

# AIRPORT LAND USE COMMISSION

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

**THURSDAY, May 13, 2004**  
**9:00 A.M.**

## MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on May 13, 2004 at the Riverside County Administration Center, Board Room.

COMMISSIONERS PRESENT: Ric Stephens, Chairman  
Dave Hogan, Vice Chairman  
Jon Goldenbaum  
Arthur Butler  
Marge Tandy  
Mark Lightsey  
Simon Housman

COMMISSIONERS ABSENT: Sam Pratt

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

OTHERS PRESENT: James Franco  
Jodi Parker  
John Lyon  
Jack Reimer  
Judy Edwards

- I. CALL TO ORDER: The meeting was called to order at 9:00 a.m. by Chairman Stephens.
- II. SALUTE TO THE FLAG.
- III. ROLL CALL was taken.

A. INTRODUCTIONS: New members and vacancy  
Chairman Stephens welcomed newly elected Commissioner Housman.

### B. ELECTION OF OFFICERS

Keith Downs indicated this is the annual election of Chairman and Vice Chairman. Vice Chairman Hogan moved to continue having Chairman Stephens as the Chairman for the Commission. Chairman Stephens indicated he would like to have Vice Chairman Hogan continue another term as the Vice Chairman unless any member of the Commission wishes to be appointed as Vice Chairman, hearing no response Commissioner Simon seconded the motion for Chairman Stephens and Vice Chairman Hogan to continue another term.

IV. APPROVAL OF MINUTES FOR: January 15, 2004, February 19, 2004, March 11, 2004 and April 15, 2004.

January 15, 2004: Chairman Stephens indicated that due to not having a quorum at the last meeting three members gave their approval of the minutes and would need a fourth member for the minutes to pass. Chairman Stephens then called for a motion to be set.

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

February 19, 2004 and March 11, 2004: Chairman Stephens reiterated that due to not having a quorum they would need a fourth vote. Chairman Stephens called for a motion to be set.

**ACTION TAKEN:** Vice Chairman Hogan made a motion to approve the minutes. Commissioner Tandy seconded the motion. Motion carried unanimously.

**ABSTAINED:** Commissioner Tandy for February minutes.

April 15, 2004: Chairman Stephens called for questions or comments from the Commissioners. Hearing no response he called for a motion to be set.

**ACTION TAKEN:** Commissioner Butler made a motion of approval for the minutes. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

**ABSTAINED:** Commissioner Tandy, Commissioner Lightsey and Commissioner Housman

**\*CONSENT ITEMS:**

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

Consent items are as follows; CH-04-103 L.D. King Inc., CH-04-104 Albert Webb Associates, CH-04-105 Albert Webb Associates, CH-04-106 Albert Webb Associates, RI-04-115 Archie Jiang, RI-04-116 Rocky Snider, RI-04-117 Robert Bollin, FV-04-102 Nogle Onufer Associates Architects, TH-04-100 James Franco, MA-04-111 Carter Group, MA-04-112 Gary Martin, MA-04-113 Gerald Buydos, and MA-04-114 Patti Castillo.

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:** Commissioner Goldenbaum made a motion of consistency, subject to staff conditions of approval and recommendations. Commissioner Tandy seconded the motion. Motion carried unanimously.

V. OLD BUSINESS

**RIVERSIDE MUNICIPAL AIRPORT**

**9:00 A.M.**

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

**CASE NUMBER:** RI-03-128 – John Nicholson  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO.:** General Plan Amendment and Development Agreement for Specific Plan: Rancho La Sierra

**PROJECT DESCRIPTION:**

General Plan Amendment and Development Agreement

**PROJECT LOCATION:**

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

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

**BACKGROUND:**

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

**MAJOR ISSUES:**

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

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

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

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

**CONDITIONS:**

1. *Provide Avigation Easements to the City of Riverside prior to the recordation of the tract, issuance of any permit, or sale of any portion to any entity exempt from the Subdivision Map Act or adoption of the Specific Plan.*
2. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.*
3. *Proposals for subsequent development of the site shall be reviewed by ALUC until such time that a CLUP is adopted for the Airport by RCALUC.*
4. *The Specific Plan and Draft EIR shall be modified in content and graphics as indicated on the attached Exhibit A.*
5. *The following uses shall be prohibited:*
  - (a) *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
  - (b) *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
  - (c) *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
  - (d) *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
6. *The attached notice regarding proximity to the airport shall be given to each potential purchaser or tenant.*

**RECOMMENDATION:**

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

**ADDENDUM: May 13.** *Staff recommends that the item be taken off calendar and returned when the Amendments have been revised and submitted formally to the City.*

Keith Downs indicated that Commissioner Housman would only be able to vote if he indicates he has read the minutes. Commissioner Housman responded positively indicating he has read the April minutes.

Keith Downs indicated this item would be taken off calendar until a complete Specific Plan is available for review.

Chairman Stephens called for questions from the Commissioners for Staff. Hearing no response Chairman Stephens called for the applicant to come forward and present the case, hearing no reply Chairman Stephens opened the floor for comments from the audience, hearing no response he called for a motion to be set.

**ACTION TAKEN:** Vice Chairman Hogan made a motion to remove the item from calendar until a complete application is submitted for further review. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

**CHINO AIRPORT**

**9:00 A.M.**

A. CH-04-103 – L.D. King, Inc. – Consent item see page 2

**CASE NUMBER:** CH-04-103 – L.D. King, Inc.

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO.:** Change of Zone 6819 and Tract Map 31309

**PROJECT DESCRIPTION:**

*A Change of Zone (A-2-10 to R-1) and a Tract Map for 346 single family residential lots on approximately 98 acres.*

**PROJECT LOCATION:**

*The site is north of Schleisman Avenue and east of Hellman Ave. within the County of Riverside, from approximately 4,800 – 8,000 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*
- 4. Draft 2004 Airport Land Use Compatibility Plan*

**MAJOR ISSUES:**

Land Use: *The proposed site is located approximately 4,800 – 8,000 feet east of Runway 26L. The touch and go flight tracks are overhead to the east and other approaches are northerly of this site.*

*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 630 MSL feet. The runway elevation is 635 MSL at the east end of the runway. The site is outside the approach surface, and in order to exceed obstruction standards a structure would need to exceed 155 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 significant 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 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).

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.*

B. CH-04-104 – Albert A. Webb Associates – Consent item see page 2

**CASE NUMBER:** CH-04-104 – Albert A. Webb Associates

**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** Change of Zone 6909 and Tract Map 31303

**PROJECT DESCRIPTION:**

*A Change of Zone (A-2-10 to R-1) and a Tract Map for 184 lots on approximately 52 acres.*

**PROJECT LOCATION:**

*The site is north of Schleisman Avenue and east of Hellman Ave. within the County of Riverside, from approximately 7,600 – 9,000 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*
4. *Draft 2004 Airport Land Use Compatibility Plan*

**MAJOR ISSUES:**

Land Use: *The proposed site is located approximately 6,200 – 7,600 feet east of Runway 26L. The touch and go flight tracks are overhead to the east and other approaches are northerly of this site.*

*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 620 MSL feet. The runway elevation is 635 MSL at the east end of the runway. The site is outside the approach surface and in order to exceed obstruction standards a structure would need to exceed approximately 165 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 significant 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 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).

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.*

C. CH-04-105 – Albert A. Webb Associates – Consent item see page 2

**CASE NUMBER:** CH-04-105 – Albert A. Webb Associates

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO.:** Change of Zone 6901, Tract Map 31622 and Parcel Map 31923

**PROJECT DESCRIPTION:**

*A Change of Zone (A-2-10 to R-1) and a Tract Map for 95 single family residential lots on approximately 26 acres.*

**PROJECT LOCATION:**

*The site is north of Schleisman Avenue and west of Archibald Ave., within the County of Riverside, approximately 7,900 – 9,000 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*
- 4. Draft 2004 Airport Land Use Compatibility Plan*

**MAJOR ISSUES:**

*Land Use:* *The proposed site is located approximately 7,200 – 9,600 feet southeast of Runway 26L. The touch and go flight tracks are overhead to the west and other approaches are northerly of this site*

*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 620 MSL feet. The runway elevation is 635 MSL at the east end of the runway. The site is outside the approach surface and in order to exceed obstruction standards a structure would need to exceed approximately 160 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 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).

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.

D. CH-04-106 – Albert A. Webb Associates – Consent item see page 2

**CASE NUMBER:** CH-04-106 – Albert A. Webb Associates

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO.:** Tract Map 31931

**PROJECT DESCRIPTION:**

*A Tract Map for 47 single-family residential lots on approximately 13 acres.*

**PROJECT LOCATION:**

*The site is north of Schleisman Avenue and west of Archibald Ave. within the County of Riverside, approximately 9,000-9,600 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*
- 4. Draft 2004 Airport Land Use Compatibility Plan*

**MAJOR ISSUES:**

*Land Use:* *The proposed site is located approximately 9,000-9,600 feet southeast of Runway 26L. The touch and go flight tracks are overhead to the west and other approaches are northerly of this site*

*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 615 MSL feet. The runway elevation is 635 MSL at the east end of the runway. The site is outside the approach surface and in order to exceed obstruction standards a structure would need to exceed approximately 170 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 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).*

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.*

**RIVERSIDE MUNICIPAL AIRPORT**

**9:00 A.M.**

E. RI-04-115 – Archie Jiang – Consent item see page 2

**CASE NUMBER:**

RI-04-115 - Archie Jiang

**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO.:** Parcel Map 32391

**PROJECT DESCRIPTION:**

A 24- unit Planned Residential Development on approximately 2.15 acres.

**PROJECT LOCATION:**

The site is located at 10104 and 10146 Gould Street, west of Crest Avenue within the City of Riverside, approximately 7,200 ft. west 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 ft. west of the west end of Runway 9-27 and 7,600 ft. south of Runway 16-34. The proposal is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a 24-unit planned residential development on approximately 2.15 acres (gross). Structural coverage for the site, including existing and proposed structures is less than 40% 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 pad elevation at the site is approximately 774 MSL feet and the height of the tallest structure is approximately 26 feet. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the west end of Runway 9-27 is 758 MSL. Part 77 obstruction criterion 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 has a residential density limit of  $\geq 5$  du/acre or  $\leq .2$  du/acre. 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.

F. RI-04-116 – Rocky Snider – Consent item see page 2

**CASE NUMBER:** RI-04-116 - Rocky Snider  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO.:** Conditional Use Permit

**PROJECT DESCRIPTION:**

A conditional use permit for construction of a pavilion shade structure.

**PROJECT LOCATION:**

The site is located at 4375 Jackson Street north of California Avenue within the City of Riverside, approximately 5,200 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 5,200 ft. south of Runway 16-34 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for construction of a 5,380 sq. ft. pavilion shade structure on an existing church site. Structural coverage for the site, including existing and proposed structures is 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 750 MSL feet and the height of the structure is approximately 13 feet. 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. Part 77 obstruction criterion is not a concern.

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 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.*

G. RI-04-117 – Robert Bollin – Consent item see page 2

**CASE NUMBER:** RI-04-117 - Robert Bolin  
**APPROVING JURISDICTION:** *City of Riverside*  
**JURISDICTION CASE NO.:** *Change of Zone P03-400 & P03-401*

**PROJECT DESCRIPTION:**

*A change of zone for a warehouse storage building.*

**PROJECT LOCATION:**

*The site is located at 8505 Indiana Avenue, west of Adams Street within the City of Riverside, approximately 10,000 southeast of Runway 9-27 at the Riverside Municipal Airport.*

**Adjacent Airport:** *Riverside Municipal Airport*

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

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 10,000 ft. southeast of the east end of Runway 9-27 and is within the TRAFFIC PATTERN ZONE of the Riverside Municipal Airport Influence Area. The proposal is for a warehouse storage building consisting of 8,234 sq. ft. on approximately .55 acres. Structural coverage for the site, including existing and proposed structures is less than 40% 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 820 MSL feet and the height of the structure is approximately 21 feet. The site is under the horizontal surface at this location, which is approximately 966 MSL. The elevation at the east end of Runway 9-27 is 816 MSL. Part 77 obstruction criterion 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 E has no density restrictions. 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 above ground storage of explosive or flammable materials is prohibited.
6. The attached notice shall be given to all prospective buyers or tenants.

**RECOMMENDATION:** Staff would recommend a finding of consistency for the project, subject



to the conditions listed above.

## FLABOB AIRPORT

9:00 A.M.

- H. FL-04-100 – Loring Ranch – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

Keith Downs indicated that a revised staff report was distributed to the commissioners that include the components regarding the zone change with two exhibits.

**CASE NUMBER:** FL-04-100 – Loring Ranch (revised May 10<sup>th</sup>)  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** TM 31503 GPA 688 and Change of Zone 6921

### PROJECT DESCRIPTION:

The project is a Tract Map for subdivision of 93 lots on 39.3 acres ranging in size from 5,000 to 135,000 sq. ft. and Change of Zone from MSC to R-4-2.5 and R-4 to R-4-2.5 and General Plan Amendment from MDR 2-5 to MHDR 5-8/acre and EDR to MHDR.

### PROJECT LOCATION:

The site is located easterly of the airport in the County of Riverside, from approximately 170 to 1,400 feet from the Runway at Flabob Airport.

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

- a. Airport Influence Area: Zones I (Imaginary Approach Surface,) II (Area of Significant Safety Concerns) and III  
b. Land Use Policy: Influence Area  
c. Noise Levels: Outside 55-65CNEL

### MAJOR ISSUES:

**Land Use:** The proposed site is located immediately adjacent to RWY 9-24 on the north and east. The proposed site is within the Areas I, II and III of the adopted Flabob Airport Influence Area. The project is a Tract Map for subdivision of 93 lots on 39.3 acres. The general plan and zoning would be changed from manufacturing and EDR 2.5 acre lots and Medium High Density Residential 5-8 /acre. The proposal has nine lots that are from 2.5 to 3.5 acres in size: and an open space lot at the east end of the runway, a linear lot reflecting the flood control facility and a park lot in the center of the small lots at the south part of the project.

Area III has no population limits assigned to it, but areas II and I have a two and one-half acre minimum lot size with no structures within the close-in areas. Seven of the lots are proposed to have access to the airfield over a bridge on the Flood Control Facility at lot 92 at the south end.

Lots 1,2, 10-17, 39-67, 69-73 and 80-82 are inconsistent with the current designations of the plan.

**Noise:** Most of the site is outside of the current 65 CNEL contour for the airport. The site is near and underlying an approach and departure flight track and will experience severe noise from over flying and adjacent aircraft.

Part 77: The elevation on the proposed site varies from 852 to 862 MSL and the height of proposed structures is generally two story or 28 feet. The site is within the approach, transitional and horizontal surfaces. The surface of the runway varies from 750 to 765 MSL. All structures at this location will require an FAA 7460 review.

DRAFT 2004 ALUCP: The proposal is within Zones A, B-1 and D. Zone A allows no residential or structures. Zone B-1 allows a residential at a density of one dwelling per 20 acres. Zone D allows homes at a density of 5 per acre or more. The proposal has nine lots that are from 2.5 to 3.5 acres in size: and an open space lot at the east end of the runway, a linear lot reflecting the flood control facility and a park lot in the center of the small lots at the south part of the project.

Lots 1,2,10-17,39-67,69-73,80-85,87-89 are inconsistent with those designations in the proposed plan. Lots 86 and 90 have portions of the lots that are within a zone that allows a structure or could qualify as infill. Most of the project is within the 60dbCNEL and the entire project is within the 55dbaCNEL.

**Conclusion: The project as submitted is inconsistent with the Draft 2004 ALUCP.**

**CONDITIONS OVERRIDE:**

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 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.
6. Residential structures on lots 85 through 93 shall be placed as far away from the runway as allowed by the zoning.

**RECOMMENDATION:** Staff recommends a finding of inconsistency for the project, but recommends a CONTINUANCE in order to obtain comments from the airport operator, Caltrans Aeronautics and to review the ALUC comments for Tract 23395, the adjoining tract to the east.

Chairman Stephens called for questions from the Commissioners for staff. Commissioner Goldenbaum inquired whether the 750' described was from a Caltrans calculation or from the adopted plan. Keith Downs responded that it's from the adopted plan.

Chairman Stephens called for the applicant to come forward and present the case.

Jack Reimer came forward in response to Charmain Stephens' invitation and concurred with staff's recommendation for a continuance. Mr. Reimer indicated a correction was needed on page two of the staff report for the elevation, indicating it should read as 752-762 instead of 852-862. Commissioner Goldenbaum inquired for clarification whether the larger lots adjacent to the taxiway are intended to be for a flying community. Mr. Reimer responded positively indicating that they are referred to as hangar homes where there is a large single family home with its own hangar.

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

John Lyon, Secretary of the Tom Wathen Foundation owner and operator of Flabob Airport, came forward and concurred with the continuance for further review. Mr. Lyon indicated that he had a portion of the file of the original Loring Ranch project that showed inconsistency due to some confusion with the exact size of Area II, and this might possibly persist into this project. He said the developer has been very frank, very opened and very cooperative in its dealings with Flabob Airport. He said they had some input to this development and it was a joint idea that the lots within the 2.5-acre zone be converted into airport homes. He said it is also believed that having pilots living adjacent to the airport in the area that is most exposed to the noise and the sight of airplanes will be very desirable and strengthening to the support, preservation and operation of the airport. He said they have agreed with the developer that they would provide taxiway access to Flabob Airport for those homes. He said they would note that they are more concerned with safety than any body for the reasons that the Commission and they all are, but also for the reason that a catastrophic event at the airport could bring serious pressures upon them. Mr. Lyon noted that between the 2.5-acre homes and the airport there is a deep moat and no airplane is going to make it on the ground across into the area of these 2.5-acre zones, it will end up in the ditch. He said with respect to the land in Area I the lands off the end of the runway where Mr. Downs described as lot C, the developer spontaneously volunteered and has not made any promises, but are considering as part of the completion of this project donating that land to the Thomas Wathen Foundation for Flabob Airport.

Hearing no further comments Chairman Stephens called for any one else wishing to speak on this project.

Judy Edwards came forward and expressed her concern regarding safety, since she only lives seven homes from the field of the proposed project and the planes do come fairly close. Mrs. Edwards then inquired on the type of homes and size of lots.

Jack Reimer came forward and responded that the homes are single-family detached housing and the small lots are 5,000 sq. ft. and the larger lots would be 2.5-acre lots.

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

**ACTION TAKEN:** Commissioner Goldenbaum made a motion to continue the project, subject to staff's recommendations. Commissioner Hogan seconded the motion. Motion carried unanimously.

## FRENCH VALLEY AIRPORT

9:00 A.M.

### I. FV-04-102 – Nogle Onufer Associates – Consent item see page 2

**CASE NUMBER:** FV-04-102 – Nogle Onufer Associates  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO.:** PP19175

#### **PROJECT DESCRIPTION:**

*Plot Plan for 87,969 sq. ft., storage buildings on approximately 6.74 acres.*

#### **PROJECT LOCATION:**

*The site is located north of Technology Dr., and west of Sky Canyon Drive from approximately 2,100 to 2,500 ft., south of the ultimate 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 the 55CNEL for 2013 from the 1995 Master Plan*

#### **MAJOR ISSUES:**

*Land Use: The proposal is for Plot Plan 19175 for an 87,969 sq. ft., of storage buildings on approximately 6.74 acres. The existing and proposed zoning for the site is I-P Industrial Park. Based on the site plan submitted by the applicant, and the current GIS data for the French Valley Airport, the site is located within the Traffic Pattern (TPZ). Structures and land uses involving petroleum, explosives or above-grade power lines, land uses involving concentrations of people and significant obstructions are discouraged within the TPZ.*

*The proposed site is located within adopted Specific Plan 213. 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.*

*However, Section 7.4.1 through 7.4.3.d, also included in Exhibit B, require that certain land use restrictions, noise (sound insulation) standards and height standards specified in the CLUP shall be applicable to development approvals within adopted specific plans.*

*Part 77: The highest elevation on the property to be developed is 1,310 MSL and the height of the tallest structure currently proposed is 36 ft. The site is within the horizontal surface at 1,500*

MSL and the runway elevation is 1,330 MSL. The distance from the ultimate end of Runway 18/36 to the northeast corner of the proposed site is approximately 2,100 ft. Any future structures over the height of 1,350 MSL proposed on the site will require FAA review.

Noise: The noise contours for 2013 indicate the site is outside the 55 CNEL, however, more recent projections would likely include the site within the 55 to 60 CNEL and at ultimate build out.

The land use and height standards of the CLUP applicable to the proposed project are shown in the table below:

SAFETY ZONE	APPLICABLE LAND USE AND HEIGHT STANDARDS	
	For Areas Inside Adopted Specific Plan	For Areas Outside Adopted Specific Plan (For Comparison Only)
TTPZ	<p><b>Exempt from CLUP requirements applicable to land use, development density, and development intensity. However, development approval is subject to certain land use restrictions (Table 7 A, Notes A &amp; B), sound insulation (Section 7.3.1) and height standards (FAR Part 77) set forth in the CLUP.</b></p>	<p>Discourage schools, auditoriums, amphitheatres, and stadiums. (See section 7.5.2 in text)</p> <p>Discourage uses involving, as the primary activity manufacture, storage or distribution of explosives or flammable materials.</p> <p>Max. Density – not applicable</p> <p>Max. Structural Coverage –50% of the gross area or 65% of net area whichever is greater.</p> <p>Max. Height – F.A.R. Part 77 standards</p>

**Land Use Restrictions Applicable to Projects Within Approved Specific Plans (Notes From Table 7A of French Valley Airport CLUP):**

- A. The following uses shall be prohibited in all airport safety zones:
- (1) 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.
  - (2) 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.
  - (3) 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.
  - (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

*DRAFT PLAN: The new tentative plan designates the property as being within Zone C and within the 55 CNEL. The uses disallowed are similar the TPZ requirements for commercial, but Zone C does not allow residential.*

**RECOMMENDATION:** *That the ALUC finds that: 1) those portions of the proposal that are within the TPZ and are within SP 213 are exempt from the land use standards of the CLUP, and that the Commission forward the land use restrictions set forth in Notes A and B to Table 7A and the height Standards in Section 7.3.3 of the CLUP to the County of Riverside.*

**CLUP CONSISTENCY 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 for the entire map including the remainder.*
2. *No obstruction of any "FAR Part 77 Surface" shall be permitted.*
3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*
4. *The following uses shall be prohibited:*
  - a. *Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
  - b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
  - c. *Any use which would generate smoke or water vapor or which would attract a large concentration of birds, or which may otherwise affect safe air navigation within the area.*
  - d. *Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.*
5. *The above ground storage of explosives or flammable materials shall be prohibited.*
6. *The attached notation regarding proximity to the airport must be given to each potential tenant.*
7. *Schools, churches and uses involving higher densities of population shall be avoided.*
8. *Any subsequent permit shall be reviewed by the ALUC.*

**DESERT RESORTS REGIONAL AIRPORT**

**9:00 A.M.**

J. TH-04-100 – James Franco – Consent item see page 2

**CASE NUMBER:** TH-04-100 James Franco  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO:** PP 16900 R2

**PROJECT DESCRIPTION:** A Conditional Use Permit for a 5,000 sq. ft. Retail hardware building

**PROJECT LOCATION:** The site is situated north of Airport Avenue and east of SR 86 (Harrison St.) within the County of Riverside, approximately 5,000 feet northwest of Runway 12-30 at the Desert Resorts Regional Airport.

Adjacent Airport: Desert Resorts Regional Airport (Formerly Thermal Airport)  
Land Use Policy: CLUP 1992: Thermal Airport  
a. Airport Influence Area: Traffic Pattern Zone TPZ  
b. Noise Levels: Outside current 55CNEL

**MAJOR ISSUES:**

LAND USE: The proposal is for a 5,000 sq. ft., retail hardware and building supply located approximately 5,000 ft. northwest of Runway 12-30 within the Traffic Pattern Zone of the Desert Resorts Regional Airport Influence Area. The proposal is located within an equipment area on a 1.9-acre parcel. The proposed use is an acceptable use contingent upon noise and height issues.

NOISE: The site is near a well-used traffic pattern and will experience annoyance from over flying aircraft. No noise sensitive uses, buildings or public assembly uses are proposed; therefore, noise is not a concern.

PART 77. The highest elevation at the site is -96 MSL. The height of the proposed building is 23 ft. The north runway end is at -115 MSL. The site is located within the horizontal surface. Structures exceeding -65 MSL ft. at this location would require FAA 7460 review. The applicant has been notified that an FAA review is required on this project.

**CONDITIONS:** For the County to Utilize

1. Provide Aviation Easements to the Desert Resorts Airport prior to any development of the project, recordation of the map, or sale to an 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 (lights must be downward facing).
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. Above ground storage of flammable materials shall be prohibited.
  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.

**RECOMMENDATION:** Staff recommends that the Commission find the project consistent with the Thermal Airport Comprehensive Plan subject to the Conditions of Approval listed above.

**MARCH AIR RESERVE BASE**

**9:00 A.M.**

K. MA-04-111 – Carter Group – Consent item see page 2

**CASE NUMBER:** MA-04-111 –Carter Group  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Design Review P04-0280

**PROJECT DESCRIPTION:**

*Design Review for a 429,740 sq. ft., of office and warehouse*

**PROJECT LOCATION:**

*The site is east of Sycamore Canyon Drive and north of Eastridge Drive within the City of Riverside, approximately 15,000-16,0000 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 I and 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 98/99 Draft CLUP efforts were prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Caltrans Airport Land Use Planning Handbook: 2002
3. Draft Airport Land Use Compatibility Plan: 2004
4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

### **MAJOR ISSUES:**

Land Use: The proposed site is located approximately 15-16,000 feet northwest of Runway 14-32. The proposal is under the major approach and departure track. The proposal consists of a 429,740 sq. ft. 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 Area I prohibits those uses in Appendix B. The proposed land division is consistent contingent upon noise and height issues.

Density and Coverage: The area of the proposed structure is 429,740 sq. ft., which is 42% of the area.

Part 77: The highest elevation on the proposed site is 1,546 MSL feet and the height of the proposed structure is 36 ft. The runway elevation at the north end is 1,535 MSL. In order to be an obstruction, a structure would need to exceed 1,685 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 1998 AICUZ indicated the property to have over 55 CNEL. Previous AICUZ reports indicated the property to be within 75 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 avigation 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.
  7. Use listed on attached Appendix B shall not be allowed.

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

L. MA-04-112 – Gary Martin – Consent item see page 2

**CASE NUMBER:** MA-04-112 Gary Martin  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Tract Map 32205

**PROJECT DESCRIPTION:**

A Tentative Tract Map for twelve residential lots on approximately 40 acres.

**PROJECT LOCATION:**

The site is situated west of Wood Road, north of Roberts Road within the City of Riverside, approximately 25,000 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 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 Realignment; 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 98/99 Draft CLUP efforts were prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Caltrans Airport Land Use Planning Handbook: 2002
3. Draft Airport Land Use Compatibility Plan: 2004
4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

### **MAJOR ISSUES:**

Land Use: The proposal is for a twelve lot residential development on approximately 40 acres. The proposed site is located approximately 25,000 ft. northwest of Runway 14/32. The proposal is near a 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 III, which allows land use with a few restrictions. 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 lot sizes range from 1.01 to 5 acres with a proposed lot density of .3 units per acre. Structural coverage will be less than 10% of the net area.

Part 77: The highest elevation at the site is 1,570 MSL feet and the height of the structures is 30 feet. Any structures over 1,785 MSL feet in elevation will require an FAA 7460 review. Part 77 obstruction criteria is not a concern.

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

### **CONDITIONS:**

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)
2. Incorporate noise attenuation measures into the office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.
4. The following uses shall be prohibited:
  - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

M. MA-04-113 – Gerald Buydos – Consent item see page 2

**CASE NUMBER:** MA-04-113 –Gerald Buydos  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Building Permit 04-0774

**PROJECT DESCRIPTION:**

A public utilities energy resource center consisting of 7,756 sq. ft. on approximately 4.69 acres.

**PROJECT LOCATION:**

The site is located at 3025 Madison Street within the City of Riverside, approximately 49,000 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 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 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 98/99 Draft CLUP efforts were prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Caldrons Airport Land Use Planning Handbook: 2002
3. Draft Airport Land Use Compatibility Plan: 2004
4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

### **MAJOR ISSUES:**

Land Use: The proposed site is located approximately 49,000 feet northwest of Runway 14-32. The proposal is near an approach and departure track and is within the outer horizontal surface. The proposal consists of a 7,756 sq. ft. public utilities energy resource center on an existing public utilities center site consisting of 4.69 acres. 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 III. Industrial uses are allowed in Area III with a few restrictions. 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 area of the proposed structure is 7,756 sq. ft. Structural coverage for the existing and proposed structures is less than 50% of the net area.

Part 77: The pad elevation is approximately 882 MSL feet and the height of the proposed structure is 26 ft. The runway elevation at the north end is 1,535 MSL. In order to be an obstruction, a structure would need to exceed 2,088 MSL feet in elevation. Part 77 obstruction criteria is not a concern.

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

N. MA-04-114 – Patti Castillo – Consent item see page 2

**CASE NUMBER:** MA-04-114 – Patti Castillo  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Initial Study

**PROJECT DESCRIPTION:**

Traffic signal installation and street improvements.

**PROJECT LOCATION:**

The site is at SR 60 westbound ramps at Day Street within the City of Riverside, approximately 14,800 feet north of Runway 14/32 at March Air Reserve Base/March Inland Port.

Adjacent Airport: March Air Reserve Base/March Inland Port

- a. Airport Influence Area: Within Area of Influence Area
- b. Land Use Policy: Influence Areas II & 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 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 98/99 Draft CLUP efforts were prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.

We will utilize four resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. Caldrons Airport Land Use Planning Handbook: 2002
3. Draft Airport Land Use Compatibility Plan: 2004
4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base

**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 14,800 feet north of Runway 14-32. The proposal is near an approach and departure track. The proposal is for traffic signal installation and improvements, which includes widening Day Street to two lanes in each direction from the westbound ramps to Ironwood Avenue. 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. Based on information submitted by the applicant, the site is located in Areas II and III. The proposed use is allowed in Areas II and III subject to certain constraints.

Density and Coverage: No building construction is included in this proposal.

Part 77: The highest elevation on the proposed site is 1,714 MSL feet and the height of the proposed traffic signal is currently unknown. The runway elevation at the north end is 1,535 MSL. In order to be an obstruction, a structure would need to exceed 1,888 MSL feet in elevation. Part 77 obstruction criteria is not a concern.

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

Other: On April 28, 2004, the applicant requested a continuance of this item until the June 10, 2004 meeting. The applicant has not submitted new or additional information on the project or indicated that additional information will be submitted.

**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. The following uses shall be prohibited: Lighting
  - 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.*

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

- O. **MA-04-115 – GMID Architects** – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

**CASE NUMBER:** MA-04-115 –GMID Architects  
**APPROVING JURISDICTION:** *City of Perris*  
**JURISDICTION CASE NO:** *Change of Zone*

**PROJECT DESCRIPTION:**

*A Change of Zone from commercial to residential for 92 apartment units on approximately 4.42 acres.*

**PROJECT LOCATION:**

*The site is west of Menifee Road and North of Nuevo Road within the City of Perris, approximately 24,000 feet southeast 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 98/99 Draft CLUP efforts were prepared utilizing the 1998 AICUZ in conjunction with the superceded 1993 CalTrans Handbook.*

*We will utilize four resources for our review:*

- 1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986*
- 2. Caldrons Airport Land Use Planning Handbook: 2002*
- 3. Draft Airport Land Use Compatibility Plan: 2004*
- 4. Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base*



**MAJOR ISSUES:**

Land Use: The proposed site is located approximately 24,000 ft. southeast of Runway 14-32. The proposal is under a major approach and departure track. The proposal consists of a 92 apartment units on approximately 4.2 acres. 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, which requires a minimum of two and one-half acres for residential lots. The proposed land use designation would be inconsistent with allowed land uses within this area.

Density and Coverage: The area of the proposed structures is 47,685 sq. ft, which is approximately 25% of the net area.

Part 77: The highest elevation on the proposed site is 1,546 MSL feet and the height of the tallest structure is 28 ft. The runway elevation at the south end is 1,488 MSL. In order to be an obstruction, a structure would need to exceed 2,088 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 1998 AICUZ indicated the property to be at or near 60 CNEL. Previous AICUZ reports indicated the property to be at or near 70 CNEL.

**RECOMMENDATION:** Staff recommends a finding of inconsistency of the project, subject to the conditions noted below, based on the findings that:

- a. The proposal is inconsistent with the 1984 RCALUP based on safety
- b. The proposal is under the flight track

Should the City wish to override the ALUC findings the following conditions should be utilized, and PUC 21670(a) should be followed per the attached information regarding overrides of Airport Land Use Commission decisions.

**CONDITIONS OF OVERRIDE:**

- 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 the building construction to ensure interior noise levels are at or below 45 CNEL-decibel levels.
- 3. Lighting plans for any additional development on the vacant lots shall be reviewed and approved by an airport lighting consultant or MARB/MIP prior to placement.
- 4. The following uses shall be prohibited:
  - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- c. *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
  - d. *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The attached notice shall be provided to all potential purchasers and tenants.*

Hearing no further comments Chairman Stephens called for questions from the Commissioners for staff. Hearing no response Chairman Stephens called for the applicant to come forward and present the case.

Jody Parker, GMID Architects, came forward in response to Chairman Stephens' invitation and indicated that the project is surrounded by other residential development.

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

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

## VII. ADMINISTRATIVE ITEMS

### A. Commission Member Status

Keith Downs indicated that an election was held and it was the first time there was more than two candidates for two positions. Chairman Stephens was re-elected and Commissioner Housman was elected as well. Mr. Downs indicated he spoke with the third candidate regarding possibly being an alternate for the ALUC and he was very interested. Mr. Downs then indicated that the third candidate's resume is available for any member who wishes to appoint him as their alternate. Commissioner Housman indicated he is interested in viewing the resume to appoint the candidate as his alternate.

### B. ALUP Meeting Schedule and Location

Keith Downs indicated that at the last meeting he had informed the Commission about holding the hearing on separate days or on the same day of the ALUC meeting in June it would need to be extended to July. A meeting would need to be held in the Riverside area and another in the Desert area, but would need to be a day apart due to the consultants being out-of-towner's. At this time he would need some feed back by June regarding availability of days, place and times from the Commission.

### C. ALUCP Update

Mr. Downs indicated that some corrections have been made and they will be updated on the website. There is no progress as of this date on Desert Resort, Hemet/Ryan or Chino Airport, however there are meetings scheduled for the Advisory Committee for Desert Resorts and Hemet/Ryan. Funding would be running out around the time of the hearing and possibly before that. There is some indication that the County will fund and assist for the County airports in moving forward, but it will not cover all the other

airports. The state of California retains 10% of the components until the project is completed and have been unsuccessful in getting them to release that retention, which is about \$40,000. Mr. Downs then indicated that he would be talking with an individual from Caltrans for assistance.

D. MARB Status

Mr. Downs indicated that he met with the March JPA consultants and the chapter for the ALUC's Plan is scheduled to be out late summer or winter. They are doing more under their content for some additional information. The noise contours are being developed by the Air Force through the AICUZ program and the passenger traffic is not being addressed, which is the controversial element.

E. Letter to Agencies Regarding Overrides

Mr. Downs indicated that at the last meeting there was a long discussion regarding the override the City of Riverside was doing with the Farmer Boy's project found inconsistent by the ALUC. Staff put together a package with a staff report to try to assist the City in the proper way to handle an override with regards to the new law. A discussion among the Commissioners was ensued regarding doing this process with all of the approving jurisdictions informing them of the new law. Mr. Downs then indicated that staff has put together a draft letter and that the letter be sent out to all the cities affected by the ALUC under the Commissions direction.

**ACTION TAKEN:** Commissioner Goldenbaum made a motion to approve the draft letter and be sent out to the approving jurisdictions. Commissioner Tandy seconded the motion. Motion carried unanimously.

Chairman Stephens inquired whether a copy of the state law would be included with the letter. Keith Downs responded positively.

VI. 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 10:05 A.M.  
NEXT REGULARLY SCHEDULED MEETING: May 13, 2004 at 9:00 a.m., Riverside