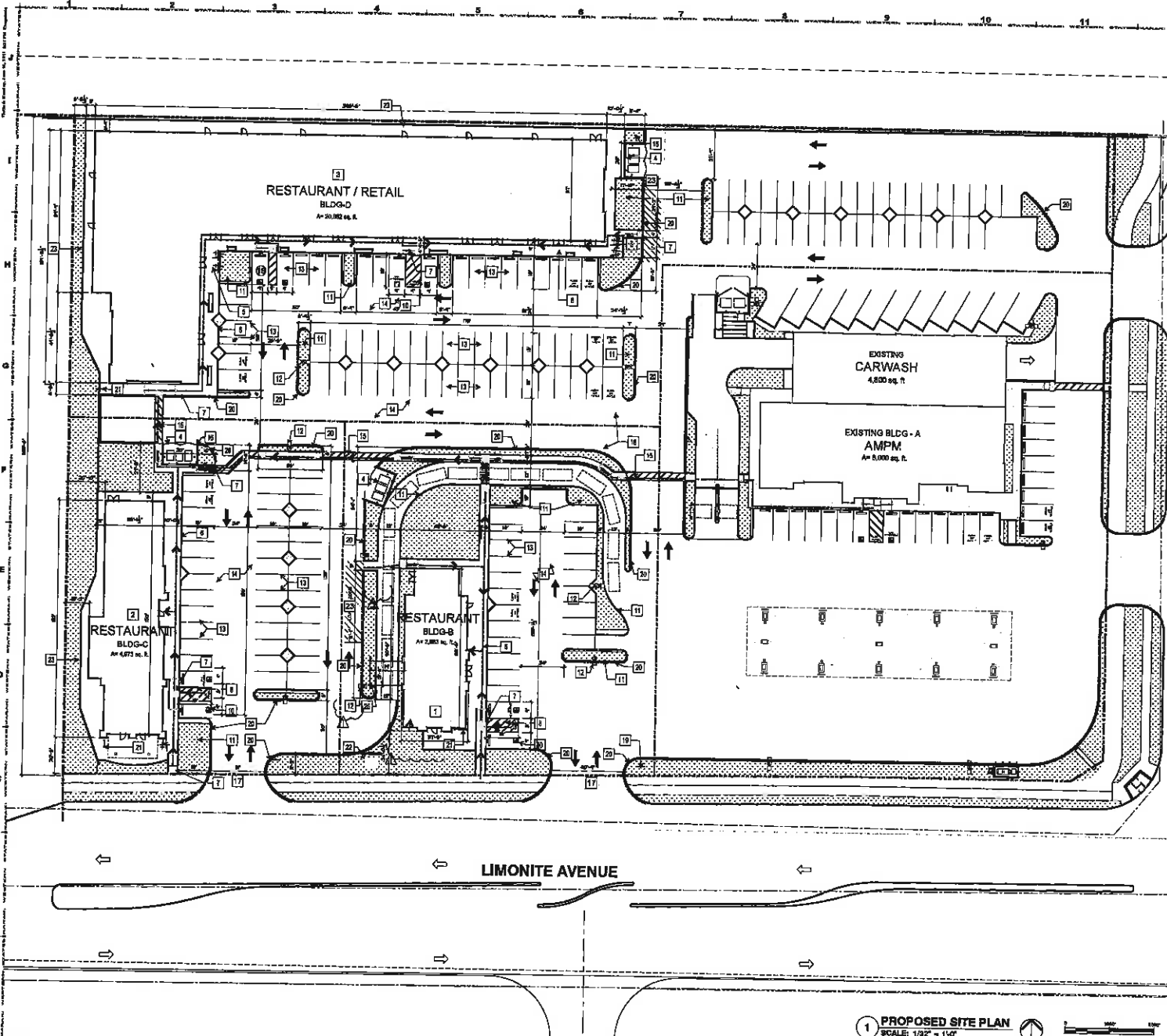


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LEGEND

- ① NO. OF PARIONS SPACES
- ② ACCESSIBLE PARKING
- ③ EXISTING PROPERTY LINE
- ④ ACCESSIBLE PATH OF TRAVEL
- ⑤ CONCRETE PAVING AREA
- ⑥ DECORATIVE PAVING DRIVEWAY AREA
- ⑦ DECORATIVE PAVING PEDESTRIAN AREA
- ⑧ LANDSCAPED AREA
- ⑨ COMMUNITY TRAIL
- ⑩ STREET IRRIGATION
- ⑪ DIRECTIONAL ARROW
- ⑫ AREA LIGHTS
- ⑬ WALL MOUNTED DECORATIVE AREA LIGHTS
- ⑭ 30 FIRE HYDRANT
- ⑮ 60 INCHER HANDLE
- ⑯ NO SEWER CLEARANCE
- ⑰ POWER POLE
- ⑱ WATER METER
- ⑲ WATER POINT
- ⑳ SIGN
- ㉑ GANTRY LIGHT

SITE KEY NOTES

- 1 RESTAURANT BLDG-D
- 2 RESTAURANT BLDG-C
- 3 RETAIL / RESTAURANT BLDG-D
- 4 TRAIL ENCLOSED WITH ROOF TRAILS PER CITY STANDARDS
- 5 DRIVE PARKING BAY
- 6 CONCRETE PAVING
- 7 ACCESSIBLE RAMP WITH TREATED DRIVE PAVING
- 8 ACCESSIBLE PAVE STRIPS ON MAX CROSS SLOPE
- 9 ACCESSIBLE PARKING BAY
- 10 ACCESSIBLE PARKING STRIPS WITH PAVEMENT FINISH (REQUIRED)
- 11 LANDSCAPE WITH CONCRETE CURB
- 12 AREA LIGHTS
- 13 PARKING STRIPS AS PER CITY STANDARDS (WITH INSULATION UNDER REQUIRED)
- 14 ASPHALT PAVING
- 15 ACCESSIBLE PEDESTRIAN STRIPS PARKWAYS
- 16 STEEL CONCRETE BOLLARDS
- 17 NO CURBWAY AS PER CITY STANDARDS (FOR VEHICLE ACCESS)
- 18 TRUCK PARK OF TRAVEL
- 19 TRUCK PARK MARK NOT LESS THAN 11' HIGH BY 22' HIGH PER CGC 19-402.6 SEE DETAIL 05-04-01
- 20 RED CURB IN SHARED AND PARKING FIRE LANE, PER PERMITS/AGENCY FIRE DEPT REQUIREMENTS
- 21 HYDRANT POST
- 22 TRANSFORMER
- 23 RETAILING HALL
- 24 LOADING ZONE
- 25 DRIVE TRAIL TRAILS
- 26 LOCATION OF MANAGE OF FIRE SUPPRESSION SYSTEM BY POLICE

NOTES

- REFER TO SHEET DWG-2 FOR SITE ACCESSIBILITY DETAILS
- REFER TO SHEET AS-3.0, AS-3.1 & AS-3.2 FOR HSG SITE DETAILS
- GRAPHTIC PROTECTION FOR WALLS, JAMB-SWAPPER GRANTING OR PROTECTION FOR EXTERIOR SIDE OF ALL FORMER WALLS. 1 EXTERIOR BUILDING WALLS TO HALF OF STRUCTURE OR 10 FEET MINIMUM OR GREATER.
- PROPOSED INDICATOR SHALL BE A HEIGHT OF 12" HIGH WITH A MINIMUM SPACING 10 FT.

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



KARAKI WEST
CONSULTANTS
4877 E. LA PALMA AVE. #207
JULIFIA VALLEY, CA 94583
TEL: (925) 938-0000 FAX: (925) 938-0001
WWW.KARAKIWEST.COM

SUBMITTAL
NO. DESCRIPTION BY DATE
1
2
3
4

REVISIONS
NO. DESCRIPTION BY DATE
A
B
C
D

OWNER NAME & ADDRESS
c/o KARAKI-WESTERN STATES

**4877 E. LA PALMA AVE. #207
JULIFIA VALLEY, CA 94583**

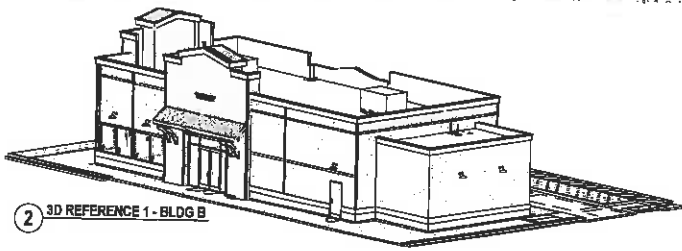
PROJECT NAME & ADDRESS
78 GAS STATION

NOTE TO CONTRACTOR
OWNER IS PROVIDING AS-BUILT RECORD DRAWINGS FOR THE EXISTING BUILDING AND SITE. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT.

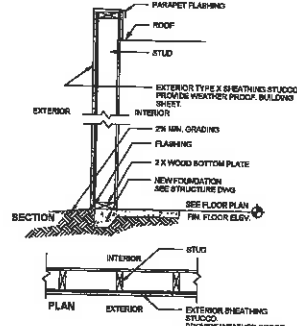
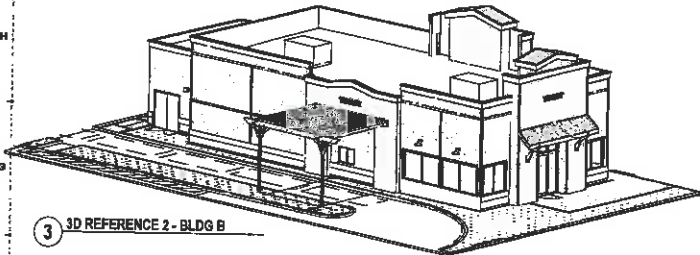
DESIGNED BY: WJ
DRAWN BY: WJ
CHECKED BY: JK
DATE DRAWN: 05.15.19
SCALE: 1/32" = 1'-0"
SHEET TITLE:
PROPOSED SITE PLAN

SHEET NUMBER
AS-1.0
JOB No. 1816205
EUP No. MA16205
P1816205

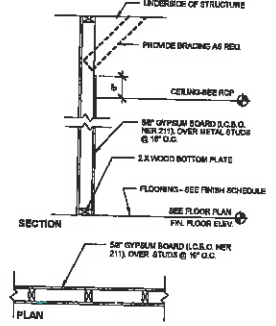
2 3D REFERENCE 1 - BLDG B



3 3D REFERENCE 2 - BLDG B



PARTITION TYPE 1 - @ EXTERIOR



PARTITION TYPE 2

PARTITION TYPE 2A

WALL LEGEND

NOTE REFER TO SCHEDULE OF FINISHES INTERIOR & EXTERIOR ELEVATIONS FOR COLORS AND FINISHES.	
P1	2" x 4" EXTERIOR ATUD WALL FOR OUTS @ 16" O.C. (2" CEILING PLASTER OVER EXPANDED METAL LATH AND 2 LAYERS OF 5/8" O.D. 1/4" THICK PAPER. SEE EXTERIOR ELEVATIONS FOR COLORS & FINISHES. REFER TO EXTERIOR ELEVATIONS & FINISH SCHEDULE FOR INTERIOR FINISHES.)
P2	2" x 4" INTERIOR ATUD WALL @ 16" O.C. WITH 5/8" O.D. METAL STUDS @ 16" O.C.
P2A	2" x 4" INTERIOR ATUD WALL @ 16" O.C. WITH 5/8" O.D. METAL STUDS @ 16" O.C.
FOR	5/8" SPRINKLER RISER (CONFORM WITH FIRE SPRINKLER PLANS UNDER SEPARATE PERMIT)
048	048 METER (8)

FLOOR PLAN NOTES

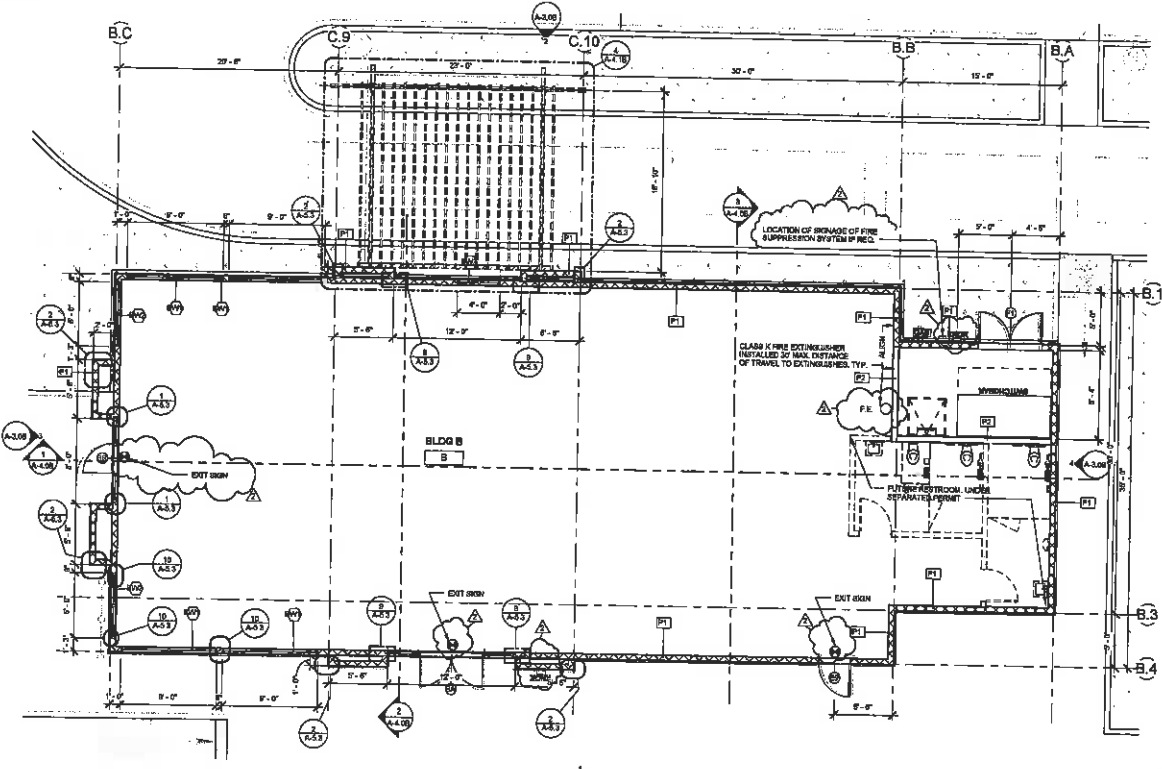
- ALL DIMENSIONS ARE TO BE READ IN CONJUNCTION WITH STRUCTURAL, ELECTRICAL, MECHANICAL & PLUMBING DRAWINGS. COORDINATE ANY CONFLICTS WITH ARCHITECT/ENGINEER FOR CLARIFICATION BEFORE COMMENCING ANY WORK.
- ALL DIMENSIONS ARE TO FACE OF ATUD UNLESS NOTED OTHERWISE OR SHOWN ON THE PLANS.
- PROVIDE & INSTALL ALL WOOD BLOCKING (FLOORING STUDS) REQUIRED TO PROVIDE ANCHORAGE FOR ALL FINISHES, ACCESSORIES, FIXTURES, ETC. TO COMPLETE ALL WORK.

FIRE EXTINGUISHER NOTES

(California Code of Regulations, Title 19, Chapter 1, Section 180732) through (c) Fire Extinguisher Size and Placement for Commercial Cooking Operations.
 Fire extinguishers with a Class K rating shall be provided for hazards where there is a potential for food handling, combustible cooking media (vegetable or animal oils and fats).
 Maximum travel distance shall not exceed 30 feet (9.14 m) from the hazard to the extinguisher.
 Additional fire extinguishers, required for the control of other classes of fires, shall be provided for commercial cooking areas as required by California Code of Regulations, Title 19, Chapter 1, Section 1807.

FIRE PROTECTION SIGNAGE NOTES

- The signs shall have minimum dimensions to fit the required sign lettering. The signs shall be constructed of metal, aluminum or rigid plastic and attached to the appliance with a "U"-bolt, chain, wire or a similar non-damaging method.
- The signs shall be attached to the appliance or on the building immediately adjacent to the appliance. Signs shall not interfere with the operation of the appliance.
- The signs shall be visible from the adjacent public roadway or fire department emergency access roadway. The signs shall not be obstructed by fixtures.
- The signs shall be red and all lettering shall be in white. The minimum size of the lettering shall be 1 1/2 inch in height and 1 1/2 inch wide. Polished Brass or Chrome finish with black lettering is permissible, unless otherwise noted. Letters are not acceptable.
- The sign shall include the following information:
 Line 1: Type of appliance and its function, such as: FRY, POKE, SFP, D/C Control Valve, Standby, etc.
 Line 2: Device ID, such as: Nearest sectional, walk valve, system #1, etc.
 Line 3: Building or fire address numbers, which are served by the device, such as 2800 Adams, Edge 10-2.
- When a building is equipped with multiple fire protection systems, a diagram indicating the location of all control valves, stand-by valves and the areas protected by each fire shall be posted near the fire alarm enclosure. The system number shall be indicated on each sign with 2" high white numbers.
- Owners providing access to rooms or areas where fire alarm control unit or fire extinguisher is located shall be indicated "FACP" marker. The marker shall be placed on the exterior door. This marker shall consist of a permanent, weather-resistant sign or letters. The lettering shall be at least three times the height. Signs shall have a green background with white lettering. Red letters or symbols shall be typically red but can be any color approved by the fire code official which red letters shall be used if the door or opening, interior doors shall be identified in a manner acceptable to the code official.



1 FLOOR PLAN - BLDG B

KARAK WS
 ARCHITECTS & DESIGN-BUILD COMPANY
 4807 E. LA PALMA AVE., SUITE 200
 ANAHEIM, CA 92814
 TEL: 714.944.8800 FAX: 714.944.8802
 WWW.KARAKWS.COM
 CONSULTANT'S SEAL

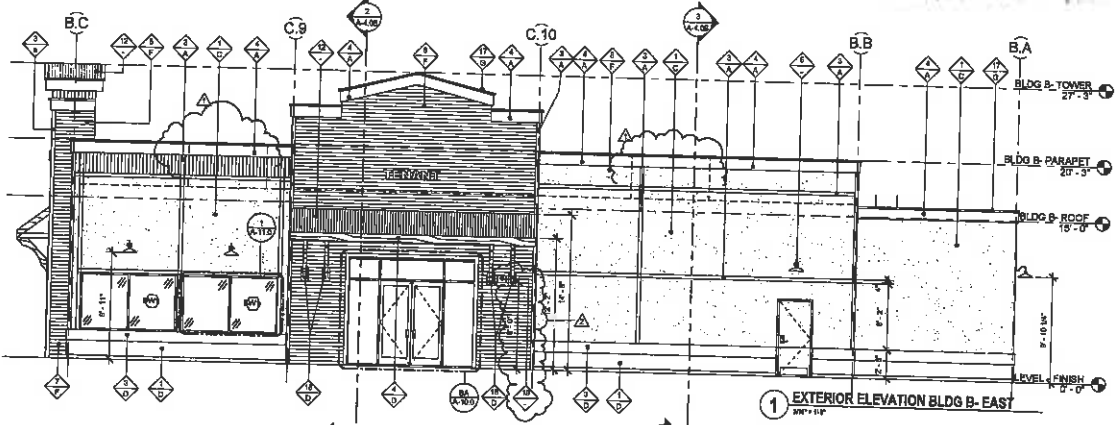
REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 ARCHITECT NO. 10000
 SUBMITTAL NO. DESCRIPTION BY DATE
 1
 2
 3
 4
 5
 6
 7
 8
 9
 10
 11
 12
 13
 14

LIMONITE
 KEY PLAN
 OWNER NAME & ADDRESS
 LIMONITE C&C
 42270 SPECTRUM STREET
 INDIO, CA 92203
 PROJECT NAME & ADDRESS
 LIMONITE PLAZA
 N.E.C. OF LIMONITE AVE. &
 FELSPAR ST. JURUPA
 VALLEY CA 92308
 DRAWN BY CONTRACTOR
 CONFIDENTIALITY STATEMENT

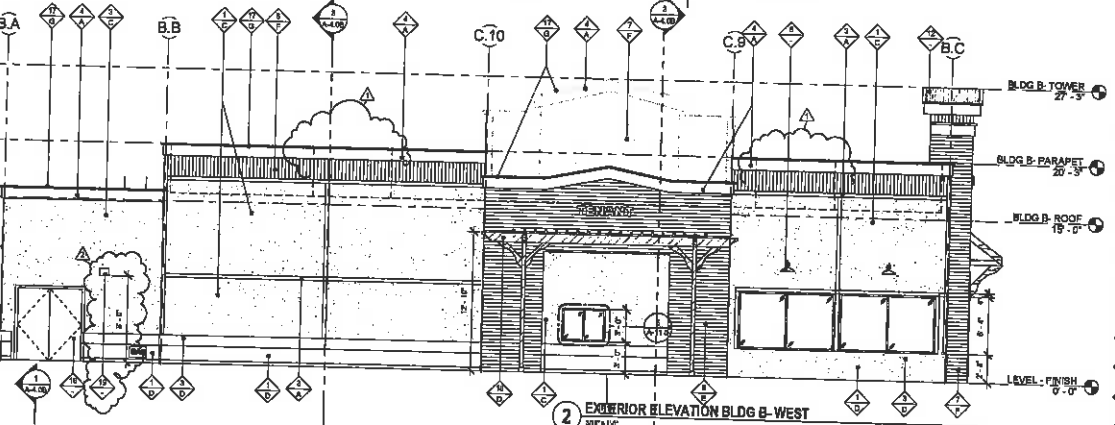
DESIGNED BY: VJO
 DRAWN BY: VJO
 CHECKED BY: VJO
 DATE: 05.26.19
 SCALE: AS SHOWN
 SHEET TITLE
 FLOOR PLAN - BLDG B

DESIGNED BY: VJO
 DRAWN BY: VJO
 CHECKED BY: VJO
 DATE: 05.26.19
 SCALE: AS SHOWN
 SHEET TITLE
 FLOOR PLAN - BLDG B

PROJECT NUMBER
 A-1.0B
 MAXIMUM COPY 10000
 JOB No. DEV No. 02/11/12, 1947/1000, 1
 630115 MAP No. F011000



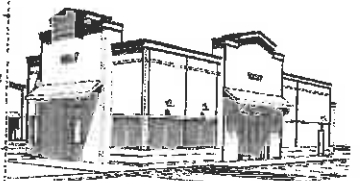
1 EXTERIOR ELEVATION BLDG B - EAST
3/16" = 1'-0"



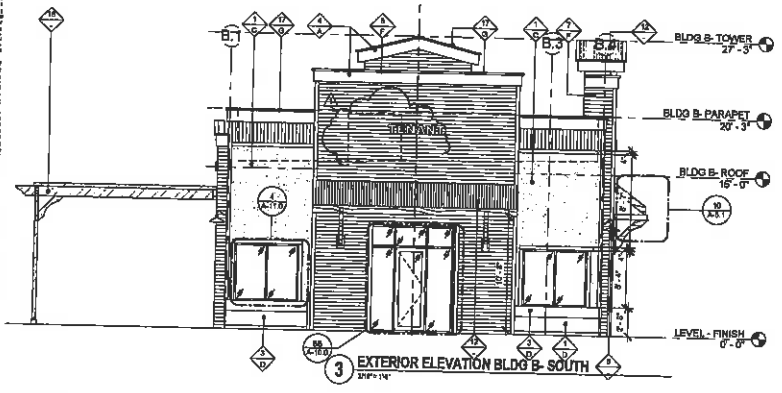
2 EXTERIOR ELEVATION BLDG B - WEST
3/16" = 1'-0"



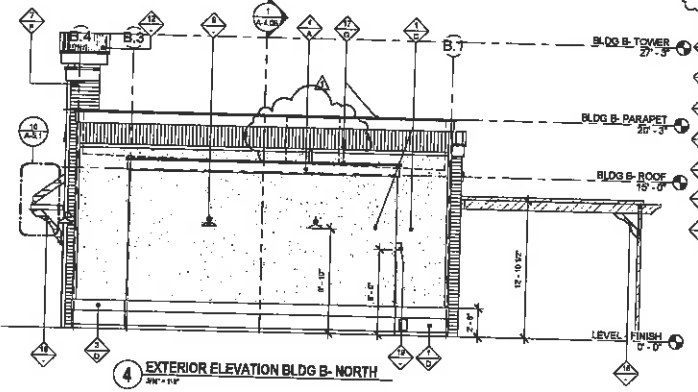
6 3D View 9



5 3D View 8



3 EXTERIOR ELEVATION BLDG B - SOUTH
3/16" = 1'-0"



4 EXTERIOR ELEVATION BLDG B - NORTH
3/16" = 1'-0"

NOTES

- 1. ALL EXTERIOR FINISH MATERIALS ARE IDENTICAL IN APPEARANCE AND OF EQUAL OR GREATER DURABILITY TO THE NATURAL MATERIALS THEY ARE INTENDED TO IMITATE.
- 2. BUILDINGS SHALL NOT HAVE THE APPEARANCE OF A FALSE FACADE ATTACHED TO THE FRONT OF AN EXISTING BUILDING. BUILDINGS SHALL BE DESIGNED TO ENSURE THAT ITS MASSING AND PROPORTION, ALONG WITH ITS COLORS AND ARCHITECTURAL DETAILS ARE CONSISTENT ON ALL BUILDING WALLS, GIVING A FOUR-CORDED (360-DIGREE) APPEARANCE.
- 3. EXTERIOR BUILDING WALLS SHALL BE PROVIDED WITH A GRAFFITI-RESISTANT COATING OR PAINT, TO A HEIGHT OF 12 FT. AT THE FOLLOWING LOCATIONS:
 - (A) THE NORTHWEST, SOUTHEAST, AND SOUTHWEST ELEVATIONS OF THE COMMERCIAL STORE.
- 4. GRAFFITI PROTECTION FOR WALLS AND GRAFFITI COATING OR PROTECTION FOR EXTERIOR SIDE OF ALL PERIMETER WALLS & EXTERIOR BUILDING WALLS TO HALF OF STRUCTURE OR 12 FEET WHICHEVER IS GREATER.

ELEVATION KEYNOTES

- MATERIALS**
- 1. 7/8" EXTERIOR CEMENT PLASTER OVER STUCCO FINISH (LA MARRA STUCCO COMPANY) (C.B.D. 90#-42# OR EQUAL) OVER GYPSUM METAL LATH & 5/8" FIBERGLASS PAPER. USE A 3/4" STAINLESS STEEL SCREWS OVER ALL WOOD BASED SHEATHING. USE SCREWS INSTEAD OF STAPLES.
 - 2. ALUMINUM 60 DISCREET, ANODIZED BRONZE FINISH (REFER TO SPEC'S FOR WINDOW SCHEDULES)
 - 3. STUCCO FINISH FOAM CORNER WITH METAL COPING
 - 4. WOOD TRIM OR EQ. 1 CORNER W/ FINISH
 - 5. BRONZE UNDER SEPARATE PERMIT (BY OTHERS)
 - 6. WALL-MOUNTED DECORATIVE "WOOD-BRAND" LIGHT FIXTURE
 - 7. "HARRIS-PLAIN" HORIZONTAL LAP SIDING WITH MATCHING TRIMS OR EQ. (COLOR W/ FINISH)
 - 8. "HARRIS-PANEL" SIDING WITH MATCHING VERTICAL BATTERS OR EQ. (COLOR W/ FINISH)
 - 9. PRECAST CONCRETE BASE
 - 10. ROOF TOP EQUIPMENT LINTS (APPROX. LOCATIONS)
 - 11. BRICK VENEER VARIASCOIT
 - 12. PRE-PANDED CORRUGATED METAL ROOFING
 - 13. 2X WOOD PANDA PAINTED FINISH
 - 14. 4X ROOF RAFTER BEAM & RAFTER TAILS
 - 15. DECORATIVE WOOD TRUSS BRACING
 - 16. EXTERIOR METAL EXIT DOOR
 - 17. METAL COPING
 - 18. WOOD TRELLIS
 - 19. IRON BOX
- PAINTS & COLORS**
- 1. COLOR TO MATCH SHERWIN WILLIAMS SW 9127 "IVORY"
 - 2. COLOR TO MATCH SHERWIN WILLIAMS SW 9128 "DISTANCE"
 - 3. COLOR TO MATCH SHERWIN WILLIAMS SW 9129 "ELONDE"
 - 4. COLOR TO MATCH SHERWIN WILLIAMS SW 9126 "TUNGHI COPPER"
 - 5. COLOR TO MATCH SHERWIN WILLIAMS SW 7598 "SERRA REDWOOD"
 - 6. COLOR TO MATCH SHERWIN WILLIAMS SW 6751 "CHAMOSH"
 - 7. NATURAL ALUMINUM



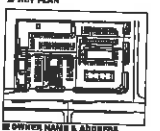
4857 E. LA PALMA STE. 707
FELLSHAM, CA 95621
TEL: 916.438.0000 FAX: 916.438.0001
WWW.KARAKIWS.COM

CONSULTANT SEALS



REVISIONS

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		



OWNER NAME & ADDRESS
LIMONITE C&C

42270 SPECTRUC STREET
INDIO, CA 92233

PROJECT NAME & ADDRESS
LIMONITE PLAZA

N.E.C. OF LIMONITE AVE. & FELLSHAM ST., JURUPA VALLEY CA 95622

NOTES TO CONTRACTOR

CONFIDENTIALITY STATEMENT

DATE: 08/10/19
BY: [Signature]

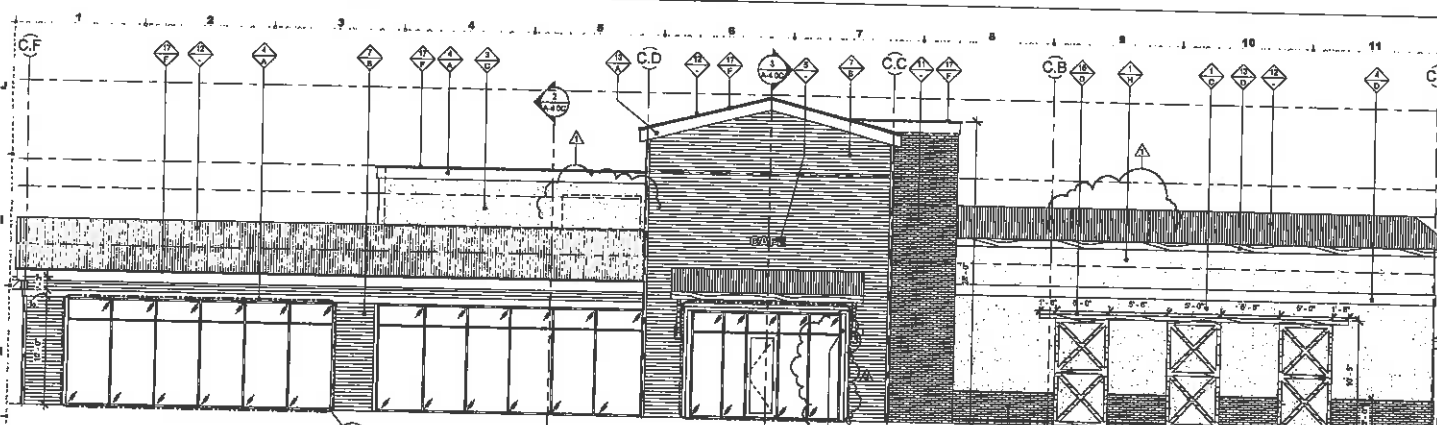
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
SCALE: AS SHOWN
SHEET TITLE: ELEVATIONS - BLDG B

PROJECT NUMBER: A-3.0B

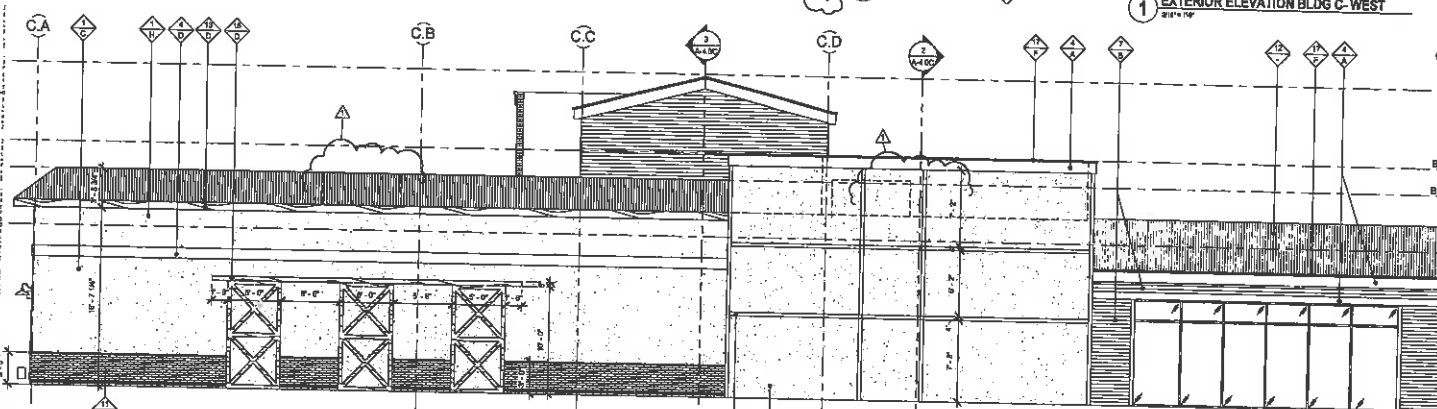
MADE IN U.S.A.
JOB No. 19-011-19-0001
DATE: 08/10/19
DRAWN BY: [Signature]
SCALE: AS SHOWN
SHEET TITLE: ELEVATIONS - BLDG B

C:\Users\jgarcia\Documents\2019\19-011-19-0001\19-011-19-0001.dwg

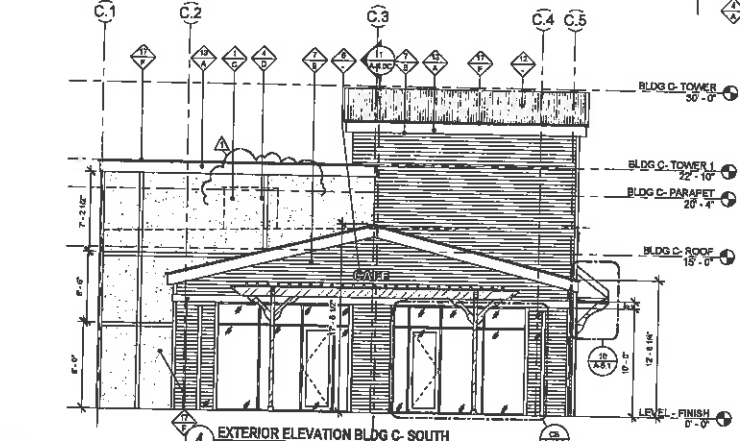
ENR019 22848 FM



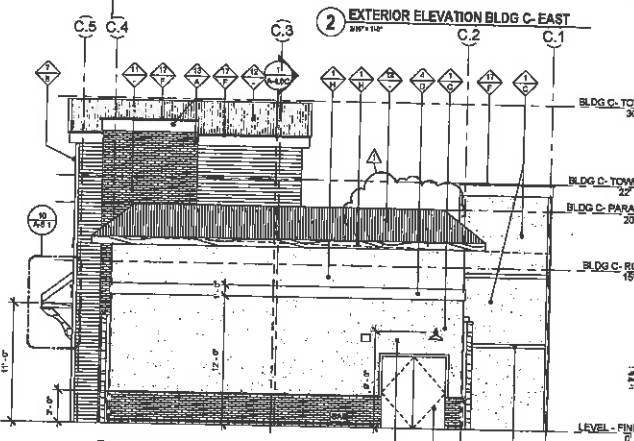
1 EXTERIOR ELEVATION BLDG C - WEST
SHP-110



2 EXTERIOR ELEVATION BLDG C - EAST
SHP-110



4 EXTERIOR ELEVATION BLDG C - SOUTH
SHP-110



3 EXTERIOR ELEVATION BLDG C - NORTH
SHP-110



5 3D View 10

NOTES

- BLDG C - TOWER 30'-0"
 - BLDG C - TOWER 1 22'-10"
 - BLDG C - PARAPET 20'-4"
 - BLDG C - ROOF 15'-0"
 - LEVEL - FINISH 0'-0"
- ALL EXTERIOR FINISH MATERIALS ARE IDENTICAL IN APPEARANCE AND OF EQUAL OR GREATER DURABILITY TO THE NATURAL MATERIALS THEY ARE INTENDED TO SIMULATE.
- SILOES SHALL NOT HAVE THE APPEARANCE OF A FALSE FACADE ATTACHED TO THE FRONT OF A LIQUOR BUILDING SHELL. A BUILDING SHALL BE DESIGNED TO INSURE THAT IT'S MASSING AND PROPORTION CORRELATE WITH ITS COLOR AND ARCHITECTURAL DETAILING AND COMPLEMENT ALL BUILDING WALLS CARRYING A FOUR-SIDED (SQUARE) APPEARANCE.
- EXTERIOR BUILDING WALLS SHALL BE PROVIDED WITH A GRAFFITI-RESISTANT COATING OR PAINT TO A HEIGHT OF 15 FT. AT THE FOLLOWING LOCATIONS:
- ON THE NORTHEAST, SOUTHWEST, AND SOUTHWEST ELEVATIONS OF THE DOWNWIND SIDE.
 - GRAFFITI PROTECTION FOR WALLS (ANTI-GRAFFITI COATING OR PROTECTION FOR EXTERIOR SIDE OF ALL PERIMETER WALLS & EXTERIOR BUILDING WALLS TO HALF OF STRUCTURE OR 12 FEET WHATEVER IS GREATER.

ELEVATION KEYNOTES

- MATERIALS**
- 1/2" EXTERIOR CEMENT PLASTER OVER STUCCO FINISH (A MASONRY FINISH COMPANY TO BE DETERMINED OR FORMAL COVER SHALL BE INSTALLED OVER ALL BUILDING PAPER. USE A MIN. 2 LAYER CRACK D. INSTEAD OF STAPLES)
 - STUCCO FINISH FROM CORNER WITH METAL COPING CAP.
 - WOOD TRIM OR EQ. (COORD W/ OWNER)
 - BRANDED UNDER SEPARATE PERMIT (BY OTHERS)
 - WALL MOUNTED DECORATIVE "WOODSKEIN" LIGHT FIXTURE
 - "MARGO-PLANK" HORIZONTAL LAP SIDING WITH MATCHING TERRA CR EQ. (COORD W/ OWNER)
 - "MARGO-FAMILY" SIDING WITH MATCHING VERTICAL BATTENS OR EQ. (COORD W/ OWNER)
 - PRE-CAST CONCRETE BARE
 - ROOF TOP EQUIPMENT UNITS (APPROX. LOCATIONS)
 - BRICK VENEER HANDBUILT
 - CORRUGATED METAL ROOF
 - 2X WOOD FASCIA PAINTED FINISH
 - 4X ROOF RAFTER BEAM & RAFTER TAIL
 - DECORATIVE WOOD TRUSS FRAMING
 - EXTERIOR METAL EXIT DOOR
 - BUILDING ADDRESS SIGN LOCATION
 - METAL COPING
 - WOOD TRUSS
 - WOOD BOX

PAINTS & COLORS

- COLOR TO MATCH SHERWIN WILLIAMS SW 6027 "TWOVE"
- COLOR TO MATCH SHERWIN WILLIAMS SW 9028 "DUSTANCE"
- COLOR TO MATCH SHERWIN WILLIAMS SW 9123 "TELOUSE"
- COLOR TO MATCH SHERWIN WILLIAMS SW 7078 "TUSSEH COPPER"
- COLOR TO MATCH SHERWIN WILLIAMS SW 7528 "SERRA REDWOOD"
- NATURAL ALUMINUM
- COLOR TO MATCH SHERWIN WILLIAMS SW 6127 "HONEY"



4087 E. LA PALMA STE. 707
CHULA VISTA, CA 92015
TEL: 619-594-1000 FAX: 619-594-1000
WWW.KARAKWS.COM



REVISIONS

NO.	DESCRIPTION	DATE
1		04/15/18
2		04/20/18
3		
4		



OWNER NAME & ADDRESS
LIMONITE CAC

42270 SPECTRUM STREET
INDIO, CA 92203

PROJECT NAME & ADDRESS
LIMONITE PLAZA

N.E.C. OF LIMONITE AVE. & FELSTAR ST., JULIUS VALLEY CA 92308

NOTE TO CONTRACTOR

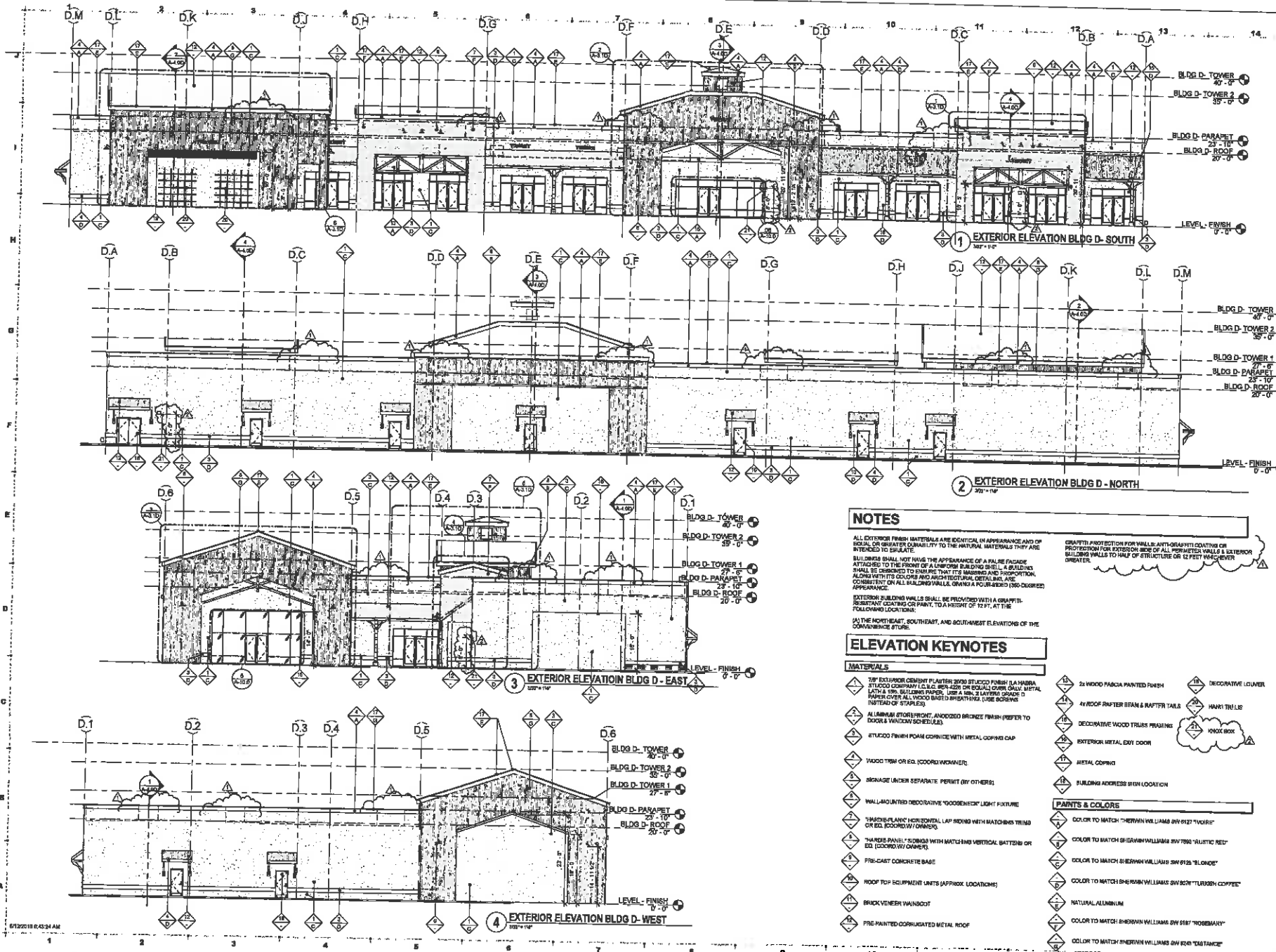
CONFIDENTIALITY STATEMENT

DESIGNED BY: VAS
DRAWN BY: VAS
CHECKED BY: VAS
PLOT DATE: 05.30.18
SCALE: AS SHOWN

ELEVATIONS - BLDG C

PROJECT NUMBER

A-3.0C
DATE: 05/15/18
JOB NO: 18071801
ENR: 185-245-018



A DESIGN-BUILD COMPANY
 ARBY B. LA PALMA, P.E., 7099
 TOWN CENTER DRIVE, REDWOOD CITY,
 CALIFORNIA 94063, TEL: 650-961-1000, FAX: 650-961-1001



REVISIONS

NO.	DESCRIPTION	DATE
1		04/19/18
2		04/20/18
3		
4		
5		



OWNER NAME & ADDRESS
LIMONITE C&C
 42270 SPECTRUM STREET
 INDIO, CA 92203

PROJECT NAME & ADDRESS
LIMONITE PLAZA
 N.E.C. OF LIMONITE AVE. &
 FELSPAR ST., JURUPA
 VALLEY CA 92206

NOTE TO CONTRACTOR
 SEE SPECIFICATIONS FOR
 MATERIALS AND FINISHES.

CONFIDENTIALITY STATEMENT
 THIS DRAWING IS THE PROPERTY OF
 KARAKI WS2 AND IS NOT TO BE
 REPRODUCED OR COPIED IN ANY
 MANNER WITHOUT THE WRITTEN
 PERMISSION OF KARAKI WS2.

DESIGNED BY: WGS
 DRAWN BY: WGS
 CHECKED BY: WGS
 PLOT DATE: 05.30.19
 SCALE: AS SHOWN

SHEET TITLE
ELEVATIONS - BLDG D

BARNEY NUMBER
A-3.0D
 JOB NO. 18-0001-0001 DRAWING NO. 18-0001-0001-0001
 SHEET NO. 18-0001-0001-0001-0001

NOTES

ALL EXTERIOR FINISH MATERIALS ARE IDENTICAL IN APPEARANCE AND OF EQUAL OR GREATER DURABILITY TO THE NATURAL MATERIALS THEY ARE INTENDED TO EMULATE.
 BUILDINGS SHALL NOT HAVE THE APPEARANCE OF A FAUXE FACADE ATTACHED TO THE FRONT OF A UNIFORM BUILDING SHELL. A BUILDING SHALL BE DESIGNED TO ENHANCE THAT ITS IMAGING AND PROPORTION ALONG WITH ITS COLORED AND SHAPED DETAILS, DETAILING AND APPEARANCE ON ALL BUILDING WALLS, OVER A FOUR-BLOCK BLOCK DEGREE.
 EXTERIOR BUILDING WALLS SHALL BE PROVIDED WITH A GRAVITY-RESISTANT COATING OR PAINT, TO A HEIGHT OF 12 FT., AT THE FOLLOWING LOCATIONS:
 (A) THE NORTHEAST, SOUTHWEST, AND SOUTHWEST ELEVATIONS OF THE COMMERCIAL STORE.

ELEVATION KEYNOTES

- MATERIALS**
- 1. 75# EXTERIOR CEMENT PLASTER 2000 STUCCO FINISH (LA HABRA STUCCO COMPANY) 1/2" THICK OR EQUAL OVER GYPSUM OR METAL LATH & 1/2" BULKING PAPER. USE A MIN. 2 LAYERED GRADE D PAPER OVER ALL WOOD BASED SHEATHING. (USE SCREWS INSTEAD OF STAPLES)
 - 2. ALUMINUM STOREFRONT, ANODIZED BRONZE FINISH (REFER TO DOUBLE WINDOW SCHEDULES)
 - 3. STUCCO FINISH POINT CORNICE WITH METAL CORNICE CAP
 - 4. WOOD TRIM OR EQ. (COLOR/WORKMAN)
 - 5. SIGNAGE UNDER SEPARATE PERMIT OR OTHERS
 - 6. WALL-MOUNTED DECORATIVE "WOODEN" LIGHT FIXTURE
 - 7. "SHAKO PLANK" HORIZONTAL LAP SIDING WITH MATCHING TRIM OR EQ. (COLOR/WY OWNER)
 - 8. "HARDY PANEL" SIDING WITH MATCHING VERTICAL BATTENS OR EQ. (COLOR/WY OWNER)
 - 9. PRE-CAST CONCRETE BASE
 - 10. ROOF TOP EQUIPMENT UNITS (APPROX LOCATIONS)
 - 11. BRICK VENEER WAINCOT
 - 12. PRE-PANDED CORRUGATED METAL ROOF

GRAVITY PROTECTION FOR WALLS: APPLICATION COATING OR PROTECTION FOR EXTERIOR SIDE OF ALL PERIMETER WALLS & EXTERIOR BUILDING WALLS TO HALF OF STRUCTURE OR 12 FEET WHICHEVER GREATER.

- PAINTS & COLORS**
- 13. 2x WOOD PARCA PAINTED FINISH
 - 14. 4x ROOF RAFTER BEAM & RAFTER TAILS
 - 15. DECORATIVE WOOD TRUSS BRACING
 - 16. EXTERIOR METAL EXIT DOOR
 - 17. METAL CORNICE
 - 18. BUILDING ADDRESS SIGN LOCATION
 - 19. DECORATIVE LOUVER
 - 20. MARK TRUSS
 - 21. KNOX BOX
- PAINTS & COLORS**
- 1. COLOR TO MATCH SHERWIN WILLIAMS SW 6121 "MOUSE"
 - 2. COLOR TO MATCH SHERWIN WILLIAMS SW 7050 "RUSTIC RED"
 - 3. COLOR TO MATCH SHERWIN WILLIAMS SW 6126 "BLONDE"
 - 4. COLOR TO MATCH SHERWIN WILLIAMS SW 8026 "LURCHIN COFFEE"
 - 5. NATURAL ALUMINUM
 - 6. COLOR TO MATCH SHERWIN WILLIAMS SW 6161 "ROSEMARY"
 - 7. COLOR TO MATCH SHERWIN WILLIAMS SW 6240 "SAGEANCE"

6/13/2018 10:43:34 AM

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

September 12, 2019

Mr. Tim Wheeler, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

File No.: ZAP1383MA19
Related File No.: CUP190021 (Conditional Use Permit)
APN: 266-020-001

Steven Stewart
Palm Springs

Dear Mr. Wheeler:

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

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. CUP190021 (Conditional Use Permit), a proposal to establish a 3,800 square foot AM/PM convenience store and gas station facility with a 1,700 square foot car wash tunnel and 16 fueling stations on 2.7 acres located at the northeasterly corner of Van Buren Boulevard and Chicago Avenue, southerly of Iris Avenue.

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.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (1535 AMSL). The site is located approximately 22,400 feet southwesterly of that runway end. At this distance, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures exceeding a top point elevation of 1,759 feet AMSL. The project site finished floor elevation is 1,576 feet AMSL and the maximum proposed building height is 25 feet, resulting in a top point elevation of 1,601 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

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

AIRPORT LAND USE COMMISSION

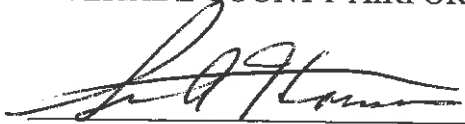
downward facing.

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 Lake Mathews/Woodcrest Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to lessees of the structure(s) thereon.
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 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.

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

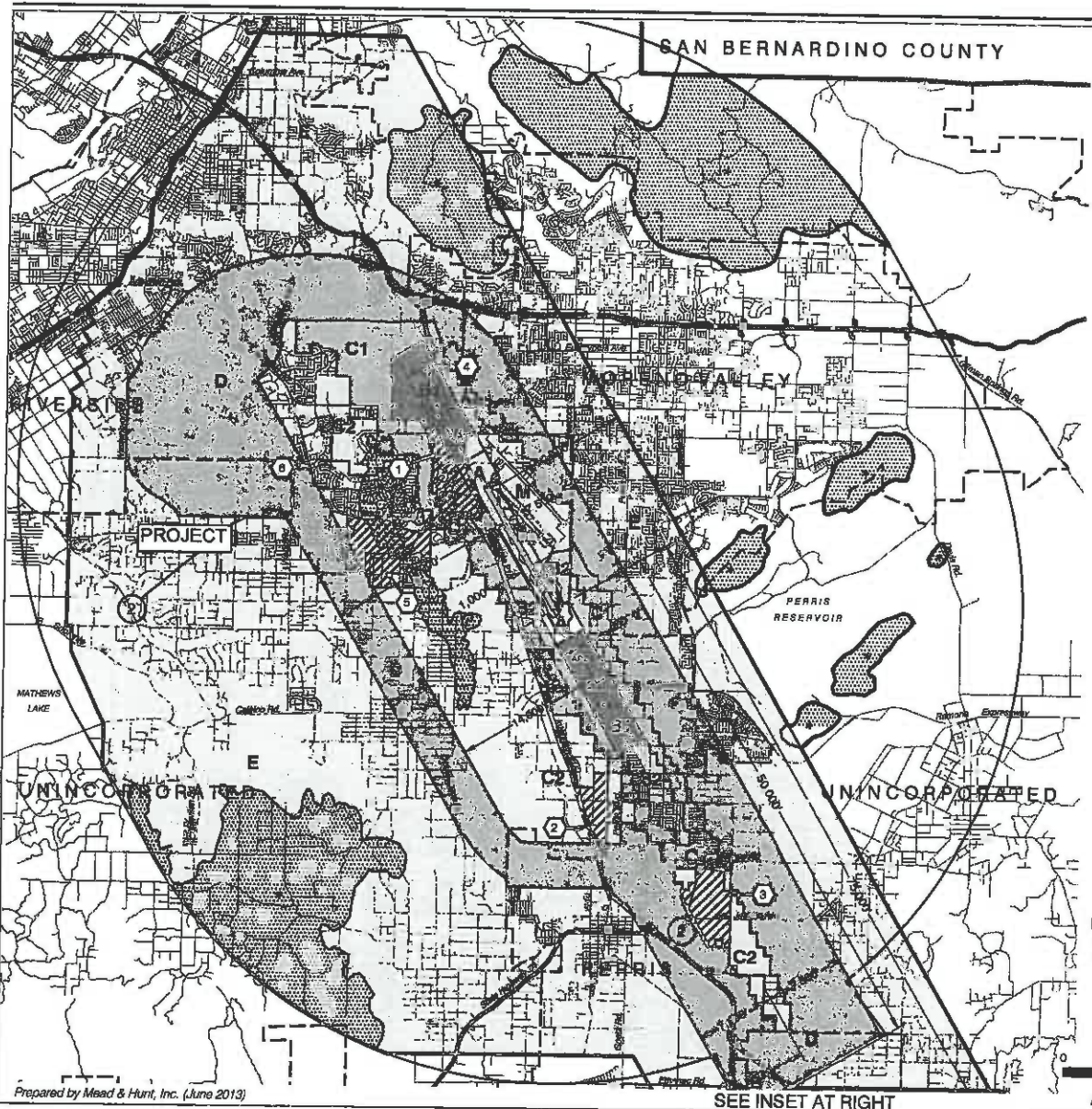
AIRPORT LAND USE COMMISSION

**cc: Riverside Holdings, LLC (applicant)
Metro Arco AMPM – Indiana Avenue (fee-payer)
Adkan Engineers, Mitch Adkison (representative)
Michael S. Conley (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Base Civil Engineer, March Air Reserve Base
ALUC Case File**

Y:\AIRPORT CASE FILES\March\ZAP1383MA19\ZAP1383MA19.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

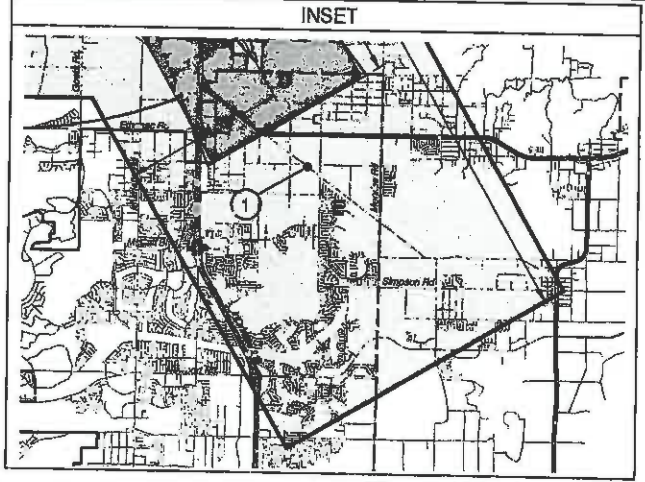
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terminus Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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)

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

0 2 4 MILES

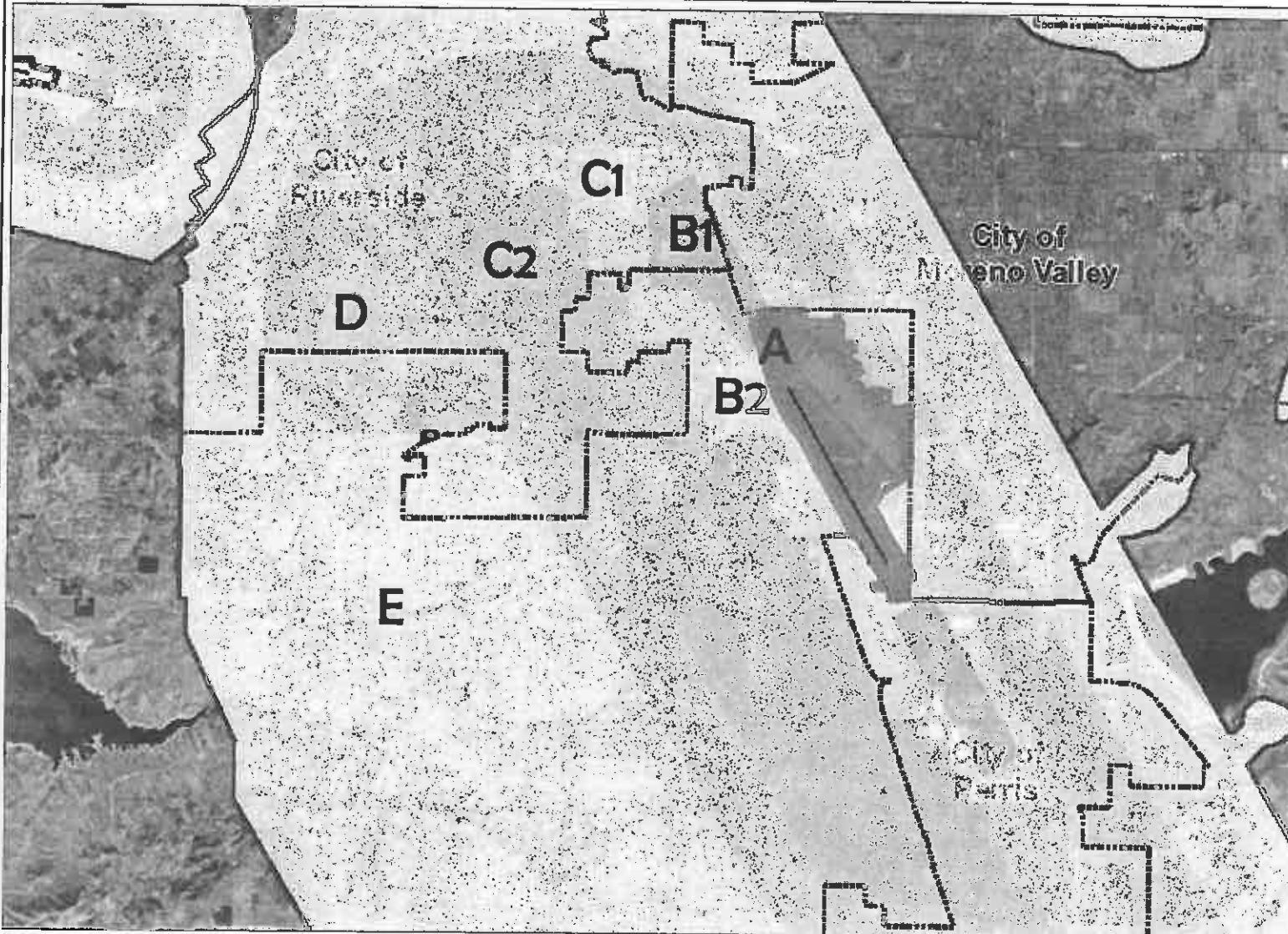
Base map source: County of Riverside 2013

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-HIGH
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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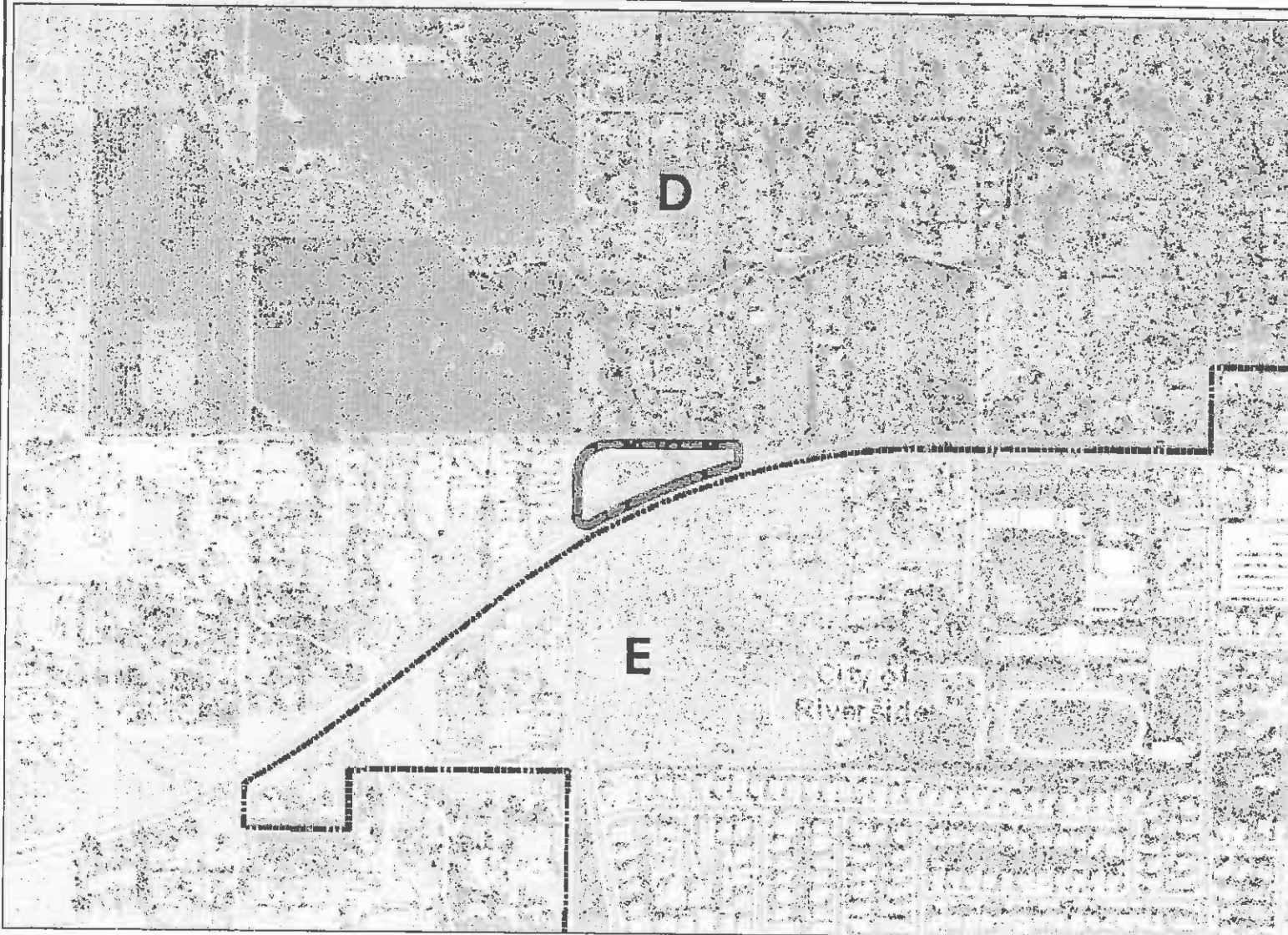


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© Riverside County GIS

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

0 758 1,516 Feet



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Map My County Map



Legend

-  City Areas
-  World Street Map

Notes



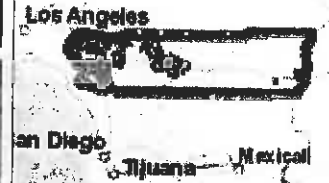
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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



REPORT PRINTED ON... 9/6/2019 1:19:37 PM

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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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

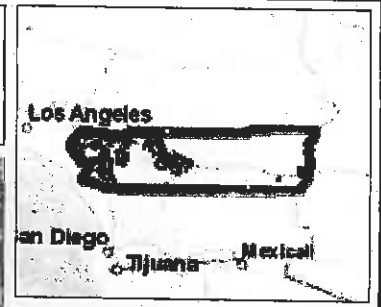
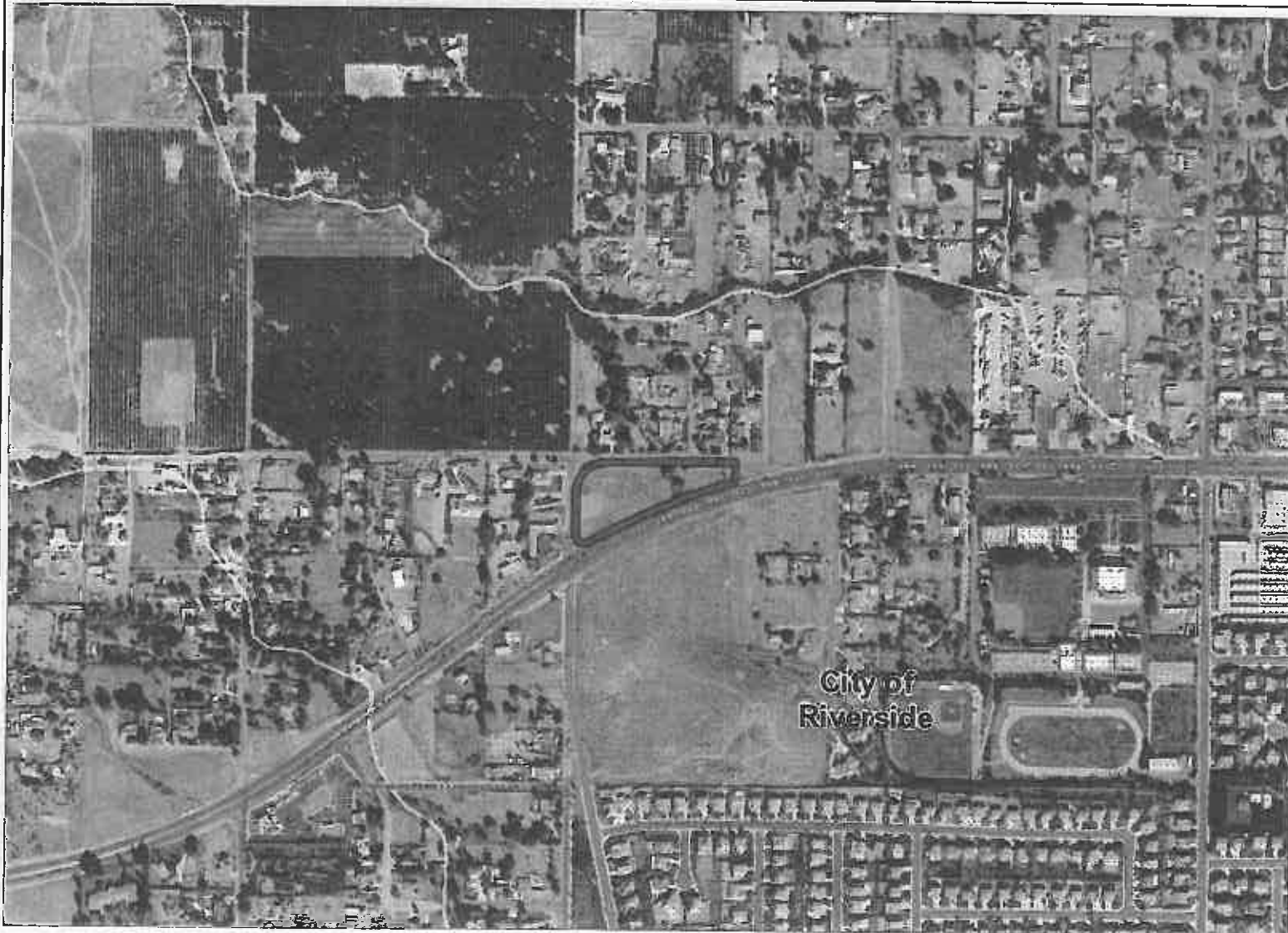
Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

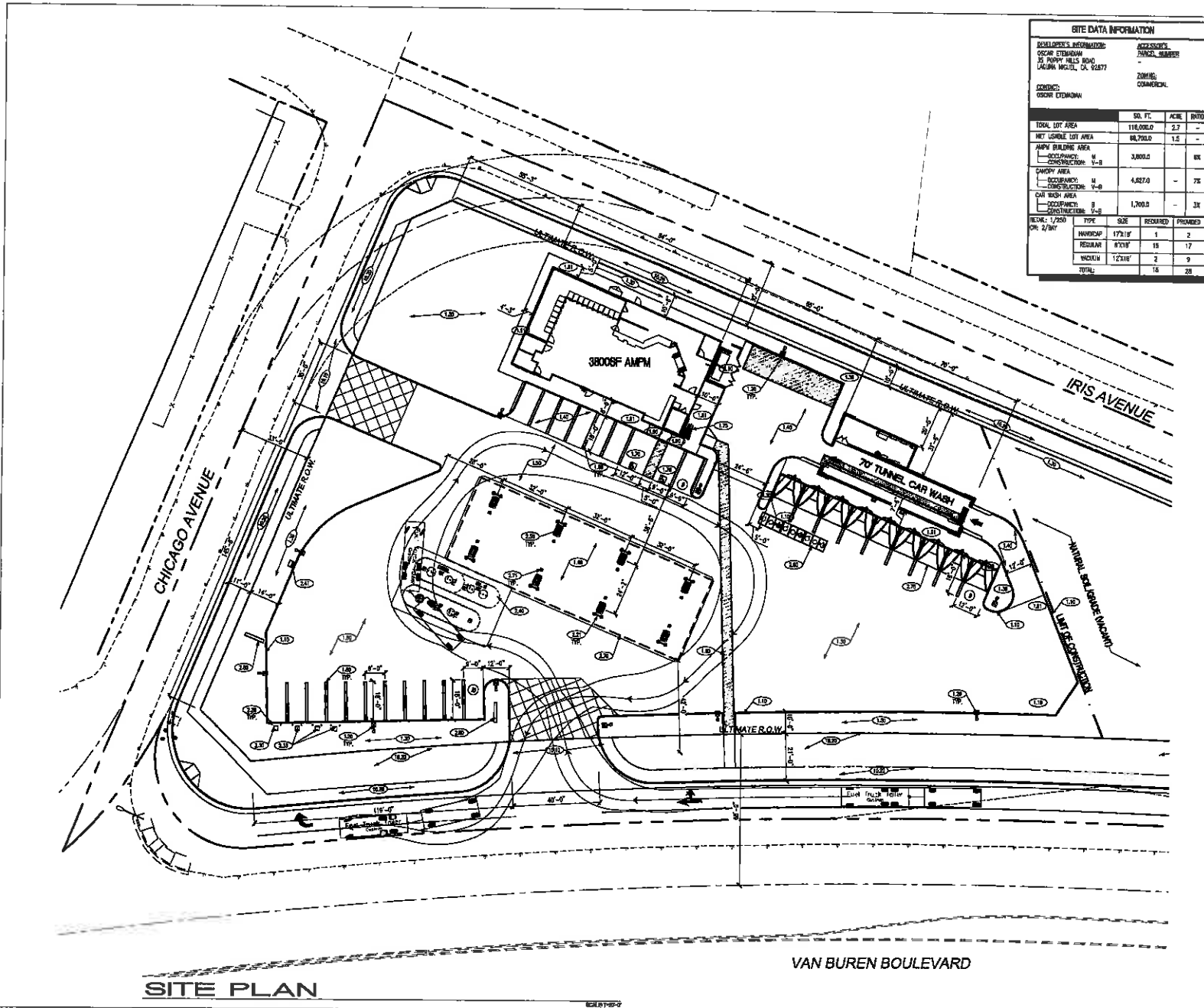


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

0 758 1,516 Feet

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SITE DATA INFORMATION

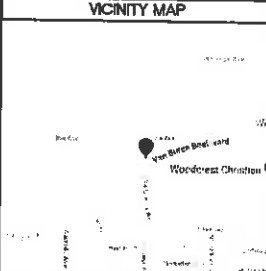
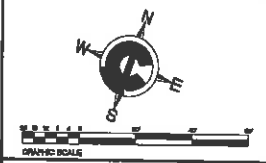
DEVELOPER'S INFORMATION:
OSCAR ESTIMOM
35 RIVINGTON ROAD
LAGUNA HILLS, CA 92653

OWNER:
OSCAR ESTIMOM

ACCESSOR'S PARCEL NUMBER:
ZONING:
COMMERCIAL

	SQ. FT.	ACRE	RDWD
TOTAL LOT AREA	118,000	2.7	-
NET COVERED LOT AREA	68,700	1.5	-
AMPM BUILDING AREA:			
- OCCUPANCY: M	3,800		8K
- CONSTRUCTION: Y-B			
CANOPY AREA:			
- OCCUPANCY: M	4,870		7K
- CONSTRUCTION: Y-B			
CAR WASH AREA:			
- OCCUPANCY: B	1,700		3K
- CONSTRUCTION: Y-B			

REIN. 1/200 OR 2/300	TYPE	SIZE	REQUIRED	PROVIDED
	HANDCAP	177'1"	1	2
	RESIDUAL	8'10"	18	17
	WALKWAY	1'21"	2	9
	TOTAL		21	28



CONSTRUCTION NOTES

- 1.10 4" CONCRETE CURB
- 1.20 SHOW LED AREA LIGHT WITH PHOTO-CELL AND THE CLOCK SWITCHING PER "CALIFORNIA" AND TITLE 24 REQUIREMENTS. HOOD AND AIRSPACE SO AS NOT TO CAUSE AN OBSTACLE TO ADJACENT STREET TRAFFIC OR TO TRUCK DRIVERS. THE AMOUNT OF LIGHT THAT SHALL BE PROVIDED SHALL BE PER THE PUBLIC WORKS STANDARDS AND CODES.
- 1.30 LANDSCAPING WITH AUTOMATIC IRRIGATION
- 1.40 4" CONCRETE DRIVE SLAB WITH (3) BARS @ 18" O.C. OR AS SPECIFIED IN SOILS REPORT IF AVAILABLE.
- 1.45 COLORED CONCRETE WITH BOLD SCORE LINES
- 1.50 1" SLOPE AT ALL ASPHALT PARKING OR AS SPECIFIED IN SOILS REPORT IF AVAILABLE.
- 1.55 HANDCAP FINISH OF TRAVEL CURB: 48" WIDE AND SLOPE NOT TO EXCEED 2% EACH WAY
- 1.70 HANDCAP PARKING SPACE WITH ALL RELATED SIGNAGE (SLOPE NOT TO EXCEED 2% EACH)
- 1.75 STIPPLE PARKING (MIN. 4") PER CALIFORNIA CODE
- 1.80 6"X12" STANDARD PARKING SPACES
- 1.90 CONCRETE HANDCAP RAMP (SLOPE 3.3%)
- 1.95 CONCRETE SIDEWALK (MIN. 48" WIDE WITH 2% CROSS SLOPE WHERE HANDCAP FINISH OF TRAVEL OCCURS)
- 2.10 TRASH ENCLOSURE PUBLIC WORKS STANDARD
- 2.15 2"X12" WITH PLASTER AT 2" O.C. WITH WOODEN IRON FENCE ALONG SIDE PROPERTY LINE
- 2.20 30" CHD WALL WITH DEEPENED FOOTING ALONG REAR PROPERTY LINE WITH 4"X12"X12" PLASTERERS AT 2" O.C. INSTALL 40" HIGH (6"X12") WOODEN IRON FENCE ABOVE 32" CHD WALL
- 2.30 4" CONCRETE FILLED STEEL GUARD POSTS
- 2.35 AIR/WATER UNIT
- 2.40 ELECTRIC CHARGING STATION
- 2.45 UNDER GROUND STORAGE TANKS (2) 20,000 GALLON UNDER REINFORCED CONCRETE SLAB
- 2.50 TANK VENT RISERS CARBON CLOSTER
- 2.55 CONCRETE ISLAND 1/4" (1) HEALTH PRODUCTS DISPENSER (6" MIN. x 6" MAX. HEIGHT)
- 2.60 1,000 GALLON CLAMPER FOR CAR WASH
- 2.70 FUELING CANOPY
- 2.75 FUELING CANOPY COLLUMS
- 2.80 WALKWAY UNITS WITH ARCH FABRIC CANOPY
- 2.85 ID SIGNAGE
- 2.90 ELECTRICAL PANELS
- 2.95 ADA PARKING LOT ENTRY SIGN PER CHAPTER 11B OF USC
- 3.00 CONCRETE DRIVEWAY PER CITY OF PALMDALE PUBLIC WORKS STANDARD
- 3.05 CONCRETE SIDEWALK PER CITY OF PALMDALE PUBLIC WORKS STANDARD

DATE SIGNED: _____

SCALE: _____

REVISIONS / REVISIONS

NO.	DATE	DESCRIPTION
1		
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DESIGNER: _____

DRAWN BY: G. DE VERA

CHECK BY: F. COHEN

3800 AMPM - O.N.E./CAR WASH

APN: 344420-001

142 COB VAN BUREN

CHICAGO, WOODCREST, CA 92389

720 BEE HIVE AND ASSOCIATES

CJC Design, Inc.

Design Planning Permitting

1000 W. VAN BUREN BOULEVARD, SUITE 100, PALMDALE, CA 93550

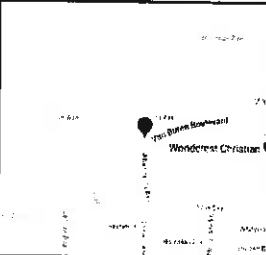
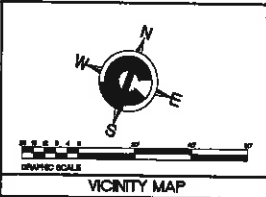
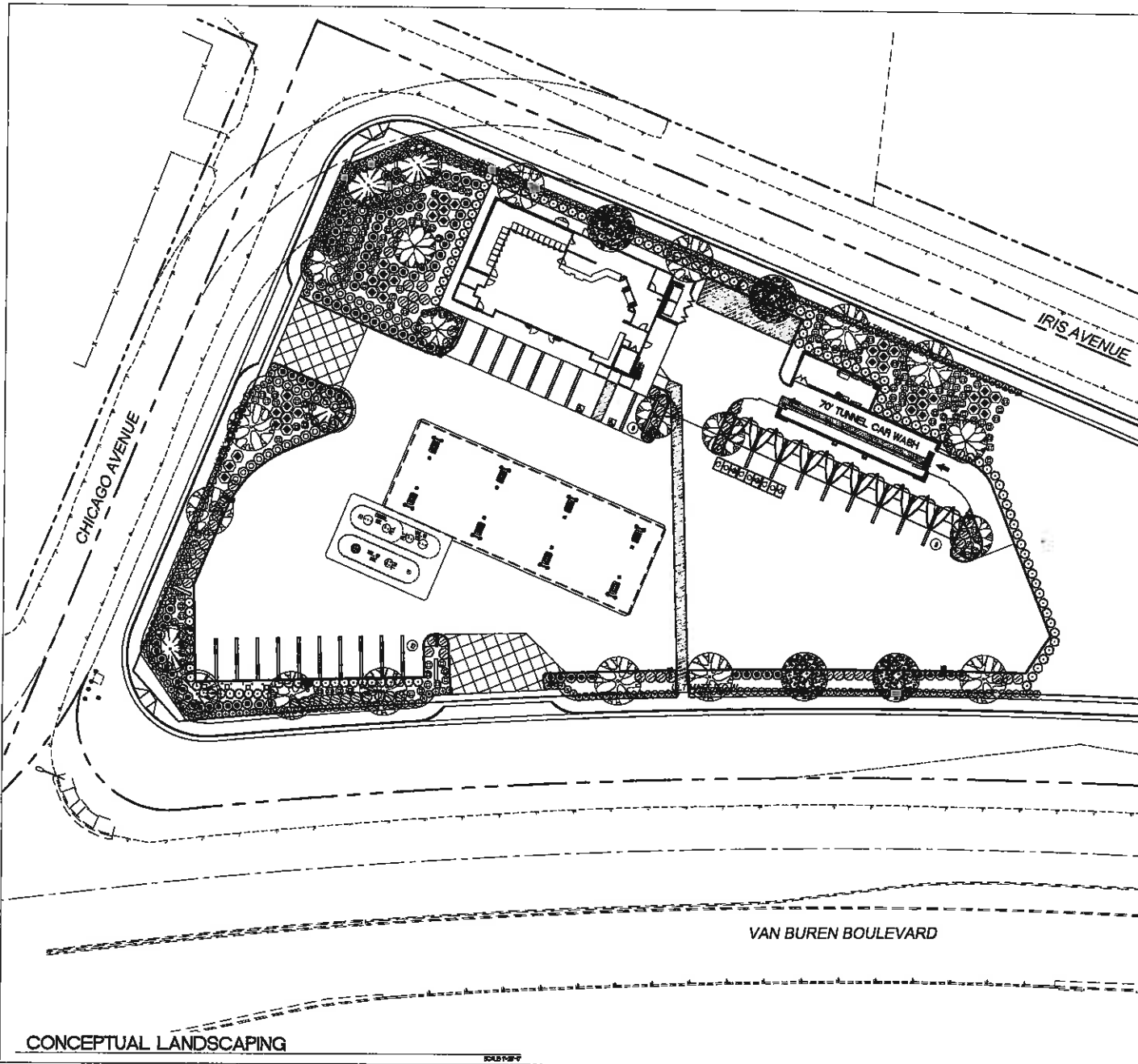
TEL: 805.390.0000 FAX: 805.390.0001

ARCO

SHEET TITLE: **SITE PLAN**

PROJECT NO: 19001

C:11



DATE SHOWN:
SCALE

REVISE / REVISIONS

NO.	DATE	DESCRIPTION

SHEET NUMBER

DRAWN BY: G. DE VIBA

CHECKED BY: F. COHEN

800 AMFM - 03.37 CAR WASH
4715 3640-00-00
N.E. COR VAN BUREN
+ CHICAGO,
WOODFORD, CA 95056
PROJECT NAME AND ADDRESS

CJC Design, Inc.
Planning
Design
2100 St. Peter Avenue, Suite 202, Oak Brook, IL 60110
Tel: (708) 575-2222
Fax: (708) 575-2221



ARCO

SHEET TITLE

CONCEPTUAL LANDSCAPING

PROJECT NO. 19001

L11

PLANT LEGEND					
SYM	BOTANICAL NAME	COMMON NAME	W/CULT	SIZE	SPACING
	LAETIODEMA SPP.	CRAB APPLE WATER BELLOW RED	LOW	40" BOX	30' O.C.
	BLENZIA TRACANTHOS	HONEY LOCUST	LOW	24" BOX	30' O.C.
	ERGO OCCIDENTALIS FOREST PAN	WESTERN REDBUD	LOW	15 GALLON	20' O.C.
	PLATANUS RAZEOUSA	CALIFORNIA SYCAMORE	MEDIUM	24" BOX	30' O.C.
	LENDYNOE ANGLANS	COAST LEUCODENDRA	LOW	5 GAL.	3' O.C.
	ANNO ZANITIDE	KANGAROO Paw "BIG RED"	LOW	5 GAL.	3' O.C.
	OSTIA SPP.	ROCK ROSE	LOW	5 GAL.	3' O.C.
	HEPITALOGE PAMPAYLONA	RED YUCCA	LOW	3 GAL.	3' O.C.
	FERNIX CALIFORNIA	CALIFORNIA FESCUE	LOW	5 GAL.	3' O.C.
	ROSEMARYS DIFFRANLIS	ROSEMARY	LOW	1 GAL.	3' O.C.
	ROSEAN-LEMAN FLORIBUNDA	ROSEA ICE PLANT	LOW	1 GAL.	2' O.C.
	BOUGANVILLEA RED	BOUGANVILLEA	LOW	1 GAL.	10' O.C.

IRRIGATION CONCEPT DRIP IRRIGATION WITH SINGLE HYDROZONE

PLANTING NOTES

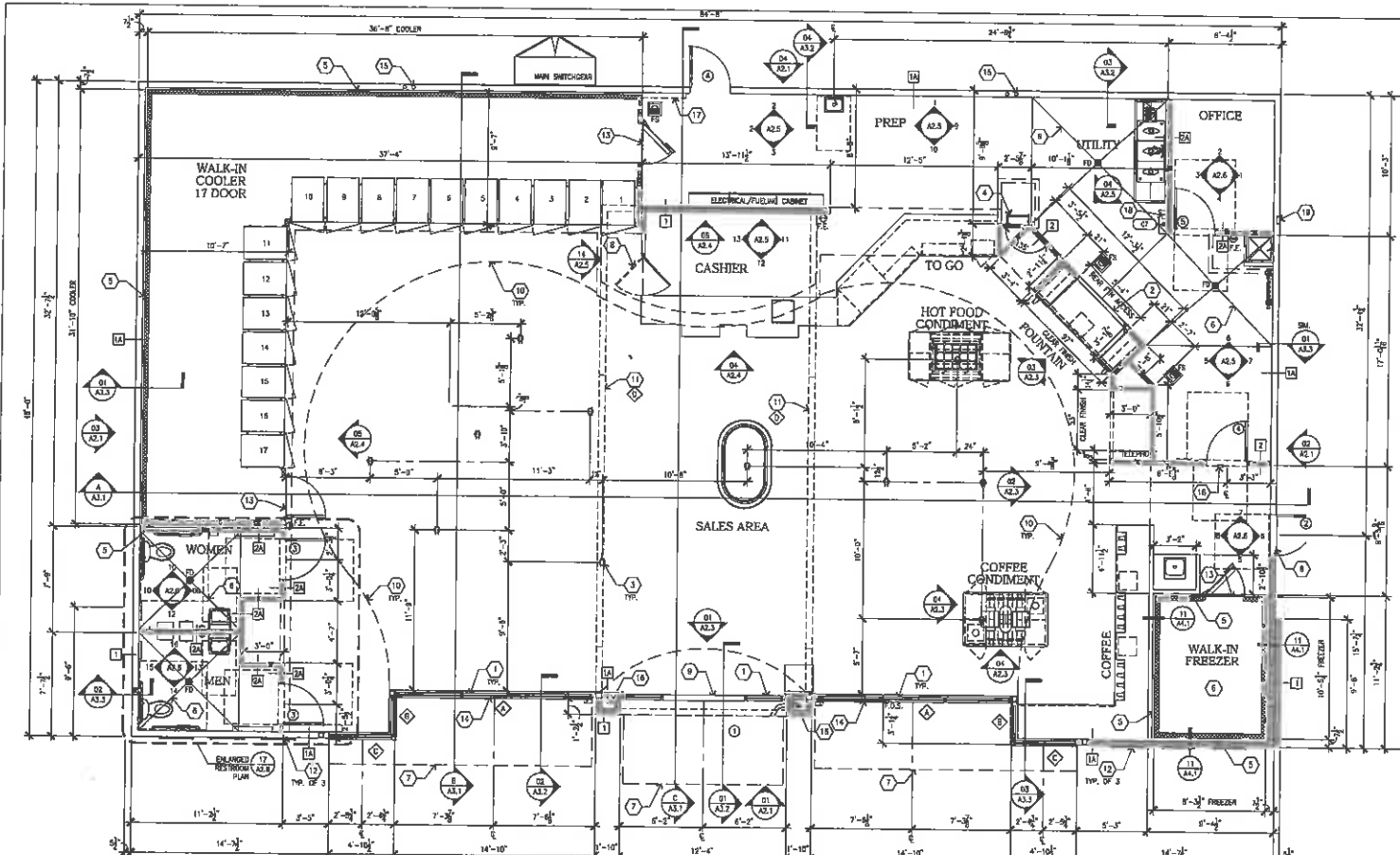
- PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, THE WIDTH TWICE THE DIAMETER OF THE ORIGINAL AND 6" DEEPER THAN THE LENGTH OF THE ROOTBALL. EACH PLANT PIT SHALL BE BACKFILLED WITH THE FOLLOWING PREPARED SOIL MIX:
 - PAINT METRICALS
 - THREE UNBLENDED PERFORATED SHIMWOOD SHIMWOOD
 - THREE UNBLENDED PERFORATED SHIMWOOD SHIMWOOD
 - ONE (1) 21" DIA. AGRI-TAB PLANTING TABLET
 PLANTING TABLETS SHALL BE APPLIED AS FOLLOWS:
 - ONE (1) PER 1 GALLON SIZE PLANT
 - TWO (2) PER 5 GALLON SIZE PLANT
 - THREE (3) PER 15 GALLON SIZE PLANT
 LARGER PLANT MATERIAL WILL BE GIVEN ONE (1) TABLET PER 1/2" DIAMETER OF TRUNK CALIPER.
- PERFORATED SOIL SHALL BE DAMPED FROM THE BOTTOM OF PLANT PIT. FULL PREPARED SOIL MIX SHALL BE PLANT 1/2" DIA. AND UNDER PLANT TABLET. CHECKED BACKFILLING AND WATER IN THE SOIL MIX.
 - THREE (3) TABLETS SHALL BE INSTALLED 1" DEEP ONLY
 - THREE (3) TABLETS UNBLENDED PERFORATED SHIMWOOD PER 100 SQ. FT. AFTER INSTALLED, SOIL SHALL BE GRADED SMOOTH

NOTE:

ALL SHIRTS AND GROUNDWORK ARE TO BE DONE 3" DEEP SHIMWOOD DARK MULCH. SUBMIT SAMPLE TO CITY DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION. CONTRACTOR TO CONDUCT THEIR OWN PLANT MATERIAL QUANTITY TAKEOFFS. CONTRACTOR TO CONDUCT LABORATORY SOIL TEST BEFORE AND DURING RESULTS TO OWNER. TO BE PROVIDED WITH CONSTRUCTION DOCUMENTS SUBMITTAL.

CONCEPTUAL LANDSCAPING

SCALE



- ### GENERAL NOTES
- A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
 - B. ALL NOTED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALE.
 - C. EXTERIOR WALL ARE 24" INTERIOR WALLS 24" U.S.L. SEE STRUCTURAL PLANS FOR FINISH REQUIREMENTS.
 - D. SEE FRAMING PLANS FOR DIMENSIONS TO FINISHED FLOORING.
 - E. REFER TO SHEET 01.1 FOR EQUIPMENT PLAN.
 - F. REFER TO SHEET 02.1 FOR EQUIPMENT SCHEDULE.
 - G. ALL EQUIPMENT SHALL MEET ACCESSIBILITY REACH RANGE REQUIREMENTS.
 - H. PROVIDE PLASTIC CORNER GUARDS AT EDGES BELOW 4'-0".
 - I. ALL COMPARTMENTS SHALL BE MADE 3/4" AT 1/4" WITH A 3'-0" FREE TRANSPORTATION AREA AT CASHIER. CONTRACTOR SHALL COORDINATE WORK WITH STREET VENDOR FOR CABINET INSTALLATION. CONTRACTOR TO REMOVE UTILITIES THROUGH CABINETS. CONTACT OWNER VENDOR FOR SITE SPECIFIC CABINET SHOP DRAWINGS.
 - J. 4" HOSE BACKSPLASH AT ALL COMPARTMENTS THAT TERMINATE AT WALL. BACKSPLASH TO MATCH COMPARTMENT MATERIAL.
 - K. THE CONTRACTOR SHALL ASSESS STORE TERMINUS, BY ASSEMBLING VERTICALS, GROUNDING AND SHELVING AS SHOWN ON 01.1.
 - L. ALL EQUIPMENT AND CABINETS SHALL BE MADE OF SHARP EDGES. CONTACT MANUFACTURER OF PREP EDGES FOR SAFETY.
 - M. CONTRACTOR SHALL MOVE ALL CONDENSATE DRAIN LINES TO FLOOR DRAIN. CONTRACTOR SHALL INSTALL NEW PARTITIONS/WALLS WITH EXISTING WALL BOARD AND FINISHES AS NOTED ON FINISH SCHEDULE AND INTERIOR ELEVATIONS ON SHEET 02.1. FINISHES SHALL BE FINISHED TO MEET ALL BRACES FOR LATERAL FORCES PER BUILDING CODE REQUIREMENTS.
 - N. FLOOR DRAIN CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH LOCAL CODES.
 - O. FIVE EXTERIOR LIGHTS SHALL BE INSTALLED AT SALES COUNTER, BACK ROOM OFFICE & MAIN ENTRY LOCATIONS IF NOT SHOWN ELSEWHERE ON THESE DRAWINGS. VERIFY WITH OWNER FOR DETAILS. CONFIRM FINAL DETAILS WITH LOCAL FIRE INSPECTOR.
 - P. CONTRACTOR SHALL ASSESS ALL OVERS WITH STORE EQUIPMENT TO PREPARE A DELIVERY STATION AREA. COORDINATE WITH OWNER FOR THE DELIVERY SCHEDULE AND SHIPPING DATES. AS APPLICABLE.
 - Q. CONTRACTOR SHALL PROVIDE A CLEAN, SMOOTH SURFACE FOR GRAPHICS INSTALLATION.
 - R. ALL DIMENSIONS SHALL BE FIELD VERIFIED BY CONTRACTOR FROM CABINET INSTALLATION CLEARANCE PRIOR TO WALL ERECTION. DISCREPANCIES SHALL BE REPORTED TO OWNER.
 - S. WALL ANCHORS SHALL BE CAPABLE OF HOLDING HANG 122" WATER TO ALL SWIMS.
 - T. ALL FLOOR/WALLS THE AND DOVE MUST BE INSTALLED BY THE GENERAL CONTRACTOR ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS. ALL DOORS MUST HAVE NO MORE THAN 3 LBS. OPENING FORCE AND MUST HAVE A SWEEP BEHIND OF 1/8" SECONDS TO CLOSE FROM 70" OPEN TO 3" FROM THE LATCH.
 - V. CONDENSATION DRAIN LOW PRESSURE DRAIN LINE OUTLET SHALL BE TO NEW FLOOR SINK PROVIDED FOR THIS AREA.

- ### KEYED NOTES
- 1 ALUMINUM ENTRANCE AND STORMDOOR SYSTEM. REFER TO SHEET AS.1 & SPECIFICATION.
 - 2 1/2" PVC CHASE FOR FOUNTAIN SUMP LINES.
 - 3 FLOOR RECEPTABLES, REFER TO ELECTRICAL PLANS.
 - 4 ROOF LOOSEN PER DETAIL 7/4A.1
 - 5 1" MINIMUM AIR GAP AT PREFABRICATED COOLER/FREEZER
 - 6 COMPRESSOR SLAB, REFER TO SLAB PLAN.
 - 7 LINE OF CANOPY ABOVE
 - 8 DOUBLE SWING METAL GATE PROVIDED BY SHOPCO
 - 9 THRESHOLD, REFER TO DOOR SCHEDULE ON SHEET AS.1
 - 10 LINE OF SLOTTED ABOVE
 - 11 LINE OF CELEBRATORY CEILING OPENING. REFER TO WINDOW SCHEDULE ON SHEET AS.1
 - 12 WALL SLOPE
 - 13 TRANSITION STRIP
 - 14 STEEL COLUMNS UNDER WINDOW SILL FOR STRUCTURAL PROTECTION. REFER TO STRUCTURAL PLANS FOR SIZE AND LOCATION.
 - 15 ROOF DRAIN AND OVERFLOW, REFER TO CIVIL PLANS FOR CONTINUATION
 - 16 CANOPY DOWNSPOUT, REFER TO CIVIL PLANS FOR CONTINUATION
 - 17 FUTURE SOLAR EQUIPMENT
 - 18 O22 SAFETY MONITORING EQUIPMENT, REFER TO SHEETS 01.1 AND 02.1 FOR LOCATION AND SPECIFICATION
 - 19 RECESSED STAINLESS STEEL FILL BOX WITH QUICK-DISCONNECT HALE FILL AND VENT HOSE CONNECTION FOR O22 TANK

- ### LEGEND
- WOOD FINISH WALL
- PRE-FABRICATED COOLER/FREEZER WALL
- 1 2nd STUDS @ 16" o.c.
 - 2 2nd STUDS @ 16" o.c. W/ THERMAL INSULATION
 - 3 2nd STUDS @ 16" o.c.
 - 4 2nd STUDS @ 16" o.c. W/ SOUND BATT INSULATION
 - 5 ROOF STUDS, REFER TO SHEET AS.1 FOR DETAILS
 - 6 WINDOW SYMBOL, REFER TO SHEET AS.1 FOR DETAILS

OCCUPANCY LOAD

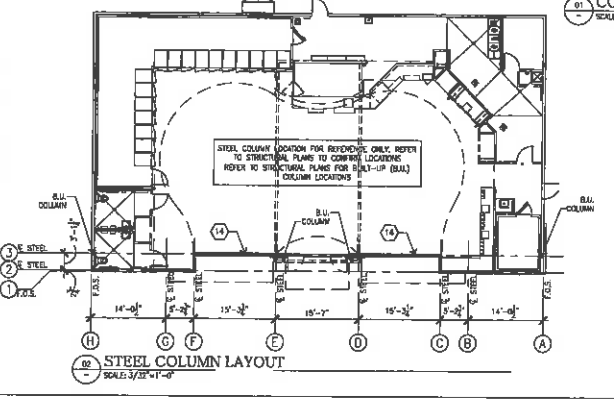
SALES - 2,318 S.F. (511/100) = 30
 OFFICE - 72 S.F. (72/100) = 0
 RESTROOMS - 132 S.F. (132/100) = 1
 PREP/UTILITY - 522 S.F. (522/200) = 3
 COOLER/FREEZER - 822 S.F. (822/200) = 4
 TOTAL (NET): 3,866 S.F. = 43 OCCUPANTS
 TOTAL (GROSS): 3,999 S.F.

*COOLER IS A HIGH OCCUPABLE SPACE PER SECTION 202 DEFINITION OF AN OCCUPABLE SPACE.

DATE REQUIRED: 2
 DATE FINISHED: 2

ROOM FINISH SCHEDULE

INTERIOR FINISHES	SALES	CASHIER	RESTROOMS	OFFICE	PREP/UTILITY	WALK-IN	OSR	CAR WASH
FLOOR	GLAZED PORCELAIN TILE REFER TO FINISH CALLOUT ON A1.2.	GLAZED PORCELAIN TILE REFER TO FINISH CALLOUT ON A1.2.	GLAZED PORCELAIN TILE REFER TO FINISH CALLOUT ON A1.2.	GLAZED PORCELAIN TILE REFER TO FINISH CALLOUT ON A1.2.	GLAZED PORCELAIN TILE REFER TO FINISH CALLOUT ON A1.2.	CLEAR CONCRETE SEALER REFER TO FINISH CALLOUT ON A1.2.	NATURAL CONCRETE FLOOR (FINISH WITH FUTURE T)	CONCRETE TROWEL FINISH
BASE	GENERIC SANITARY CORE BASE REFER TO FINISH CALLOUT ON A1.2.	GENERIC SANITARY CORE BASE REFER TO FINISH CALLOUT ON A1.2.	GENERIC SANITARY CORE BASE REFER TO FINISH CALLOUT ON A1.2.	GENERIC SANITARY CORE BASE REFER TO FINISH CALLOUT ON A1.2.	GENERIC SANITARY CORE BASE REFER TO FINISH CALLOUT ON A1.2.	VERTICAL METAL CORE BASE WITH 3/8" FINISH BY COUNTER TOP. REFER TO SPECIFICATION ON 01.2.	VERTICAL METAL CORE BASE WITH 3/8" FINISH BY COUNTER TOP. REFER TO SPECIFICATION ON 01.2.	8" CONCRETE
WALLS	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON SHEET A2.3 - A2.6.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON SHEET A2.3 - A2.6.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON SHEET A2.3 - A2.6.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON SHEET A2.3 - A2.6.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON SHEET A2.3 - A2.6.	STUCCO-CALUMIN. BY COUNTRY MFR. REFER TO SPECIFICATION ON 01.2.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON SHEET A2.3 - A2.6.	FIBERGLASS COATING OVER SUBSTRATE
FASCIA/SOFFIT	1/2" X 1/2" PAINTED SMOOTH FINISH 1/2" GYPSUM BOARD. REFER TO CALLOUT ON A2.3 & A2.4. SURFACE PAINTED SMOOTH FINISH 5/8" WATER RESISTANT GYPSUM BOARD. REFER TO CALLOUT ON A1.5.	1/2" X 1/2" PAINTED SMOOTH FINISH 1/2" GYPSUM BOARD. REFER TO CALLOUT ON A2.3 & A2.4. SURFACE PAINTED SMOOTH FINISH 5/8" WATER RESISTANT GYPSUM BOARD. REFER TO CALLOUT ON A1.5.	NOT APPLICABLE.	NOT APPLICABLE.	NOT APPLICABLE.	NOT APPLICABLE.	NOT APPLICABLE.	NOT APPLICABLE.
CEILING	PAINTED PLYWOOD AND OPEN WEB TRUSSES. REFER TO CALLOUT ON A1.3.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON A1.2.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON A1.2.	PAINTED SMOOTH FINISH 5/8" GYPSUM BOARD. REFER TO CALLOUT ON A1.2.	WASHABLE SUSPENDED WHITE CEILING TILE. REFER TO CALLOUT ON A1.3.	STUCCO-CALUMIN. BY COUNTRY MFR. REFER TO CALLOUT ON 01.2 AND A1.3.	PAINTED PLYWOOD AND OPEN WEB TRUSSES. REFER TO CALLOUT ON A1.3.	FIBERGLASS COATING OVER SUBSTRATE



DATE SHOWN: _____

SEAL: _____

DESIGN / REVISIONS

NO.	DESCRIPTION
1	ISSUED FOR PERMITS
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DATE: _____

DRAWN BY: G. DE VERA

CHECK BY: F. COHEN

3000 AMPM - G.S.E./CAR WASH

APR 2008 (REV)

N.E. COX MANHATTEN

CHICAGO, ILL.

WOODBRIDGE, CA 91799

PROJECT NAME AND ADDRESS

2108 E. Palm Avenue, Suite 202, Chicago, IL 60619

TEL: 773.326.1000

FAX: 773.326.1001

WWW.CJCDESIGN.COM

CJC Design, Inc.

Architecture

Interior Design

Energy

Permitting

MEP

DELON

3/1/08

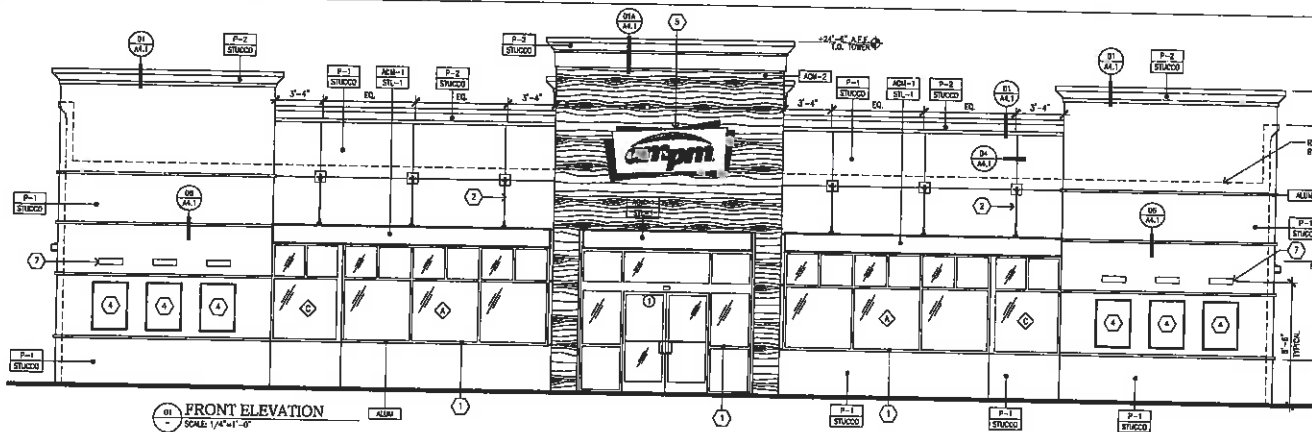
ARCO

SHEET TITLE

AMPM FLOOR PLAN

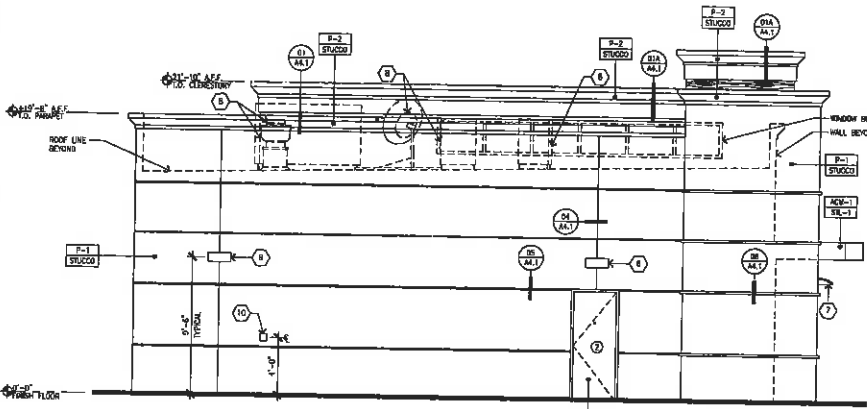
PROJECT NO: 19001

A1.0

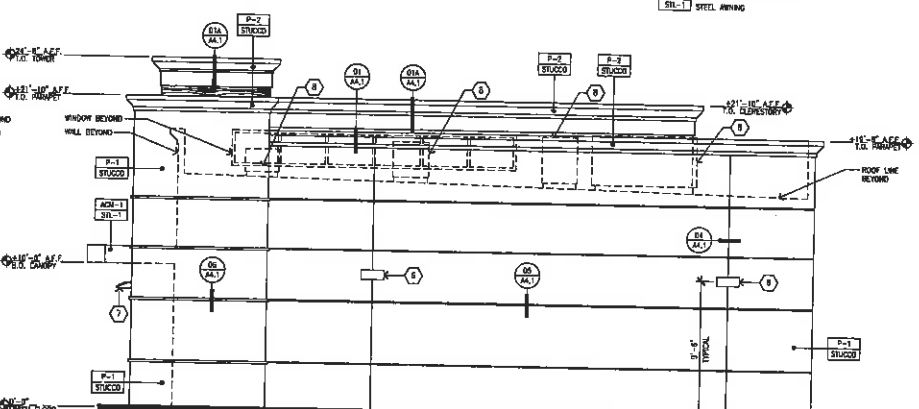


01 FRONT ELEVATION
SCALE 1/4"=1'-0"

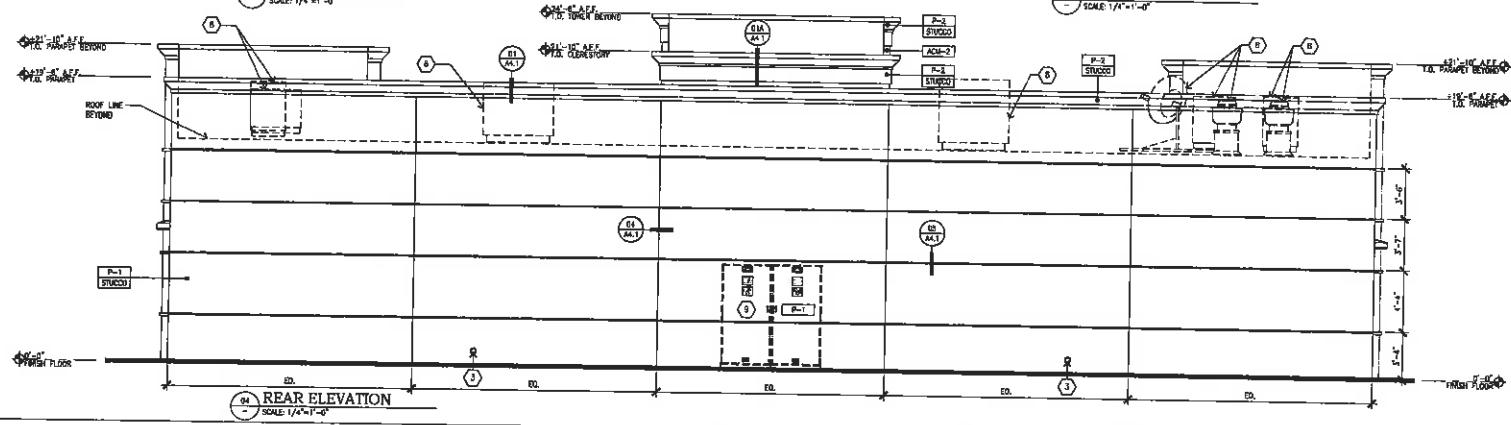
- GENERAL NOTES**
- A. REVER LOCATIONS OF FINISH SYSTEM SHOWN ARE TO ALSO AS CLOSELY AS POSSIBLE TO ELEVATIONS.
- KEYED NOTES**
- 1 ALUMINUM ENTRANCE AND STORING SYSTEM, REFER TO SHEET A-1 & SPECIFICATION.
 - 2 STEEL ANCHOR ROD AND CLAYS
 - 3 DOWEL DRAIN
 - 4 WALL POSTER
 - 5 INTERNALLY ILLUMINATED SURFACE MOUNTED WALL BODY
 - 6 WALL MOUNTED LED FIXTURE
 - 7 WALL MOUNTED SIGN LIGHTING
 - 8 ROOFTOP EQUIPMENT BEYOND
 - 9 MAIN SWITCHGEAR
 - 10 FOR FILL/PAINT JOB, VERIFY LOCATION PRIOR TO INSTALLATION
- COLOR LEGEND**
- P-1 BENJAMIN MOORE, OC-69, "WHITE OVALANCE"
 - P-2 BENJAMIN MOORE, 2121-30, "DENTIST", HIGH GLASS
- MATERIAL LEGEND**
- STUCCO 3/4" COMB PLASTER, INSTALLED PER MFC SPECIFICATIONS; FINISHED FINE SAND FINISH
 - ALUM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 186C, "GRANITE"
 - ALUM-2 ALUMINUM COMPOSITE MATERIAL, ALUCORONA, "TRUSS HULLMET"
 - ALUM CLEAR ANODIZED ALUMINUM
 - STL-1 STEEL ANCHOR



02 LEFT ELEVATION
SCALE 1/4"=1'-0"



03 RIGHT ELEVATION
SCALE 1/4"=1'-0"



04 REAR ELEVATION
SCALE 1/4"=1'-0"

DATE FIGURED: _____
SCALE: _____

SHEET / REVISIONS

NO.	DATE	REVISION
1		
2		
3		
4		

DATE: 10/20/17
DRAWN BY: G. DE VERA
CHECKED BY: J. COHEN

PROJECT: 19001 - 05232 CAR WASH
ARCHITECT: CJC DESIGN, INC.
N.E. COR. VAN BUREN & WOODSTOCK, CHICAGO, ILL. 60607
WOODSTOCK, ILL. 60090
PROJECT NAME AND ADDRESS: 2400 LA PAINE AVENUE, SUITE 102, WOODSTOCK, ILL. 60090
PHONE: 815.486.1000
WWW.CJCDDESIGN.COM

CJC Design, Inc.
Permitting
Design
2400 La Paine Avenue, Suite 102, Woodstock, IL 60090
815.486.1000
WWW.CJCDDESIGN.COM

ARCO

SHEET TITLE

BUILDING ELEVATIONS

PROJECT NO: 19001

A2.1

CONCEPTUAL GRADING PLAN ARCO AM/PM AT VAN BUREN & CHICAGO

GRADING NOTES

- ALL GRADING SHALL COMPLY TO THE 2004 CALIFORNIA BUILDING CODE (CBC) CHAPTERS 19, 18, & 18.01 AND 18.02 AS AMENDED BY ORDINANCE 451.
 - ALL PROPERTY CORNER GRAVING DIMENSIONS AND ALL CORNER POINT ANTI-COLLAPSE CORNER AREA SHALL DETERMINED BY THE ENVIRONMENTAL PROGRAMS OBTAINED (EPO) SHALL BE CLEARLY DELINEATED AND STAKED IN THE FIELD PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORK.
 - ALL WORK UNDER THIS CONTRACT SHALL BE LIMITED TO WORK WITHIN THE PROPERTY LINES. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY SHALL BE SEPARATE PLANS AND A SEPARATE REVIEW-APPROVAL PROCESS FROM THE TRANSPORTATION DEPARTMENT. ALL GRADING SHALL BE DONE UNDER THE SUPERVISION OF A SOILS ENGINEER IN COMPLIANCE WITH THE RECOMMENDATIONS OF THE PRELIMINARY SOILS INVESTIGATION PREPARED BY DAVID.
 - CONTRACTOR SHALL TO SUPPORT ANY STRUCTURES SHALL COMPLY WITH SECTION 1802.2. PROFILES WITHIN A TREE HAZARD ZONE REPORT SHALL INCLUDE DETAILED SPECIFICATIONS IN ACCORDANCE WITH SECTIONS 1802.2 AND 1802.3 PREPARED BY THE ENGINEER OF RECORD.
 - THE CONTRACTOR SHALL NOTIFY THE BUILDING AND SAFETY DEPARTMENT AT LEAST 24 HOURS IN ADVANCE TO REQUEST FINAL LOT GRADING AND DRAINAGE INSPECTION. THIS INSPECTION MUST BE APPROVED PRIOR TO EXHIBING PERMIT FINAL INSPECTION FOR EACH LOT.
 - THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, TWO DAYS BEFORE DIGGING AT 1-800-422-4353.
 - PRIOR TO GRADING, A MEETING SHALL BE SCHEDULED WITH A RIVERSIDE COUNTY ENVIRONMENTAL COMPLIANCE INSPECTOR PRIOR TO COMMENCEMENT OF GRADING OPERATIONS.
- GENERAL:**
- FINISH GRAD AND FILL QUANT. ± 24 HORIZONTAL TO VERTICAL.
 - NO FILL SHALL BE PLACED ON EXISTING GRADE NOT. THE GROUND HAS BEEN CLEARED OF WEEDS, TOPSOIL, AND OTHER DELETERIOUS MATERIAL. FILL SHOULD BE PLACED IN TEN (10) FEET OR MAX OR AS RECOMMENDED BY THE SOILS REPORT, COMPACTED AND TESTED THROUGHOUT THE GRADING PROCESS UNTIL FINAL GRADES ARE ATTAINED. ALL FILLS ON SLOPES STEEPER THAN 2 TO 1 (HORIZONTAL TO VERTICAL) AND A HEIGHT GREATER THAN 3 FEET SHALL BE KEYED AND BENCHED INTO FIRM NATURAL SOIL FOR FILL SUPPORT. THE BENCHES UNDER THE FILL MUST BE AT LEAST 18 INCH WIDE. MINIMUM SLOPES STEEPER THAN 2 TO 1 SHALL BE KEYED AND BENCHED INTO FIRM NATURAL SOIL FOR CUT AND FILL SLOPES OVER 20 FEET IN VERTICAL. SLOPES OF CUT SLOPES STEEPER THAN 24 HAVE BEEN NOTIFIED WITH A FACTOR OF SAFETY OF AT LEAST 1.5.
 - NO ROCK OR SOILS ARE RECOMMENDED MATERIAL WITH A MAXIMUM DIMENSION GREATER THAN 12 INCHES SHALL BE BURIED OR PLACED IN FILLS CLOSER THAN 10 FEET TO THE FINISHED GRADE.

LEGAL DESCRIPTION

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

THAT PORTION OF THE NORTHWESTERLY 1/4 OF SECTION 30, TOWNSHIP 7 SOUTH, RANGE 4 WEST OF SAN BERNARDINO BASE AND MERIDIAN 1740 NORTHWEST 1/4 THAT COMPREHENDS THE COUNTY OF RIVERSIDE OF VAN BUREN BOLLIVARD A CERTIFICATE OF SAID CONVEYANCE RECORDED MAY 1, 1942, IN BOOK 540, PAGE 389 OF OFFICIAL RECORDS, EXCEPT THEREFROM THAT PORTION INCLUDED IN THE SEAS 50 ACRES OF THE NORTHWEST 1/4 OF SAID SECTION ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 5, 1962 AS INSTRUMENT NO. 10504, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTERLINE INTERSECTION OF NEELY LANE AND IRIS AVENUE;

THENCE NORTH 90°21'17" EAST ALONG SAID IRIS AVENUE CENTERLINE 142.24 FEET;

THENCE SOUTH 60°40'00" EAST 200.00 FEET TO A POINT ON THE SOUTHWEST RIGHT-OF-WAY LINE OF SAID IRIS AVENUE DISTANT 200.00 FEET FROM THE CENTERLINE THEREOF; SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 60°40'00" EAST; 65.65 FEET TO A POINT ON A NON-TANGENT 300.00 FOOT RADIAL CURVE CONCAVE SOUTHWESTERLY TO WHICH A RADIAL LINE BEARS NORTH 39°32'17" WEST; SAID POINT BEING ON THE NORTH-WESTERLY RIGHT-OF-WAY LINE OF VAN BUREN BOLLIVARD DISTANT 300.00 FEET FROM THE CENTERLINE THEREOF;

THENCE SOUTHWESTERLY ALONG SAID CURVE 65.04 FEET THROUGH A CENTRAL ANGLE OF 10°39'26" TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 39°32'17" WEST; SAID POINT BEING ON A TANGENT 40.00 FOOT RADIAL CURVE CONCAVE NORTHEASTERLY;

THENCE SOUTHWESTERLY ALONG SAID CURVE 63.32 FEET THROUGH A CENTRAL ANGLE OF 10°39'26" TO A POINT WHICH A RADIAL LINE BEARS SOUTH 89°27'41" EAST; SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF CHICAGO AVENUE DISTANT 200.00 FEET FROM THE CENTERLINE THEREOF;

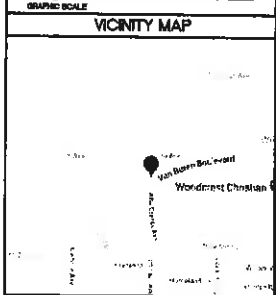
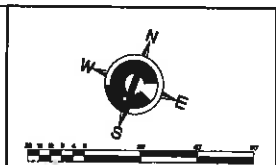
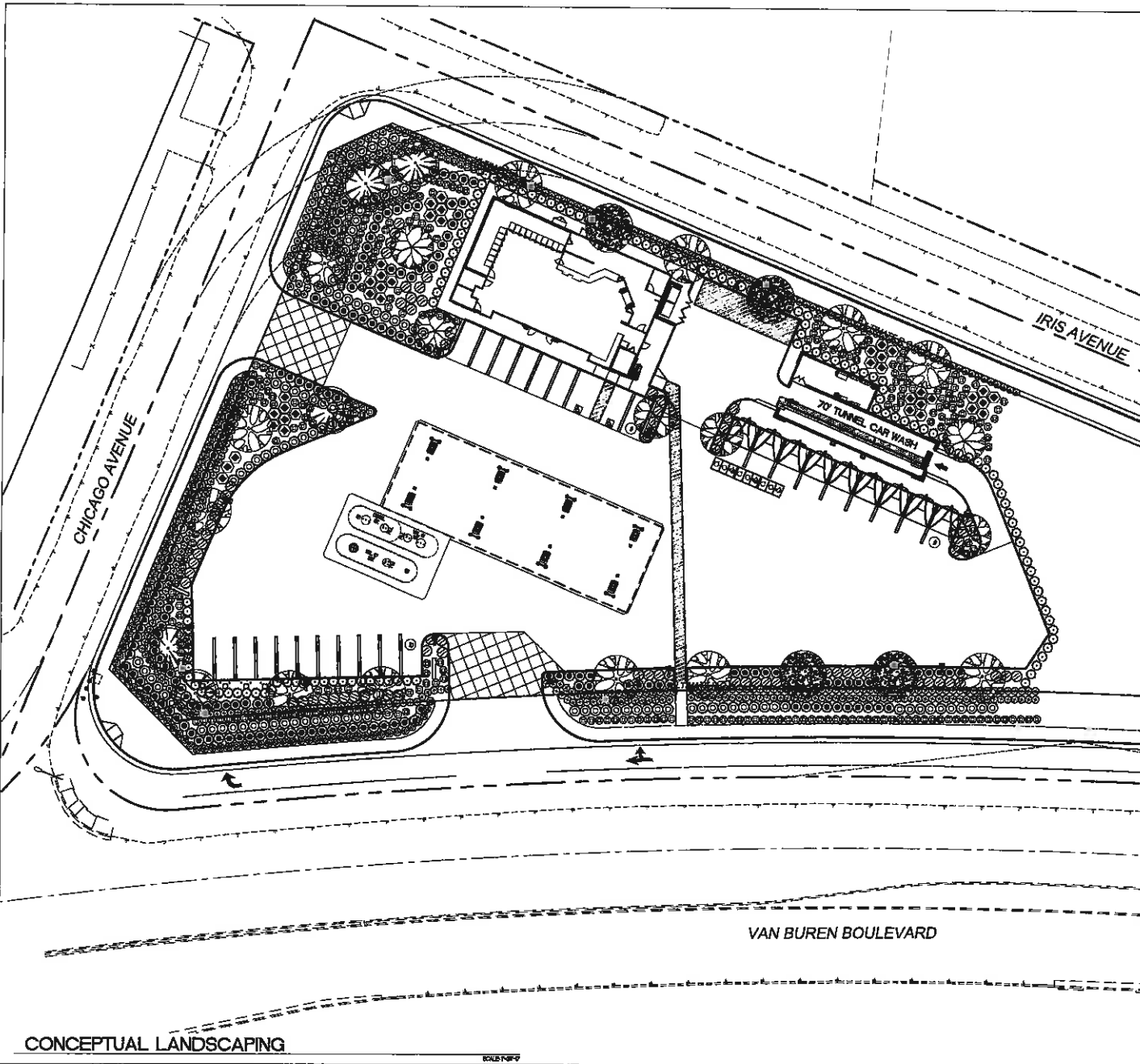
THENCE NORTH 60°20'00" WEST ALONG SAID EASTERLY RIGHT-OF-WAY LINE 64.30 FEET TO A POINT ON A TANGENT 12.00 FOOT RADIAL CURVE CONCAVE SOUTHWESTERLY TO WHICH A RADIAL LINE BEARS SOUTH 89°27'41" WEST;

THENCE NORTHEASTERLY ALONG SAID CURVE 12.12 FEET THROUGH A CENTRAL ANGLE OF 89°27'41" TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 60°20'00" WEST; SAID POINT BEING ON SAID SOUTHWESTERLY RIGHT-OF-WAY LINE;

THENCE NORTH 60°21'17" EAST ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE 49.32 FEET TO THE TRUE POINT OF BEGINNING.

SAID DESCRIPTION IS INSUFFICIENT TO THAT CERTAIN CONDITIONAL CERTIFICATE OF COMPLIANCE NO. 6248, RECORDED MARCH 6, 2006 AS INSTRUMENT NO. 2006-004880 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EARTHWORK QUANTITIES		ASSESSORS PARCEL NUMBERS		OWNER	
QTY: 244 CY	26-020-00	APN#D	APN#E	WINDRIVE HOLDINGS, LLC	
FILL: 208 CY		26-020-00	26-020-00	3000 LA SERENA AVENUE	
EXC: 58 CY				RIVERSIDE, CA 92503	
THE QUANTITY SHOWN ABOVE ARE PRELIMINARY.		UTILITY SURVEYORS		CONTACT: VAN BUREN BOLLIVARD	
ZONING/LAND USE		MATERIALS		SOUTHERN CALIFORNIA GAS COMPANY	
EXISTING ZONING: C-1-P-5		WATER	WATER	SOUTHERN CALIFORNIA GAS COMPANY	
PROPOSED ZONING: C-1-P-5		SEWER	SEWER	SOUTHERN CALIFORNIA GAS COMPANY	
EXISTING LAND USE: RESIDENTIAL		ELECTRICITY	500	APPLICANT:	
PROPOSED LAND USE: RESIDENTIAL		TELEPHONE	500	APN#E	
		CABLE	500	3000 LA SERENA AVENUE	
				SITE 04-100	
				RIVERSIDE, CA 92503	
				TEL: 951-355-0765	
				CONTACT: VAN BUREN BOLLIVARD	
				EMAIL: ARCO@VANBUREN.COM	
				APPLICANT:	
				APN#E	
				3000 LA SERENA AVENUE	
				SITE 04-100	
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DATE SHOWN: _____
 SEAL _____
 SCALE / REVISIONS _____

SYM	BOTANICAL NAME	COMMON NAME	WATER	SIZE	SPACING
	LAGERSTROMIA SPP.	SHADE TURTLE HOLEY BELLOW RED	LOW	48" EDI	20' O.C.
	QUERCUS MACROCARPA	HONEY LOCUST	LOW	24" BOX	30' O.C.
	CORDY ALLENEALIS FOREST PAN	WESTERN REDBUD	LOW	18 GALLON	20' O.C.
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	MEDIUM	24" BOX	30' O.C.
	LIQUIDAMBAR STYRACIFLUA	COAST LINDEN	LOW	5 GAL	3' O.C.
	AMELANCHIER CANADENSIS	HARGREAVES PEAR 'RED'*	LOW	5 GAL	3' O.C.
	QUERCUS SPP.	ROCK HICK	LOW	5 GAL	3' O.C.
	YUCCA SPP.	RED YUCCA	LOW	5 GAL	3' O.C.
	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	LOW	5 GAL	3' O.C.
	ROSEMARIA OFFICINALIS	ROSEMARY	LOW	1 GAL	2' O.C.
	ERIOGONUM FASCICULATUM	ROSEA ICE PLANT	LOW	1 GAL	2' O.C.
	BOUGAINVILLEA RED	BOUGAINVILLEA	LOW	1 GAL	10' O.C.

IRRIGATION CONCEPT: DRIP IRRIGATION WITH SINGLE HYDROZONE

PLANTING NOTES:

A. PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, THE WIDTH TWICE THE DIAMETER OF THE ROOTBALL AND 6" DEEPER THAN THE LENGTH OF THE ROOTBALL. EACH PLANT PIT SHALL BE BACKFILLED WITH THE FOLLOWING PREPARED SOIL MIX:
 2 PARTS INTENSIFIED REDWOOD SHAWINGS
 1 PART VETROTANUM
 1 PART COMPOSTED SOIL
 21 GALLON NUTRIENT PLANTING TABLET
 PLANTING TABLETS SHALL BE APPLIED AS FOLLOWS:
 1 TABLET PER 1 GALLON SIZE PLANT
 2 TABLETS PER 5 GALLON SIZE PLANT
 3 TABLETS PER 15 GALLON SIZE PLANT
 LARGER PLANT MATERIAL WILL BE GIVEN ONE (1) TABLET PER 1/2" DIAMETER OF TRUNK CALIPER.

B. REDWOOD SOIL SHALL BE SHIPPED FREELY AT BOTTOM OF PLANT PIT. SOIL PREPARED BACKFILLING AND INSIDE BE WORKSHOULD.

C. DUMP AREAS SHALL BE RETICULATED 3" DEEP WITH 3 COLOR YARDS INTENSIFIED REDWOOD SHAWINGS PER 100 SQ FT AFTER INITIAL SOIL SHALL BE GRADED SMOOTH.

NOTE:
 ALL SHOULDER AND CROWNCOVER AREAS TO RECEIVE 3" DEPTH SHEDDING OVER MAJOR. SUBMIT SAMPLE TO CITY INSPECTOR FOR APPROVAL PRIOR TO INSTALLATION.
 CONTRACTOR TO CONDUCT THEIR OWN PLANT MATERIAL QUANTITY SHEETS.
 CONTRACTOR TO CONDUCT APPROXIMATE COST ESTIMATE AND SUBMIT.
 RESULTS TO BE PROVIDED WITH CONSTRUCTION DOCUMENTS SUBMITTAL.

300 ANONA - GLEBE CAR WASH
 4PK 24000001
 N.E. COR VAN BUREN
 W CHICAGO
 WOODCREST, CH 92008
 PROJECT NAME AND ADDRESS

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 4PK 24000001
 N.E. COR VAN BUREN
 W CHICAGO
 WOODCREST, CH 92008
 PROJECT NAME AND ADDRESS

CJC Design, Inc.
 Planning
 2100 Le Parc Avenue, Suite 202
 Woodcrest, IL 60090
 Phone: (708) 770-2000
 Fax: (708) 770-2000
 www.cjcdesign.com

ARCO

CONCEPTUAL LANDSCAPING

PROJECT NO: 19001

CONCEPTUAL LANDSCAPING

L11

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 29, 2019

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butfer
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. John Hildebrand, Administrative Services Manager
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1381MA19
Related File No.: CZ1900009 (Ordinance Amendment)
APN: Community of University City (unincorporated area)

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 Case No. CZ1900009 (Ordinance Amendment), a proposal to amend County Ordinance No. 348 (Ordinance Amendment No. 348.4912) by establishing (as Section 19.610) a new overlay zone (the University Heights Neighborhood Preservation Overlay Zone) providing standards pertaining to residential expansions or conversions, landscaping, lighting, parking, fencing and general maintenance within the unincorporated area of University City, generally located westerly of Interstate 215 and southerly of Central Avenue.

The project area is located within Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area (“March AIA”). Pursuant to the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density and non-residential intensity are not restricted in these zones. In any event, the proposed amendment does not change allowable land use in the County zones that apply to these properties, nor does it change development standards in such a manner as to increase allowable densities, heights, or intensities of development. Therefore, this amendment has no possibility for having an impact on the safety of air navigation within the March AIA.

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.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Proposed Ordinance Amendment Text

Y:\AIRPORT CASE FILES\March\ZAP1381MA19\ZAP1381MA19.LTR.doc

1 ORDINANCE NO. 348.4912

2
3 AN ORDINANCE OF THE COUNTY OF RIVERSIDE AMENDING
4 ORDINANCE NO. 348 RELATING TO ZONING
5

6 The Board of Supervisors of the County of Riverside ordains as follows:

7 Section 1. FINDINGS. An overlay zone is a set of zoning requirements superimposed
8 on an underlying zone that is generally used when a particular area requires special protection or
9 preservation or has a special neighborhood concern. Development of land subject to an overlay zone
10 requires compliance with the regulations of both the underlying zoning classification and the overlay
11 zone. The Board of Supervisors finds that an overlay zone is appropriate for the University Heights
12 neighborhood for the following reasons: The University Heights neighborhood is a one-family dwelling
13 residential neighborhood with a unique character. The physical conversion of one-family dwellings to
14 higher occupancy rental housing units has the potential to increase densities beyond those intended for
15 one-family dwelling zoned neighborhoods generally and beyond densities appropriate for the University
16 Heights neighborhood specifically. Modifications that essentially transform one-family dwellings into
17 multiple family dwellings or boarding houses without the benefit of a permit have a negative cumulative
18 effect on the public health, safety, and welfare and can lead to overcrowding, neighborhood disturbances,
19 excessive on-street parking, and other impacts. The Board of Supervisors finds that some such
20 conversions have already occurred and that they are causing a public health, safety, and welfare concern.
21 Creating an overlay zone in the University Heights neighborhood will help maintain a safe, clean,
22 orderly, sanitary, and aesthetically pleasing neighborhood character for all residents within the area
23 covered by the overlay zone.

24 Section 2. AUTHORITY. The University Heights Neighborhood Preservation
25 Overlay Zone is adopted pursuant to California Constitution, article XI, section 7, the County's general
26 police power.

27 Section 3. The title of Article XIXi is amended to read as follows: "Neighborhood
28 Preservation Overlay Zones."

1 Section 4. A new Section 19.610 is added to Article XIXi of Ordinance No. 348
2 to read as follows:

3 **“SECTION 19.610. UNIVERSITY HEIGHTS NEIGHBORHOOD**
4 **PRESERVATION OVERLAY ZONE.**

5 A. PURPOSE AND INTENT. The purpose of the University Heights
6 Neighborhood Preservation Overlay Zone is to:

- 7 1. Establish development standards to ensure that the permit process provides
8 for the consideration or prevention of the impacts of substantial changes in
9 use that would have the potential to increase the intensity of one-family
10 dwellings beyond that which was anticipated by the applicable zoning
11 classification.
12 2. Restrict uses on private properties beyond the general requirements of the
13 underlying zoning classification as identified in this ordinance.
14 3. Ensure the design of dwellings and on-site parking is appropriate for the
15 area’s character and is appropriate for the area’s capacity to accommodate
16 an increase in density, which may be limited due to on- and off-street
17 parking availability, traffic control, safety services, and restraints on
18 infrastructure such as sewer capacity.
19 4. Provide a regulatory framework for effective code enforcement efforts.

20 B. APPLICABILITY.

- 21 1. The University Heights Neighborhood Preservation Overlay Zone is
22 adopted and may be amended by the Board of Supervisors, in accordance
23 with this ordinance and as necessary, to include any issue that is not
24 addressed in this section and which adversely affects the public health,
25 safety, or welfare.
26 2. The University Heights Neighborhood Preservation Overlay Zone
27 applies to all lots within the Highgrove Area Plan set forth in the
28 County’s General Plan within that portion of the unincorporated area

1 identified as the Community of University City on Figure 1 of the
2 Highgrove Area Plan Location in the Highgrove Area Plan portion of the
3 General Plan. The Community of University City portion of the
4 Highgrove Area Plan is located in the southwestern-most portion of the
5 Highgrove Area Plan, with its boundary located south, east, and north of
6 the City of Riverside city limits and west of Interstate 215. This area
7 shall be identified as the University Heights Neighborhood Preservation
8 Overlay (UHNPO) Zone on the County official zoning map. The
9 provisions of the UHNPO Zone shall apply in addition to the General
10 Plan foundation component, land use designation, or zoning
11 classification of the lots within this identified area. The provisions of the
12 UHNPO Zone shall apply to all existing development and to all future
13 residential development for every lot within the overlay boundaries.

14 3. Except as otherwise specifically indicated, the provisions of this section
15 shall apply to all lots within the University Heights Neighborhood
16 Preservation Overlay Zone. However, Section 19.610 subsection D.4.d.
17 shall apply only to residentially zoned lots within the University Heights
18 Neighborhood Preservation Overlay Zone and apply only in the event of
19 construction requiring a land use or building permit that results in greater
20 than 300 square feet of additional total habitable Dwelling Area on the
21 lot, that is a result of the construction of: a new habitable building; an
22 addition to a habitable building; or the modification of the configuration
23 of an existing habitable building, including but not limited to
24 modifications to the floor plan, layout, or wall placement.

25 C. DEFINITIONS.

26 As used in this section, terms defined in Ordinance No. 457, as may be amended
27 from time to time, shall have the meanings as specified in Ordinance No. 457,
28 unless otherwise stated in this ordinance. The following additional terms shall

1 have the following meanings in this section:

- 2 1. Closet. An ancillary enclosed area within a dwelling unit that is clearly
3 intended for storage.
- 4 2. Common Living Area. A common area or communal space within a
5 dwelling unit that is intended to be shared by all occupants. The
6 Common Living Area is the Dwelling Area of the building not including
7 hallways, storage areas, Closets, bathrooms, or bedrooms.
- 8 3. Dwelling Area. The total combined floor area of a dwelling unit intended
9 for human habitation. Dwelling Area does not include garages, carports,
10 patios, sheds, or other similar spaces.
- 11 4. Parking Area. Any off-street area for the parking of a motor vehicle, plus
12 those additional areas required to provide ingress and egress to and from
13 the Parking Area.
- 14 5. Rear Yard. A yard extending across the full width of the lot between
15 the side lot lines, and measured between the rear lot line and the
16 nearest rear line of the main building or the nearest line of any enclosed
17 or covered porch.
- 18 6. Recreational Equipment. Any equipment used for sports, exercise,
19 leisure, or recreation, including but not limited to: basketball hoops,
20 slides, swings, jungle gyms, volleyball nets, grills, portable barbeques,
21 fire pits, and outdoor heaters.
- 22 7. Recreational Vehicles. Vehicles with or without motive power, designed
23 for human habitation or recreation, including but not limited to: boats,
24 snowmobiles, watercraft, racing vehicles, off-road vehicles, utility
25 trailers, motor homes, travel trailers, truck campers or camping trailers.
- 26 8. Sleeping Quarters. Any habitable room, with or without a Closet, without
27 direct access to a garage, along an exterior wall, regardless of its
28 designation on building plans, which functions as or may potentially

1 function as a sleeping area. An office, den, family room, living room,
2 study, studio, loft, game room, and any other room along an exterior
3 wall, except those excluded in the subsequent sentence, will be
4 considered to be a Sleeping Quarters. This definition of Sleeping
5 Quarters does not include dining rooms, kitchens, hallways, foyers,
6 Closets, bathrooms, unfinished basements, unfinished attics, laundry
7 rooms, sunrooms, landings, unconverted garages, mud rooms, or
8 enclosed porches.

9 D. NEIGHBORHOOD PRESERVATION STANDARDS.

10 In order to maintain a safe, clean, orderly, sanitary, and aesthetically
11 pleasing neighborhood character for residents in the University Heights area, all
12 of the following development standards shall apply within the area covered by
13 the UHNPO Zone:

- 14 1. DWELLING AREA. The total combined area of all Sleeping Quarters
15 shall not exceed 50% of the total Dwelling Area, in square feet, of the
16 one-family dwelling. The calculation of the total combined area of all
17 Sleeping Quarters shall not include Closets, and measurements shall be
18 from the centerline of interior walls and the exterior of exterior walls.
- 19 2. COMMON LIVING AREA. The total combined Common Living Area
20 shall be equal to or greater than the total combined area of all Sleeping
21 Quarters. The measurements, in square feet, for Common Living Area
22 shall be from the centerline of the interior walls and the exterior of
23 exterior walls.
- 24 3. STREET ENVIRONMENT.
 - 25 a. Streets and public rights-of-way shall be kept free from any type
26 of obstructions such as planters, landscaping, fences, temporary
27 signs, or similar structures.
 - 28 b. Trash or recycling containers shall be stored in a garage, side

1 yard, or rear yard in a manner such that they are not visible from
2 any street.

3 c. Any transportable or movable Recreational Equipment shall be
4 permitted in a front yard or driveway of a lot, but shall not be
5 used in, or shall not encroach upon, any street or public right-of-
6 way.

7 d. No Recreational Equipment except basketball hoops shall be
8 permanently installed in a front yard, driveway, street, or public
9 right-of-way. Concealment of Recreational Equipment with a
10 cover or camouflage material is not an acceptable alternative to
11 this provision.

12 e. The provisions of other County ordinances that do not otherwise
13 conflict with the terms of this section shall continue to apply to
14 all street environments, including but not limited to Ordinance
15 No. 745 for Regulating Collection and Removal of Solid Waste.

16 4. PARKING.

17 a. No person shall construct, repair, grease, lubricate, or dismantle
18 any vehicle, or any part thereof, upon a street or public right-of-
19 way, except for temporary emergency purposes.

20 b. No motorized vehicle shall be parked in any landscaped area but
21 may be parked in a garage or carport or upon a driveway or other
22 improved Parking Area.

23 c. No vehicle shall be parked upon a public street or public right-of-
24 way for more than seventy-two (72) hours. Any such vehicle
25 shall be subject to citation, removal, or both, by a law
26 enforcement agency as provided for in California Vehicle Code
27 section 22651 et seq.

28 d. In addition to the minimum parking requirements in Section

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18.12 of this ordinance, any new construction, addition, or modification to an existing dwelling unit that results in a dwelling unit with five or more Sleeping Quarters shall also comply with the following:

- 1) When the number of Sleeping Quarters in a dwelling unit equals or exceeds five (5), the approval of any land use permit or building permit that would result of the addition of more than 300 square feet of total habitable Dwelling Area shall require an additional off-street parking space to be provided. This parking space shall be located in accordance with Section 18.12.A. of this ordinance. If the driveway already meets the minimum standard under Section 18.12.A. for multiple family dwellings, no additional parking space is required.
- 2) Any new Parking Area or driveway, or Parking Area or driveway that must be modified as a result of this section shall be constructed of concrete, asphaltic concrete, brick or the equivalent and shall not cover more than fifty percent (50%) of the required front yard area, fifty percent (50%) of the required side yard area, or fifty percent (50%) of the combined front and side yard area. Any improved Parking Area or driveway that was approved or constructed prior to the effective date of this section shall be exempt from this provision. If there is insufficient room to install additional parking as required under this provision, no building permit may issue pursuant to Ordinance No. 457.

5. YARD MAINTENANCE.

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- a. Any front yard or side yard area that is visible from any public street or public right-of-way shall be landscaped and maintained in an aesthetically consistent manner with the character of the surrounding neighborhood.
- b. All landscaping shall be maintained in a manner that does not cause a potential fire hazard or cause a threat to public health, welfare, or safety.
- c. Outdoor storage shall not be permitted in a front yard, or in a side yard that is visible from any street or public right-of-way.
- d. Landscaping within a yard shall not physically or visually obstruct a street, intersection, or public right-of-way.
- e. Dying, decayed, untrimmed, or hazardous trees, shrubbery, or other landscaping in any front yard or side yard that is visible from any public area shall be addressed and remediated within fifteen (15) days of issuance of a Code Enforcement Notice of Violation.

6. FENCES AND WALLS.

- a. All fences and walls shall be properly maintained in order to preserve their structural integrity and to provide a neat appearance. All fences and walls shall be kept free from graffiti, undergrowth, weeds or other similar conditions at all times. All fences and walls shall be of materials and colors that are compatible with the architectural design of the buildings in the neighborhood. No fence, wall or portion thereof shall be constructed or altered to add razor wire, barbed wire, metal spikes, broken glass, readily flammable material, or other similar material.
- b. Any fence or wall, including any decorative fence, shall not

1
2 obstruct a public street, intersection, or public right-of-way
3 either physically or visually.

4 c. Chain link fences shall not be erected or constructed in any front
5 yard or side yard that is visible from any street or public right-of-
6 way for lots less than half an acre net in area. Chain link fences
7 that were erected or approved prior to the effective date of this
8 section shall be exempt from this provision.

9 d. Any fence or wall, including decorative fences, located in the
10 front yard or within thirty feet (30') of an intersection, shall not
11 be higher than four feet (4'). Fences and walls that are pre-
12 existing on, or approved prior to, the effective date of this
13 section shall be exempt from this provision. Vertical calculation
14 of the height of the fence or wall shall be made by vertical
15 measurement along the length of the outside face when
16 measured from final finished grade.

17 e. For any front yard or side yard that is visible from any street or
18 public right-of-way, the height of a gate, the gate post, or column
19 located therein shall not exceed one hundred twenty percent
20 (120%) of the maximum height of the associated fence or wall.

21 f. Any temporary fence or gate shall be exempt from the provisions
22 of subsections c., d., and e. of this subsection D.6.

23 7. OUTDOOR LIGHTING.

24 a. Lighting fixtures shall be located such that no light or reflected
25 glare is directed off-site. Lighting fixtures shall provide that no
26 light is directed above a horizontal plane passing through the
27 bottom of the fixture.

28 b. All on-site lighting shall be stationery, directed away from
adjacent properties, streets, and public rights-of-way.

1 Incandescent lighting fixtures greater than 100 watts shall require
2 proper shielding to minimize their impact on neighboring
3 properties.

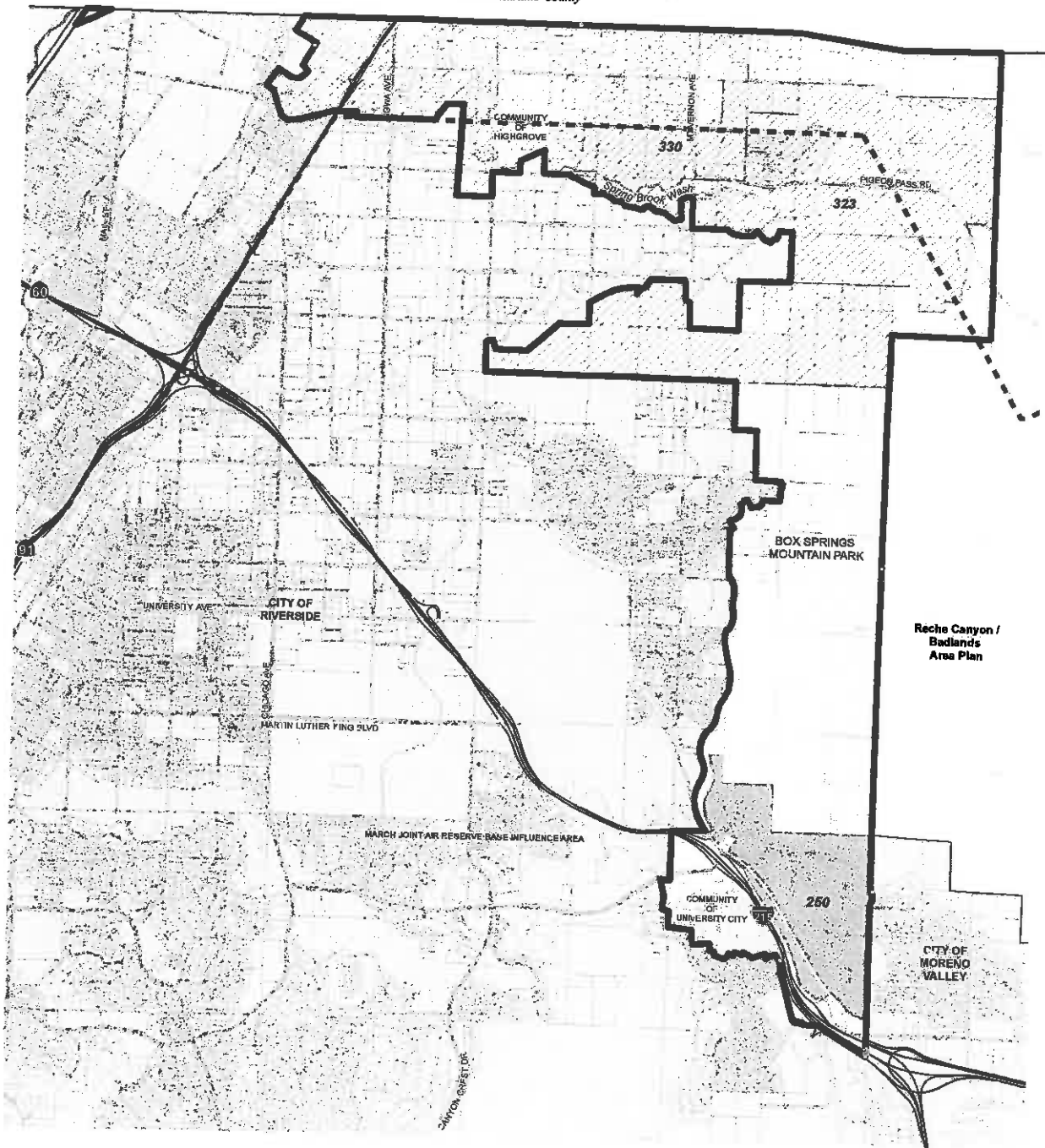
- 4 c. To minimize the impact on neighboring properties, any outdoor
5 security lighting shall require proper shielding and should utilize
6 motion sensitive as well as time sensitive fixtures.

7 E. COVENANTS, CONDITIONS, AND RESTRICTIONS

8 This section shall neither replace the requirements of any County
9 ordinance nor overwrite the terms of any private Covenants, Conditions,
10 and Restrictions ("CC&Rs"). The County generally does not enforce
11 private CC&Rs.

12 F. VIOLATIONS AND PENALTIES.

- 13 1. All property owners within the UHNPO Zone boundary shall be
14 responsible for compliance with the provisions of this section
15 except as specifically made exempt by a provision within this
16 section. The Riverside County Code Enforcement Department
17 shall be the lead agency enforcing the provisions of the UHNPO
18 Zone in accordance with Ordinance No. 725. Unless otherwise
19 specified in this section, any violation must be corrected within
20 fifteen (15) days after receiving a Code Enforcement Notice of
21 Violation.
- 22 2. The Sheriff, District Attorney, County Counsel, County Clerk,
23 Planning Director, and all County Officials charged with the
24 issuance of building permits, land use permits, plot plans,
25 subdivisions, parcel maps, and other discretionary and
26 administrative permits shall enforce the provisions of this
27 section."
28



Reche Canyon / Badlands Area Plan

Data Source: Riverside County Planning








-  Highgrove Community Policy Area
-  Specific Plans
-  Airport Influence Areas
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4

December 8, 2015

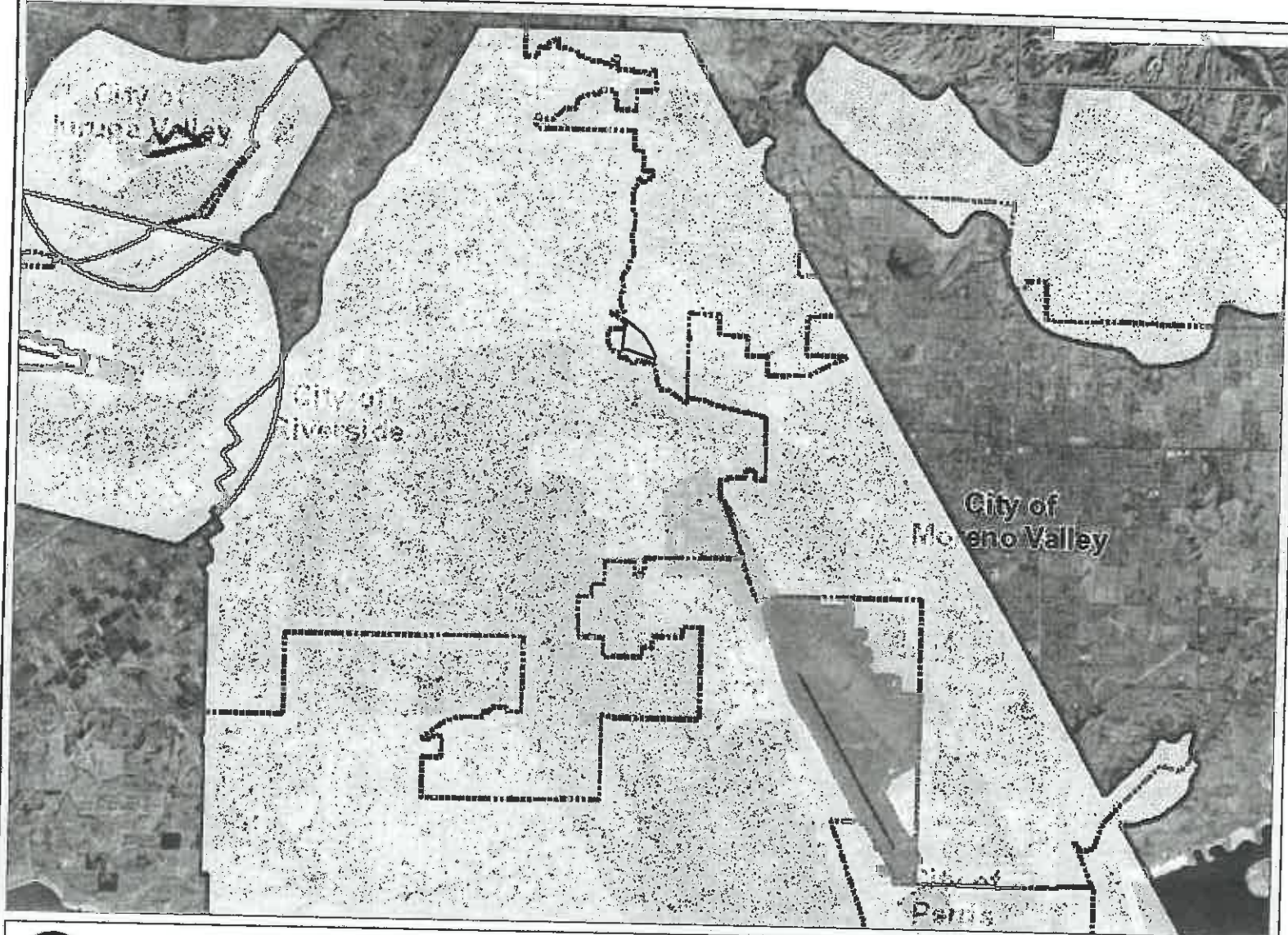
0 0.4 0.8 Miles

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HIGHGROVE AREA PLAN OVERLAYS AND POLICY AREAS

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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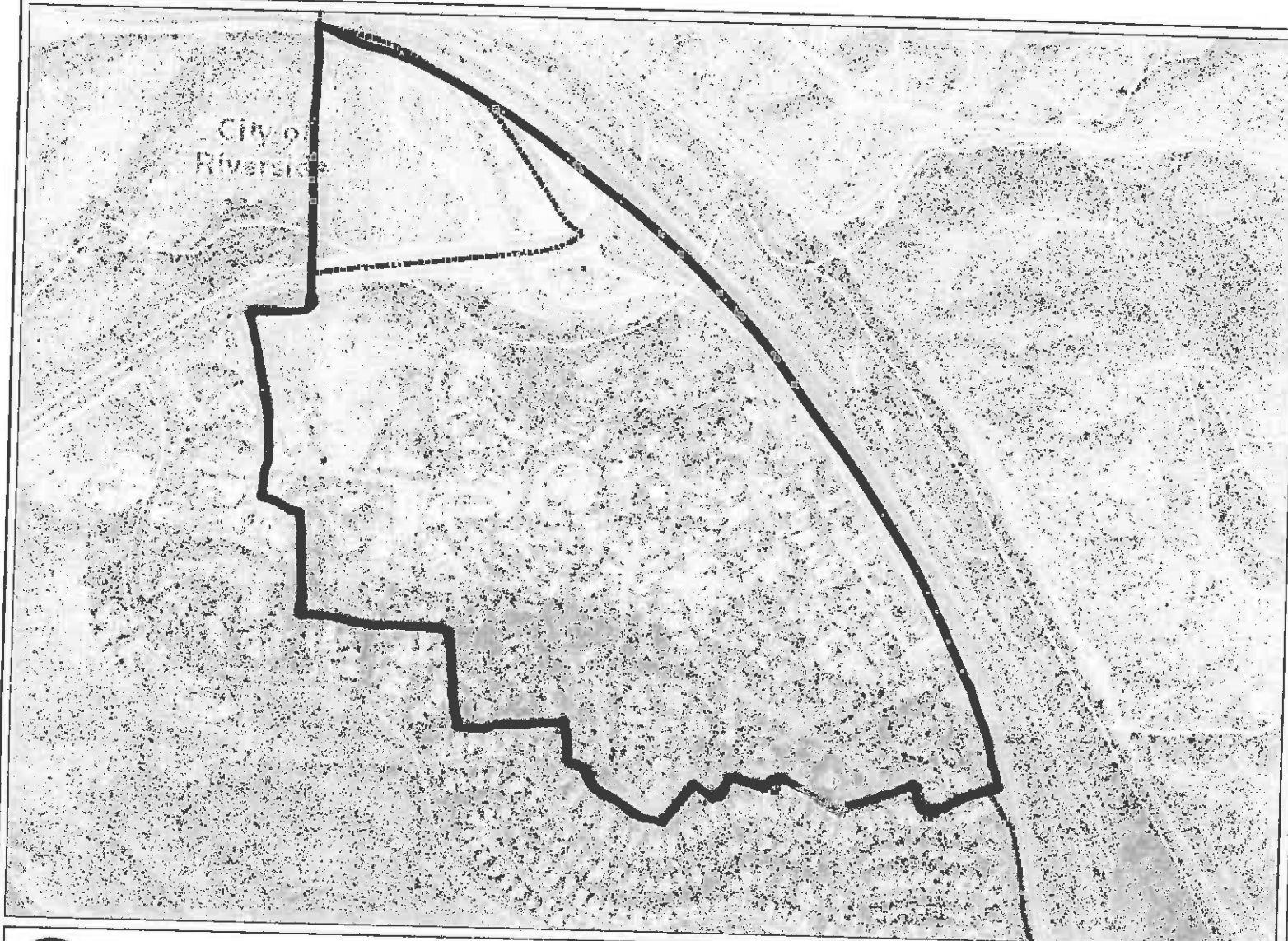


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Notes

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
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- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC6
- C2-EXC8



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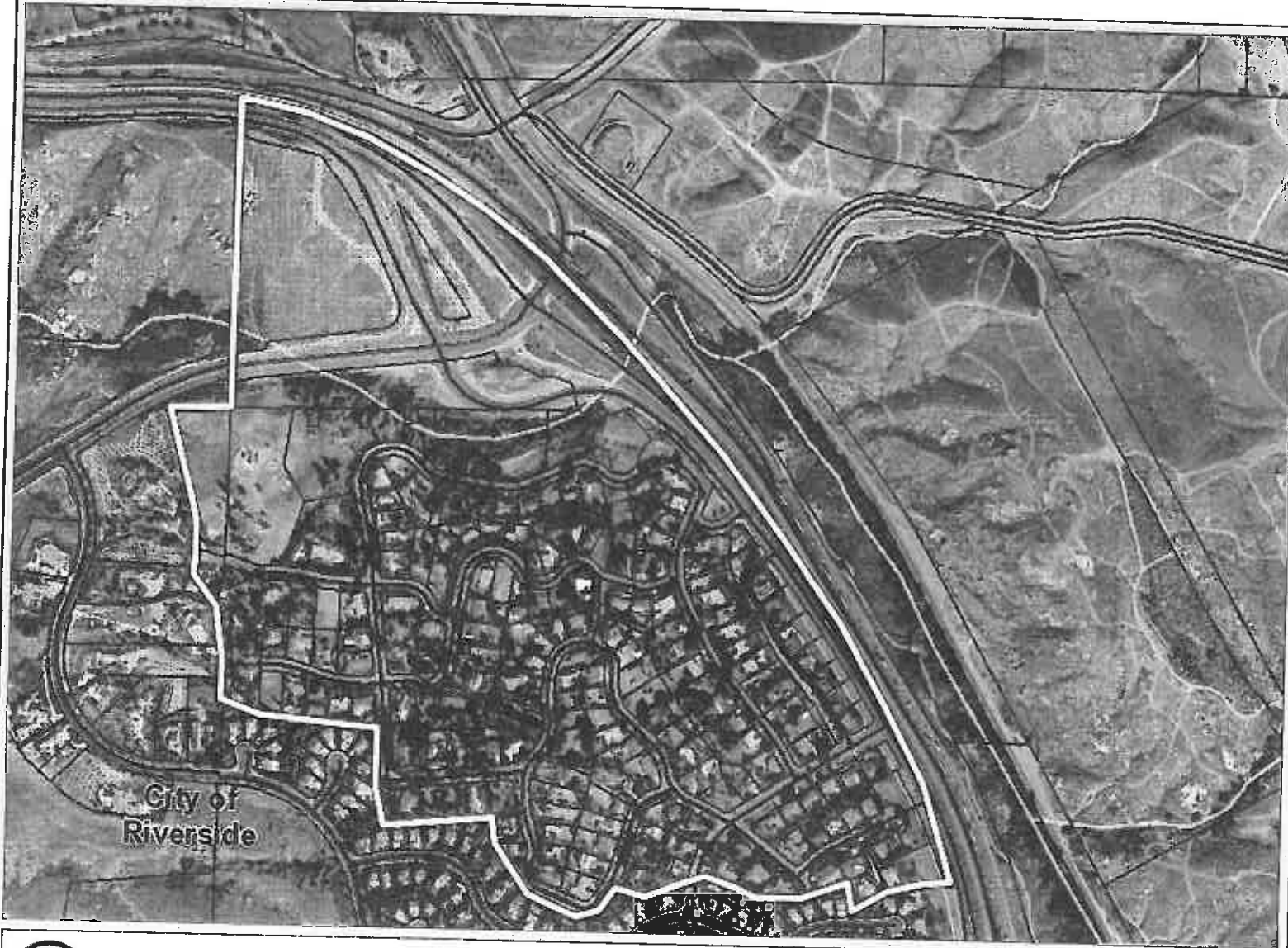
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Notes

Community of University City

Proposed Overlay Zone Area - Aerial Map



Legend

-  Parcels
-  County Centerlines
-  Blue Line Streams
-  City Areas
-  World Street Map



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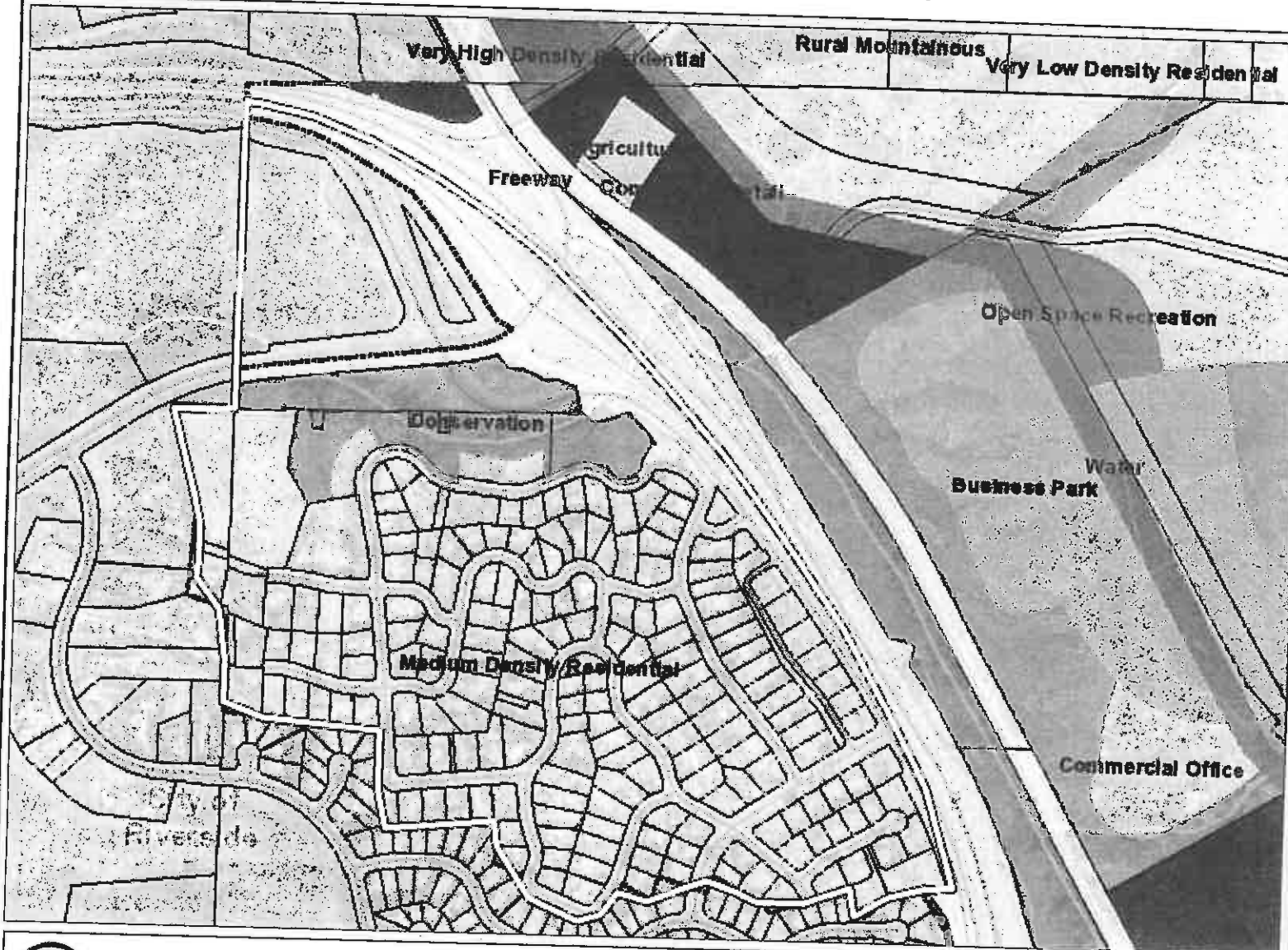
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Notes

University Heights Neighborhood Preservation Overlay Zone

Community of University City

Proposed Overlay Zone Area - General Plan Map



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



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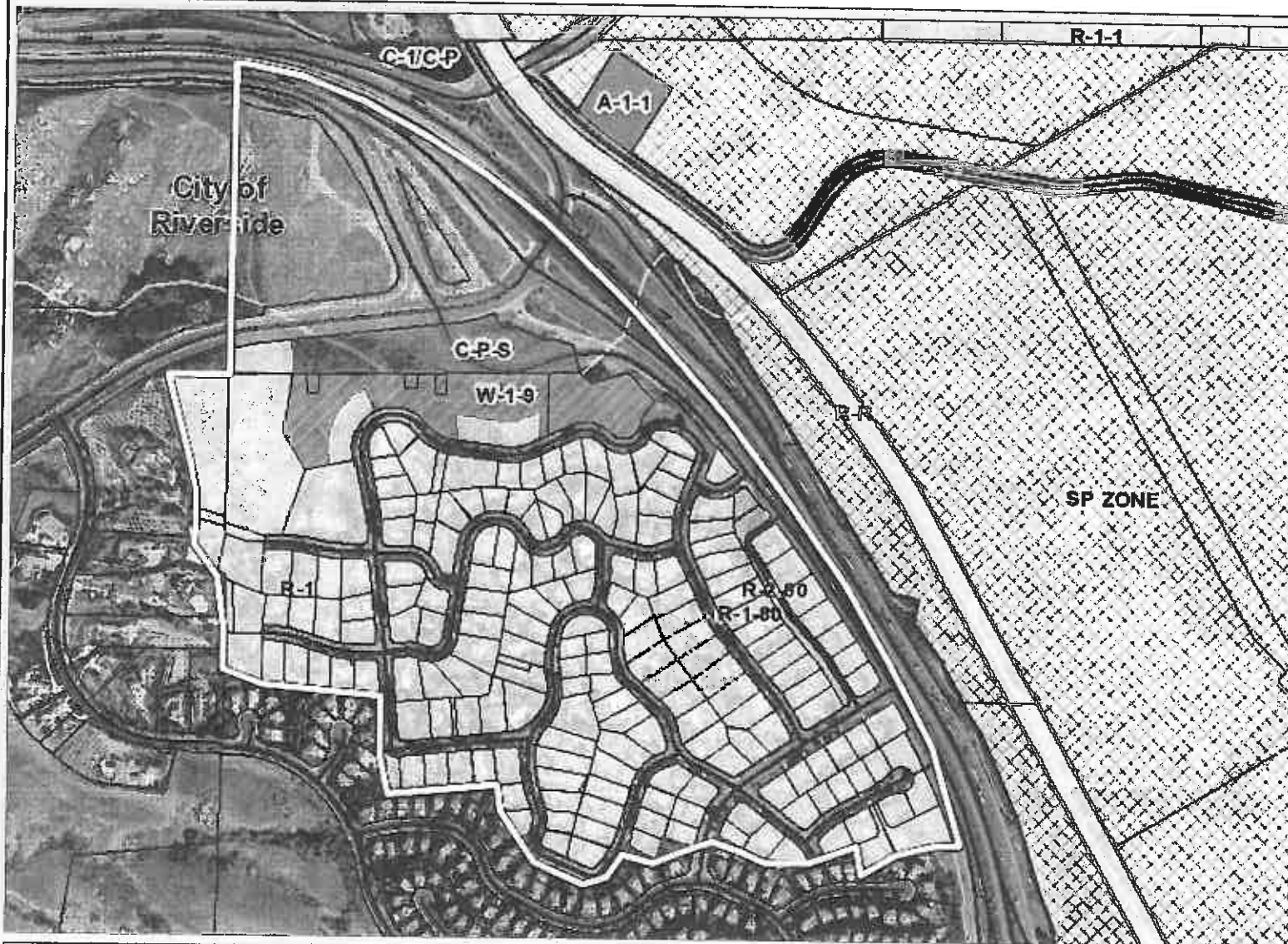
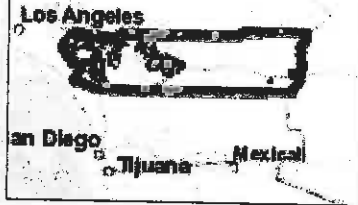
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Notes
University Heights Neighborhood Preservation Overlay Zone

Community of University City

Proposed Overlay Zone Area - Zoning Map



Legend

- Parcels
- Zoning**
- OTHER ZONING
- A-1
- A-1-1
- A-1-1 1/2
- A-1-1/2
- A-1-10
- A-1-15
- A-1-2
- A-1-2 1/2
- A-1-2 1/4
- A-1-20
- A-1-30000
- A-1-4
- A-1-40
- A-1-5
- A-2
- A-2-1
- A-2-10
- A-2-2
- A-2-2 1/2
- A-2-20
- A-2-5
- A-D
- A-P
- A-P-10



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Notes

University Heights Neighborhood Preservation Overlay Zone

0 752 1,505 Feet

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**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 12, 2019
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on September 12, 2019 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Steve Manos, Chair
Russell Betts, Vice Chair
Arthur Butler
John Lyon
Steven Stewart
Richard Stewart
Gary Youmans

COMMISSIONERS ABSENT: None

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Principal Planner
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: None

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 12, 2019
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1376MA19 – Pacific Communities Builder, Inc. (Representative: Ronald Freeman) – County of Riverside Case Nos. CZ1800012 (Change of Zone), TTM37358 (Tentative Tract Map). A proposal to divide 45.6 gross acres located northerly of Mapes Road, westerly of Antelope Road, and easterly of Sherman Road into 154 single family residential lots, and change the zoning of the site from Rural Residential (R-R) and One-Family Dwelling (R-1) to One-Family Dwelling (R-1) (Airport Compatibility Zones C2 and D of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The project is located partially within the 60-65 CNEL contour range from aircraft noise as identified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The project's proposed single family residences would be affected by aircraft generated noise. However, pursuant to Policy 2.3 (a) and (b), 65 dB CNEL exterior noise levels are considered normally acceptable for new residential land uses provided that interior noise levels are attenuated to a maximum of 40 dB CNEL. Therefore, recommended conditions require that noise attenuation measures be incorporated into the design of the single family residences to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 40 CNEL.

III. **STAFF RECOMMENDATION**

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

IV. **PROJECT DESCRIPTION**

The applicant proposes to divide 45.6 gross acres into 154 single family residential lots, and change the zoning of the site from Rural Residential (R-R) and One-Family Dwelling (R-1) to One-Family Dwelling (R-1).

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 12, 2019
RIVERSIDE MEETING**

- (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:
- Day care centers; churches, temples, or other uses primarily for religious worship.
5. The attached notice shall be given to all prospective purchasers of the proposed lots and tenants of any dwellings thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final map. In the event that the Office of Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.
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 single family residences, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 40 CNEL.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT.

VII. VIDEO

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.1: TIME: 9:32 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 12, 2019
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.2:** ZAP1371MA19 – Sares-Regis Group/SRG Perris, LP (Representative: EPD Solutions) – County of Riverside Case No. PPT190011 (Plot Plan). A proposal to construct two industrial manufacturing buildings with mezzanines totaling 710,736 square feet on a combined total 35.76 acres located northerly of Oleander Avenue, westerly of Decker Road, southerly of Nandina Avenue, and easterly of Day Street. The applicant also proposes rooftop solar panels totaling 60,000 square feet (30,000 square feet on each building) (Airport Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) An initial proposal to overlay all of Building "B" with solar panels without anti-reflective coating with a tilt of 15 degrees and an orientation of 140 degrees resulted in a finding that Flight Path 1 would be affected by 21 minutes of "yellow" level glare (potential for temporary after-image), a level which the Federal Aviation Administration (FAA) has determined to be unacceptable. The applicant worked with the project consultants (including Johnson Aviation) to identify a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable "green" level. The revised proposal provides for 30,000 square feet of solar panels on each of the two buildings with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 160 degrees. This proposal would result in "green" level glare (low potential for temporary after-image) within the 2 mile approach to Runway 32 and within the Air Force traffic patterns; "green" level glare complies with the FAA Interim Policy pertaining to acceptable levels of glare. Given that the proposal meets the FAA policy requirements with the applicable flight tracks modeled, March Air Reserve Base has indicated no further concerns.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed Plot Plan CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct two industrial manufacturing buildings with mezzanines totaling 710,736 square feet on a combined total 35.76 acres. The applicant also proposes rooftop solar panels totaling 60,000 square feet (30,000 square feet on each building).

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

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an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:
- Restaurants and other eating establishments; day care centers, health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. 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.
6. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building.
7. Any 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.
8. 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.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the structures, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
10. This project has been evaluated for a total of 710,736 square feet of manufacturing area, including 30,000 square feet of office area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
11. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. Panels shall have a tilt of 10 degrees and orientation of 160 degrees. Solar panel areas shall be limited to 30,000 square feet per building.

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12. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" level glare, and require ALUC review.
13. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
14. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
15. The Federal Aviation Administration has conducted aeronautical studies of the proposed buildings (Aeronautical Study Nos. 2019-AWP-8541-OE through 2019-AWP-8548-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
16. The proposed buildings shall not exceed a height of 62 feet above ground level and a maximum elevation at top point of 1,669 feet above mean sea level.
17. 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.
18. Temporary construction equipment used during actual construction of the buildings shall not exceed 62 feet in height and a maximum elevation of 1,669 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
19. Within five (5) days after construction of each proposed structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

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V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT**.

VII. VIDEO

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 3.2: TIME: 9:39 A.M.

DRAFT

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I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals – Information Only

4.2 Strategic Vision Chart

Simon Housman, ALUC Director presented the Strategic Vision Chart regarding priorities for staff's long-term planning work, involving the preparation and amendment of the Airport Land Use Compatibility Plans (ALUCPs).

II. 5.0 APPROVAL OF MINUTES

The ALUC by a unanimous vote of 7-0 approved the August 8, 2019 minutes.

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

IV. 7.0 COMMISSIONER'S COMMENTS

None

V. 8.0 ADJOURNMENT

Steve Manos, Chairman adjourned the meeting at 9:58 a.m.

VI. VIDEO

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rivco.org.

ITEM 4.0: TIME: 9:56 A.M.