



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY REVISED AGENDA

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

Thursday 9:00 a.m., August 12, 2010

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
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Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
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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

JACQUELINE COCHRAN REGIONAL AIRPORT

- 2.1 ZAP1016TH10 – Robert J. Mainiero, for Maria Luisa Blandon Ibarra, Hilario Gomez, and Cesar Verduco – County Case Nos. GPA 01071 (General Plan Amendment) and CZ07721 (Change of Zone). A proposal to amend the Eastern Coachella Valley Area Plan land use designation of 10 acres located northerly of Avenue 53 and easterly of Fillmore Street in the portion of the Riverside County unincorporated community of Thermal easterly of the City of Coachella and State Highway Route 86 from Agriculture (AG) to Rural Community: Estate Density Residential (RC:EDR), and to change the zoning of the project site from Heavy Agriculture, 20-acre minimum lot size (A-1-20) to Light Agriculture, 2-acre minimum lot size (A-1-2), in order to allow for division into three lots through Parcel Map No. 36147 (Airport Compatibility Zone E within the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org. or Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

Click Link Below to Review Staff Report for Item 2.1

- Staff Report – Item 2.1

FLABOB AIRPORT

- 2.2 ZAP1018FL10 – City of Riverside (Representative: Andrew Emery) – City Case No. P10-0454 (General Plan Amendment). A proposal to amend the City of Riverside General Plan designation of 43.64 acres of City-owned land located southeasterly of Tequesquite Avenue, westerly of Palm Avenue, and behind properties fronting on the north side of Cliffside Drive from PR (Private Recreation) to P (Public Park), in conjunction with the development of Tequesquite Park (Airport Compatibility Zone E within the Flabob Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT

Click Link Below to Review Staff Report for Item 2.2

- Staff Report – Item 2.2

3.0 PUBLIC HEARING: OLD BUSINESS

FLABOB AIRPORT

- 3.1 ZAP1015FL10 – Riverside County Economic Development Agency, for Riverside County Regional Park and Open-Space District – (Representative: Jill Efron/RHA Landscape Architects Planners Inc.) - Rancho Jurupa Sports Complex (Amended proposal) – A park with soccer fields, including lighted soccer fields, picnic shelters, playground with play structures, restroom/concession building, and storage building, on a 36.54-acre site located northerly of Crestmore Road and 46th Street, westerly of Loring Ranch Road, and southerly of Flabob Airport in the unincorporated Riverside County community of Rubidoux. (Continued from 6-10-10) ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org. or John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT

Click Link Below to Review Staff Report for Item 3.1

- Staff Report – Item 3.1

4.0 PRESENTATION: U.S. VETERANS TRANSITIONAL HOUSING CENTER (REPRESENTATIVE: NATE CARLSON, SARES'REGIS GROUP)

5.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals

4.2 Discussion: September 9, 2010 ALUC Commission Meeting – Possible Dark Day

6.0 APPROVAL OF MINUTES

June 10, 2010 and July 6, 2010

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

8.0 COMMISSIONER'S COMMENTS

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: August 12, 2010

CASE NUMBER: ZAP1016TH10 – Robert J. Mainiero for Maria Luisa Blandon Ibarra, Hilario Gomez, and Cesar Verduco

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NOS: GPA01071 (General Plan Amendment), CZ07721 (Change of Zone) (related case: PM36147 (Parcel Map))

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: GPA01071 is a proposal to amend the Eastern Coachella Valley Area Plan’s land use designation on a 10-acre site from Agriculture (AG) to Rural Community: Estate Density Residential (RC:EDR). CZ07721 is a proposal to change the zoning of the project site from Heavy Agriculture, 20-acre minimum lot size (A-2-20) to Light Agriculture, 2 acre minimum lot size (A-1-2), in order to allow for division of the 10-acre site into three lots as proposed by Parcel Map No. 36147.

PROJECT LOCATION: The project site is located northerly of Avenue 53 and easterly of Fillmore Street within the portion of the unincorporated community of Thermal easterly of the City of Coachella and State Route 86, approximately 12,900 feet northeasterly of the northerly terminus of Runway 17-35 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 Compatibility Zone E
- c. Noise Levels: Outside the 55 CNEL noise contour

BACKGROUND:

Land Use/Intensity: The site is located in Airport Compatibility Zone E of the Jacqueline Cochran Regional Airport Influence Area. The Countywide Land Use Compatibility criteria for Airport Zone

E do not restrict residential densities; therefore, the subdivision and increase in density proposed by the general plan amendment and zone change would be consistent with land use/intensity requirements of the Airport Land Use Compatibility Plan.

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL; therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The runway elevation at its nearest point to the project boundaries is approximately 114 feet below mean sea level. At an approximate distance of 12,900 feet and relevant slope of 100:1, any structure above 15 feet above mean sea level (AMSL) would require FAA review. The existing and proposed zoning classifications (of A-2-20 and A-1-2, respectively) both allow for a maximum single family building height of 40 feet, with a maximum structure height of 105 feet without a variance. With an existing elevation of 94 feet below mean sea level, any development anticipated on the properties and subject to the development standards of the proposed A-1-2 zone would not require FAA review.

CONDITIONS (to be applied to the associated 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.
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, and shall be recorded as a deed notice.
- 4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more) and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: August 12, 2010

CASE NUMBER: ZAP1018FL10 – City of Riverside (Representative: Andrew Emery, Dept. of Parks, Recreation, & Community Services)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NOS: P10-0454 (General Plan Amendment)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY.

PROJECT DESCRIPTION: City Case No. P10-0454 is a proposal to amend the City of Riverside General Plan designation of 43.64 acres of City-owned land from PR (Private Recreation) to P (Public Park), in conjunction with the development of Tequesquite Park.

PROJECT LOCATION: The project site is located southeasterly of Tequesquite Avenue, westerly of Palm Avenue, and behind properties fronting on the northerly side of Cliffside Drive in the City of Riverside, approximately 5,412 feet southeasterly of the northeasterly terminus of the runway at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

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

BACKGROUND:

Land Use/Intensity: The site is located in Airport Compatibility Zone E of the Flabob Airport Influence Area. The Countywide Land Use Compatibility criteria for Airport Compatibility Zone E do not restrict nonresidential intensities of use; therefore, the general plan amendment would be consistent with land use/intensity requirements of the Airport Land Use Compatibility Plan.

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL; therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The runway elevation at its northeasterly terminus is approximately 766.8 feet above mean sea level. At an approximate distance of 5,412 feet and relevant slope of 50:1, any structure above 875 feet above mean sea level (AMSL) would require FAA review. Elevations on the project site range as high as 796 feet above mean sea level, according to the Riverside County Land Information System. This project is a general plan amendment and does not propose any structures; therefore, FAA review of this project is not required. It is expected that the park may include restrooms up to twelve feet in height. However, based on the above information, FAA review would not be required for structures less than 79 feet in height at this location.

General plan amendments are not subject to conditions.

Attachment: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area. The city shall notify potential purchasers, tenants, and concessionaires accordingly.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 3.1 ~~2-1~~

HEARING DATE: August 12, 2010 (continued from June 10, 2010)

CASE NUMBER: ZAP1015FL10 – Riverside County Economic Development Agency, for Riverside County Regional Park and Open-Space District

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: Rancho Jurupa Sports Complex (amended proposal)

MAJOR ISSUES: Children will comprise the majority of persons enjoying the use of this facility in the “sideline” B2 zone. The intensity of use in that zone could potentially exceed the 200 person per single-acre standard; however, the area of greatest single-acre intensity within the B2 zone consists primarily of open fields with unobstructed ingress and egress, such that the equivalent of a risk-reduction design bonus for multiple emergency exits and single-story construction (the sections of the intensity bonus relating to ease of evacuation) is appropriate.

RECOMMENDATION: Staff recommends a finding of CONDITIONAL CONSISTENCY for this project, subject to the conditions herein. ~~and such additional conditions as may be required pursuant to the terms of Federal Aviation Administration obstruction evaluations for the structures and light poles whose locations were not previously reviewed.~~

UPDATE: This case was continued from the meeting of June 10, 2010, at which time the public hearing was opened. Only five Commissioners were present on June 10, and Commissioner Lyon recused himself prior to consideration of the item. Commissioner Butler abstained from voting, as he is a member of the board of the foundation that owns Flabob Airport. Consequently, there were only three Commissioners available to vote, and action had to be postponed to a subsequent hearing date.

Since that time, the Federal Aviation Administration has issued its Determination of No Hazard to Air Navigation letters for each of the proposed structures and light poles.

PROJECT DESCRIPTION:

The County is proposing to establish a park with fifteen soccer fields, including six lighted soccer fields, picnic shelters, playground, restroom/concession building, and storage building on a 36.54-acre site. An earlier edition of this project was reviewed in the summer of 2008. This is back before the Commission due to a change in the site plan, as it was determined during the environmental process that the portion of the project closest to the airport would need to be maintained in an open condition as habitat.

PROJECT LOCATION:

The site is located northerly of Crestmore Road and 46th Street, westerly of Loring Ranch Road, and southerly of (and adjacent to) Flabob Airport, in the unincorporated Riverside County community of Rubidoux.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan (2004 FALUCP)

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Zones A, B2, and D
- c. Noise Levels: From below 55 CNEL to above 65 CNEL

BACKGROUND:

Land Use/Intensity: The site is located in Airport Zones A, B2, and D. No structures are proposed within Airport Zone A. Airport Zone B2 would include six small picnic shelters with a combined capacity of 48 people. All other buildings and six of the soccer fields, including all lighted soccer fields and those used by children at least ten years of age would be in Airport Zone D. However, the applicant proposes unlighted soccer fields that would extend into Airport Zone B2. These would include most of the fields that would be used by children under the age of ten.

A total of 441 parking spaces are proposed to be provided. Given that the site would be used for team sports, a high vehicle occupancy may be expected, but even if each vehicle had five occupants, the total intensity would not exceed 2,205 persons, whereas the site would be permitted over 3,000 persons within the overall acreage. The average intensity would be considerably less than the average intensity limit of 100 people per acre in both Airport Zone B2 and Airport Zone D.

Staff's concern is with the single-acre intensity limits: 200 persons in Airport Zone B2 and 300 persons in Airport Zone D, although the lack of a structure implies that the portions of the risk-reduction design bonus relating to ease of evacuation could potentially be granted. A 15 percent design bonus would increase the numbers to 230 and 345 persons, respectively.

Based on the information provided by a representative of the American Youth Soccer Organization (AYSO), the number of people on or near a soccer field during a game may be expected to be from 50 to 70 persons.

Within Airport Zone B2, staff projects that the most intensely used acre would be the acre that includes all or portions of three “U6” fields (30 yards in length and designed for use by the preschool age group – ages 4-5), portions of a “U8-U10” field (75 yards in length and designed for use by the elementary school age group – ages 6-9), and two small picnic shelters accommodating a total of 16 persons. It is estimated that 60 persons would be on or near each “U8-U10” field and that 50 persons would be on or near a “U6” field. If all of these areas were in use at the same time, the single-acre intensity could be as high as 226 persons. This exceeds the Airport Compatibility Zone B2 standard of 200 persons by 13 percent. However, with a 15 percent design bonus based on ease of evacuation (equivalent of 100 percent access to emergency exits and single-story design of the only structures), with most of the concentration of persons occurring on open fields with no structures, walls, or other obstructions, this level would be acceptable in Zone B2.

Within Airport Zone D, staff projects that the most intensely used acre would be the acre that includes the primary group picnic shelter (a 3,360 square foot area with a capacity of 150), the restroom/concession building (capacity not specified), a storage building (approximately 1,500 square feet), and a portion of one “U12” field (100 yards in length and designed for use by the middle school age group – ages 10-12). It is estimated that 70 persons would be on or near a “U12” field during a game. Staff estimates the intensity of this single-acre area as 260 persons (assuming a capacity of 35 persons in the restroom/concession building), which is an acceptable intensity in Airport Zone D. In order to assure compliance with the single-acre standard of 300 persons in Zone D, a condition is included herein limiting the occupant load capacity of the restroom/concession building to 75 persons.

Part 77: The maximum on-site elevation, according to the Riverside County Land Information System, is 756 feet above mean sea level (AMSL). The runway elevation at its westerly end is 750.3 feet AMSL. Structures at this site require FAA review. **The Federal Aviation Administration has issued** Determinations of No Hazard to Air Navigation ~~were made in 2008 for six light poles, three shelters, two play structures, and a restroom; however, these determinations have expired.~~ **for each proposed structure and light pole** individual structures and light poles are being reviewed pursuant to Aeronautical Study Nos. 2010-AWP-3799-OE through 2010-AWP-3845-OE.

As there are a total of 47 such determinations (each 6 pages in length including referenced maps), copies of these determinations are compiled in a separate appendix to this staff report.

Noise: The site is subject to high noise levels, but the use is not noise-sensitive; therefore, no noise mitigation is required.

Open Land: The majority of the site would constitute “open land” as defined in Section 4.2.4 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to Flabob Airport, which shall be recorded. Copies of the avigation easement shall be retained by both parties and shall be available for inspection by the Riverside County Airport Land Use Commission, upon request.
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 provided to all potential purchasers, lessees, and tenants.
4. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
5. ~~Prior to issuance of building permits for any structure, the applicant shall file a Notice of Proposed Construction or Alteration (Form 7460-1) with the Federal Aviation Administration (FAA) and shall have received a determination of “No Hazard to Air Navigation,” or shall have received a determination using the Notice Criteria Tool at www.oceaaa.faa.gov that notice criteria are not exceeded.~~
5. **Form 7460-2, Notice of Actual Construction or Alteration, shall be completed and returned to the Federal Aviation Administration within five (5) days after the construction reaches its greatest height for each structure evaluated**

through Aeronautical Study Nos. 2010-AWP-3799-OE through 2010-AWP-3845-OE. Such Form shall also be completed and returned in the event that the project is abandoned.

6. No walls, trees, or poles greater than 4 inches in diameter at a height 4 feet above the ground shall be constructed, installed, or planted within the portion of this property within Airport Zone A.
7. The maximum height of the proposed light poles shall not exceed seventy (70) feet above ground level, and the maximum elevation at the top of such structures shall not exceed **820** ~~822~~ feet above mean sea level.
8. The maximum height of all other proposed structures, including shelters, buildings, restrooms, and play structures, including all roof-mounted appurtenances (if any), shall not exceed **14** ~~16~~ feet above ground level, and the maximum elevation at the top of such structures shall not exceed **764** ~~768~~ feet above mean sea level.
9. Any marking and/or lighting provided for aviation safety purposes shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.
10. Temporary construction equipment used during actual construction or installation of the light poles shall not exceed the height of the light poles, unless separate notice is provided to the FAA through the Form 7460-1 process.
11. The restroom/concession building shall have a maximum occupant load capacity not exceeding 75 persons.