



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday, 1:00 p.m., October 19, 2006

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Mark Lightsey
Hemet

STAFF

Executive Director
Robert C. Johnson

Ed Cooper
John Guerin
Cecilia Lara
Sophia Nolasco
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 Plan. 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).

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 APPROVAL OF MINUTES FOR: August 10, 2006

3.0 PUBLIC HEARING: 1:00 P.M.

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

RIVERSIDE MUNICIPAL AIRPORT

3.1 ZAP1003RI06 Empire Market Centers, LLC/Douglas Franz Architects - City Case No. P06-1102 (Design Review) – Proposal to develop a manufacturing park comprised of eight industrial buildings with a combined total floor area of 61,488 square feet on a 4.15-acre property located at the southeast corner of Van Buren Boulevard and Jurupa Avenue, in the City of Riverside. Airport Zone C. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

3.2 ZAP1004RI06-Bonanni Development – City Case Nos. P06-0212 (GPA), P06-0544 (Rezone), P06-0545 (Tentative Tract 34794), P06-0544 (PRD Permit), P06-0655 (Design Review) – Proposal to divide 11.05 gross acres located east of La Sierra Ave., north of Campbell Ave., and south of Cypress Ave., into 87 single-family residential lots and build the 87 units, rezone from RR and R-1-80-RL to R-1-65, and amend General Plan designation of 1.62 acres from RSR to RMD. Airport Zone E. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.3 ZAP1003MA06 – Adams Consulting Engineers - City Case Nos. ZC 05-0340, CUP 05-0343, DPR 05-0341, TTM 34131 (05-0342) – Perris Market Place/Walmart – Development of a major shopping center (516,650 sq. ft. of floor area) on 50 acres located west of Perris Blvd., east of Indian St. and south of Avocado Ave., in the City of Perris. Zone change from A-1 to CC on 14 acres. Division of 60 acres into 15 commercial parcels plus additional detention basin lots. Airport Areas II and III. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

- 3.4 ZAP1005MA06 – Barratt American Inc./Barratt-Pelican Ontario, LLC- City Case Nos. GPA 06-0216, ZC 06-0217, Tract Map 34716 – Proposal to develop 335-unit planned residential development of detached single-family residences on 44 acres located north of Markham St., west of Redlands Ave., both north and south of Nance Ave., in the City of Perris. GPA and zone change from BP to R-6000 on 32 acres. Airport Area III. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

- 3.5 ZAP1006MA06 Lyons Warren/Barton Center LLC - City Case No. P06-1127 (Conditional Use Permit) – Proposal to establish a 2,000 square foot coffee shop (Starbucks) with drive-through on 0.45 acres within a 1.83-acre property with two existing buildings located at the southeast corner of Alessandro Boulevard and Barton Street, in the City of Riverside. Airport Area II. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

- 4.0 PUBLIC HEARING ITEMS FOR WHICH STAFF RECOMMENDS **CONDITIONAL CONSISTENCY**, SUBJECT TO FAA APPROVAL UNDER ONE MOTION UNLESS A COMMISSION MEMBER OR MEMBER OF THE PUBLIC DESIRES TO DISCUSS THE MATTER.

RIVERSIDE MUNICIPAL AIRPORT

- 4.1 RI-05-133 – MMI Titan, Inc. - Case No. P-05-1070 (Conditional Use Permit) – Install rooftop antennas for wireless telecommunications on the roof of the Riverside Municipal Airport terminal building, and add an equipment shelter with GPS antennas near Gate 3. Building address: 6951 Flight Road, at Riverside Municipal Airport, in the City of Riverside. Airport Zones B2 and A. (Continued from August 10, 2006 and September 14, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONDITIONALLY CONSISTENT, subject to FAA approval.

MARCH AIR RESERVE BASE

- 4.2 ZAP1004MA06 – City of Riverside Public Utilities Department – Extend height of existing tower at the City's Orange Terrace radio site from 60 feet to 70 feet, with top of antenna at a maximum height of eighty (80) feet above ground level. The radio site is located at 20430 Grove Community Drive, northerly of Segal Avenue and westerly of Clover Creek Road, in the City of Riverside. Airport Area II. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONDITIONALLY CONSISTENT, subject to FAA approval.

5.0 **NEW BUSINESS****BERMUDA DUNES AIRPORT**

- 5.1 ZAP1002BD06 Mike Filing/Global Select Capital/Bulls-Eye Dev. & Const. Co. – Plot Plan Case No. 21840 – Develop a 7,650 square foot office building (6,664 net square feet) with attached 6,139 square foot airplane hangar/warehouse (including a 525 square foot pilot lounge) on a 33,000 square foot lot located at 79-579 Country Club Drive (southerly of Country Club Drive and northerly of Bermuda Dunes Airport) in unincorporated Riverside County. Airport Zones A and B2. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: INCONSISTENT due to encroachment of office structure into Zone A by two feet; consider whether Policy 3.3.6 may be applicable.

CHINO AIRPORT

- 5.2 ZAP1001CH06 Silviera Dairy Investment, LLC/Stratham Cloverdale, Inc. – Case Nos. GPA 00807, SP 00357, CZ 07073, TR 32821 – A proposed Specific Plan (Cleveland Square) of 236 detached single-family residences on small lots, with 2.08 acres of parks, on a 40-acre site located westerly of Cleveland Avenue and northerly of Limonite (formerly Cloverdale) Avenue in unincorporated Riverside County, with General Plan Amendment from MDR to MHDR, change of zone from A-2-10 to SP, and tract map for 236 residential lots, 3 park lots, 1 detention basin lot, and 46 open space lots. Airport Zone D on Draft Chino Plan. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT with 1991 Plan. GPA CONSISTENT with Draft Plan. Project design INCONSISTENT with Draft Plan due to insufficient open area.

6.0 **ADMINISTRATIVE ITEMS**

6.1 Clarification – Calculation of Residential Densities in Specific Plans.

6.2 Request for Reconsideration – BD-06-103.

- 7.0 EXECUTIVE SESSION: Conference with legal counsel with respect to every item of business to be discussed in closed session pursuant to Government Code Section 54956.9: Silverhawk Land & Acquisitions, LLC v. Riverside County Airport Land Use Commission et al. (Riverside Superior Court case no. RIC 431176).

8.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

9.0 COMMISSIONER'S COMMENTS

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1
HEARING DATE: October 19, 2006
CASE SUMMARY:
CASE NUMBER: ZAP1003RI-Empire Market Centers, LLC
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: P06-1102 (Design Review)

MAJOR ISSUES:

None

RECOMMENDATION:

Staff recommends a finding of consistency for the above referenced project, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The applicant proposes to develop a manufacturing park comprised of eight industrial buildings with a combined total floor area of 61,488 square feet on a 4.15-acre property.

PROJECT LOCATION:

The project is located at the southeast corner of Van Buren Boulevard and Jurupa Avenue, in the City of Riverside, approximately 1,568 feet northeasterly of Runway 9-27 of the Riverside Municipal Airport.

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

Adjacent Airport:

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Area Zone C

- c. Noise Levels: Inside the 60-65 CNEL Contour

BACKGROUND:

Land Use – Intensity: Airport Zone C allows an average occupancy of 75 persons per acre and single-acre occupancy of 150 persons per acre. The applicant is proposing development of 7,200 square feet of office space, 16,286 square feet of manufacturing space, and 38,002 square feet of warehousing space. Given the square footage of office space, manufacturing, and warehouse space specified in the above project description, this project will result in a total occupancy of 115 people on site, or 27.71 persons per acre.

Part 77: The highest elevation of any object or terrain is 744 feet above mean sea level (AMSL), and the proposed structure height is expected to be 30 feet. The runway elevation at its closest point is 757 feet AMSL. At a distance of 1,568 feet from the runway, in order for a structure to be an obstruction, a structure would need to exceed 773 feet AMSL. The closest building to the runway is 27 feet in height, and, as such would have a top elevation of 771 feet.

Noise: Noise levels on this site from aircraft operations would exceed 60 CNEL. (Single-event noise levels would, of course, be significantly greater.) Office uses are considered to be “marginally acceptable” in this noise range, while warehousing is considered “normally acceptable” and general manufacturing is considered “clearly acceptable” (Table 2B, Supporting Compatibility Criteria: Noise). Recommended conditions provide for incorporation of noise attenuation measures in office areas so as to provide for a 20 dB noise reduction or such reduction as may be necessary to reduce interior noise levels to 45 CNEL or below.

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.
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.

- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e. Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor nonresidential uses, aboveground bulk storage of hazardous materials, and critical community infrastructure facilities.
3. Noise attenuation measures shall be incorporated into the office areas of the building construction to ensure a minimum noise level reduction of 20 dB, or such reduction as may be necessary so as to reduce interior noise levels within office areas to 45 CNEL or below.
4. The attached notice shall be given to all prospective buyers or tenants.
5. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following facilities on this property:
- Retail sales facilities, dormitories, courtrooms, community care facilities, auction rooms, auditoriums, dance floors, lodge rooms, reviewing stands, conference rooms, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, swimming pools, locker rooms, exercising rooms, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A, unless it can be demonstrated that other portions of the structure are occupied at a level less intense than the level assumed in this staff report.
6. The maximum finished floor elevation of any building on the site shall not exceed 744.8 feet above mean sea level. The maximum height of any structure shall not exceed 30 feet. The maximum height of Buildings 4 and 8 shall not exceed 27 feet.

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: October 19, 2006

CASE SUMMARY:

CASE NUMBER: ZAP1004RI06-Bonanni Development, Inc.

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P06-0212 (General Plan Amendment); P06-0544 (Rezone); P06-0545 (Tentative Tract Map No. 34794); P06-0543 (PRD Permit), P06-0655 (Design Review)

MAJOR ISSUES:

None

RECOMMENDATION:

Staff recommends a finding of consistency for the above referenced project, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The applicant proposes to divide 11.05 gross acres into 87 single-family residential lots and build the 87 units, rezone from RR (Rural Residential) and R-1-80-RL (Single-Family Residential with Residential Livestock) to R-1-65 (Single Family Residential), and amend General Plan designation of 1.62 acres from RSR (Semi-Rural Residential) to RMD (Medium Density Residential)

PROJECT LOCATION:

The project is located east of La Sierra Avenue, north of Campbell Avenue, and south of Cypress Avenue, in the City of Riverside, approximately 13,324 feet southwesterly of Runway 9-27 at Riverside Municipal Airport.

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

Adjacent Airport:

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Area Zone E (mostly outside of Zone E)
- c. Noise Levels: Outside the 55 CNEL Contour

BACKGROUND:

Land Use – Density: Airport Zone E places no limits on residential densities.

Part 77: The highest elevation of any object or terrain is 799 feet above mean sea level (AMSL), and the proposed structure height is expected to be 30 feet at top of chimney. The runway elevation at its closest point is 758 feet AMSL. At a distance of 13,324 feet from the runway, in order for a structure to be an obstruction, a structure would need to exceed 890 feet AMSL. Part 77 obstruction criteria are not a concern for this project, provided that this elevation is not exceeded.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent 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.
 - 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 given to all potential purchasers and tenants.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: October 19, 2006

CASE SUMMARY:

CASE NUMBER: ZAP1003MA06-Adams Consulting Engineers/Wal-Mart

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO.: CUP 05-0343 (Conditional Use Permit); ZC 05-0340 (Zone Change); TTM 05-0342 (Tentative Tract Map); DPR 05-0341

MAJOR ISSUES: None

RECOMMENDATION: **Staff recommends a finding of consistency for the above referenced project, subject to the conditions specified herein.**

PROJECT DESCRIPTION:

Perris Market Place/Wal-Mart - The applicant proposes the development of a major shopping center with 516,650 square feet of floor area on 50 acres. Zone Change from A-1 (Agriculture) to CC (Commercial Community) on 14 acres. Division of 60 acres into 15 commercial parcels plus additional detention basin lots.

PROJECT LOCATION:

The project is located west of Perris Boulevard, east of Indian Street, and south of Avacado Avenue, in the City of Perris, approximately 20,400 feet southeasterly of Runway 14-32 at March Air Reserve Base/March Inland Port.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, applied to March Air Base

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/March Inland Port
- b. Land Use Policy: Airport Areas II & III
- c. Noise Levels: Inside the 55-60 CNEL Contour from Airport (1999) Map
Outside the 60 CNEL Contour (1998 AICUZ)

DOCUMENTS REFERENCED:

Staff utilized five resources for its review:

1. The RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. DRAFT March Joint Land Use Study (advisory only).
3. Riverside County Airport Land Use Compatibility Plan (advisory only for this airport).
4. Noise Data from the Air Installation Compatibility Use Zone: 1998 March Air Reserve Base
5. Map dated July 12, 1999 prepared by Transportation and Land Management Agency, GIS Division, and map of March Influence area at www.rcaluc.org

BACKGROUND:

Land Use - Intensity: The applicant proposes development of a major shopping center with a floor area of 516,650 square feet on 50 acres. The portion of the site located north of Citrus Avenue is located in Airport Area II. The portion southerly of Citrus Avenue is located in Airport Area III, as depicted on the map at www.rcaluc.org. Neither Airport Area II nor Airport Area III places restrictions on nonresidential land use intensities for most uses.

The DRAFT March Land Use Plan prepared by Mead and Hunt depicts the property as being within Zone C2. Airport Zone C2 would allow 150 people per acre average and 375 people in any given acre. The occupancy of the proposed shopping center is projected to be 169 persons per acre average with a maximum single acre occupancy of 726, based on retail use. However, this Plan is not yet in effect, so these intensity restrictions are not applicable at this time.

Part 77: The highest elevation of any object or terrain is 1,447 feet above mean sea level (AMSL), and the proposed structure height is expected to be 52 feet with 8 inches. The runway elevation at its closest point is 1,488 feet AMSL. At a distance of 20,400 feet from the runway, in order to be an obstruction, a structure would need to exceed 1,692 feet AMSL. Part 77 obstruction criteria are not a concern for this project.

Noise: The 1999 Map indicates the property to be inside the 55-60 CNEL contour. Noise is not an issue for this project.

CONDITIONS OF APPROVAL:

1. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, 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 assure that no lights are above the horizontal plane.

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.
 - 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 given to all prospective buyers or tenants.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: October 19, 2006

CASE SUMMARY:

CASE NUMBER: ZAP1005MA06- Barratt-Pelican Ontario, LLC-Steve Swanson

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: GPA 06-0216 (General Plan Amendment); CZ 06-0217 (Change of Zone); Tentative Tract Map 34716

MAJOR ISSUES:

None

RECOMMENDATION:

Staff recommends a finding of consistency for the above referenced project, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The applicant proposes to develop 335-unit planned residential development of detached single-family residences on 44 acres.

PROJECT LOCATION:

The project is located north of Markham Street, west of Redlands Avenue, both north and south of Nance Avenue in the City of Perris, approximately 9,200 feet southeasterly of Runway 14-32 at March Air Reserve Base/ March Inland Port.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, applied to March Air Base

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/ March Inland Port

- b. Land Use Policy: Airport Area Zone III
- c. Noise Levels: Outside the 55 CNEL per 1999 GIS Map & Outside 60 CNEL per 1998 AICUZ

DOCUMENTS REFERENCED:

Staff utilized three resources for its review:

1. The RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base.
3. DRAFT March Joint Land Use Study (advisory).

BACKGROUND:

Land Use – Density: The applicant proposes to develop a 335-unit planned residential development of detached single-family residences on 44 acres. Airport Area Zone III places no limit on residential uses.

The DRAFT March Land Use Plan prepared by Mead and Hunt depicts the property as being within Zone D. Airport Zone D, as specified in that study, would place no limit on residential densities.

Part 77: The highest elevation of any object or terrain is 1497 feet above mean sea level (AMSL), and the highest structure is expected to be 35 feet. The runway elevation at its closest point is 1,488 feet AMSL. Given the distance of 9,200 feet from the runway, FAA 7460 review would be required for structures at this site exceeding 1,578 feet AMSL. In this case, FAA review is not required.

Noise: The 1999 map indicates the property to be outside the 55 CNEL contour, while the 1998 AICUZ report indicates the property to be outside the 60 CNEL contour. In either case, noise is not an issue for this project, as conventional construction would reduce interior noise levels 10 to 15 dB.

CONDITIONS:

1. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, 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 assure that no lights are above the horizontal plane.
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.
 - 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 given to all prospective buyers or tenants.

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: October 19, 2006

CASE NUMBER: ZAP 1006 MA06-Barton Center L.L.C

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P06-1126 (Conditional Use Permit)

MAJOR ISSUES: None

RECOMMENDATION: **Staff recommends a finding of consistency for the above referenced project, subject to the conditions specified herein.**

PROJECT DESCRIPTION:

The applicant is proposing a new 2,000 square foot Starbucks coffee shop with drive-through, on 0.45 acres of a 1.82-acre parcel.

PROJECT LOCATION:

The project is located at the southeast corner of the intersection of Alessandro Boulevard and Barton Street, in the City of Riverside, approximately 14,200 feet northwesterly of Runway 14-32 at March Air Reserve Base/March Inland Port.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, applied to March Air Base

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/March Inland Port
- b. Land Use Policy: Airport Area II
- c. Noise Levels: 60-65 CNEL (1998 AICUZ)

DOCUMENTS REFERENCED:

Staff utilized three resources for its review:

1. The RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base.
3. DRAFT March Joint Land Use Study (advisory).

BACKGROUND:

Land Use - Intensity: The applicant proposes development of a new drive-thru Starbucks coffee shop with a building area of 2,000 square feet on 0.45 acres. The site is located in Airport Area II, as depicted on the map at www.rcaluc.org. Airport Area II places no restrictions on nonresidential land use intensities for most uses.

The DRAFT March Land Use Plan prepared by Mead and Hunt depicts the property as being within Zone C2. Airport Zone C2 allows 150 people per acre average and 375 people per any given acre. The occupancy of the proposed coffee shop is projected to be 67 persons, at 50% of Building Code maxima, which complies with the draft intensity criteria. However, the occupancy of the entire 1.83-acre property, including existing retail, office and restaurant uses, would be approximately 200 persons per acre.

Part 77: The highest elevation of any object or terrain is 1,650 feet above mean sea level (AMSL), and the proposed structure height is expected to be 22 feet. The runway elevation at its closest point is 1,535 feet AMSL. At a distance of 14,200 feet from the runway, in order to be an obstruction, a structure would need to exceed 1,678 feet AMSL. Part 77 obstruction criteria are not a concern for this project provided that this elevation is not exceeded.

Noise: The 1988 AICUZ (future) report indicates the property to be inside the 60 CNEL contour. The commercial/retail services categories are compatible without restriction up to DNL 70 dB. Noise is not an issue for this project.

CONDITIONS OF APPROVAL:

1. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, 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 assure that no lights are above the horizontal plane.
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.
 - 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 given to all prospective buyers or tenants.
 5. The maximum elevation of the structure (at top of roof) shall not exceed 1,677 feet above mean sea level.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.1 ~~9.8-6.5~~

HEARING DATE: ~~October 19, 2006 September 14, 2006~~ (continued from ~~September 14 and~~ August 10, 2006)

CASE SUMMARY:

CASE NUMBER: RI-05-133 – MMI Titan Inc.
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: P-05-1070

MAJOR ISSUES: None. The applicant has submitted Form 7460-1 to the Federal Aviation Administration.

~~MAJOR ISSUES: Applicant is unable to provide copy of FAA clearance at this time. challenging staff's request that Form 7460-1 be submitted to the Federal Aviation Administration on the basis that the original antennas were previously reviewed and that the proposal is not increasing the height of the existing antenna facilities. The applicant notes that "the antennas are being mounted to the same existing roof top antenna mounts, and there is no increase to the height or width of any current existing roof top structure." (The argument does not apply to the equipment shelter, which constitutes new construction.) Staff's response is that any determination of exemption should come from the FAA and that neither the ALUC nor its staff is authorized to act on behalf of the FAA.~~

RECOMMENDATION: Staff recommends that the project be found CONDITIONALLY CONSISTENT, with referral back to staff for receipt of FAA clearance prior to issuance of a final letter of consistency. The final letter of consistency may include additional conditions to assure compliance with FAA requirements; some of the conditions included herein may be amended or deleted as applicable.

~~RECOMMENDATION: Staff recommends that the Commission consider testimony and provide direction as to whether to continue to insist on FAA clearance prior to making a determination as to the consistency of this project. A CONTINUANCE to October ~~September 14, 2006~~ is recommended to allow the applicant additional time to obtain FAA clearance.~~

PROJECT DESCRIPTION:

Staff Report

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Install rooftop antennas for wireless telecommunications on the roof of the Riverside Municipal Airport terminal building and add an equipment shelter with GPS antennas near Gate 3.

PROJECT LOCATION:

6951 Flight Road, at Riverside Municipal Airport.

- Nearest Airport: Riverside Municipal Airport
- a. Airport Influence Area: Same
 - b. Land Use Policy: Airport Zone B2
 - c. Noise Levels: Greater than 65 CNEL; however, proposed use is not noise-sensitive.

BACKGROUND:

~~Part 77: The applicant has demonstrated that the existing facilities were reviewed by FAA and believes that this previous review should cover the current proposal. The previous review expired on June 30, 2000, so it is staff's opinion that any new construction or alteration would not have been covered by that review. At this time, the applicant is unable to find or to provide documentation demonstrating that the Federal Aviation Administration has completed an aeronautical study of the currently proposed project under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, and has determined that the proposed structures do not exceed obstruction standards and would not be a hazard to air navigation. The applicant is of the opinion that additional FAA review is not needed due to the fact that the overall antenna height on top of the roof is not being increased. This is the only issue of concern. The highest elevation will not exceed 818 feet above mean sea level (AMSL).~~

~~Based on Section 77.13 of FAR Subpart 77, it is staff's understanding that any construction or alteration at a public use airport requires FAA notice unless the structure is shielded or is an antenna less than twenty (20) feet in height. In the event that staff was being excessively cautious, staff consulted with both the Riverside County Economic Development Agency Aviation Division and the Manager of the Riverside Municipal Airport, Mark Ripley, to obtain a "second opinion" as to the need for FAA review. At this time, staff has not found evidence to indicate that the notice and review process is not necessary. Additionally, any attempt to circumvent this process may present liability issues for the applicant in the event of a future accident.~~

The applicant has filed Form 7460-1 with the Federal Aviation Administration and is awaiting final clearance from that agency.

The conditions listed below are representative of final conditions that could be applied, dependent on the provisions of the FAA determination letter.

CONDITIONS:

1. New antenna facilities shall be marked and/or lighted in accordance with FAA Advisory Circulars regarding Obstruction Marking and Lighting, Chapters 4 and 12, in accordance with the Federal Aviation Administration letter dated xx/xx/xxxx.
2. Within five (5) days after the construction reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Air Traffic Airspace Branch, ASW-520, 2601 Meacham Blvd., Fort Worth TX 76137-0520.
3. The specific coordinates, heights, and power shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in height shall not require further review by the Airport Land Use Commission.
4. Temporary construction equipment used during actual construction of the facilities shall not exceed the height of the proposed facilities.
5. The proposed facilities shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
6. Other than FAA-approved lighting and marking as specified above, no lighting shall be installed that would direct a steady light or flashing light of red, white, green, or amber colors associated with aircraft operations toward an aircraft engaged in an initial straight climb during takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
7. Antennas 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.
8. The proposed facilities shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.
9. To coordinate frequency activation and verify that no interference is caused to FAA facilities, prior to beginning any transmission from the site, the permittee shall contact ONTARIO SYSTEM SUPPORT CENTER at (909) 605-1966.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.2

HEARING DATE: October 19, 2006

CASE SUMMARY:

CASE NUMBER: ZAP1004MA City of Riverside Public Utilities-Chiu Wong

APPROVING JURISDICTION: City of Riverside Public Utilities

JURISDICTION CASE NO: City Project

MAJOR ISSUES:

None

RECOMMENDATION:

Staff recommends a finding of **Conditional Consistency**, with referral back to staff for receipt of FAA clearance prior to issuance of a final letter of consistency. The final letter of consistency may include additional conditions to assure compliance with FAA requirements; some of the conditions included herein may be amended or deleted as applicable.

PROJECT DESCRIPTION:

The applicant proposes to extend the height of the existing tower at the City's Orange Terrace radio site from 60 feet to 70 feet, with the top of the antenna at a maximum height of 80 feet above ground level.

PROJECT LOCATION:

The radio site is located at 10430 Grove Community Drive, northerly of Segal Avenue and westerly of Clover Creek Road, in the City of Riverside, approximately 10,160 feet west of Runway 14-32 at March Reserve Base/March Inland Port.

LAND USE PLAN: 1984 Riverside Airport Land Use Plan, applied to March Air Base

Adjacent Airport:

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

c. Noise Levels: Inside the 60 CNEL contour (1998 AICUZ)

DOCUMENTS REFERENCED:

Staff utilized three resources for its review:

1. The RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base.
3. DRAFT March Joint Land Use Study (advisory).

BACKGROUND:

Land Use – Intensity: The applicant proposes to extend the height of the existing radio tower from 60 feet to 70 feet with the top of the antenna at a maximum height of 80 feet above ground level. The site is located in Airport Area II as depicted on the map at www.rcaluc.org. Airport Area II places no restrictions on nonresidential land use intensities for most uses.

Part 77: The highest elevation of any object or terrain is 1875 feet above mean sea level (AMSL), and the proposed structure is expected to be 80 feet in height to the top of the antenna. The runway elevation at its closest point is 1,535 feet AMSL. At a distance of 10,160 feet from the runway, in order to be an obstruction, a structure would have to exceed 1,636 feet AMSL. FAA notice and review is required in this situation. The original project was reviewed by FAA.

The applicant has filed Form 7460-1 with the Federal Aviation Administration and is awaiting clearance from that agency.

Noise: The 1998 AICUZ (future) report indicates the property to be inside the 60 CNEL contour. Due to the nature of the project, noise is not an issue..

The conditions listed below are representative of final conditions that could be applied, dependent on the provisions of the FAA determination letter.

CONDITIONS:

1. 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, visual approach slope indicator, or FAA-authorized obstruction lighting as specified below.
 - 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.
2. The facility shall be marked and/or lighted in accordance with FAA Advisory Circulars regarding Obstruction Marking and Lighting, Chapters 4 and 12, in accordance with the Federal Aviation Administration letter dated xx/xx/xxxx.
3. Within five (5) days after the construction reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Air Traffic Airspace Branch, ASW-520, 2601 Meacham Blvd., Fort Worth TX 76137-0520.
4. The specific coordinates, heights, and power shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in height shall not require further review by the Airport Land Use Commission.
5. Temporary construction equipment used during actual construction of the facilities shall not exceed the height of the proposed facilities, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
6. Antennas shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of sunlight.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 5.1

HEARING DATE: October 19, 2006

CASE SUMMARY:

CASE NUMBER: ZAP 1002 BD Global Select Capital Inc.

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: Plot Plan 21840

MAJOR ISSUES: None

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

PROJECT DESCRIPTION:

The project is a Plot Plan for a private metal hangar with a total warehouse/hangar area of 6,139 square feet, and a net building area of 6,664 square feet for a two story adjoining office building.

PROJECT LOCATION:

The site is located at 79579 Country Club Drive, Bermuda Dunes, in unincorporated Riverside County, approximately 124 feet northerly of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: Bermuda Dunes Airport Land Use Compatibility Plan (Dec. 2004)

Adjacent Airport:

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Zone B2
- c. Noise Levels: Noise over 65 dB

BACKGROUND:

LAND USE:

The proposal is for a Plot Plan for the construction of a private metal hangar with an adjoining 2 story office building totaling 12,803 square feet on a 33,000 square foot lot. The proposed project is located within Zone B2. Zone B2 allows

Based on the office/storage split indicated by the applicant, the 1.87- acre area within Airport Zone C

will have a total occupancy of 56 persons, and the 6.18- acre area within Airport Zone D will have a total occupancy of 186 persons. The project clearly complies with ALUCP criteria.

NOISE: The proposed project site in Airport Area Zone B2 is over 65 dB. Noise reduction to 25 dB in the office portion is required as indicated by Noise Impacts Data for Bermuda Dunes Airport.

PART 77: The highest elevation of any object, terrain or structure at the site is approximately feet above mean sea level (AMSL), and the proposed maximum structure height is 30 feet. The runway elevation is 73 feet (AMSL). At a distance of 9,358 feet from the runway, FAA notice would be required for structures exceeding 166 feet at top of roof. Therefore, structures with a finished floor elevation not exceeding 136 feet will not require FAA review.

CONDITIONS:

1. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
2. The maximum height of the proposed buildings shall not exceed 30 feet above ground level, and the maximum elevation at the top of any structure shall not exceed 166 feet above mean sea level.
3. Any outdoor lighting installed shall be hooded or shielded to assure that no lights are above the horizontal plane, and shall comply with the requirements of Riverside County Ordinance No. 655.
4. 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.
 - d. Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.
 - e. Day care centers, children's schools, nursing homes, hospitals and libraries.

5. The attached notice regarding proximity to the airport shall be given to each potential property purchaser or tenant.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 5.2

HEARING DATE: October 19, 2006

CASE SUMMARY:

CASE NUMBER: ZAP1001CH06 – Silviera Dairy Investment, LLC/Stratham Cloverdale Inc.

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: Specific Plan 00357, CZ07073, GPA00807, TR32821

MAJOR ISSUES: The proposed general plan amendment from Medium Density Residential to Medium High Density Residential is clearly consistent with the Draft Chino Airport Land Use Compatibility Plan, and the overall project is consistent with proposed density criteria, but the project is deficient in its provision of open areas required in Airport Zone D. Therefore, the project, other than the general plan amendment, is inconsistent with the criteria of the Draft Chino Airport Land Use Compatibility Plan unless redesigned to provide a minimum of 10% (4 acres) in qualified open areas as defined in Section 4.2.4 of the Riverside County Airport Land Use Compatibility Plan Countywide Policies. However, the project is not inconsistent with the 1991 Comprehensive Land Use Plan for Chino Airport adopted by San Bernardino County.

RECOMMENDATION: Staff recommends that the Commission open the public hearing, consider public testimony, discuss, and provide direction to staff as to whether this project, other than the general plan amendment, should be found inconsistent with the Draft Chino Airport Land Use Compatibility Plan due to the lack of sufficient open area. Staff recommends that the general plan amendment be found consistent. Staff recommends that the project be found consistent with the 1991 Chino Airport Comprehensive Land Use Plan.

PROJECT DESCRIPTION:

Specific Plan No. 357 proposes 236 dwelling units in Planning Areas with densities ranging from 6.0 to 8.4 dwelling units per acre, three parks comprising 1.6 acres, a 0.48-acre basin, and 4.49 acres of rights-of-way within a 39.58-acre area. General Plan Amendment No. 00807 proposes to amend the designation of the site on the Eastvale Area Plan from Medium Density Residential (2-5 dwelling units per acre) to Medium High Density Residential (5-8 dwelling units per acre). Change of Zone Case No. 7073 proposes to change the zoning of the amendment site from A-2-10 (Heavy Agriculture, 10 acre minimum lot size) to SP (Specific Plan). Tentative Tract Map No. 32821, Amended No. 1,

proposes to divide the property into 236 residential lots, three park lots, one basin lot, and 46 open space lots.

PROJECT LOCATION:

The site is located northerly of Limonite Avenue and westerly of Cleveland Avenue in the community of Eastvale in unincorporated Riverside County, approximately 16,480 feet easterly of Runway 8R-26L at Chino Airport.

Adjacent Airport: Chino Airport (County of San Bernardino)
a. Airport Influence Area: Within Adopted Study Area
b. Land Use Policy: Airport Zone D on Draft Plan; outside Area of Influence on 1991 Plan
c. Noise Levels: Outside 65 CNEL contour on 1991 Plan and outside ultimate 55 CNEL contour on Draft Plan.

BACKGROUND:

Analysis Relative to Draft Chino Airport Land Use Compatibility Plan

General Plan Amendment: This project does involve a change from Medium Density Residential (2 to 5 dwelling units per acre) to Medium High Density Residential (5 to 8 dwelling units per acre), but this change is consistent with Draft Chino Airport Land Use Compatibility Policies for Airport Zone D. Therefore, the general plan amendment is clearly consistent.

Residential Density: The site is located entirely in Airport Zone D. Residential density in Airport Zone D is restricted to either a rural density not exceeding one dwelling unit per five acres or an urban density of not less than five dwelling units per net acre. Intermediate densities (less than five dwelling units per acre net and more than one dwelling unit per five acres gross) are prohibited in Airport Zone D. Residential areas within the project boundary all have densities of 6.0-8.4 dwelling units per acre, which are clearly consistent with Draft Chino Airport Land Use Compatibility Policies.

Prohibited and Discouraged Uses: The applicant does not propose any prohibited uses (highly noise-sensitive outdoor nonresidential uses and hazards to flight) or discouraged uses (children's schools, hospitals, and nursing homes) within the project.

Open Area: Airport Zone D requires that 10% of major projects be set aside as open land that could potentially serve as emergency landing areas. The proposed project **does not meet** this criteria. The total amount of open space is approximately 5% of the land area in the project, and most of this area is developed park space that would not meet the ALUC definition of "open area".

Noise: The site underlies traffic patterns. Future residents will experience some

annoyance from over flying aircraft, but the site is outside the ultimate 55 CNEL contour for the airport (the area that would be subject to average exterior noise levels of 55 CNEL or greater under ultimate airport development conditions). Therefore, it is not expected that there will be any difficulty in assuring that interior noise levels from aircraft operations will be at or below 45 CNEL.

Part 77: The maximum elevation of the site is 673 feet above mean sea level (673feet AMSL). The elevation of the nearest runway at its low point is 636 feet AMSL. At a distance of 16,480 feet from the runway, FAA review would be required for any structures with top of roof exceeding 800 feet AMSL. At this time, no structures are expected to exceed 35 feet in height (height to top of roof not exceeding 708 feet AMSL). Therefore, FAA notice and review is not required at this time.

Analysis Relative to 1991 Chino Airport Comprehensive Land Use Plan

The project site is located outside Safety Zone III, Referral Area "C", and the Conical Surface as depicted on Figures I-4 and III-7 of the Chino Airport Comprehensive Land Use Plan and, thus, would not be subject to restrictions included therein. However, the project is subject to ALUC review due to its location within the Interim Area of Influence established by the ALUC in 2000.

CONDITIONS:

1. The Specific Plan shall not provide for the location of schools, hospitals, nursing homes, or highly noise-sensitive nonresidential uses within its boundaries.
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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instruments: 1:100 slope from the end of the runway.
4. Additional Airport Land Use Commission staff review shall be required at the tentative map, plot plan, or use permit stage for any structure greater than 70 feet in height.
 5. The attached notice shall be provided to all potential purchasers and tenants.
 6. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to Chino Airport. (Contact San Bernardino County Department of Airports at (909) 387-7801 for additional information.)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

6.1 Clarification of Residential Densities in Specific Plans

The consideration of Case No. TH-06-108 at last month's meeting has raised an interesting question as to the evaluation of residential densities in Specific Plans. The Countywide Policies of the Riverside County Airport Land Use Compatibility Plan provide for a higher-intensity option in Airport Zone D that, for most airports in the County, allows residential development at a density of five or more dwelling units per acre. An issue arises in a situation where a Specific Plan or Master Plan includes Planning Areas at various densities – some at densities greater than five dwelling units per acre and some at densities less than five dwelling units per acre. The question is whether a project whose overall residential density in residential Planning Areas exceeds five dwelling units per acre would be consistent with the higher density option even if some of the individual Planning Areas had densities less than five dwelling units per acre.

In considering this question, it should be noted that Airport Land Use Compatibility Plans are intended to be most closely related to General Plans and Specific Plans rather than to individual development projects. For example, Note 3 of Table 2A states that “open land requirements are intended to be applied with respect to an entire zone” and that the requirement would typically be implemented “as part of a community general plan or a specific plan.” Therefore, staff would interpret the “open land” requirement as being met if it were met for the Specific Plan as a whole. Note 16, however, which addresses the “higher” and “lower” density options in Zone D, is silent on its application in situations such as that posed in TH-06-108.

OPTION A: The determination of consistency with the density restrictions of Zone D within a Specific Plan shall be based on the average residential density of all residential Planning Areas within that zone. The average residential density is determined by dividing the total number of residential units in the Specific Plan by the total acreage of residential Planning Areas. If that number exceeds 5, the project is consistent.

OPTION B: The determination of consistency with the density restrictions of Zone D within a Specific Plan shall be based on the residential density of each Planning Area within that zone. In each Planning Area with an overall density less than five dwelling units per acre, the applicant must cluster residential development so as to achieve a net density of five or more dwelling units per acre.

Staff recommends **OPTION A**. Such an approach would be consistent with the concept of meeting the density criteria for the overall community rather than addressing this requirement on a piecemeal basis. Staff would note that, if the Commission chooses this approach, a finding of consistency could be made for an individual tract with a net density less than five dwelling units per acre as long as the overall density of all residential Planning Areas within the Specific Plan remained greater than five dwelling units per acre. Applicants for implementing projects would be required to provide evidence demonstrating that the overall density of the residential portions of the Specific Plan remained at five or more dwelling units per acre.

The alternative approach would be to require that each Planning Area individually meet the density restrictions of Zone D. In that case, a finding of inconsistency would be required for a project including residential intensities in the intermediate range unless an applicant demonstrates that the development area within each residential Planning Area would meet the density requirement of five or more dwelling units per acre.

6.2 On August 10, 2006, the Riverside County Airport Land Use Commission reviewed Case No. BD-06-103 (Valley Landscape Services/Robert Ricciardi, representative) and found the project inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan. Mr. Denys Arcuri of the Office of Fourth District Supervisor Roy Wilson has requested reconsideration. As of October 10, 2006, staff is not aware of any redesign having occurred and has not received any new information that would alter the Commission's decision; however, staff has agreed to visit the site on October 12.