



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 a.m., April 10, 2008

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Glen Holmes
Hemet

Melanie Fesmire
Indio

STAFF

Director
Ed Cooper

John Guerin
Brenda Ramirez
Sophia Nolasco
Barbara Santos

County Administrative Center
4080 Lemon St., 9th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the Plan. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: NEW BUSINESS

ITEMS FOR WHICH STAFF RECOMMENDS CONSISTENCY UNDER ONE MOTION UNLESS A COMMISSION MEMBER OR MEMBER OF THE PUBLIC DESIRES TO DISCUSS THE MATTER.

CHINO AIRPORT

- 2.1 ZAP1007CH08 – SC Eastvale Development Corp. (Representative: Albert A. Webb Associates) – County Case Nos. GPA 00887 (General Plan Amendment), CZ 07589 (Change of Zone), and TR 35751 (Tract Map). A proposal to change the land use designation from Medium Density Residential (2 to 5 dwelling units per acre) to High Density Residential (8 to 14 dwelling units per acre) on 19.52 acres located southerly of Schleisman Road and easterly of Cucamonga Creek in the unincorporated Riverside County community of Eastvale, to change the zoning of the property from A-2-1 (Heavy Agriculture, one acre minimum lot size) to R-3 (General Residential), and to subdivide the property into 24 lots for the establishment of 240 condominium units. Airport Area III (Proposed Airport Zone D). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT

RIVERSIDE MUNICIPAL AIRPORT

2.2 ZAP1036RI08 – City of Riverside – City Case Nos. P07-0686 (General Plan Amendment) and P07-0685 (Rezoning). A proposal to amend the General Plan designation of three parcels located on the north side of Gould Street, easterly of Jones Avenue and westerly of Tyler Street, and one parcel located on the south side of Gould Street in the same block, from High Density Residential to Medium Density Residential. A proposal to change the zoning in an area located southerly of Arlington Avenue and westerly of Tyler Street as follows: (1) from R-3-2500 to RR on two parcels with 18 dwelling units each on the west side of Jones Avenue; (2) from R-3-1500 to RR on 12 parcels located southerly of Gould Street, easterly of Jones Avenue and on 2 parcels located northerly of Gould Street, easterly of Jones Avenue; and (3) from R-3-1500 to R-1-7000 on 3 parcels located northerly of Gould Street, easterly of Jones Avenue. Airport Zones D and E. ALUC Staff Planner: Brenda Ramirez, Ph: (951) 955-0873, or E-mail at brramire@rctlma.org.

Staff Recommendation: CONSISTENT

3.0 **PUBLIC HEARING:**
OLD BUSINESS

BERMUDA DUNES AIRPORT

3.1 ZAP1022BD07 – (Representative: Coachella Valley Engineers) – County Case No. PP22915 (Plot Plan) – A proposal to develop a 19,388 square foot industrial/office building for multi-tenant use (7,388 square feet to be basement area, primarily underground parking) on 0.66-0.70 acres located on the south/southwesterly side of Country Club Drive, north/northeasterly of Bermuda Dunes Airport, easterly of Adams Street, and westerly of Jefferson Street in the unincorporated Riverside County community of Bermuda Dunes. Airport Zones A and B2. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE OFF CALENDAR

RIVERSIDE MUNICIPAL AIRPORT

3.2 ZAP1031RI07 – Riverside Auto Auction/Manheim Auto Auction (Representative: Kimley-Horn Associates, Inc.) – City Case No. P07-1121 (Conditional Use Permit). (Associated with Design Review Case No. P07-1123). A proposal to add 4,740 square feet of additional floor space to an existing building located on an 8-acre parcel with an address of 6446 Fremont Street. The property is on the west side of Fremont Street, northerly of Central Avenue, in the City of Riverside. Airport Zones B2 and D. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE TO MAY 8, 2008

4.0 **PUBLIC HEARING:**
NEW BUSINESS

JACQUELINE COCHRAN REGIONAL AIRPORT

- 4.1 ZAP1006TH07 – Christ is Salvation Church (Representative: Gabriel Lujan and Associates) – County Case No. PP22980 (Plot Plan) – A proposal to establish a 42,250 square foot, two-story church building, with a 6,400 square foot maintenance/storage building and a 1,440-1,500 square foot caretaker’s quarters, on 5 acres located on the west side of Olive Street, southerly of Church Street and northerly of 57th Avenue, in the unincorporated Riverside County community of Thermal. The church building is proposed to include sixteen classrooms, two multi-purpose rooms, and a 649 seat sanctuary. Airport Zone D. (Originally considered on November 8, 2007). ALUC Staff Planner: John Guerin at (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: INCONSISTENT

BERMUDA DUNES AIRPORT

- 4.2 ZAP1026BD08 – Clinton Street Business Partners, LLC and Chalmers Corp. (Representative: De Palatis Associates, Inc.) – City Case Nos. DR 07-5-262 (Design Review) and PM 07-5-360 (Parcel Map). A proposal to develop “Clinton Freeway Business Park”, a mixed use business park with 324,010 square feet of building area in 19 buildings on a 21.59-22.08 acre site located northerly of Interstate 10, westerly of Clinton Street, and easterly of the All-American Canal flood control channel in the City of Indio. The parcel map proposes to divide the property into 19 lots so as to allow each building to be located on a separate lot. Airport Zones C and D. ALUC Staff Planner: John Guerin at (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: INCONSISTENT

MARCH AIR RESERVE BASE

- 4.3 ZAP1048MA08 – Coudures Family Limited Partnership (Representative: Kelly Buffa) – City Case Nos. SP05-0423 (Specific Plan), GPA 08-03-0007 (General Plan Amendment), ZC 08-03-0008 (Change of Zone). “Harvest Landing.” A Specific Plan proposing 1,860 residential dwelling units (predominantly in areas with densities of 12 or more dwelling units per acre), 88.5 acres of business uses, 25 acres of parks, an 11.1-acre lake, paseos, a recreation center, roads, and drainage/detention areas within a 341-acre master planned community located easterly of Interstate 215, southerly of Placentia Avenue, westerly of Perris Boulevard, and northerly of Nuevo Road in the City of Perris, with a General Plan Amendment from Business Park and Community Commercial to Specific Plan and a change of zone from Light Agriculture and Community Commercial to Specific Plan. Airport Areas II and III. ALUC Staff Planner: John Guerin at (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: INCONSISTENT

- 4.4 ZAP1020MA06 – The Coudures Family Ltd, Partnership (Representative: Kelly Buffa) – Tentative Parcel Map No. 35087 – A proposal to divide 35.51-36.19 acres located westerly of Indian Avenue, southerly of Orange Avenue, and easterly of Interstate 215 in the City of Perris into two lots, with the proposed smaller lot being 2 acres in area and including the existing residence at 2364 Indian Avenue. Airport Area II. ALUC Staff Planner: John Guerin at (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: INCONSISTENT

5.0 **ADMINISTRATIVE ITEMS**

- 5.1 Election of Officers
- 5.2 Vista Santa Rosa
- 5.3 SB1118
- 5.4 Hemet Ryan Subcommittee Meeting

6.0 **APPROVAL OF MINUTES**

March 13, 2008

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

8.0 **COMMISSIONER’S COMMENTS**

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: April 10, 2008

CASE SUMMARY:

CASE NUMBER: ZAP1007CH08 – SC Eastvale Development Corporation

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: GPA00887 (General Plan Amendment), CZ07589 (Change of Zone), and TR35751 (Tentative Tract Map No. 35751)

MAJOR ISSUES:

The project is consistent with the proposed density criteria of the Draft Chino Airport Land Use Compatibility Plan, but the project is deficient in its provision of open areas that would be required in Airport Zone D if the Chino Plan were adopted. However, the site is adjacent to Cucamonga Creek flood control channel, which constitutes an open area. The project is consistent with the 1984 Riverside County Airport Land Use Plan.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY with the 1984 Riverside County Airport Land Use Plan, subject to the conditions included herein. Staff also recommends APPROVAL, based on the findings specified in Section 21675.1 of the Public Utilities Code, given the adjacency of the 200-foot-wide channel.

PROJECT DESCRIPTION:

General Plan Amendment Case No. 887 proposes to change the land use designation on 19.52 acres from Medium Density Residential [MDR] (2 to 5 dwelling units per acre) to High Density Residential [HDR] (8 to 14 dwelling units per acre) on a 19.52-acre site. Change of Zone Case No.7589 proposes to change the zoning of the property from A-2-1 (Heavy Agriculture, one acre minimum lot size) to R-3 (General Residential). Tentative Tract Map No. 35751 proposes to divide the property into 24 lots for the establishment of 240 condominium dwelling units/lots.

PROJECT LOCATION:

The site is located southerly of Schleisman Road and easterly of Cucamonga Creek (in the area westerly of Archibald Avenue) in the community of Eastvale in unincorporated Riverside County, approximately 8,100 feet southeasterly of the easterly terminus of Runway 8R-26L at Chino Airport.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan

- Adjacent Airport: Chino Airport (County of San Bernardino)
- a. Airport Influence Area: Within Adopted Study Area
- b. Land Use Policy: Airport Zone D on Draft Plan; outside Referral Areas “A” and “B” on 1991 San Bernardino County Plan; outside Area B on maps on file at ALUC
- c. Noise Levels: Outside 65 CNEL contour on 1991 Plan and outside ultimate 55 CNEL contour on Draft Plan.

BACKGROUND:

Analysis Relative to 1984 Riverside County Airport Land Use Plan

An Airport Influence Area has been established for the portions of Riverside County in the vicinity of Chino Airport, but Riverside County Airport Land Use Commission never officially adopted a Comprehensive Land Use Plan (CLUP) for Chino Airport. This may have been due to the fact that this portion of Riverside County was almost exclusively in agricultural use until the late 1990s, when land values and housing demand led to the dairy and other agricultural lands being sold to make way for housing development. To a certain extent, Riverside County has relied on the Plan prepared by San Bernardino County to determine areas that would be the equivalent of Area I or Area II areas as defined by the 1984 Riverside County Airport Land Use Plan. Staff has no reason to believe that this property should be considered to be within Area I or Area II. Area I would not be recommended for residential use, while Area II restricts residential development to one dwelling unit per 2½ acres. Area III requires aviation easements for all uses. The height of aviation easements will be from 150 feet above runway ground level elevation. The 1984 Plan also addresses noise attenuation; however, special attenuation for aircraft noise is not required in this case because the site is located outside the 55 CNEL contour and normal construction is generally sufficient to reduce exterior noise by at least 15 dB. A condition requiring an aviation easement to Chino Airport is included herein.

Analysis Relative to Draft Chino Airport Land Use Compatibility Plan

Residential Density: The site is located entirely in proposed Airport Zone D. In the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, residential density in Airport Zone D is restricted to either a rural density not exceeding one dwelling unit per five acres or an urban density of not less than five dwelling units per net acre. Intermediate densities (less than five dwelling units per acre net and more than one dwelling unit per five acres gross) are prohibited in Airport Zone D. The density of this project is an urban density greater than ten dwelling units per acre, which is clearly consistent with Draft Chino Airport Land Use Compatibility Policies.

Prohibited and Discouraged Uses: The applicant does not propose any prohibited uses (highly noise-sensitive outdoor nonresidential uses and hazards to flight) or discouraged uses (children’s schools, hospitals, and nursing homes) within the project.

Open Area: Airport Zone D requires that 10% of major projects (ten acres or larger in area) be set aside as open land that could potentially serve as emergency landing areas. The proposed project does not meet this criterion. The “open space calculation” on the grading plans appears to indicate that 14.11 acres of the 19.52-acre site would be in open space, but this calculation includes back yards and courtyards. There are two areas that are distinct from the residential development: a 29,273 square foot recreation center area and a 23,183 square foot water quality basin. The recreation center will ultimately accommodate a structure. The water quality basin and surrounding roads could theoretically provide for a 39,000 square foot open area, but its practicality for emergency landing purposes would be questionable, given the three-foot high retaining walls in the basin. Fortunately, the site is adjacent to Cucamonga Creek Flood Control Channel. The portion of the channel directly southerly of Schleisman Road and extending south beyond the southerly boundary of this property is 12.75 acres in area and has a width of 200 feet. The half-width of the portion directly adjacent to the site is 2.88 acres in area, which would meet the 10 percent requirement if included in the property’s gross area.

Noise: The site underlies the traffic pattern envelope, within which approximately 80 percent of aircraft overflights are estimated to occur. Future residents will experience some annoyance from overflying aircraft, including potentially intrusive single-event noise, but the site is outside the ultimate 55 CNEL contour for the airport (the area that would be subject to average exterior noise levels of 55 CNEL or greater under ultimate airport development conditions). Therefore, it is not expected that there will be any difficulty in assuring that interior noise levels from aircraft operations will be at or below 45 CNEL.

Part 77: The maximum preliminary pad elevation is 606.6 feet above mean sea level (606.6 feet AMSL). The elevation of the nearest runway point is 636.5 feet AMSL. At a distance of 8,100 feet from the runway, FAA review would be required for any structures with top of roof exceeding 717 feet AMSL. At this time, no structures are expected to exceed 40 feet in height (height to top of roof not exceeding 646.6 feet AMSL). Therefore, FAA notice and review is not required at this time.

SPECIAL FINDINGS FOR PLANS IN PROCESS:

Pursuant to Section 21675.1(c) of the Public Utilities Code, in situations where an Airport Land Use Compatibility Plan has not been adopted, the Commission may approve an action or permit if it makes specified findings.

1. The Commission is making substantial progress toward the completion of the airport land use compatibility plan. A draft plan has been completed, and environmental review is in process.
2. There is a reasonable probability that the proposed project will be consistent with the airport land use compatibility plan being prepared by the Commission.
3. There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the proposed project is ultimately inconsistent

with the airport land use compatibility plan.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Additional Airport Land Use Commission staff review shall be required at the tentative map, plot plan, or use permit stage for any structure greater than 70 feet in height.
4. The attached notice shall be provided to all potential purchasers and tenants.
5. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to Chino Airport. (Contact San Bernardino County Department of Airports at (909) 387-7801 for additional information.)
6. Bio-swales and detention basins shall be designed to remain totally dry between rainfalls and shall not be designed to provide a maximum detention period exceeding 48 hours. Vegetation in and around such swales or basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 2.2

HEARING DATE: April 10, 2008

CASE NUMBER: ZAP1036RI08 - City of Riverside

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P07-0685 (Rezoning) and P07-0686 (General Plan Amendment)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for both the change of zone and general plan amendment.

PROJECT DESCRIPTION:

The City proposes to amend the General Plan designation of three parcels located within Airport Zone D from High Density Residential (maximum of 29 dwelling units per acre [“du/ac”]) to Medium Density Residential (maximum of 8.0 du/ac), and to change the zoning of 20 parcels as follows: (1) from Multi-Family Residential (MFR) R-3-2500 to Rural Residential (RR) on two parcels with 18 dwelling units on each parcel; (2) from MFR R-3-1500 to RR on 15 parcels; and (3) from MFR R-3-1500 to R-1-7000 on three parcels.

PROJECT LOCATION:

The amendment area is located along Gould Street and Jones Avenue, southerly of Arlington Avenue, westerly of Tyler Street, and easterly of Chadbourne Avenue, approximately 8,514 feet westerly/southwesterly of Runway 9-27 at Riverside Municipal Airport in the City of Riverside.

LAND USE PLAN: 2005 Riverside Municipal Airport Land Use Compatibility Plan (RMALUCP)

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Zones D and E
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The project area consists of 20 parcels located within the City of Riverside. The parcels are located within the general traffic pattern envelope of Riverside Municipal Airport, an area within which approximately 80 percent of the aircraft overflights are estimated to occur. Four parcels are located partially within Airport Zone D, and partially within Airport Zone E, while the remaining 16 parcels are located entirely within Airport Zone E. The City of Riverside proposes to amend the General Plan designation of the four parcels located partially within Zone D from High Density Residential (maximum of 29 du/ac) to Medium Density Residential (maximum of 8 du/ac), and to change the zoning of these parcels from R-3-1500 to R-1-7000 and RR. The three parcels partially within Zone D located northerly of Gould Street are proposed for R-1-7000 zoning, while the parcel located southerly of Gould Street is proposed for RR zoning.

Additionally, the City proposes to change the zoning of 14 parcels located entirely in Airport Zone E from R-3-1500 to RR, and to change the zoning of 2 parcels from R-3-2500 to RR. All of these parcels are designated Semi-Rural Residential (maximum of 3.3 du/ac).

Table A shows information on each parcel. The general plan amendment and rezoning will reduce density in the Airport Influence Area. In most Airport Influence Areas, a density reduction that would enable Medium Density Residential development in Airport Zone D would be inconsistent. However, the 2005 RMALUCP includes an Additional Compatibility Policy (Policy 2.3) stating that no restrictions on residential density shall apply to the area westerly of Tyler Street in the City. Therefore, within this area, the proposed densities are acceptable, and the proposed general plan amendment and rezoning are eligible for a finding of consistency

Part 77: The project does not propose any new buildings or structures. The project site is approximately 8,514 feet westerly/southwesterly of Runway 9-27 of the Riverside Municipal Airport. The runway elevation at its westerly end is 757.6 feet above mean sea level (“AMSL”). At a distance of 8,514 feet from the runway, any structure over 842.7 feet AMSL at top of roof elevation would require FAA review. The highest ground elevation is 801 feet AMSL, and the height limit for the zone is 30 feet. FAA review is not required for this project.

Noise: The project area is located outside the 55 CNEL contour. No noise mitigation is required.

General plan amendments and rezoning are not subject to conditions.

Attachment: State law requires notification that the property is located in an Airport Influence Area in the course of real estate transactions. It is recommended that the City provide a copy of this notice (attached) when notifying the affected property owners of the change in General Plan designation and zoning, if such notice is to be provided.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1 ~~2.1 3.13.3 6.1~~

HEARING DATE: APRIL 10, 2008 ~~MARCH 13, 2008~~ ~~February 14, 2008~~
~~January 10, 2008~~ ~~December 13, 2007~~ (continued from
MARCH 13, 2008, FEBRUARY 14, 2008, January 10,
2008, December 13, 2007 and November 8, 2007)

CASE SUMMARY

CASE NUMBER: ZAP1022BD07 – Iland Development
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Plot Plan No. 22915

MAJOR ISSUES: Location of a structure that is not an aviation-related use within Airport Zone A and less than 250 feet from the runway centerline. The Airport Permit for Bermuda Dunes Airport includes a variance for structures northerly of the airport allowing structures not greater than 25 feet in height at a setback of 125 feet from the runway centerline. It would be preferable if the project were designed so as to place the building closer to Country Club Drive and the parking in the rear. This property lies at or near the easterly edge of the industrial area; development of the structure as proposed would extend the existing pattern.

~~In the event that documentation of submittal to the Federal Aviation Administration is available by the time of the hearing, the~~

The Commission may wish to consider the facts of the case in order to determine whether the granting of a special conditions exception pursuant to Section 3.3.6 is appropriate in this situation. The granting of a special conditions exception in the case of a structure in Zone A should only occur following the completion of the FAA review.

RECOMMENDATION: Staff recommends that the Airport Land Use Commission CONTINUE this matter OFF-CALENDAR to APRIL 10, 2008 ~~MARCH 13, February 14, 2008, January 10, 2008~~, pending completion of review by the Federal Aviation Administration pursuant to Aeronautical Study No. 2007-AWP-5943-OE.

~~open the public hearing, consider public testimony, provide direction to staff as to whether it would be willing to consider the granting of a special conditions exception given the current project design, and CONTINUE this matter to December 13, 2007, pending submittal to, and review by, the Federal Aviation Administration.~~

(Alternatively, if the Commission finds that the granting of a special conditions exception would not be appropriate in this case, staff would recommend a finding of INCONSISTENCY,

based on the encroachment of the structure into Airport Zone A.)

In the event that the Commission chooses to find this proposal consistent with the ALUCP pursuant to Policy 3.3.6, or in the event that the Commission finds the proposal inconsistent with the Bermuda Dunes ALUCP but is overruled by the Riverside County Board of Supervisors or its successor-in-interest, staff would recommend that the conditions included in this staff report be applied.

UPDATE: The applicant has submitted Form 7460-1 to the Federal Aviation Administration on September 25, 2007, and review is in progress. AS OF MARCH FEBRUARY 28, 2008, THIS IS STILL INDICATED TO BE A WORK IN PROGRESS ON THE FAA OBSTRUCTION EVALUATION WEBSITE. AMONG PROPOSED STRUCTURES LESS THAN 50 FEET IN HEIGHT, THIS IS THE OLDEST UNRESOLVED CASE IN CALIFORNIA IN THE PROPOSED CATEGORY.

PROJECT DESCRIPTION:

The project is a Plot Plan for the development of a 19,388 square foot industrial/office building for multi-tenant use (7,388 square feet to be basement area, primarily underground parking) on a 0.66-acre site. The floor plan indicates that the project would include 5,890 square feet of office space and 6,110 square feet of manufacturing/fabrication area. The basement would include the parking garage, elevator, elevator lobby, staircases, and a machine room.

PROJECT LOCATION:

The site is located southwesterly of Country Club Drive, northeasterly of Bermuda Dunes Airport, easterly of Adams Street, and westerly of Jefferson Street in the community of Bermuda Dunes in the County of Riverside, approximately 132 feet northeasterly of Runway 10-28 at the Bermuda Dunes Airport.

LAND USE PLAN : 2004 Bermuda Dunes Airport Land Use Compatibility Plan

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Airport Zones A and B2
- c. Noise Levels: Greater than 65 dB CNEL at ultimate traffic level

BACKGROUND:

Land Use Intensity: The proposal is a Plot Plan for a 19,388 square foot office and industrial building on a 0.66-acre site. The site is split by the boundary between Airport Zone A and Airport Zone B2. Airport Zone A prohibits all structures except those with location set by aeronautical function. Airport Zone B2 allows an average non-residential intensity of 100 persons per acre with clustering on a single acre of up to 200 persons. In this case, the site is less than one acre in area, so the single-acre clustering allowance is not applicable. With a total site area of 0.66 acre, the maximum number of persons that would be allowed on the site if the site were entirely in Airport Zone B2 is 66 persons. However, most of the site (0.40 acre) is in Airport Zone A, with only 0.26

acre of net area in Airport Zone B2. This would allow a total of 26 persons. However, the intent of the intensity standards is to consider the site's gross acreage in reviewing nonresidential intensity. The adjacent part-width of Country Club Drive provides an additional 0.21 acre, allowing an intensity of 47 persons.

The project proposes 36 parking spaces (21 surface and 15 underground), which would translate as 54 persons using the standard parking space methodology of 1.5 occupants per parking space. However, information from ALUC consultant Mead & Hunt indicates that, for work trips, vehicle occupancy is closer to 1.1 or 1.2 persons per vehicle, which would translate as 40 to 43 persons.

Based on the information included in the floor plan, the project includes 5,890 square feet of office uses and 6,110 square feet of fabrication uses, with the 7,388 square feet of remaining area constituting a parking garage, with a machine room, elevator, elevator lobby, and staircases. Pursuant to Appendix C, maximum capacity of office areas is one person per 100 square feet, and maximum capacity of manufacturing areas and parking garages is one person per 200 square feet. Utilizing the UBC method, with the 50% reduction, the office areas would accommodate 29 persons, and the manufacturing area and parking garage would accommodate 34 persons, for a total intensity of 63 persons. However, provided that the underground parking is restricted to employees' vehicles, it may be argued that the garage would not be fully occupied at the same time as the office and fabrication areas. If the basement area is discounted, total occupancy is reduced to 45 persons, which would be consistent with the overall allowable intensity when one considers the gross acreage in Airport Zone B2.

Airport Zone A: The major issue for this project is that Airport Zone A, as mapped on the Bermuda Dunes Airport Land Use Compatibility Plan (BDALUCP) extends onto this property to a depth of 118 feet. The project as designed is inconsistent with the provisions of the BDALUCP and the Countywide Policies, which prohibit new occupiable buildings in Airport Zone A. The building is entirely within Airport Zone A, with the outdoor parking in Airport Zone B2. The project should be designed so as to place the building along Country Club Drive, with parking in the rear. The proposed building encroaches approximately 102 feet into Airport Zone A. While it may not be possible to eliminate encroachment into Zone A, a redesign that places the building at the front of the property would reduce the proportion of the building extending into Airport Zone A.

While Kenneth Brody of Mead & Hunt has previously verified that Airport Zone A at this location extends a distance of 250 feet from the centerline of the runway, it should be noted that Airport Manager Mike Smith has previously advised that the boundary of Airport Zone A should have reflected the variance in the State Airport Permit whereby the primary surface extends to a distance of 125 feet from the runway centerline, and objects beyond this limit may be up to 25 feet in height. The variance in the permit is for "existing...imaginary surface penetrations", but has been interpreted as applicable to all lots in the industrial park, including vacant lots.

Noise: The site is subject to extremely high noise levels from aircraft operations due to its proximity to the runway. Noise levels are projected to exceed 65 CNEL at ultimate traffic levels; consequently, the site would not be suitable for residential or other noise-sensitive uses. In accordance with criteria for Airport Zone B2, the structure will be required to be designed to provide

a minimum noise level reduction of 25dB for the office portions of the building construction.

PART 77: The ground level elevation of the site is 52 feet above sea level. The height of the structure is 24 feet, so the height at top of structure may be as high as 76 feet. The runway elevation at its easterly end is 45.1 feet above sea level. At a distance of 147 to 148 feet from the runway, any structure with an elevation greater than 46 feet above sea level is subject to aeronautical review by the Federal Aviation Administration. FAA review is required in this case.

In past studies, the FAA has determined that buildings in this area exceed obstruction standards, but that such buildings (provided that they are red obstruction lighted) may not have a substantial adverse effect on the safe and efficient utilization of airspace due to location in an area of previously studied structures of similar height. These reviews have referenced the variance in the State Airport Permit “for existing penetrations 125 feet or more to the north of the runway centerline, with the additional conditions that no object subject to the variance shall exceed 25 feet in height above the nearest point of the runway elevation, and that all objects subject to the variance shall be red obstruction lighted.”

In past studies, the FAA has also commented that this airport is “not listed in the National Plan of Integrated Airports (NPIAS), because it can never meet FAA Airport Design Standards contained in FAA Advisory Circular 150/5300-13, Change 8” and that the inability to meet these design standards is partially due to “the existing tree line and existing buildings which have previously been located in the FAA Part 77 Primary Surface and the Obstacle-Free Area (OFA).”

Additional Design/Layout Considerations: From an airport land use compatibility planning perspective, the layout is not the most preferable. The Compatibility Plan recommends that structures be located a maximum distance from the runway, which would be better accomplished by siting the structure at the front of the property (along Country Club Drive), with parking in the rear.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall ~~convey record the conveyance of~~ an aviation easement to Bermuda Dunes Airport, **which shall be recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department (Desert office) and to the Riverside County Airport Land Use Commission.**
2. Noise attenuation measures shall be incorporated into the office areas of the building construction to ensure a minimum noise level reduction of 25dB, so as to reduce interior noise levels from aircraft operations to 45 CNEL or below.
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, visual approach slope indicator, or red light obstruction marking in accordance with the conditions specified herein.

- 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.
 - e. **Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.**
4. The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.
 5. The maximum floor area utilized for office space shall not exceed 5,980 square feet, with the remaining aboveground areas used for manufacturing, fabrication, storage, or warehousing. Basement areas shall not be rented or leased separately, and no person shall maintain an office in the basement.
 6. The maximum height of the proposed building shall not exceed 24 feet above ground level, and the maximum elevation at the top of structure shall not exceed 76 feet above mean sea level, unless a greater top point elevation is approved by the Federal Aviation Administration through the Form 7460-1 process.
 7. Prior to the issuance of building permits, the permittee shall submit documentation demonstrating that the Federal Aviation Administration has issued a finding that the proposed building will not be a hazard to air navigation.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2 ~~2.3~~ 3.3 3.5 4.8

HEARING DATE: APRIL 10, 2008 ~~March 13, 2008~~ ~~February 14, 2008~~
~~January 10, 2008~~ (continued from MARCH 13, 2008,
February 14, 2008, January 10, 2008 and December 13,
2007)

CASE SUMMARY:

CASE NUMBER: ZAP1031RI07 – Riverside Auto Auction/Manheim Auto Auction

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: Conditional Use Permit: P07-1121

MAJOR ISSUES: ~~Insufficient information regarding uses within the existing building was provided to enable a~~

~~A determination of consistency with the Airport Zone B2 single-acre intensity standard limiting intensity to 200 persons depends upon intensity assumptions for the lobby, vestibule, waiting area, and cafeteria within the building.~~

~~A SITE VISIT ON MARCH 14 REVEALED A BUILDING AREA THAT WAS NOT SHOWN ON THE FLOOR PLANS. ON APRIL 1, STAFF RECEIVED A FLOOR PLAN FOR THAT AREA. THE TIME FOR COMPLETION OF ANALYSIS HAS BEEN DELAYED BY THE LACK OF A COMPREHENSIVE AS-BUILT FLOOR PLAN FOR THIS FACILITY.~~

~~**RECOMMENDATION:** Staff recommends CONTINUANCE to ~~February 14, 2008~~ January 10, 2008, pending receipt of additional information regarding ~~floor plans for the existing building and the building as modified.~~~~

~~The floor plans submitted do not appear to coincide with the presumed configuration of the building, as judged by the aerial photo. Additionally, staff has been provided with differing information regarding the square footage of the building.~~

~~It is not clear that sufficient information can be provided without a tour of the existing building, floor plans in hand.~~

~~**RECOMMENDATION:** Staff recommends CONTINUANCE to MAY 8, APRIL 10, March 13, 2008 unless STAFF IS ABLE TO COMPLETE ITS REVIEW OF THE NEWLY SUBMITTED PLANS ~~these discrepancies can be resolved~~ prior to the APRIL 10 ~~MARCH 13~~ February 14 public hearing.~~

Staff recommends that the Commission open the public hearing, consider testimony, and determine how to treat the lobby, vestibule, waiting room, and cafeteria relative to intensity assumptions for this land use. If these areas are considered as having the intensity attributed by Uniform Building Code (with a 50% reduction), staff would have to recommend a finding of inconsistency based on these areas. Without these areas and uses, the intensity would be consistent.

PROJECT DESCRIPTION: Conditional Use Permit No. P07-1121 (associated with Design Review Case No. P07-1123) proposes to add 4,740 square feet of additional floor space to an existing building with 51,120 square feet of building area on an 8-acre site.

Staff was initially advised that the existing building included 51,120 square feet of floor area. However, the floor plans provided to staff indicate an initial floor area of 19,826 square feet, with an existing addition of 3,552 square feet. A separate sheet depicts an area of 13,873 square feet, including 2,410 square feet of office area and 11,463 square feet of auction area, but the latter area may not be in an enclosed building.

IN ADDITION TO THE INITIAL FLOOR AREA AND THE NORTHERN ADDITION, THERE IS AN UPPER ROOM WITH 3,211 SQUARE FEET OF FLOOR AREA USED AS OFFICE SPACE AND A WESTERLY ADDITION FOR WHICH NO FLOOR PLANS WERE PROVIDED UNTIL APRIL 1.

THE AUCTION LANES TO THE WEST OF THE EXISTING BUILDING ARE ENCLOSED. THE LEVEL OF ACTIVITY IN THE AUCTION AREA IS LOW, EXCEPT DURING AUCTIONS. HOWEVER, A PORTION OF THE AUCTION AREA MAY BE WITHIN THE SAME ACRE AS THE PROPOSED ADDITION.

PROJECT LOCATION: The site has an address of 6446 Fremont Street and is located on the west side of Fremont Street, northerly of Central Avenue, in the City of Riverside, approximately 1,122 feet northerly of Runway 9/27 at Riverside Municipal Airport.

LAND USE PLAN: 2005 Riverside Municipal Airport Land Use Compatibility Plan

Adjacent Airport:

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Zones B2 and D
- c. Noise Levels: 55-65 CNEL (The 60 CNEL contour crosses the site.)

BACKGROUND:

Nonresidential Single-Acre Intensity: The site is located in Airport Zones B2 and D; however, the proposed building addition would be located in Airport Zone B2. Nonresidential intensity in Airport

Zone B2 is restricted to an average of 100 persons per acre and a maximum of 200 persons in any given acre.

(A risk-reduction design bonus is available, which would allow a single-acre intensity up to 260 persons with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls.)

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, the intensity of retail areas has been determined to be one person per 30 square feet, the intensity of offices has been determined to be one person per 100 square feet, and the intensity of storage areas has been determined to be one person per 300 square feet. Application of the 50% factor converts these intensity numbers to one person per 60, 200, and 600 square feet, respectively.

~~Based on the information presented, approximately 3,510 square feet of the addition is office area, with the remainder of the addition (1,230 square feet) being an “expanded sales area”. The total intensity of the addition, then, would be (3,510 divided by 100, divided by 2) + (1,230 square feet divided by 30, divided by 2) = 17.55 + 20.5 = 38.05 persons.~~

~~We also know that the building is one story in height. On that basis, if the existing building, were entirely comprised of office space, the maximum existing single-acre intensity would be (43560 divided by 100, divided by 2), or approximately 218 persons. However, staff does not have sufficient information to verify all of the uses in the existing building, or the locations of these uses relative to the area of the building where the addition is proposed.~~

Based on the floor plans submitted AND THE SITE VISIT, it appears that the original building included 8,709 12,664 square feet of office area, INCLUDING 1,912 SQUARE FEET OF INTENSELY CONGREGATED OFFICE AREA, 2,650 square feet of retail area, 2,286 1,864 square feet of waiting and lobby areas, WHICH WOULD BE THE EQUIVALENT OF WAITING AREAS AT A BANK, GROCERY STORE CHECKOUT LINE, OR GOVERNMENT OFFICE, and a 2,563 2,618 square foot cafeteria (including 738 855 square feet of commercial kitchen area). The previous NORTHERLY addition consisted of 243 SQUARE FEET OF CUSTOMER WAITING AREA 2,030 square feet of retail area and 3,080 1,522 square feet of office area, INCLUDING 1,333 SQUARE FEET OF INTENSELY CONGREGATED OFFICE AREA. ADDITIONALLY, THE SITE VISIT REVEALED AN UPPER ROOM WITH 3,211 SQUARE FEET OF INTENSELY CONGREGATED OFFICE AREA AND A WESTERLY ADDITION NOT DEPICTED ON AVAILABLE PLANS.

The current proposal would add 3,126 square feet of new office space, while eliminating or converting 1,433 square feet of office space, for a net increase of 1,693 square feet of office space. Additional areas to be added would include a 667 square foot conference room, a 480 square foot vestibule, 279 square feet of storage rooms, and a 160 square foot mechanical room. The sales

area would be expanded by 529 square feet, the cafeteria would be expanded by 476 square feet, and the lobby would be expanded by 159 square feet.

~~*Based on the configuration of the building, a portion of the office area in the previous addition would not be located in the same single-acre area as the current proposal. Based on the information presented, if the waiting, lobby, and cafeteria areas are excluded from the calculation, the single-acre intensity is 197 persons, which is consistent.*~~

However, if one assumes that the waiting area, lobby, and vestibule are occupied on the basis of one person per 14 square feet (after the 50% reduction), the 2,533 square foot combined area would have an occupancy of 181 persons, and the 2,239 square feet of cafeteria serving area (after the 50% reduction) would have an occupancy of 75 persons. This would raise the single-acre occupancy to 453 persons, which would not be consistent. Much depends on the regular usage of waiting area, lobby, and vestibule. If these areas are the site of queues during auction days, the higher intensity assumption may be appropriate. Additionally, it is not known whether cafeteria use is restricted to employees stationed at the building.

~~*An additional option that could be explored is the question of whether the applicant would be willing to abide by, and whether the City might be willing to enforce, a capacity limit of 200 within the expanded building. In that event, a finding of Conditional Consistency could be made.*~~

AN ALTERNATIVE APPROACH WOULD BE TO TREAT THE WAITING AREA, LOBBY, AND VESTIBULE AS RETAIL SALES AREAS. WHEN REVIEWING A GROCERY STORE, STAFF DOES NOT DEVELOP SEPARATE INTENSITY CALCULATIONS FOR THE CHECKSTANDS, EVEN THOUGH QUEUES MAY FORM AT THOSE LOCATIONS. IF THE WAITING AREA, LOBBY, AND VESTIBULE ARE TREATED AS RETAIL AREAS, THE OCCUPANCY OF THESE AREAS WOULD BE APPROXIMATELY 52 PERSONS, WHICH WOULD SEEM TO BE MORE REALISTIC.

Nonresidential Average Intensity: Nonresidential average intensity is restricted to 100 persons per acre within Airport Zones B2 and D. Since the site is 8 acres in area, average intensity is in compliance provided that the total number of people on-site does not exceed 800 persons. This project easily complies with this standard.

The applicant did submit additional information indicating that there is an additional existing building in the northerly portion of the site, but the additional existing building is well removed from the proposed building and would not impact single-acre intensity calculations. Upon further review, it was determined that the additional building is located on contiguously owned property, not within the 8-acre parcel that includes this building.

Noise: The site is located within the area subject to average aircraft noise levels of 55-65 CNEL; therefore, a 25 dB noise reduction shall be required for office areas of the building.

PART 77: No grading plans indicating finished floor elevations were submitted with the ALUC application. Elevations on the 8-acre site range as high as 860 feet above mean sea level (AMSL). The structure height is 16 feet, 4 inches, but a flagpole may extend to a height of 25 feet. This would appear to indicate a top elevation as high as 885 feet AMSL. The elevation at the easterly end of the runway is 815 feet AMSL. At a distance of 1,122 feet from the runway, any building with an elevation at top of roof exceeding 826 feet AMSL would require FAA review. Therefore, staff has asked the applicant to submit Form 7460-1 to the FAA for review.

In the event that the City of Riverside chooses to overrule a determination of inconsistency, the City should require the following as conditions of its approval. Implementation of these conditions does NOT render the project consistent with the Riverside Municipal Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to the City of Riverside as owner-operator of Riverside Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and the City Planning Department.
2. Prior to issuance of building permits, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for the proposed building addition and shall have received a determination of “Not a Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Riverside Planning Department and the Riverside County Airport Land Use Commission.
3. Noise attenuation measures shall be incorporated into the office areas of the building to ensure a minimum noise level reduction of 25 dB, so as to reduce interior noise levels from aircraft operations to 45 CNEL or below.
4. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
5. 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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, composting operations, wastewater management facilities, artificial marshes, production of cereal grains, sunflower, and row crops, livestock operations, aquaculture, and landscaping utilizing water features.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
6. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses on the site or in the structure proposed through this conditional use permit and design review:
- Auction rooms *within an enclosed structure*, auditoriums, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, swimming pools, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.
7. The attached notice shall be provided to all potential purchasers of the property and tenants of the building.
8. Any new detention basins or retention basins shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.1 ~~6.4~~

HEARING DATE: April 10, 2008 (originally considered on
November 8, 2007)

CASE SUMMARY:

CASE NUMBER: ZAP1006TH07- Christ Is Salvation Church

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: PP22980 (Plot Plan)

MAJOR ISSUES: The intensity of use on-site, especially the single-acre intensity, is well above the maximum allowable intensity in Airport Zone D. The average intensity is approximately 160 persons per acre, 60% above the Zone D standard (although only 7% above the State-wide standard for projects in the Traffic Pattern Zone of rural/suburban airports). However, the single-acre intensity, at 693 persons, is more than twice the Zone D standard.

RECOMMENDATION: Staff must recommend a finding of Inconsistency due to the intensity of the proposed development, especially the single-acre intensity. Staff would note that a smaller facility with a sanctuary seating capacity of 300 persons and with no simultaneous use of the sanctuary, multi-purpose rooms, and classrooms could potentially be found consistent. The applicant requests consideration pursuant to Section 3.3.6 (Other Special Conditions) on the basis of the proximity of the schools and *the apartment complex* and the limited hours of operation. This project provides an opportunity for the Commission to consider whether it may be appropriate to establish a methodology for addressing frequency of use.

PROJECT DESCRIPTION:

The applicant proposes to construct and operate a 42,250 square foot, two-story church building, with a 6,400 square foot maintenance/storage building and a 1,440-1,500 square foot caretaker's quarters, on a five-acre site. The church building is proposed to include seventeen classrooms, two multi-purpose rooms, and a 649 seat sanctuary. The building would also include an exercise/weight room and racquetball court.

In a “project narrative” submitted after the completion of the November staff report, but in time for inclusion in the packets distributed to the Commission, the applicant advised that the proposed building would be a “center of community” including a “750 seat sanctuary, 15 ministry classrooms and 10 staff offices, a full-size indoor gymnasium with racquet ball court and fitness room, a student computer resources lab, and a large chapel/multipurpose room.”

PROJECT LOCATION:

The site is located on the west side of Olive Street, southerly of Church Street and northerly of 57th Avenue, approximately 3,700 feet easterly of Runway 17-35 at Jacqueline Cochran Regional Airport.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan

Adjacent Airport:

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Zone D
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The site is in Airport Zone D. Children’s schools are discouraged in Airport Zone D. Places of worship are not discouraged or prohibited uses in Airport Zone D, but are subject to the same intensity restrictions as any other nonresidential land use. The compatibility criteria for Airport Zone D permit 100 people per acre (average) and a maximum of 300 people in any given acre. Even with use of all risk-reduction design measures, the single-acre intensity cannot exceed 390.

Based on the square footage information provided by the project architect, staff calculates the total occupancy of the church building, if all rooms were in use simultaneously, at 830 persons. (The maintenance building would have an occupancy of six persons.) The single-acre intensity for the acre that includes the sanctuary would be 693 persons, based on the standard methodology utilized in Appendix C. (This number includes the standard 50% reduction, so the intensity would be higher if one were to substitute the fixed seating capacity of the sanctuary – 649 persons – for the square footage based calculation for that area, which would indicate an occupancy of 395 persons in the sanctuary. The UBC capacity for the sanctuary is 790 persons, and Church officials have indicated a capacity of 750 for the sanctuary.)

The project architect has advised that a Monday-through-Friday school is not contemplated, but the design provides for seventeen classrooms, which would be expected to accommodate 129 children for Sunday school. The multi-purpose rooms would accommodate an additional 221 persons, and the various offices, choir room,

green room, conference room, and other uses would accommodate an additional 85 persons.

On an overall basis, the site (5.24 acres in gross area including the adjacent half-width of Olive Street) could potentially accommodate 524 persons pursuant to the existing criteria for Airport Zone D. The difficulty for churches and other places of assembly is in the single-acre intensity limitations. It is much easier to split an office project into multiple buildings than a church, which by its nature encourages the congregation of people. The single-acre intensity could be reduced (although not to a level of consistency with Zone D criteria) by placing the classrooms and multi-purpose rooms in other buildings, such that these uses would be on separate acres.

In the long term, ALUC may wish to consider an amendment to the allowable single-acre intensity in Airport Zone D for this airport, as has been adopted in the French Valley area. The California Airport Land Use Planning Handbook guidelines for safety zones recommend average intensity criteria of 150 persons per acre and single-acre intensity maxima of 450 persons per acre for the Traffic Pattern Zone of suburban/rural airports (prior to application of risk-reduction design bonuses). Such a determination would need to be addressed through an amendment to the additional compatibility policies for this airport, which would need to be coordinated with the Economic Development Agency – Aviation Division, the City of Coachella, the County Planning Department, and the Jacqueline Cochran Regional Airport Authority.

~~At this time, staff is awaiting additional communication from the applicant as to whether certain portions of the building may not be in simultaneous use.~~

It should be noted that the heavily developed portion of the community of Thermal is entirely located in Airport Zone D, such that the church must either locate in Airport Zone D or outside the main area of the community.

The church site is bordered on the north, south, and west by land owned by the Coachella Valley Unified School District. The District maintains schools to the north of the church site, while the parcels immediately to the south and west were vacant as of late 2004. The project narrative advises that the school adjacent to the church on the north, La Familia High School, has 190 students, and that the school on the next block to the north, John Kelley Elementary School, has 590 students. The Housing Authority of the County of Riverside owns three parcels westerly of (although not adjacent to) the site, along the easterly side of Polk Street, southerly of Church Street. These parcels comprise 6.49 acres, and are the site of a multiple-building, 53-unit apartment project. The property on the opposite (easterly) side of Olive Street consists of privately-owned agricultural land. Additionally, a school is located adjacent to this church site, and the County plans to develop a sheriff's station at a location much closer to the runway. However, the site is at the edge of the developed area of the community and would not qualify pursuant to infill provisions in Section 3.3.1.

In June, 2006, the Airport Land Use Commission issued a finding of conditional consistency for a 16,558 square foot church proposed for development at the northeast corner of 41st Avenue and Washington Street in Bermuda Dunes, within Airport Zone C of Bermuda Dunes Airport. The determination was based on several findings of fact, including: (1) the intensity of surrounding uses, which included a medical office building, multi-family residential uses, and a residential condominium country club; (2) the proposed project would not extend the perimeter of the area defined by the surrounding, already developed incompatible uses; (3) the average intensity would not exceed twice the zone standard; and (4) the number of persons in the building would not be expected to exceed 300 to 390 persons, and would be occupied at that level less than ten hours per week.

That project was similar in character, although not in scale, as it included a 2,903 square foot chapel with 254 seats, two “cultural center” recreation rooms and two assembly areas with a combined 4,323 square feet, 2,752 square feet of classroom space, a 324 square foot conference room, 1,093 square feet of offices, and 124 square feet of storage areas.

Given the projected intensity, the only potential bases for a special finding pursuant to Section 3.3.6 would appear to be the fact that the community as a whole is in Zone D and the number of hours that the building would be in use on a weekly basis (frequency of use). At this time, there is no provision in the 2004 Riverside County Airport Land Use Compatibility Plan that allows for “weighting” of land use intensity limitations based on the frequency of use, such that a church building with a projected occupancy of 830 persons, which may be in full operation for 6-15 hours per week (except for offices and administrative functions), must be evaluated on the same basis as an office building with the same projected occupancy, which would be in full operation for 45 hours per week. [Of course, staff would not advocate an across-the-board, direct proportional weighting, in that a baseball stadium seating 6,000 people in use 4 hours per week (24,000 person-hours) presents a greater risk than a 150-seat restaurant open 24 hours per day (25,200 person-hours).]

Part 77: The maximum elevation at this site is 118 feet below mean sea level, and the proposed maximum structure height is 35 feet. (It should be noted that building elevations depict an architectural feature or parapet that extends the top point height an additional three to four feet.) Thus, the top point would be approximately 79 feet below sea level. The runway elevation at its northerly end is 114 feet below sea level. At a distance of 3,700 feet from the runway, any structure with a top elevation above -77 feet would require FAA review. FAA review is not required in this case, provided that the top point remains at an elevation that is more than 77 feet below sea level.

Noise: The site is outside the 55 CNEL contour. Noise mitigation is not required.

The following conditions are necessary to prevent the establishment of uses that are hazards to flight and to provide notification in accordance with State law. Implementation of these conditions does NOT render the project consistent with the Jacqueline Cochran Regional Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards (as they would affect the worshippers, students, ministers, and other occupants of this building) to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. 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, including landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, composting operations, fly ash disposal, wastewater management facilities, artificial marshes, production of cereal grains, sunflower, and row crops, livestock operations, aquaculture, and landscaping utilizing water features.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable.
3. The attached notice shall be provided to all potential property purchasers and tenants, and shall be recorded as a deed notice.
4. The landowner shall convey an aviation easement to the County of Riverside as owner-operator of Jacqueline Cochran Regional Airport. (Contact the Riverside

County Economic Development Agency – Aviation Division for additional information.)

5. The top point of the building shall be not less than 77 feet below mean sea level.

Y:\ALUC\JCRA\ZAP1006TH07apr08sr

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.2

HEARING DATE: April 10, 2008

CASE SUMMARY:

CASE NUMBER: ZAP1026BD08 – Clinton Street Business Partners and Chalmers Corporation

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: DR 07-5-262 (Design Review) and PM 07-5-360 (Parcel Map)

MAJOR ISSUES: Use of the Building Code Method with concentrations of people determined in accordance with Appendix C indicates an average intensity of approximately 81 persons per acre and single-acre intensities of up to 507 persons per acre in some portions of the site. The retail uses and the restaurant impact these intensity levels. As presently designed, the project exceeds the allowable maximum intensity pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The project does not meet the open area requirements of the airport zones in which it is located, but the adjacent canal is a terrain feature that provides off-site open area.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan for the design review based on the building uses proposed, due to average and single-acre intensities (as calculated pursuant to the Building Code method) exceeding allowable levels, but would support a continuance to allow for additional information. Staff would note that the average intensity of the project may be found consistent as designed if the Commission chooses to use the Parking Space method; however, the single-acre intensity remains inconsistent in several discrete square acres of the property unless the retail areas are evaluated based on an alternative calculation method. Staff recommends a finding of CONSISTENCY for the parcel map.

PROJECT DESCRIPTION: The applicant for Design Review Case No. DR 07-5-262 proposes to establish a mixed use business park, including retail commercial uses (“Clinton Freeway Business Park”) with a total gross floor area of up to 324,010 square feet of building area in nineteen buildings on a 21.59-22.08 acre site. The applicant for Parcel Map Case No. PM 07-5-360 proposes to divide the property into 19 lots so as to allow each building to be located on a separate lot.

PROJECT LOCATION: The site is located northerly of Interstate 10, westerly of Clinton Street, and easterly of the All-American Canal in the City of Indio, approximately 5,841 feet east/southeasterly of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

Adjacent Airport:

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Airport Zones C and D
- c. Noise Levels: From below 55 CNEL to 60 CNEL (The 55 CNEL contour crosses the westerly portion of the site.)

BACKGROUND:

Nonresidential Average Intensity: The applicant has included a breakdown of the “net” square footage within the proposed buildings as part of the parking tabulation exhibit, Table 2-2 of the Project Master Plan. The net area proportion of gross floor area is 88.1%, which appears to be reasonable. The net area is projected to include one 3,000 square foot restaurant, 60,540 square feet of showroom retail space, 37,722 square feet of office space, and 184,318 square feet of manufacturing and warehouse space.

The site is located in Airport Zones C and D. The applicant estimates that 3.3 gross acres are within Airport Zone D, with the remainder of the site in Airport Zone C. The area in Airport Zone D is within the northeasterly portion of the property, in the area northeasterly of the zone boundary. Nonresidential intensity in Airport Zone C is restricted to an average of 75 persons per acre and a maximum of 150 persons in any given acre. Nonresidential intensity in Airport Zone D is restricted to an average of 100 persons per acre and a maximum of 300 persons in any given acre.

(A risk-reduction design bonus is available, which would allow a single-acre intensity up to 195 persons in Airport Zone C and up to 390 persons in Airport Zone D with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls.)

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, the intensity of restaurant serving area has been determined to be one person per 15 square feet, the intensity of retail stores has been determined to be one person per 30 square feet, the intensity of offices has been determined to be one person per 100 square feet, and the intensity of manufacturing areas has been determined to be one person per 200 square feet. Application of the 50% factor converts these intensity numbers to one person per 30, 60, 200, and 400 square feet, respectively. Using this procedure, the total intensity of the site is calculated as follows: $(3000 \text{ divided by } 30) + (60540 \text{ divided by } 60) + (37722 \text{ divided by } 200) + (184318 \text{ divided by } 400) = 100 + 1009 + 189 + 461 = 1,759$ persons. To determine the average intensity, we divide by the acreage (21.59 acres). The average intensity, then, is $(1759 \text{ divided by } 21.59)$, or 81 (81.473) persons per acre. However, if we assume that half of the restaurant area is commercial kitchen rather than serving area, and if 8,540 square feet of retail area is converted to office area, the average intensity can be reduced to 75

persons per acre.

If this project were an office project, the average intensity would be consistent with Airport Zone C criteria. A 324,010 square foot office development would accommodate 1,620 people. A 22-acre site in Airport Zone C would be allowed to accommodate 1,650 persons.

As with large retail projects, there is a real dichotomy in results if one compares the Building Code method with the Parking Space method to determine total intensity. The applicant proposes to provide 692 parking spaces. Application of the standard 1.5 persons per vehicle factor results in a total occupancy of 1,038 persons and an average intensity of 48 persons per acre, which would be consistent with Airport Zone C. The Airport Land Use Commission has previously been willing to utilize the Parking Space Method to determine consistency of commercial retail projects within the Bermuda Dunes Airport Influence Area, in situations where the vast majority of customers would arrive and depart by private automobile.

Nonresidential Single-Acre Intensity: Nonresidential single-acre intensity is restricted to 150 persons in any given acre within Airport Zone C. This level may be increased to up to 195 with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls.

Staff review indicates that single-acre intensity would not exceed 166 persons (using the Building Code method) in any acre of the property, if the buildings were limited to office, manufacturing, and warehousing uses. However, the addition of retail uses and a restaurant have major impacts on single-acre intensity. There is no “showroom” category in the Building Code, so this area would have to be considered as designed for retail use. A square acre that includes portions of Buildings 1, 3, and 4 could have an intensity as high as 507 persons, while a square acre that includes portions of Buildings 1, 4, and 6 could have an intensity as high as 418 persons. Several other square acres including portions of Buildings 1, 2, and 16 could have intensities of 300 persons or greater. These are generally attributable to the retail usage.

As noted above, the dichotomy between intensities as calculated through the Building Code method and as calculated through the Parking Space method is quite common and has led to consideration of an alternative approach for retail uses. The Compatibility Plan allows consideration of a “Survey of Similar Uses.” Based on research by Mead and Hunt, retail buildings that do not include establishments that sell food or drink have an average intensity of one person per 170 square feet of gross floor area. If Buildings 1, 2, and 16 are evaluated on that basis, and if the restaurant in Building 3 is limited to the portions of that building in Zone D, the intensities in the square acres of concern in Zone C are reduced to 175 or less.

Open Area: Countywide land use compatibility criteria require that a minimum of 20% of land area in Airport Zone C and 10% of land area in Airport Zone D consist of open land as defined in Policy

4.2.4 of the ALUCP. Notes for this Policy state that “open land requirements are intended to be applied with respect to an entire zone”. While this standard is “typically accomplished as part of a community general plan or specific plan”, it is also applicable to development projects covering 10 acres or more. While lot coverage by buildings is only 34.4% of site area, and there are a number of areas utilized as driveways and parking areas that are linear and oriented on an east-west direction, they are not wide enough to meet the criteria of Policy 4.2.4. However, the site is bordered on the west by the All-American Canal and on the south by Interstate 10. These terrain features serve to provide open areas.

Noise: The site is located partially within an area subject to average aircraft noise levels greater than 55 CNEL. A minimum exterior-to-interior noise level reduction of 20dB is required for the office portions of the buildings in accordance with Countywide requirements for Airport Zone C.

PART 77: The highest proposed pad elevation on the site is 20 feet above mean sea level (AMSL). The structure height may be as high as forty-two (42) feet. This would appear to indicate a top elevation as high as 62 feet AMSL. The elevation at the easterly end of the runway is 49.1 feet AMSL. At a distance of 5,841 feet from the runway, any building with an elevation at top of roof exceeding 107 feet AMSL would require FAA review. FAA review is not required for this project.

In the event that the City of Indio chooses to overrule a determination of inconsistency, the City should require the following as conditions of its approval. Implementation of these conditions does NOT render the project consistent with the Bermuda Dunes Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large

concentrations of birds, or which may otherwise affect safe air navigation within the area.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, libraries, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses.
3. The City of Indio Planning Department shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in the proposed structures:

Retail sales of edible goods (requiring food establishment inspections by the Environmental Health Department), auction rooms, auditoriums, churches and chapels, dance floors, day care or child care centers, lodge rooms, reviewing stands, conference rooms with capacities of 25 or more persons, dining rooms, exhibit rooms (other than for retail sales), restaurants (other than one restaurant in Building 3 not to exceed 3,000 square feet in floor area), drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, courtrooms, dormitories, swimming pools, skating rinks, locker rooms, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

- 4. The buildings shall be designed to provide for an exterior-to-interior noise level reduction of at least 20dB within the office portions of the buildings.
- 5. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.3

HEARING DATE: April 10, 2008

CASE SUMMARY:

CASE NUMBER: ZAP1048MA08 – Coudures Family Limited Partnership

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: SP05-0423 (Specific Plan), GPA08-03-0007 (General Plan Amendment), and ZC08-03-0008 (Change of Zone)

MAJOR ISSUES: The project site is located in Airport Areas II and III of March Air Reserve Base. Airport Area II requires a 2½ acre minimum lot size. The density of residential Planning Areas in the portion of the project in Airport Area II exceeds one dwelling unit per 2½ acres. Therefore, it is not possible to find the project consistent with the 1984 Riverside County Airport Land Use Plan. The project is also not consistent with the proposed criteria of the Draft March Joint Land Use Study, which recommends a maximum density of six dwelling units per acre for most portions of the site.

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY for the proposed specific plan, general plan amendment, and change of zone, as they apply to the portions of the property within Airport Area II.

PROJECT DESCRIPTION:

Specific Plan No. 05-0423 proposes development of a 341-acre master planned community (“Harvest Landing”), including 1,860 residential dwelling units (predominantly in areas with densities of 12 or more dwelling units per acre), 88.5 acres of business uses, 25 acres of parks, an 11.1-acre lake, paseos, a recreation center, roads, and drainage/detention areas. Zone Change No. 08-03-0008 proposes to change the zoning of the property from Light Agriculture and Community Commercial to Specific Plan. General Plan Amendment No. 08-03-0007 proposes to change the City of Perris General Plan Land Use Map designation of the portion of the property southerly of Orange Avenue from Business Park and Community Commercial to Specific Plan. (The portions of the project site northerly of Orange Avenue are already designated Specific Plan.)

PROJECT LOCATION:

The site is located easterly of Interstate 215, southerly of Placentia Avenue, westerly of Perris Boulevard, and northerly of Nuevo Road in the City of Perris, approximately 15,680 feet southerly/southeasterly of Runway 14/32 at March Air Reserve Base/March Inland Port.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base/Inland Port Airport

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Airport Areas II and III based on map on www.rcaluc.org website
- c. Noise Levels: Outside the 60 CNEL contour, based on the 1998 and 2005 Air Installation Compatible Use Zone (AICUZ) studies.

ADDITIONAL DOCUMENTS REVIEWED:

Air Installation Compatibility Use Zone Report, U.S. Air Force, 2005 (AICUZ)
DRAFT March Air Reserve Base/Inland Airport Joint Land Use Study

BACKGROUND:

Land Use – Safety Considerations: The 341-acre project site is located within Airport Areas II and III, as depicted on the map illustrated at www.rcaluc.org. The boundary between Areas II and III is located one-half mile northerly of Nuevo Road, along a westerly straight-line extension of Citrus Avenue. Area II, which includes the area northerly of Citrus Avenue, requires a minimum residential lot size of 2½ acres, as specified by Policy 2 of the 1984 RCALUP. This policy is based on the following analysis included therein:

“Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing-take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.)”

Based on these policies, since the intensity of the proposed residential development exceeds one dwelling unit per 2½ acres, the project (and the associated general plan amendment and change of zone that would convert potential land use from commercial to residential use and increase allowable residential densities) is inconsistent with the 1984 Riverside County Airport Land Use Plan.

The portion of the project southerly of Citrus Avenue is located within Area III, where residential densities are not limited. That portion of the project, if considered separately, would be eligible for a

finding of consistency.

The boundaries of Areas I, II, and III are based on the operation of March Air Force Base prior to its realignment as a reserve base. In order to determine whether the 2½ acre minimum lot size requirement would still be appropriate given present and projected operations, staff also evaluated this project in relation to the 2005 Air Installation Compatible Use Zone (AICUZ) report of the U.S. Air Force and in relation to the currently proposed March Joint Land Use Study.

The site is outside the Accident Potential Zones as defined by the U.S. Air Force. Additionally, since standard safety zone diagrams for U.S. Air Force airports in the California Airport Land Use Planning Handbook coincide with the Clear Zone and Accident Potential Zones depicted in the AICUZ, the property is also outside Handbook recommended safety zones.

The DRAFT March Joint Land Use Study prepared by Mead and Hunt depicts this property as being predominantly within Airport Zone C2, with the extreme southerly portion in Airport Zone D. As defined for March Air Reserve Base environs, Airport Zone C2 would be the Flight Corridor Zone, underlying the closed-circuit flight training activity corridor. This is an area regularly overflowed in mostly daytime flight training, where single-event noise may be disruptive to noise-sensitive land use activities (Exhibit 3-2, Draft March Joint Land Use Study). The document proposes limiting residential densities in this area to a maximum of six dwelling units per acre.

As defined for March Air Reserve Base environs, Airport Zone D would be the Flight Corridor Buffer Zone on the periphery of flight corridors. [In this area, the level of risk is deemed sufficiently low that the risk concern is “primarily with uses for which potential consequences are severe (e.g., very-high-intensity activities in a confined area.)”] As currently proposed, residential densities would not be limited within that zone.

The proposed density exceeds both the level permissible in the existing 1984 Plan for Area II and the levels recommended in the Draft March Joint Land Use Study (except in the southerly portion of the property). The project increases the potential number of persons exposed to safety hazards in the event of an aircraft accident.

Part 77: Existing ground elevations on the proposed site vary from 1,430 to 1,480 feet above mean sea level, while the elevation of the runway is 1,488 feet at its southerly terminus. At a distance of 15,680 feet from the runway, any structure exceeding an elevation of 1,644 feet above mean sea level would require FAA review. It is likely that rooftops at this location would not exceed an elevation of 1,520 feet. FAA review is not required for this project.

Noise: The 2005 AICUZ indicates that the site would be outside the area subject to average noise levels in excess of 60 CNEL. No special acoustical mitigation measures are required at this location. “Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less.” (Exhibit 3-4, Note 16, Draft March Joint Land Use Study)

In the event that the City of Perris chooses to overrule an ALUC determination of inconsistency, the City should require the following as conditions of its approval in order to avoid the creation of hazards to flight. Implementation of these conditions does NOT render the project consistent with the 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base, unless the City also chooses to limit residential density in the portion of the site northerly of Citrus Avenue to a maximum of one dwelling unit per 2½ acres. While these conditions are necessary for protection of the airport activities and for public notification, implementation of these conditions may not be sufficient to mitigate potential safety hazards and noise exposure for future residents to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to project development or issuance of building permits, the landowner shall convey an avigation easement to the MARB/IPA Airport (March Joint Powers Authority), which shall subsequently be recorded, or shall provide documentation of such existing recorded easement to the satisfaction of March Joint Powers Authority. A copy of the recorded avigation easement shall be forwarded to the City of Perris Planning Department and to the Airport Land Use Commission for its records.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or FAA-approved obstruction lighting.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
4. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either

the spillage of lumens or reflection into the sky. All outdoor lighting shall be downward facing. All outdoor lighting plans shall be subject to approval of airport management (U.S. Air Force March Air Reserve Base and March Joint Powers Authority).

Y:\ALUC\March\ZAP1048MA08aprsr.doc

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.4

HEARING DATE: April 10, 2008

CASE SUMMARY:

CASE NUMBER: ZAP1020MA06 – The Coudures Family Limited Partnership.

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: Tentative Parcel Map No. 35087

MAJOR ISSUES: The project site is located in Airport Area II of March Air Reserve Base. Airport Area II (not to be confused with Accident Potential Zone II, which is in Airport Area I) requires a 2½ acre minimum lot size. As the applicant is proposing that one of the lots in this parcel map be two acres in area (even though the total area of the land to be divided clearly would allow both of the parcels to include 2½ acres of land area), it is not possible to find the project consistent with the intent of the Area II requirements of the 1984 Riverside County Airport Land Use Plan. However, the project is consistent with the proposed compatibility criteria of the March Joint Land Use Study.

RECOMMENDATION: If the Commission wishes to take action on this matter at this time, staff must recommend a finding of INCONSISTENCY, based on the provision for a lot smaller than 2½ acres in area. In cognizance of the fact that the required minimum lot size pursuant to the delineation of Area II does not reflect current best available information, the Commission has the option of choosing to decline to act on the consistency determination.

PROJECT DESCRIPTION:

The applicant proposes to divide a parcel approximately 35.61 acres in area into two lots, with the proposed smaller lot being 2 acres in area and including an existing residence at 2364 Indian Avenue. The area proposed for division includes two Assessor's parcels, but there is no subdivision on record.

PROJECT LOCATION:

The site is located easterly of Interstate 215, southerly of Orange Avenue, and westerly of Indian Avenue in the City of Perris, approximately 17,920 feet southerly/southeasterly of Runway 14/32 at March Air Reserve Base/Inland Port Airport.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base/Inland Port Airport

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Area II based on map on www.rcaluc.org website
- c. Noise Levels: Less than 60 CNEL

ADDITIONAL DOCUMENTS REVIEWED:

Air Installation Compatibility Use Zone Report, U.S. Air Force, 2005 (AICUZ)
DRAFT March Air Reserve Base/Inland Airport Joint Land Use Study

BACKGROUND:

Land Use – Safety Considerations: The 35.61-acre project site is located within Airport Area II, as depicted on the map illustrated at www.rcaluc.org. The southerly boundary of the parcel map intersects the southerly boundary of Area II. Area II requires a minimum residential lot size of 2½ acres, as specified by Policy 2 of the 1984 RCALUP. This policy is based on the following analysis included therein:

“Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing-take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.)”

Based on this policy, the parcel map, by proposing a parcel with a minimum lot size less than 2½ acres, is inconsistent with the 1984 Riverside County Airport Land Use Plan.

Staff contacted the applicant’s representative shortly after the original project submittal in 2006 to determine whether the area of the smaller lot could be increased from 2.0 to 2.5 acres, so as to allow a finding of consistency. The applicant’s representative advised that the parcel map has been designed to allow the Coudures family to continue to retain their existing residence in a separate lot from the area that would be developed as the Harvest Landing Specific Plan. Since the two existing residential lots to the south (both one acre in area) are not included in the family’s holdings, the only way to increase the homesite area would be to move the westerly line of the homesite parcel farther to the west to accommodate the additional acreage. This would result in a westerly lot line that would not be a straight-line continuation of the westerly lines of the parcels to the south. The proposed westerly lot line also coincides with the location of an existing fence. The representative stated in a letter dated February 14, 2008 that mandating “a minimum 2.5-acre lot size would impose a restriction on this lot that is not imposed on the other three lots in this area.”

The boundaries of Areas I, II, and III are based on the operation of March Air Force Base prior to its realignment as a reserve base. In order to determine whether the 2½ acre minimum lot size requirement would still be appropriate, staff also evaluated this project in relation to the 3005 Air

Installation Compatible Use Zone (AICUZ) report of the U.S. Air Force and in relation to the currently proposed March Joint Land Use Study.

The site is outside the Accident Potential Zones as defined by the U.S. Air Force. Additionally, since standard safety zone diagrams for U.S. Air Force airports in the California Airport Land Use Planning Handbook coincide with the Clear Zone and Accident Potential Zones depicted in the AICUZ, the property is also outside Handbook recommended safety zones.

The DRAFT March Joint Land Use Study prepared by Mead and Hunt depicts this property as being within Airport Zone C2. As defined for March Air Reserve Base environs, Airport Zone C2 would be the Flight Corridor Zone, underlying the closed-circuit flight training activity corridor. This is an area regularly overflowed in mostly daytime flight training, where single-event noise may be disruptive to noise-sensitive activities (Exhibit 3-2, Draft March Joint Land Use Study). The document proposes to allow residential development at densities up to a maximum of six dwelling units per acre in this area.

Given this information and the fact that the site would be outside safety-based zones, the Commission may wish to weigh the possibility that application of a 2½ acre minimum lot size is no longer necessary at this location in order to maintain the safety and welfare of future residents. There is a reasonable probability that the project would be found consistent with a future March ARB/IPA Land Use Compatibility Plan based on the Draft March Joint Land Use Study.

Part 77: Existing ground elevations on the proposed site vary from 1,453 to 1,477 feet above mean sea level, while the elevation of the runway at its southerly terminus is 1,488 feet above mean sea level. At a distance of 17,920 feet from the runway, any structure exceeding an elevation (at top point) of 1,667 feet above mean sea level would require FAA review. Therefore, FAA notice and review are not required for development of this site unless very tall structures are proposed.

Noise: The 2005 AICUZ indicates that the site would be outside the area subject to average noise levels in excess of 60 CNEL. No special acoustical mitigation measures are required at this location. “Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less.” (Exhibit 3-4, Note 16, Draft March Joint Land Use Study)

In the event that the City of Perris chooses to overrule an ALUC determination of inconsistency, the City should require the following as conditions of its approval in order to avoid the creation of hazards to flight. Implementation of these conditions does NOT render the project consistent with the 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base, unless the project is redesigned so as to increase the size of the smaller lot to 2½ acres. While these conditions are necessary for protection of the airport activities and for public notification, implementation of these conditions may not be sufficient to mitigate potential safety hazards and noise exposure for future residents to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to project development or issuance of building permits, the landowner shall convey an avigation easement to the MARB/IPA Airport (March Joint Powers Authority), which shall subsequently be recorded, or shall provide documentation of such existing recorded easement to the satisfaction of March Joint Powers Authority. A copy of the recorded avigation easement shall be forwarded to the City of Perris Planning Department and to the Airport Land Use Commission for its records.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
4. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting shall be downward facing.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 5.1** Election of Officers. Pursuant to Section 2.5.(a) of the Bylaws of the Riverside County Airport Land Use Commission, the election of a Chairman and Vice-Chairman “shall take place at the regularly scheduled meeting in April or, if a meeting is not held in April, at the next regularly scheduled meeting.”
- 5.2** Vista Santa Rosa. At its March 13 meeting, Mr. Jerry Jolliffe, Deputy Planning Director, Riverside County Planning Department, made a presentation to ALUC regarding the Vista Santa Rosa Concept Plan. The Commission discussed its concerns relating to airport land use compatibility and continued its consideration of this matter to April 10, 2008, arranging for two meetings of its Residential Densities Subcommittee. An initial subcommittee meeting with all subcommittee members present was held on March 24, 2008 at the County Administrative Center, and a second subcommittee meeting will be held on April 2, 2008 at the Coachella Valley Water District in Coachella.
- 5.3** SB 1118. B.T. Miller, Office of County Counsel, requested that this matter remain on the Commission’s administrative agenda to allow for Commission discussion and comment, if any, at this meeting.
- 5.4** The Hemet-Ryan Subcommittee will be meeting at 1:00 P.M. today (April 10) in Board Conference Room 1B to discuss the nature, scope, and timing of an interim amendment to the Hemet-Ryan Airport Comprehensive Airport Land Use Plan, in light of the City’s ongoing General Plan effort and the Airport Master Plan process.