



PLANNING COMMISSION STAFF REPORT

DATE: April 28, 2026 NEW BUSINESS

SUBJECT: A REQUEST BY LEGACY BUILT INVESTMENTS & DEVELOPMENT, LLC, APPLICANT, FOR A MAJOR DEVELOPMENT PERMIT TO CONSTRUCT A 92,400-SQUARE FOOT SELF-STORAGE FACILITY ON A 4.20-ACRE VACANT PARCEL LOCATED AT 900 NORTH FARRELL DRIVE (APN:507-350-047), ZONE M-1-P, (CASE NO. DP-2025-0018) (AR).

FROM: Department of Planning Services

SUMMARY:

This request proposes the development of a 4.20-acre vacant parcel with a 92,400-square-foot self-storage facility. The project includes a new two-story building with a maximum height of 30 feet, customer parking areas, 52 RV parking/storage spaces, and associated landscaping improvements. The proposed uses are permitted by right within the M-1-P Zone pursuant to PSZC Section 92.16.01(A)(8).

The following applications have been filed in conjunction with this request:

- AR-2026-0010, a Major Architectural Application for a new self-storage facility to be reviewed by ARC.

RECOMMENDATION:

That the Planning Commission approve the application, Case DP-2025-0018, a Major Development Permit Application, subject to the conditions included in Exhibit A of the attached draft resolution.

SCOPE OF REVIEW:

1. The Planning Commission shall review the Development Permit application Case# DP-2025-0018 for site plan and massing conformance to the criteria listed in Palm Springs Zoning Code (PSZC) Section 94.04.01(D).

BUSINESS PRINCIPAL DISCLOSURE:

A copy of the Public Integrity Disclosure form is attached to this report.

PROJECT DESCRIPTION:

The proposed development consists of a new self-storage facility on a 4.20-acre undeveloped parcel located immediately south of the Palm Springs Department of Motor Vehicles (DMV) at 900 North Farrell Drive. The project is designed as a single two-story building totaling approximately 92,400 square feet, with a maximum building height of 30 feet. In addition to the primary structure, the development includes 52 outdoor RV parking spaces, a designated loading area, and new perimeter landscaping throughout the site.

Upon completion, the facility will operate daily from 8:00 a.m. to 6:00 p.m., staffed by two (2) on-site employees and supported by two (2) on-call assistant managers. The building will contain exclusively interior, climate-controlled self-storage units and will provide customers with two covered drive-up loading and unloading bays located on the ground floor. Overall, the proposed mini-warehousing and office uses are permitted within the M-1-P Zone pursuant to Palm Springs Zoning Code (PSZC) Sections 92.16.01(A)(8) and 92.16.01(A)(3)(i).

BACKGROUND INFORMATION:

On April 27, 2022, the Planning Commission approved Case No. 3.4313 MAJ, Resolution No. 6913, granting a Major Development Permit for the construction of a 65,284-square-foot self-storage facility with ancillary RV parking. The approved project consisted of four (4) single-story buildings and included 30 RV parking spaces. The buildings were set back 100 feet from North Farrell Drive to satisfy the required setback, with primary frontage along Research Drive.

On July, 2022, the Architectural Review Committee (ARC) held a public meeting in accordance with applicable public law. At that meeting the ARC carefully reviewed and approved the project subject to the conditions of approval.

While the project as currently proposed differs from the originally approved design, it remains consistent with the applicable development standards established in the Zoning Code and is in conformance with the General Plan. The project also complies with all relevant site development requirements, including setbacks, building height limitations, floor area ratio (FAR), lot coverage, and landscape standards.

<i>Related Relevant City Actions</i>	
04/27/2022	Planning Commission reviewed Case 3.4313 MAJ, and approved Resolution 6913, for a Major Development Permit for the construction of a 65,284-square foot self-storage facility with RV/Boat parking.
06/06/2022	The Architecture Review Committee reviewed the project and continued it for further study.
07/18/2022	The Architecture Review Committee reviewed and approved the project, subject to conditions of approval.

<i>Most Recent Change of Ownership</i>	
06/25/21	Farrell Drive PS, LLC
<i>Neighborhood Notice</i>	
03/12/2026	Notice emailed to the following Neighborhood Organizations within one mile of the project site: Ranch Club Estates, Rogers Ranch, Move Colony East, Oasis del Sol, Whitewater Club Gene Autry, El Rancho Vista Estates, Escena, Midtown, Sunrise Park, Sunmor, Gateway and RA #2.

<i>Field Check</i>	
01/21/2026	Staff conducted a site visit to confirm the condition of the site.

<i>Existing Street Improvement Conditions</i>			
<i>Street Name</i>	<i>Travel Lanes</i>	<i>Curb & Gutter</i>	<i>Sidewalk</i>
North Farrell Drive	Y	Y	Y
East Computer Drive	Y	Y	Y
East Research Drive	Y	Y	Y

DETAILS OF APPLICATION REQUEST:

<i>Site Area</i>	
Net Acres	4.20 Acres

<i>Surrounding Property</i>	<i>Existing Land Use Per Chapter 92</i>	<i>Existing General Plan Designation</i>	<i>Existing Zoning Designation</i>
Subject Property	Vacant	IND (Industrial)	M-1-P (Planned Research and Development Park)
North	Palm Springs DMV	IND (Industrial)	M-1-P
South	Hot Purple Energy	IND (Industrial)	M-1-P
East	Industrial Building/ Self-Storage	IND (Industrial)	M-1-P
West	Single Family Residential	VLDR (Very Low Density Residential)	R-1-C

DEVELOPMENT STANDARDS:

Pursuant to PSZC Section 92.16.03, the following standards apply:

<i>Standard</i>	<i>Required/ Allowed</i>	<i>Provided</i>	<i>Compliance</i>
Min. Lot Size	60,000 SF	183,122 SF	Y
Min. Lot Width	200 Feet	~480 Feet	Y
Min. Lot Depth	200 Feet	~430 Feet	Y
Min. Setbacks			
• Front (South)	25 Feet	25 Feet	Y
• Side (West)	100 Feet	100 Feet	Y
• Side (East)	25 Feet	25 Feet	Y
• Rear (North)	20 Feet	25 Feet	Y
Max. F.A.R	50%	49%	Y
Min. Open Space	N/A	N/A	N/A
Max. Building Height	40 Feet	30 Feet	Y
Perimeter Wall Height			
• North	6 Feet	6 Feet	Y
• South	6-8 Feet	6-8 Feet	Y
• East	6 Feet	6 Feet	Y
• West	6 Feet	6 Feet	Y
Trash Enclosure	Screened 6' High (bin)	6' High	Y
Mechanical Equipment	Screened	Roof Screened	Y

<i>Permitted Floor Area Ratio</i>	<i>Site Area</i>	<i>Units Allowed</i>	<i>Proposed F.A.R</i>	<i>Compliance</i>
Max 1.5 FAR	4.20 Acres	92,400	.49	Y

Pursuant to PSZC Section 93.06.00, the following parking standards apply:

<i>Parking Requirement</i>							
<i>Use</i>	<i>SF or # of Units</i>	<i>Parking Ratio</i>	<i>Required</i>		<i>Provided</i>		<i>Comp.</i>
			<i>Reg.</i>	<i>Handi- cap</i>	<i>Reg.</i>	<i>Handi- cap</i>	
Self-Storage (Mini warehousing)	92,400 SF	6 spaces/ complex	6		6		
TOTAL SPACES REQUIRED			6		6		Y
Regular and Handicap Spaces Req.			6	1	6	1	Y

ANALYSIS:

Site Plan:

The project site is located at the northeast corner of North Farrell Drive and East Computer Way, occupying a vacant parcel situated south of the Palm Springs DMV. The proposed development consists of a single, two-story building, with ancillary RV and boat parking located along the north and west property lines. Site access is provided by one driveway entrance and two exits; both are located on Research Drive. The project conforms to the development standards of the M-1-P zoning designation by providing a 100-foot setback along Farrell Drive, 25-foot setbacks along Computer Way and Research Drive, and a 20-foot setback along the northern property line.

Parking for the project includes eight standard parking spaces, two ADA-compliant spaces, two EV-capable spaces, ten parking/loading spaces, and forty-one dedicated RV, boat, and trailer parking spaces. Landscape is proposed along the perimeter of the site, with an increased concentration of trees and vegetation along Farrell Drive to screen the RV parking areas from the public right-of-way.

Mass and Scale:

The proposed building has a maximum height of 30 feet, measured to the top of the parapet, and is designed with strong horizontal articulation along North Farrell Drive to reduce perceived massing. Although the surrounding area is characterized primarily by single-story industrial development, the building's two-story form is consistent with existing development in the vicinity, including a two-story structure located south of the project site. The building is set back a minimum of 100 feet from the Farrell Drive property line, which, combined with its site placement and horizontal design elements, minimizes visual impacts and prevents the structure from appearing overbearing from the public right-of-way. Adequate separation from all property lines is maintained in compliance with M-1-P zoning standards, ensuring compatibility with adjacent uses and properties.

Buffers and Open Space:

The project site is designed with a continuous 25-foot landscaped buffer along North Farrell Drive, Research Drive, and Computer Way. This landscaped setback provides visual relief and functions as an effective screening element for both the proposed building and the RV parking areas when viewed from adjacent public rights-of-way. Although the M-1-P zoning designation does not include a minimum open space requirement, the City's General Plan establishes a maximum floor area ratio (FAR) of 50%. The proposed development is consistent with this standard, with an FAR of approximately 49%, thereby maintaining a balanced relationship between building coverage and landscaped open areas on the site.

Grading and Topography:

The site's existing topography is relatively flat with mild elevation difference; the site's topography gradually slopes down from the north towards the south. Grading is proposed around the building, driveway, and perimeter landscape. The site will have one runoff retention area located along the southern property line.

Airport Land Use Commission:

On March 12, 2026, the Riverside County Airport Land Use Commission (ALUC) found City of Palm Springs Case No. DP-2025-0018 (Development Plan Review), a proposal to construct a two-story 91,400-square foot self-storage facility and RV parking lot on 4.20 acres, located northerly of Computer Way, westerly of Research Drive, easterly of Farrell Drive, within the City of Palm Springs, **CONSISTENT** with the 2005 Palm Springs International Airport Land Use Compatibility Plan, based on the applicant's provided survey study of existing facilities, and subject to the conditions included herein.

FINDINGS – DEVELOPMENT PERMIT (Case # DP-2025-0018)

PSZC Section 94.04.01(D) requires the approval authority to evaluate the application and make findings for conformance to the following criteria:

	<i>Criteria and Findings [PSZC 94.04.01(D)]</i>	<i>Compliance</i>
1.	<i>The proposed project is consistent with the General Plan and any applicable specific plan;</i>	Y
	<p>Storage facilities are not expressly noted as one of the primary land uses in the IND designation area; however, a variety of industrial uses that do not “...<i>detract from the City’s desire to be a premier resort community</i>” is intended for the IND area. The General Plan does not define the term, industrial. However, the term “industry” is defined in the zoning code as, “...<i>the manufacture, fabrication, processing, reduction or destruction of any article, substance or commodity, or any other treatment thereof, and including storage elevators, truck storage yards, warehouses, wholesale storage and other similar types of enterprise.</i>” (PSZC Section 91.00.10). The intended industrial uses in the IND designation area include self-storage facilities such as the proposed use. Additionally, the specific goals and policies of the IND include:</p> <p>Goal LU3 Attract and retain high-quality industrial and business park development.</p> <p>LU3.1 Encourage well planned research and development areas and business parks that contain coordinated design guidelines and enhanced amenities.</p> <p>LU3.2 Promote opportunities for expansion and revitalization of industrial uses within the City.</p> <p>LU3.7 Continue to work with the Chamber of Commerce and other business promotion groups within the City to attract new industrial businesses to Palm Springs.</p> <p>Therefore, staff finds that the facility is consistent with the objectives of the IND designation area, and the proposed project is consistent with the General Plan.</p>	
2.	<i>The proposed uses are in conformance to the use permitted in the zone district where the site is located, and are not detrimental to adjacent properties or residents;</i>	Y
	<p>The proposed mini-warehousing and incidental office use is permitted by right in the M-1-P Zone per PSZC Sections 92.16.01 (A)(8) and (A)(3)(i). The site is adjacent to similar industrial uses. Additionally, a traffic scoping letter was prepared, and determined that the project will not cause significant traffic impacts to the surrounding area. Considering the nature of the project as a low intensity storage facility, the project will not cause detrimental impact on the adjacent properties or residents.</p>	

	<i>Criteria and Findings [PSZC 94.04.01(D)]</i>	<i>Compliance</i>
3.	<i>The proposed project is in conformance to the property development standards for the zone district where the site is located;</i>	Y
	The proposed project complies with the applicable development standards of the M-1-P (Planned Research and Development Park) zone. The project does not require any deviations from these standards.	
4.	<i>The proposed height and massing of the project is consistent with applicable standards and compatible with adjacent development;</i>	Y
	The project site is located adjacent to the California Department of Motor Vehicles (Palm Springs field office), Extra Space Storage, and other industrial buildings along Research Drive, all of which are single-story structures. Hot Purple Energy is situated south of the project site, across East Computer Way, and is developed with a two-story building. The proposed self-storage facility is a 30-foot tall, two-story, 92,400-square-foot building. Its scale and height are consistent with the surrounding development.	
5.	<i>The proposed setbacks and placement of the building are consistent with applicable standards and consistent with setbacks of adjacent buildings;</i>	Y
	The proposed site plan places the new building towards Research drive, due to the minimum setback requirements of the M-1-P zone. Per Section 92.16.03 D. 2. the project provides a 100-foot setback along North Farrell Drive in consideration of the single-family residential properties located across the street. The front yard setback along East Computer Way is 25 feet, the side yard setback adjacent to Research Drive is 25 feet, and the rear yard setback is 20 feet. The proposed building and RV parking lots are fully screened by a 6-foot high block wall, and lush landscape. Overall, the proposal is consistent with the applicable development standards of the Zoning Code.	
6.	<i>The site for the proposed project has adequate access to streets and highways property designed and improved to carry the type and quantity of traffic to be generated by the proposed uses, and the design for the site plan enhances or continues the city's existing grid in accordance with the Circulation Plan of the General Plan;</i>	Y

	<i>Criteria and Findings [PSZC 94.04.01(D)]</i>	<i>Compliance</i>
	<p>The project site will be accessed from East Research Drive and will include one combined entrance/exit driveway and one exit-only driveway along the eastern boundary of the property. As identified in the Traffic Scoping Letter (Attachment 5), the Project's AM and PM peak hour trip generation is anticipated to be below the 100-trip peak hour threshold. Therefore the Project will not adversely impact the surrounding transportation system. Additionally, North Farrell Drive is a secondary thoroughfare improved with four (4) lanes, which is adequate to accommodate the traffic volume expected to be generated by the project.</p>	
7.	<p><i>On-site circulation conforms to minimum standards, and accommodations are made for safe on-site pedestrian circulation;</i></p> <p>Due to the nature of the proposed use, the visitors' primary mode of transportation is expected to be a motor vehicle. Customer parking areas are located at multiple locations within proximity of the building for convenient and safe pedestrian access. The proposed on-site circulation conforms to the development standards.</p>	Y
8.	<p><i>Landscape areas and open space are in conformance to applicable standards, and the design of stormwater management features are appropriately integrated with other elements of the site design;</i></p> <p>The project site is designed with a 25-foot landscape buffer along the south, east and west property lines as required by the zoning code, and the proposed stormwater and on-site runoff management is located at the south end of the project site. The Landscape plan includes various drought tolerant trees and vegetation. Additionally, the Conditions of Approval require conformance with the City's Water Efficient Landscape Ordinance and this finding will be met.</p>	Y
9.	<p><i>Public infrastructure, such as water, sewer, and similar utilities, is adequate to serve the proposed project;</i></p> <p>The proposed project is considered an in-fill project in an urban area. There is an existing sewer main located along North Farrell Drive and Research Drive. Water and electricity will be provided by the DWA and Southern California Edison. There is adequate infrastructure available to accommodate the proposed development.</p>	Y
10.	<p><i>Based on environmental review, the proposed project either has no potentially significant environmental impacts, any potentially significant impacts have been reduced to less than significant levels because of mitigation measures incorporated in the project, or a Statement of Overriding Considerations has been adopted to address unmitigated significant environmental impacts;</i></p>	Y

	<i>Criteria and Findings [PSZC 94.04.01(D)]</i>	<i>Compliance</i>
	The project is Categorical Exempt as a Class 32 "In-Fill" for CEQA purposes. The proposed project is consistent with the General Plan and zoning designations; is less than 5-acres in size; has no effect on habitat for endangered, threatened, or rare species; will not result in increased traffic; and is adequately served by existing utilities and the finding has been met.	
11.	<i>The proposed project has no unacceptable adverse effects on public welfare, health or safety.</i>	Y
	The proposed use is a self-storage facility with RV/boat parking/storage area. There will be no activities conducted at the site which would cause public nuisance such as noise or odor. Additionally, the lessees will be required to abide the facility usage rules and regulations as required by the business. The project site will be located behind 6-foot-high walls on all sides, screening it from adjacent development. The applicant is also proposing to plant larger trees and vegetation along the western perimeter wall to ensure that adequate screening is provided for the RVs when viewed from the adjacent residential community and public-right-of-way. Ultimately, the project meets this finding.	

ENVIRONMENTAL ANALYSIS:

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 of Title 14, Chapter 3 of the California Code of Regulations (Class 32, In-Fill Development Projects). The proposed self-storage facility with auxiliary leasing office use is consistent with the intent of the IND (Industrial) General Plan land use designation area and policies, as well as the intent and zoning regulations of the M-1-P (Planned Research and Development Park) Zone. The project site is less than five (5) acres in area, and it is fully located within the city limit and surrounded by urban uses. Approval of the project will not result in any significant effects relating to noise, air quality, water quality, or traffic, as supported by the traffic scoping letter submitted by the applicant, which finds that the traffic impact of the project would be less than significant. Finally, the site can be adequately served by all required utilities and public services.

CONCLUSION:

The proposed project is consistent with the General Plan and meets the applicable development standards. In conclusion, staff recommends that the Planning Commission approve Case DP-2025-0018 a Major Development Permit application, subject to the conditions stated in Exhibit A of the attached draft resolution.

REVIEWED BY:

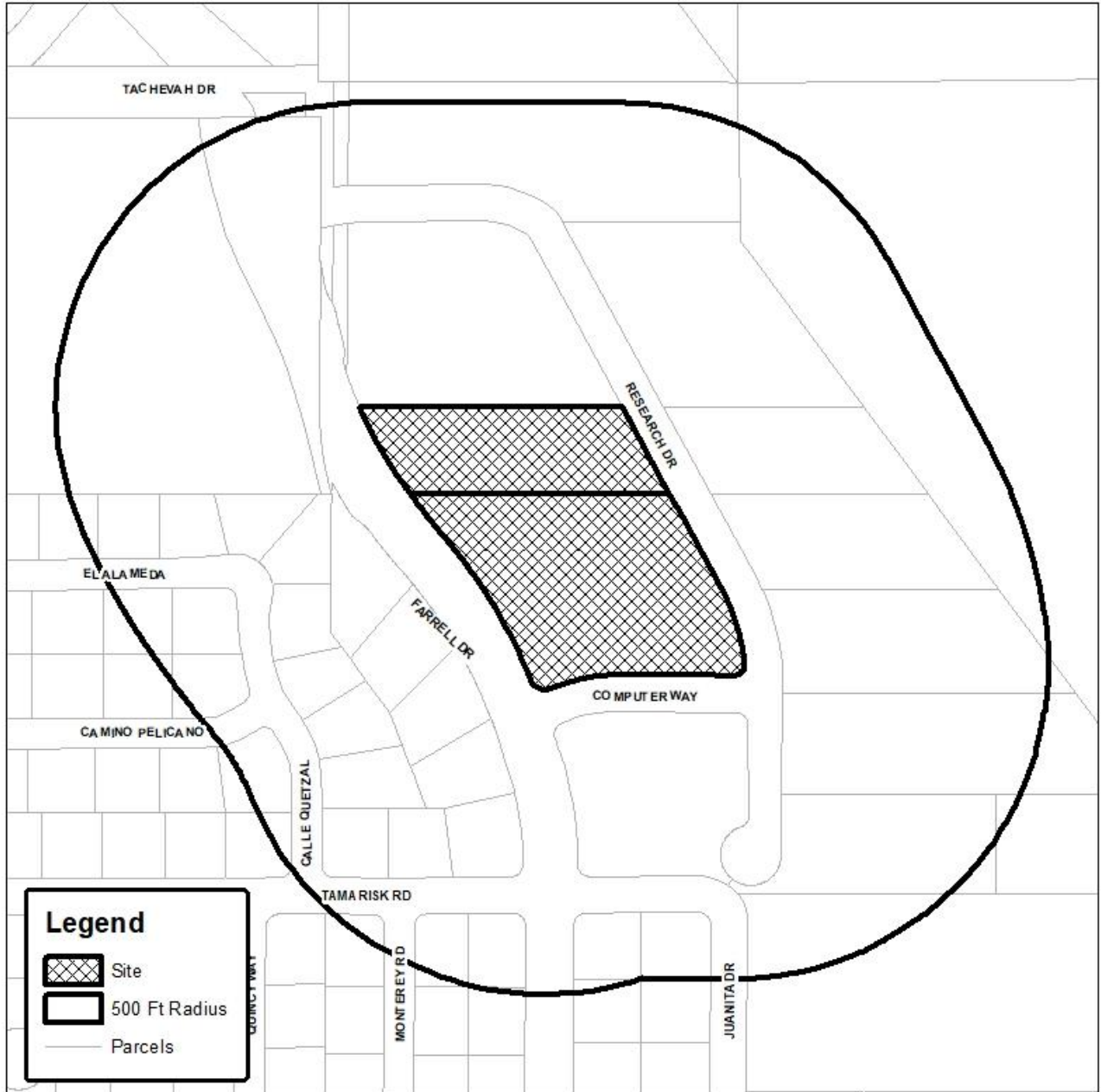
PREPARED BY:	Alex Perez, Assistant Planner
REVIEWED BY:	Glenn Mlaker, AICP, Principal Planner
REVIEWED BY:	Christopher Hadwin, AICP, Director of Planning Services

ATTACHMENTS:

1. Vicinity Map
2. Draft Resolution and Conditions of Approval
3. Justification Letter
4. Public Integrity Disclosure Form
5. Traffic Scoping Letter
6. Airport Land Use Commission Letter of Review
7. Architectural Plans



Department of Planning Services Vicinity Map



City of Palm Springs - 900 North Farrell Drive
Case No. DP-2025-0018

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING A MAJOR DEVELOPMENT PERMIT APPLICATION, CASE DP-2025-0018, TO CONSTRUCT A 92,400-SQUARE-FOOT SELF-STORAGE FACILITY ON A 4.20-ACRE VACANT PARCEL LOCATED AT 900 NORTH FARRELL DRIVE (APN: 507-350-047), ZONE M-1-P.

THE PLANNING COMMISSION FINDS AND DETERMINES AS FOLLOWS:

A. Legacy Built Investments & Developments, LLC, (the “Applicant”) has filed Case DP-2025-0018, a Major Development Permit Application, in accordance with Section 94.04.00 (Development Permit) of the Palm Springs Zoning Code to construct a 92,400-square-foot self-storage facility on a 4.20-acre undeveloped parcel at 900 North Farrell Drive, Zone M-1-P; and

B. On March 12, 2026, the project was reviewed by the Riverside County Airport Land Use Commission, and the project was found to be consistent with the Compatibility Plan with conditions as enumerated in the attached Exhibit B.

C. On April 28, 2026, a public meeting was held by the Planning Commission to consider Case DP-2025-0018 was in accordance with applicable law; and

D. The proposed project is considered a “project” pursuant to the terms of the California Environmental Quality Act (“CEQA”) and has been determined to be categorically exempt Class 32 “In-Fill” for CEQA purposes. The proposed project is consistent with the General Plan and zoning designations; is less than 5-acres in size; has no effect on habitat for endangered, threatened, or rare species; will not result in increased traffic; and is adequately served by existing utilities.

E. The Planning Commission has carefully reviewed and considered all of the evidence presented in connection with the meeting on the Project, including but not limited to the staff report, all environmental data including the environmental assessment prepared for the project and all written and oral testimony presented.

THE PLANNING COMMISSION HEREBY FINDS AS FOLLOWS:

Section 1: Major Development Permit Findings.

The required Findings for a Major Development Permit approval are outlined in Section 94.04.01(D) (Development Permit – Criteria and Findings) of the Palm Springs Zoning Code (PSZC) as follows:

1. *The proposed project is consistent with the General Plan and any applicable specific plan;*

Storage facilities are not expressly noted as one of the primary land uses in the IND designation area; however, a variety of industrial uses that do not “...*detract from the City’s desire to be a premier resort community*” is intended for the IND area. The General Plan does not define the term, industrial. However, the term “industry” is defined in the zoning code as, “...*the manufacture, fabrication, processing, reduction or destruction of any article, substance or commodity, or any other treatment thereof, and including storage elevators, truck storage yards, warehouses, wholesale storage and other similar types of enterprise.*” (PSZC Section 91.00.10). The intended industrial uses in the IND designation area include self-storage facilities such as the proposed use. Additionally, the specific goals and policies of the IND include:

Goal LU3 Attract and retain high-quality industrial and business park development.

LU3.1 Encourage well planned research and development areas and business parks that contain coordinated design guidelines and enhanced amenities.

LU3.2 Promote opportunities for expansion and revitalization of industrial uses within the City.

LU3.7 Continue to work with the Chamber of Commerce and other business promotion groups within the City to attract new industrial businesses to Palm Springs.

Therefore, staff finds that the facility is consistent with the objectives of the IND designation area, and the proposed project is consistent with the General Plan.

2. *The proposed uses are in conformance to the use permitted in the zone district where the site is located, and are not detrimental to adjacent properties or residents;*

The proposed mini-warehousing and incidental office use is permitted by right in the M-1-P Zone per PSZC Sections 92.16.01 (A)(8) and (A)(3)(i). The site is adjacent to similar industrial uses. Additionally, a traffic scoping letter was prepared, and determined that the project will not cause significant traffic impacts to the surrounding area. Considering the nature of the project as a low intensity storage facility, the project will not cause detrimental impact on the adjacent properties or residents.

3. *The proposed project is in conformance to the property development standards for the zone district where the site is located;*

The proposed project complies with the applicable development standards

of the M-1-P (Planned Research and Development Park) zone. The project does not require any deviations from these standards.

4. *The proposed height and massing of the project is consistent with applicable standards and compatible with adjacent development;*

The project site is located adjacent to the California Department of Motor Vehicles (Palm Springs field office), Extra Space Storage, and other industrial buildings along Research Drive, all of which are single-story structures. Hot Purple Energy is situated south of the project site, across East Computer Way, and is developed with a two-story building. The proposed self-storage facility is a 30-foot tall, two-story, 92,400-square-foot building. Its scale and height are consistent with the surrounding development.

5. *The proposed setbacks and placement of the building are consistent with applicable standards and consistent with setbacks of adjacent buildings;*

The proposed site plan places the new building towards Research drive, due to the minimum setback requirements of the M-1-P zone. Per Section 92.16.03 D. 2. the project provides a 100-foot setback along North Farrell Drive in consideration of the single-family residential properties located across the street. The front yard setback along East Computer Way is 25 feet, the side yard setback adjacent to Research Drive is 25 feet, and the rear yard setback is 20 feet. The proposed building and RV parking lots are fully screened by a 6-foot high block wall, and lush landscape. Overall, the proposal is consistent with the applicable development standards of the Zoning Code.

6. *The site for the proposed project has adequate access to streets and highways property designed and improved to carry the type and quantity of traffic to be generated by the proposed uses, and the design for the site plan enhances or continues the city's existing grid in accordance with the Circulation Plan of the General Plan;*

The project site will be accessed from East Research Drive and will include one combined entrance/exit driveway and one exit-only driveway along the eastern boundary of the property. As identified in the Traffic Scoping Letter (Attachment 5), the Project's AM and PM peak hour trip generation is anticipated to be below the 100-trip peak hour threshold. Therefore the Project will not adversely impact the surrounding transportation system. Additionally, North Farrell Drive is a secondary thoroughfare improved with four (4) lanes, which is adequate to accommodate the traffic volume expected to be generated by the project.

7. *On-site circulation conforms to minimum standards, and accommodations are made for safe on-site pedestrian circulation;*

Due to the nature of the proposed use, the visitors' primary mode of transportation is expected to be a motor vehicle. Customer parking areas are located at multiple locations within proximity of the building for convenient and safe pedestrian access. The proposed on-site circulation conforms to the development standards.

8. *Landscape areas and open space are in conformance to applicable standards, and the design of stormwater management features are appropriately integrated with other elements of the site design;*

The project site is designed with a 25-foot landscape buffer along the south, east and west property lines as required by the zoning code, and the proposed stormwater and on-site runoff management is located at the south end of the project site. The Landscape plan includes various drought tolerant trees and vegetation. Additionally, the Conditions of Approval require conformance with the City's Water Efficient Landscape Ordinance and this finding will be met.

9. *Public infrastructure, such as water, sewer, and similar utilities, is adequate to serve the proposed project;*

The proposed project is considered an in-fill project in an urban area. There is an existing sewer main located along North Farrell Drive and Research Drive. Water and electricity will be provided by the DWA and Southern California Edison. There is adequate infrastructure available to accommodate the proposed development.

10. *Based on environmental review, the proposed project either has no potentially significant environmental impacts, any potentially significant impacts have been reduced to less than significant levels because of mitigation measures incorporated in the project, or a Statement of Overriding Considerations has been adopted to address unmitigated significant environmental impacts;*

The project is Categorically Exempt as a Class 32 "In-Fill" for CEQA purposes. The proposed project is consistent with the General Plan and zoning designations; is less than 5-acres in size; has no effect on habitat for endangered, threatened, or rare species; will not result in increased traffic; and is adequately served by existing utilities and the finding has been met.

11. *The proposed project has no unacceptable adverse effects on public welfare, health or safety.*

The proposed use is a self-storage facility with RV/boat parking/storage area. There will be no activities conducted at the site which would cause public nuisance such as noise or odor. Additionally, the lessees will be required to abide the facility usage rules and regulations as required by the business. The project site will be located behind 6-foot-high walls on all sides, screening it from adjacent development. The applicant is also proposing to plant larger trees and vegetation along the western perimeter wall to ensure that adequate screening is provided for the RVs when viewed from the adjacent residential community and public-right-of-way. Ultimately, the project meets this finding.

NOW, THEREFORE, BE IT RESOLVED that, based upon the foregoing, the Planning Commission hereby approves Case DP-2025-0018, a Major Development Permit, for the construction of a 92,400-square-foot self-storage facility with RV/boat parking/storage spaces on a 4.20-acre undeveloped parcel at 900 North Farrell Drive subject to those conditions set forth in the Exhibit A.

ADOPTED THIS 28th DAY of April 2026.

MOTION:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST: CITY OF PALM SPRINGS, CALIFORNIA

Christopher Hadwin, AICP
Director of Planning Services,

RESOLUTION NO.

EXHIBIT A

Self-Storage
900 North Farrell Drive
DP-2025-0018

April 28, 2026

CONDITIONS OF APPROVAL

Before final acceptance of the project, all conditions listed below shall be completed to the satisfaction of the City Engineer, the Director of Planning Services, the Director of Building and Safety, the Chief of Police, the Fire Chief or their designee, depending on which department recommended the condition.

Any agreements, easements or covenants required to be entered into shall be in a form approved by the City Attorney.

ADMINISTRATIVE CONDITIONS

- ADM 1. Project Description. This approval is for the project described per Case DP-2025-0018; except as modified with the conditions below;
- ADM 2. Reference Documents. The site shall be developed and maintained in accordance with the approved plans, date stamped April 28, 2026, including site plans, architectural elevations, exterior materials and colors, landscaping, and grading on file in the Planning Division except as modified by the approved Mitigation Measures and conditions below.
- ADM 3. Conform to all Codes and Regulations. The project shall conform to the conditions contained herein, all applicable regulations of the Palm Springs Zoning Ordinance, Municipal Code, and any other City County, State and Federal Codes, ordinances, resolutions and laws that may apply.
- ADM 4. Minor Deviations. The Director of Planning or designee may approve minor deviations to the project description and approved plans in accordance with the provisions of the Palm Springs Zoning Code.
- ADM 5. Indemnification. The owner shall defend, indemnify, and hold harmless the City of Palm Springs, its agents, officers, and employees from any claim, action, or proceeding against the City of Palm Springs or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Palm Springs, its legislative body, advisory agencies, or administrative officers concerning Case DP-2025-0018. The City of Palm Springs will promptly notify the applicant of any such claim, action, or proceeding against the City of Palm Springs and the

applicant will either undertake defense of the matter and pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney. If the City of Palm Springs fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Palm Springs. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the applicant's consent but should it do so, the City shall waive the indemnification herein, except, the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

- ADM 6. Maintenance and Repair. The property owner(s) and successors and assignees in interest shall maintain and repair the improvements including and without limitation all structures, sidewalks, bikeways, parking areas, landscape, irrigation, lighting, signs, walls, and fences between the curb and property line, including sidewalk or bikeway easement areas that extend onto private property, in a first class condition, free from waste and debris, and in accordance with all applicable law, rules, ordinances and regulations of all federal, state, and local bodies and agencies having jurisdiction at the property owner's sole expense. This condition shall be included in the recorded covenant agreement for the property if required by the City.
- ADM 7. Time Limit on Approval. Approval of the Major Architectural Application (MAJ) shall be valid for a period of two (2) years from the effective date of the approval. Extensions of time may be granted by the Planning Commission upon demonstration of good cause.
- ADM 8. Right to Appeal. Decisions of an administrative officer or agency of the City of Palm Springs may be appealed in accordance with Municipal Code Chapter 2.05. Permits will not be issued until the appeal period has concluded.
- ADM 9. Public Art Fees. This project shall be subject to Chapters 2.24 and 3.37 of the Municipal Code regarding public art. The project shall either provide public art or payment of an in-lieu fee. In the case of the in-lieu fee, the fee shall be based upon the total building permit valuation as calculated pursuant to the valuation table in the Uniform Building Code, the fee being 1/2% for commercial projects or 1/4% for residential projects with first \$100,000 of total building permit valuation for individual single-family units exempt. Should the public art be located on the project site, said location shall be reviewed and approved by the Director of Planning and Zoning and the Public Arts Commission, and the property owner shall enter into a recorded agreement to maintain the art work and protect the public rights of access and viewing.

ADM 10. Comply with City Noise Ordinance. This use shall comply with the provisions of Section 11.74 Noise Ordinance of the Palm Springs Municipal Code. Violations may result in revocation of this Conditional Use Permit.

ENVIRONMENTAL ASSESSMENT CONDITIONS

ENV 1. Coachella Valley Multiple-Species Habitat Conservation Plan (CVMSHCP) Local Development Mitigation Fee (LDMF) required. All projects within the City of Palm Springs, not within the Agua Caliente Band of Cahuilla Indians reservation are subject to payment of the CVMSHCP LDMF prior to the issuance of certificate of occupancy.

ENV 2. California Fish & Game Fees Required. The project is required to file a Notice of Determination (NOD). Required filing fee shall be submitted by the City to the County Clerk with the Notice of Determination. Action on this application shall not be final until such a filing and fee is paid.

ENV 3. Cultural Resource Survey Required. Prior to any ground disturbing activity, including clearing and grubbing, installation of utilities, and/or any construction related excavation, an Archaeologist qualified according to the Secretary of the Interior's Standards and Guidelines, shall be employed to survey the area for the presence of cultural resources identifiable on the ground surface.

ENV 4. Cultural Resource Site Monitoring. There is a possibility of buried cultural or Native American tribal resources on the site. A Native American Monitor shall be present during all ground-disturbing activities. (check for duplication in engineering conditions)

a. The presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

b. Two copies of any cultural resource documentation generated in connection with this project, including reports of investigations, record search results and site records/updates shall be forwarded to the Tribal Planning, Building, and Engineering Department and one copy to the City Planning Department prior to final inspection.

PLANNING DEPARTMENT CONDITIONS

- PLN 1. Outdoor Lighting Conformance. Outdoor lighting shall fully conform to the requirements of Palm Springs Zoning Code and shall not produce disability glare, discomfort glare, light trespass, and/or light pollution as defined in Palm Springs Zoning Code Sections 93.21.00(A)(7), (8), (9), and (10). Additionally, the outdoor lighting shall conform to the requirement by the Riverside County Airport Land Use Commission (ALUC). Also see Condition ALUC 1.
- PLN 2. Water Efficient Landscaping Conformance. The project is subject to the Water Efficient Landscape Ordinance (Chapter 8.60.00) of the Palm Springs Municipal Code and all other water efficient landscape ordinances. The applicant shall submit a landscape and irrigation plan to the Director of Planning for review and approval prior to the issuance of a building permit. Landscape plans shall be wet stamped and approved by the Riverside County Agricultural Commissioner's Office prior to submittal. Prior to submittal to the City, landscape plans shall also be certified by the local water agency that they are in conformance with the water agency's and the State's Water Efficient Landscape Ordinances.
- PLN 3. Sign Applications Required. No signs are approved by this action. Separate approval and permits shall be required for all signs in accordance with Zoning Ordinance Section 93.20.00. The applicant shall submit a sign program to the Department of Planning Services prior to the issuance of building permits.
- PLN 4. Screen Roof-mounted Equipment. All roof mounted mechanical equipment shall be screened per the requirements of Section 93.03.00 of the Zoning Ordinance.
- PLN 5. Surface Mounted Downspouts Prohibited. No exterior downspouts shall be permitted on any facade on the proposed building(s) that are visible from adjacent streets or residential and commercial areas.
- PLN 6. Exterior Alarms & Audio Systems. No sirens, outside paging or any type of signalization will be permitted, except approved alarm systems.
- PLN 7. Outside Storage Prohibited. No outside storage of any kind shall be permitted except as approved as a part of the proposed plan.
- PLN 8. Landscape Screening. The plant materials and installation shall be satisfactory to the Riverside County Airport Land Use Commission and Palm Springs International Airport requirements.
- PLN 9. ARC Review. The proposed project is subject to Architectural Review Committee (ARC) review pursuant to Palm Springs Zoning Code Section 94.04.00. The Major Architectural Review (MAJ) application and

materials/plans for review by the ARC shall include any revisions identified in these conditions.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (ALUC) CONDITIONS

ALUC 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.

ALUC 2. The following uses shall be prohibited:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

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

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

(f) Highly noise-sensitive outdoor nonresidential uses.

(g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

ALUC 3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

ALUC 4. Prior to issuance of a building permit, the property owner shall convey an aviation easement to Palm Springs International Airport. Copies of the recorded aviation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.

ALUC 5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

ALUC 6. The project has been evaluated to construct a two-story 91,400 square foot self-storage building, and RV parking lot on 4.02-acres total. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

ALUC 7. Noise attenuation measures shall be incorporated into the design of the office areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

ALUC 8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Palm Springs Airport Manager.

The following conditions were added from FAA Letter dated 03/16/2026

ALUC 9. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study No. (2026-AWP-2272-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.

ALUC 10. The proposed buildings and site elevations shall not exceed the heights identified in the aeronautical studies.

ALUC 11. 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.

ALUC 12. Temporary construction equipment used during actual construction of the structure(s) shall not exceed the structure heights and site elevations as identified in the aeronautical studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

ALUC 13. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

BUILDING DEPARTMENT CONDITIONS

BLD 1. Prior to any construction on-site, all appropriate permits must be secured.

The Engineering Services Department recommends that if this application is approved, such approval is subject to the following conditions being completed in compliance with City standards and ordinances.

Before final acceptance of the project, all conditions listed below shall be completed to the satisfaction of the City Engineer.

All Grading Plans, Improvement Plans, Required Studies and Documents listed below, must be submitted to Engineering Services Department for review and approval.

ENGINEERING DEPARTMENT CONDITIONS

STREETS

ENG 1. Any improvements within the public right-of-way require a City of Palm Springs Encroachment Permit. All improvements are subject to inspection and a 48-hour inspection notification is required. Issuance of an encroachment permit shall be required prior to building permit issuance.

FARRELL DRIVE

ENG 2. Access to Farrell Drive shall be prohibited.

ENG 3. All broken or off grade street improvements along the project frontage shall be repaired or replaced.

COMPUTER WAY

ENG 4. All broken or off grade street improvements along the project frontage shall be repaired or replaced.

RESEARCH DRIVE

ENG 5. Construct 30-foot-wide driveway approaches in accordance with City of Palm Springs Standard Drawing No. 205.

ENG 6. Construct a Type C curb ramps meeting current California State Accessibility standards on each side of the driveway approaches in accordance with City of Palm Springs Standard Drawing No. 214. The applicant shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the driveways, and shall adjust the locations of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided onsite where it is necessary to construct a path of travel meeting ADA guidelines.

ENG 7. Remove and replace existing asphalt concrete pavement where required, in accordance with applicable City standards.

ENG 8. All broken or off grade street improvements along the project frontage shall be repaired or replaced.

ON-SITE

- ENG 9. The on-site layout of the drive aisles and parking spaces is subject to further review and approval by the City Engineer. Adjustment of proposed street alignments, and deletion or relocation of proposed parking spaces may be required during review and approval of construction plans for on-site improvements, as required by the City Engineer. Approval of the preliminary site plan does not constitute approval of the on-site layout of streets and parking spaces as proposed.
- ENG 10. The minimum pavement section for all on-site pavement (drive aisles, parking spaces, etc.) shall be 3 inches asphalt concrete pavement over 4 inches crushed miscellaneous base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. If an alternative pavement section is proposed, the proposed pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval.
- ENG 11. All on-site drive aisles shall be two-way with a minimum 24 feet wide travelway (as measured from face of curb) where no on-street parking is proposed.
- ENG 12. On-site drive aisles and parking lot shall be constructed with curbs, gutters, and cross-gutters, as necessary to accept and convey street surface drainage of the on-site streets to the on-site drainage system, in accordance with applicable City standards.

SANITARY SEWER

- ENG 13. All sanitary facilities shall be connected to the public sewer system. The existing sewer service to the property shall be used for new sanitary facilities. If the development is to propose the removal/abandonment of existing laterals to the property, removal/abandonment of any existing lateral(s) to the property shall be required to be in accordance with City of Palm Springs standards & policies. If pursued, removal/abandonment of existing laterals shall be confirmed & completed prior to final acceptance of the project, including issuance of a final certificate of occupancy. Any new laterals shall not be connected at manholes and shall be in accordance with City of Palm Springs standards & policies.

GRADING

- ENG 14. Submit a Precise Grading Plan prepared by a California licensed civil engineer to the Engineering Services Department for review and approval. The plan shall be approved by the City Engineer prior to grading permit issuance.

a. A Fugitive Dust Control Plan shall be prepared by the applicant and/or its grading contractor and submitted to the Engineering Services Department for review and approval. The applicant and/or its grading contractor shall be required to comply with Chapter 8.50 of the City of Palm Springs Municipal Code, and shall be required to utilize one or more “Coachella Valley Best Available Control Measures” as identified in the Coachella Valley Fugitive Dust Control Handbook for each fugitive dust source such that the applicable performance standards are met. The applicant’s or its contractor’s Fugitive Dust Control Plan shall be prepared by staff that has completed the South Coast Air Quality Management District (AQMD) Coachella Valley Fugitive Dust Control Class. The applicant and/or its grading contractor shall provide the Engineering Services Department with current and valid Certificate(s) of Completion from AQMD for staff that have completed the required training. For information on attending a Fugitive Dust Control Class and information on the Coachella Valley Fugitive Dust Control Handbook and related “PM10” Dust Control issues, please contact AQMD at (866) 861-3878, or at <http://www.AQMD.gov>. A Fugitive Dust Control Plan, in conformance with the Coachella Valley Fugitive Dust Control Handbook, shall be submitted to and approved by the Engineering Services Department prior to approval of the Grading plan.

b. The first submittal of the Grading Plan shall include the following information: a copy of final approved conformed copy of Conditions of Approval; a copy of a final approved conformed copy of the Site Plan; a copy of current Title Report; a copy of Soils Report; and a copy of the associated Hydrology Study/Report; a copy of the project-specific Final Water Quality Management Plan.

ENG 15. Prior to approval of a Grading Plan (or issuance of a Grading Permit), the applicant shall obtain written approval to proceed with construction from the Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Officer or Tribal Archaeologist (a copy of the written approval must be provided to the City). The applicant shall contact the Tribal Historic Preservation Officer or the Tribal Archaeologist at ACBCI-THPO@aguacaliente.net to determine their requirements, if any, associated with grading or other construction. The applicant is advised to contact the Tribal Historic Preservation Officer or Tribal Archaeologist as early as possible. If required, it is the responsibility of the applicant to coordinate scheduling of Tribal monitors during grading or other construction, and to arrange payment of any required fees associated with Tribal monitoring.

ENG 16. In accordance with an approved PM-10 Dust Control Plan, temporary dust control perimeter fencing shall be installed. Fencing shall have screening that is tan in color; green screening will not be allowed. Temporary dust control perimeter fencing shall be installed after issuance of Grading Permit, and immediately prior to commencement of grading operations.

- ENG 17. Temporary dust control perimeter fence screening shall be appropriately maintained, as required by the City Engineer. Cuts (vents) made into the perimeter fence screening shall not be allowed. Perimeter fencing shall be adequately anchored into the ground to resist wind loading.
- ENG 18. Within 10 days of ceasing all construction activity and when construction activities are not scheduled to occur for at least 30 days, the disturbed areas on-site shall be permanently stabilized, in accordance with Palm Springs Municipal Code Section 8.50.022. Following stabilization of all disturbed areas, perimeter fencing shall be removed, as required by the City Engineer.
- ENG 19. Prior to issuance of grading permit, the applicant shall provide verification to the City that the Tribal Habitat Conservation Plan (THCP) fee has been paid to the Agua Caliente Band of Cahuilla Indians in accordance with the THCP.
- ENG 20. Drainage swales shall be provided adjacent to all curbs and sidewalks to keep nuisance water from entering the public streets, roadways, or gutters.
- ENG 21. A Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2022-0057-DWQ as adopted September 8, 2022) is required for the proposed development via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit.
- ENG 22. This project requires preparation and implementation of a stormwater pollution prevention plan (SWPPP). As of September 4, 2012, all SWPPPs shall include a post-construction management plan (including Best Management Practices) in accordance with the current Construction General Permit. Where applicable, the approved final project-specific Water Quality Management Plan shall be incorporated by reference or attached to the SWPPP as the Post-Construction Management Plan. A copy of the up-to-date SWPPP shall be kept at the project site and be available for review upon request.
- ENG 23. In accordance with City of Palm Springs Municipal Code, Section 8.50.022 (h), the applicant shall post with the City a cash bond of two thousand dollars (\$2,000.00) per disturbed acre at the time of issuance of grading permit for mitigation measures for erosion/blowsand relating to this property and development.

- ENG 24. A Geotechnical/Soils Report prepared by a California registered Geotechnical Engineer shall be required for and incorporated as an integral part of the grading plan for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Engineering Services Department with the first submittal of a grading plan.
- ENG 25. The applicant shall provide all necessary geotechnical/soils inspections and testing in accordance with the Geotechnical/Soils Report prepared for the project. All backfill, compaction, and other earthwork shown on the approved grading plan shall be certified by a California registered geotechnical or civil engineer, certifying that all grading was performed in accordance with the Geotechnical/Soils Report prepared for the project. Documentation of all compaction and other soils testing are to be provided even though there may not be a grading plan for the project. Prior to issuance of Building Permits.
- ENG 26. The applicant shall provide Grading Certification for all building (or structure) pads in conformance with the approved grading plan to the Engineering Services Department for review and approval prior to issuance of Building Permits.
- ENG 27. In cooperation with the California Agricultural Commissioner and the California Department of Food and Agriculture Red Imported Fire Ant Project, applicants for grading permits involving a grading plan and involving the export of soil will be required to present a clearance document from a Department of Food and Agriculture representative in the form of an approved "Notification of Intent To Move Soil From or Within Quarantined Areas of Orange, Riverside, and Los Angeles Counties" (Revised - RIFA Form CA-1) prior to approval of the Grading Plan (if required). The California Department of Food and Agriculture office is located at 6819 East Gage Avenue, Commerce, CA 90040 (Phone (760) 782-3271, (562) 505-6415), Sonia.Oran@cdfa.ca.gov.

WATER QUALITY MANAGEMENT PLAN

- ENG 28. This project shall be required to install measures in accordance with applicable National Pollution Discharge Elimination System (NPDES) Best Management Practices (BMP's) included as part of the NPDES Permit issued for the Whitewater River Region from the Colorado River Basin Regional Water Quality Control Board (RWQCB). The applicant is advised that installation of BMP's, including mechanical or other means for pre-treating contaminated stormwater and non-stormwater runoff, shall be required.
- ENG 29. A Final Project-Specific Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Engineer prior to issuance of

approval of any grading plan. The WQMP shall address the implementation of operational Best Management Practices (BMP's) necessary to accommodate nuisance water and storm water runoff from the site. Direct release of nuisance water to the adjacent property (or public streets) is prohibited. Construction of operational BMP's shall be incorporated into the Precise Grading and Paving Plan.

- ENG 30. Prior to issuance of any grading or building permits, the property owner shall record a "Covenant and Agreement" with the County-Clerk Recorder or other instrument on a standardized form to inform future property owners of the requirement to implement and maintain the approved Final Project-Specific Water Quality Management Plan (WQMP). Other alternative instruments for requiring implementation of the approved Final Project-Specific WQMP include: requiring the implementation of the Final Project-Specific WQMP in Home Owners Association or Property Owner Association Covenants, Conditions, and Restrictions (CC&Rs); formation of Landscape, Lighting and Maintenance Districts, Assessment Districts or Community Service Areas responsible for implementing the Final Project-Specific WQMP; or equivalent. Alternative instruments must be approved by the City Engineer prior to issuance of any grading or building permits.

DRAINAGE

- ENG 31. All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. For all stormwater runoff falling on the site, on-site retention or other facilities approved by the City Engineer shall be required to contain the increased stormwater runoff generated by the development of the property. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. The hydrology study shall be reviewed and approved prior to approval of any grading plan. Final retention basin sizing and other stormwater runoff mitigation measures shall be determined upon review and approval of the hydrology study by the City Engineer and may require redesign or changes to site configuration or layout consistent with the findings of the final hydrology study. No more than 40-50% of the street frontage parkway/setback areas should be designed as retention basins. On-site open space, in conjunction with dry wells and other subsurface solutions should be considered as alternatives to using landscaped parkways for on-site retention.
- ENG 32. This project shall be required to install measures in accordance with applicable National Pollution Discharge Elimination System (NPDES) Best Management Practices (BMP's) included as part of the NPDES Permit issued for the Whitewater River Region from the Colorado River Basin Regional Water Quality Control Board (RWQCB). The applicant is advised

that installation of BMP's, including mechanical or other means for pre-treating contaminated stormwater and non-stormwater runoff, shall be required by regulations imposed by the RWQCB. It shall be the applicant's responsibility to design and install appropriate BMP's, in accordance with the NPDES Permit, that effectively intercept and pre-treat contaminated stormwater and non-stormwater runoff from the project site, prior to release to the City's municipal separate storm sewer system ("MS4"), to the satisfaction of the City Engineer and the RWQCB. Such measures shall be designed and installed on-site; and provisions for perpetual maintenance of the measures shall be provided to the satisfaction of the City Engineer, including provisions in Covenants, Conditions, and Restrictions (CC&R's) required for the development.

- ENG 33. The project is subject to flood control and drainage implementation fees. The acreage drainage fee at the present time is \$10,961.65 per acre in accordance with Resolution No. 15189. Fees shall be paid prior to issuance of a building permit.

GENERAL

- ENG 34. Any utility trenches or other excavations within existing asphalt concrete pavement of off-site streets required by the proposed development shall be backfilled and repaired in accordance with City of Palm Springs Standard Drawing No. 115.
- ENG 35. All proposed utility lines shall be installed underground.
- ENG 36. All existing utilities shall be shown on the improvement plans if required for the project. The existing and proposed service laterals shall be shown from the main line to the property line.
- ENG 37. Upon approval of any improvement plan (if required) by the City Engineer, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing filetype) and PDF (Adobe Acrobat document filetype) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.
- ENG 38. The original improvement plans prepared for the proposed development and approved by the City Engineer (if required) shall be documented with record drawing "as-built" information and returned to the Engineering Services Department prior to issuance of a final certificate of occupancy. Any modifications or changes to approved improvement plans shall be submitted to the City Engineer for approval prior to construction.

ENG 39. Nothing shall be constructed or planted in the corner cut-off area of any intersection or driveway which does or will exceed the height required to maintain an appropriate sight distance per City of Palm Springs Zoning Code Section 93.02.00, D.

ENG 40. All proposed trees within the public right-of-way and within 10 feet of the public sidewalk and/or curb shall have City approved deep root barriers installed in accordance with City of Palm Springs Standard Drawing No. 904.

TRAFFIC

ENG 41. A minimum of 48 inches of clearance for accessibility shall be provided on public sidewalks. Minimum clearance on public sidewalks shall be provided by either an additional dedication of a sidewalk easement if necessary and widening of the sidewalk, or by the relocation of any obstructions within the public sidewalk along the frontage of the subject property.

ENG 42. All damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and street lights, associated with the proposed development shall be replaced as required by the City Engineer prior to issuance of a Certificate of Occupancy.

ENG 43. Construction signing, lighting and barricading shall be provided during all phases of construction as required by City Standards or as directed by the City Engineer. As a minimum, all construction signing, lighting and barricading shall be in accordance with Part 6 "Temporary Traffic Control" of the California Manual on Uniform Traffic Control Devices (CAMUTCD), dated November 7, 2014, or subsequent editions in force at the time of construction.

ENG 44. This property is subject to the Transportation Uniform Mitigation Fee which shall be paid prior to issuance of building permit.

FIRE DEPARTMENT CONDITIONS

FID 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.

FID 2. Fire Department Conditions were based on the 2022 California Fire Code as adopted by City of Palm Springs, Palm Springs Municipal Code, PSFD Appendix "T" Development Requirements and latest adopted NFPA Standards.

FID 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.

FID 4. **Plans and Permits:**

Permits and Electronic scaled drawings are required for this project. Plan reviews can take up to 20 working days.

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.

FID 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.

FID 6. **Secondary Access:** A secondary access road shall be provided for all developments with thirty (30) or more dwelling units.

FID 7. **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.

FID 8. **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.

- FID 9. **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.
- FID 10. **NFPA 13 Fire Sprinklers Required:** An automatic fire sprinkler system is required. Only a C-16 licensed fire sprinkler contractor shall perform system design and installation. System to be designed and installed in accordance with NFPA standard 13, 2022 Editions, as modified by local ordinance.
- FID 11. **Fire Alarm System Required:** An automatic or manual fire alarm system is required. Only a C-10 licensed fire alarm contractor shall perform system design and installation. System to be designed and installed in accordance with NFPA standard 72, 2022 editions, as modified by local ordinance.
- FID 12. **Emergency Responder Communication Coverage Required (CFC 510):** Approved in-building, two-way emergency responder communication coverage for emergency responders shall be provided in all new buildings.
- FID 13. **Exit signs:** Illuminated exit signs shall be required throughout property.
- FID 14. **Turning Radius:** Fire access road turns and corners shall be designed with a minimum inner radius of 25 feet and an outer radius of 43 feet.
- FID 15. **Dead Ends:** Dead-end fire apparatus roads in excess of 150 feet in length shall be provided with an approved area for turning around a fire apparatus.
- FID 16. **Designated Fire Lanes:** In private developments shall be not less than 24 feet wide (curb face to curb face) with no parking on either side and shall be identified as fire lanes with red curb, stating in white lettering " NO PARKING FIRE LANE", or by approved signage, or by both red curb with lettering and signage.

- FID 17. **Fire Department Access Roads/Driveways:** Shall be provided so that no portion of the exterior wall of the first floor of any building will be more than 150 feet from such roads.
- FID 18. **Private Fire Hydrants:** Additional private hydrants may be required.
- FID 19. **Security Gates:** Secured automated vehicle gates or entries shall utilize a combination of a Tomar Strobeswitch™, or approved equal, and an approved Knox key switch when required by the fire code official. Secured non-automated vehicle gates or entries shall utilize an approved padlock or chain (maximum link or lock shackle size of ¼ inch) when required by the fire code official.
- FID 20. **Site Safety Plan (CFC 3303):** The owner or owner's authorized agent shall be responsible for the development, implementation and maintenance of an approved, written site safety plan establishing a fire prevention program at the project site applicable throughout all phases of construction, repair, alteration or demolition work.

END OF CONDITIONS



January 30,2026

Development Services Director
City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

Re: 900 N Farrell Drive – Major Development Permit Application Justification Letter

Dear Director,

On behalf of Legacy Built Investments & Development (the “Applicant”), we respectfully submit this Justification Letter in support of our Application for Major Development Permit for the proposed development of a self-storage facility on a 4.20-acre site located at 900 N Farrell Drive, Palm Springs, CA 92262 (the northeast corner of North Farrell Drive and East Computer Way).

Project Description:

The proposed project is designed as a single, two-story building of roughly 91,500 square feet. The building will consist of exclusively interior, climate-controlled, self-storage units, and provide customers with two covered drive-up loading and unloading bays on the ground floor.

The development also includes an on-site leasing and management office and customer lobby, on-site customer and employee parking, and 41 dedicated RV, boat, and trailer parking. All landscaping, lighting, and site improvements will conform to the requirements of the Palm Springs Zoning Code, as well as to the requirements of Riverside County and the Airport Land Use Commission.

Customer/Office Parking as required, currently showing:

- 8 standard parking spaces (10x20)
- 2 ADA parking spaces
- 2 EV capable parking spaces
- 10 parking/loading spaces
- Bike Parking: As required

Ours of Operation:

Office Hours: 8:00 AM – 6:00 PM daily

Extended Digital Access Hours: 6:00 PM to 10:00 PM (Customers with digital access)

Number of Employees:

The property will be staffed by 2 employees, with 2 on-call assistant managers.

COMPATIBLE WITH ADJACENT GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

Surrounding Property	Existing General Plan Designation	Existing Zoning	Existing Land Use
Site	Industrial	M-1-P	Vacant
North	Industrial	M-1-P	Office Building
South	Industrial	M-1-P	Office
East	Industrial	M-1-P	Self-Storage & Vacant
West	Industrial / Very Low-Density Res.	R-1-C	Vacant & Single-Family Homes

LAND USE, ZONING, and DESIGN COMPLIANCE

The project supports and advances the Goals and Elements of the Palm Springs General Plan 2040, which was adopted on January 9, 2025. The property is zoned M-1-P (Planned Research and Development Park) and has a General Plan land use designation of Industrial. Mini-warehouse and self-storage uses are explicitly permitted within this zone and are consistent with the General Plan’s.

Airport Overlay Zone:

The site is located within the Airport Overlay Zone (Chapter 92.00-18.00 of the Zoning Code). The proposed design does and will comply with all relevant provisions, including height limitations, light shielding, and use restrictions.

Building Height:

The measurement to top of the parapet walls is designed to be 30’ high from finished floor. On the northwest and southwest corners, decorative architectural details are designed to be 35’ as the Applicant was instructed in the pre-con comments to limit the structure to 35’ due to the proximity of the project to the airport and its location within the B1 zone of the Riverside County Airport Land Use Compatibility Plan Policy Document.

Existing Similar Uses Operated by Applicant:

The Applicant, or its member, owns and has owned and operated self-storage facilities. See Exhibit A.

Security Measures to be used by Applicant:

The Applicant plans the following security measures to achieve its stated goals. See Exhibit B.

Required State Licenses:

No state licenses are required for the proposed use.

Criteria & Findings 94.04.01(D):

1. The proposed project is consistent with the General Plan and any applicable specific plan.

Yes. The project site carries a General Plan land use designation of **Industrial**, and the proposed self-storage use is consistent with the policies and intent of the General Plan 2040.

2. The proposed uses are in conformance with the uses permitted in the zone district where the site is located and are not detrimental to adjacent properties or residents.

Yes. Mini-warehouse and self-storage uses are explicitly permitted within the M-1-P (Planned Research and Development Park) zoning district. The proposed use is a low-intensity, non-nuisance industrial use and will not be detrimental to adjacent properties or nearby residents.

3. The proposed project is in conformance with the property development standards for the zone district where the site is located.

Yes. The Property is designed to comply with all applicable **property development standards** of the M-1-P zoning district

4. The proposed height and massing of the project are consistent with applicable standards and compatible with adjacent development.

Yes. The proposed building height and massing comply with applicable zoning and Airport Overlay standards and are compatible with surrounding industrial development. Building height has been designed in accordance with Airport Land Use Compatibility Plan requirements.

5. The proposed setbacks and placement of the building are consistent with applicable standards and consistent with setbacks of adjacent buildings.

Yes. The proposed building setbacks and placement comply with zoning requirements.

6. The site has adequate access to streets and highways properly designed and improved to carry the type and quantity of traffic to be generated, and the site design enhances or continues the City's existing grid consistent with the Circulation Element of the General Plan.

Yes. The project site is served by existing improved public streets that are capable of accommodating the limited traffic generated by the proposed self-storage use. The site layout provides appropriate access and internal circulation and is consistent with the Circulation Element of the General Plan.

7. On-site circulation conforms to minimum standards, and accommodations are made for safe on-site pedestrian circulation.

Yes. On-site vehicular circulation is designed to meet City standards, including safe ingress, egress, and internal maneuvering. Pedestrian circulation within the site is accommodated in a safe and functional manner consistent with the nature of the proposed use.

8. Landscape areas and open space conform to applicable standards, and stormwater management features are appropriately integrated with other site design elements.

Yes. Landscape areas and open space are designed to comply with applicable City standards. Stormwater management features are integrated into the site design in accordance with City requirements.

9. Public infrastructure (including water, sewer, and utilities) is adequate to serve the proposed project.

Yes. Existing public infrastructure, including water, sewer, drainage, and utilities, is adequate to serve the proposed development. The project will connect to existing systems consistent with City requirements.

10. Based on environmental review, the project either has no potentially significant environmental impacts, or any such impacts have been reduced to less than significant levels, or a Statement of Overriding Considerations has been adopted.

Yes. Based on pre-submittal discussions with City staff, the proposed project is anticipated to be exempt from the California Environmental Quality Act (CEQA). Final determination of CEQA applicability and exemption status will be made by the City of Palm Springs as part of the review process.

11. The proposed project has no unacceptable adverse effects on public welfare, health, or safety.

Yes. The proposed project will not result in unacceptable adverse effects on public welfare, health, or safety. The self-storage use is a quiet, low-traffic use, fully enclosed, well-screened, and landscaped, and generates substantially fewer impacts than many other non-residential uses permitted within the zoning district and surrounding neighborhood.

Major Architectural Review:

Following approval of the Major Development Permit, the project will proceed to Architectural Review Committee review in accordance with the Palm Springs Zoning Code. The proposed design has been developed with consideration of the Architectural Review Committee criteria, and the Applicant has evaluated the project against the thirteen findings in Section 94.04.00(F) to demonstrate how those criteria have informed the design approach.

Findings Palm Springs Zoning Code §94.04.00(F):

1. The architectural treatment is consistent on all sides of the building(s).

Yes. Architectural elevations are designed to maintain consistency in materials, colors, and articulation on all façades.

2. **Accessory structures are consistent with the principal building(s).**
Yes. Any accessory elements will match and/or complement the form, materials, and color palette of the primary structure.
3. **Façade elements and fenestration are composed in a harmonious manner.**
Yes. Fenestration, massing, and architectural detailing are integrated to provide visual cohesion.
4. **Proposed materials are consistent with the site context and desert environment.**
Yes. Materials are selected for durability and compatibility with the surrounding industrial context and desert climate.
5. **The proposed color scheme is appropriate to the desert environment.**
Yes. A neutral, desert-appropriate palette will be utilized; final colors to be reviewed by ARC.
6. **Shading devices and sun control elements are provided where appropriate.**
Yes. Architectural elements address solar exposure at the office storefront windows and loading areas where pedestrians are most likely to access the building.
7. **The proposed landscape plan is consistent with PSMC Chapter 8.60.**
Yes. Landscaping will meet City water-efficiency and design standards.
8. **The proposed landscape plan meets zoning and buffering requirements.**
Yes. Required buffers, screening, and streetscape landscaping are provided.
9. **Pedestrian shading is adequate.**
Yes. Landscaping design will provide shade trees as required.
10. **The proposed lighting plan complies with PSZC Section 93.21.00.**
Yes. Lighting will be shielded and designed to prevent spillover onto adjacent properties.
11. **Signage locations and dimensions are appropriate.**
Yes. Signage will comply with City standards as illustrated on the elevations.
12. **Mechanical equipment and service areas are adequately screened.**
Yes. Mechanical equipment will be screened from public view.
13. **The project is consistent with adopted design standards.**
Yes. The project will comply with all applicable City design regulations.

CONCLUSION

Legacy Built Investments & Development is committed to developing a state-of-the-art, financially viable, well-integrated facility that meets the needs of Palm Springs and its residents. We look forward to working with the City of Palm Springs to collaboratively achieve an outcome aligned with Palm Springs' long-range goals and elements.

Please feel free to contact either of us directly should you need any further information prior to the Pre-Submittal Conference.

Sincerely,

Eric Faas, Esq. (Applicant Representative)
SVP, Acquisitions & Development
Legacy Built Investments & Development
16220 N Scottsdale Road, Suite 300, Scottsdale, AZ 85254
480-295-6666 | eric@zzoneco.com

Tony Ardizzone (Applicant)
President, Legacy Built Investments & Development
16220 N Scottsdale Road, Suite 300, Scottsdale, AZ 85254
480-719-3000 | tony@zzoneco.com

Cc: Alex Rubalcava, Assistant Planner, Palm Springs
SEAN SAVAGE, R.C.E. | P.L.S., OMEGA Engineering Consultants, Inc.
Lance Heal, HEAL ARCHITECT, LLC

EXHIBIT A

Palm Springs Justification Letter Exhibit A

PROJECT NAME	PROJECT TYPE	LOCATION	SQUARE FEET	DISPOSITION YEAR
Paradise Valley	Self Storage	Paradise Valley, AZ	136,000	2035
Sacramento	Self Storage	Sacramento, CA	121,231	2032
Broomfield	Self Storage	Broomfield, CO	183,000	2031
Salinas	Self Storage	Salinas, CA	84,000	2031
Marana	Self Storage	Tucson, AZ	124,000	2026
Costa Mesa	Self Storage	Costa Mesa, CA	143,000	2023
SS 43d Ave.	Self Storage	Phoenix, AZ	108,000	2022
Rigley	Self Storage	Gilbert, AZ	138,000	2020
BV MVP Ahwatukee	Self Storage	Phoenix, AZ	118,000	2020
BV MVP Scottsdale	Self Storage	Scottsdale, AZ	134,000	2020
BV MVP Chandler	Self Storage	Chandler, AZ	105,000	2020
BV MVP Phoenix	Self Storage	Chandler, AZ	72,000	2020
UC Pioneer Hills	Self Storage	Aurora, CO	142,000	2019
CH-WSP Glendale	Self Storage	Glendale, AZ	134,000	2018
CH-WSP Littleton	Self Storage	Littleton, CO	85,000	2017
Green U	Self Storage	Mesa, AZ	115,000	2016
BASBORNE	Self Storage	Gilbert, AZ	120,000	2015
Tatum U	Self Storage	Phoenix, AZ	91,000	2015
Storage Zone	Self Storage	Mesa, AZ	105,000	2011
Arte	Senior Living	Scottsdale, AZ	115,000	2010
Armored SS Becker Ln.	Self Storage	Scottsdale, AZ	89,000	2005
Armored SS East McDowell Rd.	Self Storage	Phoenix, AZ	70,000	2005
SS Washington Ave.	Self Storage	Phoenix, AZ	49,000	2005
Armored SS Frank Lloyd Wright	Self Storage	Scottsdale, AZ	100,000	2005
Armored SS 52nd Street	Self Storage	Phoenix, AZ	62,000	2005
Armored SS Arizona Ave.	Self Storage	Chandler, AZ	112,300	2005
Armored SS Southshore Dr.	Self Storage	Tempe, AZ	48,000	2005
SS W. McDowell Rd.	Self Storage	Phoenix, AZ	75,175	2005
Armored SS East Bell Rd.	Self Storage	Phoenix, AZ	88,000	2005
SS West Cactus Rd.	Self Storage	Phoenix, AZ	76,000	2005
Armored SS West Blott Rd.	Self Storage	Chandler, AZ	73,400	2005
Armored SS West Hampton Ave.	Self Storage	Mesa, AZ	44,350	2005
SS W. Indian School Rd	Self Storage	Phoenix, AZ	76,000	2005
SS E. Shea Blvd.	Self Storage	Scottsdale, AZ	88,000	2005
Anaheim	Self Storage	Anaheim, CA	107,000	N/A - Not Sold
Medical Office Surgery Center	Medical	Scottsdale, AZ	30,000	N/A - Not Sold
Armored SS 7th Street	Self Storage	Phoenix, AZ	81,000	N/A - Not Sold
Armored SS Grante Reef	Self Storage	Scottsdale, AZ	74,000	N/A - Not Sold
Armored SS E. Lamar Rd.	Self Storage	Phoenix, AZ	56,000	N/A - Not Sold

EXHIBIT B

Security Program Goals and Operational Measures

Applicant Security Program Goals

The Applicant intends to implement the following security measures in its proposed self-storage facility to achieve the following security objectives:

- Protect tenant property with controlled access, monitoring, and durable construction.
- Deter unauthorized access and criminal activity through layered security measures and site design.
- Provide a safe environment for customers, staff, and service providers.
- Ensure traceability and accountability through electronic access logging and recorded surveillance.
- Minimize impacts to surrounding properties by preventing loitering and unauthorized after-hours activity.
- Meet or exceed industry standards for modern, professionally managed self-storage facilities.

Building Design and Site Security Features

- The facility will be constructed of concrete masonry unit (CMU) materials and/or light gauge steel.
- Exterior access points will be limited and gated.
- Interior and exterior lighting will be designed to enhance visibility.
- Elevators and stairwells will be access-controlled where applicable.

On-Site Management and Operational Controls

- The facility will be professionally managed, with on-site staff present during normal business hours.
- Routine site inspections and security checks will be conducted by management.
- Facility rules will prohibit loitering and unauthorized activity.
- After-hours alerts or alarms may be utilized to identify unauthorized access.

Fire, Life Safety, and Environmental Protection

- The project will comply with all applicable fire, building, and life safety codes.
- Fire sprinkler systems and smoke detection will be installed as required.
- Climate-controlled areas will be monitored to maintain appropriate temperature and humidity levels.

Access Control

- Controlled vehicular and pedestrian access will be provided at gated entry points.
- Individual access credentials (keypad code, key fob, or mobile application) will be assigned to each tenant.
- Tenant access will be limited to established hours of operation.

- Electronic access logs will record entry and exit activity by date, time, and location.

Video Surveillance

- A 24-hour digital video surveillance system will be installed throughout the facility (Approximately 16-24 HD video cameras with a 30-day backup DVR).
- Recorded video footage will be retained for a defined period and made available for review if needed.
- Camera coverage will include vehicle entry and exit points, driveway aisles, interior corridors, elevators, stairwells, and loading areas.
- Surveillance systems may be able to be monitored remotely by facility management or a third-party service.

Individual Storage Unit Security

- Storage units will be constructed using heavy-gauge steel doors and frames.
- Tenants will be required to secure units with disc-style or equivalent high-security locks.
- Interior storage areas will be accessible only to authorized users.

Consistency with Security Program Goals

The security measures described above are intended to implement the Applicant's stated security program goals by providing layered protection, controlled access, and active monitoring. The Applicant believes these measures are sufficient to protect tenant property, ensure public safety, and minimize potential impacts to surrounding uses.



CITY OF PALM SPRINGS PUBLIC INTEGRITY DISCLOSURE (INSTRUCTIONS FOR APPLICANTS)

Who Must File?

Applicants that are NOT a natural person or group of natural people that will be identified on the application, and seek a City approval determined by a vote of City officials. Examples include corporations, limited liability companies, trusts, *etc.* that seek a City Council approval, or an approval by one of the City's board or commissions.

Why Must I File?

The City of Palm Springs Public Integrity Ordinance advances transparency in municipal government and assists public officials in avoiding conflicts of interest. The City's Public Integrity Ordinance, codified in Chapter 2.60 of the municipal code, reflects the City's interest in ensuring that companies (and other legal entities that are not natural people) doing business in the community are transparent and make disclosure as to their ownership and management, and further that those companies disclose the identity of any person, with a beneficial ownership interest of five percent (5%) or more.

When Must I File?

You must file this form with the Office of the City Clerk, or designee, at the same time when you file your application for a City approval determined by a vote of City officials, whether elected or appointed.

What Must I Disclose?

- A. The names of all natural persons who are officers, directors, members, managers, trustees, and other fiduciaries serving trusts or other types of organizations (attorneys, accountants, *etc.*).

Note: (1) you must make these disclosures in relation to the applicant entity, and also in relation to any related entity that owns a part of, or makes a profit based upon the business of the applicant entity. Disclosures may include parent, subsidiary or affiliated entities of the applicant entity; (2) if any entity that is not a natural person serves as the applicant entity (e.g. as a member of the applicant LLC), then all officers, directors, members, managers, trustees, *etc.*, of the second entity must be disclosed.

- B. The names of persons owning a beneficial interest of five percent (5%) or more in your entity, Owners/investors who have such an interest hold either investment power or voting power, i.e., they can (i) sell or transfer their interest, or (ii) vote their interest in management decisions.

NOTE: USE ADDITIONAL PAGES AS NECESSARY

What if I Have Questions?

If you have any questions about how to complete this form, please contact the Office of the City Clerk, (760) 323-8206, cityclerk@palmspringsca.gov.

CITY OF PALM SPRINGS – PUBLIC INTEGRITY DISCLOSURE
(INSTRUCTION FOR APPLICANTS)

(Revised 05/16/19)

7. Owners/Investors with a 5% beneficial interest in the Applicant Entity or a related entity	
EXAMPLE <i>JANE DOE</i> <hr/> [name of owner/investor]	50%, ABC COMPANY, Inc. <hr/> [percentage of beneficial interest in entity and name of entity]
A. Anthony Ardizzone <hr/> [name of owner/investor]	100% <hr/> [percentage of beneficial interest in entity and name of entity]
B. <hr/> [name of owner/investor]	<hr/> [percentage of beneficial interest in entity and name of entity]
C. <hr/> [name of owner/investor]	<hr/> [percentage of beneficial interest in entity and name of entity]
D. <hr/> [name of owner/investor]	<hr/> [percentage of beneficial interest in entity and name of entity]
E. <hr/> [name of owner/investor]	<hr/> [percentage of beneficial interest in entity and name of entity]

I DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING IS TRUE AND CORRECT.

Signature of Disclosing Party, Printed Name, Title	Date
<i>Anthony Ardizzone</i>	December 22, 2025

PENALTIES
 Falsification of information or failure to report information required to be reported may subject you to administrative action by the City.

Project Scoping Form

This scoping form shall be submitted to the City of Palm Springs to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Legacy Built Self Storage Facility
Project Address:	900 N. Farrell Drive, Palm Springs, CA (See Figure 1 and Figure 2 of Attachment A)
Project Opening Year:	2027 (to be confirmed by Applicant)
Project Description:	The proposed Project includes construction of a two-story, 91,400 SF self-storage, with 28 customer parking and loading stalls, and 41 RV storage stalls. The total number of storage units amounts to 692 units. (See Figure 3 of Attachment A)

	Consultant:	Developer:
Name:	Linscott, Law & Greenspan, Engineers	Legacy Built Investments & Development
Address:	2 Executive Circle, Suite 250 Irvine, CA 92614	20645 N. Pima Road, Suite #145 Scottsdale, AZ 85255
Telephone:	949.825.6175 ext 244	480.295.6666
Fax/Email:	barretto@llgengineers.com Richard E. Barretto, Principal	eric@zzoneco.com Eric Faas, Esq.

Trip Generation Information:

Trip Generation Data Source: Trip Generation, 12th Edition, ITE (2025) (See Table 1 of Attachment A)

Current General Plan Land Use:

Industrial

Proposed General Plan Land Use:

Industrial (no change)

Current Zoning:

M-1 Planned

Proposed Zoning:

M-1 Planned (no change)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	N/A	N/A	N/A	4	4	8
PM Trips	N/A	N/A	N/A	7	6	13

Trip Internalization: Yes No (_____ % Trip Discount)

Pass-By Allowance: Yes No (_____ % Trip Discount)

Potential Screening Checks (**See Attachment A For Details**)

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? Yes No

LOS screening justification (see Page 11 of the guidelines): Based on the Project's AM and PM peak hour trip generation, which is less than the 100 peak hour trip threshold, the Project will not adversely impact the surrounding transportation system. The City's guidelines indicates that "projects that generate less than 100 peak hour trips typically do not affect LOS significantly..."
In addition, " Mini-storage Yards" are listed as an activity that will not require a TIA that includes LOS Analysis.

Is the project screened from VMT assessment? Yes No

VMT screening justification (see Pages 24-26 of the guidelines): Based on the City's Project Screening, the Project will not screen out under the "Transit Priority Area (TPA) Screening" since there is little to no transit lines serving the Project site. Under the "Low VMT Area Screening", the Project will not screen out because the project site is located in an area of the City with a VMT that is "Higher than the City Average". Lastly, under the "Project Type Screening," the proposed Project is forecast to generate 124 daily trips, which exceeds the 110 daily trips threshold.

However, given the Project is a "Mini-Storage yard" development, it can be considered "local serving", and thus screen out from a full VMT analysis, just as it screens out from preparation of a TIA.

Level of Service Scoping Not applicable given Project screens out from a TIA/LOS study

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
N/A %	N/A %	N/A %	N/A %

- Attach list of Approved and Pending Projects that need to be considered (provided by the City of Palm Springs and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Not other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts _____
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping Should the City not concur with the conclusion that the Project screens out as a "local serving" use, then a VMT analysis will be prepared

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used RIVCOM
- Attach Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

ATTACHMENT A



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Pasadena
Irvine
San Diego

December 22, 2025

Eric Faas, Esq.
SVP Acquisitions & Development
Legacy Built Investments & Development
20645 N. Pima Road, Suite #145
Scottsdale, Arizona 85255

LLG Reference: 2.25.5050.1

Subject: **Traffic Impact and VMT Screening Assessment for the
Proposed Legacy Built Self Storage Project**
Palm Springs, California

Dear Mr. Faas:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the findings of this Traffic Impact and VMT Screening Assessment for the proposed Legacy Built Self Storage Project located north of Computer Way, east of Farrell Drive, and west of Research Drive and addressed at 900 N. Farrell Drive in the City of Palm Springs, California. This analysis has been prepared for use in preparing a **Project Scoping Form** per the *City of Palm Springs Traffic Impact Analysis Guidelines (July 2020)*,

PROJECT LOCATION AND DESCRIPTION

The Project site is a 4.20-acre vacant parcel located north of Computer Way, east of Farrell Drive, and west of Research Drive and addressed at 900 N. Farrell Drive in the City of Palm Springs, California. The Project is proposing to construct a 91,400 square-foot (SF) two-story self-storage facility, with 41 RV “storage spaces”, 28 customer spaces/loading stalls and a total of 692 storage units. **Figure 1**, attached, presents a Vicinity Map that illustrates the general location of the Project site and surrounding street system, while **Figure 2** presents an existing site aerial.

Access for the proposed Project will be provided via two (2) driveways along Research Drive. **Figure 3** presents the conceptual site plan for the Project, prepared by KSP Studio.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE



PROJECT TRAFFIC CHARACTERISTICS

Trip Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Twelfth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2025].

Table 1, attached, summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and also presents the proposed Project's forecast peak hour and daily traffic volumes. As shown in *Table 1*, the trip generation potential of the proposed Legacy Built Self Storage Project was estimated using ITE Land Use 151: *Mini Warehouse* trip rates. Review of the bottom of *Table 1* indicates that the proposed Project is forecast to generate 124 daily trips, with 8 trips (4 inbound, 4 outbound) produced in the AM peak hour and 13 trips (7 inbound, 6 outbound) produced in the PM peak hour on a "typical" weekday.

As a result, based on the proposed Project AM and PM peak hour trip generation (i.e. <100 peak hour trips), the proposed Project will not adversely impact the surrounding transportation system per the *City of Palm Springs Traffic Impact Analysis Guidelines (July 2020)*, which indicates "projects that generate less than 100 peak hour trips typically do not affect LOS significantly once distributed to the local roadway network". In addition, "Mini-storage Yards" are listed as an activity that will not require a TIA that includes LOS analysis.

SB 743 VMT ASSESSMENT

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of Palm Springs has adopted thresholds as contained in the *City of Palm Springs Traffic Impact Analysis Guidelines (July 2020)*.

In late 2019, State courts stated that under section 21099, subdivision (b)(2), existing law is that "automobile delay, as described solely by level of service or similar



measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects.

As a result of SB 743, the new metric in the CEQA guidelines for transportation impacts is VMT per capita. The legislative intent of SB 743 is to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. There are three (3) types of screening that the lead agencies can apply to effectively screen projects from project-level assessment. As such, the following guidance summarizes the potential project screening, developed for the City of Palm Springs.

Type 1: Transit Priority Area (TPA) Screening

As noted previously, the CEQA Guidelines were amended to include section 15064.3, “Determining the Significance of Transportation Impacts”. Subsection (b)(1) states in part:

“Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.”

Pursuant to the statute, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. The *Technical Advisory* reiterates this screening criteria, but also highlights certain project-specific or location-specific characteristics which may indicate the project will still generate “significant levels of VMT”, even when located within one-half mile of a major transit stop or a stop along a high-quality transit corridor. These characteristics relate to the project’s floor area ratio (FAR), parking supply, and number of dwelling units, as well as consistency with the applicable Sustainable Communities Strategy (SCS). If the project has any characteristics which indicate that the presumption of less than significant impacts as stated in the CEQA Guidelines may not be appropriate, the *OPR Technical Advisory* recommends that the project should not be screened out of further VMT analysis.

The City of Palm Springs criteria is consistent with the *OPR Technical Advisory* and provides the following criteria, which was utilized to determine whether this Project can be screened out based on the TPA criteria.



Project located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the Jurisdiction (if the jurisdiction required the project to supply parking);
3. Is inconsistent with the Sustainable Communities Strategy (as determined by the City of Palm Springs, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the above, the proposed Project will not screen-out under this criteria since the project is not located in a TPA.

Type 2: Low VMT Area Screening

An additional screening methodology is provided for residential and office land use projects. Lead agencies may prepare maps based on a regional travel demand model or travel survey data to illustrate areas that are currently below the selected VMT threshold. OPR reasons that if a project has similar characteristics to the existing area (i.e., density, mix of uses, transit service, etc.), it will tend to exhibit similar VMT. Therefore, if a project is fully located within an area identified as having a below-threshold VMT, it may be presumed to also have less than significant VMT impacts and be screened out from requiring a detailed VMT analysis.

Figure 4 presents the City of Palm Springs Low VMT Screening Map, which illustrates the Daily VMT per Service Population Compared to the City Average (2012). As shown in **Figure 4**, the Project site is located within a “red shaded area” of the map, which indicates a VMT that is above the City Average and therefore would not screen out based on the City of Palm Springs criteria.

Based on the above, the proposed Project will not screen-out under this criteria because the project site is located in an area of the City with a VMT that is above the City Average.

Type 3: Project Type Screening

OPR provides additional recommendations on when the presumption of less than significant impacts may be appropriate, in addition to the formally recommended



screening criteria described above. For instance, in the discussion regarding retail projects, the *OPR Technical Advisory* advises lead agencies that because local serving retail projects tend to improve retail destination proximity, shorten trips, and reduce VMT, they may be presumed to have less than significant impacts. Agencies may choose to define what constitutes local serving retail in their jurisdiction, although OPR suggests a threshold size of 50,000 square feet or less. Thus, lead agencies may choose to screen out projects based on the type and size of the land use(s) being proposed. Further, OPR states that mixed-use projects should analyze each land use individually.

For the City of Palm Springs, a detailed list of uses is provided in the TIA Guidelines that can be screened from project-level assessment as they are presumed to have a less than significant impact due to their local serving nature. In addition to the local serving retail, the following uses can also be presumed to have a less than significant impact;

- Local-serving K-12 public Schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
 - Gas stations
 - Banks
 - Restaurants
 - Shopping Center
- Student housing projects on or adjacent to college campuses
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with assumptions noted in the RTP/SCS
- Project generating less than 110 daily vehicle trips
 - This generally corresponds to the following “typical” development potentials:
 - 11 single family housing units
 - 16 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office
 - 15,000 sq. ft. of light industrial
 - 63,000 sq. ft. of warehousing



- 79,000 sq. ft. of high cube transload and short-term storage warehouse

Based on the ITE *Trip Generation 12th Edition* (2025) trip generation potential of the proposed 692 unit *Mini Warehouse (ITE Land Use: 151)* development, which is 124 daily vehicle trips, the proposed Project can be considered to lead to a significant impact consistent with the *City of Palm Springs Traffic Impact Analysis Guidelines (July 2020)*.

Based on the above, the proposed Project will not screen-out under this criteria because the Project will generate more than 110 daily vehicle trips.

However, given the Project is a “Mini-Storage Yard” development, it can be considered “local serving”, and thus the Project will screen out from a full VMT analysis, subject to concurrence by City staff.

* * * * *

We appreciate the opportunity to provide this Traffic Impact Assessment. Should you need further assistance, or have any questions regarding this analysis, please call us at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Richard E. Barretto, P.E.
Principal

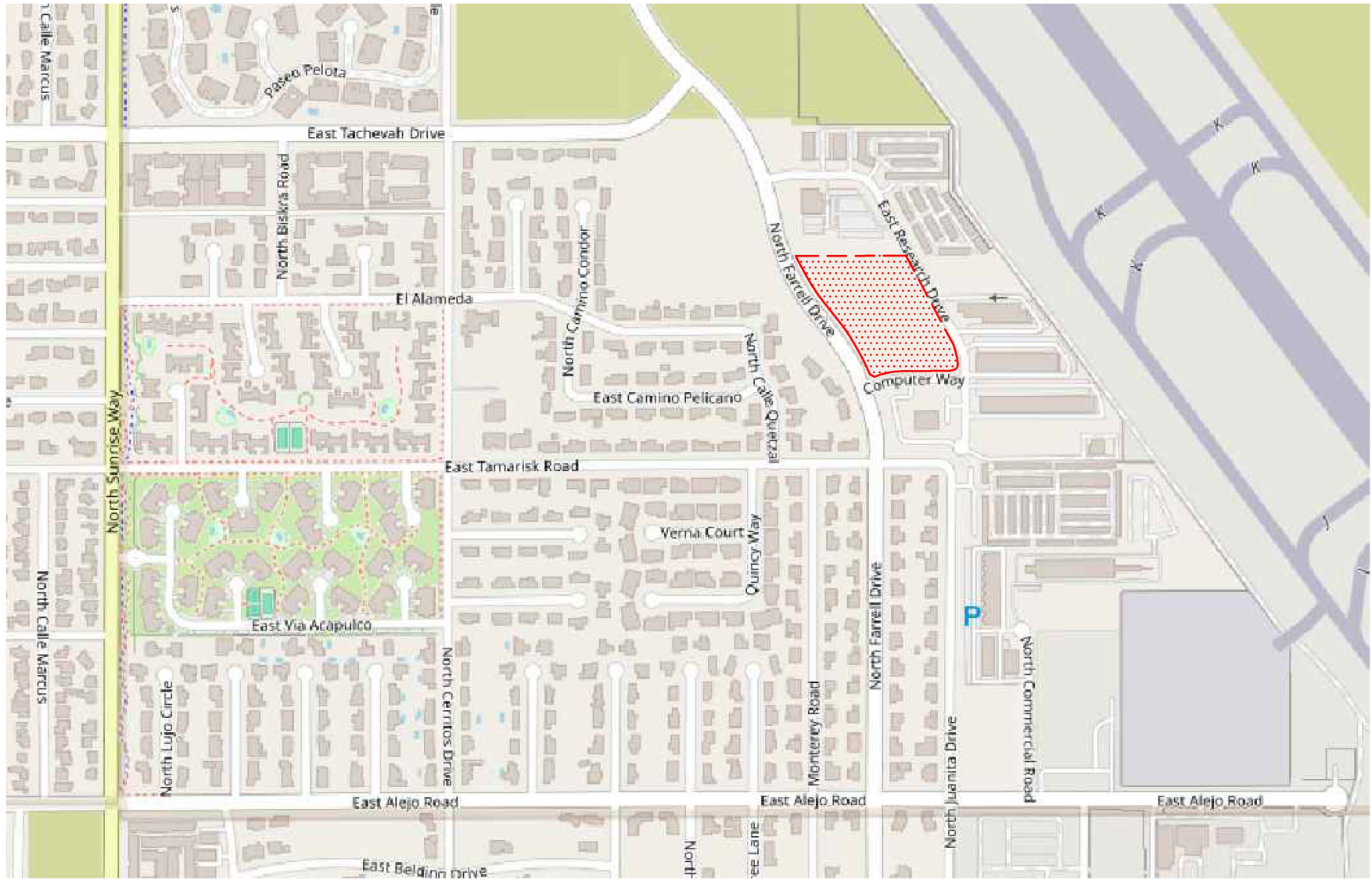


C.c. Shane Green, P.E., Senior Transportation Engineer

Attachments

- Figure 1: Vicinity Map
- Figure 2: Existing Site Aerial
- Figure 3: Proposed Site Plan
- Figure 4: Low VMT Screening Map

Table 1: Project Traffic Generation Forecast



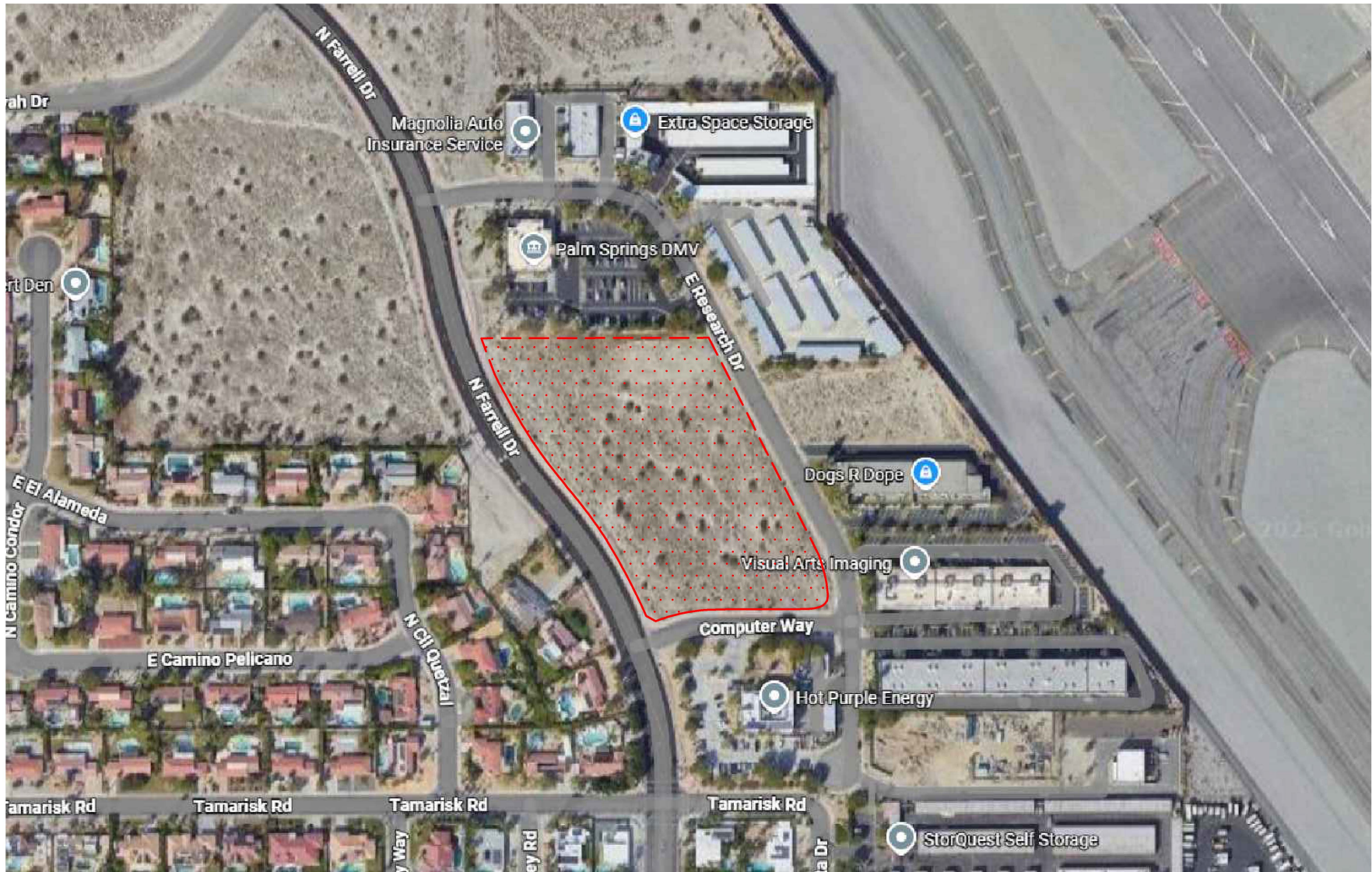
n:\5000\2255050 - legacy built self storage, palm springs\dwg\5050 f-1.dwg LDP 10:37:58 12-19-2025 lshlee



SOURCE: OPEN STREETS
 KEY
 [Red dotted box] = PROJECT SITE

FIGURE 1

VICINITY MAP
 LEGACY BUILT SELF STORAGE, PALM SPRINGS



n:\5000\2255050 - legacy built self storage, palm springs\dwg\5050 f-2.dwg LDP 10:51:09 12-19-2025 lshlee

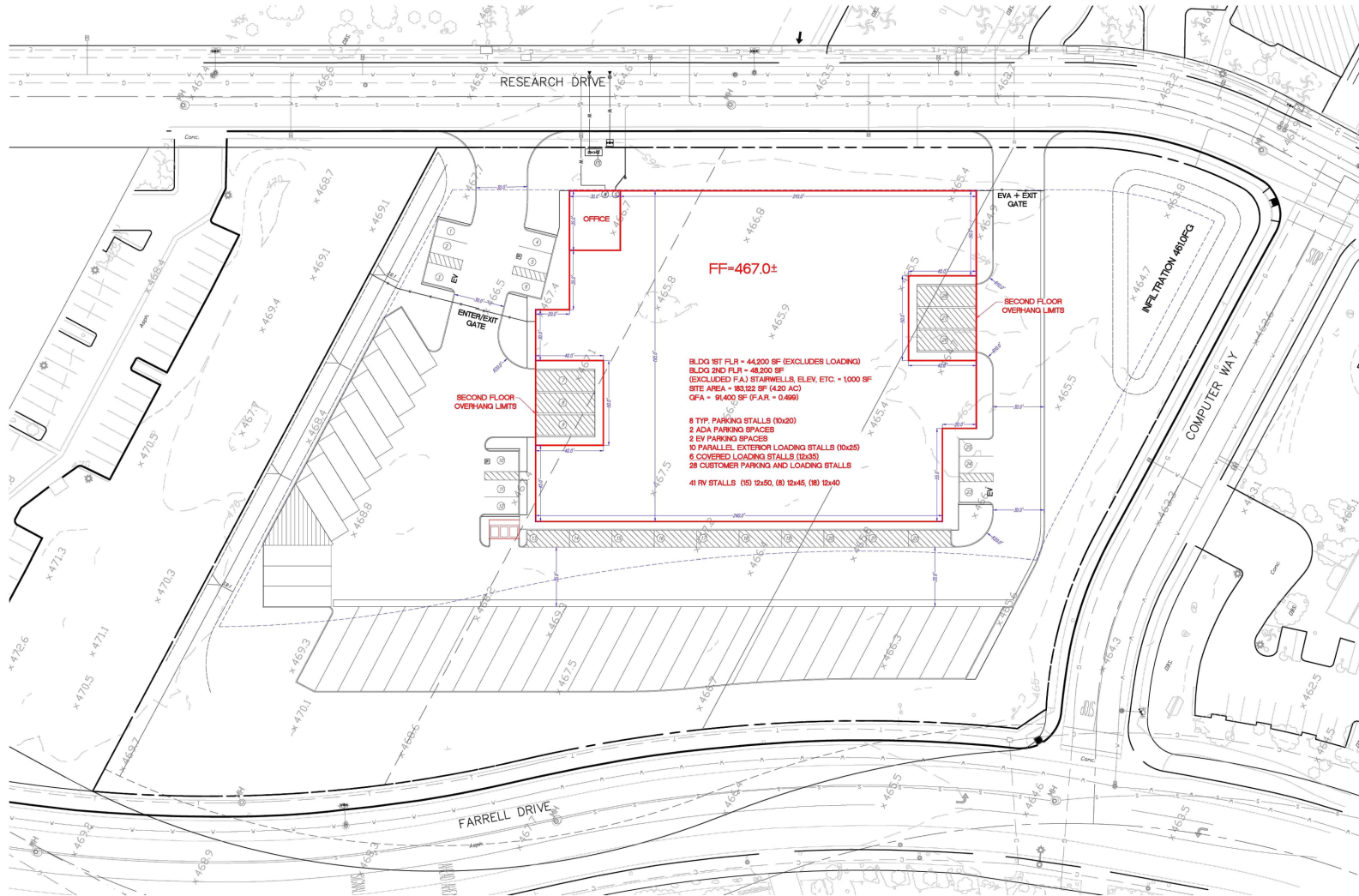
SOURCE: GOOGLE MAPS
KEY

 = PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL
LEGACY BUILT SELF STORAGE, PALM SPRINGS





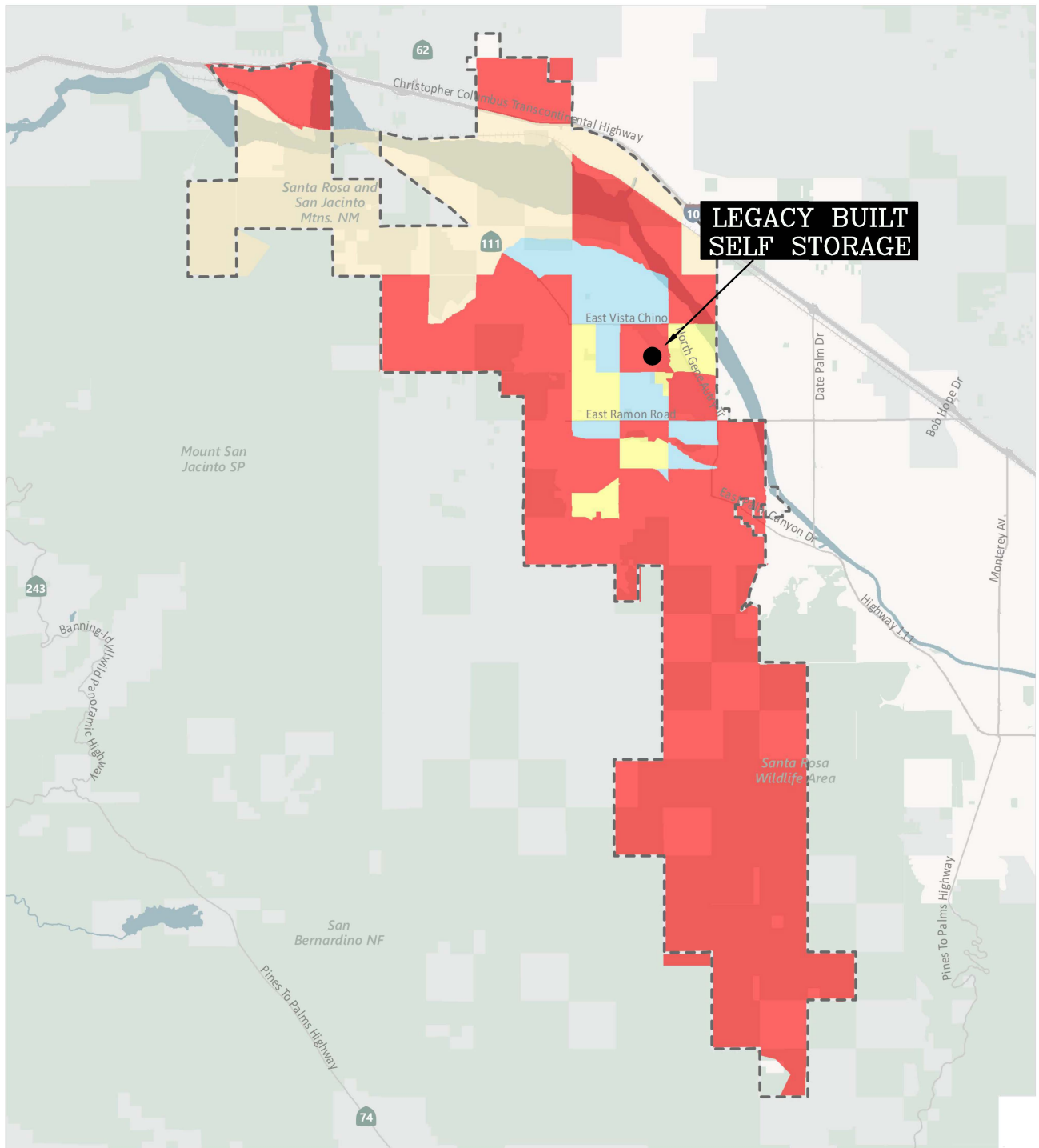
n:\5000\2255050 - legacy built self storage, palm springs\dwg\5050 f-3.dwg LDP 16:23:09 12-22-2025 scaevdra

SOURCE: KSP STUDIO

FIGURE 3

CONCEPTUAL SITE PLAN
 LEGACY BUILT SELF STORAGE, PALM SPRINGS





- City Boundary
- Higher than City Average
- <-15% below City Average
- 0 to -15% below City Average
- No Service Population

n:\5000\225050 - legacy built self storage, palm springs\dwg\5050 f-4.dwg LDP 09:18:45 12-22-2025 saavedra

SOURCE: CITY OF PALM SPRINGS

FIGURE 4



LOW VMT SCREENING MAP
LEGACY BUILT SELF STORAGE, PALM SPRINGS



TABLE 1
PROJECT TRAFFIC GENERATION FORECAST¹
LEGACY BUILT SELF STORAGE, PALM SPRINGS

ITE Land Use Code / Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Generation Rates:</u>							
▪ 151: Mini-Warehouse (TE/Units)	17.96	52%	48%	1.17	51%	49%	1.84
<u>Generation Forecasts:</u>							
▪ Legacy Built Self Storage Project (692 Units)	124	4	4	8	7	6	13

Notes:
TE/Units = Trip ends per Unit

¹ Source: *Trip Generation Manual, 12th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2025)].
N:\5000\2255050 - Legacy Built Self Storage, Palm Springs\Report



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Pasadena
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MEMORANDUM

To: Ruth Smith
 Engineering Resources of Southern California, Inc. Date: March 30, 2026

From: Richard Barretto, P.E., Principal
 Shane S. Green, P.E., Senior Transportation Engr
 Linscott, Law & Greenspan, Engineers LLG Ref: 2.25.5050.1

Subject: ***Response to Comments Memorandum for Legacy Built Self Storage***

Linscott, Law & Greenspan, Engineers (LLG) is pleased to provide the following responses to address comments provided by the City in a memorandum dated March 18, 2026, as it pertains to the *Traffic Impact and VMT Screening Assessment for the Proposed Legacy Built Self Storage Project*, dated December 22, 2025. The memorandum is included in **Attachment A** and referenced in our responses provided below.

Response to City Traffic Scope Comments:

- **Response to Comment 1:** Comment acknowledged. No further response is necessary.
- **Response to Comment 2:** To further assess the trip generation potential of the proposed Project, empirical data from three (3) existing self-storage facilities that was collected and documented in the *Farrell Drive Self Storage Survey of Similar Uses Memorandum* dated February 18, 2026 was reviewed; this data is included in **Attachment B**. The empirical data was used to develop a trip ratio for the Project site using a similar methodology to that of the *Trip Generation*, 12th Edition by the Institute of Transportation Engineers (ITE).

As shown in **Table 1**, based on the empirical trip rates, the Project is forecast to generate 68 daily trips which is less than the 110 daily trip threshold. Therefore, the Project would screen out from a full VMT analysis.

As such, it is concluded that the Project is exempt from any further VMT analysis, and it is concluded that its implementation will not result in any significant CEQA related transportation impacts.

The raw data with the calculations for the average ratios is included in **Attachment C**.

- **Response to Comment 3:** Comment acknowledged, the Project Scoping Form has been updated accordingly as it pertains to screening for a VMT analysis which is included as **Attachment D**.

* * * * *



Please let us know if you have any comments or questions regarding this response memorandum.

Attachments

cc: Shane S. Green, P.E., Senior Transportation Engineer
File





TABLE 1
PROJECT TRAFFIC GENERATION FORECAST¹
LEGACY BUILT SELF STORAGE, PALM SPRINGS

ITE Land Use Code / Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Generation Rates:</u>							
▪ 151: Mini-Warehouse (TE/100 Units)	17.96	52%	48%	1.17	51%	49%	1.84
▪ Empirical Trip Rate (TE/100 Unit)	9.8 ²	--	--	--	--	--	--
<u>Generation Forecasts:</u>							
▪ Legacy Built Self Storage Project (692 Units)	68	4	4	8	7	6	13

Notes:
 TE/Units = Trip ends per Unit

¹ Source: *Trip Generation Manual, 12th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2025)].

² The average empirical trip rates were derived from weekday entry data for three similar facilities (Riverside – Tyler Mall, Corona – Knabe Road, Corona – Dos Lagos). Entry data was collected from January 1, 2026 through January 31, 2026.



**ATTACHMENT A
CITY TRAFFIC SCOPING LETTER
(LOS & VMT) COMMENTS
DATED MARCH 18, 2026**



MEMORANDUM

TO: Richard E. Barretto, Linscott, Law & Greenspan
Rick Minjares , City of Palm Springs

FROM: Ruth Smith, *Engineering Resources of Southern California, Inc.*

DATE: March 18, 2026

SUBJECT: **00010002 – 1104 – E-4936, 900 N Farrell Drive – Traffic Scoping Letter (LOS & VMT) - PC1 MEMO**

We have completed the review of the above-referenced project and the following comments are the result of our review. **Provide written response to all comments with description of change(s) and location of changes(s).**

General

1. We concur with the conclusion that a LOS analysis is screened out and is not required for the project. Nor does it appear that there are any other issues, such as access and on-site circulation, that need to be addressed.
2. We do not, however, concur with the conclusion that a VMT analysis is also screened out. A VMT analysis must be prepared for this project. Although the project would be local-serving, it is not screened out of a VMT analysis for the following reasons:
 - a. It would produce 124 daily trips, which exceeds the maximum threshold of 110 daily trips.
 - b. The scoping letter also considered the retail square footage for screening. Although this is not a typical retail use, it would not be screened out on this basis either. The project is proposed to be 91,400 square feet, which exceeds the City's threshold of 50,000 square feet for local-serving retail uses.
 - c. Being local-serving alone does not screen a project out of preparing a VMT analysis.
3. Please revise the Project Scoping Form regarding the screening for a VMT analysis.

Contact me at rsmith@erscinc.com or (909) 890-1255 for any questions.



ATTACHMENT B
FARRELL DRIVE SELF STORAGE
SURVEY OF SIMILAR USES MEMORANDUM
DATED FEBRUARY 18, 2026

MEMORANDUM

TO: Paul Rull, Principal Planner
Jackie Vega, Urban Regional Planner 1
Riverside County Airport Land Use Commission (ALUC)

FROM: Eric Faas, Applicant Representative, Legacy Built Investments & Development
(480) 295-6666; eric@zzoneco.com

DATE: February 18, 2026

RE: **ALUC Case # ZAP1114PS26, Farrell Drive Self Storage (Mini-Warehouse)
Survey of Similar Uses**

Proposed Development

Anthony Ardizzone, Legacy Built Investments & Development (the “Applicant”) is proposing a two-story, self-storage (mini-warehouse) facility on a 4.20-acre, vacant parcel located at 900 N. Farrell Drive in the City of Palm Springs, Riverside County, California (APN# 507-350-047) (the “Project”). The proposed Project will consist of 692 storage units in 69,600 rentable square feet of storage space (91,400 gross building square footage) and 41 RV storage stalls. A Major Development Application and Major Architectural Review Application have been filed with the City of Palm Springs. The City’s project planner is Alex Rubalcava (alex.perez@palmspringsca.gov).

The Project is situated within the Palm Springs International Airport Influence Area Boundary and is subject to oversight by the Riverside County Airport Land Use Commission (“ALUC”). Specifically, the Project is located within Compatibility Zone B1. The Zone B1 intensity criteria allow for a maximum of 25 people per average acre and 50 people per single acre.

Site Intensity

Determining site intensity for ALUC purposes is typically calculated pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, which applies standardized occupant load factors derived from building code classifications to gross floor area. However, application of this generalized occupant load factor methodology may, in certain cases, substantially overestimate actual site intensity for low-occupancy uses such as self-storage (mini-warehouse) facilities, where tenant presence is intermittent and non-congregate in nature. In such cases, the Plan also allows for the use of alternative analytical approaches, including surveys of similar uses, to establish a more accurate and realistic site intensity estimate.

Survey of Similar Uses

Because the proposed Project is a defined and established self-storage (mini-warehouse) use with a well-defined operational profile, a Survey of Similar Uses provides the most accurate basis for evaluating actual site intensity under Compatibility Zone B1. Accordingly, the Applicant obtained actual user Entry and Exit log data from Westport Properties/US Storage Centers for three facilities which are similar in use, scale, and community type within its property management portfolio within Riverside County. Westport Properties/US Storage Centers owns and/or manages approximately 200 self-storage facilities, many of which are in California.

Overview of Data Tables A, B, and C

Table A, Similar Use Facilities, provides basic information about each facility.

Table B, Existing Facility Data depicts data from the property manager's digital Entry logs documenting the total number of user Entries at each of the three facilities per day over a period of **31 days from January 1, 2026 through January 31, 2026**. The Entry totals depicted in Table B provide a realistic case analysis of the total number of Entries actually logged and recorded over the course of 31 days in which all three facilities were open for business during normal operating hours. The data is analyzed and calculations are made to provide results demonstrating Total Entries Per Day Per Facility; Average Entries Per Day Per Facility; Average Entries Per Day Per Acre; and by applying an assumption of 1.5 people per Entry, a very conservative Average People Per Day Per Acre is also calculated and illustrated.

Table C, Existing Facility Data-Peak Hour User Entry counts are calculated from actually Entry and Exit data derived from Westport Properties' security gate log data from the heaviest Entry count day in the data collection period. By applying an assumption of 1.5 people per Entry, that Entry data is expressed in a resulting calculation that demonstrates the total number of potential people on site during the peak hour of the heaviest day (essentially a maximum potential occupancy), as well as the average count per hour for all other hours of that same day.

Exhibit D, Hourly Gate Entry and Exit Raw Data from January 19, 2026 the heaviest volume day of the data collection period.

Column 1 is the time stamp of an Entry or Exit.

Column 2 is the user's unit (a lettering sequence has been substituted to protect user data)

Column 3 identifies if a log is an Entry or an Exit.

Columns 4-44 provide the raw Entry & Exit data.

Column 45 indicates a logged Entry.

Column 46 calculates the total Entries per hour (each hour is highlighted by alternating green and white rows).

Given the amount of data being presented in a single exhibit, color is used to depict what might otherwise be difficult for some readers to read due to reduced font size. For example, in the middle of the exhibit (columns 4-44) each Entry is highlighted in yellow and each Exit is highlighted in red. This color highlighting helps demonstrate the net effect of the Entries and Exist throughout the day, which lends support to the conclusions in Table C, as well as this report's summary conclusions.

Table A, Similar Use Facilities			
Facility	Square Footage	# of Units	Occupancy
Riverside – Tyler Mall 18601 Van Buren Blvd., Riverside CA 92508	91,226 SF	716	90%
Corona – Dos Lagos 21702 Temescal Canyon Road, Corona CA 92883	69,768 SF	614	89%
Corona – Knabe Road 22237 Knabe Road, Corona CA 92883	60,314 SF	558	91%

Table B, Existing, Comparable Facility Data (31-day data collection period-January 1 through January 31, 2026)

Total Entries Per Day Per Facility; Average Entries Per Day Per Facility; Average Entries Per Day Per Acre; Average People Per Day Per Acre

Weekday	Date	Riverside – Tyler Mall	Corona – Knabe Road	Corona – Dos Lagos
Thursday	1/1/2026	13	17	21
Friday	1/2/2026	23	33	33
Saturday	1/3/2026	26	32	22
Sunday	1/4/2026	23	25	25
Monday	1/5/2026	26	24	31
Tuesday	1/6/2026	26	38	28
Wednesday	1/7/2026	22	35	30
Thursday	1/8/2026	22	38	32
Friday	1/9/2026	32	29	28
Saturday	1/10/2026	24	40	33
Sunday	1/11/2026	27	28	26
Monday	1/12/2026	21	28	32
Tuesday	1/13/2026	24	30	29
Wednesday	1/14/2026	18	26	25
Thursday	1/15/2026	16	37	25
Friday	1/16/2026	27	24	26
Saturday	1/17/2026	41	34	38
Sunday	1/18/2026	29	22	22
Monday	1/19/2026	31	44 ⁽³⁾	26
Tuesday	1/20/2026	25	29	20
Wednesday	1/21/2026	20	23	28
Thursday	1/22/2026	11	24	19
Friday	1/23/2026	23	35	30
Saturday	1/24/2026	22	32	30
Sunday	1/25/2026	29	22	20
Monday	1/26/2026	22	23	37
Tuesday	1/27/2026	24	25	36
Wednesday	1/28/2026	22	18	28
Thursday	1/29/2026	24	38	34
Friday	1/30/2026	16	36	36
Saturday	1/31/2026	29	33	37
Total Entries		738	922	887
Average Entries Per Day		23.8	29.7	28.6
Avg. Entries Per Day Per Acre⁽¹⁾		5.7	7.1⁽²⁾	6.8
Assuming 1.5 people per Entry: Average People Per Day Per Acre		8.5	10.7	10.2

(1) This result was achieved by dividing the Average Entries Per Day by 4.2 Acres.

(2) This report uses 7.1 Entries per acre from the highest volume facility, the most conservative per acre value.

(3) January 19, 2026 Entry logs recorded the heaviest daily Entry count during the data collection period. Further analysis of this day’s data is broken out in Table C below.

Table C, Existing, Comparable Facility Data:

Maximum Entries occurred during the Peak Hour between 2:00 PM and 3:00 PM. A total of 8 Entries occurred during that hour on the heaviest day during the data collection period (January 19, 2026) as noted in Table B.

Hour	Total Entries Per Hour
6:00 AM	3
7:00 AM	1
8:00 AM	1
9:00 AM	1
10:00 AM	1
11:00 AM	1
12:00 PM	5
1:00 PM	6
2:00 PM	8
3:00 PM	6
4:00 PM	2
5:00 PM	1
6:00 PM	4
7:00 PM	0
8:00 PM	3
9:00 PM	0

According to Entry data provided by Westport Properties, the property management company who manages the three properties used in this case study, the highest Entries occurred between 2:00 PM and 3:00 PM on January 19, 2026, during which 8 users were documented entering the property. During the balance of the other accessible hours, the average number of Entries documented per hour was 2.4. Assuming 1.5 people per user Entry, the maximum total number of people on site during the peak hour of the heaviest day was a total of 12 people (8 x 1.5), with an average of 3.6 people (2.4 x 1.5) during any average hour. If these counts are divided by 4.2 acres, the result is a total of 2.86 people per acre during the peak hour and .86 people per acre during an average hour.

NOTE: This analysis uses the conservative approach of counting Entries while disregarding offsetting Exits during the same time period, which would necessarily subtract from the maximum number of people on site at any given moment. To illustrate the effect that Exit data would have on the maximum potential occupancy, the raw data form 1/19/2026 is provided in Exhibit D.

See Exhibit D

Sources of Data

User Entry information, based upon actual tenant keycard or keypad access data during the days of the data collection period was logged and collected digitally by Westport Properties/US Storage Centers, the property manager of the three facilities used in this case study. The data was provided by Ramiro Ochoa, Director of Business Development (949.748.5957; ramiro@westportproperties.net) and Sean Stockbauer, Real Estate Manager (949-377-0015; sean.stockbauer@westportproperties.net).

Conclusion

The Survey of Similar Uses analysis demonstrates that both the average and peak-hour site intensity levels for comparable self-storage facilities are substantially below the maximum thresholds permitted within Compatibility Zone B1. The empirical data reflects average daily intensity levels of approximately 7.1 Average Entries Per Day Per Acre, resulting in 10.7 Average People Per Day Per Acre. When the hourly Entry data from the heaviest day of the collection period is analyzed, it further demonstrates the extremely limited occupancy nature of the proposed use. Hourly data from the peak hour of the heaviest day illustrates that the maximum potential user Entries is 8, which amounts to 12 people (assuming 1.5 people per user Entry), which is 2.86 people per acre, well below the 25 persons per acre and 50 persons per single acre limits. Accordingly, the Applicant respectfully requests that ALUC find the proposed Major Development Permit consistent with the Compatibility Zone B1 intensity criteria based upon the Survey of Similar Uses methodology permitted under Appendix C of the Riverside County Airport Land Use Compatibility Plan.



ATTACHMENT C
EMPIRICAL RATES CALCULATIONS

Table A							
Existing Weekday - Average and 85th Percentile Empirical Data							
Weekday	Date	Riverside – Tyler Mall	Empirical Ratio (TE/Occupied Unit)	Corona – Knabe Road	Empirical Ratio (TE/Occupied Unit)	Corona – Dos Lagos	Empirical Ratio (TE/Occupied Unit)
Thursday	1/1/2026	13	0.020	17	0.033	21	0.038
Friday	1/2/2026	23	0.036	33	0.065	33	0.060
Monday	1/5/2026	26	0.040	24	0.047	31	0.057
Tuesday	1/6/2026	26	0.040	38	0.075	28	0.051
Wednesday	1/7/2026	22	0.034	35	0.069	30	0.055
Thursday	1/8/2026	22	0.034	38	0.075	32	0.059
Friday	1/9/2026	32	0.050	29	0.057	28	0.051
Monday	1/12/2026	21	0.033	28	0.055	32	0.059
Tuesday	1/13/2026	24	0.037	30	0.059	29	0.053
Wednesday	1/14/2026	18	0.028	26	0.051	25	0.046
Thursday	1/15/2026	16	0.025	37	0.073	25	0.046
Friday	1/16/2026	27	0.042	24	0.047	26	0.048
Monday	1/19/2026	31	0.048	44	0.087	26	0.048
Tuesday	1/20/2026	25	0.039	29	0.057	20	0.037
Wednesday	1/21/2026	20	0.031	23	0.045	28	0.051
Thursday	1/22/2026	11	0.017	24	0.047	19	0.035
Friday	1/23/2026	23	0.036	35	0.069	30	0.055
Monday	1/26/2026	22	0.034	23	0.045	37	0.068
Tuesday	1/27/2026	24	0.037	25	0.049	36	0.066
Wednesday	1/28/2026	22	0.034	18	0.035	28	0.051
Thursday	1/29/2026	24	0.037	38	0.075	34	0.062
Friday	1/30/2026	16	0.025	36	0.071	36	0.066
Units		716		558		614	
Percent Occupied		90%		91%		89%	
Occupied Units		644		508		546	
Average Trip Ratio (one-way)				0.049			
Average Trip Ratio (two-way)				0.098			
Average Project ADT (692 Units)				68			



ATTACHMENT D
PROJECT SCOPING FORM

Project Scoping Form

This scoping form shall be submitted to the City of Palm Springs to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Legacy Built Self Storage Facility
Project Address:	900 N. Farrell Drive, Palm Springs, CA (See Figure 1 and Figure 2)
Project Opening Year:	2027 (to be confirmed by Applicant)
Project Description:	The proposed Project includes construction of a two-story, 91,400 SF self-storage, with 28 customer parking and loading stalls, and 41 RV storage stalls. The total number of storage units amounts to 692 units. (See Figure 3)

	Consultant:	Developer:
Name:	Linscott, Law & Greenspan, Engineers	Legacy Built Investments & Development
Address:	2 Executive Circle, Suite 250 Irvine, CA 92614	20645 N. Pima Road, Suite #145 Scottsdale, AZ 85255
Telephone:	949.825.6175 ext 244	480.295.6666
Fax/Email:	barretto@llgengineers.com Richard E. Barretto, Principal	eric@zzoneco.com Eric Faas, Esq.

Trip Generation Information:

Trip Generation Data Source: Trip Generation, 12th Edition, ITE (2025) (and empirical data for daily trip rate See revised Table 1 of Response Memorandum)

Current General Plan Land Use:

Industrial

Proposed General Plan Land Use:

Industrial (no change)

Current Zoning:

M-1 Planned

Proposed Zoning:

M-1 Planned (no change)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	N/A	N/A	N/A	4	4	8
PM Trips	N/A	N/A	N/A	7	6	13

Trip Internalization: Yes No (_____ % Trip Discount)

Pass-By Allowance: Yes No (_____ % Trip Discount)

Potential Screening Checks (**See Table 1 of response memorandums**)

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? Yes No

LOS screening justification (see Page 11 of the guidelines): Based on the Project's AM and PM peak hour trip generation, which is less than the 100 peak hour trip threshold, the Project will not adversely impact the surrounding transportation system. The City's guidelines indicates that "projects that generate less than 100 peak hour trips typically do not affect LOS significantly...." In addition, " Mini-storage Yards" are listed as an activity that will not require a TIA that includes LOS Analysis.

Is the project screened from VMT assessment? Yes No

VMT screening justification (see Pages 24-26 of the guidelines): Based on the City's Project Screening, the Project will not screen out under the "Transit Priority Area (TPA) Screening" since there is little to no transit lines serving the Project site. Under the "Low VMT Area Screening", the Project will not screen out because the project site is located in an area of the City with a VMT that is "Higher than the City Average". Lastly, under the "Project Type Screening," the proposed Project is forecast to generate 68 daily trips, which is less than the 110 daily trips

threshold. Hence, it is concluded that the Project screens out from a full VMT analysis.

Level of Service Scoping Not applicable given Project screens out from a TIA/LOS study

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
N/A %	N/A %	N/A %	N/A %

- Attach list of Approved and Pending Projects that need to be considered (provided by the City of Palm Springs and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Not other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts _____
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used N/A
- Attach Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



March 16, 2026

Alex Rublacava, Project Planner
City of Palm Springs, Community Development Department
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Steve Sanchez
La Quinta

COMMISSIONERS

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Riverside

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Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1114PS26
Related File Nos.: DP-2025-0018 (Development Plan Review)
Compatibility Zone: Zone B1
APN: 507-350-047

Dear Mr. Rublacava:

On March 12, 2026 the Riverside County Airport Land Use Commission (ALUC) found City of City of Palm Springs Case No. DP-2025-0018 (Development Plan Review), a proposal to construct a two-story 91,400 square foot self-storage building, and RV parking lot on 4.02-acres total, located at 900 N. Farrell Drive, **CONSISTENT** with the 2005 Palm Springs International Airport Land Use Compatibility Plan, subject to conditions included herein

CONDITIONS:

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Yesenia Casas

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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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

www.rcaluc.org

- (e) Children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants 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 proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. Noise attenuation measures shall be incorporated into the design of the office areas of the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. The project has been evaluated to construct a two-story 91,400 square foot self-storage building, and RV parking lot on 4.02-acres total.. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

The following conditions were added from FAA Letter dated 03/16/2026

9. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study No. (2026-AWP-2272-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.
10. The proposed buildings and site elevations shall not exceed the heights identified in the aeronautical studies.
11. 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.
12. Temporary construction equipment used during actual construction of the structure(s) shall not exceed the structure heights and site elevations as identified in the aeronautical studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
13. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas, click 03-12-2026 Agenda, Bookmark Agenda Item 3.3. As noted above, the Federal Aviation Administration No Hazard to Air Navigation letter for the project was issued on March 16, 2026, and is not included in the online agenda referenced above. Therefore, it is included as an attachment to this letter.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Legacy Built Investments and Development (applicant/property owner)
Omega-Consultants (representative)
Harry Barrett, Airport Manager, Palm Springs International Airport
ALUC Case File



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

Aeronautical Study No.
 2026-AWP-2272-OE

Issued Date: 03/16/2026

ERIC FAAS
 LEGACY BUILT INVESTMENTS & DEVELOPMENT
 16220 N. Scottsdale Road
 Suite 360
 Scottsdale, AZ 85254

**** 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: Commercial Use Building Farrell Drive Self Storage
 County, State: Riverside, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-50-07.86N	116-31-02.83W	465 Ft	35 Ft	500 Ft
pt-2	33-50-07.40N	116-31-03.94W	465 Ft	35 Ft	500 Ft
pt-3	33-50-08.75N	116-31-04.92W	467 Ft	35 Ft	502 Ft
pt-4	33-50-09.32N	116-31-03.78W	466 Ft	35 Ft	501 Ft

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

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

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

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

This determination expires on 09/16/2027 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, 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 1-206-231-2877, or Nicholas.Sanders@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2026-AWP-2272-OE.

Signature Control No: 691984928-696840553

Nicholas Sanders
Technician

(DNE)

NOTICE

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

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



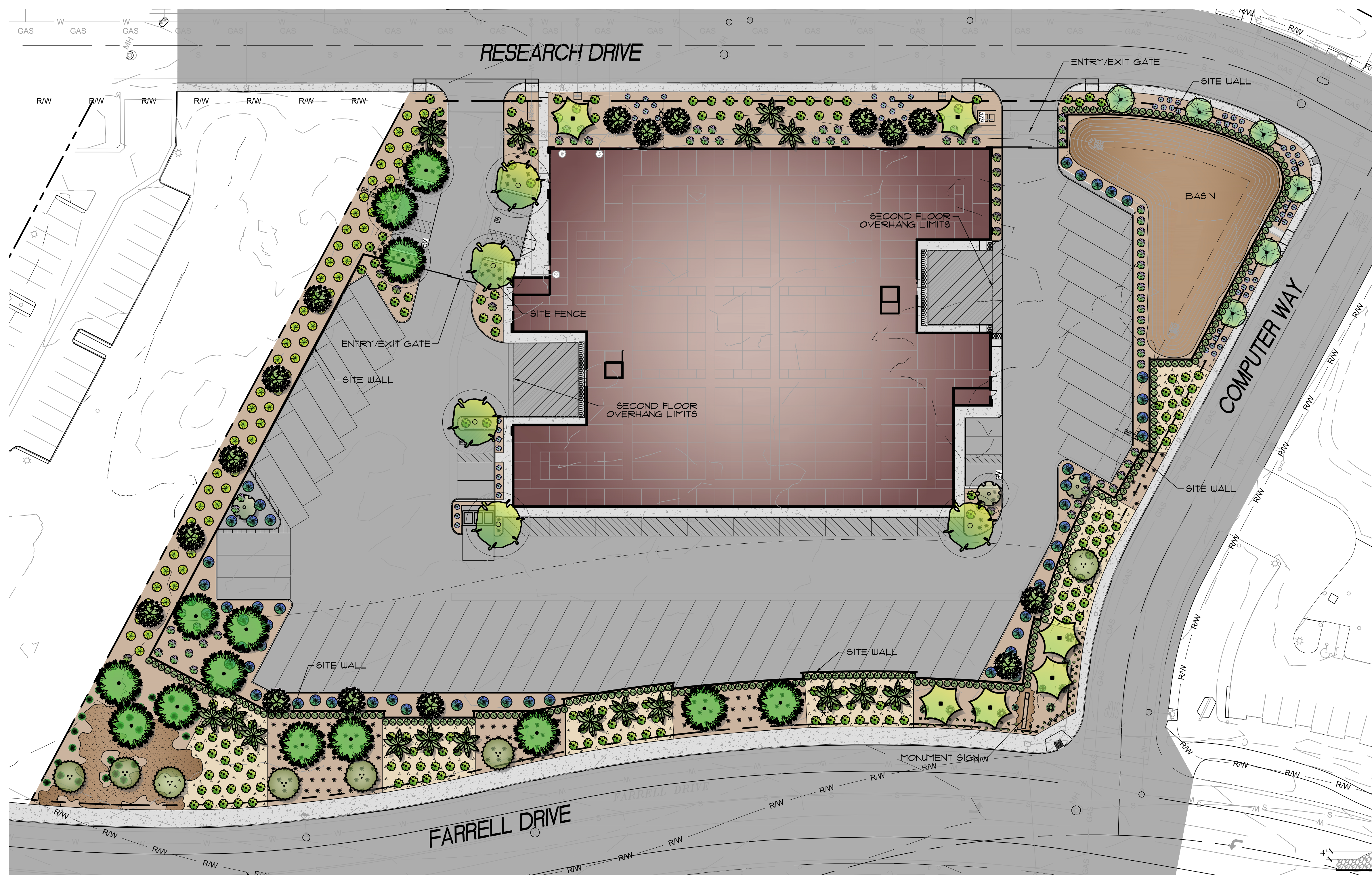
IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

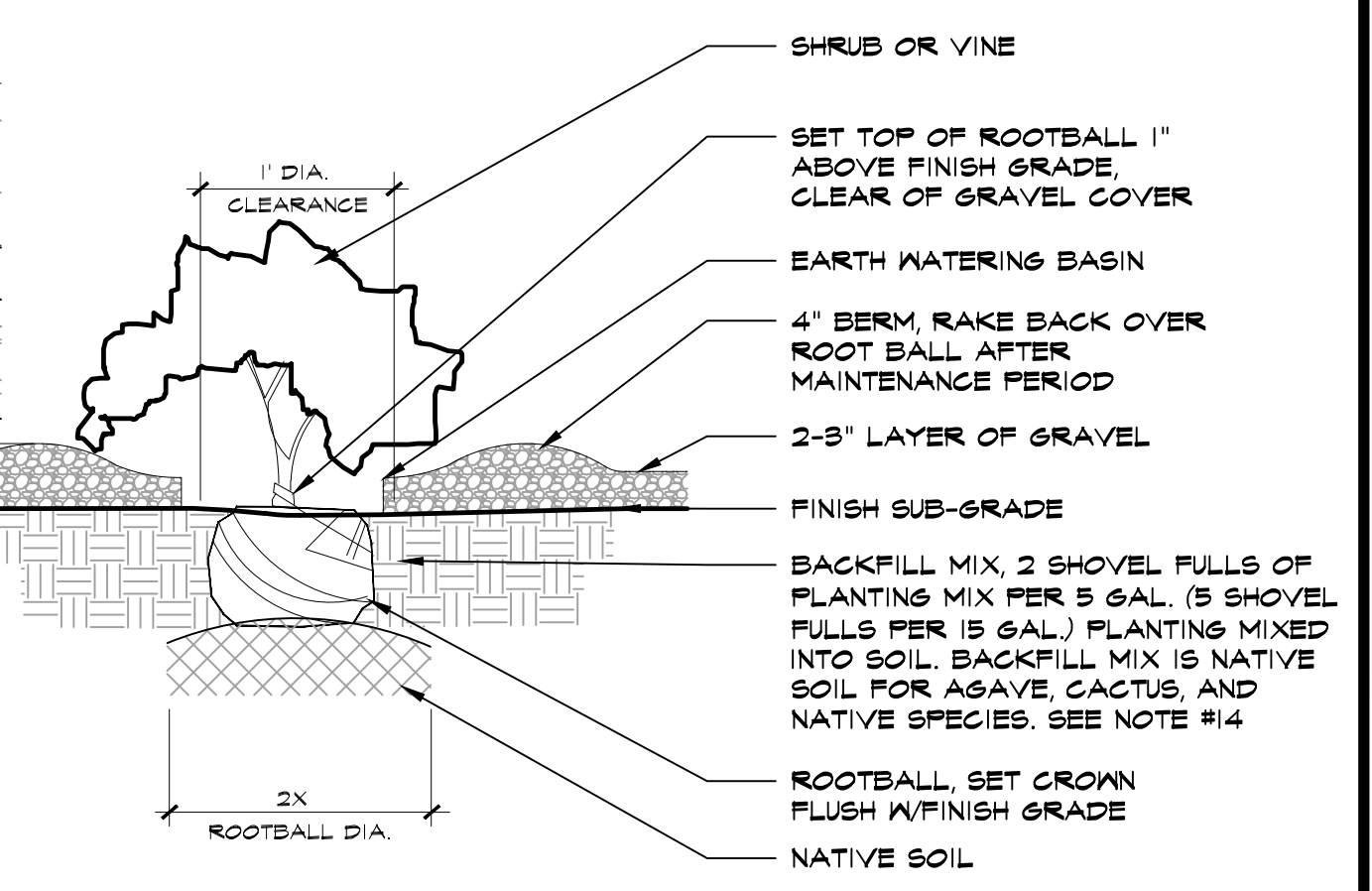
NOTICE OF AIRPORT IN VICINITY

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)

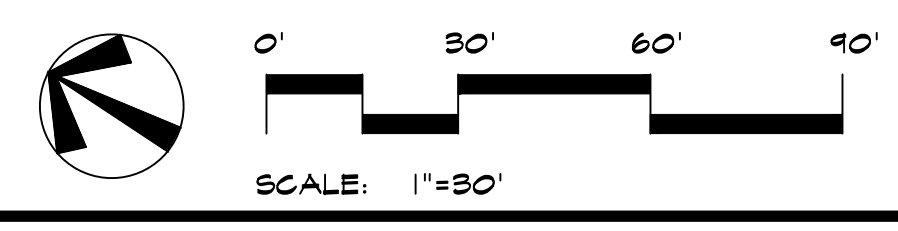


PLANT LIST

SYMBOL	QTY.	BOTANICAL NAME COMMON NAME	SIZE	WATER USE
TREES & PALMS				
(Symbol)	-	TIPUANA TIPU TIPU TREE	24" BOX	0.5 MOD
(Symbol)	-	PROSOPIA GLANDULOSA "MAVERICK" THORNLESS MESQUITE	24" BOX	0.2 LOW
(Symbol)	-	PARKINSONIA PRAECOX "PALO BREA"	24" BOX	0.2 LOW
(Symbol)	-	OLEA EUROPAEA SWAN HILL "FRUITLESS OLIVE TREE"	24" BOX	0.2 LOW
(Symbol)	-	CERCIS OCCIDENTALIS "WESTERN REDBUD"	24" BOX	0.5 MOD
(Symbol)	-	CHITALPA X TASHKENTENSIS "CHITALPA"	24" BOX	0.2 LOW
(Symbol)	-	ACACIA ANEURA "MULGA"	24" BOX SINGLE TRK. STANDARD	0.2 LOW
(Symbol)	-	WASHINGTONIA FILIFERA "CALIFORNIA FAN PALM"	18' B.T.H.	0.5 MOD
(Symbol)	-	FIGUS NITIDA "COLUMNAR"	15 GAL. COLUMN SHAPE	0.5 MOD
ROOT BARRIER PANELS TO BE INSTALLED ON ALL TREES PLANTED WITHIN 5' OF HARDSCAPE AND WALLS. ROOT BARRIER PANELS BY CENTURY PRODUCTS, (714) 682-7088, CP SERIES. SEE DETAIL: B / L4.5				
DESERT ACCENTS				
(Symbol)	-	DASYLIRION LONGISSIMUM "MEXICAN TALL GRASS"	5 GAL.	0.2 LOW
(Symbol)	-	YUCCA RIGIDA "BLUE YUCCA"	5 GAL.	0.2 LOW
(Symbol)	-	HESPERALOE PARVIFLORA "VAR. DESERT FLAMENCO"	5 GAL.	0.2 LOW
(Symbol)	-	ECHINOCACTUS GRUBSONII "GOLDEN BARREL CACTUS"	5 GAL.	0.2 LOW
SHRUBS				
(Symbol)	-	LEUCOPHYLLUM LANGMANIAE "LYNN'S LEGACY"	5 GAL.	0.2 LOW
(Symbol)	-	SENNA NEMOPHILA "GREEN CASSIA"	5 GAL.	0.2 LOW
(Symbol)	-	LEUCOPHYLLUM LANGMANIAE "TRIO BRAVO"	5 GAL.	0.2 LOW
(Symbol)	-	EREMOPHILA HYGROPHANA "BLUE BELLS"	5 GAL.	0.2 LOW
GRASSES				
(Symbol)	-	MAHLENBERGIA RIGENS "DEER GRASS"	5 GAL.	0.5 MOD
GROUNDCOVERS & VINES				
(Symbol)	-	DALEA GREGGII "TRAILING INDIGO BUSH"	5 GAL.	0.2 LOW
(Symbol)	-	EREMOPHILA GLABRA "MINEW GOLD"	5 GAL.	0.2 LOW
PAVING, STONE, & GRAVEL MATERIALS				
(Symbol)	PLANTER	3/4" DIA. "DESERT GOLD" CRUSHED ROCK LAID 2" THICK		
(Symbol)		3/4" DIA. "CALIFORNIA GOLD" CRUSHED ROCK LAID 2" THICK		
(Symbol)		4"-8" DIA. "BAJA CRESTA RUBBLE" CRUSHED ROCK LAID 2" THICK		
PARKING LOT / TREE SHADE QUANTITIES				
(Symbol)		PARKING LOT SQFT: 8271 (100%)		
(Symbol)		SHADED BY TREES SQFT: 4,452 (54%)		



A SHRUB/VINE PLANTING

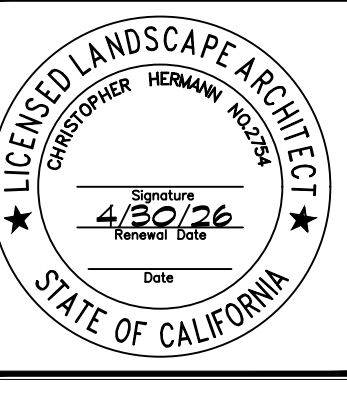


HERMANN DESIGN GROUP
77-899 WOLF RD.
SUITE 102
PALM DESERT, CA
92211
LIC# 2754 EXP. 04/30/26
PH. (760) 777-9131
FAX (760) 777-9132

OWNER:
**LANCE HEAL
HEAL ARCHITECT, LLC**
2350N 930 E
PROVO, UT 84604

PROJECT:
**EXTRA SPACE STORAGE
950 N. FARRELL DRIVE
PALM SPRINGS, CA**

REVISIONS	DATE	BY



SHEET TITLE
PLANTING PLAN

DESIGNED	OG
DRAWN	JL
CHECKED	-
DATE	09/25/26
SCALE	1"=30'
JOB NO.	25052

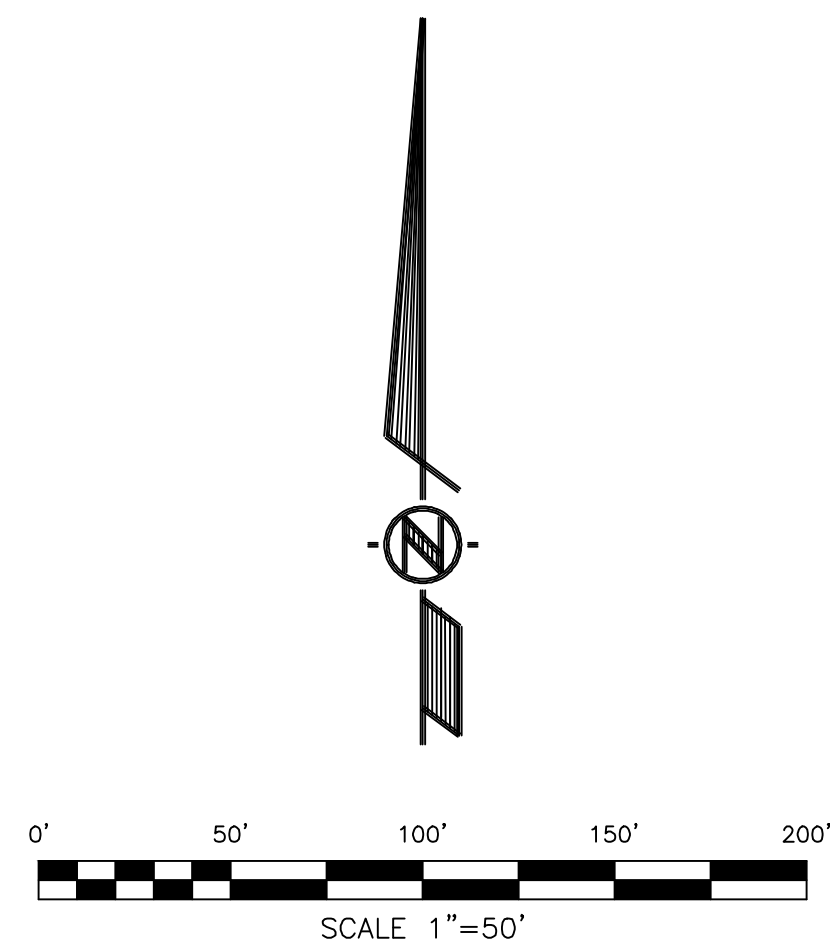
SHEET
L1.0
OF 1 SHEETS

IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
BOUNDARY/TOPOGRAPHIC SURVEY

OF THE SOUTHEAST 1/4 OF SECTION 12
 TOWNSHIP 4 SOUTH, RANGE 4, EAST, S.B.M.

 MSA CONSULTING, INC.

AUGUST - 2021



SURVEYOR'S NOTES

THIS TOPOGRAPHIC SURVEY IS BASED ON AERIAL MAPPING FLOWN BY INLAND AERIAL SURVEYS ON 07/08/2021, TEL: (951) 687-4252, USING GROUND CONTROL SET BY MSA CONSULTING INC. TOPOGRAPHY IS SUPPLEMENTED WITH FIELD MEASUREMENTS TAKEN BY MSA CONSULTING INC., FIELD CREWS AND COMPILED INTO THIS DRAWING WITH ADDITIONAL LINE WORK IN THE OBSCURED AREAS.

THIS TOPOGRAPHIC SURVEY IS AN ACCURATE REPRESENTATION OF EXISTING SITE CONDITIONS AS OF THIS DATE.

DATED: 8/25/2021

Charles R. Harris
 CHARLES R. HARRIS P.L.S. 4989



SURVEYOR'S NOTES

THE **BASIS OF BEARINGS** FOR THIS SURVEY IS THE CENTERLINE OF RESEARCH DRIVE. TAKEN AS: N 28°22'32" W

- INDICATES FOUND MONUMENT AS NOTED
- (-) INDICATES RECORD DATA
- R1 INDICATES RECORD DATA PER M.B. 83/62.
- R2 INDICATES RECORD DATA PER M.B. 58/89.

TOTAL GROSS AREA = 4.20 ACRES
 (WITHIN DISTINCTIVE BORDER)

BENCH MARK

BENCH MARK: F 753 RESET

DESCRIPTION: 3.75" USC&GS BRONZE DISK IN CONCRETE SLAB
 LOCATION: AT THE SOUTHERLY ENTRANCE TO PALM SPRINGS CITY HALL OFFICES, APPROXIMATELY 200 FEET NORTH OF TAHQUITZ CANYON WAY AND 400 FEET WEST OF EL CIELO ROAD

ELEVATION: 422.64' (NAVD88 DATUM)

ABBREVIATIONS

- | | | |
|--------|--------------------------|----------|
| A. | Asph. | Asphalt |
| C. | Conc. | Concrete |
| G.N.V. | Ground Not Visible | |
| U/C | Under Construction | |
| W/L | Water Level | |
| P.L. | Property Line | |
| C/L | Centerline | |
| C.B.W. | Concrete Block Wall | |
| CLMN | Column | |
| D/W | Doorway | |
| N.D.C. | Natural Drainage Course | |
| B.S.L. | Building Setback Line | |
| SFN | Searched Found Nothing | |
| APN | Assessor's Parcel Number | |
| M.B. | Map Book | |
| PM | Parcel Map | |
| R/W | Right of Way | |

LEGEND

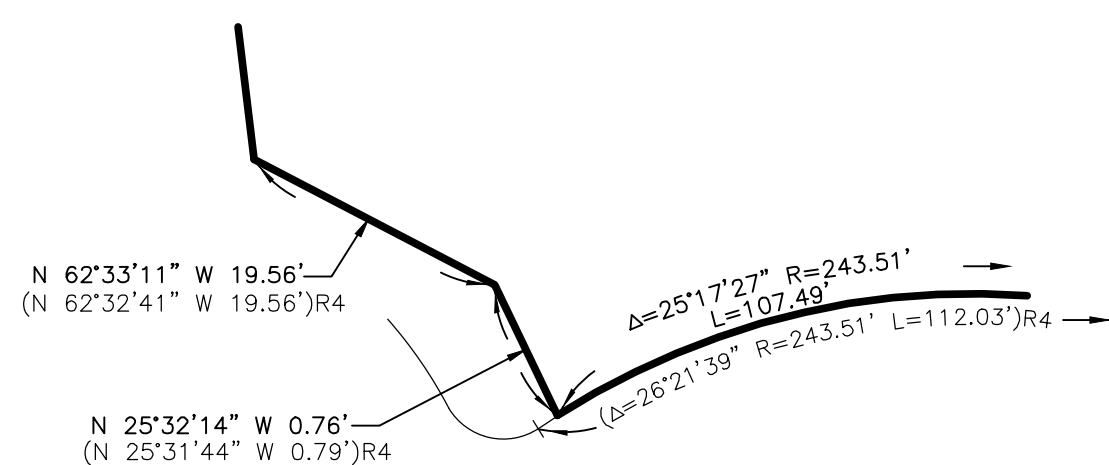
CONTROL	HV-1 1350.00	V-1 1350.00
EDGE OF CONC.		
SIDEWALK		
CURB AND GUTTER		
FENCE		
WALL		
RETAINING WALL		
PIPE LINE		
PARKING STRIPES		
ROAD STRIPING		
POOL		
RAIL SIGNAL		
TANK		
VAULT		
DROP INLET		
VALVE		
CATCH BASIN		
WATER LINE		
FIRE HYDRANT		
SEWER LINE		
SEWER CLEAN OUT		
MANHOLE		
STANDPIPE		
SIGN		
POWER POLE GUY WIRE		
POWER POLE STREET LIGHT		
STREET LIGHT STOP LIGHT		
MISCELLANEOUS		
TREES		
SINGLE TREE		
PALM		
INDEX CONTOUR		
INTER CONTOUR		

MONUMENT NOTES

- 1 FOUND 3/4" IP W/TAG "LS 8508", DOWN 0.6' IN MONUMENT WELL
- 2 FOUND 3/4" IP W/TAG "LS 4146", DOWN 1.0', PER R1, ACCEPTED AS R/W EC OF OLD FARRELL DRIVE.
- 3 FOUND 2X2 NO ID FLUSH, NO REFERENCE, ACCEPTED AS INT-X OF RE-ALIGNED R/W OF FARRELL DRIVE AND N LINE PARCEL 1 OF PMB 83/62.
- 4 FOUND 3/4" IP NO ID, OPEN DOWN 0.5', PER R1, ACCEPTED AS THE SE COR PARCEL 1 OF PM 8779.
- 5 FOUND 3/4" IP W/TAG "LS 4146", DOWN 0.6', PER R2, ACCEPTED AS THE BC OF THE WESTERLY RIGHT OF WAY.
- 6 FOUND COPPERWELD STAMPED "LS 8508", FLUSH, PER R2, ACCEPTED AS THE PI INTERSECTION AT RESEARCH DRIVE.
- 7 FOUND 3/4" IP W/TAG "LS 4146", DOWN 0.3', PER R2, ACCEPTED AS POINT ON SOUTH BOUNDARY OF PARCEL 1 OF PM 15814.
- 8 FOUND 3/4" IP W/TAG "LS 4146", DOWN 0.4', PER R2, ACCEPTED THE PCC OF THE WESTERLY RIGHT OF WAY.
- 9 FOUND 3/4" IP W/TAG "LS 4146", DOWN 0.6', PER R2, ACCEPTED THE BC OF THE NORTHERLY RIGHT OF WAY.
- 10 FOUND 3/4" IP W/TAG "LS 8508", DOWN 0.6' IN MONUMENT WELL, PER CR2001-248, ACCEPTED AS CENTERLINE INTERSECTION OF COMPUTER WAY AND RESEARCH DRIVE.
- 11 FOUND 3/4" IP W/TAG "LS 8508", DOWN 0.6', IN MONUMENT WELL, PER CR2001-248, ACCEPTED AS CENTERLINE INTERSECTION OF COMPUTER WAY AND RESEARCH DRIVE.

EASEMENT NOTES

1. EASEMENT IN FAVOR OF THE CITY OF PALM SPRINGS FOR PASSAGE OF ALL AIRCRAFT THROUGH AIRSPACE RECORDED MARCH 10, 1978, PER INST. NO 45347, O.R. (NOT PLOTTABLE)
2. EASEMENT IN FAVOR OF THE CITY OF PALM SPRINGS FOR AVIGATION RECORDED MARCH 14, 1979, PER INST. NO 50901, O.R. (NOT PLOTTABLE)
3. EASEMENT FOR SIDEWALK PURPOSES AS SHOWN ON PARCEL MAP NO. 8779 RECORDED AT BOOK 58, PAGE 89, O.R.



DETAIL 'A'
 NOT TO SCALE

TAMARISK ROAD

MSA CONSULTING, INC.

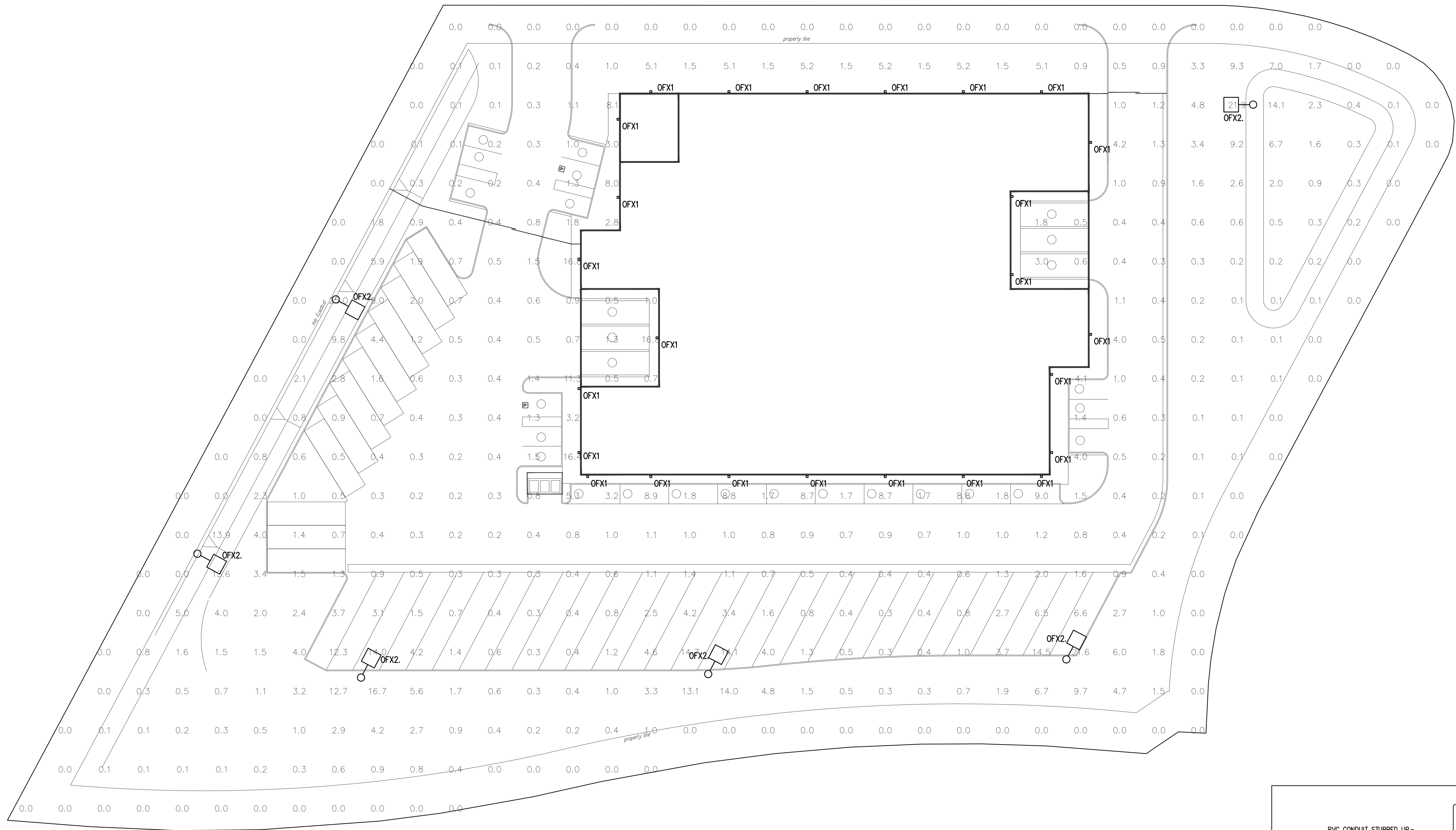
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
 34200 Bob Hope Drive, Rancho Mirage, CA 92270
 760.320.9811 msaconsultinginc.com



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J.N. 2713

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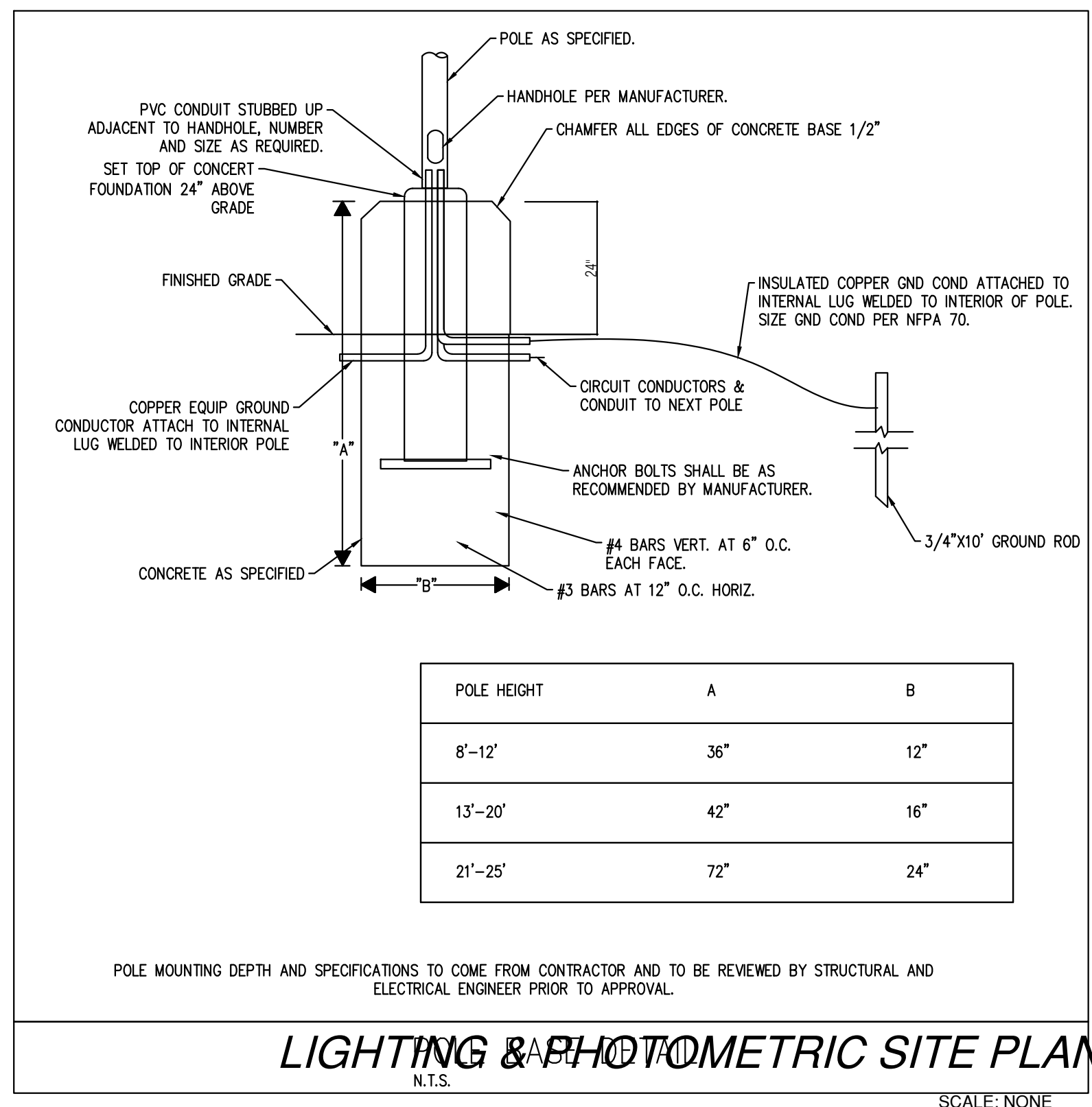


PHOTOMETRIC LUMINAIRE SCHEDULE							
CALLOUT	SYMBOL	LAMP	DESCRIPTION	MODEL	INPUT VA	VOLTS	QUANTITY
OFX1	•	(1) 40W LED	EXTERIOR WALL MOUNT @10FT HEIGHT	US LED ULVL2 1 UNVL 50 40 BZ OR APPROVED EQUAL	40	120V 1P 2W	27
OFX2	○	(1) 302W LED	EXTERIOR POLE MOUNT AT 20' HEIGHT	US LED RCLR 2 30 SCCT UNVL 1 4 10SP Z5 300 D1 D2 SB12C AM B SB12C BLS OR APPROVED EQUAL	302	120V 1P 2W	7

GENERAL PHOTOMETRIC SCHEDULE	
AVERAGE FOOT-CANDLES	1.89
MAXIMUM FOOT-CANDLES	25.0
MINIMUM FOOT-CANDLES	.0
MAXIMUM TO MINIMUM FC RATIO	25.04 / .00

- CALL-OUT NOTES**
- ALL OUTDOOR LIGHTING TO BE CONNECTED VIA AUTOMATIC TIME SWITCH IN CONJUNCTION WITH PHOTOCELL. ALL OUTDOOR LIGHTING TO ALSO BE CONNECTED VIA DIMMABLE CONTROLLER IN CONJUNCTION WITH MOTION SENSOR THAT HAS AUTO-ON FUNCTIONALITY THAT AUTOMATICALLY REDUCES LIGHTING POWER BETWEEN 40-80 PERCENT PER T-24 REQUIREMENTS (TYP). (TS)(D)(MS)
 - CONTRACTOR TO VERIFY THAT PROPER SHIELDING AND CUT-OFF IS IN PLACE TO PREVENT LIGHT SPILL ONTO NEIGHBORING PROPERTY AS WELL AS LIGHT GLARE (TYP).
 - OUTDOOR LIGHTING MUST BE TURNED OFF DURING DAYLIGHT HOURS AND DURING ANY HOURS WHEN THE STRUCTURE IS NOT IN USE. PHOTOCELLS OR PHOTOCONTROLS MUST BE USED TO AUTOMATICALLY EXTINGUISH ALL OUTDOOR LIGHTING WHEN SUFFICIENT DAYLIGHT IS AVAILABLE (TYP).

LIGHTING CONTROL LEGEND	
(TS)	AUTOMATIC TIME SWITCH
(D)	DIMMER SWITCH (LOW OR LINE VOLTAGE)
(PC)	PHOTOCELL SENSOR
(MS)	MOTION SENSOR



LIGHTING & PHOTOMETRIC SITE PLAN
N.T.S. SCALE: NONE

#	DATE	REVISION	BY

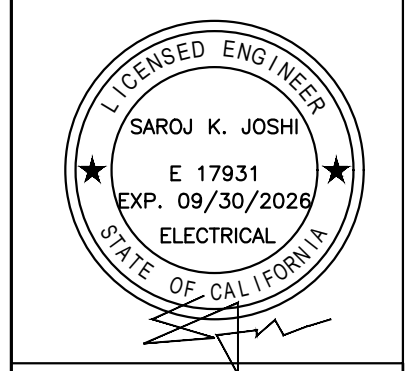
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The contractor shall verify and be responsible for all dimensions and conditions on the job and this office must be notified in writing of any variation from the dimensions and conditions shown by these drawings.

PREPARED FOR:
Palm Springs Self-Storage

SHEET TITLE
LIGHTING & PHOTOMETRIC SITE PLAN

SCALE: NONE
CHECKED BY: [Signature]
START DATE: 12/18/2025
JOB NO.: 25-725

SHEET NUMBER
E100

USLED
Always the Right Choice!

RightChoice

Outdoor LED Area & Site Lighting



- Key Features**
- Superior outdoor lighting engineered for high performance, reliability, and long-term value.
 - Modern, sleek design enhances curb appeal while maintaining night sky compliance.
 - Field-selectable CCT provides on-site flexibility to match user preference.
 - Ultra-long-life LED technology delivers superior performance with exceptional uniformity and visual comfort.
- Electrical**
- 120-277VAC or 277-480VAC, 50/60Hz input.
 - Class I driver; 0-10V dimming standard.
 - 10kV or 20kV surge protection available.
 - System power factor >90% and THD <20%.
 - Operating temperature: -40°C to 50°C (-40°F to 122°F).
- Mounting**
- Slip fitter, pole mount, or trunion mounting options available.

- Construction**
- Die-cast aluminum housing shields critical components from tough environments while maximizing thermal performance.
 - Corrosion-resistant powder coat finish for lasting protection. Standard bronze or white, with custom colors available (consult factory).
 - IP65-rated enclosure delivers reliable defense against dust, water, and other elements.
- Optics**
- IP65 rated LED light engine prevents dust or moisture from degrading performance.
 - Precision-molded optics: Type II, Type III, Type IV, or Type V distributions. Optional rotatable optics are available (consult factory).
 - Industry-leading LEDs with selectable CCT: 3000K, 4000K, and 5000K CCT (min. 80 CRI).
 - Lumen Maintenance: >167,000 Hours (L70)¹
- Warranty**
- Backed by US LED's industry-leading Ten-Year Warranty.

Ordering Information

Example: RCALR-2-15-SCCT-UNVL-1-5-10SP-Z5 120 D1 SB12C-AM-B

Series	Variant	Model	Selectable CCT	Input Voltage	Finish	Optics	Surge Protect	Item Code	Wattage	Controls
15	SCCT	Model 15	3000K, 4000K, and 5000K	UNVL 120-277V	1	Type 2	10SP	120V	100-120W	#1 Protocol
30		Model 30		UNVL 277-480V	C	Type 4		200-240W	2 Zhig Protocol for Casambi Control	

1. US LED product "Lifetime" refers only to the LED light engine, not the power source, and are based on the Illuminating Engineering Society's TM21 Reported Lumen Maintenance methodology at a 25° C / 77° F ambient temperature. The lifetime is solely meant to be a guide for expected LED degradation and not a warranty or predictive of their actual life, which can be affected by ambient temperature and other factors.

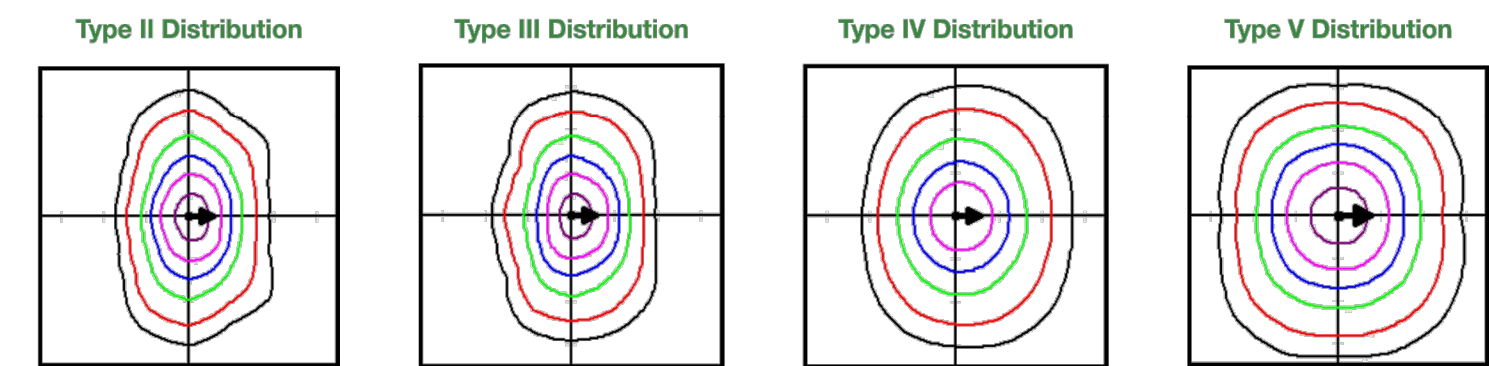
RCALR-2 09/2025

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Outdoor LED Area & Site Lighting

Optical Distributions

Photometric testing was conducted in accordance with IESNA LM-79 standards by an NVLAP® accredited laboratory. ISO footcandle plots below are examples based on a 25' mounting height and illustrate general distributions. For all specifications, IES files, and detailed photometric data, please visit www.usled.com.



Type II distribution forms a wide, lateral, asymmetric pattern, typically used for applications requiring narrow lighting. Examples include car lot front rows, walkways, side streets, jogging paths, and entrances from the roadway.

Type III distribution projects light evenly and equally forward on both sides in an "asymmetric" pattern. Commonly used in parking lots, wider roadways, and other applications where a large area of lighting is required.

Type IV distribution is intended to maximize the amount of light going forward in a large "hemispherical" pattern. It's used around parking lot perimeters where there is no desire for wasted light behind the pole. It's also used for parking areas on the sides of buildings.

Type V distribution forms a symmetrical round or square pattern that allows the light to have the same intensity at all angles. Primarily used in parking lot interiors and courtyards. It is also meant for large commercial parking lots where evenly distributed lighting is necessary.

Mounting Accessories



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Performance Data

Model	Optic	3000K CCT				4000K CCT				5000K CCT			
		Watts	Lumens	Efficacy	BUG	Watts	Lumens	Efficacy	BUG	Watts	Lumens	Efficacy	BUG
Model 15 100W	Type 2	102.5W	15,247	148.8 LPW	B3-U3-G2	97.8W	15,994	163.5 LPW	B3-U3-G3	98.9W	15,776	159.5 LPW	B3-U3-G3
	Type 3	102.8W	15,366	149.5 LPW	B3-U3-G3	97.9W	16,067	164.1 LPW	B3-U3-G3	99.1W	15,882	160.3 LPW	B3-U1-G3
	Type 4	103.3W	15,235	147.5 LPW	B3-U3-G3	98.3W	15,852	161.3 LPW	B3-U3-G3	99.3W	15,649	157.6 LPW	B3-U3-G3
Model 15 120W	Type 2	118.0W	17,244	146.1 LPW	B3-U3-G3	112.1W	18,075	161.2 LPW	B3-U3-G3	113.6W	17,771	156.4 LPW	B3-U3-G3
	Type 3	118.2W	17,389	147.1 LPW	B3-U1-G3	112.0W	18,163	162.2 LPW	B3-U3-G3	113.8W	17,865	157.3 LPW	B3-U3-G3
	Type 4	118.5W	17,164	144.8 LPW	B3-U3-G3	112.3W	17,946	159.8 LPW	B3-U3-G3	113.8W	17,557	154.3 LPW	B3-U3-G3
Model 15 150W	Type 2	156.6W	21,767	139.0 LPW	B4-U3-G2	147.7W	23,117	156.5 LPW	B4-U3-G2	151.7W	22,887	149.6 LPW	B4-U3-G2
	Type 3	156.5W	21,859	139.7 LPW	B4-U3-G2	147.3W	22,688	154.0 LPW	B4-U3-G2	150.2W	22,355	148.8 LPW	B4-U3-G2
	Type 4	156.6W	21,533	137.5 LPW	B3-U3-G3	149.9W	22,395	149.4 LPW	B4-U3-G2	150.3W	21,978	146.2 LPW	B4-U3-G2
Model 30 200W	Type 2	201.6W	30,195	149.8 LPW	B4-U3-G4	189.6W	32,862	173.3 LPW	B4-U3-G4	200.0W	31,400	157.0 LPW	B4-U3-G4
	Type 3	199.2W	29,993	150.6 LPW	B4-U1-G4	200.3W	32,457	162.0 LPW	B4-U1-G4	201.1W	31,867	158.5 LPW	B4-U1-G4
	Type 4	200.0W	30,279	151.4 LPW	B4-U3-G4	198.1W	32,921	166.2 LPW	B4-U3-G4	202.0W	31,549	156.2 LPW	B4-U3-G4
Model 30 240W	Type 2	240.0W	30,864	154.3 LPW	B3-U3-G3	200.0W	32,840	164.2 LPW	B5-U3-G4	200.0W	31,508	157.5 LPW	B4-U3-G4
	Type 2	241.8W	36,232	149.8 LPW	B4-U3-G4	239.6W	39,433	164.6 LPW	B5-U3-G5	242.0W	37,678	155.7 LPW	B4-U3-G4
	Type 3	240.0W	35,959	149.8 LPW	B4-U1-G4	240.0W	38,947	162.3 LPW	B4-U2-G4	240.0W	38,221	159.3 LPW	B4-U2-G4
Model 30 300W	Type 2	239.8W	37,034	154.4 LPW	B5-U3-G3	239.6W	39,406	164.5 LPW	B5-U3-G5	240.0W	37,808	157.5 LPW	B5-U3-G4
	Type 2	301.8W	45,290	150.1 LPW	B5-U3-G5	289.6W	49,291	170.2 LPW	B5-U3-G5	302.8W	47,097	155.5 LPW	B5-U3-G5
	Type 3	303.2W	44,987	148.4 LPW	B5-U2-G5	290.3W	48,684	167.7 LPW	B5-U2-G5	310.1W	47,777	154.1 LPW	B5-U2-G5
Model 48 480W	Type 2	474.4W	69,740	147.0 LPW	B5-U4-G5	455.3W	75,523	166.9 LPW	B5-U4-G5	474.5W	73,676	155.3 LPW	B5-U4-G5
	Type 3	483.7W	72,818	150.5 LPW	B5-U2-G5	454.6W	77,639	170.8 LPW	B5-U2-G5	474.3W	75,166	158.5 LPW	B5-U2-G5
	Type 4	472.3W	70,949	150.2 LPW	B5-U3-G5	451.6W	77,343	171.3 LPW	B5-U3-G5	470.2W	74,713	158.9 LPW	B5-U3-G5
Type 5	473.7W	71,551	151.0 LPW	B5-U4-G4	455.1W	77,584	170.4 LPW	B5-U4-G4	475.7W	76,772	161.3 LPW	B5-U4-G4	

RCALR-2 09/2025

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USLED
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QubePAK®4 Compact
Outdoor LED Wall Pack



- Key Features**
- Low-wattage, highly-efficient patented LED replacement for legacy HID wall packs.
 - Traditional aesthetics offer a familiar commercial look for any outdoor application.
 - Robust die-cast housing is IP65-rated to protect integral components from harsh environments.

- Electrical**
- 120-277V 50/60Hz driver.
 - 0-10V dimming standard.
 - System power factor >90% and THD <20%.
 - Operating temperature: -40°C to 45°C (-40°F to 113°F).
 - Lumen Maintenance: >167,000 hours (L70)¹

- Mounting**
- Designed for wall mounting above four feet from the ground.
 - Housing is configured for mounting directly over a standard 4" outlet box (by others) or surface wiring via any of the convenient 1/2" threaded conduit entries.

Ordering Information

Example: ULWL2-1-UNVL-50-40-BZ

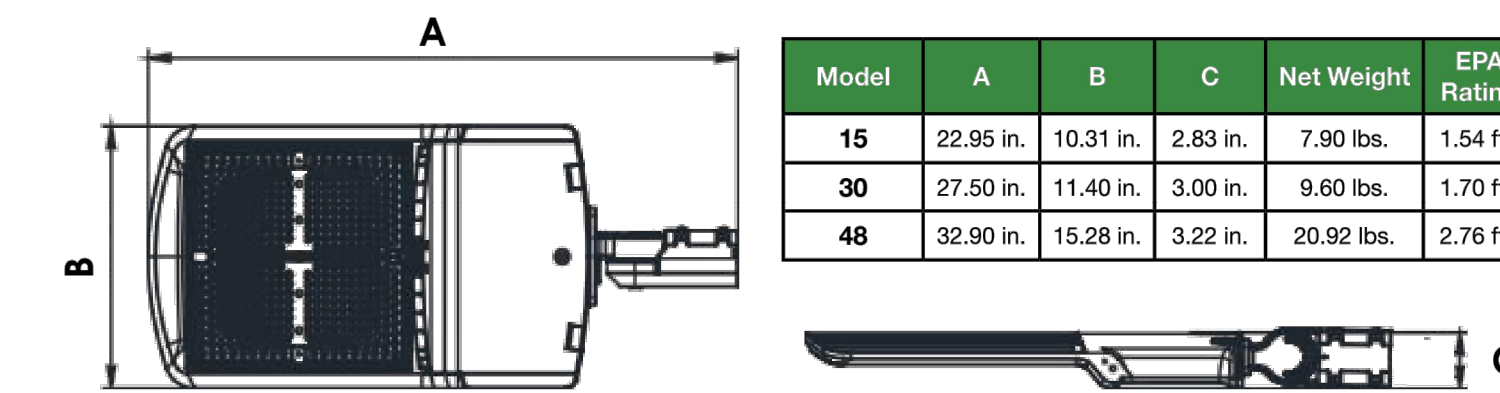
Series	Variant	Input Voltage	CCT	Wattage	Finish
1	Standard	UNVL 120-277V	50 5000K	30 30W	BZ Bronze
				40 40W	
				50 50W	

ULWL2-1 11/2025

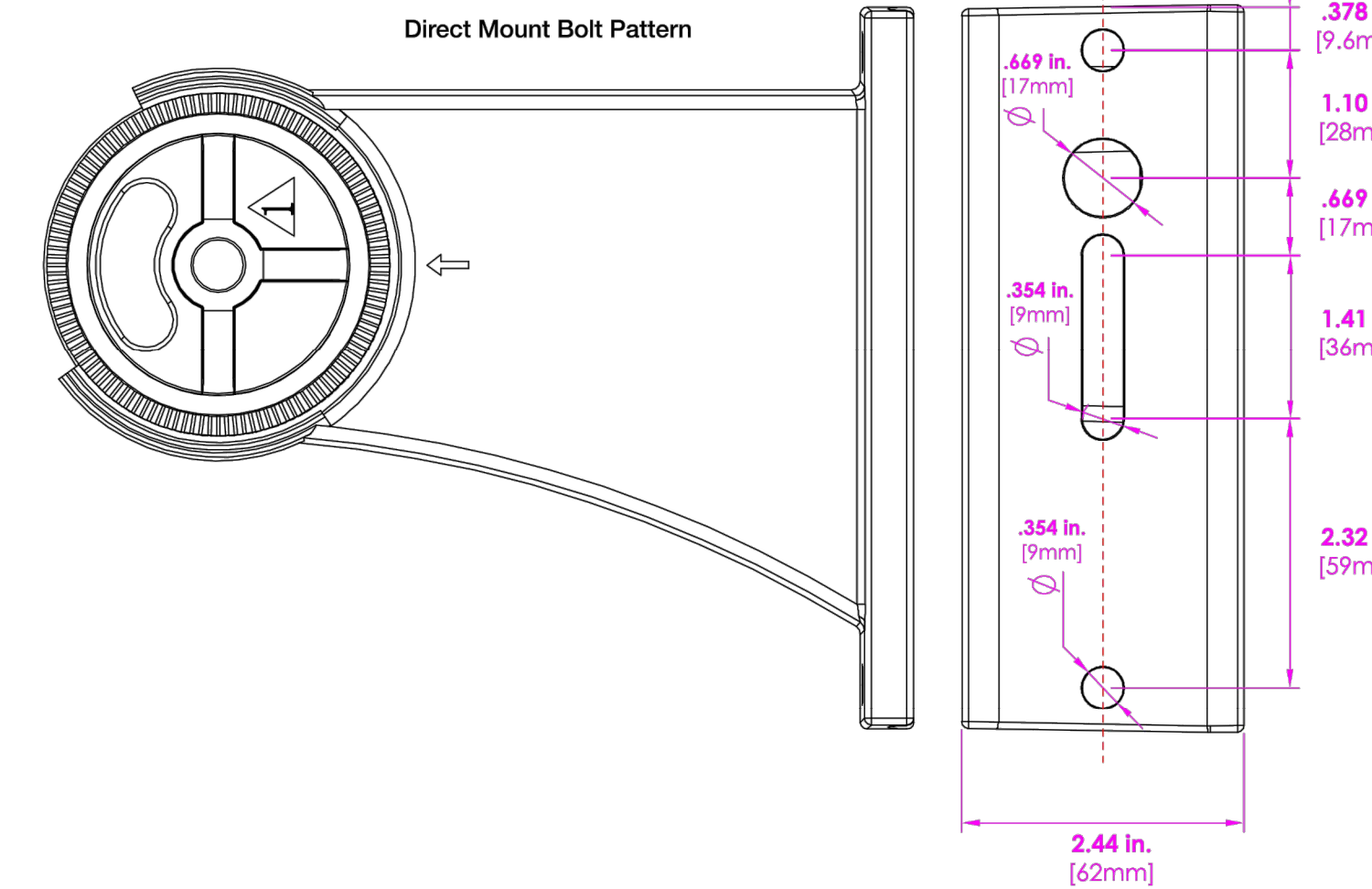
Due to continued product improvements, product specifications are subject to change without notice. Please visit www.usled.com for the most updated product specifications.

RightChoice
Outdoor LED Area & Site Lighting

Product Dimensions



Model	A	B	C	Net Weight	EPA Rating
15	22.95 in.	10.31 in.	2.83 in.	7.90 lbs.	1.54 ft.²
30	27.50 in.	11.40 in.	3.00 in.	9.60 lbs.	1.70 ft.²
48	32.90 in.	15.28 in.	3.22 in.	20.92 lbs.	2.76 ft.²

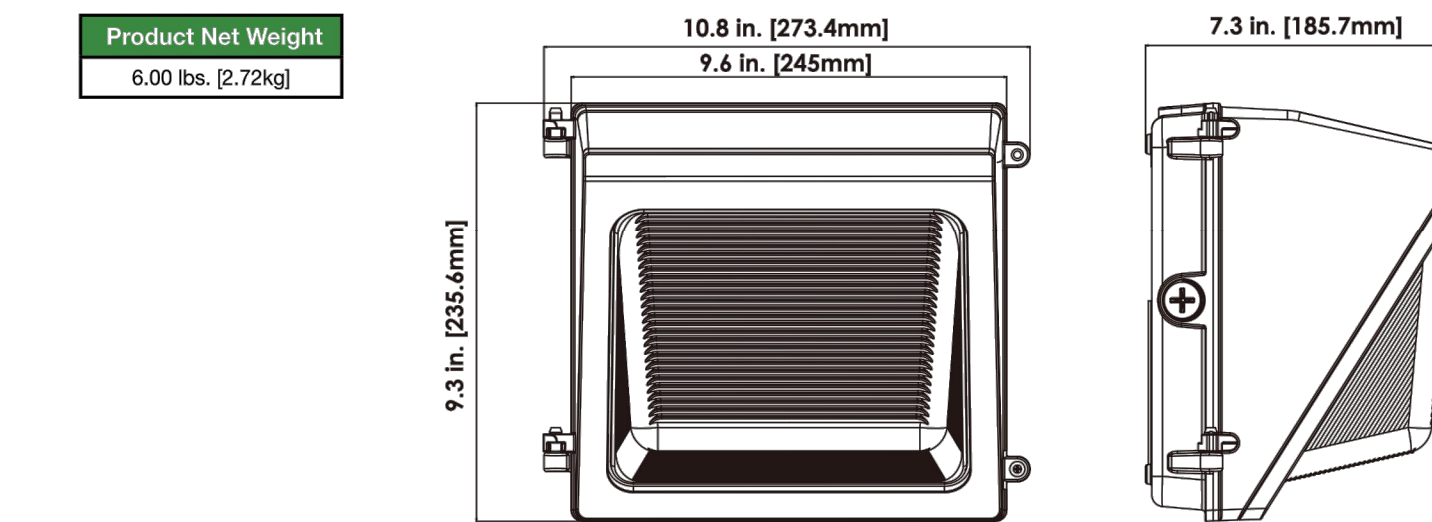


RCALR-2 09/2025

Due to continued product improvements, product specifications are subject to change without notice. Please visit www.usled.com for the most updated product specifications.

QubePAK®4
Outdoor LED Wall Pack

Dimensions



Performance Data

Model	CCT	System Level Power	Wattage	Delivered Lumens	Efficacy	BUG Rating	L70 Calculated Life
ULWL2-1-UNVL-50-30-BZ	5000K	30W	28.1W	4,840.0	172.2 LPW	B1-U3-G3	≥167,000 Hours
ULWL2-1-UNVL-50-40-BZ	5000K	40W	39.4W	6,657.0	169.0 LPW	B2-U3-G4	≥167,000 Hours
ULWL2-1-UNVL-50-50-BZ	5000K	50W	48.9W	8,132.0	166.3 LPW	B2-U3-G4	≥167,000 Hours

ULWL2-1 11/2025

Due to continued product improvements, product specifications are subject to change without notice. Please visit www.usled.com for the most updated product specifications.

#	DATE	REVISION	BY

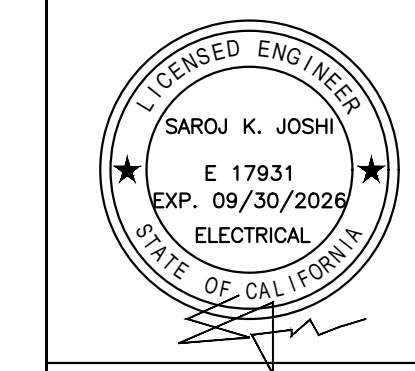
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The contractor shall verify and be responsible for all dimensions and conditions on the job and this office must be notified in writing of any variation from the dimensions and conditions shown by these drawings.

PREPARED FOR:
Palm Springs Self-Storage

SHEET TITLE
LIGHT FIXTURE CUT SHEET

SCALE: 1/30"=1'-0"
CHECKED BY: RT
START DATE: 12/18/2025
JOB NO: 24-725

SHEET NUMBER
E200

LIGHT FIXTURE CUT SHEET
SCALE: 1/30"=1'-0"

SITE PHOTOGRAPHS

SITE OVERVIEW



VIEW A



VIEW B



VIEW C



VIEW D



VIEW E



VIEW F



VIEW G



VIEW H

