

AIRPORT LAND USE COMMISSION

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

**THURSDAY, April 15, 2004
9:00 A.M.**

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on April 15, 2004 at the Riverside County Administration Center, Board Room.

COMMISSIONERS PRESENT: Ric Stephens, Chairman
Dave Hogan, Vice Chairman
Jon Goldenbaum
Arthur Butler
Roger Meadows, Alternate

COMMISSIONERS ABSENT: Marge Tandy
Sam Pratt
Mark Lightsey

STAFF PRESENT: Keith Downs, Executive Director
Beverly Coleman, Development Specialist III
B.T. Miller, Legal Counsel
Jackeline Gonzalez

OTHERS PRESENT: Gabriel Ibarra
Joseph Mc Coy
Joe Mineo
Roger Ray

- 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: January 15, 2004, February 19, 2004 and March 11, 2004

Chairman Stephens indicated not having a quorum for the January, February and March minutes. Chairman Stephens then indicated that the members present give their approval of the minutes and it would be carried over to the next meeting. Chairman Stephens, Vice Chairman Hogan and Commissioner Butler gave their approval for the January and February minutes. Chairman Stephens, Commissioner's Goldenbaum and Butler gave their approval for the March minutes.

***CONSENT ITEMS:**

Keith Downs indicated that the following items are being recommended as consent items, meaning no further discussion will be made unless any of the Commissioners has questions or any one from the audience if so the item will be pulled and addressed separately.

Consent items are as follow; CH-04-101 Western Pacific Housing Inc., CH-04-102 RBF Consulting, RI-04-105 Steven Walker Communities, RI-04-106 City of Riverside, RI-04-107 Glen Bohard, RI-04-108 Langdon Wilson Architects, RI-04-110 United Title Company, RI-04-111 Albert Webb Associates, RI-04112 IW Consulting Engineers, MA-04-105 Ben Laskowski, MA-04-107 Canty Engineering Group, and MA-04-108 AFL Telecom.

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

ACTION TAKEN: Vice Chairman Hogan made a motion of consistency, subject to staff conditions of approval and recommendations. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

V. NEW BUSINESS

CHINO AIRPORT

9:00 A.M.

- A. CH-04-101 – Western Pacific Housing, Inc. – Consent item see above

CASE NUMBER: CH-04-101 – Western Pacific Housing, Inc.

APPROVING JURISDICTION: *County of Riverside*

JURISDICTION CASE NO.: *Tract Map 31734 and CZ 06873*

PROJECT DESCRIPTION:

A Tract Map and Change of Zone (from A-2-10 to R-1) for 92 residential lots on 23.43 gross acres.

PROJECT LOCATION:

The site is situated east of Harrison Avenue, north of Blossom Way within the County of Riverside, from approximately 10,500 -11,800 ft. southeast 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 from approximately 10,500-11,800 feet southeast of Runway 26L. The touch and go flight tracks are overhead and to the west as is one flight track. The proposal is for 92 residential lots on 23.43 gross acres and a change of zone from A-2-10 (agricultural) to R-1 (single family residential).

The 1991 CLUP places the property within the conical surface in 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 pad elevation at this site is approximately 675 MSL feet and the tallest structure is approximately 30 ft. The runway elevation is 635 MSL at the east end of the runway. Structures exceeding 740 MSL in elevation will require an FAA 7460 review. Part 77 obstruction criteria is not a concern with this project. An instrument approach is over the parcel, and this site can expect overflight from aircraft entering the approaches. There are power lines to the west of the site, which are shown as an obstruction on the U. S. Terminal Procedures obstruction charts for Chino Airport.

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 55 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 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.

RECOMMENDATION:

Staff recommends a finding of consistency 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).

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

B. CH-04-102 – RBF Consulting – Consent item see page 2

CASE NUMBER: CH-04-102 – RBF Consulting
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Tract Map 31826, CZ 06919, AGN 00072, AG 00915 and Environmental Assessment

PROJECT DESCRIPTION:

A Tract Map, Change of Zone (from A-2-10 to R-1) and Agricultural Preserve Diminishment for 350 single-family residential lots, 8 open space lots and a park on approximately 107 acres.

PROJECT LOCATION:

The site is situated east of Hellman Avenue, south of Schleisman Road within the County of Riverside, approximately 6,500 – 9,000 southeast 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 6,500 – 9,000 feet southeast of Runway 26L. The touch and go flight tracks are overhead to the east and two-departure flight tracks are nearby.*

The 1991 CLUP places the property within Safety Zone III, in 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 approximately 606 MSL feet. The runway elevation is 635 MSL at the east end of the runway. Structures exceeding 700 MSL in elevation at this location will require an FAA 7460 review. Part 77 obstruction criteria is not a concern with this project. Instrument approaches are 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 55 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 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.

RECOMMENDATION:

Staff recommends a finding of consistency 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).

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

RIVERSIDE MUNICIPAL AIRPORT

9:00 A.M.

- C. RI-04-105 – Steven Walker Communities – Consent item see page 2

CASE NUMBER: RI-04-105 – Steven Walker Communities
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Tract Map 32046

PROJECT DESCRIPTION:

A Tract Map for 55 single-family residential lots on approximately 6.87 acres.

PROJECT LOCATION:

The site is located west of Carlo Drive, south of Dewey Avenue within the City of Riverside, approximately 7,900 ft. northeast 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 7,900 ft. northeast of Runway 9-27. The proposed site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for 55 single-family residential lots on approximately 6.87 acres. The site is currently zoned for residential use. The TPZ has no population density assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The proposed structures range from approximately 37% to 55% of the net lot area. The present proposal would be consistent with that density and the plan.

Part 77: The highest elevation at the site is approximately 794 MSL feet and the height of the proposed structures is not expected to exceed 35 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. The runway elevation at the east end is 816 MSL ft. Part 77 obstruction criteria is not a concern.

Noise: The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over-flying aircraft. 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 proposed lot coverage is 55% or less of the net lot and Zone D allows 90% lot coverage. The proposed use is a 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.

D. RI-04-106 – City of Riverside – Consent item see page 2

CASE NUMBER: RI-04-106 –City of Riverside
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Plot Plan P04-0012

PROJECT DESCRIPTION:

A Plot Plan for an 11,000 sq. ft. addition to a fitness center.

PROJECT LOCATION:

The site is located south of Philbin Avenue, west of Corwin Lane within the City of Riverside, approximately 5,000 ft. 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 5,000 ft. southwest of Runway 16-34 and 6,000 ft. south 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 proposal is for an 11,000 sq. ft. addition to a fitness center at an existing recreation park. The TPZ has no population density assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The lot coverage of the existing and proposed structures is less than 50% of the net area.*

Part 77: *The highest elevation at the site is approximately 738 MSL feet and the height of the proposed structure is approximately 27 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the south end Runway 16-34 is 748 MSL. Part 77 obstruction criteria is not a concern.*

Noise: *The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over-flying aircraft. The proposed use is an acceptable use with the appropriate mitigation for noise.*

DRAFT PLAN: The new tentative draft ALUP places the site within Zones D and E. The proposed lot coverage is less than 50% of the net lot and Zone D allows 90% lot coverage. Zone E has no lot coverage limit. The proposed use is a 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 would recommend a finding of consistency for the project, subject to the conditions listed above.

E. RI-04-107 – Glen Bohard – Consent item see page 2

CASE NUMBER: RI-04-107- Glen Bohard
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: CUP P04-0264

PROJECT DESCRIPTION:

A conditional use permit for an auto glass business.

PROJECT LOCATION:

The site is located at 7590 Indiana Avenue, west of Madison Street, east of Winstrom Street, within the City of Riverside, approximately 10,800 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 10,800 ft. southeast of Runway 9-27. The proposed site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for an auto glass business in an existing commercial center. The TPZ has no population density assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The present proposal would be consistent with that density and the plan.

Part 77: The highest elevation at the site is approximately 844 MSL feet and the height of the structure is approximately 38 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. The runway elevation at the east end is 816 MSL ft. Part 77 obstruction criteria is not a concern.

Noise: The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over-flying aircraft. 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 proposed lot coverage is less than 50% of the net lot and Zone E has no lot coverage requirements. The proposed use is a 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 of Approval outlined in this staff report.*

F. RI-04-108 – Langdon Wilson Architects – Consent item see page 2

CASE NUMBER: RI-04-108-Langdon Wilson Architects
APPROVING JURISDICTION: *City of Riverside*
JURISDICTION CASE NO.: *Variance P03-1434*

PROJECT DESCRIPTION:

A variance for tenant improvements at a restaurant.

PROJECT LOCATION:

The site is located at 7111 Magnolia Avenue, south of Arlington Avenue within the City of Riverside, approximately 10,200 ft. southeast of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 10,200 ft. southeast of Runway 9-27. The proposed site is within the EXTENDED RUNWAY CENTERLINE (ERC) of the Riverside Municipal Airport Influence Area. The proposal is for tenant improvements at a restaurant in an existing commercial/office building. Land uses involving large concentrations of people such as churches, schools, auditoriums, major office developments, shopping centers, hospitals and stadiums are discouraged within the ERC.

Part 77: The highest elevation at the site is approximately 836 MSL feet and the height of the structure is approximately 25 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. The runway elevation at the east end is 816 MSL ft. Part 77 obstruction criteria is not a concern.

Noise: The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over-flying aircraft. 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 C. The proposed lot coverage is less than 50% of the net lot and Zone C allows 80% lot coverage. Children's schools, libraries, day care centers, hospitals are prohibited within Zone C. The proposed use is a 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 of Approval outlined in this staff report.

G. RI-04-109 – Action Surveys – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: RI-04-109-Action Surveys
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Change of Zone P04-0271

PROJECT DESCRIPTION:

A change of zone from R-1-65 to BP on 8.21 acres.

PROJECT LOCATION:

The site is located at south of Central Avenue, west of Hillside Avenue within the City of Riverside, approximately 900 ft. northeast of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

a. Airport Influence Area: TPZ and ISZ for Runway 9-27
b. Noise Levels: Portion Inside 60 CNEL

MAJOR ISSUES:

Land Use: The proposed site is located approximately 900 ft. northeast of Runway 9-27. A portion of the site is within the TRAFFIC PATTERN ZONE (TPZ) of the Riverside Municipal Airport Influence Area, and the remaining portion is within the INNER SAFETY ZONE (ISZ) as shown on Exhibit “A”. The proposal is a change of zone from R-1-65 (Single Family Residential) to BP (Business Park Combining). The site plan shows the conceptual development of the site, and some of the buildings fall within the ISZ. Structures, petroleum or explosives, and above-grade powerlines are prohibited within the ISZ. The TPZ has no population density assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The structural coverage conceptually proposed for the site is 30% of the net lot, within the TPZ standard. The proposed change of zone is consistent with the CLUP subject to certain constraints, however review of subsequent permits will be required to determine consistency of proposed uses and structures.

Part 77: The highest elevation at the site is approximately 850 MSL feet and the height of the structures is unknown. The site is under the horizontal surface at this location, which is approximately 966 MSL. The runway elevation at the east end is 816 MSL ft. Structures will require FAA 7460 review.

Noise: A portion of the site is inside the 60 CNEL contour for the airport. The site is underlying an approach and departure flight track and will experience annoyance from over-flying aircraft.

DRAFT PLAN: The new tentative draft ALUP places the site within Zones B1, B2 and C. Children’s schools, churches, day care centers, libraries, hospitals, nursing homes and highly noise-sensitive uses are prohibited within these zones, and above ground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight are prohibited in Zones B1 and B2. The proposed lot coverage of the site is less than 50% of the net lot. Zone C allows 80% lot coverage, Zone B1 allows 70% lot

coverage and Zone B2 has no lot coverage requirements.

CONDITIONS OF APPROVAL:

1. *Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).*
2. *Subsequent permits for uses and structures on the site 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 care centers, libraries, hospitals, churches and nursing homes shall not be allowed.*
3. *Structures, petroleum or explosives, and above-grade powerlines are prohibited within the ISZ.*
4. *Uses involving as the primary activity, manufacture, storage or distribution of explosives or flammable materials are prohibited within the TPZ.*
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 the operation of aircraft and/or aircraft instrumentation.*
6. *Proposed structures shall be submitted to the FAA for review and any conditions for the project required by the FAA shall be satisfied.*
7. *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 of Approval outlined in this staff report.*

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.

Gabriel Ibarra came forward in response to Chairman Stephens' invitation and concurred with staff conditions of approval and recommendations.

Hearing no further comments Chairman Stephens opened the floor for comments from the audience. Hearing no reply Chairman Stephens called for a motion to be set.

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

H. RI-04-110 – United Title Company – Consent item see page 2

CASE NUMBER: RI-04-110-United Title Company
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: CUP P04-0273

PROJECT DESCRIPTION:

A conditional use permit for a church.

PROJECT LOCATION:

The site is located at 9493 Garfield St., east of Van Buren Avenue within the City of Riverside, approximately 8,400 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 8,400 ft. south of Runway 16-34. The proposed site is within the TRAFFIC PATTERN ZONE (TPZ) of the Riverside Municipal Airport Influence Area. The proposal is a conditional use permit for a church at an existing building, with no structural changes. The TPZ has no population density assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The present proposal would be consistent with that density and the plan.*

Part 77: *The highest elevation at the site is approximately 770 MSL feet and the height of the existing structure is approximately 17 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. The runway elevation at the south end is 772 MSL ft. Part 77 obstruction criteria is not a concern.*

Noise: *The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over-flying aircraft. 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 proposed use is a 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 of Approval outlined in this staff report.*

I. RI-04-111 – Albert Webb & Associates – Consent item see page 2

CASE NUMBER: RI-04-111-Albert Webb & Associates
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Tract Map 32243

PROJECT DESCRIPTION:

A Tract Map for 22 single-family residential lots on 2.3 acres.

PROJECT LOCATION:

The site is located north of Rochester St., east of Capistrano Way in the City of Riverside, approximately 5,700 ft. east 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 5,700 ft. east of Runway 16-34 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a tract map for 22 single-family residential lots on 2.38 acres. Structural coverage for the site would likely be less than 50%. 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 pad elevation at the site is approximately 782 MSL feet and the height of the structures is unknown. The site is under the horizontal surface at this location, which is*

approximately 966 MSL. The elevation at the south end of Runway 9-27 is 816 MSL. Any structure over 873 MSL at this location would need FAA review unless that agency determines that such a review is not required or not applicable.

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. Zone D allows 90% lot coverage and has no residential density limit. The proposed use is a 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.

J. RI-04-112 – I.W. Consulting – Consent item see page 2

CASE NUMBER: RI-04-112 I.W. Consulting
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Tract Map 32240

PROJECT DESCRIPTION:

A Tract Map for 7 single-family residential lots on 1.22 acres.

PROJECT LOCATION:

The site is located south of California Ave., west of Monroe Street in the City of Riverside, approximately 5,200 ft. south 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 5,200 ft. southwest of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a tract map for 7 single-family residential lots on 1.22 acres. Structural coverage for the site would likely be less than 50%. 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 pad elevation at the site is approximately 757 MSL feet and the height of the structures is unknown. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the south end of Runway 9-27 is 816 MSL. Any structure over 868 MSL at this location would need FAA review unless that agency determines that such a review is not required or not applicable.

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. Zone D allows 90% lot coverage and has no residential density limit. The proposed use is a 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.

- K. BD-04-103 – Jay Gunther – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: BD-04-103 – Jay Gunther
APPROVING JURISDICTION: City of Indio
JURISDICTION CASE NO.: Tract Map 31689

PROJECT DESCRIPTION:

The project is a tract map for 480 single-family residential lots on 160.67 gross acres.

PROJECT LOCATION:

The site is located at east of Adams Street and north of Avenue 40 in the County of Riverside, from approximately 2,400-5,100 ft. north of 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 480 single family residential lots on 160.67 gross acres, located from approximately 2,400-5,100 feet north of the west end of the runway at Bermuda Dunes Airport. The proposal is within Area III of the Airport Influence Area. The proposed use is an acceptable use, contingent upon noise and height issues.

NOISE: The site will be subject to intermittent 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 pad elevation at the site is 87.4 MSL and the height of the proposed structures is unknown. The airport elevation is 73 MSL. At a distance of 2,400 ft. feet from the runway to the southern end of the site, proposed structures exceeding 97 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.

DRAFT PLAN: Places the project in Zone D, which allows residential at this density.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to the Bermuda Dunes Airport.
2. Subsequent permits for development of the proposed site shall be reviewed by the ALUC.
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. Proposed structures exceeding 97 MSL ft. in elevation shall be submitted to the FAA for review and any conditions for the project required by the FAA shall be satisfied.
5. The attached notation regarding proximity to the airport shall be given to each potential purchaser.

RECOMMENDATION: Staff recommends a finding of consistency for the project, subject to the Conditions of Approval outlined in this staff report.

Chairman Stephens called for questions from the Commissioner for staff. Vice Chairman Hogan inquired about the flight path over the property. Keith Downs responded that there is almost none over the property. Hearing no further comments Chairman Stephens called for the applicant to come forward and present the case. Hearing no response Chairman Stephens opened the floor for comments from the audience. Hearing no reply he called for a motion to be set.

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

MARCH AIR RESERVE BASE

9:00 A.M.

- L. MA-04-104 – Keith Companies – Keith Downs presented the case by referring to and

using exhibits, staff report and recommendations.

Keith Downs indicated that in the past the 1994 and 1998 draft has been referenced for March Air Reserve Base cases. Those drafts will no longer be referenced by staff because they are misleading. The 1994 draft is ten years old and it was designed on the 1983 Handbook, which at the time had some deficiencies. The 1998 was nothing more than updating words, letters, and numbers in the text over the 1994 to bring it up to date. The documents that will be used for staff's review will be the legally adopted 1984 plan with the 1986 map, 2002 Handbook as directed by state law, draft Land Use Compatibility Plan, and the 1998 AICUZ Study.

CASE NUMBER: MA-04-104-Keith Companies
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: PM 32297

PROJECT DESCRIPTION:

A parcel map to subdivide a 6-acre manufacturing lot into 19 parcels.

PROJECT LOCATION:

The site is located north of Alessandro Blvd., west of Old Highway 395 at Bay St. within the City of Riverside, approximately 9,000 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 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 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 and subsequent activity

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 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four 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 Airport Land Use Compatibility Plan: 2004*

4. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is to divide a 6-acre commercial lot into 19 parcels for manufacturing use. The proposed site is located approximately 9,000 ft. north of Runway 14/32. The proposal is under the major flight track and within the inner 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 I, which allows commercial and industrial land use with restrictions for 'high risk land uses'. These are defined on attached APPENDIX B. The proposed parcel map contains five existing structures. Future land uses designations must be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The lot areas vary from 9,400 sq. ft. (Parcel 6) to 24,395 sq. ft. for (Parcel 1).

Part 77: The finished floor elevation of the parcels is approximately 1,535 MSL feet and the height of the structures is unknown. The horizontal surface elevation is 1,685 MSL and the runway elevation is 1,535 MSL at the north end. Any structure exceeding 1,625 MSL needs an FAA 7460 review. 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 more than 65 CNEL.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an aviation 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 all prospective buyers or tenants.
- 7. None of the uses on the attached Appendix B shall be allowed on the site,

RECOMMENDATION: Staff recommends a finding of consistency for the project subject to the conditions outlined 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, hearing no reply Chairman Stephens opened the floor for comments from the audience, hearing no response he called for a motion to be set.

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

M. MA-04-105 – Ben Laskowski – Consent item see page 2

CASE NUMBER: MA-04-105-Ben Laskowski
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Conditional use Permit

PROJECT DESCRIPTION:

A restaurant.

PROJECT LOCATION:

The site is located north of Van Buren Blvd and west of Trautwein Road, within the City of Riverside approximately 17,000 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 and

subsequent activity.

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 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four 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 Airport Land Use Compatibility Plan: 2004
4. Noise Data from the Air Installation Compatibility Use Zone Study (AICUZ): 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is to build a 5,700 sq. ft. restaurant on a 1.123-acre parcel. This would be at a density of 5,700 sq. ft. divided by 15= 380 people, divided by 1.123 acres = 338 people, adjusted by 50%=169 people per acre. The proposed site is located approximately 17,000 ft. east of Runway 14/32. The proposal is under a major flight tracks and is 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 residential, commercial and industrial land uses. Future land uses designations must be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The lot area is 1.123 acres and the structure is approximately 5,700 sq. ft. Lot coverage would be approximately 13%.

Part 77: The finished floor elevation of the parcels is approximately 1,672 MSL feet and the height of the structures is 29.3 feet. The horizontal surface elevation is 1,888 MSL and the runway elevation is 1,535 MSL at the north end. Any structure exceeding 1,705 MSL needs an FAA 7460 review Part 77 obstruction criteria is not a concern.

Noise: The site has been shown to have some noise over the property with previous 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. 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.

- N. MA-04-106 – March JPA – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: MA-04-106 - March JPA
APPROVING JURISDICTION: March JPA
JURISDICTION CASE NO: Z04-01

PROJECT DESCRIPTION:

A rezone of two acres to allow a school for up 109 students.

PROJECT LOCATION:

The site is located south of Cactus Ave and west of Riverside Drive, within the March Joint Powers Authority approximately 6,700 ft. east 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 and subsequent activity.

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 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four 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 Airport Land Use Compatibility Plan: 2004
4. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is to change the zoning to allow an existing child center to convert to an elementary school (K-6) with 109 students. This would be at a density of 56-59 people per acre (109 plus staff divided by 2 acres). The proposed site is located approximately 6,700 ft. east of Runway 14/32. The proposal is not under any major flight track, but is under one that is at a high elevation and is within the inner 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 uses with discouragement of high-risk land uses'. These are defined on attached APPENDIX B The proposed contains an existing structure that contains a childcare center. Future land uses designations must be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The lot area is two acres and the structure is approximately 13,200 sq. ft.

Part 77: The finished floor elevation of the parcels is approximately 1,543 MSL feet and the height of the structures is unknown, but single story. The horizontal surface elevation is 1,685 MSL and the runway elevation is 1,535 MSL at the north end. Any structure exceeding 1,605 MSL needs an FAA 7460 review 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 more 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. *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 Commissioners for staff. Hearing no response Chairman Stephens called the applicant to come forward and present the case.

Joseph Mc Coy came forward in response to Chairman Stephens' invitation and concurred with the conditions of approval and recommendations. Hearing no further comments Chairman Stephens opened the floor for comments from the audience, hearing no reply he called for a motion to be set.

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

O. MA-04-107 – Canty Engineering – Consent item see page 2

CASE NUMBER: MA-04-107-Canty Engineering
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: BP03-6402, PW 03-0466, LLA P04-0337

PROJECT DESCRIPTION: A two-story office building.

PROJECT LOCATION:

The site is located south of Mission Grove Parkway and east of Trautwein Road, within the City of Riverside approximately 17,000 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 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 and subsequent activity.

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 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four 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 Airport Land Use Compatibility Plan: 2004
4. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is to build a two-story 45,000 sq. ft. office building on a 3.8-acre parcel. This would be at a density of 45,000 sq. ft. divided by 100= 450 people divided by 3.7 acres adjusted by 50%= 60 people per acre. The proposed site is located approximately 17,000 ft. east of Runway 14/32. The proposal is under a major flight tracks and is 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 uses with discouragement of high-risk land uses'. These are defined on attached APPENDIX B Future land uses designations must be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The lot area is 3.8 acres and the structure is approximately 45,000 sq. ft. and covers 23,000 sq. ft. Lot coverage would be approximately 16%.

Part 77: The finished floor elevation of the parcels is approximately 1,600 MSL feet and the height of the structures is 37 feet. The horizontal surface elevation is 1,888 MSL and the runway elevation is 1,535 MSL at the north end. Any structure exceeding 1,705 MSL needs an

FAA 7460 review 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 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. 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.

P. MA-04-108 – AFL Telecom – Consent item see page 2

CASE NUMBER: MA-04-108- AFL Telecom
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Minor Conditional Use Permit

PROJECT DESCRIPTION:

A 45 ft. cellular antenna and wireless communications facility.

PROJECT LOCATION:

The site is located east of Alessandro Blvd., south of Hawkley Drive within the City of Riverside, approximately 28,000 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 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.

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 later 98/99 Draft CLUP was prepared utilizing the 1998 AICUZ in conjunction with the now superceded 1993 CalTrans Handbook. Funds to update the CLUP for March have been identified, but not received by the JPA.

We utilize four 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 Airport Land Use Compatibility Plan: 2004
4. Noise Data from the AICUZ Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is for a wireless communication facility consisting of a 45 ft. cellular antenna mounted on top of a light standard. The proposed site is located approximately 27,000 ft. northwest of Runway 14/32. The proposal is near an approach and departure 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. 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 300 sq. ft. Structural coverage will be less than 3% of the site area.

Part 77: The highest elevation proposed at the site is approximately 1,372 MSL feet and the height of the antenna is approximately 45 ft. The elevation of the runway is 1,535 MSL. Structures exceeding 1,813 MSL at this location would 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 inside the 55 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.

Q. MA-03-154 – City of Riverside Override – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: MA-03-154- Inland Empire Development Services
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Design Review

PROJECT DESCRIPTION:

A drive-thru fast-food restaurant totaling 3,136 sq. ft on .71 acres net (.88 gross).

PROJECT LOCATION:

The site is east of San Gorgonio Drive, north of Alessandro Blvd. within the City of Riverside, approximately 10,000 feet north 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 II on 1986 map
 - b. Land Use Policy: See Below
 - 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 which utilized the 1983 Handbook as a guideline. 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 now superceded 1993 CalTrans Handbook. The text of the updating of the countywide Airport Land Use Compatibility Plan: 2004 has been available

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

1. The RCALUP: 1984 with 1986 Interim Boundaries for March Air Force Base
2. The Cal Trans Airport Land Use Planning Handbook: 2002
3. Draft ALUCP for Riverside County: 2004
4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposed site is located approximately 10,000 feet north of Runway 14-32. The proposal is near several approach and departure tracks and within the horizontal surface. The proposal is for a drive-thru restaurant totaling 3,136 sq. ft on .71 acres. Based on the 1984 Plan and the 1986 Interim Influence Area the site is located in Area II. Commercial uses are allowed in Area II subject to certain constraints. However, the proposed use is a 'high-risk' land use as described in the 1984 Plan. Based on the 1998/1999Draft CLUP, which includes a modified APZ II area based on the actual flight tracks, the site is located within APZ II as shown in Exhibit A. The flight tracks for March Air Reserve Base are shown in Exhibit B. According to the 1998/1999 Draft CLUP, high density uses such as multi-story buildings, high-density office uses and places of assembly, including churches, theaters, schools, and restaurants are not considered appropriate within APZ II. Based on the applicable guidelines in the 2002 Cal Trans Airport Land Use Planning Handbook the site is located in Zone 4, the Outer Approach/Departure Zone (Accident Potential Zone). Uses having moderate or higher usage intensities, such as major shopping centers, fast food restaurants, theaters and meeting halls are generally unacceptable within Zone 4.

Density and Coverage: The net area of the proposed building pad is .71 acres net or .88 gross and structural coverage is approximately 3,136 sq. ft., which is 10% of the net lot. The

proposed building occupancy is 75 persons, or approximately 105 persons per acre not including outside occupancy in the loading line, patio or parked autos. The estimated building occupancy based on the UBC is 148 persons per acre. According to the Cal Trans Handbook criteria the maximum allowable non-residential (urban) intensity in Zone 4 is 80-100 persons per acre. The Handbook lists fast-food restaurants as having a typical usage intensity of 150 people per acre (page 9-51 2004 Handbook).

Part 77: The highest elevation on the proposed site is 1,555 MSL feet and the height of the proposed structure is approximately 25 ft. The horizontal surface elevation is at 1,688 MSL ft. The runway elevation at the north end is 1,535 MSL. Any construction above an elevation of 1,635 MSL feet at this location would require FAA review.

Noise: The site has been shown to have significant noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the property to be within 65 CNEL. It is not a noise sensitive use.

Conclusion: According to the 1984 RCALUP the proposed restaurant use is a high-risk land use. According to the safety criteria contained in the Cal Trans Airport Land Use Planning Handbook and the Draft from Riverside County Airport Land Use Compatibility Plan: 2004, which consider the effect of the actual flight tracks on the Accident Potential Zones, the proposed project is inconsistent based on safety. It is the conclusion of staff that the proposed project is inconsistent based on safety and intensity of use.

RECOMMENDATION:

CONDITIONS OF OVERRIDE: Should the City override the Commission the following conditions should apply:

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 attached notice shall be provided to all potential purchasers and tenants.

APPENDIX

1984 RCALUP: The 1984 RCALUP with the 1986 map identifies the project as within AREA II and between 75 and 80 CNEL.

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." Appendix B of the Plan identifies high patronage services such as restaurants, bowling alleys, theaters and banks as high-risk land use.

Cal Trans Airport Land Use Planning Handbook:

Page 9-48 of the Cal Trans Handbook states the following regarding the use of AICUZ recommended Accident Potential Zones for military runways: "The AICUZ-recommended accident potential zones (APZs) are illustrated in Figure 9L. The depicted zones assume that flight tracks are straight in and straight-out. Where different or additional tracks are used on a regular basis, as is often the case, the APZs should be modified or expanded." Based on the attached flight track exhibit for March Air Reserve Base (Exhibit B) the flight tracks form a curved pattern to the west of the runway rather than straight in and straight-out, and a modified APZ II such as the one depicted in the 98/99 draft CLUP is necessary. The Handbook lists fast-food restaurants as having a typical usage intensity of 150 people per acre (page 9-51 2004 Handbook).

Based on the Cal Trans criteria the proposed site falls within Zone 4, the Outer Approach/Departure Zone (Accident Potential Zone). Uses having moderate or higher usage intensities, such as major shopping centers, fast food restaurants, theaters and meeting halls are generally unacceptable within Zone 4.

Riverside County Airport Land Use Compatibility Plan: 2004 The text for the update of the plan is now available and ten of the 14 airports have been completed. While no: 1) master plan, 2) forecasts for future operations or 3) proposed zones are available the outline of the safety zones are contained in the matrix on figure 2A. The description of the attributes of Zone C most likely to be applied in this area, but it could also be in Zones B-1 or D.

CASE SUMMARY:

A Notice of an override of an ALUC decision

A new state law (AB332) became effective January 1st that requires local jurisdiction that pursue an override of an ALUC Decision to: 1.) Notify the ALUC and the Aeronautics Division 45 days prior to the hearing, 2) include the proposed findings and 3) include any comments from the ALUC and agency in the final report to the local agency.

The City of Riverside's Planning Commission has proposed the findings in the attached letter of March 15th (received March 16th) 2004. Staff has included all previous components regarding this case in order to illustrate the new process and facilitate any new commissioners to the previous activity.

COMMENTS TO LETTER:

March 15, 2004

1. This information was not available to the Commission at the January hearing and is not

commonly available at the time of the hearing. ALUC agendas are advertised 10 days ahead of the hearing and staff reports of the items for the airport are normally sent to the March JPA 1 week ahead of the ALUC meeting.

2. *The site will contain more than 75 people when the cars (up to 10 with 1.5/car=15) in the loading line and the patio (400 sq. ft. 400/15 sq. ft. / person=26) area are included.*
3. *The Draft 1994 and 1998 CLUP's are no longer a useful guide since neither is in conformance with the 1983, 1994 or 2002 Handbook.*

The findings section of the Handbook and PUC 21670(a) need to be illustrated more fully in order to meet the purposes of the state legislation.

RECOMMENDATION: *That the Commission direct these comments with the attached components and anything else the commission wishes to add, to be sent to the City for inclusion in their report.*

Keith Downs indicated this is the first referral under the new law that requires any entity attempting to do an override of the ALUC's decision. The override letter was received and the ALUC's can respond with comments, but it's not mandatory. This case was a bit borderline, since then there has been more information with some more details. Staff has commented on the letter dated March 15th from the City of Riverside. The letter indicates that the March JPA is in favor of the project, that information has not been received by staff, nor was it available at the January hearing. The second is in regards to the calculation that indicates there would be 75 people at the site. This does not include the patio and the drive thru areas. Mr. Downs recommended that the comments made with the attached components be forwarded to the City of Riverside for enclosure of their report to City Council.

Hearing no further comments Chairman Stephens opened the floor for comments from the audience.

Joe Mineo, applicant came forward and indicated that he was not notified of this hearing. The override was submitted after receiving letters of favorable determination from March JPA and March Air Force Reserve, which were submitted to the City staff. Mr. Mineo indicated he was not aware of the figures that Mr. Downs pointed out for the Caltrans determination. The figures worked out were from the formula provided by staff and that is what was presented at the January hearing. Under all the guidelines of various reports restaurants are discouraged but are not prohibited. Mr. Mineo then indicated that he could meet with staff and work out the calculations to provide accurate information. B.T. Miller interjected indicating that what is before the Commission is to address comments in response to the Override by the City of Riverside and not a new consideration of the Commission's prior action.

Hearing no further comments Chairman Stephens called for questions for the applicant, hearing no response he called for a motion to be set.

ACTION TAKEN: Commissioner Goldenbaum made a motion to forward comments with exhibits to the City of Riverside for enclosure to their report. Commissioner Butler seconded the motion. Motion carried unanimously.

- R. RI-03-128 – John Nicholson – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: RI-03-128 – John Nicholson

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: General Plan Amendment and Development Agreement
for Specific Plan: Rancho La Sierra

PROJECT DESCRIPTION:

General Plan Amendment and Development Agreement

PROJECT LOCATION:

The site is situated west of Tyler Street of the westerly extension of Jurupa Ave within the City of Riverside, approximately 6,000-14,500 ft. west of Runway 26 at Riverside Airport.

Adjacent Airport: Riverside Airport
a. Airport Influence Area: Within Area of Influence Study Area
b. Land Use Policy: Extended Runway Centerline (ERC) and Traffic Pattern Zone (T PZ)
c. Noise Levels: See Below

BACKGROUND:

There is a Specific Plan (Rancho La Sierra) that was adopted in 1996 over the property, which falls under the 'exemption clause' of the adopted CLUP for Riverside Airport. That clause allows previously approved Specific Plans to be completed unless changes are requested for a higher density than the current plan allows. The conceptual project at this time is an allocation of residential density from other sites within the city to this location as indicated on the attached description. The pattern of development and the location of those homes are not depicted at this time.

MAJOR ISSUES:

Land Use: The proposed site is located approximately 6,000-14,500 feet west of Runway 9/27 and underlies the instrument approach and departure flight track. The 1998 CLUP places a portion of property inside of the Traffic Pattern Zone (TPZ) and about 120 acres within the Extended Runway Centerline (ERC). The proposed land use would be consistent with the current CLUP within this area contingent upon noise and height issues.

Part 77: The highest elevation at this site is 941 MSL ft. The runway elevation is 794 MSL at the west end of the runway. The site is within the approach, conical, horizontal and transitional surfaces. Structures exceeding 850 MSL in elevation at the eastern end location will require an FAA 7460 review. An instrument approach is over the parcel, and this site can expect overflight from aircraft entering the approaches. Part 77 height issues should not be a problem.

Noise: The site is inside the 55 CNEL contour developed for the airport with the new plan. The existing plan has noise contours that would place the project within the 60 CNEL.

DRAFT ALUCP: The new plan places the project within the C, D and E zones. Residential is not allowed in Zone C below one dwelling unit per 5 acres, but D and E allow higher density residential.

CONDITIONS:

1. *Provide Avigation Easements to the City of Riverside 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 or adoption of the Specific Plan.*
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 Specific Plan and Draft EIR shall be modified in content and graphics as indicated on the attached Exhibit A.*
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 the operation of aircraft and/or aircraft instrumentation.*
6. *The attached notice regarding proximity to the airport shall be given to each potential purchaser or tenant.*

RECOMMENDATION:

Staff would recommend the proposed changes be added to the General and Specific Plan Amendments in textual and graphic form. Until that time staff recommends that the item be continued until the inclusions and adjustments are made.

Keith Downs indicated this case is being handled in an unusual way at the City of Riverside. The applicant has gone before the City Council to get a conceptualization of whether it's appropriate to transfer significant amount of density from one location outside of the ALUC's influence area to inside the influence area. City Council has reviewed the proposal not in a hearing sense and not in a Specific Plan or with any environmental information. Once filed this would be an amendment to their Specific Plan. This project is an issue for the ALUC since a component of it is within the influence area and the exemption clause that exists at the French Valley Airport and Riverside Airport. The exemption allows a Specific Plan to be built out even if its inconsistent with the adopted plan. The reason is that the Specific Plan was adopted prior to the adoption in 1998 of the Riverside case. There are only two Specific Plans in the Riverside area one in the City and the other in the County to the north, which is all in the TPZ, which doesn't disallow much at all. Some of the issues are the existing CLUP that would indicate consistency where the new one might not. This is not an actual

case of construction or Specific Plan before this Commission it's simply inquiring information from the ALUC.

Mr. Downs then indicated that staff is recommending a continuance for one month until the entire Specific Plan is submitted for review.

Hearing no further comments Chairman Stephens called for question from the Commissioners for staff. B.T. Miller inquired if this project would be coming before the Commission again assuming the necessary changes. Mr. Downs responded positively assuming the applicant submits a full application for review of the Specific Plan.

Hearing no further response Chairman Stephens opened the floor for comments from the audience.

Roger Rahe came forward and voiced his approval of the project.

Mr. Downs then recommended continuing the proposed project for about a month and if no communication is received removing it from calendar.

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

ACTION TAKEN: Commissioner Goldenbaum made a motion of continuance for the next schedule meeting. Vice Chairman Hogan seconded the motion. Motion carried unanimously.

VI. ADMINISTRATIVE ITEMS

A. Vacancy Status

Keith Downs indicated having three nominations for two positions that will go out next week for voting. Mr. Smith from the Bermuda Dunes Airport has nominated an individual, the County has nominated Mr. Stephens again and Simon Housman, who has been in the Palm Springs Aviation Commission and is a real estate attorney has submitted his application.

B. ALUP Meeting Schedule and Location

A calendar will be created of some likely times to be scheduled in June. The Commissioners will be receiving new documents of the draft plans. Mr. Downs then informed the Commission of insufficient funds for the completion of the plan and it could cause it to move at a slow pace.

C. MARB Status

March Air Reserve Base has not received a contract from the Department of Defense Office of Economic Assistance for their grant, but did receive verbal approval approximately two months ago.

VII. ORAL COMMUNICATION FROM THE PUBLIC ON ANY ITEM NOT ON THE AGENDA.

None

IX. COMMISSIONER'S COMMENTS

X. Adjournment: Chairman Stephens adjourned the meeting at 10:25 A.M.

NEXT REGULARLY SCHEDULED MEETING: May 13, 2004 at 9:00 a.m., Riverside