

AIRPORT LAND USE COMMISSION

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

THURSDAY, March 10, 2005
9:00 A.M.

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on March 10, 2005 at the Riverside County Administration Center, Board Room.

COMMISSIONERS PRESENT: Ric Stephens, Chairman
Dave Hogan, Vice Chairman
Simon Housman
Arthur Butler
Jon Goldenbaum
Lori Van Ardsdale, Alternate
Dave Bradley, Alternate

COMMISSIONERS ABSENT: Mark Lightsey
Sam Pratt
Marge Tandy

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

OTHERS PRESENT: Barry Burnell
James Ragsdale
Kathy Rohm

- 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.
- IV. APPROVAL OF MINUTES FOR: November 18, 2004, December 9, 2004, January 13, 2005 and February 10, 2005

November 18, 2004, December 9, 2004, January 13, 2005: Chairman Stephens called for questions from the Commissioners, hearing no response he called for a motion to be set.

ACTION TAKEN: Commissioner Housman made a motion to approve the November, December and January minutes. Vice Chairman Hogan seconded the motion. Motion carried unanimously.

February 10, 2005: Due to the minutes not being available Chairman Stephens continued the minutes to the next scheduled hearing.

***CONSENT ITEMS:**

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

Keith Downs indicated the consent items would be voted for consistency unless any of the Commissioners or any one from the audience has questions on an item. The item will be pulled and addressed separately, otherwise it will be voted as one and no further discussion will be made. Mr. Downs then included a withdrawn requested by the applicant for item TH-05-100 and Continuance for items FV-05-100 and BD-05-105.

Consent items as follows; MA-04-144, FV-05-101, BD-05-102, BD-05-104, RI-05-101, RI-05-102, RI-05-103, MA-05-101, MA-05-102, MA-05-103, MA-05-104, MA-05-105, MA-05-106 and MA-05-107.

Withdrawn item; TH-05-100 and items for continuance; FV-05-100 and BD-05-105

There are letters from some constituents regarding issues that are not Airport Land Use Commission issues in the Commission's package for Tracts 33028 and 33029.

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

ACTION TAKEN: Vice Chairman Hogan made a motion of consistency for the consent items, continuance for continued items noted above and withdrawn of the item noted above. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

V. OLD BUSINESS

MARCH AIR RESERVE BASE

9:00 A.M.

A. MA-04-144 – Pinnacle Real Estate Holdings, Inc. – See above

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

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

PROJECT LOCATION:

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

Adjacent Airport: March Air Reserve Base/March Inland Port

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

BACKGROUND:

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

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

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

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

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

MAJOR ISSUES:

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

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

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

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

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be less 55 CNEL. Previous AICUZ indicated that the noise level was as high as 60CNEL. The proposed use is not a noise sensitive use.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an aviation easement to the MARB/MIP Airport. (Tel.909- 656-7000)
2. An FAA Part 77 review shall be accomplished and any conditions required shall be met.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The above ground storage of explosives or flammable materials shall be prohibited.

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

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

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

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

March 10, 2005: The FAA has reviewed the proposal and has found it not to be a hazard to navigation.

REGIONAL

- B. RG-04-100: RI-04-127 and PS-04-100 Resolutions for Adoption with Addendums
Keith Downs presented the Resolutions.

APPROVING JURISDICTION: Riverside County Airport Land Use Commission

PROJECT DESCRIPTION:

An update to the 1984 Airport Land Use Plan (ALUP) and the subsequent Comprehensive Land Use Plans (CLUP) for public use airports in and affecting Riverside County. Jurisdictions affected are: the Cities of: Riverside, Palm Springs, Cathedral City and Rancho Mirage and the County of Riverside and any special district within those Influence Areas.

PROJECT LOCATION:

All areas within the Draft Airport Influence Areas. Affected Airports are: Riverside and Palm Springs

BACKGROUND: The ALUC held a workshop for the plan in March 2004 in Indio and Riverside. The consultants have met with the affected airports and land use jurisdictions and obtained the general plan and zoning ordinance of each. The consultants have reviewed each of those plans relative to the draft Compatibility Plans. Public hearings were held in August, September, October November, December and February. The Commission closed the hearings and moved to have Resolutions prepared for adoption of these plans. Copies of the Resolutions and Addendums are attached.

RECOMMENDATION: Staff recommends that the two resolutions (05-01 and 05-02) be adopted and the attached letter be sent to all jurisdictions affected by the 2 adopted plans.

Resolutions have been prepared after numerous hearings and meetings with both City of Riverside and the City of Palm Springs. Staff recommends approval of the resolutions of adoption.

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

ACTION TAKEN: Vice Chairman Hogan made a motion to approve the resolutions of adoption. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

Alternate Lori Van Ardsdale arrived at 9:15 a.m.

FRENCH VALLEY AIRPORT

9:00 A.M.

- C. FV-04-111 – T & B Planning – Beverly Coleman presented the case by referring to and using exhibits, staff report and recommendations.

APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Tract Map 32289
PROJECT DESCRIPTION:

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

PROJECT LOCATION:

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

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: The proposal is for a Tract Map to subdivide 81.87 acres into 197 residential lots, along with street improvements, open space and detention basin. As shown on the attached Compatibility Factors Map, the northern portion of the site is located within Zone E, and the southern portion of the site is within Zones C and D. Zone C allows residential density less than or equal to .2 units per acre. Zone D allows density less than or equal to .2 units per acre or greater than or equal to 5 units per acre. Zone E allows any density. The residential density of the portion of the site within Zones C and D, excluding streets and open space, is approximately 4.8 units per acre. The proposed residential density for the entire development, excluding streets and open space is 4.34 units per acre.

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

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

On February 10, 2005, the ALUC found the project consistent with the RCALUCP for the French Valley Airport and the hearing was closed. Staff was directed to prepare specific findings for ALUC consideration. The findings and amended Conditions are included in this staff report.

CONDITIONS:

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

6. *No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. An FAA 7460 review shall be completed for any structure of a height exceeding a 1:100 slope from the end of the runway.*
7. *An analysis of the detention basin shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.*
8. *The attached Notice shall be given to each prospective buyer or tenant.*

Added Conditions:

9. ***During initial sales of properties within the subdivision, large airport related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.***
10. ***An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns (Exhibit FV-6 of RCALUCP shall suffice). The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described.***

FINDINGS FOR FV-04-111

After due consideration of the proposal for Tentative Tract Map 32289, the ALUC has determined the project is consistent with the Riverside County Airport Land Use Compatibility Plan (RCALUCP) for French Valley Airport under the Special Conditions Policies outlined in Chapter 2, Section 3.3.6, based on the following findings:

1. *The proposed residential subdivisions immediately adjacent to or near the subject site to the northwest, east and south were found consistent by the ALUC under the previous plan, the 1997 French Valley Airport Comprehensive Land Use Plan. The proposed residential development immediately northeast of the site was found consistent by the ALUC under the new RCALUCP for French Valley Airport.*
2. *Approximately 60 to 70% of the surrounding property adjacent or near adjacent to the site will include residential development similar to the proposed development.*
3. *The proposed site is outside of the current and near future 55 CNEL noise contour for the airport.*
4. *The average net residential density proposed (4.34 units/acre for the entire development, 4.8 units/acre in Zones C and D) is not considered a significant deviation from the density standards applicable to Zone D and C.*
5. *The proposed project as submitted will not create an undue safety hazard to people on the ground or aircraft in flight, and is not expected to result in excessive noise exposure.*
6. *Expanded buyer awareness measures have been included in the conditions of approval for the project to further ensure that prospective buyers or renters are informed about the presence of aircraft overflights.*

Beverly Coleman indicated the hearing was closed, but continued in order for staff to provide specific findings, which were provided to the Commissioners in their staff report.

Vice Chairman Hogan requested for an additional item 7 be added to indicate, "A substantial amount of the Tract Map area within Zone C is being set aside as permanent open space". Vice Chairman Hogan then inquired clarification on item 2 of the specific findings. Keith Downs indicated the importance of item 2 is to indicate that it meets the infill provision.

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

Barry Burnell, T&B Planning came forward in response to Chairman Stephens' invitation and indicated concurrence with the specific findings including the additional item requested by Vice Chairman Hogan.

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

ACTION TAKEN: Vice Chairman Hogan made a motion of consistency with the addition of item 7 to indicate, "A substantial amount of the Tract Map area within Zone C is being set a side as permanent open space". Commissioner Housman seconded the motion. Motion carried unanimously.

JACQUELINE COCHRAN REGIONAL AIRPORT

9:00 A.M.

D. TH-05-100 - Kohl Ranch – Withdrawn item see page 2

APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: Plot Plan 19935 grading permit for lake

PROJECT DESCRIPTION: A 23 acre man made lake, including those used for aesthetics, detention, recreation, water skiing, non-potable irrigation water and noncommercial fishing on a 247 acre site.

PROJECT LOCATION: The site is situated northerly of Avenue 66, east of Tyler St., and west of Polk St. and from 10,-14,000 feet southerly of the Airport.

Adjacent Airport: Jacqueline Cochran (formerly Desert Resorts) Regional Airport
Land Use Policy: CLUP 1992:

a. Airport Influence Area: Traffic Pattern Zone TPZ and the Airport Influence Area
b. Noise Levels: Outsider 55CNEL

MAJOR ISSUES:

LAND USE: The proposed site is located from 10,000 to 14,000 feet south of the airport. The proposed site is within the Jacqueline Cochran Regional Airport Influence Area. The total site is 2,172 acres. Many aquatic features are being added to the plan, which necessitates a close review for waterfowl attractants that could endanger aircraft approach in the future. A copy of the newest (July 27, 2004) FAA Advisory Circular 150/5200-33A is included. It requests the applicant to contact the Airport Operator to develop a Wildlife Hazard Management Plan (WHMP). The applicant was requested to obtain a USDA Wildlife review for all lakes within the project.

NOISE: *The site is underlying traffic patterns and will experience some annoyance from over flying aircraft. The 1992 plan indicates that the project is outside of the 55 CNEL. The new plan indicates most of it is outside the 55db CNEL.*

PART 77. *The surface elevation varies from –153 to –159. The runway is at –120 at the southern ends of the runway. The site is within the approach surfaces, but does not need any FAA review at this time due to the distance to structures and the lower nature of the terrain*

CONDITIONS: *For the County to Utilize*

1. *Provide Aviation Easements to the Jacqueline Cochran Regional Airport prior to any development of the project, recordation of the map, or sale to an entity exempt from the Subdivision Map Act.*
2. *Incorporate noise attenuation measures into all residential construction and the office portions of any building construction to ensure interior noise levels are at or below 45-decibel levels.*
3. *Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky (lights must be downward facing).*
4. *The following uses shall be prohibited:*
 - (a) *Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.*
 - (b) *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - (c) *Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - (d) *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
5. *The Recreational lakes within the Kohl Ranch Specific Plan shall be designed to incorporate the following features in order to reduce or eliminate the habitat and foraging opportunities for birds in the water areas: (These are taken from the Specific Plan P IV-105 attached)*
 - (a) *Use of linear shaped water areas.*
 - (b) *Formed, vertical banks that make access to land at the water's edge difficult.*
 - (c) *Restrict any vegetation that offers shelter and nesting opportunities.*
 - (d) *Do not include islands in water areas.*
 - (e) *Eliminate shallows and muddy area.*
 - (f) *Control availability of forage-fish, frogs, algae and insects.*
 - (g) *Provide for human activity in or near the water.*

The Wildlife Hazard Management Plan (WHMP) shall include measures, procedures and organizations to eliminate the hazards if they become active in the lakes.

DRAFT JCRA LUCP: *Most of the project is within Zone D with a small portion within Zone E. The project is only the grading for the lake and no dwellings are proposed at this time.*

RECOMMENDATION: *At this time staff recommends a continuance in order for the applicant to: develop a WHMP with the Airport Operator and obtain a review from the US Wildlife Services.*

March 10, 2005: *At the last meeting the item was continued in order to obtain the response from the Wildlife Services Division of USDA with a review of the WHMP.*

VI. NEW BUSINESS

FRENCH VALLEY AIRPORT

9:00 A.M.

A. FV-05-100 – City of Temecula – Continued item see page 2

APPROVING JURISDICTION: City of Temecula
JURISDICTION CASE NO: General Plan Update

PROJECT DESCRIPTION:

2004 Temecula General Plan Update. The General Plan is the comprehensive planning document that provides guidelines for growth and land-use related decisions made by the City, expresses the community's goals with respect to both the human-made and natural environment, and sets forth the policies and implementation measures to ensure the safety and welfare of those who live, work, and do business in the City of Temecula. This review does not include the EIR or any other associated documents.

PROJECT LOCATION:

All incorporated and unincorporated area within the Adopted Influence Area (see Map Attached) of French Valley Airport.

BACKGROUND: The City filed their new General Plan effective February XX, 2005. We have drafted a contract with our consultant to review the proposal and that will not be available until April. Staff has included:

1. Copies of the letter from the City dated January 31, 2005,
2. The Caltrans letter dated December 29, 2004,
3. The Consistency Checklist from the adopted ALUCP (Appendix F), and
4. Response from the City staff regarding certain factors.

MAJOR ISSUES: Noise Element, Community Plans and Land Use Element Area Plans

RECOMMENDATION: Staff recommends that the ALUC CONTINUE the proposal until the next meeting of April 14, 2005 in order to complete the review by Mead and Hunt.

B. FV-05-101- Seraphina Development – Consent item see page 2

APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Tract Map 32346
PROJECT DESCRIPTION:

A Tract Map for 72 residential lots on approximately 28.6 acres.

PROJECT LOCATION:

The site is located north of Nicholas Street, east of Joseph Road within the City of Temecula, from approximately 9,500 to 10,500 ft. southeast of the ultimate end of Runway 18-36 at the French Valley Airport.

LAND USE PLAN:

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

MAJOR ISSUES:

Land Use: The proposal is for a Tract Map for 72 residential lots on approximately 28.6 net acres. As shown on the attached Compatibility Factors Map, the site is located within Zone D. Zone D allows residential density less than or equal to .2 units per acre or greater than or equal to 5 units per acre. The proposed residential density for the development, excluding streets, utilities access and open space is 5.4 units per acre.

Part 77: The highest finished floor elevation on the property is 1,165 MSL and structures are not expected to exceed 36 feet. The horizontal surface is at 1,500 MSL and the runway elevation is 1,330 MSL at the south end. Structures exceeding 70 feet in height or of a height exceeding a 100:1 slope from the end of the runway require FAA review. At a 100:1 slope from the runway to the north end of the site, structures exceeding 1,425MSL in elevation would require FAA 7460 review. Part 77 obstruction criteria is not a concern.

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

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

CONDITIONS:

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

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (d) Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.

5. The attached Notice shall be given to each prospective buyer or tenant.

BERMUDA DUNES AIRPORT

9:00 A.M.

C. BD-05-102 – Feiro Engineering – Consent item see page 2

APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: Parcel Map 32950

PROJECT DESCRIPTION:
 The project is a Parcel Map to divide 5 acres into two lots.

PROJECT LOCATION:
 The site is located at 38-575 Patrick Dr. County of Riverside, approximately 9,000 ft. north of Runway 10-28 at the Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport
 Land Use Policy: RCALUCP (Adopted Dec. 2004)
 a. Airport Influence Area: Zone E, within Flight Traffic Pattern
 b. Noise Levels: Outside 55 dB CNEL

MAJOR ISSUES:
LAND USE: The proposal is a Parcel Map to divide 5 acres into two lots. The proposal is within Zone E of the Airport Influence Area. The proposed lot sizes are 2.5 gross acres. An existing single-family mobile residence is located near the northeast corner of the site. As shown on the attached Compatibility Factors Map, the site is located within Zone E and outside the General Traffic Pattern Envelope and is zoned R-A.

NOISE: The site is outside of the 55 CNEL; however, the site will be subject to aircraft noise of some annoyance.

PART 77: The highest elevation at the site is approximately 53 MSL. The airport elevation is 73 MSL. Structures exceeding 100 feet in height or of a height exceeding a 100:1 slope from the end of the runway require FAA review. At a 100:1 slope from the runway to the site, structures exceeding 143 MSL in elevation would require FAA 7460 review.

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

Conclusion: The proposal as submitted is consistent with the Bermuda Dunes Airport Land Use Compatibility Plan

RECOMMENDATION: Staff recommends a finding of consistency of the project with the Bermuda Dunes Airport Land Use Compatibility Plan.

CONDITIONS:

1. Provide Deed Notifications or Avigation Easements to the Bermuda Dunes Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract a large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.
4. The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.

D. BD-05-103 – Jefferson Street Ventures – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

APPROVING JURISDICTION: City of Indio
JURISDICTION CASE NO.: Master Plan and EA for Commercial Development

PROJECT DESCRIPTION:

The project is for a commercial project consisting of 246,600 sq. ft. in 22 buildings on approximately 26.85 acres.

PROJECT LOCATION:

The site is located at the southeast intersection of Jefferson Street and Varner Road in the City of Indio, and from approximately 1,300 to 1,500 ft. north of Runway 10-28 at the Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport

Land Use Policy: RCALUCP (Adopted Dec. 2004)

a. Airport Influence Area: Zone D, Partially within Flight Traffic Pattern and B-2

b. Noise Levels: 55 and 60 dB CNEL

MAJOR ISSUES:

LAND USE: The proposal is commercial development consisting of 246,600 sq. ft. on approximately 26.85 gross acres. The proposal is within Zone D of the Airport Influence Area. The proposed density is discussed in the summary Appendix B. Structural coverage will be less than 22% of the net area. As shown on the attached Compatibility Factors Map, the site is located within Zone D, and the southeast corner of the site is within Zone B-2. Zone D allows density less than or equal to 100 people per acre and not higher than 300 per the highest single acre. The B-1 portion contains landscaping only.

A portion of the site contains a supermarket that would contain 379 people per acre and exceed maximum of 300 per acre in Zone D. By utilizing the building design features outlined in Section 4.2.6 that maximum may be raised to 390/acre. The Compatibility Plan calls for the local jurisdiction to include these in their general plan review, but due to the short time since the plans approval that will need to be conditioned at this point.

NOISE: The site is inside the 55 CNEL; however, the site will be subject to aircraft noise of some annoyance.

PART 77: The highest elevation at the site is 69.9 MSL and the height of the tallest structure is approximately 30 ft. The airport elevation is 73 MSL. Structures exceeding 15 feet in height or of a height exceeding a 100:1 slope from the end of the runway require FAA review. At a 100:1 slope from the runway to the south end of the site, structures exceeding 88 MSL in elevation would require FAA 7460 review.

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

Conclusion: The proposal as submitted is consistent with the Bermuda Dunes Airport Land Use Compatibility Plan because the proposal within Zone D meet the intensity standards for Zone D if the building design standards are included to allow the intensity bonus for the market and fast food sites.

RECOMMENDATION: Staff recommends a finding of consistency of the project with the Bermuda Dunes Airport Land Use Compatibility Plan, based on the findings that Zone D meet applicable density standards.

CONDITIONS:

1. Provide Avigation Easements and/or deed notices to the Bermuda Dunes Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual

approach slope indicator.

- b. *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - c. *Any use which would generate smoke or water vapor or which would attract a large concentrations of birds, or which may otherwise affect safe air navigation within the area.*
 - d. *Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.*
- 4. *The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.*
 - 5. *An FAA 7460 review shall be conducted prior to building permits and for and cranes to be utilized during construction*
 - 6. *The features listed In Policy 4.2.6 shall be included for the construction of any use exceeding the average of 100 people per acre such as the supermarket, fast food and motel.*
 - a. *Building design features which would enable application of an intensity bonus include, but are not limited to, the following:*
 - b. *Using concrete walls;*
 - c. *Limiting the number and size of windows;*
 - d. *Upgrading the strength of the building roof;*
 - e. *Avoiding skylights;*
 - f. *Enhancing the fire sprinkler system;*
 - g. *Limiting buildings to a single story; and*
 - h. *Increasing the number of emergency exits.*

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.

Jim Ragsdale, JRA Planning & Design came forward and concurred with the conditions of approval stated on the staff report.

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

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

E. BD-05-104 – W&V Marketplace, LLC – Consent item see page 2

APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO.: PP 18791, Parcel Map 30887

PROJECT DESCRIPTION:

The project is a building permit for an 117,778 sq. ft. retail shopping center, food and beverage establishments.

PROJECT LOCATION:

The site is located on the north side of Varner Road east of Washington Street in the County of Riverside, approximately 5,500-6,500 ft. northwest of Runway 10-28 at the Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport

Land Use Policy:

- a. Airport Influence Area: Zone C and D
- b. Land Use Policy: Influence Area
- c. Noise Levels: Inside 60 dB CNEL

MAJOR ISSUES:

LAND USE: The proposal is for a retail center located approximately 6,000 feet northwest of the west end of Runway 10-28 at Bermuda Dunes Airport. The proposal is mostly within Zone C of the plan and 10% within Zone D. The area of the proposed buildings is 115,569 sq. ft. and the lot area is approximately 12.5 acres (net). Structural coverage will be less than 24% of the net area. The proposed use is an acceptable use, contingent upon noise and height issues. No noise sensitive uses are proposed at this time.

The project has 638 parking spaces over the entire parcel. Using the number of spaces (638) times the plan factor (1.5) = 957 people divided by the parcel (12.55 acres) gives an occupancy factor of 76 per acre. The Zone C intensity allows up to 75/acre. But since about 10% of the property is within Zone D (at 100/acre) and the available acreage calculation is net instead of gross the allowable actual number is less than the 76/acre.

NOISE: The site will be subject to aircraft noise of some annoyance. The entire site is inside of the 55 CNEL. Ultimate traffic with seasonal and weekend peaking will likely produce noise of some annoyance on the site.

PART 77: The highest elevation at the site is 98 MSL and the height of the tallest structure is approximately 41 ft. The airport elevation is 73 MSL. At a distance of 5,500 ft. from the runway, proposed structures exceeding 128 MSL will require an FAA 7460 review.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to the Bermuda Dunes Airport (recorded June 2, 1993).
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an

aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract a large 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.
- 4. The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.
 - 5. The applicant shall complete an FAA 7460 review for all structures over 30 feet on height prior to building permits and implement any conditions required.
 - 6. Any noise sensitive use within the site shall have an acoustical noise study completed prior to that review. Day centers, libraries, hospitals, churches and nursing homes shall not be allowed.

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

BERMUDA DUNES AIRPORT

9:00 A.M.

F. BD-05-105 – Rillington Communities – Continued item see page 2

APPROVING JURISDICTION: City of Indio
JURISDICTION CASE NO.: Tract Map 33239

PROJECT DESCRIPTION:

The project is a tract map for 149 residential lots and 1 commercial lot on 54.47 acres.

PROJECT LOCATION:

The site is located at the northwest intersection of Burr St. and Varner Road in the City of Indio, from approximately 1,500 to 3,200 ft. east of Runway 10-28 at the Bermuda Dunes Airport.

Adjacent Airport: Bermuda Dunes Airport

Land Use Policy: RCALUCP (Adopted Dec. 2004)

- a. Airport Influence Area: Zone B1, B2, C and D
- b. Noise Levels: Partially Within 55 dB CNEL

MAJOR ISSUES:

LAND USE: The proposal is a 54.47-acre project consisting of 149 residential lots on 42.67 acres and one commercial lot on 11.3 acres. The proposal is within Zone B1, B2, C and D of

the Airport Influence Area. As shown on the attached Compatibility Factors Map, the northerly portion of the site is located within Zone D, and the southern portion is within Zones B1, B2 and C. Based on information submitted by the applicant, the residential lots are located almost entirely within Zone D. A retention basin lot and two recreation/retention lots are located within Zone C, Zone B2 and Zone D. An area identified as future/commercial office property is shown on the south end of the site within Zone B1 and Zone C, however, the site layout of the commercial/office area is not provided on the tract map. The applicant submitted a Project Master Plan (PMP), which includes a description and analysis of the proposed commercial/office area, however, the PMP was not referenced on the Application for Development Review submitted by the applicant. Therefore, this review is for Tract Map 33239 only.

The proposed residential density for the development, excluding streets, retention basins and recreation areas/open space is 5.3 units per acre. The proposed structural coverage for the residential lots will not exceed 60% of the net area. Zone D allows residential density less than or equal to .2 units per acre or greater than or equal to 5 units per acre. Zone D allows an average parcel size of 5 acres or larger.

NOISE: The site is outside of the 55 CNEL, however, the site will be subject to aircraft noise of some annoyance.

PART 77: The highest elevation at the site is 78 MSL and the tallest structure is not expected to exceed 35 ft. The airport elevation is 73 MSL. Structures exceeding a height of 35 feet in Zone B1 and B2, 70 feet in Zone C and D, or of a height exceeding a 100:1 slope from the end of the runway require FAA review. At a 100:1 slope from the runway to the west end of the site, structures exceeding 88 MSL in elevation would require FAA 7460 review.

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

Other: The recreation/retention areas and retention basin are nearly two acres in total area, and necessitate a close review for waterfowl attractants that could endanger aircraft approach in the future. The applicant will need to obtain a USDA Wildlife Services review of the retention basins within the project.

RECOMMENDATION: Staff recommends a finding consistency of the project with the Riverside County Airport Land Use Compatibility Plan for Bermuda Dunes Airport, subject to the Conditions outlined below.

CONDITIONS:

1. Provide Avigation Easements to the Bermuda Dunes Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract a large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.
4. The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.
 5. Subsequent review of the Project Master Plan will be required to determine consistency of the commercial/office area.
 6. Structures exceeding a 100:1 slope from the end of the runway require FAA 7460 review.
 7. An analysis of the retention basin(s) shall be submitted to USDA Wildlife Services, and any conditions required by the USDA Wildlife letter shall be accomplished by the project.

RIVERSIDE MUNICIPAL AIRPORT

9:00 A.M.

G. RI-05-101 – Madison Square Partners – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Variance

PROJECT DESCRIPTION:

For a two story 6,130 sq. ft. commercial building.

PROJECT LOCATION:

The site is located at 3511 Madison Ave., south of Magnolia Ave., within the City of Riverside, approximately 9,500 ft. southeast of Runway 9-27 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport
 a. Airport Influence Area: Zone D
 b. Noise Levels: Outside 55 CNEL

MAJOR ISSUES:

Land Use: The proposed site is located approximately 9,500 ft. southeast of Runway 9-27. The proposal is within the Zone D of the Riverside Municipal Airport Influence Area. The proposal is for an additional commercial building within an existing shopping center. Structural coverage for the site, including existing and proposed structures is less than 25% 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 860 MSL feet and the height of the structure is approximately 32 feet. The site is under the horizontal surface at this location,

which is approximately 966 MSL. The elevation at the east end of Runway 9-27 is 815 MSL. Part 77 obstruction criterion is not a concern.

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

CONDITIONS OF APPROVAL:

1. Provide Deed Notification or Avigation Easements to Riverside Municipal Airport (951-351-6113).
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers or tenants.

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

H. RI-05-102 – Parkview Community Hospital – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: CUP 060-590

PROJECT DESCRIPTION:

A 9,600 ft. building addition to a hospital.

PROJECT LOCATION:

The site is located at 3865 Jackson Street, within the City of Riverside, approximately 8,800 ft. southeast of Runway 16-34 at the Riverside Municipal Airport.

Adjacent Airport: Riverside Municipal Airport
a. Airport Influence Area: Zone E
b. Noise Levels: Outside 55 CNEL

MAJOR ISSUES:

Land Use: The proposed site is located approximately 8,800 ft. southeast of Runway 16-34. The proposal is within Zone E of the Riverside Municipal Airport Influence Area. The proposal is for a 9,500 sq. ft. administration building addition to an existing hospital. 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 765 MSL feet and the height of the structure is approximately 25 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 747 MSL. Part 77 obstruction criterion is not a concern.

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

CONDITIONS OF APPROVAL:

1. Provide Deed Notification or Avigation Easements to Riverside Municipal Airport (951-351-6113).
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers or tenants.

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

I. RI-05-103 – Macias Furniture – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: Plot Plan P04-1419

PROJECT DESCRIPTION:

A two-story retail furniture store consisting of 19,250 sq. ft. on .85 acres.

PROJECT LOCATION:

The site is located east of Van Buren Blvd., and south of California Ave., within the City of Riverside, approximately 7,900 ft. south of Runway 16-34 at the Riverside Municipal Airport.

- a. Adjacent Airport: Riverside Municipal Airport
- b. Airport Influence Area: Zone E
- c. Noise Levels: Outside 55 CNEL

MAJOR ISSUES:

Land Use: The proposed site is located approximately 7,900 ft. south of Runway 16-34. The proposal is within Zone E of the Riverside Municipal Airport Influence Area. The proposal is for a two-story retail furniture store consisting of 19,250 sq. ft. on .85 acres. Total lot coverage of the building is approximately 10,500 sq. ft. Structural coverage for the site is less than 35% of the net area. The proposed use is consistent with allowed land uses within this area contingent upon noise and height issues.

Part 77: The highest elevation at the site is approximately 765 MSL feet and the height of the structure is approximately 25 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 747 MSL. Part 77 obstruction criterion is not a concern.

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

CONDITIONS OF APPROVAL:

1. Provide Deed Notification or Avigation Easements to Riverside Municipal Airport (951-351-6113).
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
3. The attached notice shall be given to all prospective buyers or tenants.

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

MARCH AIR RESERVE BASE/ MIP

J. MA-05-101- Synergy Development – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO.: CUP 05-0096

PROJECT DESCRIPTION:

A 74 ft. cellular antenna and equipment shelter.

PROJECT LOCATION:

The site is located at 6091 Victoria Avenue within the City of Riverside, approximately 33,500 ft. northwest of Runway 14/32 at March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

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

b. Land Use Policy: Influence Area III

c. Noise Levels: See Below

BACKGROUND:

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

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignments.

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 later 98/99 Draft CLUP was prepared utilizing the 1998 AICUZ in conjunction with the now superceded 1993 CalTrans Handbook.

We utilize four resources for our review:

RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986

CalTrans Airport Land Use Planning Handbook: 2002

Draft Airport Land Use Compatibility Plan: 2004

Noise Data from the AICUZ Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is for 74 ft. monopine cellular antenna and equipment shelter within a 1,260 ft. lease area. The proposed site is located approximately 31,500 ft. northwest of Runway 14/32. The proposal is near an approach and departure track and within the outer horizontal surface.

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

Density and Coverage: The floor area of the proposed equipment structure is approximately 325 sq. ft. Structural coverage will be less than 35% of the lease area.

Part 77: The highest elevation proposed at the site is approximately 964 MSL feet and the height of the antenna is approximately 74 ft. The elevation of the runway is 1,535 MSL. Structures exceeding 1,850 MSL at this location would require FAA review. 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 noise level at the property to be outside the 55 CNEL. The proposed use is not a noise sensitive use.

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

CONDITIONS:

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

K. MA-05-102 – Nextel – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Minor Conditional Use Permit 04-1090
PROJECT DESCRIPTION:

A 60 ft. plus fronds monopalm cellular antenna and wireless communications facility.

PROJECT LOCATION:

The site is located at 6101 Quail Valley Ct. within the City of Riverside, approximately 17,000 ft., north of Runway 14/32 at March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

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

b. Land Use Policy: Influence Area II

c. Noise Levels: See Below

BACKGROUND:

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

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

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

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

RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986

CalTrans Airport Land Use Planning Handbook: 2002

Noise Data from the AICUZ Study: 1998 March Air Reserve Base

Draft 2004 ALUCP

MAJOR ISSUES:

Land Use: The proposal is for a wireless communication facility consisting of a 60 ft. monopalm mounted cellular antenna. The proposed site is located approximately 17,000 ft. north of Runway 14/32. The proposal is near an approach and departure track and within the outer conical surface.

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

Density and Coverage: The floor area of the proposed equipment structure is approximately 120 sq. ft. Structural coverage will be 50% of the 777 sq. ft., lease area and less than 1% of the approximately 1.6 acre site area.

Part 77: The highest elevation proposed at the site is approximately 1,540 MSL feet and the height of the antenna is approximately 60 ft., for a total elevation of 1,600. The elevation of the runway is 1,535 MSL. Structures exceeding 1,705 MSL at this location would require FAA review. In order to be an obstruction, a structure would need to exceed approximately 2,088 MSL feet in elevation.

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

CONDITIONS:

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

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

L. MA-05-103-Brian Bergemann – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: PA 04-5182, 83 & 84

PROJECT DESCRIPTION:

Three industrial buildings consisting of 120,383 sq. ft. on 6.3 acres.

PROJECT LOCATION:

The site is located at 2295 Eastridge Avenue within the City of Riverside, approximately 13,800 feet northwest of Runway 14/32 at March Air Reserve Base/March Inland Port.

Adjacent Airport:	March Air Reserve Base/March Inland Port
a. Airport Influence Area:	Within Area of Influence Area
b. Land Use Policy:	Influence Area I
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 13,800 feet northwest of Runway 14-32. The proposal is under a major approach and departure track. The proposal consists of three industrial buildings totaling 120,383 sq. ft. on 6.3 acres. Specific information on the type of industrial uses at the facility 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 I. Area I allows industrial uses but prohibits certain high-risk land uses. Those uses are listed in the attached Appendix B to the Riverside County Airport Land Use Plan.

Density and Coverage: The area of the proposed structures is 120,383 sq. ft., which is less than 50% of the area.

Part 77: The highest elevation on the proposed site is 1,531 MSL feet and the height of the tallest building is approximately 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 1,673 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 within 60 CNEL. Previous AICUZ reports indicated the property to be within 75 CNEL.

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

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.
7. Use listed on attached Appendix B shall not be allowed.

M. MA-05-104- Adkan Engineers – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Tract Map 33028

PROJECT DESCRIPTION:

A 63-unit residential tract on 34.77 acres.

PROJECT LOCATION:

The site is located south of Bradley Street, at Eastgate Court within the City of Riverside, approximately 33,000 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 Realignments.

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 later 98/99 Draft CLUP was prepared utilizing the 1998 AICUZ in conjunction with the now superceded 1993 CalTrans Handbook.

We 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 the AICUZ Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is for a 63-unit residential tract with two park sites on 34.77 acres. The proposed site is located approximately 33,000 ft. northwest of Runway 14/32. The proposal is within the outer horizontal surface.

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

Density and Coverage: The residential lots range in size from 10,761 to 27,987 sq. ft. Structural coverage of the lots is expected to be less than 50% of the net area.

Part 77: The highest elevation proposed at the site is approximately 1,275 MSL feet and the height of the structures is unknown. The elevation of the runway is 1,535 MSL. Structures exceeding 1,865 MSL at this location would require FAA review. 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 noise level at the property to be outside the 55 CNEL.

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

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)
2. Incorporate noise attenuation measures into any office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.
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 each prospective buyer or tenant.

N. MA-05-105- Adkan Engineers – Consent item see page 2

APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: Tract Map 33029
PROJECT DESCRIPTION:

An 89-unit residential tract on 108.4 acres.

PROJECT LOCATION:

The site is located north of Bradley Street, at Eastgate Court within the City of Riverside, approximately 33,000 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 Realignments.

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 later 98/99 Draft CLUP was prepared utilizing the 1998 AICUZ in conjunction with the now superseded 1993 CalTrans Handbook.

We 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 the AICUZ Study: 1998 March Air Reserve Base

MAJOR ISSUES:

Land Use: The proposal is for an 89-unit residential tract on 108.4 acres. The proposed site is located approximately 33,000 ft. northwest of Runway 14/32. The proposal is within the outer horizontal surface.

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

Density and Coverage: The residential lots range in size from 19,978 to 214,030 sq. ft. Structural coverage of the lots is expected to be less than 50% of the net area.

Part 77: The highest elevation proposed at the site is approximately 1,330 MSL feet and the height of the structures is unknown. The elevation of the runway is 1,535 MSL. Structures exceeding 1,865 MSL at this location would require FAA review. 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 noise level at the property to be outside the 55 CNEL.

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

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel. 909- 656-7000)

2. *Incorporate noise attenuation measures into any office portions of the building construction to ensure interior noise levels are at or below 45-decibel levels.*
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.*
5. *The attached Notice shall be given to each prospective buyer or tenant.*

O. MA-05-106 Sheffield Homes – Consent item see page 2

APPROVING JURISDICTION: City of Perris
JURISDICTION CASE NO: Tentative Tract Map 32708, GPA 4506 and Change of Zone 4507

PROJECT DESCRIPTION:

A General Plan Amendment and Change of Zone from R-4 to R-7 and Tentative Tract Map for 234 single-family residential lots on 62 acres.

PROJECT LOCATION:

The site is situated south of Nance Road and west of Lake Perris Drive within the City of Perris, approximately 11-14,000 feet east 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 Study Area
 b. Land Use Policy: Influence Area III
 c. Noise Levels: See Below

BACKGROUND:

Staff utilized four resources for review:

RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986

1. *Current Cal Trans Airport Land Use Planning Handbook: 2002*
2. *Draft Airport Land Use Compatibility Plan: 2004*
3. *Noise Data from Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base*

MAJOR ISSUES:

Land Use: The proposed site is located approximately 11-14,000 feet east of Runway 14-32. The proposal is for 234 single-family residential lots on 62 acres. The existing site is vacant and zoned for residential uses. The proposal is not under any major flight track and is within the conical surface.

The 1984 Plan places an emphasis upon the type of airport, 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 has no residential density restrictions. The proposed land use would be allowed within this area contingent upon noise and height issues.

Density and Coverage: No structures are currently proposed, however, structural coverage is expected to be less than 20% of the net area.

Part 77: The highest elevation at this site is approximately 1,475 MSL feet. The runway elevation is 1488 MSL at the south end. The height of the structures is unknown at this time, but likely to be less than 35 feet. Any structures over 1588 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 noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the property to be outside the 55 CNEL.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to March ARB/MIP prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act. (909) 656-7000
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 measures to assure that no lights are above 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 all prospective buyers or tenants.*

P. MA-05-107 Sheffield Homes – Consent item see page 2

APPROVING JURISDICTION: City of Perris
JURISDICTION CASE NO: Tentative Tract Map 32707, GPA 4503 and Change of Zone 4504

PROJECT DESCRIPTION:

A General Plan Amendment and Change of Zone from R-4 to R-7 and Tentative Tract Map for 137 single-family residential lots on 35 acres.

PROJECT LOCATION:

The site is situated north of Nance Road and west of Lake Perris Drive within the City of Perris, approximately 11-12,000 feet east of Runway 14/32 at March Air Reserve Base/March Inland Port.

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

BACKGROUND:

Staff utilized four resources for review:

- 1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986*
- 2. Current Cal Trans 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 11-12,000 feet east of Runway 14-32. The proposal is for 137 single-family residential lots on 35 acres. The existing site is vacant and zoned for residential uses. The proposal is not under any major flight track and is within the conical surface.*

The 1984 Plan places an emphasis upon the type of airport, 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 has no residential density restrictions. The proposed land use would be allowed within this area contingent upon noise and height issues.

Density and Coverage: *No structures are currently proposed, however, structural coverage is expected to be less than 20% of the net area.*

Part 77: *The highest elevation at this site is approximately 1,500 MSL feet. The runway elevation is 1488 MSL at the south end. The height of the structures is unknown at this time, but likely to be less than 35 feet. Any structures over 1598 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 noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the property to be outside the 55 CNEL.

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

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to March ARB/MIP prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act. (909) 656-7000
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 measures to assure than no lights are above 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 all prospective buyers or tenants.

VII. ADMINISTRATIVE ITEMS

A. ALUCP Update

Keith Downs indicated the contract with Mead & Hunt will terminate at the end of fiscal year June 30th. Mead & Hunt has been directed to prepare the plans for Hemet and Chino, although a hearing cannot be held until the Master Plans have been completed for both airports. Mead & Hunt's contract will be before the Board in about two weeks requesting extended services.

A representative from the Perris Valley Airport has contacted Mr. Downs indicating the airport's permit has been changed from private to public use airport. They are interested in working with ALUC and may be requesting to activate a proposal for the airport. Mr. Downs indicated that funding is not available and a twenty year forecast was required as well as an ALP.

B. MARB Status: Review of Existing CLUP and proposal

Keith Downs indicated Ken Brody was expecting to receive flight tracks from the FAA. The flight tracks for Travis Air Force Base CLUP are very helpful. The AICUZ activity at MARCH has not been received so the expectation of a draft being available next week will not happen. March is also familiar with the Muzzy Vs Solano case and they have the understanding that a Negative Declaration and possibly an Environmental Impact Report would be involved in this effort.

C. Rules for ALUC

One clause that is missing is how to amend the plan. Existing rules allow airport operators, proprietors or the local jurisdiction to request an amendment. The new rules will include similar language and the changes will be presented to the Commission. If the rules are acceptable they will be set for hearing probably in June with a thirty-day notice. Mr. Downs then distributed information to the Commissioners regarding \$1,000,000 insurance policy that protects the Commission as a body.

D. Muzzy Vs Solano

B.T. Miller indicated that Solano County filed an application for the Supreme Court and this Commission authorized Counsel to send a letter of support of that application concerning Travis Air Force Base. The public Court found that the Solano County's ALUC Plan for Travis requires preliminary environmental CEQA. Among various ALUC's and Counsel's to ALUC's to do so will require this Commission to call upon resources and to speculate what those impacts would be on jurisdictions. It would indicate that the Commission would have to look at impacts beyond the influence area of an airport. The case reads that any amendments would require the ALUC Plan to some kind of CEQA investigation, which would seem to be contrary. One of the issues the other side in answering the case is the argument that ALUC's activities are regulatory nature. Solano County is taking the position of only being advisory. The only place where the ALUC becomes a regulatory body is in connection with the local jurisdiction and it's only through the mechanism where the local entity needs to amend their plan or override.

B.T. responded to the question from Ms. Lowe about the issue of whether or not the changes now being made in the plan would result possibly on a claim of a take of property. It could be argued that through further actions of the Cities or the County in incorporating the ALUC's Plan that in effect would serve us as regulatory action. If this Commission were to be sued under such a claim it would not be independent of the local agency because the lack of enforcement abilities. B.T. then indicated that what the ALUC does constitutes regulatory activities.

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

None

IX. COMMISSIONER'S COMMENTS

None

X. NEXT REGULARLY SCHEDULED MEETING: April 14, 2005 at 9:00 a.m., Riverside.