



Crestview Apartments

KA Enterprises

Site Lighting Photometric Plan

P19-0775 - 0777, P20-0307 - 0310, P19-0905, Exhibit 6 - Project Plans



| Section | Light | Quantity | Manufacturer | Model Number | Description | Notes | Transformer | Power Line | Light Level (Foot-Candles) | Notes |
|---------|-------|----------|--------------|--------------|-------------|-------|-------------|------------|----------------------------|-------|
| S1 | 21 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |
| S2 | 74 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |
| S3 | 43 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |
| S4 | 43 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |

| Section | Light | Quantity | Manufacturer | Model Number | Description | Notes | Transformer | Power Line | Light Level (Foot-Candles) | Notes |
|---------|-------|----------|--------------|--------------|-------------|-------|-------------|------------|----------------------------|-------|
| S1 | 21 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |
| S2 | 74 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |
| S3 | 43 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |
| S4 | 43 | 100 | OSRAM | OSRAM | OSRAM | OSRAM | 100 | 100 | 100 | OSRAM |

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RHA Project # 19102
RHA
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PLANNERS, INC.

February 19, 2020

GRADING EXCEPTION

To allow installation of retaining walls, in an area not open to public view, to exceed 6' in vertical height.
To allow installation of retaining walls, exposed to public view, to exceed 3' in vertical height.
Exceedance in wall heights subject to City approval pursuant to provisions of RMC 17.28.010.C.1. The findings below are provided in accordance with RMC 17.32.020.

REQUIRED FINDINGS

Will the strict application of the provisions of this Title result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Title?

1. Yes. The subject property is significantly restricted due to topography and boundary conditions as described herein and in Finding No. 2, below. Due to these constraints and conditions, approximately 2 acres of the 9.8 acre site must remain undisturbed and/or utilized for matchup grading. More than 45 feet of elevation difference along the public street frontages, coupled by restrictions to public street access, create significant challenges for vehicular access and ADA-compliant pedestrian circulation within the site. The project design strikes a balance between all of these constraints. As a result, portions of wall near Sycamore Canyon Boulevard, not visible from public view, will exceed the allowable 6' in height and walls along Central Avenue, visible from public view, will exceed the allowable 3' in height. The wall locations, lengths and heights are illustrated on the Grading Exception Exhibit. The wall segments along Sycamore Canyon Boulevard vary between 85-125 linear feet and the maximum heights vary between 7.3-11.7'. The walls along Central Avenue are approximately 470 linear feet and a maximum of 5' in height. Walls along the vegetated ravine, which may be visible from public view, are approximately 390 linear feet and a maximum of 5' in height. Strict application of the Code to eliminate the over-height walls along Sycamore Canyon Boulevard would require raising the site nearly 6'. This would only serve to exacerbate the over-height wall issue along Central Avenue and the vegetated ravine. Alternatively, the site would have to incorporate terracing or excessive gradients which would negatively impact vehicular access and ADA-compliant pedestrian circulation within the development. Strict application of the Code to eliminate the over-height walls along Central Avenue and the vegetated ravine would require lowering the site 6-10'. This would not only exacerbate the over-height wall issue near Sycamore Canyon Boulevard, it would drastically impact vehicular and pedestrian access to the public street.

Are there exceptional circumstances or conditions applicable to the property or to the intended use or development of the property that do not generally apply to other property in the same zone or neighborhood?

2. Yes. The sparsely vegetated property is a combination of undulating, undisturbed land, with a large, relatively flat area that was created several years ago by undocumented grading operations. The subject property is bounded by Sycamore Canyon Boulevard, to the north and east, and on Central Avenue, to the south. Both streets have pronounced grades, with a total fall of more than 45 feet across the project frontages. As a result, a majority of the public street

frontages contain graded slopes adjacent to the roadways. Vehicular access for the site is significantly restricted due to sight distance constraints and limitations on the proximity to the intersection. Direct access to Central Avenue is not allowed. The westerly boundary is undisturbed with a large knoll near the northwesterly corner and a deep, heavily vegetated ravine near the southwesterly corner. The total elevation difference along the property line is approximately 120'. Due to these constraints and conditions, approximately 2 acres of the 9.8 acre site must remain undisturbed and/or utilized for matchup grading.

Will the granting of a waiver be materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which the property is located?

3. No. The granting of the grading exception will allow reasonable development of the property in accordance with the City's General Plan and development standards. The conceptual grading design balances the significant and varied constraints and conditions described in the findings above.

The terraced, curvilinear walls along the southerly and westerly boundaries are visible from public view and will not exceed 5 feet in height. This wall configuration is less obtrusive than a single retaining wall and provides a more subtle transition than a single, expansive slope surface. The design includes ample areas for landscaping to screen the walls and add visual interest. Further, the proposed walls will stabilize the existing slopes along the westerly boundary, allowing sensitive areas to remain undisturbed, preserving natural vegetation and historic drainage patterns. The three wall segments near Sycamore Canyon Boulevard are not visible from public view and will vary between 7.3-11.7 feet in height. These walls are necessary to accommodate three buildings and related parking and walkways, as well as, provide a vehicular and pedestrian connection to Sycamore Canyon Boulevard. Granting of the exception will not result in any conflict or inconsistency with the purpose and intent of the grading ordinance.

GRADING EXCEPTION

To allow 2:1 slopes to exceed 20 feet in vertical height as specified in RMC 17.28.020.10. The findings below are provided in accordance with RMC 17.32.020.

REQUIRED FINDINGS

Will the strict application of the provisions of this Title result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Title?

1. Yes. The subject property is significantly restricted due to topography and boundary conditions as described in herein and under Finding No. 2, below. The top of the isolated knoll near the northerly project boundary has an elevation of 1381.6 feet. The parkway along Central Avenue near the southwesterly project boundary has an elevation of 1316.5 feet. The total elevation difference between these two points is approximately 65 feet. Strict application of the code would limit slope grading around the knoll and along Central Avenue to 20 feet in each area. As a result, the conceptual grading design would have to accommodate an additional 25 feet of fall within the site. Such a profound grade differential creates significant challenges for vehicular access and ADA-compliant pedestrian circulation within the site, as well as, controlling surface flows for water quality compliance. The grading exception is necessary to allow the project to moderately reshape the knoll to accommodate internal circulation, parking and emergency vehicle access to Sycamore Canyon Boulevard. The exception is also necessary to allow matchup grading along Central Avenue and adjacent to the vegetated ravine along the westerly boundary to accommodate the conceptual grading design. Attempting to lower the site to reduce or eliminate the grading exception at the southwesterly corner of the site would only serve to exacerbate the matter around the knoll to the north, while adversely affecting vehicular access to Sycamore Canyon Boulevard. Approval of the grading exception to allow 2:1 slopes to exceed 20 feet in height would be consistent with the general purpose and intent of Title 17 of the Riverside Municipal Code to minimize the adverse effects of grading on natural landforms.

Are there exceptional circumstances or conditions applicable to the property or to the intended use or development of the property that do not generally apply to other property in the same zone or neighborhood?

2. Yes. The sparsely vegetated property is a combination of undulating, undisturbed land, with a large, relatively flat area that was created several years ago by undocumented grading operations. The grading operations, together with Caltrans' realignment of Sycamore Canyon Boulevard, created an isolated knoll at the northerly property boundary with an overall height of 20-30 feet. The subject property is bounded by Sycamore Canyon Boulevard, to the north and east, and on Central Avenue, to the south. Both streets have pronounced grades, with a total fall of more than 45 feet across the project frontages. As a result, the majority of the public street frontages contain graded slopes adjacent to the roadways. Vehicular access for the site is significantly restricted due to sight distance constraints and limitations on proximity to the intersection. Direct access to Central Avenue is not allowed. The westerly boundary is

undisturbed with a large knoll near the northwesterly corner and a deep, heavily vegetated ravine near the southwesterly corner. The total elevation difference along the property line is approximately 120'.

Will the granting of a waiver be materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which the property is located?

3. No. The granting of the grading exception will allow reasonable development of the property in accordance with the City's General Plan and development standards. The conceptual grading design balances the significant and varied constraints and conditions described in the findings above. The granting of the grading exception will allow the development to moderately reshape the isolated knoll without increasing the overall height or altering the crown. The grading exception will also allow slope grading up to 35 feet along Central Avenue and adjacent to the vegetated ravine. Design measures, such as curvilinear, terraced retaining walls and enhanced landscaping, will be incorporated to minimize the visual impacts from the public view.

VARIANCE

To allow installation of retaining walls within the front yard setback to exceed 3' in height as designated in RMC 19.550.030.A.2-3.

REQUIRED FINDINGS

Will the strict application of the provisions of the Zoning Code in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code?

1. Yes. The subject property is significantly restricted due to topography and boundary conditions as described herein and under Finding No. 2, below. In order to address the challenging edge conditions and avoid extended slope grading, tiered retaining walls are proposed along Central Avenue. Each wall is proposed to be a maximum of 5 feet in height. Strict application of the Code would require lowering the site approximately 6-10 feet. This condition would significantly impact the edge condition along Sycamore Canyon Boulevard, negatively affecting vehicular and pedestrian access to the public street. Alternatively, maintaining 3' maximum wall heights would require installation of three additional terraced wall sections along Central Avenue. This would further reduce the usable area by an additional 0.2 acres. As such, strict application of the Zoning Code would not further the purpose stated in RMC 19.020.010, particularly regarding encouraging the most appropriate use of land as well as conserving and stabilizing the use of property.

Are there special circumstances or conditions applicable to the property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification?

2. Yes. The sparsely vegetated property is a combination of undulating, undisturbed land, with a large, relatively flat area that was created several years ago by undocumented grading operations. The subject property is bounded by Sycamore Canyon Boulevard, to the north and east, and on Central Avenue, to the south. Both streets have pronounced grades, with a total fall of more than 45 feet across the project frontages. The fall within the Central Avenue street frontage alone, is approximately 23 feet. As a result, a majority of the public street frontages contain graded slopes adjacent to the roadways. Vehicular access for the site is significantly restricted due to sight distance constraints and limitations on the proximity to the intersection. Direct access to Central Avenue is not allowed. The westerly boundary is undisturbed with a large knoll near the northwesterly corner and a deep, heavily vegetated ravine near the southwesterly corner. The total elevation difference along the property line is approximately 120'. Due to these constraints and conditions, approximately 2 acres of the 9.8 acre site must remain undisturbed and/or utilized for match-up grading.

Will the granting of such variance prove to be materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which the property is located?

3. No. The granting of the variance will allow reasonable development of the property in accordance with the City's General Plan and Zoning Code. Further, the proposed walls will provide a safe,

functional and stable transition between the project site and the public roadway. The tiered wall design provides better aesthetics and ample area to accommodate the desired front yard landscaping along Central Avenue. Further, without the variance, three additional terraced wall sections along Central Avenue would be required.

Will the granting of such variance be contrary to the objectives of any part of the General Plan?

4. No. The granting of the variance will allow reasonable development of the property in accordance with the City's General Plan and Zoning Code. The granting of the variance is consistent with protecting scenic views, prominent landforms and natural open spaces as described in the Land Use/Urban Design Element. The multi-family residential development will provide quality rental opportunities in close proximity to public transportation and retail developments, in accordance with the objectives of the Housing Element.

VARIANCE

To allow installation of improvements within the 15' fully landscaped front yard setback as designated in RMC Table 19.100.040.B. The various improvements along the Sycamore Canyon Boulevard frontage include, but not limited to, trellises, raised planters, signage, shade structures, walking paths, retaining walls, perimeter fencing, gates and parking lot paving. The improvements along the Central Avenue frontage consist of retaining walls only.

REQUIRED FINDINGS

Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code?

- 1) Yes. The subject property is significantly restricted due to topography and boundary conditions as described herein and in Finding No. 2, below. Due to these constraints and conditions, approximately 2 acres of the 9.8 acre site must remain undisturbed and/or utilized for matchp grading. This land encumbrance includes relocating existing graded slopes outside of the public rights-of-way, as required by the City. As a result, portions of various site improvements are proposed to encroach into the designated 15' front yard setback area. Strict application of the Code would further reduce the available site by an additional 0.2 acres. The reduction directly impacts available parking spaces and amenities. These improvements would need to be eliminated, which in turn, could trigger additional variances or a reduction in dwelling units. In order to eliminate the potential for additional variances, reduction in the number of residential units would be required. Any such reduction would be contrary to the City's General Plan 2025, in particular, the Housing Element. The reduction in units would severely impact the City's required number of housing units to be available in the City to meet its Regional Housing Needs Numbers. This is a requirement imposed by the State and not by the property itself. As such, strict application of the Zoning Code would not further the purpose stated in RMC 19.020.010, particularly regarding encouraging the most appropriate use of land as well as conserving and stabilizing the value of property.

Are there special circumstances or conditions applicable to the property or to the intended use or development of the property that do not apply generally to other property in the vicinity and under the identical zoning classification?

- 2) Yes. The sparsely vegetated property is a combination of undulating, undisturbed land, with a large, relatively flat area that was created several years ago by undocumented grading operations. The subject property is bounded by Sycamore Canyon Boulevard, to the north and east, and on Central Avenue, to the south. Both streets have pronounced grades, with a total fall of more than 45 feet across the project frontages. As a result, a majority of the public street frontages contain graded slopes adjacent to the roadways. Portions of the slopes currently exist within the public street rights-of-way. It should be noted that the roadway and right-of-way are not concentric on Sycamore Canyon Boulevard. The parkway northerly of the project entrance varies between 15-44'. Therefore, there is additional space within this section of the street right-of-way to provide enhanced landscaping and greater separation between the roadway and the onsite improvements. Vehicular access for the site is significantly restricted due to sight distance constraints and

limitations on the proximity to the intersection. Direct access to Central Avenue is not allowed. The westerly boundary is undisturbed with a large knoll near the northwesterly corner and a deep, heavily vegetated ravine near the southwesterly corner. The total elevation difference along the property line is approximately 120'. Due to these constraints and conditions, approximately 2 acres of the 9.8 acre site must remain undisturbed and/or utilized for matchup grading.

Will the granting of such variance prove to be materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which the property is located?

- 3) No. The granting of the variance will allow reasonable development of the property in accordance with the City's General Plan and Zoning Code. The granting of the variance will accommodate the required parking and amenities for the development. Further, the proposed walls will provide a safe, functional and stable transition between the project site and the public roadway. The tiered wall design provides better aesthetics and ample area to accommodate the desired front yard landscaping along Central Avenue.

Will the granting of such variance be contrary to the objectives of any part of the General Plan?

- 4) No. The granting of the variance will allow reasonable development of the property in accordance with the City's General Plan and Zoning Code. The site design provides ample landscape screening along the public street frontages and the required perimeter fencing. The encroachments into the setbacks are consistent with roadway/parkway design policies, such as aesthetic character, parkway landscaping and pedestrian walkways, as stated in the Circulation and Community Mobility Element. The multi-family residential development will provide quality rental opportunities with desired amenities in close proximity to public transportation and retail developments, in accordance with the objectives of the Housing Element.

EXHIBIT "A"
LEGAL DESCRIPTION

Project: P20-0310 Vacation
SW corner of Central Ave and Sycamore Canyon Blvd.

That certain real property located in the City of Riverside, County of Riverside, State of California, being a portion OF Central Avenue and Sycamore Canyon Boulevard as described in Parcel 19011-2 and shown on Caltrans Right-of-Way Map No. 982000-90 and 982000-91 and a portion of Parcel 12648-D of Caltrans Right-of-Way Map No. 987521 being in the northwest quarter of Section 33, Township 2 South, Range 4 West, San Bernardino Meridian lying between the west line of said Section 33 and a line described as follows:

BEGINNING at the intersection of the west line of said Section 33, having a bearing of South 01°07'13" West, with the northerly line of Central Avenue, as conveyed to the County of Riverside by Grant Deed recorded April 20, 1973 as Instrument No. 50871 of Official Records of Riverside County, California, having a northerly half width of 55.00 feet, said intersection being a point on a non-tangent curve concave southerly, having a radius of 1254.94 feet, a radial line to said point bears North 10°39'19" West;

Thence easterly along said non-tangent curve and said northerly line, an arc length of 120.51 feet through a central angle of 5°30'07";

Thence North 84°50'48" East, continuing along said northerly line, a distance of 18.60 feet to the most southerly corner of said Parcel 19011-2;

Thence North 05°09'11" West, along the westerly line of said Parcel 19011-2, a distance of 11.17 feet to a line parallel with and distant 65.00 feet northerly, measured at right angles from the Improvement centerline of Central Avenue as shown on said Caltrans Right-of-Way Map No. 982000-91;

Thence North 83°05'12" East, along said parallel line, a distance of 485.88 feet to the beginning of a tangent curve concave northwesterly and having a radius of 83.50 feet;

Thence northeasterly, northerly and northwesterly to the left along said curve an arc length of 157.50 feet through a central angle of 108°04'25", to a line parallel with and distant 65.00 feet southwesterly, measured at right angles from the Improvement centerline of Sycamore Canyon Boulevard as shown on said Caltrans Right-of-Way Map No. 982000-90 and 982000-91;

Thence North 24°59'13" West, along said parallel line, a distance of 429.03 feet to the beginning of a tangent curve concave southwesterly and having a radius of 435.00 feet;

Thence northwesterly to the left along said parallel line and said curve an arc length of

P20-0310 vacation.doc

385.85 feet through a central angle of $50^{\circ}49'19''$ to a point of compound curvature with a tangent curve concave southwesterly, having a radius of 1835.90 feet;

Thence northwesterly to the left along said parallel line and said curve an arc length of 202.76 feet through a central angle of $6^{\circ}19'40''$ to said westerly line of Section 33 and the **END** of this line description.

Area – 19,200 S.F. more or less (0.44 Ac.)

This description was prepared by me or under my direction in conformance with the requirements of the Land Surveyors Act.

 6/19/20 Prep. 
Curtis C. Stephens, L.S. 7519 Date





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

RECEIVED

MAY - 6 2020

April 30, 2020

Community & Economic
Development Department

Ms. Candice Assadzadeh, Senior Planner
City of Riverside Community and Economic Department – Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

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www.raluc.org

File No.: ZAP1414MA20– Letter 1 of 2
Related File Nos.: P19-0775 (General Plan Amendment), P19-0776 (Rezone)
APN: 256-050-012
Airport Zone: Compatibility Zone E

Dear Ms. Assadzadeh:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Riverside Case Nos. P19-0775 (General Plan Amendment), P19-0776 (Rezone), a proposal to amend the City's General Plan land use designation of a 9.77 acre parcel located on the northwest corner of Central Avenue and Sycamore Canyon Boulevard from Commercial to Very High Density Residential, and change the zoning of the site from Commercial General to R-4 Multiple-Family Residential.

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, residential density are not restricted.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP").

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this general plan amendment and change of zone. Both the existing and proposed General Plan designation and zoning are consistent, as the site is located within Airport Compatibility Zone E, where non-residential intensity and residential density are not restricted.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

Attachments: Notice of Airport in Vicinity

cc: SDH & Associates (applicant)
KA Enterprise, Eugene Marini (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Civil Base Engineer, March Air Reserve Base
ALUC Case File

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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 30, 2020

Ms. Candice Assadzadeh, Senior Planner

City of Riverside Community and Economic Department – Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

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RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1414MA20– Letter 2 of 2
Related File Nos.: P19-0777 (Design Review)
APN: 256-050-012
Airport Zone: Compatibility Zone E

Dear Ms. Assadzadeh:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P19-0777 (Design Review), a proposal to construct a 237 unit apartment complex with recreational amenities such as a putting green, resort pool and spa, BBQ tables, walking loop, exercise stations, and a dog run on 9.77 acres located on the northwest corner of Central Avenue and Sycamore Canyon Boulevard.

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, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 24,785 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,782 feet AMSL. The site's finished floor elevation is 1,351 feet AMSL, and the building height is 50 feet, resulting in a top point elevation of 1,401 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 City of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

AIRPORT LAND USE COMMISSION

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

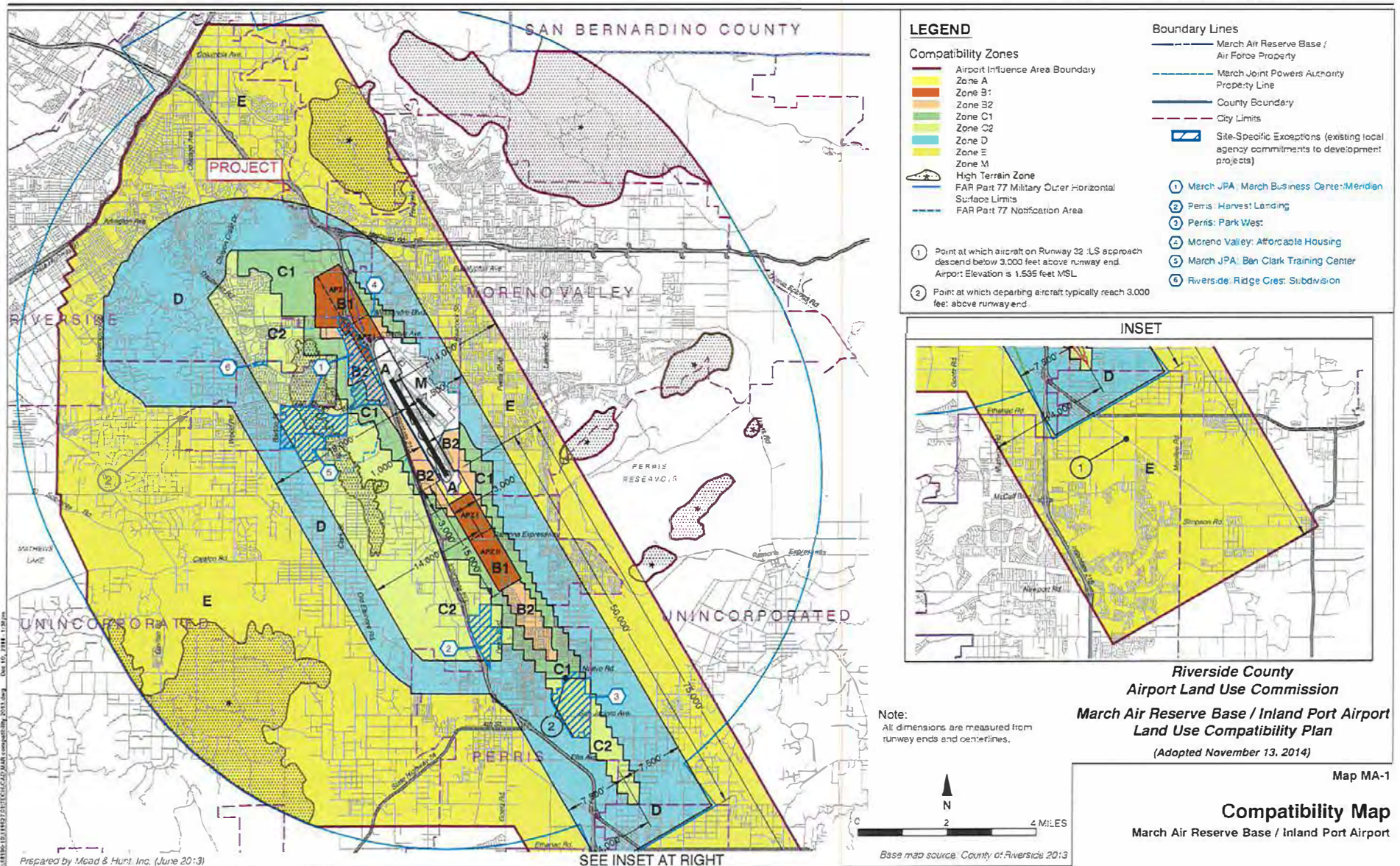
AIRPORT LAND USE COMMISSION

cc: SDH & Associates (applicant)
KA Enterprise, Eugene Marini (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Civil Base Engineer, March Air Reserve Base
ALUC Case File

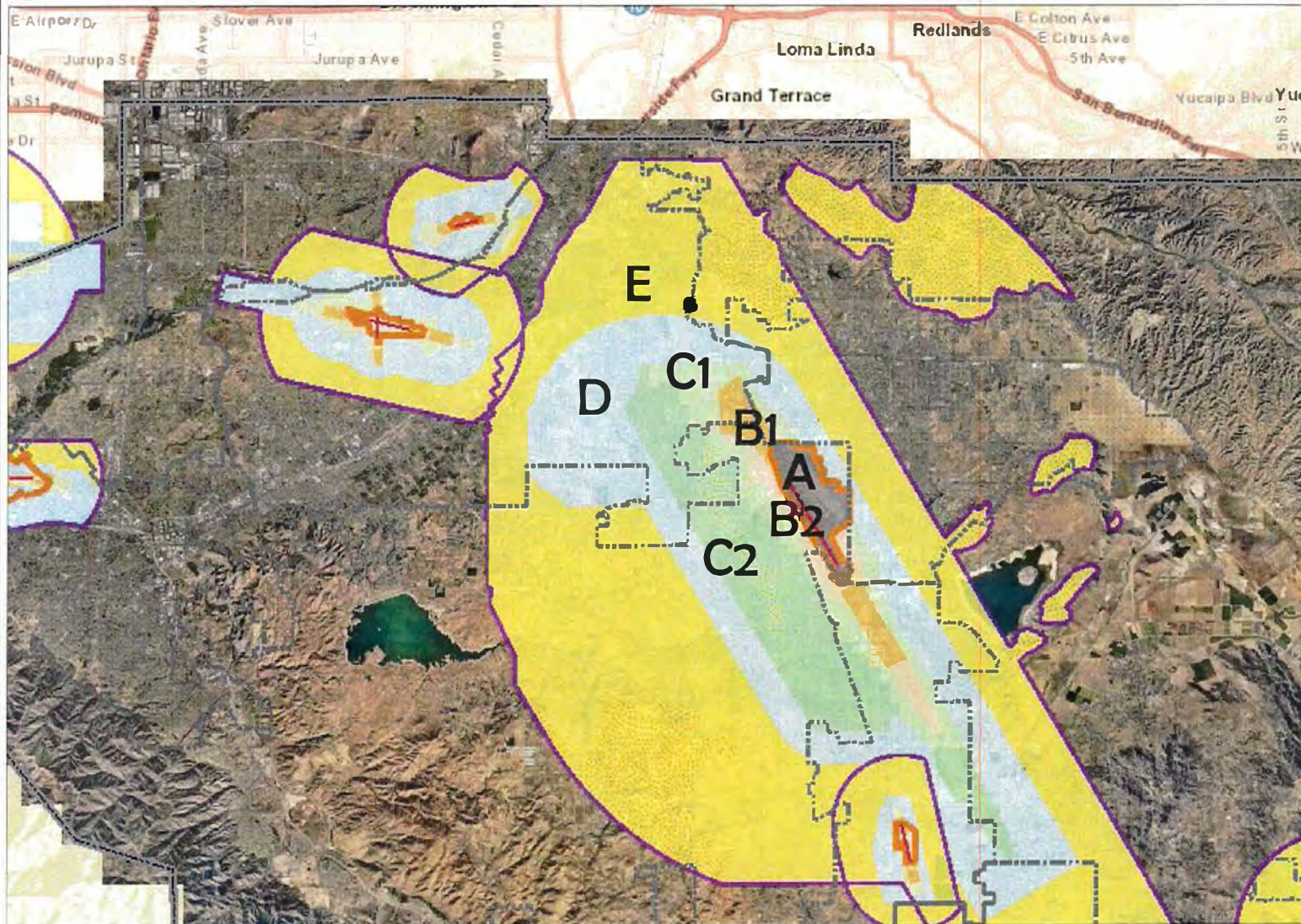
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NOTICE OF AIRPORT IN VICINITY

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



Map My County Map



Legend

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



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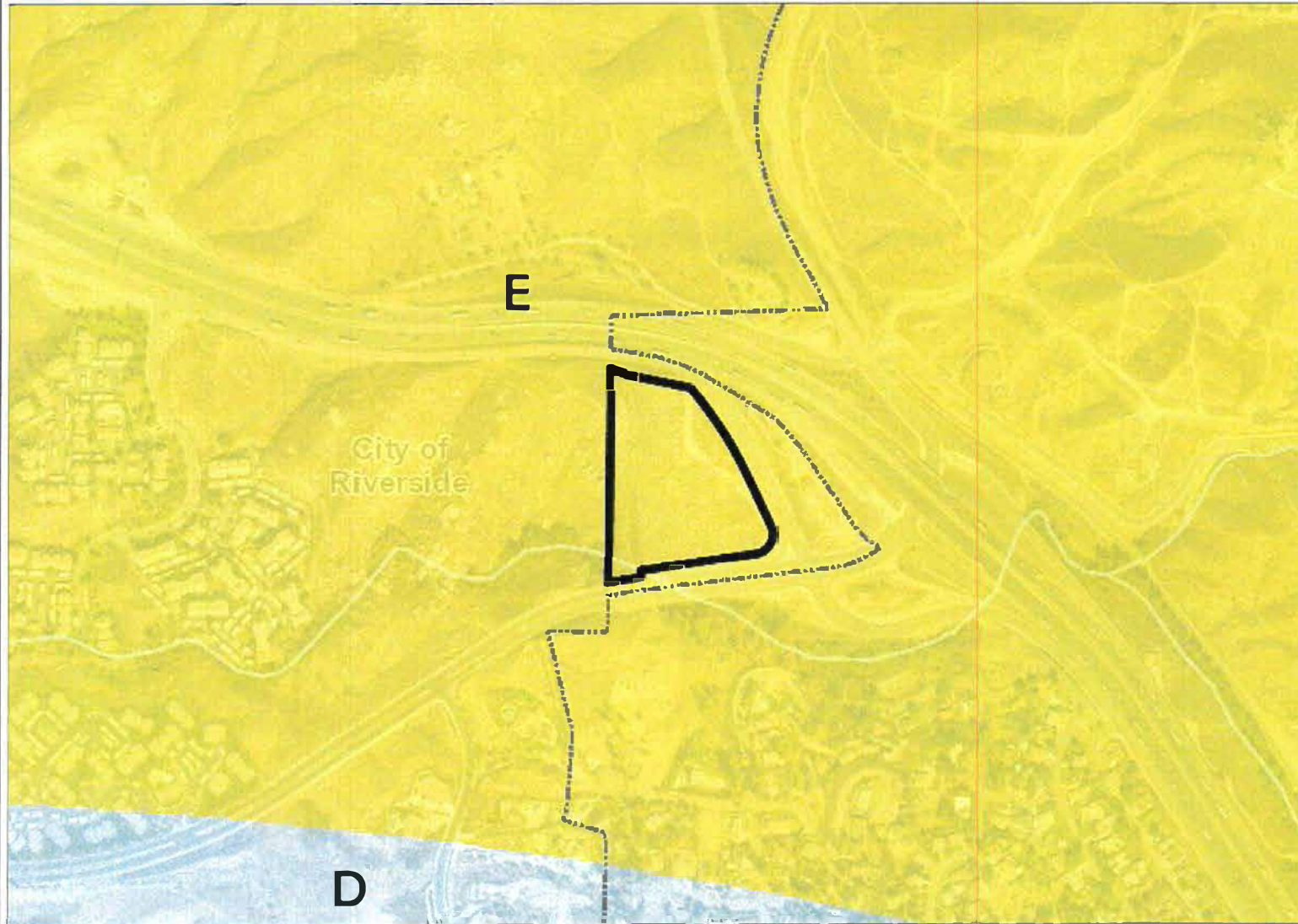
Notes

Map My County Map



Legend

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



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Notes

0 770 1,539 Feet

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