



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:30 A.M., December 13, 2018

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Lake Elsinore

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John Guerin
Paul Rull
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Riverside, CA 92501
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www.rcaluc.org

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

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

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

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

BERMUDA DUNES AIRPORT

- 2.1 ZAP1075BD18 – City of Indio (Leila Namvar, Development Services Department).** A proposal by the City of Indio to adopt a new General Plan 2040 to guide the future development of the City that focuses on revitalizing and connecting neighborhoods, establishing a human-scale network of complete streets and community open spaces, and enhancing community health and wellness. The General Plan includes the following elements/chapters: Vision and General Plan Strategies, Land Use and Urban Design, Mobility, Economic Development, Health and Equity, Parks, Recreation, and Open Space, Conservation, Infrastructure and Public Facilities, Safety, Noise, and Implementation. (The Housing Element is also part of the General Plan, but is not proposed for change as part of this effort.) The City includes land within all Compatibility Zones of the Bermuda Dunes Airport Influence Area. Continued from September 13, October 11 and November 8, 2018. Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONTINUE to 1-10-19

3.0 PUBLIC HEARING: NEW ITEMS**FLABOB AIRPORT**

- 3.1 ZAP1033FL18 – Boyd Bradshaw – City of Riverside Planning Case No. P18-0742 (Rezone). The applicant is proposing a rezone of 0.96 acres (Assessor's Parcel Number 207-083-010) located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River from Public Facilities (PF) to Single Family Residential (R-1-7000). (Airport Compatibility Zone E of the Flabob Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org.

Staff Recommendation: CONSISTENT

RIVERSIDE MUNICIPAL AIRPORT

- 3.2 ZAP1095RI18 – Jose Bedolla – City of Riverside Planning Case Nos. P18-0756 (General Plan Amendment), P18-0757 (Rezone), P18-0758 (Design Review), a proposal to develop four apartment units (three already existing) on 0.33 acres located westerly of Warren Street, easterly of Wohlstetter Street, northerly of Philbin Avenue, and southerly of Cypress Avenue. The applicant also proposes to amend the site's general plan land use designation from Medium Density Residential (MDR) to Medium-High Density Residential (MDHR), and to rezone the site from Single Family Residential Zone (R-1-7000) to Multiple Family Residential Zone (R-3-3000) (Compatibility Zone D of the Riverside Municipal Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.3 ZAP1336MA18 – Cactus Commerce, LP (Representative: Ino Cruz) – City of Moreno Valley Case No. PSN18-0016 (Sign Permit). A proposal to construct a 45 foot tall pylon sign as part of a proposed gas station/commercial center on 4.16 acres located at 22330 Cactus Avenue, on the northeast corner of Cactus Avenue and Commerce Center Drive (The proposed commercial center was previously found consistent pursuant to ZAP1135MA15.) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONDITIONALLY CONSISTENT

- 3.4 ZAP1333MA18 – Coyne Development Corporation (Representative: RED Architectural Group) – City of Moreno Valley Case Nos. PEN18-0184 and PEN18-0185 (Plot Plans). Reconsideration of the covenant condition language used to limit intensity to meet Air Force Instruction interpretation for multi-building industrial warehouses and a Penske Truck building facility located southerly of Alessandro Boulevard, westerly of Day Street, and easterly of Old Highway 215 Frontage Road. (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director's Approvals

4.2 Wildlife Hazard Management Stormwater and Landscaping Brochures

4.3 ALUC 2019 Meeting and Application Submittal Schedule – Dark Month?

5.0 **APPROVAL OF MINUTES**

November 8, 2018

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

7.0 **COMMISSIONER'S COMMENTS**

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1 2.2-3.5

HEARING DATE: December 13, 2018 ~~November 8, 2018~~ ~~October 11, 2018~~
(continued from September 13, 2018 due to lack of a quorum and from October 11, 2018 and November 8, 2018 with the consent of the applicant jurisdiction)

CASE NUMBER: ZAP1075BD18 - City of Indio

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: Indio General Plan 2040 (City of Indio General Plan Update)

MAJOR ISSUES:

The Bermuda Dunes Airport Influence Area (AIA) extends into the City of Indio. The City includes land within all of the Compatibility Zones (A, B1, B2, C, D, and E), as well as areas outside the AIA. (Areas outside the AIA are not within ALUC's jurisdiction.) To the extent that the designations reflect existing land uses (including projects that have already received their final discretionary approval from the City of Indio), there is no conflict, as ALUC has no jurisdiction over existing land use. The proposed General Plan Land Use Map designates lands within Airport Compatibility Zones B1, B2, C, and D for land use densities and intensities that are not consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed General Plan text will require additions and revisions in order to enable a consistency determination. ~~As of the date of preparation of this staff report (August 23, 2018), staff review is ongoing. While we hope to be able to ultimately reach a finding of consistency with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to certain changes being made to the maps and/or text of the proposed General Plan, at this time, we must recommend a continuance. On October 2, 2018, the City of Indio submitted a letter agreeing to a continuance to November 8 to provide the City "with sufficient time to revise the document to comply with the Bermuda Dunes Airport Land Use Compatibility Plan." As of October 15, staff is awaiting the necessary additions and revisions. On November 6, 2018, the City of Indio submitted a letter agreeing to an additional continuance to December 13. As of November 14, staff is awaiting the necessary additions and revisions.~~

RECOMMENDATIONS:

As initially submitted, the proposed General Plan Update is inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan. However, staff would prefer to find a path to consistency. ~~At this time, staff recommends that the Commission open the public hearing,~~

~~consider testimony, and CONTINUE consideration of this matter to its October 11, 2018 public hearing agenda.~~

~~As of the date of this staff report, the City of Indio has not requested or consented to a continuance. Due to the provisions of the Public Utilities Code, the Commission must render its determination within 60 days of project submittal unless the City agrees to a continuance. In the event that the City is not willing to agree to a continuance, staff would have to recommend a finding of inconsistency.~~

The City of Indio did agree to a continuance to the October 11 agenda and subsequently agreed to an additional continuance to November 8. THE CITY HAS SUBSEQUENTLY REQUESTED AN ADDITIONAL CONTINUANCE TO DECEMBER 13. However, as of NOVEMBER 14, September 19, October 15, 2018, ALUC staff has not received any revisions to the maps or text of the proposed General Plan that would bring the Plan into consistency. Therefore, at this time, staff would support an additional continuance TO JANUARY 10, 2019 if requested by the City, else staff would have to recommend a finding of INCONSISTENCY for the proposed General Plan.

This recommendation is subject to change if once the City of Indio, at minimum, agrees to revise revises the General Plan in accordance with the recommendations offered in the e-mail sent to the City on September 14, 2018. ALUC staff is able to use amenable to using the additional time between the date of this staff report and the hearing date to work out additional details with City staff in order to facilitate such revisions. and would support an additional continuance if requested by the City.

PROJECT DESCRIPTION:

The City of Indio proposes to adopt General Plan 2040, a comprehensive update to the City's General Plan to guide the long-term development of the City and its sphere of influence. The General Plan Update includes the following elements: Land Use and Urban Design, Mobility, Economic Development, Public Health and Equity, Parks and Recreation, Conservation, Community Facilities and Infrastructure, Safety, Noise, and Implementation. (The Housing Element is also a part of the General Plan, but no changes are proposed through this effort.) The City includes land within all Compatibility Zones (A, B1, B2, C, D, and E) of the Bermuda Dunes Airport Influence Area.

PROJECT LOCATION:

All land within the City of Indio, its Sphere of Influence, and unincorporated areas within the County of Riverside that could potentially be annexed into the City. Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the City and its Sphere of Influence and Planning Area within the Airport Influence Area of Bermuda Dunes Airport.

AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN:

The Bermuda Dunes Airport is acknowledged in the Land Use and Urban Design Element, with the map of Compatibility Zones illustrated on Figure 3-3. There is a reference to “use restrictions” within the Airport’s “adjacency,” but these restrictions are not specified.

Proposed Policy LU-1.6 “Bermuda Dunes Airport Capability [sic]” states as follows: “Indio shall work to achieve consistency between General Plan land use and the Airport Comprehensive Land Use Plan [old name for ALUCP], as is appropriate for the community. Measures may include restrictions on permitted land uses and development criteria, including height, land use type, and intensity.”

On page 4-2 of the Mobility Element, it states that “The City will maintain a safe and efficient system for delivering goods and services, specifying truck routes on City streets, and shall maintain compatibility with the Bermuda Dunes Airport.”

Page 4-26 of the Mobility Element includes the following discussion:

“In addition to the goods movement corridors noted above, the Bermuda Dunes Airport is adjacent to the City of Indio. As such, the airport flight approaches and departures does [sic] influence potential land use within the City to ensure compatibility with the airport and its flight paths. Most of the compatibility requirements related to types of use and building heights within flight paths of the airport. This mobility element ensures that development near the airport remains consistent with the Bermuda Dunes Airport Master Plan.”

Goal ME-5 of the Mobility Element states as follows: “Truck Routes and Airport Compatibility. The City shall maintain a safe and efficient system for delivering goods and services and ensure compatibility with the Bermuda Dunes Airport.” Policy ME-5.2 Airport Compatibility states as follows: “Support the continued use of the Bermuda Dunes Airport through ensuring consistency with the airport master plan.”

The Safety Element lists a number of potential hazards, but not airplane crashes.

The City submitted its proposed new General Plan for formal Airport Land Use Commission review on July 24, 2018. Commissioners should be receiving a CD copy of the proposed General Plan with this staff report.

At first glance, it would appear that much, if not most, of the land within Airport Compatibility Zones B1, B2, C, and D is proposed for designations on the City’s General Plan Land Use Map that are inconsistent or potentially inconsistent with the density and intensity criteria included in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, as applied to the Bermuda Dunes Airport Influence Area. The General Plan place types are not the conventional land use designation categories, but, pursuant to State law, they must provide information regarding densities and intensities of land use.

Regional Commercial Districts

The Draft General Plan designates land in Airport Compatibility Zone B1 westerly and northerly of Bermuda Dunes Airport as Regional Commercial, which provides for “large-format retail development along with restaurant and commercial service activity”. This designation would apply to all of the properties in the City located northerly of Varner Road and Interstate 10 and westerly of Adams Street. This area is entirely in Compatibility Zone B1, except for the rear portion of the most easterly parcel, which is partially in Compatibility Zone C. The Regional Commercial designation would allow floor-area ratios ranging from 0.35 to 1.0. However, pursuant to the Countywide Policies presently applicable in this area, Compatibility Zone B1 is limited to an average of 25 persons per acre and a maximum single-acre intensity of 50 persons (applicable to parcels two acres or larger that concentrate their usage within a given acre). A retail establishment occupying an entire acre of land would be evaluated as having an intensity of 726 persons, while a retail establishment occupying 0.35 acre would be evaluated as having an intensity of 254 persons. A restaurant with a dining area occupying 0.2 acre would be evaluated as having an intensity of 581 persons. Therefore, this designation would allow for intensities that are inconsistent with the Compatibility Zone.

The Regional Commercial designation also applies to a large area located easterly of Adams Street, northerly of Varner Road, and southerly of Avenue 40. This area includes land in Compatibility Zones B2, C, and D, as well as B1. ALUC issued a determination of inconsistency for an auto dealership in this area, which was ultimately overruled by the City Council.

Continuing from west to east along Varner Road, the Regional Commercial designation is also proposed for land on both the easterly and westerly sides of Jefferson Street in the vicinity of its intersection with Varner Road. This area is predominantly located in Compatibility Zone D, although the southeastern tip includes a small area in Compatibility Zone B2.

The Regional Commercial designation is also proposed for land located along the northerly side of Varner Road and Interstate 10 on both the easterly and westerly sides of Monroe Street, extending northerly to Avenue 42. The portions of this area westerly of a straight-line extension of Clinton Street are located in Compatibility Zones C and D. (The areas of this designation farther to the east are in Compatibility Zone E, where intensities for retail and restaurant development are not limited.)

The zoning classifications considered to best correlate with the Regional Commercial District land use designation are Regional Commercial and Community Commercial. However, schools, hospitals, and skilled nursing facilities (all of which are prohibited uses in Compatibility Zones B1, B2, and C) and places of worship (a prohibited use in Compatibility Zones B1 and B2) are listed as “permitted uses in any Regional Commercial” zone, as are uses that could accommodate large numbers of persons, such as theaters, hotels, and large retail stores. Additionally, multi-family residential development is listed as permissible, with a conditional use permit.

Uses permitted in any Community Commercial zone include day care centers (a prohibited use in Compatibility Zones B1, B2, and C) and places of worship. Schools, hospitals, skilled nursing facilities, and multi-family residential development are listed as permissible, with a conditional use

permit.

Much of the area north and northwest of the airport proposed for the Regional Commercial designation is currently zoned Business Park. Uses permitted in any Business Park zone include schools and day care centers (prohibited uses in Compatibility Zones B1, B2, and C). Hospitals, licensed care facilities, places of worship, and retail stores are listed as permissible, with a conditional use permit.

Mixed Use Neighborhoods

The Draft General Plan designates land in Airport Compatibility Zones B1, B2, C, and D (and a small portion of Compatibility Zone A) as Mixed Use Neighborhood, which provides for “moderate to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets.” This designation allows residential densities up to 40 dwelling units per acre and floor area ratios up to 0.5 for nonresidential development. The residential density is acceptable in Compatibility Zone D, but is inconsistent within the other Compatibility Zones. The Northgate Specific Plan is included in this designation. The Specific Plan was found inconsistent by ALUC, but this decision was overruled by the Indio City Council.

This designation is also applied to the fish-shaped area bounded by Indio Boulevard on the south and the rail line and Interstate 10 on the north, easterly of Jefferson Street. A proposed multi-building industrial, office, and retail center with a self-storage component proposed in this area was reviewed by ALUC and found consistent. However, we would recommend that the proposed designation of this area be changed from Mixed Use Neighborhood, which provides for residential use, to Workplace and Employment Center, with an asterisk providing a more limited floor-area ratio than the 1.0 FAR normally allowed in that designation.

An additional Mixed Use Neighborhood designation is proposed for an area southerly of Indio Boulevard, northerly and southerly of Fred Waring Drive and easterly and westerly of Monroe Street. The area northerly of Fred Waring and westerly of Monroe, as well as much of the area southerly of Fred Waring and westerly of Monroe, is located in Compatibility Zone C, where residential densities are limited to one dwelling unit per five acres and nonresidential intensity is limited to an average of 75 persons per acre. The area east of Monroe is in Compatibility Zone D, where the residential densities greater than 5 dwelling units per acre are acceptable. However, the nonresidential FAR allowance of 0.5 would be a concern.

Similar concerns apply to the proposed Mixed Use Neighborhood located easterly of Madison Street, both northerly and southerly of Avenue 42. The portion westerly of a straight-line northerly extension of Clinton Street and southerly of Avenue 42 is located in Compatibility Zones C and D. The portion westerly of a straight-line extension of Clinton Street and northerly of Avenue 42 is located in Compatibility Zone D. (The portion easterly of the straight-line extension of Clinton Street is in Compatibility Zone E, where residential densities are not restricted pursuant to the Compatibility Plan and most nonresidential uses are permitted.)

The zoning classifications considered to best correlate with the Mixed Use Neighborhood designation are Residential High, Neighborhood Commercial, Community Commercial, and Public. The Residential High zone allows residential development, normally at densities of 12 to 15 dwelling units per acre, which would be consistent with Compatibility Zone D, but not with Compatibility Zones B1, B2, and C. However, it would also allow lower density residential development. On the nonresidential side, places of worship, licensed day care centers, and clubs, lodges, and halls are permissible with a conditional use permit.

The Neighborhood Commercial zone is already described as providing for “convenient small scale shopping and personal service uses in close proximity to residential neighborhoods.” Permitted uses include day care centers (a prohibited use in Compatibility Zones B1, B2, and C), as well as restaurants and large retail establishments such as grocery stores over 15,000 square feet in size. Conditionally permitted uses include hospitals, skilled nursing facilities, schools, and places of worship. Residential uses are not permitted.

The Public Zone allows schools, libraries, and day care centers (all of which are prohibited uses in Compatibility Zones B1, B2, and C) as permitted uses, with hospitals and licensed community care facilities permissible, subject to a conditional use permit.

Workplace and Employment Districts

The Draft General Plan designates land in Airport Compatibility Zones B1, B2, C, and D easterly and northerly of Bermuda Dunes Airport as Workplace and Employment District, which provides “an area for a wide variety of employment-generating activity, including office, industrial and light manufacturing, research and development, and supportive commercial.” Ostensibly, this is the most suitable category of land uses for areas in the vicinity of an airport, as it excludes new residential development. However, this designation provides for floor-area ratio of up to 1.0 for nonresidential development, which for most uses would result in intensities greater than 100 persons per acre. (The exception would be warehouses, which would have a maximum intensity of 86 persons per acre at a FAR of 1.0.)

The zoning classifications considered to best correlate with the Workplace and Employment District designation are Commercial Office, Business Park, Industrial Park, Manufacturing, and Neighborhood Commercial. The list of uses permitted in the Commercial Office zone without a conditional use permit does not include any of the uses prohibited in Compatibility Zones B1, B2, or C. (Those uses – schools, day care centers, places of worship, hospitals, and licensed community care facilities – would require conditional use permits in the Commercial Office zone, as would restaurants, retail stores, and other high-intensity uses. This would allow City staff or ALUC staff an opportunity to evaluate intensity and consistency with the Compatibility Plan.)

The Industrial Park and Manufacturing zones allows schools, and day care centers as permitted uses, along with other uses of potentially high intensity such as restaurants and health clubs. Uses permissible with a conditional use permit include places of worship, licensed community care facilities, retail stores, and clubs, lodges, or halls, and, in the Industrial Park zone, hospitals.

Connected Neighborhoods

The Draft General Plan designates land in Airport Compatibility Zones C and D easterly of Bermuda Dunes Airport as Connected Neighborhoods, which provide “a broad range of housing choices within a walkable neighborhood setting within a short distance of goods and services. Housing types include single-family detached and attached dwellings of various sizes, courtyard apartments and condos, and medium-sized multifamily buildings designed for neighborhood compatibility.” This designation allows residential development at densities up to 20 dwelling units per acre and nonresidential development at floor-area ratios up to 0.5. This designation would not be consistent within Compatibility Zone C, where densities are limited to one dwelling unit per five acres. However, if we exclude fully developed areas from consideration, the only remaining land designated Connected Neighborhood in Zone C consists of an area on the south side of Indio Boulevard between the channel on the west and Clinton Street on the east.

Proposed Connected Neighborhoods in Zone D include an area located southerly of Northgate, easterly of Jefferson Street, and westerly of Burr Street and an area located easterly of Madison Street, southerly of Sun City Boulevard, and northerly of Avenue 42.

The zoning classifications considered to best correlate with the Connected Neighborhood designation are Residential Medium, Residential High, Residential Low Central Indio, Country Estate and Visitor Serving, and Public.

The Residential Medium zone prohibits commercial uses and requires conditional use permits for places of worship, licensed community care facilities, day care centers, and clubs, lodges, and halls. While there is no penalty for development at lower densities, it does provide for a threshold density of 6 dwelling units per acre, with a maximum density of 8 dwelling units per acre, and this range is acceptable in Compatibility Zone D.

The Residential Low Central Indio zone does prohibit commercial uses and requires conditional use permits for places of worship and licensed day care centers. However, the threshold density is 3.5 dwelling units per acre, with a minimum lot size of 6,600 square feet (8,000 square feet in new subdivisions). Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Country Estate and Visitor Serving zone does not provide for any of the nonresidential uses prohibited in Compatibility Zones B1, B2, C, or D, but it is a low density residential zone that would not allow for the minimum five dwelling units per acre. However, the C-E-5 and C-E-10 zones would be considered consistent within Compatibility Zones C and D due to minimum lot sizes of 5 acres or 10 acres.

Suburban Neighborhoods

Some land in Airport Compatibility Zones C and D easterly of Bermuda Dunes Airport is designated

as Suburban Neighborhoods, which provide low-intensity neighborhood development for single-family, detached homes. Most of this area is within developed residential tracts. The closest large undeveloped area proposed for this designation is located northerly of Avenue 40 and easterly of Adams Street in Compatibility Zone D.

The zoning classifications considered to best correlate with the Suburban Neighborhoods designation are Residential Low, Residential Medium, Country Estates and Visitor Serving, Equestrian Estates, Country Estates Transition, and Country Estates Indio Ranchos.

Except for Residential Medium, these zones would result in densities below five dwelling units per acre.

The Residential Low zone prohibits commercial uses and requires conditional use permits for places of worship, licensed community care facilities, and day care centers. However, the threshold density is 3.5 dwelling units per acre and an 8,000 square foot minimum lot size, with a maximum density of 4.0 dwelling units per acre and a minimum lot size of 7,200 square feet. Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Equestrian Estates zone allows for licensed in home day care centers serving not more than 12 children, and requires conditional use permits for larger day care centers, schools, and places of worship. However, the maximum density is 2.0 dwelling units per acre, with a minimum lot size of 20,000 square feet. Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Country Estates Transition zone does not provide for any of the nonresidential uses prohibited in Compatibility Zones B1, B2, C, and D, while allowing for licensed in home day care centers serving not more than 12 children, but the maximum density is 3.0 dwelling units per acre, with a 13,000 square foot minimum lot size. Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Country Estates Indio Ranchos zone does not provide for any of the prohibited nonresidential density, but the minimum area per dwelling unit is one-half acre (21,780 square feet). Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

Downtown

ALUC reviewed the City's proposed Indio Downtown/Old Town Specific Plan, covering 117 acres, including 21.87 acres within the Bermuda Dunes Airport Influence Area, last fall. Staff had initially recommended an inconsistency finding, as the Specific Plan's density and intensity standards as proposed could potentially have allowed uses that would have been inconsistent with Compatibility Zone D density and intensity criteria. The matter was resolved when the City revised its document requiring new residential projects in Zone D (the portion of the project westerly of Oasis Street) to maintain a minimum density of at least five dwelling units per acre and specifying that all subsequent

nonresidential development and/or change of use proposals within the portion of the Specific Plan in the airport influence area shall be consistent with the intensity criteria of the Bermuda Dunes Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review.

STATE HANDBOOK RECOMMENDATIONS:

The California Airport Land Use Planning Handbook issued by the State of California Department of Transportation, Division of Aeronautics, includes a Table 5A, General Plan Consistency Checklist, which is “intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP.” While the checklist “is not intended as a state requirement,” failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts “between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.

A second requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable “must be made consistent with the equivalent ALUCP criteria.”

However, it also states that “a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources,” noting that “this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises.”

The remaining recommended requirements may be included in either a General Plan or an implementing document such as a Zoning Code. Such document should incorporate ALUCP standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

In addition to incorporation of ALUCP compatibility criteria, Table 5A states that “local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.” This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

A copy of Table 5A is included herewith.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1
HEARING DATE: December 13, 2018
CASE NUMBER: ZAP1033FL18 – Boyd Bradshaw
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: P18-0742 (Rezone)
MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Rezone CONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: The applicant is proposing a rezone of 0.96 acres from Public Facilities (PF) to Single Family Residential (R-1-7000).

PROJECT LOCATION: The project site is located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River, approximately 7,887 feet northeasterly from the easterly end of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Compatibility Zone E
- c. Noise Levels: Outside the 55 CNEL noise contour from aircraft noise

BACKGROUND:

Residential Land Use Density: The site is located within Zone E of the Flabob Airport Influence Area (AIA), where residential density is not restricted.

Prohibited and Discouraged Uses: The only uses prohibited in Airport Compatibility Zone E of Flabob AIA are hazards to flight, and no hazards to flight are proposed by the project.

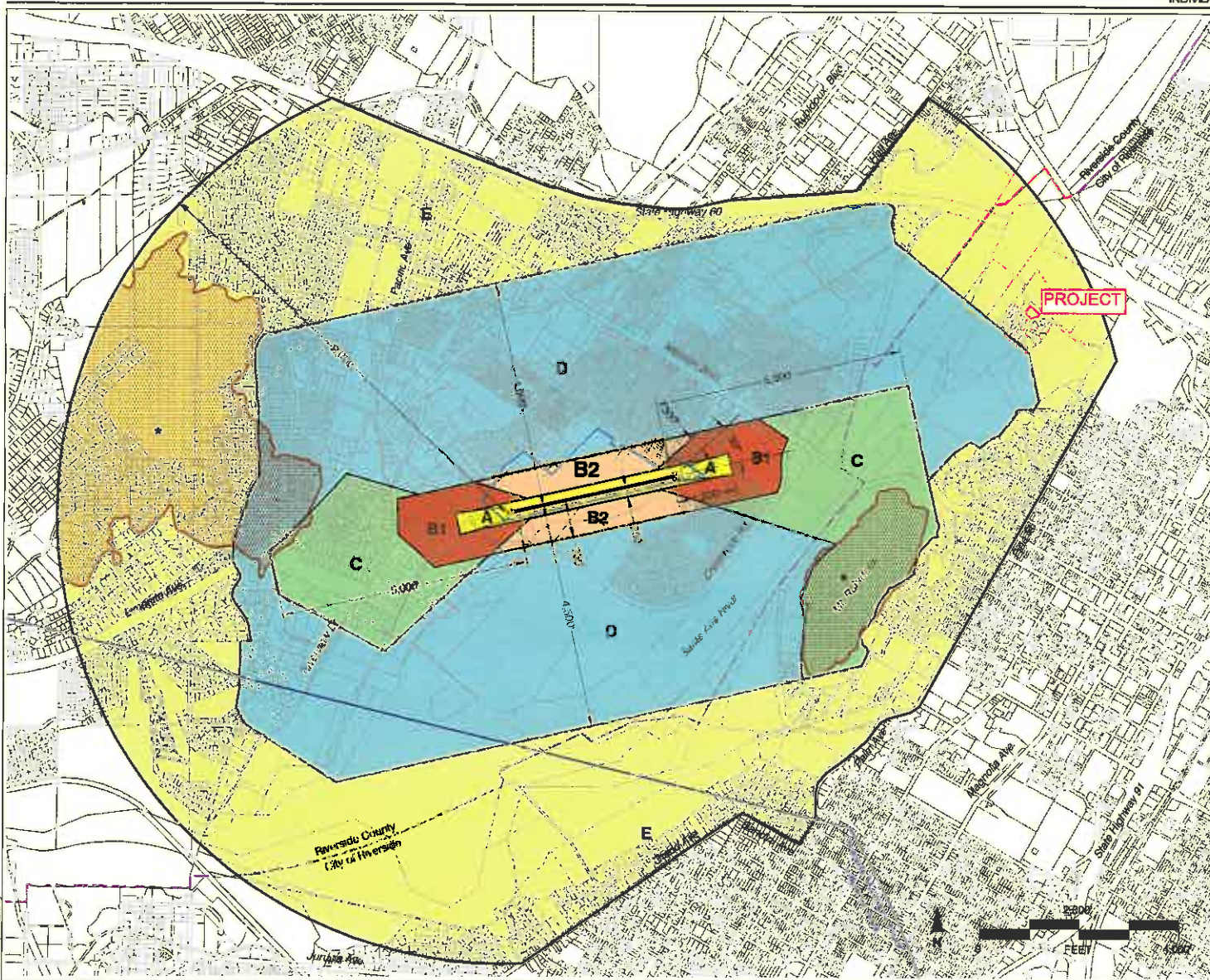
Noise: The site is located outside the 55 CNEL contour for Flabob Airport Land Use Compatibility Plan relative to aircraft noise. Single-family residences are clearly acceptable uses outside the 55 CNEL contour.

Part 77: The elevation of Runway 6-24 at its easterly terminus is approximately 766.8 feet above mean sea level (766.8 feet AMSL). As the runway length does not exceed 3,200 feet, the relevant slope for purposes of determining Federal Aviation Administration notice requirements is 50:1. At a distance of approximately 7,887 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 924.5 feet AMSL. The project site elevation is approximately 796 feet AMSL. There is an existing home on the property. Any additional structures 50 feet or lower in height would not require review by the FAA Obstruction Evaluation Service for height/elevation reasons.

Open Area: Compatibility Zone E of Flabob Airport does not require land to be set aside as open areas.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

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

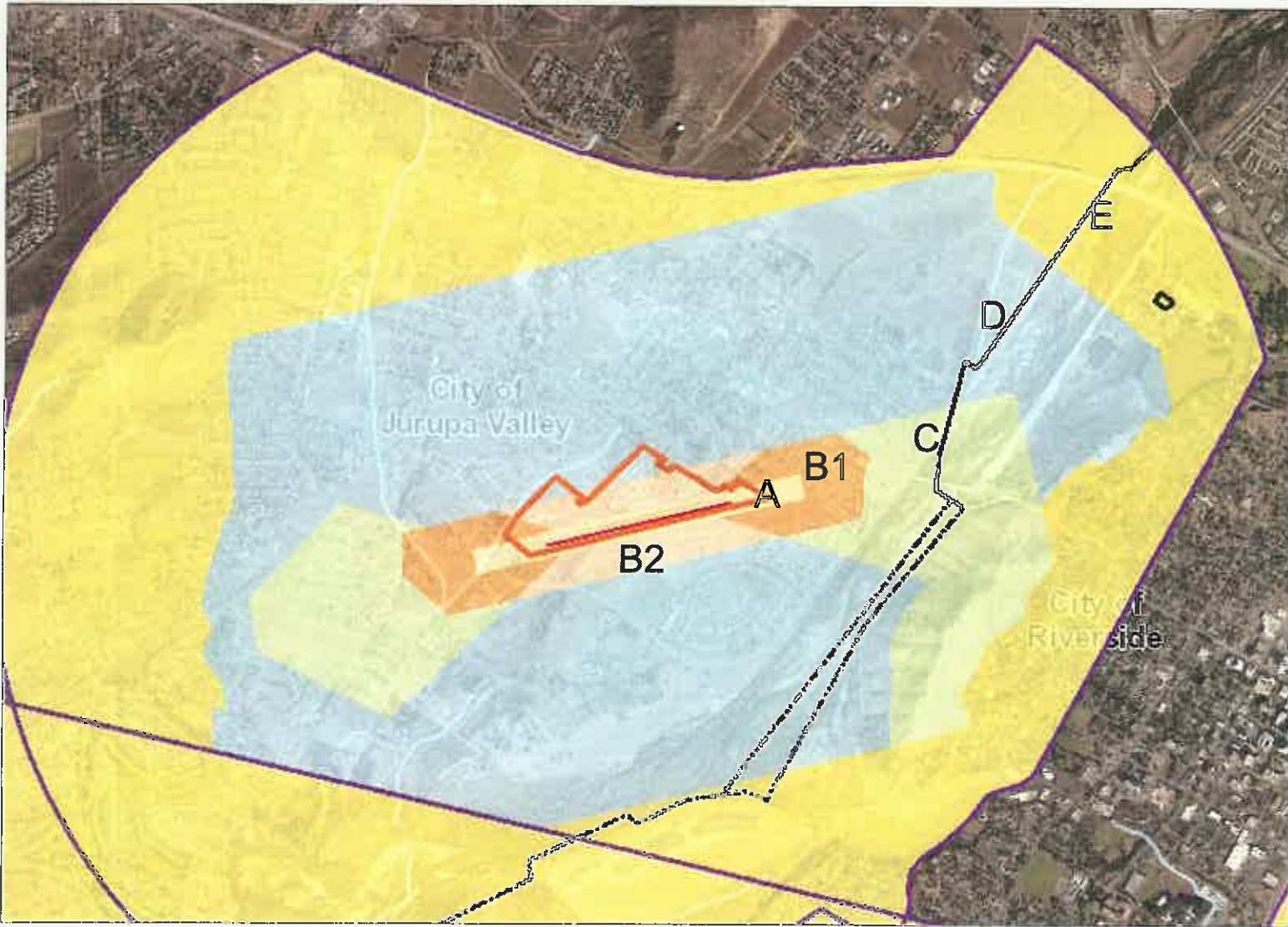
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map FL-1

Compatibility Map
Flabob Airport

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

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



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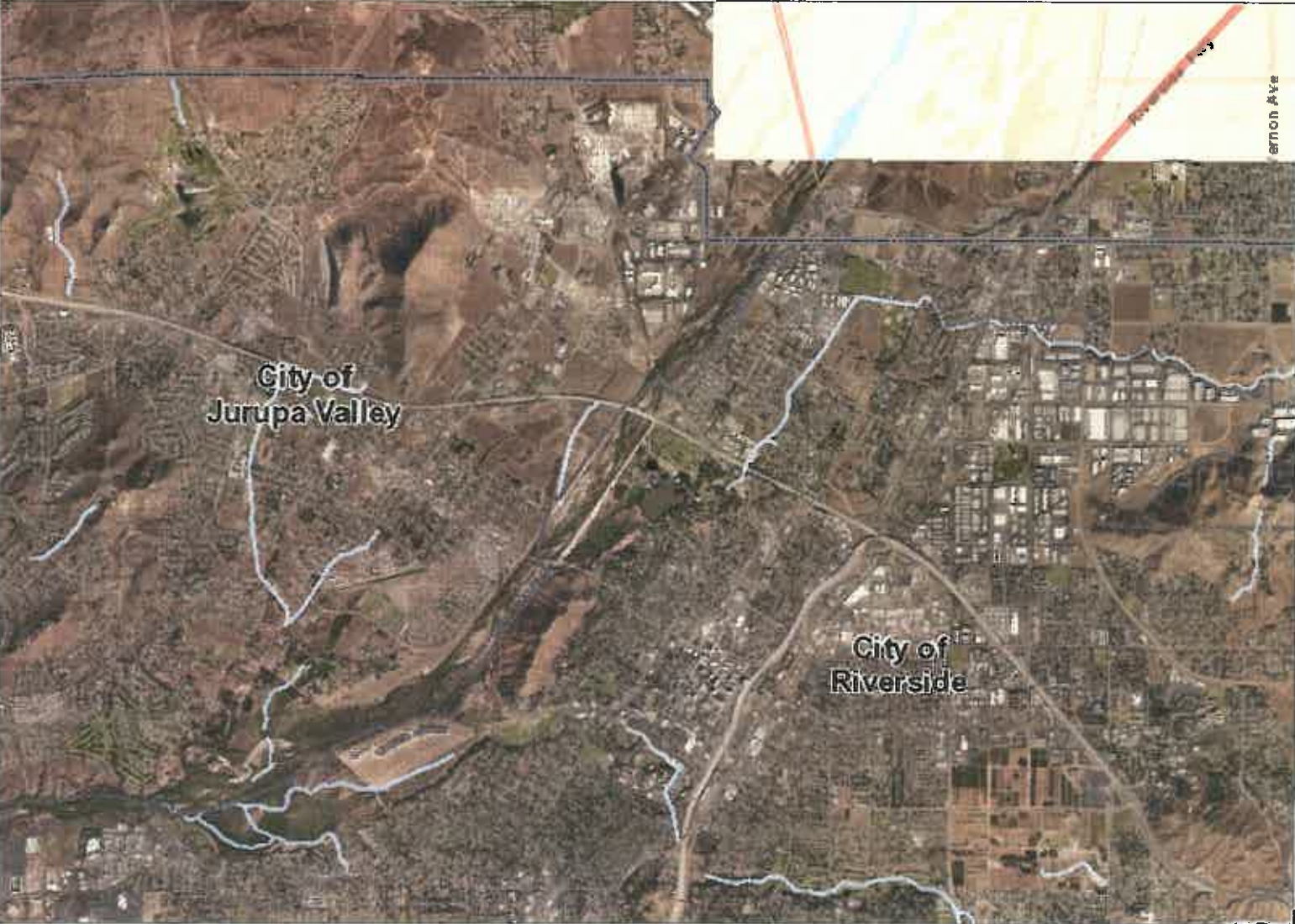


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map

Notes



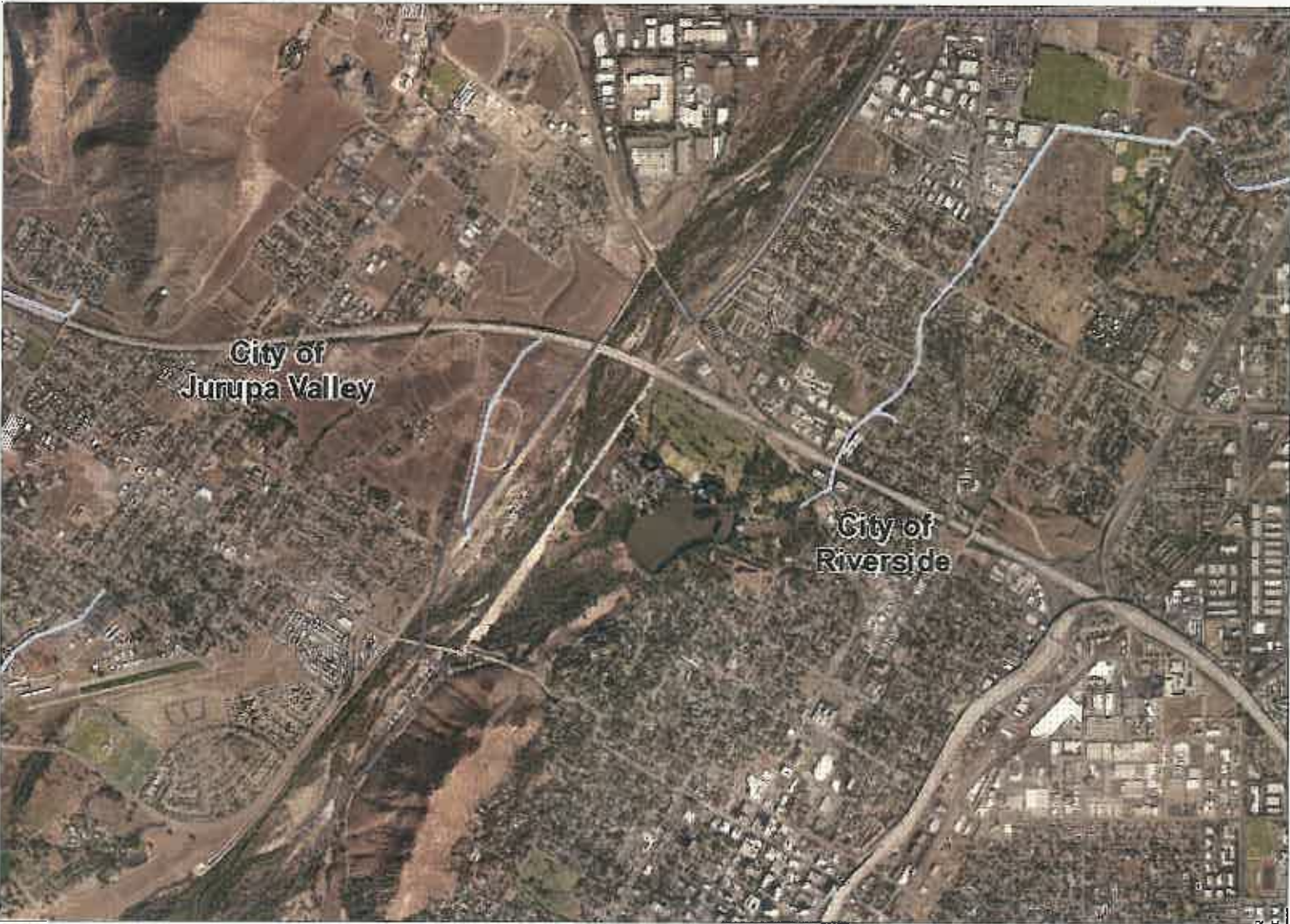
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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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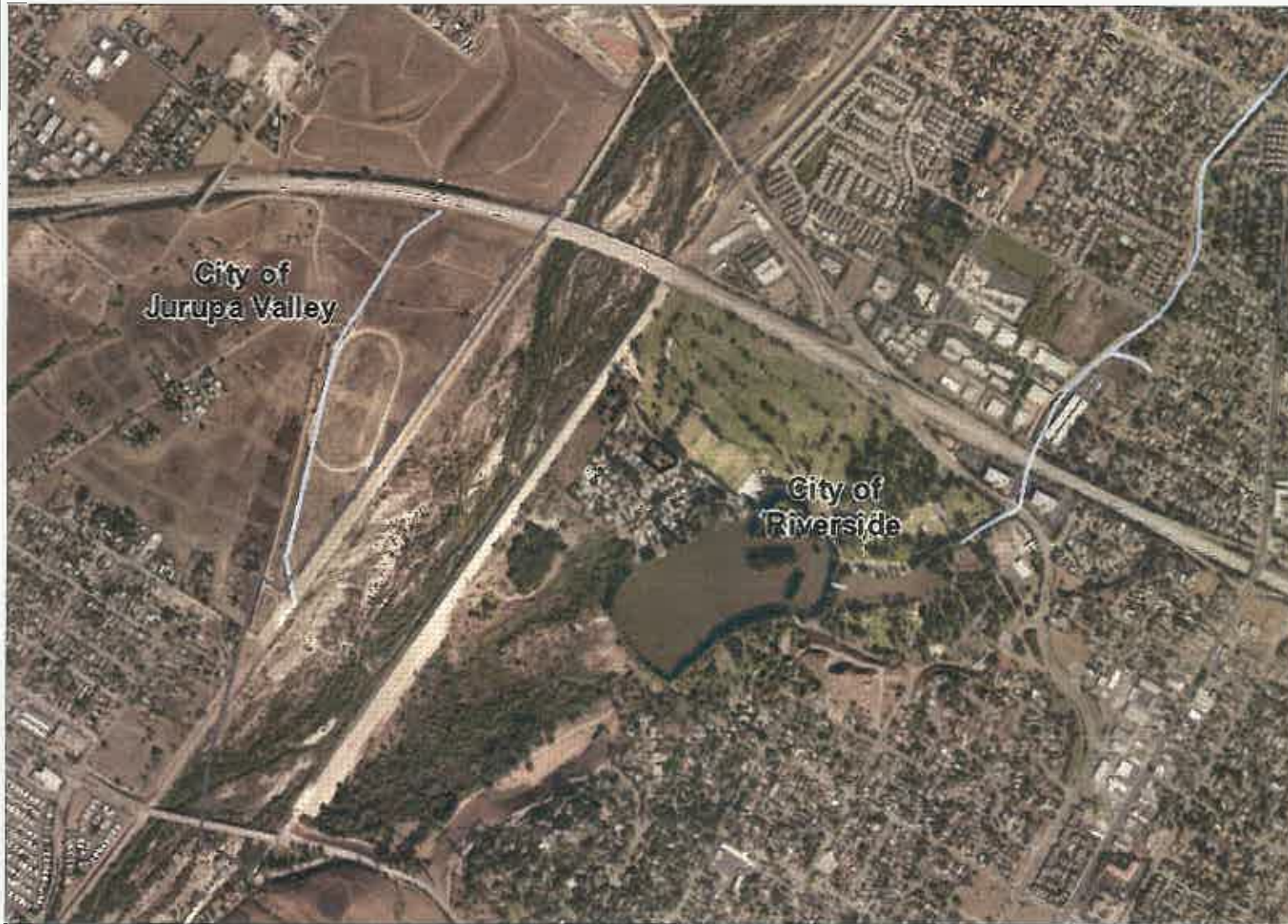


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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539

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Notes

Map My County Map



Legend

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



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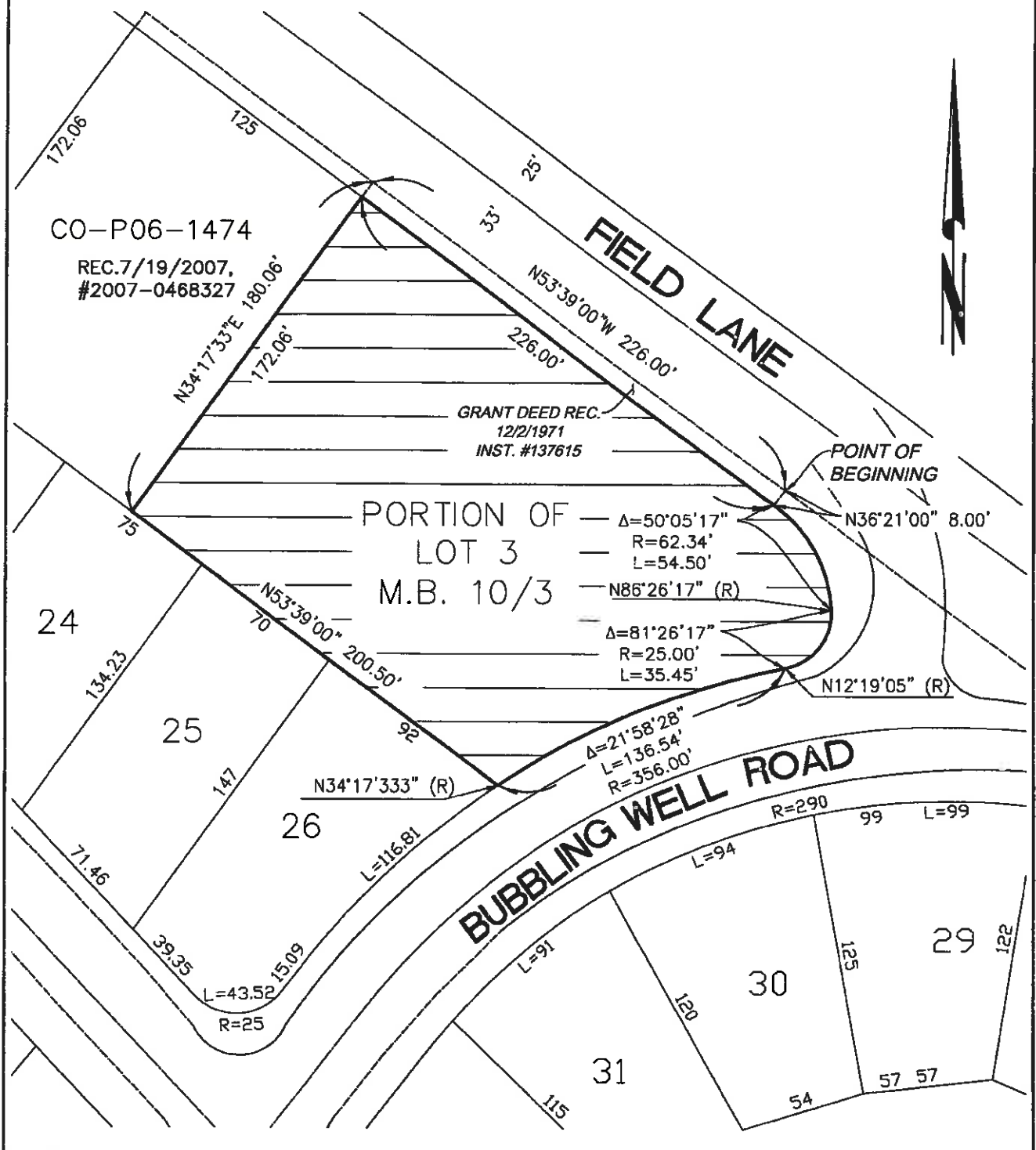


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Notes

FROM PF - PUBLIC FACILITIES ZONE
TO R-1-7000 - SINGLE FAMILY RESIDENTIAL ZONE



• CITY OF RIVERSIDE, CALIFORNIA •

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) DESCRIBED IN THE ATTACHED DOCUMENT. IT IS NOT A PART OF THE WRITTEN DESCRIPTION THEREIN.

SHEET 1 OF 1

SCALE: 1' = 60'

DRAWN BY: DBW DATE: 10/01/18

SUBJECT: 2599 Field Lane - Rezone

Exhibit "A"

LEGAL DESCRIPTION-CHANGE OF ZONE FROM PF - PUBLIC FACILITIES ZONE TO R-1-7000 - SINGLE FAMILY RESIDENTIAL ZONE

APN: 207-083-010

Address: 2599 Field Lane

That portion of Lot 3 as shown on amended map of Indian Hill Tract, on file in Book 10, Page 3 of Maps, Records of Riverside County, California, described as follows:

Beginning at the northwest corner of Lot D, Tract 3488, as shown by map on file in Book 58, Pages 42 through 44 of Maps, Records of Riverside County, California, said corner being also a point on the northeasterly line of said Lot 3;

Thence along the boundary of said Tract 2388, South 36°21'00" West, 8.00 feet to a point on a non-tangent curve concave westerly having a radius of 62.34 feet;

Thence along said curve through a central angle of 50°05'17" an arc length of 54.50 feet to a point of compound curve with a curve concave northwesterly and having a radius of 25.00 feet, a radial to said point of compound curve bears North 86°26'17" East;

Thence along last said curve through a central angle of 81°14'38" an arc length of 35.45 feet to a point of reverse curve with a radial to said point of reverse curve bears North 12°19'05" West;

Thence along last said curve through central angle of 21°58'28", an arc length of 136.54 feet to a point which radial bears North 34°17'33" West;

Thence North 53°39'00" West, 200.5 feet;

Thence leaving said boundary North 34°57'53" East, 180.06 feet to a point on said northeasterly line of Lot 3;

Thence along said northeasterly line South 53°39'00" East, 226.00 feet to the **Point of Beginning**;

Excepting therefrom the northeasterly 8 feet thereof.

**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Riverside will hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: December 13, 2018

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1033FL18 – Boyd Bradshaw – City of Riverside Planning Case No. P18-0742 (Rezone). The applicant is proposing a rezone of 0.96 acres (Assessor's Parcel Number 207-083-010) located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River from Public Facilities (PF) to Single Family Residential (R-1-7000). (Airport Compatibility Zone E of the Flabob Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Danielle Harper-Scott of the City of Riverside Planning Division at (951) 826-5933.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1033 FL18 DATE SUBMITTED: 10-4-18

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant BOB BRADSHAW Phone Number 714 271-4402
Mailing Address 2599 FIELD LN Email bob@pacbell.net
RIVERSIDE CA 92501

Representative Same as above Phone Number _____
Mailing Address _____ Email _____

Property Owner Same as above Phone Number _____
Mailing Address _____ Email _____

LOCAL JURISDICTION AGENCY

Local Agency Name City of Riverside Phone Number 951-826-5933
Staff Contact DANELE HARPER SCOTT Email _____
Mailing Address 3900 main street 3rd floor Case Type _____
Riverside CA 92501

Local Agency Project No D18-0742
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 2599 Field Ln
Riverside CA 92501
Assessor's Parcel No. 207-083-010 Gross Parcel Size 0.96 acres
Subdivision Name _____ Nearest Airport Flabob Airport
Lot Number _____ and distance from Airport 1.61 miles

PROJECT DESCRIPTION

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

Existing Land Use (describe) Residence is currently on property but nonconforming
Low PF. Residence is single story house.

Flabob
E

Proposed Land Use (describe)	<i>Rezone to conform with neighborhood to R-1-7000</i>		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	<i>1</i>	
For Other Land Uses (See Appendix C)	Hours of Operation		
	Number of People on Site	Maximum Number	<i>3</i>
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	<i>784'</i>	ft.
	Height of buildings or structures (from the ground)	<i>13'</i>	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	if yes, describe		<input checked="" type="checkbox"/> No

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: December 13, 2018

CASE NUMBER: ZAP1095RI18 – Jose Bedolla (Representative: Guillermo Peralta)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P18-0756 (General Plan Amendment), P18-0757 (Rezone), P18-0758 (Design Review)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the General Plan Amendment and Rezone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and that the Design Review be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to develop four apartment units (three already existing) on 0.33 acres. The applicant also proposes to amend the site's General Plan land use designation from Medium Density Residential (MDR) to Medium-High Density Residential (MHDR), and to rezone the site from Single Family Residential Zone (R-1-7000) to Multiple Family Residential Zone (R-3-3000).

PROJECT LOCATION: The site is located westerly of Warren Street, easterly of Wohlstetter Street, northerly of Philbin Avenue, and southerly of Cypress Avenue, approximately 5,153 feet southwesterly of the southerly terminus of Runway 16-34 (and 6,300 feet from Runway 9-27) at Riverside Municipal Airport.

LAND USE PLAN: 2005 Riverside Municipal Airport Land Use Compatibility Plan

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Residential Density: The site is located in Airport Compatibility Zone D of the Riverside Municipal Airport Influence Area (AIA). Pursuant to Additional Compatibility Policy 2.3 of the Riverside Municipal Airport Land Use Compatibility Plan, Zone D allows residential densities at or above 4.0 dwelling units per acre. The proposed project of four apartment units on 0.33 acres results in a density of 12 dwelling units per acre, which is consistent with this Zone D residential criterion.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone D within the project.

Noise: The site is located outside the 55 dBA CNEL contour from Riverside Municipal Airport. Therefore, no special measures to mitigate aircraft noise are required at this location.

Part 77: The elevation of Runway 16-34 at its southerly terminus is 747.5 feet above mean sea level (AMSL). At a distance of approximately 5,153 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 799 feet AMSL. The project site elevation is 736 feet AMSL. With a maximum building height of 13 feet, the resulting top point elevation is 749 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Services (FAAOES) was not required.

Open Area: The site is located within Airport Compatibility D of the Riverside Municipal Airport Influence Area, which requires projects 10 acres or larger to designate 10% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. The project site is 0.33 acres and, therefore, is not required to provide ALUC open area.

General Plan Amendment/Rezone: The proposed General Plan Amendment and Rezone allow for the proposed development. Given the location of the site within Compatibility Zone D, the proposed density of 12 dwelling units per acre is not prohibited at this location.

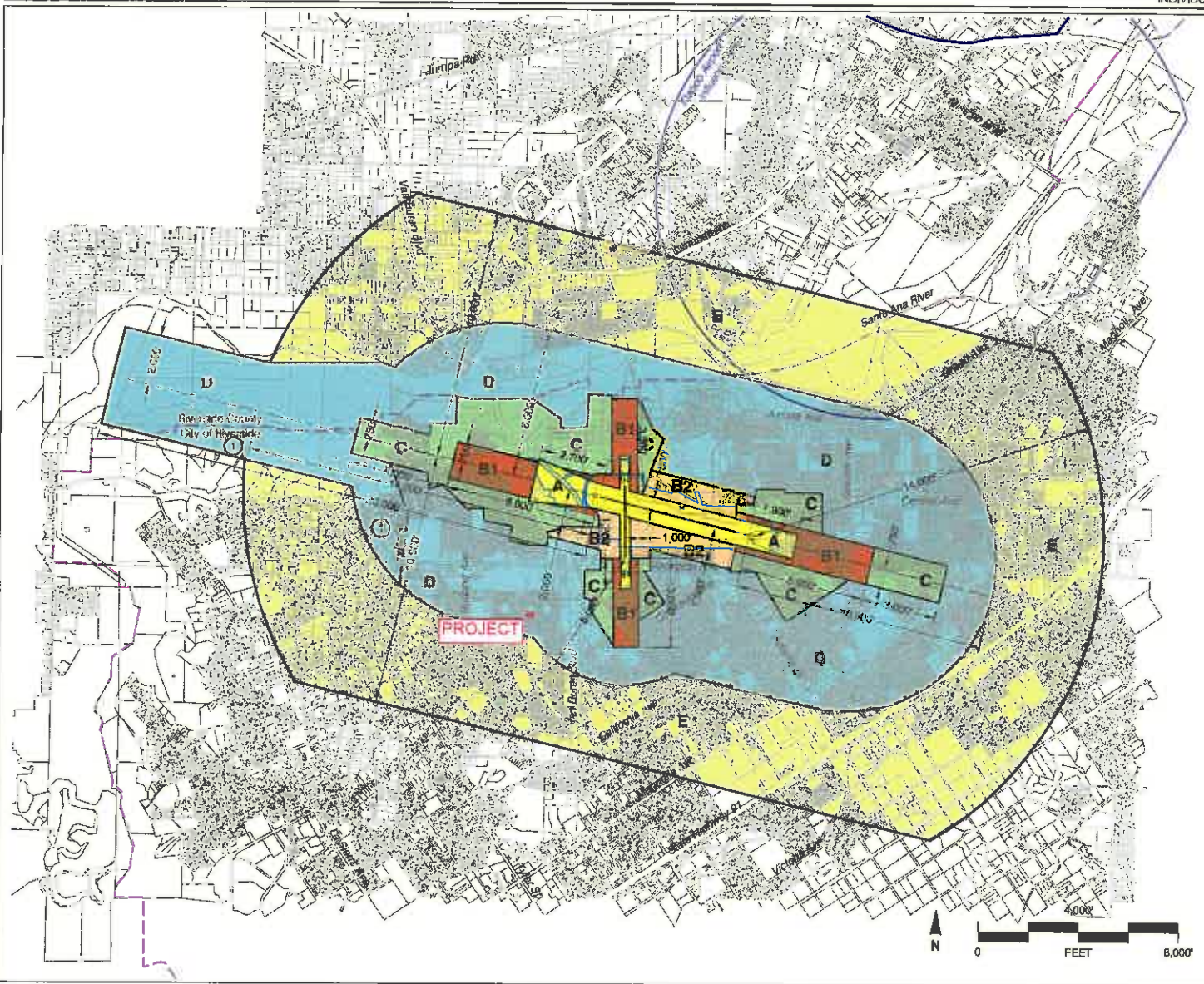
CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, and nursing homes.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the dwelling units, and shall be recorded as a deed notice.
 4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. An informational brochure shall be provided to prospective renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from the Airport Land Use Compatibility Plan shall be included in the brochure.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

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

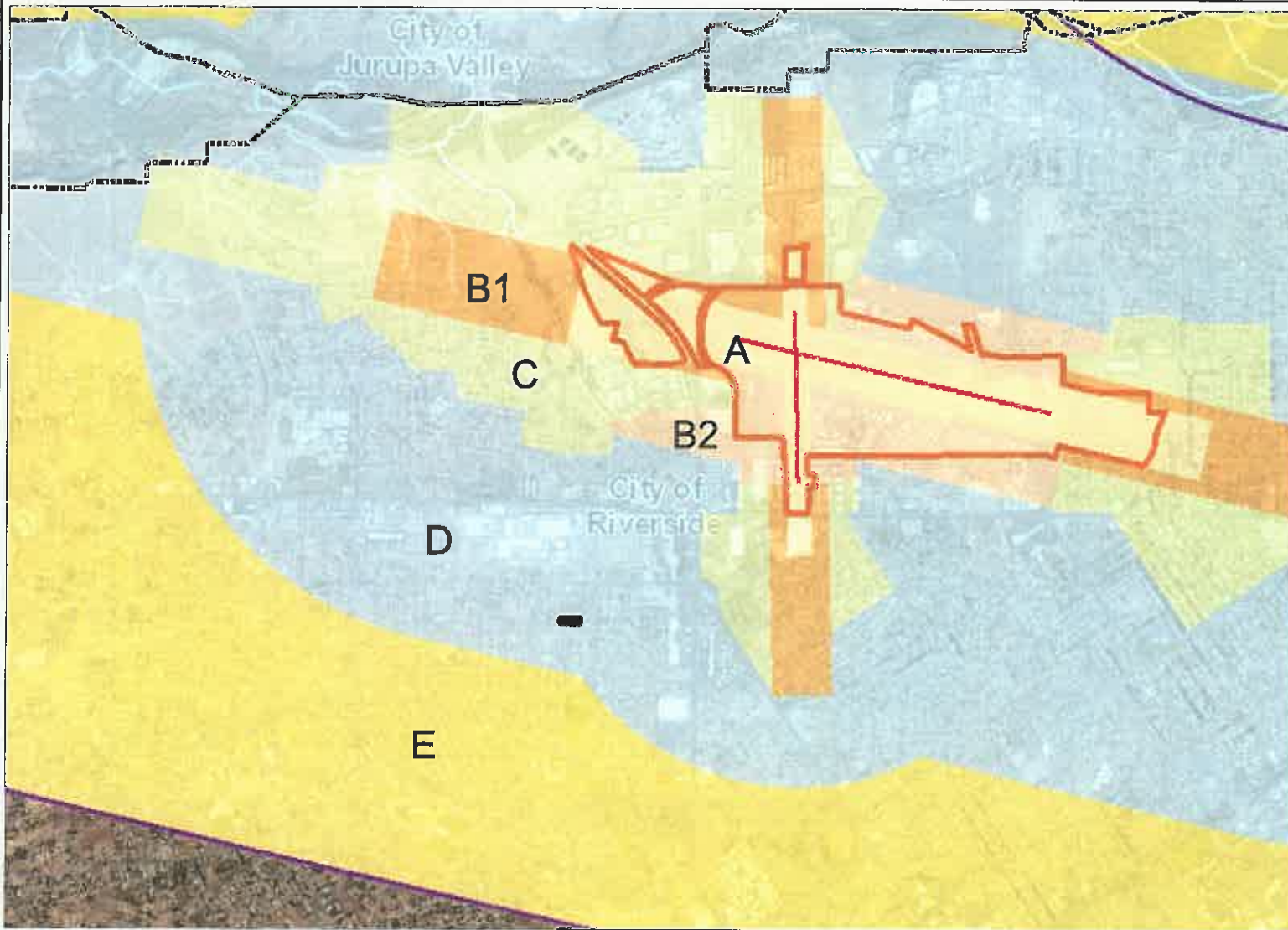
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

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

Map RI-1

Compatibility Map
Riverside Municipal Airport

Map My County Map



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

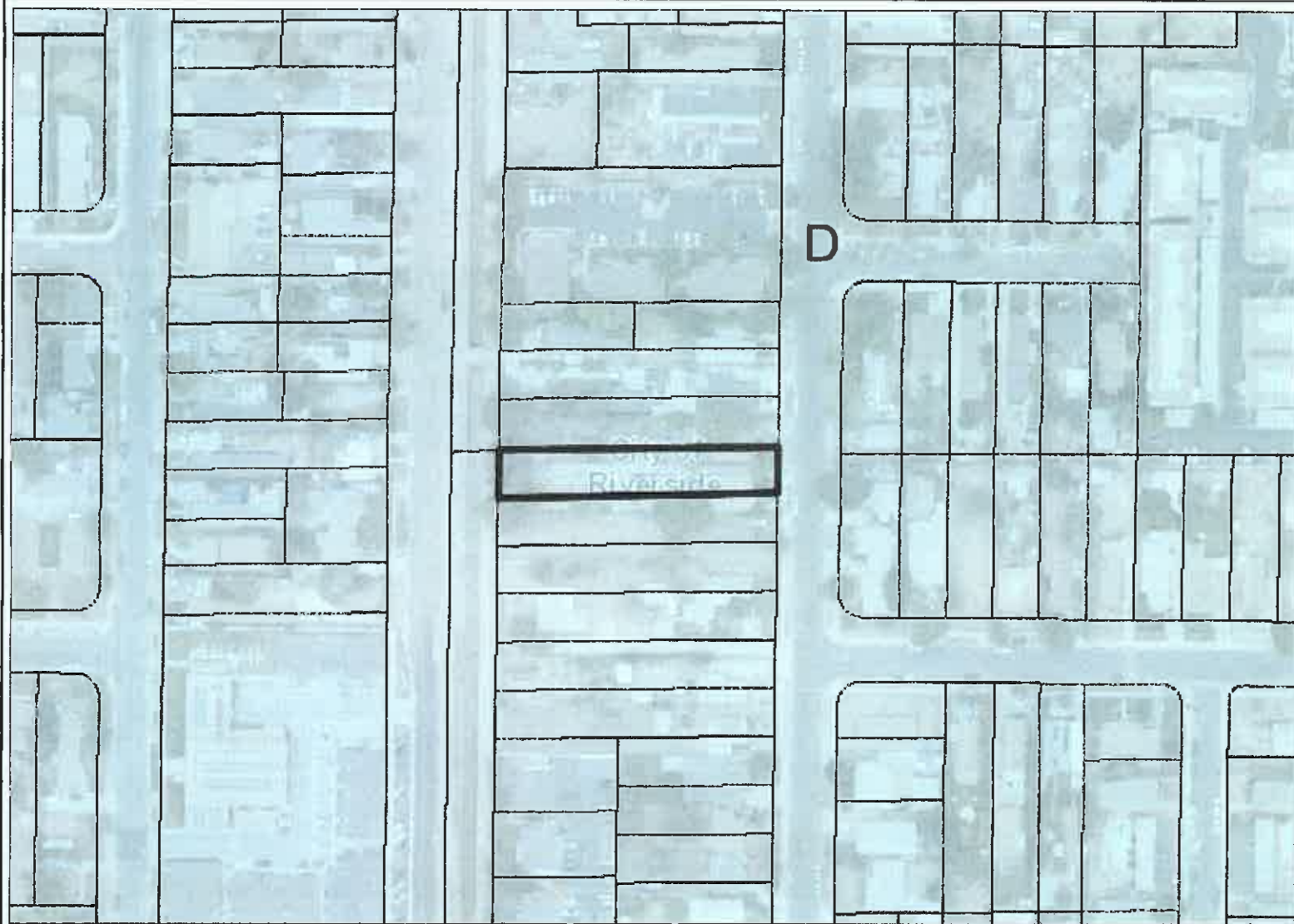


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Notes



Map My County Map



Legend

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

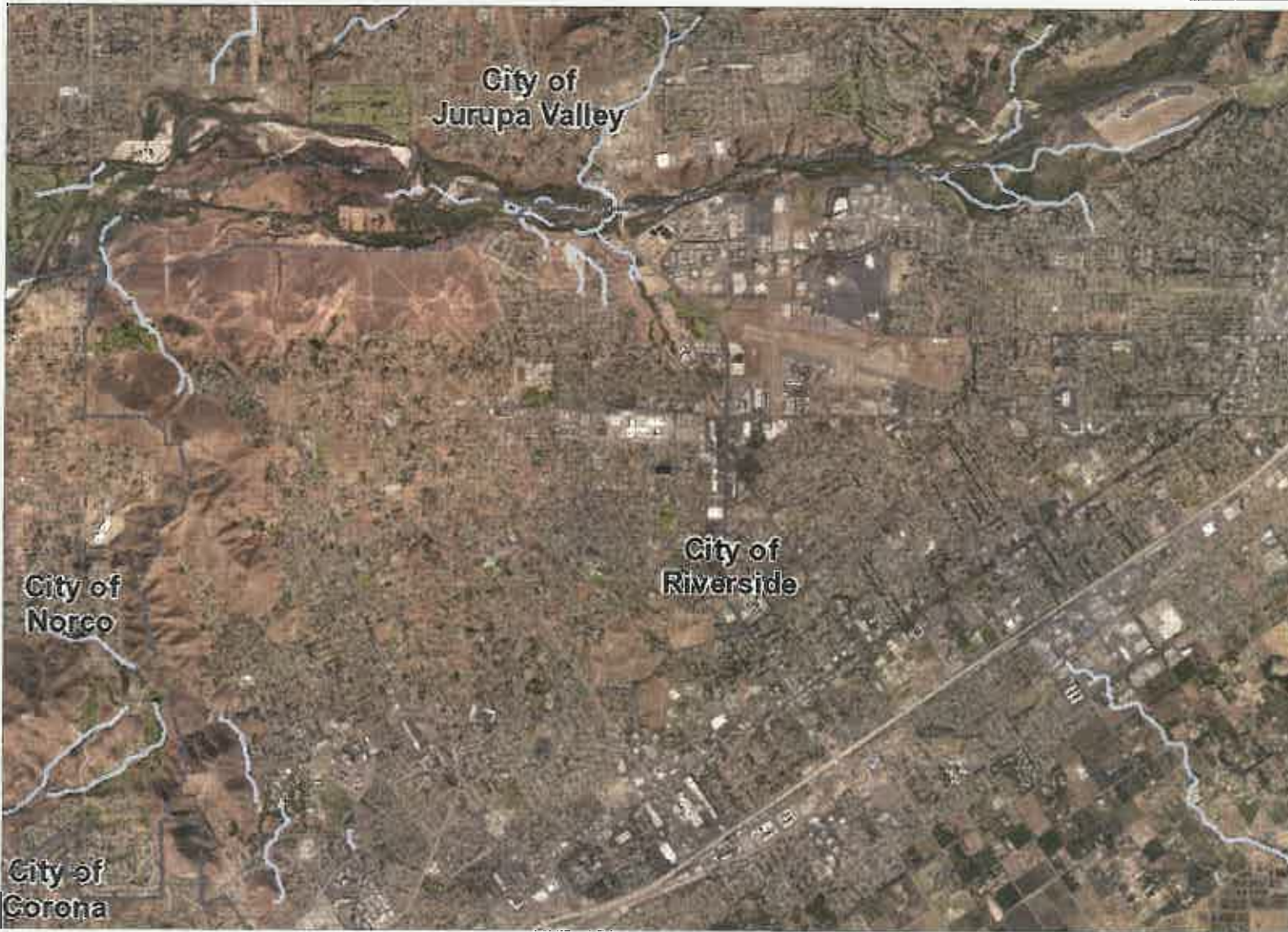


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Notes



Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes



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Map My County Map



Legend

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

Notes



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Map My County Map



Legend

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



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Notes

0 192 385 Feet

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Map My County Map



Legend

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



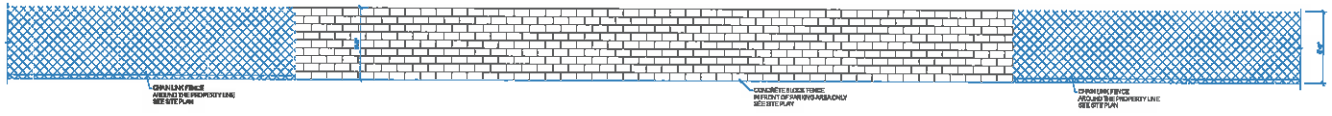
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Notes

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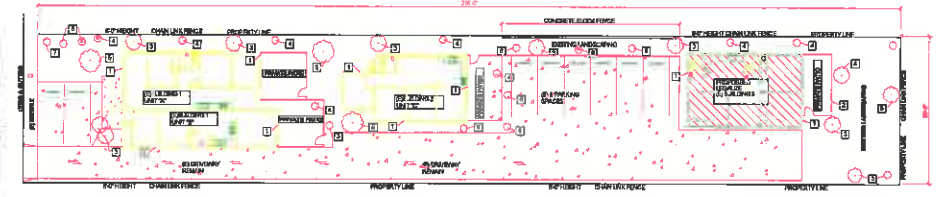


FENCE AND WALL PLAN



PHOTOMETRIC PLAN
SCALE: 1/8"=1'-0"

NO.	DESCRIPTION	DATE	BY
1	PRELIMINARY	10/15/12	PERALTA
2	REVISED	10/15/12	PERALTA
3	REVISED	10/15/12	PERALTA
4	REVISED	10/15/12	PERALTA
5	REVISED	10/15/12	PERALTA
6	REVISED	10/15/12	PERALTA
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99	REVISED	10/15/12	PERALTA
100	REVISED	10/15/12	PERALTA



LANDSCAPE PLAN
SCALE: 1/8"=1'-0"

- KEY NOTES
- HONEYEATERS
 - SP-RED-TWO-WOODPECKER
 - ANTHUS
 - GOLD FINCH
 - NON-MIGRATING TROOP
 - GRASSHOPPER
 - PINE TREE

REVISIONS BY



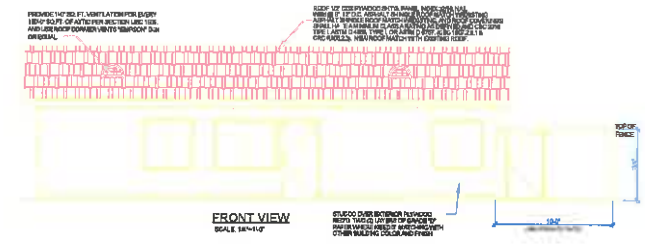
PERALTA'S DRAFTING DESIGN
1800 17th St., Suite 100
Berkeley, CA 94710
Phone: (925) 838-0811
Email: peraltad@comcast.net

LANDSCAPE PLAN
PHOTOMETRIC PLAN
FENCE PLAN

BEDDOLA RESIDENCE
1800 17th St., Suite 100
Berkeley, CA 94710
Phone: (925) 838-0811

PERALTA
1800 17th St., Suite 100
Berkeley, CA 94710
Phone: (925) 838-0811

2
OF 4 SHEETS



**PROPOSED LEGALIZE BUILDING 3.
ELEVATION MATCHING WITH COLOR
AND FINISH**

ATTENTION: ARCHITECT
 ALL DIMENSIONS UNLESS OTHERWISE NOTED
 1/4\"/>

NOTE:
 1. STANDARD ROOM SCHEDULE REQUIRED FOR ALL NEW
 CONSTRUCTION.

REVISIONS	BY
FERRALTI'S DRAFTING DESIGN  1000 S. GATEWAY BLVD., SUITE 100 SAN ANTONIO, TX 78207 PHONE: (512) 348-8888 E-MAIL: ferralti@ferraltis.com	
BUILDING 3 ELEVATIONS	
BEDOLLA RESIDENCE 1000 S. GATEWAY BLVD., SUITE 100 SAN ANTONIO, TX 78207 PH: (512) 758-8888	
DATE	08/20/2018
SCALE	AS NOTED
PROJECT NO.	7500018
DRAWN	3
CHECKED	4

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description
[A]	5	ALED26 - Cool - RAP02619	SINGLE	3475	1.000	26 Watt LED Area Light w/ 5000K Color Temp (14' Mounting Height)
[B]	5	WPLED13 - Cool - ITL62640	SINGLE	1197	1.000	13 Watt LED Wall Pack w/ 5000K Color Temp (10' Mounting Height)

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	3.17	7.6	1.0	3.17	7.60

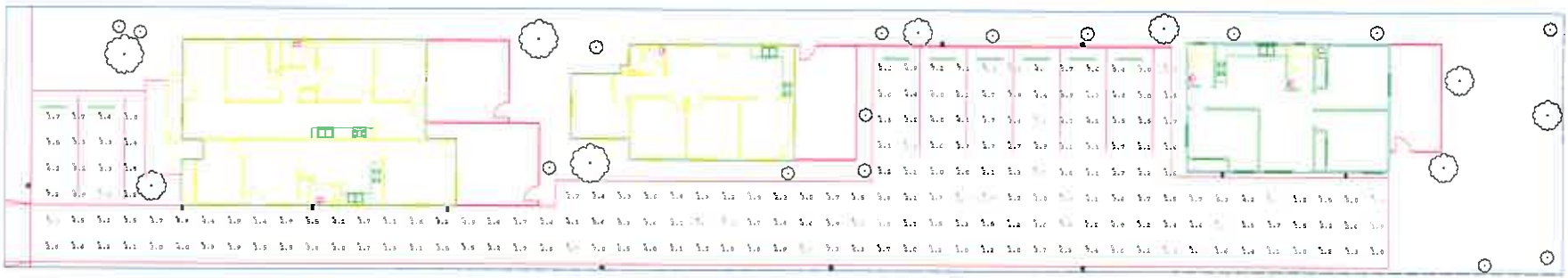


PROJECT: 5858 Warren St
LOCATION: Riverside, CA
CONTACT: Evan Estes
DATE: 9/6/18

Ownership and copyright for all documents created by LED Spot hereunder shall remain the exclusive property of LED Spot. They are not to be used by the Owner or Client on other projects or on extensions of this project except by agreement in writing and with appropriate compensation to LED Spot. The lighting designer shall not be responsible for the means, methods, techniques, sequences, or procedures on construction or installation, or for the acts and omissions of the Client.

**FOR PURCHASING INFORMATION OF APPROVED
 EQUIPMENT SPECIFIED ON THIS PLAN CONTACT:**

Evan Estes
 LED Spot
 4912 BLOSSOM ST
 Houston, TX 77007
 Voice Number: 713-667-4817
 Fax Number: 713-979-1429
 Email Address: evan@ledspot.com

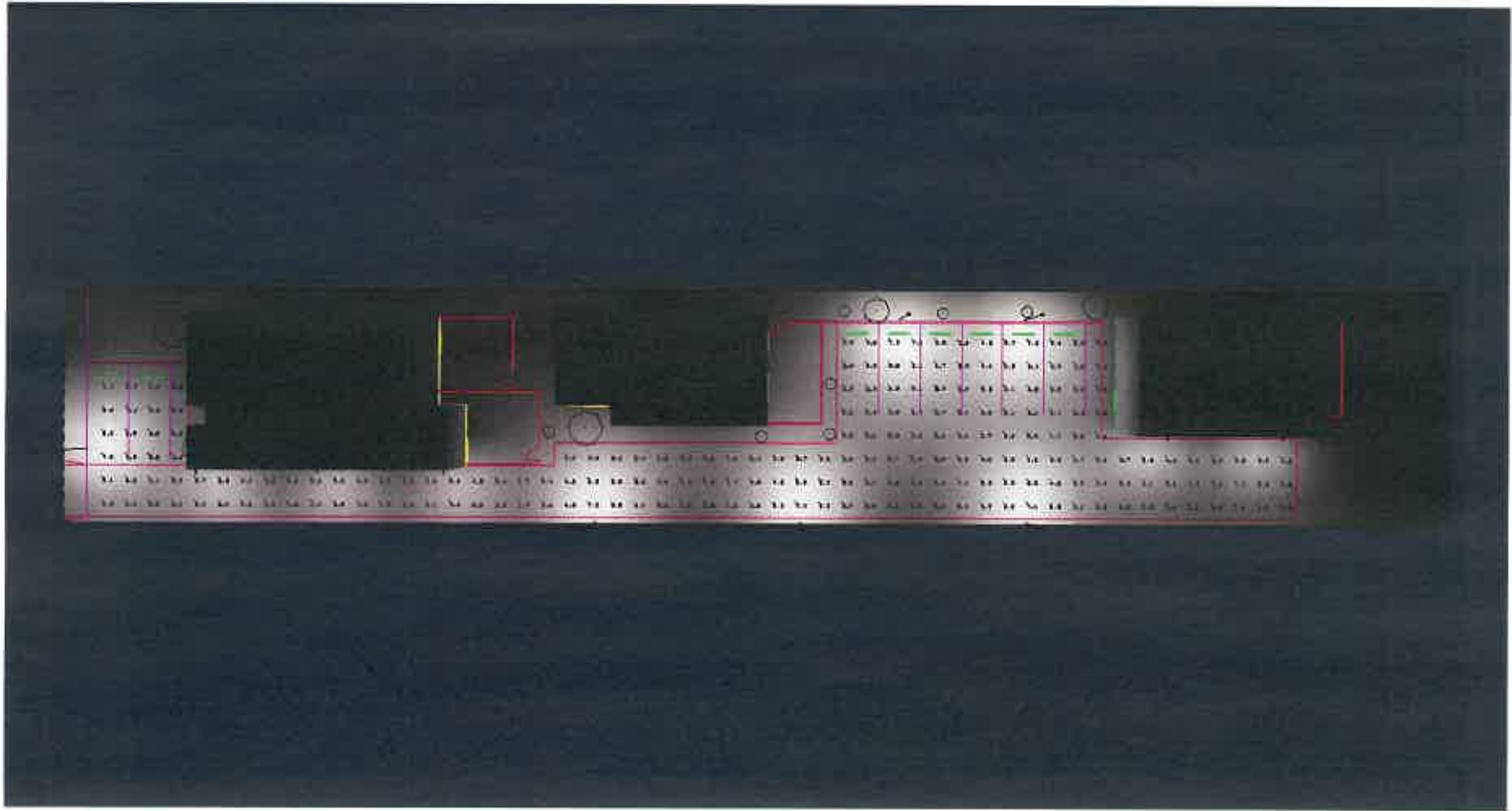


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Evan Estes
LED Spot
4912 BLOSSOM ST
Houston, TX 77007
Voice Number: 713-867-6817
Fax Number: 713-979-1429
Email Address: evan@ledspot.com



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LOCATION: Riverside, CA
CONTACT: Evan Estes
DATE: 9/6/18

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Voice Number: 713-867-6617
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Email Address: evan@ledspot.com

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 4:30 p.m., except November 23 (Thanksgiving Day), and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m., except November 23.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Riverside will hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: December 13, 2018

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1095RI18 – Jose Bedolla – City of Riverside Planning Case Nos. P18-0756 (General Plan Amendment), P18-0757 (Rezone), P18-0758 (Design Review), a proposal to develop four apartment units (three already existing) on 0.33 acres located westerly of Warren Street, easterly of Wohlstetter Street, northerly of Philbin Avenue, and southerly of Cypress Avenue. The applicant also proposes to amend the site's general plan land use designation from Medium Density Residential (MDR) to Medium-High Density Residential (MDHR), and to rezone the site from Single Family Residential Zone (R-1-7000) to Multiple Family Residential Zone (R-3-3000) (Compatibility Zone D of the Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Sean Kelleher of the City of Riverside Planning Division at (951) 826-5712.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1095RI18 DATE SUBMITTED: October 12, 2018

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

RIV
D

Applicant JOSE BEDOLLA Phone Number 951 500-0160
Mailing Address 5858 KARRIN ST. Email _____
RIVERSIDE, CA 92503

Representative Guillermo Peralta Phone Number 951 315 5066
Mailing Address 5947 Tyler St Email Peralta_g@yahoo.com
RIVERSIDE, CA. 92503

Property Owner _____ Phone Number _____
Mailing Address _____ Email _____

LOCAL JURISDICTION AGENCY

Local Agency Name City of Riverside Phone Number _____
Staff Contact Sean Kelleher Email _____
Mailing Address 3900 Main St Case Type _____
Riverside, CA 92522 General Plan / Specific Plan Amendment
951-826-5712 Zoning Ordinance Amendment
Local Agency Project No P18-0756, 0757, 0758 Subdivision Parcel Map / Tentative Tract
GP RZ DR Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 5858 KARRIN ST.
RIVERSIDE, CA. 92503
Assessor's Parcel No. 151171002 Gross Parcel Size 0.33 Ac. Net
Subdivision Name _____ Nearest Airport Riv. Muni.
Lot Number _____ and distance from Airport

PROJECT DESCRIPTION

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

Existing Land Use (describe) 3 Buildings

Proposed Land Use (describe)	Legalize Building #3 on 5858 Warren St. & Re-roof matching with the others 2 buildings - No increase in height proposed!! GPA; MDR to MHDR; R2: R-1-7,000 to R-3-3,000		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	3 BUILDINGS 4 UNITS	
For Other Land Uses (See Appendix C)	Hours of Operation	N/A	
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)		ft.
	Height of buildings or structures (from the ground)		14 feet ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:** If by 9/26 → 11/8
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, N/Agrading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf) stick
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal ✓
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 - ③. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: December 13, 2018

CASE NUMBER: ZAP1336MA18 – Cactus Commerce, LP (Representative: Ino Cruz)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PSN18-0016 (Sign Permit)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to construct a 45 foot tall pylon sign as part of a proposed gas station/commercial center on 4.16 acres. (The proposed commercial center was previously found consistent under ZAP1135MA15.)

PROJECT LOCATION: The site is located at 22330 Cactus Avenue on the northeast corner of Cactus Avenue and Commerce Center Drive, in the City of Moreno Valley, approximately 5,060 feet northeasterly of the northerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone B2
- c. Noise Levels: 65-70 CNEL from aircraft

BACKGROUND:

Non-Residential Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone B2, which limits average intensity to 100 people per acre and single-acre intensity to 250 people.

The intensity of the overall development was previously reviewed and determined to be consistent pursuant to ZAP1135MA15. The proposal to add a 45 foot tall pylon sign will not generate any additional occupancy.

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

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being within the 65-70 CNEL range from aircraft noise. The original project included an industrial building with office areas and was subject to a requirement for an acoustical analysis. The sign does not increase site occupancy, so no additional noise attenuation conditions are needed.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 5,060 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,585.6 feet AMSL. Site development was previously reviewed by the FAA through Aeronautical Study No. 2015-AWP-8873-OE. However, the study was based on a maximum building height of 35 feet and top point elevation of 1,588 feet AMSL. The site's elevation is approximately 1,553 feet AMSL and the proposed structure height is 45 feet, for a top point elevation of 1,598 feet AMSL. Therefore, an additional review by the FAA Obstruction Evaluation Service was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2018-AWP-16843-OE to this project, which is recognized as a "Work in Progress" as of the date of this staff report.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight

final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

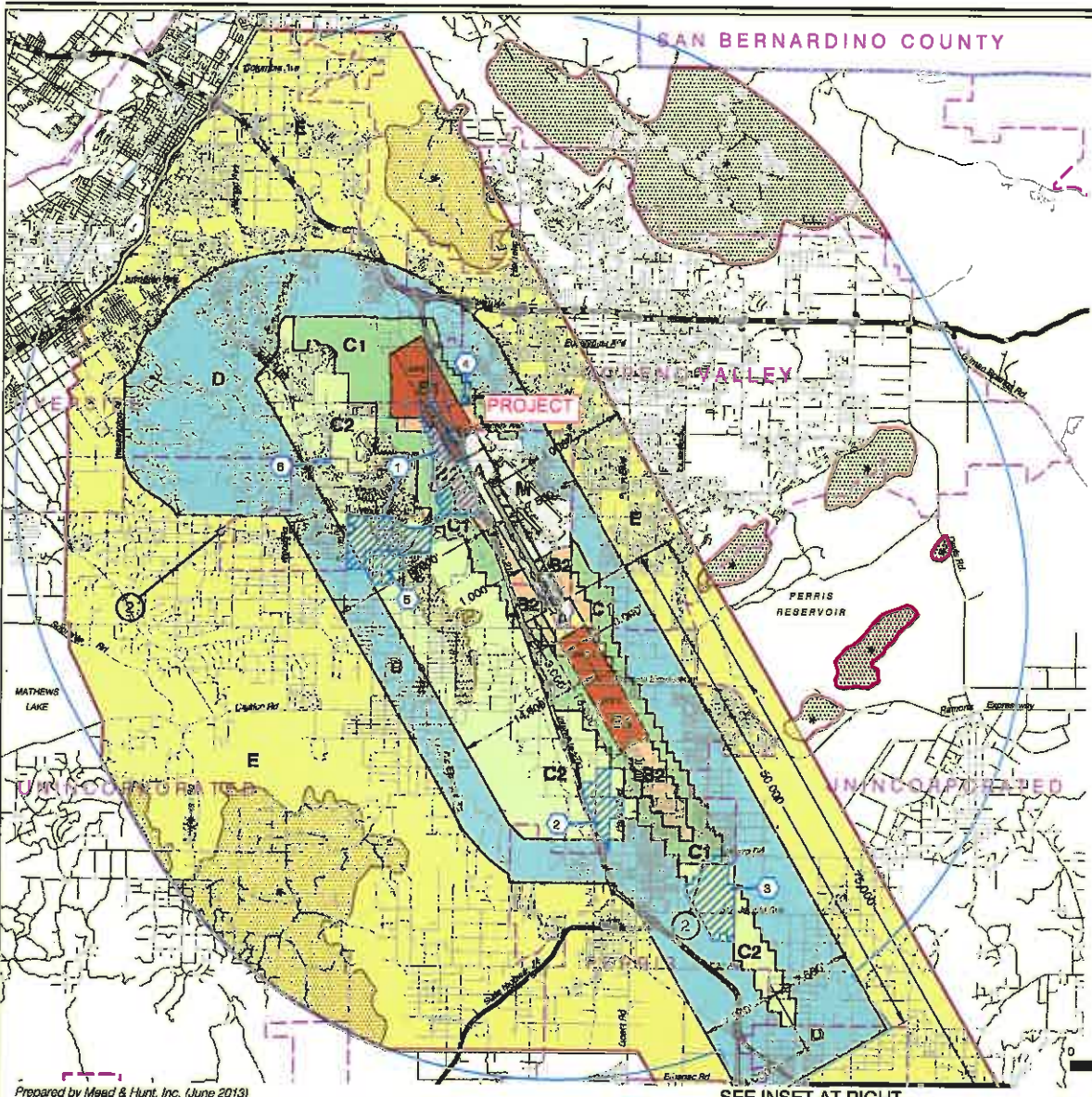
The following conditions continue to apply to the proposed on-site buildings for ZAP1135MA15:

6. The City of Moreno Valley shall require that an acoustical analysis be performed prior to issuance of building permits for the warehouse/office building to determine whether sound attenuation features are sufficient to reduce interior noise from aircraft to no more than 45 dBA CNEL in office areas.
7. Overall office and manufacturing area within the warehouse/office building shall be limited to a maximum of 4,000 square feet in the absence of further review by ALUC. The southerly 60 feet of the building shall be limited to warehouse use only. If any development of the industrial building proposes to exceed the maximum office and manufacturing area, or if any use other than warehousing is proposed in the remaining area, further ALUC review shall be required to determine its consistency with the applicable criteria in place at that time.
8. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
9. The dining/serving area in each of the freestanding fast food restaurants shall be limited to 1,500 square feet apiece. (The remaining area may be utilized as commercial kitchen, storage, etc., including one manager's office.)
10. The Federal Aviation Administration has conducted an aeronautical study of the proposed industrial warehouse building (Aeronautical Study No. 2015-AWP-8873-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 K Change 2 and shall be maintained in accordance therewith for the life of the project.
11. The maximum height of the proposed industrial warehouse building, including all roof-mounted equipment (if any) shall not exceed 35 feet above ground level, and the maximum elevation of the proposed industrial warehouse building shall not exceed 1,588 feet above mean sea level.
12. The specific coordinates, height, and top point elevation of the proposed industrial warehouse building shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.

13. Temporary construction equipment used during actual construction of the industrial warehouse building shall not exceed 35 feet in height, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of the industrial warehouse 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 industrial warehouse building.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

Boundary Lines

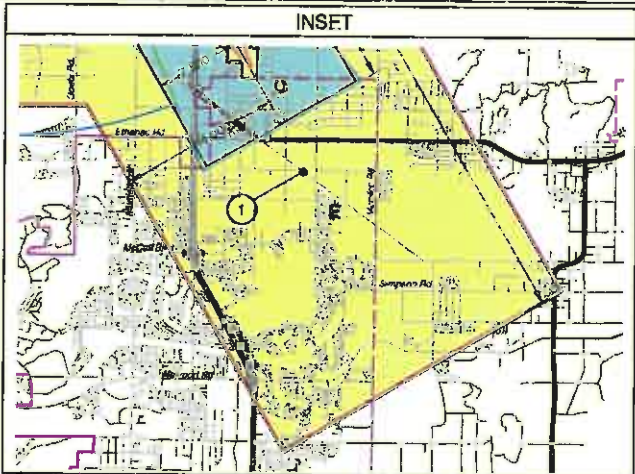
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

Site-Specific Exceptions

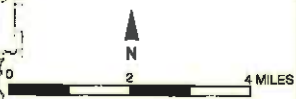
- 1 March JPA: March Business Center/Meridian
- 2 Perris: Harvest Landing
- 3 Perris: Park West
- 4 Moreno Valley: Affordable Housing
- 5 March JPA: Ben Clark Training Center
- 6 Riverside: Ridge Crest Subdivision

Notes:

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



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



Base map source: County of Riverside 2013

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

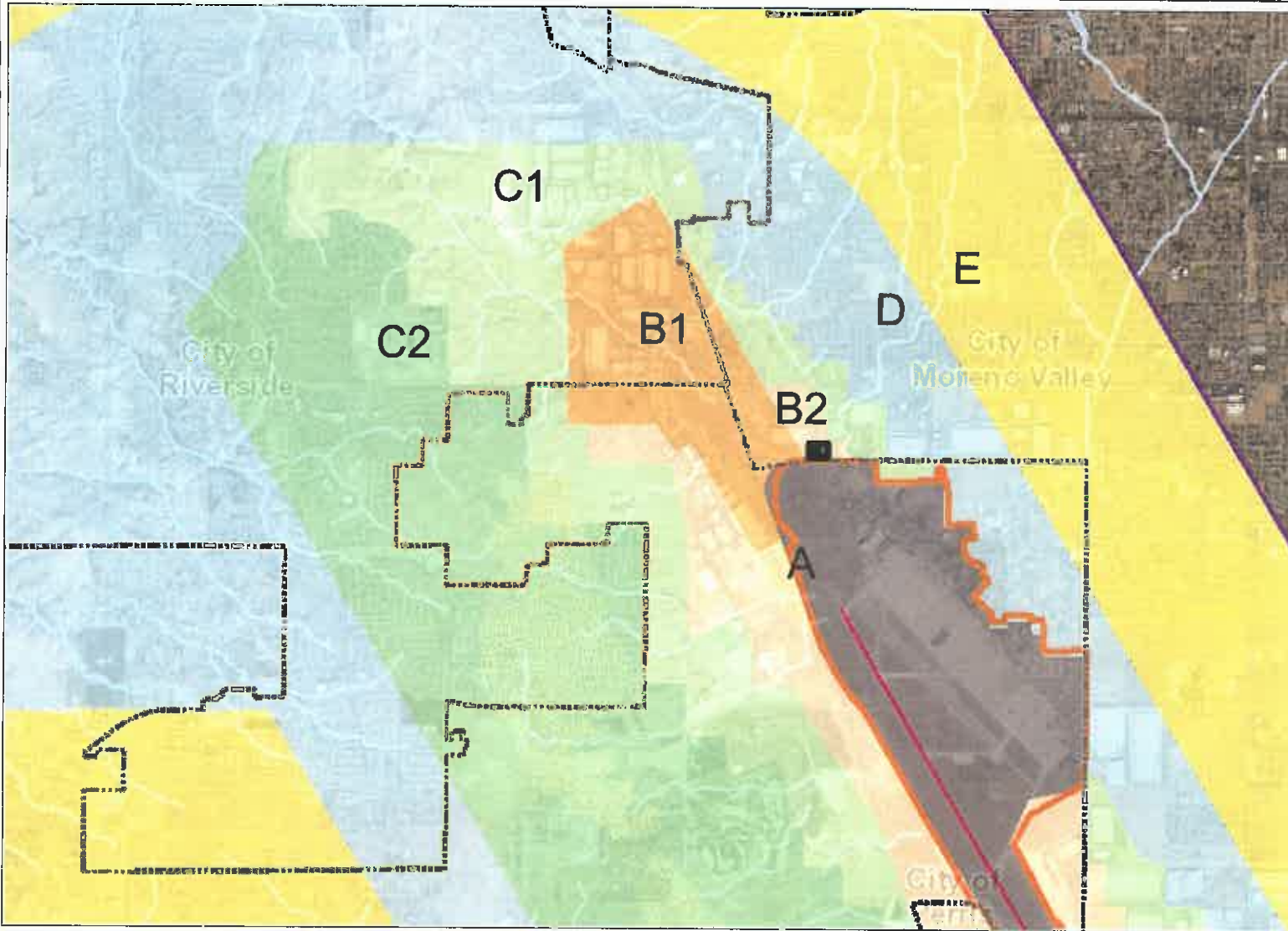
Map MA-1

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

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

SEE INSET AT RIGHT

Map My County Map



Legend

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

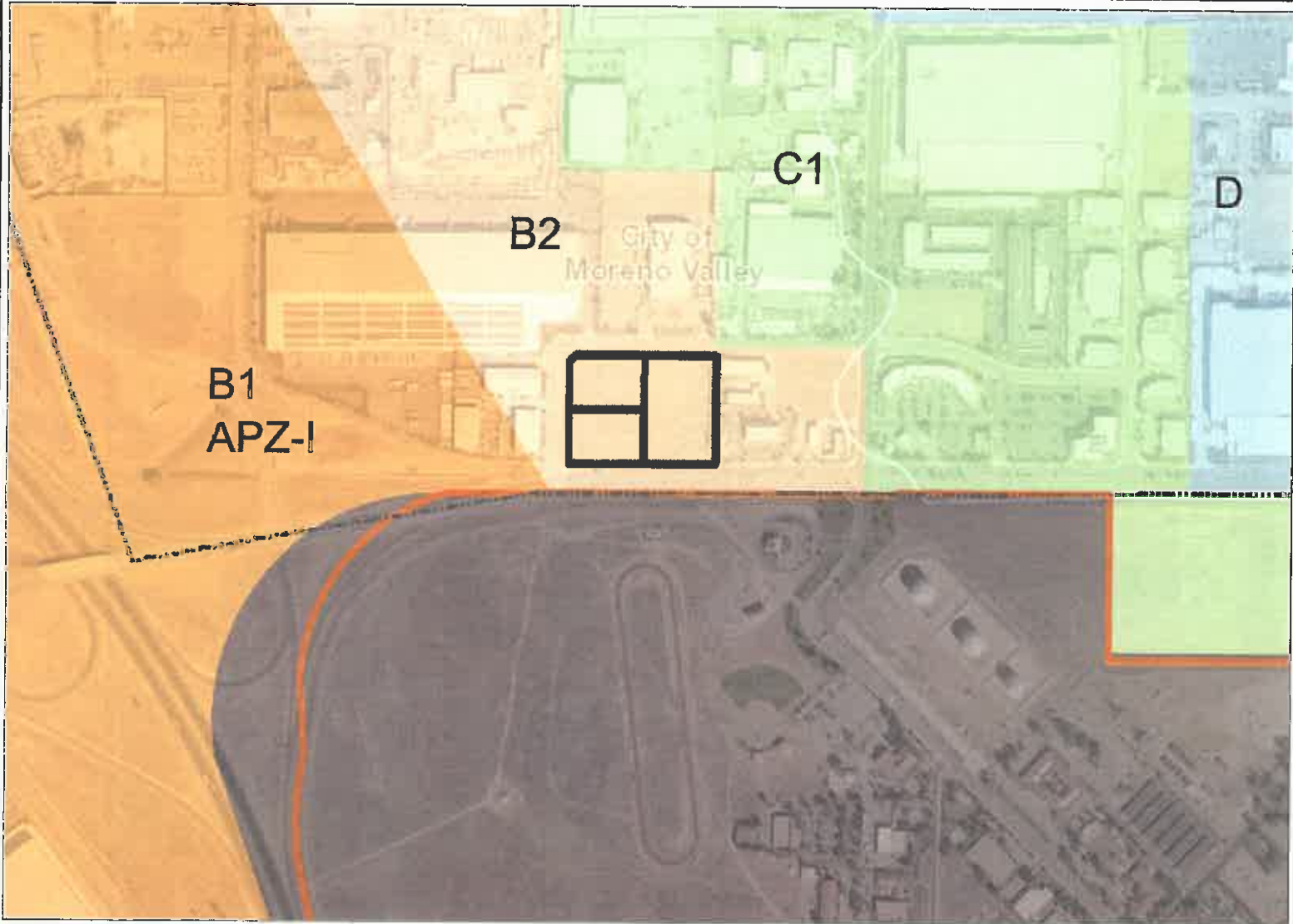


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Notes



Map My County Map



Legend

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



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Notes

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- City Areas
- World Street Map

Notes



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



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Map My County Map



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- Blue Line Streams
- City Areas
- World Street Map



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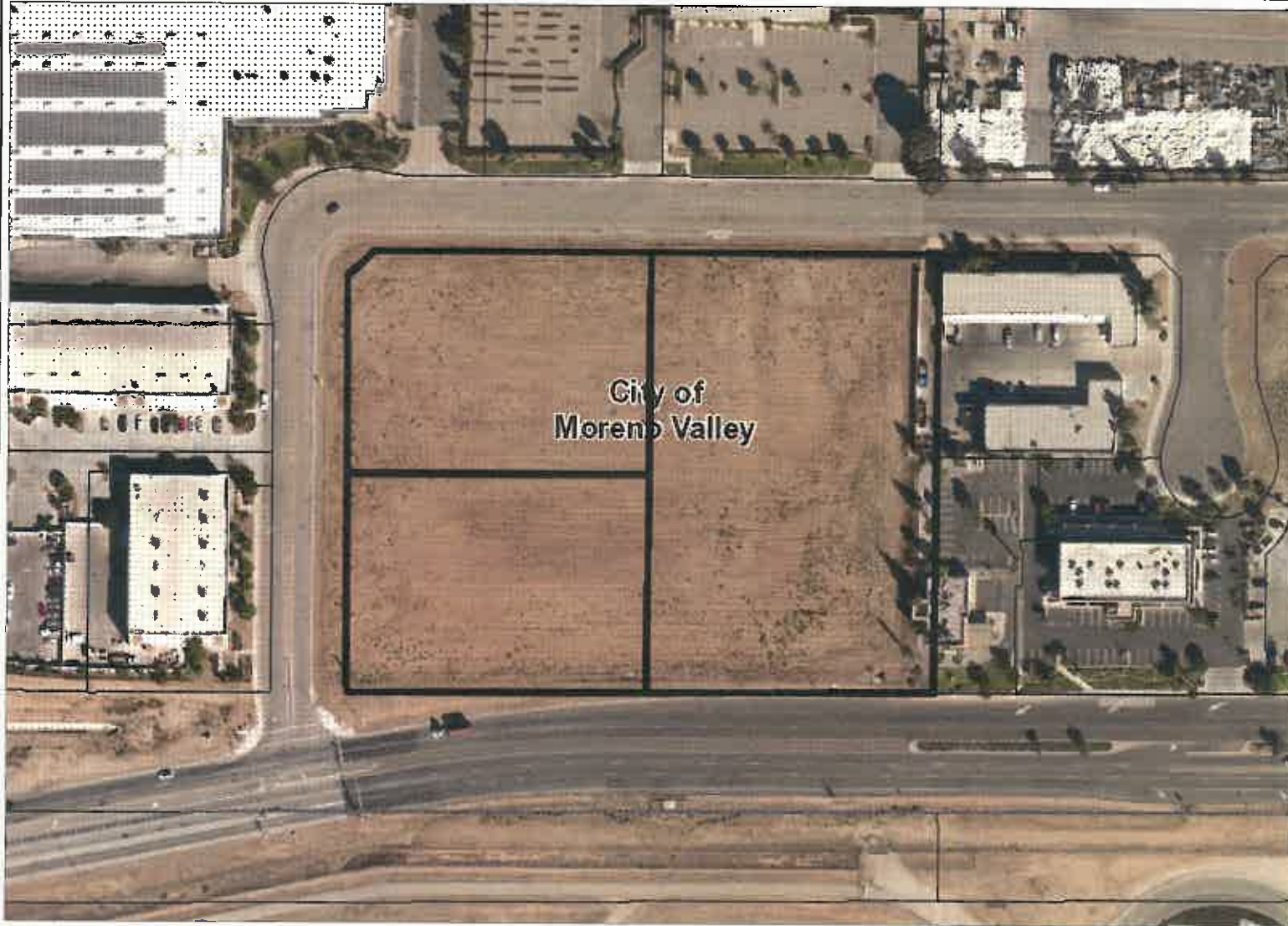
Notes

0 770 1,539 Feet

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Map My County Map



Legend

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



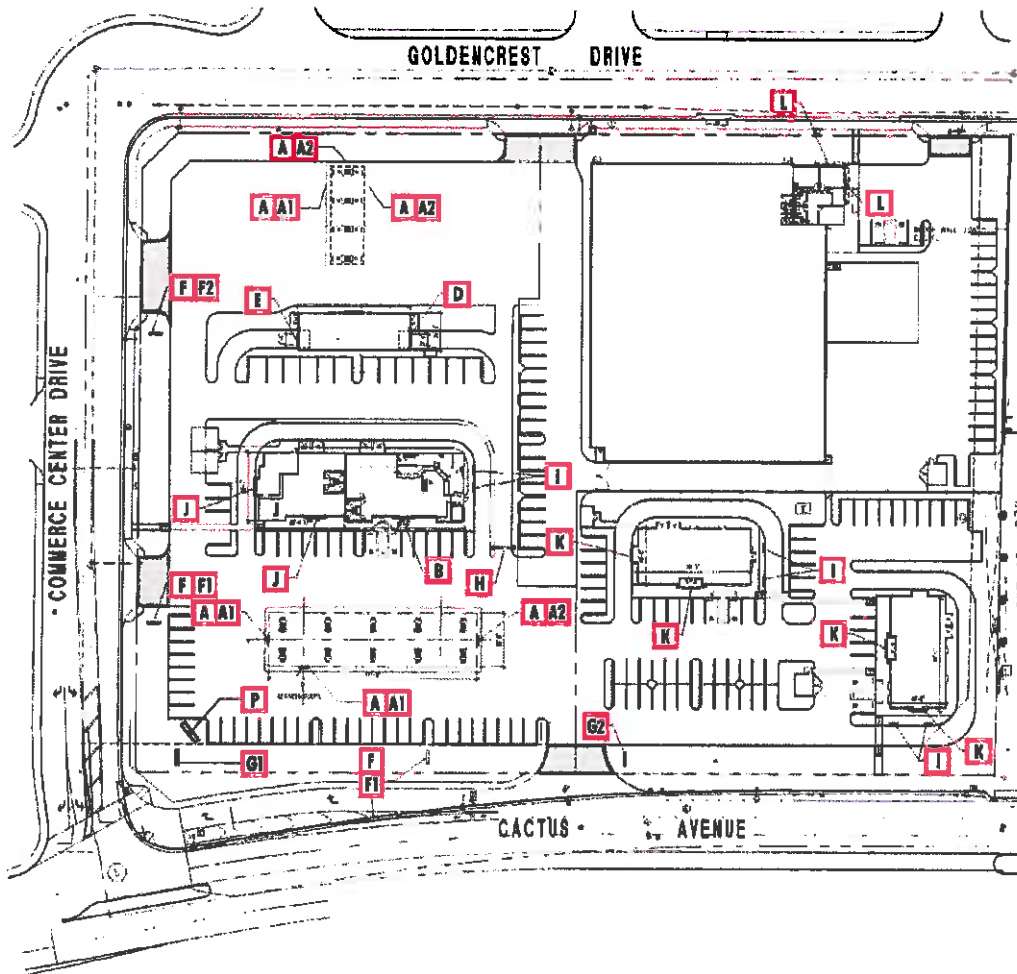
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Notes

0 192 385 Feet

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SIGNAGE KEYNOTES

- A CHERRY FRANK AND CHANNEL LETTERS (17.50 FT.)
- B NEW CHANNEL LETTERS (20.24 SQ. FT. CITY AREA)
- D DR. BUSH LUBRICANT: 100' X 50' (10.50 SQ. FT.)
- E DR. BUSH EXT. MAINT. SERV. (14.50 SQ. FT.)
- F1 NUMBER 1 (P) GAS STATION SIGN (10.00 SQ. FT.)
- F2 SEE DETAIL ON SHEET A-SH1-2
- G1 SEE DETAIL ON SHEET A-SH1-2
- G2 STATION W/APPARENT 100' X 50' (10.50 SQ. FT.)
- H TRUCK: NUMBER 1 (P) (14.50 SQ. FT.)
- I DR. BUSH EXT. MAINT. SERV. (14.50 SQ. FT.)
- J EX. 1 (P) SIGN: 100' X 50' (10.50 SQ. FT.)
- K EX. 2 (P) SIGN: 100' X 50' (10.50 SQ. FT.)
- L EX. 3 (P) SIGN: 100' X 50' (10.50 SQ. FT.)

BUILDING SIGNS

- A A1
- A A2
- B
- D
- E
- H

FREE STANDING SIGNS

- P
- G1
- G2
- F1
- F2

I J K L FUTURE TENANT SIGNAGE

SITE PLAN
SIGN LOCATIONS

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JOB #: 236074_R2
DATE: 09.06.2018
DESIGNER: J. CASTILLO
CHECKER: J. HADAYA
PROJECT NO:

NO.	DATE	BY	DESCRIPTION
01	09.10.18	JC	REORDERED PAGES
02	10.26.18	JC	REVISED DESIGN LAYOUT

CLIENT APPROVAL	DATE
LANDLORD APPROVAL	DATE
QC	



ARCO
MORENO VALLEY, CA
EXHIBIT: CONCEPTUAL

SHEET NUMBER
24.0

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**MANUFACTURE & INSTALL
ONE (1) NEW DOUBLE FACE PYLON SIGN.**

COLOR SCHEDULE

STAINLESS STEEL	WHITE	BLACK	RED	GREEN	BLUE
WHITE POLYURETHANE	ALUMINUM	BLACK POLYURETHANE	RED POLYURETHANE	GREEN POLYURETHANE	BLUE POLYURETHANE



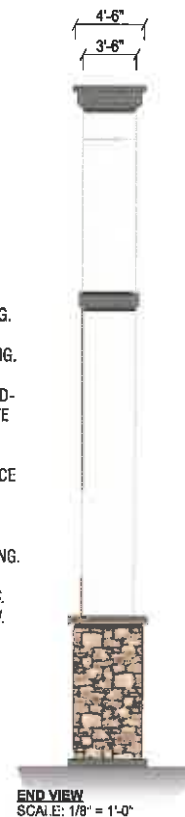
NEW D/F INTERNALLY-ILLUMINATED PYLON SIGN
USE STANDARD ALUMINUM CONSTRUCTION w/ ANGLE FRAME & STEEL PIPE SUPPORT INTO CONCRETE FOOTING. ALUMINUM STRUCTURE & POLE COVER TO HAVE LIGHT STUCCO FINISH w/ COLORS TO MATCH EXISTING BUILDING.

"CACTUS COMMERCE CENTER" GRAPHICS TO BE ROUTED-OUT & BACKED-UP w/ WHITE PLEX. ILLUMINATE w/ WHITE LEDS.

TENANT PANELS TO HAVE ACRYLIC FACES w/ 1st SURFACE APPLIED VINYL GRAPHICS & ALUMINUM DIVIDER BARS. ILLUMINATE w/ WHITE LEDS.

BASE TO HAVE STONE VENEER FINISH TO MATCH BUILDING.

SEE ENGINEERS SPECS FOR STRUCTURAL CALCULATIONS. VERIFY EXACT LOCATION OF SIGN PRIOR TO INSTALLATION.



L. POLE SIGN SPECIFICATIONS

1. Overall sign height not to exceed 45 feet.
2. Sign area not to exceed 150 square feet.
3. One (1) double faced pole sign allowed.

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JOB # 236074_R2
DATE: 09.06.2018
DESIGNED BY: J. CASTILLO
DRAWN BY: J. HADAYA
PROJECT NAME:

REV.	DATE	BY	DESCRIPTION
01	09.10.18	JC	REORDERED PAGES
02	10.25.18	JC	REVISED DESIGN LAYOUT

CLIENT APPROVAL	DATE
LANDLORD APPROVAL	DATE
QC	



ARCO
MORENO VALLEY, CA
PROJECT NAME: CONCEPTUAL

SHEET NUMBER
10.0

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NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Moreno Valley may hold hearings on this item and should be contacted on non-ALUC issues.

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

DATE OF HEARING: December 13, 2018

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1336MA18 – Cactus Commerce, LP (Representative: Ino Cruz) – City of Moreno Valley Case No. PSN18-0016 (Sign Permit). A proposal to construct a 45 foot tall pylon sign as part of a proposed gas station/commercial center on 4.16 acres located at 22330 Cactus Avenue, on the northeast corner of Cactus Avenue and Commerce Center Drive (The proposed commercial center was previously found consistent pursuant to ZAP1135MA15.) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Leticia Esquivel of the City of Moreno Valley Community Development Department at (951) 413-3202.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1336 MA 18 DATE SUBMITTED: October 31, 2018

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

March
B2

Applicant	Cactus Commerce, LP	Phone Number	951-280-3833 x2
Mailing Address	PO Box 1958, Corona CA 92878	Email	cactuscommerce@jntmgt.com
Representative	Ino Cruz	Phone Number	951-280-3833 x2
Mailing Address	PO Box 1958, Corona CA 92878	Email	ino@jntmgt.com
Property Owner	Cactus Commerce, LP	Phone Number	951-280-3833 x2
Mailing Address	PO Box 1958, Corona CA 92878	Email	cactuscommerce@jntmgt.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Moreno Valley	Phone Number	951.413.3202
Staff Contact	Leticia Esquivel	Email	leticiae@moval.org
Mailing Address	14177 Frederick St., Moreno Valley, CA 92553	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	PSN18-0016		

PROJECT LOCATION

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

Street Address	22330 Cactus Avenue, Moreno Valley, CA	Gross Parcel Size	
Assessor's Parcel No.	297-130-052 - 054	Nearest Airport	
Subdivision Name		and distance from	
Lot Number		Airport	

PROJECT DESCRIPTION

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

Existing Land Use (describe)	This project has been previously approved; PEN16-0131-134, all approved. We are proposing a 45' Freeway Pylon Sign, that now needs to be reviewed and approved.

Proposed Land Use (describe)	We are proposing a 45' Freeway Pylon sign.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses	Hours of Operation 24 hours		
(See Appendix C)	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)		
	ft.		
	Height of buildings or structures (from the ground)		
	ft.		
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
			<input checked="" type="checkbox"/> No
	If yes, describe		

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4 ~~3.7~~

HEARING DATE: December 13, 2018 (Reconsideration of Conditions for Item Initially Considered on November 8, 2018)

CASE NUMBER: ZAP1333MA18 – Coyne Development Corporation
(Representative: RED Architectural Group)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN18-0184, PEN18-0185 (Plot Plans)

MAJOR ISSUES: The applicant is proposing to construct predominately industrial warehouse buildings on a site located within the Airport Compatibility Zone B1 that lies within Accident Potential Zone I and II (APZ-I and APZ-II) (majority in APZ-I), as delineated by the United States Air Force in the 2018 Air Installation Compatible Use Zone (AICUZ) study. Although these buildings are consistent with the ALUC's Compatibility Zone B1-APZ-I and APZ-II average and single acre intensity criteria (APZ-I 25 average, 100 single, APZ-II 50 average, 100 single), ~~all of the buildings~~ *some areas of the site* exceed the Air Force's interpretation of Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. The Air Force understands the DoDI as limiting intensity in APZ I to a maximum of 25 people in any given acre of building area, rather than an average intensity of 25 persons per acre of land area. ~~At a pro-rated amount, all of the proposed buildings would exceed the Air Force APZ-I intensity interpretation.~~

At the Commission hearing on November 8, the applicant team agreed to a condition requiring that intensity within the on-site buildings be limited in accordance with the covenant that the March Joint Powers Authority applied to the proposed warehouse project located on the opposite side of Old Highway 215 from this site. However, after further study, the applicant has requested reconsideration of the terms of this condition. Recent communication with the March Air Reserve Base staff clarified that the Air Force would not insist on calculation of intensity based on "acre of building area", and that the Air Force Instruction and DoDI limits are maximum permissible intensity levels in "any given acre" (i.e., maximum permissible single-acre intensities). Staff has proposed a revised Condition 10.

RECOMMENDATION: Staff recommends that the Commission find the proposed Plot Plans CONSISTENT, ~~based on~~ *with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included in this amended staff report.* ~~;~~ ~~however,~~ ~~the Commission should also consider the fact that the project would exceed the Air Force's intensity interpretation for APZ-I.~~

PROJECT DESCRIPTION: PEN18-0184 proposes to construct **10** ~~12~~ industrial warehouse buildings totaling 122,979 square feet on 9.37 acres on three separate parcels, and PEN18-0185 proposes to construct a 15,280 square foot Penske Truck building facility on 9.86 acres.

In 2007, the Commission found ZAP1038MA07 (PA05-107), a proposal for a 16-building business park with a gross floor area of 253,740 square feet on 19.56 acres consistent with the 1984 Riverside County Airport Land Use Plan. (The project also involved a General Plan Amendment to amend the City of Moreno Valley General Plan land use designation on 6.22 acres from Commercial to Business Park/Industrial, and to establish the Business Park/Industrial designation on 3.27 acres of former right-of-way, a change of zoning from Commercial (6.22 acres) and Industrial (8.7 acres) to Business Park, and to establish Business Park zoning on 2.47 acres of former right-of-way, and parcel map to divide 24.11 acres into six parcels.)

PROJECT LOCATION: The site is located southerly of Alessandro Boulevard, westerly of Day Street, and easterly of Old Highway 215 Frontage Road, within the City of Moreno Valley, approximately 6,836 feet northwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zones B1-APZ I and APZ-II
- c. Noise Levels: 65-70 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-I and APZ-II. Zone B1-APZ-I limits average intensity to 25 people per acre, and APZ-II limits average intensity to 50 people per acre.

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

- Office – 1 person/200 square feet,
- Warehouse – 1 person/500 square feet, and
- Repair/truck wash – 1.5 persons per bay.

The project proposes a total of 138,259 square feet of building area, which includes 114,861 square feet of warehouse area, 12,774 square feet of accompanying office area, 9,008 square feet service

area and 2,190 square feet wash area, accommodating 309 people, and an average intensity of 16 people per acre which is consistent with the Compatibility Zone B1-APZ-I criterion of 25 and Zone B1-APZ-II criterion of 50.

Considering average intensity on a lot-by-lot basis (based on the applicant's proposed parcel lines as indicated on the site plan and including project frontage street-half-widths for Alessandro Boulevard, Day Street, and Old Highway 215 Frontage Road):

- Site 1 Building A (B1-APZ-II portion) lot (0.67 acres) consisting of 7,735 square feet of warehouse area and 600 square feet of office area, would accommodate 19 people, resulting in an average intensity of 28 people per acre,
- Site 1 Buildings A through G (B1-APZ-I portion) lot (7.35 acres) consisting of 76,106 square feet of warehouse area and 6,279 square feet of office area, would accommodate 184 people, resulting in an average intensity of 25 people per acre,
- Site 2 Penske Truck Facility lot (9.86 acres) consisting of 3,982 square feet of office area, 9,008 square foot service area with 8 bay doors, and 2,190 square foot truck wash area with 2 bay doors, would accommodate 35 people, resulting in an average intensity of 4 people per acre,
- Site 3 Building A lot (1.15 acres) consisting of 12,121 square feet of warehouse area and 874 square feet of office area, would accommodate 29 people, resulting in an average intensity of 25 people, and
- Site 4 Buildings B and C lot (1.73 acres) consisting of 18,899 square feet of warehouse area and 1,039 square feet of office area, would accommodate 43 people and an average intensity of 25 people per acre.

All of the buildings would be consistent with the average acre intensity for B1-APZ-I of 25 people and for B1-APZ-II of 50 people on a lot-by-lot basis.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (175 spaces, 217 truck spaces, 30 tractor trailer spaces), the total occupancy would be estimated at 511 people for an average acre intensity of 25 people per acre, which is consistent with the Compatibility Zone B1-APZ-I criterion of 25.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zones B1-APZ-I and APZ-II limit maximum single-acre intensity to 100 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity occurs at Sites 3 and 4, consisting of a portion of Building A and the entirety of Building B. This single-acre area includes 20,182 square feet of warehouse area and 659 square feet of office

area, for a total occupancy of 43 people, which is consistent with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100. (Even if one were to consider the total areas of Buildings A, B and C, which would extend beyond the single-acre area, the total occupancy of 72 people would not exceed the B1-APZ-I single acre intensity criterion of 100.)

~~However, there are concerns that all of the proposed buildings would exceed the Air Force's intensity interpretation of a maximum 25 people per acre of building area which is discussed below.~~

However, the single-acre intensities for almost all of the building areas exceed the Air Force standard of a maximum of 25 persons per single-acre area. In order to be consistent with the Air Force standard, the applicant has agreed to accept a condition requiring a covenant (applicable to this project and projects of any successor-in-interest) that limits intensities to a maximum of 25 persons per single-acre in APZ-I and a maximum of 50 persons per single-acre in APZ-II.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-I and B1-APZ-II of the northerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. ~~As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.~~ **The Air Force has provided comments in its letter dated November 5, 2018.**

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies the project site as located within Accident Potential Zones I and II (APZ-I and APZ-II). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite "warehousing" and "repair services" as permitted uses in APZ I and II (and prohibited use in the Clear Zone [CZ]).

However, March Air Reserve Base officials maintain that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions. The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force applies the DoDI limits on intensity in APZ I to a maximum of 25 people (and APZ II to a maximum of 50 people) in any given acre of building area. ~~(By contrast March ALUCP applies intensities across the land area of a project site.)~~ **The projected occupancy intensities of each building almost all of the buildings would be inconsistent with the Air Force interpretation of 25 people maximum in any given acre. of building area. AS A RESULT, IT IS PROBABLE THAT THE AIR FORCE WOULD REPORT THIS PROJECT AS AN INCOMPATIBLE USE WITHIN ITS APZ in the absence of a covenant that would restrict intensity in accordance with the AFI and DoDI limits.**

~~In calculating the allowable building intensity pursuant to the Air Force's maximum intensity limit of 25 people in any given acre of building area, the maximum pro-rated numbers are as follows:~~

Site Area	Building ID	Airport Zone	Building Area (sq. ft.)	Air Force Allowable Maximum Occupancy (persons)
1	A	APZ-II	8,335	10
1	A	APZ-I	2,270	1
1	B	APZ-I	4,744	3
1	C	APZ-I	13,086	8
1	D	APZ-I	15,064	9
1	E	APZ-I	14,328	8
1	F	APZ-I	19,000	11
1	G	APZ-I	13,894	8
2	Penske	APZ-I	15,280	9
3	A	APZ-I	12,121	7
4	B	APZ-I	14,735	9
4	C	APZ-I	4,862	3

All of the projected building occupancies, as calculated for the March ALUCP, would exceed the Air Force Instruction maximum intensity allowances, as shown in the above table.

Unlike the rest of the project, the Penske Truck Facility is not a speculative development. If the March ALUCP were applied to just the Penske Truck Facility by itself it would satisfy the Single Acre Intensity and Average Acre Intensity requirements. The proposed 15,280 square foot truck facility building on 9.86 acres would accommodate an occupancy (and single acre intensity) of 35 people, and an average acre intensity of 4 people per acre, which is well within and consistent with the March ALUCP Compatibility Zone B1-APZ-I intensity criteria. As many as 247 people are allowed at the site before exceeding the ALUCP average acre intensity of 25 people per acre.

The building's occupancy would ~~be required to comply with the March ALUCP B1-APZ-I single acre criterion of 100 people. However, the single-acre intensity of 35 persons would not comply with the Air Force limit. By contrast, the U.S. Air Force applies the Air Force Instruction (AFI) criteria to the square footage of the building. Increasing the occupancy under the AFI criteria would require increasing the size of the building. As an example if the current Penske building were increased from 15,280 square feet by a factor of 7 to 106,260 square feet it would still be consistent with the March ALUCP B1-APZ-I average acre intensity and allow for a pro-rated AFI occupancy of 61 people, which is significantly higher than the currently allowed AFI occupancy of 9 people. One method of bringing the project into consistency with both the March ALUCP and the Air Force Instruction (AFI) is for the applicant to agree to a condition including a Covenant, recorded on the title of the property, restricting the actual occupancy of any single acre to the limits of the AFI (25 persons in APZ-I and 50 persons in APZ-II).~~

The March Joint Powers Authority (JPA) has begun implementing the Air Force's intensity interpretation through use of covenants for projects within the JPA's jurisdiction located in APZ-I and APZ-II in order to ensure that the actual occupancy of buildings within APZ-I and APZ-II would

not exceed 25 and 50 persons, respectively, in any given acre of building area.

The March JPA has recently used the following Covenant:

A. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) XX occupants, where $XX = 25 \times$ the total building square footage, divided by 43,560 ("Density Cap") [**THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.**]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the "Density Restrictions," and are depicted in Exhibit 4, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the XXX area, without further review by JPA and MARB representatives, and consent and approval provided through an amendment to this Covenant.

(Note: In the initial case, XXX referred to a building mezzanine in a portion of the proposed building in APZ II. Building mezzanines are prohibited in APZ-I.)

If the applicant would agree to such a covenant the project would be both consistent with the March ALUCP and the AFI (U.S. Air Force Instruction) applied in the AICUZ.

In order to meet the single-acre intensity standard of a maximum of 25 persons in any given acre, the applicant will still need to enter into a covenant, but the provisions [section (i)] in the JPA covenant tying the density cap to the size of the building would not be included. The applicant would still have to comply with the limit of twenty-five occupants within any square area measuring 208 feet by 208 feet. (This allowance is greater than the number of persons if intensity were based on "an acre of building area.")

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1-APZ-I and B1-APZ II. Industrial warehouse buildings and repair services are compatible within Accident Potential Zones I and II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Use as an industrial warehouse is also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57, but the intensity levels of this project exceed DODI allowances, as understood by the Air Force.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within

office areas of the building.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 6,836 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,603.4 feet AMSL. The maximum finished floor elevation is 1,550 feet AMSL. The applicant has identified that all building heights will be a maximum of 30 feet, resulting in a top point elevation of 1,580 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, development within Compatibility Zone B1-APZ-I and APZ-II is limited to a maximum lot coverage of 50%. The maximum lot coverage proposed is 40%, which is consistent with the maximum lot coverage criterion for warehouses of 50% in the Accident Potential Zones.

CONDITIONS:

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

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
 - (f) Any other uses not permitted in Accident Potential Zone I pursuant to DoDI 4165.57.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
 5. Any proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 8. This project has been evaluated for 114,861 square feet of warehouse area, 12,774 square feet of accompanying office area, 9,008 square feet of service area and 2,190 square feet of truck wash area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.

9. **The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.**
10. **The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The Covenant shall include the following language:**

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap by limiting occupancy of the Project to a maximum of twenty-five (25) occupants in any given square acre area measuring 208 feet by 208 feet ["Square Area"] of the project site within APZ I, and fifty (50) occupants in any square acre area of the project site within APZ II. Accordingly, any building expansion or change in use that would increase the occupancy of any of the buildings pursuant to the applicable Building Codes is prohibited, including an increase in the office areas, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this Covenant.”

Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives.

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)



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

5 November 2018

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
ATTN: PAUL RULL
PRINCIPAL PLANNER
4080 LEMON STREET, 14TH FLOOR
RIVERSIDE, CA 92501

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Riverside County Airport Land Use Commission (RCALUC) – ZAP1333MA18 (Coyne Development Corporation); PEN18-0184, PEN18-0185

1. March Air Reserve Base (MARB) personnel have reviewed the proposal to develop 12 industrial buildings of varying sizes totaling 122,979 square feet on 9.37 acres on three separate parcels; and to construct a 15,280 square foot Penske Truck facility on 9.87 acres, generally located on the southeast corner of Alessandro Boulevard and Old Highway 215 Frontage Road in the City of Moreno Valley, and provide the following comments.

2. The proposed development is located within the Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZ II) to the north of Runway 14/32. Any construction within APZ I & II must take into consideration its height; airspace review is required for objects greater than 35ft. in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.

3. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. MARB is requesting the water detention basins are completely drained within 48 hours and have a rock filled bottom, or be underground and covered. Prior to issuance of formal approval, the base will want to review details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated May 31, 2018. We request that the City of Perris evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.

4. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the Air Installation Compatible Use Zones Study (AICUZ) for MARB dated 2018 for the noise contours for this area. Referencing Exhibit MA-4 from the aforementioned insert, it would appear

this project resides within an area that is subject to 65 to 70 dB Community Noise Equivalent Level (CNEL). In addition, this site is situated in an area where aircraft flying arrivals and departures from Runway 14 will overfly this proposed facility at relatively low altitudes. In addition, these aircraft will be at a high power setting generating significant noise contours. As such, the employees of this proposed development would be subject to noise occurrences that may generate complaints to the base and the community leadership. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in the construction design. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise work environment.

5. While the proposed use may be consistent with local jurisdiction zoning and land use guidelines, in referencing a map of the area, this site is approximately 1.07 miles from the departure end of Runway 14. Based on a statistical analysis by the USAF, Aircraft Accident Data, approximately 10% of recorded accidents have taken place within the APZ I Zone (AICUZ). The location of the development presents a concern due to the APZ I at the north end of Runway 14/32. Developments in this area should not be used for high-density functions, since the objective of the land use guidelines in and around APZs is to restrict people-intensive uses and hazardous materials/chemicals, due to a greater risk of aircraft incidents in these areas. The intensity in APZ I is restricted to 25 people and 50 people in APZ II per acre IAW DoDI 4165.57, November 9, 2017 and AFI 32-7063, December 18, 2015.

6. The building height is always a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouses along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also need to provide a Terminal Instrument Procedures (TERPS) review.

7. To help eliminate any potential adverse effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

- Distracting lights which could be mistaken for airport lights
- Sources of dust, steam, or smoke which may impair pilot visibility
- Sources of electronic interference with aircraft communications or navigation

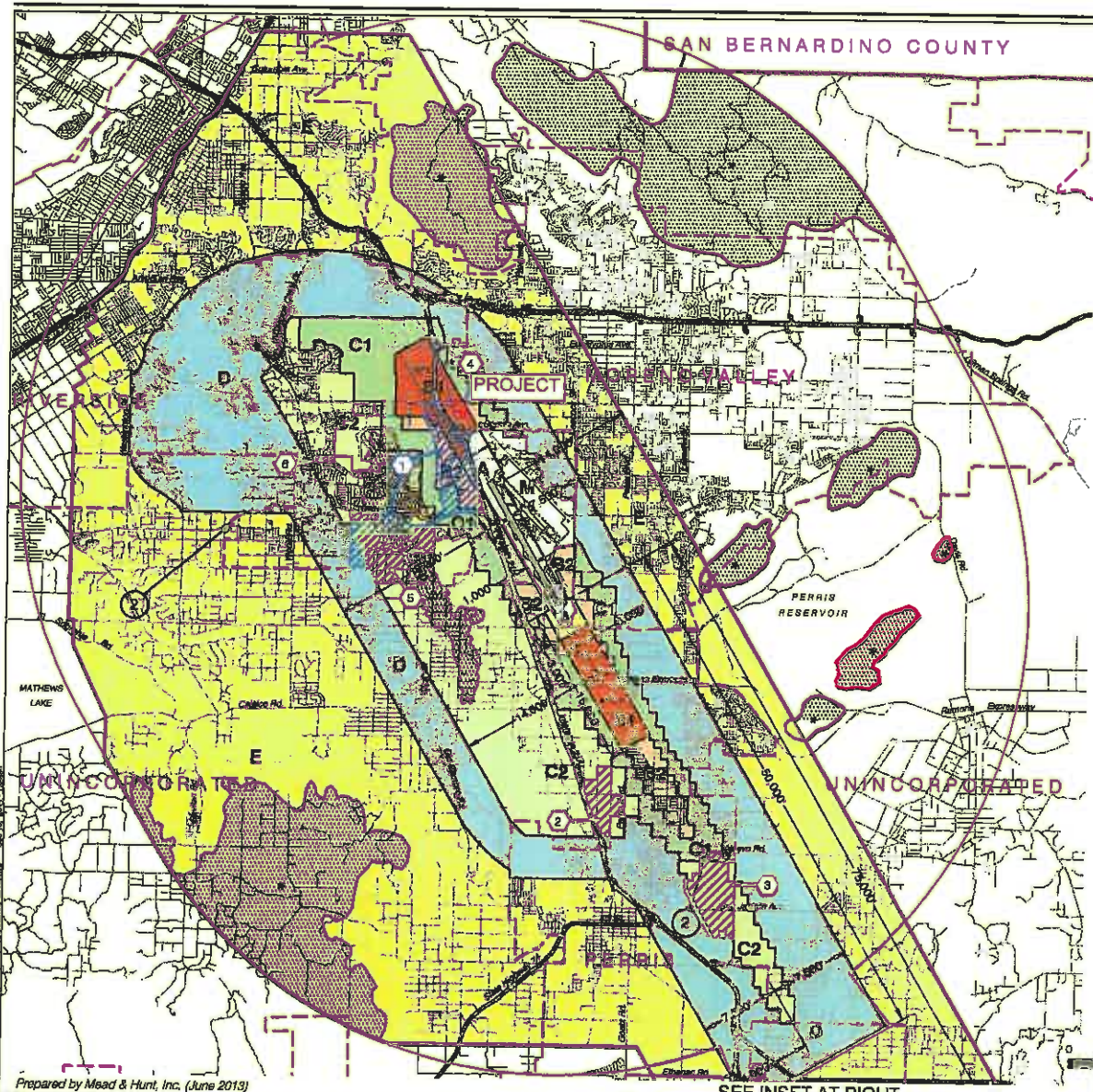
8. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.

- BMPs must be reviewed by the Base and must not introduce hazards related to birdstrikes
- Any reflective materials on the rooftop are prohibited
- Solar panels require a glare/glint study, and all negative impacts are to be mitigated
- No hazardous materials should be stored within the APZs.
- Noise level hazards must be mitigated
- Personnel density in the floor area within APZ I is not allowed to exceed the 25 persons/acre and 50 persons/acre in APZ II.

9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions please contact Mr. Daniel Rockholt at (951) 655-2236, or Ms. Denise Hauser at (951) 655-4862



SEAN P. FEELEY
Base Civil Engineer



LEGEND

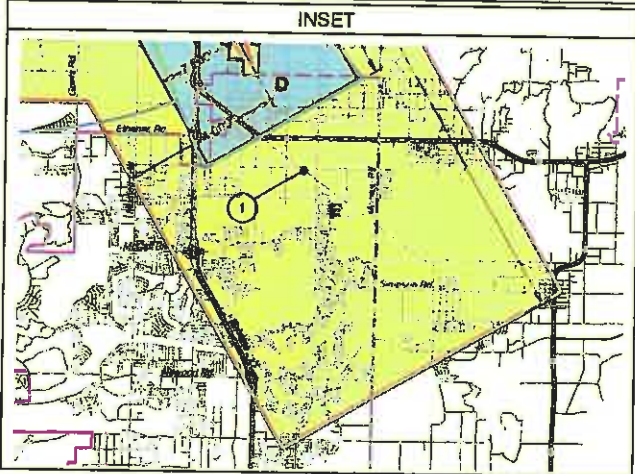
Compatibility Zones

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

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

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- ▭ Site-Specific Exceptions (existing local agency commitments to development projects)
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



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



Base map source: County of Riverside 2013

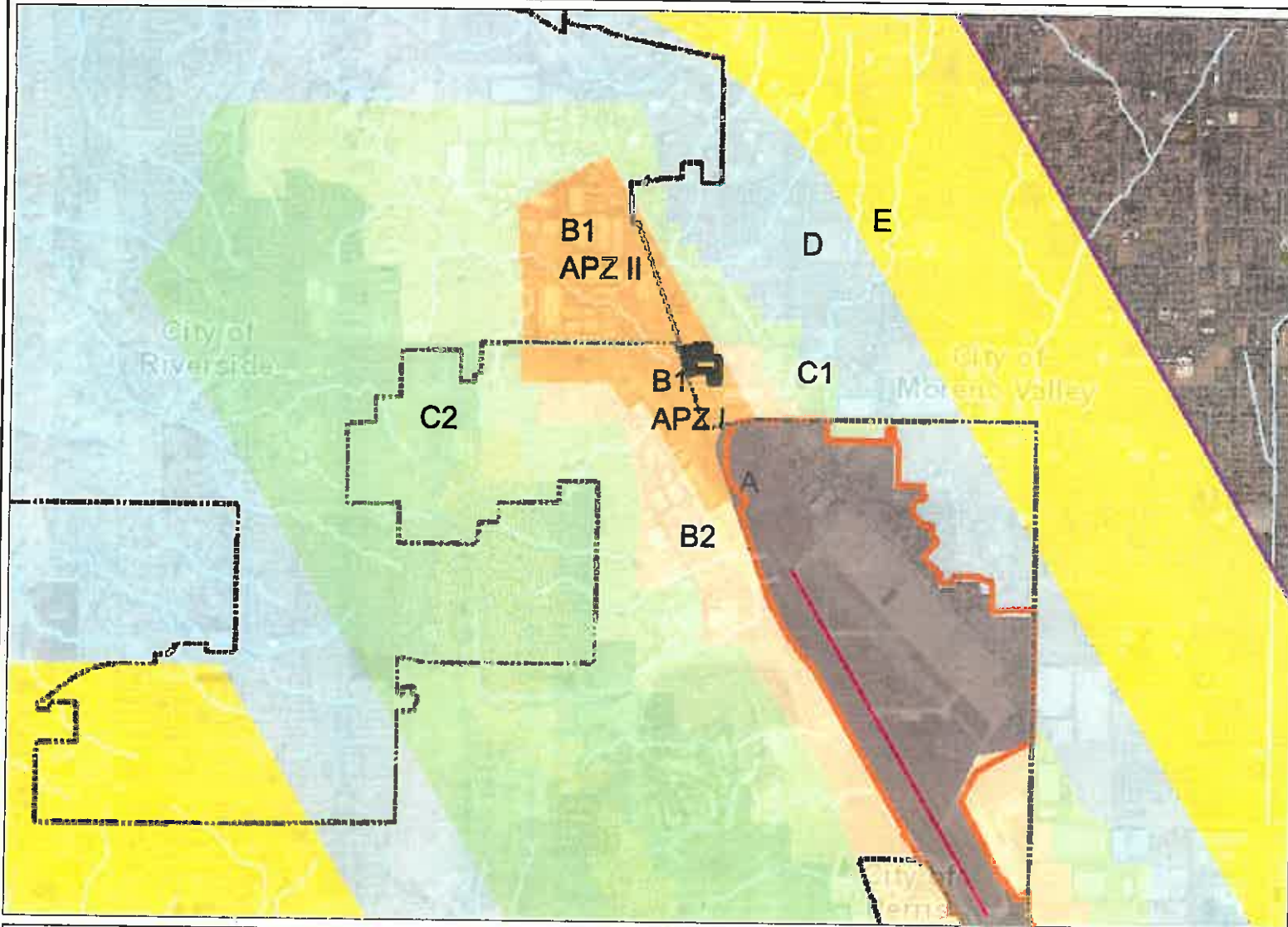
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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

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

SEE INSET AT RIGHT

Map My County Map



Legend

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



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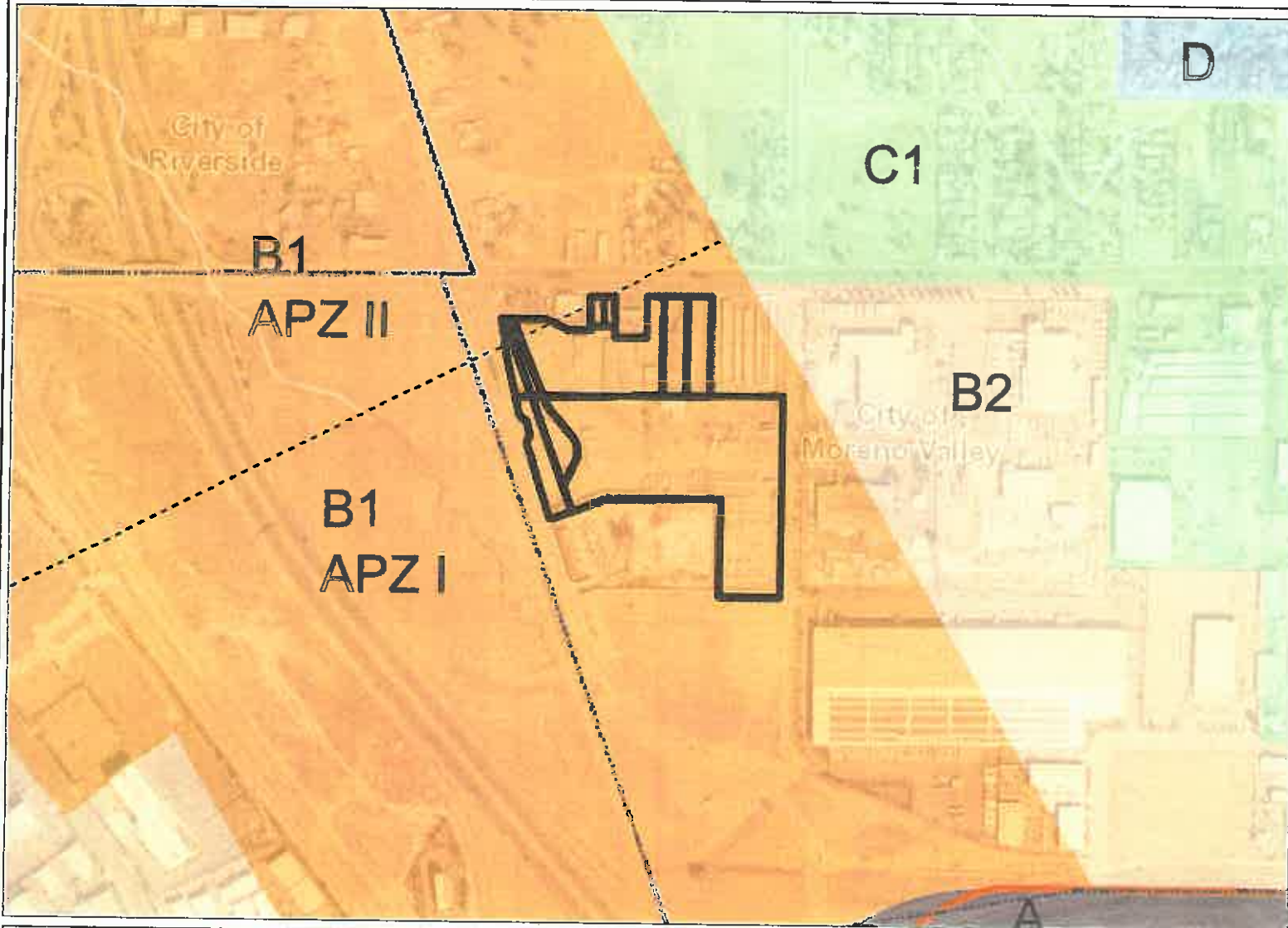


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Notes

Map My County Map



Legend

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



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Notes

Map My County Map



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



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- Blue line Streams
 - City Areas
 - World Street Map



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



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Legend

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



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0 385 770 Feet

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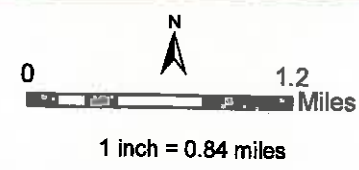
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Notes



Legend

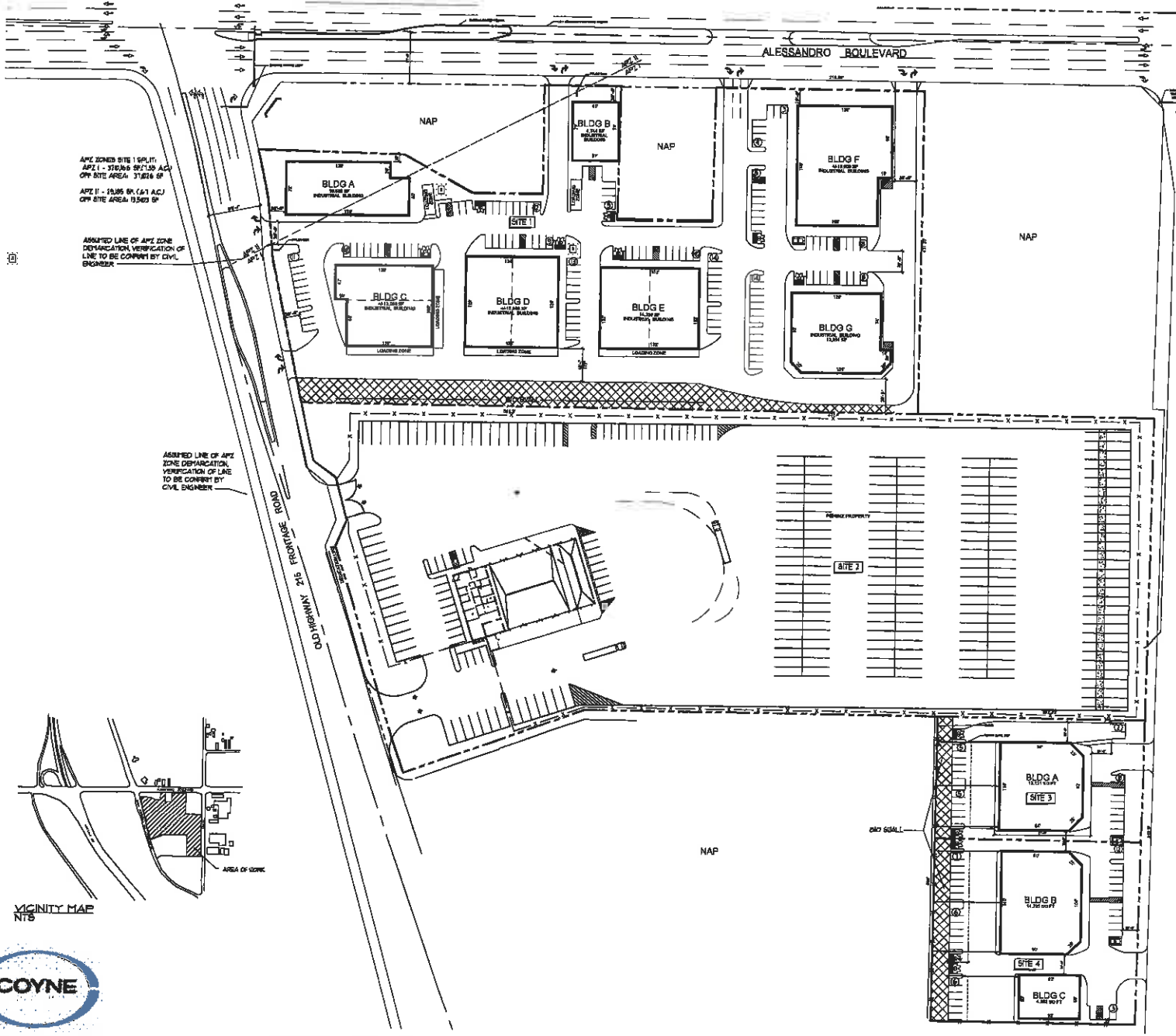
- Runway
- APZ I
- APZ II
- CZ



		B1 APZ I	25/100	19.37 acres			AF 25	
		B1 APZ II	50/100	0.36 acres			AF 50	
		Lot Size	Bldg Area	Ratio	PumpStack	Misc. Occ.	Total Occ.	Lot Avg. Occ
APZ II	Site 1	0.67						
	Bldg A portion							
	warehouse		7,735	500			15.5	
	office		600	200			3.0	
						TOTAL	18.5	27.6
APZ I	Site 1	7.35						
	Bldg A portion							
	warehouse		2,270	500			4.5	
			0	200			0.0	
							4.5	
	Bldg B							
	warehouse		4,102	500			8.2	
	office		642	200			3.2	
							11.4	
	Bldg C							
	warehouse		11,976	500			24.0	
	office		1,109	200			5.5	
							29.5	
	Bldg D							
	warehouse		13,987	500			28.0	
	office		1,077	200			5.4	
							33.4	
	Bldg E							
	warehouse		13,170	500			26.3	
	office		1,158	200			5.8	
						32.1		
Bldg F								
warehouse		17,925	500			35.9		
office		1,075	200			5.4		
						41.2		
Bldg G								
warehouse		12,676	500			25.4		
office		1,218	200			6.1		
						31.4		
						TOTAL	183.6	25.0
	Site 2	9.86						
	Penske Truck							
	office		3,982	200			19.9	
	service area		9,008	1.5 8 bays			12.0	
	wash area		2,190	1.5 2 bays			3.0	

						TOTAL	34.9	3.5	
Bldg A warehouse office	Site 3	1.15							
			12,121	500			24.2		
			874	200			4.4		
							28.6		
				500			0.0		
				200			0.0		
							0.0		
						TOTAL	28.6	24.9	
Bldg B warehouse office	Site 4	1.73							
			14,121	500			28.2		
			659	200			3.3		
							31.5		
	Bldg C warehouse office			4,778	500			9.6	
				380	200			1.9	
								11.5	
						TOTAL	43.0	24.9	

TOTAL 308.6 16.05



APZ ZONED SITE (SPLIT)
 APZ I - 376,96 SF (1.0 AC)
 ON SITE AREA - 37,626 SF
 APZ II - 25,96 SF (.74 AC)
 ON SITE AREA - 19,563 SF

ASSUMED LINE OF APZ ZONE
 DEMARCATION VERIFICATION OF LINE
 TO BE CONFIRMED BY CIVIL
 ENGINEER

ASSUMED LINE OF APZ
 ZONE DEMARCATION
 VERIFICATION OF LINE
 TO BE CONFIRMED BY
 CIVIL ENGINEER

AREA OF CONC.

VICINITY MAP
 NTS



SITE PLAN

DATE: 10/17/2018
 PROJECT NUMBER 423.1801.01

THE PARK AT ALESSANDRO - SITE PLAN SEC ALESSANDRO BLVD AND OLD 215 HWY

A-1
 SCALE: 1" = 50'

PROJECT SUMMARY:
SITE/PARCEL 1 34,673 SF = 1.0 AC
 SITE AREA: 350,906 SF = 8.0 AC
 STREET OFFSITE AREA = 40,223 SF 1.0 AC
 SITE ZONE: MASTER PLAN INDUSTRIAL
BUILDINGS:
 BLDG A: 19,600 SF
 BLDG B: 4,144 SF
 BLDG C: 19,886 SF
 BLDG D: 15,604 SF
 BLDG E: 14,328 SF
 BLDG F: 19,600 SF
 BLDG G: 19,894 SF

TOTAL GR. 4-80261 SF
 BUILDINGS TO AREA RATIO:
 BUILDING IS 55% TO 65% LAND AREA

SITE/PARCEL 2 SITE AREA: 47,055 SF = 1.08 AC
 SITE ZONE: MASTER PLAN INDUSTRIAL
 AS SHOWN

BUILDING TO AREA RATIO:
 BUILDING IS 33% TO 65.3% LAND AREA

SITE/PARCEL 3 30,380 SF = 0.7 AC
 SITE AREA: 48,861 SF = 1.1 AC
 STREET OFFSITE AREA = 6,534 SF 0.2 AC
 SITE ZONE: MASTER PLAN INDUSTRIAL
BUILDINGS:
 BLDG A: 1,211 SF

BUILDINGS TO AREA RATIO:
 BUILDING IS 38% TO 63% LAND AREA

SITE/PARCEL 4 19,910 SF = 0.45 AC
 SITE AREA: 65,121 SF = 1.5 AC
 STREET OFFSITE AREA = 9,385 SF 0.21 AC
 SITE ZONE: MASTER PLAN INDUSTRIAL
BUILDINGS:
 BLDG B: 4,178 SF
 BLDG C: 4,862 SF
 TOTAL GR. 13,040 SF

BUILDINGS TO AREA RATIO:
 BUILDING IS 48% TO 60% LAND AREA

PARKING SUMMARY:
SITE/PARCEL 1

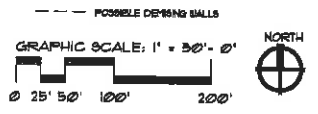
BLDG A: 19,600 SF REQUIRED: 1,960 (100%)	= 11 STALLS
BLDG B: 4,144 SF REQUIRED: 414 (100%)	= 3 STALLS
BLDG C: 19,886 SF REQUIRED: 1,989 (100%)	= 13 STALLS
BLDG D: 15,604 SF REQUIRED: 1,560 (100%)	= 10 STALLS
BLDG E: 14,328 SF REQUIRED: 1,433 (100%)	= 10 STALLS
BLDG F: 19,600 SF REQUIRED: 1,960 (100%)	= 13 STALLS
BLDG G: 19,894 SF REQUIRED: 1,989 (100%)	= 14 STALLS
TOTAL PARKING REQUIRED:	62 STALLS
TOTAL PARKING PROVIDED:	130 STALLS
ADA PARKING REQUIRED:	9 STALLS
ADA PARKING PROVIDED:	16 STALLS

SITE/PARCEL 2 PARKING:
 AS SHOWN

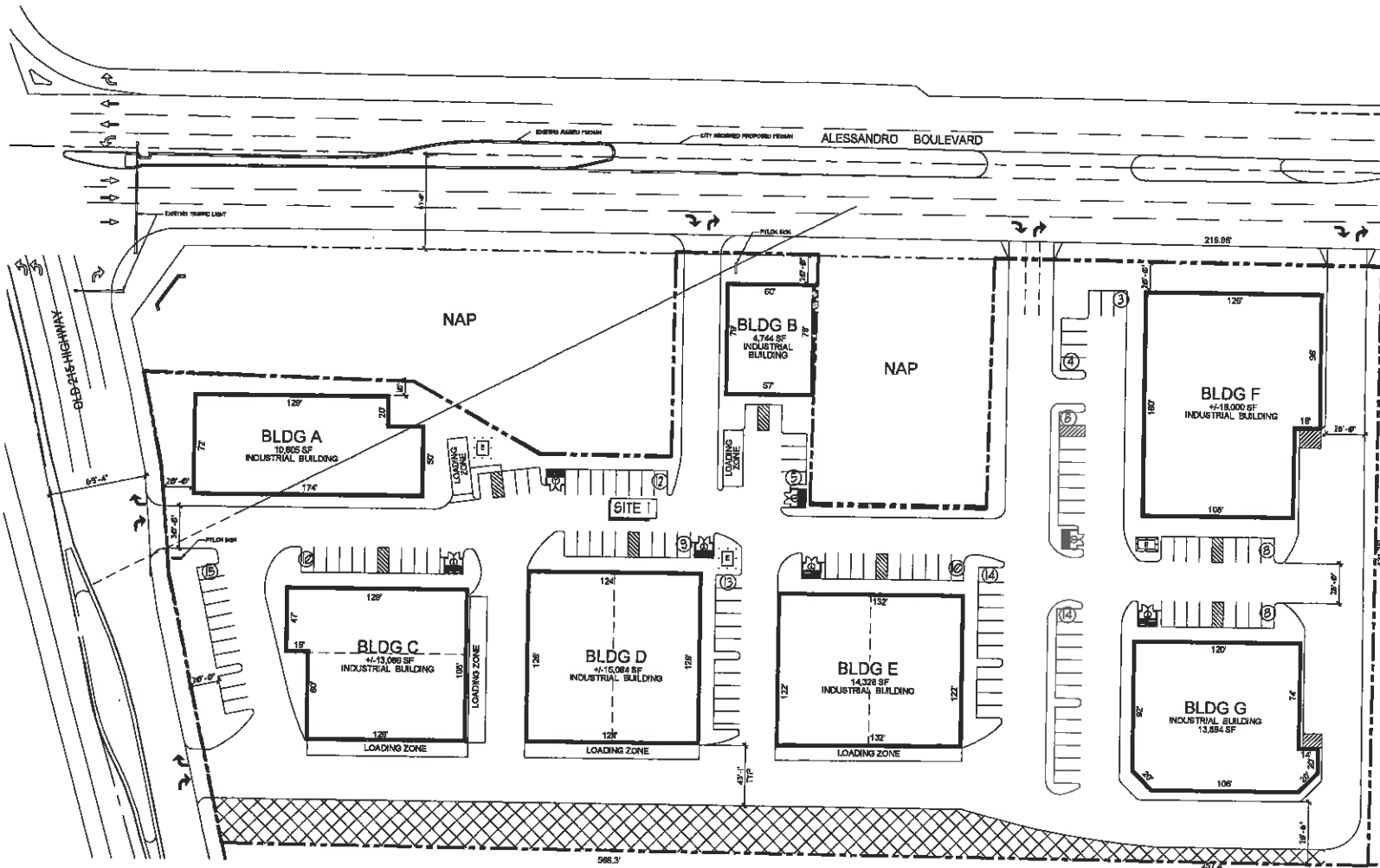
BLDG A REQUIRED: 1,211 (100%)	= 10 STALLS PROVIDED
TOTAL PARKING REQUIRED:	1 STALLS
ADA PARKING PROVIDED:	2 STALLS

SITE/PARCEL 4 PARKING:

BLDG B REQUIRED: 4,178 (100%)	= 10 STALLS PROVIDED
BLDG C REQUIRED: 4,862 (100%)	= 5 STALLS PROVIDED
TOTAL PARKING REQUIRED:	15 STALLS
ADA PARKING REQUIRED:	1 STALLS
ADA PARKING PROVIDED:	2 STALLS



R E D Architectural Group
 PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7765 818.957.7787 F



PROJECT SUMMARY:
 SITE/PARCELS: 1 349,023 SF ± 7.93 AC.
 SITE AREA: 268,686 SF ± 6.86 AC.

SITE ZONE: MASTER PLAN INDUSTRIAL BUILDINGS
 BLDG A: 10,805 SF
 BLDG B: 4,744 SF
 BLDG C: 13,093 SF
 BLDG D: 15,084 SF
 BLDG E: 14,328 SF
 BLDG F: 18,000 SF
 BLDG G: 13,854 SF

TOTAL SF: 4-9,261 SF
 STREET OPPOSITE AREA = 482,223 SF, 11.0 AC.
 BUILDINGS TO AREA RATIO:
 BUILDING IS 38% TO 65% LAND AREA



DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

**THE PARK AT ALESSANDRO - SITE PLAN
 SEC ALESSANDRO BLVD AND OLD 215 HWY**



A-2

SCALE: 1" = 30'

R·E·D Architectural Group

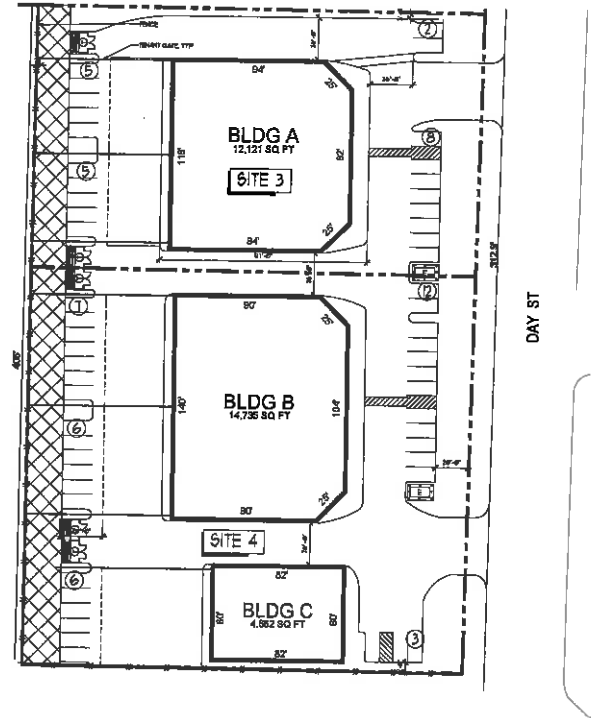
PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7765 818.957.7767 F

SITE/PARCEL 3 10,565 SF ± 1/2 AC.
 SITE AREA: 43,851 SF ± 1.0 AC.
 SITE ZONE: MASTER PLAN INDUSTRIAL
 BUILDINGS:
 BLDG A: 11,031 SF
 STREET OPPOSITE AREA = 4,834 SF, 5 AC.

BUILDINGS TO AREA RATIO:
 BUILDING IS 30% TO 65% LAND AREA

SITE/PARCEL 4 7,536 SF ± 1/3 AC.
 SITE AREA: 65,121 SF ± 1.5 AC.
 SITE ZONE: MASTER PLAN INDUSTRIAL
 BUILDINGS:
 BLDG B: 14,735 SF
 BLDG C: 4,862 SF
 TOTAL SF: 19,597 SF

STREET OPPOSITE AREA = 3,863 SF, 2 AC.
 BUILDINGS TO AREA RATIO:
 BUILDING IS 40% TO 60% LAND AREA



POSSIBLE DEFINING WALLS



DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

THE PARK AT ALESSANDRO - SITE PLAN
SEC ALESSANDRO BLVD AND OLD 215 HWY

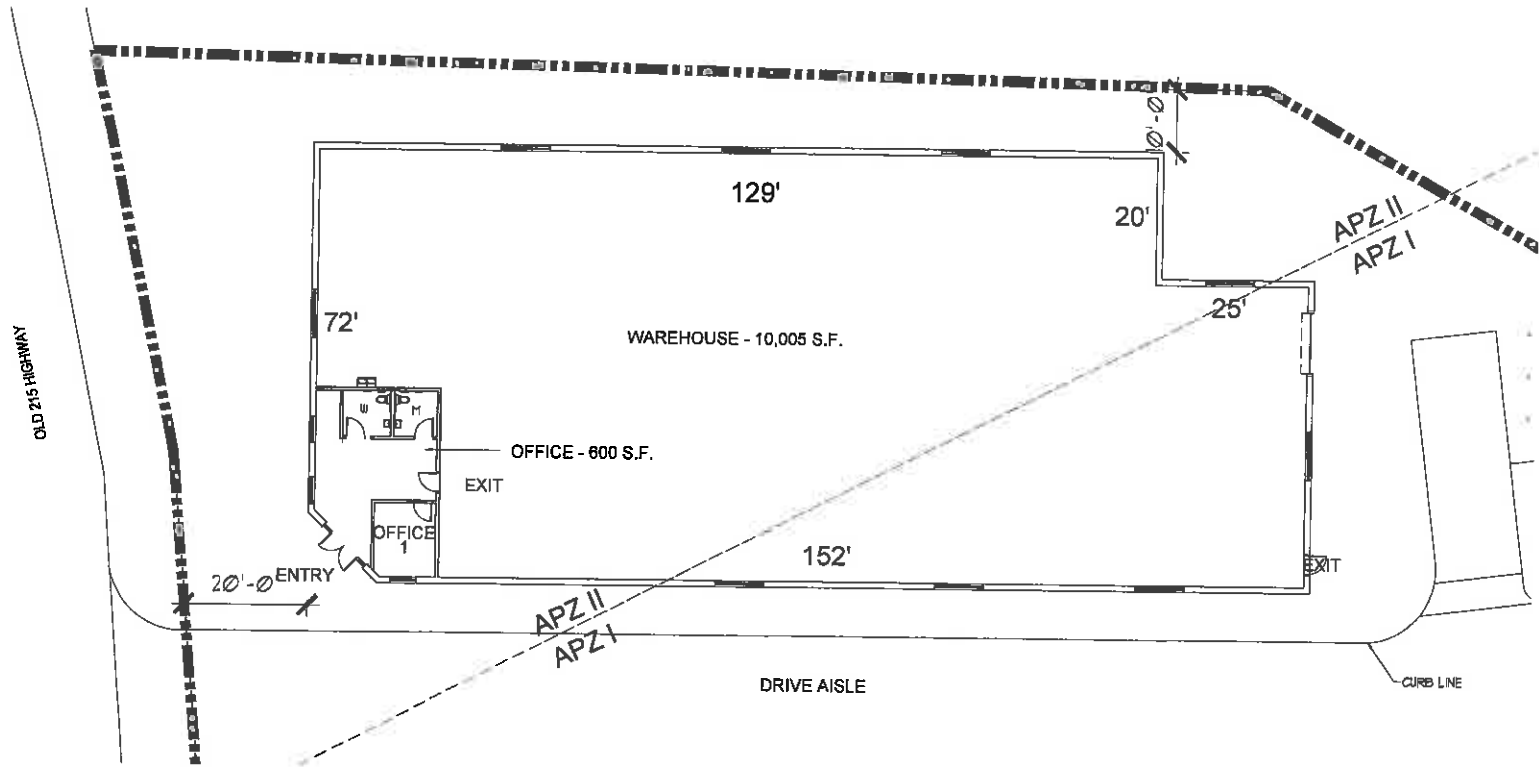


A-3

SCALE: 1" = 30'

R·E·D Architectural Group

PLANNING ARCHITECTURE INTERIORS
 3438 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7785 F 818.957.7787



OCCUPANT COUNTS:
 WAREHOUSE - 10,005 S.F. PER 1500 = 20
 OFFICE - 600 S.F. PER 1200 = 3
 TOTAL OCCUPANT LOAD 23

APZ ZONE BREAK DOWN:
 WAREHOUSE -
 APZ I - 2210 SF
 APZ II - 1135 SF
 OFFICE -
 APZ II - 600 SF



FLOOR PLAN BUILDING A (10,605 S.F.)

A4.0

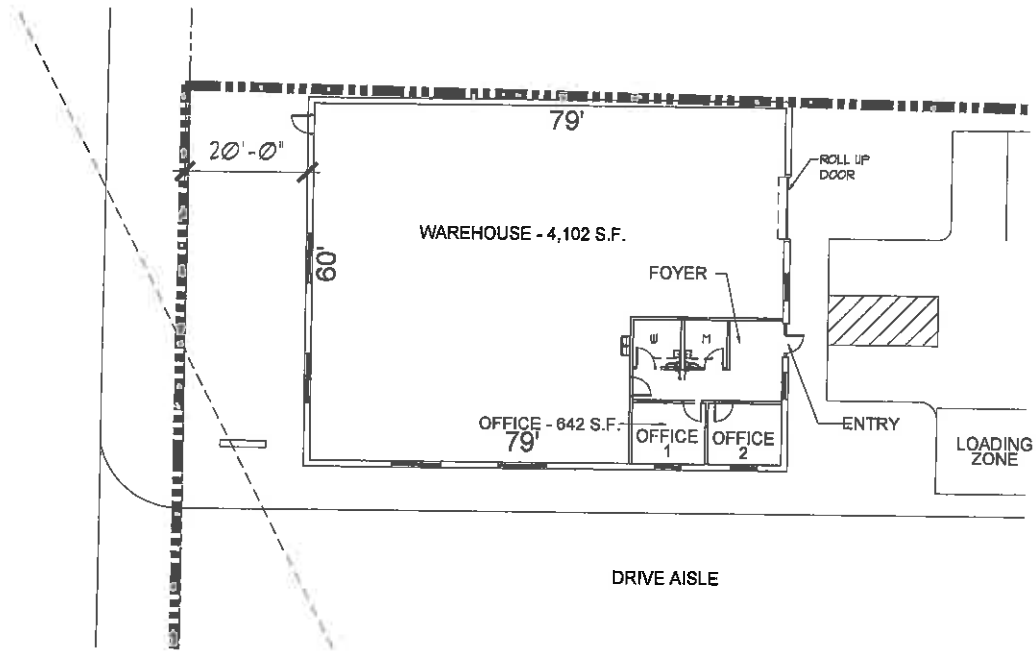
R•E•D Architectural Group

DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

THE PARK AT ALESSANDRO - SITE PLAN
 SEC ALESSANDRO BLVD AND OLD 215 HWY

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

PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 818.957.7785 818.957.7767 F



OCCUPANT COUNTS:

WAREHOUSE - 4,102 SF. PER 1/500	= 8
OFFICE - 642 SF. PER 1/200	= 4
TOTAL OCCUPANT LOAD	12



FLOOR PLAN BLDG B (4,744 S.F.)

A5.0

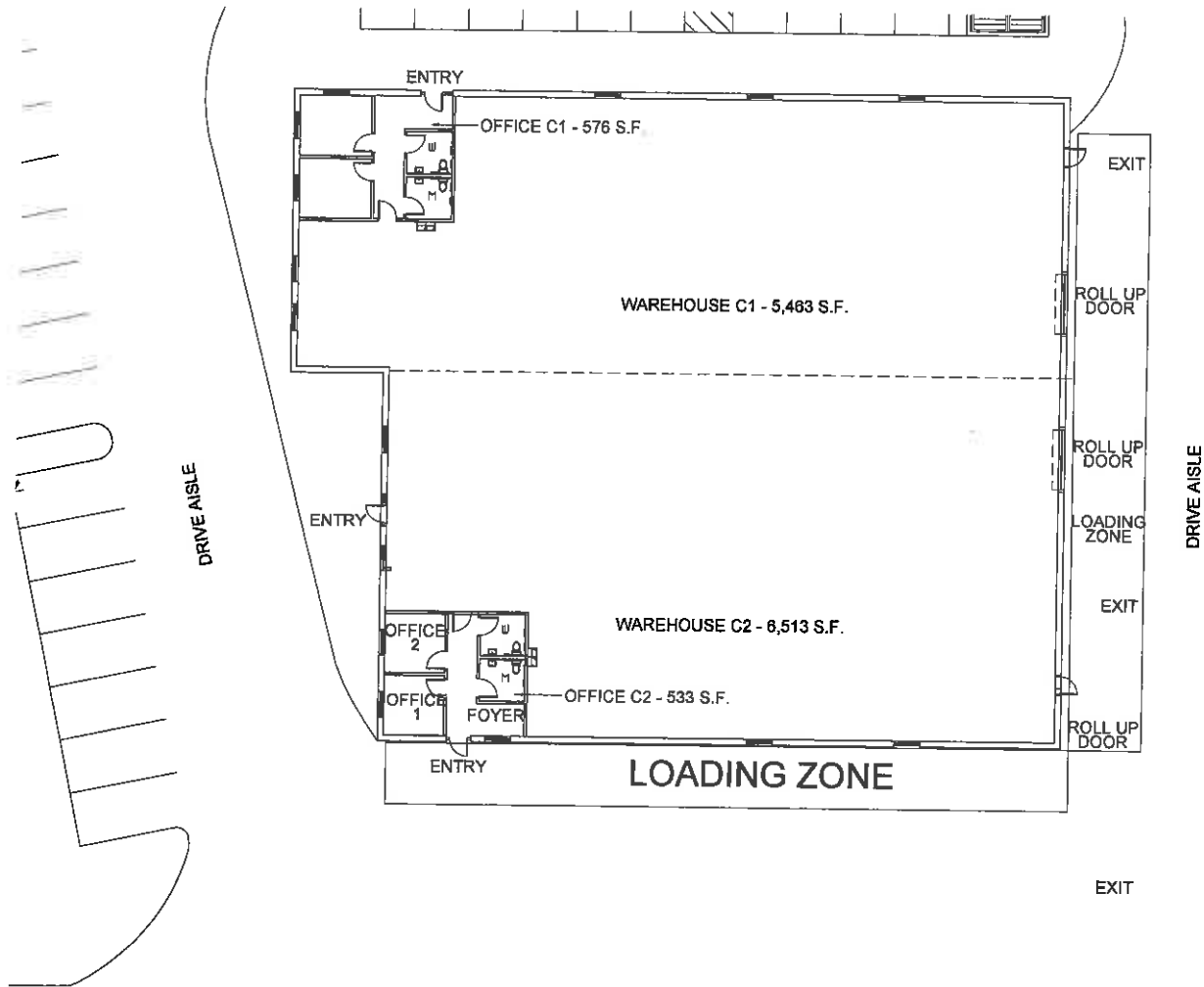
R·E·D Architectural Group

DATE: 10/16/2018
PROJECT NUMBER 423.1801.01

**THE PARK AT ALESSANDRO - SITE PLAN
SEC ALESSANDRO BLVD AND OLD 215 HWY**

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

PLANNING ARCHITECTURE INTERIORS
3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
P 818.957.7786 F 818.957.7787



OCCUPANT COUNTS:

BLDG C1	
WAREHOUSE - 5,463 SF. PER 1/500	= 11
OFFICE - 576 SF. PER 1/200	= 3
BLDG C2	
WAREHOUSE - 6,513 SF. PER 1/500	= 13
OFFICE - 533 SF. PER 1/200	= 3
TOTAL OCCUPANT LOAD	30



DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

FLOOR PLAN BLDG C (13,086)

THE PARK AT ALESSANDRO - SITE PLAN
 SEC ALESSANDRO BLVD AND OLD 215 HWY

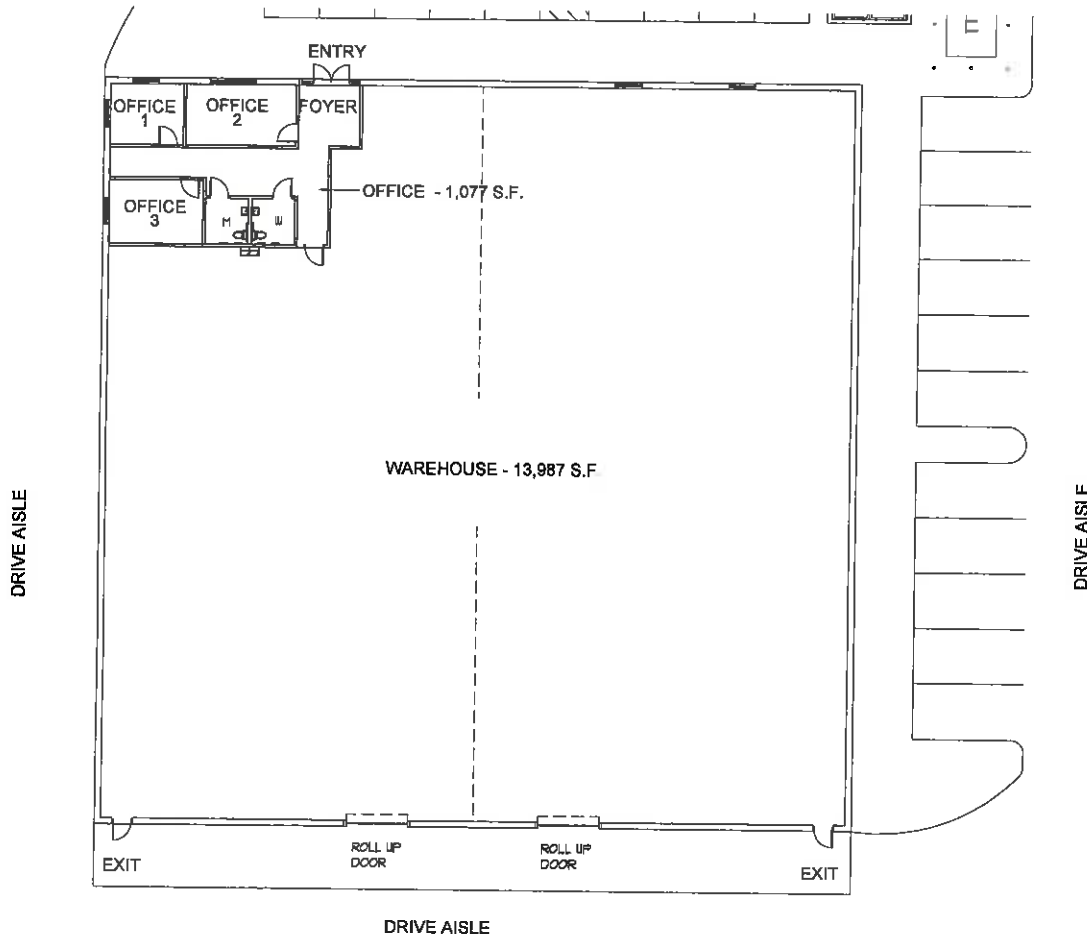


A6.0

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

R-E-D Architectural Group

PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7765 818.957.7767 F



OCCUPANT COUNTS:	
WAREHOUSE - 13,987 S.F. PER 1/500	= 30
OFFICE - 1,077 S.F. PER 1/200	= 5
TOTAL OCCUPANT LOAD	= 33



FLOOR PLAN BLDG D (15,064)

DATE: 10/16/2018
PROJECT NUMBER 423.1801.01

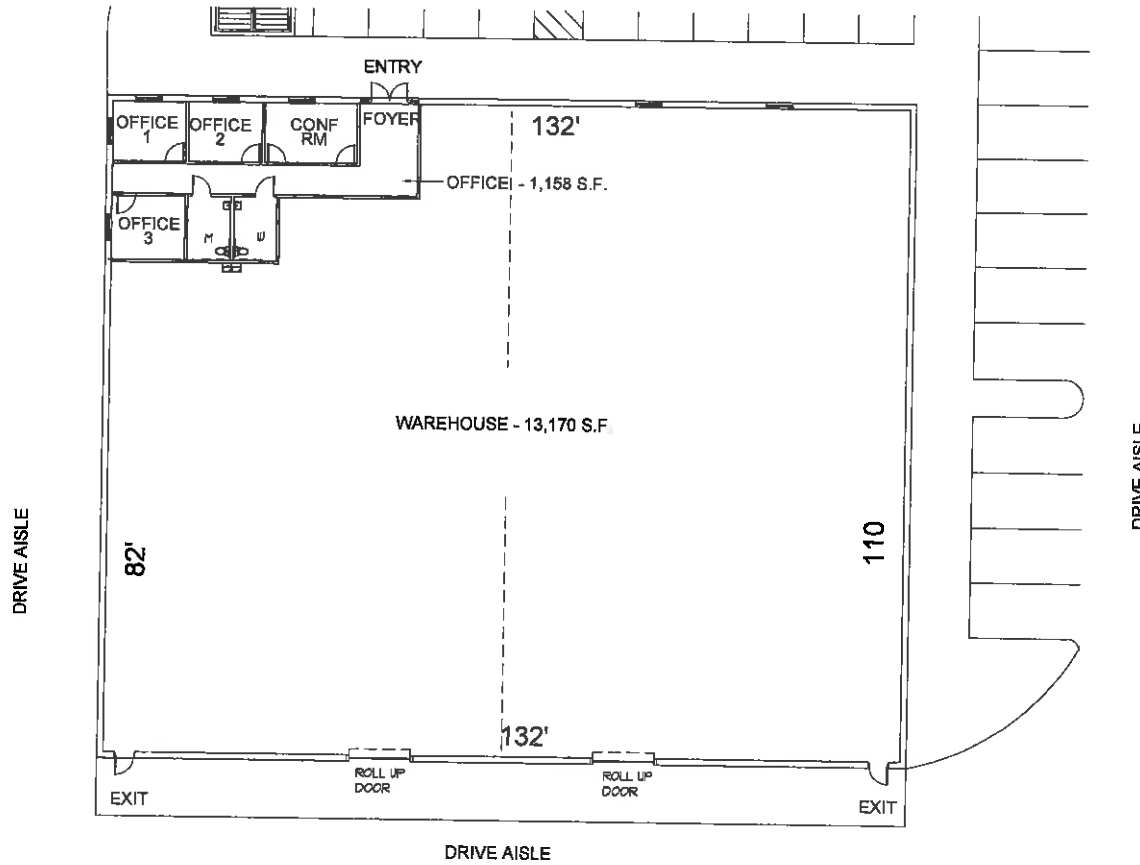
THE PARK AT ALESSANDRO - SITE PLAN
SEC ALESSANDRO BLVD AND OLD 215 HWY

A7.0

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

R·E·D Architectural Group

PLANNING ARCHITECTURE INTERIORS
3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
P 818.957.7785 F 818.957.7787



OCCUPANT COUNTS:

WAREHOUSE - 13,170 S.F. PER 1/500	= 26
OFFICE - 1,158 S.F. PER 1/200	= 6
TOTAL OCCUPANT LOAD	= 32



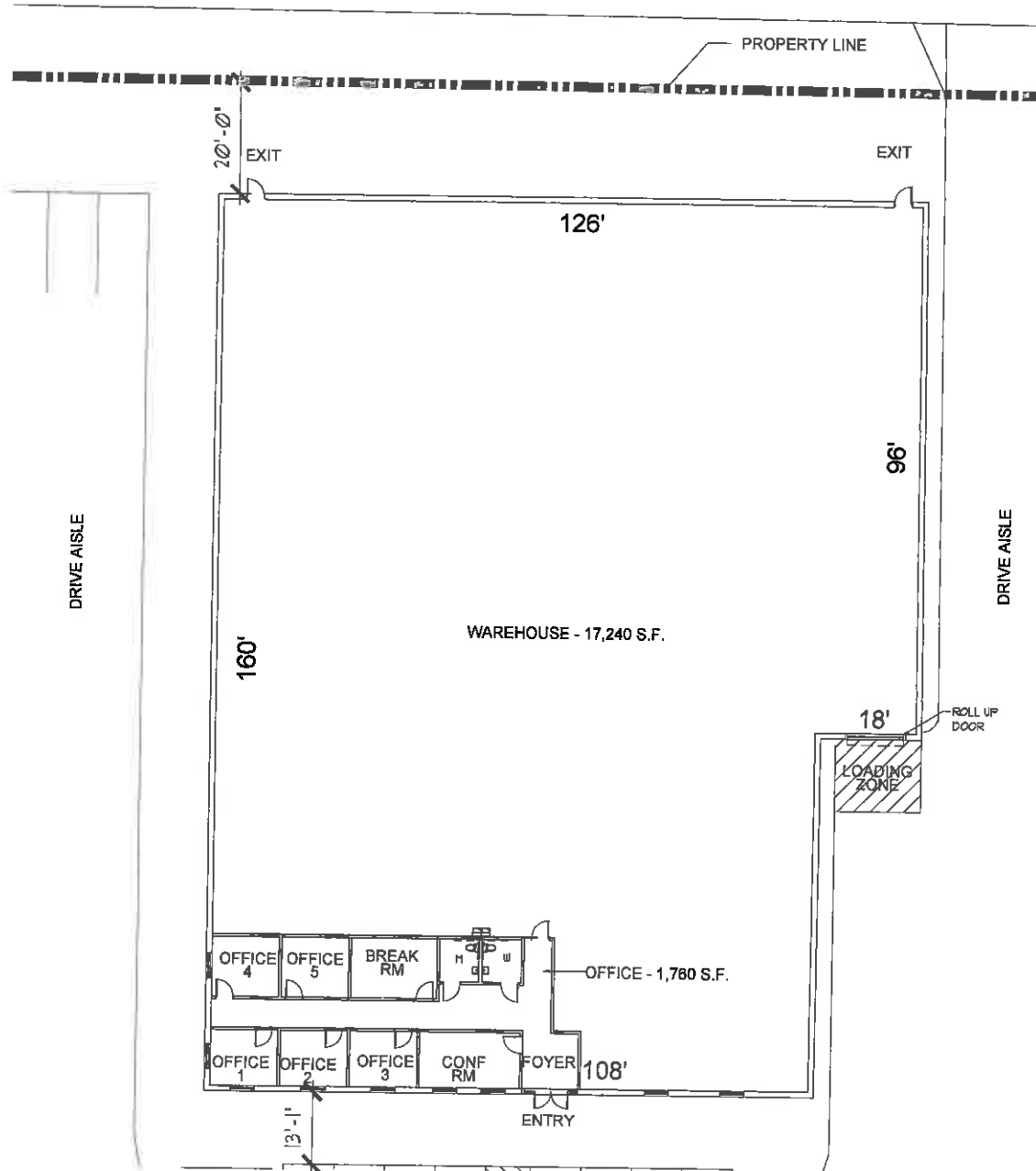
FLOOR PLAN BLDG E (14,328 S.F.)
THE PARK AT ALESSANDRO - SITE PLAN
SEC ALESSANDRO BLVD AND OLD 215 HWY

A8.0

R·E·D Architectural Group

DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

SCALE: 1/8" = 1' - 0"
 PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7785 F 818.957.7767



OCCUPANT COUNTS:

WAREHOUSE - 17,240 S.F. PER 1/500	= 35
OFFICE - 1,780 S.F. PER 1/200	= 9
TOTAL OCCUPANT LOAD	= 44



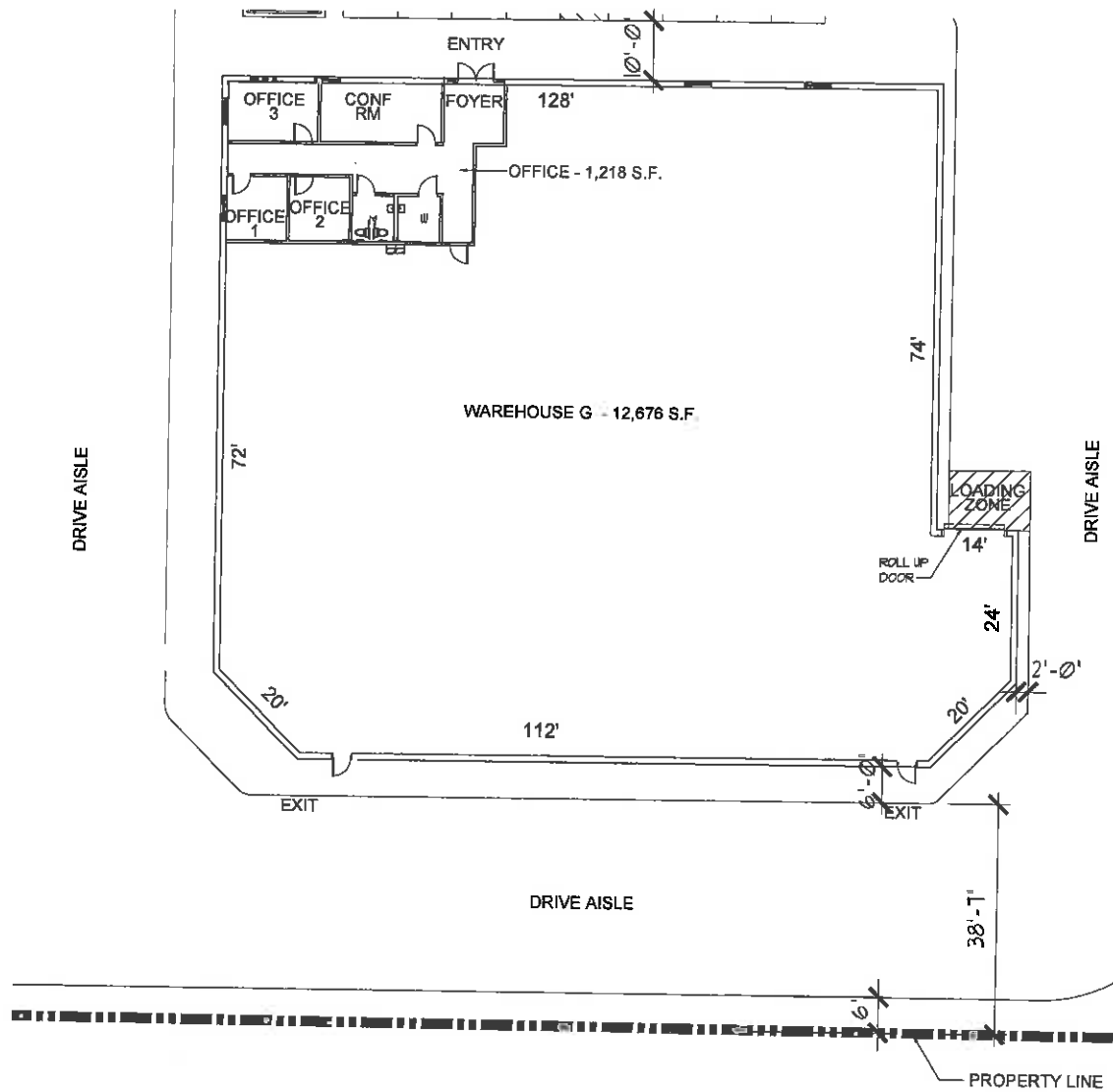
FLOOR PLAN BLDG F (19,300)

DATE: 10.11.2018
PROJECT NUMBER 423.1801.01

**THE PARK AT ALESSANDRO - SITE PLAN
SEC ALESSANDRO BLVD AND OLD 215 HWY**

A9.0
SCALE: 1/8" = 1' - 0"

R·E·D Architectural Group
PLANNING ARCHITECTURE INTERIORS
3439 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
P 818.957.7765 818.957.7767 F



OCCUPANT COUNTS:
 WAREHOUSE - 12,676 S.F. PER 1/500 = 25
 OFFICE - 1,218 S.F. PER 1/200 = 6
 TOTAL OCCUPANT LOAD = 31



FLOOR PLAN BLDG G (13,894)

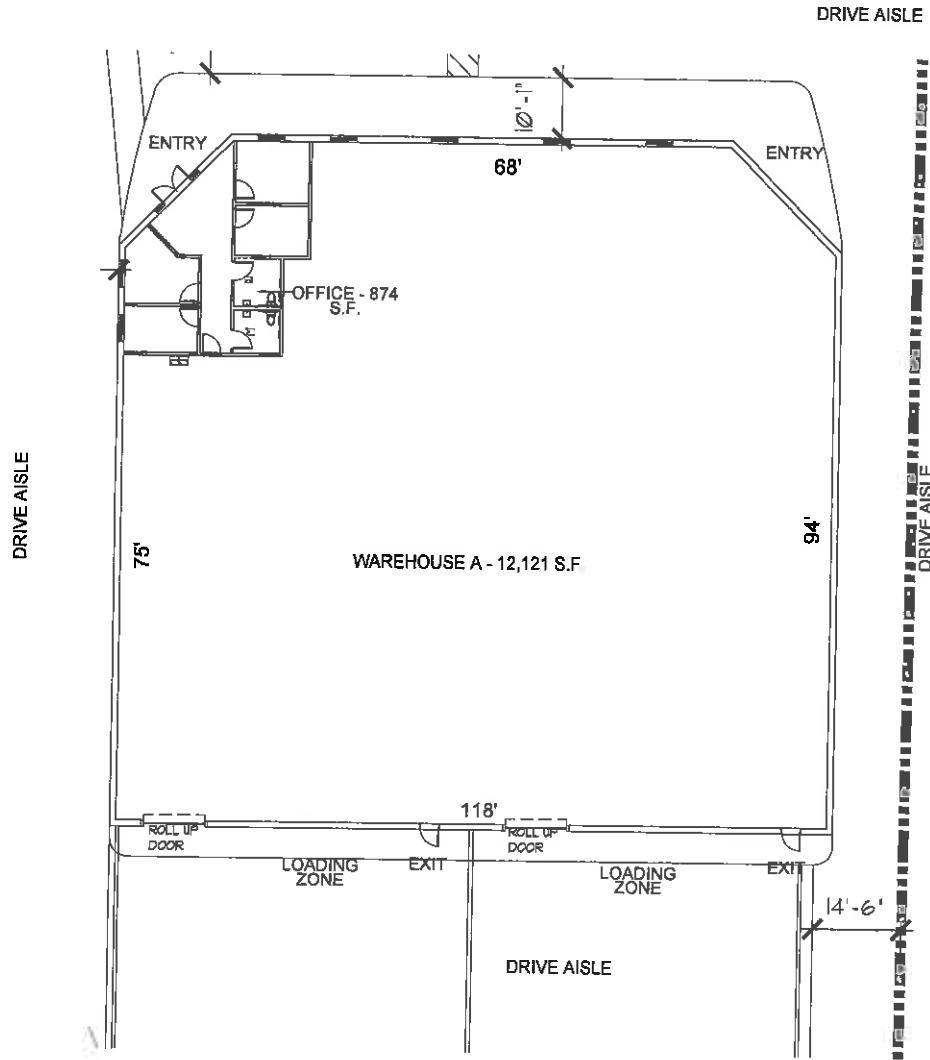
DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

THE PARK AT ALESSANDRO - SITE PLAN
 SEC ALESSANDRO BLVD AND OLD 215 HWY

A10.0
 SCALE: 1/8" = 1' - 0"



R·E·D Architectural Group
 PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7765 B18.957.7767 F



OCCUPANT COUNTS:
 BLDG A
 WAREHOUSE - 12,121 S.F. PER 1/500 = 24
 OFFICE - 874 S.F. PER 1/200 = 5
 TOTAL OCCUPANT LOAD 29



FLOOR PLAN BLDG A (12,995 SF.)

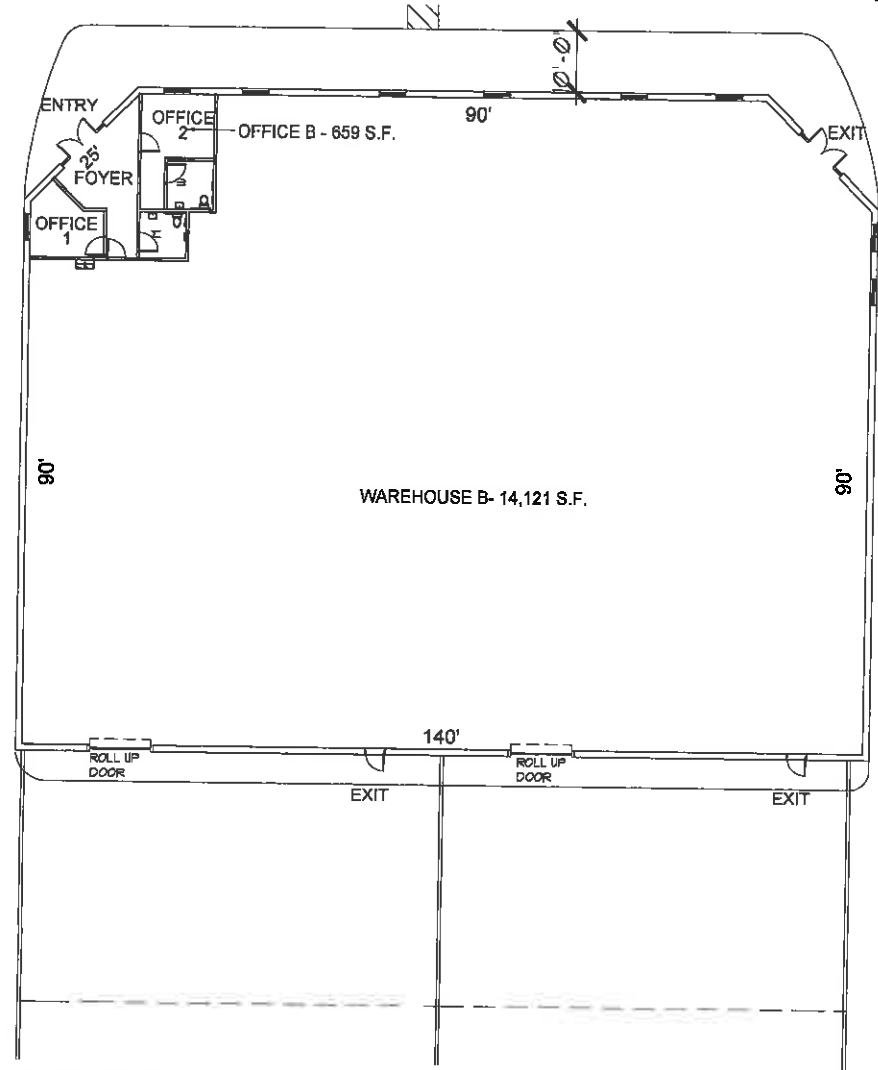
A11.0

R·E·D Architectural Group

DATE: 10/16/2018
 PROJECT NUMBER 423.1801.01

**THE PARK AT ALESSANDRO - SITE PLAN
 SEC ALESSANDRO BLVD AND OLD 215 HWY**

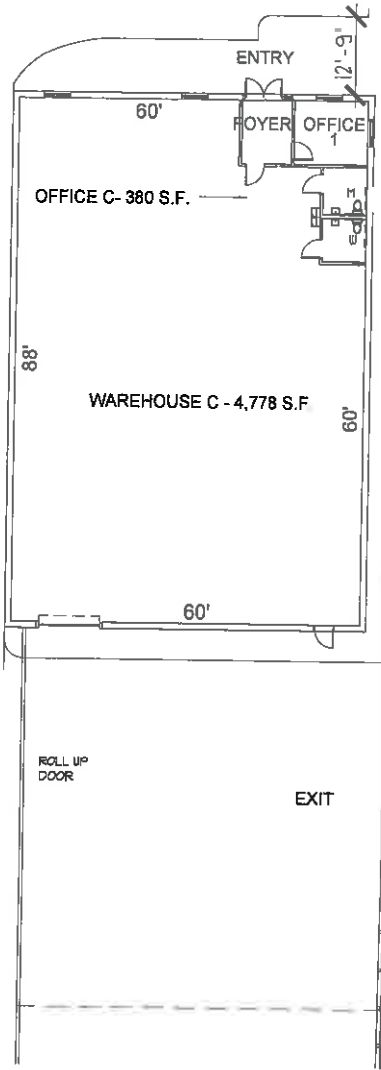
SCALE: 1/8" = 1' - 0"
 PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 818.957.7765 818.957.7767 F



DRIVE AISLE

DRIVE AISLE

DRIVE AISLE



PROPERTY LINE

OCCUPANT COUNTS:

BLDG B	
WAREHOUSE - 14,121 S.F. PER 1/500	= 31
OFFICE - 659 S.F. PER 1/200	= 3
TOTAL OCCUPANT LOAD	34
BLDG C	
WAREHOUSE - 4,778 S.F. PER 1/500	= 10
OFFICE - 380 S.F. PER 1/200	= 2
TOTAL OCCUPANT LOAD	12



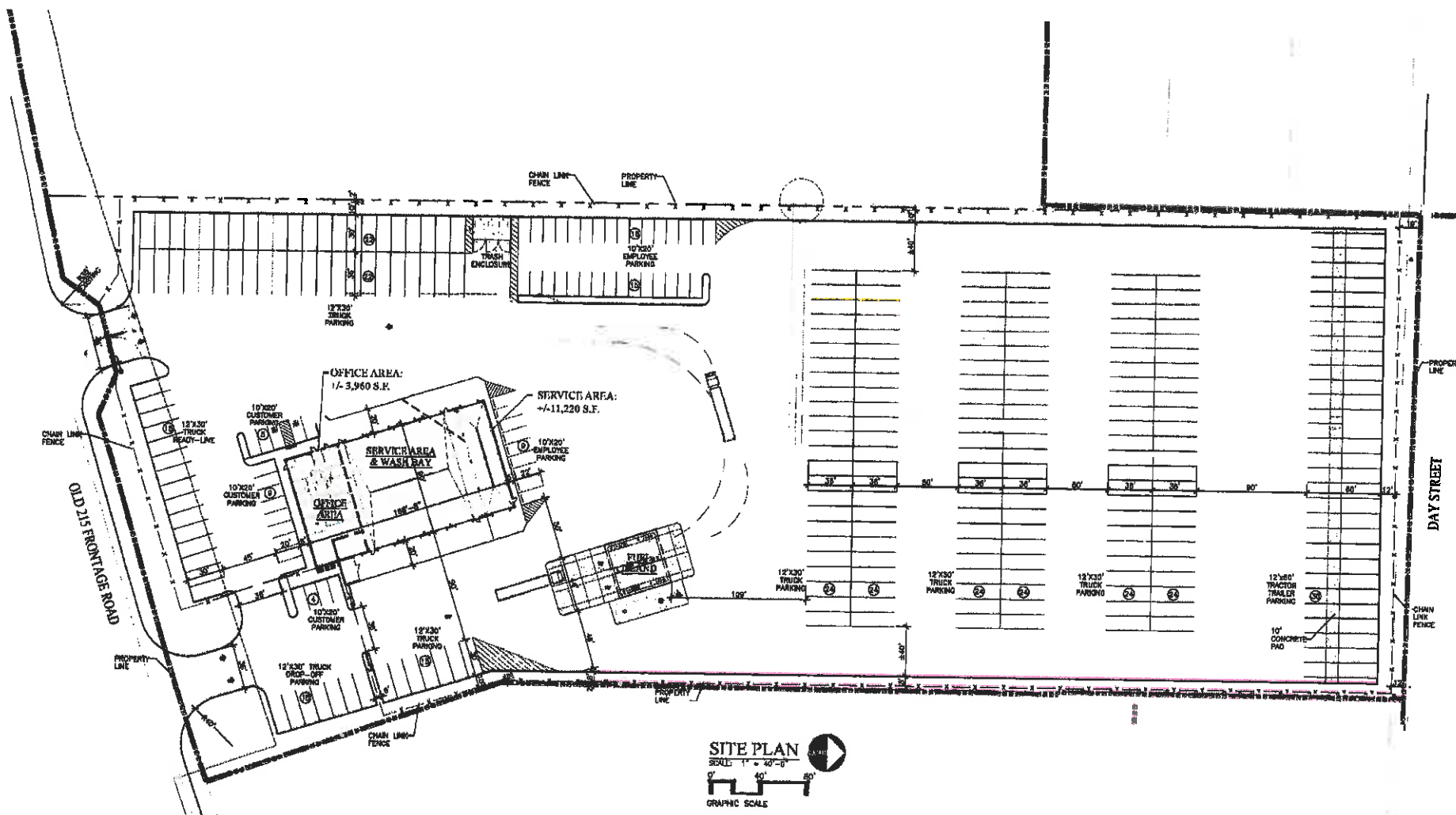
FLOOR PLAN BLDG B&C

DATE: 10/16/2018
PROJECT NUMBER 423.1801.01

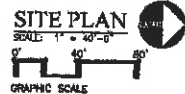
THE PARK AT ALESSANDRO - SITE PLAN
SEC ALESSANDRO BLVD AND OLD 215 HWY

A12.0
SCALE: 1/8" = 1' - 0"

R·E·D Architectural Group
PLANNING ARCHITECTURE INTERIORS
3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
P 618.957.7765 818.957.7767 F

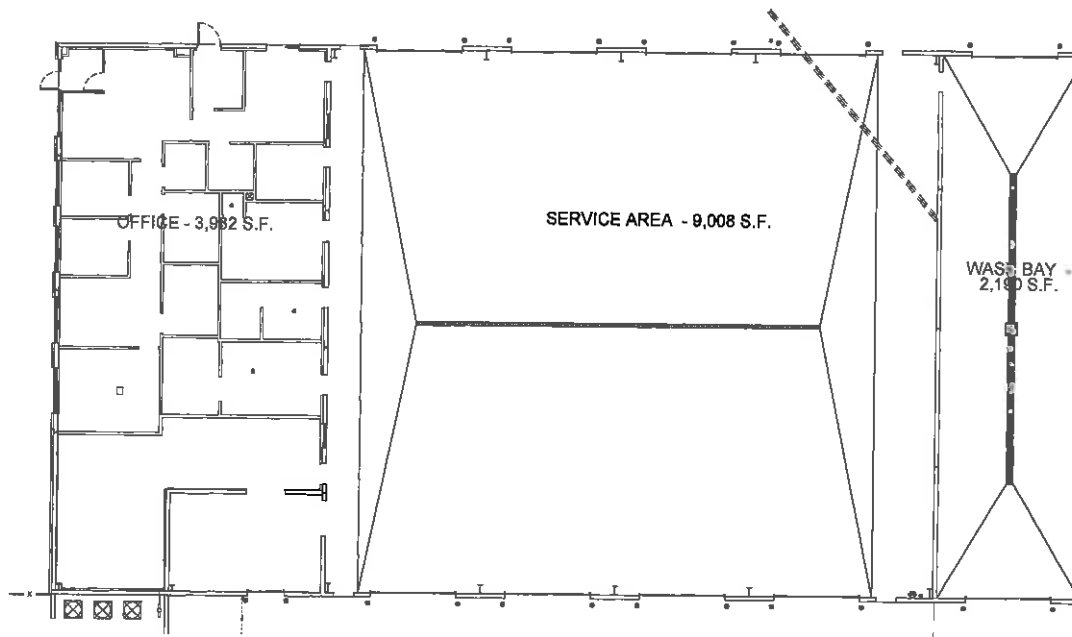


SITE AREA: 444,207 S.F.
 BUILDING AREA: 15,180 S.F.



PARKING:
 40 STALLS FOR EMPLOYEE
 18 STALLS FOR CUSTOMER
 58 TOTAL AUTO STALLS
 217 TRUCK STALLS
 30 TRACTOR TRAILER PARKING STALLS

	NEW FACILITY FOR PENSKE TRUCK LEASING MORENO VALLEY, CA	K/G ARCHITECTS 785 E. REDFIELD ROAD SUITE 102 SCOTTSDALE, AZ 85260 (480) 443-3785 - TEL. (480) 443-3803 - FAX	DRAWN BY: SM	DATE:	REVISIONS:	DATE: 02-13-16	ISSUED FOR: SITE REVIEW
			CHECKED BY: LK, PG	SITE PLAN		SHEET NO: A1-0	



OCCUPANT COUNTS:

SERVICE/WASH - 11,198 S.F. PER 1/500	= 22
OFFICE - 3982 S.F. PER 1/200	= 20
TOTAL OCCUPANT LOAD	42



FLOOR PLAN PENSKE BLDG (15,280 SF)

DATE: 10.11.2018
 PROJECT NUMBER 423.1801.01

THE PARK AT ALESSANDRO - SITE PLAN
 SEC ALESSANDRO BLVD AND OLD 215 HWY

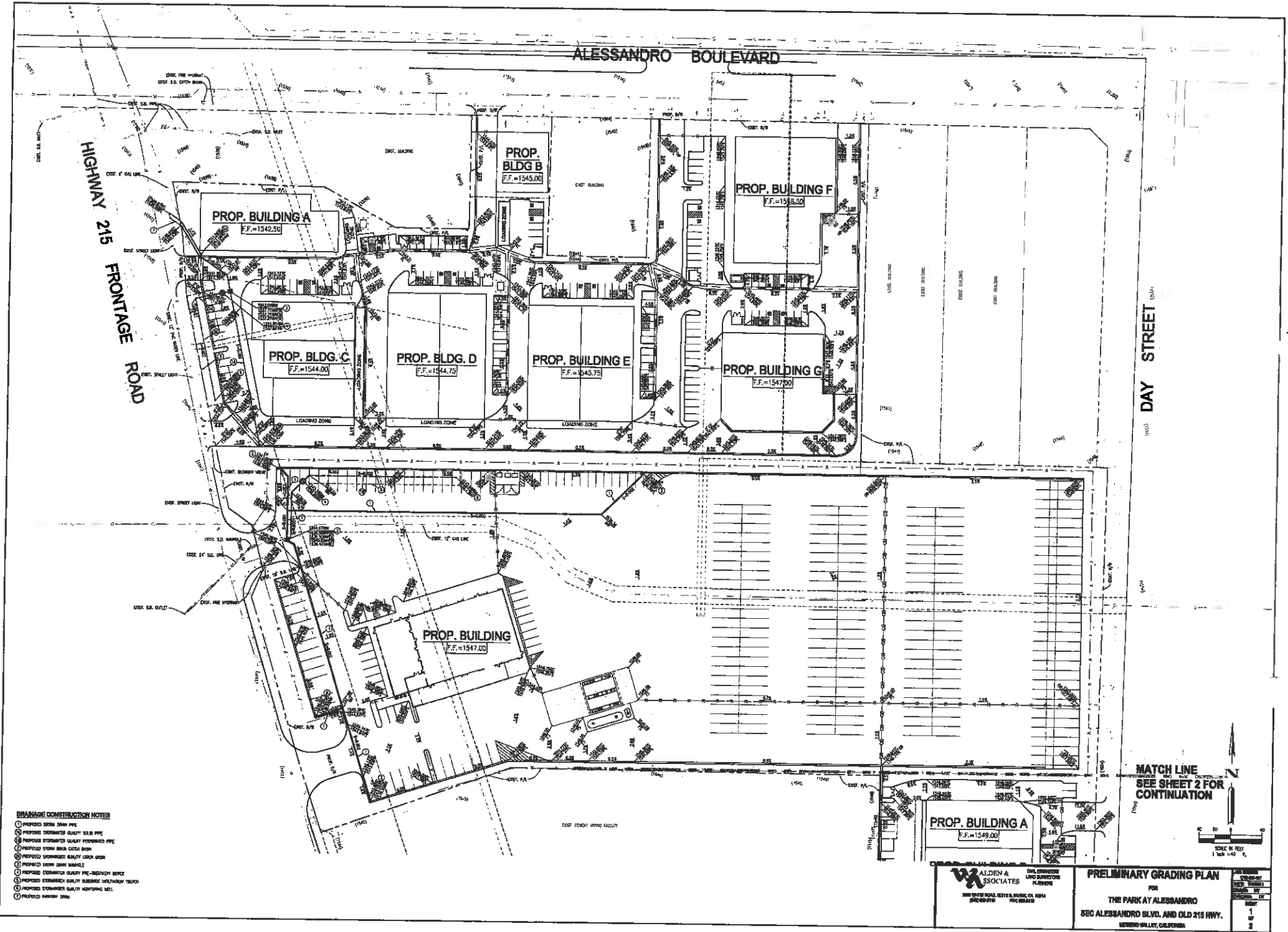


A13.0

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

R·E·D Architectural Group

PLANNING ARCHITECTURE INTERIORS
 3436 VERDUGO ROAD, SUITE 200, GLENDALE, CALIFORNIA 91208
 P 616.957.7765 F 616.957.7767



ALESSANDRO BOULEVARD

HIGHWAY 215 FRONTAGE ROAD

DAY STREET

PROP. BUILDING A
F.F.=1542.50

PROP. BLDG. B
F.F.=1545.00

PROP. BUILDING F
F.F.=1543.50

PROP. BLDG. C
F.F.=1544.00

PROP. BLDG. D
F.F.=1544.75

PROP. BUILDING E
F.F.=1543.75

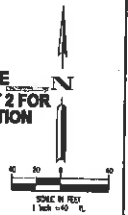
PROP. BUILDING G
F.F.=1547.00

PROP. BUILDING
F.F.=1547.00

PROP. BUILDING A
F.F.=1549.00

- DRAINAGE CONSTRUCTION NOTES**
- 1. PROPOSED 30" DIA. SWS PIPE
 - 2. PROPOSED STANDARD QUALITY PERFORATED PIPE
 - 3. PROPOSED STANDARD QUALITY PERFORATED PIPE
 - 4. PROPOSED STORM BRICK CATCH BASIN
 - 5. PROPOSED STANDARD QUALITY CHECK BASIN
 - 6. PROPOSED 18" DIA. SWS MANHOLE
 - 7. PROPOSED STANDARD QUALITY PFC-MEDIAN BENCH
 - 8. PROPOSED STANDARD QUALITY SURFACE DRAIN/CHANNEL TRUCK
 - 9. PROPOSED STANDARD QUALITY MONITORING WELL
 - 10. PROPOSED 18" DIA. SWS

MATCH LINE
SEE SHEET 2 FOR CONTINUATION



WALDEN & ASSOCIATES
CIVIL ENGINEERS
LAND SURVEYORS
PLANNERS
3000 WILLOW ROAD, SUITE 200, WILLOW, CA 94594
PH: 925-937-4110 FAX: 925-937-4111

PRELIMINARY GRADING PLAN
FOR
THE PARK AT ALESSANDRO
SEC ALESSANDRO BLVD. AND OLD 215 HWY.
MERRIDALE, CALIFORNIA

DATE	1/11/11
BY	WALDEN & ASSOCIATES
SCALE	1" = 40'
SHEET	1 OF 2

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Moreno Valley may hold hearings on this item and should be contacted on non-ALUC issues.

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

DATE OF HEARING: December 13, 2018

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1333MA18 – Coyne Development Corporation (Representative: RED Architectural Group) – City of Moreno Valley Case Nos. PEN18-0184 and PEN18-0185 (Plot Plans). Reconsideration of the covenant condition language used to limit intensity to meet Air Force Instruction interpretation for multi-building industrial warehouses and a Penske Truck building facility located southerly of Alessandro Boulevard, westerly of Day Street, and easterly of Old Highway 215 Frontage Road. (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Jeff Bradshaw of the City of Moreno Valley Planning Department at (951) 413-3224.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1333 MA18 DATE SUBMITTED: September 26, 2018

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Harris Shapiro c/o RED Architectural Group	Phone Number (818) 957-7765
Mailing Address	3436 Verdugo Road, Suite 200 Glendale, CA 91208	Email hshapiro@red-arch.com

Representative	_____	Phone Number _____
Mailing Address	_____	Email _____

Property Owner	Coyne Development Corporation Steve Coyne	Phone Number _____
Mailing Address	1501 Westcliff Drive, Suite 300 Newport Beach, CA 92660	Email steve@coynedev.com

LOCAL JURISDICTION AGENCY

Local Agency Name	Moreno Valley - Planning Div.	Phone Number (951) 413-3229
Staff Contact	Chris Ormy	Email chriso@moval.org
Mailing Address	14177 Frederick Street P.O. Box 88005 Moreno Valley, CA 92552-0805	Case Type
Local Agency Project No	PEN18-0184 ; PEN18-0185	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other

PROJECT LOCATION

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

Street Address	SEC Alessandro & Old Highway 215, Moreno Valley, CA: 21801 through 21891 Alessandro Boulevard and 14044 Old 215 Frontage Road, Moreno Valley 92553	
Assessor's Parcel No.	297-100-086-7; 297-120-016-4; 297-120-011-6; 297-120-012-0; 297-120-002-1; 297-120-003-2; 297-120-017-5; 297-120-018-6; 297-120-073-3; 297-	Gross Parcel Size 839,039 SF, (19.26 Acre)
Subdivision Name	_____	Nearest Airport and distance from Airport
Lot Number	_____	March AFB

PROJECT DESCRIPTION

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

Existing Land Use (describe)	The existing site is flat with gentle slope, several small bldgs and open area used for truck storage and misc items. The new scaled down development falls under a previously approved TPM #33152, which is being amended under this site/ plot plan submittal. The new development will consists of 4 site parcels. Parcels 1, 3 and 4 will be developed by Coyne Development and have several smaller industrial buildings over approx. 19.26 acres with the existing
---------------------------------	---

March
B1
APZ I
+ II

Proposed Land Use (describe)	zoning classification of Industrial/ Business Park (BP). The total building square footage is approx. 148,200 sq. ft. consisting of the following: Twelve (12) industrial buildings vary in sizes from 4,900 sf. up to 19, 300 sf. The buildings are required to have 151 parking stalls, wherein 187 parking stalls are being provided. RC-ALUC had previously reviewed this site under file number: ZAP1038MA07 dated November 7, 2007 with conditions letter.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____
For Other Land Uses (See Appendix C)	Hours of Operation	5:30 AM to 12:01 AM
	Number of People on Site	Maximum Number _____
	Method of Calculation	_____
Height Data	Site Elevation (above mean sea level)	Varies from 1544' to 1550' see Floor Plans ft.
	Height of buildings or structures (from the ground)	25' to 30' to T.O.P. ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	_____ _____ _____

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

APN: 297-100-66

APN: 297-120-010

APN: 297-120-011

APN: 297-120-~~012~~ 012

APN: 297-120-002

APN: 297-120-017, 297-120-018,
297-100-019, 297-100-020
297-120-003

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of October 18, 2018 through November 15, 2018, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed one non-legislative cases within Zone D of the March Air Reserve Base/Inland Port Airport Influence Area and issued a determination of consistency.

ZAP1335MA18 (March, Zone D) pertains to County of Riverside Case No. TPM37589 (Tentative Parcel Map), a proposal to divide 4.72 gross acres located along the northerly side of unimproved Benigni Avenue, westerly of Palomar Road and easterly of Pico Avenue, into four residential lots. The site is located within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA"), where residential density is not restricted. Although the project is located in the March AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport, with an elevation of 1,413 feet above mean sea level (AMSL). At a distance of approximately 19,603 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,609 feet AMSL. The project's maximum pad elevation height is 1,481 feet AMSL. Given a potential residence on each of these lots with an approximate structure height of 35 feet, the maximum top point elevation would be 1,516 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on November 1, 2018.

4.2 Wildlife Hazard Management Stormwater and Landscaping Brochures

ALUC consultant Mead & Hunt has completed preparation of brochures relating to airport-friendly stormwater management and landscaping so as to reduce future bird strike hazards. Copies are provided, for your information.

4.3 ALUC 2019 Meeting and Application Submittal Schedule – Dark Month?

The draft 2019 ALUC meeting and application submittal schedule is attached, for your use. The schedule is based on continuing meetings on a monthly basis, unless the Commission were to direct otherwise through selection of one or two "dark" months.

Y:\ALUC\ALUC Administrative Items\ADmin Item 12-13-18.doc

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

4.1



November 1, 2018

Mr. Jason Killebrew, Urban Regional Planner IV
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore
VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside
John Lyon
Riverside
Steven Stewart
Palm Springs
Richard Stewart
Moreno Valley
Gary Youmans
Temecula

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

File No.: ZAP1335MA18
Related File No.: TPM37589 (Tentative Parcel Map)
APN: 327-080-064

Dear Mr. Killebrew:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Case No. TPM37589 (Tentative Parcel Map No. 37589), a proposal to divide 4.72 gross acres located along the northerly side of unimproved Benigni Avenue, westerly of Palomar Road and easterly of Pico Avenue, into four residential lots.

STAFF

Director
Simon A. Housman
John Guerin
Paul Rull
Barbara Santos

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

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

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport, with an elevation of 1,413 feet above mean sea level (AMSL). The site is located 19,603 feet from the runway, so Federal Aviation Administration Obstruction Evaluation Service (FAA OES) notice and review would be required for any structures with a top of roof exceeding 1,609 feet AMSL. The project’s maximum pad elevation height is 1,481 feet AMSL. Given a potential residence on each of these lots with an approximate building height of 35 feet, the maximum top point elevation would be 1,516 feet AMSL. Therefore, FAA OES review is not required.

www.rcaluc.org

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

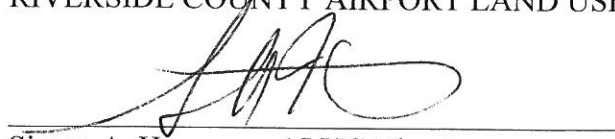
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The review of this project is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 5 of the Harvest Valley/Winchester Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and any tenants of the homes to be built thereon, and shall be recorded as a deed notice.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.
6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

AIRPORT LAND USE COMMISSION

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

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

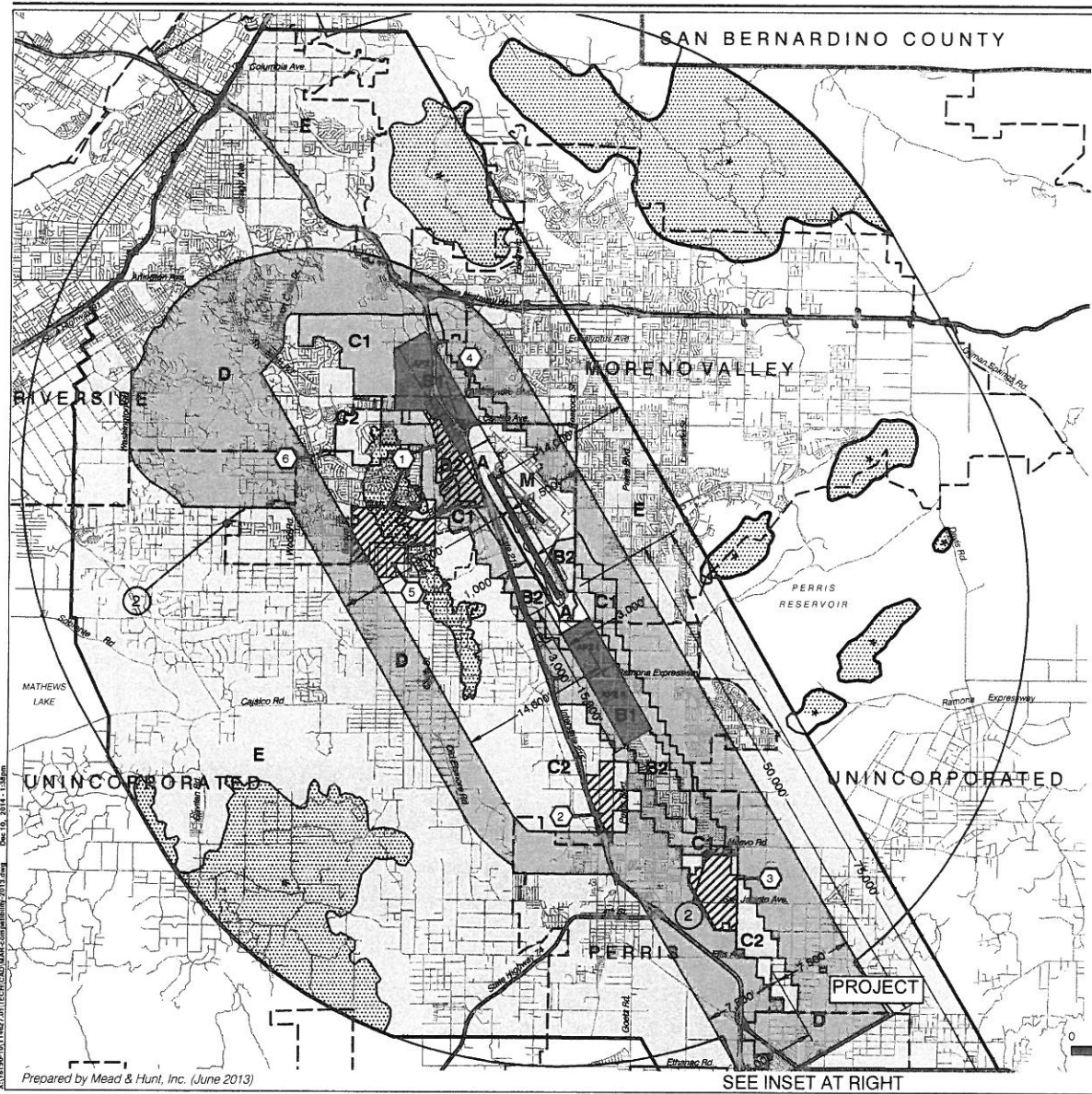
Attachments: Notice of Airport in Vicinity

cc: Jonathan Kalkwarf, Nucal Investments Properties, LLC (applicant/property owner)
JCK Investment Trust (fee-payer)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel "Rock" Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1335MA18\ZAP1335MA18.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

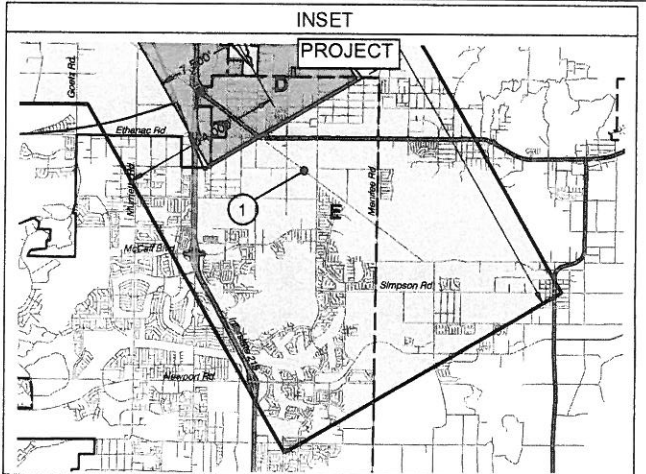
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

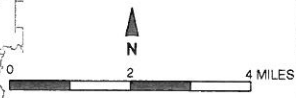
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



Base map source: County of Riverside 2013

S:\1890-19\11497-01\TECH\CAD\MAR_COMPATIBILITY_2013.dwg Date: 06-19-2014 1:19:09pm

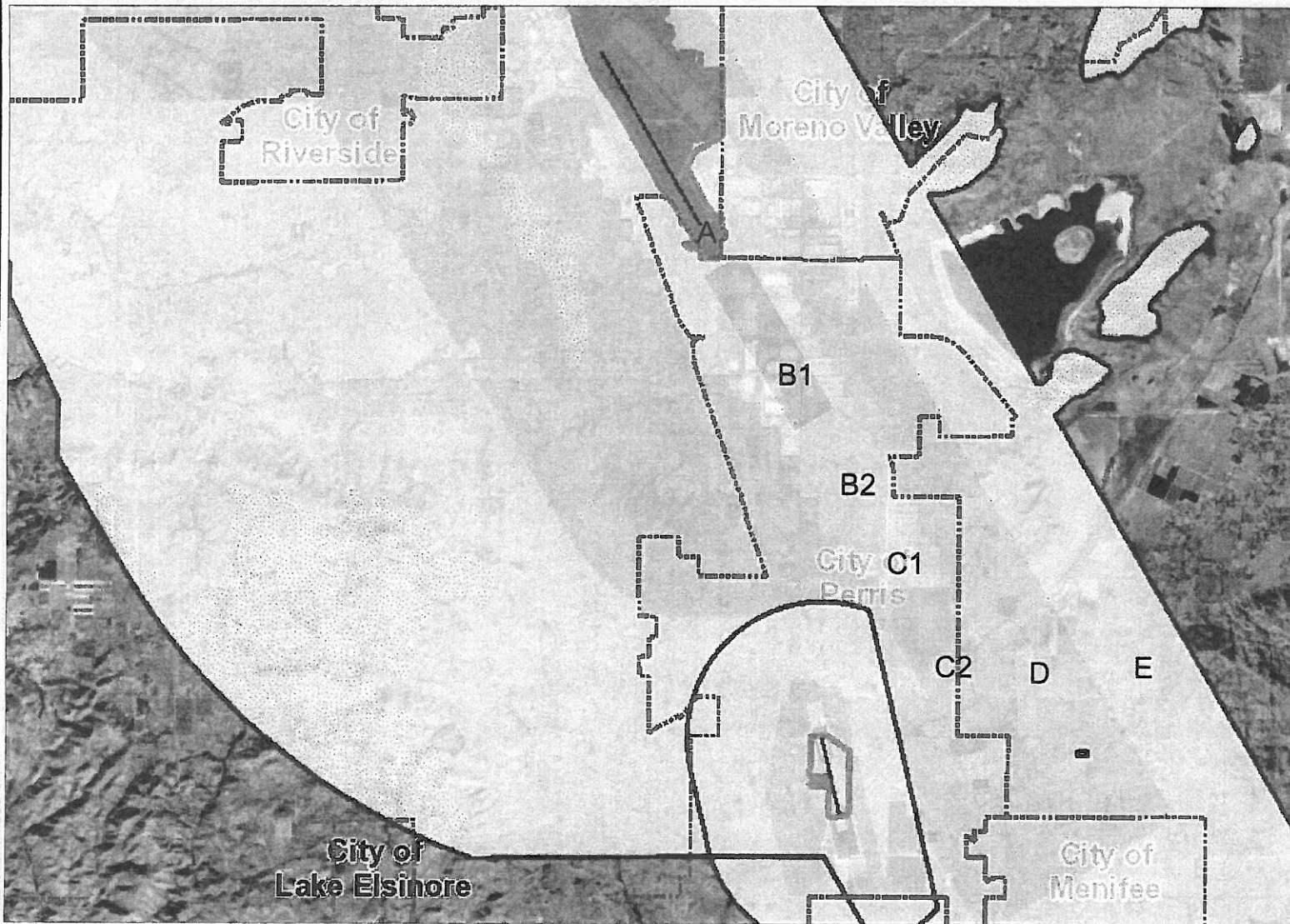
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

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



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Notes



Map My County Map



Legend

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



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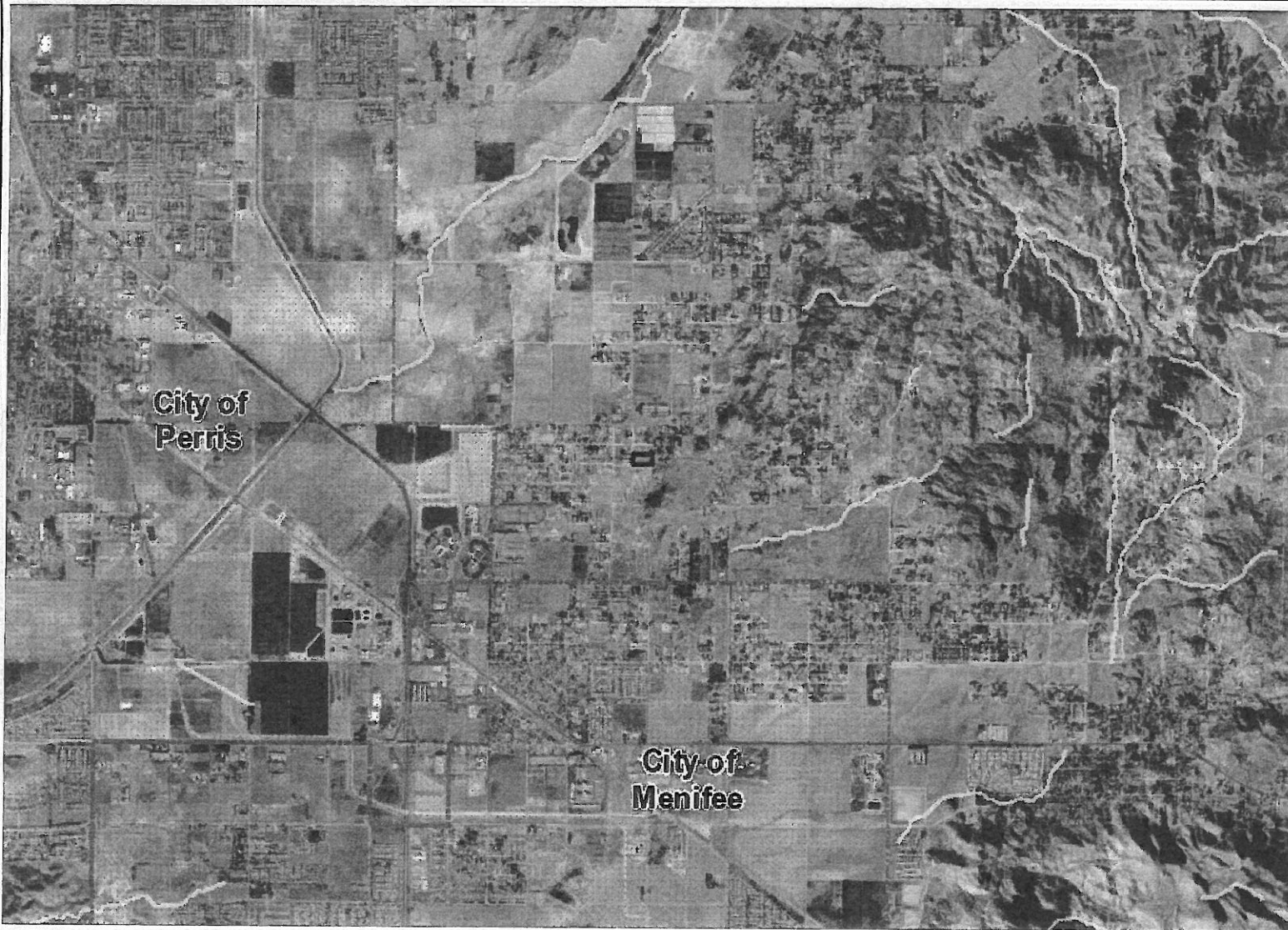
0 385 770 Feet

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© Riverside County GIS

Notes

Map My County Map

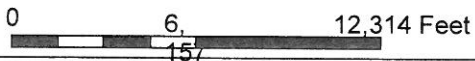


Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

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Map My County Map



Legend

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



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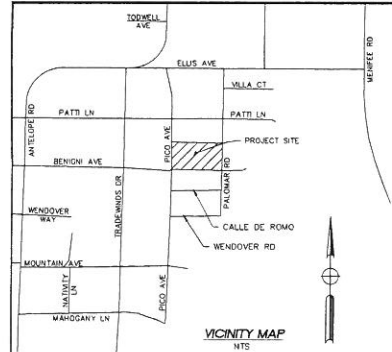
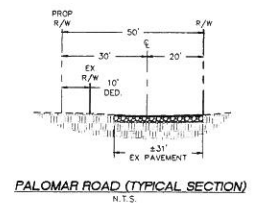
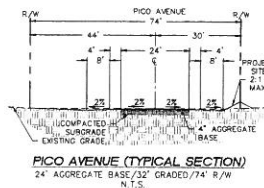
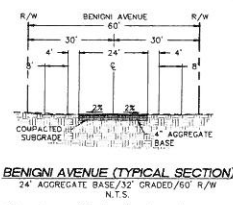


TENTATIVE PARCEL MAP

TPM 37589

APN 327-080-064

County of Riverside, California



OWNER/APPLICANT
NUCAL INVESTMENTS PROPERTIES, LLC
76164 HONEYBUCKLE DRIVE
PALM DESERT, CA 92211
(760)831-5108
JONKALKWARF@GMAIL.COM

PREPARED BY
VENTURA ENGINEERING INLAND, INC
27393 YNEZ ROAD, SUITE 159
TEMECULA, CA 92591
(877)723-4224

DATE PREPARED
JULY 2018

ASSESSOR'S PARCEL NUMBER
327-080-064

LEGAL DESCRIPTION
LOT 594 OF ROMOLA FARMS 6B MB 1/4
195, R3M, SECTION 2

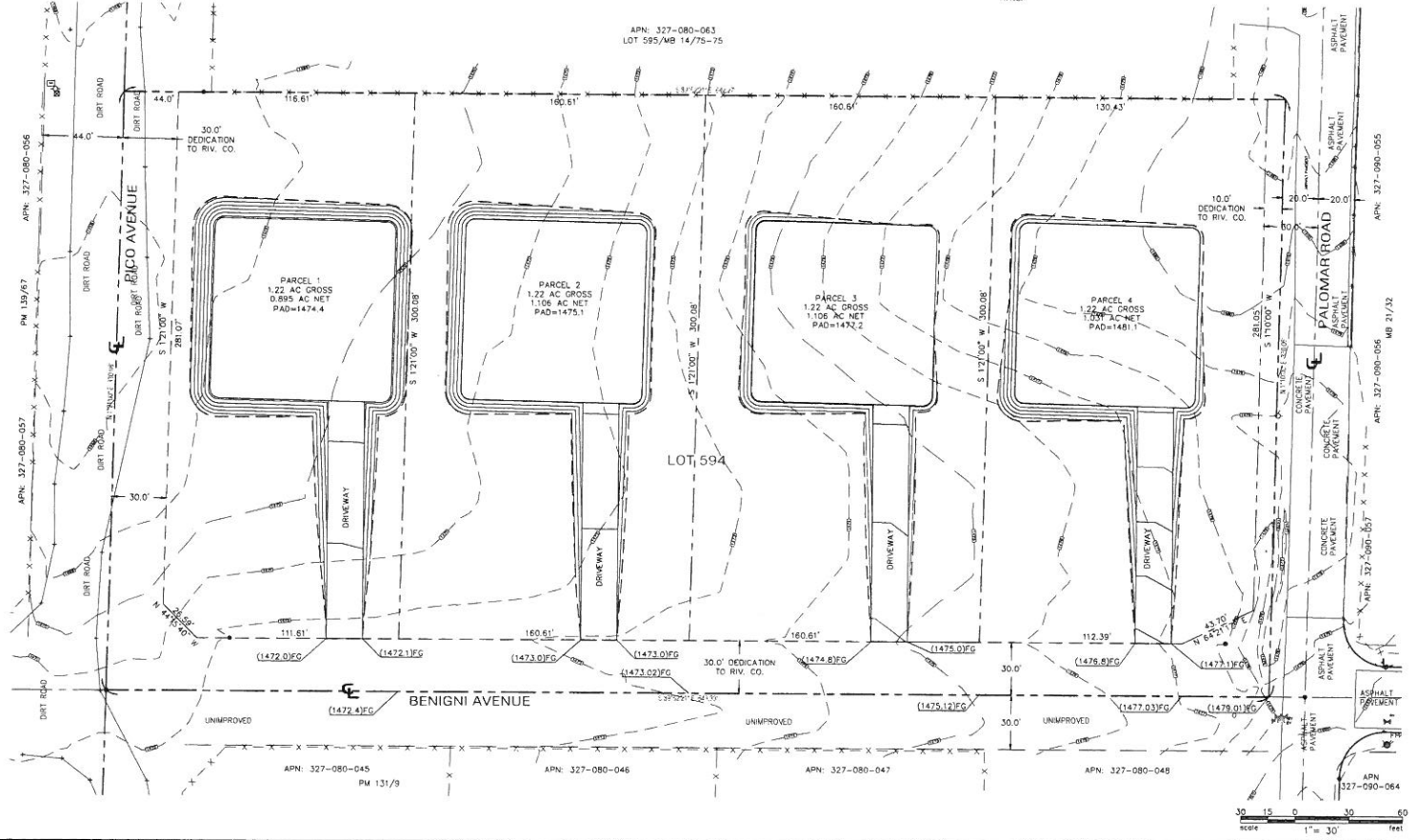
SITE AREA
4.72 ACRES GROSS
4.72 ACRES NET

ZONING/LAND USE
EXISTING ZONING: R-A-1
EXISTING LAND USE: V-LDR
PROPOSED ZONING: R-A-1
PROPOSED LAND USE: V-LDR

UTILITIES
WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: SEPTIC
SCHOOL DISTRICT: ROMOLAND & PERRIS UNION HIGH

COUNTY SERVICE AREA
LAKEVIEW/NEUVO/ROMOLAND/HOMELAND

SOURCE OF TOPOGRAPHY
DELTA SURVEYING AND MAPPING
39305 SALINAS DRIVE
MURBETTA, CA 92463
(951)764-0158
DATE OF SURVEY: JANUARY 2018



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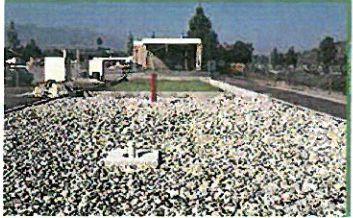




Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



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



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



STORMWATER BEST MANAGEMENT PRACTICES

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

ADDITIONAL RESOURCES/MORE INFORMATION:

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

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

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

WHAT YOU CAN DO:

- Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.
- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
 - Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
 - Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/Form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

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



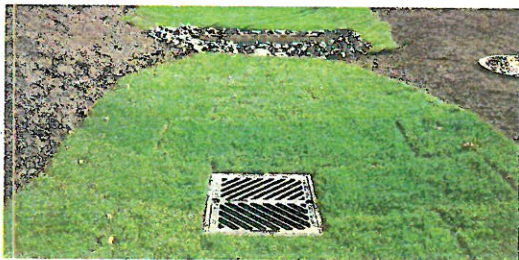
Remains of an owl ingested by an aircraft engine.

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

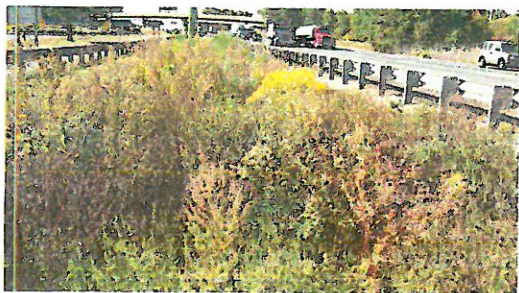
Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics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

ADAPTIVE MEASURES

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



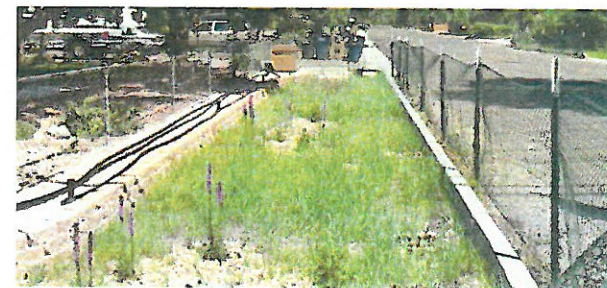
Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



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

Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA)

BMP	Compatibility within the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface. ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife.
Permeable Pavement Recommended	Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas.
Harvest and Use (RWVH) Recommended	Suitable as long as water is stored in enclosed areas.
Sand Filter Basins Recommended	Desirable because standing water is treated through an underdrain system.
Vegetated Filter Strips and Vegetated Swales Recommended	Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Water Quality Inlets Recommended	Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Infiltration Basins Not recommended without Modification. Suitable only if design addresses wildlife hazards	<ul style="list-style-type: none"> ■ Unsuitable in ALUCP Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1).
Bioretention Facilities Not Recommended without Modification (also known as rain gardens, bioretention basins, landscaped filter basins)	<p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zone A. ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width, and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
Extended Detention Basin Not Recommended	<ul style="list-style-type: none"> ■ Unsuitable in Zones A through C. ■ Should be avoided in Zones D and E. If necessary, modify detention period to provide no visible water within 48 hours, provide steep slopes (1:1), provide hardscape for walls and sides; and do not provide vegetation within or adjacent to the pond.



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



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



Sand filter at the base of the bioswale promotes infiltration.



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

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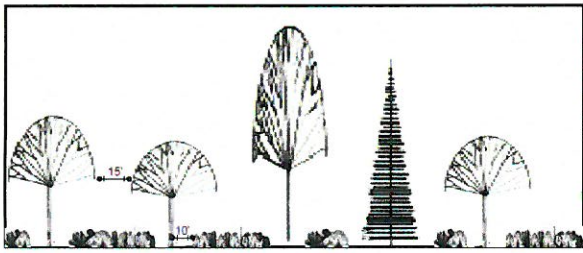


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

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

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

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

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

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

Table 1. Design Guidance for Plant Materials

TREES	<p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
SHRUBS/ACCENTS/GRASSES	<p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
GROUNDCOVER/TURF	<p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.
VINES	

Acceptable plants from the Riverside County Landscaping Guide



LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

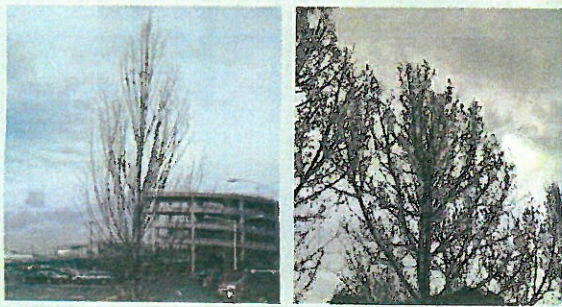
Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 15C wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.



Figure 2. Alternative hardscapes and groundcover/turf



Acceptable.

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



Not acceptable.

Examples of trees that are attractive to birds because of horizontal branching structure.



Not acceptable.

Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided.



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

TABLE 2. Acceptable Plants from Riverside County Landscaping Guide

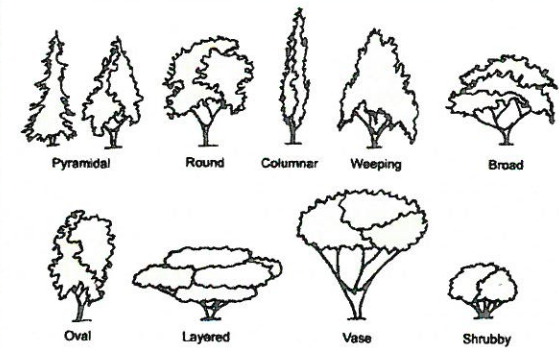
	Scientific Name	Common Name	WOCOLS Region 1, 2	Sunset Zone
TREES	<i>Cercis occidentalis</i>	Western Redbud	VL: 1, 2; L: 3, 4	2-24
	<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	8, 9; 11-24
	<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
	<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
	<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
	<i>Robinia x ambigua</i>	Locust	L: 1-4; M: 5-6	2-24
	<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	3-24
SHRUBS	<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6	9-10; 12-21
	<i>Cistus</i> spp.	Rockrose	L: 1-6	6-9, 14-24
	<i>Dalea pulchra</i>	Bush Dalea	L: 6	12, 13
	<i>Encelia farinosa</i>	Brittlebush	VL: 3; L: 3-6	
	<i>Gravellia Noelli</i>	Noel's Gravellia	L: 1-4; M: 6	
	<i>Justicia californica</i>	Chuparosa	M: 1, 6; VL: 3; L: 4-5	
	<i>Langana camara</i>	Busn lantana	L: 1-4; M: 6	
	<i>Lavendula</i> spp.	Lavender	L: 105; M: 5-6	2-24; varies
	<i>Nandina domestica</i> species	Heavenly Bamboo	L: 1-4; M: 5-6	
	<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6		
GROUND COVER	<i>Artemisia pycnocephala</i>	Sandhill Sage	VL: 1	
	<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	103, 7-14, 18-21
	<i>Oenothera stubbei</i>	Baja Evening Primrose	L: 1-6	10-13
	<i>Penstemon baccharifolius</i>	Del Rio	L: 4-6	10-13
	<i>Trachelospermum jasminoides</i>	Star Jasmine	M: 1-6	8024
	<i>Zauschneria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	2011, 14-24
GRASSES	<i>Cortaderia dioica</i> [syn. <i>C. selloana</i>]	Pampass Grass	N/A	N/A
	<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
	<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of ETO	8-9, 12-24
ACCENT GRASSES	<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
	<i>Aloe</i> species	Aloe	L: 1-4, 6	8-9, 12-24
	<i>Chondropetalum litorum</i>	Cape Rush	H: 1; M: 3	8-9, 12-24
	<i>Dasyllirion</i> species	Desert Spoon	VL: 1, 4-6	10-24
	<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4	2-24
	<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
	<i>Diets bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
	<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
	<i>Fouquieria splendens</i>	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
	<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	2b, 3, 7-16, 18-24
	<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	4-24
	<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
	<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
	<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
	<i>Tulbaghia violacea</i>	Society garlic	M: 1-4, 6	13-24
<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species	



Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



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



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

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**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (ALUC)
PROJECT SUBMISSION SCHEDULE FOR 2018/2019**

4.3

<u>MEETING (THURSDAY) DATE & TIME *</u>	<u>LOCATION *</u>	<u>PROJECT SUBMITTAL DEADLINE</u>
JANUARY 10, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM - 1 ST FLOOR	11-28-18
FEBRUARY 14, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	1-2-19
MARCH 14, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	1-30-19
APRIL 11, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	2-27-19
MAY 9, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	3-27-19
JUNE 13, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	5-1-19
JULY 11, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	5-29-19
AUGUST 8, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	6-26-19
SEPTEMBER 12, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	7-31-19
OCTOBER 10, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	8-28-19
NOVEMBER 14, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	10-2-19
DECEMBER 12, 2019 @ 9:30 a.m.	RIVERSIDE BOARD ROOM – 1 ST FLOOR	10-30-19

NOTE:

Administrative items are reviewed within thirty (30) days.

*** Subject to change**

Dates and locations may change; some meetings may be eliminated or added

**AIRPORT LAND USE COMMISSION
MINUTE ORDER NOVEMBER 8, 2018
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on November 8, 2018 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Steve Manos, Chair
Russell Betts, Vice Chair
Arthur Butler
John Lyon
Richard Stewart
Gary Youmans
Michael Lewis, alternate for Steven Stewart

COMMISSIONERS ABSENT: Steven Stewart

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Principal Planner
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Michael Brunett, Coyne Development
Alexander Borel, Other Interested Person
Beau Cooper, Other Interested Person
Keith Gardner, Riverside County Planning Dept.
Adam Rush, KTM North America

**AIRPORT LAND USE COMMISSION
MINUTE ORDER NOVEMBER 8, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 2.1:** ZAP1075BD18 – City of Indio (Leila Namvar, Development Services Department). A proposal by the City of Indio to adopt a new General Plan 2040 to guide the future development of the City that focuses on revitalizing and connecting neighborhoods, establishing a human-scale network of complete streets and community open spaces, and enhancing community health and wellness. The General Plan includes the following elements/chapters: Vision and General Plan Strategies, Land Use and Urban Design, Mobility, Economic Development, Health and Equity, Parks, Recreation, and Open Space, Conservation, Infrastructure and Public Facilities, Safety, Noise, and Implementation. (The Housing Element is also part of the General Plan, but is not proposed for change as part of this effort.) The City includes land within all Compatibility Zones of the Bermuda Dunes Airport Influence Area. Continued from September 13 and October 11, 2018.

II. **MAJOR ISSUES**

The Bermuda Dunes Airport Influence Area (AIA) extends into the City of Indio. The City includes land within all of the Compatibility Zones (A, B1, B2, C, D, and E), as well as areas outside the AIA. (Areas outside the AIA are not within ALUC's jurisdiction.) To the extent that the designations reflect existing land uses (including projects that have already received their final discretionary approval from the City of Indio), there is no conflict, as ALUC has no jurisdiction over existing land use. The proposed General Plan Land Use Map designates lands within Airport Compatibility Zones B1, B2, C, and D for land use densities and intensities that are not consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed General Plan text will require additions and revisions in order to enable a consistency determination. On October 2, 2018, the City of Indio submitted a letter agreeing to a continuance to November 8 to provide the City "with sufficient time to revise the document to comply with the Bermuda Dunes Airport Land Use Compatibility Plan." As of October 15, staff is awaiting the necessary additions and revisions.

III. **STAFF RECOMMENDATION**

As initially submitted, the proposed General Plan Update is inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan. However, staff would prefer to find a path to consistency.

The City of Indio did agree to a continuance to the October 11 agenda and subsequently agreed to an additional continuance to November 8. However, as of October 15, 2018, ALUC staff has not received any revisions to the maps or text of the proposed General Plan that would bring the Plan into consistency. Therefore, at this time, staff would support an additional continuance if requested by the City, else staff would have to recommend a finding of INCONSISTENCY for the proposed General Plan.

This recommendation is subject to change once the City of Indio, at minimum, revises the General Plan in accordance with the recommendations offered in the e-mail sent to the City on September 14, 2018. ALUC staff is amenable to using the additional time between the date of this staff report and the hearing date to work out additional details with City staff in order to facilitate such revisions.

STAFF RECOMMENDATION

CONTINUE to December 13, 2018

**AIRPORT LAND USE COMMISSION
MINUTE ORDER NOVEMBER 8, 2018
RIVERSIDE MEETING**

IV. PROJECT DESCRIPTION

The City of Indio proposes to adopt General Plan 2040, a comprehensive update to the City's General Plan to guide the long-term development of the City and its sphere of influence. The General Plan Update includes the following elements: Land Use and Urban Design, Mobility, Economic Development, Public Health and Equity, Parks and Recreation, Conservation, Community Facilities and Infrastructure, Safety, Noise, and Implementation. (The Housing Element is also a part of the General Plan, but no changes are proposed through this effort.) The City includes land within all Compatibility Zones (A, B1, B2, C, D, and E) of the Bermuda Dunes Airport Influence Area.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org .

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a vote of 5-0 CONTINUED the project to December 13, 2018. Recuse: Commissioner Youmans; Absent: Commissioner Manos

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 2.1: TIME: 9:37 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER NOVEMBER 8, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1027CH18 – Gossett Development (Representative: Garrett Gossett) – City of Eastvale Case No. PLN18-20034 (General Plan Amendment, Change of Zone, Major Development Review, Conditional Use Permit). The applicant proposes to amend the General Plan land use designation of 4.16 acres located on the northeast corner of Hellman Avenue and Walters Street from Low Density Residential (LDR) to Commercial (CR), and change its zoning from Heavy Agriculture (A-2) to General Commercial (C-1/C-P), and to develop a 146,946 square foot self-storage facility, including a 1,200 square foot office, and a 1,600 square foot manager's residence with a 400 square foot garage, on 3.22 acres of the 4.16 acre site. (Airport Compatibility Zone D of the Chino Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the proposed General Plan Amendment and Change of Zone CONSISTENT with the 2008 Chino Airport Land Use Compatibility Plan, and find the proposed Major Development Review and Conditional Use Permit CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes to amend the General Plan land use designation on 4.16 acres from Low Density Residential (LDR) to Commercial Retail (CR), and change its zoning from Heavy Agriculture (A-2) to General Commercial (C-1/C-P), and to develop a 146,946 square foot self-storage facility, including a 1,200 square foot office and a 1,600 square foot manager's residence with a 400 square foot garage, on 3.22 acres.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses are not proposed and 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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER NOVEMBER 8, 2018
RIVERSIDE MEETING**

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
 4. The proposed on-site detention basin shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. This project has been evaluated as a self-storage project with 1,122 square feet of office area and a 2,076 square foot manager's caretaker residence. Any change in use of the proposed building(s) will require the City to conduct a subsequent evaluation to ensure continued consistency with the ALUCP compatibility criteria.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.1: TIME: 9:39 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER NOVEMBER 8, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1070PS18 – Coachella Flats, LLC (Representative: Robert Skaggs) – City of Palm Springs Case No. 5.1429 CUP (Conditional Use Permit). The applicant proposes to decommission and remove approximately 363 existing commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on approximately 860 acres located southerly of Interstate 10, westerly of Indian Canyon Drive, and northerly of Highway 111. Also proposed are associated equipment such as a laydown yard, construction of new temporary and permanent internal roads, and new underground/overhead electrical collection lines. (Not located within an Airport Compatibility Zone).

II. **MAJOR ISSUES**

The project is currently being reviewed by the Federal Aviation Administration Obstruction Evaluation Service for impacts to air navigation. There are significant concerns regarding the extreme height of the proposed wind turbines, as well as electromagnetic interference and/or interference to the airport approach/departure radar surveillance system. The project is being recommended to the Commission as conditionally consistent, subject to the review and conditions by the FAAOES. In the event that the FAA review determines that the project is a hazard to air navigation, the project will be brought back to the Commission for a revised determination that will incorporate the completed FAA review.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Conditional Use Permit CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

IV. **PROJECT DESCRIPTION**

The applicant proposes to decommission and remove approximately 363 existing commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 860 acres. Wind turbine heights are measured from the base of turbine pole (bolted down to the foundation) at top of blade in the "twelve o'clock position". The applicant has represented that the combined height of the turbine and foundation will be less than 499 feet above ground level (AGL). Also proposed are associated equipment such as laydown yard, construction of new temporary and permanent internal roads, and new underground/overhead electrical collection lines.

CONDITIONS: Final Conditions Await FAA Approval

1. The proposed WECS shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Rotor blades shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of sunlight towards an aircraft engaged in an initial straight climb during takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.
3. The WECS and any accessory uses shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.
4. The combined height of each WECS and its foundation will be less than 499 feet above ground level (AGL).

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5. This project has been evaluated by Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA) for the 20 wind turbines only. Any increase in number, height, or change in location of the turbines, or any proposal for new structures taller than 200 feet from ground level, will require review by the ALUC and FAA.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONDITIONALLY CONSISTENT subject to the conditions included herein, and new condition added by Commission regarding light impacts on the ground, and such additional conditions as may be required by the FAA OES.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.2: TIME: 9:42 A.M.

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- I. **AGENDA ITEM 3.3: ZAP1033RG18 – County of Riverside (Keith Gardner, Planning Department).** A proposal by the County of Riverside to adopt a **comprehensive amendment to the County’s existing Ordinance No. 348 (formerly identified on the published hearing notice as the adoption of Ordinance No. 944, a new County-Wide Land Development Ordinance.)** The Planning Department, in consultation with County Counsel, has determined that it will not be necessary to have both a new land use ordinance, Ordinance No. 944, and the County’s current land use ordinance, Ordinance No. 348. As a result, the current Ordinance No. 348 will now be amended in its entirety to include the proposed language set forth in Ordinance No. 944; Ordinance No. 944 will no longer be processed as part of this Project. Although organizational changes may have occurred, no substantive changes have been made to the Project’s proposed language. The proposed language will now appear exclusively in Ordinance No. 348, and not Ordinance No. 944. This change only represents an administrative change to the Project Description.

The proposal does not involve changing the zoning of any properties, eliminating, combining, or renaming any zones. The list of allowable land uses will appear different, due to the consolidation of individual land uses into broader categories. The **revised** ordinance will include an Administrative Section, descriptions of allowable uses and development standards for each zoning classification grouped within six categories (Residential, Commercial, Industrial, Agricultural, Open Space, and Resources), a Special Provisions Section, and Glossary/Definitions. The most notable change is in permit types. “Plot Plans” will now be known as “Use Permits” or “Minor Use Permits,” while Public Use Permits and Commercial WECS Permits will be folded into the more generic category of Conditional Use Permits. Amortization periods are being deleted. References to application materials and review fees are being removed. (Countywide Unincorporated Areas).

II. **MAJOR ISSUES**

None, as this is basically a restructuring of existing Ordinance No. 348 provisions. A finding of consistency for the text of this ordinance does not constitute a finding of consistency for the zoning of specific parcels or for the County’s General Plan.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed County-Wide Land Development Ordinance No. 944 **CONSISTENT** with the 2004 Riverside County Airport Land Use Compatibility Plan and with all applicable individual Airport Land Use Compatibility Plans applicable to unincorporated areas.

IV. **PROJECT DESCRIPTION**

The County of Riverside proposes to adopt a new County-Wide Land Development Ordinance (Ordinance No. 944) that will apply to new development, superseding existing Ordinance No. 348. (Ordinance No. 348 will continue to apply to existing development.) The proposal does not involve changing the zoning of any properties, or eliminating, combining, or renaming of any zoning classifications. The list of allowable land uses will appear to be different, due to the consolidation of individual land uses into broader categories. Ordinance No. 944 includes an Administrative Section, descriptions of allowable uses and development standards for each zoning classification grouped within six categories (Residential, Commercial, Industrial, Agricultural, Open Space, and Resources), a Special Provisions Section, and Glossary/Definitions. The most notable change is in permit types. “Plot Plans” will now be known as “Use Permits” or “Minor Use Permits,” while Public Use Permits and Commercial WECS Permits will be folded into the more generic category of Conditional Use Permits. Additional changes include deletion of amortization periods and references to application materials and review fees.

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ALUC staff's review of the proposed Ordinance No. 944 is ongoing. As of the date of this staff report, there is no evidence to suggest that the proposed ordinance would affect the process utilized by the County to require projects in Airport Influence Areas to be submitted to ALUC for review.

The County has provided the following summary of the proposed project:

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

The following spoke in favor of the project:

Keith Gardner, Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.3: TIME: 9:53 A.M.

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- I. **AGENDA ITEM 3.4:** ZAP1032BA18 – RMG Residential 2010, LLLP (Representative: United Engineering Group) – City of Banning Planning Case No. 15-70004 (Tentative Tract Map No. 36710). The applicant proposes to divide 10.67 acres located northerly of Wilson Street, westerly of Florida Street, southerly of Hoffer Street, and easterly of Alessandro Road into 38 single family residential lots and three drainage basin lots. (A previous proposal to divide the site into 46 single family residential lots had been found consistent by the ALUC, but was not favored by the City Council.) (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area).

II. **MAJOR ISSUES**

The proposed project results in a density of 3.6 dwelling units per acre, which is inconsistent with the Compatibility Zone D minimum density criteria of less than 0.2 dwelling units per acre or greater than 5.0 dwelling units per acre. Compatibility Zone D also requires 1.06 acres of the total project site area for emergency landing open area purposes, with the project not providing any ALUC open area.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the Tentative Tract Map INCONSISTENT, based on the density being within the prohibited intermediate density range and not providing the required 10% acreage for ALUC open area.

Alternatively, if the Commission is willing to consider application of Countywide Policy 3.3.6, it may find the Tentative Map consistent, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to divide 10.67 acres into 38 single-family residential lots with a minimum lot size of 7,000 square feet, and 3 drainage basin lots.

The original ALUC case ZAP1020BA15 proposed to divide the site into 46 single-family residential lots with a minimum lot size of 5,000 square feet. This proposal was found consistent by the Commission, with special findings pursuant to Policy 3.3.6 addressing density and open area concerns. According to the applicant, the City Council was not in favor of the project's 5,000 square foot minimum lot size and enforcement issues regarding assurance of the long-term maintenance of the ALUC open space areas. Therefore, the applicant is submitting this revised proposal.

FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN:

1. The project site lies outside the area that would be subject to average exterior noise levels above 55 CNEL under ultimate airport development conditions. Therefore, residents of the proposed homes would not be significantly affected by aircraft noise.
2. There are significant amounts of open area in the immediate vicinity, to wit, existing baseball and soccer fields on School District properties located along the south side of Wilson Street opposite from and to the southwest of the project site, which can provide for the required open area to serve as potential emergency landing areas.

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CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses.
3. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
5. The Federal Aviation Administration has conducted aeronautical studies of the proposed structures (Aeronautical Study Nos. 2018-AWP-11563-OE, 2018-AWP-11564-OE, 2018-AWP-11565-OE, and 2018-AWP-11566-OE), and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any)

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shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.

6. The maximum height of the proposed structures to top point shall not exceed 35 feet above ground level, and the maximum elevation at the top of the structures shall not exceed 2,486 feet above mean sea level.
7. The specific coordinates, height and top point elevations of the proposed structures shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of the structures shall not exceed the height of the structures, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. Within five (5) days after construction of the structures reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structures.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Beau Cooper, Other Interested Person, 8885 Haven Ave., Suite 195, Rancho Cucamonga, CA

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT pursuant to the following Policy 3.3.6 findings.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.4 TIME: 9:57 A.M.

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I. **AGENDA ITEM 3.5:** ZAP1083FV18 – Pierer Immoreal North America, LLC (Representative: CASC Engineering and Consulting) – Riverside County Planning Case No. PPT180022 (Plot Plan). The applicant proposes to construct a two-story 72,144 square foot KTM Headquarters office building with a separate 31,421 square foot storage warehouse area, and a 67,088 square foot motorsport research and development building with a separate 24,111 square foot covered truck parking area, and 8,438 square feet of covered truck wash area on 21.16 acres of 56.95 acre site located northerly of Borel Road, easterly of Winchester Road Highway 79, westerly of Sky Canyon Road, and southerly of Sparkman Way (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**

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

STAFF RECOMMENDED AT HEARING

CONSISTENT subject to updated conditions submitted at the meeting which includes FAA OES conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct a two-story, 72,144 square foot KTM Headquarters office building with a separate 31,421 square foot storage warehouse area, and a 67,088 square foot motorsport research and development building with a separate 24,111 square foot covered truck parking area and 8,438 square foot covered truck wash area on 21.16 acres of a 56.95- acre site.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach

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towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency – Aviation Division at (951) 955-9722 for additional information.
 4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the buildings thereon.
 5. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children’s schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
 6. Any proposed detention basins or facilities shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 7. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
 8. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 9. The ALUC open areas as shown on the site plan shall be devoid of obstacles/obstructions greater than 4 feet in height that are at least 4 inches in diameter, which includes parking light poles, walls, trash enclosures, and tall landscaping.
 10. Prior to issuance of building permits for any building on this site, the permittee shall provide copies of a “Determination of No Hazard to Air Navigation” letter from the Federal Aviation Administration Obstruction Evaluation Service relating to that specific building or group of

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buildings to the Department of Building and Safety and to the Riverside County Airport Land Use Commission. The permittee shall comply with all requirements of such letter.

11. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County Economic Development Agency as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Economic Development Agency.

The following conditions were added at the November 8, 2018 ALUC hearing.

12. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-15606-OE and 2018-AWP-15608-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**
13. **The proposed buildings shall not exceed a height of 29 feet above ground level and a maximum elevation at top point of 1,349 feet above mean sea level.**
14. **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.**
15. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 29 feet in height and a maximum elevation of 1,349 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
16. **Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structures(s).**

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V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Adam Rush, KTM North America, 1470 East Cooley Drive, Colten, CA 92324

The following spoke neither for or against the project, but added information to the decision making process:

Alexander Borel, Other Interested Person, 37615 Leon Rd, Murrieta, CA 92563

No one spoke in opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT subject to updated conditions submitted at the meeting which includes FAA OES conditions.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.5: TIME: 10:24 A.M.

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- I. **AGENDA ITEM 3.6:** ZAP1334MA18 – Newcastle Partners, Inc., Jackson Smith (Representative: T&B Planning, George Atalla) – City of Moreno Valley Case Nos. PEN18-0023 (Plot Plan). The applicant proposes to construct a 203,712 square foot concrete tilt-up warehouse/logistics facility on 8.8 acres located at the northeast corner of Frederick Street and Brodiaea Avenue. The applicant is proposing to increase the wall heights from 41 feet to 45 feet, requiring additional review by the Airport Land Use Commission and the Federal Aviation Administration. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**

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

STAFF RECOMMENDED AT HEARING

CONSISTENT subject to updated conditions submitted at the meeting which includes FAA OES conditions.

IV. **PROJECT DESCRIPTION**

The applicant is proposing to amend previously approved ALUC case ZAP1308MA18 to increase the wall heights of the proposed concrete tilt-up warehouse/logistics facility from 41 feet to 45 feet.

The Commission found the original proposal to construct a 203,712 square foot warehouse facility (193,712 square feet warehouse area, 10,000 square feet office area) on an 8.8-acre site, along with a general plan amendment to amend the site's land use designation from Office to Business Park/Light Industrial and a zone change from Office to Light Industrial, consistent on May 10, 2018. The original building height of 41 feet required review by the Federal Aviation Administration Obstruction Evaluation Service, which resulted in a "Determination of No Hazard to Air Navigation."

CONDITIONS:

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

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- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the property and shall be recorded as a deed notice.
 - 4. No detention basins are shown on the plot plan. Any new ground-level or aboveground water detention basins or facilities on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 - 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

The following conditions were added at the November 8, 2018 ALUC hearing.

- 6. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-15456-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.**
- 7. **The proposed buildings shall not exceed a height of 45 feet above ground level and a maximum elevation at top point of 1,608 feet above mean sea level.**
- 8. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**

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9. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 45 feet in height and a maximum elevation of 1,608 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
10. **Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structures(s).**

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT subject to updated conditions submitted at the meeting which includes FAA OES conditions.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.6: TIME: 10:56 A.M.

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I. **AGENDA ITEM 3.7** ZAP1333MA18 – Coyne Development Corporation (Representative: RED Architectural Group) – City of Moreno Valley Case Nos. PEN18-0184 and PEN18-0185 (Plot Plans). PEN18-0184 proposes to construct 12 industrial warehouse buildings totaling 122,979 square feet on 9.37 acres on three separate parcels, and PEN18-0185 proposes to construct a 15,280 square foot Penske Truck building facility on 9.86 acres, located southerly of Alessandro Boulevard, westerly of Day Street, and easterly of Old Highway 215 Frontage Road. (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The applicant is proposing to construct predominately industrial warehouse buildings on a site located within the Airport Compatibility Zone B1 that lies within Accident Potential Zone I and II (APZ-I and APZ-II) (majority in APZ-I), as delineated by the United States Air Force in the 2018 Air Installation Compatible Use Zone (AICUZ) study. Although these buildings are consistent with the ALUC's Compatibility Zone B1-APZ-I and APZ-II average and single acre intensity criteria (APZ-I 25 average, 100 single, APZ-II 50 average, 100 single), all of the buildings exceed the Air Force's interpretation of Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. The Air Force understands the DoDI as limiting intensity in APZ I to a maximum of 25 people in any given acre of building area, rather than an average intensity of 25 persons per acre of land area. At a pro-rated amount, all of the proposed buildings would exceed the Air Force APZ I intensity interpretation.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Plot Plans CONSISTENT, based on the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan; however, the Commission should also consider the fact that the project would exceed the Air Force's intensity interpretation for APZ-I.

STAFF RECOMMENDED AT HEARING

CONSISTENT subject to the updated conditions submitted at the meeting which incorporates the solar panel review condition; however, the Commission should also consider the fact that the project would exceed the Air Force's intensity interpretation for APZ-I

IV. **PROJECT DESCRIPTION**

PEN18-0184 proposes to construct 12 industrial warehouse buildings totaling 122,979 square feet on 9.37 acres on three separate parcels, and PEN18-0185 proposes to construct a 15,280 square foot Penske Truck building facility on 9.86 acres.

In 2007, the Commission found ZAP1038MA07 (PA05-107), a proposal for a 16-building business park with a gross floor area of 253,740 square feet on 19.56 acres consistent with the 1984 Riverside County Airport Land Use Plan. (The project also involved a General Plan Amendment to amend the City of Moreno Valley General Plan land use designation on 6.22 acres from Commercial to Business Park/Industrial, and to establish the Business Park/Industrial designation on 3.27 acres of former right-of-way, a change of zoning from Commercial (6.22 acres) and Industrial (8.7 acres) to Business Park, and to establish Business Park zoning on 2.47 acres of former right-of-way, and parcel map to divide 24.11 acres into six parcels.)

CONDITIONS:

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

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2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
 - (f) Any other uses not permitted in Accident Potential Zone I pursuant to DoDI 4165.57.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
5. Any proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees

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that produce seeds, fruits, or berries.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. This project has been evaluated for 114,861 square feet of warehouse area, 12,774 square feet of accompanying office area, 9,008 square feet of service area and 2,190 square feet of truck wash area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.

The following conditions were added at the November 8, 2018 ALUC hearing.

9. **The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.**
10. **The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The Covenant shall read as follows:**

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap by limiting occupancy of the Project to (i) XXX occupants ("Density Cap") [THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Accordingly, any building expansion is prohibited, including an increase in the XXX area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this Covenant.”

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Michael Brunett, Coyne Development, 1500 Westcliff Avenue #300, Newport Beach, CA 92660

No one spoke in neutral or opposition to the project.

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VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project CONSISTENT subject to the updated conditions submitted at the meeting which includes the Solar Panel Glare Review condition, and a new condition added by the Commission requiring a covenant be placed on the project limiting building intensities to the Air Force Instruction Criteria.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.7: TIME: 11:00 A.M.

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I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals – Information Only

4.2 ALUC Director's Report: The Path Forward Following the Release of the 2018 Air Installation Compatible Use Zones Report (2018 AICUZ) for March Air Reserve Base/Inland Port Airport.

No Change

II. 5.0 APPROVAL OF MINUTES

The ALUC by a vote of 5-0 approved the October 11, 2018 minutes. Abstain: Lyon and Richard Stewart

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

IV. 7.0 COMMISSIONER'S COMMENTS

Commissioner Lyon announced that Saturday, November 10 is the Veteran's Day Observation at Flabob Airport to honor all Veterans, admission is free. Commissioner Richard Stewart advised that he attended the Chamber of Commerce business meeting at the Fixed Base Operations, Million Air discussing the Amazon flights and any public opposition to additional flights.

John Guerin, ALUC staff planner, commented in response to Commissioner Richard Stewart's comments regarding the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The single acre intensity limit of 100, according to Mr. Guerin's recollection, was included in the recommendations from the Joint Land Use Study, which was prepared over approximately a 4 year period. During the course of ALUC's public hearings, Airport Land Use staff was never advised by Air Force representatives that their understanding of the intensity limits was intended to be maximum, rather than average, so staff interpreted the 25 and 50 person per acre limits for APZs I and II as average intensities. The 100 single acre was included in the plan that went through the public hearing process. Staff was never advised during that time period that the Air Force had any objections to those provisions. The other item is the use of building area rather than land area as the basis for intensity. Staff was never advised of that until after the textile project hearing in 2016, so neither of those concerns were raised until after the Compatibility Plan had been adopted.

V. 8.0 ADJOURNMENT

Steve Manos, Chairman adjourned the meeting at 11:27 a.m.

VI. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 4.0: TIME IS: 11:20 A.M.