

AIRPORT LAND USE COMMISSION

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

THURSDAY, August 21, 2003
9:00 A.M.

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on August 21, 2003 at the Riverside County Administration Center, Board Room.

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

COMMISSIONERS ABSENT: Ric Stephens, Chairman
Marge Tandy

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

OTHERS PRESENT: Kathy Rohm
Alfred King
Tom Haraga
Doug Shackelton
Jen Mc Skimming

- I. CALL TO ORDER: The meeting was called to order at 9:00 a.m. by Vice Chairman Graff.
- II. SALUTE TO THE FLAG.
- III. ROLL CALL was taken.
- IV. APPROVAL OF MINUTES FOR May 22, 2003 and June 19, 2003
May 22, 2003: Vice Chairman Graff called for comments from the Commissioners. B.T. Miller indicated changes on page 22 2nd to last paragraph last sentence replacing the word used to uses.

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

ACTION TAKEN: Commissioner Bell made a motion to approve the minutes for May 22nd with corrections. Commissioner Pratt seconded the motion. Motion carried unanimously.

The minutes for June 19th and July 23rd were not available, therefore were continued to the next schedule meeting.

Due to the meeting running ahead of schedule the administrative items were heard.

***CONSENT ITEMS**

Vice Chairman Graff indicated the following items are being recommended for consistency. If anyone in the audience wishes to speak on any of the items the item will be pulled for discussion. Vice Chairman Graff then called out the consent items as follows; RI-03-114 Riverside Korean Baptist Church, RI-03-115 Alvord Unified School District, RI-03-116 MCA Architects, RI-03-117 Rosalina Grisco, RI-03-118 Thomas Hunt, RI-03-119 Faith Community Church, CH-03-105 Trip Hord Associates, CH-03-106 Trip Hord Associates, MA-03-131 Doug Shackelton, FV-03-105 Albert Webb Associates, FV-03-106 Shea Homes, FL-03-102 Fidelity Family Holdings, and HR-03-108 John Etchart. Vice Chairman Graff called for anyone in the audience wishing to pull an item for discussion to come forward. Once the items have been passed as consent there will be no further discussion made.

Doug Shackelton came forward indicating to pull item MA-03-131 for discussion.

Hearing no further response Vice Chairman Graff called for a motion to be made.

ACTION TAKEN: Commissioner Pratt made a motion of consistency for the consent items, subject to staff's conditions of approval and recommendation. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

V. NEW BUSINESS

RIVERSIDE MUNICIPAL AIRPORT

10:00 A.M.

A. RI-03-114 – Riverside Korean Baptist Church – Consent item see above

CASE NUMBER: RI-03-114 – Riverside Korean Baptist Church
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Conditional Use Permit P03-0772

PROJECT DESCRIPTION:

The project is a Conditional Use Permit for the addition of a two-story 26,055 sq. ft. educational facility on 4.7 acres.

PROJECT LOCATION:

The site is situated north of Keller Avenue and east of Tyler Street in the City of Riverside, approximately 9,800 feet southwest of Runway 9-27 for Riverside Airport.

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 9,800 feet southeast of Runway 9-27. The proposed site is within the Traffic Pattern Zone of the Riverside Municipal Airport Influence Area. The project is an addition to an existing church complex consisting of approximately 26,055 sq. ft. on 4.7 acres. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The structural coverage of the proposed project is less than 40% of the net area.

Noise: The site is outside of the 60 CNEL contour for the airport. The site is not near a major approach and departure flight track, but will experience some annoyance from over flying aircraft.

Part 77: The highest elevation on the proposed site is 790 MSL. The site is within the horizontal surface elevation of 966 MSL. The height of the tallest structure is approximately 35 feet. The surface of the runways varies from 758 to 816 MSL. Structures exceeding 916 MSL in elevation will require FAA review.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport. (909) 351-6113
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers and tenants.

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

B. RI-03-115 – Alvord Unified School District – Consent item see page 2

CASE NUMBER: RI-03-115-Alvord Unified School District
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Site Plan Review

PROJECT DESCRIPTION:

A 29,320 square foot, two-story central kitchen building on approximately 4 acres.

PROJECT LOCATION:

The site is located at 7377 Jurupa Avenue in the City of Riverside, west of Winterhaven Avenue, approximately 2,600 ft. northwest of Runway 9/27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 2,600 ft. northwest of the west end of Runway 9-27 and approximately 2,700 ft. northwest of Runway 16-34. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for the construction of a 29,320 sq. ft. two-story central kitchen building on approximately 4 acres. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% on the net lot. The lot coverage of the proposed building is less than 20% of the net area.

Part 77: The elevation at this site is approximately 753 MSL feet and the building height is 36 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the north end of Runway 16-34 is 772 MSL and the north end of Runway 9-27 is at 758 MSL. Any structures exceeding 784 MSL will require FAA review.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport.
2. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

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

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

C. RI-03-116 – MCA Architects – Consent item see page 2

CASE NUMBER: RI-03-116-MCA Architects
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: P03-0485

PROJECT DESCRIPTION:

Remodel of an existing shopping center.

PROJECT LOCATION:

The site is located at 6350 Van Buren Boulevard, south of Arlington Avenue in the City of Riverside, approximately 1,900 feet southwest of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 1,900 ft. southwest of Runway 16-34 and approximately 2,800 ft. south of the west end of Runway 9-27. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a remodel of an existing shopping center on approximately 12.5 acres. Proposed building modifications include the construction of a new, taller storefront. No increase in the lot area of the buildings is proposed. The CLUP allows for pre-existing uses that are not high-risk uses to expand or be modified.

Part 77: The elevation at the site is approximately 784 MSL feet and the maximum height of the remodeled storefront is 40 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the south end of Runway 16-34 is 748 MSL. Any structures exceeding 767 MSL require FAA review. The applicant has been notified that an FAA 7460 review is required.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. Structures exceeding 767 MSL feet in elevation shall require FAA 7460 review.
5. The attached notice shall be given to all prospective buyers or tenants.

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

D. RI-03-117 – Rosalina Grisco – Consent item see page 2

CASE NUMBER: RI-03-117-Rosalina Grisco
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: P03-2969

PROJECT DESCRIPTION:

The addition of a 443 square foot cat room/storage room to an existing animal facility.

PROJECT LOCATION:

The site is located at 5930 Jasmine Street, north of Jurupa Avenue in the City of Riverside, approximately 3,600 feet northeast of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 3,600 ft. northeast of Runway 16-34 and approximately 3,800 ft. north of Runway 9-27. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a 443 square foot cat room and storage area at an existing animal facility. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% on the net lot. The lot coverage of the proposed building and existing structures is less than 35% of the net area.

Part 77: The elevation at this site is approximately 820 MSL feet and the height of the building is approximately 12 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the north end of Runway 16-34 is 772 MSL. Any structures exceeding 808 MSL require FAA review. The applicant has been notified that an FAA 7460 review is required.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. Structures exceeding 808 MSL feet in elevation shall require FAA 7460 review.
5. The attached notice shall be given to all prospective buyers or tenants.

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

- E. RI-03-118 – Thomas Hunt – Consent item see page 2

CASE NUMBER: RI-03-118 – Thomas Hunt
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Conditional Use Permit

PROJECT DESCRIPTION:

The project is a Conditional Use Permit for a new drive-thru restaurant consisting of approximately 3,500 sq. ft.

PROJECT LOCATION:

The site is situated south of Magnolia Avenue, west of Madison Street in the City of Riverside, approximately 6,000 feet east of Runway 9-27 for Riverside Airport.

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

- a. Airport Influence Area: Extended Runway Centerline (ERC) and Traffic Pattern Zone (TPZ)
- b. Land Use Policy: Influence Area
- c. Noise Levels: Outside 60 dB CNEL

MAJOR ISSUES:

Land Use: The proposed site is located approximately 6,000 feet east of Runway 9-27. The proposed site is within the Extended Runway Centerline (ERC) and Traffic Pattern Zone of the Riverside Municipal Airport Influence Area. The project is a drive-thru restaurant consisting of approximately 3,500 sq. ft. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. The structural coverage of the proposed project is less than 27% of the net area.

Noise: The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over flying aircraft.

Part 77: The highest elevation on the proposed site is 790 MSL. The site is within the horizontal surface elevation of 966 MSL. The height of the tallest structure is approximately 30 feet. The surface of the runways varies from 758 to 816 MSL. Structures exceeding 866 MSL in elevation will require FAA review.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport. (909) 351-6113
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45 decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky. All lighting plans should be reviewed and approved by the airport manager prior to approval.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight

final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

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

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

F. RI-03-119 – Faith Community Church – Consent item see page 2

CASE NUMBER: RI-03-119-Faith Community Church
APPROVING JURISDICTION: *City of Riverside*
JURISDICTION CASE NO.: *P03-0088*

PROJECT DESCRIPTION:

A 6,400 sq. ft. childcare center at an existing church site.

PROJECT LOCATION:

The site is located at 4750 Challen Avenue, west of Van Buren Blvd. in the City of Riverside, approximately 7,700 feet southwest of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: *The proposed site is located approximately 7,700 ft. southwest of Runway 16-34 and approximately 9,100 ft. south of the west end of Runway 9-27. The site is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a child care center consisting of approximately 6,400 sq. ft. to be constructed at an existing church site. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% on the net lot. The lot coverage of the proposed building and existing structures is less than 50% of the net area.*

Part 77: *The elevation at this site is approximately 760 MSL feet and the height of the building is approximately 24 feet. The site is well below the horizontal surface at this location, which is approximately 966 MSL. The elevation of the south end of Runway 16-34 is 748 MSL. Any structures exceeding 825 MSL at this location require FAA review.*

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers or tenants.

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

CHINO AIRPORT

10:00 A.M.

- G. CH-03-105 – Trip Hord & Associates – Consent item see page 2

CASE NUMBER:

CH-03-105 – Trip Hord & Associates

APPROVING JURISDICTION:

County of Riverside

JURISDICTION CASE NO.:

Change of Zone 6822 (A-2-10 to R-4) and Tract Map 31580

PROJECT DESCRIPTION:

Change of Zone 6822 (A-2-10 to R-4) and Tract Map 31580 for 132 lots on 31.44 acres.

PROJECT LOCATION:

The site is situated north of Cloverdale Road and east of Harrison Ave within the County of Riverside, approximately 12,000 – 13,000 ft. east of Runway 26L at Chino Airport.

| | |
|----------------------------|--|
| Adjacent Airport: | Chino Airport (County of San Bernardino) |
| a. Airport Influence Area: | Within Area of Influence Study Area |
| b. Land Use Policy: | Influence Area |
| c. Noise Levels: | See Below |

BACKGROUND:

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 12,000 –13,000 feet east of Runway 26L. The touch and go flight tracks are overhead to the west and the straight in flight track is directly overhead.

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

Part 77: The highest elevation at this site is 659 MSL feet and no structures are proposed at this time. The site is outside the approach surface and in order to exceed obstruction standards a structure would need to exceed approximately 120 feet in height. Part 77 obstruction criteria is not a concern with this project. Instrument approaches are near the parcel, and this site can expect overflight from aircraft entering the approaches.

Noise:

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

Master Plan: A new Master Plan at Chino Airport was started last year and is expected to be completed later this year. The negative declaration was sent out in late July(see Item VIII. D) The site can expect single noise events to disturb indoor and outdoor events.

CONDITIONS:

1. Provide Avigation Easements to the County of Riverside and Chino Airport prior to the recordation of the tract, issuance of any permit, or sale of any portion to any entity exempt from the Subdivision Map Act.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
3. Proposals for subsequent development of the site shall be reviewed by ALUC until such time that a CLUP is adopted for the Airport by RCALUC.
4. The following uses shall be prohibited:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice regarding proximity to the airport shall be given to each potential purchaser.

RECOMMENDATION:

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

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

H. CH-03-106 – Trip Hord Associates – Consent item see page 2

CASE NUMBER:

CH-03-106 – Trip Hord & Associates

APPROVING JURISDICTION:

County of Riverside

JURISDICTION CASE NO.:

General Plan Amendment 656, Change of Zone 6768 (A-2-10 to R-4) and Tract Map 31220

PROJECT DESCRIPTION:

General Plan Amendment 656 from Ag/Dev-R to 2,bChange of Zone 6822 (A-2-10 to R-4) and Tract Map 31580 for 39 lots on 9.99 acres.

PROJECT LOCATION:

The site is situated south of Cloverdale Road and east of Harrison Ave within the County of Riverside, approximately 12,000 – 13,000 ft. east of Runway 26L at Chino Airport.

Adjacent Airport:

Chino Airport (County of San Bernardino)

a. Airport Influence Area:

Within Area of Influence Study Area

b. Land Use Policy:

Influence Area

c. Noise Levels:

See Below

BACKGROUND:

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 12,000 –13,000 feet east of Runway 26L. The touch and go flight tracks are overhead to the west and the straight in flight track is directly overhead.

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

Part 77: The highest elevation at this site is 646 MSL feet The site is outside the approach surface and in order to exceed obstruction standards a structure would need to exceed approximately 120 feet in height. Part 77 obstruction criteria is not a concern with this project. Instrument approaches are near the parcel, and this site can expect overflight from aircraft entering the approaches.

Noise:

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

Master Plan: A new Master Plan at Chino Airport was started last year and is expected to be completed later this year. The negative declaration was sent out in late July (see Item VIII. D) The site can expect single noise events to disturb indoor and outdoor events.

CONDITIONS:

1. Provide Avigation Easements to the County of Riverside and Chino Airport prior to the recordation of the tract, issuance of any permit, or sale of any portion to any entity exempt from the Subdivision Map Act.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
3. Proposals for subsequent development of the site shall be reviewed by ALUC until such time that a CLUP is adopted for the Airport by RCALUC.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight

final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
- 5. The attached notice regarding proximity to the airport shall be given to each potential purchaser.*

RECOMMENDATION:

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

The ALUC is making substantial progress toward the completion of the Chino Airport Land Use Plan; and

There is a reasonable probability that the project will be consistent with the plan; and

There is little or no probability of substantial detriment to or interference with the plan, if the project is ultimately inconsistent with the plan.

MARCH AIR RESERVE BASE/MIP

10:00 A.M.

- I. MA-03-130 – Alfred King** – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: MA-03-130 Alfred King
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: P 03-0773

PROJECT DESCRIPTION:

The project is a remodel of an existing industrial facility into a day-care facility for 30 adults.

PROJECT LOCATION:

The site is located at 2220 Eastridge Ave Suites I and J, north of March Air Reserve Base

Adjacent Airport: March Air Reserve Base/March Inland Port

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

BACKGROUND:

Staff utilized five resources for our review:

1. The RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. The current CalTrans Airport Land Use Planning Handbook: 1993
3. Draft CLUP for March Air Force Base: 1994
4. Noise Data from the AICUZ Study: 1998 March Air Reserve Base
5. Draft 98/99 CLUP for MARB/MIP

MAJOR ISSUES:

Land Use: The proposed site is located approximately 14,000 feet northwest of Runway 14-32. The project consists of a remodel of a portion of an industrial building to accommodate 30 adults in a day care facility. The proposal is under the major approach and departure track and within the approach surface. The existing structures on the site were not reviewed by the ALUC.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area I. The 1994 Draft CLUP placed the property inside of the 65 CNEL. The proposed land use would not be allowed within this area contingent upon noise and height issues. Day Care Facilities are recommended for prohibition by the Caltrans Handbooks in nearly all proposed safety zones.

Density and Coverage: The lot size is approximately 76,500 sq. ft. The structural coverage of the total site would be approximately 40% of the total acreage. Other industrial, service and religious establishments occupies the parcel.

Part 77: The elevation at this site is approximately 1530 MSL and the maximum building height is 25 feet. The runway elevation is 1535 MSL. In order to be an obstruction, a structure would need to exceed 1888 MSL feet in elevation. Part 77 obstruction criteria are not a concern with this project.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the property to have over 60 CNEL. The 1994 draft CLUP indicated 70 CNEL.

CONDITIONS OF OVERRIDE: For the City to use if they wish to override as per PUC 21676.5

1. Incorporate noise attenuation measures into the office portions building construction to ensure interior noise levels are at or below 45-decibel levels.
2. Install hooded or shielded outdoor lighting measures to assure that no lights are above the horizontal plane.
3. Provide Avigation Easements to March ARB/MIP prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act. (Tel. 909- 656-7000)
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

RECOMMENDATION: *Staff recommends a finding of inconsistency of the project.*

Vice Chairman Graff called for question from the Commissioners for staff, hearing no response Vice Chairman Graff called the applicant to come forward and present the case.

Alfred King, Applicant came forward in response to Vice Chairman Graff's invitation and clarified his project to be an adult development center not a day care facility. The key for the program is community integration where 60% of a six hour period the individuals are in the community. The purpose for the site is for drop off and pick up per title 22 that indicates a location must be available. The adults work on skills during the morning and late after noon to help them better off in the community. Also if the weather does not permit them to be outdoors they may return to the site for lunch. Mr. King then indicated that the hours of the center would be from 8:00 a.m. to 2:00 p.m. and since the adults will be out in the community the majority of the time the safety issue decreases.

Tom Haragan, property owner came forward and indicated he is very supportive of this project.

Vice Chairman Graff inquired on the average occupancy on the site. Alfred King responded it would be 1 to 3 ratio if there are 15 adults there will be 5 staff members on site. Commissioner Bell inquired on the ages and the purpose for these individuals needing this service. Alfred King responded that the ages are 22 years of age and older and is for mentally retarded individuals.

Keith Downs referred to page 2-25 of the new proposed plan and read the following paragraph; Use Having Vulnerable Occupants: Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all Compatibility Zones except Zone E. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped. This general policy may be superseded by airport specific policies. Hospitals are medical facilities, which include provision for overnight stays by patients. Medical clinics are permitted in Compatibility Zones C and D provided that these facilities meet the maximum intensity standards listed in the Compatibility Criteria matrix, Table 2A.

Mr. King indicated being a school teacher who deals with mentally retarded students, during practice fire and earthquake drills the students are able to evacuate the building in one minute in a half.

Vice Chairman Graff called for any further comments or questions. Commissioner Pratt inquired if the Commission can make a decision without any concerns over the benefit to the community as far as what is being done for the individuals them selves. B.T. Miller responded that the charge of the Commission is whether a project is compatible all other issues would be beyond the jurisdiction of the Commission. Commissioner Goldenbaum indicated to Mr. King that this project is a commendable program and the Commission is touched with the compassion issue, but with a horrific accident the airport would become the problem and Commissions' position is to protect the airports.

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

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

J. MA-03-131 – Doug Shackleton – No presentation given

CASE NUMBER: MA-03-131-Doug Shackleton
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Design Review and Parking Variance

PROJECT DESCRIPTION:

A commercial building consisting of 9,635 sq. ft. on .64 acres.

PROJECT LOCATION:

The site is located at 1119 East Alessandro Blvd., west of Vista Grande Drive, south of Alessandro Blvd. within the City of Riverside, approximately 14,000 ft. northwest of Runway 14/32 at March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

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

BACKGROUND:

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

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ

reports were redone to reflect the mission changes of the two Base Realignments: however, no changes were made to the Interim Influence Zone created in 1986.

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

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

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

MAJOR ISSUES:

Land Use: The proposal is for an commercial building on .64 acres. The proposed site is located approximately 14,000 ft. northwest of Runway 14/32. The proposal is near a major flight track and within the horizontal surface.

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

Density and Coverage: The floor area of the proposed structure is approximately 9,635 sq. ft. The lot area is approximately 27,878 sq. ft. (net). Structural coverage will be 35% of the net area.

Part 77: The highest elevation at the site is 1,628 MSL feet and the height of the structure is approximately 36 ft. The elevation of the runway is 1,535 MSL. Any structures over 1,665 MSL feet in elevation will require an FAA 7460 review.

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

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)
2. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.
4. The following uses shall be prohibited:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The above ground storage of explosive or flammable materials is prohibited.
 6. Structures exceeding 1,665 MSL feet in elevation shall be submitted to the FAA for review.
 7. The attached Notice shall be given to each prospective buyer or tenant.

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

Doug Shackleton, applicant came forward and indicated that the site is occupied and used as a pool and patio business. Mr. Shackleton referred to the conditions of approval number 5 that indicates (The above ground storage of explosives and flammable materials are prohibited) and indicated he would like to add an additional sentence (The sale and storage of materials commonly associated with a pool supply business is permitted). Commissioner Goldenbaum inquired about a placard on the building for storage and flammability. Mr. Shackleton responded that he believes there isn't a placard, but not a 100% sure since he isn't the owner. He then indicated that there is no requirement by the fire department for the sale and storage of any of the materials, which includes three granular and the forth chlorine 14%. Keith Downs indicated that the Commission is here to state what not to do and would not provide any value to add the additional sentence.

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

ACTION TAKEN: Commissioner Bell made a motion of consistency with no further changes, subject to staff's conditions of approval and recommendations. Commissioner Pratt seconded the motion. Motion carried unanimously.

FRENCH VALLEY AIRPORT

9:45 A.M.

K. FV-03-105 – Albert Webb Associates – Consent item see page 2

CASE NUMBER: FV-03-105 –Albert Webb Associates
APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: GPA 00664, CZ 06751, and TM 30791

PROJECT DESCRIPTION:

A General Plan Amendment, Change of Zone and Tract Map to subdivide 20 acres into 50 residential lots, open space and a park.

PROJECT LOCATION:

The site is located north of Thompson Road, east of Leon Road and west of Winchester Road in the County of Riverside, from approximately 10,400 to 11,800 ft. northeast of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: *The proposal is for a General Plan Amendment, Change of Zone and Tract Map to subdivide 20 acres into 50 residential lots, open space and a park on approximately 17.65 acres (net). The lot coverage standard for the TPZ is 65% of the net or 50% of the gross. Coverage for the total tract should not exceed 50% of the project, which is below the TPZ standard. The proposed zone change is from R-A-5 to R-1 (single family residential).*

Part 77: *The building pad elevations on the property range from 1400.4 to 1415 MSL and the structures are not expected to exceed 30 feet. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 1,451 MSL in elevation will require FAA 7460 review.*

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

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

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

CONDITIONS OF APPROVAL:

1. *Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.*
2. *The attached Notice shall be given to each prospective buyer or tenant.*
3. *No obstruction of the "FAR Part 77 Conical Surface" shall be permitted.*
4. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*

5. *The following uses shall be prohibited:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.*
6. *A biological analysis of the retention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.*

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

L. FV-03-106 – Shea Homes – Consent item see page 2

CASE NUMBER: FV-03-106-Shea Homes
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: TM 29214

PROJECT DESCRIPTION:

A Tract Map for 371 lots on approximately 135 acres.

PROJECT LOCATION:

The site is located north of Benton Road and east of Pourroy Rd. in the County of Riverside, from approximately 8,400 to 13,600 ft. northeast of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: *The proposal is for a Tract Map for 371 lots on approximately 135 acres. The westerly 1,800 feet of the site (approximately) is located within the TPZ. The remainder of the site is located within the outer conical surface. The lot coverage standard for the TPZ is 65% of*

the net or 50% of the gross. Coverage for the total tract should not exceed 50% of the project, which is below the TPZ standard.

Part 77: The highest pad elevation on the property is 1,397 MSL and the structures are not expected to exceed 30 feet. The horizontal surface is at 1,500 MSL and the runway elevation is 1,347 MSL at the north end. Structures exceeding 1,431 MSL in elevation at the west end of the site will require FAA 7460 review.

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

Other: The proposal is located within adopted Specific Plan 286. Policies described in Section 7.4 of the French Valley Airport Comprehensive Land Use Plan (CLUP), included as Exhibit B to this staff report, provide for the exemption of projects located within adopted specific plans from all requirements of the CLUP pertaining to land use, development density and development intensity. According to Section 7.4.1 of CLUP, the land use restrictions set forth in Notes A and B to Table 7A and the Height Standards set forth in Section 7.3.3 of the CLUP (included in Exhibit B), shall be applicable to development approvals within adopted specific plans.

RECOMMENDATION: That the ALUC finds that:

1) The proposal is consistent with the land use standards of the CLUP; 2) The project is located within SP 286, and is therefore exempt from the land use standards of the CLUP; 3) ALUC staff shall forward to the County the land use restrictions set forth in Notes A and B to Table 7A of the CLUP, the height Standards in Section 7.3.3 of the CLUP and the recommended conditions listed below.

RECOMMENDED CONDITIONS: for County utilization

1. Provide Avigation Easements to the French Valley Airport prior to sale of any property to any entity exempt from the Subdivision Map Act, prior to recordation of any map, or issuance of any permit, whichever is first.
2. The attached Notice shall be given to each prospective buyer or tenant.
3. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted.
4. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).
5. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

- d. Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.

CITY OF TEMECULA

10:00 A.M.

- M. FV-03-107 – Robinson Helicopter Company – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: FV-03-107 formerly (FV-02-115 Jan. 03) – Solid State
APPROVING JURISDICTION: City of Temecula, State of California
JURISDICTION CASE NO.: PA 02-0478

PROJECT DESCRIPTION:

An amendment to condition number 6 for a Conditional Use Permit for a Rooftop Helipad in the City of Temecula at 42580 Rio Nedo near the intersection of Calle Empleado.

PROJECT LOCATION:

The site is located north of Rio Nedo, east of Winchester Road and south of Calle Empleado within the City of Temecula.

LAND USE PLAN: *None: the Commission, like most others, has no standards for new airports or helipads. This is an example of a duty that the ALUC has to review new airports that are filing for a special use permit with the state. Pertinent sections of the Airport Land Use Planning Handbook and include pages 4-8, 3-37, 2-4 and 9-50. Chapter 2 of the tentative **Draft ALUP** has a section (5.1 and 2 attached) that has policies and concerns for new airports and heliports. Those questions are not fully answered in their request.*

MAJOR ISSUES:

Noise: *Any Noise sensitive uses must be identified within the approach and departure tracts. Staff visited the site and examined the flight paths to ascertain whether any noise sensitive uses were in or near the flight paths. The hearing room for the Rancho California Water District is about 1200 ft. from the site, but not under the flight path.*

Land Use: *Any hazardous or flammable storage site, school, assembly area, or noise sensitive use needs to be identified. None were found within the proposed flight paths.*

Density: *Any assembly area or land use with a high density of people needs to be identified*

Height: *The finished floor elevation of the building is 1050 MSL. The proposed height of the tallest structure is at 1084 MSL. The applicant has submitted an FAA 7480 Notice of Landing Area Proposal to the FAA for review and it is attached.*

The project was acted upon at the January meeting with following conditions. At that time none of the parties involved mentioned any concerns with the condition, but the City of Temecula and the applicant has now expressed concerns with condition number six.

Caltrans: *Caltrans Aeronautics has commented and comments are attached.*

CONDITIONS OF APPROVAL: *For City and State utilization*

1. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*

2. *The following uses shall be prohibited on this site and within the flight paths:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with heliport 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 the helipad, 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 above ground storage of flammable materials on the site shall be prohibited.*
4. *All structures must comply with F.A.R. Part 77 height standards and all conditions of the FAA letter dated October 22, 2002.*
5. *Any noise sensitive uses shall be prohibited in the flight path as indicated on exhibit C.*
6. *Uses which include residences, concert halls, auditoriums, stadiums, arenas, hotels, motels, restaurants, bars, schools, hospitals, government services, public utility stations, plants, public communication facilities shall not be permitted in the approved flight path as shown on Exhibit C.*
7. *Any subsequent permit for the uses listed in condition 6 for property and within 500 feet of the flight path shall be reviewed by the ALUC prior to construction.*

The city questioned the condition and requested that the State review the condition. That letter is attached.

RECOMMENDATION: *Staff recommends the ALUC consider the request from the City and applicant.*

Keith Downs indicated Staff recommends that condition number 7 be deleted because it wouldn't be of any value once established by the City. Mr. Downs then indicated the changes are unclear, but applicant is present to clarify the changes.

Hearing no further comments Vice Chairman Graff called for the applicant to come forward and present the case.

Jen Mc Skimming, Robinson Helicopter came forward in response to chairman Graff's invitation and indicated that in her letter what is being requested based on the City of Temecula is an addition to condition number 2 to state "within a thousand feet of the helipad use". This is consistent with the state's regulations having prohibited uses within a thousand feet from an airport or heliport. Keith interjected it would be more appropriate to state "1,000 feet from edge of the property".

Commissioner Pratt inquired on the uses of the helipad. Jen Mc Skimming responded that it's a privately own helipad on a manufactured building. The owner regularly brings in costumers from out side the state and would like to pick them up at the LAX Airport versus them having to drive to Temecula. The owner expects to use the helipad from twelve to fourteen times a month.

Hearing no further comments Vice Chairman Graff for clarification reiterated the changes, the omission of item number seven and adding to condition number 2 1,000 feet from edge of property. Vice Chairman Graff called for a motion to be set.

ACTION TAKEN: Commissioner Pratt made a motion to accept the changes. Commissioner Snyder seconded the motion. Motion carried unanimously.

FLABOB AIRPORT

10:00 A.M.

N. FL-03-102 – Fidelity Family Holdings – Consent item see page 2

CASE NUMBER: FL-03-102 Fidelity Family Holdings
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: TM 31511

PROJECT DESCRIPTION:

The project is a Tract Map for subdivision of 15 lots on 3.1 acres.

PROJECT LOCATION:

The site is located northwesterly of the corner of Elderwood Ct. and Tequesquite Avenue in the City of Riverside, approximately 4,800 feet southeast of the Runway at Flabob Airport.

*Adjacent Airport: Flabob Airport
Land Use Policy: ALUP adopted March 30, 1984*

*a. Airport Influence Area: Zone III
b. Land Use Policy: Influence Area
c. Noise Levels: Outside 60 CNEL*

MAJOR ISSUES:

Land Use: *The proposed site is located approximately 4,800 ft. southeast of Runway 9-24. The proposed site is within the Area III of the Flabob Airport Influence Area. The project is a Tract Map for subdivision of 15 lots on 3.1 acres. Area III has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot.*

Noise: *The site is outside of the 60 CNEL contour for the airport. The site is near an approach and departure flight track and will experience annoyance from over flying aircraft.*

Part 77: *The highest elevation on the proposed site is 806 MSL and the height of proposed structures is unknown. The site is within the horizontal surface elevation of 915 MSL. The surface of the runway varies from 750 to 765 MSL. Structures exceeding 815 MSL in elevation at this location will require FAA review.*

CONDITIONS OF APPROVAL:

1. *Provide Avigation Easements for the entire proposed development to FLABOB Airport. (909) 683-2309.*
2. *Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky. All lighting plan should be reviewed and approved by the airport manager prior to approval.*
4. *The following uses shall be prohibited:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The attached notice shall be given to all prospective buyers and tenants.*

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

HEMET/RYAN AIRPORT

10:00 A.M.

- O. HR-03-108 – John Etchart – Consent item see page 2

CASE NUMBER: HR-03-108-John Etchart
APPROVING JURISDICTION: City of Hemet
JURISDICTION CASE NO: CZ 03-8

PROJECT DESCRIPTION:

A Change of Zone from A-2-C-10 to M-2 on 2 acres.

PROJECT LOCATION:

The site is located west of Sanderson Street, north of Wentworth Dr. within the City of Hemet, approximately 2,400 feet east of Runway 5-23 for Hemet/Ryan Airport.

*Adjacent Airport: Hemet-Ryan Airport
 Land Use Policy: CLUP 1989: Adopted by City of Hemet and County of Riverside*

- a. *Airport Influence Area: Area II, Area of High Risk*

b. Noise Levels: Outside 55 CNEL, but subject to annoyance levels

MAJOR ISSUES:

LAND USE: The proposal is for a zone change from A-2-C-10 to M-2 (heavy manufacturing) on 2 acres. Industrial uses are permitted within Area II, however hazardous material facilities, institutional uses, places of assembly and schools are not permitted. Discretionary review is required for commercial uses.

NOISE: The site is underlying specific traffic patterns and will experience annoyance from over flying aircraft. The 1989 plan indicates that the area is outside of the 55CNEL.

PART 77. The runway elevation is 1,512 MSL. The highest elevation on the site is 1,520 MSL. Structures exceeding 1,536 MSL at this location will require FAA Review.

DISCRETIONARY REVIEW: Pages 35 and 37 of the Hemet-Ryan CLUP include the discretionary review procedures and require us to review: 1) structure height, 2) population density, 3) nature of the land use activity, 4) noise, 5) relevant safety factors, 6) institutional uses, and 7) places of assembly. The present proposal would be consistent with the plan, however, review of subsequent proposals for the development of the site will be required.

CONDITIONS: For the City to Utilize

1. Provide Avigation Easements to the operator of Hemet-Ryan Airport prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky. All lighting plans should be reviewed and approved by the airport manager prior to approval.
3. Subsequent permits for proposed development of the site shall be reviewed by the ALUC.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers and tenants.
6. Structures exceeding 1,536 MSL feet in elevation shall require FAA 7460 review.

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

VI. ADMINISTRATIVE ITEMS

A. Draft Plan Airport Plans

Keith Downs indicated that Ken Brody is present to give a presentation on the draft airport plans.

Ken Brody came forward and indicated that the Commission should have received binders with information, such as the countywide policies, copy of airspace plan, and simplified copy of General Plan Maps and gave a brief explanation of the documents. Mr. Brody then referred to table 2A in the policy document indicating it is the heart of the entire document. What has been done is established six zones and in others a seventh where some airports have a high terrain. The noise and safety concerns have been combined into one set of criteria. In terms of residential development is to keep the density really low to about five acre lots or greater. Another option for areas that are already developed is to get urban level densities, where it's preferred to have a density of at least 5 dwelling units per acres and avoid one-acre ranchets. Open Land Criteria is to provide for an emergency landing, which would be about the size of a football field and should be examined at the General Plan Level. Mr. Brody called for any questions or comments from the Commission.

Keith Downs informed the Commission that this is a tentative draft and there would be some adjustments. Mr. Downs then indicated that more plans would be available between October and December and when there is about seven or eight a public hearing will be held, which it is possible that it would be in December. The local jurisdictions need to bring the Hemet/Ryan, Desert Resorts, and Chino Airports Master Plans before the ALUC for review before any plans for those airports can be brought forward. March Air Reserve Base is not part of the process. There are some difficulties with March a requirement from the ALUC is that there would be a twenty year forecast or more and there isn't any forecast for this airport currently.

Ken Brody indicated that Coffman Associates is assisting in data gathering and analysis for some of the airports. Mr. Brody then presented the difference on the existing noise contours and the future projected contours for the Riverside Municipal Airport.

B.T. Miller inquired about the criteria for staff reviewing projects under the new runway. Mr. Brody responded that there is a policy on special conditions on volume 3 that indicates if there are circumstances on a particular development suggesting the use is acceptable although the policies indicate other wise the condition will overrule itself.

Keith Downs indicated that the intention is to have the ALUC Website up and running for public use. Mr. Downs then indicated that the domain name for the Website will be rcaluc.org, which stands for Riverside County Airport Land Use Commission.

B. MOATF Committee July 28th, August 25th

Keith Downs informed the Commission about the Committee's proposal to contract for a CLUP.

C. Chino Airport NOI

Keith Downs informed the Commission on the response from Chino Airport and indicated the airport does not have enough information, such as the flight tracks, adequate long-term noise contour. Mr. Downs then indicated no effort would be done for the CLUP on this airport until the sponsor approves the master plan. Mr. Downs suggested going to item F. Attorney General Letter and returning to item D.

D. Letter Regarding Overrides

Keith Downs referred to the draft letter for overrides, which was distributed to the Commission and indicated counsel has reviewed it. With the Commission's permission the letter can be sent out to the local approving jurisdictions. Mr. Downs called for any questions from the Commission. B.T. Miller indicated the letter should be generated from the Commission, therefore it is inappropriate for Counsel to sign off and indicated his name be strike out as the signature. Keith Downs indicated that a motion must be made.

ACTION TAKEN: Commissioner Bell made a motion to approve the letter with the changes of removing B.T. Miller's name. Commissioner Snyder seconded the motion. Motion carried unanimously.

E. Meeting Date

Keith Downs indicated Chairman Stephens phoned him indicating he would be unable to attend today's meeting due to conflict with his participation on the City of Riverside, planning commission. Chairman Stephens has requested for the Commission to consider changing the ALUC meeting dates to either Tuesdays or Wednesdays. Commissioner Pratt indicated Tuesdays are not good since the City of Temecula has Commission and Council meetings. Vice Chairman Graff also reiterated Tuesday being a conflict for Commissioner Tandy since City of Hemet also holds Council meetings on Tuesdays. Kathy Rohm, ALUC Alternate came forward and indicated that the third Wednesdays would be a conflict due to her involvement in programming at the Flabob Airport, although the second Wednesday or Thursday would be best. A discussion ensued between the Commissioners regarding moving the hearing date to the second Wednesday or Thursday. Vice Chairman Graff indicated informing Chairman Stephens whether the second Wednesdays or Thursdays would work for him and second Thursdays would be favored. Keith Downs indicated a calendar would be brought back for the Commission to adopt.

Keith Downs informed the Commission regarding a lawsuit the County of Riverside is involved in for the Multi Species Habitat Conservation Program (MSHCP). The MSHCP was found inconsistent by this body because of two stipulations. They had not taken into account the Wild Life Attractant and the two-runway extension that Riverside County has on the Master Plan.

Keith Downs informed the Commission regarding Mentor Aviation International that it does not exist, but its intended to replace Skylark Airport. The ALUC cannot regard Mentor Aviation has an airport until it comes to this body for review and approval. Paul Pribble of Mentor Aviation has an FAA Review and Caltrans initial effort, but does not have a permit. Mr. Pribble's immediate problem is that the City of Lake Elsinore is processing specific plans and subdivisions within area of influence. At this point there is not much that can be done to recognize Mentor Aviation as an airport until the State and Federal Government has approved it and is reviewed by the ALUC.

F. Attorney General Letter

Keith Downs informed the Commission that himself and B.T. Miller have introduced the question regarding the exemption clause to the attorney general.

B.T. Miller came forward and indicated that about four to six months a response should be received from the attorney general with some guidance on how to handle the exemption clause.

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

VIII. COMMISSIONER'S COMMENTS

B.T. Miller clarified that the Attorney General's letter previously discussed was as a result of the Commissions direction from the prior hearing's executive session.

IX. Adjournment: Vice Chairman Graff adjourned the meeting at 10:55 A.M.
NEXT REGULARLY SCHEDULED MEETING: September 18, 2003 at 9:00 a.m.,
Riverside.