

AIRPORT LAND USE COMMISSION

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

THURSDAY, January 13, 2005
9:00 A.M.

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on January 13, 2005 at the Riverside County Administration Center, Board Room.

COMMISSIONERS PRESENT: Dave Hogan, Vice Chairman
Simon Housman
Mark Lightsey
Arthur Butler
June Stephens, Alternate
Kathy Rohm, Alternate

COMMISSIONERS ABSENT: Ric Stephens, Chairman
Sam Pratt
Jon Goldenbaum
Marge Tandy

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

OTHERS PRESENT: Barry Burnell
Mathew Fagan

- I. CALL TO ORDER: The meeting was called to order at 9:00 a.m. by Vice Chairman Hogan.
- II. SALUTE TO THE FLAG.
- III. ROLL CALL was taken.
- IV. APPROVAL OF MINUTES FOR: October 14, 2004, November 18, 2004 and December 9, 2004.

October 14, 2004: Chairman Stephens called for questions from the Commissioners, hearing no response he called for a motion to be set.

ACTION TAKEN: Commissioner Butler made a motion to approve the minutes. Commissioner Tandy seconded the motion. Motion carried unanimously.

November 18, 2004 and December 9, 2004: Due to the minutes not being available Vice Chairman Hogan Continued the minutes to the next scheduled hearing.

***CONSENT ITEMS:**

Keith Downs opened the consent items schedule for 9:00 a.m.

Keith Downs indicated the consent items would be voted for consistency unless any of the Commissioners or any one from the audience has questions on an item. The item will be pulled and addressed separately, otherwise it will be voted as one and no further discussion will be made.

Consent items; FV-04-112 T&B Planning, FV-04-113 Ted Weggeland, RI-04-135 Canty Engineering, RI-04-136 Jami & John West, BD-04-112 RHL Design Group, and Continuance for FV-04-111 T&B Planning.

Vice Chairman Hogan called for questions from the Commissioners. Hearing no response Vice Chairman Hogan opened the floor for comments from the audience, hearing no reply he called for a motion to be set.

ACTION TAKEN: Commissioner Lightsey made a motion of consistency for the consent items and continuance for FV-04-111. Alternate Stephens seconded the motion. Motion carried unanimously.

V. OLD BUSINESS

MARCH AIR RESERVE BASE

9:00 A.M.

A. MA-04-144 – Pinnacle Real Estate Holdings, Inc. – Keith Downs requested continuance on the item pending a 7460 review.

CASE NUMBER: MA-04-144 (revision to MA-02-145) Travel Zone
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: CUP 3370

PROJECT DESCRIPTION:
A Conditional Use Permit for a full service travel stop with retail on approximately 11.5 acres and a sign 70’ high.

PROJECT LOCATION:
The site is situated south of Cajalco Road and west of Harvill Ave., within the County of Riverside, approximately 9,000 ft. south of the south end of RWY 14/32 March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port
a. Airport Influence Area: Within Area of Influence Study Area
b. Land Use Policy: Influence Area II
c. Noise Levels: See Below

BACKGROUND:
The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The

original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

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

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

Since we have not adopted the CLUP for MARB, we will utilize three 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. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base
4. Draft 2004 ALUCP

MAJOR ISSUES:

Land Use: The proposed site is located approximately 9,000 feet south of Runway 14-32. The proposal is for a Conditional Use Permit on 11.5 acres. The proposed use includes a truck stop with retail. The proposal is near one flight track and within the conical surface. The current generalized flight tracks are described in the AICUZ report and are on Exhibit B.

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

Density and Coverage: The proposed site is 11.5 acres (net). The proposal includes 31,789 sq. ft of buildings and about 54,000 sq. ft. of canopies on 11.5 acres. The structural coverage for the structure will be less than 22%.

Part 77: The elevation at the site is approximately 1,509-1,525 feet. The height of the tallest building is 22.5 ft. The runway end is at 1488MSL and any structures over 1,578 MSL feet in elevation will require an FAA 7460 review. The sign will be over that elevation Part 77 obstruction criteria are a concern with this project.

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 55 CNEL. Previous AICUZ indicated that the noise level was as high as 60CNEL. 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. *An FAA Part 77 review shall be accomplished and any conditions required shall be met.*
3. *The following uses shall be prohibited:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
4. *The above ground storage of explosives or flammable materials shall be prohibited.*

RECOMMENDATION: *October 14, Staff recommended a continuance until the FAA review is complete.*

November 18, 2004: *The FAA review is not complete and the case must be continued until December 9, 2004.*

December 9, 2004: *The FAA review is not complete and the case must be continued until January 13, 2005.*

January 13, 2005: *As of the date of the staff report (Jan 6) we have not received the FAA review, but the applicant has indicated that the FAA report is imminent. Continue to Feb 10, 2005.*

Vice Chairman Hogan called for questions from the Commissioners. Hearing no response, Vice Chairman Hogan opened the floor for comments from the audience, hearing no reply he called for a motion to be set.

ACTION TAKEN: Commissioner Lightsey made a motion to continue the item to the next schedule hearing. Alternate Stephens seconded the motion. Motion carried unanimously.

- B. MA-04-154 – McCanna Hills – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: MA-04-154 – McCanna Hills
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Specific Plan 246 Amendment 1, Parcel Map 32438, 32439 and 32591, and EIR Addendum

PROJECT DESCRIPTION:

The proposal is a Specific Plan Amendment, Parcel Maps and EIR Addendum for a project that will include a maximum of 3,210 residential units, along with open space, commercial, educational and recreational uses on 1,156.82 acres.

PROJECT LOCATION:

The site is located east of Interstate 215 and south of SR60 in the County of Riverside, from approximately 21,000 to 32,000 feet southeast of Runway 14/32 at March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

a. Airport Influence Area: Portion Within Area of Influence Study Area

b. Land Use Policy: Influence Area III

c. Noise Levels: See Below

BACKGROUND:

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

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

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted.

We utilize four resources for our review:

1. The RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. The current CalTrans Airport Land Use Planning Handbook: 2002
3. Draft ALUCP for Riverside County: 2004
4. Noise Data from the Air Installation Compatibility Use Zone (AICUZ) Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposed site is located from approximately 21,000 to 32,000 ft. southeast of Runway 14/32. The proposal is within the outer horizontal surface. The current generalized flight tracks are described in the AICUZ report and are on the attached flight tracks exhibit. The proposal is a Specific Plan Amendment, Parcel Maps and an EIR Amendment for a mixed-use development, to include a maximum of 3,210 residential units, with open space, commercial, educational and recreational uses on 1,156.82 acres. The development is an amendment to SP246, which was adopted in 1994. The proposal includes 671 acres of residential development, 49 acres of commercial/mixed use development, 43 acres of parks, 20 acres of schools, 282.6 acres of natural open space and 43 acres for project roadways.

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 western portion of the site is within Area III, as shown on the attached MARB Influence Area exhibit. Based on the Specific Plan exhibits, Planning Areas 1 through 6, 8, 9,

11, 12, 17 and a portion of Planning Areas 10, 13, 14, 18, 27B, 27C and 30 are located within Area III. These Planning Areas include residential uses, open space, parks and a school/alternate residential use (Planning Area 13). The remainder of the site is outside of the influence area boundary, based on the 1986 interim boundaries for March Air Reserve Base. Area III allows commercial, residential, industrial and agriculture contingent upon noise and height issues.

Density and Coverage: Based on the information submitted by the applicant, the specific pattern of development and configuration of the homes are not depicted at this time.

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

Part 77: The highest elevation on the site is 1,908 MSL. The runway elevation is 1,488 MSL at the south end. In order to be an obstruction, a structure would need to exceed 2088 MSL feet in elevation. Part 77 obstruction criteria is not a concern.

Conclusion: The Land Use Plan for Specific Plan 246A1, Parcel Maps 32438, 32439 and 32591, and the EIR Addendum appear to be generally consistent with the RCALUP subject to certain conditions, however, the changes and additions to the Specific Plan and Environmental Analysis listed in Appendix A are necessary.

The applicant submitted sections of the modified Environmental Analysis and Amended Specific Plan (attached), in which most of the items listed in Appendix A were addressed. The applicant has highlighted those portions of the attached Environmental Analysis and Amended Specific Plan that have been modified from the original text. The applicant also provided the attached "Exhibit Responses to Appendix 'A' Items". Staff has advised the applicant that an estimate of the population density within the commercial uses needs to be included in the modified Specific Plan text, and reference to the impacts of safety and noise based on the Cal Trans 2002 California Airport Land Use Planning Handbook should be included in the Environmental Analysis. The applicant is working on the remaining modifications as advised by staff. The remaining modifications required by the applicant are included in the Conditions listed in this staff report.

A copy of the Amended Specific Plan was submitted by the applicant to Cal Trans Division of Aeronautics and the Airport Operator. Cal Trans Aeronautics indicated that the proposed school site is subject to a school site investigation process, pursuant to Education Code 17215 and should be coordinated with the Cal Trans Aviation Safety Officer.

RECOMMENDATION: Staff recommends a finding of consistency for the proposed project, subject to the Conditions listed below.

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 of Airport in Vicinity shall be given to all prospective buyers and tenants.*
 7. *No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. An FAA 7460 review shall be completed for any structure of a height that would exceed a 100:1 slope from the end of the runway.*
 8. *The modified text to the Specific Plan Amendment and/or Environmental Analysis submitted by the applicant shall be further modified to include the following:*
 - a. *An estimate of the anticipated population density within the commercial uses.*
 - b. *A reference to the impacts of safety and noise based on the Cal Trans 2002 California Airport Land Use Planning Handbook.*

APPENDIX A (From 12/09/04 Staff Report)

The following shall be incorporated into the text and exhibits for Specific Plan 246A1 and the Environmental Analysis:

1. *Provide a detail of the proposed density within the commercial areas, along with the estimated number of children at the proposed school in Planning Area 13.*
2. *Using the Lakeview/Nuevo Area Plan exhibit from the Riverside County Integrated Plan show the project site in relation to the Airport Influence Area (See Figure 5 of Lakeview/Nuevo Area Plan – March Air Reserve Base Influence Policy Area).*
3. *Include a discussion of the effect of aircraft noise from March Air Reserve Base on the proposed development in the noise analysis.*
4. *Include in the Environmental Analysis an evaluation of the impacts of safety and noise using the Cal Trans 2002 California Airport Land Use Planning Handbook, pursuant to CEQA.*
5. *Incorporate Conditions 1 through 7 of the Staff Report, along with any other conditions*

approved by the ALUC.

Beverly Coleman indicated modifications were submitted by the applicant and those have been distributed to the Commissioners.

Beverly Coleman called for the applicant to come forward and present the case.

Mathew Fagan, came forward indicating in-concurrence with the conditions of approval. Mr. Fagan then requested deletion of condition #8 items "A" and "B".

Vice Chairman Hogan inquired if the items in #8 have been integrated into the Specific Plan. Beverly Coleman responded positively.

Hearing no further comments Vice Chairman Hogan called for further questions from the Commissioners. Hearing no response Vice Chairman Hogan opened the floor for comments from the audience, hearing no reply he called for a motion to be set.

ACTION TAKEN: Commissioner Housman made a motion of consistency, subject to staffs conditions of approval and recommendations. Alternate Stephens seconded the motion. Motion carried unanimously.

Vice Chairman Hogan indicated condition #8 being included in the motion because it is unsure where it would appear in the text.

NEW BUSINESS

FRENCH VALLEY AIRPORT

9:00 A.M.

A. FV-04-111 – T&B Planning – Continued item see page 2

CASE NUMBER: FV-04-111 – T & B Planning
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Tract Map 32289
PROJECT DESCRIPTION:

A Tract Map for 197 single family residential lots, along with street improvements, open space and detention basin on approximately 81.87 acres.

PROJECT LOCATION:

The site is located north of Thompson Road, east of Briggs Rd. within the County of Riverside, from approximately 8,000 to 10,700 ft. north of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

Adjacent Airport: French Valley
a. Airport Influence Area: Zone C, D and E
b. Noise Levels: Outside of 55 CNEL

MAJOR ISSUES:

Land Use: *The proposal is for a Tract Map to subdivide 81.87 acres into 197 residential lots, along with street improvements, open space and detention basin. As shown on the attached Compatibility Factors Map, the northern portion of the site is located within Zone E, and the*

southern portion of the site is within Zones C and D. Zone C allows residential density less than or equal to .2 units per acre. Zone D allows density less than or equal to .2 units per acre or greater than or equal to 5 units per acre. Zone E allows any density. The residential density of the portion of the site within Zones C and D, excluding streets and open space, is approximately 4.8 units per acre. The proposed residential density for the entire development, excluding streets and open space is 4.34 units per acre.

Part 77: The building pad elevations on the property range from 1,362 MSL at the south end to 1,403 MSL at the north end of the site, and the structures are not expected to exceed 35 feet. The highest point on the parcel is at 1,430.5 MSL. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 70 feet in height or of a height exceeding a 100:1 slope from the end of the runway require FAA review. At a 100:1 slope from the runway to the south end of the site, structures exceeding 1,427 MSL in elevation would require FAA 7460 review.

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

Conclusion: The proposal as submitted is inconsistent with the French Valley Airport Land Use Compatibility Plan because the proposed dwelling units within Zones C and D do not meet the residential density standards for Zones C and D.

RECOMMENDATION: Staff recommends a finding of inconsistency of the project with the French Valley Airport Land Use Compatibility Plan, based on the findings that the residential units within Zones C and D do not meet applicable density standards.

Should the County wish to override the ALUC findings the following conditions should be utilized, and PUC 21670(a) should be followed per the attached information regarding overrides of Airport Land Use Commission decisions. Utilization of these conditions will not make the project consistent.

CONDITIONS:

1. Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45 CNEL-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).
4. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract 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.
5. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. An FAA 7460 review shall be completed for any structure of a height exceeding a 1:100 slope from the end of the runway.
 7. An analysis of the detention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.
 8. The attached Notice shall be given to each prospective buyer or tenant.

B. FV-04-112 – T&B Planning – Consent item see page 2

CASE NUMBER: FV-04-112 – T & B Planning
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Tract Map 32290
PROJECT DESCRIPTION:

A Tract Map for 808 single-family residential lots, along with street improvements, school, park area and detention basin on approximately 268 gross acres.

PROJECT LOCATION:

The site is located north of Thompson Road, east of Briggs Rd. within the County of Riverside, from approximately 10,700 to 15,900 ft. north of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

Adjacent Airport: French Valley
 a. Airport Influence Area: Zone D and E
 b. Noise Levels: Outside of 55 CNEL

MAJOR ISSUES:

Land Use: The proposal is for a Tract Map for 808 residential lots, along with street improvements, school, park and detention basin on approximately 268 gross acres. As shown on the attached Compatibility Factors Map, the site is located within Zones D and E. Zone D allows residential density less than or equal to .2 units per acre or greater than or equal to 5 units per acre. Zone E allows any density. The proposed residential density for the entire development, excluding streets and open space is 5.2 units per acre.

Part 77: The building pad elevations on the property range from 1,384 MSL at the south end to 1,426 MSL at the north end of the site, and the structures are not expected to exceed 35 feet. The highest point on the parcel is at 1,430.5 MSL. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 70 feet in height or of a height exceeding a 100:1 slope from the end of the runway require FAA review. At a 100:1 slope from the runway to the south end of the site, structures exceeding 1,454 MSL in elevation would require FAA 7460 review.

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

Conclusion: *The proposal as submitted is consistent with the French Valley Airport Land Use Compatibility Plan.*

RECOMMENDATION: *Staff recommends a finding of consistency of the project with the French Valley Airport Land Use Compatibility Plan, subject to the Conditions listed below.*

CONDITIONS:

1. *Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.*
2. *Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45 CNEL-decibel levels.*
3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*
4. *The following uses shall be prohibited:*
 - (a) *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - (b) *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - (c) *Any use which would generate smoke or water vapor or which would attract 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.*
5. *No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. An FAA 7460 review shall be completed for any structure of a height exceeding a 1:100 slope from the end of the runway.*
6. *The attached Notice shall be given to each prospective buyer or tenant.*
7. *An analysis of the detention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.*

C. FV-04-113 – Ted Weggeland – Consent item see page 2

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| CASE NUMBER: | <u>FV-04-113 – Ted Weggeland</u> |
| APPROVING JURISDICTION: | City of Murrieta |
| JURISDICTION CASE NO.: | GPA 02-405, CZ 02-405 and TM 31878 |

PROJECT DESCRIPTION:

A General Plan Amendment from SFI to ERI, Change of Zone from SFI to ERI- 1 and 3 and Tract Map to subdivide 91 acres into 114 residential lots and 3 open space and detention facilities.

PROJECT LOCATION:

The site is located north of Hunter Road and west of Calle De Amor in the City of Murrieta approximately 7-8,000 ft., west of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

*Adjacent Airport: French Valley
a. Airport Influence Area: Zone E
b. Noise Levels: Outside of 55 CNEL*

MAJOR ISSUES:

Land Use: *The proposal is for a Tract Map to subdivide 91 acres into 114 residential lots. Zone E allows any density.*

Part 77: *The building pad elevations on the property range from 1,258 to 1,323 MSL and the structures are not expected to exceed 30 feet. The horizontal surface is at 1,500 MSL and the runway elevation is 1,340 MSL at the south end. Structures exceeding 1,410 MSL in elevation will require FAA 7460 review. The highest point on the parcel is at 1,355 MSL*

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

Draft plan: The new plan has the site within zone E that allows residential with any density of use.

Conclusion: *The proposal is consistent with the French Valley Airport Land Use Compatibility Plan subject to the following conditions of approval:*

CONDITIONS OF APPROVAL:

1. *Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.*
2. *The attached Notice shall be given to each prospective buyer or tenant.*
3. *No obstruction of the "FAR Part 77 Conical Surface" shall be permitted.*
4. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*
5. *The following uses shall be prohibited:*
 - (a) *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an*

airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (d) Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.

6. An FAA 7460 review shall be completed for any structure exceeding 1,410 MSL

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

D. RI-04-135 – Cauty Engineering – Consent item see page 2

CASE NUMBER: RI-04-135-Cauty Engineering
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: GPA, Change of Zone and Plot Plan

PROJECT DESCRIPTION:

The project is a 32-unit apartment complex consisting of 22,603 sq. ft. on approximately 1.59 acres.

PROJECT LOCATION:

The site is located at 3725 and 3743 Jefferson Street, south of Magnolia, in the City of Riverside, approximately 7,700 feet southeast of Runway 9-27 for Riverside Municipal Airport.

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 7,900 feet southeast of Runway 9-27. The proposed site is within the Traffic Pattern Zone of the Riverside Municipal Airport Influence Area. The project is a 32-unit apartment complex consisting of 22,603 sq. ft. on approximately 1.59 acres. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The structural coverage of the proposed site will be less than 40% of the net lot area.

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 overflying aircraft.

Part 77: The highest elevation on the proposed site is approximately 800 MSL and the height of the tallest structure is less than 35 feet. The runway elevation is 816 MSL at the east end. The site is within the horizontal surface elevation of 966 MSL.

DRAFT PLAN: *The DRAFT ALUP places the site with Zone D. Zone D allows a residential density less than or equal to .2 units per acre or greater than or equal to 5 units per acre. The proposed density of the site is 20 units per acre, which is consistent under the draft plan .*

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

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. All lighting plans should be reviewed and approved by the airport manager prior to approval.*
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.*

E. RI-04-136 – Jami & John West – Consent item see page 2

CASE NUMBER: RI-04-136 – Jami & John West
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: CUP 30-845

PROJECT DESCRIPTION:

To use two existing single family structures for a preschool.

PROJECT LOCATION:

The site is located at 3981 and 95 Madison Ave., south of Arlington Ave., within the City of Riverside, approximately 7,400 ft. southeast of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

- a. Airport Influence Area: TPZ and ERC
- b. Noise Levels: Outside 55 CNEL

MAJOR ISSUES:

Land Use: The proposed site is located approximately 7,400 ft. southeast of Runway 9-27. The proposal is within the TRAFFIC PATTERN ZONE and EXTENDED RUNWAY CENTERLINE of the Riverside Municipal Airport Influence Area. The proposal is for a preschool for 40 students with eight staff in existing homes. Structural coverage for the site, including existing and proposed structures is less than 25% of the net area. The lot size is 1.05 acres. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest elevation at the site is approximately XXX MSL feet and the height of the structure is approximately 35 feet. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the east end of Runway 9-27 is 815 MSL. Part 77 obstruction criterion is not a concern.

Noise: The site is outside of the 55 CNEL contour for the airport. The proposed use is an acceptable use with the appropriate mitigation for noise.

DRAFT PLAN: The new DRAFT ALUP places the site within Zone C which has a limit of 75 people /acre and prohibits day care facilities, but may meet the requirements for infill.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport (951-351-6113).
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.

F. BD-04-112 – RHL Design Group – Consent item see page 2

CASE NUMBER: BD-04-112 – RHL Design Group
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: CUP 3446

PROJECT DESCRIPTION:

The project is a Conditional Use Permit for 17,272 sq. ft. of retail on 1.84 acre.

PROJECT LOCATION:

The site is located on the south side of Wildcat Road west of Washington Street in the County of Riverside, approximately 7,800 ft. northwest of Runway 10-28 at the Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport

Land Use Policy:

- a. Airport Influence Area: Area D and a portion of C
b. Noise Levels: Portion inside 55 dB CNEL

MAJOR ISSUES:

LAND USE: The proposal is for retail located approximately 7,800 feet northwest of the west end of Runway 10-28 at Bermuda Dunes Airport. The proposal is within Area C and D of the Airport Influence Area. The area of the proposed buildings is 17,272 sq. ft. and the lot area is approximately 1.84 acre (net). Structural coverage will be less than 22% of the net area.

NOISE: The site will be subject to aircraft noise of some annoyance. Most of the site is inside of the 55 CNEL according to the current noise study.

PART 77: The highest elevation at the site is 104 MSL and the height of the tallest structure is approximately 25 ft. The airport elevation is 73 MSL. At a distance of 7,800 ft. from the runway, proposed structures exceeding 151 MSL will require an FAA 7460 review.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to the Bermuda Dunes Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels in the office portions of the building.
3. The following uses shall be prohibited:

- a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract a large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.*
- 4. *The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.*
 - 5. *The applicant shall complete an FAA 7460 review for any structures over 151 MSL in height prior to building permits and implement any conditions required.*

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

VII. ADMINISTRATIVE ITEMS

A. ALUCP Update

Keith Downs indicated status for Chino airport has not changed awaiting two biological reports scheduled to start in late spring.

In regards to phase II funding staff is moving forward assuming the \$50,000 will not be received due to the states' criteria to complete everything in the contract and three airports are pending. Depending on the next three plans', which are Riverside, Palm Springs and Jacqueline Cochran ALUC might break even.

Staff had a conference phone call on December 16th with Ken Brody and staff from both cities Riverside and Palm Springs. The cities have agreed to respond by January 18th in order for staff to have a response to their request.

Staff Report for February for the Jacqueline Cochran Regional Airport ALUCP was mailed to the Commission. Letters and staff reports have been sent to the County and cities affected. Also, there is a large Specific Plan (Kohl Ranch) that will be negatively and positively affected by the new Master Plan and the ALUCP. Staff has also sent staff report to the contact associated with the Specific Plan.

The status for the Hemet Ryan Airport has not changed and County is not moving forward with the EIR.

Keith Downs then indicated the contract with Mead & Hunt may terminate February 10th. Mr. Downs requested re-negotiation of the contract for additional services.

Vice Chairman Hogan called for questions from the Commissioners. Hearing no response he called for a motion to be set.

ACTION TAKEN: Vice Chairman Hogan made a motion for staff to pursue amending the contract for another year with Mead & Hunt. Alternate Stephens seconded the motion.

B. MARB Status: Review of Existing CLUP and proposal

Keith Downs indicated binders had been prepared and distributed for the Commissioners to refer to as things evolve. Mr. Downs briefed the Commission on the information of some of the history and issues contained in the binders.

C. Rules for ALUC

Due to the new plan new rules are required and those By Laws have been distributed to the Commissioners. The old rules regurgitate a lot of state law versus the new rules, which are simpler and clearer. The new rules are being introduced to the Commission at this time, although staff will continue using the older rules at this point. It will be about two months before staff recommends the new rules for discussion.

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

None

IX. COMMISSIONER'S COMMENTS

X. Adjournment: Vice Chairman Hogan adjourned the meeting at 10:15 A.M.
NEXT REGULARLY SCHEDULED MEETING: February 10, 2005 at 9:00 a.m., Indio.