

AIRPORT LAND USE COMMISSION

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

THURSDAY, October 16, 2003
9:00 A.M.

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on October 16, 2003 at the Riverside County Administration Center, Board Room.

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

COMMISSIONERS ABSENT: Allen Graff, Vice Chairman

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: Chris Del Ross-Risher
John Wildman
Steve Bersanski
David Cox
Scott Goodmen
Geoff Reeslund
John Lyon
John Forup

- I. CALL TO ORDER: The meeting was called to order at 9:00 a.m. by Chairman Stephens.
- II. SALUTE TO THE FLAG.
- III. ROLL CALL was taken.
- IV. APPROVAL OF MINUTES FOR July 17, 2003 and August 21, 2003

July 17, 2003: Chairman Stephens called for any comments or corrections to the minutes, hearing no response he called for a motion to be set.

ACTION TAKEN: Commissioner Bell made a motion to approve the minutes for July 17th. Commissioner Pratt seconded the motion. Motion carried unanimously.

August 21, 2003: The minutes were not available, therefore were continued to the next scheduled meeting.

Keith Downs indicated that the consent items would be heard at 10:00 a.m., therefore Ken Brody from Mead & Hunt will give a presentation regarding the airport plans under the administrative items.

***Consent items for 10:00 a.m.**

Keith Downs indicated that the following consent items would be voted as a group unless any of the Commissioners have question or anyone from the audience. The consent items are as follows; RI-03-130 Bill Warkentin, RI-03-132 Smith Food & Drug, RI-03-133 Andy Bodewin, MA-03-136 Elias Alfata, MA-03-138 KCT Consultants, MA-03-140 Rod Chisessi, FV-03-111 CMS Development, FV-03-114 McArdle Associates, CH-03-107 Geoff Reeslund and a continuance on item MA-03-137 T&B Planning.

Chairman Stephens called for anyone wishing to pull an item or unclear on any of the consent items to come forward. Hearing no response Chairman Stephens called for a motion to be set.

ACTION TAKEN: Commissioner Tandy made a motion of consistency for the consent items and continuance of item MA-03-137. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

V. NEW BUSINESS

RIVERSIDE MUNICIPAL AIRPORT

10:00 A.M.

A. RI-03-130 – Bill Warkentin – Consent item see above

CASE NUMBER:	<u>RI-03-130 – Bill Warkentin</u>
APPROVING JURISDICTION:	City of Riverside
JURISDICTION CASE NO.:	CZ P03-0982, PRD P03-0979, TM 31755 and DR P03-0981

PROJECT DESCRIPTION:
A Change of Zone, Planned Residential Development, Tract Map and Design Review for 114 single family homes and 12 apartment units on approximately 15 acres.

PROJECT LOCATION:
The site is located east of Correll Avenue and south of Jurupa Avenue within the City of Riverside, approximately 7,300 ft. northeast of Runway 9-27 at the Riverside Municipal Airport.

<i>Adjacent Airport:</i>	<i>Riverside Municipal Airport</i>
<i>a. Airport Influence Area:</i>	<i>TPZ</i>
<i>b. Noise Levels:</i>	<i>Outside 60 CNEL</i>

MAJOR ISSUES:
Land Use: The proposed site is located approximately 7,300 feet northeast of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a Change of Zone, Planned Residential Development, Tract Map and Design Review for 114 single- family homes and 12 apartment units on approximately 15 acres. The

zone change (from R-6500 to R-3) is for the portion of the site proposed for apartments. The remainder of the site is zoned for single-family residential use. 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 buildings at the site is likely to be less than 50% of the net area. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest elevation at this site is approximately 790 MSL feet and the height of the structures is approximately 26 ft. The site is under 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 structure over 889 MSL would need an FAA review. Part 77 obstruction criteria is not a concern.

Noise: The site is outside of the 60 CNEL contour for the airport. The proposed use is an acceptable use 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 a density of approximately 8 units per acre. Zone D allows at least 90% lot coverage and a density greater than or equal to 5 units per acre.

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 would recommend a finding of consistency for the project, subject to the conditions listed above.

B. RI-03-132 – Smith Food & Drug – Consent item see page 2

CASE NUMBER: RI-03-132 – Smith Food and Drug
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: TM 31553

PROJECT DESCRIPTION:

A Tract Map for a 62-lot subdivision on approximately 6.9 acres.

PROJECT LOCATION:

The site is located west of Van Buren Blvd., north of California Avenue and south of Challen Avenue within the City of Riverside, approximately 7,200 ft. 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 7,200 feet south of Runway 16-34 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a 62-lot subdivision on approximately 6.9 acres. The lots are a minimum of 1,815 sq. ft. and the average gross density is 8.9 dwelling units per acre. Structural coverage for the site, including open space, would likely be less than 40%. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest elevation at this site is approximately 762 MSL feet and the height of the structures is approximately 26 ft. The site is under 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 structure over 820 MSL would need an FAA review. Part 77 obstruction criteria is not a concern.

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

DRAFT PLAN: The new tentative draft ALUP places the site within Zone E. The site has lot coverage of less than 50%, and Zone E has no lot coverage limit. 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.
 6. The above conditions of approval are applicable only to Tract Map 31533.

RECOMMENDATION: Staff would recommend a finding of consistency for the project, subject to the conditions listed above.

C. RI-03-133 – Andy Bodewin – Consent item see page 2

CASE NUMBER: RI-03-133- Andy Bodewin
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Conditional Use Permit

PROJECT DESCRIPTION:

A Conditional Use Permit for a transitional shelter for women and children.

PROJECT LOCATION:

The site is located east of Madison Street and south of Arlington Avenue within the City of Riverside, approximately 8,600 ft. southeast 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 8,600 feet northeast of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a Conditional Use Permit for a transitional shelter. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest elevation at this site is approximately 822 MSL feet and the height of the structures is approximately 17.5 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. Any structure over **XXX** MSL would need an FAA review.

Noise: The site is outside of the 60 CNEL contour for the airport. The proposed use is an acceptable use 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 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 would recommend a finding of consistency for the project, subject to the conditions listed above.

MARCH AIR RESERVE BASE/MIP

10:00 A.M.

D. MA-03-136 – Elias Alfata – Consent item see page 2

CASE NUMBER: MA-03-136 –Elias Alfata
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Design Review PO3-0988

PROJECT DESCRIPTION:

A single story shopping center consisting of 40,385 sq. ft. on approximately 4.85 acres.

PROJECT LOCATION:

The site is located at southeast corner of Van Buren Blvd., and Wood Road, within the City of Riverside, approximately 20,000 ft. west 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 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:

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

MAJOR ISSUES:

Land Use: The proposal is for a single story neighborhood shopping center building. The proposed site is located approximately 20,000 ft. west 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 commercial and industrial land use with a very few restrictions. The 1994 Draft CLUP placed the property outside of the 65 CNEL. The proposed land use designation would be consistent contingent upon noise and height issues.

Density and Coverage: The floor area of the proposed structure is approximately 40,385 sq. ft. The lot area is approximately 4.85 acres (gross). Structural coverage will be less than 25% of

the net area.

Part 77: The highest elevation at the site is 1,664 MSL feet and the height of the structure is approximately 32 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 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. 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.

E. MA-03-137 – T & B Planning – Continued item see page 2

CASE NUMBER: MA-03-137 T & B Planning
APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO.: General Plan Amendment P03-0289, Specific Plan Amendment P03-288, Change of Zone P03-0290 and TR 31157

PROJECT DESCRIPTION:

A General Plan Amendment to change the designations as indicated on the attached Statistical Summary. It would delete 32 acres of Commercial designation, increase the Multiple Family to 300 units and reduce the single family by 150 units for a total of 2,027 dwelling units. Open space is increased from 52 to 108 acres. Total Park space remains at 19.6 acres.

PROJECT LOCATION:

The site is south of Nuevo Road, east of the Perris Valley Storm drain, west of Dunlap Rd., and southeast of March Air Reserve Base/MIP.

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 and 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 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, which was based upon the 1983 Caltrans Handbook. This was about the time that the second base realignment was announced and it was consequently never adopted. The 98/99 Draft CLUP effort was prepared utilizing the 1994 Draft, and the 1998 AICUZ noise data in conjunction with the 1993 CalTrans Handbook. The current countywide effort we have begun with the balance of the airports will not include an update to the Airport, but the March JPA is pursuing separate funding for that portion.

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 26,000–32,000 feet southeast of the south end of Runway 14-32. The proposal consists of a change that would redistribute the

housing and parks in a different manner. The proposal is underlying two approach tracks and near others within the approach surface. The land is vacant to the north, east and south with the Perris Valley Storm drain to the west,

The 1984 Plan places an emphasis upon the type of airport, type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, and noise levels, or a combination of these factors. The site is located in Area II, which disallows 'high risk' commercial and industrial uses and agriculture, but allows no residential below lot sizes of two and one half acres. Area III has no residential density restrictions. The 1994 Draft CLUP placed the property inside of the 60, 65 and 70 CNEL.

Density and Coverage: The lots are a minimum of 5,000 sq. ft. and the average gross density is 3.8 DU/acre including the 19 acres of park and open space/detention basin and structural coverage would likely be less than 30%.

Part 77: The elevation at the tract site is between 1,416 and 1,422 MSL feet and the maximum allowed building height is 2,000 MSL feet. The site is under the approach surface. The entire project is not within Part 77 obstruction review criteria.

Noise: The site has been shown to have noise over the property with each of the AICUZ reports. The 1986 report showed 65 to 75 CNEL over the property and the 1994 Draft indicated it to be within the 60 and 65+CNEL. The 1998 AICUZ indicated the property to have from below 55 CNEL to well above 60 CNEL. The inclusion of another 2,027 homes will likely result in over six thousand new residents (3.35pph x 2,027+ 6,790). The predicted level of noise complaints from the project would likely produce a complaint level of 3-7% of that population (i.e. 203). This project would likely result in new complaints regarding noise from the airport.

Other: The Traffic Pattern Zones (TPZ's) of other CLUP's define facilities such as churches, amphitheatres, community halls, sports facilities, and outdoor lighting as 'discouraged uses' and require the evaluation of alternative sites. None are indicated.

Wildlife Attractant: The project contains a large regional detention basin. An analysis concerning that issue would need to be accomplished and sent to USDA, Wildlife Services for review. The lead agency may be the Riverside County Flood Control and Water Conservation District.

Environmental: No environmental assessment was included. It should include a requirement for an acoustical analysis in the areas above 60 and 65 CNEL.

RECOMMENDATION: Staff recommends that the ALUC finds the proposed land use changes within Area II inconsistent with the 1984/86 Airport Land Use Plan.

APPENDIX

1984 RCALUP: The 1984 RCALUP with the 1986 map identifies the entire project as within AREAS II and III.

Area II, Policy #2 states: "Area II shall have a minimum residential lot size of two and one-half acres. Agricultural, industrial and commercial uses are acceptable." Policy #4 states: "New housing to be constructed within the noise level specified by the ALUC for each airport shall be soundproofed as necessary to achieve interior annual noise levels attributable to exterior sources, not to exceed 45 dB (CNEL of Ldn) in any inhabited room with windows closed." Area III has no residential density restrictions.

Conclusion: The proposed residential density is inconsistent with that proposal. The Matrix (Table I) identifies all applicable plans and whether the project is consistent with those plans' criteria. The proposal is at a density ten times that designated in the 84/86 RCALUP.

The 1994 Draft CLUP for MARB

The Draft 1994 plan defined the Traffic Pattern Zone outer boundary as the outer edge of the Military Part 77 Conical Surface. Most of the project is within that boundary as shown on Exhibit "C."

The plan places the property within the 60-65+ CNEL. Section 7.3.1. (Page 7.4 first bullet states): "With the exception of transient lodgings (e.g., hotels and motels) and caretaker residences, all residential uses are considered incompatible with noise levels 60 dB CNEL. However, all residential uses could be conditionally compatible in the noise range between 60 and 65 dB CNEL, if appropriate noise attenuation measures are incorporated into the construction.

Conclusion: The proposal as submitted would be inconsistent with the 1994 Draft for both safety and noise.

1998/99 Draft CLUP:

This DRAFT was an update to the 1994 document with changes proposed for components of the text and graphic illustrations depicting:

1. 1998 AICUZ Noise Contours.
2. 1999 adjusted Area I (APZ II) boundary on the north end, and
3. The addition of the 55 CNEL added to the graphic (1999).
4. Part 77 boundaries are more detailed.

A "First Draft" of the text was completed for review by CalTrans, but no further text has been completed, but the graphics were completed. The site is within the TPZ and High Risk Uses such as schools, hospitals, nursing homes, churches, auditoriums, and concert halls are discouraged. The text would require an acoustical analysis for all projects within the 60 CNEL.

Conclusion: The project as submitted would be inconsistent with the 98/99 Draft CLUP and would require acoustical analysis.

TABLE 1

<u>DOCUMENT</u>	<u>SAFETY</u>	<u>NOISE</u>	<u>PART 77</u>
1984 RCA.L.U.P.	*Not Consistent	**Not Consistent	Consistent
1994 Draft CLUP	Consistent	**Not Consistent	Consistent
1998/99 Draft CLUP	Consistent	**Not Consistent	Consistent

* within Area II ** for portions within 60 CNEL

CONDITIONS FOR OVERRIDE

Should the City of Perris wish to pursue an overrule of the Commission (PUC 21675.1), the following conditions are recommended for inclusion:

1. *An acoustical analysis shall be required that includes the following components:*
 - a. *A description of the components necessary to achieve a noise reduction level (CRL) of 25 and 30 for each of the project's components with noise sensitive uses*
 - b. *Inclusion of all surrounding noise sources (roadway, industrial) at their ultimate design and buildout capacity. and*
 - c. *Notice to buyers that there is no effective mitigation for outdoor noise.*
2. *Prior to project development, recordation of the map, or sale to any entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport.*
 - a. *No obstruction of the "FAR Part 77 Conical Surface" shall be permitted*
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 explosives or flammable materials shall be prohibited.*
5. *All prospective buyers and/or tenants shall receive a copy of the enclosed NOTICE OF AIRPORT IN VICINITY.*
6. *Include the availability to homebuyers of an additional noise insulation package (i.e. windows, walls).*
7. *An analysis regarding wildlife attractants shall be submitted to the USDA, Wildlife Services and any conditions shall be included with the Specific Plan.*

F. MA-03-138 – KCT Consultants – Consent item see page 2

CASE NUMBER: MA-03-138 – KCT Consultants
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: *Design Review*

PROJECT DESCRIPTION:

Design Review for a 1,067,980 sq. ft. warehouse on 45.79 acres.

PROJECT LOCATION:

The site is west of Sycamore Canyon Blvd. and south of Crestridge Drive within the City of Riverside, approximately 16,800 feet northwest of Runway 14/32 at March Air Reserve Base/March Inland Port.

Adjacent Airport: March Air Reserve Base/March Inland Port
a. Airport Influence Area: Within Area of Influence Area
b. Land Use Policy: Influence Area I
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 USE 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. On April 26 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 adopted 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 1999 effort was an update of the 1994 Draft utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

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

1. The RCALUP: 1984 with 1986 Interim Boundaries for March Air Force Base
2. The current CalTrans Airport Land Use Planning Handbook: 1993/2002
3. Draft CLUP for March Air Force Base: 1994
4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base
5. 98/99 Draft CLUP

MAJOR ISSUES:

Land Use: The proposed site is located approximately 16,800 feet northwest of Runway 14-32. The proposal is under the major approach and departure track. The proposal consists of a 1,067,980 sq. ft. warehouse and distribution facility on 44.06 acres. Specific information on the type of facility and proposed materials to be stored in the warehouse is currently unknown. The 1984 RCALUP places an emphasis upon the type of airport, type of aircraft expected to use 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. Industrial uses are allowed in Area I subject to certain constraints. The proposed land division is consistent contingent upon noise and height issues.

Density and Coverage: The area of the proposed structure is 1,067,980 and the lot area is 1,919,253 sq. ft. The structural coverage is 55.65% of the gross lot area.

Part 77: The highest elevation on the proposed site is 1,597 MSL feet and the height of the proposed structure is 38 ft. The runway elevation at the north end is 1,535 MSL. In order to be

an obstruction, a structure would need to exceed 1,703 MSL feet in elevation. Part 77 obstruction criteria is not a concern.

Noise: The site has been shown to have significant noise over the property with each of the AICUZ reports. The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the property to have over 65 CNEL. Previous AICUZ reports indicated the property to be within 70 CNEL.

CONDITIONS:

1. *Prior to project development, recordation of the map, or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an aviation easement to the MARB/MIP Airport.*
2. *Incorporate noise attenuation measures into any office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Lighting plans for any additional development on the vacant lots shall be reviewed and approved by an airport lighting consultant or MARB/MIP prior to placement.*
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 above ground storage of explosive or flammable materials is prohibited.*
6. *The attached notice shall be provided to all potential purchasers and tenants.*

RECOMMENDATION: Staff recommends a finding of consistency of the project subject to the conditions noted above.

- G. MA-03-139 – KCT Consultants – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

Keith Downs indicated that most of the items that are being present does not necessary indicates staff is finding them inconsistent, but there is an issue that staff would like to illustrate to the applicant and the Commission.

CASE NUMBER:

MA-03-139 – KCT Consultants

APPROVING JURISDICTION:

City of Riverside

JURISDICTION CASE NO: Parcel Map 31802
PROJECT DESCRIPTION:

Parcel Map 31802 to subdivide a 16.96-acre parcel into seven parcels.

PROJECT LOCATION:

The site is north of Alessandro Blvd., west of I-215 and east of Sycamore Canyon Blvd. within the City of Riverside, approximately 9,600 feet northwest of Runway 14/32 at March Air Reserve Base/March Inland Port.

Adjacent Airport: March Air Reserve Base/March Inland Port

- a. Airport Influence Area: Within Area of Influence Area*
- b. Land Use Policy: Influence Area I (AICUZ APZ 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 USE 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. On April 26 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 adopted 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 1999 effort was an update of the 1994 Draft utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

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

- 1. The RCALUP: 1984 with 1986 Interim Boundaries for March Air Force Base*
- 2. The current CalTrans Airport Land Use Planning Handbook: 1993/2002*
- 3. Draft CLUP for March Air Force Base: 1994*
- 4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base*
- 5. 98/99 Draft CLUP*

MAJOR ISSUES:

Land Use: *The proposed site is located approximately 9,500-10,500 feet northwest of Runway 14-32. The proposal is under the major approach and departure track and within the approach surface. The proposed site consists of 16.96 acres of vacant land. The 1984 RCALUP places an emphasis upon the type of airport, type of aircraft expected to use 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. Industrial uses are allowed in Area I subject to certain many constraints. The proposed land division is consistent contingent upon noise and height issues.*

Density and Coverage: The gross area of the proposed site is 16.96 acres proposed for seven lots.

Part 77: The highest elevation on the proposed site is 1,534 MSL feet and the height of proposed structures is unknown. The runway elevation at the north end is 1,535 MSL. In order to be an obstruction, a structure would need to exceed 1,625 MSL feet in elevation. Any construction above an elevation of 1,625 MSL feet at this location will require an FAA 7460 review.

Noise: The site has been shown to have significant noise over the property with each of the AICUZ reports. The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the property to have over 65 CNEL. Previous AICUZ reports indicated the property to be within 75 CNEL.

CONDITIONS:

1. *Prior to project development, recordation of the map, or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an aviation easement to the MARB/MIP Airport.*
2. *Incorporate noise attenuation measures into any office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Lighting plans for any additional development on the vacant lots shall be reviewed and approved by an airport lighting consultant or MARB/MIP prior to placement.*
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 above ground storage of flammable materials is prohibited.*
6. *The attached notice shall be provided to all potential purchasers and tenants.*
7. *Subsequent permits for proposed development shall be reviewed by the ALUC.*

RECOMMENDATION: Staff recommends a finding of consistency of the project subject to the conditions noted above.

Chairman Stephens called for questions from the commissioners to staff, hearing no

response Chairman Stephens called for the applicant to come forward and present the case.

Chris Del Ross- Risher, KCT Consultants came forward in response to Chairman Stephens' invitation and concurred with the conditions of approval.

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

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

H. MA-03-140 – Rod Chisessi – Consent item see page 2

CASE NUMBER: MA-03-140 Rod Chisessi
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Design Review

PROJECT DESCRIPTION:

A commercial development of 163,000 sq. ft. on approximately 14.72 acres.

PROJECT LOCATION:

The site is situated north of Canyon Springs Parkway and west of Day Street within the City of Riverside, approximately 15,000 ft. north 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 were 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 a commercial development of 163,000 on approximately 14.72 acres. The proposed site is located approximately 16,000 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 II, which allows commercial and industrial land use with 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 area of the proposed structures is approximately 163,000 sq. ft. The lot area is approximately 14.72 acres (net). Structural coverage will be less than 30% of the net area.

Part 77: The highest elevation at the site is 1,604 MSL feet and the height of the tallest structure is approximately 39 ft. The runway elevation is 1535MSL. Any structures over 1,695 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. The above ground storage of explosive or flammable materials is prohibited.
 6. Structures exceeding 1,685 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.

FRENCH VALLEY AIRPORT

10:00 A.M.

I. FV-03-111 – CMS Development – Consent item see page 2

CASE NUMBER: FV-03-111 – CMS Development
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: CUP 3401
PROJECT DESCRIPTION:

A Conditional Use Permit for storage facilities with vehicle storage. Consisting of 131,292 sq. ft. covering 79,486 sq. ft. on 4.34 (net) acres (6.3 gross).

PROJECT LOCATION:

The site is located west of Sky Canyon Drive, south of Technology Drive and north of Murrieta Hot Springs Road in the County of Riverside, approximately 2,200 ft. south of the ultimate end 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 Plan for eight storage buildings totaling 131,292 sq. ft. on 4.34 acres. The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. The structural coverage of the site is approximately 42% of the net area. An additional 30,000 sq. ft. will be in vehicle storage and another two acres is slope and road right of way.

Part 77: The highest elevation on the property is 1,201 MSL and the height of the highest building is 24 ft. The highest elevation base for any structure is 1161MSL The horizontal surface is at 1,500 MSL and the runway elevation is 1,330 MSL at the south end. Structures exceeding 1,352 MSL in elevation at this location will require FAA 7460 review.

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

Conclusion: The proposal is consistent with the French Valley Comprehensive Land Use Plan (CLUP) and 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. No above ground storage of flammable material shall be allowed.

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.

- J. FV-03-112 – Albert Webb Associates – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: FV-03-112 – Steve Falk
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: PP18731

PROJECT DESCRIPTION:

Plot Plan for 158,000 sq. ft. storage buildings on approximately 10 acres.

PROJECT LOCATION:

The site is located north of Innovation Court and north of Technology Dr. from approximately 1,800 to 2,200 ft. south of the ultimate Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

Adjacent Airport: French Valley
a. Airport Influence Area: Inner Safety Zone (ISZ)
b. Noise Levels: Within the 55CNEL for 2013 from the 1995 Master Plan

MAJOR ISSUES:

Land Use: The proposal is for Plot Plan 18731 for a 158,000 sq. ft. of storage buildings on approximately 10 acres. The existing and proposed zoning for the site is I-P Industrial Park. Based on the site plan submitted by the applicant, and the current GIS data for the French Valley Airport, the site is located within the Inner Safety Zone (ISZ) and Extended Touchdown Zone (ETZ). Structures and land uses involving petroleum, explosives or above-grade power lines are prohibited within the ISZ. Structures, land uses involving concentrations of people, and significant obstructions are prohibited within the ETZ.

The proposed site is located within adopted Specific Plan 213. Policies described in Section 7.4 of the French Valley Airport Comprehensive Land Use Plan (CLUP), included as Exhibit B to this staff report, provide for the exemption of projects located within adopted specific plans from all requirements of the CLUP pertaining to land use, development density and development intensity.

However, Section 7.4.1 through 7.4.3.d, also included in Exhibit B, require that certain land use restrictions, noise (sound insulation) standards and height standards specified in the CLUP shall be applicable to development approvals within adopted specific plans.

Part 77: The highest elevation on the property to be developed is 1,304 MSL and the height of the tallest structure currently proposed is 22 ft. The site is within the horizontal surface at 1,500 MSL and the runway elevation is 1,330 MSL. The distance from the ultimate end of Runway 18/36 to the northeast corner of the proposed site is approximately 1,800 ft. Any future structures over the height of 1,348 MSL proposed on the site will require FAA review.

Noise: The noise contours for 2013 indicate the site is within 55 CNEL, however, more recent projections would likely include the site within the 60 to 65 CNEL and at ultimate build out.

Other: Staff received the attached comments on the proposal from Cal Trans Aeronautics. Based the Cal Trans comments, uses such as shopping centers, multistory office buildings, labor intensive manufacturing plants, above ground fuel storage and some eating establishments are unacceptable. The land use and height standards of the CLUP applicable to the proposed project are shown in the table below:

SAFETY ZONE	APPLICABLE LAND USE AND HEIGHT STANDARDS	
	For Areas Inside Adopted Specific Plan	For Areas Outside Adopted Specific Plan (For Comparison Only)

IISZ	Exempt from CLUP requirements applicable to land use, development density, and development intensity. However, development approval is subject to certain land use restrictions (Table 7 A, Notes A & B) and height standards (FAR Part 77) set forth in the CLUP.	Structures and land uses involving petroleum, explosives or above-grade power lines are <u>prohibited</u> . Max. Density- 0 Max. Structural Coverage- 0 Max. Height – F.A.R. Part 77 standards apply
EETZ	Exempt from CLUP requirements applicable to land use, development density, and development intensity. However, development approval is subject to certain land use restrictions (Table 7 A, Notes A & B), sound insulation (Section 7.3.1) and height standards (FAR Part 77) set forth in the CLUP.	Structures, uses involving concentrations of people, significant obstructions are prohibited. Max. Density – 0 Max. Structural Coverage – 0 Max. Height – F.A.R. Part 77 standards

Land Use Restrictions Applicable to Projects Within Approved Specific Plans (Notes From Table 7A of French Valley Airport CLUP):

- A. The following uses shall be prohibited in all airport safety zones:
 - 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.
- B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

RECOMMENDATION: That the ALUC finds that: 1) those portions of the proposal that are within the ISZ or ETZ and are within SP 213 are exempt from the land use standards of the CLUP, and that the Commission forward the land use restrictions set forth in Notes A and B to Table 7A and the height Standards in Section 7.3.3 of the CLUP to the County of Riverside.

CLUP CONSISTENCY CONDITIONS: For County Utilization

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 for the entire map including the remainder.*
2. *No obstruction of any "FAR Part 77 Surface" shall be permitted.*
3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*
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 a large concentration 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.*
5. *The above ground storage of explosives or flammable materials shall be prohibited.*
6. *The attached notation regarding proximity to the airport must be given to each potential tenant.*
7. *Any subsequent permit shall be reviewed by the ALUC.*

Keith Downs indicated that a response has not yet been received regarding the opinion requested from the Attorney General regarding the exemption clause. B.T. Miller indicated he has been contacted by the State Wide Associations, which indicated that it is being circulated through out the state and response should be available within four to six months.

Hearing no further comments Chairman Stephens called for the applicant to come forward.

Dave Cox, applicant came forward in response to Chairman Stephens' invitation and clarified that the proposed project is not a storage facility, but an industrial park with distribution, manufacturing, assembly and some storage.

Keith Downs indicated that he processed this project more as a storage facility not industrial and recommends adding additional conditions. B.T. Miller recommended continuing the item for staff to modify the conditions and allow the applicant to comments on the modifications.

Dave Cox came forward and indicated that the adjacent parcels to his project are also multi tenant industrial park and believes it would only be fair for his project to live under the same rules and regulations. Keith Downs interjected that he would need to review the adjacent parcels, therefore would need to continue the item for the next scheduled hearing.

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

ACTION TAKEN: Commissioner Pratt made a motion of continuance to the next schedule meeting. Commissioner Bell seconded the motion. Motion carried unanimously.

B.T. Miller clarified that under the new CLUP for French Valley it will not include the exemption that is now under the current plan.

- k. FV-03-113 – Steve Falk – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: FV-03-113 – Steve Falk
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: PP 18732
PROJECT DESCRIPTION:

A plot plan for an industrial building consisting of 21,495 sq. ft. on approximately 1.38 acres.

PROJECT LOCATION:

The site is north of Technology Drive and west of Innovation Court in the County of Riverside, approximately 2,600 ft. south of ultimate Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: The proposal is for a 21,495 sq. ft. industrial building and light sheet metal manufacturing facility on approximately 1.38 acres. Based on the site plan submitted by the applicant and the current GIS data for the French Valley Airport, the easterly portion of the site and a portion of the proposed building is located within the Inner Safety Zone (ISZ). The westerly portion of the site and building is located within the Traffic Pattern Zone (TPZ). The existing and proposed zoning for the site is I-P Industrial Park. Structures, and land uses involving petroleum, explosives or above-grade power lines are prohibited within the ISZ. Uses involving, as the primary activity, the manufacture, storage or distribution of explosives or flammable materials are discouraged within the TPZ. The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. Building coverage for the site is less than 40% of the gross area, which is below the TPZ standard.

The proposed site is located within adopted Specific Plan 213. Policies described in Section 7.4 of the French Valley Airport Comprehensive Land Use Plan (CLUP), included as Exhibit B to this staff report, provide for the exemption of projects located within adopted specific plans from all requirements of the CLUP pertaining to land use, development density and development

intensity. However, Section 7.4.1 through 7.4.3.d, also included in Exhibit B, require that certain land use restrictions, noise (sound insulation) standards and height standards specified in the CLUP shall be applicable to development approvals within adopted specific plans.

Part 77: The proposed building height is 1,298.8 MSL. The horizontal surface is at 1,500 MSL and the runway elevation is 1,330 MSL. Structures exceeding 1,356 MSL in elevation will require FAA 7460 review.

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

Other: The proposed site is located within adopted Specific Plan 213. Policies described in Section 7.4 of the French Valley Airport Comprehensive Land Use Plan (CLUP), included as Exhibit B to this staff report, provide for the exemption of projects located within adopted specific plans from all requirements of the CLUP pertaining to land use, development density and development intensity.

As of the date of this staff report (10/07/03) staff has received no comments on the project from Cal Trans Aeronautics.

The land use and height standards of the CLUP applicable to the proposed project are shown in the table below:

SAFETY ZONE	APPLICABLE LAND USE AND HEIGHT STANDARDS	
	For Areas Inside Adopted Specific Plan	For Areas Outside Adopted Specific Plan (For Comparison Only)
IISZ	Exempt from CLUP requirements applicable to land use, development density, and development intensity. However, development approval is subject to certain land use restrictions (Table 7 A, Notes A & B) and height standards (FAR Part 77) set forth in the CLUP.	Structures and land uses involving petroleum, explosives or above-grade power lines are <u>prohibited</u> . Max. Density- 0 Max. Structural Coverage- 0 Max. Height – F.A.R. Part 77 standards apply
ETPZ	Exempt from CLUP requirements applicable to land use, development density, and development intensity. However, development approval is subject to certain land use restrictions (Table 7 A, Notes A & B), sound insulation (Section 7.3.1) and height standards (FAR Part 77) set forth in the CLUP.	Discourage schools, auditoriums, amphitheaters, stadiums, churches and uses involving as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. Max. density not applicable Max. structural coverage- greater of 50% of gross area or 65% of net area. Max. height – F.A.R. Part 77 standards apply

Land Use Restrictions Applicable to Projects Within Approved Specific Plans (Notes From Table 7A of French Valley Airport CLUP):

- A. The following uses shall be prohibited in all airport safety zones:
 - (1) 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.

- (2) *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.*
 - (3) *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.*
 - (4) *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
- B. *Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.*

RECOMMENDATION: *That the ALUC finds that: 1) those portions of the proposal that are within the ISZ or TPZ and are within SP 213 are exempt from the land use standards of the CLUP, and that the Commission forward the land use restrictions set forth in Notes A and B to Table 7A and the height Standards in Section 7.3.3 of the CLUP to the County of Riverside.*

CLUP CONSISTENCY CONDITIONS: For County Utilization

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. *Land uses involving petroleum, explosives or above grade power lines are prohibited.*

Beverly Coleman indicated this project being similar to the previous case and called the applicant to come forward.

Dave Cox came forward and indicated that the architect is on vacation, but has reviewed the staff report and concurs with the condition of approval.

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 exemption and forwards the conditions to the approving jurisdiction. Commissioner Bell seconded the motion.

ABSTAINED: Commissioner Tandy

- L. FV-03-114 – McArdle Associates – Consent item see page 2

CASE NUMBER: FV-03-114 – McArdle Associates
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: PP 18646
PROJECT DESCRIPTION:

A plot plan for a three-story office building and two industrial buildings consisting of 81,584 sq. ft. on approximately 5.77 acres.

PROJECT LOCATION:

The site is south of Technology Drive and east of Winchester Road in the County of Riverside, from approximately 2,900 to 3,400 ft. south of ultimate Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: *The proposal is for a plot plan for a three-story office building and two industrial buildings on approximately 5.77 acres. The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. Building coverage for the site is less than 35% of the gross area, which is below the TPZ standard. Uses involving, as the primary activity, the manufacture, storage or distribution of explosives or flammable materials are discouraged within the TPZ.*

Part 77: *The finished floor elevation of the three-story office building is 1,284 MSL and the height of the tallest building is 46 feet. The horizontal surface is at 1,500 MSL and the runway*

elevation is 1,330 MSL. Structures exceeding 1,359 MSL in elevation will require FAA 7460 review.

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

Other: The proposed site is located within adopted Specific Plan 213. Policies described in Section 7.4 of the French Valley Airport Comprehensive Land Use Plan (CLUP), included as Exhibit B to this staff report, provide for the exemption of projects located within adopted specific plans from all requirements of the CLUP pertaining to land use, development density and development intensity.

As of the date of this staff report (10/07/03) staff has received no comments on the project from Cal Trans Aeronautics.

The land use and height standards of the CLUP applicable to the proposed project are shown below:

SAFETY ZONE	APPLICABLE LAND USE AND HEIGHT STANDARDS	
	For Areas Inside Adopted Specific Plan	For Areas Outside Adopted Specific Plan (For Comparison Only)
TTPZ	Exempt from CLUP requirements applicable to land use, development density, and development intensity. However, development approval is subject to certain land use restrictions (Table 7 A, Notes A & B), sound insulation (Section 7.3.1) and height standards (FAR Part 77) set forth in the CLUP.	Discourage schools, auditoriums, amphitheaters, stadiums, churches and uses involving as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. Max. density not applicable Max. structural coverage— greater of 50% of gross area or 65% of net area. Max. height – F.A.R. Part 77 standards apply

Land Use Restrictions Applicable to Projects Within Approved Specific Plans (Notes From Table 7A of French Valley Airport CLUP):

A. The following uses shall be prohibited in all airport safety zones:

- (1) 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.
- (2) 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.
- (3) 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.

(4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

RECOMMENDATION: That the ALUC finds that: 1) those portions of the proposal that are within the TPZ and are within SP 213 are exempt from the land use standards of the CLUP, and that the Commission forward the land use restrictions set forth in Notes A and B to Table 7A and the height Standards in Section 7.3.3 of the CLUP to the County of Riverside.

CLUP CONSISTENCY CONDITIONS:

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.
 - 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.
 - 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. The manufacture, storage or distribution of explosives or flammable materials is prohibited.

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-03-115 – John Laing Homes – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

Beverly Coleman informed the Commission that a revised staff report was distributed.

CASE NUMBER: FV-03-115-John Laing Homes
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: TM 31330, SPA 0106AE, CZ 06814
PROJECT DESCRIPTION:

A Tract Map, Specific Plan Amendment and Change of Zone for an 86 single-family residential lots, park and commercial subdivision on 29.3 acres.

PROJECT LOCATION:

The site is south of Jean Nicholas Road and west of Winchester Road in the County of Riverside, approximately 12,000 ft. north of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: *The proposal is for 86 single-family residential lots, park and commercial subdivision on 29.3 acres. The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. The lot sizes for the residential units range from 7,251 to 14,537 sq. ft. and structural coverage for the site is less 40% of the net area, which is below the TPZ standard.*

Part 77: *The highest elevation on the site is 1,408 MSL and the highest pad elevation of the residential units is 1,407.8 MSL. The height of the tallest building is 27.5 feet. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 1,467 MSL in elevation will require FAA 7460 review.*

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

Other: *Staff has received no comments on the project from Cal Trans Aeronautics.*

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.

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.

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

Trip Hord came forward in response to Chairman Stephens' invitation and indicated that he concurs with the condition of approval.

Hearing no further comments Chairman Stephens 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. Commissioner Tandy seconded the motion. Motion carried unanimously.

CHINO AIRPORT

10:00 A.M.

N. CH-03-107 – Geoff Reeslund – Consent item see page 2

CASE NUMBER: CH-03-107 – Geoff Reeslund
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: CUP 3407 and Parcel Map 31526

PROJECT DESCRIPTION:

Conditional Use Permit for a shopping Center and a Parcel Map for 6 lots on 11.27 acres.

PROJECT LOCATION:

The site is situated south of Schleisman Road and east of Archibald Ave. within the County of Riverside, approximately 7,200 ft. east of Runway 26L at Chino Airport.

Adjacent Airport: Chino Airport (County of San Bernardino)
a. Airport Influence Area: Within Area of Influence Study Area
b. Land Use Policy: Influence Area

c. Noise Levels: See Below

BACKGROUND:

Since we have not adopted the CLUP for Chino Airport, we utilize three resources for our review:

1. The San Bernardino CLUP for Chino Airport, 1991
2. The Riverside County Airport Land Use Plan: 1984
3. The current CalTrans Airport Land Use Planning Handbook: 2002

MAJOR ISSUES:

Land Use: The proposed site is located approximately 7,200 feet southeast of Runway 26L. The touch and go flight tracks are overhead and to the west as is one flight track. The site coverage by structures is less than 25%.

The 1991 CLUP places the property inside of Safety Zone III and is within the Area of Influence Study Area. The proposed land use would be allowed within this area contingent upon noise and height issues. The 1984 Plan places an emphasis upon the type of airport, planned and existing approach profiles, actual flight tracks, noise, type of aircraft and expected type of aircraft, FAA criteria or a combination of these factors. With the present configuration of the airport the site will likely end up in the TPZ or an approach category.

Part 77: The highest elevation at this site is 610.5 MSL feet and the highest structure is 40 feet. The runway elevation is 635 MSL at the east end of the runway. The site is within the horizontal surface at this location. Structures exceeding 707 MSL in elevation will require an FAA 7460 review. An instrument approach is near the parcel, and this site can expect overflight from aircraft entering the approaches.

Noise:

1991 Report: The site is outside the 65 CNEL contour developed for the airport in 1991, and likely to be within the 55 CNEL. Page 2-3 of the report discusses these concerns and discusses prohibiting residential development within the 60 and 65 CNEL where overflights are conducted, particularly where flights are below 500 feet above ground level.

Master Plan: A new Master Plan at Chino Airport was started last year and is expected to be completed later this year. The site can expect single noise events to disturb indoor and outdoor events.

CONDITIONS:

1. Provide Avigation Easements to the County of Riverside and Chino Airport prior to the recordation of the tract, issuance of any permit, or sale of any portion to any entity exempt from the Subdivision Map Act.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
3. Proposals for subsequent development of the site shall be reviewed by ALUC until such time that a CLUP is adopted for the Airport by RCALUC.
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 regarding proximity to the airport shall be given to each potential purchaser.*
- 6. *No above ground storage of flammable materials shall be allowed.*

RECOMMENDATION:

Staff would recommend approval of this project subject to the conditions noted above. The project can be approved based upon the following, as identified in Section 21675.1 of the California Public Utilities Code (PUC).

- 1. *The ALUC is making substantial progress toward the completion of the Chino Airport Land Use Plan; and*
- 2. *There is a reasonable probability that the project will be consistent with the plan; and*
- 3. *There is little or no probability of substantial detriment to or interference with the plan, if the project is ultimately inconsistent with the plan.*

VI. ADMINISTRATIVE ITEMS

A. Draft Plan Airport Plan

Ken Brody, Mead & Hunt came forward informing the Commission on modifications for Table 3A from the previous draft submitted. Mr. Brody referred to the zones for Bermuda Dunes Airport and Banning Airport and illustrated the modifications. A presentation of the Palm Springs Airport and Blythe Airport was given. Keith Downs illustrated to the Commission the location of the Power Plant adjacent to the Blythe Airport. Ken Brody called for question or comments from the Commissioners.

Commissioner Snyder arrived at 9:20 a.m.

Chairman Stephens inquired about the coordination with the local governments. Ken Brody responded that no input from the Cities at this time has been obtained. Keith Downs interjected that the expected scenarios are to check back with the airport inquiring if the proper flight tracks are being used. The draft plans that the consultant is developing are brought forward to the Commission and when there is about nine draft plans with consistency, hearing dates can be establish. Commissioner Goldenbaum suggested being careful in plotting the influence areas, due to the public making decisions based on those areas and it can also provide a threat to the airport in the long

run. Mr. Brody used Palm Springs Airport as an example to illustrate how areas can be modified and also another zone can be added called "height consideration zone". Chairman Stephens indicated balancing the providing of awareness of airports with the perception of airports as an obstacle for city objectives. Chairman Stephens then inquired if public hearing would start taking place early next year. Keith Downs responded positively. Commissioner Tandy indicated about the awareness of the airports and to some how have the real estates' become more honest when selling property to people. Ken Brody responded that that's the purpose for the new law that will take effect on January 1st.

Keith Downs indicated to the Commission moving to the 10:00 a.m. items on the agenda.

Keith Downs indicated that most of the plans are expected to be completed by January. There are three airports that are falling behind, which are Chino, Hemet/Ryan and Desert Resorts because the Master Plans must be adopted before a CLUP can be developed.

Ken Brody came forward and indicated that he met with Dan Fairbanks, March JPA regarding their current effort with the work program and funding. The focus was on a few issues one concern's the forecast and noise contours. March is currently updating the Air Installation Compatible Use Zone (AICUZ) and Mr. Brody expressed some questions and concerns on how it might all work together. Typical AICUZ plans seen in the past have had a current activity and what is called a maximum mission, but the current doesn't necessary look at what other missions might come about. Also many AICUZ plans only generate contours out to a 65. This Commission would like to consider contours of 60 or perhaps 55. The point made was any real scenario that has at least been suggested couldn't be totally ignored; they need to acknowledge that there are a wide variety of scenarios of activity that is being considered for that airport.

Another is what environmental analysis March might need to do under CEQA. Another key topic was the issue on who is responsible for this study and how it interrelates with plans the ALUC's would want to adopt. Lastly in the interest to Mead & Hunt becoming the consultants, but at this point it is unsure. Input is pending from the military office, granting agency as to what selection criteria or requirements they have to go thru.

Chairman Stephens inquired about making it clear thru Mr. Brody's attendance that the March plan needs to be consistent. Keith Downs responded that it has been made clear that all of the plans that the Airport Land Use has adopted uses a 60 CNEL as a point where there should be no new residential. With the new plan there is a small exemption clause called infill with some other criteria and that would be the only exception.

B. MOATF Committee September 22nd and October 8th Resolution of Support
B.T. Miller indicated that after reviewing the resolution of support he has expressed to Keith Downs cautionary note with regards the stand the Commission takes with words such as pledge of support. B.T. Miller then indicated that it is unaware to what extent the word support means and would hate for it to come back to the Commission meaning a commitment to adopt the Airport Land Use to be developed. B.T. Miller indicated that in terms of approving the resolution submit for the Commissions consideration, striking out the title letter of support and in the resolved provision striking support of. Chairman

Stephens inquired about the purpose of the resolution. Keith Downs responded that it is to show there is local support in the application to the Joint Economic Office for the grant. B.T. Miller inquired that by striking the words suggested would it be fatal for the purposes March wants to address it to. Keith Downs responded negatively.

Chairman Stephens called for any comments from the Commission, hearing no response he called for a motion to be set.

ACTION TAKEN: Commissioner Pratt made a motion to revise the letter to remove the terms support from the 1st paragraph and last paragraph and to emphasize participation. Commissioner Tandy seconded the motion. Motion carried unanimously.

C. Meeting Date – See 2003/04 Calendar

Keith Downs indicated that the meeting dates have been changed to the second Thursday of every month with exception on holidays and the Commission could adopt it today or it could be brought back next meeting.

ACTION TAKEN: Commissioner Bell made a motion to adopt the calendar as presented. Commissioner Pratt seconded the motion. Motion carried unanimously.

D. AB332

Keith Downs indicated that the school districts would be subject to the ALUC's plans. Also if an agency wants to overrule the ALUC's decision Caltrans and the ALUC needs to be notified with a 45-day notice. This bill will go into effect January 1st.

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

VIII. COMMISSIONER'S COMMENTS
NONE

IX. Adjournment: Chairman Stephens adjourned the meeting at 11:00 A.M.
NEXT REGULARLY SCHEDULED MEETING: November 13, 2003 at 9:00 a.m.,
Riverside