

# AIRPORT LAND USE COMMISSION

Riverside County Administration Center  
4080 Lemon St., Board Room (14<sup>th</sup> Floor)  
Riverside, California

**THURSDAY, September 18, 2003**  
**9:00 A.M.**

## MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on September 18, 2003 at the Riverside County Administration Center, Board Room.

COMMISSIONERS PRESENT: Ric Stephens, Chairman  
Allen Graff, Vice Chairman  
Paul Bell  
Walter Snyder  
Marge Tandy  
Sam Pratt  
Jon Goldenbaum

COMMISSIONERS ABSENT: None

STAFF PRESENT: Keith Downs, A.L.U.C. Executive Director  
B.T. Miller, Legal Counsel  
Beverly Coleman, Development Specialist III  
Jackeline Gonzalez, Office Assistant II

OTHERS PRESENT: Mary Legner  
Bill Wolsie

- I. CALL TO ORDER: The meeting was called to order at 9:00 a.m. by Vice Chairman Graff.
- II. SALUTE TO THE FLAG.
- III. ROLL CALL was taken.
- IV. APPROVAL OF MINUTES FOR June 19, 2003 and July 17, 2003  
Chairman Stephens called for any corrections to the minutes, hearing no response he called for a motion to be set.

**ACTION TAKEN:** Commissioner Tandy made a motion to approve the June and July minutes. Commissioner Pratt seconded the motion. Motion carried unanimously.

- V. NEW BUSINESS

### **\*CONSENT ITEMS FOR 9:00 A.M.**

Keith Downs read the following consent items; RI-03-122, RI-03-125, RI-03-126, RI-03-127 and RI-03-129. Vice Chairman Graff indicated item RI-03-122 be pulled for discussion.

Chairman Stephens read the remainder of the consent items RI-03-125, RI-03-126, RI-03-127 and RI-03-129 and indicated if any one in the audience wishes to speak on any of the consent items come forward, hearing no response he called for a motion to be made.

**ACTION TAKEN:** Vice Chairman Graff made a motion of consistency, subject to staff's conditions of approval and recommendation. Commissioner Tandy seconded the motion. Motion carried.

## **RIVERSIDE MUNICIPAL AIRPORT**

**10:00 A.M.**

Keith Downs informed the Commission that items A and B were filed separately, but are in the same property. Mr. Downs then indicated that from this point on staff would indicate at the end of the Staff Report in bold type the new plan has its been introduced to the Commission. By law staff cannot utilize that information for determination, but may render some assistance.

- A. RI-03-120 – Adkan Engineers – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

**CASE NUMBER:** RI-03-120 – Adkan Engineers  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO.:** Riverside

### **PROJECT DESCRIPTION:**

*The project is a parcel map west of Doolittle Ave., and south of Morris Ave. The project will create 6 parcels for new commercial structures. RI-03-121 is on the same property.*

### **PROJECT LOCATION:**

*The site is situated westerly of Doolittle Ave., and south of the westerly extension of Morris Ave. within the City of Riverside and from 2200 to 2650 feet southwest of the west end of Runway 9-27 for Riverside Airport.*

*Adjacent Airport: Riverside Municipal Airport  
Land Use Policy: CLUP adopted April 1998*

- a. Airport Influence Area: Traffic Pattern Zone (TPZ)  
b. Land Use Policy: Influence Area  
c. Noise Levels: Inside 60 dB CNEL*

### **MAJOR ISSUES:**

LAND USE: *The proposed site is located approximately from 2200 to 2650 feet southwest of the west end of Runway 9-27. The proposed site is within the Traffic Pattern Zone of the Riverside Municipal Airport Influence Area. The TPZ has few constraints. .*

NOISE: *the site is near approach and departure traffic pattern for Runway 9-27 and will experience annoyance from overlying aircraft. The site is within the 60 CNEL.*

PART 77: *The elevation of the surface varies from 732 feet to 739 MSL. The new structures will be placed at elevations ranging from 733 to 739 MSL, which is below the approach surface elevation of approximately 810 MSL. The surface of the Runways varies from 757 to 815 MSL. Any structure in the build out area over 40 feet in height will need an FAA 7460 review.*

**CONDITIONS OF APPROVAL:**

1. *Provide Avigation Easements to Riverside Municipal Airport for the portions of the structures not on Airport property. (909) 351-6113*
2. *The Federal Aviation Administration shall conduct a Form 7460 review, unless that agency determines in writing that such a review is not required or not applicable.*
3. *Subsequent permits for uses within the center shall be reviewed by the ALUC prior to approval by the City. Any noise sensitive use within the site shall have an acoustical noise study completed prior to that review.*
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 the operation of aircraft and/or aircraft instrumentation.*
5. *The attached notice shall be supplied to any prospective tenant or buyer.*

**RECOMMENDATION:** *Staff would recommend a finding of consistency of this project with the Riverside Airport Comprehensive Land Use Plan subject to the conditions of approval noted above.*

**DRAFT PLAN:** *The new tentative draft ALUP places the site within Zone C and some constraints would be applied to this site for the plot plan. See RI-03-121.*

Chairman Stephens called for questions from the commission for staff, hearing no response Chairman Stephens called for the applicant to come forward and present the case.

Ed Adkison, Adkan Engineers came forward indicating that he concurs with the conditions of approval as stated in the Staff Report.

Hearing no further comments Chairman Stephens opened the floor for comments from the audience, hearing no response Chairman Stephens called for a discussion from the Commissioners, hearing no response he called for a motion to be set.

**ACTION TAKEN:** Commissioner Pratt made a motion of consistency, subject to staff's conditions of approval and recommendation. Vice Chairman Graff seconded the motion. Motion carried unanimously.

- B. RI-03-121 – Ed Indvik – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

**CASE NUMBER:** RI-03-121 Ed Indvik  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO.:** Riverside

**PROJECT DESCRIPTION:**

*The project is a plot plan for six industrial buildings west of Doolittle Ave. and south of Morris Ave. The project will create approx 74,000 sq. ft. for new buildings and 6,700 sq. ft. of truck dock on 4.07 acres. RI-03-120 is on the same property.*

**PROJECT LOCATION:**

*The site is situated westerly of Doolittle Ave. and south of the westerly extension of Morris Ave. within the City of Riverside and from 2200 to 2650 feet southwest of the west end of Runway 9-27 for Riverside Airport.*

*Adjacent Airport: Riverside Municipal Airport  
Land Use Policy: CLUP adopted April 1998*

- a. Airport Influence Area: Traffic Pattern Zone (TPZ)*
- b. Land Use Policy: Influence Area*
- c. Noise Levels: Inside 60 dB CNEL*

**MAJOR ISSUES:**

LAND USE: *The proposed site is located approximately from 2200 to 2650 feet southwest of the west end of Runway 9-27. The proposed site is within the Traffic Pattern Zone of the Riverside Municipal Airport Influence Area. The TPZ has few constraints. Approximately 44 % of the site is covered with structures.*

NOISE: *the site is near approach and departure traffic pattern for Runway 9-27 and will experience annoyance from overlying aircraft. The site is within the 60 CNEL.*

PART 77: *The elevation of the surface varies from 732 feet to 739 MSL. The new structures will be placed at elevations ranging from 733 to 739 MSL, which is below the approach surface elevation of approximately 810 MSL. The surface of the Runways varies from 757 to 815 MSL. Any structure in the build out area over 40 feet in height will need an FAA 7460 review.*

**CONDITIONS OF APPROVAL:**

- 1. Provide Avigation Easements to Riverside Municipal Airport for the portions of the structures not on Airport property. (909) 351-6113*
- 2. The Federal Aviation Administration shall conduct a Form 7460 review, unless that agency determines in writing that such a review is not required or not applicable.*
- 3. Subsequent permits for uses within the center shall be reviewed by the ALUC prior to approval by the City. Any noise sensitive use within the site shall have an acoustical noise study completed prior to that review. Day centers, libraries, hospitals, churches and nursing homes shall not be allowed.*
- 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 the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be supplied to any prospective tenant or buyer.

**RECOMMENDATION:** Staff recommends a finding of consistency of this project with the Riverside Airport Comprehensive Land Use Plan subject to the conditions of approval noted above.

**DRAFT PLAN:** The new tentative draft ALUP places the site within Zone C and some constraints would be applied to this site for the plot plan. The site has coverage of approximately 44-48%. Zone C allows at least 80%. Certain uses are prohibited and others discouraged.

Chairman Stephens called for questions from the commission for staff, hearing no response Chairman Stephens called for the applicant to come forward and present the case.

Ed Adkison, Adkan Engineers came forward indicating he concurs with the modified conditions of approval as stated in the Staff Report.

Hearing no further comments Chairman Stephens opened the floor for comments from the audience, hearing no response Chairman Stephens called for a discussion from the Commissioners, hearing no response he called for a motion to be set.

**ACTION TAKEN:** Commissioner Bell made a motion of consistency, subject to staff's recommendation and conditions of approval. Commissioner Tandy seconded the motion. Motion carried unanimously.

- C. RI-03-122 – David Waterland – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

**CASE NUMBER:** RI-03-122-David Waterland  
**APPROVING JURISDICTION:** City of Riverside  
**PROJECT DESCRIPTION:** P03-0837

Two single story office/warehouse buildings consisting of 16,894 sq. ft. on approximately 1.27 acres.

**PROJECT LOCATION:**

The site is located at 5971 Jurupa Avenue, east of Chester Street in the City of Riverside, approximately 4,300 feet north of the east end Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

- a. Airport Influence Area: TPZ
- b. Noise Levels: Outside 60 CNEL

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 4,300 ft. north of the east end of Runway 9-27. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for the addition of two single story office/warehouse buildings consisting of 16,894 sq. ft. on an existing site of approximately 1.27 acres. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% on the net lot. The lot coverage of the proposed buildings and existing structures is less than 50% of the net area.

Part 77: The elevation at this site is approximately 782 MSL feet and the height of the building is approximately 26 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the east end of Runway 9-27 is 816 MSL. Any structures exceeding 859 MSL at this location require FAA review. Part 77 obstruction criteria is not a concern.

Noise: The site is outside of the 60 CNEL contour for the airport. This is acceptable for the usage proposed with the appropriate mitigation for noise.

**DRAFT PLAN:** The new tentative draft ALUP places the site within Zone D. The site has lot coverage of less than 50%, and Zone D allows at least 90%. The proposed use is a generally compatible use under the draft plan.

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).
2. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
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 the operation of aircraft and/or aircraft instrumentation.

5. The attached notice shall be given to all prospective buyers or tenants.

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

Chairman Stephens called for questions from the commission for staff. B.T. Miller inquired on the nature of the application. Beverly Coleman responded it being listed as a building permit.

Chairman Stephens called for the applicant to come forward and present the case, hearing no response; Vice Chairman Graff indicated adding an additional condition under prohibited uses as item E. "storage or distribution of explosives flammable materials or hazardous materials shall prohibited", due to the project being a warehouse and in the vicinity of the Traffic Pattern.

Hearing no further comments Chairman Stephens called for a motion to be set.

**ACTION TAKEN:** Vice Chairman Graff made a motion of consistency, subject to staff's recommendations and conditions of approval with the addition of item E under prohibited uses. Commissioner Tandy seconded the motion. Motion carried unanimously.

**\*CONSENT ITEMS FOR 9:30 A.M.**

Chairman Stephens read the consent items as follows; FL-03-103, MA-03-133, MA-03-134, MA-03-135, FV-03-108, FV-03-109 and FV-03-110. Chairman Stephens indicated if any one in the audience wishes to speak on any of the consent items come forward, other wise the consent items will be voted as a group and no further discussion will be made.

Bill Wolsie, came forward in response to Chairman Stephens' invitation and indicated he would like item FV-03-109 be pulled for discussion.

Mary Legner, came forward and indicated she would like item MA-03-133 to be pulled for discussion.

Chairman Stephens indicated the action will take place on the following items; FL-03-103, MA-03-134, MA-03-135, FV-03-108 and FV -03-110. Hearing no further comments Chairman Stephens called for a motion to be made.

**ACTION TAKEN:** Commissioner Tandy made a motion of consistency on the remainder of the consent items. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

D. RI-03-125 – Pedro Payne – Consent item see pages 1-2

**CASE NUMBER:** RI-03-125-Pedro Payne  
**APPROVING JURISDICTION:** City P03-0785  
**PROJECT DESCRIPTION:** Plot Plan

A 8,640 sq. ft. resource center and childcare facility.

**PROJECT LOCATION:**

The site is located at 7950 Philbin Avenue, west of Corwin Lane in the City of Riverside, approximately 4,800 feet southwest of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

a. Airport Influence Area: TPZ  
b. Noise Levels: Outside 60 CNEL

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 4,800 ft. southwest of Runway 16-34 and approximately 6,000 ft. southwest of the west end of Runway 9-27. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a 8,640 sq. ft. resource center and childcare facility. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% on the net lot. The lot coverage of the proposed buildings and existing structures is less than 50% of the net area.

Part 77: The elevation at this site is approximately 755 MSL feet and the height of the building is approximately 15 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the south end of Runway 16-34 is 748 MSL. Any structures exceeding 796 MSL at this location require FAA review.

Noise: The site is outside of the 60 CNEL contour for the airport. This is acceptable for the usage proposed with the appropriate mitigation for noise.

**DRAFT PLAN:** The new tentative draft ALUP places the site within Zone E. The proposed site has lot coverage of less than 50%, and Zone E has no site coverage requirements. The proposed use is a generally compatible use under the draft plan.

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
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 the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers or tenants.

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

E. RI-03-126 – Michael Escarcega – Consent item see pages 1-2

**CASE NUMBER:** RI-03-126-Michael Escarcega  
**APPROVING JURISDICTION:** City of Riverside  
**PROJECT DESCRIPTION:** CUP P03-0935

A Conditional Use Permit for a restaurant and bar.

**PROJECT LOCATION:**

The site is located at 9428 Magnolia Avenue, east of Farnham Place in the City of Riverside, approximately 9,800 feet south of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

- a. Airport Influence Area: TPZ
- b. Noise Levels: Outside 60 CNEL

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 9,800 ft. south of Runway 16-34 at the Riverside Municipal Airport. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a Conditional Use Permit for a restaurant and bar within an existing building. The CLUP allows for remodeling, expansion or replacement of existing uses.

Part 77: The elevation at this site is approximately 785 MSL feet and the height of the building is approximately 20 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the south end of Runway 16-34 is 748 MSL. Any structures exceeding 846 MSL at this location require FAA review. Part 77 obstruction criteria is not a concern.

Noise: The site is outside of the 60 CNEL contour for the airport. This is acceptable for the usage proposed.

**DRAFT PLAN:** The new tentative draft ALUP places the site within Zone E. The proposed site has lot coverage of less than 50%, and Zone E has no site coverage requirements. The proposed use is a generally compatible use under the draft plan.

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).
2. The attached notice shall be given to all prospective buyers or tenants.

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

F. RI-03-127 – Victor Fabionar – Consent item see pages 1-2

**CASE NUMBER:** RI-03-127-Victor Fabionar  
**APPROVING JURISDICTION:** City of Riverside  
**PROJECT DESCRIPTION:** Design Review

An outpatient community health clinic consisting of 15,350 sq. ft. on approximately 1.26 acres.

**PROJECT LOCATION:**

The site is located at 8856 Arlington Avenue, east of Ruhaid Avenue in the City of Riverside, approximately 5,300 feet southwest of the west end of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

- a. Airport Influence Area: TPZ
- b. Noise Levels: Outside 60 CNEL

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 5,300 feet southwest of the west end of Runway 9-27 and approximately 5,700 ft. west of the south end of Runway 16-34 at the Riverside Municipal Airport. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for an outpatient community health clinic consisting of 15,350 sq. ft. on approximately 1.26 acres. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% on the net lot. The lot coverage of the proposed buildings and existing structures is less than 35% of the net area.

Part 77: The elevation at the site is approximately 830 MSL feet and the height of the building is approximately 20 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the west end of Runway 9-27 is 816 MSL. Any structures exceeding 869 MSL at this location require FAA review.

Noise: The site is outside of the 60 CNEL contour for the airport. This is acceptable for the usage proposed with the appropriate mitigation for noise.

**DRAFT PLAN:** The new tentative draft ALUP places the site within Zone D. The proposed site has lot coverage of less than 35%, and Zone D allows at least 90%. The proposed use is a generally compatible use under the draft plan.

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to Riverside Municipal Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.

3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.*
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 the operation of aircraft and/or aircraft instrumentation.*
5. *The attached notice shall be given to all prospective buyers or tenants.*

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

**G. RI-03-129 – Doug Shackleton – Consent item see pages 1-2**

**CASE NUMBER:** RI-03-129-Doug Shackleton  
**APPROVING JURISDICTION:** *City of Riverside*  
**PROJECT DESCRIPTION:** *Plot Plan and Street Vacation*

*A Plot Plan and Street Vacation for a car auction storage facility.*

**PROJECT LOCATION:**

*The site is located at 5810 & 5894 Payton Avenue, north of Jurupa Avenue in the City of Riverside, approximately 3,600 feet north of the west end of Runway 9-27 at the Riverside Municipal Airport.*

*Adjacent Airport: Riverside Municipal Airport*

- a. *Airport Influence Area: OSZ*
- b. *Noise Levels: Outside 60 CNEL*

**MAJOR ISSUES:**

Land Use: *The proposed site is located approximately 3,600 ft. north of the west end of Runway 9-27 and approximately 3,600 feet north of Runway 16-34 at the Riverside Municipal Airport. The site is within the OUTER SAFETY ZONE of the Riverside Municipal Airport Influence Area. The proposal is a plot plan and street vacation for a car auction storage facility. The proposed facility includes car and truck storage areas and a parking area. No structures are proposed at the site. The proposed use is an acceptable use subject to certain constraints.*

Part 77: The elevation at the site is approximately 780 MSL feet and no structures are proposed. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the west end of Runway 9-27 is 758 MSL. Any structures exceeding 794 MSL at this location require FAA review.

Noise: The site is outside of the 60 CNEL contour for the airport. This is acceptable for the usage proposed.

**DRAFT PLAN:** The new tentative draft ALUP places the site within Zone D. The proposed use is a generally compatible use under the draft plan.

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to Riverside Municipal Airport.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
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. Uses involving as the primary activity, manufacture, storage, or distribution of explosives or flammable materials are prohibited.
5. The attached notice shall be given to all prospective buyers or tenants.

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

**FLABOB AIRPORT**

**9:30 A.M.**

H. FL-03-103 – Alex Cabral – Consent item see pages 7-8

**CASE NUMBER:** FL-02-103 – Alex Cabral.  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** Plot Plan 17671

**PROJECT DESCRIPTION:**

A tire shop consisting of approximately 2,675 sq. ft. on .36 acres.

**PROJECT LOCATION:**

The project is located west of Riverview Road, south of Mission Blvd. within the County of Riverside, approximately 3,600 northwest of Runway 9-24 at the Flabob Airport.

- a. Airport Influence Area: Part 77 and Airport Area of Influence
- b. Land Use Policy: Influence Area III
- c. Noise Levels: Outside 60 CNEL

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 3,600 northwest of the runway and as shown on Exhibit 1. The proposal is within Area III of the Airport Influence Area. Area III has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot area. The proposed use is an acceptable use.

Noise: The site is outside of the 65 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over flying aircraft.

Part 77: The highest elevation on the proposed site is 801.2 MSL and the height of proposed structure is approximately 16 feet. The site is within the horizontal surface elevation of 915 MSL. The surface of the runway varies from 750 to 765 MSL. Structures exceeding 801 MSL in elevation at this location will require FAA review.

**CONDITIONS OF APPROVAL:**

1. That all lights are downward facing.
2. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. Structures exceeding 801 MSL feet in elevation shall require an FAA review.
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 any operation of aircraft and/or aircraft instrumentation.

4. An avigation easement shall be dedicated to the airport operator and/or County prior to the sale to any entity exempt from the Subdivision MAP Act or any permits being issued.
5. The attached notice shall be given to all prospective buyers or tenants.

**RECOMMENDATION:** That the Commissions find the proposal consistent with the Flabob Influence Area and Airport Land Use Plan, subject to the conditions outlined above.

**MARCH AIR RESERVE BASE/MIP**

**10:00 A.M.**

- I. MA-03-133– Ramcam Corp. – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

**CASE NUMBER:** MA-03-133-Ramcam Corp.  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Parcel Map 31669

**PROJECT DESCRIPTION:**

A Tentative Parcel Map for four residential lots on approximately 2.2 acres.

**PROJECT LOCATION:**

The site is situated south of Bradley and east of Washington Street within the City of Riverside, approximately 33,000 ft. northwest of Runway 14/32 at March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

a. Airport Influence Area: Within Area of Influence Study Area  
b. Land Use Policy: Influence Area III  
c. Noise Levels: See Below

**BACKGROUND:**

The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignment; however, no changes were made to the Interim Influence Zone created in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize five resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. CalTrans Airport Land Use Planning Handbook: 2002
3. Draft CLUP for March Air Force Base: 1994
4. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base
5. Draft 98/99 CLUP for MARB/MIP

**MAJOR ISSUES:**

Land Use: The proposal is for residential development on approximately 2.2 acres. The proposed site is located approximately 33,000 ft. north of Runway 14/32. The proposal is near a major flight track and within the outer horizontal surface.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area III, which allows land use with a few restrictions. The 1994 Draft CLUP placed the property outside of the 60 CNEL. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The lot area is approximately 24,240 sq. ft. (net). Structural coverage will be less than 25% of the net area.

Part 77: The highest elevation at the site is 1,092 MSL feet and the height of the structures is unknown at this time. Any structures over 1,888 MSL feet in elevation will require an FAA 7460 review.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be less than 55 CNEL.

**CONDITIONS:**

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)
2. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.
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 the operation of aircraft and/or aircraft instrumentation.
- 5. Structures exceeding 1,888 MSL feet in elevation shall be submitted to the FAA for review.

**RECOMMENDATION:** Staff recommends a finding of consistency for the project subject to the conditions outlined above.

Mary Legner came forward with exhibits showing her property, the Smiths property and the proposed project. Ms. Legner indicated that the Smith's and herself have on record that in the future they would be subdividing their lots. This project does not seem it would enable them to plan for the future.

Chairman Stephens indicated that this is not the appropriate body for these issues. He then indicated going before the City Planning Commission and Council.

Chairman Stephens called for questions or comments from the Commissioners. Vice Chairman Graff indicated he would like to add under conditions of approval #6 as follows; the attached notice (Airport in Vicinity) shall be given to prospective buyers or tenants.

Hearing no further comments Chairman Stephens called for a motion to be set.

**ACTION TAKEN:** Vice Chairman Graff made a motion of consistency, subject to staff's conditions of approval and recommendations. Commissioner Bell seconded the motion. Motion carried unanimously.

J. MA-03-134 – Canty Engineering Group – Consent item see pages 7-8

**CASE NUMBER:** MA-03-134 - Canty Engineering Group  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Building Permit 03-2730 and Parcel Merger 03-0844

**PROJECT DESCRIPTION:**

A single story office building consisting of 10,314 sq. ft. on approximately 2.06 acres.

**PROJECT LOCATION:**

The site is located at 191 Alessandro Blvd., east of Trautwein Road within the City of Riverside, approximately 20,500 ft. northwest of Runway 14/32 at March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

- a. Airport Influence Area: Within Area of Influence Study Area
- b. Land Use Policy: Influence Area II
- c. Noise Levels: See Below

**BACKGROUND:**



The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignments: however, no changes were made to the Interim Influence Zone created in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP efforts was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize five resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. CalTrans Airport Land Use Planning Handbook: 2002
3. Draft CLUP for March Air Force Base: 1994
4. Noise Data from the AICUZ Study: 1998 March Air Reserve Base
5. Draft 98/99 CLUP for MARB/MIP

#### **MAJOR ISSUES:**

Land Use: The proposal is for a single story office building. The proposed site is located approximately 20,500 ft. northwest of Runway 14/32. The proposal is near a major flight track and within the outer horizontal surface.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area II, which allows commercial and industrial land use with a few restrictions. The 1994 Draft CLUP placed the property outside of the 65 CNEL. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The floor area of the proposed structure is approximately 10,314 sq. ft. The lot area is approximately 89,734 sq. ft. (gross). Structural coverage will be less than 25% of the net area.

Part 77: The highest elevation at the site is 1,591MSL feet and the height of the structure is approximately 38 ft. The elevation of the runway is 1,535 MSL. In order to be an obstruction, a structure would need to exceed 1,888 MSL feet in elevation. Part 77 obstruction criteria is not a concern.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be outside the 60 CNEL.

#### **CONDITIONS:**

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport.

(Tel. 909- 656-7000)

2. *Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.*
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.*
  - a. *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.*
  - b. *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.*
  - c. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The above ground storage of explosive or flammable materials is prohibited.*
6. *The attached Notice shall be given to each prospective buyer or tenant.*

**RECOMMENDATION:** *Staff recommends a finding of consistency for the project subject to the conditions outlined above.*

K. MA-03-135 – Nextel – Consent item see pages 7-8

**CASE NUMBER:** MA-03-135-Nextel  
**APPROVING JURISDICTION:** *City of Riverside*  
**JURISDICTION CASE NO:** *Conditional Use Permit*

**PROJECT DESCRIPTION:**

*A Conditional Use Permit for a 69 ft. monopalm cellular antenna tower.*

**PROJECT LOCATION:**

*The site is located at the northwest corner of Eastridge Avenue and Box Springs Boulevard within the City of Riverside, approximately 13,200 ft. northwest of Runway 14/32 at March Air Reserve Base.*

*Adjacent Airport: March Air Reserve Base/March Inland Port*

a. *Airport Influence Area: Within Area of Influence Study Area*  
b. *Land Use Policy: Influence Area I (AICUZ ADP II)*  
c. *Noise Levels: See Below*

## **BACKGROUND:**

The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignments: however, no changes were made to the Interim Influence Zone created in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP efforts was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize five resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. CalTrans Airport Land Use Planning Handbook: 2002
3. Draft CLUP for March Air Force Base: 1994
4. Noise Data from the AICUZ Study: 1998 March Air Reserve Base
5. Draft 98/99 CLUP for MARB/MIP

## **MAJOR ISSUES:**

Land Use: The proposal is for a 69 ft. monopalm cellular antenna tower and equipment shelter within a 1,200 sq. ft. lease area. The proposed site is located approximately 13,200 ft. northwest of Runway 14/32. The proposal is under a major approach and departure track and within the approach surface.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area I. The 1994 Draft CLUP placed the property inside of the 65 CNEL. The proposed use would be consistent with allowed uses within this area contingent upon noise and height issues.

Density and Coverage: The floor area of the proposed equipment structure is approximately 220 sq. ft. Structural coverage will be less than 50% of the net area.

Part 77: The highest elevation at the site is 1,535.7 MSL feet and the height of the antenna structure is approximately 69 ft. The elevation of the runway is 1,535 MSL. Structures exceeding 1,667 MSL at this location will require FAA review. In order to be an obstruction, a structure would need to exceed 1,888 MSL feet in elevation.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be outside the 60 CNEL. The proposed use is not a noise sensitive use.

## **CONDITIONS:**

1. *Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)*
2. *Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below 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 above ground storage of explosive or flammable materials is prohibited.*
5. *The attached Notice shall be given to each prospective buyer or tenant.*

**RECOMMENDATION:** *Staff recommends a finding of consistency for the project subject to the conditions outlined above.*

## **FRENCH VALLEY AIRPORT**

**9:30 A.M.**

- L. FV-03-108 – Albert Webb Associates – Consent item see pages 7-8

**CASE NUMBER:** FV-03-108 –Albert Webb Associates  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** TM 30790 and CZ 06745  
**PROJECT DESCRIPTION:**

*A Change of Zone and Tract Map to subdivide 20 acres into 19 lots, open space and two detention basins.*

### **PROJECT LOCATION:**

*The site is located south of Benton Road, east of Leon Road in the County of Riverside, from approximately 2,600 to 3,800 ft. northeast of Runway 18-36 at the French Valley Airport.*

### **LAND USE PLAN:**

*Adjacent Airport: French Valley*  
*a. Airport Influence Area: Traffic Pattern Zone (TPZ)*  
*b. Noise Levels: Outside of 55 CNEL for 2013*

## **MAJOR ISSUES:**

Land Use: The proposal is for a Change of Zone and Tract Map to subdivide 20 acres into 19 lots, open space and two detention basins on approximately 18.97 acres (net). The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. Coverage for the total tract should not exceed 50% of the project, which is within the TPZ standard. The proposed zone change is from R-A-1 and R-A-2 1/2 to C-P-S and M-SC. The proposed land use is commercial and manufacturing-service commercial.

Part 77: The lot elevations range from 1,348 at the northern portion of the site to 1364 MSL at the southern portion. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 1,373 MSL in elevation will require FAA 7460 review.

**Noise: The site will get significant overflight, but is outside of the current and near future 55 CNEL.**

Wildlife Attractant: The project contains two detention basins that may be a significant wildlife attractant and requires a review by USDA Wildlife Services for potential bird strike. The applicant will be notified that a biological analysis of the detention basin must be submitted to USDA Wildlife Services for review.

Conclusion: The proposal is consistent with the French Valley Comprehensive Land Use Plan (CLUP) subject to the following conditions of approval:

### **CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.
2. The attached Notice shall be given to each prospective buyer or tenant.
3. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. Structures exceeding 1,373 MSL elevation shall be submitted to the FAA for review.
4. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).
5. 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.
6. A biological analysis of the retention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.

**RECOMMENDATION:** Staff recommends a finding of consistency with the French Valley Airport Comprehensive Land Use Plan on this project subject to the conditions of approval noted above.

- M. FV-03-109 – Albert Webb Associates – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

**CASE NUMBER:** FV-03-109 –Albert Webb Associates  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** TM 30988  
**PROJECT DESCRIPTION:**

A Tract Map to subdivide 80 acres into 117 residential lots, two detention basins, a channel lot, park site and school site.

**PROJECT LOCATION:**

The site is located west of Washington Street, south of Skyview Road, east of Charlois Drive in the County of Riverside, from approximately 13,400 to 15,100 ft. northeast of Runway 18-36 at the French Valley Airport.

**LAND USE PLAN:**

Adjacent Airport: French Valley  
a. Airport Influence Area: Traffic Pattern Zone (TPZ)  
b. Noise Levels: Outside of 55 CNEL for 2013

**MAJOR ISSUES:**

Land Use: The proposal is for a Tract Map to subdivide 80 acres into 117 residential lots, two detention basins, a channel lot, park site and school site. The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. Coverage for the total tract should not exceed 50% of the project, which is within the TPZ standard.

Part 77: The lot elevations range from 1,411.1 to 1,446 MSL. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 1,481 MSL in elevation will require FAA 7460 review.

**Noise: The site will get significant overflight, but is outside of the current and near future 55 CNEL.**

Wildlife Attractant: The project contains two detention basins that may be a significant wildlife attractant and requires a review by USDA Wildlife Services for potential bird strike. The applicant will be notified that a biological analysis of the detention basin must be submitted to USDA Wildlife Services for review.

Conclusion: The proposal is consistent with the French Valley Comprehensive Land Use Plan (CLUP) subject to the following conditions of approval:

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.
2. The attached Notice shall be given to each prospective buyer or tenant.
3. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. Structures exceeding 1,481 MSL elevation shall be submitted to the FAA for review.
4. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).
5. 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.
  - (c) 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.
  - (d) 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.
  - (e) Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.
6. A biological analysis of the retention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.

**RECOMMENDATION:** Staff recommends a finding of consistency with the French Valley Airport Comprehensive Land Use Plan on this project subject to the conditions of approval noted above.

Bill Wolsie came forward and indicated he represents the applicant Sheffield. Mr. Wolsie then indicated they concur with the Conditions of Approval, but would like clarification on condition #6. Keith Downs responded that the word Biological can be removed it does not need to be reviewed by a biologist. Information needs to be provided essentially indicating whether it's an attractant or its not.

Individual representing Albert Webb Associates indicated if the word Biological can also be removed from previous projects that have come forward to the Commission. B.T. Miller indicated the Commission cannot act on previous cases they can only act on projects that are before them.

Commissioner Pratt indicated the Commission only reviews under the ALUC's jurisdiction and have no control over development in the Cities.

Hearing no further comments Chairman Stephens called for a motion to be set.

**ACTION TAKEN:** Commissioner Tandy made a motion of consistency with the removal of the word Biological in condition #6. Commissioner Bell seconded the motion.

**ABSTAINED:** Commissioner Pratt.

N. FV-03-110 – Albert Webb Associates – Consent item see pages 7-8

**CASE NUMBER:** FV-03-110 –Albert Webb Associates  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** GPA 00665, CZ 06804, and TM 31119  
**PROJECT DESCRIPTION:**

*A General Plan Amendment, Change of Zone and Tract Map to subdivide 20 acres into 31 residential lots, open space and a detention basin.*

**PROJECT LOCATION:**

*The site is located north of Auld Road and west of Pourroy Road in the County of Riverside, from approximately 6,500 to 8,000 ft. east of Runway 18-36 at the French Valley Airport.*

**LAND USE PLAN:**

Adjacent Airport: French Valley  
a. Airport Influence Area: Traffic Pattern Zone (TPZ)  
b. Noise Levels: Outside of 55 CNEL for 2013

**MAJOR ISSUES:**

Land Use: *The proposal is for a General Plan Amendment, Change of Zone and Tract Map to subdivide 20 acres into 31 residential lots, and a detention basin on approximately 20 acres (gross). The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. Coverage for the total tract should not exceed 30% of the project, which is below the TPZ standard. The proposed zone change is from R-A-5 to R-1 (single family residential).*

Part 77: *The building pad elevations on the property range from 1389 to 1475 MSL and the structures are not expected to exceed 30 feet. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 1,451 MSL in elevation will require FAA 7460 review. The highest point on the parcel is at 1550 MSL*

**Noise:** *The site will get significant over flight, but is outside of the current and near future 55 CNEL.*

Wildlife Attractant: *The project contains a detention basin that may be an wildlife attractant and requires a review by USDA Wildlife Services for potential bird strike. The applicant has been notified that a biological analysis of the detention basin must be submitted to USDA Wildlife Services for review.*



Conclusion: The proposal is consistent with the French Valley Comprehensive Land Use Plan (CLUP) subject to the following conditions of approval:

**CONDITIONS OF APPROVAL:**

1. Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.
2. The attached Notice shall be given to each prospective buyer or tenant.
3. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted.
4. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).
5. 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.
6. A biological analysis of the retention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.
7. An FAA 7460 review shall be completed for any structure exceeding 1,500MSL

**RECOMMENDATION:** Staff recommends a finding of consistency with the French Valley Airport Comprehensive Land Use Plan on this project subject to the conditions of approval noted above.

**BERMUDA DUNES AIRPORT**

**9:30 A.M.**

- O. BD-03-109 – Warner Engineering – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

Keith Downs indicated there isn't anything diverse about this case just would like to illustrate an example of the difference between the old plan and the new plan. There will be interesting situations where the new plan will be more restricted and when it will be less restricted in either case it can be used as guidance.

**CASE NUMBER:** BD-03-109 – Warner Engineering  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** PP 18791, Parcel Map 30887

**PROJECT DESCRIPTION:**

The project is a Plot Plan for a 117,778 sq. ft. retail shopping center, food and beverage establishments and a parcel map for 9 lots on 12.55 acres.

**PROJECT LOCATION:**

The site is located on the north side of Varner Road east of Washington Street in the County of Riverside, approximately 5,500-6,500 ft. northwest of Runway 10-28 at the Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport

**Land Use Policy:**

- a. Airport Influence Area: Area III
- b. Land Use Policy: Influence Area
- c. Noise Levels: Outside 60 dB CNEL (February 1996)

**MAJOR ISSUES:**

LAND USE: The proposal is for a retail center located approximately 6,000 feet northwest of the west end of Runway 10-28 at Bermuda Dunes Airport. The proposal is within Area III of the Airport Influence Area. The area of the proposed buildings is 117,778 sq. ft. and the lot area is approximately 12.55 acres (net). Structural coverage will be less than 25% of the net area. The proposed use is an acceptable use, contingent upon noise and height issues. No noise sensitive uses are proposed at this time.

NOISE: The site will be subject to aircraft noise of some annoyance. The entire site is outside of the 60 CNEL according to the 1996 noise study, but those noise projections considered less traffic than is now being experienced and were annualized over the entire year.

Ultimate traffic with seasonal and weekend peaking will likely produce noise of some annoyance on the site.

PART 77: The highest elevation at the site is 98 MSL and the height of the tallest structure is approximately 41 ft. The airport elevation is 73 MSL. At a distance of 5,500 ft. from the runway, proposed structures exceeding 128 MSL will require an FAA 7460 review.

Lighting intensity and patterns can adversely affect pilot visibility near airports. Any light that would direct a steady light or flashing light of red, white, green or amber other than an FAA approved system can cause confusion.

**CONDITIONS OF APPROVAL:**

- 1. Provide Avigation Easements to the Bermuda Dunes Airport.
- 5. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
- 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 a 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.*
4. *The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.*
  5. *The applicant shall complete an FAA 7460 review for all structures over 30 feet on height prior to building permits and implement any conditions required.*
  6. *Subsequent permits for uses within the center shall be reviewed by the ALUC prior to approval by the City. Any noise sensitive use within the site shall have an acoustical noise study completed prior to that review. Day centers, libraries, hospitals, churches and nursing homes shall not be allowed.*

**RECOMMENDATION:** Staff recommends a finding of consistency for the project subject to the Conditions of Approval outlined above.

**DRAFT ALUP:** *The tentative draft plan designates the area as Zone C and certain use would be prohibited and some discouraged. The draft noise contours for the airport place the site within the 55 and 60 CNEL.*

Chairman Stephens called for questions from the Commissioners to staff, hearing no response he called for a motion to be made.

**ACTION TAKEN:** Vice Chairman Graff made a motion of consistency, subject to staff's conditions of approval and recommendations. Commissioner Pratt seconded the motion. Motion carried unanimously.

## VI. ADMINISTRATIVE ITEMS

### A. Draft Plan Airport Plan

Keith Downs indicated Ken Brody would be attending the next meeting with at least five or more airport drafts.

### B. MOATF Committee August 25<sup>th</sup>

Mr. Downs indicated the minutes were distributed to the Commission with a recent hand out. The Committee is pursuing a grant from Office of Technology Assistance for the assistance of the Office Economic Assistance from the department of Defense with the phases to essentially do an update of the CLUP.

Chairman Stephens inquired if MARB is a candidate for the BRAC with all facilities. Keith Downs responded positively. Mr. Downs then indicated the encroachment is an important issue whether its houses, people or species.

Keith Downs informed the Commission that other jurisdictions that are not part of ALUC have issued letters of support with detail and providing \$5,000 per jurisdiction and would like a letter of support for the effort to update the CLUP. Mr. Downs then indicated that himself and B.T. Miller have revised it and would like the Commission to support the letter. B.T. Miller indicated that the committee is asking for the Commission to support the effort to move forward for the study. The study is in effect with participation of the Cities, County and March JPA to develop what potentially will become the CLUP for March. B.T. Miller then indicated that he has advised Mr. Downs for the Commission to move cautiously to committing to any particular results of the plan at this point.

B.T. Miller indicated that the Commission can vote on the support with the understanding that a letter of support will be passed on and a copy will be provided on the next meeting, unless the Commission wishes to see it before it goes out.

Chairman Stephens indicated it would be ideal for the Commission to see a draft. Chairman Stephens then called for a motion to be set.

**ACTION TAKEN:** Commissioner Bell made a motion of support. Vice Chairman Graff seconded the motion. Motion carried unanimously.

#### C. Meeting Date

Chairman Stephens requested for the meeting dates to be shifted to a different Thursday. Commissioner Bell indicated moving the meeting date to the second Thursday's. Keith Downs indicated the change would take effect in November moving the meeting up to the 13<sup>th</sup>.

**ACTION TAKEN:** Commissioner Bell made a motion to move the meeting dates to the second Thursday of each month. Vice Chairman Graff seconded the motion. Motion carried unanimously.

#### D. Mentor Aviation

Keith Downs indicated to the Commission this being an item of information of communication between the City of Lake Elsinore, Mr. Pribble, Mentor Aviation and himself. In the last fifteen years Mr. Pribble has been working with the FAA on relocating Skylark Airport. Mr. Pribble has not applied for a permit with the state or submitted to the ALUC. The City of Lake Elsinore is not currently submitting any application for review to this Commission.

Keith Downs informed the Commission about the new law that passed last week regarding overrides. If a local jurisdiction wishes to override an Airport Land Use Commission they must notify ALUC's forty-five days prior to the hearing.

#### VII. ORAL COMMUNICATION FROM THE PUBLIC ON ANY ITEM NOT ON THE AGENDA. NONE

VIII. COMMISSIONER'S COMMENTS

Vice Chairman Graff commented on the letter from Caltrans regarding the power plant adjacent to the Blythe Airport indicating no problem was found. Vice Chairman Graff indicated Caltrans should not notify the power plant to prevent them from shutting down the towers when Caltrans returns.

IX. Adjournment: Chairman Stephens adjourned the meeting at 10:23 A.M.  
NEXT REGULARLY SCHEDULED MEETING: October 16, 2003 at 9:00 a.m.,  
Riverside