



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

Thursday 9:00 a.m., September 10, 2009

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Glen Holmes
Hemet

Melanie Fesmire
Indio

STAFF

Director
Ed Cooper

John Guerin
Brenda Ramirez
Barbara Santos

County Administrative Center
4080 Lemon St., 9th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

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

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 9th Floor, Riverside, CA 92501 during normal business hours.

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@rctlma.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: NEW BUSINESS

ITEMS FOR WHICH STAFF RECOMMENDS CONSISTENCY UNDER ONE MOTION UNLESS A COMMISSION MEMBER OR MEMBER OF THE PUBLIC DESIRES TO DISCUSS THE MATTER.

JACQUELINE COCHRAN REGIONAL AIRPORT

- 2.1 ZAP1013TH09 – Terry's Concrete Pumping/English Coachella Jehovah Witnesses/Henry Hernandez/Mark Stoker (Representative: Hacker Engineering) - County Case No. CZ07543 (Change of Zone). A proposal to change the zoning of 19.25 – 20.2 acres located southerly of Airport Boulevard, easterly of Van Buren Street and Hernandez Lane, and westerly of Harrison Street in the unincorporated Riverside County community of Thermal (and the Vista Santa Rosa Policy Area) from A-1-20 (Light Agriculture, 20 acre minimum lot size) to A-1-5 (Light Agriculture, 5 acre minimum lot size), in order to allow for division into four lots through Parcel Map No. 33971. Airport Compatibility Zone D. ALUC Staff Planner: Brenda Ramirez, Ph: (951) 955-0549, or E-mail at brramire@rctlma.org.

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 2.2 ZAP1059MA09 – The Rados Brothers/Rados Properties – CA Land LLC (Representative: Melissa Perez, Albert A. Webb Associates) – City Case Nos. ZC 07-0117 (Zone Change) and DP 07-0119 (Development Plan Review). A proposal to change the zoning of a 61.63-acre area located northerly of Rider Street, easterly of Webster Avenue, and westerly of Indian Avenue in the City of Perris from A-1 (Light Agriculture) to LI (Light Industrial) and to construct a 1,241,470 square foot industrial building, including 1,219,870 square feet of warehouse area and 21,600 square feet of office space. Airport Area II. ALUC Staff Planner: Brenda Ramirez at (951) 955-0549, or E-mail at brramire@rctlma.org.

Staff Recommendation: CONSISTENT

HEMET RYAN AIRPORT

- 2.3 ZAP1018HR09 – Hemet Hospitality Investment, LLC (Attn: Navendra Makan) – City of Hemet Case Nos. SPA 09-01 (Specific Plan Amendment) and SDR 09-03 (Site Development Review). A proposal to amend the Florida Promenade Specific Plan by adding 2.32 acres and amending the text to allow four-story buildings, and to develop a four-story, 54 foot high, 105-room hotel on 2.32 acres of a 10.29-acre parcel located easterly of Myers Street and northerly of Florida Avenue in the City of Hemet. Airport Area III. ALUC Staff Planner: Brenda Ramirez, Ph: (951) 955-0549, or E-mail at brramire@rctlma.org.

Staff Recommendation: CONSISTENT

3.0 PUBLIC HEARING: NEW BUSINESS

MARCH AIR RESERVE BASE

- 3.1 ZAP1060MA09 – Sysco Corporation (Representative: Scott Barker, Kimley-Horn and Associates, Inc.) – Jurisdiction Case No.: PP09-02 (Plot Plan; March JPA Case). A proposal to construct and operate a 515,000 square foot food storage and distribution facility on a 45-acre site located northerly of Van Buren Boulevard, westerly of Interstate 215, and easterly of Meridian Parkway, within the Meridian Specific Plan and the land use jurisdiction of the March Joint Powers Authority. The development would include two 10,000-gallon above-ground diesel fuel storage tanks, on-site truck parking, and maintenance facilities. Airport Area II. ALUC Staff Planner: Brenda Ramirez at (951) 955-0549, or E-mail at brramire@rctlma.org.

Staff Recommendation: CONDITIONAL CONSISTENCY

4.0 **ADMINISTRATIVE ITEMS**

4.1 **Director's Approval**

5.0 **APPROVAL OF MINUTES**

August 13, 2009

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

HEARING DATE: September 10, 2009

CASE NUMBER: ZAP1013TH09- Henry Hernandez (Representative:
Hacker Engineering)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: CZ07543 (Change of Zone)
(Parcel Map No. 33971 related case)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY, subject to the conditions specified herein for the associated parcel map.

PROJECT DESCRIPTION:

The applicant proposes to change the zoning of a 20.2 acre parcel from A-1-20 (Light Agriculture, 20 acre minimum lot size) to A-1-5 (Light Agriculture, 5 acre minimum lot size), in order to allow for the subdivision of the property into four (4) lots.

PROJECT LOCATION:

The project site is located southerly of Airport Boulevard, easterly of Van Buren Street and Hernandez Lane, westerly of Harrison Street and Apollo Lane, and northerly of 57th Avenue, in unincorporated Riverside County, in the community of Thermal and within the Vista Santa Rosa Policy Area, approximately 7,218 feet northwesterly of the northwesterly end of Runway 12-30 at Jacqueline Cochran Regional Airport.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Zone D
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The 20.2 acre site is within Airport Compatibility Zone D of Jacqueline Cochran Regional Airport. Airport Land Use Compatibility Zone D is the Primary Traffic Patterns and Runway Buffer Area. New residential development in Airport Zone D is limited to either a maximum density of 0.2 dwelling units per acre (average density of one dwelling unit per five [5] acres) or a minimum density of not less than five (5) dwelling units per acre. Intermediate density levels greater than 0.2, but less than 5.0, dwelling units per acre are prohibited.

Therefore, the proposed change of zone from A-1-20 (Light Agriculture, 20 acre minimum lot size) to A-1-5 (Light Agriculture, 5 acre minimum lot size) and the subdivision of the property into four (4) lots would be consistent with Zone D criteria. Any future projects having a building floor area of 20,000 square feet or greater (proposed places of assembly and/or any project requiring use permit or plot plan approval) shall be required to be reviewed by the Airport Land Use Commission.

Part 77: The maximum elevation at this site is 88 feet below mean sea level. The runway elevation at its northwesterly end is 117 feet below mean sea level. At a distance of 7,200 feet from the runway, FAA notice and review would be required for any structures with top of roof less than 45 feet below mean sea level. FAA review is not required in this situation, as no structures are proposed at this time.

Noise: The site is outside the 55 CNEL contour; therefore, noise attenuation is not required.

Open Area: Countywide policies require projects with 10 acres or more of land area in Airport Zone D to maintain 10% of site area as open land. Therefore, a minimum of 2.02 acres of open land will be required.

CONDITIONS (Parcel Map):

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, and shall comply with Riverside County Ordinance No. 655.
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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
4. Additional Airport Land Use Commission review shall be required at the plot plan or use permit stage for any discretionary application proposing to establish any of the following uses:
- Artificial marshes, aquaculture (fish farms), landscaping utilizing water features, and production of cereal grains, sunflower, and row crops.
- Such uses may require the preparation of a Wildlife Hazard Management Plan.
5. Additional Airport Land Use Commission review shall be required for any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater (proposed places of assembly and/or any project requiring use permit or plot plan review) unless only ministerial approval is required. In addition, the following uses shall require further review:
- Churches, temples or other structures used primarily for religious worship, private schools, libraries, public utility facilities, menageries, packaged dry fertilizer storage, real estate offices, beauty shops, feed and grain sales, farm labor camps, mobile home parks, and mining operations.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 2.2

HEARING DATE: September 10, 2009

CASE NUMBER: ZAP1059MA09 – The Rados Bros (Representative:
Albert A. Webb Associates)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO.: DP 07-119 (Development Plan Review) and ZC 07-0117 (Zone Change)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY, for both the zone change and the development plan review, subject to the conditions herein (applied to the development plan review).

PROJECT DESCRIPTION:

The proposed project is for a change of zone on 61.63 acres from A-1 (Light Agriculture) to LI (Light Industrial) and the construction of a 1,241,470 square foot industrial building, including 1,219,870 square feet of warehouse area and 21,600 square feet of office space.

PROJECT LOCATION:

The project site is located northerly of Rider Street, easterly of Webster Avenue, and westerly of Indian Avenue, in the City of Perris, approximately 11,200 feet southerly of the southerly end of the runway at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan (RCALUCP), as applied to March Air Reserve Base

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area II
- c. Noise Levels: Outside the 60 CNEL contour

BACKGROUND:

Land Use/Intensity: The project site is located within Area II of the March Air Reserve Base Airport Influence Area. Policy II in chapter II of the 1984 RCALUCP states that industrial and commercial uses are acceptable in Area II of the March Air Reserve Base Airport Influence Area. In addition, the project site is not within the Clear Zone, Accident Potential Zone I, or Accident Potential Zone II, as designated by the 2005 AICUZ Study.

Staff has analyzed the proposed project, using the California Building Code, and has determined that the total occupancy of the project, with incorporation of 50% reduction, is 1,327.9 persons. Therefore, the average intensity is 21.6 persons per acre. The highest single acre intensity is 72.3 persons. The single acre intensity was based on the entire office area not having any other uses, but, in fact, the office area will more than likely have bathrooms, reception area, office storage, and hallways which will change the single acre intensity.

Based on the Parking Calculation Method total occupancy would be estimated at 868.5 persons (1.5 persons per parking space), for an average intensity of 14.09 persons per acre for the 61.63-acre site.

The site would be within Airport Compatibility Zones C2 and C1 pursuant to the Draft March Joint Land Use Study. The intensity of this use would be consistent with the provisions of Zones C1 and C2. (Draft Compatibility Zone C1 allows a density of 100 persons per average acre and 250 persons per any given acre; Draft Compatibility Zone C2 allows a density of 150 persons per average acre and 375 persons per any given acre.)

Part 77: The ground elevation on this site ranges from 1472 to 1500 feet above mean sea level (AMSL), and the proposed maximum structure height as depicted on the elevations would not exceed 44 feet. The runway elevation at its southerly end is 1,488 feet AMSL, and the distance from the property to the nearest point of the runway is approximately 11,200 feet. Therefore, any structure above 1,600 feet AMSL would require FAA review. As proposed, the project will not require FAA review.

Noise: The site lies outside the 60 CNEL contour. The use is industrial, and a noise generator. The warehouse is not a noise-sensitive use; however, noise attenuation shall be required for the office areas.

CONDITIONS:

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
2. 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. (It is recommended that airport management be provided an opportunity to

review outdoor lighting plans prior to approval.)

3. 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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The attached notice shall be provided to all potential purchasers and tenants.
5. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
6. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: September 10, 2009

CASE NUMBER: ZAP1018HR09 – Hemet Hospitality Investment, LLC (Attn: Navendra Makan)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO.: SPA 09-01 (Specific Plan Amendment) and SDR 09-03 (Site Development Review)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY, for the specific plan amendment and the site development review, subject to the conditions included herein.

PROJECT DESCRIPTION:

The applicant proposes to amend the Florida Promenade Specific Plan by adding 2.32 acres to the overall plan and amend the specific plan text to allow four-story buildings. This is to allow for the development of a four-story (54 foot high), 105-room hotel on 2.32 acres of a 10.29 acre parcel located adjacent to the existing specific plan boundary.

PROJECT LOCATION:

The site is located northerly of Florida Avenue and easterly of Myers Street, approximately 3,630 feet northerly of Runway 4-22 at Hemet-Ryan Airport, in the City of Hemet.

LAND USE PLAN: 1992 Hemet Ryan Airport Comprehensive Airport Land Use Plan

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The project site is located within Airport Area III of the Hemet-Ryan Airport Influence Area. The 1992 Hemet Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP) permits a wide range of uses in Area III. Structures over 35 feet in height or two stories, institutional uses (including motels), and places of assembly are listed as discretionary uses in Area III.

The project site is approximately 2.32 acres of a 10.29 acre parcel adjacent to the previously reviewed 200,000 square feet Florida Promenade Specific Plan. The proposed specific plan amendment would add the 2.32 acres to the plan and amend the text to allow four-story buildings, thereby facilitating development of the approximately 67,000 square foot four-story hotel.

Staff has analyzed the proposed project, using the California Building Code, and has determined that the total occupancy of the proposed project, with incorporation of 50% reduction, is 167.5 persons. Therefore, the average intensity is 72.2 persons per acre. The highest single acre intensity is 108.9 persons.

Based on the Parking Calculation Method total occupancy would be estimated at 174 persons (1.5 persons per parking space), for an average intensity of 75 persons per acre for the 2.32-acre site.

Part 77: The maximum elevation at top of roof for the project is 1,564 feet above mean sea level (AMSL). The runway elevation is 1,507 feet AMSL. At a distance of 3,630 feet from the runway, any structure with a top elevation greater than 1,543.3 feet AMSL will require FAA review. The applicant submitted Form 7460-1 and FAA has made a "Determination of No Hazard to Air Navigation."

Noise: The site is outside the 55 CNEL contour. No special acoustical mitigation measures for aircraft noise are required.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall record Aviation Easements covering the entire parcel proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.)
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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers and tenants.
 4. 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.
 5. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 6. The Federal Aviation Administration has conducted aeronautical studies (Aeronautical Study No. 2009-AWP-3587-OE, and Nos. 2009-AWP-3593-OE through 2009-AWP-3596-OE) and has determined that neither marking nor lighting of the proposed 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 shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.
 7. The maximum height of the proposed building, including all roof-mounted appurtenances and obstruction lighting (if any), shall not exceed 54 feet above ground level, and the maximum elevation at the top of building shall not exceed 1,564 feet above mean sea level.

8. The specific coordinates, heights, and top point elevation of the proposed 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.

9. Temporary construction equipment used during actual construction of the building shall not exceed the height of the proposed building, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: September 10, 2009

CASE NUMBER: ZAP1060MA09 – Sysco Corporation
(Representative: Scott Barker, Kimley-Horn and Associates, Inc.)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO.: PP09-02 (Plot Plan)

MAJOR ISSUES: No issues with the 1984 RCALUCP, but potential issues with the Draft March Joint Land Use Study as to the proposed single-acre intensity and use of aboveground fuel storage tanks.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY, subject to the conditions specified in the staff report.

PROJECT DESCRIPTION:

A proposal to construct and operate a 515,000 square foot food storage distribution facility on a 45-acre site, which will include: a vehicle maintenance building, on-site truck parking, and two 10,000 gallon above-ground diesel fuel storage tanks.

PROJECT LOCATION:

The project site is located northerly of Van Buren Boulevard, westerly of Interstate 215, and easterly of Meridian Parkway, within the Meridian Specific Plan and land use jurisdiction of the March Joint Powers Authority, approximately 1,130 feet westerly of the runway at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan (RCALUCP), as applied to March Air Reserve Base

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area II

c. Noise Levels: Traversed by the 65 CNEL contour

BACKGROUND:

Land Use/Intensity: The project site is located within Area II of the March Air Reserve Base Airport Influence Area. Policy II in chapter III of the 1984 RCALUCP states that industrial and commercial uses are acceptable in Area II of the March Air Reserve Base Airport Influence Area. In addition, the project site is not within the Clear Zone, Accident Potential Zone I, or Accident Potential Zone II, as designated by the 2005 AICUZ Study. The project is part of the Meridian Specific Plan, which is currently being amended. The associated Specific Plan Amendment will be required to be reviewed by the Riverside County Airport Land Use Commission prior to approval by the local jurisdiction; however, the proposed amendment text is not yet available.

Staff has analyzed the proposed project, using the California Building Code, and has determined that the total occupancy of the project (including Phase 2), with incorporation of 50% reduction, is approximately 806.6 persons. Therefore, the average intensity is 17.9 persons per acre. The highest single acre intensity is estimated as 309 persons. This is attributable to the two-story office area (61,799 square feet) being concentrated within a single acre of the property. The single acre intensity was based on the entire two-story office area not having any other uses, but, in fact, the office area will more than likely have bathrooms, reception area, office storage, and hallways which will reduce the single acre intensity.

Based on the Parking Calculation Method total occupancy would be estimated at 817.5 persons (1.5 persons per parking space), for an average intensity of 18.2 persons per acre for the 45-acre site.

The site would be located within Airport Compatibility Zone B2 of the Draft March Joint Land Use Study. Compatibility Zone B2 would allow an average density of 100 persons per acre and 250 persons per any single acre. Based on the information staff has calculated the single acre density may not be met and a reduction in office area within that acre would be required. In addition, the applicant is proposing the construction of two (2) 10,000 gallon above-ground diesel fuel storage tanks. Airport Compatibility Zone B2 only allows the aboveground storage of less than 6,000 gallons of nonaviation flammable materials. Larger quantities of fuel or hazardous substances must be stored in underground tanks.

The proposed fueling station will be located approximately 1,300 feet westerly of the northern end of the runway on the most northerly portion of the 45-acre site. The applicant did review and assess each alternative compatible with Airport Compatibility Zone B2, but came to the following conclusions:

- Sysco's policy is to retain between 9,000 to 10,000 gallons of diesel fuel on site to ensure no delay or interruption of service.

- From the applicant's environmental standpoint, the 6,000 gallon aboveground tanks would create more traffic due to the increase in tanker truck trips to fill up the tanks.
- The underground storage alternative would not be feasible as it would not allow for visual inspection as a back-up to automated detection systems, create potential hazards impacts like undetected fuel leaks, and require the excavation and hauling of surplus soil.

In conclusion, the applicant states that other relevant items to consider in this potential issue are as follows: the project site is not located within any AICUZ zones; the aboveground storage tanks would be 1,300 feet away of the runway; and there is a planned fire station on the north side of Opportunity Way (directly across from the proposed site).

Part 77: The ground elevation is approximately 1,560 feet above mean sea level (AMSL), and the proposed maximum structure height as depicted on the elevations would not exceed 49 feet. The runway elevation at its northerly end is 1,535 feet AMSL, and, as calculated by the applicant's exhibit, the distance from the property to the nearest point of the runway is approximately 1,130 feet. Therefore, any structure above 1,546.3 feet AMSL would require FAA review. The applicant did submit the proposal for review to FAA and received a "Determination of No Hazard to Air Navigation."

Noise: The site is traversed by the 65 CNEL contour. The use is industrial, and a noise generator. The warehouse is not a noise-sensitive use; however, noise attenuation shall be required for the office areas.

CONDITIONS:

1. Prior to the issuance of building permits, the landowner shall convey an aviation easement to the MARB/MIP Airport. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
2. 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.
3. 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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The attached notice shall be provided to all potential purchasers and tenants.
 5. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 6. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
 7. The Federal Aviation Administration has conducted aeronautical studies (Aeronautical Study Nos. 2008-AWP-6389-OE) and has determined that neither marking nor lighting of the proposed 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 shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.
 8. The specific coordinates, heights, and top point elevations of the proposed buildings 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.
 9. The maximum height of the proposed buildings, including all roof-mounted appurtenances and obstruction lighting (if any), shall not exceed 49 feet above

ground level, and the maximum elevation at the top of building shall not exceed 1,617 feet above mean sea level.

10. Temporary construction equipment used during actual construction of the buildings shall not exceed the height of the proposed buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 4.1** Director's Approval. As authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper has approved one non-legislative case determined to be consistent with Airport Land Use Compatibility Plans. Staff is attaching copies of the determination letter, for your Commission's information.

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