

AIRPORT LAND USE COMMISSION

Workforce Development Center
44-199 Monroe Street, (Room417)
Conference Center Entrance
Indio, California

THURSDAY, February 19, 2004
9:00 A.M.

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on February 19, 2004 at the Workforce Development Center, Room 417.

COMMISSIONERS PRESENT: Ric Stephens, Chairman
Walt Snyder
Mark Lightsey
Kathy Rohm (Alternate)
Dave Hogan (Alternate)
Arthur Butler (Alternate)

COMMISSIONERS ABSENT: Marge Tandy
Paul Bell
Sam Pratt
Jon Goldenbaum

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

OTHERS PRESENT: Joe Wayne
Patrick Gutierrez

- I. CALL TO ORDER: The meeting was called to order at 9:30 a.m. by Chairman Stephens.
- II. SALUTE TO THE FLAG.
- III. ROLL CALL was taken.
- IV. APPROVAL OF MINUTES FOR October 16, 2003, November 13, 2003 and December 11, 2004.

October 16, 2003 and November 13, 2003: Chairman Stephens indicated that at the previous meeting the minutes did not pass due to not having a quorum, but other member of the Commission have given their approval. Commissioner Snyder's approval is needed for the minutes to pass. Commissioner Snyder gave his approval for the October and November minutes.

ACTION TAKEN: Vice Chairman Hogan made a motion to approve the October and November minutes. Commissioner Snyder seconded the motion. Motion carried unanimously.

December 11, 2003: Chairman Stephens indicated not having a quorum for the December minutes. Keith Downs indicated that the members present give their approval of the minutes it would be carried over to the next meeting to obtain a forth vote. Chairman Stephens, Vice Chairman Hogan and Commissioner Lightsey gave their approval for the December minutes.

V. OLD BUSINESS

Chino Airport

9:30 A.M.

A. CH-03-108 – Albert Webb Associates – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: CH-03-108 – Albert Webb Associates

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: SP 331, CZ 6759 and Tract Map 30971

PROJECT DESCRIPTION:

Specific Plan, Change of Zone, and Tract Map for 242 single-family lots and 278 condominium lots with a commercial alternative

PROJECT LOCATION:

The site is situated west of Archibald Avenue south of Schleisman Road within the County of Riverside, approximately 8,000-10,500 ft. southeast of Runway 26L at Chino Airport.

Adjacent Airport: Chino Airport (County of San Bernardino)

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

b. *Land Use Policy:* Influence Area Referral Area C

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 8,000 feet east of Runway 26L and 1 mile to one and one-half miles from the airport ultimate boundary. The touch and go flight tracks are overhead to the west and one departure flight track is 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 626 MSL feet The runway elevation is 635 MSL at the east end of the runway. The site is within the horizontal surface at this location. Structures exceeding 723 MSL in elevation at this location will require an FAA 7460 review. An instrument approach is near the parcel, and this site can expect overflight from aircraft entering the approaches.

Part 77 height issues should not be a problem.

*Noise: 1991 Report: The site is outside the 65 CNEL contour developed for the airport in 1991, and may 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. The newest draft plan has noise contours, but they do not currently indicate an ultimate reasonable capacity nor do they include the 60 or 55 CNEL.*

Master Plan: A new Master Plan at Chino Airport was started last year and is expected to be complete this year. As of now, the San Bernardino ALUC has not reviewed the new Master Plan. Due to the proximity to a flight track 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 or adoption of the Specific Plan.*
2. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.*
3. *Proposals for subsequent development of the site shall be reviewed by ALUC until such time that a CLUP is adopted for the Airport by RCALUC.*
4. *The Specific Plan and Draft EIR shall be modified in content and graphics as indicated on the attached Exhibit A.*
5. *The following uses shall be prohibited:*
 - (a) *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - (b) *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - (c) *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
6. The attached notice regarding proximity to the airport shall be given to each potential purchaser.

RECOMMENDATION:

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

ADDENDUM: February 10, 2004: Your staff contacted the applicant's representative the week after the last meeting in order to schedule a meeting to discuss the necessary changes. To date, no discussions have occurred.

In order to recommend approval of this project the following findings must be made 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.

Keith Downs requested a continuance to the next scheduled meeting and indicated the applicant being in concurrence with the continuance.

Chairman Stephens called for question from the Commissioners, hearing no response he called for a motion to be set.

ACTION TAKEN: Commissioner Snyder made a motion of continuance, subject to staff conditions of approval and recommendations. Commissioner Lightsey seconded the motion. Motion carried unanimously.

***CONSENT ITEMS:**

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

Consent items are as follow; RI-03-146 C.BU., RI-03-147 Lanco Engineering, RI-03-149 Cingular Wireless, RI-04-100 R.M.W., RI-04-101 RHA Engineering, MA-03-158 Brownco Construction Inc., MA-04-101 Maree Carreras, BD-04-100 Feiro Engineering, BD-04-101 Feiro Engineering, CH-04-100 W.J. Warkentin, HR-04-101 Reeds Springs LLC, FV-04-100 and FV-04-101 Hunsaker & Associates.

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

ACTION TAKEN: Alternate Rohm made a motion of consistency, subject to staff conditions of approval and recommendations. Commissioner Lightsey seconded the motion. Motion carried unanimously.

VI. NEW BUSINESS

RIVERSIDE MUNICIPAL AIRPORT

9:30 A.M.

A. RI-03-146 – C.B.U. – Consent item see page 4

CASE NUMBER: RI-03-146 California Baptist University
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Design Review

PROJECT DESCRIPTION:

A permit for 32,000 sq. ft., music facility with a 24,000 sq. ft., coverage with 400 parking spaces.

PROJECT LOCATION:

The site is located west of Adams Street and south of Magnolia Ave., in the City of Riverside, approximately 7,200-9,800 ft. south of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: *The proposed site is located approximately 7,200-9,800 feet northeast of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a music building. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.*

Part 77: *The highest elevation at this site is approximately 839 MSL feet and the height of the structures is approximately 40 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. Any structure over 895MSL would need an FAA review.*

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

DRAFT PLAN: *The new tentative draft ALUP places the site within Zone E. The site has lot coverage of less than 50%, and Zone E allows at least 90%. The proposed use is a compatible use under the draft plan.*

CONDITIONS OF APPROVAL:

- 1. Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).*
- 2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.*
- 3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or*

reflection into the sky.

4. The following uses shall be prohibited:

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

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

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

B. RI-03-147 – Lanco Engineering – Consent item see page 4

CASE NUMBER: RI-03-147- Lanco Engineering
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Tract Map 31952

PROJECT DESCRIPTION:

A Tract Map for 20 single-family residential lots on 5.98 acres.

PROJECT LOCATION:

The site is located north of Singleton Way, east of Tomlinson Avenue in the City of Riverside, approximately 9,000 ft. southwest of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 9,000 ft. southwest of Runway 16-34 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a tract map for 20 single-family residential lots on 5.98 acres. Structural coverage for the site would likely be less than 50%. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest pad elevation at the site is approximately 855 MSL feet and the height of the structures is unknown. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the south end of Runway 16-34 is 748 MSL. Any structure over 838 MSL at this location would need FAA review unless that agency determines that such a review is not required or not applicable.

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

DRAFT PLAN: The new tentative draft ALUP places the site within Zone E. Zone E allows 90% lot coverage and has no residential density limit. The proposed use is a compatible use under the draft plan.

CONDITIONS OF APPROVAL:

1. *Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).*
2. *Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.*
4. *The following uses shall be prohibited:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The Federal Aviation Administration shall conduct a Form 7460 review, unless that agency determines in writing that such a review is not required or not applicable.*
6. *The attached notice shall be given to all prospective buyers or tenants.*

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

- C. **RI-03-148 – Collen River** – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

Beverly Coleman indicated that the intent was to add this item to the consent items.

Chairman Stephens called for question from the Commissioners. Vice Chairman Hogan inquired about the height of the buildings. Beverly Coleman responded that the height is 25 feet. Hearing no further comments Chairman Stephens called for a motion to be set.

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

CASE NUMBER: RI-03-148- Collen River
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Design Review

PROJECT DESCRIPTION:

Design Review for five commercial buildings totaling 47,051 sq. ft. on 2.71 acres.

PROJECT LOCATION:

The site is located east of Doolittle Avenue, south of Morris Street within the City of Riverside, approximately 1,400 ft. west of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: *The proposed site is located approximately 1,400 ft. west of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for five commercial buildings totaling 47,051 sq. ft. on 2.71 acres. The proposed use for the buildings is office/assembly/warehouse. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. Structural coverage for the site would be less than 50% of the net area. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.*

Part 77: *The highest elevation at the site is approximately 740 MSL feet and the height of the tallest structure is 25 ft. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the west end of the runway is 748 MSL. Any structure over 762 MSL would need an FAA review.*

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

DRAFT PLAN: *The new tentative draft ALUP places the site within Zone C. The proposed lot coverage is less than 50% of the net lot and Zone C allows 80% lot coverage. The proposed use is a compatible use under the draft plan.*

CONDITIONS OF APPROVAL:

1. *Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).*
2. *Incorporate noise attenuation measures into the 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.*
6. *Above ground storage of explosive or flammable materials is prohibited.*

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

D. RI-03-149 – Cingular Wireless – Consent item see page 4

CASE NUMBER: RI-03-149- Cingular Wireless
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: CUP P03-1549

PROJECT DESCRIPTION:

A 77-foot monopalm cellular tower and equipment shelter.

PROJECT LOCATION:

The site is located west of Van Buren, north of Wells Avenue within the City of Riverside, approximately 4,800 ft. south of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: *The proposed site is located approximately 4,800 ft. south of Runway 16-34 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a 77 ft. monopalm cellular tower and equipment shelter on an existing restaurant*

site. The site is zoned C2- Commercial. The TPZ has no population limits assigned, but has a lot coverage standard of 50% of the gross or 65% of the net lot. Structural coverage for the site would be less than 50%. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The height of the structure is approximately 822 MSL at the top of the palm fronds. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the south end of Runway 16-34 is 748 MSL. Any structure over 796 MSL at this location would need an FAA 7460 review. As of the date of this staff report (2/4/04) a 7460 review had not been submitted to the FAA. The applicant plans to submit the proposal to the FAA within the next week.

Noise: The site is outside of the 60 CNEL contour for the airport. The proposed use is not a noise sensitive use.

DRAFT PLAN: The new tentative draft ALUP places the site within Zone D. Zone D allows 90% lot coverage. The proposed use is a compatible use under the draft plan.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Riverside Municipal Airport (909-351-6113).
2. 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. The Federal Aviation Administration shall conduct a Form 7460 review, unless that agency determines in writing that such a review is not required or not applicable.
5. The attached notice shall be given to all prospective buyers or tenants.

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

E. RI-04-100 – RMW – Consent item see page 4

CASE NUMBER: RI-04-100- RMW

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Tract Map 32038

PROJECT DESCRIPTION:

A Tract Map for 12 single-family residential lots on 3.2 acres.

PROJECT LOCATION:

The site is located east of Adams Street, south of Camelia Dr. within the City of Riverside, approximately 3,000 ft. southeast of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 3,000 ft. southeast of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a Tract Map for 12 single-family residential lots on 3.2 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. Structural coverage for the site would likely be less than 50%. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest pad elevation at the site is 765 MSL feet and the height of the structures is unknown. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the east end of the runway is 816 MSL. Any structure over 846 MSL at this location would need an FAA review. Part 77 obstruction criteria is not a concern.

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

DRAFT PLAN: The new tentative draft ALUP places the site within Zone D. Zone D allows 90% lot coverage and residential density $\leq .2$ units/acre or ≥ 5 units/acre.

CONDITIONS OF APPROVAL:

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

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

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

F. RI-04-101 – RHA Engineering – Consent item see page 4

CASE NUMBER: RI-04-101- RHA Engineering
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Tract Map 32140

PROJECT DESCRIPTION:

A Tract Map for 6 single-family residential lots on 1.5 acres.

PROJECT LOCATION:

The site is located west of Pathfinder Street, south of Mountain View Avenue. within the City of Riverside, approximately 3,000 ft. northeast of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 6,000 ft. northeast of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is a Tract Map for 6 single-family residential lots on 1.5 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. Structural coverage for the site would likely be less than 50%. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest pad elevation at the site is 784 MSL feet and the height of the structures is unknown. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the east end of the runway is 816 MSL. Any structure over 876 MSL at this location would need an FAA review. Part 77 obstruction criteria is not a concern.

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

DRAFT PLAN: The new tentative draft ALUP places the site within Zone E. Zone D allows 90% lot coverage and residential density $\leq .2$ units/acre or ≥ 5 units/acre. This project has five lots at 7,200 sq. ft. and one remainder at 1 acre. The neighborhood is developed at the same density.

CONDITIONS OF APPROVAL:

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

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

MARCH AIR RESERVE BASE

9:30 A.M.

G. MA-03-158 – Brownco Construction – Consent item see page 4

CASE NUMBER: MA-03-158 – Brownco Construction
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Design Review P03-6453

PROJECT DESCRIPTION:

Design Review for a 1,600 sq. ft., commercial storage.

PROJECT LOCATION:

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

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

BACKGROUND:

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

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. On April 26 of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignments: However, no changes were made to the Interim Influence Zone adopted in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The 1999 effort was an update of the 1994 Draft utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 16,000 feet northwest of Runway 14-32. The proposal is under the major approach and departure track. The proposal consists of a 1,600 sq. ft. addition to an existing warehouse and distribution facility. Specific information on the type of facility and proposed materials to be stored in the warehouse is currently unknown. The 1984 RCALUP places an emphasis upon the type of airport, type of aircraft expected to use the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area II. Industrial uses are allowed in Area II subject to certain constraints. The proposed land division is consistent contingent upon noise and height issues.

Density and Coverage: The area of the proposed structure is 1,600 sq. ft.

Part 77: The highest elevation on the proposed site is 1,548 MSL feet and the height of the proposed structure is 16 ft. The runway elevation at the north end is 1,535 MSL. In order to be an obstruction, a structure would need to exceed 1,703 MSL feet in elevation. Part 77 obstruction criteria is not a concern.

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

CONDITIONS:

1. *Prior to project development, recordation of the map, or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an aviation easement to the MARB/MIP Airport.*
2. *Incorporate noise attenuation measures into any office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Lighting plans for any additional development on the vacant lots shall be reviewed and approved by an airport lighting consultant or MARB/MIP prior to placement.*
4. *The following uses shall be prohibited:*
 - (a) *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - (b) *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - (c) *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - (d) *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The above ground storage of explosive or flammable materials is prohibited.*
6. *The attached notice shall be provided to all potential purchasers and tenants.*

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

- H. MA-04-100 – SDH & Associates – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

Keith Downs indicated that letters have been distributed to the Commission from neighboring citizens that have concerns, which are non-aeronautical issues. Alternate Rohm inquired if staff distributes these letters to the Planning Commission. Mr. Downs responded negatively indicating that the ALUC Public Notices that are mailed out indicate what ALUC reviews for, and any other concerns should be addressed to the Planning Commission, a number is provided on the notices.

CASE NUMBER: MA-04-100 SDH & Associates
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Tract Map 31945

PROJECT DESCRIPTION:

A Tentative Tract Map for ten residential lots on approximately 16.5 acres.

PROJECT LOCATION:

The site is situated south of Via Las Nubes and east of Canyon Crest Drive within the City of Riverside, approximately 23-24,000 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 effort was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize 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 A.I.C.U.Z: 1998 March Air Reserve Base*
- 5. Draft 98/99 CLUP for MARB/MIP*

MAJOR ISSUES:

Land Use: *The proposal is for residential development on approximately 16.5 acre. The proposed site is located approximately 23-24,000 ft., north of Runway 14/32. The proposal is one mile north of the major flight track and within the outer horizontal surface.*

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area II, which requires a minimum of two and one-half

acres for residential lots, and is immediately adjacent to area III, which allows residential land use with a few restrictions. Property to the north is in small lots and comparable lots are to the west. The Sycamore Canyon Park is east and south of the proposal. The 1994 Draft CLUP placed the property outside of the 60 CNEL. The proposed land use designation would be inconsistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The lot area is approximately 16.5 acres. Structural coverage will be less than 10% of the net area.

Part 77: The highest elevation at the site is 1,272 MSL feet and the height of the structures is unknown at this time. Any structures over 1,888 MSL feet in elevation will require an FAA 7460 review.

Noise: The site has been shown to have 65 CNEL noise over the property with the previous 1985 AICUZ report. The 1998 AICUZ indicated the noise level at the property to be less than 55 CNEL.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)
2. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The 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.

Based on the findings that

1. The residents are concentrated away from the Flight Track

2. *The surrounding homes are at similar or greater density.*
3. *The area is within the 55 CNEL*

Chairman Stephens called for any questions from the Commissioners. Vice Chairman Hogan inquired about the elevations. Keith Downs responded that the ridgeline to the west is about 50' to 100' higher and the drainage pattern is in the northerly direction.

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

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

I. MA-04-101 – Maree Carreras – Consent item see page 4

CASE NUMBER: MA-04-101- Maree Carreras
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Minor Conditional Use Permit

PROJECT DESCRIPTION:

A 45 ft. cellular antenna and wireless communications facility.

PROJECT LOCATION:

The site is located west of Alessandro Blvd., north of Cannon Road within the City of Riverside, approximately 22,800 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 III*
- c. *Noise Levels: See Below*

BACKGROUND:

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

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

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP 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 a wireless communication facility consisting of a 45 ft. cellular antenna mounted on top of a light standard. The proposed site is located approximately 22,800 ft. northwest of Runway 14/32. The proposal is near an approach and departure track and within the outer horizontal surface.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area III. The 1994 Draft CLUP placed the property inside of the 60 CNEL. The proposed use would be consistent with allowed uses within this area contingent upon noise and height issues.

Density and Coverage: The floor area of the proposed equipment structure is approximately 230 sq. ft. Structural coverage will be 50% of the 460 sq. ft. lease area and less than 1% of the approximately 1.6 acre site area.

Part 77: The highest elevation proposed at the site is approximately 1,623 MSL feet and the height of the antenna is approximately 45 ft. The elevation of the runway is 1,535 MSL. Structures exceeding 1,763 MSL at this location would require FAA review. In order to be an obstruction, a structure would need to exceed 1,888 MSL feet in elevation.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be outside the 55 CNEL. The proposed use is not a noise sensitive use.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)
2. Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large

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

- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 4. The above ground storage of explosive or flammable materials is prohibited.
- 5. The attached Notice shall be given to each prospective buyer or tenant.

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

BERMUDA DUNES AIRPORT

9:30 A.M.

J. BD-04-100 – Feiro Engineering – Consent item see page 4

CASE NUMBER: BD-04-100 Feiro Engineering
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Parcel Map 31891

PROJECT DESCRIPTION:

A Parcel Map for two lots on .516 acres.

PROJECT LOCATION:

The site is situated south of Ewarton Rd., on Brownstown Drive, and north of 42nd Avenue, within the County of Riverside, from approximately 6,700 feet west of the Runway 10-28 at Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport
Land Use Policy: Area III

- a. Airport Influence Area: Area III
- b. Land Use Policy: Influence Area
- c. Noise Levels: Outside 60 dB CNEL (February 1996) see compatibility study

MAJOR ISSUES:

Land Use: The proposed site is situated from approximately 6,700 west of the runway and is within Area III of the Airport Influence Area. Policies in the CLUP indicate that residential land uses would be allowed. The proposal is for two single-family residential lots on .516 acres, or approximately 4 units per acre.

Noise: The site will be subject to aircraft noise of some annoyance. The entire site is outside of the current 60 CNEL (1996), but those noise projections considered less traffic than is now being experienced and were annualized over the entire year. Ultimate traffic with seasonal and weekend peaking will likely produce noise of some annoyance on the site.

Part 77: The highest pad elevation on the site is 107 MSL at the east end. The airport elevation is 73 MSL and at a distance of 6,700 feet any structure exceeding 140 MSL feet in height will require an FAA 7460 review. Structures within the project will need FAA review.

Lighting intensity and patterns can adversely affect pilot visibility near airports. Any light that

would direct a steady light or flashing light of red, white, green or amber other than an FAA approved system can cause confusion. Bermuda Dunes currently has a VASI system.

DRAFT PLAN:

A new plan is being developed for this airport and the other airports in the county and our consultant will be developing new noise contours and new safety zones. A first draft of that effort reveals that the property will likely be within Zone D and outside the noise contours. The draft plan criteria for Zone D allows densities greater than or equal to 5 units/acre or less than or equal to .2 units/acre.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Bermuda Dunes Airport.
2. Incorporate noise attenuation measures into any building construction to ensure interior noise levels are at or below 45-decibel levels and assure a total NLR reduction of 25dba.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The attached NOTICE OF AIRPORT IN VICINITY shall be included in all property transactions within the project area and given to any buyer or tenant prior to sale or lease.
5. Any structure over 140 MSL feet in height shall have an FAA 7460 review completed and any conditions recommended shall be completed and adhered to prior to construction.

RECOMMENDATION: Staff would recommend a finding of consistency for this project subject to the conditions attached.

K. BD-04-101 Feiro Engineering – Consent item see page 4

CASE NUMBER: BD-04-101 Feiro Engineering
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Parcel Map 31574

PROJECT DESCRIPTION:

A Parcel Map for two lots on 1.95 acres.

PROJECT LOCATION:

The site is situated south of 41st Avenue and west of Carter Lane, within the County of Riverside, from approximately 2,800 feet west of the Runway 10-28 at Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport
Land Use Policy: Area III

- a. Airport Influence Area: Area III
- b. Land Use Policy: Influence Area
- c. Noise Levels: Outside 60 dB CNEL (February 1996) see compatibility study

MAJOR ISSUES:

Land Use: The proposed site is situated from approximately 2,800 feet west of the runway and is within Area III of the Airport Influence Area. Policies in the CLUP indicate that residential land uses would be allowed. The proposal is for two single-family residential lots 1.95 acres, or approximately 1 unit per acre.

Noise: The site will be subject to aircraft noise of some annoyance. The entire site is outside of the current 60 CNEL (1996), but those noise projections considered less traffic than is now being experienced and were annualized over the entire year. Ultimate traffic with seasonal and weekend peaking will likely produce noise of some annoyance on the site.

Part 77: The highest pad elevation on the site is 100 MSL at the east end. The airport elevation is 73 MSL and at a distance of 2,800 feet any structure exceeding 101 MSL feet in height will require an FAA 7460 review. Structures within the project will need FAA review.

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

DRAFT PLAN:

A new plan is being developed for this airport and the other airports in the county and our consultant will be developing new noise contours and new safety zones. A first draft of that effort reveals that the property will likely be within Zone D and outside the noise contours. The draft plan criteria for Zone D allows densities greater than or equal to 5 units/acre or less than or equal to .2 units/acre. Infill criteria allow a continuation of existing patterns of development under certain conditions.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to Bermuda Dunes Airport.
2. Incorporate noise attenuation measures into any building construction to ensure interior noise levels are at or below 45-decibel levels and assure a total NLR reduction of 25dba.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The attached NOTICE OF AIRPORT IN VICINITY shall be included in all property transactions within the project area and given to any buyer or tenant prior to sale or lease.
5. Any structure over 102MSL feet in height shall have an FAA 7460 review completed and any conditions recommended shall be completed and adhered to prior to construction.

RECOMMENDATION: Staff would recommend a finding of consistency for this project subject to the conditions attached.

CHINO AIRPORT

9:30 A.M.

- L. CH-04-100 – Albert Webb Associates – Consent item see page 4

CASE NUMBER: CH-04-100 – Albert A. Webb Associates
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Change of Zone 6853 and Tract Map 31476

PROJECT DESCRIPTION:

A Change of Zone (A -2 and A-2-10 to R-1) and a Tract Map for 153 single family residential lots on approximately 40.61 acres.

PROJECT LOCATION:

The site is situated north of Walters Street, east of Hellman Avenue within the County of Riverside, approximately 7,900 – 9,000 ft. southeast of Runway 26L at Chino Airport.

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

BACKGROUND:

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

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

MAJOR ISSUES:

Land Use: The proposed site is located approximately 7,900 – 9,000 feet southeast of Runway 26L. The touch and go flight tracks are overhead to the east and west and two departure flight tracks are to the east.

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

Part 77: The highest elevation at this site is approximately 586 MSL feet. The runway elevation is 635 MSL at the east end of the runway. Structures exceeding 714 MSL in elevation at this location will require an FAA 7460 review. Part 77 obstruction criteria is not a concern with this project. Instrument approaches are near the parcel, and this site can expect overflight from aircraft entering the approaches.

Noise:

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

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

CONDITIONS:

1. Provide Avigation Easements to the County of Riverside and Chino Airport prior to the recordation of the tract, issuance of any permit, or sale of any portion to any entity exempt from the Subdivision Map Act.

2. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.*
3. *Proposals for subsequent development of the site shall be reviewed by ALUC until such time that a CLUP is adopted for the Airport by RCALUC.*
4. *The following uses shall be prohibited:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The attached notice regarding proximity to the airport shall be given to each potential purchaser.*

RECOMMENDATION:

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

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.

HEMET/RYAN AIRPORT

9:30 A.M.

- M. HR-04-100 W.J. Warkentin Auto Mall – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER:

HR-04-100 W.J. Warkentin Auto Mall

APPROVING JURISDICTION:

City of Hemet

JURISDICTION CASE NO:

Specific Plan Amendment and Change of Zone

PROJECT DESCRIPTION:

Specific Plan amendment and change of zone to add selected uses to Area D.

PROJECT LOCATION:

The site is situated South of Florida and east of Warren Road, within the City of Hemet, approximately 2,400-3,200 feet northwest of Runway 5-23 and 4/22 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 III, Area of Moderate Risk
b. Noise Levels: Outside 55CNEL, but subject to annoyance levels

MAJOR ISSUES:

LAND USE: The proposed site is located approximately 2,400-3,200 feet north of Runway 5-23/4/22. The site is within Area III (Area of Moderate Risk) of the Hemet-Ryan Airport Influence Area. The proposal is for a zone change to allow additional uses as outlined the Exhibit W. Area III has no population density limits assigned to it, but requires a discretionary review for certain uses and Legislative items. The proposed use is for additional retail.

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

PART 77. The runway elevation is 1,512 MSL. The highest elevation on the site is 1,515 MSL. Structures exceeding 1,542 MSL at this location require FAA Review. No structures are proposed at this time.

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 1,542MSL feet in elevation or 35 feet shall require FAA 7460 review.

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

Chairman Stephens called for questions from the Commissioners. A discussion ensued between the Commissioners regarding the amendment and uses.

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

ACTION TAKEN: Alternate Rohm made a motion of consistency, subject to staff's condition of approval and recommendations. Commissioner Lightsey seconded the motion. Motion carried unanimously.

N. HR-04-101 – Reeds Springs LLC – Consent item see page 4

CASE NUMBER: HR-04-101– Reeds Springs LLC
APPROVING JURISDICTION: City of Hemet
JURISDICTION CASE NO: Tract Map 31970

PROJECT DESCRIPTION:

A Tract Map for 109 residential lots on 25.7 acres

PROJECT LOCATION:

The site is located east of Meyers Avenue, and south of Devonshire Avenue, within the City of Hemet, approximately 6,100 ft. north 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 III, Area of Moderate Risk
- b. Noise Levels: Outside 55 CNEL, but subject to annoyance levels

MAJOR ISSUES:

LAND USE: The proposal is for a 109 residential lot subdivision on 25.7 acres with a proposed density of 4.2 dwelling units per acre. The proposed subdivision includes two small potential detention basin mitigation lots totaling 14,767 sq. feet that are not expected to be a wildlife attractant. Area III has no population density limits assigned to it, but requires a discretionary review for certain 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 55 CNEL.

PART 77. The runway elevation is 1,512 MSL. The highest elevation on the site is 1,509.5

MSL and the height of the tallest structure is approximately 32 feet. Structures exceeding 1,573 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.

CONCLUSION: The proposal as submitted is consistent with the Hemet Ryan Airport CLUP subject to the conditions of approval listed below.

CONDITIONS: *For the City to Utilize*

1. *Provide Avigation Easements to the operator of Hemet-Ryan Airport (909-351-0700 Ext. 204) prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act.*
2. *Incorporate noise attenuation measures into any 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. *An analysis of the detention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.*
5. *The following uses shall be prohibited:*
 - a. *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
6. *The attached notice shall be given to all prospective buyers and tenants.*

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

FRENCH VALLEY AIRPORT

10:00 A.M.

O. FV-04-100 – Hunsaker & Associates – Consent item see page 4

CASE NUMBER: FV-04-100 – Hunsaker and Associates
APPROVING JURISDICTION: City of Murrieta
JURISDICTION CASE NO.: TM 30690

PROJECT DESCRIPTION:

A Tract Map to subdivide 14 acres into 70 residential lots and open space.

PROJECT LOCATION:

The site is located south of Hunter Road and west of Masters Drive in the City of Murrieta approximately 3,000 ft., west of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: *The proposal is for a Tract Map to subdivide 14 acres gross (11.5 net) into 70 residential lots. 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 30% of the project, which is below the TPZ standard.*

Part 77: *The building pad elevations on the property range from 1,298 to 1,321 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 1,380 MSL in elevation will require FAA 7460 review. The highest point on the parcel is at 1,321 MSL*

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

Draft plan: *The new plan has the site within zone D that allows residential with a density of over 5 units per acre.*

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. An FAA 7460 review shall be completed for any structure exceeding 1,500 MSL

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.

P. FV-04-101 – Hunsaker & Associates – Consent item see page 4

CASE NUMBER: FV-04-101 –Hunsaker and Associates
APPROVING JURISDICTION: City of Murrieta
JURISDICTION CASE NO.: TM 30691
PROJECT DESCRIPTION:

A Tract Map to subdivide 16 acres into 36 residential lots, open space and a detention basin.

PROJECT LOCATION:

The site is located south of Robert Trent Jones Parkway and east of Branwin Court in the City of Murrieta, from approximately 5,000 ft. southwest of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: The proposal is for a Tract Map to subdivide 16 acres gross (10 net) into 36 residential lots, and a detention basin. 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 30% of the project, which is below the TPZ standard.

Part 77: The building pad elevations on the property range from 1,197 to 1,206 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 1,400 MSL in elevation will require FAA 7460 review. The highest point on the parcel is at 1,206 MSL

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

Draft plan: The new plan has the site within zone D that allows residential with a density of over 5 units per acre.

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. An FAA 7460 review shall be completed for any structure exceeding 1,500 MSL

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.

VII. ADMINISTRATIVE ITEMS

A. Findings Review (Counsel)

Chairman Stephens postponed this item to the next scheduled hearing.

B. Calendar

Keith Downs indicated that the Commission decides when to meet besides holiday and Friday nights. Staff has draft the remaining months for 2004 and proposes the Commission to adopt the calendar for September thru December.

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

ACTION TAKEN: Vice Chairman Hogan made a motion to adopt the 2004 calendar. Commissioner Lightsey seconded the motion. Motion carried unanimously.

C. *ALUP Meeting Schedule and Location*

Keith Downs indicated that the Workshop is scheduled for March 9th and 10th and the legal notices will be published on the 29th of February with the Press Enterprise and the Desert Sun. The plan will available on the website next week.

Keith Downs then indicated that a letter has been sent to the Board attached with Mr. Bell's resignation letter and Mr. Butler's resume for reappointment, which was distributed to the Commission.

Keith Downs informed the Commission on the allocation of funding for the Joint Land Use Plan for March Air Reserve Base. This Commission would be reviewing the plan for its adoption.

Mr. Downs informed the Commission that a reminder has been given to the City of Riverside about submitting a power plant project to the ALUC. This project is north west of the runway and it can become an issue like the one at Blythe Airport.

Mr. Downs indicated that the Commission would be touring the Bermuda Dunes Airport after the meeting and depicted areas that would be visited.

Mr. Downs informed the Commission about two bird strikes at Desert Resorts Regional Airport. It has been twelve years since there's been a problem with birds and there are thousands on the runway.

VIII. *ORAL COMMUNICATION FROM THE PUBLIC ON ANY ITEM NOT ON THE AGENDA.*
None

IX. *COMMISSIONER'S COMMENTS*

X. Adjournment: Chairman Stephens adjourned the meeting at 10:40 A.M.
NEXT REGULARLY SCHEDULED MEETING: March 11, 2004 at 9:00 a.m., Riverside